

MENG



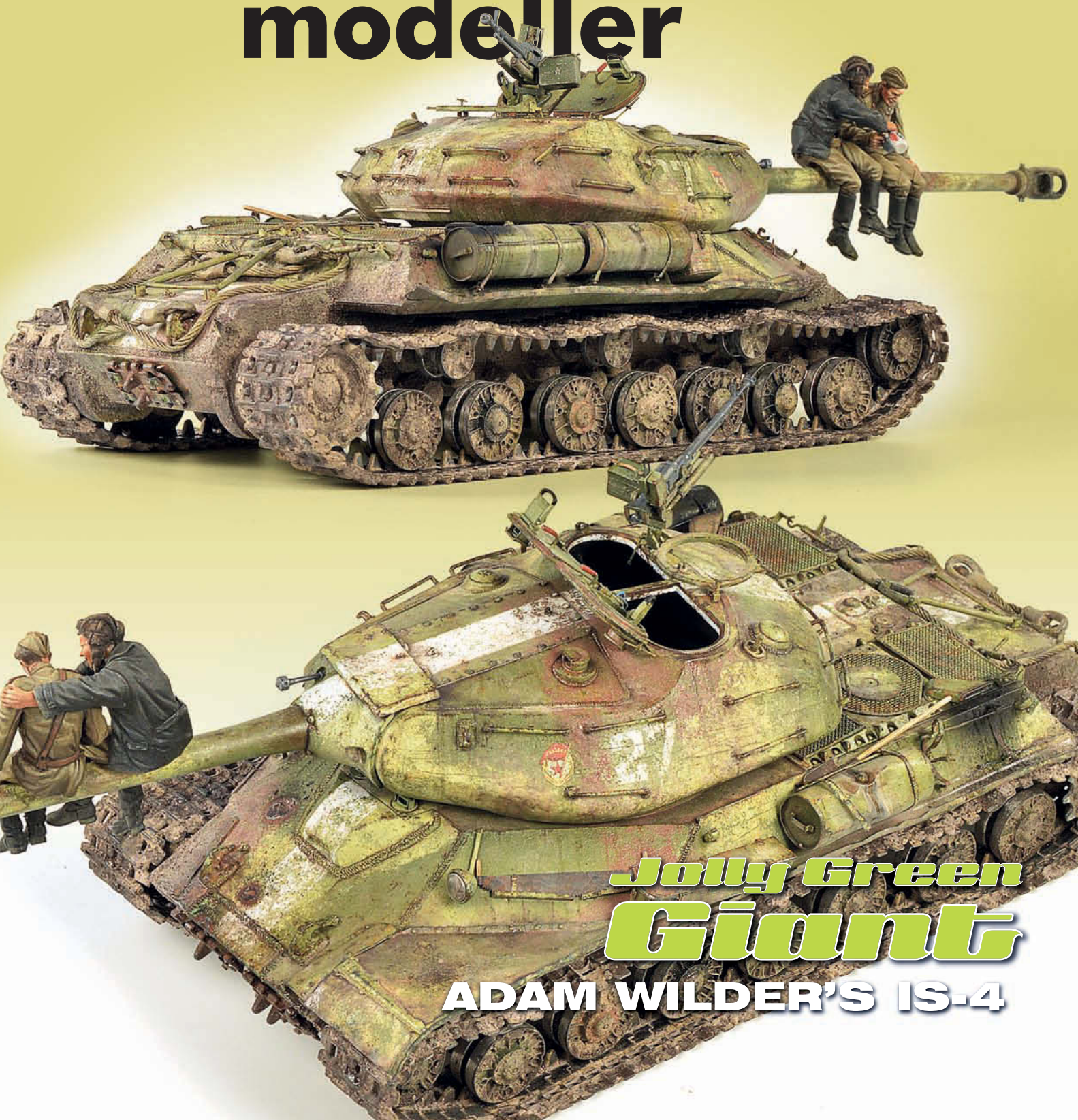
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85

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T-10M

RUSSIA'S LAST HEAVY TANK

The original T-10 design was developed in late 1953 but the upgraded T-10M did not enter service until 1958 it was designed to combat the American M103 and British Conqueror, it weighed in at an impressive 51.5 tons. The arrival of designs like the T-62 and M-60 brought an end to heavy tank designs on all sides but the T-10M remained in service right up until as recently as 1993.

It is easy to see the design lineage of the T-10 with features that are very similar to the JS-3. Meng's new kit takes on the challenge of kitting the beast with all their usual flair and skill. You have the choice of building the tank with the big turret bin that I used or you can leave it off and if you prefer there is a really convincing tarpaulin that can be fixed to the back of the turret. Either way its a vehicle with a real presence and long sleek design that is hard not to like.



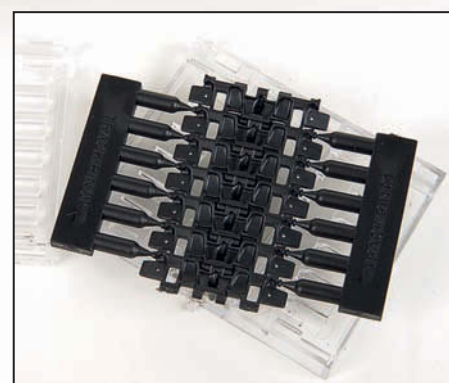
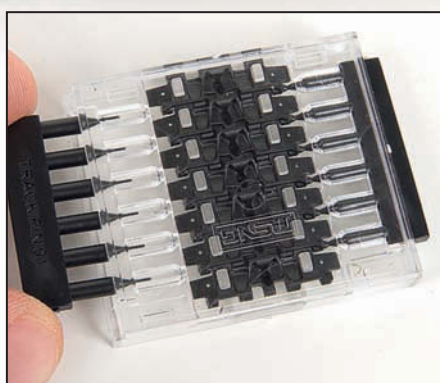
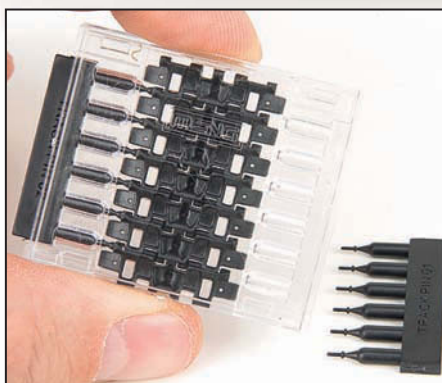
DAVID PARKER BUILDS THE NEW MENG KIT





Blissful Build for the Big Fella

It was stress-free modelling all the way when putting the T-10 together. As we have come to expect everything comes together perfectly. I did manage to confuse myself with some of the suspension parts mainly because of my insistence in having my hull tub the opposite way round to how it is drawn in the instructions, leading to the perhaps inevitable mixing up of similar looking parts. A classic case of me thinking I knew best rather than paying close attention to the instructions!



A word about the individual link tracks which proved to be a real pleasure to assemble. I de-sprued the links with sprue cutters with no further clean up required. The kit provides a clear plastic jig to assemble the links. It is possible to load the links incorrectly so that the holes do not line up so I marked the jig to avoid doing this. Once the links are loaded and sandwiched

between the two halves of the jig sections of 6 track pins are easily and precisely guided into the holes in the tracks for a snug push fit. Its quick easy and quite satisfying to plug the pins in place. With the jig removed the section of track is ready to have the pins carefully trimmed and the pin sprues removed.

403

Fortunately I realised that the ride height of the running gear was wrong so I was able to correct my mistake. Working torsion bar suspension allows you articulate the roadwheels and polycap wheel fittings are another welcome feature for easy wheel painting.

Once the running gear is assembled its all very straight forward with only fixtures like the headlamp guards requiring some care to de-sprue and the sprue points on the front fender stowage bins needing careful clean up. The turret with its

subtle machined texture also falls together. If you fit the optional turret bin there are some location holes to drill out. Rather than adding the photoetched bolt detail to the lips of the turret bin I just punched out some bolts from plastic card and added them. The impressive hatch mounted heavy machine gun is quite a complex piece to assemble but the finished weapon makes it well worth the effort. I decided not to add the tow ropes or the log at this stage and I did not glue the fuel drums in position to make painting easier.





With those big brass screens on the engine decks I wanted to apply a primer so I used the new Mr. Finisher Surface Primer 1500 Black which I thinned with the Gunze blue label thinners. It sprayed well and produced a great soft sheen finish. Sticking with new paints I used Akan acrylic colours for the Russian green - a base coat of 4BO 73020 and . Russian



green is always difficult to match but I was very pleased with how this looked. For the turret markings I hand painted markings copied from a WWII T-34/85, inaccurate but impactful! I love the design of the number 4.



The T-10 then received an overall dark green/ black pin wash - at one time I would have been happy with the model as it looked at this point.



Different shades of darker greens were spattered over the model to break up the uniform green finish.

Green Fingers

I decided to use the T-10 as a canvas for me to step outside my comfort zone and try to approach my painting in a different way with some unfamiliar techniques as well as pushing the weathering of the tank beyond where I might for a more strictly realistic finish. I opted for a plain overall green scheme with some hypothetical turret markings to add interest. I did consider the large white band markings featured on the box art but as I thought these would be the popular choice I just mixed the colours on the fuel drums, with an unpainted example included.



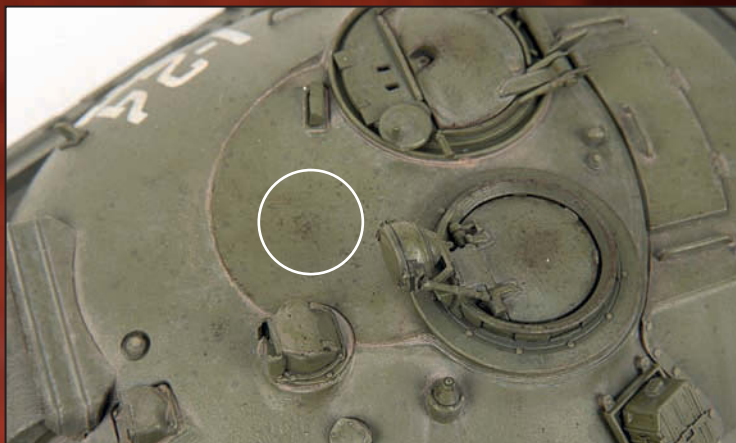
Next I applied a pale sand oil filter across the model with subtle streaking on the turret and sloping hull plates.



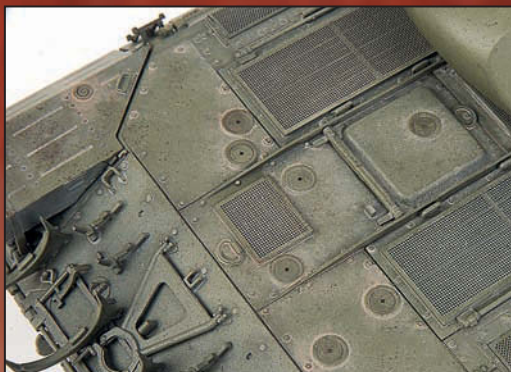
Pooling the paint around the raised details gives the impression of residual dust and dirt deposits.



Fine sponge was used to apply small dark brown scuffs and chipping marks in areas of high wear like the corner of the front mudflaps.



Likewise the turret roof and hatches were treated with the sponge effects.



The flat topped fuel tanks were also chipped in the same way.



Small chips around the mantlet also help to break up the uniformity of the finish.



Using the same acrylic wash colour I airbrushed very selective areas of dust like the intersection of the front fenders with the hull.



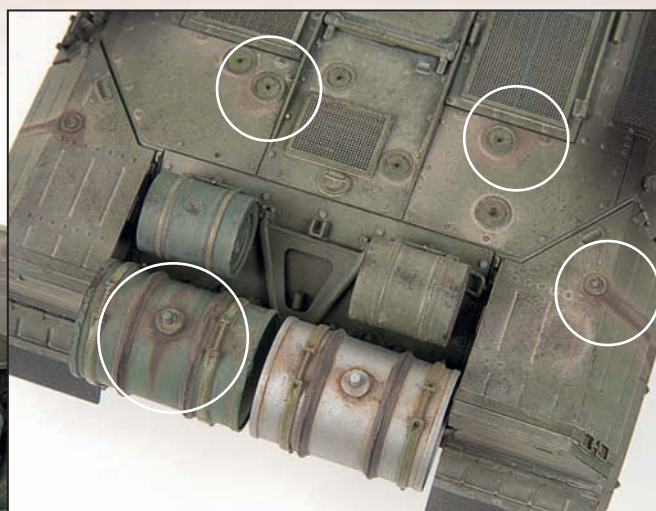
The tracks were airbrushed in a dull brown and treated with the same acrylic wash. The steel areas on the wheel rims and tracks was brush painted with the new Vallejo Metal Color acrylics



JS-3 exhausts spew out large amounts of black soot and oil so I decided to replicate the same look here. I began by airbrushing Lifecolor Tenscrom Soot.



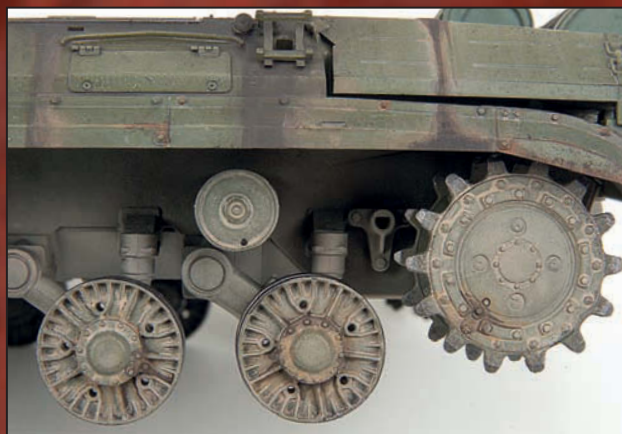
I added more opaque paints into the mix that was sprayed over the area. The Tenscrom dries with a gloss finish - ideal for the oily areas.



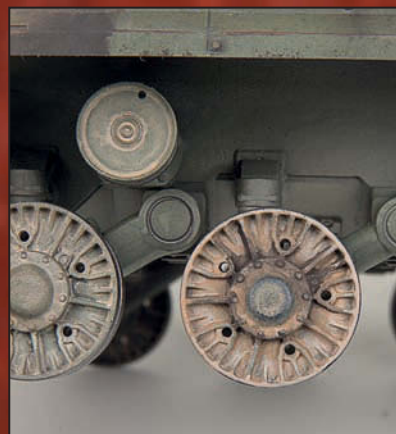
I wanted to replicate the oily residue from where spilt fuel attracts dust so there is a variation in the colours from browns through to more oily blacks for fresher deposits. I used Lifecolor acrylics again for this, starting with the lighter brown tones and building up the darker colours over this. The acrylics are very flexible, allowing very transparent colours and opaque finishes which will blend just like oil washes providing you work reasonably quickly.



Accumulated fuel stains running down the sides of the hull are layered with darker tones, this picture is taken towards the end of the process.



The same colour palette is used to apply leaking lubricants around the wheel hubs, starting again with the lighter browns and blending towards the darker brown/blacks.

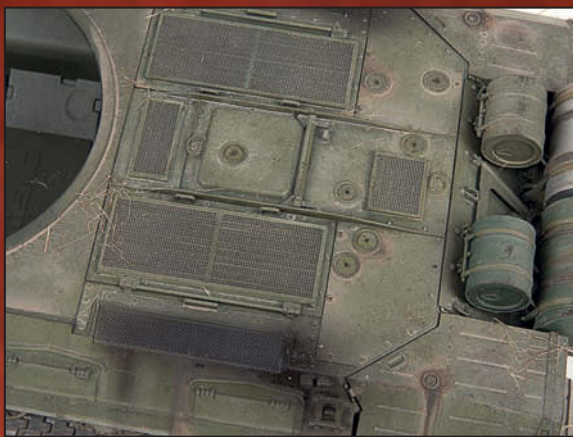


I worked over the dark chipped areas on the track guards and fenders with Lifecolor rust tones, building up thin washes on top of the chipped parts.



I thought it would enhance the character of the model to add some natural debris, the remains of some camouflage or the result of operating in tall grass. I used Plumber's hemp to create the grass, placing small clumps or individual strands with diluted PVA to fix them.





Small bits of grass were also added to the engine decks and I added some longer pieces looped over the return roller mounts. **Right** the tow ropes were now added using copper wire cables with the kit tow rope eyes, heavily chipped with areas of polished metal and subtle rust stains.



I substituted the kit plastic beam with a real piece of wood of a similar diameter. Straps were added with aluminium foil. My replacement log had a very red colour which I toned down by applying an acrylic grey/green wash. The cut ends were also repainted and once fitted the tank I added some exhaust stains.



Dried mud was speckled over the rear fenders and rear hull using a flat brush flicked against some scrap plastic to spatter the paint.



Heavy Hitter

I have to say that I really enjoyed myself with the T-10M and I am really pleased with the look of the finished model. It is always pleasing when you can assemble such a well detailed model straight out of the box and enjoy yourself with some creative painting. Russia's final heavy tank has been a big hit with me!



1:35

Heart transplant

Ian Barraclough set himself a challenge creating this scene, but what better reference is there than actually being

In the spring/summer of 2012 I served for 3 months in the British Army Training Unit Suffield (BATUS) as part of a two man Serious Equipment Failure Investigation Team (SEFIT). SEFITs remit is to undertake investigations into serious equipment failures, particularly those that have caused, or have the potential to cause, injury or death; this assists the Ministry of Defence (MOD) to meet its Duty of Care to its employees while contributing to increased equipment availability.

We were called out to a Challenger 2 (Cr2) pack (CV12 engine + TN54 gearbox) fire. After a 3 hour drive in our GMC pick-up, callsign 75A, we arrived at the given grid reference to find the Cr2 already had its decks removed and the fire had been contained. With one investigator taking photographs, the other questioned the driver and commander as to what had occurred and what had been experienced. Many photographs were taken (as was always the case in an investigation of equipment failure), however the evidence gained soon pointed towards a lack of oil in the engine that had caused the engine to overheat.



Challenger II

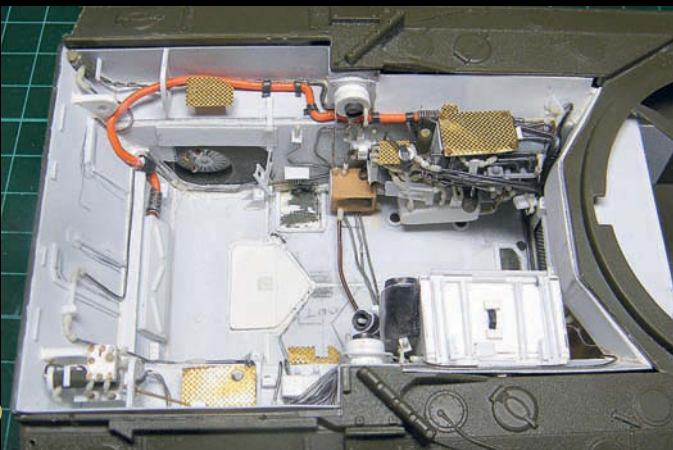
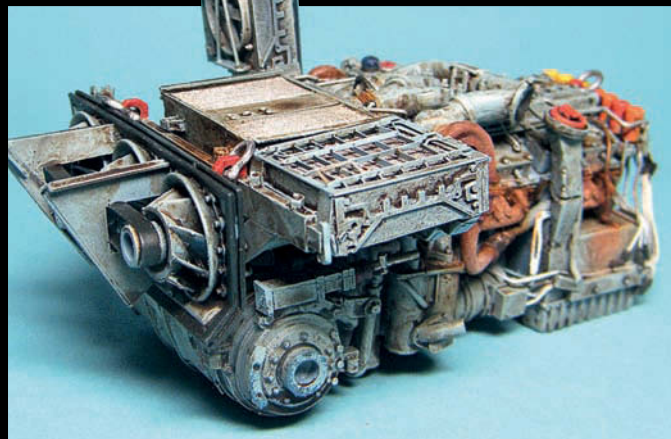
This is the older Trumpeter kit assembled with the Eduard etched brass set. I had the usual problems with this kit with poorly fitting turret bins and the main gun sitting too far forward on its trunnions. These were corrected; and the etched brass set adds a bit of finesse to the old kit. I used on-line reference to scratch build the engine bay, air filters and final drive housings using much plastic stock and 'gizmology' from the spares box. I also built the Secondary Generator (Generator Unit Engine (GUE) using an old truck engine and lots more gizmology. The engine bay isn't 100% accurate, although it looks the part! I cut the engine deck in two and hinged it to show it already lifted off – the brace for doing this is included in the kit. I added water bottles with Cylume glow sticks inside (a crew trick to allow the easy replacement of the spent glow stick) to the antennas by drilling out the tops of clear water bottles with a 0.5mm drill bit. Then I filled the hole with

thinned clear blue paint and finally added a small disk to represent the lid. In BATUS all vehicles and troops must display Cylume sticks at night – blue indicates vehicles. These were then taped to the antennas using thin strips of Tamiya masking tape painted black.

I almost exclusively use Acrylics these days for a fume-free painting experience. For the same reason I mix my own oils and powder mixes using odourless thinners and spirits. After a soapy wash, the kit was airbrushed (Badger 360) with Tamiya Acrylics – I mix my own colours until I get the 'right feel'. In reality the colours differ hugely between vehicles depending on dust build up, mud and fading. I never get too hung up on colours – if it looks right that will do... Weathering was completed using dark washes and filters. Mud was made up from weathering powders and real sand/mud and 'flicked' on using an old toothbrush. These vehicles are switched between units on an

approximate 1 month rotation, so call signs are repeatedly painted over, re-masked and repainted. It's common to see numerous styles of numbering on one single vehicle. Some very light chipping was achieved using a sponge and acrylic paint – I find this method much easier to control than the hairspray method. The tank was numbered using decals from the spares box and named after my daughter, Eleanor.

Power Pack: The CV12 + TN54 pack is the Accurate Armour resin and etched brass model; and it's a model in its own right – it's huge! Again, using on-line reference this was detailed with solder wire but that's about all that's needed for this exceptionally well detailed kit. I used the Accurate Armour lifting shackles and lifting beam kit to add these details to show it being lifted from the engine bay.





Warrior 513

The Warrior 513 (Wr 513) externally differs from the Warrior 512 (Wr 512) primarily in the fact that it is fitted with the rear spade; internally the Wr 513 is also fitted with a 20 tonne winch. The 513 is used as the repair and recovery variant.

The Accurate Armour kit will build perfectly out of the box for an older version of the 513 (fitted with Clansman Radio), however upgrades, mainly around the Bowman radio fit have added extra cabling conduits around the external hull and some of the external fittings have also been moved to accommodate the new fit. I used on-line reference again to upgrade my 513 and get it 'looking right'. I also had the Eduard etched brass set for the Warrior IFV, from which I cherry picked the juicy parts such as clasps, locks and handles. The crane was modified to be workable so that I could get the exact positioning later on once in the diorama. Numerous hydraulic hoses were also added to the crane. The pictures I have show a very heavy layer of anti-slip paint applied to the top surfaces of

the hull and crane – I added these with very fine sand, sifted through a tea strainer onto wet paint in pre-masked areas (I used yellow as I had an abundance of it!). I bought this kit at a kit swap and was delighted to find Friul metal tracks included in the box – I used a trick of removing two links from one end, then completing the run by connecting the two ends with a cut down elasticated hair band (thanks Ellie). This allows you to 'open' the run up to get it over the wheels and sprockets; the connection is hidden on the top run behind the side skirts. The model was painted in the same method as the Cr2, however this time I went to town on the paint chipping. In BATUS the vehicles are run through an annual refurbishment programme with vehicle 'types' being put through the paint shop on a typical 2/3 year rotation. In this instance the 513 fleet was about due for a repaint, so were showing heavy weathering and chipping (the CR2's had recently been repainted). The marking were again added from the decal spares box and I also printed a few myself – the name DILLIGAF is an old REME adage...





Crew-Cab

The pick-up is the Meng kit (I saved the AA gun for a later diorama). I bought the Voyager etched brass set for this kit although used very little of it. 75A was a GMC whereas the Meng closely resembles a Toyota; however this was the best I was going to get. I added some poles to the rear bed as per the real thing (for the fitting of Cylume glow sticks); and printed some BATUS number plates and call sign numbers onto white decal paper. Again, as per the real thing call sign numbers were 'taped' onto the sides and front of the vehicle using painted Tamiya masking tape. In reality we used black masking tape on the real thing and lost many of the boards! I had an old GMC etched brass badge which I added to the front of the vehicle and added 'SEFIT' lettering in the windows from model railroad decal lettering. The vehicle was painted with a light grey colour, highlighting the centre panels with white. I find 'clean' vehicles difficult to paint - at least with a tank you can pass off a mistake as battle damage or weathering! I added dust with an airbrush - at the time of this incident it was mid-summer and we were sticking mainly to tracks so the vehicle wasn't too muddy.

The figures are again from the Accurate Armour Modern British line. I have replaced all of the heads; and some of the hands with Hornet ones and some of the arms were replaced with items from the spares box to get the poses I wanted. I painted all the figures with Tamiya Acrylics - the figures not in plain green overalls were painted to represent the newer, Multi-Terrain Pattern (MTP) uniforms.



Groundwork

I am limited in the amount of space I have to display my models, so this one had to be compact, but I didn't want it to look cramped. The base is a simple sheet of MDF with plastic sheet around the edges. On top of this I placed a layer of undulating plaster, painted with Tamiya Flat Earth – This will be well hidden so I wasn't too bothered about the final appearance here. On top of this I glued Modelscene grass mats (Steppe with many stones & Steppe with fewer stones) – I cut two mats up into smaller pieces and then pieced them together like a jigsaw. I find this gives a more bespoke appearance and adheres to

the undulating plaster better using white glue. Here I also left 'cut-outs' for the CR2 and Wr 513 tracks to get them properly sunk into the grass as well as leaving the muddy track grass free. As with all my dioramas, the vehicles are screwed through the bottom of the vehicle into the base – I move every two years and need to know that they won't fall to bits each time: if you have the confidence hold the whole completed diorama upside down, you will also be happy that nothing will fall off when moving around. I attached the figures with CA and thin piano wire drilled in to the bottom of the feet and again drilled into the

base. I added a couple of Prairie Dogs (Gophers), modified from Plus Models rats and a Laptop and Camera Bag from the Verlinden Modern Accessories set. The picture on the laptop screen is a photograph of the real incident, reduced and printed onto decal paper.

Conclusion

This is the first time I've attempted to model a 'real scene' and I'm pleased with the outcome – it received a Best in Show/Best Diorama at IPMS Avon and a Silver award at the IPMS Nationals (Scale Model World), both in 2014.



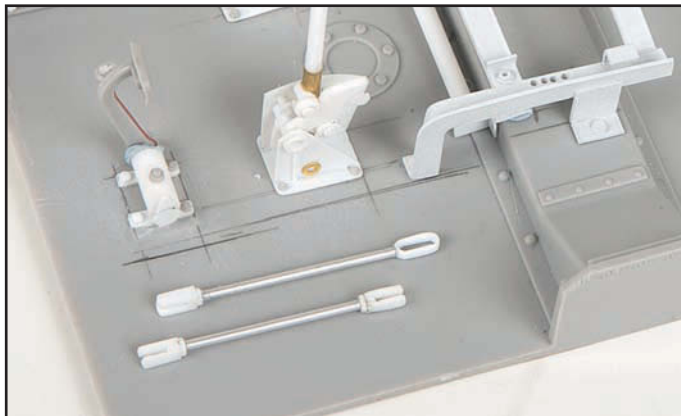
Panzerkampfwagen

David Parker builds Trumpeter's 1:16 kit

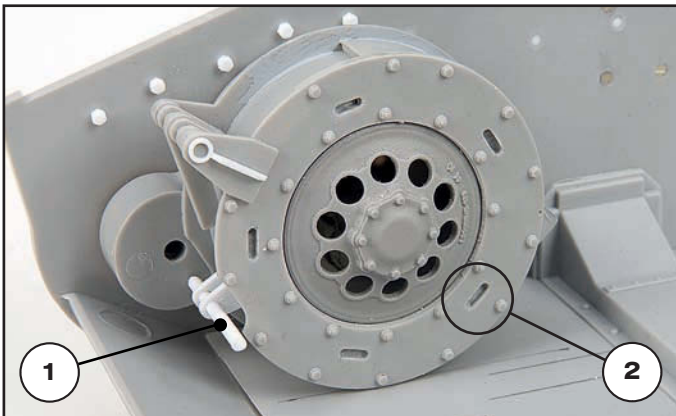
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Part Three

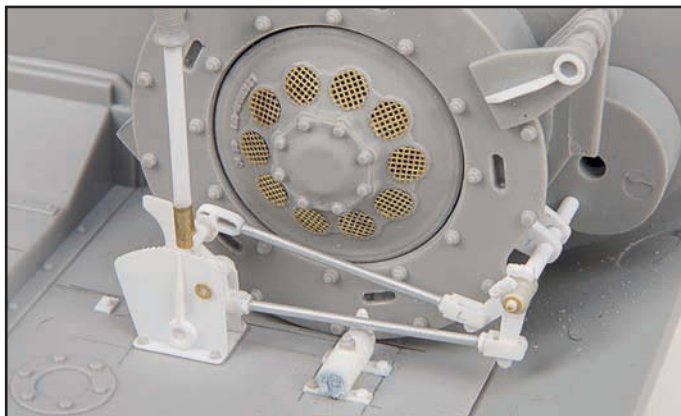
In this installment we pick up on the work on the Driver's controls and the other missing details from the front of the hull. This included the clutch pedal system as well as work on the throttle pedal. I was able to finally complete work on the big brake drums and to complete elements like the Radio Operator's seat. As with all parts at this stage I try to avoid fixing anything into position yet.



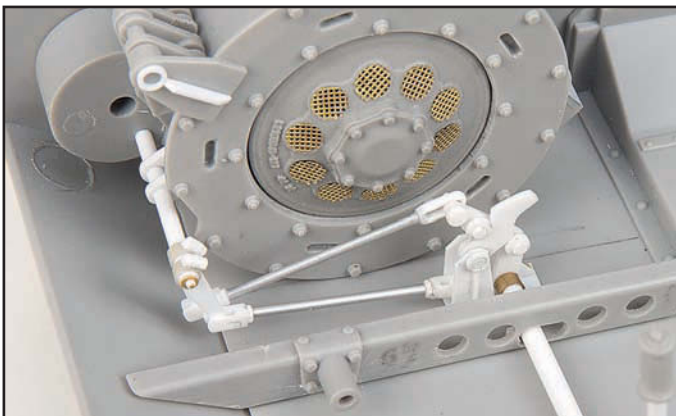
Continuing with work on the steering levers, the next job was to construct the series of rods which connect the levers with the steering brakes. I used Albion Alloys aluminium tube with the connectors shaped from thick plastic card. You can also see that the clutch pedal mount **1** has been reworked.



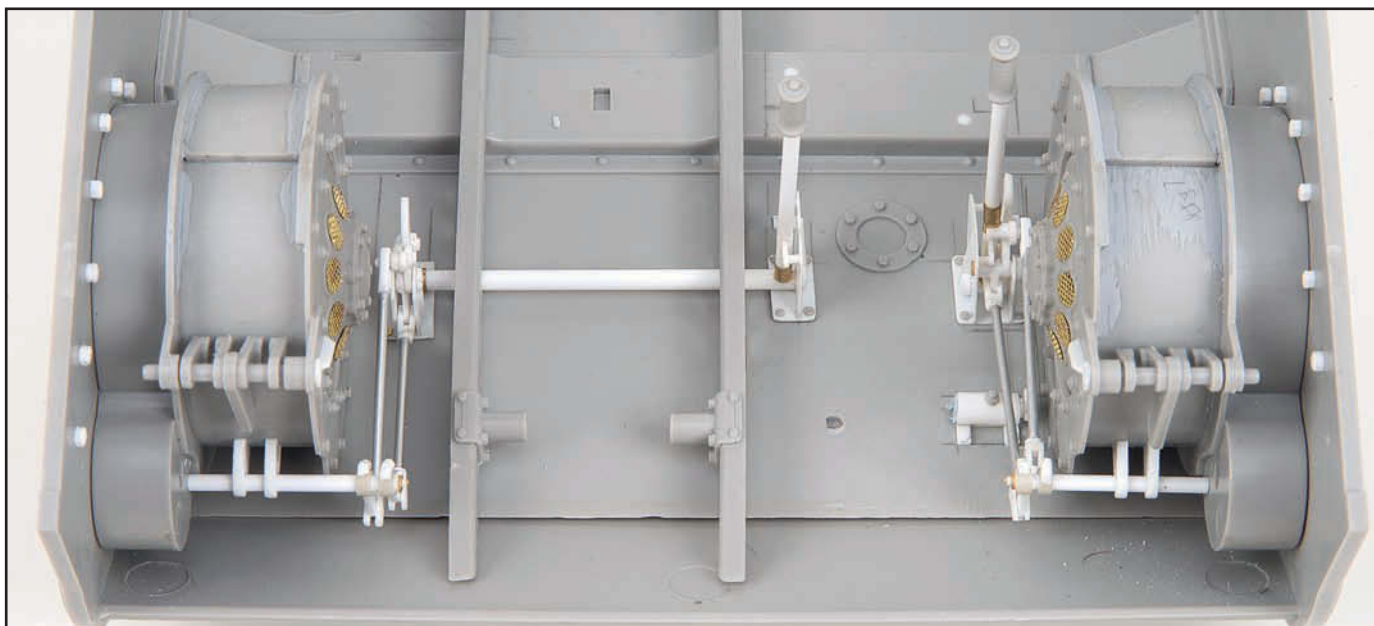
On the brake drums I added the brackets and rod arrangement **1** aligned with the cut out section of the drum rims. I also added the five slots **2** around the rim of the drum.



The left hand brake drum with all the connectors dry fitted. The control rods are now fitted to the pair of legs which are mounted onto the rod that was fitted in the previous photo.

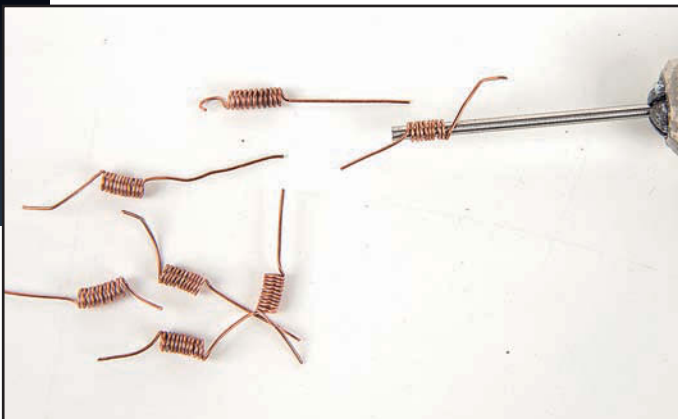


The right hand drum has a very similar arrangement, this also is just dry fitted. Aber photoetched grilles have been fitted to the brake drum hubs.



16 An overall view of the steering lever controls in the bow. With nothing permanently fixed in place it was quite difficult to establish all the sizes and to be confident that everything would connect together so it is always a small

moment of triumph when you can take a photo like this. Trumpeter did not attempt to replicate any of this control system in the kit.



Time to add some of the finer details to the brake drums and I began by making some springs using electrical copper wire which was wound around a suitable sized drill bit. Folding out the last loop of the coil gives the hook shape at one end.



The springs feed into slots on the rim of the drums which have not been moulded into the kit parts so I marked the position and then drilled a 1mm diameter hole at each end of the slot.



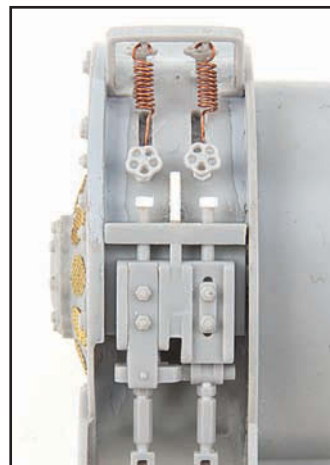
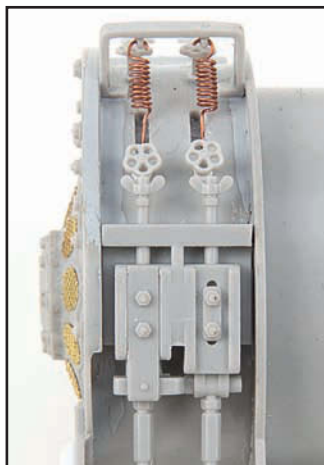
I scored parallel lines between the holes and used a micro chisel to gradually cut away the plastic between the lines until I had an even depth cut which matched the depth of the holes.



The finished slots are seen here as are the hex bolt details for mounting the hand wheels. These were glued in place and then the centres of the bolts were partly drilled to locate the shafts of the handwheels.



A quick test fit of the brake drum to be sure that everything is correct. The delicate kit handwheels really add to the look of the drum.



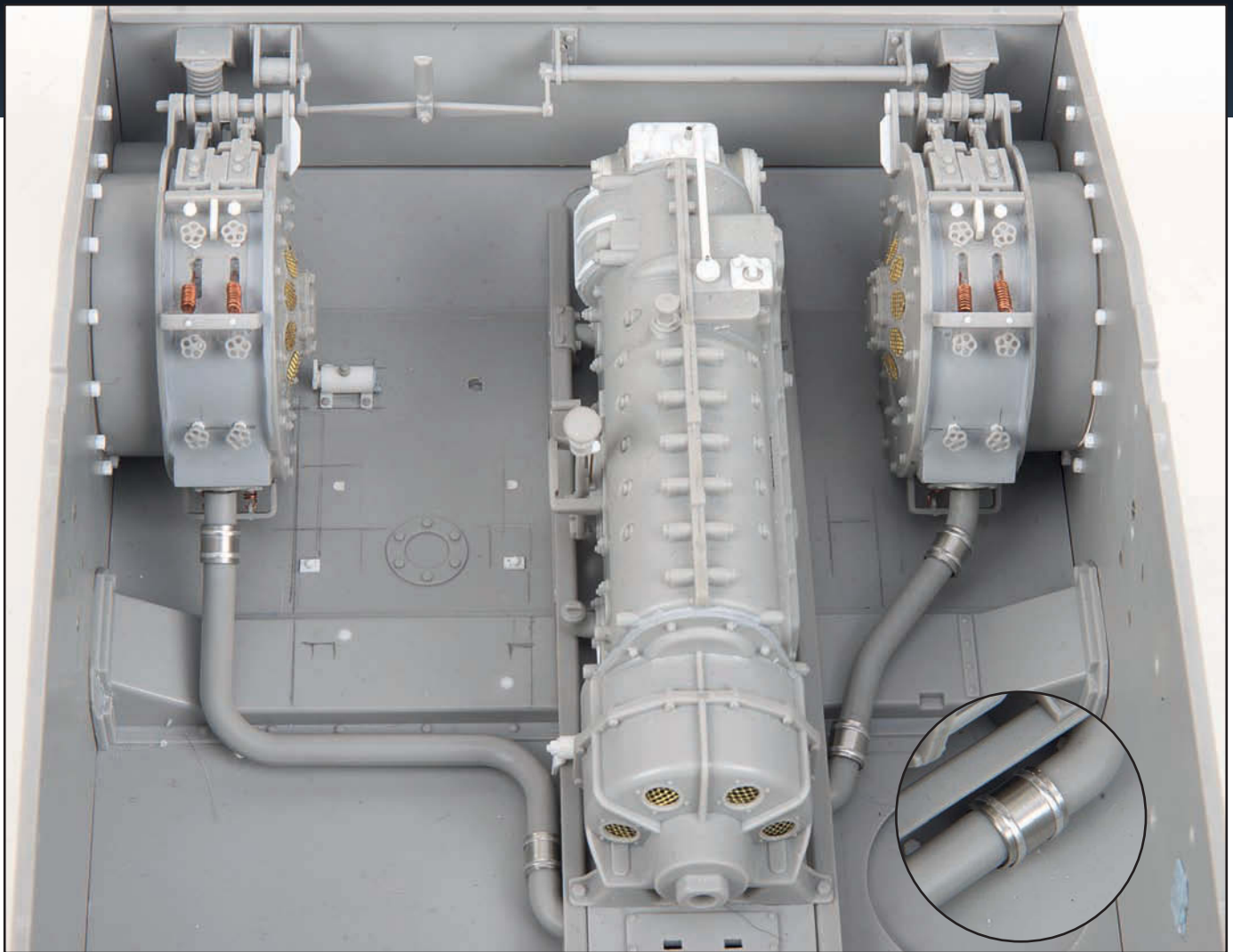
On top of the drums there is another adjuster. Trumpeter have moulded a pair of wingnuts but in reality these are bolt heads so I replaced them and added the missing central brace.



I also added bolt heads to the spring support brackets and a pair of rivets where the spring hooks are connected to the bracket.



The completed drums, its taken quite a bit of work to get to here!

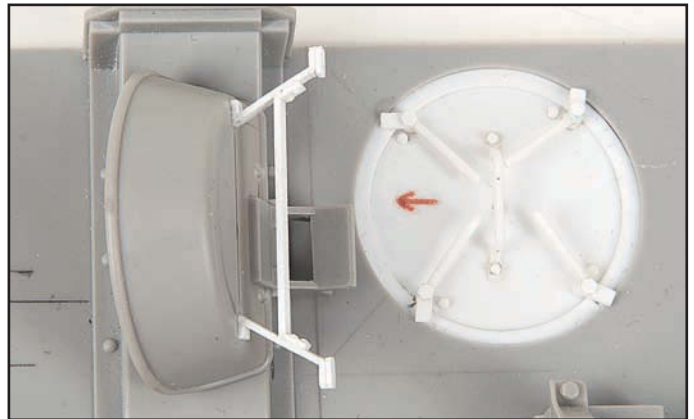


With the brake drums complete I was able to rework the pipes that draw air through the drums to cool them. Rubber gaskets that join the sections of pipe have been poorly replicated on the right hand pipe but not at all on the

left. I removed the plastic versions and made new sleeves from pewter sheet which was wrapped around until a suitable thickness was achieved. The ring clamps were made using strips of self-adhesive aluminium foil.



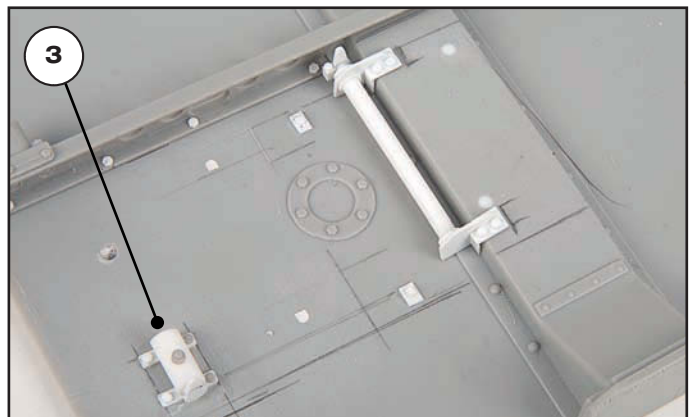
Another detail that has been missed from the kit are the support legs for the Radio Operator's seat. It was simple enough to construct from plastic strip but making sure that the feet are clear of the escape hatch.



In reality the seat is hinged on the front edge to allow the escape hatch to be accessed, even so this is an extremely confined space. The seat legs have rubber pads to cushion them.



18 The Radio Operator's seat does not have any seat cushion, I guess because these are missing from preserved vehicles. Making one from Magic Sculp was simple to do.



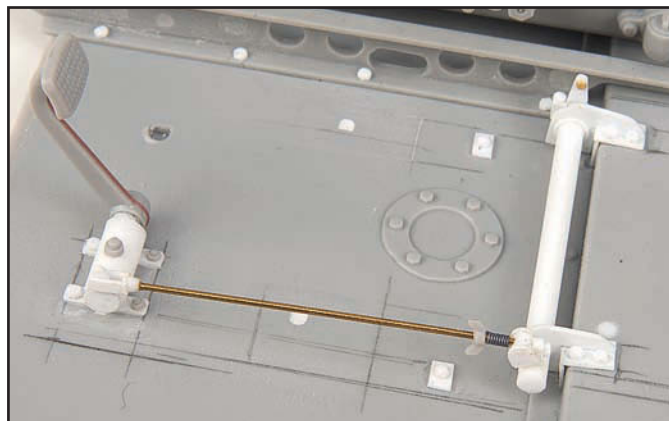
Work starts on the clutch system by building the control bar system located under the Driver's seat frame. I built the pair of brackets at each end first before adding the connecting bar. The pedal mount **3** was also rebuilt.



The clutch pedal was detailed by adding the centreline seam using thin plastic rod.



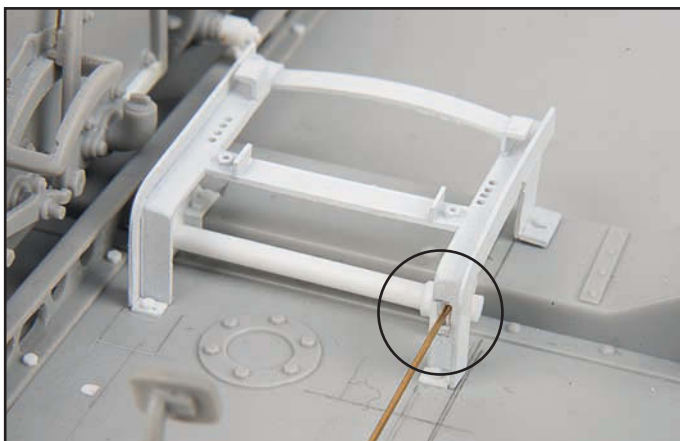
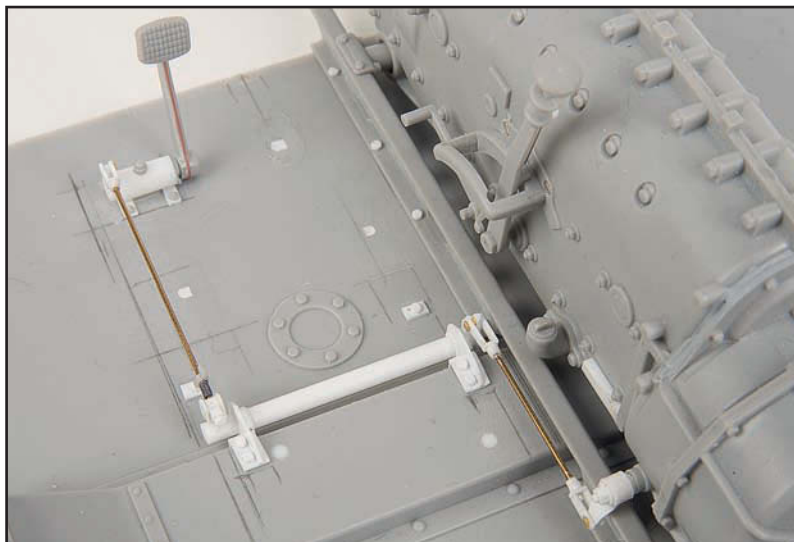
The connection at the end of the bar was more complex than I expected with a pivot arrangement.



The 'U' shaped connections at the other end of the bar were made from plastic strip but are quite fragile and probably better cut from a single piece of plastic. The wingnut was adapted from the wingnuts removed from the brake drums. I used fine lead wire to simulate the screw thread section.



Above The actuating bar is missing from the gearbox but the stub of the shaft is present. Its a simple fitting to make from plastic card and rod. **Right** The completed dry fitted assembly. Brass rods for the connectors add stability to the fragile assembly.



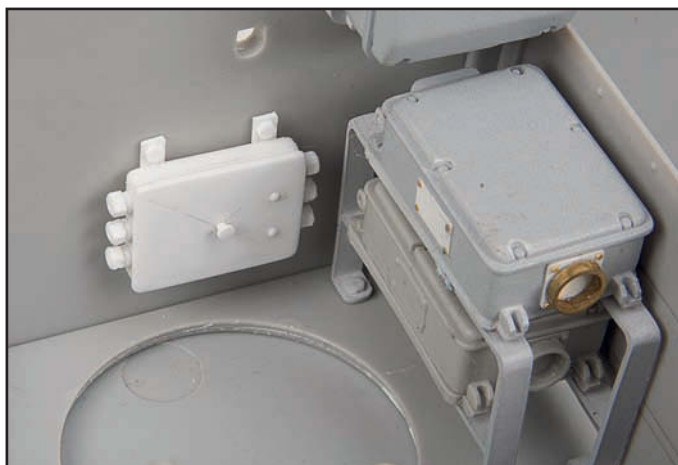
The alignment of the clutch system had me scratching my head as it seemed to pass through the seat frame. Eventually I found a picture of a vehicle wreck which seemed to show a hole in the frame to allow it to pass through.



Work starts on the throttle pedal - the kit has it glued into the floor in the wrong position. I modified the kit pedal and used Albion Alloys slide fit brass tube to make the shaft.

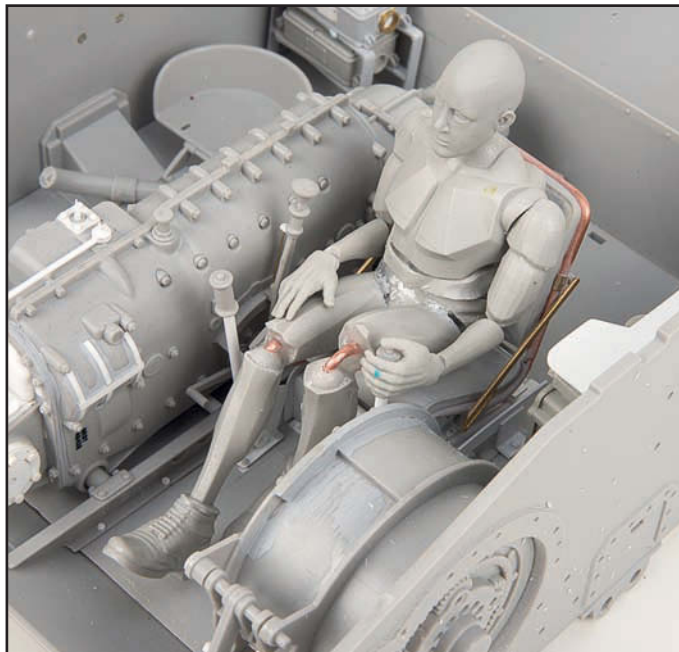
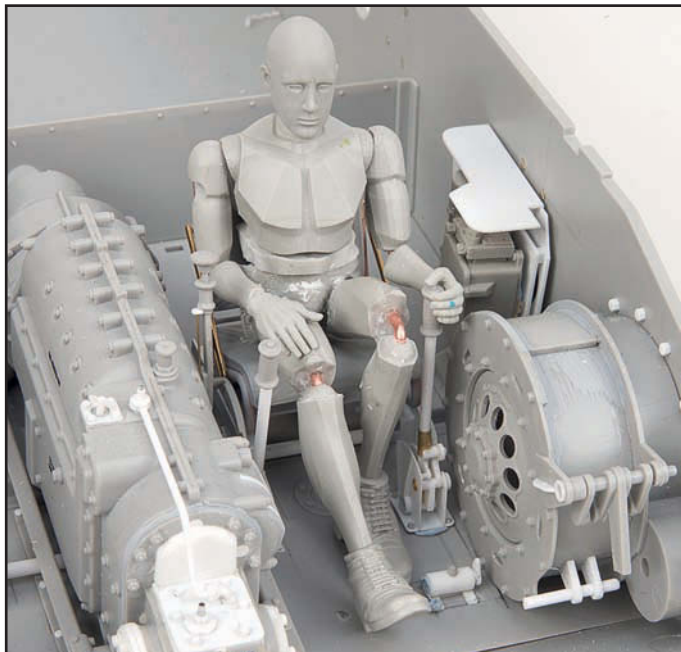


Just in front of the Driver's seat is a small port probably to drain any build up of water in the bottom of the hull. The kit representation is quite basic and lacking the hinge and latch, so these and other missing details were added.



Another part of the radio power supply is this junction box, as a rectangular box it is simple enough to construct and it can be test fitted on the hull wall.

Panzerkampfwagen



Detail of an entirely different kind now. When I build the King Tiger I had toyed with the idea of adding crew figures but I decided against it. This time things have moved on and the advent of 3D printing technology allowed me to commission the design of a figure mannequin to assist me. Once this was 3D printed I had resin copies made. This established the proportions for me and standardised items like the boots. The limbs were jointed with 1.5mm copper wire so that I could establish the required pose. The Driver is seen here in position at the controls, showing the cramped conditions inside the hull. It is worth noting that the fixed seat height makes it impossible for him to drive with his head out of the hatch as archive photos of the Panzer IV on the move show.



The Radio Operator was posed standing out of the hatch and leaning on the hatch cover and I roughly filled in the gaps at the joints in the limbs.

These are the tools that I use to sculpt - the choice of different sized tips caters for most tasks.

I use Magic Sculp and roughly form a sheet of the putty with my finger and thumb before wrapping it around one of the legs.



I had a small gap over the knee so some more putty was added to fill it.

I did the same with the other leg, using my wooden tool to shape the putty where the legs cross.

From the back the joins on the putty are visible and it all looks a real mess!

I start to add the folds and creases using the rubber brushes. I found photographing myself in similar clothes is an easy reference guide.



Folds and creases tend to interconnect and working on one area leads onto the next. At this stage the finer surface finish is not a concern.



Adding the smaller subtle creases and seam lines down the legs. The front of the trousers, as the putty hardens I try not to worry about unresolved areas as these can be reworked with fresh putty when this has dried.



Nearing completion and I am happy with the overall look but some areas will need some more work.



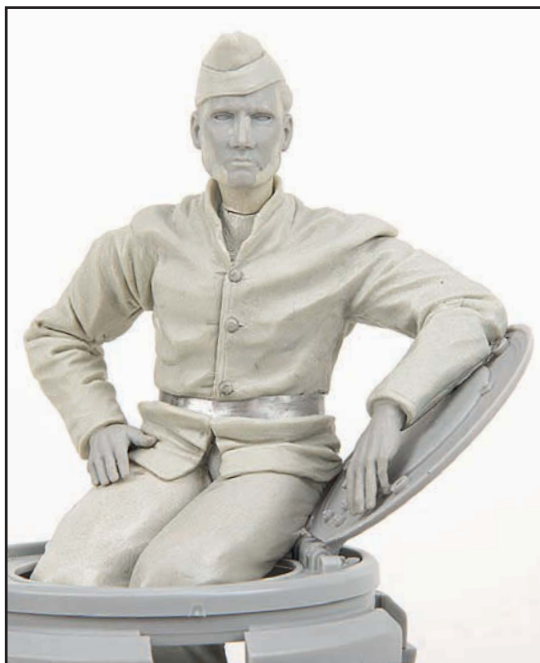
Progressing the Driver with the legs of the camouflage overalls added and his head has been detailed with hair and side cap.



Detailing the torso is next, with plastic card discs for the buttons.



The Commander figure starts to take shape with a relaxed, slumped stance.



The Commander wears the leather U boat jacket favoured by the 12th SS panzer crews. Smaller details have yet to be added. I also started posing the Gunner sitting in the open turret hatch. I plan to cast the finished figures and offer them for sale for anyone who wants to crew their tank.



Resin detail upgrades and the figure mannequins are now available from the AFV Modeller web-shop.

The project continues in the next issue

Theoretical Object 701 No. 6

IS-4

prototype



modelled by
Adam N.P. Wilder



About a year ago Trumpeter released the JS-4 (Kit No. 5573). Having a love for the Soviet heavies that appeared during the end of the Second World War I immediately got my hands on a kit and started thinking about how I was going to both construct and paint it. After doing some research I decided to backdate the hull to an Object 701 No. 5 prototype that was assembled in 1944. There were actually six prototypes containing different turrets, guns and hull plate configurations that would eventually lead up to the JS-4 design. I think that the Object 701 No. 5 prototype is more interesting because it has a number of different details such as the Soviet WW2-style side mounted cylindrical fuel tanks. I also wanted to give this model a theoretical theme in order to apply more damage and weathering which I knew

would make the completed model more enjoyable to look at. After some thought I decided to paint this model to look as though it had participated in a hypothetical battle for Mainland Japan. Over all the Trumpeter JS-4 kit is really nice. The only drawback that I noticed is that the dovetails where the hull plates interlock needed to be sanded smooth and resized. They are too thin indicating that the plates making up the hull are not to the proper thickness. The weld detail is also lacking in these areas.

When looking at the photos of the assembled model you will see that the major details which needed to be altered were the fenders. I rebuilt these parts using copper sheet. The photo etched details were taken from a few Aber sets for the

JS-2 and JS-3 tanks. The turned aluminum gun is also from Aber. The road wheels are produced by Friulmodel and contain an earlier style bolt pattern on the hubs. Another major chore with backdating the Trumpeter kit to an Object 701 No. 5 was properly constructing the earlier type armored viewport located at the front of the hull from sheet styrene. As a result of the damaged fenders the visible lower ends of the sloped hull plates over the tracks needed to be thickened using strips of sheet styrene. Personally I feel that the thick 160mm plates of steel that made up the hull of the JS-4 to be the most fascinating part of this very heavy AFV therefore I wanted to make them visible.

1:35

The screens over the rear vents are included with the kit. A few of the details on the turret such as the vents needed to be relocated to represent the one produced in 1945. Therefore this is basically an earlier variant which might have appeared in 1945 instead of the production JS-4 which appeared later in 1947. Let's now look at how the model was painted.



Photos 1 and 2:

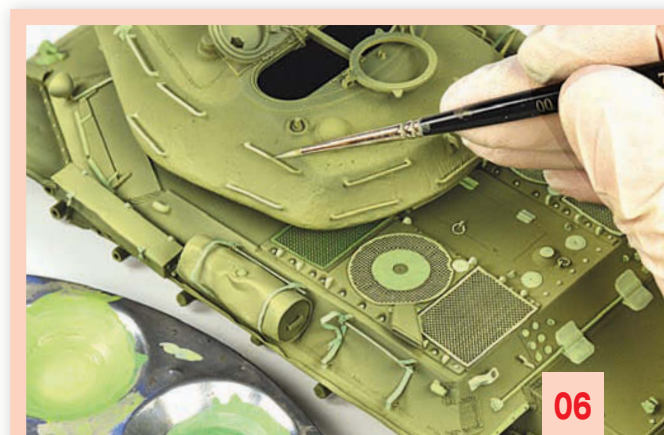
The first thing that I did was to airbrush a few coats of primer over all of the copper and brass details. After a glossy black shadow coat was sprayed onto what would be the shaded areas of the model. Please note that this is a simple method that I have been using for almost ten years. Not the black and white technique.



Photos 3 through 5:

For the basecoat I airbrushed the Colour Modulation Style using different olive drab tones of Life-colour Acrylics. I refer to this method of applying highlights toward the bottom of the hull and turret as "The New Colour Modulation Style". Applying Colour Modulation in this manner correctly follows some of the shading and highlighting methods used by artists.





06



07

Photos 6 through 9:

After painting some of the details with lighter colours using a brush I lightly airbrushed a diluted semi-transparent layer of green over the entire model subtly unifying the different colours. A coat of clear red was then applied. Oils were blended over the model to help further merge the shades of the Colour Modulation while adding more tones to the basecoat.



09



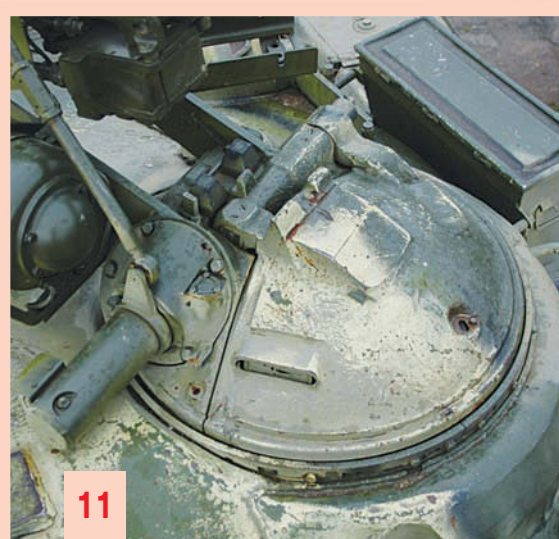
08

Photos 10 and 11:

I wanted the camouflage to be really chipped like some of the Soviet vehicles used during the Cold War as seen on these vehicles that I photographed in Kubinka.



10



11



12



13

Photos 12 through 15:

To get this look I sprayed a few good coats of hairspray over the model. Next I airbrushed the first brown colour that would make up the camouflage. Using an old brush dampened with tap water I removed some of the camouflage away from the hairspray. Once content with the worn appearance of the first tone I sealed it using a few coats of clear.



14



15

Photos 16 and 17:

After letting the model sit for a few hours I added a second colour. I repeated the process of adding another coat of hairspray, airbrushing a sand tone, chipped it, and then sealed it using another few coats of clear.



16



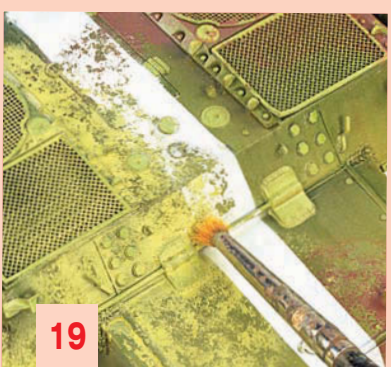
17

Photos 18 through 20:

I preformed the whole process one more time for the White Manchuria strip over the hull and turret. Note how the white needed to be chipped where it was over the worn camouflage.



18



19



20

Photos 21 and 22:

With the camouflage completed I started adding shadow washes around the different details and seams. Thinner was used to clean the unneeded areas of the wash before it could dry.



Photos 23 and 24:

I added some light chipping using a dark brown colour over the olive green areas with a sponge and then a fine 000 paintbrush. I now refer to this type of chipping as the "Traditional Chipping Process".



Photos 25 through 30:

Enamel rust tones from the Nitroline were applied and blended with enamel thinner in order to get subtle rust effects over the chips. Pigments were added to the Nitroline rust tones to ensure that these enamel effects would remain matt when creating the larger areas of rust.





Photos 31 through 33:

Speckling effects from the Nitroline were used to get more fine rusty chipping effects. First test the specks on a scrap piece of paper prior to adding them onto your model in order not to overdue the effect. This technique should be kept very subtle.

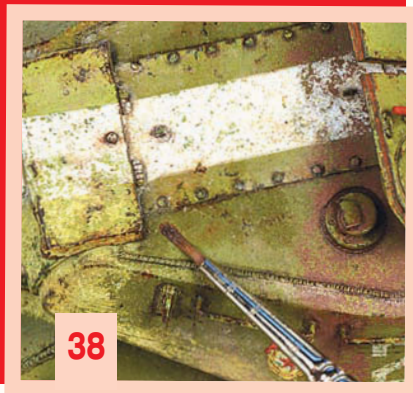
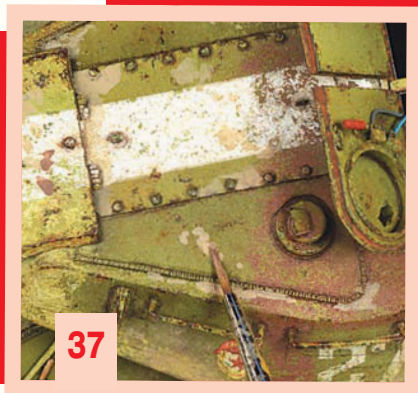
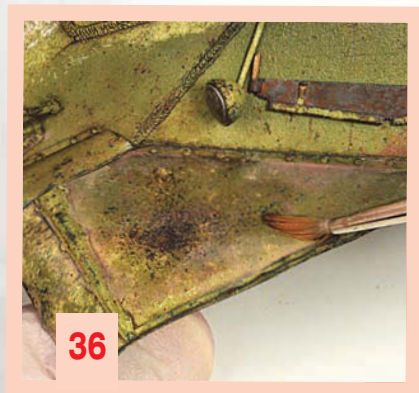
Photo 34:

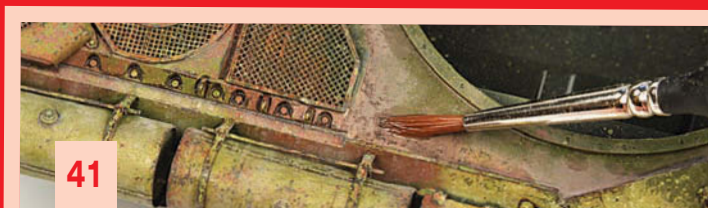
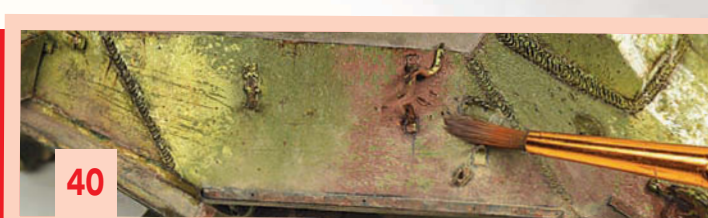
Textured Earth was used to start building up areas of mud over the lower hull and wheels. The Textured Earth is an acrylic product that will not crack when it solidifies.



Photos 35 through 38:

I added Nitroline earth tones, let them set for a few minutes and randomly, but not completely, blended them using enamel thinner. After these earth effects had about 24 hours to dry I had a good base of dust tones to work as a pedestal for the rest of the upcoming weathering steps.



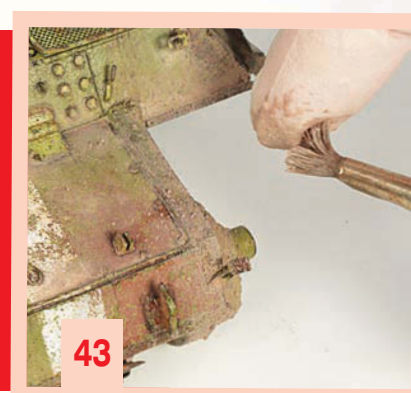


Photos 39 through 41:

Pigments were used to help blend and add more tones to the Nitroline earth effects applied earlier. Enamel thinner can be used to blend the pigments.

Photos 42 and 43:

More Textured Earth was speckled onto the lower hull and rear areas where large amounts of mud would accumulate.



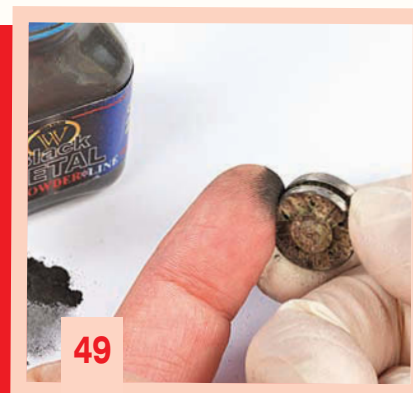
Photos 44 through 47:

I mixed a darker satin earth tone to add more colour and texture to the dry lighter areas of mud. I brushed on the mix, let it dry for a minute then blended it using thinner. After I applied more of the darker tone onto the lower hull and running gear using speckling.



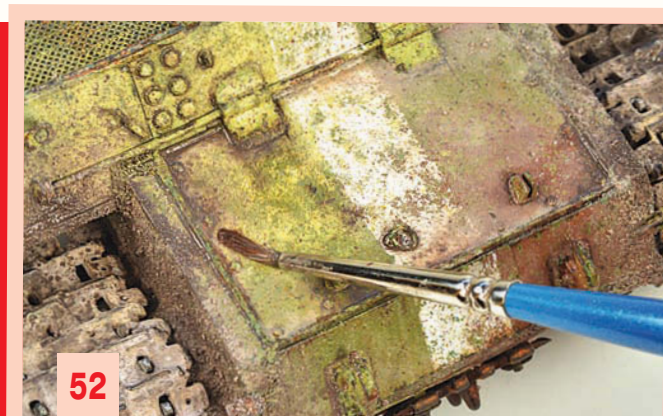
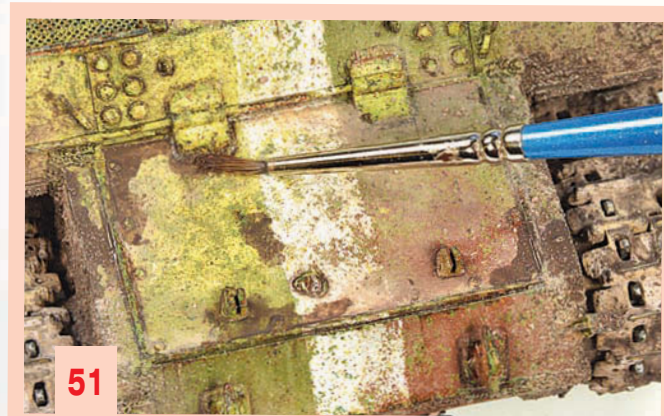
Photos 48 through 50:

The running gear was weathered using the same methods that I described on the hull. I sanded away the outer layers of paint from the wheels exposing the outer polished metal surfaces. A Black Metal powder was used to subtly tone down these shinny areas. A bright steel powder was used to get the polished areas on the outer cleats of the weathered plastic track.



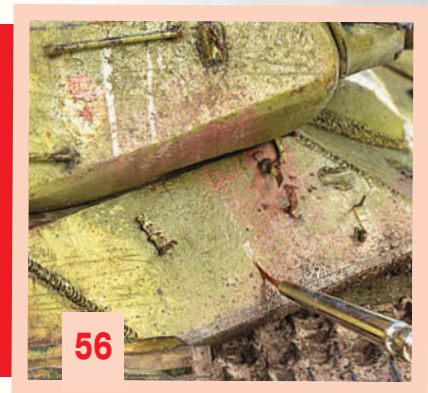
Photos 51 through 54:

After attaching the running gear and track onto the hull I brushed on and blended more of the dark satin earth mix shown back in photo 44. It is always best to have different authentic looking tones of matt, satin and glossy earth effects on a model when it is possible.



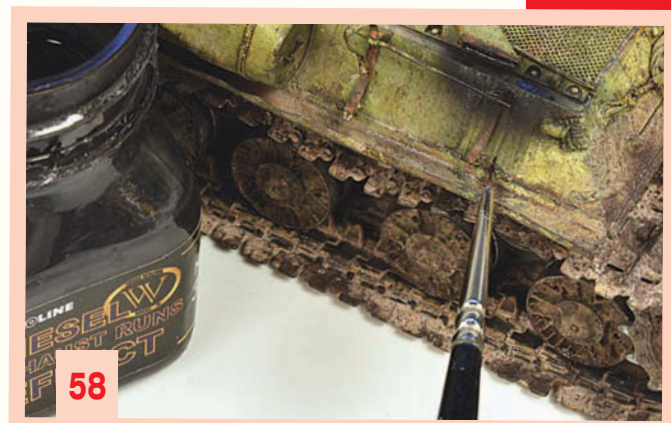
Photos 55 and 56:

I added some murky Water wet effects over some of the regions of dark mud to get what appeared to be patches of wet earth. Wet effects are also a great way to break up matt looking areas of dust on the top and sides of a model.



Photos 57 through 59:

After airbrushing some matt black acrylics around the exhaust outlets I brushed on some black pigments in order to give a nice flat finish to these effects. Glossy Diesel Exhaust Runs were then brushed in streaks over the matt exhaust effects. More fine amounts of the Diesel Exhaust Runs were speckled over these regions.

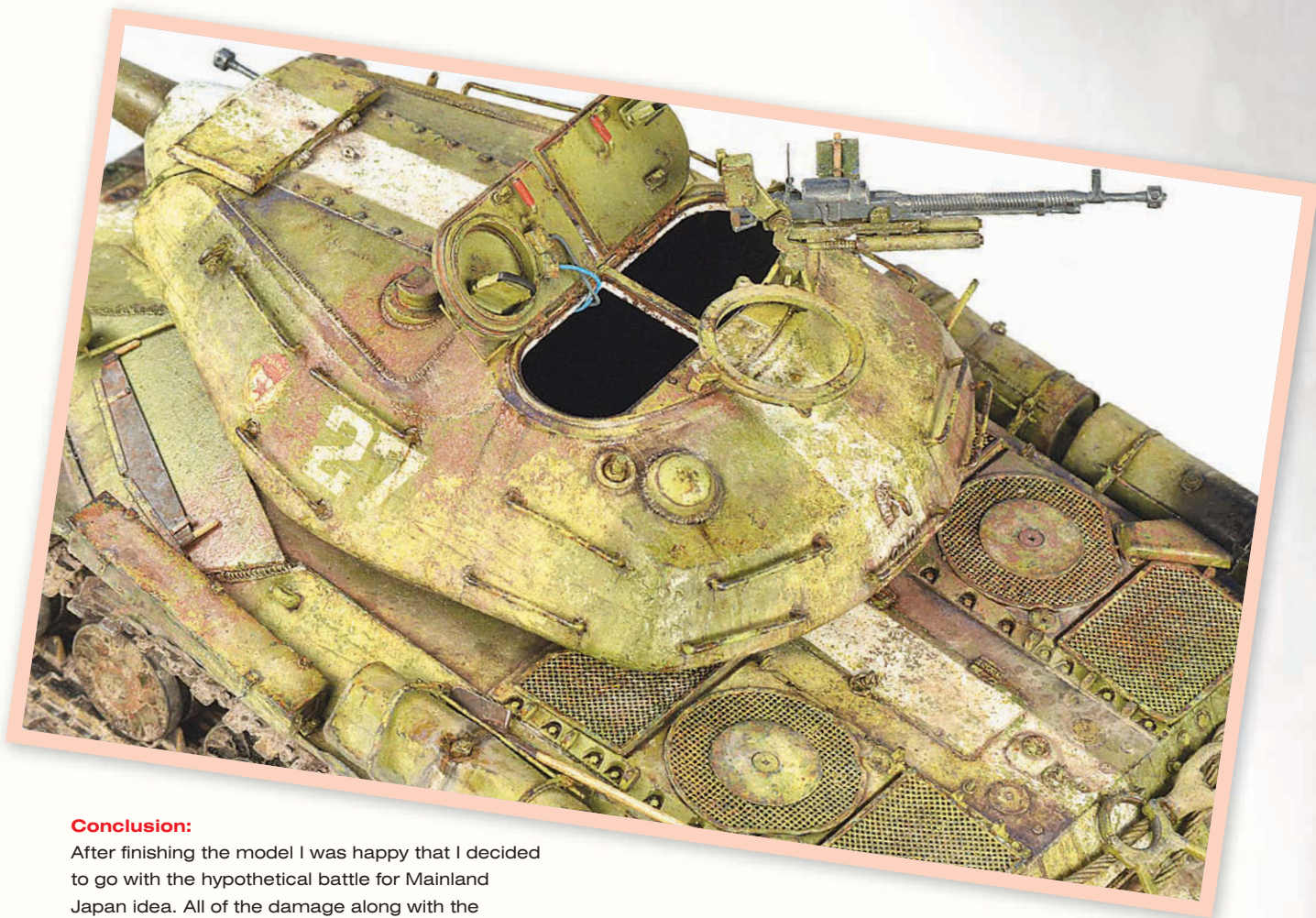


Photos 60:

You can also use Diesel Exhaust Runs to quickly get grease effects around some of the hubs on the wheels.







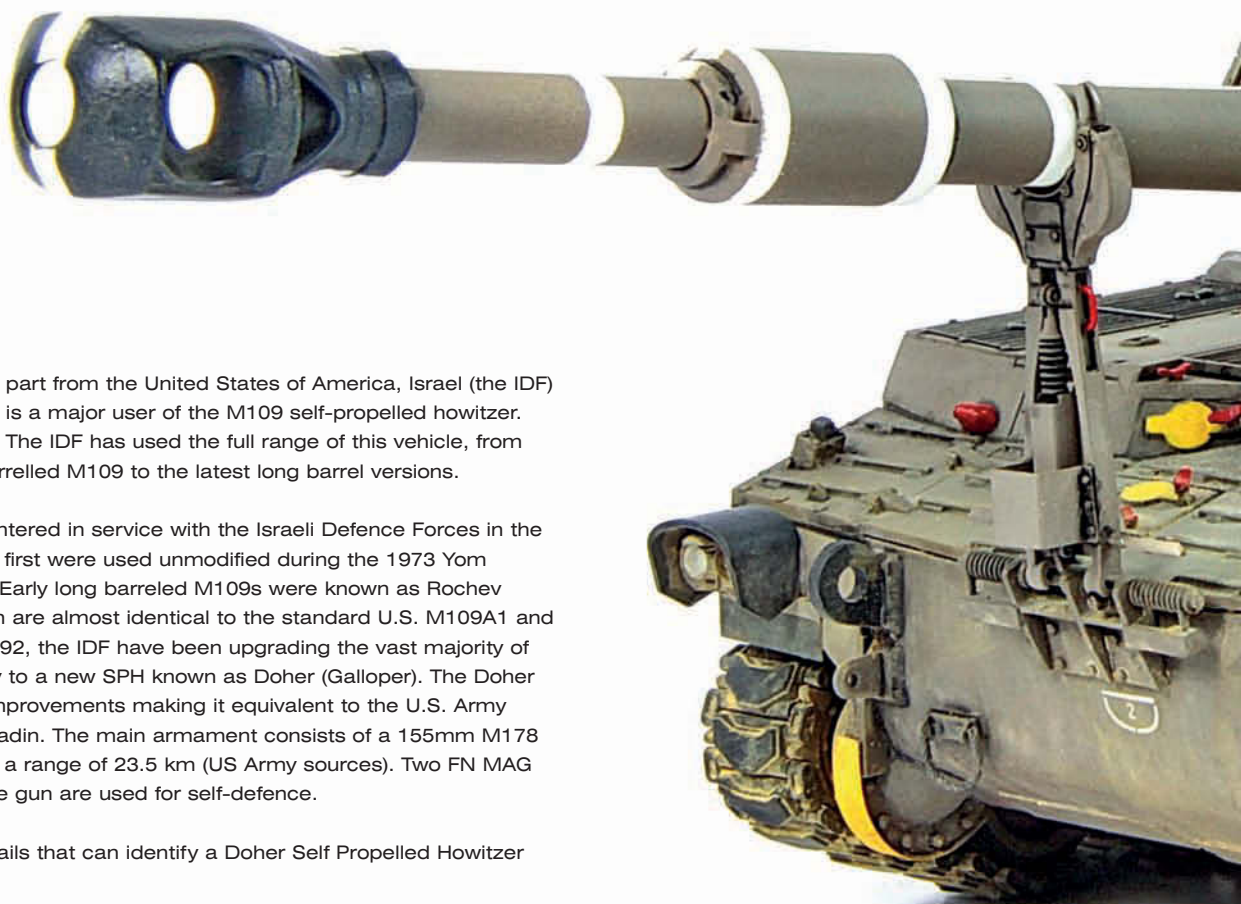
Conclusion:

After finishing the model I was happy that I decided to go with the hypothetical battle for Mainland Japan idea. All of the damage along with the vibrant chipped camouflage and weathering gave this thick plated Soviet heavy tank a very war-torn menacing look. Remember that your weathering will always look more authentic when you have areas of matt, satin and glossy earth tones. I would like to thank Ivan Cocker for the lovely figures. They really help to give the viewer a sense as to how big and heavy this relatively unknown Soviet tank really was.



DOHER

PASCAL BAUSSET CONVERTS AFV CLUB'S M109



Apart from the United States of America, Israel (the IDF) is a major user of the M109 self-propelled howitzer. The IDF has used the full range of this vehicle, from the short barreled M109 to the latest long barrel versions.

The M109 entered in service with the Israeli Defence Forces in the early 's. The first were used unmodified during the 1973 Yom Kippur War. Early long barreled M109s were known as Rochev (Rider) which are almost identical to the standard U.S. M109A1 and A2. From 1992, the IDF have been upgrading the vast majority of their Rochev to a new SPH known as Dohar (Gallopier). The Dohar has many improvements making it equivalent to the U.S. Army M109A6 Paladin. The main armament consists of a 155mm M178 cannon with a range of 23.5 km (US Army sources). Two FN MAG roof machine gun are used for self-defence.

External details that can identify a Dohar Self Propelled Howitzer are:

- Two machine guns mounted on the vehicle roof
- Electrical tele-operated travel lock (known as BiFoot), the barrel can be locked from inside without exterior assistance
- External auxiliary power unit (EAPU). This item will be not in common use. EAPU is not in place in most of in action pictures of the Dohar. The EAPU is positioned in the right hand back basket.
- Higher shape for the Commander's cupola and the panoramic telescope ballistic cover. They are raised to give more visibility.

The AFV Club kit comes on fifteen sprues with one moulded clear, a metal gun barrel, vinyl tracks and a decal sheet for two US Army, one Portuguese Army and an Egyptian Army markings. Parts are well moulded and the fit is good throughout.

The Legend conversion kit comes as usual in a grey resin with two photo etched frets, some brass rod and wire. Resin parts have fine details and are well moulded, without

any air bubbles. Some time is required, as with most resin sets, to clean the parts ready for assembly. Good instructions are provided giving clear colour pictures depicting several important construction stages.



135

Construction

Construction of the AFV Club kit is as per their instructions from stage 1 to 8. In stage 2 you need to assemble the front and rear fixed suspension arms (A11 & A12) to the hull tub. The remaining suspension arms remain movable should you wish.

In stage 9 replace the kit's travel lock with the Legend one with the exception of part Q19. I'd suggest leaving this assembly until late in your construction as it's very fragile.

When hull assembly is complete you need to add the IDF M109 specific anti-slip parts. I didn't use the photo-etched parts from the Legend kit as I found them to look inaccurate. I replace them with square plastic strips 0.5 X 0.5 mm For positioning the strips I use the reference image in

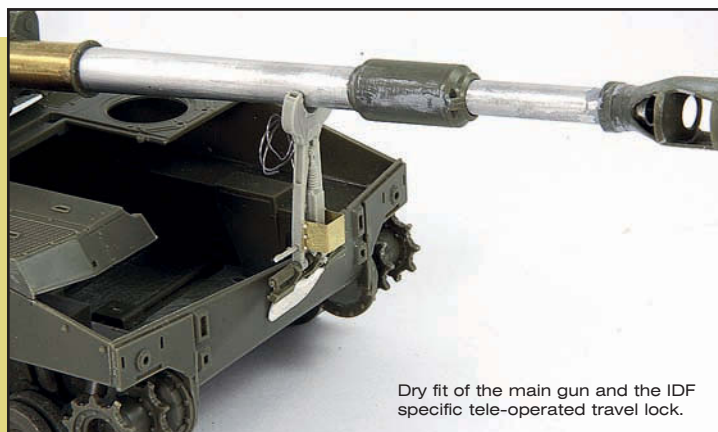
Legend's instructions and used the photo etched parts for the dimensions. With the strips in place I simulated the weld beads with fine styrene strips softened with liquid cement.

Follow the AFV Club instructions again from stage 10 to15. In stage 10 leave off the cable drum (C18, C19, and C20) and fill the holes as this cable drum is fitted inside the turret on the Doher, not on the rear door. Rear idler wheels need to be correctly drilled to improve the look of the mud evacuation holes, an easy task to add some detail. With the lower hull complete I left the tracks off for assembly later.

Now you can build stages 16 to 21 straight from the box without modifications. I didn't

build the gun breech as it is totally invisible when finished if you're closing the hatches. When assembling stage 18 take care with good alignment of parts D6, D7, D22 to the gun assembly. If not correctly placed the gun won't sit into the gap in the turret.

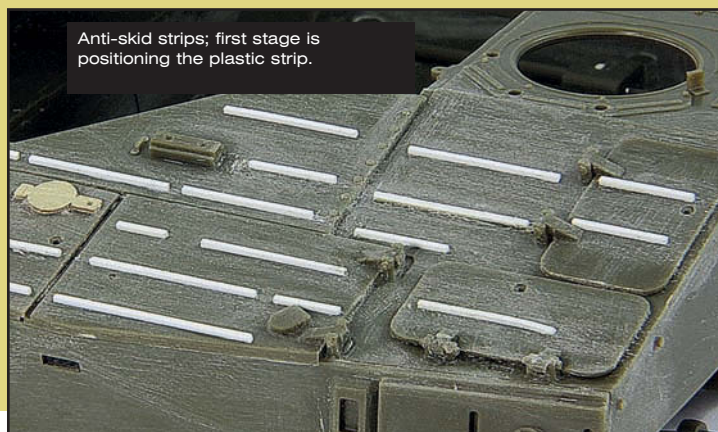
In stage 22 you need to adapt the panoramic telescope ballistic cover with the new Legend part 13. Forget stage 23 to 26 as it is specific for US Army M109A2s. The turret rear compartment door is replaced with the resin one (Legend part 3 and four P35). More of the resin from the Legend set is added with the great looking stowage baskets, the roof details are finished as the AFV Club kit, don't use the M2 barrel (part Q14) as there is no HB M2 machine gun on the Doher.



Dry fit of the main gun and the IDF specific tele-operated travel lock.



Overview of the M109 hull with movable suspension provided by torsion bars



Anti-skid strips; first stage is positioning the plastic strip.



Weld-beads are now added to the anti-skid strips.

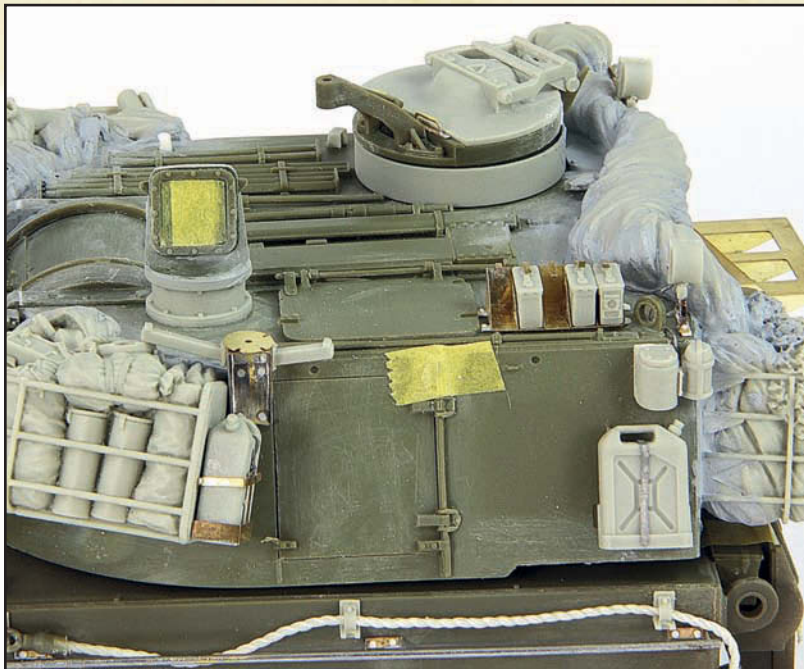


I prefer to solder metal parts when possible gaining far stronger a bond than CA



The side bars are now complete and ready to install on the hull sides after some sanding and cleaning.

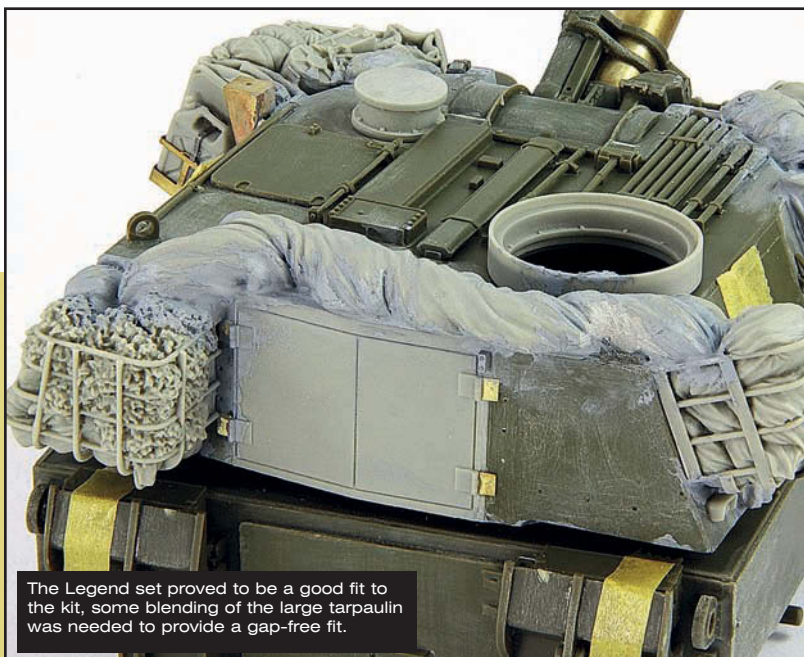




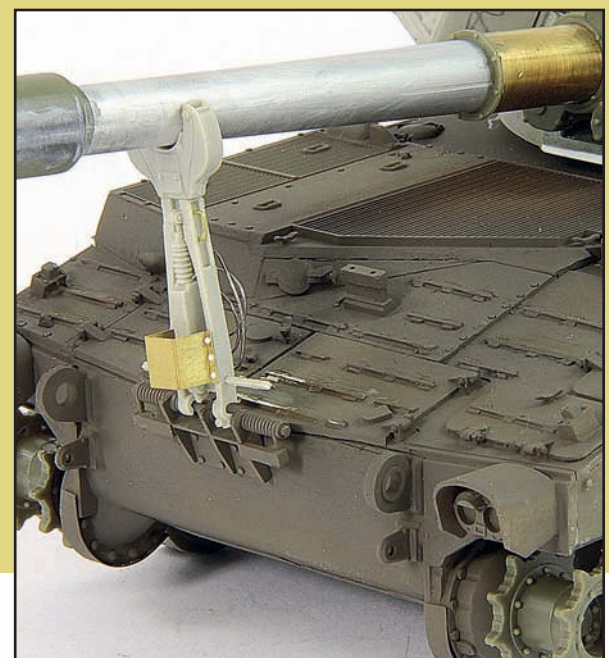
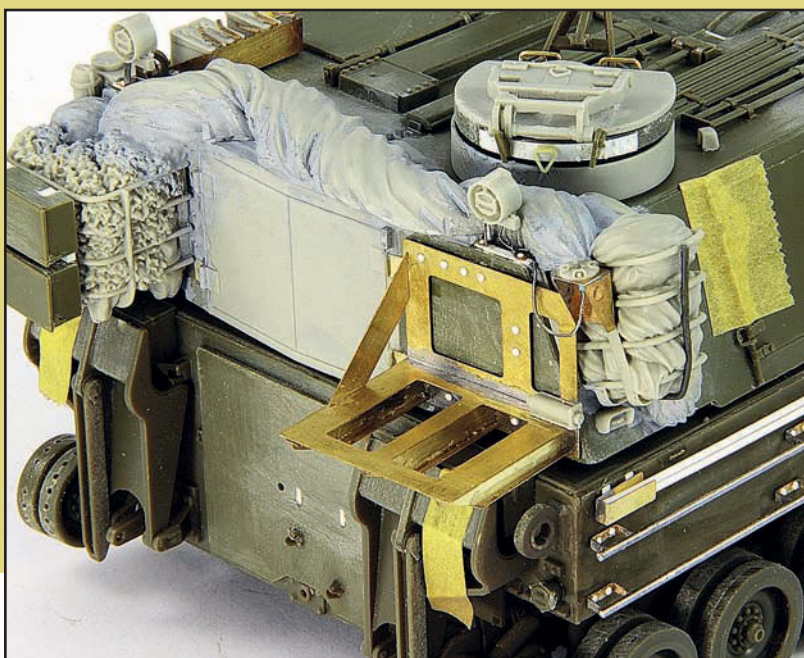
The Legend set is very pleasing to work with. There are the usual casting blocks to be removed and some of these are quite substantial requiring care when cutting and sanding so as not to damage any details. Positioning the large rolled tarpaulin on the rear of the turret reveals a few gaps. When in place, I used some 'Green Stuff' to add some missing volume and give a realistic finish where it meets the turret edge.

I found it best to paint all of the front basket stowage before adding the mesh. After the mesh is in place the wooden crate and identification panel (0.5 mm plasticard) can be fitted. I replaced the kit vinyl tracks with the separate link track set from AFV Club. Assembly is easy but time-consuming as we expect from individual links. 78 links per side are installed and the tracks fit very nicely indeed.

For simulating the M109 specific track sag I glued the tracks to the road wheels using Micro Kristal Klear glue. I didn't paint them before final installation to the kit's wheels, I just used a lot of pigment (desert sand and earth from the MIG line of products) to obtain the final look. Pigments were then fixed with MIG fixer and details such as the rubber pads picked out with paint at a later stage.



The Legend set proved to be a good fit to the kit, some blending of the large tarpaulin was needed to provide a gap-free fit.



Painting and Weathering

The base colour for my Dohar is applied using the old IDF sand grey 1982 from Lifecolor. I prefer it to the new version because the colour is greyer and looks more accurate to me.

After the base colour I applied a pin wash to the whole vehicle using AK Interactive dark washes to lift the finer details. Random washes and filters, using more AK Interactive products, were added to realistically vary the surface tones. I separately painted all the road wheels

using different shades of IDF colours from the Lifecolor range as was the stowage and all the other pieces of equipment. Some items were picked out in Olive Drab tones, also from Lifecolor.

Lots of decals were applied to this model. I used two decal sheets from Bison Decals, reference 35055 is dedicated to the IDF M109 family with endless possibilities it's best to look closely at your references. The second sheet, reference 35057, is

used for the registration plate (front of the vehicle) and numbers (on the two rear mudguards). A second registration plate is normally situated on the rear left side of the hull, but is completely hidden by the left spade in high and travel position.

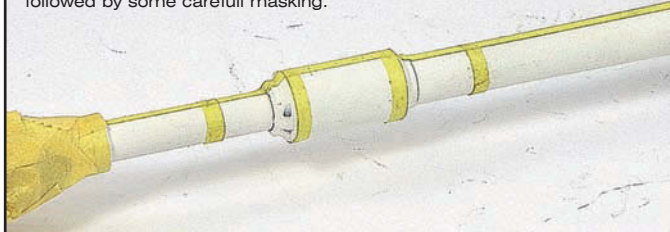
To make accurate markings it's best to refer to an action picture of a specific Dohar with the spades lowered.

Finally, and after positioning the tracks, various shades of pigment are added.



Turret decoration is almost complete. The wooden tool handles are painted using ochre shades of oil colour. The speed radar lens (in white) is painted later using a brownish yellow as per my reference pictures. The mesh guards are now in place glued with Kristal Klear.

A simple method to create the white band markings on the barrel. First a coat of overall matt white followed by some careful masking.



Sand grey then black are airbrushed and the masking removed.



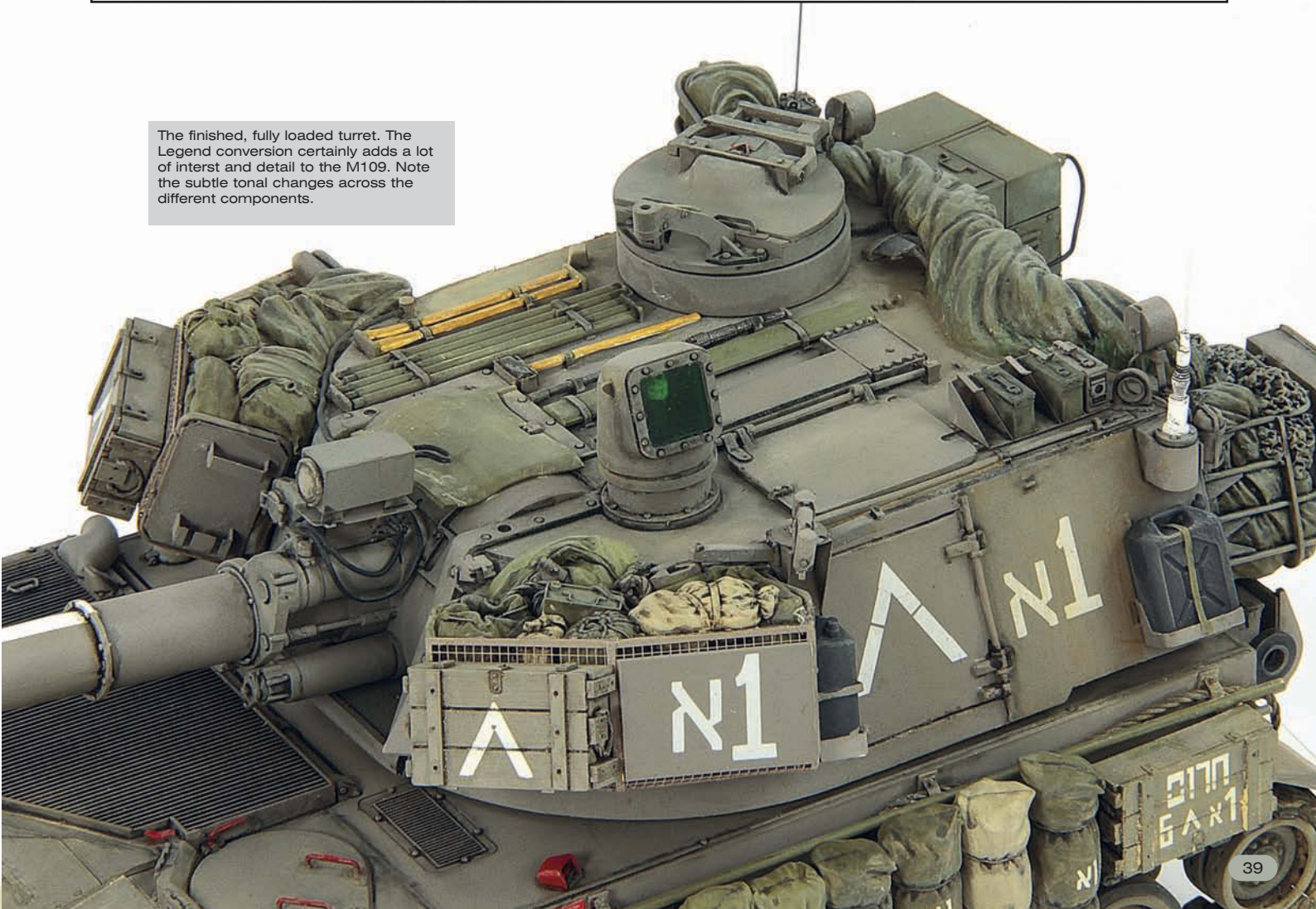
I found some final adjustments were needed to the tarpaulin roll, this was done with Green Stuff then re-painted.





Doherty's front view with yellow parts (engine hatches and protection plates for the final drive drain plugs) and red handles picked out by brush painting acrylics. Lifting eyes and protective covers are painted with satin black. Note that the basket stowage is painted and detailed before adding the mesh guards.

The finished, fully loaded turret. The Legend conversion certainly adds a lot of interest and detail to the M109. Note the subtle tonal changes across the different components.





The Base

To display the finished model I refreshed a base I made some years ago. A simple heavy card had a section of Verlinden's printed airfield sheet added (now out of production). Some foliage from the 'Green Line' range (GL-016 Wildgrasbüschel XL) was fixed in place with Microscale Kristal Klear in random places in the gaps between the slabs.

The concrete road blocks from Model Miniature come in flat white plaster. To give them a realistic look I used Tamiya Diorama Texture paint (Grit effect, light sand item 87110). I applied two diluted layers and painted them with with Citadel acrylics.

In conclusion, I had wanted to build an IDF M109 for many years, Legend gave me the chance to do this without resorting to scratchbuilding. Relatively easy to adapt to the excellent AFF Club M109A2, this conversion and kit have to be recommended to any IDF modeller.





DOHER

Project Items:

AFV Club M109A2 kit ref: AF 35109

AFV Club M M108-109 SPG T-136 separate
track links kit ref: AF35S23

Legend IDF M109 Dohar conversion set ref: LF
1267

Model-Miniatures Merkava update set for the
concrete road blocks ref: MM-R103

Bison Decals vehicle serial numbers ref: 35057





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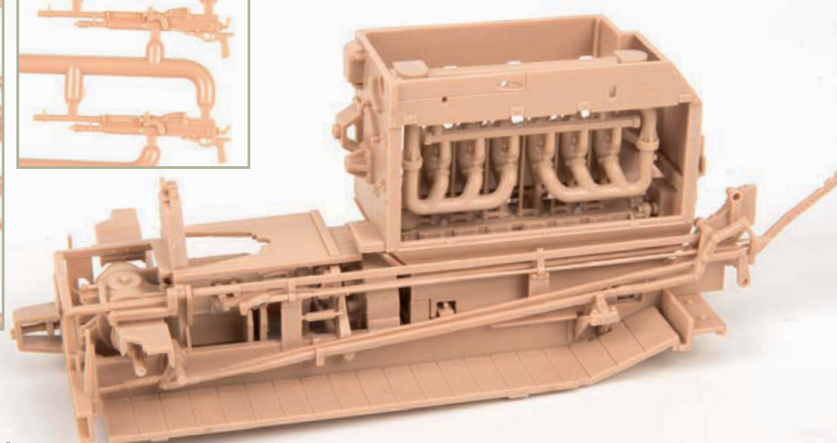
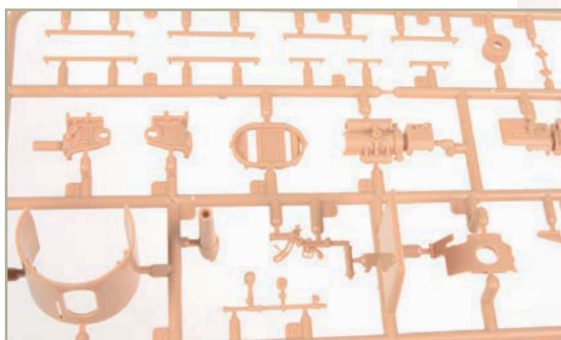
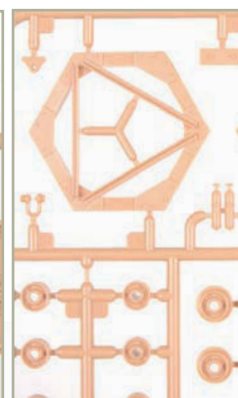
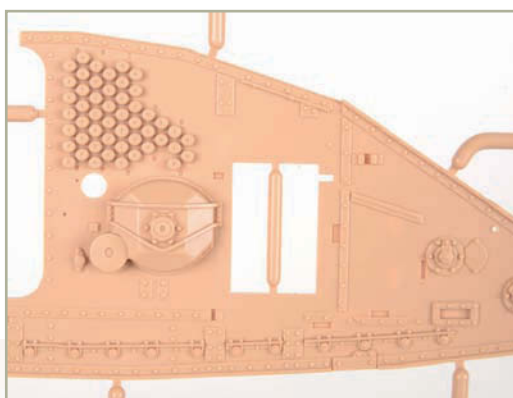
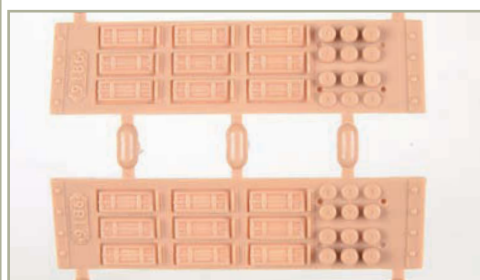
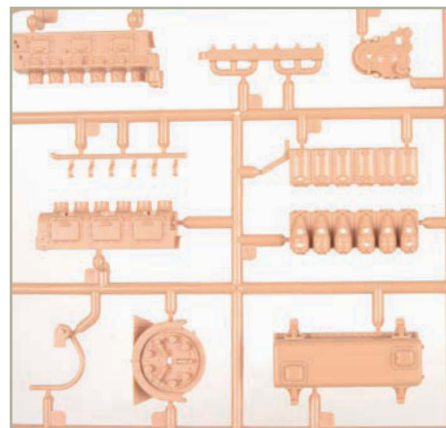
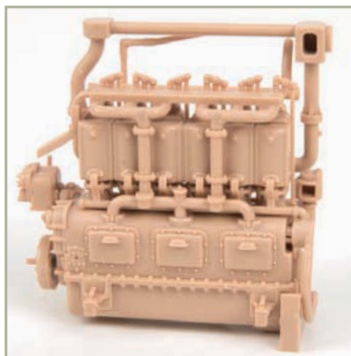
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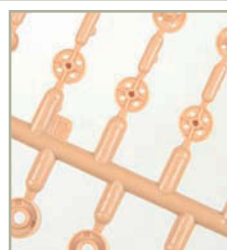
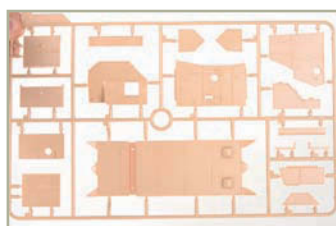
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Meng 1:35 British Heavy Tank Mk.V Male

Whether or not you have any interest in WW1 armour I do not think that anyone could fail to be impressed by this staggeringly engineered piece of kit design. The big 13.5cm deep box is about twice the depth of the Tamiya Mk.IV to accommodate the 23 separate sprues, photoetched fret, decal sheet and metal chain. The difference in box size is because this kit comes with a completely detailed interior rather than dubious electric motors. It is once you start to assemble the interior that you begin to appreciate the complexity of the engine and powertrain and the impressive job that has been made of replicating it in plastic with an assembly sequence that is no where near as impossibly complex as the finished thing would suggest. even the steering brakes and drive chain assemblies that sit within the sponsons have been reproduced and the running strips around the edges of the rhomboid sides for the tracks are fully detailed. The Driver's cab and Commander's cab as well as the rear

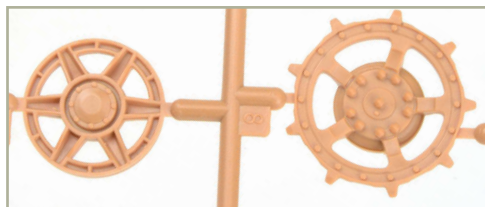
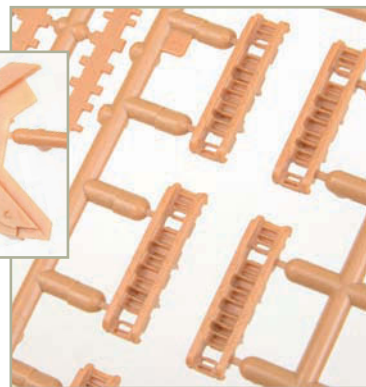
roof inspection panels can all be modelled with opened hatches with the small vision ports provided with photoetched flaps so that they can be open or closed too. Moving on to the 6pdr. gun sponsons and here again it is a densely detailed replica of the gun mount and the ready round ammunition stowage built into the mount. Doors and ports once again can be open or closed. Tracks are a single piece clip together design (hurrah!) and the kit comes with both an unditching beam and the hexagonal 'crib' trench crossing device to mount atop the vehicle if you wish. There is a choice of three different sets of markings on the decal sheet and a coloured guide within the instruction booklet. Detail across the kit is super crisp and I think its great to see the complex interior replicated so skillfully. The potential for cut away display models or disembowelled battlefield wrecks is huge and I have an idea for the one that I am building. A simply stunning kit by any standards.



Meng 1:35 Mk.A Whippet British Medium Tank

Further WW1 excitement now with another new Meng release, and this time the Whippet gets the Meng treatment. In complete contrast to the Mk.V this is a beautifully simple kit which you could probably assemble over a couple of evenings work. This kit does not have any interior detail and assembly is based around a rigid upper hull box which is moulded as a single piece. The crew cab is moulded as flat pieces with a clever folding rear plate. This is designed to be folded into alignment with internal scored lines which allow the outer sections to fold into alignment as our test shows. The crew door is moulded in place but does have internal detail if you decide to cut it open. There is a similar fold arrangement for the bow plates which have a pair of sturdy internal bracing posts to keep the parts aligned. The machine guns are beautifully detailed with separate ammunition belts and mounting rings. The exhaust pipes are a single piece and happily come

without the rope insulation seen on some vehicles so that you have the option of adding this. The intake vents are moulded individually but there is some very slight sinkage at the back of the middle vent but this should be easy to fill if required. The running gear is crisply replicated with big plug in mud chute sections and some great clip together individual link tracks. The kit supplies the track grousers which hang from the cab and the back of the vehicle. No photoetch at all in the kit but there is no requirement for it with this vehicle. Colour schemes are provided for two vehicles in the instructions but the decal sheet clearly features markings for other vehicles, with Russian and German markings included, opening up the possibilities for those who want to research a little. Its a simple vehicle beautifully replicated here and fills another gap in the range of World War One vehicles that have been so popular coinciding with the centenary of the start of the conflict.



Zvezda 1:35 King Tiger Ausf.B

Zvezda's King Tiger is an unexpected surprise and opening the bigger than usual box reveals some very nice looking parts. The kit follows the usual hull tub and separate upper hull approach along with separate swing arms and individual track links. The tracks themselves are pretty good but raised pin marks on the inside face of the toothed links will need attention. Track teeth are also equal height which is inaccurate. Running gear looks spot on but only provides the 9 tooth sprocket. The welded turret cupola, jack and jack block will restrict you to vehicles manufactured up until Summer 1944 and will require a zimmerit finish. Having said that the kit provides some later production features like the gas detector plates and turret rear hatch armoured hinge covers so the modeller will need to take care. The stepped style of mantlet is provided but not the smooth version and there is only the 40mm loaders hatch where as the later bevelled cornered rear hatch is provided along with the rounded version. The biggest restriction to maximum flexibility is the cupola which has the

welded rim moulded into the turret roof. All this would need to be removed in order to build a vehicle manufactured after July 1944, a fault that Dragon also made with their final production King Tiger. The tow cable eyes are dreadful and the track changing cable has been moulded perfectly straight without any sort of sag. A simplified gun breech is provided and hatches have detailed interiors with the exception of the hull hatches. These hatches have what appears to be two sets of holes for handles so one set will need to be filled. Lifting lugs are also absent from the armoured exhaust covers. The kit comes with nylon mesh to make the engine deck screens and a nylon rope for the tow ropes. There are a choice of five colour schemes provided on the awful decal sheet which is heavy, crude and best discarded. Overall the kit has great potential - a few areas that would benefit from some additional detail and you are restricted to a limited number of early-mid production features but other than that its an attractive starting point.



D-Day Miniatures

Another batch of beautiful figures from D-Day Miniatures with first rate sculpting and casting these will complement any vehicle or scene. Maybe a Royal Navy Officer has a limited use in armour modelling but he's a fine figure nevertheless

enjoying a brew with maybe a nip of rum? Two pairs of Volkssturm figures are just superb and would work well as a group, all great characters that will be a joy to paint. www.ddayminiaturestudio.com showcases their growing range.

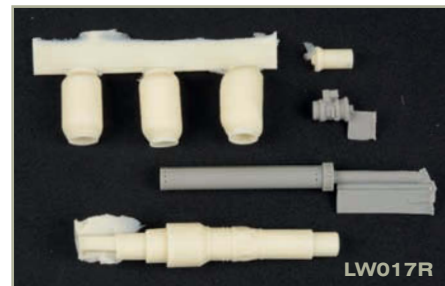




LW019E



LW017M



LW017R



LW018T



LW018R



LW019N

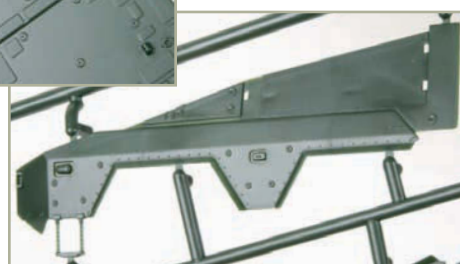
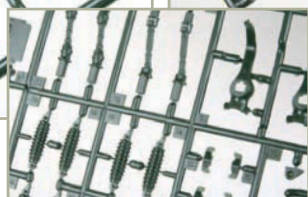
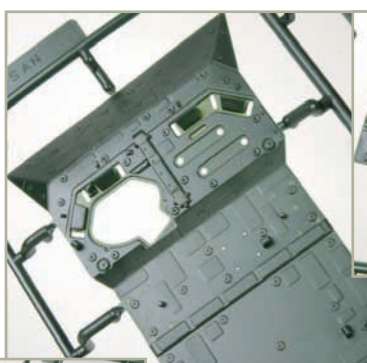
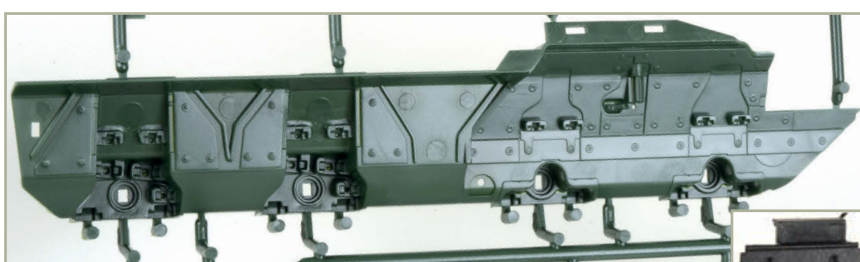
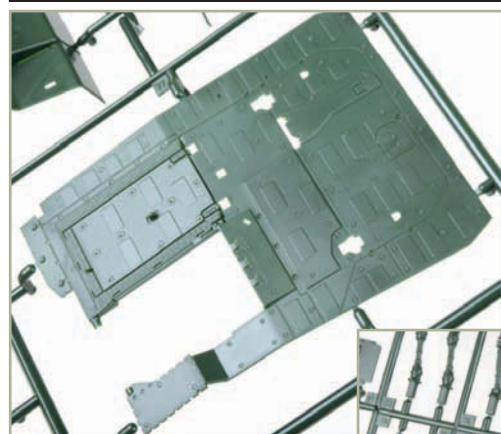


LW019AC

Leopard Workshop 1:35 Leopard MBT barrel upgrades

Roll-out the barrels! The Leopard Club guys have been busy producing these highly detailed barrel sets for the big cats. The resin casting shows some very fine finesse and very specific options are given with explanatory details included. Rest assured, these guys do the homework for you! LW019E is for 'European' Leopard 1 (any manufacturers kit), LW017M is for the Meng 2A4 and LW017R for

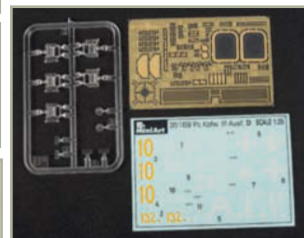
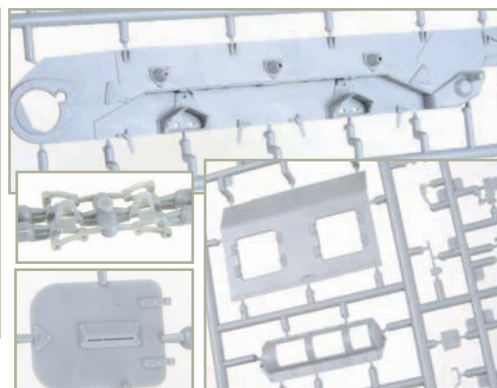
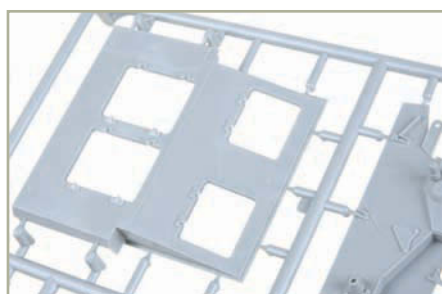
Revell's 2A4. LW018T is to fit the Tamiya and Hobby Boss 2A5 / A6 and the same available with LW018R to fit Revell's kits of the same. LW019N is a 'Naked Gun' barrel for any manufacturers kit (suitable for other 105mm equipped tanks also) and finally LW019AC which is the L7 with Canadian / Australian Leopard 1s. More details for the Leopard modeller at www.leopardclub.ca/workshop/



Revell 1:35 GTK Boxer sgSanKfz

Revell have brought us another version of the big 8-rad 'Boxer' with this medical-mission version. This is a big (floppy!) box packed with dark green sprues, many being familiar as the cab and chassis are as-per the previous release. What's new is the high roofed ambulance module which can be interchanged between vehicles, German engineering at it's best and the kit assembles in the same configuration. Moulding quality is really good with some nice finesse throughout, there's no large 'chunks' with the lower and upper hull following a flat plate build-up so lots of alignment and dry runs will be the order of the day. As with any

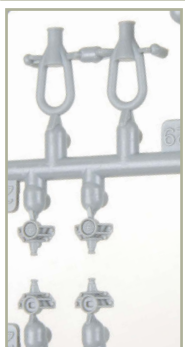
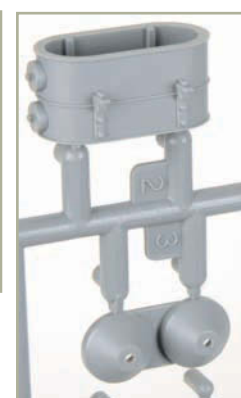
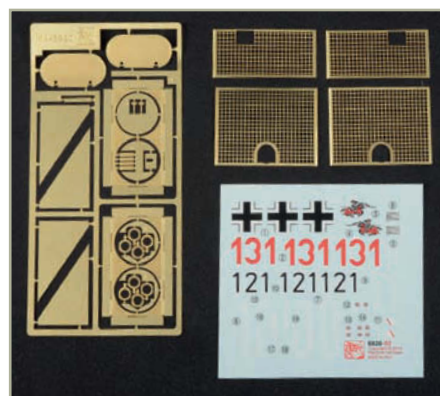
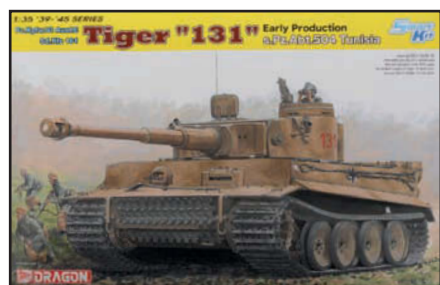
eight-wheeler the suspension is complexed and Revell look to have been very comprehensive with the detail here, maybe the tyres moulded in vinyl won't please many but at Revell's price-points there's always scope for some aftermarket add-ons without breaking the bank. Interior detail only stretches to the driver's position with a posable hatch as an option. This is a really nice kit to build from the box and superb value but would no doubt be improved with a few photoetched add ons and resin wheels. Revell model kits are available from all good toy and model retailers. For details visit www.revell.de/en



MiniArt 1:35 Pz. Kpfw. III Ausf.D

This is the first of the recent MiniArt Panzer IIIs that we've been fortunate enough to get our hands on, I say fortunate because popping the lid open on the box will have early German armour fans hot under the collar! The D version is starting to look more like the main production vehicles but still retains external leaf spring suspension and small road-wheels. Dragon's Panzer III kits are surely held in the highest esteem by German armour modellers (although they don't produce the very early versions as this) but we have to say MiniArt have matched their fine and delicate detail, the moulding is superb but don't let the 1064 parts count put you off, almost half the parts are dedicated to the tracks. Clear parts are included for the vision optics and a small photoetch fret is always welcome. The lower hull is built from flat plates with intricate multi-part suspension and nicely rendered wheels. The tracks are very finely moulded, as good as many of the aftermarket sets you'll find, using a pin either side to allow them to remain workable. The pins

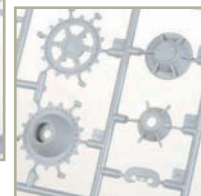
are moulded on pre-spaced sprues and a small jig is supplied so once the links are cleaned up assembly should be quite swift. The upper hull assemblies in sections with posable hatches and very nicely done on-vehicle-equipment and fine tread pattern on the fenders. We've heard questions asked about the rear deck dimensions on the earlier versions but this D version certainly 'looks' right. The quality continues with the turret where we've offered a nice interior, gun breech, co-axial MGs and multi-part cupola which can all be viewed if you leave the vision ports and hatches open. One question from us would be regarding the turret basket (the floor section joined to the turret), only on later Panzer IIIs? So an all-round top quality production from MiniArt from the state-of-the-art moulding to the clear, full colour instructions this is a great out of the box build and excellent value too. Our thanks to MiniArt for the sample.



Dragon 1:35 Tiger '131' Early Production s.Pz.Abt.504 Tunisia

Coinciding with a release of a 'Tunisian' Tiger from a new manufacturer, Dragon have at last given Tiger fans the legendary '131', surely the most famous of all Tigers being housed at the Bovington Tank Museum and film star of the 'Fury' movie. This kit depicts 131 in it's captured state and DML really look to have gone all-out to get all of the little features correct. Being largely as per the Wittmann command Tiger (kit 6730) this sees these kits in their latest evolved form (the eighth Tiger I release if I'm not mistaken) and held in very high regard for their finesse and attention to some of the smallest details. New of course are the Feifel air filters which Dragon have made a lovely job of with the design avoiding any tricky joint seams, some photoetch is welcome and the braided hoses have the correct twist to the weave rendered beautifully. Also present are the

step and handle on the front plate and what looks to be a new turret ring and a loaders seat. DS tracks feel to be in a softer material, this along with a positional tensioner on the idlers should mean we should be able to achieve suitable track sag. Close inspection shows a few parts need a little cutting and drilling and positional marks on the turret for spare track hangers will need sanding, not an issue- are we not modellers? Some sensible photoetch details, including engine deck mesh with a convincing weave and clear vision blocks finish off another very comprehensive Tiger I, stunning detail straight from the box. Along with 131 two other vehicle options are surprisingly offered (502 and 505) with call-outs for their precise details throughout the instructions. Out of all of the re-hash Dragon kits this one surely will prove the most popular, another superb Tiger.



Dragon 1:35 Pz.Beob.Wg.V Panther mit 5cm KwK.39

Dragon are doing the usual sprue compilation here again utilising their existing tooling to the full. This recent release is essentially their Panther D/A kits and a sprue from their '234/2 providing the 5cm gun. New parts are the unique turret front, cupola and various periscope fittings carried by these observation vehicles. If you love the sleek lines of the Panther the tiny cast mantlet and puny barrel certainly spoil the show! A range of DML's antenna fittings, plastic card side skirts and a set of one-piece DS tracks (individual links

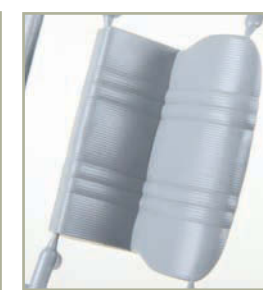
are included on the wheel sprues but lack the open guide -horn) finish the package off. Even the notorious Dragon instructions are a mix of elements of the different kits mixing CAD, line drawings and photographic diagrams. So while it's maybe obvious we're not overly excited by this release there's no denying Dragon's quality of moulding and detail, sharp and delicate with none of the tooling showing signs of wear and tear. Two finishes are offered but both 'unidentified' units.



Dragon 1:35 Sd.Kfz.234/4 mit 7.5cm L/48

If you think the 5cm looks silly on the beobachtung Panther what about this? I think we're correct in saying this vehicle remained a concept and it's not hard to see why, mounting the L/48 tank gun in a '234 smacks of desperation towards the end of the War, even big fans of the 8-rads couldn't deny this is an ugly duckling! This kit is yet another combination of previous releases with one bespoke small sprue, the lower hull and complex running gear remain pretty much as the rest of DML's '234s and the jumble of

sprues leaving you a fair few spares including a full upper hull and side panel/mudguards and the 'Stummel' gun assembly. These Dragon 8-wheelers are complicated kits due to the nature of the vehicles but do look superb when built with very high levels of detail throughout, the open topped versions (as this is) look particularly good with much of the interior on show. Beautiful kit, ugly version!



Zvezda 1:35 'Soviet Car' GAZ M1

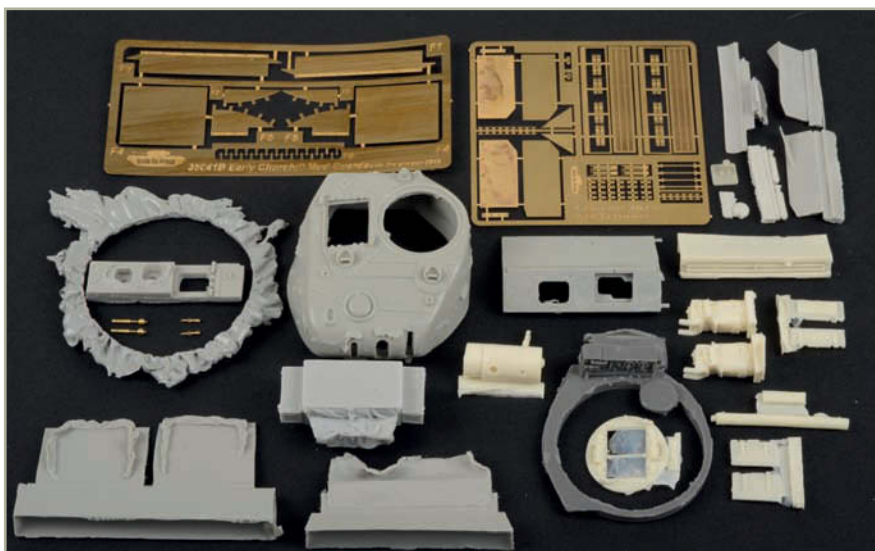
Zvezda continue to impress with their new-tooled kits bringing us this off-beat subject which would make a great diorama addition. A very typical 30s / 40s design, the Emka was widely used by the Soviet Military and the kit arrives in typical Soviet fashion with their basic sturdy carton and not particularly inspiring box art. Once inside the pack though I was quite taken aback by the moulding quality, quite stunning detail which could certainly compete with the best on the market. The kit features a good wings / floor single moulding to build on with a superb engine, delicate suspension

and a posable bonnet with the most subtle open louvres. Separate doors are constructed from inner and outer skins and you're sure to want to leave at least a couple open to show off the interior which is again, rich in detail right down to a stunning ribbed texture on the seating. This kit looks hard to fault; maybe the tyre tread may look a little undefined just due to moulding restrictions of the 'sandwiched' assembly but the wheels and backing plates are excellent. Top marks Zvezda, looks like a demanding little build but should look superb finished.



Inside The Armour

A very comprehensive detail set here recently released by ITA for the AFV Club early Churchill to create an accurate 'Dieppe' version from the ill-fated beach landing. The vehicle's waterproofing is sculpted in a 'blown' state which will make for a superb vignette. Along with the detailed resin parts there's some nice photoetch

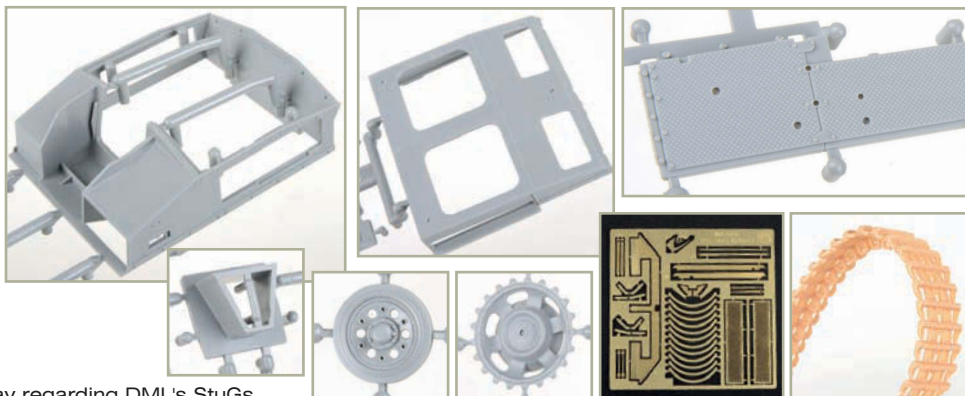


and excellent 7.92mm BESA MG barrels in turned brass. It would be advisable to act now if anything on ITA's catalogue takes your fancy as they're winding the business down at the end of the year to concentrate on other projects. Get over to their website www.insidethearmour.com, once it's gone, it's gone!



Dragon 1:35 StuG.III Ausf.F last production

We feel we're running out of things to say regarding DML's StuGs (or Panzer IIIs and IVs for that matter), here's another slight variation on a previous kit to produce a late Ausf.F with the long L/48 gun. As we've said on many occasions the latest generation StuGs have stunning detail from the complex torsion bar suspension and beautifully delicate wheels, a slight let-off from all the demanding assembly with this boxing is the inclusion of the single piece DS tracks. A well detailed fighting compartment and posable hatches throughout will appeal to anyone wanting to add gearbox and engine compartments from aftermarket sources. Looking over the pile of sprues in relation to the instructions, there

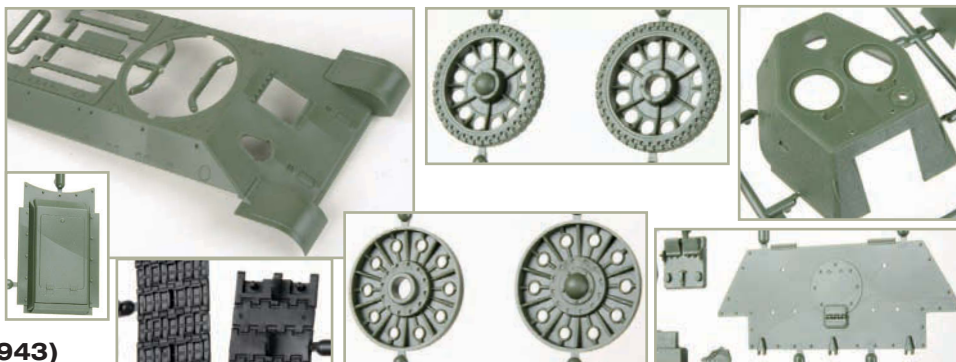


must be as many parts not for use as there relevant to this version which will please StuG fans. No less than three sets of fenders are in the box, including the sprue from one of Dragon's Cyber Hobby kits to produce an initial 'G' with the unique stepped fender, Ausf.G roof, spare rear engine decks...excellent for the kit-bashers amongst us- you could quite easily build an Ausf. F from this box, a short barrelled gun and mantlet being pretty much all you'll need. Surely Dragon will eventually give us some 'short barrel' StuGs, until then this kit should keep fans of the earlier

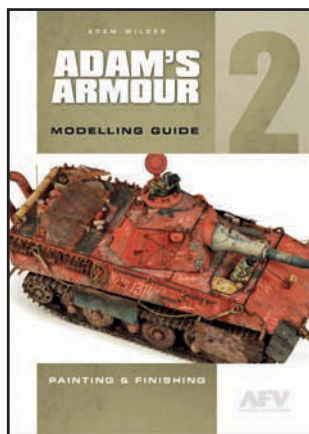
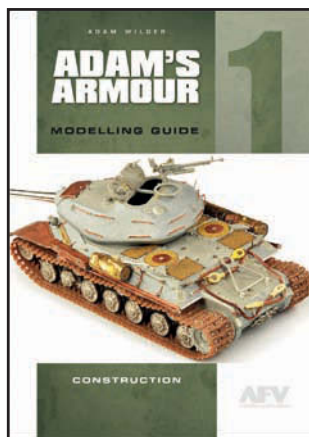


Revell 1:35 T-34/76 (model 1943)

This kit hasn't been on the market very long in its original ICM boxing (early 2015?) but Revell continue their relationship with ICM and already have their own version released. This is the first time we've looked at this kit and first impressions are favourable with clean moulding and decent looking detail. The green styrene has a pleasing matt finish which shows some delicate weld beads and sand-cast texture to the turret. Assembly starts with the upper hull for a change and there's some good detail around the engine deck, no doubt the T-34 benefits from photoetch here but this is a good rendition nevertheless with some good finesse, maybe some of the bolt detail on the rear plate may be a little too fine? time to check the references... Wheels are optional with rubber tyre versions (the hole detail of the tyres looks a little heavy) look or steel rims, the in-board



suspension units fit to the inside of the lower hull and suspension arms could be made posable quite easily if you're happy to ignore the torque plate positions (or carry out some surgery...). Tracks look to be the 500mm type, while the detail of the 'waffle' tread is well moulded for soft vinyl I'd imagine most modellers will be looking to replace these. The turret looks nicely produced but would benefit maybe from a metal barrel upgrade. This budget priced kit will provide a good basis for some aftermarket detail additions, if you're a T-34 buff no doubt there'll be changes to correct features to a specific factory vehicle, from features I can remember (without pondering the references) this kit probably looks most like a UTZ built tank. Nice kit, good value for money. Revell model kits are available from all good toy and model retailers. For details visit www.revell.de/en



Adam's Armour 1&2

By Adam Wilder
Published by AFV Modeller
Softback A4 format,
Vol.1 192 pages, ISBN 978-0-9555413-8-4
Vol.2 232 pages, ISBN 978-0-9555413-9-1
www.afvmodeller.com

A long time in the making, but we're very excited about releasing these two books by World renowned armour modeller Adam Wilder. Much of Adam's groundbreaking work has been featured by us right back to some of the very early issues almost fifteen years ago. Still at the forefront of the hobby, Adam continues to delight us with his miniatures and these books show us just how he tackles every aspect of a project in great detail. Written with a very one-on-one personal approach, these tutorials have something to offer anyone involved in the hobby, whether you're just a newcomer or an old master, Adam shares every one of his techniques in clear step-by-step fashion with crisp and clear images. Volume 1 starts with a look at our hobby and how it's evolved over the years along side Adam's journey turning his hobby into his profession and the people who have helped him along the way with an extensive gallery of his famous work. We



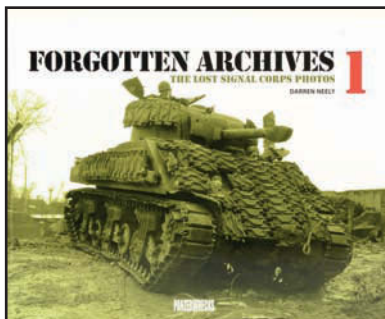
then start looking at choosing a subject, tools and equipment and basic assembly methods. Adam takes on every construction element from cleaning and filling through to photoetch (including soldering) and resin parts. Creating specific details such as cast textures, torch cut edges and zimmerit also have in-depth coverage. Volume 2 shows us every aspect of Adam's finishing techniques from base-coats and colour modulation, shading and highlighting, bare and damaged metals, stains and smoke effects, dirt, dust, winter white-wash...everything you might ask Adam a question about is explained so you can easily apply the methods to your own work. Almost a decade in the making, we believe these two volumes set a new standard in modelling guides from both a usability and presentation perspective. Available to order now direct from our web-shop or specialist dealers.



Stalingrad

If you have Meng's A7V here's an exciting set of releases from figure-masters Stalingrad. Two suitably pompous looking officers in convincing poses and a youthfull looking infantryman who would work well around the vehicle in a seated pose. These figure are part of a group of releases designed to work with the A7V. Stalingrad produce some of the nicest figures on the market with superb sculpting and moulding. Available Worldwide from specialist suppliers, go to www.stalingrad.diorama.ru for more details on their superb range.



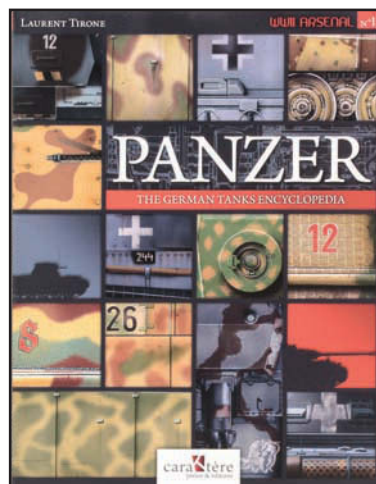


Forgotten Archives 1 The Lost Signal Corps Photos

By Darren Neely

Published by Panzerwrecks
Hardback landscape format 240
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ISBN 978-1-908032-11-9
www.panzerwrecks.com

Panzerwrecks books are always a treat and this new release is certainly no exception. This is a much more substantial 240 page book than the usual Panzerwrecks format which was what I was expecting when I first saw the title announced. The book delves deep into the archives of the U.S. Army Signal Corps who were responsible for documenting the American Army during WWII and this first book covers the European theatre, from Normandy to the end of the war. The author has brought together a fantastic selection of unpublished high quality images with a mix of Allied and Axis vehicles. It is not really surprising that there is a very wide mix of vehicles, along with some artillery and even the odd aircraft too. It is a real visual feast with a mix of detailed close ups, overall vehicle 'portraits' and knocked out wrecks from both sides. There are many vehicles that are ideal subjects for the modeller and plenty of potential diorama subjects too. Each photo has the original Signal Corps caption printed with it along with supporting notes by the author pointing out interesting features or unit identifications. The book concludes with a small section on the photographers who took the pictures that feature in the book. This is really an excellent book in and out of the 266 images included in it I think only a couple were familiar. A great addition to your references for anyone interested in WWII armour.



Panzer

The German Tanks Encyclopedia

By Laurent Tirone

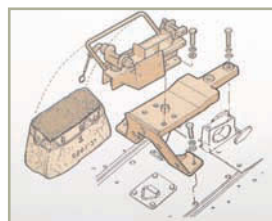
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www.caraktere.com

It's no easy task to produce a fresh and informative guide to German tanks but the team at Caraktère have pulled it off with their lavishly illustrated new guide. Each vehicle has its own chapter with these then sub-divided into the different Ausführungs. Each Ausf. section comes with a detailed technical specification including production run, manufacturer and even ammunition loads. A four view colour profile is included along with archive images and a real effort has been made to choose fresh and unfamiliar archive images rather than the same old favourites. The colour profiles are good quality but perpetuate one or two errors like the red brown camouflage on PzAbt 505 King Tigers when archive photos show a three colour scheme. Certain vehicles like the Panther IV, Panther and both Tigers also have a welcome gallery of multiple side view colour profiles. There is much to like about this useful reference and plenty of new archive images to make this a worthy addition to your reference library.



Merkava Siman 4 / 4 Lic / 4M Merkava in IDF service part 2

By Michael Mass and Adam O'Brien
Published by Desert Eagle
Softback A4 format, 83 pages
ISBN 978-965-91635-9-5
www.deserteagle-publishing.com
www.aviationbookcentre.com



More Merkavas to drool over again in this second part of the 4th incarnation of this most famous tank. Desert Eagle's regular 'modeller friendly' format is always welcome with great reference shots of both in-action vehicles and extensive walk-around close ups with a wealth of detail images. The 'Man and Machine' sections are always interesting in this series showing

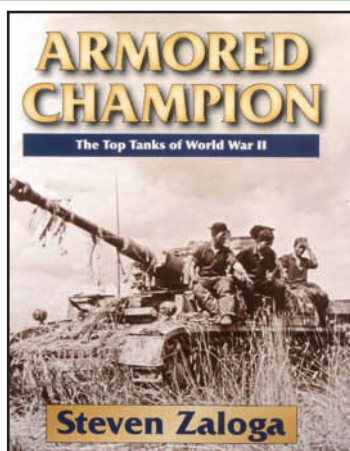
the crews at work and rest in the harsh conditions they operate in. Some excellent line drawings are also featured of items such as towing mechanisms and the battering rams along with smaller hull and turret fittings. Another must-have release for IDF modellers and Merkava enthusiasts, excellent easy to use reference.

The Airbrush Company

Some excellent value releases now from The Airbrush Company. The neat little ARISM Mini compressor measures only approximately 160x100mm and weighing around 2Kg this is a very compact air source which couldn't be simpler to operate, an on-off switch, single 1/8 BSP outlet fitting, pressure adjusting knob (maximum pressure 28 psi) and handle with integral airbrush holder. A two metre quality air hose is included. This is a maintenance free oil-less unit which can run for up to 30 minutes continuously before requiring a 10-15 minute cool down. For not a great deal more outlay, the next more powerful model in the ARISM range has an automatic 'on demand' action, moisture trap and pressure gauge.

A perfect companion then is surely this; the Sparmax MAX-4 airbrush. The neatly packaged kit contains the gravity feed double-action airbrush with 2ml fixed cup and lid, a crown cap to allow close up work

whilst protecting the needle tip, a clever inlet valve which converts the airbrush to a single action (which will be ideal if you're new to airbrushing) and a spanner and cleaning brush for maintenance. This model comes with a 0.4mm nozzle which is well suited to modelling paints of most types, I found it to spray airbrush ready acrylics with ease (using the ARISM Mini compressor) achieving pencil-thin lines right up to around an inch of spray pattern as you'd use in base colours or varnishes. A needle stop on the rear of the handle adjusts to allow constant width of line. The weight and feel of this airbrush matches those of similar at two or three times the cost. A two year warranty from The Airbrush Company shows a confidence in the quality of both. I'd highly recommend this pairing if you're starting out airbrushing or looking to replace your present set-up on a tight budget. All the airbrushing help you need is at www.airbrushes.com



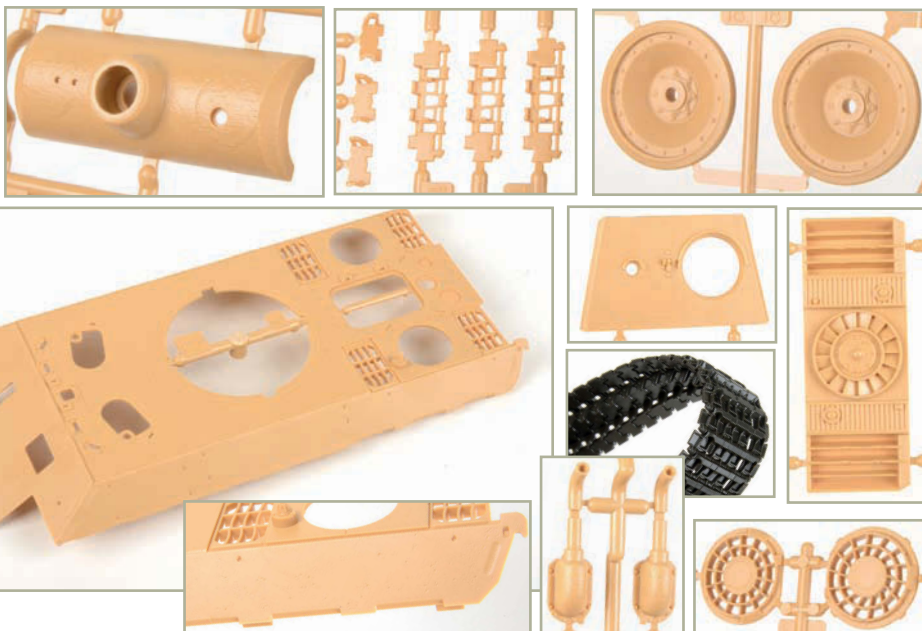
Armored Champion The top tanks of WWII

By Steven Zaloga
Published by Stackpole Books
Hardback portrait format 325 Pages
ISBN: 978-0-8117-1437-2
www.stackpolebooks.com



Armour expert and super talented modeller Steve Zaloga provides a fascinating study of the best tanks of WWII. He dispels several well established bits of tank mythology along the way often supported by comparative charts and of course generously illustrated. The pros and cons of different tanks are examined with chapters that deal with each year of the war. Each chapter concludes with the authors selection for the best tank of the year under examination. On more than one occasion the choice surprised me! It was

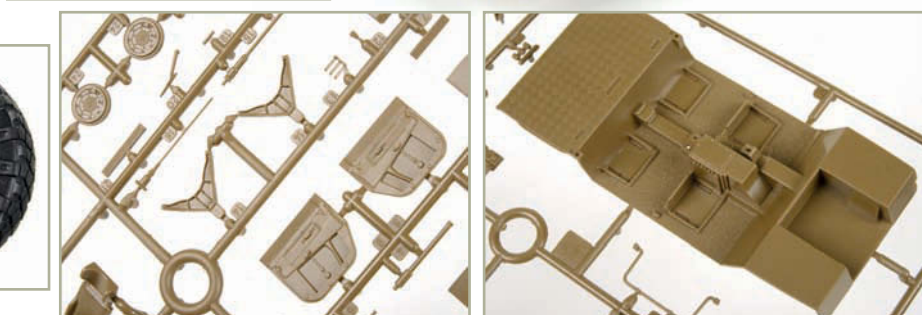
fascinating to see how incredibly mechanically unreliable the T-34 was until quite late in the war and the massive combat advantage that German tanks cupolas with all round vision gave them on the battlefield. It is a very entertaining and informative read and I found the author's assessment of the tank ace Michael Wittman amusing! As he points out - how many Aces commanded a Panzer IV or Sherman? Highly recommended and guaranteed to make you rethink your views on WWII armour!



Tamiya 1:35 Panther Ausf.D

We were surprised to see this release from Tamiya, it doesn't seem all that long ago when Tamiya's 'G' was the Panther of choice before the new generation of Dragon kits came to the market. The early 'D' has quite a limited scope, pretty much the Panther's debut at Kursk as Tamiya's usual superb box art depicts. Tamiya really do stick to their tried and tested formula of very build-able simplicity and good levels of detail, only five sprues are contained in the shallow box along with hull top and bottoms, single piece turret, rubber-band style tracks and the usual decals and instructions including colour profiles. So, nothing fancy as we expect these days, if you want a metal gun barrel, photoetched parts or individual track links Tamiya want you to purchase these from them separately. The moulding quality is excellent in true Tamiya tradition with some subtle weld beads and crisp detail throughout. What we find questionable is some of the texture suggested on the armour plate, although superbly rendered would this pitting and defects be present on new vehicles? I'd be the first to admit to my lack of

Panther knowledge as it's a good few years since I built a 'D' from DML's kit but from the details I do remember, Tamiya have captured the features well and the kit appears all-new. Posable suspension is a good start to assembly and the interleaved road-wheels have the initial fewer bolts around the circumference, many modellers will look to replace the single piece tracks but the detail is actually pretty good and it's claimed they can be joined with regular plastic cement. Separate sponsons and plug-in radiator and fan housings are a good move and although the tool frames, side skirts and brackets and finer fittings are well moulded they're no match for photoetched parts or even a more complex multi-part design. Tamiya continue to improve the quality of their figures and the pairing offered are nicely done. Tamiya have produced another Panther which is sure to build in no time, while the kit will certainly appeal to more modest modellers due to its simplicity, more advanced builders will be looking to add some photoetch and upgrade the tracks. Thanks go to The Hobby Company,



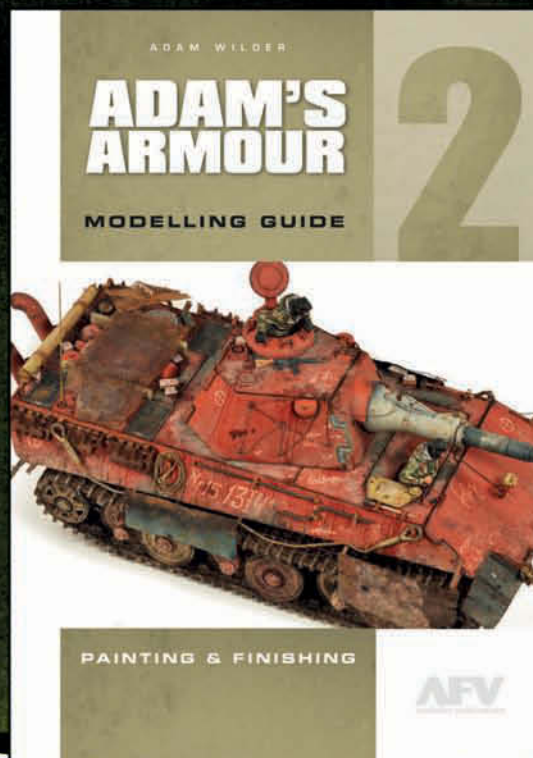
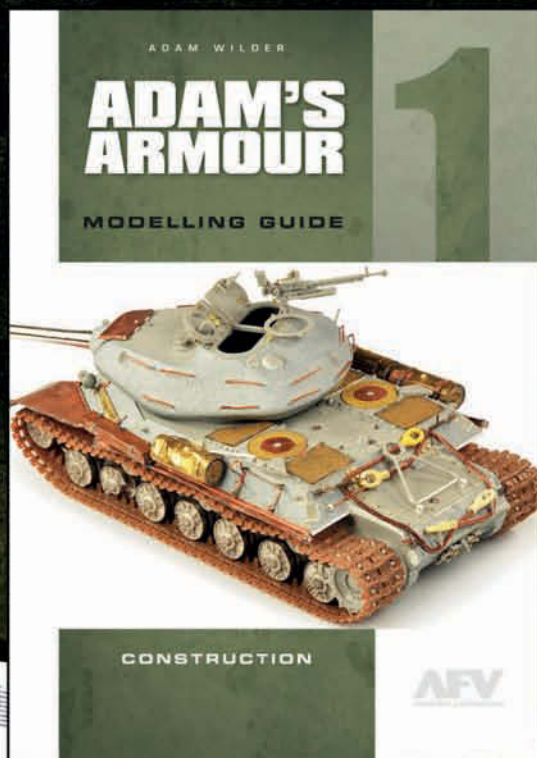
Italeri 1:35 LMV Lince

The Italian made Iveco Light Multi-Role Vehicle is the subject of Italian manufacturer Italeri's all-new kit. Five olive coloured sprues, single piece cab and cargo shells, soft vinyl tyres and a sizeable photoetched fret certainly fill the box out and a quick flick through the CAD drawing instruction booklet give the immediate impression that Italeri have really gone for it with this kit! The moulding is really sharp with some great detail throughout including excellent anti-slip texture and delicate checker-plate. Although mostly covered with armoured panels, the chassis is comprehensively detailed with the chunky coil springs and wishbones clearly visible on the finished model. The fully detailed interior is assembled onto a single piece tub with roll-cage detail

and armoured roof panel designed to fit as the interior painting progresses, detailed photoetched harnesses for all the seats is a welcome detail and decals are supplied for the dashboard instruments. The body is a great piece of moulding with posable doors and tailgate and lots of fittings such as bull-bars, winch, exhaust stacks and roof weapons stations, all with some photoetch parts and a choice of versions. The versions offered with the coloured paint scheme plans are two Italian (Afghanistan) one Spanish and one Croatian with an excellent decal sheet included. Even the vinyl tyres are really well detailed, Italeri have really shown what they are capable of with this kit which surely will rate as one of their best.

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ACTION **JACKSON** **M36**

Fabbio Sacchi

**kit-bashes and
scratch-builds
his way to an
accurate M36B1
'Tiger Tamer'**



1:35

Once U.S. forces landed in Europe in 1944, they faced an increased challenge taking on the latest generation of German tanks. Even the 3" M10 gun proved to be ineffective in most cases against Panthers and Tigers at combat distances over 500 metres. The pressure mounted for a more powerful anti-tank weapon, and a solution was found by re-arming the gasoline-powered M10 A1 with the AA 90mm high velocity gun accommodated in a new turret. Trials were positive and the M36 Tank Destroyer was pressed into service.

Impact on the battlefield and morale was high and soon exceeded the available M10A1 chassis. It was noted that the turret ring diameter was compatible with the one of a 'standard' M4 and a M36 90mm turret was installed onto a M4A3 tank chassis for trials. The vehicle was successful and the conversion named M36B1.

Modelling the M36B1 with 'rivet-counter' accuracy is an involved project, the choice of kits in 1:35 scale is essentially limited to Italeri and Academy, the latter was not available at the time I started this project. Italeri's kit measures rather well against the actual vehicle but it is packed with errors and simplifications. Academy's kit today is more acceptable but it suffers from an undersized turret and lots of detail errors and inaccuracies. The best way to reproduce a fairly correct M36B1 is still cross kitting in addition to some scratch building or buying the TWS resin conversion which was not available when I started this project some time ago. I studied the best donor parts and ended up with a Dragon M4A3 lower and upper hull, Formations Late style transmission cover, AFV Club M36 Turret and Turret Basket, Tasca/Asuka Late Style running gear and hull accessories. I have to admit that if the Asuka Late style M4A3 upper

hull and transmission cover were available at time I started the project, they would have been my first choice.

I wanted to leave the front hatches open which meant I had to rebuild the interior. I first scratch built the firewall with the help of plastic card and some resin bits from the spares box, as was the generator. All piping was then made with Plastic rod. The rest of the sponson accessories were reproduced with parts from scrap box or built with plastic card. As the Formations transmission did not sport internal details, I adapted an aftermarket set to it and re-cast it all in resin. This was not strictly necessary, but, in case I wanted to tackle another M4A3 interior I have 60% of the work already done.



The hull floor was done with a 1mm plastic card piece and all ammo bin doors were replicated with resin sheets with the typical U.S. tread pattern. The SCR 510 radio set was scratch built from an existing kit base part and ultimately became a resin offering from Formations. Once all the resin copies were glued in place, interiors were painted in white with a drop of sand to tone it down and the hull floor over the ammo bins was painted with Lifecolor Olive Drab Faded. Details such as canisters, seats and radio were hand painted with Lifecolor acrylics. Once dried, a wash with Burnt Sienna oils was applied as well as a tad of weathering with pigments to the

driving and radio positions.

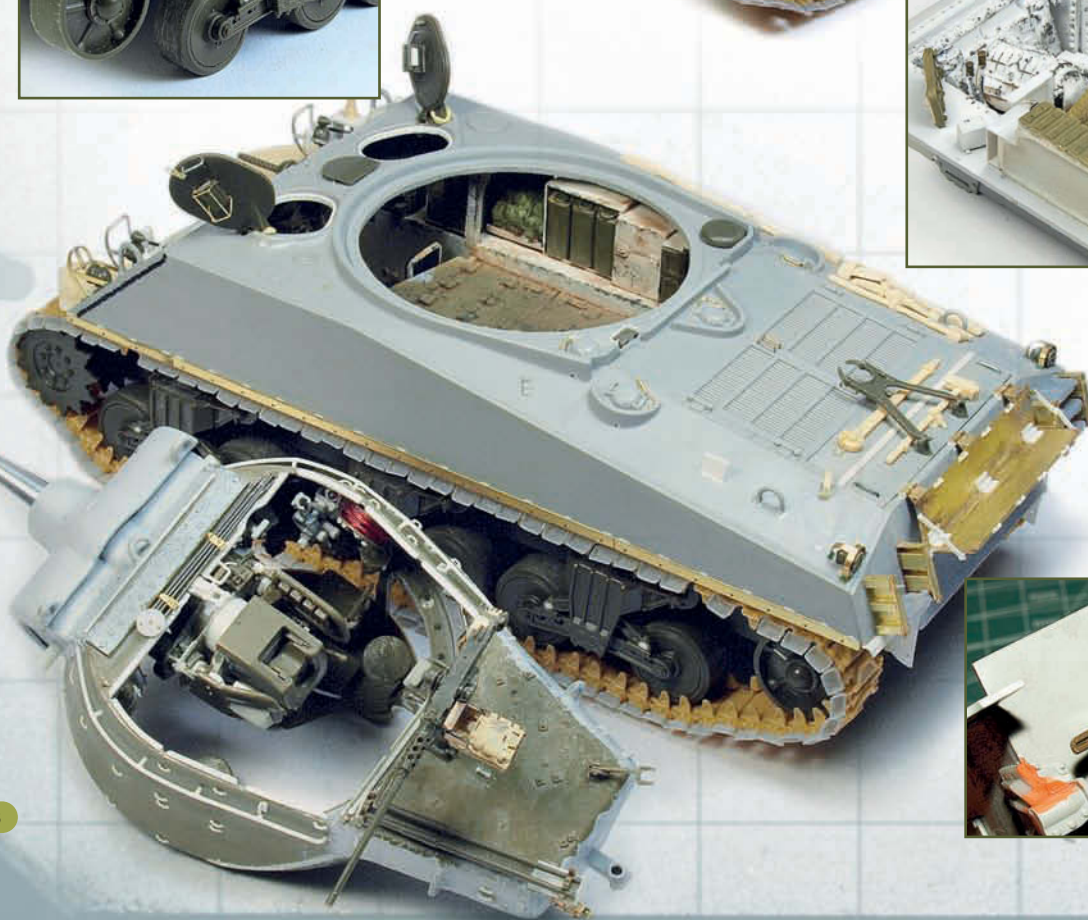
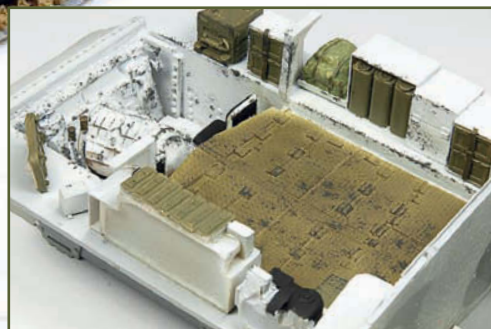
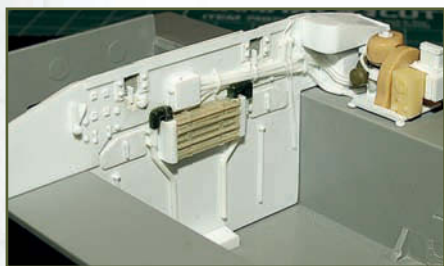
It was time to close the hull and focus on its external details.

DML kit parts aren't bad but Tasca parts are far superior...so I decided to buy from their site the sprue with all hull details such as hatches, MG Ball, vent cover and adapt them to the DML upper hull. Etched parts come from an Aber fret dedicated to M4 Tanks and the front fenders, as well as the tools, are from Formations.

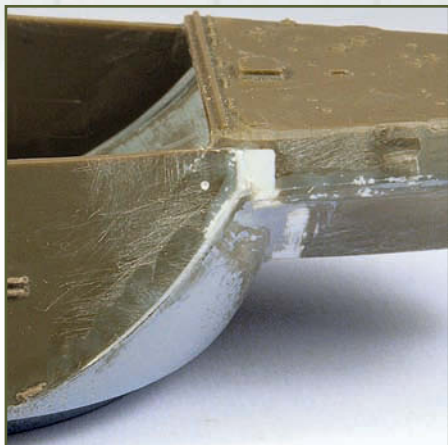
On the side mudguard mounts I wanted to replicate the weld beads that kept them in position. I glued small sections of stretched sprue which were later softened with

Tamiya Green Cap glue and worked with a blade. Small scratch built parts were the rear deep wading attachments (made with 0.4mm plastic sheet) and front light cap holders done with 1.25mm plastic rod and etched fret chain. Don't forget the LHS exhaust pipe of the auxiliary generator.

Running gear was assembled as per Tasca's instructions. The only necessary improvements are the holes for bracket attachments, some putty filling on the connecting rods and tension nut caps made with 0.4mm plastic card and a punch & die.



Troublesome topless turret



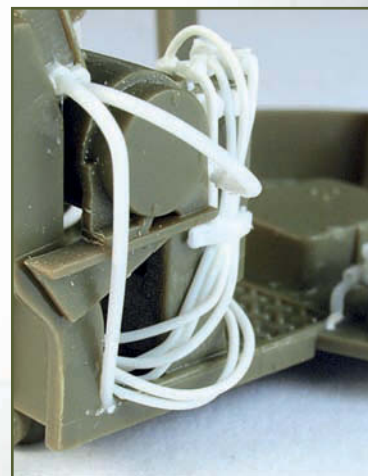
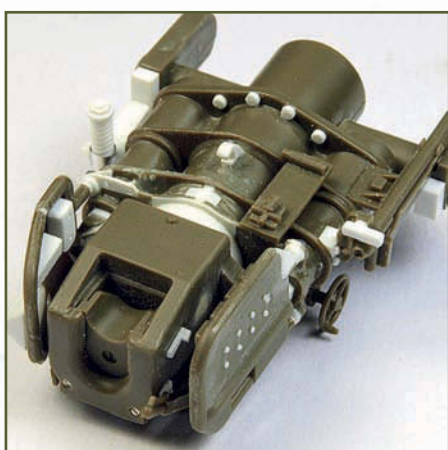
Up to now, building went pretty smoothly but the turret was to prove a different matter! My decision was not to use Academy's turret from their M36 kit because of its dimensional issues, so AFV Club's was the choice. Overall is an OK'ish replica but the counter weight is a couple of mm too far into the turret, making the overall shape odd and the interior cramped. The gun cradle and recoil guards are of a late style (never seen in a WWII photos) and the gun barrel has a strange step (post-war?) and the recoil balance is missing amongst other issues.

I started with the turret shape correction. I needed to separate the counterweight from upper and lower shell and add a spacer. Fillet pieces of plastic card were blended with Mr. Dissolved Putty and subsequent welding beads. Once finished the difference is somewhat noticeable! I added a casting number on the counterweight using Archer surface detail

foundry marks. I also added the lower lip in front of the turret, which was missing, and numerous filling and detailing to the interior.

With turret shell fixed, I turned my attention to the gun. The cradle is a nice starting point but needs improving, as said before, recoil guards and gun rest are ok for post war models only. Lots of reference and scratchbuilding was needed including forming plastic rod (using boiled water) and some turned aluminium rod. Small adjustments to the reinforcing ribs of gun cradle were also done with plastic card as well as some bolts made with a punch & die. The gun breech is pretty good and working through the other components found some details to add and remove to obtain an accurate WWII set-up. The left recoil guard is the most complex modification requiring re-shaping.

The gun barrel was another challenge, AFV Club's barrel, while nice, cannot be used as it has a weird step at middle section, probably at the point where a post war fume extractor was installed, certainly not present on the WWII gun. Initially I planned to correct the barrel in the lathe but ultimately the result would have been a very slim tube. Unfortunately on the market there's no option but the RB Model 90mm Gun for M26 Pershing. In addition to the fact that it sports a muzzle brake, it is also meant to fit into thicker mantle making it too short! I had therefore to beef up the rear part of gun barrel with 1cm of aluminium rod using the lathe to blend the additional section and recreate the thicker part of gun. For the thread protector I simply lathed the RB muzzle brake making it a cylindrical piece later threaded onto the barrel. I was lucky as everything went well first trial, to help with alignment of the cradle a piece of plastic rod was glued to the end.



The turret basket is pretty good with just a few details missing (some bolts and tank caps) and of course all the hydraulic piping. I did this with the help of 0.40 Plastic rod and the original user's manual. The choice of plastic rod instead of metal is mainly due to the fact that I have unfortunately developed a rather heavy allergy to cyano Glue fumes (as well as for synthetic paint thinners) and therefore the less the cyano the better for me...especially here as soon after I realized that much of work is hidden by the gun... never mind!

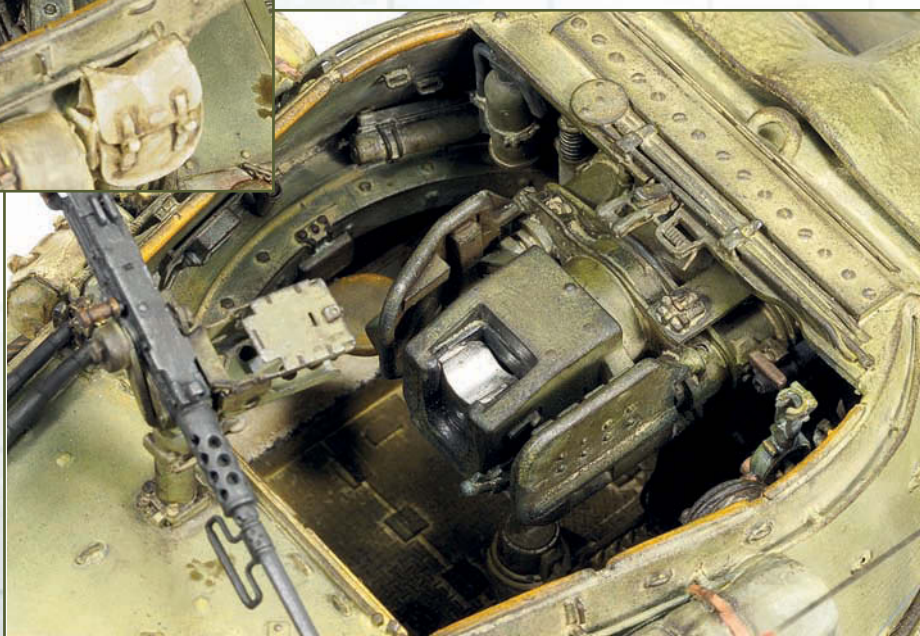
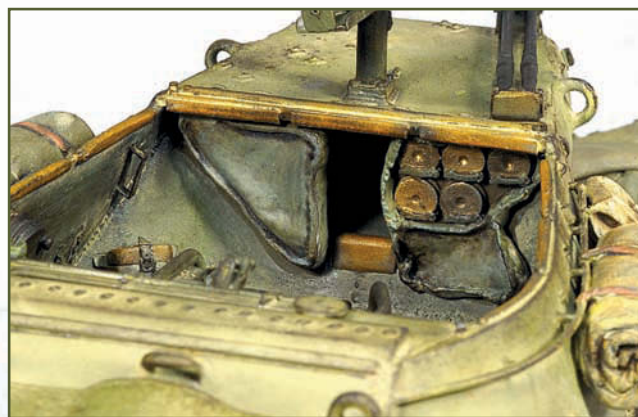
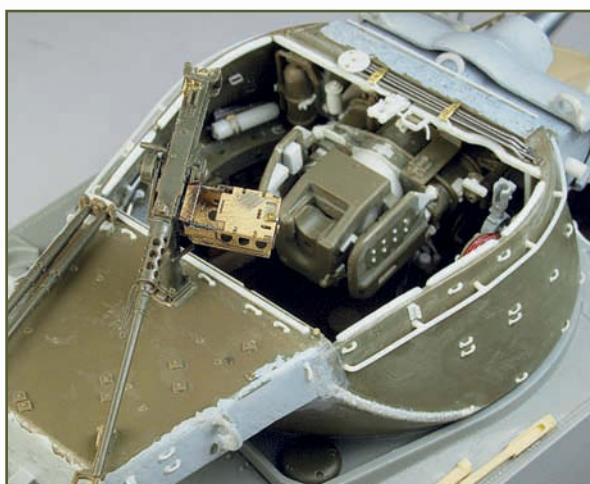
With the main turret components ready, I detailed interior of turret with help of some Eduard photo etched parts and more plastic card. The indirect aiming device stand is taken from Dragon's 105mm Howitzer kit. The panoramic sight was cut away and a hole drilled in. I was an Artillery Leader, no way that you would leave the sight in place if it is not needed for action - far too delicate!

Intercom system cables were done with lead wire and some spare etch, the front part of turret cover need to be enlarged by 0.75mm, it was done with some styrene strip and the gun rest hook was built from scratch. Ready round racks in the

counterweight received their canvas covers with Tamiya Epoxy putty, I left one open and I added some turned shells for interest.

The final work was the tracks and stowage; tracks are from Bronco, pretty well designed and detailed, boring to cut, clean and build but not as boring as Model Kasten...to that I added Panda Tracks duckbills which fitted well.

Stowage on these tank destroyers tended to be common so I had to find a kind of balance between reality (lots of stowage) and desire (keep most of the work visible). Some rolls and bags were hung on the side rails and on the rear a selection of packs was glued together and partly covered with tarps made with Tamiya Epoxy (quick type). To make the composition removable and therefore painting process easier, I placed a piece of cling film on the rear deck of the M36 as the putty doesn't stick to the film and it conforms well around detail. The stowage can be lifted away from the model and the cling film easily removed allowing the putty to set. before painting.





Olive not-so-drab

As mentioned already, I am becoming more and more sensitive to synthetic thinner vapors, this made me change to using acrylics. I started therefore using Lifecolor more and more and, I have to say, they are very good. They can be used straight from the jar for excellent results with a brush. Airbrushing was a little of trial and error, but once I started using a 0.3 nozzle, 0.7 bar pressure and thinned in a 1 to 3 ratio, they became a joy to use. The base coat is done with the Lifecolor Olive drab combo, 257 (Olive Drab deep shade) was first to be sprayed, I then covered main parts of sloped and horizontal surfaces with 256 (Olive Drab base colour) and finally highlighted with 255 (Olive Drab flashed shade) the latter had an higher thinning ratio (2 to 3) so that you can control the highlights gradually.



I then weathered the hull behind the boogies by using light earth tone pigments mixed with flat varnish, when this was still wet I speckled the darker tones especially near the bogie attachments. Now for some fun! A general wash (AK Dark wash) and some dotting with oils to increase colour shades were applied. At the end of process a friend made me aware that I'd applied the wrong serial number. Being a tank destroyer the initial prefix should have been 40 instead of 30 of standard tanks. The good thing about dry transfers is that you can scrape away very precisely and I was able to change the "3" to a "4".

Weathering was then completed by dust application and then some scuffing of surfaces most likely in contact with the crew or obstacles. Humbrol enamel 187, AK Earth effect and a couple of oil colours completed the dirt. I start with heavily thinned Humbrol applied on the surfaces with a round soft brush, as soon as it starts to dry (normally after 10-15 minutes) with a clean flat brush moistened in thinner you can start

"moving" pigment in the areas which most likely will allow dust to accumulate. Do not try to do it in one go and let it dry for at least one day before each layer. Once happy with dust, AK earth tone is applied in spots to simulate a thicker, wetter dirt.

Once finished it is easy to understand why such contrasting colours are needed: dust tones are very matt and make the model look very dull...It is now the time to make scuffs. A small flat brush and oil colours are what I prefer. Colours with olive tones and green-brown tones will be fine on Olive drab, but the last touch will be Van Dyke Brown. This colour applied as a LIGHT drybrush, in my view pretty good in rendering that "greasy/scuffed" tone to the colour. The only downside to this technique is that it takes at least a couple of days from one application to the next one allowing the oils to dry. A final touch was a very thinned wash with Orange/Naples yellow on the tracks, which were later rubbed with powdered graphite.

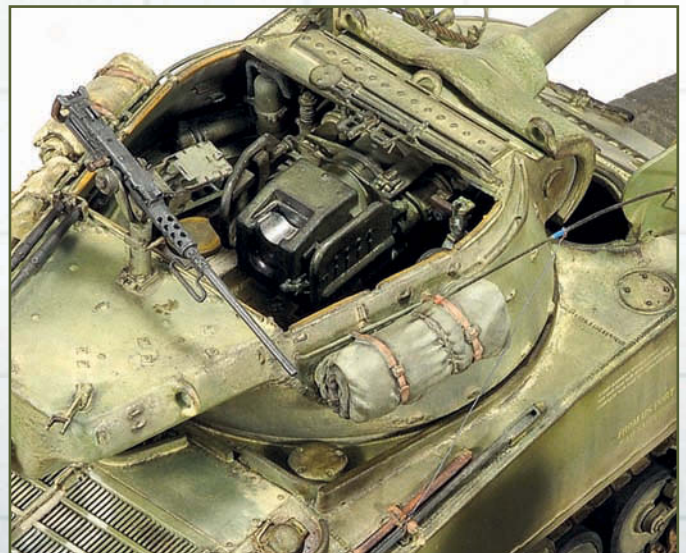


Green Scene

The base is made with a piece of balsa foam for the pavement and a very old Lion Roar garden fence and gate I had been waiting to use from the stash. Painting and weathering followed a very similar procedure to the M36B1 taking care to harmonise the colours between the vehicle and it's surroundings.

I like to put figures near vehicles as it helps to give the proportions and scale. My friend Fabio, much more talented than me in painting figures, was kind enough to paint (again!) an S&T U.S. tanker figure I had available.

All in all this was a fun project but involved a lot of work. Like many modellers I'm guilty of keeping the occasional 'shelf queen' part finished for a long period of time, this M36B1 being one of them. I'm pleased I recently revisited the project and completed my unique Jackson.





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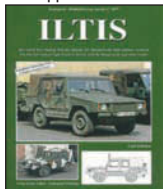
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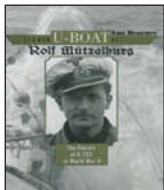
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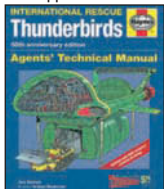
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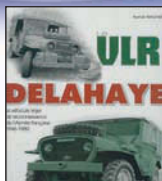
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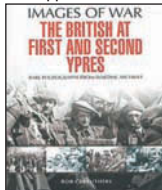
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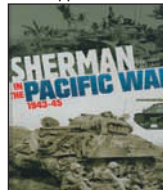
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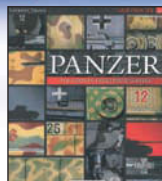
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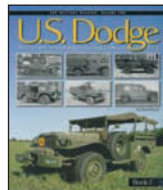
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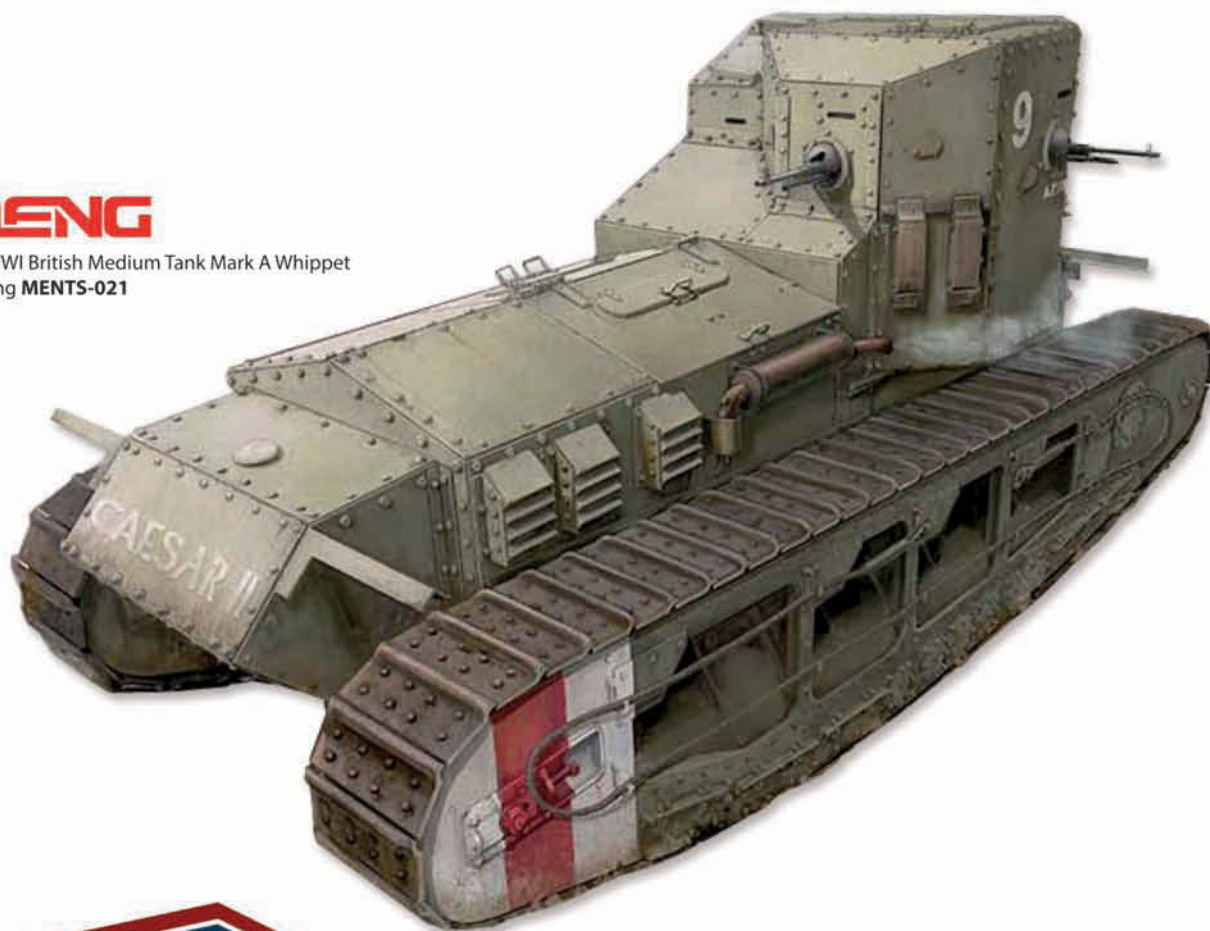
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