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Ignat Pomazkov's
stunning Jagdpanther

bigwhite HUNTER

皇家海军战列舰HMS “罗德尼” (29)

H.M.S. *Rodney* was the second ship of the *Nelson* class battleships of the Royal Navy. Among British battleships in modern history, the *Nelson* class was the first to use a flush deck hull. Three triple 16-inch gun turrets were grouped together like a pyramid forward of the superstructure. Designed under the guidance of the “all or nothing” principle, the *Nelson* class battleships had the best armor protection among the battleships in the world.

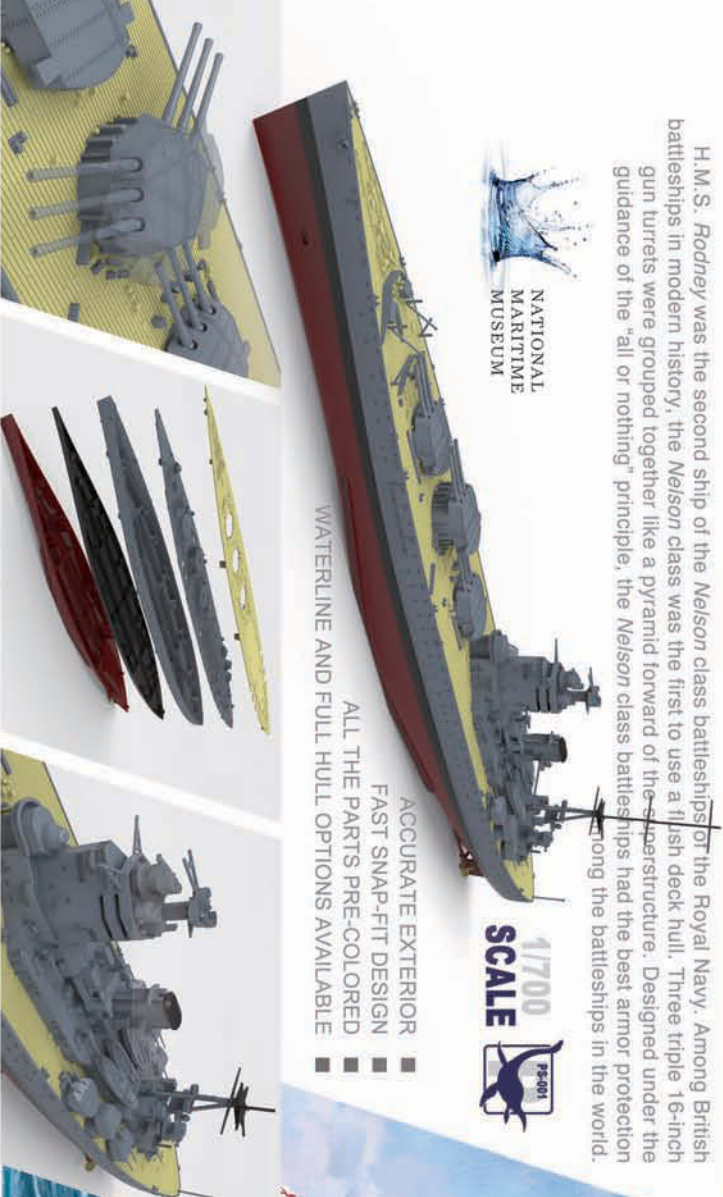


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ROYAL NAVY BATTLESHIP H.M.S. RODNEY (29)



美国海军航空母舰USS “列克星敦” (CV-2)

U.S.S. *Lexington* (CV-2) was the lead ship of the *Lexington* class aircraft carrier. Originally designed as a battlecruiser, she was converted into one aircraft carrier during construction to comply with the terms of the Washington Naval Treaty. *Lexington* was commissioned in 1927. *Lexington* and her sister ship *Saratoga* were used to develop and refine carrier tactics in a series of fleet exercises before World War II. She's a pioneer of the U.S. Navy air combat. This ship sank in the Battle of the Coral Sea.

1/700
SCALE



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U.S. NAVY AIRCRAFT CARRIER U.S.S. LEXINGTON (CV-2)



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MENG MODELS

ZSU-23-4

Shilka

MODELLED BY ANDY TAYLOR

The ZSU-23-4 "Shilka" is a Soviet lightly armoured, self-propelled, radar guided, anti-aircraft weapon system. Until the release of this kit from Meng Models, the Shilka was poorly represented in kit form. Dragon created a 1:35 model years ago, but for an accurate depiction you would need to carry out lots of modifications, adding etch, resin, wheels sprockets and idlers from different sources. Lots of areas would need a fair amount of scratchbuilding also, so for many

modellers this was not an option. Finally our prayers were answered with a completely new-tooled kit! And what a fantastic piece of engineering it is. Every part fits into place as it should, with a click. However, I had one gripe, and that was the tracks that Meng supply. They are quite a poor representation in my opinion and are best swapped for a set from an aftermarket company such as Friul or Masterclub. More on this later.







In the instruction sheet Meng offer lots of options with clear, well laid out plans for the various camouflage schemes, which include a very nice sheet of decals. Again, my personal interest in a particular tank lured me away from all those options to the vehicle which you see in this article. It is a Shilka that belonged to the Iraqi 8th Infantry Division, 96th Air Defence Regiment, which was captured intact by British forces outside Kuwait Airport during the Gulf War.

Construction

The instruction booklet from Meng is excellent and very easy to

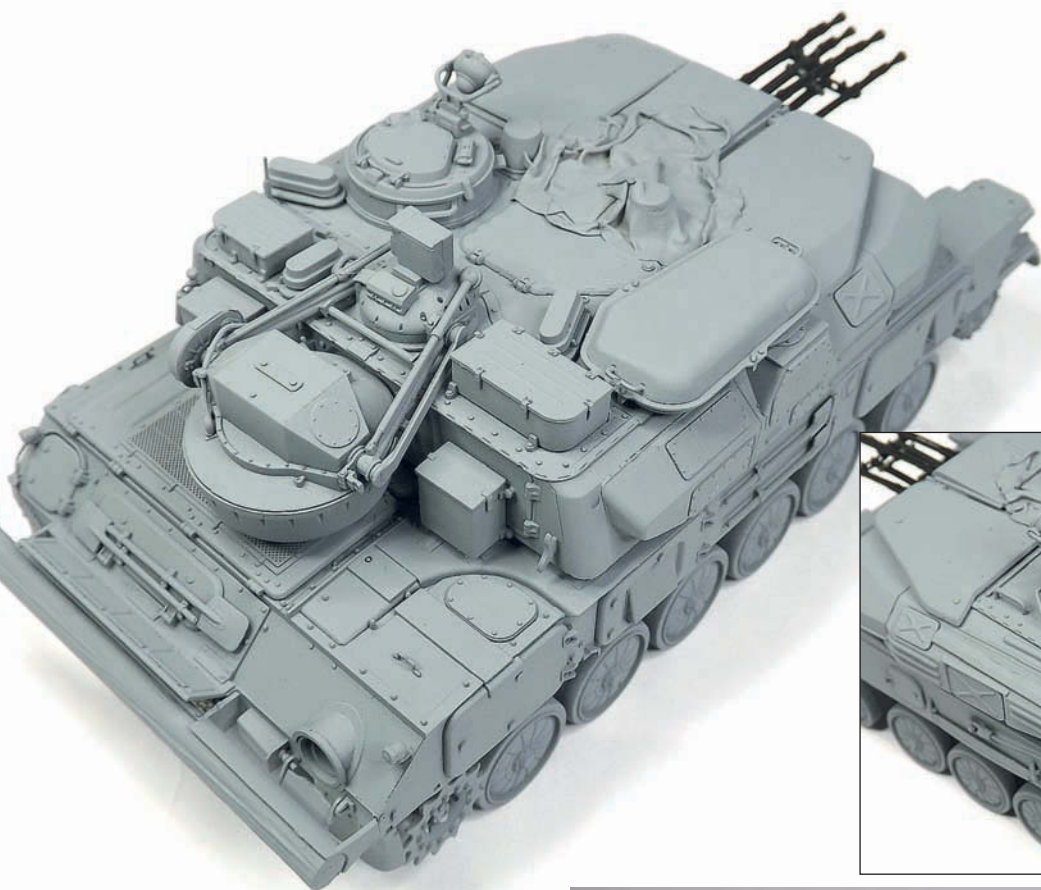
follow. Just familiarise yourself with the steps you need to take as there are parts included to build several vehicles with different specifications. The styrene is a very dark green, although it is very crisp with no flash. It is not until paint is applied that you appreciate the excellent level of detail. Clear parts are included for the optics and sights, along with some for the front lights and driver's ports. A very neat little jig is moulded into the sprue to enable the curve to be added to the rear etch grill part; another well-thought-out addition from Meng. In hindsight, one thing I would have done was to leave off the suspension arms until later on in the build. Sometimes I do deviate from the instructions in at



least one area per model. These parts are very delicate and I nearly broke a few while building the model. I did choose to omit the internal parts for the detailed driver's position as the vehicle I was modelling was initially found with all hatches shut, but Meng did an exceptional job here, just requiring a few extra cables and conduits if you choose to use the kit parts. One fiddly job during the construction of the hull was the construction of the towing hawsers attached to the vehicle recovery ropes. They are supplied in two halves and require some work to attach them correctly to the tow hooks. Just a little filler was needed on the joints. The

road wheels are a great rendition and simple to construct. However, the joint in the centre where the two halves meet requires a small amount of filler to fully hide it. I used Deluxe Materials' Perfect Plastic Putty, which is an excellent non-shrinking filler that dries quickly. Moving onto the turret next, and the parts that make up the weapons are a small kit in themselves! The barrels are excellent, and again everything fits perfectly with a little care. In fact, the assembly can be painted while in separate parts for simplicity, then finally put together and put to one side as it simply slots in to

Shilka



the finished turret when required.

My main focus with this model was to paint and weather it without going over the top. It's far too easy to get carried away with over-exaggerated effects with rusting, and so on. Most Shilkas seen abandoned or captured were actually in quite good condition.

As with every model I build, cleanliness prior to the primer coat was important. A gentle rinse under soapy water did the trick, and then I set the model was aside to dry. My usual choice is Tamiya surface primer, but as I didn't have this to hand I used Halfords' plastic primer. As this model had limited multimedia materials it worked fine. I did intend to start the laying down of colour with Vallejo Iraqi Sand, but found it a little too dark for the look I was after. I could have lightened this with some Ivory White, but I found Vallejo Pale Sand in my collection of paints. A couple of coats of Vallejo satin varnish was needed to aid the flow of the various filters and pin washes that were to come in the next steps. This was a perfect base to allow me to weather the model without worrying about it becoming too dark.

I allowed the model to dry fully overnight. I know there are lots of ready made filters, washes, and so on on the market now that would have served the purpose, but I still find myself mixing my own from Humbrol enamel. My choice here was 110 Natural Wood, thinned with white spirit to around 90% thinner to 10% paint. It was liberally





applied to the whole model a section at a time, adding a little more paint in areas around detail or removing it in other areas with clean white spirit. This same procedure was applied to the running gear too. My aim was to use a minimal amount of products to simplify the weathering process. It's very easy to lose your way with the many different products on the

market. Once this was dry (overnight is best here) a further mix of the Humbrol 110 was used, this time with less thinner, and applied around details and panel joins, etc. Some subtle streaks can be added too at this stage, but using some clean thinners to fade and blur the effect slightly. Again, these steps need to dry overnight before continuing. A couple of oil colours,

burnt umber and burnt sienna, were introduced to the process at this stage to add further streaking to hull sides and more depth to some details. These were thinned heavily to add streaking effects, and used a little more densely around details.

Some restrained paint chips were added next, using Vallejo Brown Violet. As mentioned earlier, Shilkas were not seen to be as heavily worn as some other Iraqi vehicles, and so this effect was kept to a minimum. Again, this is a step that can easily be taken too far and start to look unrealistic. The paint needs thinning slightly using tap water. I also added a little retarder to the mix to extend the paint's drying time. A good quality brush, such as a Winsor & Newton size 000, is a must for this effect. Markings were applied in exactly the same way using the references I had to hand and a couple of images found on the net. Normally, most markings, unit symbols, numbering, and so on, were applied in the field by hand and as such are quite crude in some cases. This, I think, adds to the appearance of the tank with its weary, worn look.

The focus of my attention now turned to the lower hull, and in particular the area





behind the running gear. I opted to make some slightly darker streaking effects here by adding some neat Ammo Productions Thick Soil 1701 to the underside of the fenders and around the torsion bars. After five or ten minutes, I began to manipulate this with a clean round brush and to drag it in a downwards motion, adding streaks of varying intensity. While this was semi-dry I added a darker tone using Ammo Loose Ground 1752 to certain parts and around details to add some contrast. A final step in this area was adding some restrained rust tones to the torsion bars and protrusions on the belly of the model using a small section of torn sponge dipped in some rust colours from Lifecolor's Rust and Dust set. You can see these colours in the image displaying the few products I used throughout the painting and weathering

process. The tracks that replaced the kit items were a metal set from Masterclub. These are quite new from this manufacturer and didn't disappoint! They have far better detail and are easier to build than the kit tracks, although I have to say I broke quite a number of the resin pins. Luckily, they supply plenty of spares. It took me around four hours to complete the two runs of 92 links per side to obtain that characteristic sag. Using the Metal burnishing fluid from AK Interactive and following the instructions on the bottle, after about half an hour you can achieve a very realistic-looking rusted set of tracks! Excellent. An AK wash of Light Rust, followed by a darker tone using Track Wash, further highlighted the details. After drying the wash with the hairdryer, I



Shilka

used the Thick Soil again, this time with a little white spirit added and brushed liberally onto each track face. Again, I used the hairdryer to speed up the drying process, and now I could add the final stage. Going back to the Lifecolor rust colours, I used them in a drybrushing process with an old brush, going over the edges of the guide horns and track faces that would have been in contact with the ground. Tracks are seen to rust quite quickly on vehicles that have been abandoned for a few days.

The next stages of weathering to the hull and turret consisted of Ammo Productions Loose Ground and Thick Soil, applied in varying degrees around details and streaked down the side panels. Moving the product around with a clean brush soaked on white spirit gave excellent results – just what I was looking for. Some final painting of the various tools and tow ropes was carried out using a mix of Vallejo model colours, in particular black and

Oily Steel mixed 50/50 on the metal parts. This was followed by a thin coat of Ammo Thick Soil, and removing some with a wetted brush gave very realistic results.

The gun barrels were painted separately using Vallejo black followed by Ammo Gun Metal powder applied in a dry brush method using a worn, stiff brush. A very thin dust wash was applied last to knock a little shine off them. Lastly, the sprockets, idlers, road wheels and tracks were fixed to the model. During the initial blackening of the metal tracks they did seem to shrink in length slightly, so some gentle persuasion was required to get the required track sag.

This was a very enjoyable model to build and paint, and with lots of painting and marking options, you could find yourself building more than one!

bigwhite HUNTER

Ignat Pomazkov details Dragon's 1:35 kit



Jagdpanther ausf. GI late, MIAG production, November 1944.



pick your Panther

While choosing a subject for building a Jagdpanther my attention was attracted by the photo of vehicle number 321 in winter camouflage. I found some more photos of this vehicle without whitewash and noticed some interesting facts about it. For example:

- the position of the sockets for the 2-tonne jib boom is typical for the MIAG factory
- it has a late version of the mantlet
- it has a 1-piece gun tube (the early variant)
- the cover of air intake vent is at the front of the roof above the gun mount which is an unusual position

All these facts led me to think that this vehicle was produced not earlier than November 1944 and belonged to the 654 sPzJgAbt (schwere Panzerjäger-Abteilung - heavy antitank battalion). This battalion received 16 new Jagdpanthers in October and 6 more in November. It is likely that number 321 was one of those 6 vehicles. At the end of November 654 sPzJgAbt was engaged in combat operations at the French town of Alsace with Army Group G. Up to the 1st of December 1944, 52 units of enemy armoured vehicles were destroyed.

The tank losses of the battalion were 18 vehicles. 25 Jagdpanthers remained on duty.

Dragon's Jagdpanther G1 Late Production kit, number 6393, was my choice as the basis of this model. I used also Griffon Model's GR L35029 photoetch, MasterClub's MTL 35001 metal tracks and an Aber gun barrel.

The quality of the basic kit is excellent, without serious errors. It's necessary to pay attention to the joint between the fighting compartment and the roof. I used putty for this.



Apart from that, you need only to pay attention to the instructions when choosing between the variants to ensure you select the correct details:

- the front engine air intake grills are narrow, which is specific only for Jagdpanthers
- the round, raised engine vent side

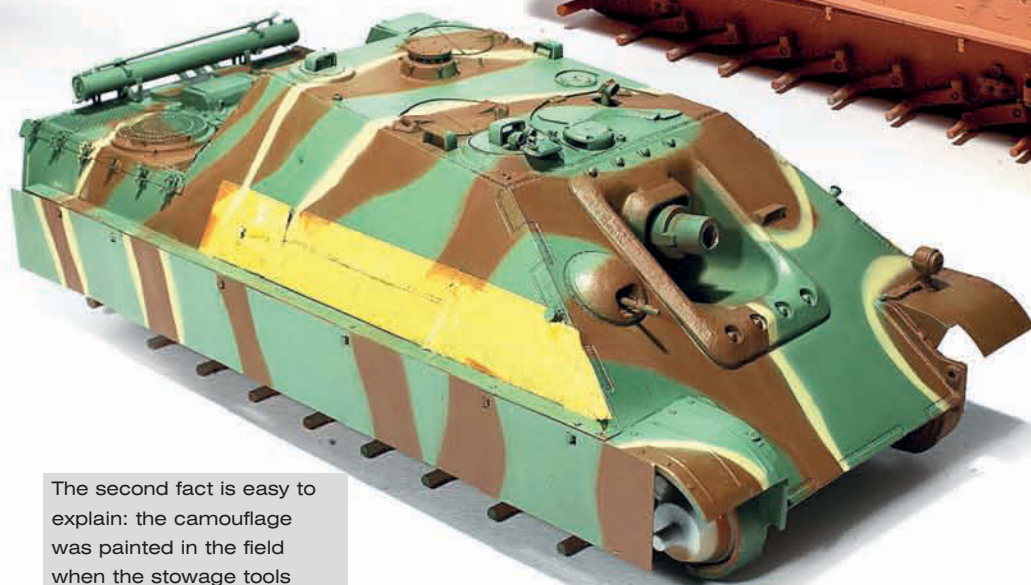
blocks and rear engine intake grills must be the same as those found on the Panther Ausf. A

- air intake vent for the fighting compartment was at the front of the roof above the gun mount

Tool stowage was changed to the revised layout for 654 SpzJgAbt — everything is moved to the rear. I added the weld marks on the sides that were left when the frame for the tool stowage was moved. During the assembly process there were no surprises — everything fitted well.



I started painting of the model with a red primer colour, which was made from a mixture of Tamiya acrylic paints. After the paint dried I applied a layer of hairspray.



The second fact is easy to explain: the camouflage was painted in the field when the stowage tools were on the sides. Later, when the vehicle appeared in the service of Battalion 654, the tool stowage racks were removed and these green areas remained on the sides. Before applying camouflage, I masked the places where the tool stowage frame was initially welded with tape, to show the red primer that was under them.

After that a camouflage pattern was painted with Tamiya acrylic paints. Each colour was painted over the hairspray layer. The camouflage pattern was reconstructed from the reference photos. Of course, the photos of 321 were taken as the basis. There are two noteworthy facts. First, the gun barrel is half-covered with a grey primer and there are big areas of green colour on the sides.



winter coat



When the paint had dried I started the process of making the chips and scratches. For that purpose I wet the surface with water and rubbed it with a hard brush. I achieved scratches through the red primer and the basic green because all the colours were applied over the layer of hairspray. Tamiya gloss varnish was used to fix the result. Wet transfers were applied after that. I was interested in the influence of weathering on the basic colour, and how it affected the whole appearance of the model in winter camouflage (normally the weathering is made on the whitewash so the basic colour stays clean). That's why I decided to make the vehicle dirty before adding the whitewash. I started with the front part of the hull and used the oil paint rendering method, finalising each small area.

I worked over the basic colours with oils, making them look more complex. I achieved the weathering on the sides and on the rear of the vehicle by using the same method as for the front part. Before applying the first layer of the whitewash I covered the model with a new layer of hairspray. After that I painted it with Tamiya XF-2 white acrylic paint, trying to apply the paint unevenly. I scratched the paint using several different brushes. The whole procedure was done sequentially, by working at the small parts of the model. It's important not to be in a hurry and to think over the number and the form of the chips. In order to make the whitewash more complex and to add contrast I applied one more layer of hairspray and white paint. The next aim is to show that the crew manually applied the whitewash. This was intended to add the evidence of

applying the whitewash by whatever means happened to be at hand: paint drips and brushstrokes. I also strengthened the contrast in particular places. For these purposes I used very diluted white Vallejo acrylic paint. After that, a soft wash and some filters were added by using 502 Abteilung oils. It's very important to pay attention while applying the filters. The white colour is very unpredictable and can easily become very dirty. That's why you should control the saturation of the filters. Also, filters accentuate different layers of whitewash and strengthen the contrast between them. After the work with oils some parts of the model lost their brightness more than I expected, so I had to paint the vehicle again with very diluted white acrylic paint and highlight prominent parts.

I also increased the concentration of whitewash. It's important not to overdo this. If you make this layer too large then it will easily hide all the achievements of the previous stages. It's just a final touch, which nevertheless influences the whole look of the winter camouflage.

While finishing my work on the hull I made it dirty using AK Interactive enamels. I covered the sides and the hull front plate with streaks. Some dirt was added around

the roof hatches, on the rear and on the fenders. Wheels were dirtied with oils from 502 Abteilung and AK Interactive enamels. I applied a few layers of dirt, from light dry dirt on the larger area of the wheels, to local streaks and spots of wet mud. Whitewash has to be renewed repeatedly to maintain the contrast with the base colour. At the end I painted the splashes: to begin with, the colours were rather light and afterwards the dark splashes toned it down a little.

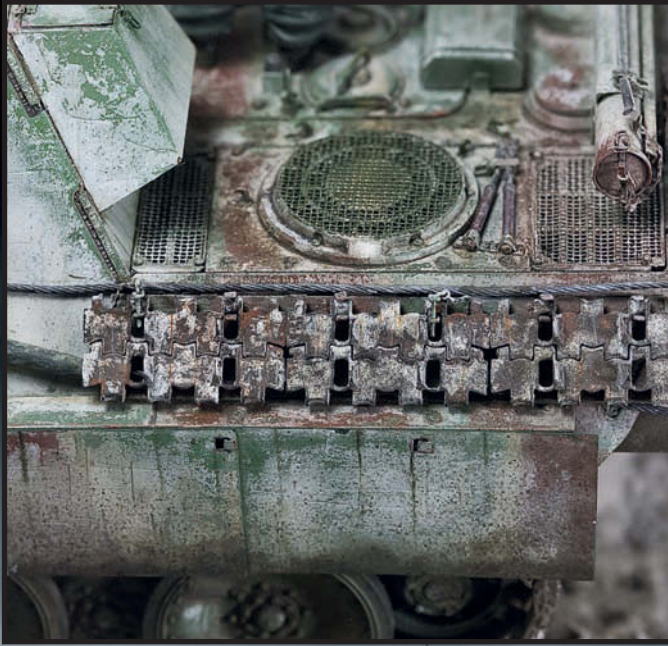
The skirts and the rear of the hull were weathered using the same principle as the wheels — light, dry dirt was applied on the large areas and dark fresh mud was added in more localised places. This contrast highlighted and accentuated the details on the model. The weathering was made using oils by 502 Abteilung and AK Interactive enamels.





The base was made from styrene foam. I formed the stone-block pavement with the help of a narrow palette knife. The stones in the walls were covered with plaster to give them a traditional structure. I painted the base with Vallejo acrylic paints. A wash was applied after painting the basic colour and the snow was made from a mixture of soda and white glue and was toned with oils. My friend, the outstanding painter Alexey Sergeyev, painted the figures.







St. Chamond

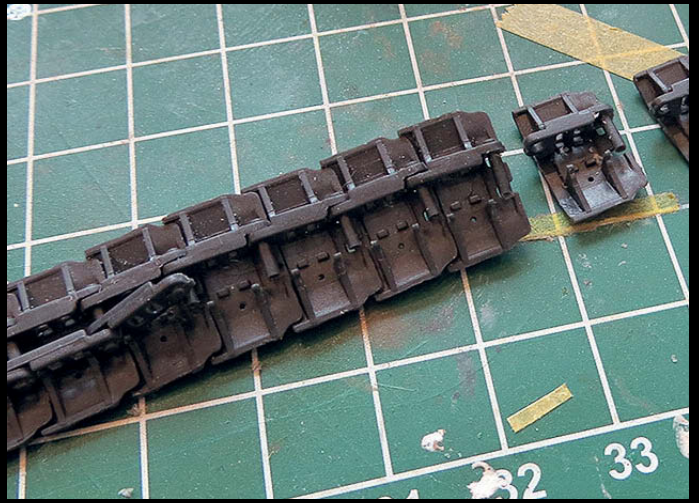
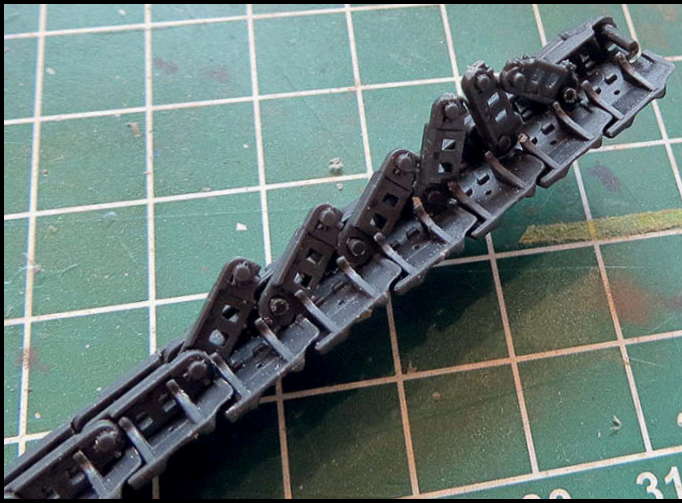
TAKOM'S 1:35 Early Saint Chamond
modelled by **ROMAIN FLECHON**





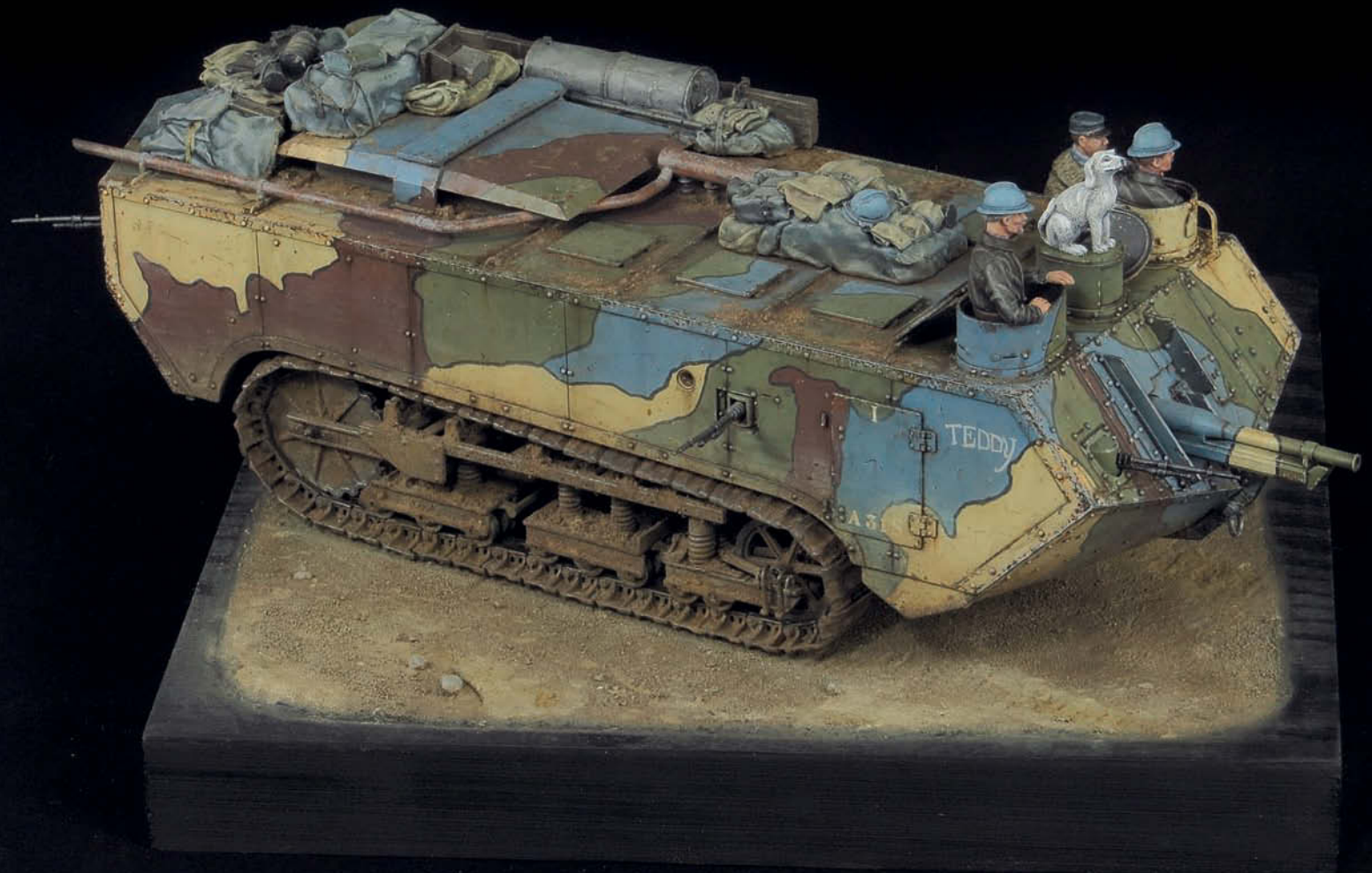
With the Schneider CA, the St Chamond tank was the first AFV to enter in service with the French Army during 1917. Both tanks were both based on the same chassis (itself inspired by the Holt Caterpillar Tractor running gear), but the St Chamond was longer at the front and rear in order to mount the 75mm assault gun, and in consequence had very poor manoeuvrability on the battlefield. However, in 1918, when the war became more "mobile", its 75mm gun was successful against enemy artillery. One hundred years later, we can thank Asian kit makers for providing us with high quality WWI AFV models. This St Chamond is the early version from Takom. The kit, whilst it does not provide a detailed interior, is very well done. Assembly is very straightforward, the two time-consuming steps being the lower chassis/running gear and the tracks.





While this doesn't pretend to be an extensive work-in-progress review, here are some pictures of the build process.

Each track is made with 3 parts. Once assembled they are workable tracks, but like any multipart tracks, assembly is repetitious and time-consuming. Following on from the release of this kit Takom also released single-piece workable tracks which do not require glue, which will save you several hours of assembly time.





With the assembly work complete, the whole model, figures and accessories were cleaned with alcohol in preparation for painting.



The tank was primed with a black primer.



The panel details were lightened with white and the running gear was painted in grey / blue using Gunze paints.



I started to brush paint the camouflage colours starting with the sand / yellow using Prince August acrylics. This was a very tedious process.



I quickly decided to switch to spraying the camouflage with an airbrush spraying Gunze paints and using 'Blu-Tac' masking.

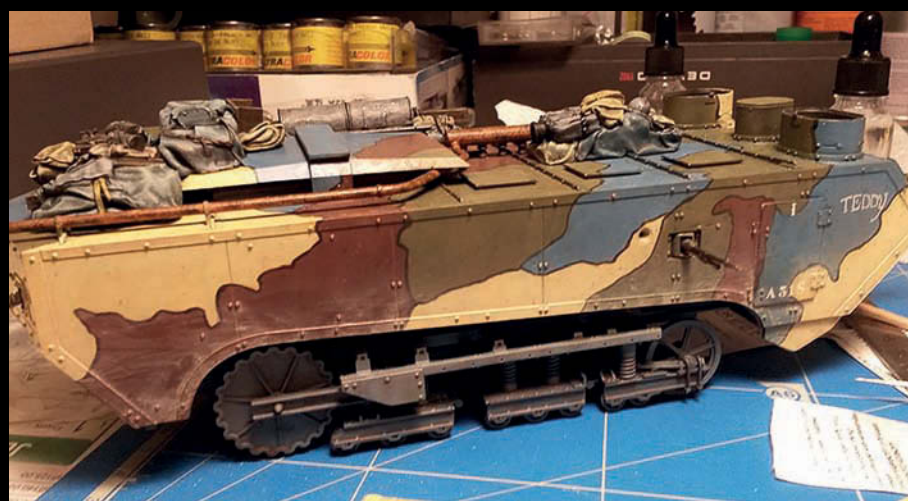




Then the black outline between colours was hand painted with a fine brush. I used Prince August Acrylics, mixing black and grey and adding retarder to extend the application time.

The vehicle registration numbers were taken from the Takom decal sheet and the name "Teddy" was hand painted.





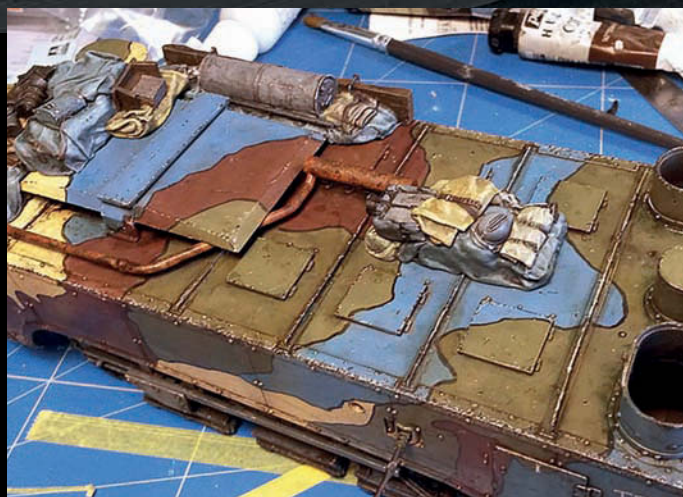
After I applied a coat of satin varnish, dusty effects were made by spraying light coats of Humbrol sand/yellow enamel. Before this had time to fully dry, the paint was rubbed, scratched and lightly removed with thinners to give this patchy effect.



Chipping was done starting with light grey chips painted in acrylics with a fine brush. Then smaller chips were painted over using a black / brown colour.



In order to blend the previous work, filters were done with ochre acrylic. Spot fading was also done, but this time using oil paints using dots of blue, green, and sienna, which were blended with a



Then come the pin wash, still using Sepia oils to define the details and panel lines.



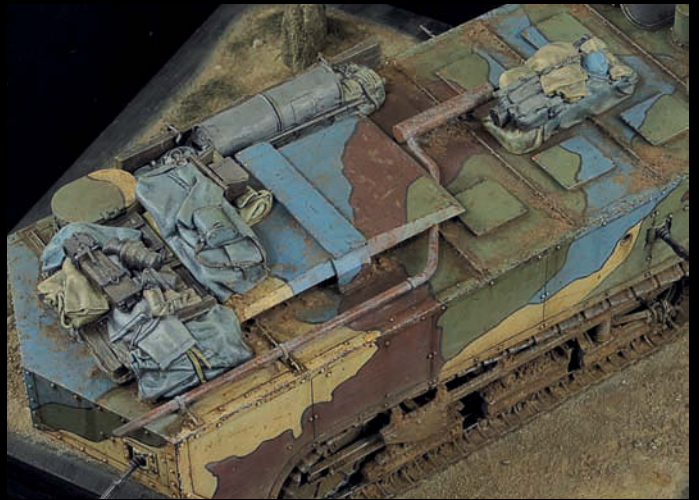
The exhaust system was painted in a rusty colour. over which colours like dark brown, orange and grey were added with a small piece of sponge. The result was coated with satin varnish and AK chipping fluid was sprayed on it. A light grey coat was sprayed and, while not totally dry, the top coat was scratched using an old brush and a toothpick.



Tracks were painted in brown and coated in matt varnish. Then, several layers of pigments and fine earth were applied and fixed with enamel thinner or diluted acrylic varnish. The same process was applied to the running gear.



The parts of the tracks in contact with the wheels were rubbed with a lead pencil to give them a metallic shine and the pencil was also used to give a metallic shine to the worn edges of the hull.



The roof was also well dusted after the very nice stowage items from French manufacturer Blast Models were fixed in place. This resin set will dramatically give life to the Saint Chamond.



Panzerkampfwagen

David Parker builds Trumpeter's 1:16 kit

Part Eight

In part eight of the project I continued to work in and around the engine bay, adding missing details and undertaking further work on the radiator system. The cold starter primer pump was scratchbuilt (twice) along with the fuel tank selector valve, neither of which are included in the kit. I also made the decision to cut off

the hull roof to allow the best view of the interior and cure the problem of the side walls bending inwards. Doing this also made it easier to construct the rest of the support framework which carries the radiators.



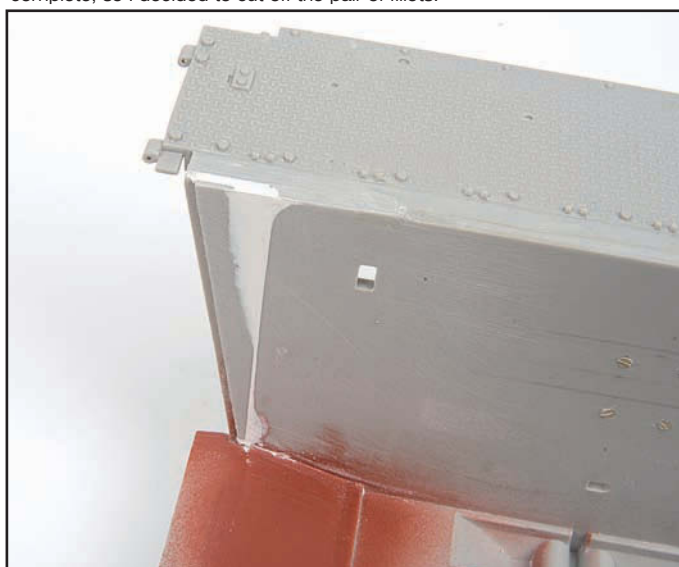
With the possibility of having to close up the engine bay by fitting the rear hull panel I realised that the floor would then be fixed in place so I used Mr Surfer 1000 Red Oxide to prime the floor.



The rear hull has triangular interlock fillets with fit into the hull sides. This means that you need to fix the rear in order to fill and blend this area and I was not happy about closing up the rear panel before all the engine bay was complete, so I decided to cut off the pair of fillets.



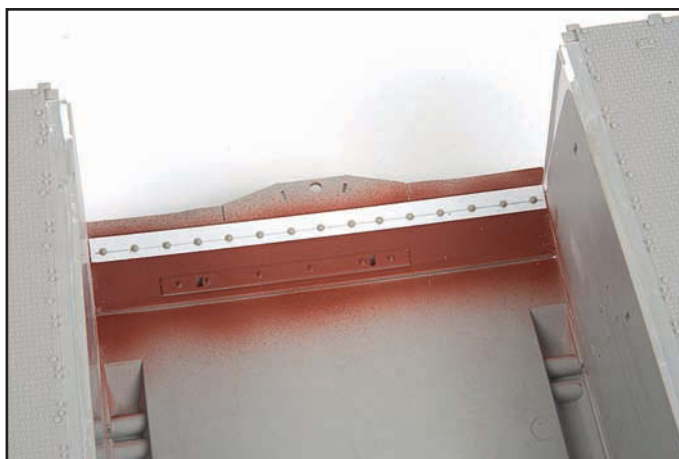
The fillets were then glued in place on the inside of the engine bay.



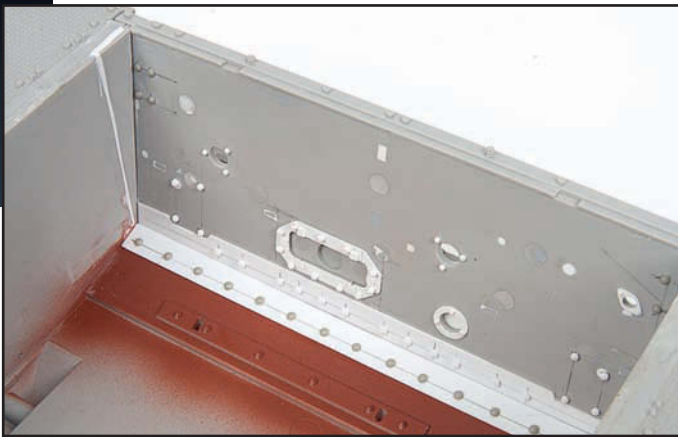
As they have a narrowing profile filling was required so I used White Milliput for a hard sandable finish.



The interlocked design with the track guards means that the rear plate still fits into place and locates properly without the fillets.



I was now able to add the remaining bracket where the rear panel joins the floor which is rivetted in position. Once again MasterClub resin rivets from MAN Models are perfect for this.



The finished effect with the back panel still removable which will make fitting out the engine bay much easier.



Moving to the upper rear hull where there is a curious kit design feature which leaves a large rebate across the panel so this was filled with some sheet plastic.



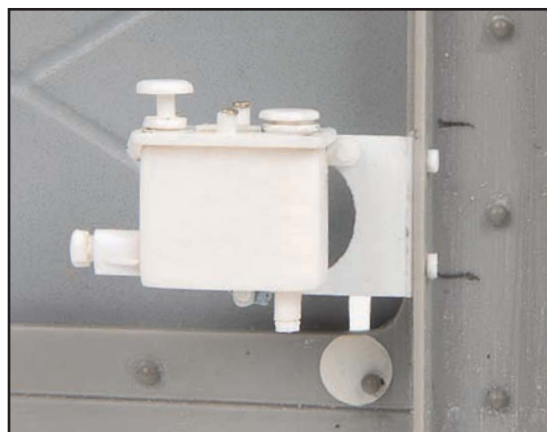
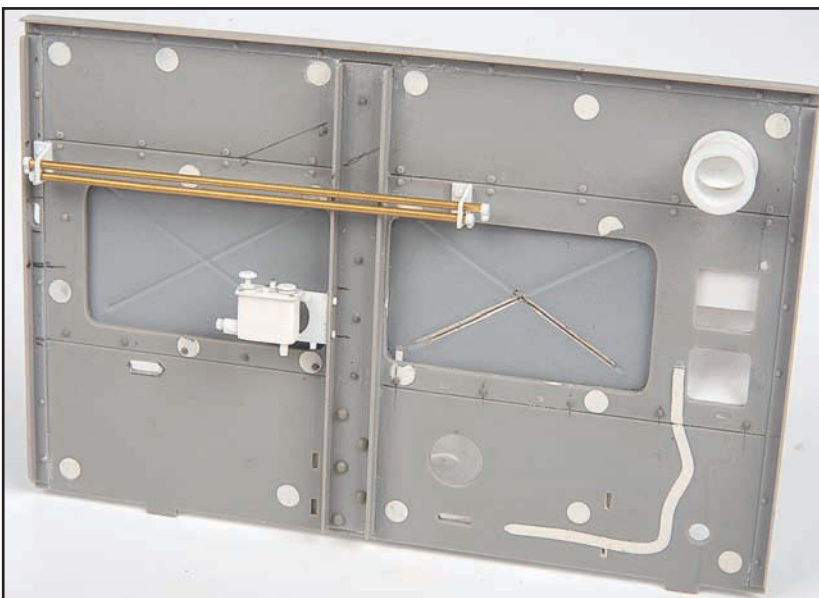
Next on the list of engine bay jobs was the primer pump unit for the cold weather start system which is mounted on the firewall. I could judge the size of the mounting bracket for the pump against the firewall opening but somewhere along the way I neglected to double check my sizes for the pump. I wasn't until I had completed making the pump and then positioned it

against the firewall that I could see that it was far too big! Fortunately I was supplied with the actual overall dimensions and I was able to construct a correctly scaled version which you can see here next to my massive first version!

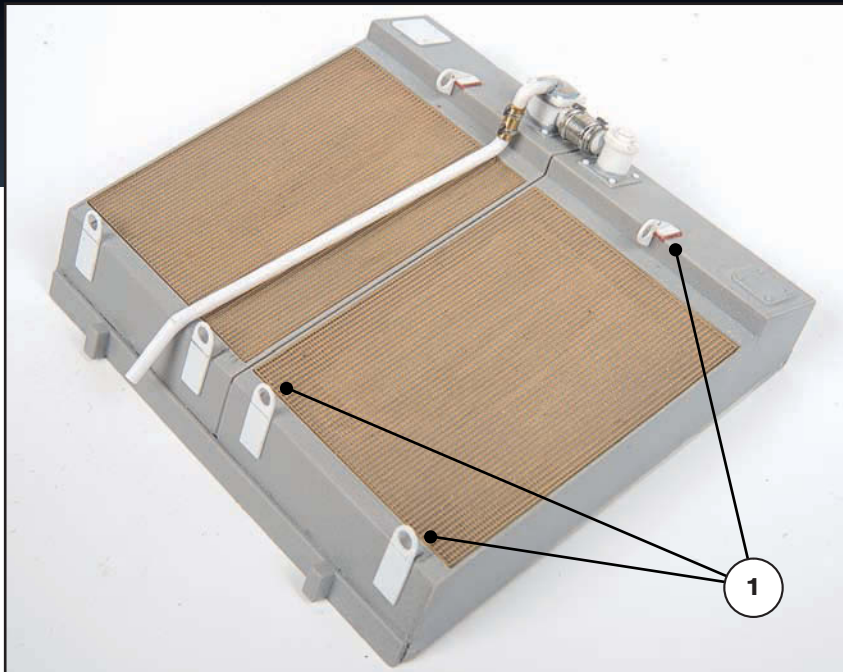


I really hate having to go back a repeat a process but sometimes there is no alternative and sadly most of the original fittings were too big to transfer to

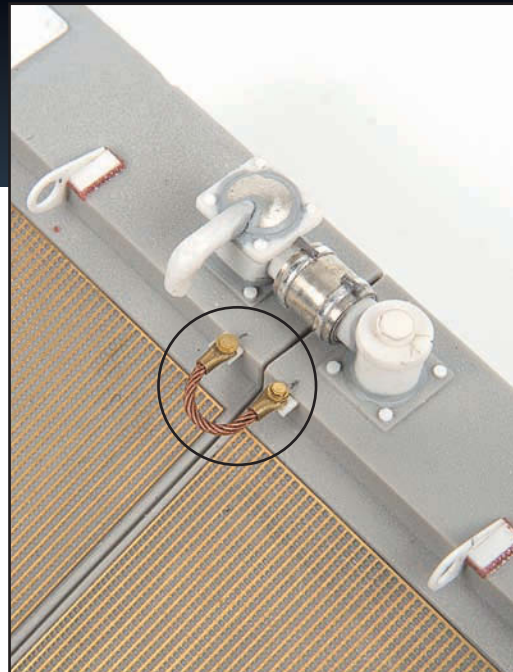
the new version. With the pump completed I made the pleasingly simple mounting frame which bolts onto the central firewall beam.



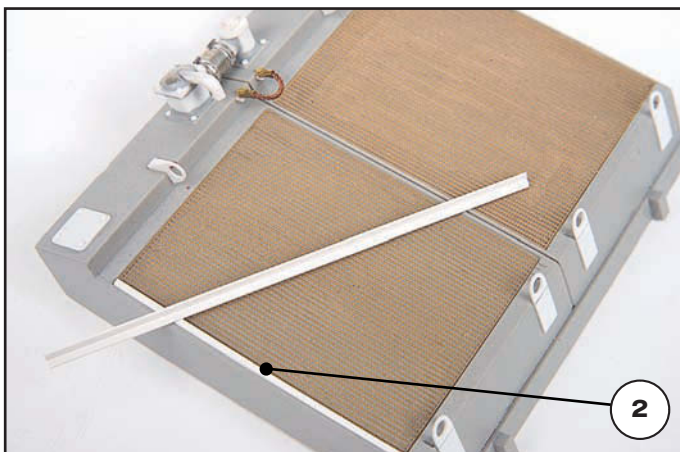
The pump in its location on the firewall and like most of the other fixtures, the pump is just temporarily fixed to the bracket at this stage to avoid any problems with future detailing.



More work now on the radiators where I added the triple lifting points **1** to each unit.



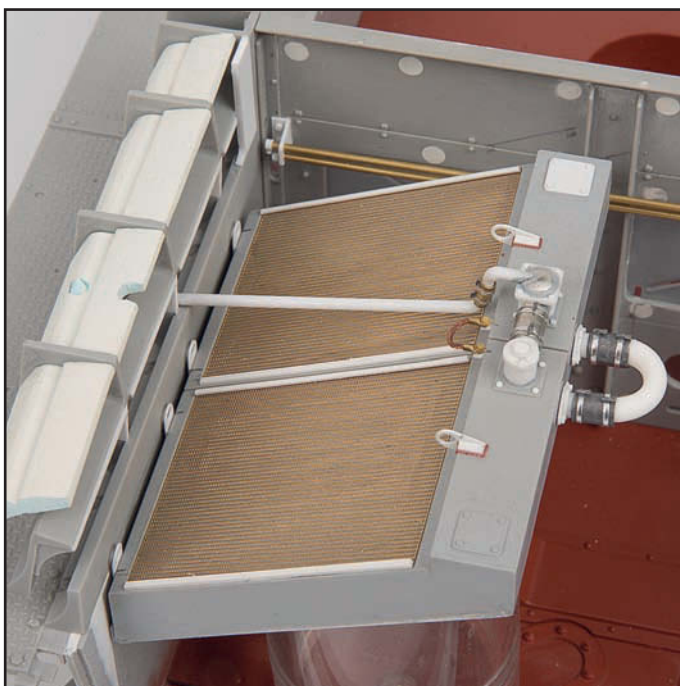
I also added this wire earthing connector between the two radiator units.



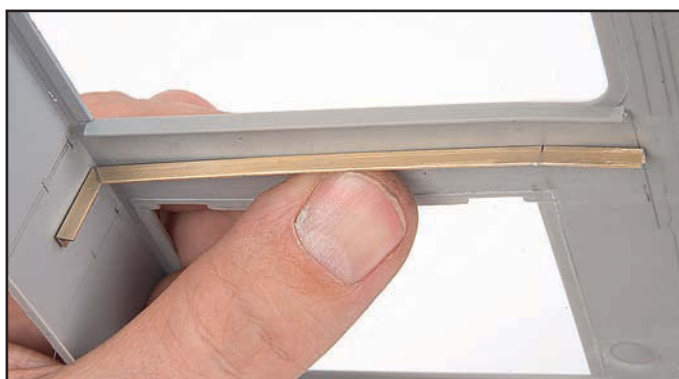
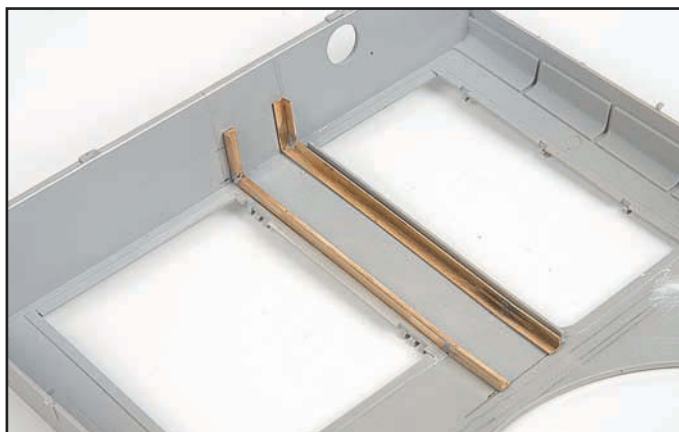
To make the lips at the edge of each radiator I used some Maquett L profile plastic which I was able to cut down to a narrower profile. The new narrow profile section was glued in position along the edge of the grille.



The connecting pipes which join the two radiator units was constructed using plastic rod, heated over a candle flame to bend the rod. Lead foil was then used to make the coupling sleeves.



The radiator is mounted in the engine bay with an angled bracket on the hull wall and an angled frame mounted from the roof of the engine bay. At this stage the radiators are balanced without the top frame to support them. I began to construct the engine bay roof frames using Albion Alloys 3mm L angle brass section for added strength. The beams were cut and soldered to conform to the profile of the engine decks.





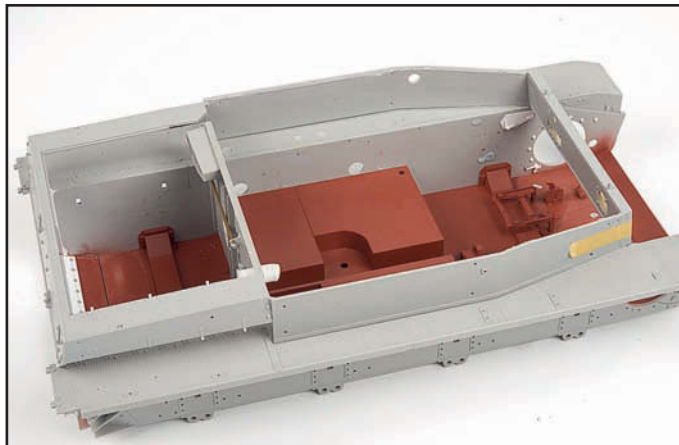
After much consideration and prevarication I decided to cut away the hull roof to provide the maximum access to the completed interior. I used a P Cutter to open up the big front weld beads.



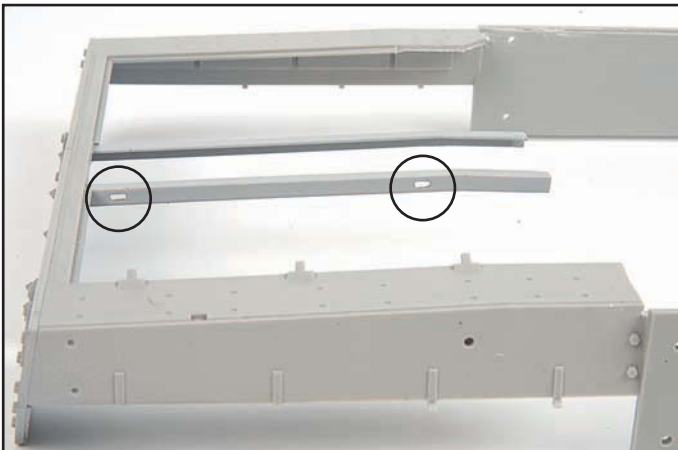
To separate the smaller joint lines I used a fine razor saw.



The Glacis armour was glued in position across the front of the hull to assist with alignment and the roof was then cut away. At this stage I plan to fix the engine deck hatches to the hull roof so that the entire deck can be removed as a single piece.



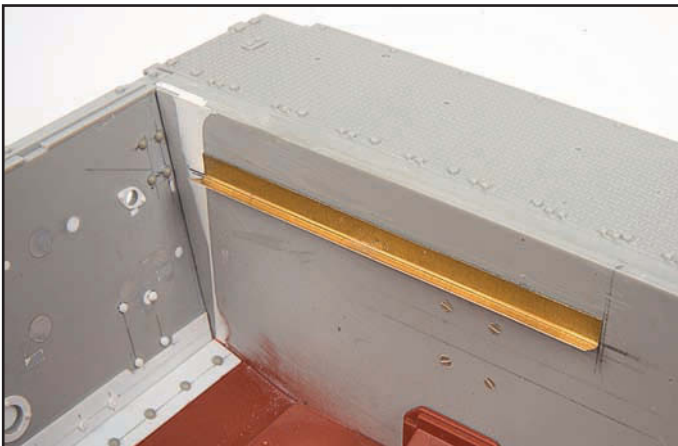
The removal of the roof freed up the distorted upper hull sides for a much improved fit and allowed me unrestricted access to the engine bay.



The pair of brass section roof beams were primed with Mr Surfer and glued into position on the rear wall using 5 minute epoxy for a strong bond and to allow me the time to position these exactly. Notice the two slots for the hatch locks on one of the beams.



The radiators are test fitted with the new beams to check alignment as accurately as is possible with so many loose dry fitted parts.



I replaced the kit mounting for the radiators with a tray made from brass strip so that the radiators would sit into this.



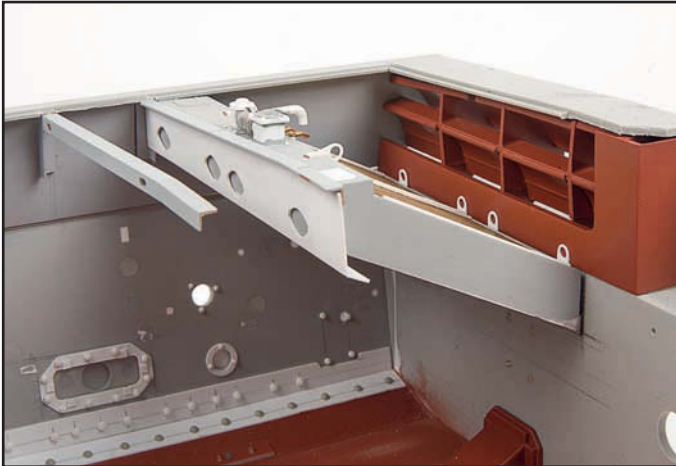
Whilst I was working in this area I made the pair of corner braces which join the hull rear to the sides. The kit parts are rather too thick and not quite the right shape.



Both corner braces will be fitted later in the project to maintain unrestricted access through the back of the hull when the rear panel is removed.



The corresponding upper mount for the radiators was constructed from plastic sheet the diamond-shaped holes are to allow the water pipes to pass through the frame and connect to the radiators.



With both sets of radiator supports in place the radiator can be test fitted to check the alignment and also that the engine deck hatch will locate correctly.



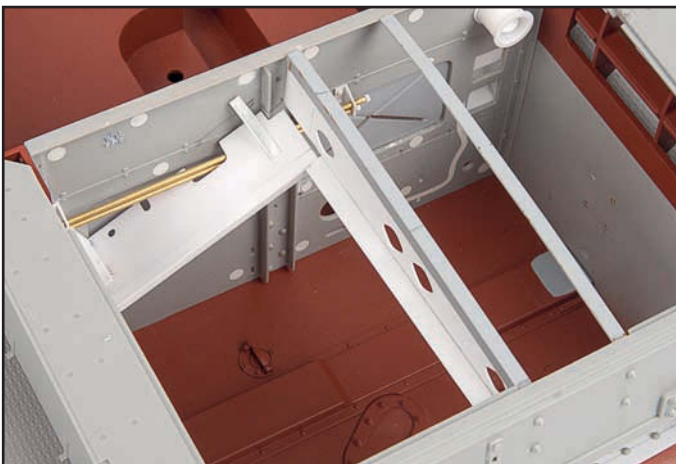
With the radiators dropped into position the connecting 'U' pipe is test fitted through the radiator support frame.



To ensure that the radiators operate efficiently the surrounding areas of the engine bay were sealed off with sheet metal panels. The biggest one is mounted onto the firewall and some trial and error test fitting was needed to establish the size.



After more trial and error than I would have liked I had the panel completed and test fitted on the bulkhead.

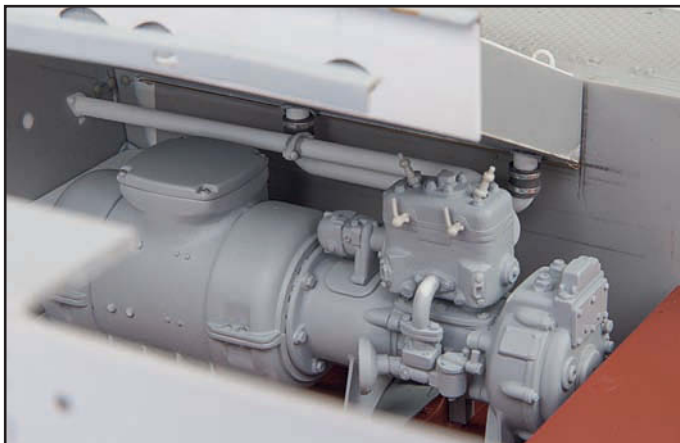




I made a template for the blanking plate against the rear hull but with the upper hull still not fixed this piece cannot be fitted at this time.



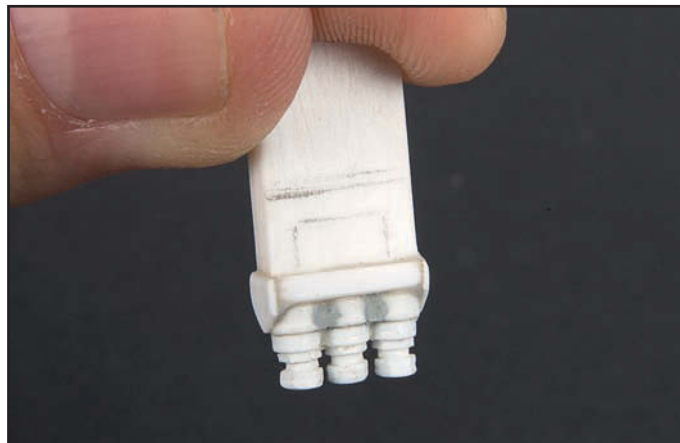
Water pipes run from the base of the radiators across to the water pump on the engine. Most of the space under the radiators is filled by the generator so it is vital to check that everything fits so nothing is fixed yet.



With the generator in position the water pipes sit behind the generator exhaust pipe and the connecting pipe for the water pump will run under the exhaust pipe. Connecting all these parts together eventually is going to be demanding!



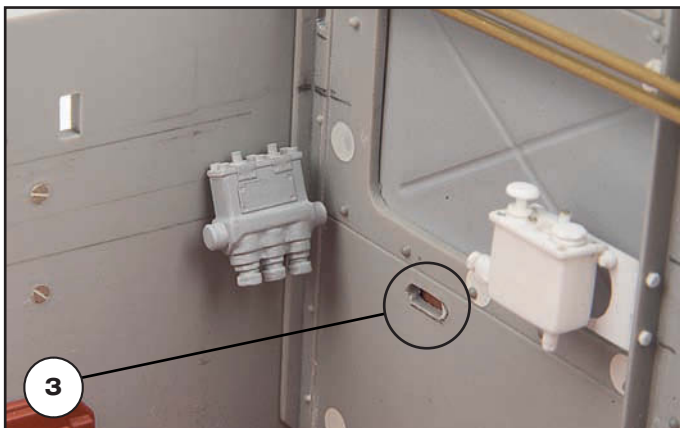
Another missing part from the engine bay is the fuel tank selector valve. I had once again to judge the size of this part from photos of the real thing and the rather complex shape was challenging to replicate. I started with a rectangular block with the three fuel line inputs added to the base.



Filler was used to blend the round sections of the input as well as the reinforced lips that were added with plastic card.



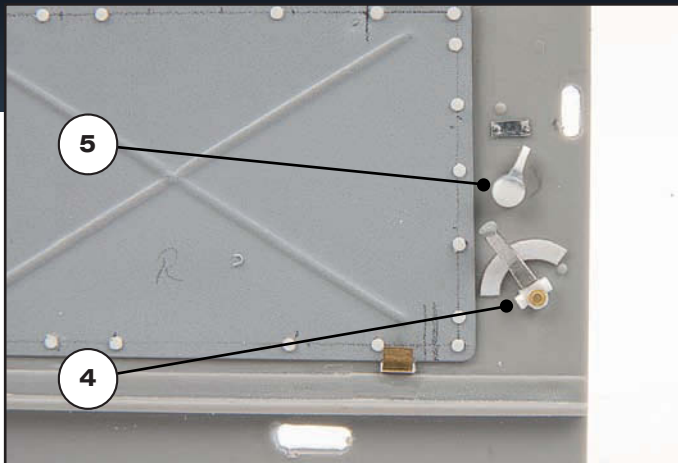
A coat of Mr Surfacer 500 is applied to show up any flaws as the build progresses. Self-adhesive aluminium foil was used to add the placard details.



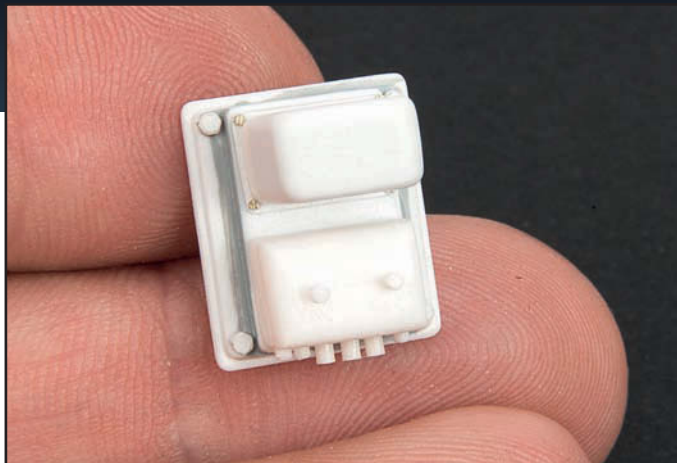
On vehicles from Ausf.A to Ausf.H the valve was mounted against the firewall with a control lever passing through the firewall into the fighting compartment. On the Ausf.J the additional fuel tank which replaced the generator forced the relocation of the valve into the fighting compartment. Fuel hoses feed from the fuel tanks through the slot **3** and connect to the valve.



The final additions were the pair of feeds on either side which lead from the valve to the engine fuel pumps. I also reworked the three small placards (previously just two) which relate to the three fuel tanks.



The control lever **4** for the fuel selector valve is mounted on the crew side of the firewall. The control lever was made from flattened lead wire. The smaller lever **5** above controls the fuel supply to the auxiliary generator from its dedicated fuel tank.



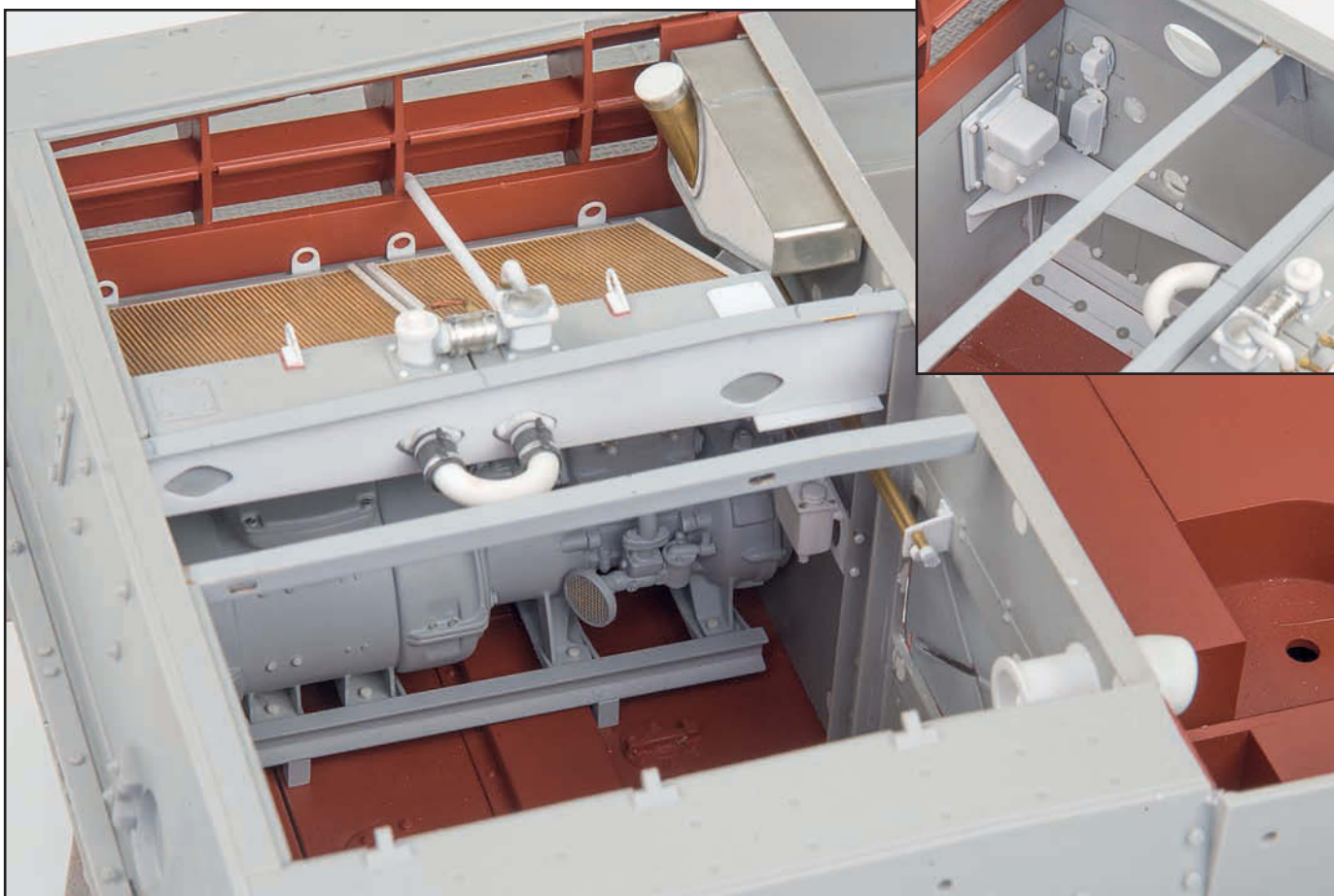
In the rear right hand corner of the engine bay there are a group of electrical boxes. The biggest is a voltage regulator and fuse box mounted together. These are easy enough to construct as they are basic box shape. Sponge sanding sticks are used to create the rounded edges.



The panel is test fitted into the corner of the hull. The pattern of five rivets next to it are the fixings for the towing hooks mounted on the outside of the hull.



On the back hull wall there are two electronic noise suppressor units which are coupled to the voltage regulator and fuse box.





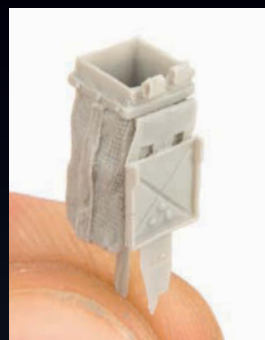
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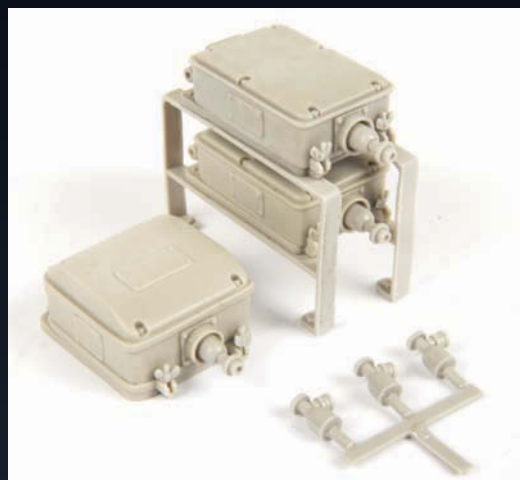
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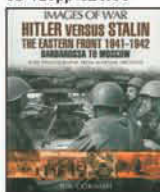
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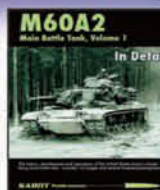
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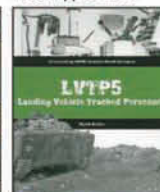
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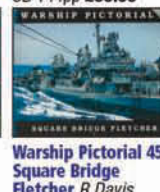
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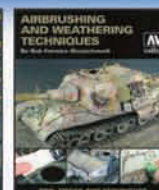
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Chernobyl

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Ian Barraclough

re-creates all the fun of the fallout in this atmospheric diorama



Early in the morning of 26 April 1986, during a systems test at the Chernobyl Nuclear Power Plant, a power surge in reactor four caused an explosion in the core. Attempts to shut the core down were hampered by another power surge, and the ensuing fire and explosion released a radioactive plume into the atmosphere; this was possible as the reactor had no containment shroud. The resulting cloud spread radioactive particles across much of the Western USSR (now mainly Belarus and Ukraine) and Europe.

The immediate response was woefully inadequate, with the local fire brigade attending the fire with no information on the nature of the incident or warnings of the risks of radiation. The commander of the fire brigade response team died within weeks of acute radiation poisoning. All attempts were concentrated on protecting Core Three from the fire and Mi-8 helicopters were used to drop large quantities of sand, lead, clay and neutron-absorbing boron to contain the fire and radioactive smoke. 31 people died in the initial incident and it is predicted that the final fatality figure may reach 4000 from radiation-related illnesses.

Pripyat

In the nearby city of Pripyat, the 50,000 residents were looking forward to the upcoming opening of the newly-built amusement park on the 1st May. The city had been formed in 1970 to serve the Chernobyl power station and boasted a nuclear isotope symbol on its city crest. It soon became apparent that events at Chernobyl were out of hand and the following evacuation notice was issued to all residents at 2 pm on 27th April:

"For the attention of the residents of Pripyat! The City Council informs you that due to the accident at Chernobyl Power Station in the city of Pripyat the radioactive conditions in the vicinity are deteriorating. The Communist Party, its officials and the armed forces are taking necessary steps to combat this. Nevertheless, with the view to keep people as safe and healthy as possible, the children being top priority, we need to temporarily evacuate the citizens in the nearest towns of Kiev Oblast. For these reasons, starting from April 27, 1986 2 pm each apartment block will be able to have a bus at its disposal, supervised by the police and the city officials. It is highly

advisable to take your documents, some vital personal belongings and a certain amount of food, just in case, with you. The senior executives of public and industrial facilities of the city have decided on the list of employees needed to stay in Pripyat to maintain these facilities in a good working order. All the houses will be guarded by the police during the evacuation period. Comrades, when leaving your residences temporarily please make sure you have turned off the lights, electrical equipment and water and shut the windows. Please keep calm and orderly in the process of this short-term evacuation".

Buses had begun to arrive that morning; in order to keep the population calm, the fairground was opened early and families with children encouraged to enjoy the Ferris wheel and bumper cars whilst waiting to evacuate.

On 28th April high radiation levels set off sensor alarms at a nuclear facility in Sweden over 600 miles away; the USSR publicly admitted on Soviet television that there had been an incident — the world became aware of place called CHERNOBYL.



Ideas

Being a fan of Soviet/Russian armour, I couldn't help but see the images of abandoned vehicles around Chernobyl when searching for any images of vehicles from this era. I'd seen these images many times: the USSR rushed Nuclear, Chemical and Biological (NBC) units to the area in the immediate aftermath of the accident and a bit of research had soon piqued my interest in the amusement park and abandoned vehicles. When the opportunity arose to write a review for the Trumpeter MT-LB, I immediately started to plan to build the kit as a derelict, abandoned in the amusement park. I'll confess here that I've never seen any pictures of any vehicles abandoned at the amusement park; the diorama you see is a merging of scenes. In reality, the vehicles are pooled in the countryside around Chernobyl and any internet search will show hundreds of

engineer, NBC and troop carrying vehicles as well as helicopters, aeroplanes and boats lined up in fields.

Bumper Car

The first issue to arise was how to depict a bumper car. I felt that if I couldn't show a bumper car then the resulting diorama would be pointless. I also considered building the bottom portion of the Ferris wheel as another option but soon dismissed this as a scratch build too far! No 1/35 manufacturer makes a bumper car (dodgem); there are die cast models out there but I could find none that were of a suitable scale or era. Further message board requests turned up nothing so I started about sculpting a basic shape from styrofoam. My initial intention was to then make a latex mould from this basic shape and then build the details onto this cast, but my resulting mould failed to set so I cleaned up the basic shape and added

various fittings from the spares box and plastic strips. The resulting bumper car isn't a direct copy of the ones at Pripyat, but I think it looks right for the era and the similar yellow paint scheme helps. I painted it with Tamiya acrylics, added some red chipping (as seen on the Pripyat examples) and weathered with Lifecolor liquid pigments. These are quite a new product: they are water based and odourless but in every other way act the same way as spirit based products from other manufacturers; if you put them on you can remove anything you don't like (or any excess) within an hour, using water. Thereafter a 'remover' is provided in the box set, which I have used successfully three days after the initial application. After you're happy, seal the finish with your varnish of choice. I used these throughout the builds and can't recommend them enough.

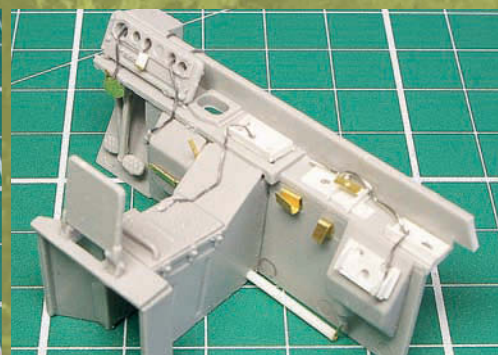
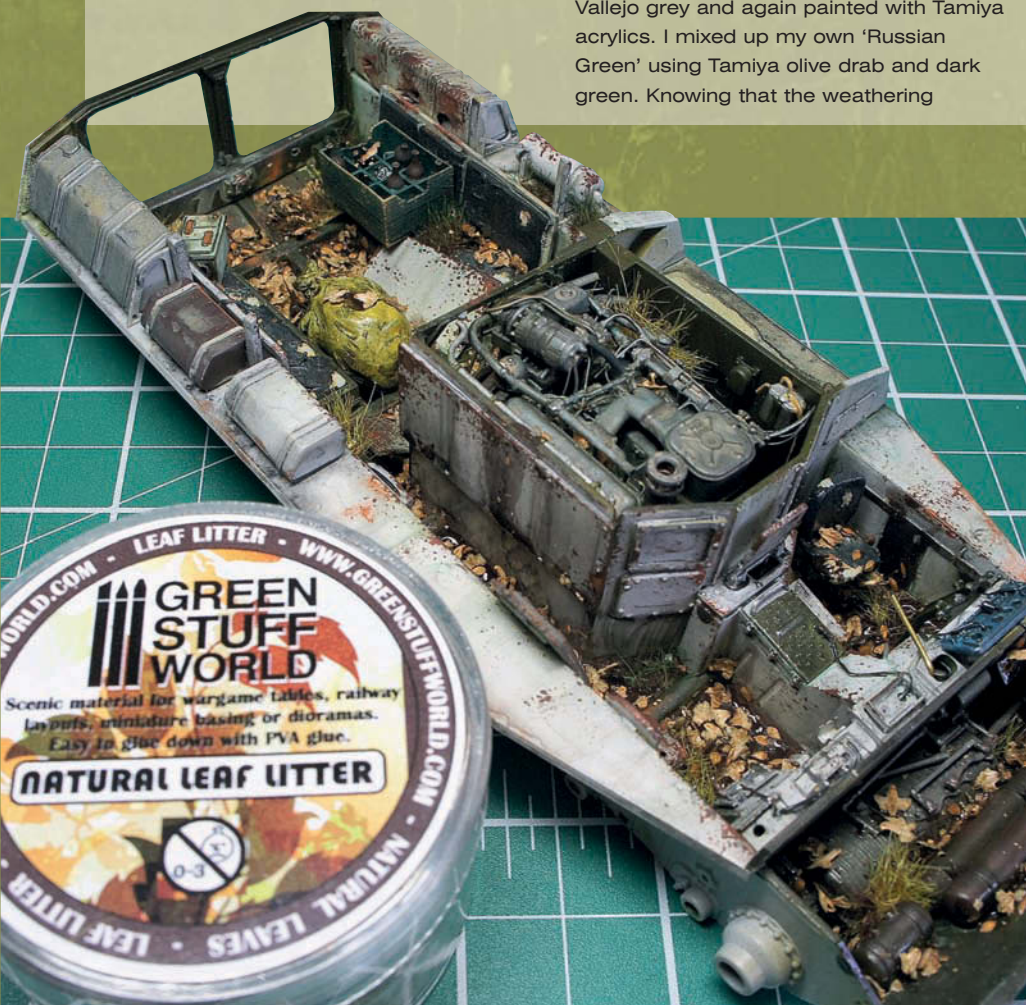


MT-LB

As mentioned earlier, I built this model from the box as a build review, with no aftermarket additions, so I won't dwell too much here on the build aspects. I did make some adjustments in removing internal and external tools and removing an interior engine panel so that the engine can be seen through the back door. A 'full' interior is provided but I did find it was missing a few parts, especially the fittings on top of the interior sponsons which are totally absent. All of the hatches can be fitted open or closed, so in depiction of an abandoned vehicle I fitted all of the hatches open. The tracks are a labour of love – 3 parts each for 107 links each side. They are, however, 'clickable' and need no glue when placing

together, although they are a bit delicate to handle. I painted the interior a mixture of green and white using Tamiya acrylic paints and again weathered it using the Lifecolour Liquid Pigment 'Detail Emphasizer' and 'Rain and Dust' set. I added some debris from the spares box; bottles, and a vehicle battery; as well as a box of broken bottles and a bin bag from the Accurate Armour 'Rubbish' set. I also mixed up some 'Green Stuff World' natural leaf scatter with some white glue, water and dark brown weathering powder and 'scattered' leaves throughout the interior. As this was setting I ran a water-soaked wide brush over the top of the leaves. This helps to blend the colours and spreads out the leaves a bit to give a more natural appearance. The exterior was primed with Vallejo grey and again painted with Tamiya acrylics. I mixed up my own 'Russian Green' using Tamiya olive drab and dark green. Knowing that the weathering

process would vastly adjust the final colour anyway, I wasn't going to die in a ditch over an exact match. Following a coat of 'Klear' I pin-washed using thinned sepia oil paints and sealed it all with a matt varnish. Weathering was again completed using a mixture of the Lifecolour Liquid Pigments sets and weathering powders. Don't get hung up with the descriptions of the colours in the Lifecolor sets – for example the 'Colonial Dirt' colour is ideal for adding rust colours and the 'Soot' colour is an ideal slime green for mould and moss. I also used the Soot colour later on to depict moss on the Silver Birch trees. I finished the MT-LB by painting and adding the tracks and running a soft lead pencil over all of the edges on both the model and tracks. The majority of the abandoned troop carriers I've seen show heavy fading of the paint, but very little rust so I held back on the rust and rust streaking.



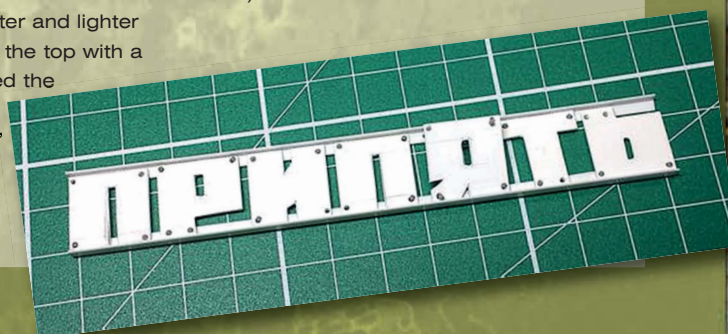


Base

The black surround for the base is a box picture frame. I removed the glass and spread a thick bead of white glue around the backing board to provide a 'bottom'. I cut a block of styrofoam to fit into the resulting hole in the picture frame and glued in place using Gorilla Glue. I measured out the area for the bumper car ride stand and masked it off, before adding a rough covering of plaster to depict a battered concrete standing. While it was still wet I sprinkled further plaster powder and fine plaster debris on top. I added some cracks and pits using a modelling knife and put outside in the spring sunshine to set. Whilst waiting I cut out the shapes for the bumper car stand and built up the steps using plastic 'I' beams. The tops of the steps were covered using 'Green Stuff World' plastic tread plate and I made up some barriers from plastic rod. The structure for the stand and roof was made up from plastic stock beams and the main corner stanchion from the Miniart Metal Telegraph Pole set. I added torn and damaged fabric covering from tissue paper soaked in a white glue and water mixture and allowed to hang naturally whilst drying. I left the top off the bumper car stand as it

was quite delicate and made it difficult to access the lower parts of the stand. I used a 'cracking' paint obtained from a local craft shop to paint the bottom of the stand and areas of the concrete base – this gives a fantastic scale cracking effect which is often seen in derelict and abandoned areas. I added a few fixtures and fittings including an electricity box; a Pripyat sign made from plastic card and some coloured lights. These were made from dress makers' pin heads with the pin shaft cut off and some brass tube added. They were given quick coat of clear red/blue/green and finished with a matt varnish to complete the look of old lights. The upper structures were airbrushed with Alclad Flat Aluminium and washed with various dark brown and rust-coloured oils. The Pripyat sign was finished in gold before being heavily weathered with the Lifecolour sets. The concrete was airbrushed with a matt black before building up lighter and lighter coats of grey. I washed over the top with a sepia oil wash and completed the finish using the Lifecolour 'Road Dust' and 'Light Earth' colours. I fitted the top structure onto the base and again scattered a mixture of

leaves and debris in a similar fashion to that used on the interior of the MT-LB. I also added some water plants to the 'wet' corner of the bumper car stand; and dandelions from J's Work to the steps and concrete areas – these plants were repainted in various greens as I find the original colours to be somewhat garish. The silver birch trees are 'borrowed' from a local bush and painted white. I did add the individual lines in the bark but this looked like overkill so I dry brushed white over the top to tone it down a bit. I seeped 'soot' from the Lifecolour set into the branch joints and around the base to depict moss. I added a few empty beer cans and a broken bottle from the spares box, as well as a rat, to the base before adding the MT-LB. I blended the MT-LB to the base using the leaf scatter as previously mentioned before giving the whole base (but not the model) a matt varnish coat.







Finishing Touches

I added some real wood veneer, attached with strong contact glue, around the upper edges of the base and trimmed the top to blend with the top of the diorama. I wanted the diorama to stir memories for those of who were around at the time and provide an education for those who weren't; so I added various pictures around the base depicting the abandoned vehicles; the amusement park and newspaper headings from around the world. These were printed in high resolution onto white decal paper and sealed with a high gloss car varnish. I cut these out with a ruler and new scalpel blade. A tip here is that you don't need to cut all the way through the paper, just the decal film on the top – this saves on cutting time and effort.

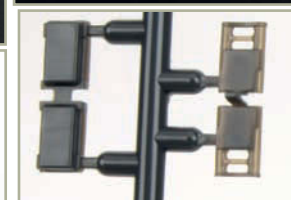
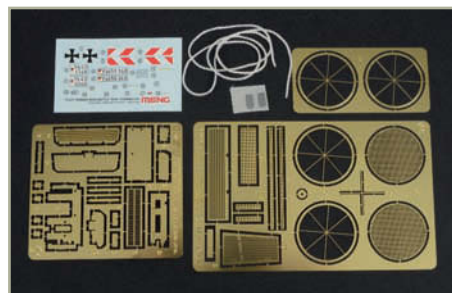
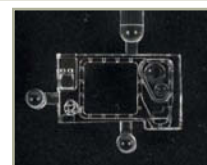
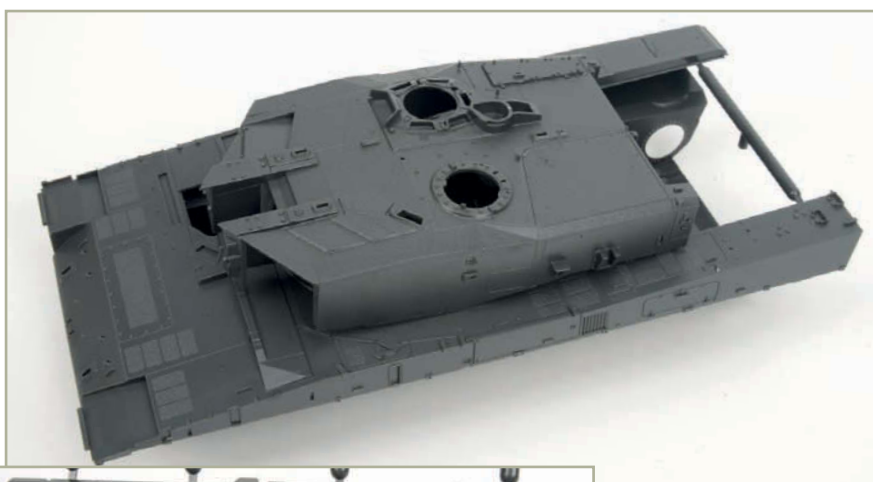




Conclusion

I really enjoyed this project which took just over a month and a half from start to finish. I relish the weathering phase most when I'm modelling and this project allowed me to really go to town. On offering this diorama to the Editor, David Parker, his first comments were "it's a bit different". I always strive to model subjects that are away from the ordinary so I think I've achieved my aims here!





Meng 1:35 Leopard 2A7

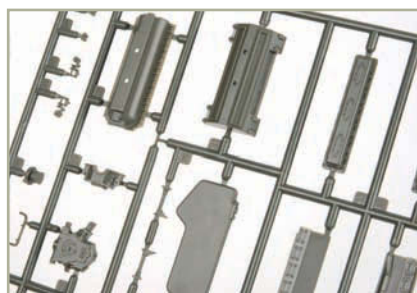
Meng continue to add to their excellent range of Leopard kits with the most up to date variant the 2A7. This differs from the more familiar 2A6 with the longer L/55 gun, redesigned rear hull with new APU and redesigned rear turret with airconditioning unit. Some parts of the kit are carried over from the 2A4 kit, like the hull tub and running gear with multipart tracks. The new turret and upper hull mouldings are particularly impressive with their superb anti-slip texture and ultra crisp moulded detail. As with the 2A4 the smaller handles for items like the filler caps and stowage bins are moulded as solid blocks which the serious modeller will look to replace. Working torsion bar suspension looked superb on the 2A4 and will do the same here allowing for easy articulated suspension. There is a completely new rear hull plate (still with partial internal engine bay detail) and the rear mudflaps are only provided with dropped mudflaps rather than optional folded ones. Separately moulded engine deck panels provide potential for those wanting to superdetail the engine bay and pleasingly all the

tool stowage on the decks is moulded separately, even the hose which always suffers when moulded onto the deck. Front indicator lamps have separate guard frames and both air filter intakes and the fan covers have superb photoetched grilles. The main gun is comes as a two part barrel with separate muzzle and a convincing woven texture on the fume extractor. Clear moulded periscopes are provided throughout and the gun sights have moulded on lens details on their reverse side which looks highly realistic when painted up. The turret nose armour features the tool stowage bags which fit inside the hinged wing panels which is a thoughtful addition. At the back of the turret the aircon has photoetched grilles and there are former blocks included to shape the mesh for the stowage baskets, another clever bit of design. With the 2A7 only entering service with the German army in 2014 marking schemes are limited to a choice of 2 vehicles on the decal sheet. This is very much a state of the art kit as the pictures show of this state of the art Leopard.



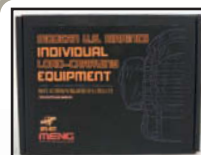
Meng 1:35 Concrete walls

Meng's 'Supplier' series has introduced these excellent modern diorama features, concrete wall sections are seen Worldwide used as road-blocks and checkpoints. These pairs of two types of unit (four sections in total) differ from what we've seen in the past being moulded from a lightweight material with an ultra-realistic texture which will paint and weather a treat.



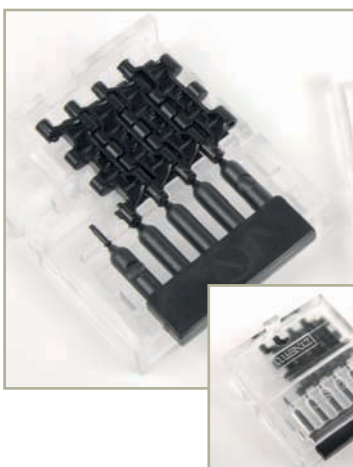
Meng 1:35 Russian V-84 Tank Engine

A nice upgrade to Meng's T-72 based vehicles is this engine set designed to fit exactly into the Meng kits allowing the option to remove the engine deck panel. The fire-wall and necessary ancillaries are all included and beautifully detailed. This will certainly add another dimension to any finished T-72 model and opens up some great diorama potential as the main block and cylinder heads are common to other Russian beasts.



Meng 1:35 Modern U.S. Marines Individual Load-carrying equipment

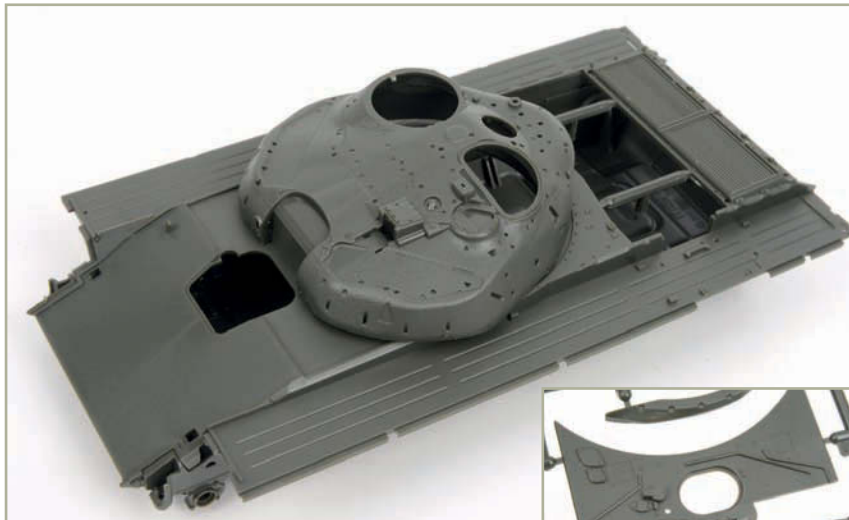
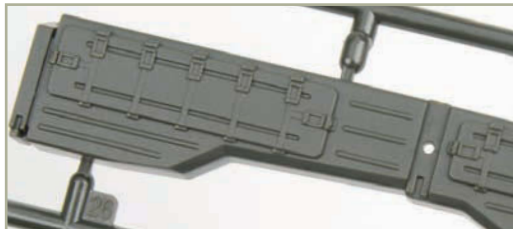
A new addition to Meng's 'Supplies' series is the ultimate in detailed personal gear for modern USMC subjects. Superbly cast in resin, this set would be ideal for Meng's Bradley and the new Abrams including patrol pack, main pack, soft gun case, duffel bag, two variants of M4A1 rifle and sleeping bag. Webbing for the packs is provided as separate and very delicately detailed parts which is beyond the limitations of injection moulding. A superb accessory set for modern subject modellers to savour.



Meng 1:35 T-72 and T-90 Cement-Free Workable tracks

More to keep modern armour modellers content with these two track sets, SPS-029 are the single-pin, simple version with solid guide horns and SPS-030 the more complex double pin versions. The double pin versions are the ones included in Meng's Terminator so I can vouch for how well they go together with the design of the parts and jigs just superb (I find building tracks

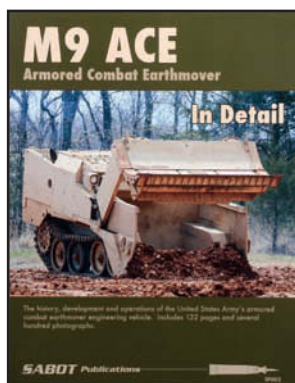
more tedious than most, and found these almost therapeutic!) optional rubber pads can also be added. The single pin versions are super-simple with a jig allowing runs of five links with pre-spaced pins which are a push fit and have the sprue removed once in place. Very nice indeed.



Meng 1:35 T-72 B3

Despite claims to the contrary this current version of the T-72 series has been in action in the Ukrainian conflict and has competed in the International Tank Biathlon where it performed wearing a variety of brightly-coloured camouflage schemes, both scenarios are catered for within the kit and should already have you pondering the modelling potential of this new Meng Models kit. The kit features some parts like the tracks, running gear and main hull mouldings from the T-90 kits along with a large number of new sprues to adapt these to T-72 configuration. There is a completely new turret with stunning subtle weld detail and a convincing flexibly moulded mantlet cover. The pair of turret hatches are beautifully detailed with rangefinder and periscope details provided to add partial interior detail to the hatch areas. The cupola-mounted MG is also exquisitely detailed and moulded on its own individual sprue and the cupola shield is also noteworthy with great replication of the fabric lower section. The gun barrel is comprised of two piece front and rear sections which

plug into a single piece fume extractor and muzzle. The hull which is carried over from the T-90 has the usual working torsion bar suspension but the kit also provides a jig that clips onto the side of the hull and aligns the torsion bars for those wanting a level set of road wheels. The tracks are the same multipart links that featured in the T-90 which have a jig to align the links before you slide on the flexible plastic end caps. They look daunting but we found that they actually assemble relatively easily. The side skirts have replicated a subtle ripple in the rubber sections and there is also an unditching log provided. The rear mounted fuel drums have new flexible plastic connector hoses. The kit includes two photoetched frets, one is a wheel painting mask and the other has parts for the engine deck grilles. Markings are offered for a choice of five different schemes including the colourful Biathlon example. We have almost fully assembled the kit and it really looks aggressive even without its tracks. Look out for our build feature in the next Issue!



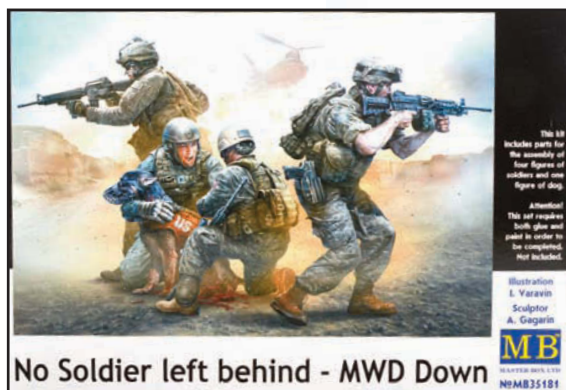
M9 ACE (Armoured Combat Earthmover) In Detail

Published by Sabot
Softback portrait format, 132 pages
ISBN 9780997377415

Got one of Takom's M9 'dozers? Here's the reference you may have been looking for. Look no more as this photo-album is packed with action shots and detailed walk-around section covering everything you may wish to improve on your model (including some very complicated plumbing!) with invaluable weathering reference. A chapter documenting a training manoeuvre in Ft. Leonard Wood, Missouri gives a good insight into

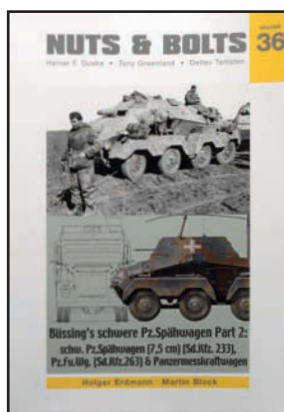


how the vehicle actually functions in sequence which will be a great help if planning a diorama. Talking of dioramas, there's some great shots of M9s on road clearing duties in Iraq. A one-stop reference of quality images with more releases promised soon, keep an eye out for Sabot at your favourite book dealers or modelling suppliers.



Master Box 1:35 'No Soldier Left Behind- MWD down'

MB certainly come up with some neat ideas for their figure sets which are as good as it gets for injection moulded figures with great anatomy and fine detail. The focal point of this scene is in fact the injured Military Working Dog who the troops are guarding as closely as they would one of their human comrades. This set would provide alternative action scenes with two standing and moving troops engaging the enemy and the two crouching figures working well together. Great quality from MB.



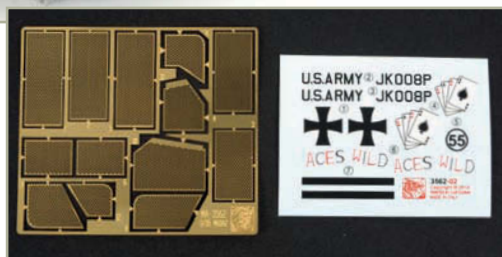
Nuts & Bolts Vol.36 Büssing's schwere Pz.Spähwagen Part 2

Holger Erdmann, Heiner F. Duske, Tony Greenland, Detlev Terlisten, Martin Block
Published by Nuts & Bolts
Softback Portrait format, 208 pages,
English and German text
www.nuts-bolts.de



Following on from Volume 1, this thirty sixth volume of Nuts & Bolts features the Sd.Kfz. 233 (7.5cm) and 263 (Pz.Fu.Wg.) eight-wheelers with the tried and tested format familiar to collectors of the series. Serious German armour modellers hold Nuts & Bolts in very high esteem as a constant source of reliable reference. The history and technical development is followed by the structure of the reconnaissance units and a collection of rare images which are usually from private portfolios or the author's collections. Image quality varies but few if any look familiar and all have detailed captions drawing on points of interest. 3D drawings and

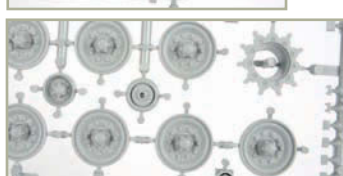
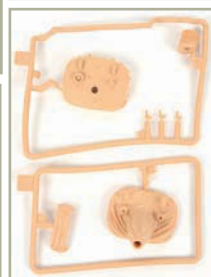
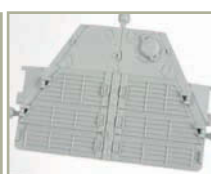
plans have always had great respect for their accuracy, these coupled with the extensive walk-around section of several museum preserved vehicles and components (some excellent radio and antennae images) really does give the modeller a serious one-stop reference. Superb colour profiles and painting / marking details are great modelling information as is the extensive coverage of several 1:35 modelling projects using both AFV Club's recent kits and the vintage Tamiya offering. A highly recommended addition to the library as always.



Dragon 1:35 M60A2 Starship

Initial impressions of the new Dragon M60A2 are encouraging with a box of their crisper-style mouldings looking very enticing, some DS styrene rubber band tracks and a small photoetched fret. Closer examination however throws up some massive dimensional problems especially with the turret as well as some noticeable errors in its shape. The transition between the turret ring and hull is too sharp and the tracks are the early pattern T97 whereas T142 are more typical for the vehicle. The engine cover is missing some detail and the bulged rear hull and extended finned

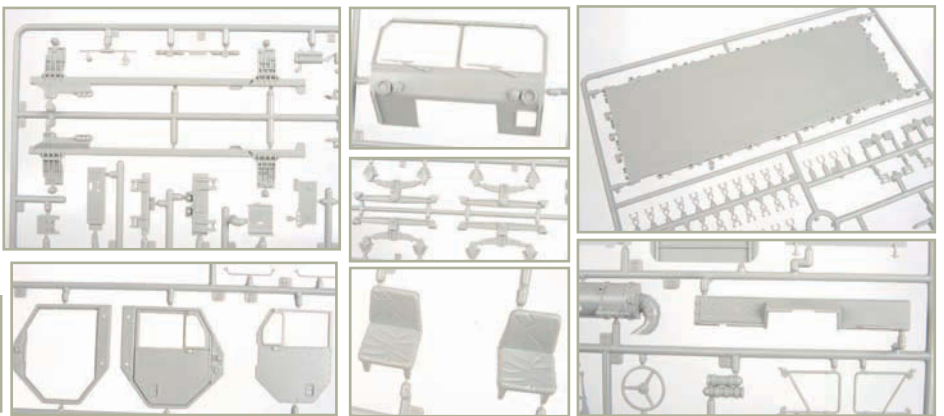
engine doors at the back of the hull are not provided - the list goes on! Sadly the crisp detail of the parts cannot offset the catalogue of errors in the basic shape and detail of the model. There are also the more minor issues like the lack of an optional cover for the searchlight and absence of the weatherproof mantlet cover depicted on the box art. With two other new kits of this vehicle on the market now it is hard to find any reason to shortlist this kit which is best avoided.



Dragon 1:35 IDF Magach 1&2 and M48A1

A new version of the M48 has recently been released, the M48A1 and Dragon do what Dragon does and have produced a '2in1' release of the IDF 'Magach' using sprues from both the new 'A1' and older 'A3' M48 kits. There's quite a difference between the Magach 1 and 2, the most obvious being the rear deck and rear panel with the '2' having the diesel engine fitted. These Magach tanks are a complicated subject (almost as complicated as their purchase by Israel through the U.S., Germany and re-fitted for supply via Italy!) but thankfully there is some good specific reference available with the kit measuring-up pretty well to our plans we have to hand. DML should be commended for including two full upper hull options to allow the earlier five return rollers or the three featured on later M48s. Having built one of DML's M48A3s we can confirm that the kit goes together well and is a good representation albeit with some detail discrepancies that the purists may want to tweak. The kit is not one of Dragon's most

complex and provides a swift build if you're going for the OOTB route, moulding and fit is very good and the DS single length tracks are very nice helping speed-up assembly. Both the kits come with optional mantlet covers in DS (soft) styrene which are well rendered but have mould seems to deal with, best done we've found by brushing liquid cement. An un-covered mantlet can also be used with suitable barrel included. Disappointing features on the new A1 version are the lifting loops on the rear engine deck moulded (poorly) in place and common to this series of kits the large mud-holes in the drive sprockets aren't featured. A small fret of photoetch provides some added finesse and a metal tow cable is a welcome touch. The straight M48A1 kit is a little dull with regarding finishing being based in Germany in the late 1950s and early 1960s while the Magach is more appealing to us with Six Day War markings and also a Royal Jordanian Army options. Nice kits from Dragon but gather your reference for the Magach.



Italeri 1:35 M1120 HEMTT

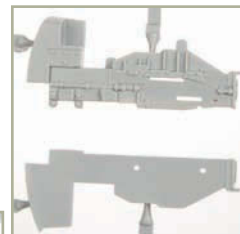
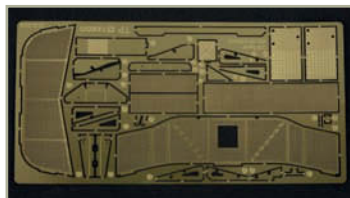
Italeri's base kit of the HEMTT heavy truck has been knocking around for some twenty years now, and with Trumpeter producing the tractor unit version recently, how does this older kit fare? Well, quite well really; there's a new set of parts for the lifting load bed where Italeri have made an excellent job of the stressed metal effect on the large, flat cargo area. The rest of the new parts are cleanly moulded, as is the rest of the kit, maybe not up to the standards of finesse of some up-to-date toolings but still very good. The construction starts with the assembly of the main Oshkosh chassis rails which require a fair bit of cutting and drilling

to accommodate the new cargo area. The chassis detail is decent and there's a new set of rubber tyres included; many will be looking to the aftermarket for some resin replacements but these are as good as you'll get with any kit as soft-moulded material. With plenty reference available it shouldn't take a great deal of work to plumb all of the hydraulic lines. Inside the cab would benefit from some extra work, namely ejector pin marks and the seats are just awful! Couple this with Italeri's separately available 20' container for great diorama potential.



Zackatak Models 1:35 Upgrades

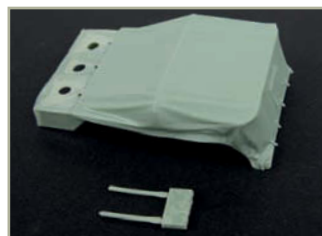
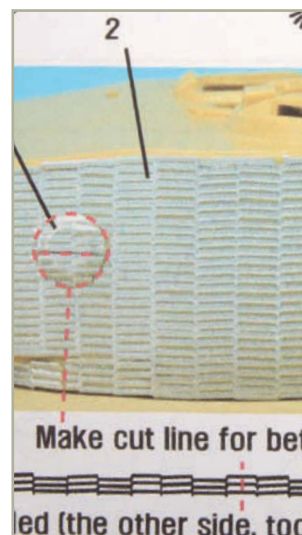
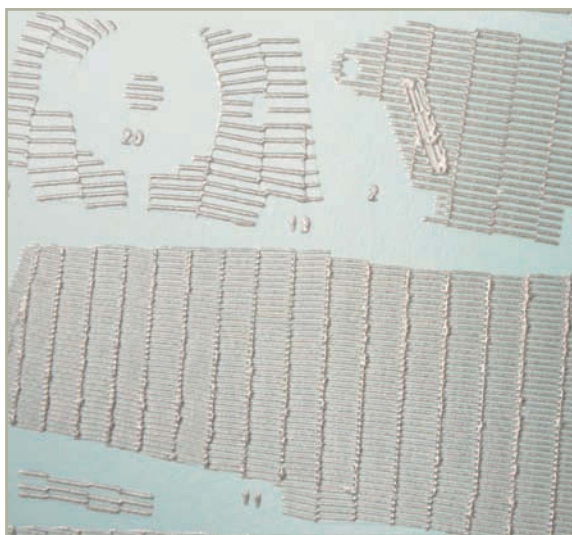
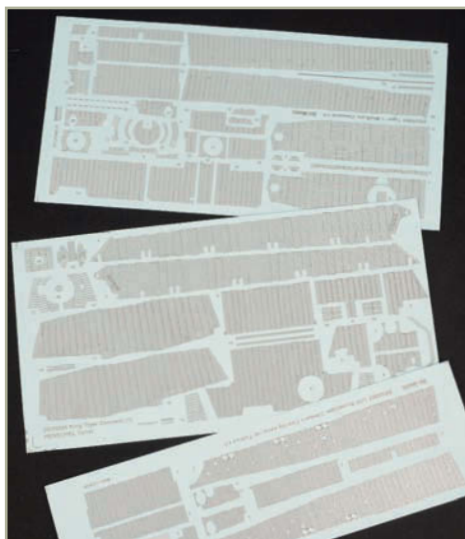
From the accomplished scratchbuilder Zack Sex come these assorted resin upgrade sets. The first two are Tiger 1 bow plates to model the unique stowage arrangements seen on PzAbt. 505 vehicles in Winter '43 (ZA-3502) and Spring '44 (ZA-3501). Next is a North Korean Laser Range Finder (ZA-3505) which comes with gun mantlet and power supply cable. For vehicles from the Syrian civil war there is a SARAB-1 anti-missile defence box for T55/62/72 (ZA-3506). Full details of these and other upgrade sets can be found at www.zackatakmodels.com



Takom ZSU-57-2 Soviet SPAAG

Based loosely around (and including some common parts) the T-54 chassis, (minus a road wheel), and featuring a T-34 style driver's hatch on the glacis, the Soviets mounted a massive open-topped turret sporting a pair of powerful 57mm S-68 guns. So as we'd expect, Takom have carried some components from their tasty T-54 including the nice de-sprued individual track links and wheels. The new hull tub is nicely moulded with well detailed fender-mounted fuel tanks and stowage boxes, handles and clasps are particularly fine and support brackets provided on the

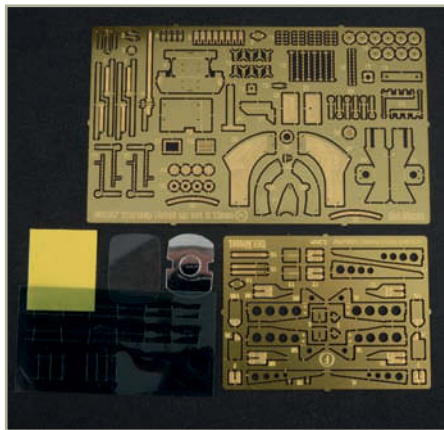
photo etched fret. The open-topped turret is packed out with superb ammo clips and a very nicely done gun mount and breech, the barrels are moulded as single piece parts and the perforated muzzles could easily be drilled-out although aftermarket versions will surely be on their way. A rolled canvas turret cover is supplied as a soft-moulded part and very nicely rendered. Markings and colour schemes are almost endless; Finnish splinter pattern, Egyptian, NVA, Syrian and Balkans war to name but a few. Great subject and another quality Takom release.



D.E.F. Model

What a box of delights we've received from the Republic of Korea! The guys at D.E.F. have been busy adding to their range of top-quality upgrade sets. The much debated subject of Zimmerit anti-magnetic paste is tackled by D.E.F. utilising the latest printing technology producing very fine textured resin on a waterside decal carrier film. Only a small amount of trimming is required with the sets being designed to fit particular kits and excellent instructions provided, this is a very user-friendly alternative for modellers who may shy away from applying their own zimmerit. DD35004 is for Mid/late Tiger I from Tamiya or Academy (maybe the difference between the turret and hull pattern is not pronounced enough?), DD35005 is designed for Tamiya's Sturmtiger including photo etched engine deck grilles and DD35006 for any 1:35 Henschel King Tiger kit. Onto wheel and tire upgrades, all of which are superbly rendered in resin complete with self adhesive paint masks and moulded, where appropriate, with a weighted (sagged) effect: DW 30035 is a set for Takom's Skoda PA-II Turtle, 3530036 is suitable for any Willys jeep with snow-chains fitted and

DW30038 is for the Tamiya or AFV Club Kubel or Schwimmwagen. Something different with set DW35086 for Humvees with a couple of flat tires (two sagged and one spare are also included), DW35088 gives an option of spares and four road-wheels for Revell's Wolf, DW35089 is a set of eight 'handed' wheels for the Hobby Boss Soviet SS-23 and a big set of nine wheels for the HEMTT. For the MIM-104 Patriot launcher unit in the Trumpeter kit is a choice of weighted (DW35091) or unweighted for use when stabilisers are deployed (DW35094) and for Italeri's lovely Lince is a set of five 'XML' wheel and tyres. In 1:48 is DW48008 for Tamiya's Dingo Mk.II and for Airfix's Bedford MWD is set of wheels DW48007. Some welcome canvas tops in their erected state for Tamiya's Kubel (DM35064) and Schwimmer (DM35065), both very nicely done indeed as are two mantlet covers for AFV Club's Centurion; DM35059 for the IDF Shot and DM35058 for the Mk.V/I. A mantlet cover for Trumpeter's T-62 is also beautifully sculpted (DM35062).



DEF Model continued: DM35060 is a superb turret conversion for Academy's T-34/85 to produce a Beutepanzer PzKpfW 747r with the ZIS-S-53 main gun (provided as a turned metal piece) Mod.44 early version. A set of Cartograf decals are included to mark the vehicle in German use. Finally, and in very good time for Academy's release of their M60A2 is detail-up set DM35056 including around fifty resin parts, two photo etch frets, tubing,

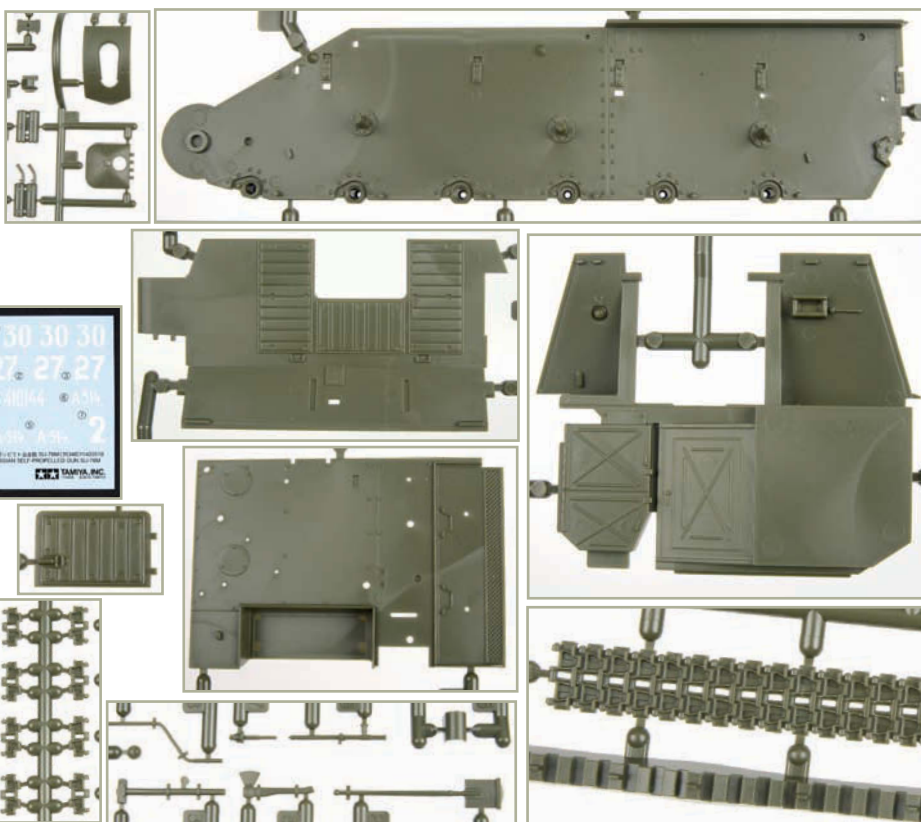
mirrored lenses and periscope inserts. There's some very worthwhile improvements included for the base kit (Academy's M60 series hull is quite some age now) and nice finesse to make your Starship a real stand-out. Also for the M60A2 are a choice of gun tubes in turned aluminium DM35061 is without sleeve and DM35063 with. Get over to www.defmodel.com for more information on some of the best upgrades on the market.



ABER

We have a real mix of subjects in ABER's new releases and we will start with the replacement gun barrels. In 1:35 35 L191 is magnificent replacement 120mm barrel for the Conqueror Mk.2. For the Trumpeter JS-7 there is the multi-barrelled set 35 L-185 and 35 L-160 is a generic replacement for the 88mm Flak 18/37. Two smaller barrels now, 35 L-122 is the 37mm gun used on the 7TP tank and 35 L-193 is a set of main gun and MG barrels for the Somua S35. 35 L-105 is a 20mm M61 Vulcan 6 barrel Gatling gun designed for Italeri and Academy kits. Moving to 1:25 scale 25 L-09 is an 85mm barrel for T-34/85 kits and in 1:48 there is a

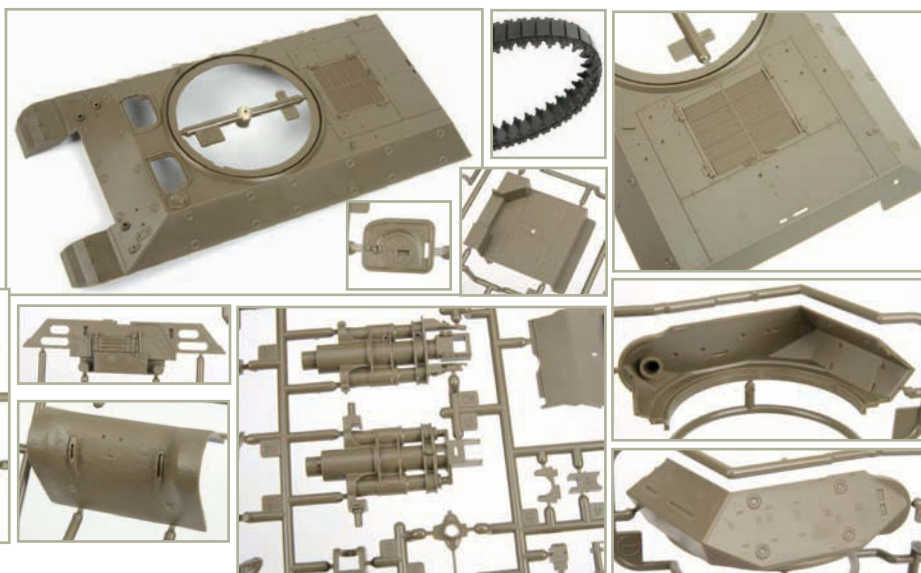
76.2mm barrel for the Hobby Boss T-34/76. Barrels of a different type now with a set of Soviet 902V smoke grenade barrels R-36 as used on current Russian MBTs. In 1:16 there is German checker tread plate 16 099 which is etched on both sides, designed for the Trumpeter Panzer IV but obviously suitable for other vehicles too. Also for the Panzer IV is 16 075B which is an alternative design of foldable ammunition rack, at least two of these were carried in the tank and it comes with a pair of shells with decal markings. Finally 16 111 is a set of wingnuts with miniature turned threads and etched wingnuts for the ultimate in realism!



Tamiya 1:35 SU-76M

We were a little surprised to see this new Tamiya release but I suppose it sits well with their BT-7 series of lighter Russian armour. With Tamiya's regular striking box art we're greeted with their usual olive green sprues, with around 400 parts it's quite an involved build by Tamiya's standards. That said, the link and length tracks cater for a substantial number of pieces with the top run made from single links designed to be formed by a jig to achieve correct 'sag' over the support rollers. The tracks are certainly preferable above rubber-bands but have faint ejector pin marks on the outside inner face. The track doesn't feature until mid-way through the assembly, the lower hull is constructed from flat plates as is the super-structure so we'd be hoping for Tamiya's usual

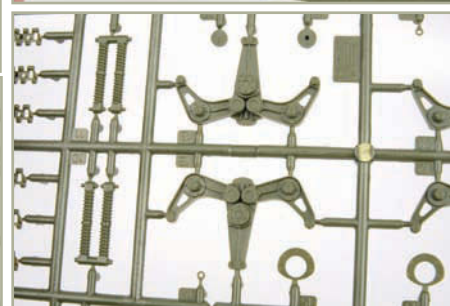
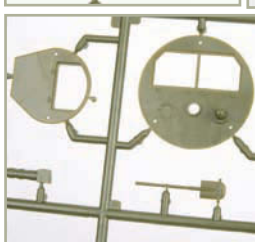
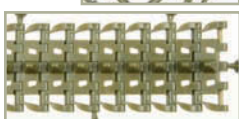
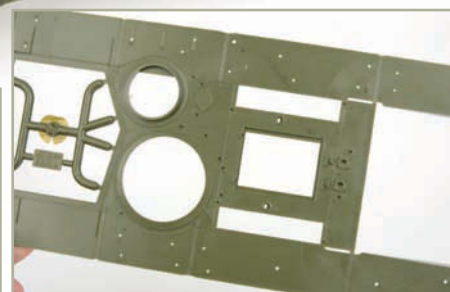
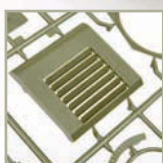
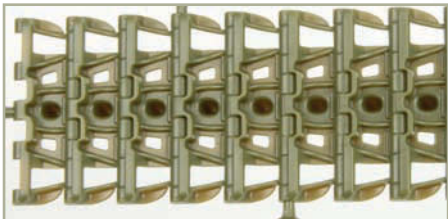
precise fit and finish here. Ejector pin marks rear their head again on some of the fighting compartment inner panels but shouldn't require much work to eliminate. Some of the joints of the plates may have some modellers looking to improve the representation of the weld detail. The gun and interior detail is nice with racks for the ammo allowing individual shells to be placed and posable crew seating included. Talking of crew, Tamiya have improved the figures included with their kits over the last few years and these three are some of the nicest to date looking like they'll fit a treat providing great vignette or diorama potential. Another very typical Tamiya kit, very well designed and easy to build with scope for some extra detail here and there.



Tamiya 1:35 M10 Tank Destroyer Mid Production

Tamiya revisit their old catalogue and stir-up some nostalgia with this release of the M10. Nostalgia is all very well but we're pleased to see this kit shares nothing with the vintage release, it's entirely new bar the small sprue containing the .50 Cal (which isn't the best). Casting an eye over the olive green sprues shows no surprises, this kit looks typically Tamiya with a builder-friendly simplicity but still holding decent levels of detail, Tamiya still do things their way without following other manufacturers trends. So this means we've no photoetch and rubber-band tracks, many modellers frown at single piece soft tracks but these are very well detailed and represent the 'sprung' appearance of live tracks very well. The idler mounts can be installed without cement and be

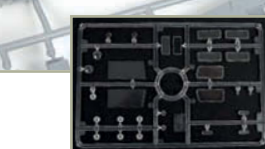
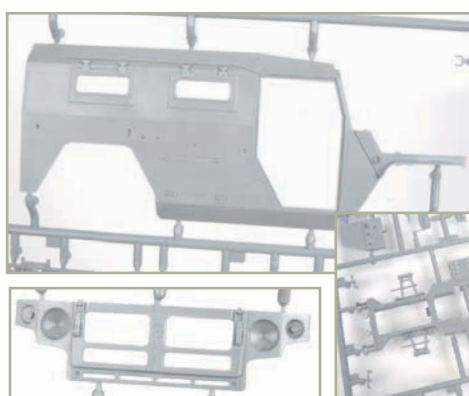
pivoted to gain correct tension before being glued in place. The VVSS bogies are all new with a simple construction and decent detail, although the integrally moulded track skids are quite chunky. A fair amount of work goes into the turret interior with some nice detail and enough inside the hull for what can be seen through the open-topped fighting compartment (no driver's position or transmission is included). Like the SU-76 just released, some nice action-posed figures are included which look like they'll work really well. We think Tasca (now the Asuka brand) really missed a trick not extending their superb Sherman series to include the M10 and M36 but Tamiya have certainly filled a gap here with this nice kit.



Zvezda 1:35 T-35 Soviet Heavy Tank

If you've ever had a fancy for building a battle ship, here's a good compromise with the multi-turreted monstrosity that was the T-35! Never having seen the Hobby Boss kit which has been on the market for a while it's a surprise to see just how huge this tank was and how the designers ever imagined it could be a success with only around sixty ever manufactured. As you'd expect the large box contains a pile of sprues with Zvezda's typical no-frills approach, that doesn't mean that the moulding from the new tooling is disappointing, there's some very sharp and crisp features throughout. A long, single piece lower hull forms the basis to build on but the assembly starts with the upper hull for a change, and the five turrets which will certainly prove a touch

monotonous. More repeat work with the eight suspension units which are very nicely detailed and a shame to hide behind the armoured plates, the link and length tracks look decent and with certainly save some time with such a long run of links. The large engine deck fan is represented with a nicely moulded open slatted cover and the main turret features the basket and gun breech. Zvezda have produced a really good rendition of this land-ship which will look nice straight from the box or even better with aftermarket track and some photo etch finesse, not a project to be taken lightly but you'll end up with one impressive display piece. Thanks to the Hobby Company the UK distributor of Zvezda kits.



Zvezda 1:35 GAZ-233014 'Tiger'

There's already been a lot of debate as to who produces the best GAZ 'Tiger' kit with Meng and X-Act both releasing versions in close succession, just to cause more confusion here's a Russian kit of the popular Russian vehicle. This is a brand new production from Zvezda, the sturdy corrugated inner box contains six grey sprues, one clear, and a set of soft vinyl tyres. In the style of Revell, Zvezda produce a 'no-frills' package but the quality of moulding with their newly tooled kits is excellent; lots of fine detail and good design throughout with posable front and rear doors, roof hatch and a very well detailed interior. The chassis and

suspension look very nice but there is no engine bay or engine supplied, probably not an issue to most modellers. With a lot of glass it's good to see the clear sprue well moulded and Zvezda do include a token luxury item in the form of some pre-cut mirrored inserts for the rear view mirrors. Some will find the vinyl tyres a weak point of the kit, the material doesn't allow successful clean-up of the sprue gates and the detail lacks the sharp definition of the rest of the kit but of course the budget price tag could justify some aftermarket replacements. A very nice looking kit indeed.

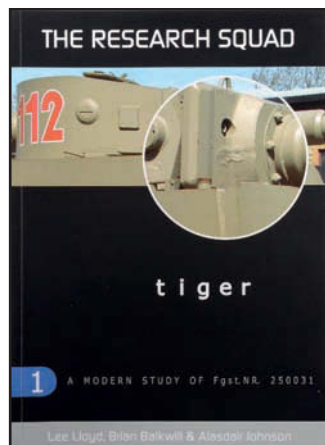


Stalingrad

Inspired by the St. Chamond feature in this issue? The Soviet sculptors supreme, Stalingrad, have the perfect figures just added to their catalogue which interact as a group or work just as well individually. S-1122 is a French tanker taking a break with his pipe sitting aside his personal packs, S-1123 is another WWI French tanker stood with arms folded and S-1124 is a French Officer looking very dapper, cigarette in hand. Stalingrad do the most



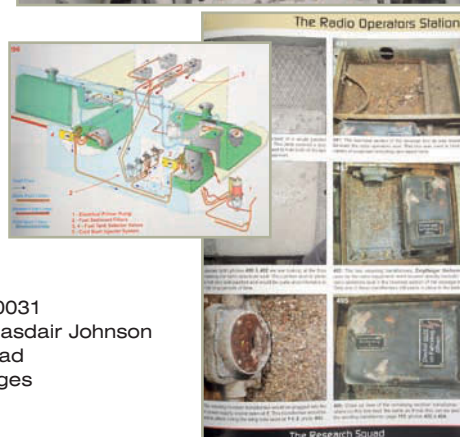
superb range of WWII era European refugee figures and it's great to see this is extending with three new female figures. S-3143 is an elderly woman with walking stick and headscarf, S-3147 is a woman in a heavy military overcoat struggling with cases and bags and S-3148 is a young girl carrying a bucket of crockery and back-pack. Simply just some of the best figures available, www.stalingrad.diorama.ru



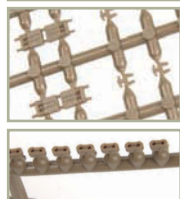
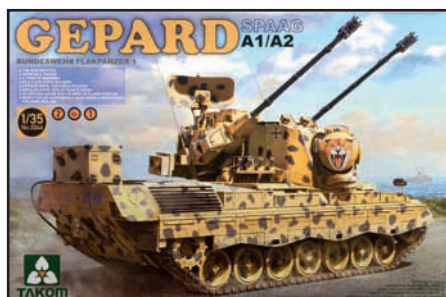
Tiger

A Modern Study of Fgst.NR. 250031
By Lee Lloyd, Brian Balkwill & Alasdair Johnson
Published by The Research Squad
Softback Portrait format 208 pages
ISBN 978-0-9556422-1-0
www.theresearchsquad.com

This serious well researched in depth study of the famous 'Aberdeen' Tiger '712' offers what is surely the best and most detailed nut and bolt examination of one of the very first production Tigers. The large photo format is ideally suited to this forensic examination of the tank, which after a brief history of the tank and an interview with a driver from the unit which operated '712' moves on to an external walkaround. Along with the extremely detailed photo coverage there are diagrams interspersed to enhance the technical explanations. Coverage now moves onto the engine bay and with the engine removed this offers unprecedented coverage of this completely original and unrestored area of the tank. The fighting compartment is next and



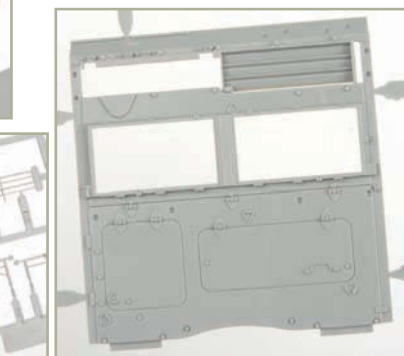
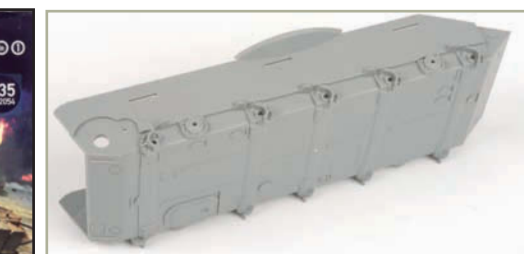
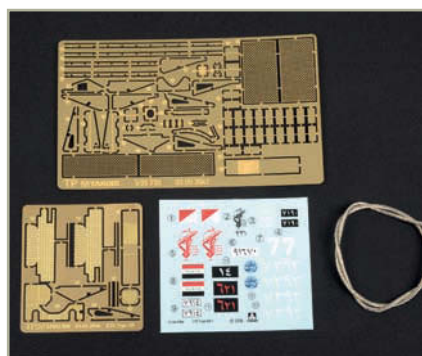
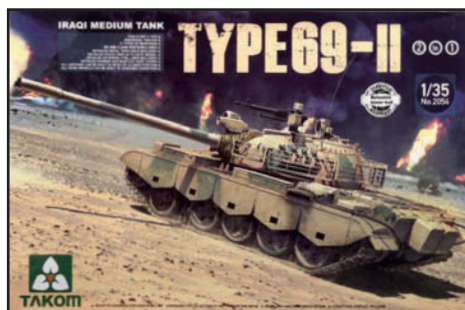
with the turret basket removed once again we have more unique access to areas of the tank normally hidden and the coverage also delves into every stowage bin and transformer box. The turret gets the same detailed examination, again complimented with helpful diagrams. The mighty Maybach HL 210 having been extracted from the tank affords us the rare opportunity of examining the motor in its original condition, original paint and labels still in place. The book concludes with a look at the Vorpanzer bow armour concept and there is a chapter of technical diagrams on the structure and operation of the vehicle systems. The essential technical reference guide for the Tiger, packed with images and diagrams it sets the benchmark for the humble 'walkaround'.



Takom 1:35 Gepard A1/A2

After a few announcements of a brand new Gepard (Cheetah) I wonder how many of us harked back to the old Tamiya classic of the seventies of this very tough looking AFV? Takom are first to hit the shelves with their 2 in 1 kit of the A1/A2 SPAAG (someone at Takom appears to have a soft-spot for these Anti-Aircraft vehicles...) At first glance the only main parts carried over from earlier releases are the tracks, which is good as although time consuming to assemble look excellent when in place. Wheels now come with detail on the inside face and no poly-caps for attachment or torsion bars. The extended Leopard hull and suspension / wheel position looks correct and the swinging arms, shock absorbers and the likes are separate parts with better detail

than we've seen previously from Takom. This is worthwhile as unless you're building the scheme depicted on the box-art (to celebrate the end of service in Germany) Gepards wouldn't have the side-skirts fitted if serving with the Bundeswehr. A minimum of photoetch parts promise a simple enough build with some excellent moulding evident throughout and neat design. Carefully study the call-outs in the instruction plans for the two versions as this looks like it could catch you out. The guns for both versions look like they will build into really nice representations with detailed, multi-part assemblies along with the large radar. As well as German schemes, Brazilian and Belgian options are included. Great looking Gepard.



Takom 1:35 Type69-II

The Chinese produced descendant of the T-54 / 55 family is the latest in the series released by Takom. With a Dragon-style sprue mix and match there's a lot of parts we've seen before but a whole load of new ones included specific to the Iraqi operated tanks (around 1500 being purchased from China). This kit represents the second incarnation with the rifled 100mm gun and specific bar-armour around the turret which doubles as stowage baskets. There is an option to build a command tank also with provision of the rear mounted generator and cable boxes with appropriate antennae. As you'd expect, the kit looks every bit as nice as its close counterparts with crisp and clean moulding throughout, photoetched parts (really what most of us would be

looking to use from a more complexed set) clear parts, de-sprued individual link OMSH tracks and even a metal tow cable which all adds up to another great looking out-of-the-box build. The nice touches from the other T-54 / 55 are carried over such as the delicate fuel tank plumbing and chamfered edges to the side skirts giving a pleasing fine edge. Suggested finishes provided on the colour profiles and decals include four Iraqi vehicles from 1991 and 2003, one captured Iranian scheme and an interesting three-tone cammo of the Royal Thai Army. Yet another nice kit which is doing it's very best to make it onto the workbench! Our thanks to Takom for the samples of their latest releases.

BTR-80

The BTR-80 is a long-time favourite of mine, but unfortunately there was no good kit of it available which was easy to build and fun, without needing loads of upgrade sets or photoetch. That's why I was so happy when Trumpeter announced their kit. You might ask, "Why this vehicle?" The answer is very simple. If you know me, you'll know I love to build subjects

that have really existed, especially if there are photos of them. So what could be better than a BTR-80 with tons of BMD spare tracks used as additional armour by the crew? You see? I told you the answer was simple.

The basic build was really easy and fun. You don't have to take special care: Trumpeter's instruction sheet is very simple and useful. The only things which need more attention are the extra self-defence ports on the

vehicle's sides, for the crew's AK47s. Those are the weakest part of the kit, but otherwise it's perfect. When I started to build the BTR, I thought that it would be great to buy the Voyager photoetch set, but now I think that this was a big mistake and a waste of money. The photoetch that Trumpeter provides in the box is more than enough! The Voyager photoetch parts are too big (especially the tool clamps) and some of them are just useless.



1:55



Gergo Szaszko dishes the dirt on Trumperter's big Russian 8-wheeler





At the beginning I was a bit nervous of the spartan interior, but when I finished the interior and closed the hull, I realised that I had wasted my time building the interior as accurately as possible with what was in the box. Even if all the doors and hatches are open, you can still see hardly any of it. I built the model out of the box. I used only minimal upgrades and even less photoetch. I drilled out the doors and hatches to prepare them to be more easily painted. I did not use any of the vinyl tyres from the box, except for one on the back of the BTR as a "Boom tyre". (The crews use an old tyre for when the vehicle needs a push in emergency or muddy conditions, and they call it the "Boom tyre".)

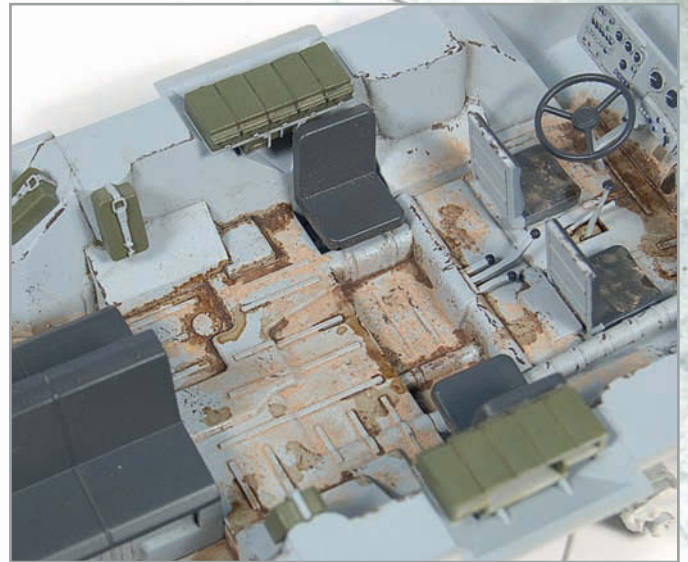
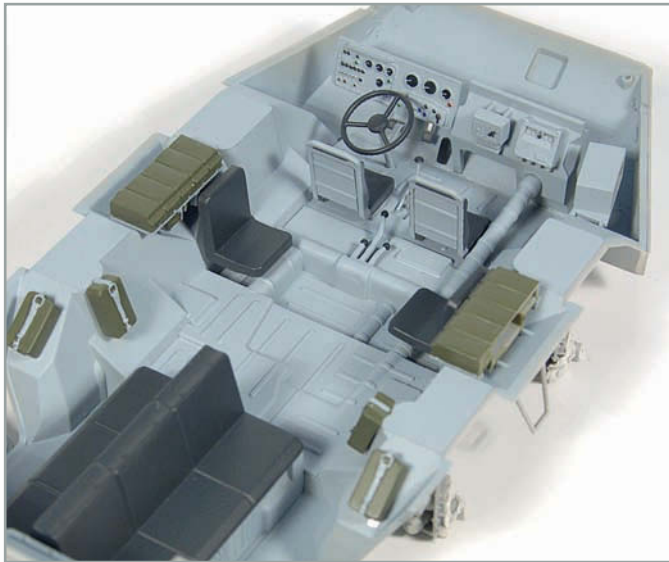
2., I started the painting using Humbrol 127 as the base the interior colour. The pin wash was AK Interactive's Dark Brown Wash, and then I added some earth pigments fixed with AK

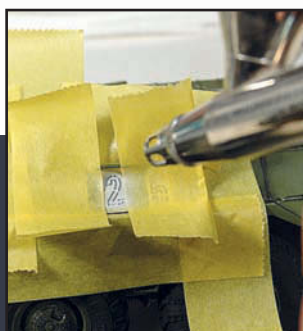
Interactive white spirit. The seats colours are a simple dark grey from Gunze. When it was finished I used the AK Interactive Engine Grime and engine oil colours to create the look of a heavily-used interior. The chipping was made using Vallejo 70822.

3., After I glued together the hull and the top part of the body, the real painting fun started. The base colour was Gunze H405 Olive Green and Gunze H52 Olive Drab mixed in a ratio of 5:1. This is necessary because Ukrainian vehicle colours are a bit darker than the usual Russian equivalents.

4., When I was finished with the base colour, I started to apply the pin wash. Usually I wash the base colour with oil paints, but in this case it wasn't necessary because of the many spare tracks and the mud. When I had finished adding the mud, I repeated the pin wash again using the same method.







Then I cleaned back the missed pin-washed areas with AK Interactive thinner, working on one small area at a time. Note that if you let the wash dry for a couple of hours, you will never be able to clean it back. I made the tactical numbers using the hairspray technique. For this I used

Tamiya masking tape and an old, left-over Eduard Photoetch stencil. My method was: I masked the areas that were not to be sprayed with Tamiya masking tape, and then I airbrushed the area of the numbers with hairspray. I sprayed the numbers by using Gunze

white and the photoetch stencil. After waiting ten minutes for it to dry, I wetted the area with lukewarm water and started to wear away the white paint with a stiff-bristled brush. I did this until I got a result I liked, which was similar to the original photos I was working from.



When it was dry I started to create the chipping. Note, for this shade of green you need to use darker paint than normal for your chips because your base tone is also darker. You can use a bit of black to darken the base chipping colour but be careful - black is a strong colour! Always use 0000 brushes, and wash your brush

more often than usual. Next step was to add the effect of rubber on the doors and hatches. For this I used a 000 brush and the Gunze rubber colour H137. While the previous steps were drying, I finished the spare tracks by using AK Interactive's track burnishing fluid. It's

easy to use, just don't forget that before burnishing your track, you should leave it in white vinegar to make sure that there is no grease on it. In the recessed parts of the track I used different pigments, like orange, red and grey as well as rusty colours. I fixed the pigments with white spirit.



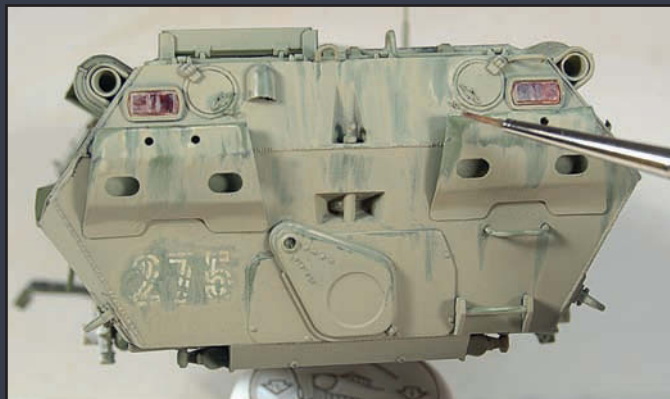
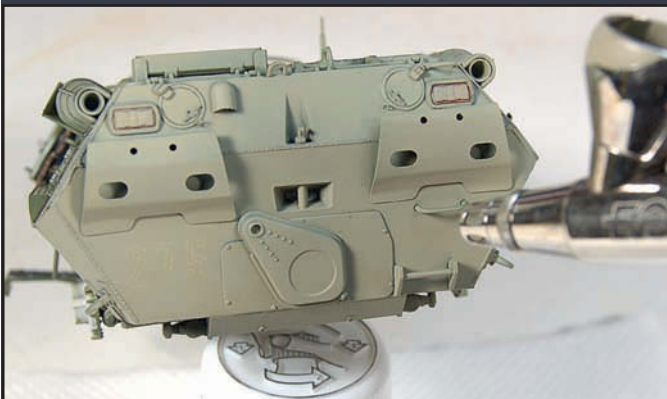
When I attached the spare tracks to the vehicle, I also painted the lamps. I chose a different colour after looking at many photos of Russian military vehicles. I painted them black. Not after the Rolling



Stones track "Paint It Black," but because the Ukrainian vehicles used black lamps, most probably as replacements from a garage or field station. These Russian lamps are



compatible with civilian vehicles also. The lenses were painted using AK Interactive coloured varnishes, numbers 265 and 267.



After I finished with the small things, I could start the fun and make some mud! First of all I created the dry mud. For this I used Humbrol 72. I airbrushed it all over the bottom side of the hull. I

did it in 4 steps: first the back, then the lower left side, the lower right side, and finally the lower front. When the paint had dried, I started to clean the wash back from the corners

and the bigger, more sensitive, parts. For this I used a 00 brush and Humbrol paint thinner. I repeated the process with the wheels.





When I had finished with the dry mud and the wash, I started to create the mass of mud. For this I used Humbrol 72 (the same as for the dry mud, but not thinned) and resin filings, mixed together in a small dish. Of course, you can use pigments and plaster, but the resin filings give you more "lumps" in it, and make it more realistic.

I worked on the streaking. For this step I used a small empty pill pack, and I added AK Interactive Engine Grime and Engine Oil. I worked from original photos to ensure realism. If you have the chance, use as many original photos of the same vehicle as you can to try to create the best result.

I finally could start adding the deep mud, or fresh mud. Again, I used an old pill pack as a palette, but now I used more

colours: AK Interactive Engine Grime, Engine Oil, Fresh Mud and Fuel. I always used a separate brush for each of the four colours and I tried to mix the paint in a fifth dish. That way, I always had different colours of mud, just as in real life.

After that I made the splashes, which were caused by the crew using the vehicle, or by the weather. As before, I used my pill-pack palette, but this time the colours were AK Interactive Fuel and Engine Grime, and some AK Interactive Dark Brown Wash. Don't forget, no two splashes look the same!

Finally I could say I was done! I still added some leaves and a nice Karaja towing cable to give some life to the beast. Of course more life would come from adding figures, but unfortunately

the shortage of time, and the creation of a nursery for my unborn child which just eats my spare time, mean that these will have to come later.

In conclusion: This BTR from Trumpeter is a masterpiece. You don't need to spend loads of money on photoetch or resin upgrade kits. You can build it straight out of the box, and make the same or even better result than I did. The point is, don't be afraid to use colours. More is better in this case. I would like to say thanks for the help with reference photos and the gun barrel to Matyas Panczel, to Roman Volchenkov who sent to me the MasterClub metal track, and to Sandor Kocsis, who helped me with colours when I really needed it! And of course to my lovely wife for the loads of patience!







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