

AFV 131

JULY/AUGUST 2023 • £7.95 UK \$16.99
www.afvmodeller.com

modeller

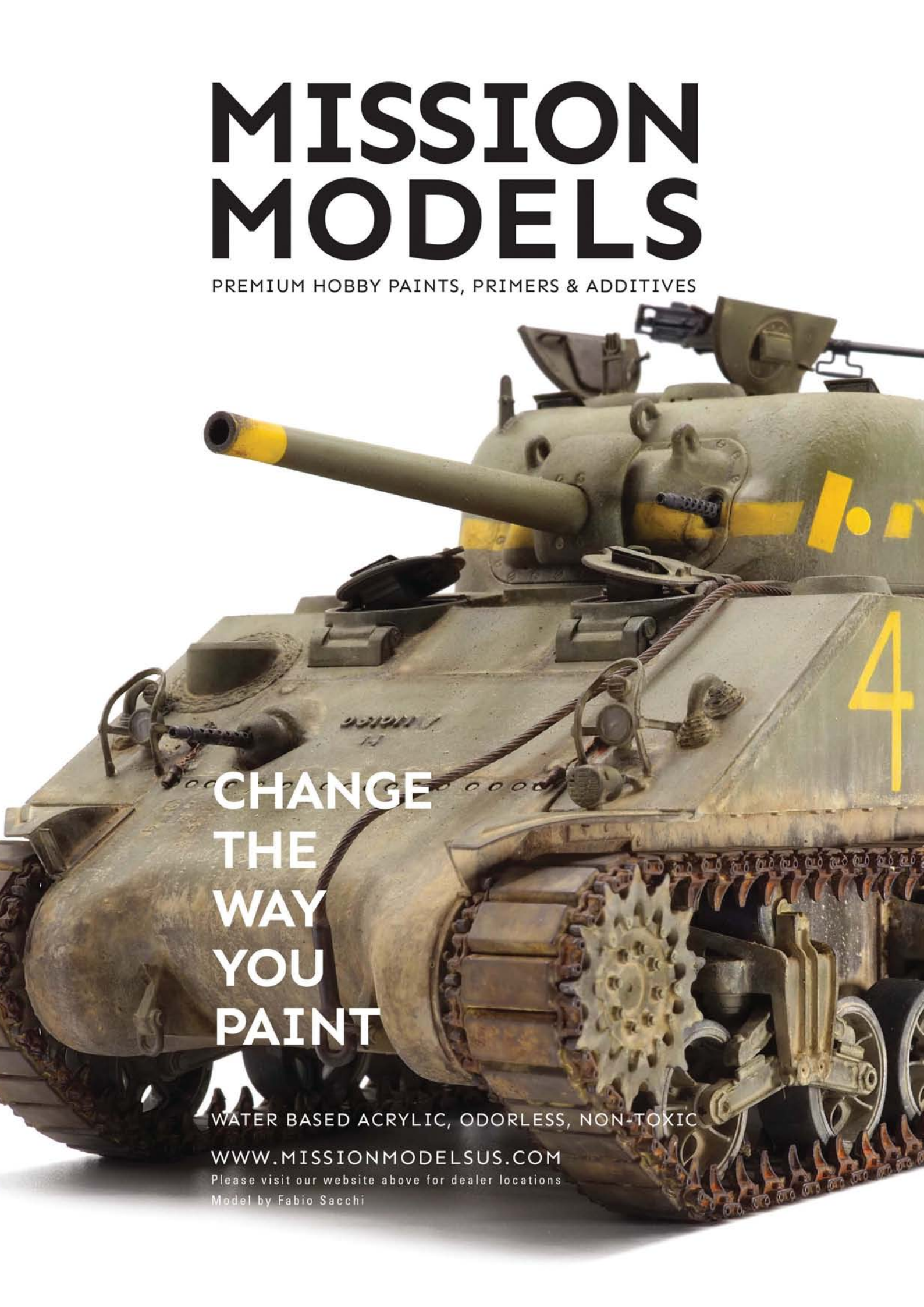
STUG LIFE



JOHN MURPHY'S 1:16 STURMHAUBITZE

MISSION MODELS

PREMIUM HOBBY PAINTS, PRIMERS & ADDITIVES



CHANGE
THE
WAY
YOU
PAINT

WATER BASED ACRYLIC, ODORLESS, NON-TOXIC

WWW.MISSIONMODELSUS.COM

Please visit our website above for dealer locations

Model by Fabio Sacchi

CONTENTS

- | | |
|----|---|
| 2 | StuG Life
John 'Spud' Murphy is Livin' Life Large and loving one-sixteenth scale. |
| 10 | Scammell Commander
Part two of Ian Barraclough's 1:35 Willich AVRE and transporter project. |
| 24 | Deft Leopard
Lukasz Orczyc-Musialek rates the Border Models 1:35 2A5/A6 Leopard. |
| 38 | DD Sherman
Resicast's 1:35 D-Day DD M4A1 modelled by Christophe Treize. |
| 48 | Panzerbefehlswagen I
Tracy Hancock's unique little Panzer I has a cat's nine lives. |
| 58 | Panzer Knacker Su-100
Bernhard Lustig found a Soviet subject that took his fancy. |

AFV Modeller is published Bimonthly by
AFV Modeller Ltd
Old Stables
East Moor
Stannington
Northumberland
NE61 6ES
Tel: 01670 823648
Fax: 01670 820274

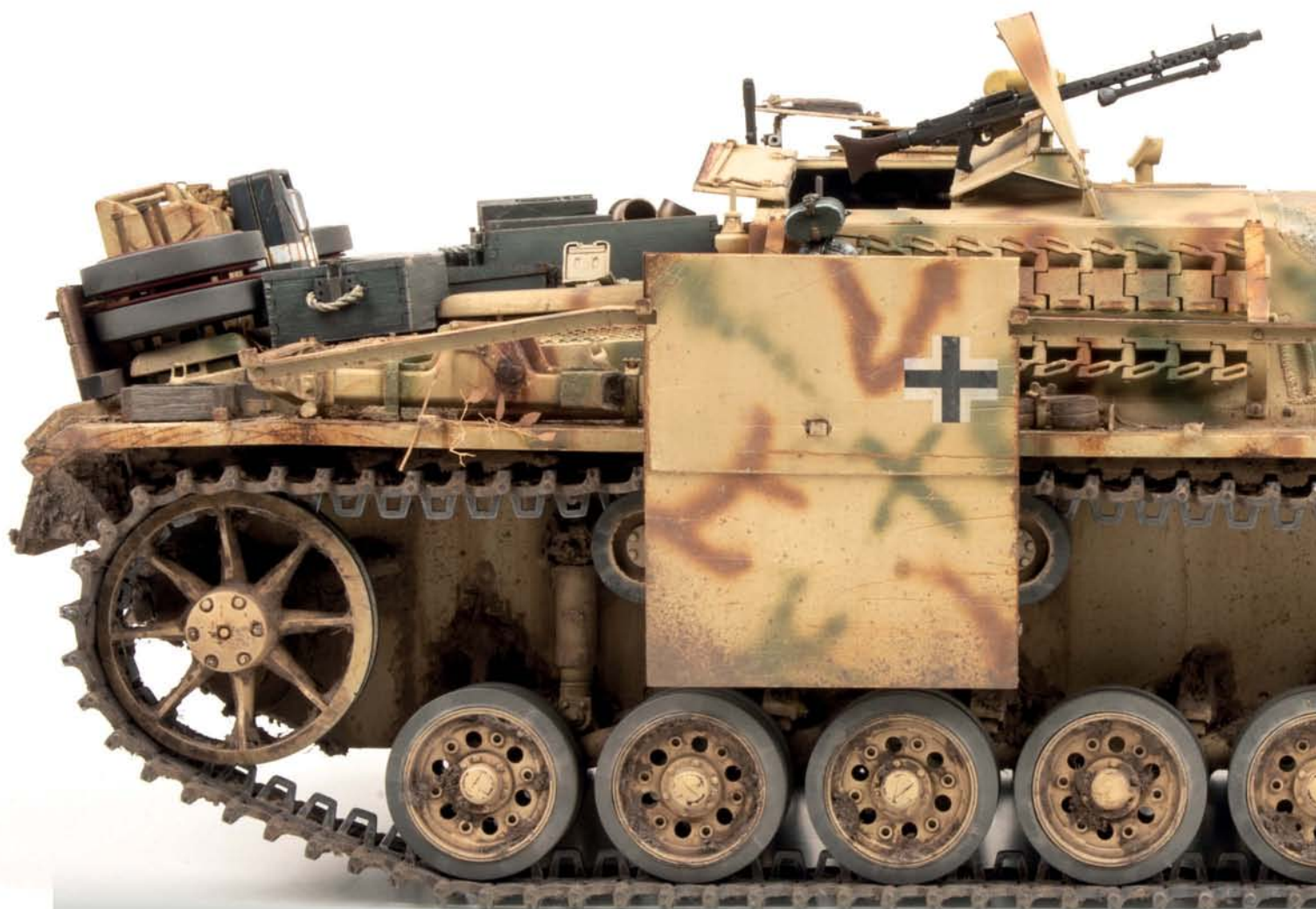
Editor and Designer: David Parker
email: david@afvmodeller.com
Deputy Editor and Designer: Mark Neville
email: mark@afvmodeller.com
Sales Director: Keith Smith
email: keith@afvmodeller.com

ISSN 2059-4305



'Like' us to follow what's new and follow our build projects.

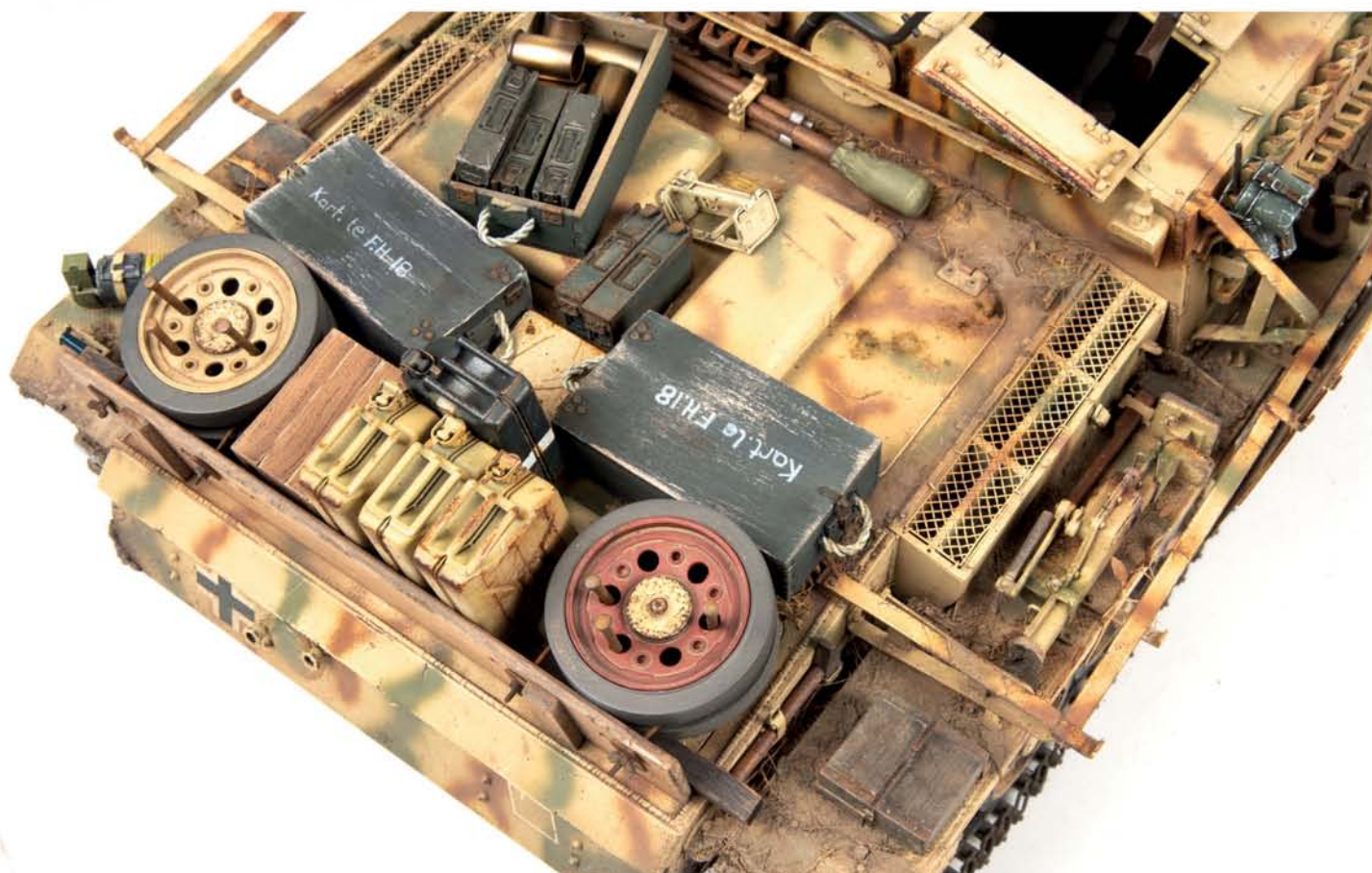
AFV Modeller welcomes contributions from interested parties, but cannot accept any responsibility for unsolicited material. The contents of this publication including all articles, drawings and photographs originated by AFV Modeller Ltd become the publishers copyright under copyright law. Reproduction in any form requires the written consent of the publisher. Whilst every care is taken to avoid mistakes AFV Modeller Ltd. cannot be liable in any way for errors or omissions.





STUG LIFE

**JOHN MURPHY'S
1:16 STURMHAUBITZE**



Back in the early 1990's I saw an issue of the Military Modelling magazine that featured a 1:16 Jagdpanzer 38(t) Hetzer from Cromwell models build by a young modeller going by the name of David Parker. The way this model was painted and weathered ignited my passion for 1:16 scale. Unfortunately at the time, the only models available in this scale were resin kits and were prohibitively expensive for me back in the day. Fast forward to 30 years and we started to see more kits being released by the likes of Trumpeter etc, that seem to have kindled a resurgence in this scale, including my own interest. For me it started with the release of the Classy Hobby M5A1, which I was privileged to have had feature back in issue 120 of AFVM. Following on from that, I was kindly offered the newly released Das Werk 1:16 Sturmgeschutz III Ausf G. I jumped at the opportunity to build this, as I've always liked the look of the StuG, it's squat, mean and purposeful looking.

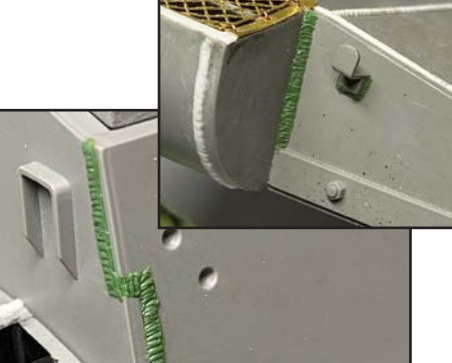
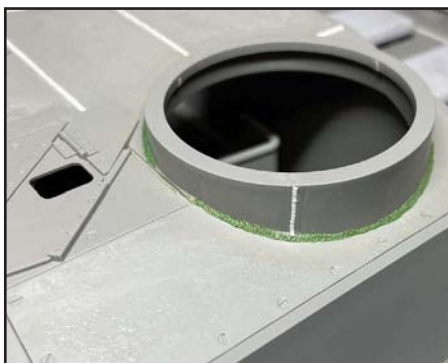
At the time of its release a Facebook build group was formed, where people could share references, info etc., this was absolutely invaluable, but made me realise, I wanted to do something a little different with mine. One particular photo and a beautiful colour illustration I'd found in Panzerwrecks' Sturmgeschutz III and Sturmhaubitze-42 showing a StuH 42 from Sturmgeschutz Brigade 249 with additional concrete armour on the superstructure and a length of T-34 track across the bow plate. I thought "this was the one for me", Initially i figured it would just be a pipe dream, that was until David posted some photos of 3D printed updates and corrections for the Das Werk kit. One of these in particular grabbed my attention and that was the topflende mantlet and 10.5 gun with muzzle brake. This was the green light I needed to get cracking on with this project.



This is the process I used to create the pitted rolled-armour effect on the bow plates.

Firstly, liquid cement, in this case I used AK Interactive's Citrus Cement, as it doesn't evaporate as quickly as some of the extra thin glues on the market.

This was allowed to 'pool' for a few seconds, to allow it to eat into the plastic. I then stippled these areas with a stubby-bristled brush, before lightly stippling the rest of the plate. Once the plastic has set, a final rub with a Scotch-Brite pad unified the effect.



I wanted to rework the welds over the entire model, as some were recessed in the kit, when references show them as raised. Half-round Evergreen plastic strip formed the basis for all the long straight welds, while Green Stuff two-part epoxy putty was used for all the smaller and more intricate welds.

The plastic-strip welds, we're first softened with liquid cement, before pressing in a crescent shaped jewellers chisel into the softened plastic to create the distinctive scalloped weld beading. This same tool was also used to add the same effect into the Green-Stuff two-part epoxy putty



For the concrete appliqué armour on the superstructure, White Superfine Milliput was used. Once the basic shape had been sculpted copying the reference photos, I then used an old toothbrush to stipple the surface hoping to recreate distinctive texture.



I swapped the kit Jack, for one from AFV Modeller. When the two are side-by-side, the difference in detail and quality is readily apparent. The side vents were reworked with new weld seams and more in-scale bolt heads around the edges of the mesh.

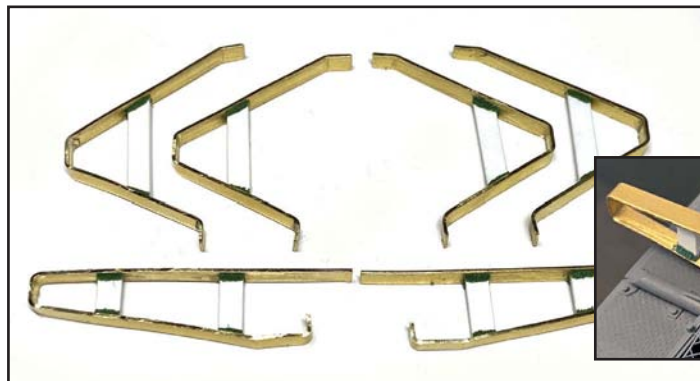


Photos of StuG's from Sturmgeschutz Brigade 249 had lengths of spare track held in-place on the superstructure sides with long sections of angle-iron. Thankfully the DW kit includes lots of spare links, enough to cover both sides and more. These brackets were made from Evergreen 3.2mm angle strip and the welds from Green-Stuff epoxy putty.



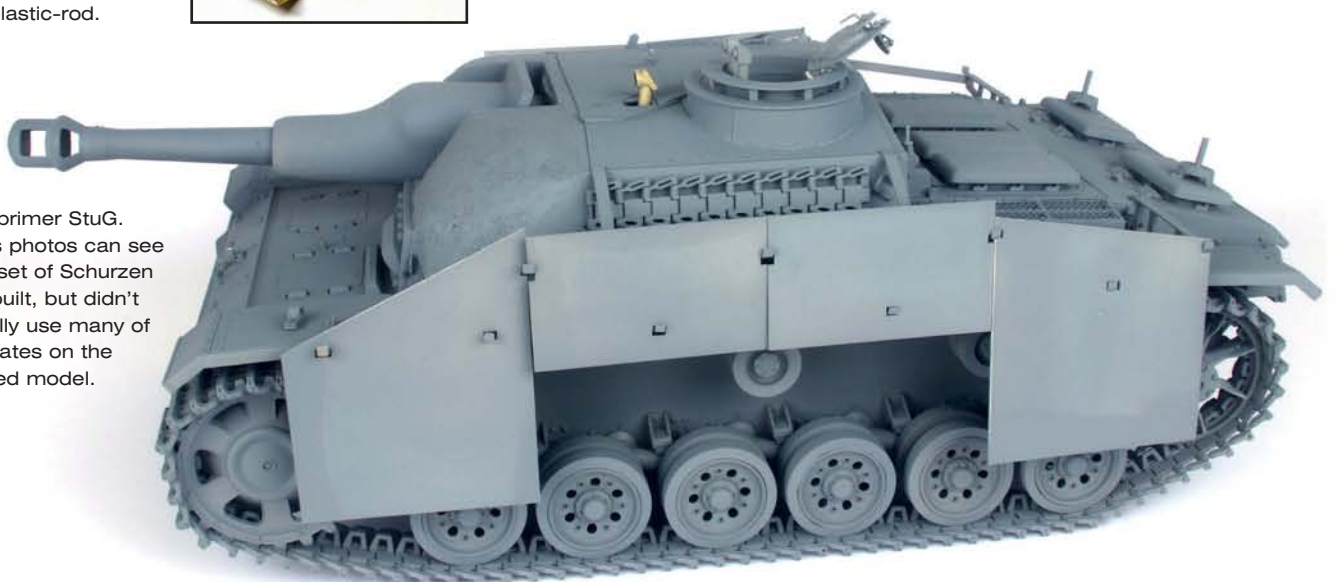
On the rear deck, the engine hatch, vents were textured with Mr.Surfacers 500 and the brush for the gun cleaning rods, had a new canvas cover fashioned from the good old Green Stuff Putty.

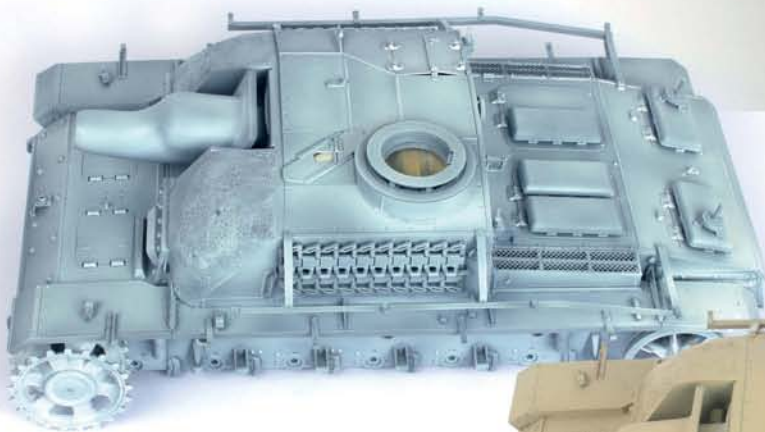
The StuG 42s reworked by Alkett seemed to feature the later pattern of rear convoy-light, so a new one was scratch built out of brass-strip and plastic-rod.



The DW kit doesn't come with Schurzen, or any of the mounting hardware. Thankfully my good friend James, loaned me his Heller kit, so I could use the relevant parts from that kit as templates to scratch-build my own parts from brass strip, and plastic card.

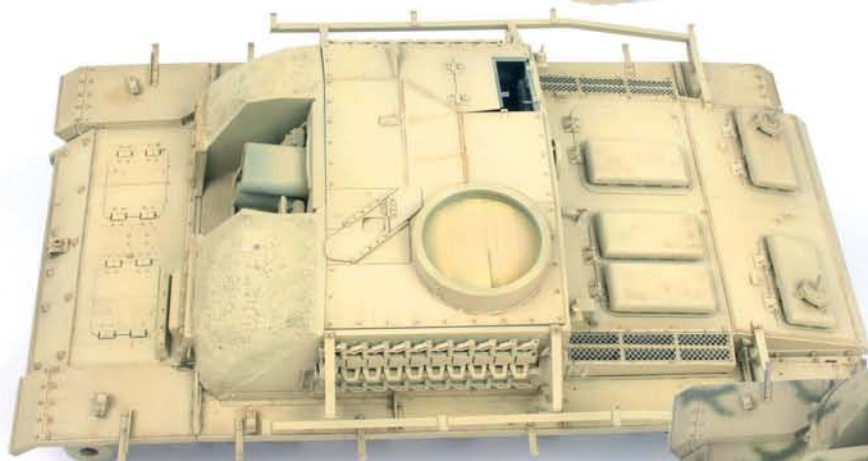
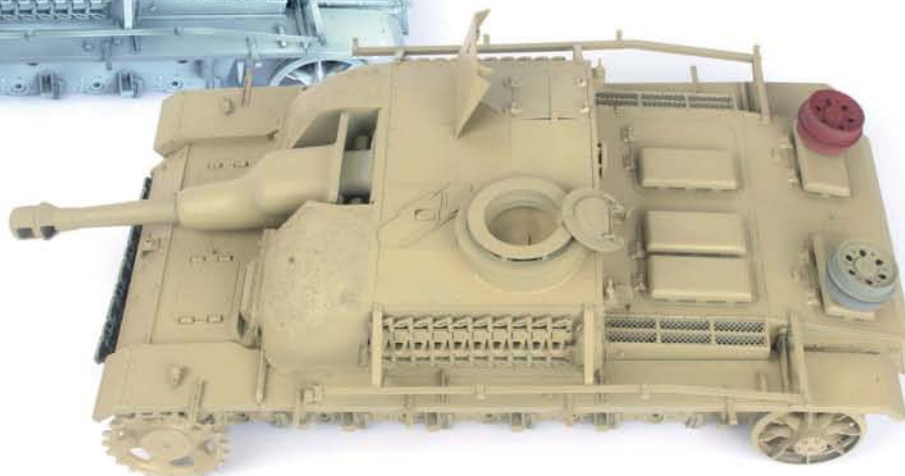
Grey primer StuG. In this photos can see a full set of Schurzen was built, but didn't actually use many of the plates on the finished model.





After I'd check the model under a coat of grey primer for blemishes, glue marks, dust particles etc, I gave the model a light coat of semi-gloss white, prior to applying my chosen Dunkelgelb.

in this case it was from the Real Color range produced by AK Interactive. This was then followed my misting over with some Tamiya Gloss White added to the Dunkelgelb lighten the tone.



This white base layer stops the Dark Yellow from looking dull and lifeless. The correct choice primer colour has a huge effect on the top coat, especially with lighter colours such as this.

The Olivegrun and Rotbraun colours both came from the AK 3rd Generation German Camouflage Colours 1943-45 set AK11664.

These were thinned with water, so they wouldn't bite into the surface as well as when using the correct thinners.



This allowed me to start adding scratches and wear using a cocktail stick and a stubby bristled brush wetted with white spirit to distress the camo colours without damaging the tough lacquer based Dunkelgelb colour.

For the rear mounted exhaust/air deflector, I opted to give this section a more distressed look compared to the rest of the vehicle. Due to the fact this section is made from thin sheet-metal.

To start with the shield was sprayed in a mix of orange and brown. Then a couple of thin coats of chipping fluid were airbrushed on, before a mix Tamiya Dark Yellow 2 XF-88 and White X-2 were

applied and tone varied by spraying through a mottling template. Straight after, the chipping and scratching was created to allow the base rust tone to show through.

Some supplemental chipping was added with a sponge using rust tones from the Lifecolor range. This was then all sealed in with acrylic varnish, before a further coat of chipping fluid was applied prior to the green and brown camouflage were airbrushed on and



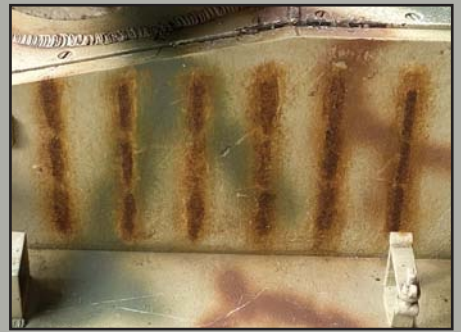
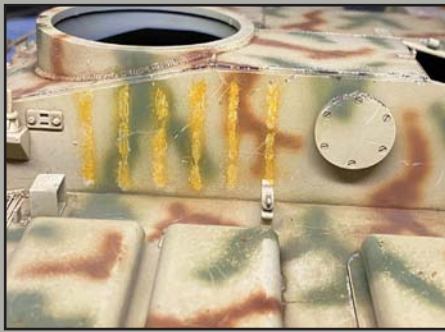
A final pin wash around the details unified the effects.



For the pioneer tools, I wanted to go for that look where the tools had been left in place while the field applied camouflage colours had been sprayed on.

I then wanted to simulate how the red brown and green had worn from handling by the crew. Whilst googling images of tools etc, I came across a great image of a shovel showing three very distinctive effects on the blade, the original black paint, a rusted portion and the tip showing fresh use and no rust. Once happy with the overall effect, the shovel head was given a wash of AK's Dust and Dirt deposit.





Whilst working on this project, I ended up purchasing a number of reference books dedicated to the Sturmgeschutz, and after studying them over and over, I couldn't help notice some interesting and subtle weathering effects. One of them being where track links stowed on the bow plate had either deliberately

been removed or blown-off. But what was noticeable was the distinctive rust patterns were the track sections had left stains on the vehicle's surface. So this was the effect I wanted to recreate on the rear of the superstructure using a combination of acrylics and oil paints.



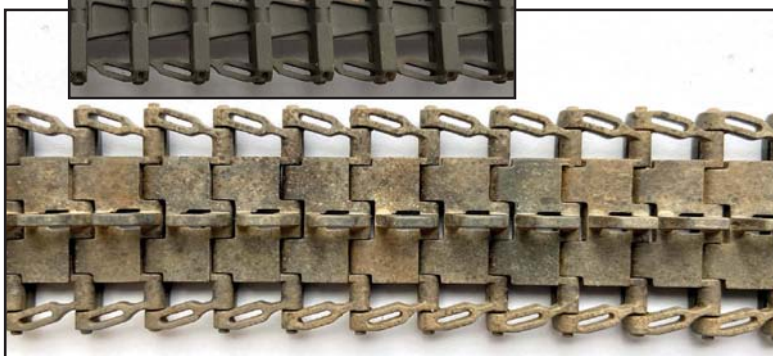
A mixture of real dried mud and dirt, mixed with various paper leaves, sea grass and real dirt all combined to make the debris that naturally gathers in corners etc. small amounts of this dirt

were carefully placed in the desired locations using a pair of tweezers, before permanently fixing place with VMS Ballast Freeze



When working on these larger scale models, each accessory becomes a project in its own right. This beautifully detailed 3D-printed Jerrycan was sent to me by a good friend in New Zealand! As it was a can designed to carry water, I opted to paint it in Early war Panzer Grey, which would contrast nicely with the distinctive

white cross they were normally marked with. All painting was done using Tamiya Acrylics for the base colours and the chipping and rust stains were brush-painted using Lifecolor acrylic mixed with drying-retarder and water.



Before and after. The kit tracks were initially primed with an automotive grey primer from a rattle can. They were then airbrushed in a mix of Tamiya NATO Brown XF-68 and IJN Grey XF-75, once this had been allowed to dry overnight, I then set about weathering them with repeated layers of speckling, using a variety of Lifecolor grey and brown based tones, along with some rusty-orange and beige. During this, I continually misted water onto the tracks during this process to get natural looking stains with soft blended edges.



UG LIFE



IAN BARRACLOUGH fulfils a Pipe Dream
building the Mighty Willich AVRE and
Scammell Commander combo

PART
TWO



READY WILlich & ABLE

Throughout the 1970's and early 80's, the British Army utilised the Thornycroft Antar tank transporter, however with the introduction of the Challenger 1 (and later the Challenger 2) it became apparent that the mighty Antar just wasn't up to the task of transporting Main Battle Tanks weighing upwards of 60 tonnes. Development of the Commander transporter began in 1976, but defence cuts and company mergers meant that the production of a batch of 125 units for the British Army did not begin until 1983. With a unique design, the huge bonnet houses the vehicle's Perkins (Rolls-Royce) CV 12 TCE V12 turbocharged diesel engine (like that used on the Challenger 1 main battle tank) which is coupled to an Allison automatic transmission incorporating a torque converter.

The cab has provision for four passengers and there is space for two bunks behind the front seats.

The Scammell Commander is used in conjunction with a Crane Freuhauf 62 t capacity twin axle low loader, meaning it can transport a Challenger 1 or 2 main battle tank, or variants thereof. In 1990 during Operation Granby, 70 Scammell Commander heavy tank transporters were used to transport 40 types of various

military cargo, often carrying mixed loads of two smaller vehicles such as CVR(T) types. The vehicles were on the road on average 17 hours a day for a 4-month period; with each vehicle travelling approximately 270 km a day on the desert roads, with vehicle availability being well in excess of 95% over this period. It is widely reported that US tank Transporter crews were envious of the crew bunks, something not provided in their M911 C-HET trucks. Most of the 125 British Army Commanders were based in Belgium and Germany with only a few located in the United Kingdom. The Scammell Commander was replaced by the American Oshkosh 1070F heavy equipment transporter in 2004.

The original Accurate Armour (AA) kit of the Commander was first released as a multimedia kit in 1994 and contained metal parts, as well as a stack of resin and a large etched brass fret. As part of AAs 'request a release' scheme, the Commander was re-released in 2020, although this time the metal parts were replaced with resin. Straight out of the box, it is apparent that the finished kit will be huge – from front to back is just short of 60cm; with a width of 11cm!



Before I start to describe the build of the kit, I need to mention the instructions. If you're familiar with AA kits, you'll no doubt know that the instructions often need a bit of interpretation; and extra reference material is a must: AA kits certainly don't fall together... In this case the instructions are very poorly copied versions of the original instructions from 1994 – many of the images were so over exposed that it was near impossible to work out what went where. I was lucky enough to find a fellow modeller online, who happened to have a set of the original instructions from 1994, which were much clearer and easier to understand once he'd scanned them for me. Accurate Armour – if you're listening, please consider rewriting / redrawing the instructions for your rereleased kits, as I believe that what is provided in the newer AA kits are now much better than are provided with this kit.

I decided to start the build with the Crane Freuhauf trailer. The build starts with the huge single piece load bed, which is glued to the equally large goose neck. Keyways are provided for this, and the final fit is very strong. The trailer build continues with adding the wheels and suspension. I feel that AA have slightly simplified these fittings, but on the final model this area isn't visible. The rest of the trailer build deals with the ramps and deck fittings. Care should be taken with the etched brass covers on the top of the load bed, as these are quite delicate once removed from the etched fret. I'm informed by a former Tank Transporter driver that during 'hot moves', when enemy contact may be expected –

the ramps were not locked in place with the usual hand bolts, but instead were tied in place with ratchet straps so that if contact did occur, the ramps could be quickly deployed. Accurate Armour provide the turnbuckle and tie down chains, as well as various tools and fittings as part of the kit, but I'm informed that in these cases the vehicle being transported would not have been tied down to the deck, again allowing for a quick demount if necessary.

Overall, the trailer build took a single day, but on completion I noticed that there was a slight twist to the load bed, which meant that wheels were not sitting flush to the ground. I made up a frame from scrap wood and added a weight onto the arm to counter the twist. Over a week (whilst I built the tractor unit) this bent the load bed in the opposite direction and removed the twist – success!

Moving on to the tractor unit, the build starts by adding the front and rear suspension and axle components to the large single piece resin chassis frame. I found that the air brake accumulators (small discs on the back of the hubs) fouled the hub mounts. I removed these and remounted them once I'd fitted the wheel and hub assemblies. I also drilled out the front axle steering pivot points and added miniature brass pins. This means that the steering can now be worked into position, although later when trying to photograph the huge, heavy model, this was a weak point and some of the steering components snapped off.



The tractor and trailer unit are contained in one huge box.



The bed of the low loader is cast as a single piece. The parts of the trailer laid out for pre-build inspection.



Once built I noticed that the trailer had a slight twist to it, so I clamped it in place and added weights to 'untwist' it. It was left like this for a week.



Tractor unit parts ready for build.



I managed to glue the rear axle tyres on upside down. Superglue debonder to the rescue!



The AA instructions call for mounting the tyres with any casting marks facing downwards, but this means that the steering hinges don't align.



I ended up scribing the tyre tread detail over where the casting marks were.



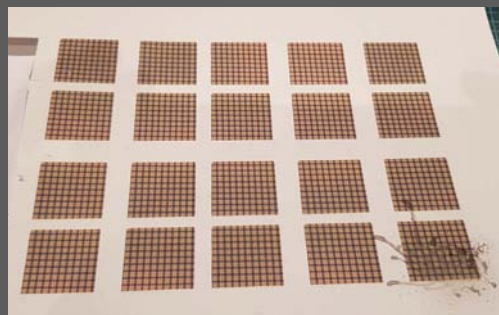
Axles and drivetrain complete. So much detail that won't be seen.



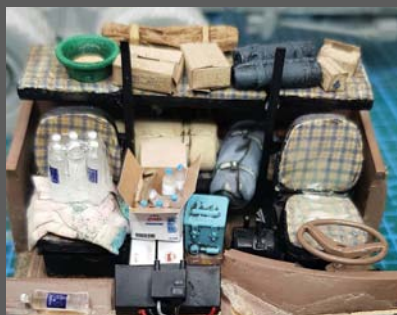
Test fitting the cab revealed a large gap at the rear between the upper and lower cab body.



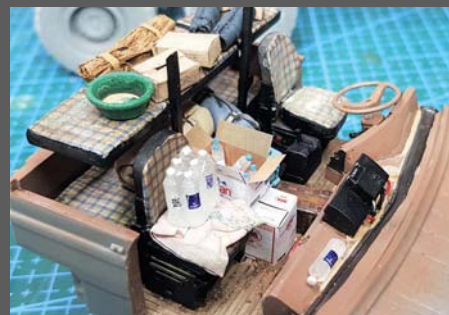
The winch assembly is a model in itself. The poorly copied instructions didn't help here - luckily a friend with an original 1995 copy came to the rescue.



I made up some seat cover prints on white decal paper. Not perfect but much easier than trying to hand paint tartan.



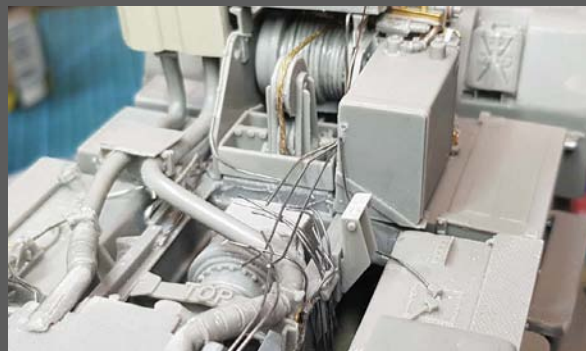
The interior looking suitably busy. The crews manned these for 18 hours plus every day during the build up to combat.



American tank transporter crews were envious of the Scammell's crew bunks. Water, water, water. In the hot desert environment fizzy drinks don't hydrate.



Chassis and cab upper just about ready for paint.



Cabling and pipework added beneath the cab.



Test fit of the main component parts. Folded window screens are made from paper shaped with VMS Paper Shaper.

The most complex part of the tractor unit is the winch assembly. I'm afraid the AA instructions are particularly poor in this area. Underneath the winch on the left-hand side are a plethora of pipes and hoses. I believe that on the original release (in 1994) these pipes were metal parts and could be easily bent into position. On the re-release these are now resin parts; and on my kit many of these were miscast, with bits missing or not the correct shape. I replaced many of these hoses and pipes with solder of various size, adding couplings from brass tube and etched brass bolts.

The cab interior is built onto a base that includes the huge bonnet; this then sits on top of the chassis. Onto this the roof and sidewalls of the cab are fitted. I built and painted the cab interior first, adding home printed decals for the garish tartan seat covers.

These aren't perfect but certainly beat trying to hand paint this complex pattern. Most of the interior soft fittings were painted with Tamiya Flat Earth, with exposed metal parts in NATO green.

I added various items of stowage, showing a vehicle which will have been in use 24 hours a day - the crew would have swapped between driving and sleeping (in the bunks in the cab) over these periods. I often see models in desert conditions with boxes of fizzy drinks on board. Having served in the desert, I can assure you that fizzy drinks turn to treacle in the very hot conditions, so water is the main commodity carried, with bottles and packs stowed in every nook and cranny. I also resized some images of 1990's British ration packs and cigarette packets and printed these onto thin card sheets. The ration packs were folded into shape, and once inside the cab these would add a busy look to the interior.





Read all about the Willich AVRE in the previous issue, 130.



With the cab interior complete, I attempted to glue the top and bottom halves of the cab together, although ended up with a 1mm gap between the two halves! I filed and sanded 1mm from the rear wall, allowing the cab top to sit flush. The remaining small gap was filled, and any remaining gaps are well hidden by the winch, which sits directly behind the cab. I did not glue the cab to the chassis at this point, leaving it off meant painting it would be much easier later on. Test fitting the cab onto the chassis revealed a large misfit between the etched brass radiator cover and the front of the bonnet. I would suggest that these

parts should be test fitted first as the radiator cover will probably need to be manipulated into the correct shape. I also built the large rear wheel fenders at this point, but again left them off at this stage.

For the initial the priming stage of both the tractor and trailer units, I used a dark brown car primer from a rattle can. This was shown as 'Chocolate Brown', but once sprayed it was apparent that this colour was closer to a primer red!



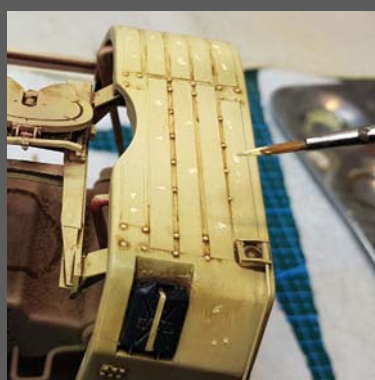
The main parts primed with rattle can plastic primer.



Despite the label of the car primer saying 'Chocolate Brown' the results say otherwise!



Mixtures of Mission Models Modern British Sand and Tamiya Desert Yellow & Dark Yellow managed to hide the previous primer coat.



After a dark brown oil wash, highlights were added using Naples Yellow oil paint, applied in spots and blended with clean white spirits.



Dark green chipping was applied using a sponge to the lower surfaces and areas of high wear.

Never mind, a thick coat of Mission Models MMP-039 British Sand Yellow Modern AFV hid most of the offending red.

I followed the initial covering with a lightened coat of the same colour, concentrating on the upper surfaces and centre panels. These vehicles were sprayed at ports and depots prior to deployment, so only wheels, lights, windows, and removable fittings weren't sprayed sand yellow. The tyres and fire extinguishers were picked out in black and red respectively. I'm told it's unlikely that the red fire extinguishers would have been covered, so would have also been painted in sand paint – but the red adds a flash of colour. Over the top of an airbrushed coat of Future Klear I applied a pin wash of diluted dark brown oil paint, before this had dried, I wiped off much of the excess, adding some light streaking. I added chipping with Tamiya NATO and Olive greens, applied with a sponge to the areas of heavy wear, concentrating on the rear ramps and the areas on top of the goose neck. I used dots of Naples Yellow oil paint to further highlight the upper surfaces. Once applied these can be blended into the surface with clean white spirits.

Further concentrating on the load bed of the trailer, I added black 'stamps' along the length of the bed, representing the marks left by tank track pads as they mounted and dismounted. Despite spending a long time applying this effect, most of it is hidden by the Willich when mounted. I finished the trailer off by rubbing soft graphite onto the edges of the ramps, tiedown loops and areas of high traffic. I used AK Accumulated Dust Effects to add built up sand in the wheel treads and crevices around the trailer.

The Tractor unit received similar treatment, although I limited the wear and tear, concentrating on the winch area. I added covers for the windows which were added by the crews to prevent glare; these were made from squares of paper, shaped with VMS Paper Shaper. This makes the shaping of the paper very easy, and it dries rock hard.

With the painting complete I added an etched brass PSP plate to the rear fender for use in getting out of soft sand; I've seen a few images of these fitted in this area. I added ratchet straps (Accurate Armour A144 Modern Ratchet straps) to the ramps on the trailer as well as to the water jerry cans added above the winch.



Adding grease and streaking marks using a sepia colouring pencil.



Adding thick dust mixed with fuel effects. I used rust effects for this, painted sand coloured.



Rusty effects added to the exhaust cover.

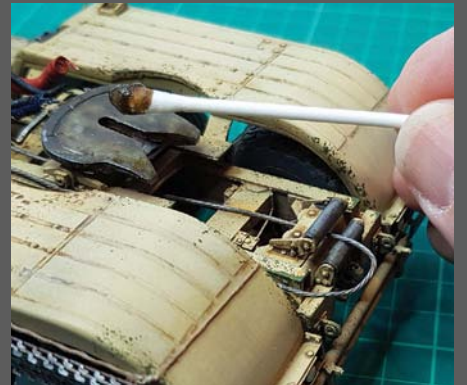


Adding dust using AK Accumulated Dust Effects.



Chipping with a sponge and Tamiya Olive green.

Diesel spills added with Vallejo Diesel Fuel Spill.



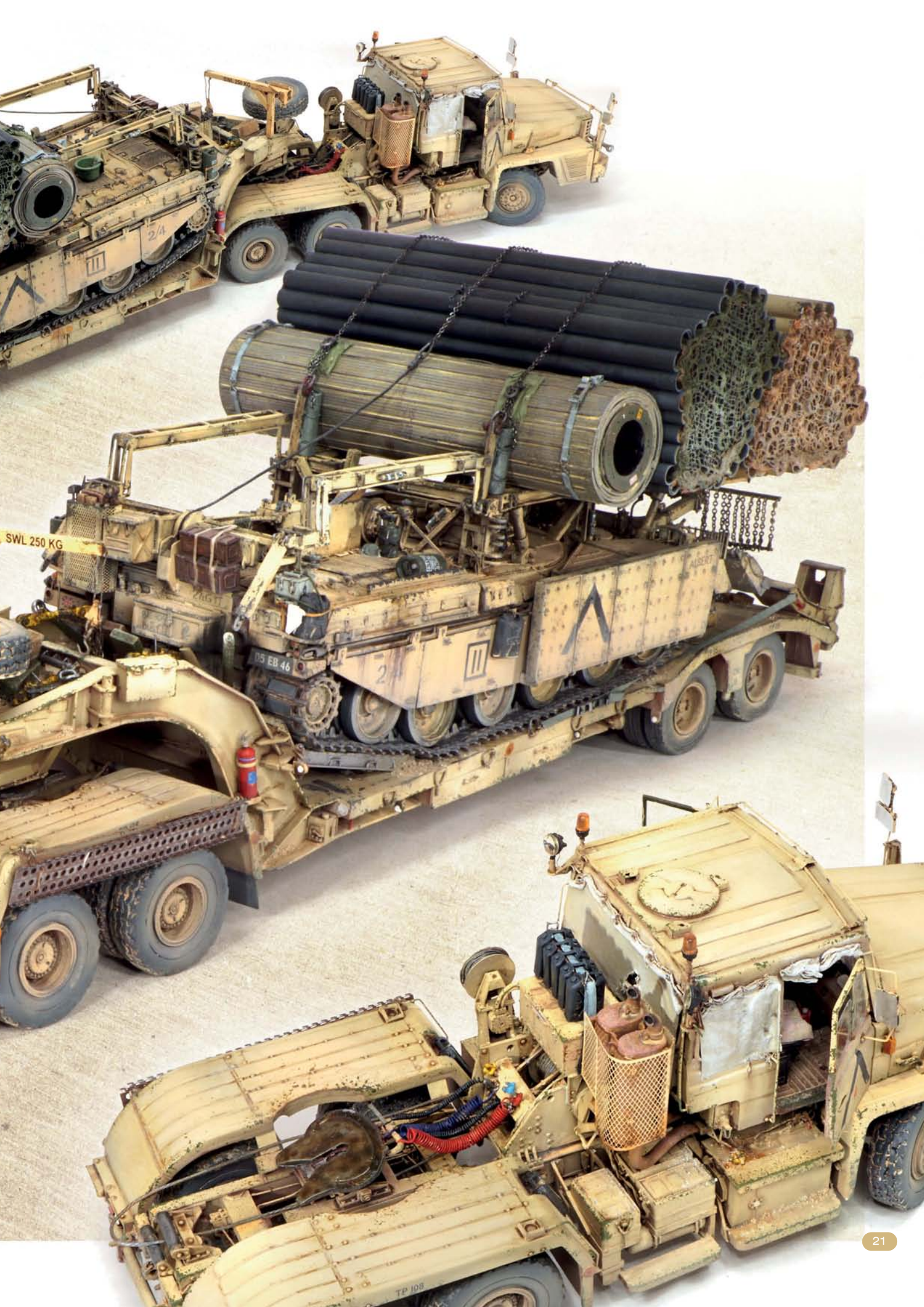
Mirrored glass can be replicated using Molotov Liquid Chrome pens.

Adding oil and grease to the fifth wheel.



To summarise, the AA Scammel Commander kit is a monster of a multimedia kit that will give you something in your collection that will draw attention. It certainly won't fall together - the instructions are poor; and I would strongly suggest that you will want to gather as much reference material as you can before starting the build. I look forwards to the Hobbyboss release of this same vehicle, although I doubt I will have the room for another one!





Subscribe NOW!

AFV modeller



Receive **AFV Modeller** direct to your doorstep or Subscribe to the digital version with **Pocket Mags**



<https://pocketmags.com>



Printed Subscription to AFV Modeller

UK	6 months £25	1 year £44	2 years £82	3 years £121
EU	6 months £31	1 year £54	2 years £105	3 years £155
RoW	6 months £36	1 year £64	2 years £124	3 years £180

go to **www.afvmodeller.com** then click onto **shop** and **register/login**, then go to **magazine subscriptions**

We can still accept UK cheques. Made payable to AFV Modeller Limited

Your details BLOCK CAPITALS PLEASE

Name

Post/Zip Code.....

Address

Country

.....

Phone

.....

E-mail

Please return to: AFV Modeller, Old Stables, East Moor, Stannington, Morpeth, Northumberland, NE61 6ES, UK

E-mail: keith@afvmodeller.com

www.afvmodeller.com

Tel: +44 (0)1670 823648

Airbrushes.com

iwata

ECL-BS

ECL-BCS

Eclipse

Iwata Eclipse Series



ECL-CS

TAKUMI

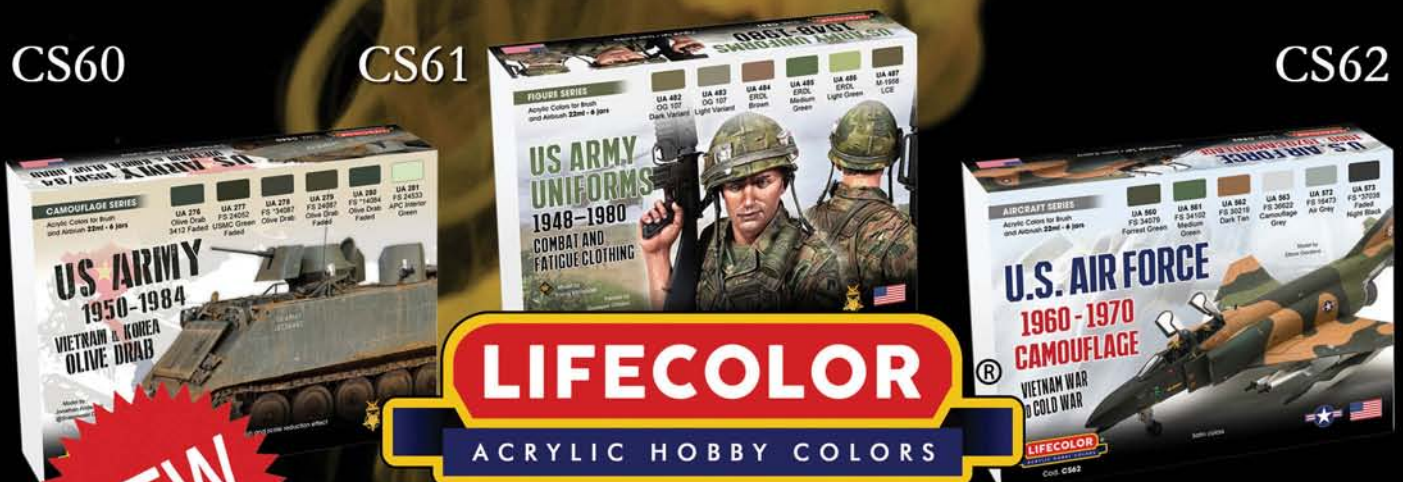
ALL-STAR VERSATILITY™

Versatile Spray Pattern - Compression Fit Nozzle
- Easy to Clean & Assemble

CS60

CS61

CS62



LIFECOLOR

ACRYLIC HOBBY COLORS

US **Paint** Army Post WWII Colours

LIQUID
PIGMENTS

BADGER

SPARMAX

MODEL
CRAFT

DARKSTAR
MOLTEN METALS

www.Airbrushes.com

01903 767800

sales@airbrushes.com



1:35

The Leopard is probably the most popular MBT of recent times and it has hit the spotlight again ready for combat in the defence of Ukraine; probably every military on-line group mentions the name at least once a day. But even before recent news broadcasts began to arouse such interest, it was already waiting in my collection for its turn, so now was a better time than any.

The Border model kit came to me a little by accident and at first I wanted to sell or exchange it, but after some time I withdrew the offer as the more I looked the nicer the kit was. Once I was sure it was next on my workbench, I started looking for inspiration and I was thinking about painting and marking it.

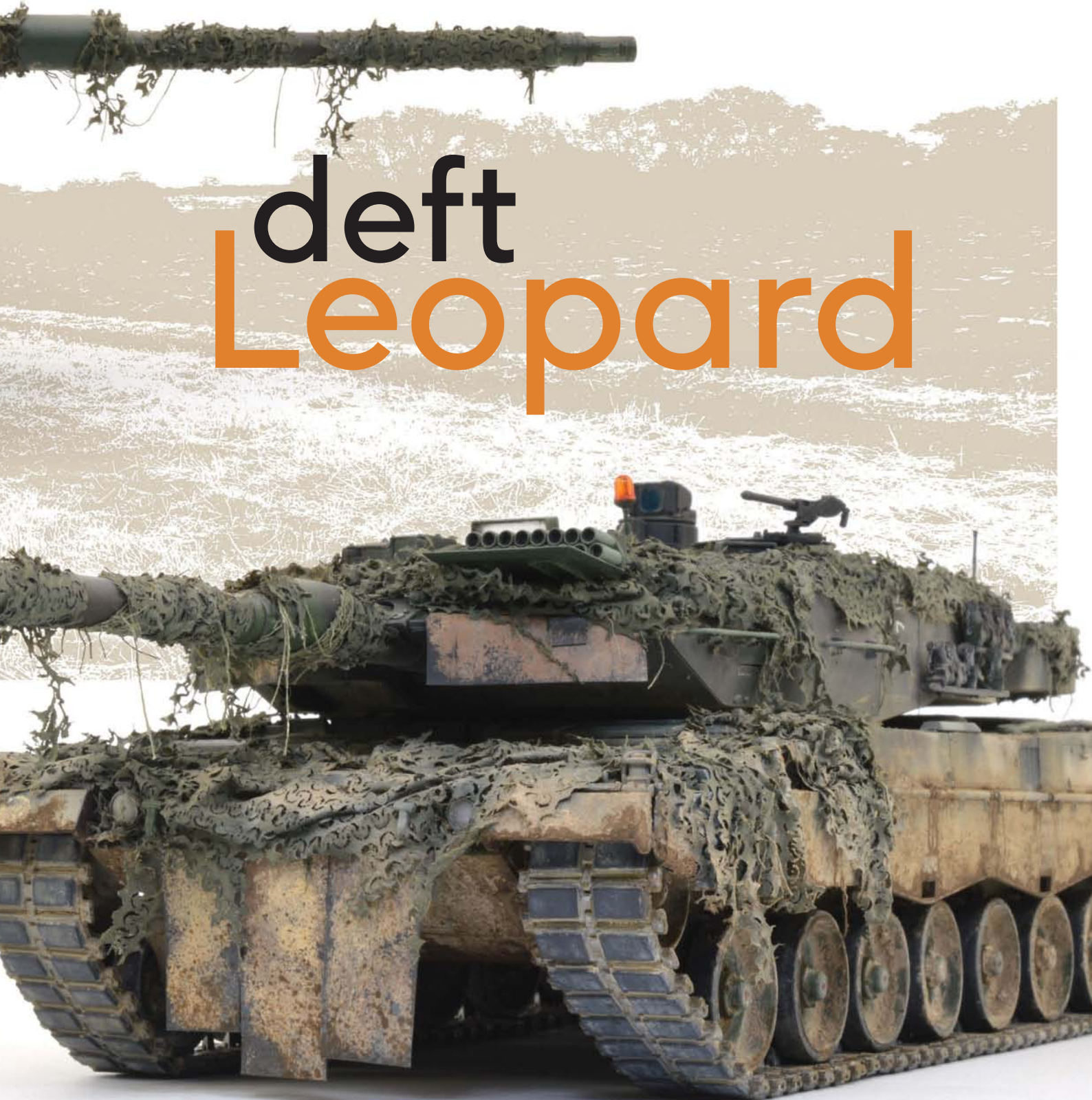
After reviewing hundreds of photos, I found that the most interesting Leopards were camouflaged (with a net and/or branches) and very dirty. This look definitely won me over, and it was also

due to the fact that Leopard is quite angular in terms of construction and any other additions are rather out of the question. This solution was the my only option to give the model in an interesting finish and a little different to many you see built. The photos do not show that the crews had any backpacks, tarpaulins or other equipment outside, so I had to do the same on my model.

In turn, strong weathering gave the opportunity to build an interesting contrast between the camo colours (I chose the standard German painting in NATO colours) and the dust deposited on the sides of the hull. Also, dry mud gave an additional effect, which further emphasized the work that this vehicle performs while overcoming the harsh terrain.

Lukasz Orczyc-Musialek builds the Border Models 2A5/A6

deft Leopard

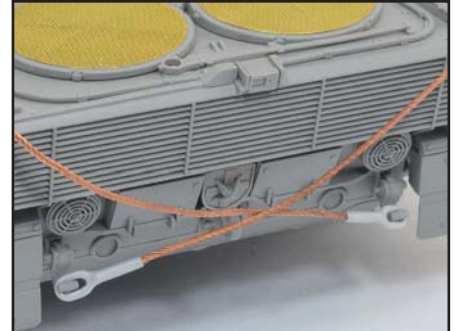


Structurally, the model is quite easy to assemble, which makes it possible to build it quickly. On the other hand, you need to analyse the instructions and carefully check the individual drawings. The kit gives you the opportunity to build the A5 and A6 versions, so you need to analyze it so as not to make a mistake with the right selection of parts.

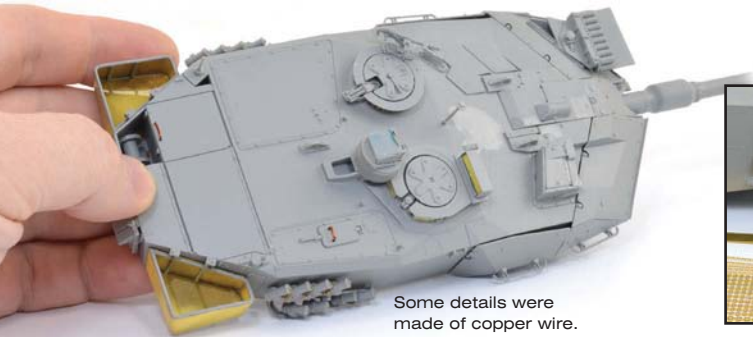
While assembling the hull and turret takes only a few hours, building the entire set of tracks is much more time-consuming. Even though there are only 3 parts per link, it takes a really long time to complete them. I don't know if an aftermarket set wouldn't be a better solution, but I decided that my model would be straight from the box, so I didn't even look for replacements.



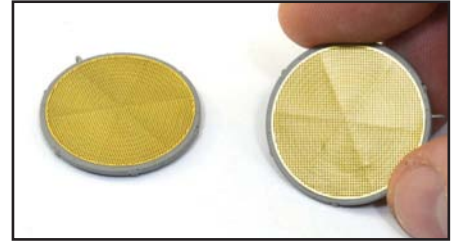
It takes minutes to build the hull - all the elements are perfectly matched, simply cut from the sprue and glue!



I replaced the tow ropes from the set with the Eureka XXL product, which is definitely better than what we find in the box. One of only a few deviations from my Out Of The Box policy.



Some details were made of copper wire.

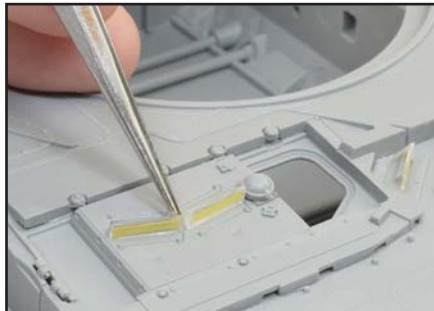


With all the details in place, the turret looks grand. Border has also made an effort and prepared a non-slip surface, which definitely saves time during construction.

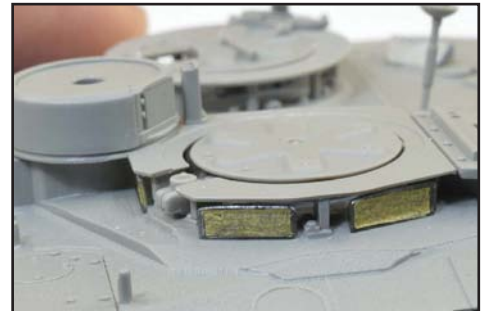
I cut the smallest available chains from an Aber set and added them to the smoke grenade launcher. Even though they are a bit oversized, they look better with chains than without them. The kit includes some photo-etched parts. The largest are, of course, the meshes for the engine fans.



The side armour and covers can be glued before we fix the tracks, but it was much more convenient if we hold off fixing and complete the assembly after painting.



I masked the glass of the periscopes with tape and painted their backs with silver paint. It is important to cover these elements as much as possible. It is possible to build the driver's hatch as open, so if you have a figurine, it is worth considering in what configuration it will be set.



Tracks take the longest to build. If we do it properly, we will have a set of movable tracks, which in the case of placing the model on a base will definitely facilitate the adjustment of the model to the terrain.



Following the pictures I took of Polish Leopards, I made some damage to the rubber tyres of the road wheels.



After about 15 hours of work, the model was ready for painting.



To prepare the surface I used a degreaser that removed all dirt and residues from the construction stage. Drying took a few minutes and the model could be covered with a primer.



The first camo colour is green applied to the entire model. 2 coats were enough to cover the whole surface and give the right depth

I used a set of paints from Mission Models for painting. According to the manufacturer's recommendations, the primer is important for better paint adhesion.



The second colour was NATO brown painted with the use of colour profiles included in the manual.

The colours were complemented by black, which completed the three-tone.

For painting I decided to use Mission Models paints. I had not dealt with them before, but I heard very good reviews, so when the opportunity arose, I decided to give them a try. I have collated a set for painting NATO colours and a few more besides including primer and a gloss varnish. If I were to evaluate it, I must admit that working with them is really pleasant and the covering properties also deserve a mention. Stick with the brand's guidance and you'll get great results. For the markings I used decals from the kit. To be honest, only the crosses on the turret are visible because the rest have disappeared under a thick layer of dust.





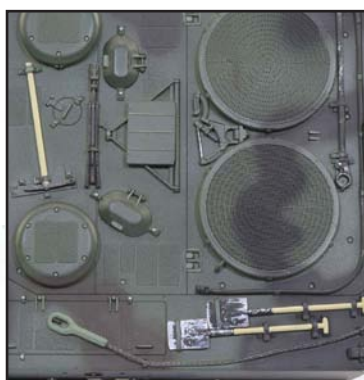
The basic colour for the tracks was brownish green, imitating dirt and dried mud. In addition, I painted the abrasions with silver and rubber pads in a dark grey tone.



The wheel set needed some colour details copied from photos of real vehicles (bolt heads and lube points).



At this stage I made the first metallic abrasions on the tow ropes - a simple pencil was enough.



Smaller details I painted with lighter shades and silver. In this simple way, I brightened the surface of the model a bit and at the same time added a visual enhancement of details. Additionally, I painted the tools, adding some traces of use to them. It is worth remembering that sometimes individual units mark such elements by painting them with the appropriate colour.

The minimal markings have been placed on the front and rear of the vehicle and on the sides of the turret.



Also on the sides of the hull I brightened up some details, although later they will be partly covered by weathering.



The beacon on the turret is a minor detail but adds a splash of colour to the dark camo.



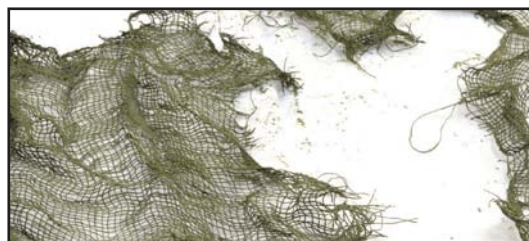
At this stage I removed the masking from the periscope and optics glasses.



I rubbed the edges with a dry brush to help these shapes show through the camo nets.



Netting consists of two elements - the outer one is an AK Interactive product, which after a little processing is ideal for modern vehicles. Just bend it a bit and stretch the material. It can also be painted if needed.



The second element is the inner part, for which I used painted medical gauze. It's a little oversized but it's the best material I've found.



The best way to attach the external camouflage mesh was to use PVA glue, which I applied to the previously laid internal layer. White glue holds the mesh material well, does not soak into its structure and, most importantly, is invisible after drying.



Single threads from the inner layer (gauze), were used for gluing as additional elements that enriched the appearance of the entire netting.

Before I started weathering, I placed camo nets on the model. I constructed it from 2 elements - the first one was a base for which I used gauze, and only then I glued the proper netting from the AK interactive set. It is worth noting here that the netting should be applied to the model in small pieces - the necessary fragments can be cut with a hobby knife, scissors or simply torn out with your fingers. It is easier to form them and attach them properly to the model (I used super glue and PVA glue for this). Also, too many large flat camouflage net surfaces, even if copied from a real vehicle, will not look good on a model.

Weathering was mainly based on the images I had of dirt and dust, both the exposed areas and the camouflage net itself. For this purpose, I mainly used pigments, but before they were applied on the surface of the model, I painted these surfaces with

a sand shade, making a good primer. I applied the pigments directly to the surface and fixed it with a fixer. In this way, it is quite easy to build the right texture and accumulate dried mud in the nooks and crannies and in places where more of it accumulates during off-road driving. Good saturation of all surfaces ensures good adhesion of the pigment, which can be quickly checked by starting drying with a hair dryer. In addition, it is worth making a fine speckling of the pigment mixed with the fixer. The upper surfaces of the hull and the turret should also be covered with dust, but keep in mind that it is very easy to cross the line beyond which the model will not look good. Of course, it is good practice to apply small amounts and take care of the contrast between the individual parts of the model balancing realism with artistic effect.

Thanks to this, in addition to camo colours and camouflage netting we have an additional element that enriches the general perception and interesting look of the model.



In addition, by copying elements from photos of Bundeswehr vehicles, I prepared rubber covers for the turret and the front of the vehicle. When properly painted, they look like large chunks of thick rubber covered with dried mud.



All the nets are done and adhere well to the surface of the model. The irregular shapes of the torn material perfectly reflect the camouflage of the vehicles involved in the exercises.





At this point I started working on weathering the tracks. I decided that they would have a lot of dust on them but no mud. For this I used an oil wash from Modellers World 'Dust' which I applied to the entire surface of the tracks on both sides.



When it was dry, I polished with a silicone tip and metallic pigment over the contact surfaces on the inner side.



The first layer of dirt was the color previously used on the tracks. I airbrushed the lower parts of the hull and the sides.



Only at this stage I applied a little wash to enhance smaller details.



The pigment 'undercoat' was applied to the model in varying degrees.



I did my first dried dirt on the wheels. Different amounts of pigment and building textures passed the exam and the set of road wheels looks very realistic.



I did the main soiling with a pigment that was fixed with a fixer and immediately dried with a hair dryer. In this way, I could control the effect on an ongoing basis and properly modulate the amount of applied pigment creating various textures and tones.





Pigment has also been used on the turret. I slightly soiled the lower surfaces, everywhere where dust can collect during off-road manoeuvres. On the upper surfaces, the applied pigment was rubbed away so as to build contrast on individual elements.



I always try to weather the underside of the hull as well because I believe it is an integral part of the model and leaving it unpainted or soiled is inappropriate, you may not see it but you know it's there.



A little damp mud will add a good effect on a fairly uniform dust surface. A few drops of dark wash will do the job.



A bit of black pigment on the exhaust will be a good effect. Just wipe the outlets of the exhaust pipes.



The last task was to add metallic abrasions for which a soft pencil is perfect. Both on the tow ropes and on the edges of the armour, a few strokes are enough to achieve a nice effect.

When I think about the conclusion, the first thought that comes to my mind is that I managed to create a great-looking replica with simple methods and a small amount of money. The very positive response from my viewers on YouTube and on other social media confirmed my belief that it doesn't take much to make a model look good; use the right colours and techniques.

As I mentioned, the Border kit is currently regarded by many as the favourite 2A5/6 on the market and it can be even more detailed using additional sets. As for me, this is still an open topic, the more so that in the near future due to the geopolitical situation there will probably be new improvements and photographic inspirations for the construction of another big cat.





deft Leopard



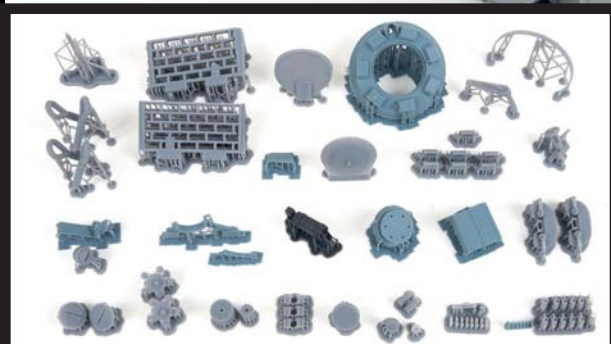
TIGER 1 MID CONVERSION

www.afvmodeller.com

1:16



TIGER 1 Early Correction Set



(Muzzle brake upgrade available as a separate part but not part of the conversion set)

TIGER 1 Mid Conversion Set

This set allows you to convert the AHHQ Early Tiger 1 into a Mid Production. The set comprises Cupola with internal periscope details • Extractor fan • Turret rear hatch • Pistol port • Turret side visors • Blanking plug for kit extractor fan location • Centre headlamp • Loader's hatch lock • 2x Stowed C hooks • Rear gun crutch • Sprocket hubcap • Rear mudflap hinges • Jack block • Fire extinguisher • MG34 barrel • Radiator grilles • Towrope eyes • Two zimmerit rollers • Turret periscope cover • Toll clasps • Stowage bin latches • Engine hatch latches



1:16

AFV modeller



Front Roadwheel Hub For modelling the missing front roadwheel often removed on the Eastern Front this hub simply drops onto the kit axle.



Exhaust Caps pinned open in normal operation, this set of 4 open exhaust caps (two patterns) replaces the closed kit parts.



Corrected Muzzle Brake printed in one piece this features the correct flange details and correctly sized bore as well as avoiding the need to fill and sand the multi-part kit version.



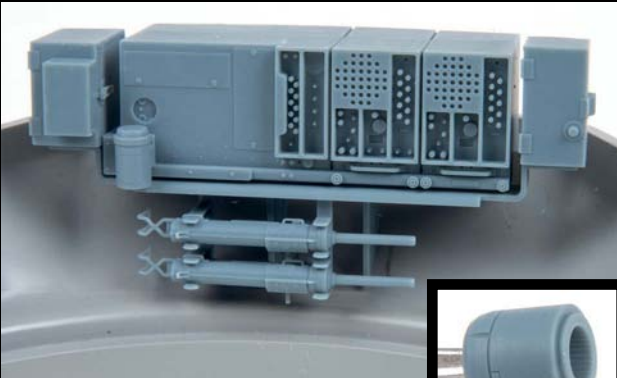
Hull Periscopes Set of two periscope mounts for the hull hatches to replace the underscale kit ones.



Hull Periscopes with rubber caps Identical to our other periscopes except that these have the protective rubber caps on the prisms.



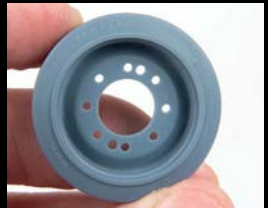
Generic Panzer MG upgrade This simple plug in upgrade instantly enhances the look of your chosen subject with correct hollow printed armoured sleeve needing no clean up.



1:16 M4A3E8 SHERMAN UPGRADES

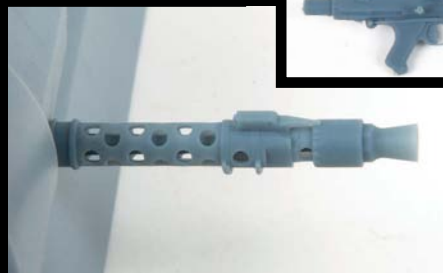
SCR 538 Radio Set Designed for the AHHQ kit but will also fit the I Love Kit model this radio set fills the visibly empty turret bustle. Printed in 3 parts the set includes a pair of stowed M3 Grease Guns.

Also available: Corrected E8 bogie roadwheels, Spare E8 roadwheels, 76mm Gun muzzle cap and Webbing stowage buckles with footman loops.



1:16 PANZER II GUN CORRECTION SET

20mm K.wK.30 L55 Barrel & MG34 For The Gecko 1:16 Panzer II kits the 20mm cannon barrel corrects the overscale kit part as well as offering superior detail, right down to the knurled sections on the barrel. To compliment this there is a replacement MG34 which fits into the kit cradle and has the stunning hollow printed cooling sleeve.





BOOKWORLD

— wholesale —

Bookworld Wholesale Ltd.

Unit 10 Hodfar Road, Sandy Lane Ind Est,
Stourport, Worcs DY13 9QB

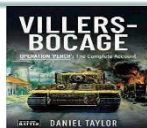
Tel: 01299 823330 Fax: 01299 829970

web: www.bookworldws.co.uk email: info@bookworldws.co.uk



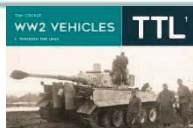
Middle East at War 56. Iran-Iraq Naval War Volume 1

Based on extensive first research with help of previously unavailable documentation and interviews with veterans, and richly illustrated
£19.95



Villers-Bocage Operation 'Perch' The Complete Account

Accompanying the written history is extensive mapping and an unprecedented quantity of photographs
£35.00



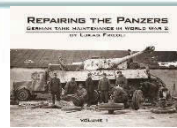
WW2 Vehicles Through the Lens

WW2 Vehicles Through the Lens Vol.1 is the first in a new series of photographic albums presenting military and civilian vehicles used by the military during World War Two.
£25.99



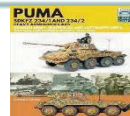
On the Battlefield 24. Sturmgeschütz-ABT.226

The hardcover, landscape formatted book's brief introduction is followed by more than 130 primarily unpublished photographs
£25.99



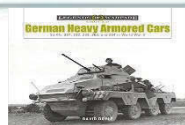
Repairing the Panzers Volume 1 REPRINT

256-page tome illustrated with 291 large-format photos, most unpublished and reproduced full-page size, plus 17 drawings, five diagrams, 19 tables and 17 K.St.Ns.
£37.99



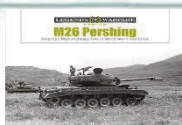
Landcraft 12 Puma Sdkfz 234/1 and 234/2 Heavy Armoured Cars

Gallery of beautifully constructed and painted models in various scales. Technical details as well as modifications introduced during production and in the field are also examined
£18.99



German Heavy Armored Cars

Based on the author's earlier work, through over 250 photographs this volume explores 12 major types of these vehicles and delves into the subtle changes made during production.
£22.99



Legends of Warfare M26 Pershing

The book includes almost 300 vintage and recent photographs, color profiles, and detailed line drawings.
£22.99



Sanitätsfahrzeuge. German Field Ambulances and other Medical Evacuation Vehicles

In 96 pages this publication is lavishly illustrated with 235 photographs, almost all of which are hitherto unpublished
£24.99



Battlecraft. Stalingrad Death of an Army

A selection of historical and contemporary photos and illustrations feature alongside stunning showcase builds, providing the modeller with subjects to whet the creative appetite.
£16.99



Polish Armoured Trains Volume One

It delves into the history, organization, and equipment of each individual composition in great detail.
£20.00



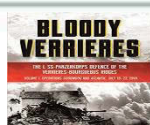
NVG 318. Tanks in Operation Bagration 1944

This book describes how the tanks and AFVs on both sides contributed to the eventual defeat of Army Group Center.
£12.99



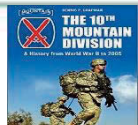
MVA British Soft Skin Military Vehicle Part 2

Includes potted histories of 34 manufacturers, ranging from Eliason-Snowmobile to Karrier Motors and Keggess-Hinstin. It includes well-known companies like ERF, Foden, Ford, GMC and Humber
£9.99



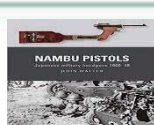
Bloody Verrieres Volume 1

This is a detailed account of the success of I. SS-Panzerkorps' defensive operations, aimed at holding the Verrieres-Bourgeois ridges in late July 1944.
£30.00



The 10th Mountain Division. A History from World War II to 2005

The storied history of the US Army's elite 10th Mountain Division is presented here in precise detail by Dennis Chapman
£36.99



Weapon 86. Nambu Pistols Japanese Military Handguns 1900-45

Featuring full-color artwork and carefully chosen photographs, this book charts the origins, development, combat use, and legacy of the Nambu pistols.
£15.99



Panzer Reconnaissance

Thomas Anderson draws on first-hand accounts and rare and previously unseen photographs in this comprehensive and fully illustrated study
£35.00



American Artillery in Vietnam

With over 240 official and private photos, it commemorates the material, experiences and sacrifices of a generation of American cannonners.
£49.99



Stahladler. The German Way of Engineering

This is not just another modelling publication: in addition to an exciting selection of modelling topics, we have also set ourselves the goal of showing you more about Germany
£27.50



The Weathering Aircraft 23. Worn Warriors

step by step through the processes. Following their advice, you will be able to obtain lifelike, almost photo realistic finishes.
£8.99



The Weathering Magazine 37. Airbrush 2.0

Included are examples that touch many of the different modelling subjects and that are explained quickly, clearly and simply
£8.99



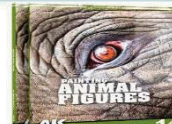
AFV Modeller 130. Ready, Willich and Able

£7.95



Centurion 1/35 Modeller's Guide - The Early Marks

Each build documents the necessary changes to represent the original - while listing the pertinent conversion sets available from Scorpion Miniature Models.
£21.50



AK Learning 14. Painting Animal Figures

This theme of animals would be enough for many volumes of the series but we have decided to synthesize it in this number 14 and let you apply these techniques to other animals, adapting the colors and studying real references.
£10.99

YOU CAN VISIT OUR WEBSITE: www.bookworldws.co.uk
Stockists of the following subjects: Aviation, Military, Naval, Modelling, Railway, Motoring
Major credit cards accepted, UK cheques payable to Bookworld Wholesale Ltd

£3.25 UK Post Single book value under £30

2 or more books UK £5.50

Overseas Postage please contact us.

SCENERY

DIORAMA PRODUCTS

To enhance your models and dioramas.

NEWS!



The most **realistic** final touches for your projects, bringing your **scenes to life**. Useful for military projects, fantasy figures, terrains, wargames and all sort of modelling masterpieces. Different sizes, colors, textures and appearances, with an accurate finish for a realistic look.

Ready to use and self-adherent.

Always growing with Vallejo!



Follow us on:
[/vallejocolors](https://www.instagram.com/vallejocolors)

www.acrylicosvallejo.com



DD SHERMAN

CHRISTOPHE TREIZE
BUILDS RESICAST'S
D-DAY DUPLEX DRIVE
M4A1



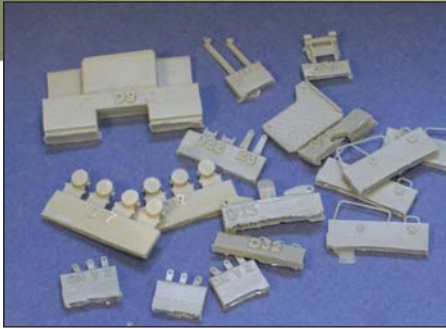


On 6th June 1944, the differences in tide times meant that the landing on Gold Beach was an hour later than the landing on the American beaches further west*. As a result the naval bombardments lasted much longer and caused more damage to the Germans. The tanks of the Sherwood Rangers Yeomanry were launched late, because of a very rough sea at about 700 m from the shore, instead of the theoretical 4000 m. When the Sherman Duplex Drives made dry land, the artillery and machine gun positions had been destroyed by the bombardment or by the other special tanks, landed by LCTs directly on the beach. They would be used in the fighting that would advance 5km inland on the first day and link up with the Canadian army landed on

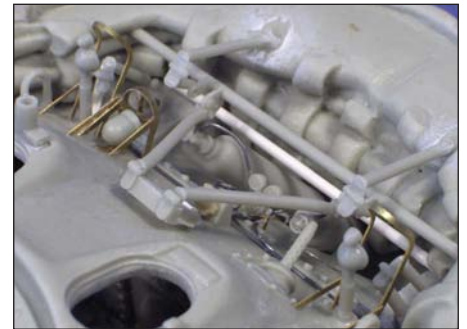
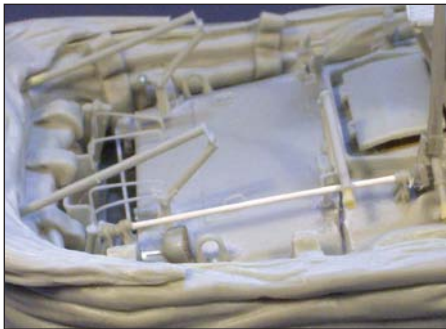
Juno Beach. Although the idea and design of the Sherman DD is credited to Major Hobart and his engineers, the British asked to the Americans to produce enough amphibious tanks as British industry could not produce them in sufficient quantity. Here is an American M4A1 Early, used by the British, as it must have been in the first minutes after landing on French soil on 6th June 1944.

*Unlike the oceans, the Channel tides are not directly generated by the attractive forces of the moon and the sun. The Channel tides are the consequence of the Atlantic tides which propagate as a wave from Brest to Dunkirk. This propagation depends on the shape of the shoreline and the seabed and therefore explains the differences in tides on the same coast.

OLD-SCHOOL RESIN

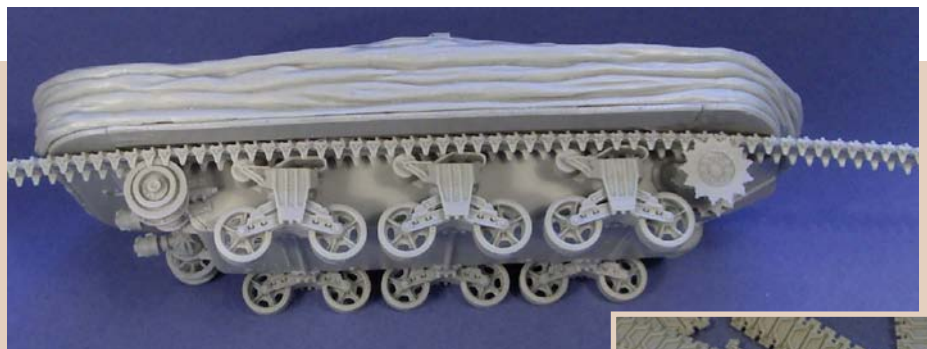


The Resicast kit n° 351236 "Sherman DD M4A1 Small Hatch with lowered screen" is composed of 312 resin parts, a small photoetched sheet, lenses for the headlights, some plastic rods and a USB key, engraved with the brand logo, where you can find the instructions as well as many assembly pictures and archive pictures.



The different parts are grouped in bags according to the different sub-assemblies. This is a complete resin kit. Great care must be taken when unpacking and assembling the various parts,

especially the elements that make up the canvas stiffeners, which are very fragile. Resin kits require a great deal more cleaning of parts ready for assembly, more suited to experienced modellers.

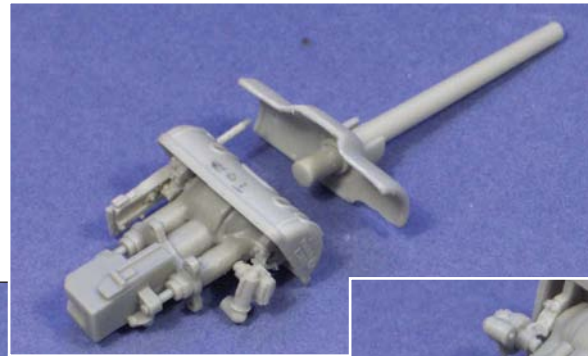


The lower hull requires the assembly and installation of the bogies and the resin tracks moulded in link and length style. Several sections have to be assembled before being heated progressively and meticulously with a hair dryer so that they fit realistically with the sprockets, wheels and skids. However, I eventually decided to replace them with Asuka "3 Bar Cleat" tracks, taken from the spares box, as reference I found of a Sherman identified on Gold Beach.

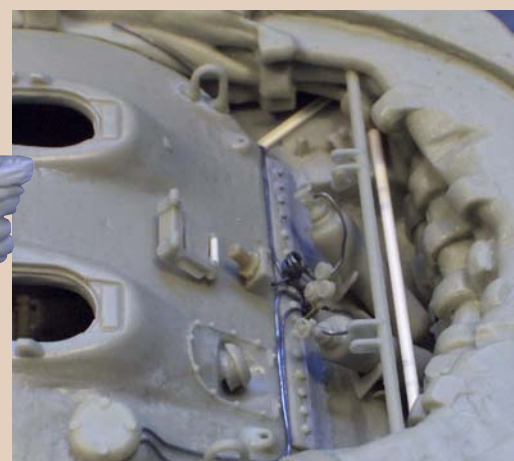
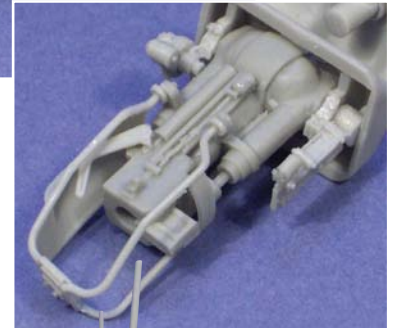


The assembly goes relatively well if you follow the instructions and the various photos available. The design of the tarpaulin requires it to be assembled and glued before painting in order to ensure that it fits the shape of the hull. A little bit of trimming is necessary for this step. Some parts will be more difficult to access for painting, but this is not a problem I discovered.





The gun is supplied in the kit, which is good if you want to open the turret hatches and suggest the interior layout. It is quickly and easily assembled.



SWIMMING COSTUME



Two thin coats of MMP white primer were sprayed on the whole model to make the different materials uniform and to make it easier for the following coats of paint to adhere.

I used MMP's US Army Olive drab FS319 as a base coat, in two successive coats. Then I added two drops of MMP's "Dunkelgelb RAL 7028" to my base colour and sprayed a first coat from above. I then added two drops of "Dunkelgelb" and sprayed the latter mixture on the upper parts and edges of the hull and turret to obtain a first depth and shading effect.

After airbrushing a coat of VMS gloss varnish, I applied the decals from "Stardecals" 35-c1246 "British Shermans on the beach". They represent a tank of the Nottinghamshire Yeomanry (Sherwood Ranger), 8th Armoured Brigade, on Gold Beach on 6 June 1944. This Sherman is nicknamed 'Lily' but unfortunately the name painted on the side is hidden by the water skirt. It can be seen that the British markings were quickly painted over the American ones. The tank has not been repainted, which is why it still bears an American olive drab. Two coats of VMS satin varnish will reduce the shiny effect and allow a better flow of weathering products.



In reality this is a vehicle that has done many training exercises before being sent to the front. I therefore made many scratches in the areas used by the crew, in a very classical way with a brush and a sponge with a dark brown acrylic paint. Then I applied an AMMO "Brown for green vehicles wash" in the hollows and around the reliefs. The excess is of course blended out with a brush soaked in thinner.



I then decided to start painting the tarpaulin swimming screen, an important element that will give originality to this Sherman. I used a brush to apply two generous coats of "Dunkelgelb RAL 7028" from MMP. This base coat is important because it will allow me to fix the oil paint. I decided to paint the water skirt as I paint my figures: oil paints creating shadows and highlights.



The base coat is a mixture of "Light mud" and "brown wash" from 502 Abteilung that I lightened with "Snow white" progressively to bring out the folds and reliefs. Note that the wet part of the tarpaulin is deliberately darker than the top part, which is supposed to be dry. Although it is a rubberised tarpaulin and not a fabric, I was able to give a different shade to break the uniformity of the colour and bring some interest to the structure. The inside of the canvas is also a slightly lighter shade than the outside.

After several days of drying, I was then able to apply AMMO Brown for Green Vehicles in the deepest folds to increase the contrast. The excess is removed with a make-up sponge. To simulate the weathering of the turret and hull, I applied strokes of AMMO Oilbrusher "green grey grime", which I then blended with a flat brush soaked in thinner, from top to bottom. The metal parts of the machine guns and the places where the metal is exposed by the contact of the crew are treated with "Dark Steel" pigments from AK Interactive with the help of a blender.



The tracks, quickly painted with a dark brown colour, receive a very diluted wash composed of "Beach Sand" pigments from Mig Production, the excess of which is removed with a make-up sponge. The undercarriage is treated in the same way. True Metal Steel from AK Interactive is applied to the running surface of the tracks. The very fragile propeller blades are put in place. They are painted with AK Interactive True Metal Brass. They are polished with a cotton swab to give the metal finish a shine.



In archive pictures, you can see that the screens were often repaired with pieces of other canvases. I achieved this effect by simply changing the location of the repairs with filters. The thick waterproofing edging product used on wading tanks is reproduced with a black gloss paint from MMP.



DDAYDD



Emblematic of the D-Day landings, the Sherman DD is very seldom represented in our hobby, probably because of the complexity of reproducing the famous flotation screen in the most faithful way. Resicast has dared to tackle this issue in a convincing way. It is up to you to take up the challenge of assembling and painting this original model to add to your collection, a very unique Sherman!





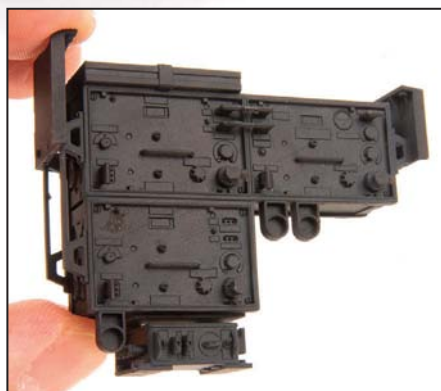
1:16
EXCLUSIVELY FROM
NFV
modeller

**THE ULTIMATE UPGRADES IN DETAIL AND
ACCURACY TO TAKE YOUR LARGE-SCALE
PROJECTS TO THE NEXT LEVEL**

RESEARCHED AND DESIGNED BY DAVID PARKER

TRUMPETER PANZER IV

...OVER 60 SETS AVAILABLE!



- Stowed Tow Cable Set.
- Spare Roadwheel Without Hubcap
- Ausf. J Air Filter
- Muzzle Brake 'Full Round'
- Muzzle Brake 'Half Flat'
- Replacement Road Wheel Tires
- Late Style Engine Fans
- Turret Door Visors
- Turret Schutzen Set
- German Atemschlauch Tubes.
- Fuse Panel
- Bosch Headlamp
- Ausf. H Radio Rack
- Ausf. J Radio Rack
- Tetra Fire Extinguisher (Late)
- Tetra Fire Extinguisher (Mid)
- Drive Sprockets Ausf. H/J
- Panzer Buckets
- Hull Hatch, Quick Release Brackets
- Driver's Vision Block Rack
- Turret Extractor Fan
- Generic Kugelblende Mg34 Mount
- German Tank Gyrocompass
- Main Gun Counterbalance
- 75mm Ammunition Crate
- 75mm Ammunition- Firewall
- Cupola Suitable For Ausf. H And J
- Interior Lamps/ Junctions/ Switches
- Turret Roof Padding Sections X 2
- Shell Catcher Bag

- Turret Traverse Ausf. J Only
- T.Z.F.F5 Gunner's Sight
- Coaxial Mg Mount
- Turret Direction Indicator
- Main Gun Maintenance Box
- Turret Traverse Motor
- Turret Electrical Junction Boxes
- Turret Seats
- Seat Pads
- Gun Spares Box
- Ammunition Locker Covers
- Gasmask Case Stowage Set
- Radiator Grilles
- Interior Decals
- Floor Escape Hatch
- Open Gurtsack Ammunition Bags
- Machine Gun Barrel Case
- Assorted Box Set
- German Ammunition Pouches
- Fan Belt System
- Engine Deck Hatch Locks
- Late Style Splash Rail
- Auxiliary Generator Fuel Tank
- Power Transformers Set
- Steering Controls
- Generic Z18-Box
- Engine Bay Set
- Accurate Driver's Seat
- Replacement Kwk.40 Breech.
- Brake Drums

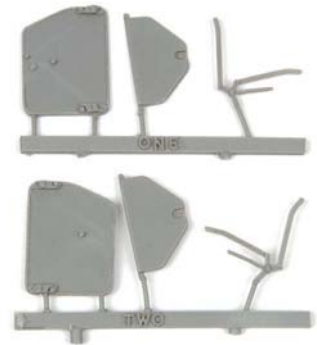
SHOP 24/7 AT OUR SECURE WEBSITE www.afvmodeller.com
WORLDWIDE SHIPPING WITH CHOICE OF DELIVERY SERVICES



TRUMPETER KING TIGER

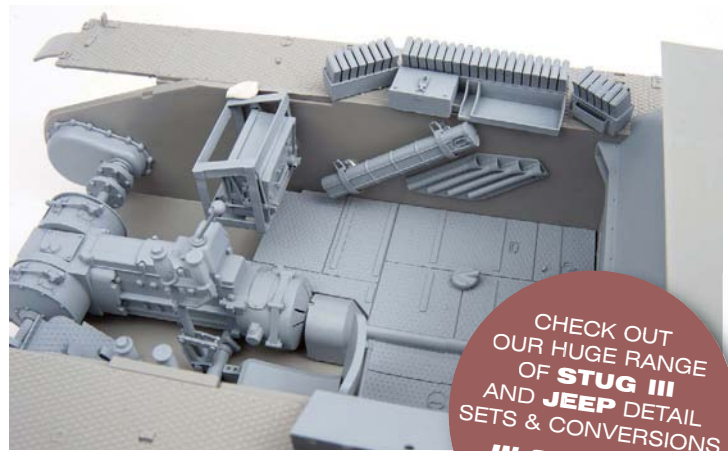
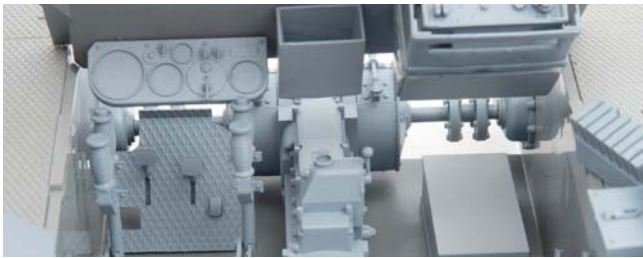
...OVER 25 SETS AVAILABLE!

- Hull Periscopes
- German Atemschlauch Tubes
- Bosch Headlamp
- Tetra Fire Extinguisher (Late)
- Tetra Fire Extinguisher (Mid)
- Panzer Buckets
- Radio Racks
- German Kugelblende Mg34 Mount
- German Tank Gyrocompass
- Generic Gasmask Case Stowage Set
- Mg34 Ammunition Belt
- Corrected Turret Loading Roller
- Scale Clear Resin Periscopes
- Open Gurtsack Ammunition Bags
- Machine Gun Barrel Case
- Corrected Breech Block
- Assorted Box Set
- Front Hatch Inserts
- Gyrocompass 'Ku3' Transformer
- Front Hatch Levers
- Engine Coolant Hose Set
- Demolition Charge Cases (3 Pcs.)
- Concertina Sleeve
- German Ammunition Pouches
- Corrected Hull Ammunition Racks



TAKOM PANZER I

AUSF. A AND AUSF. B INTERIORS



CHECK OUT
 OUR HUGE RANGE
 OF **STUG III**
 AND **JEEP** DETAIL
 SETS & CONVERSIONS
IN STOCK NOW



1:16 ARDENNES
 SCHWIMMWAGEN
 CREW



1:16 PANZER I
 D.A.K. CREW



1:16 PANZER IV
 CREW



RESIN FIGURES

OVER A DOZEN SETS AND
 SINGLE FIGURES TO
 CHOOSE FROM

WE'RE YOUR ONE-SIXTEENTH SUPERSTORE! www.afvmodeller.com



Panzerbefehlswagen I B



1:35



NINE LIVES

Like a cat, and the original vehicle, TRACY HANCOCK'S petite Panzer never says die

Four score and seven years ago...

Almost. The germination of this project began in late 2009 with the publication of *Panzerwrecks X*. This volume presented, for the first time, a vehicle that stood the world of WW2 German armour fans on its ear: a turretless Panzer IV mounting an 88mm flak photographed at the Pilszen-Bory airfield collections depot. Unfortunately, a relic stood in the way of many tasty details that modellers were craving: a Panzerbefehlswagen Ib. While the rest of the modelling world was quite literally trying to see around this vehicle, I was captivated. Short tracked, idler wheels removed and hubs leaking grease, no muffler, late war 3 colour camouflage... what a jalopy! I had to model it! I wasted no time in grabbing the Dragon kit, some PE, and a set of Fruiil tracks, all the modeller from 2010 needed to create an accurate model. The kit was quite nice and, as I remember, not a complicated build; nor were the tracks difficult to assemble, but mating the two together threw a spanner in the works: the Dragon drive sprocket would not fit the Fruiil tracks, and the track length didn't work for short-tracking; the results being either too tight and not connecting, or the sag being too sloppy to match the photo. So eventually, other, less complicated projects gained favour and the little Bug from Pilszen was relegated to the shadows until earlier this year past.

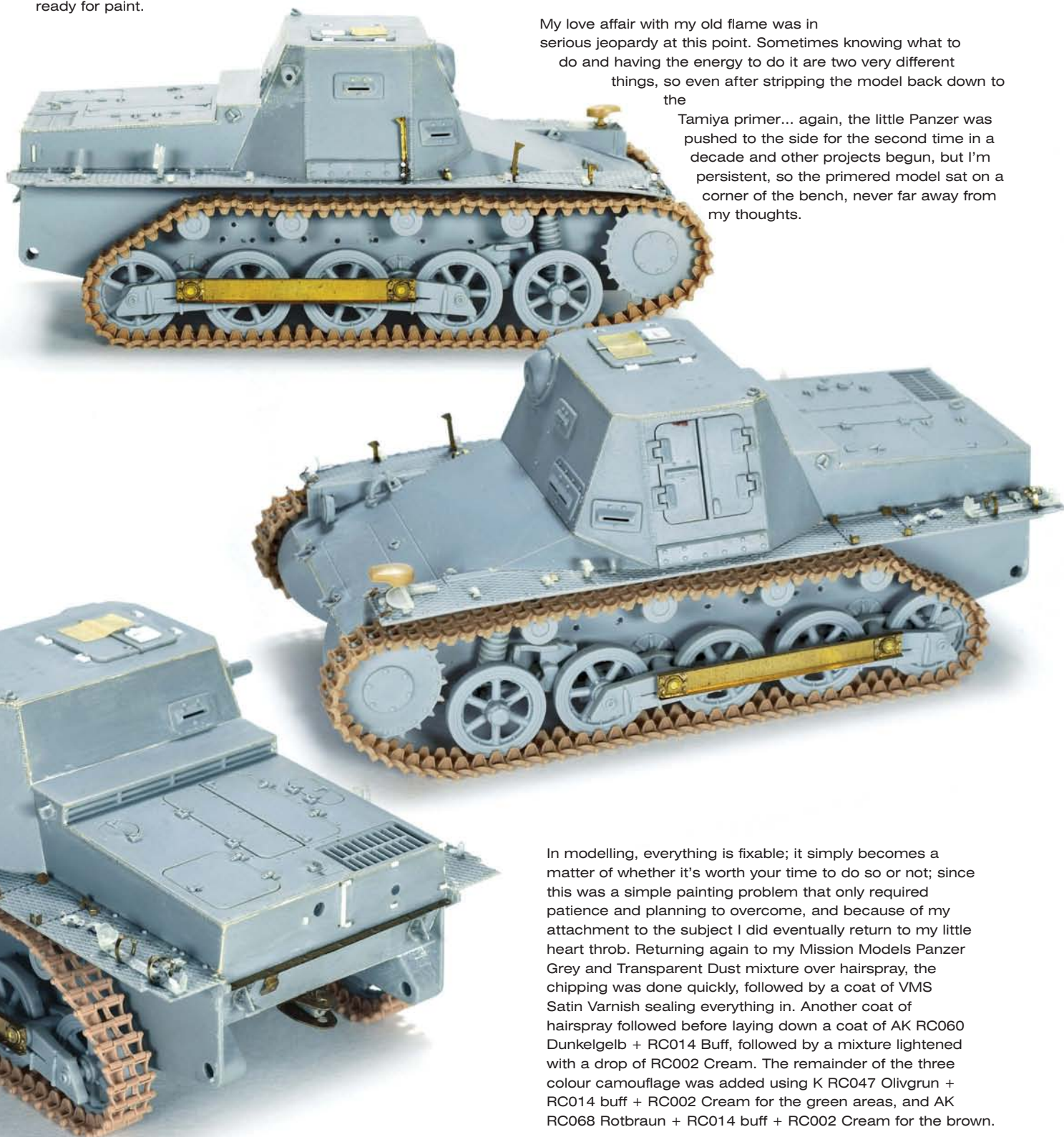
It was the best of times, it was the worst of times...

Like the memory of an old flame, my fondness for the little Panzer never truly went away, but it wasn't until T-Rex Studios announced its 3D printed Panzer I tracks that it found its way back to the forefront of my mind. Not only did they fit the sprockets, but they produced exactly the fit that I was seeing in my photo. While I had used some bits from the Eduard PE set in my initial build, I supplemented some of these with the 3D printed FC Modeltrend Panzer I ausf B tool clamp set when the model returned to the bench. Likewise, time had allowed me to cultivate more connections from around the world, and my friend Tomas Barblc from Czechoslovakia supplied me with two new photos of the little Panzer. Informed with all of this, the build of the vehicle was quickly wrapped up and it was ready for paint.

The model was primed with Tamiya rattle can Red Oxide primer, followed by a coat of hairspray. For my Panzer grey I used Mission Models Panzer Grey with a touch of their Transparent Dust to lighten it very slightly. After some minor chipping with water another layer of hairspray was applied before laying down the three tone camouflage, again with Mission Models paints. The chipping that followed was disastrous, the paint coming off in sheets. After much weeping and wailing and gnashing of teeth, the model was stripped back down to the Tamiya primer layer and the lightened Panzer Grey mixture reapplied. After another layer of hairspray and mild chipping, I attempted my three tone camouflage with Tamiya paints. The results were quite poor and all down to my own frustrations, so I walked away.

My love affair with my old flame was in serious jeopardy at this point. Sometimes knowing what to do and having the energy to do it are two very different things, so even after stripping the model back down to the

Tamiya primer... again, the little Panzer was pushed to the side for the second time in a decade and other projects begun, but I'm persistent, so the primed model sat on a corner of the bench, never far away from my thoughts.



In modelling, everything is fixable; it simply becomes a matter of whether it's worth your time to do so or not; since this was a simple painting problem that only required patience and planning to overcome, and because of my attachment to the subject I did eventually return to my little heart throb. Returning again to my Mission Models Panzer Grey and Transparent Dust mixture over hairspray, the chipping was done quickly, followed by a coat of VMS Satin Varnish sealing everything in. Another coat of hairspray followed before laying down a coat of AK RC060 Dunkelgelb + RC014 Buff, followed by a mixture lightened with a drop of RC002 Cream. The remainder of the three colour camouflage was added using K RC047 Olivgrun + RC014 buff + RC002 Cream for the green areas, and AK RC068 Rotbraun + RC014 buff + RC002 Cream for the brown.



This tri-tone camouflage was applied hastily, and according to the reference photos the areas under the fenders and behind the running gear were still showing some Panzergrgrey. Likewise, I took the liberty of leaving areas of Panzergrgrey in the missing tool and jack block locations and behind the location of the missing muffler.



These are nice details to add, though they may eventually be toned down by weathering, sometimes you can't predict what will show through. The prominent suspension springs and other relevant areas received a thin wash of Lifecolor UA 701 Dark Rust.



This vehicle carried minimal markings, and these were painted on using custom masks. Because of my schedule, sometimes I can't jump straight from painting to chipping and this was the case here. The paint had fully cured by the time I was able to devote some time to chipping this model and water was doing nothing, so my next step was to employ some straight isopropyl alcohol and a small, stiff bristled brush. While this may seem extreme, on fully cured Tamiya paint it performs beautifully, yielding extremely fine chips.



Spending a little extra time in specific areas result in breaking through to the underlying Panzer Grey and its chipping into the red oxide primer area (Planning ahead is key here). I must say that I was extremely happy with the fine chipping here and was rapidly falling head over heels for this little hotrod again.



the weather report...

I always begin my weathering with the lower hull sides, since the majority of this area will be covered by wheels and tracks it's a great place to dial in the look and feel of your weathering before committing to more visible areas, it's also the area which arguably gets the dirtiest, so you can push things a bit more here. I weather with oils and am a big fan of layering to create a complex finish, so my first step is to lay a strong, punchy earth tone into the crevasses under the fenders and around the running gear; not a dark colour, but in this case a strong, almost ochre earth tone. While this may seem shocking at first, I know that this will be covered with more transparent light earth tones down the line, so it will pop through in a more muted way and create the illusion of a more heavily accumulated area of dirt. Broad areas of dust coloured oils are laid in, followed by accents of raw or burnt umber in deep areas, followed by more dust tones, with speckling being utilized between all of these.

Once I have things built up in a way that I am happy with, the model is laid on its side and a pre made mixture of light coloured pigments are worked in a broad way around all of the outcroppings, under the fenders, feathering out to the slab sides of the hull; these are set in place using a spray bottle of water followed by a hair drier on low setting to evaporate the moisture without leaving tide marks. This same procedure is used for the mid-tone and darker pigment mixtures, working them more tightly around the hull side details. As I was working the hull sides I also allowed my weathering to creep up the back and front of the vehicle, and adding specific details like the oil seepage around the removed rear idler wheel, done with several applications of burnt umber oils, followed by an enamel engine grease mixture. Moving to the upper hull, the weathering process was much the

same, beginning with pushing some earth tones into all of the nooks and crannies of the hull and fenders, concentrating this in areas where there would be minimal crew movement to dislodge this. Moving around these areas again, lighter coloured dirt tones were worked a bit further out, followed by dusty tones, working these into fender joints and hatch recesses in an irregular manner. Likewise, dark washes using slightly lightened Burnt Umber oils were also used in these areas and around some bolt heads and details; with the dusty toned wash being used over this and by itself in the areas that did not receive the darker wash. No matter the colour that I am using, as my brush becomes drier, I flick it against a cocktail stick to produce faint speckling on surfaces before reloading the brush for more washes. I do this repeatedly, applying it in areas that need a bit more grunge or a slightly distressed look.

For areas of more extreme wear and older rust, I use burnt umber gently applied to catch corners and raised details. For fresher rust tones, I use the same technique, substituting a Burnt Umber and Burnt Sienna mixture, as Burnt Sienna by itself has a more Terra cotta color that I don't care for. The sprocket teeth and a few choice edges here and there were hit with graphite to represent fresher wear. The lovely T Rex tracks were lightly airbrushed with Polyscale Oily Black and weathered with oils to match the vehicle; once fitted, the short tracked vehicle that caught my eye initially had returned. Some leaking grease was applied in specific areas using Burnt Umber oils and enamel grease mixtures. To be honest, writing about a process like weathering is difficult; you sort of do what seems right, building up layers, and constantly adjusting the adjacent areas as what you've just done affects them until you are pleased and reach a stopping point.





The tiny Panzer I takes on a whole new look in a later three-colour scheme.

Keeping the main bogies and sprocket detachable help with the lower hull weathering process.



Many layers of oil paint finished with lighter tones of pigment powder provide lots of interest to the hull sides.

The missing muffler gives great opportunity for more staining and dirt.





setting the stage...

From the beginning I knew that I wanted to set this vehicle in the Pilszen-Bory airfield collection yard after the war. While the Jagdpanzer 38 Hetzers found here were nearly new and would be refurbished to form the backbone of the new Czech armoured units, the rest of the vehicles would have been stripped and smelted over time. My goal was to convey this without featuring another vehicle, to create a peaceful but workmanlike setting. My starting point for this was a relaxed figure from Tank from the stash that could represent a worker involved in dismantling these vehicles. My initial thought was to have the little panzer dragging a sledge full of spare track or a length of track to a scrap pile, but this would have made the base too long and would have split the focus between the figure at the front of the vehicle and the track behind; not a good compositional choice. In order to keep the base compact and the composition tight, I decided to keep the focal point at the front of the vehicle and to begin building piles of scrap. Beginning with the lengths of Fruil track for the Panzer I that did not fit the Dragon kit, I scrounged through my stash and found full sprues of individual links from the ancient Dragon Jagdpanzer 38 Hetzer and Dragon Magic Track for the Panzer III. The plastic track were assembled

in coils and bound with thin copper wire, while a package of 3D printed dismounted Panzer III and IV roadwheels from a good friend and a set of 3D printed cats from Mathos Models completed the main compositional elements. With these at hand, and the base cut to shape and covered with a mixture of craft store Dark Earth coloured acrylics, paper mache, white glue and water to form a durable base that if chipped would maintain its colour, many hours were spent positioning and repositioning these items. Much like writing about weathering, writing about composition is difficult; the smallest changes can make your composition work, while the multitude of attempts before were flawed in some ways. For example: my initial layouts had the higher stack of coiled track at the outer corner (drawing the eye away from the focal point of the figure and cats), the Panzer I track uncoiled and laying between the figure and the cats (literally dividing and separating them from each other, rather than allowing them to interact), and the pile of Panzer III and IV roadwheels more clustered together (creating a gap between them and the coiled tracks which caused an unwanted stutter in the flow of the eye). As each of these compositions was considered, I looked at the composition from every angle, to see if the story I was trying to tell was clear from any angle, or if the view presented piqued my curiosity, made me want to see what the figure was looking at, to see what the cats were looking at; to make my eye want to see the interaction.

Heady stuff, and maybe a little pretentious, but I feel that the final composition works from each angle because of it. The coils of Hetzer and Panzer III tracks were airbrushed with a black/brown mixture and weathered to match with Lifecolor Rust paints, oils, and pigments and “cemented” in place using AK Interactive Terrains paste. Similarly, the 3D printed roadwheels were given a coat of Tamiya red oxide tones, hairspray, and a mixture of Tamiya and AK Real Color Dunkelgelbs and chipped using isopropyl alcohol, while the rubber was painted with Lifecolor’s excellent Tire/Rubber set. Oils were used to weather these, and again, AK Terrains paste was used to fix them in place. With this dried, these items were masked off with tape and the groundwork was given a coat of Tamiya XF-52 Flat Earth, XF-55 Deck Tan, and AK RC060 Dunkelgelb with select areas lightened with a mixture with a bit more Tamiya Deck Tan. With the groundwork suitably painted, grass tufts and flowers were positioned (and repositioned) until realistic areas of full and patchy turf were obtained. Once the layout was finalized, the individual tufts were secured using CA glue. While I was pleased with the colours of the grass tufts, I did give them a dry brushing with the dust toned oil colours used to weather the vehicle for a touch more harmony. The previously applied basswood base surrounds were sprayed with a

mixture of Tamiya Clear Red, Orange, Blue, and Green to create a medium/dark wood tone that complimented the previously weathered Frail Panzer I tracks. The delicate Mathos Models 3D printed cats and the Tank figure were both airbrushed with a foundation of a greenish grey mixture; the cats were painted using acrylics and a sponge for the random pattern, while the Tank figure was base coated with acrylics and finished with oils, as they give me easy smooth transitions. A couple of Miniart beer bottles and a section of tow cable on the ground wrapped things up.

This was a much longer journey than any other project that I’ve done; but honestly, if I had just pushed ahead 10 years ago when it was begun it wouldn’t have come out as well for a number of reasons. In the end I was especially please with the chipping and tones of the vehicle, but the area I wanted to push with this project was the composition and storytelling, and I feel very good about the end result. Big thanks to Chris Meddings, Will Pattison, Sam Dwyer, and Lester Plaskitt for the encouragement and critiques along the way.





NINE LIVES





Panzerbefehlswagen IB Dragon No. 6222

PE/3D: FC Modeltrend Panzer I Ausf. B tool clamps

Base: Tamiya Red Oxide primer hairspray
MMP MMP - 014 Panzer Grey + MMW 006
Transparent Dust, VMS Satin

AK RC060 Dunkelgelb + RC014 Buff (lighter layer

same + RC002 Cream)

Camo:

AK RC047 Olivgrün + RC014 buff + RC002 Cream
AK RC068 Rotbraun + RC014 buff + RC002
Cream

Tyres: Lifecolor UA733 Tire Black

Tracks: Polyscale Oily Black, springs and other



PANZER KNACKER

My favourite tanks are all kind of German tanks, I can not remember when (or if!) I have ever built an Allied tank before, I have to admit that I was deeply inspired by a colour profile in AFV Photo Album No. 2 / Canfora Publishing. This profile shows a SU-100 in Prague at the beginning of May 1945. The vehicle was described as part of the 6.Guard Tank Corps Company, 3. G.Tk.A., The author said that all SPGs of this unit shown damaged fenders and track guards and remnants of winter coat of white. So these inspirations gave me so many reasons to leave my "German" ways and to pick up a Dragon SU-100 which has sat in my stash a long time.



BERNHARD LUSTIG

BUILDS THE RUSSIAN 100mm GUNNED MONSTER SU-100

1:35



BUILDING THE BEAST

Due to the appearance of the T-34/85, the existence of SU-85 (with the same firepower) was obsolete, so a more powerful gun had to be designed. The State Defence Committee ordered an even more powerful cannon, mostly based on the existing design. The base design of the SU-100 was identical to the SU-85. Both vehicles are based on a T-34 chassis, replacing the turret by a casemate. After an intense testing of several guns, the first prototype was completed with the powerful D-10S 100mm gun in March 1944.

In comparison to the SU-85, the SU-100 benefitted from some improvements like a 75mm thick front armour (SU-85 sported 45mm). Two ventilators were installed instead of one in the SU-85 and the superstructure was redesigned because of the larger breech of the 100mm gun. A commanders cupola with 4 vision ports and a rotating periscope improved combat vision. Mass production began in September 1944. Due to some production problems of the 100 mm gun, most units received their SU-100 early in 1945. They replaced losses of the SU-85 and were first seen in massive formations against the German offensive "Operation Frühlingserwachen" in Hungary in March 1945. Until July 1945, 2335 vehicles were built. The SU-100 was kept in

Russian first line unit service until 1957. The production was reactivated until 1947 and was transferred to Czechoslovakia during the 50s.

The Dragon Kit no 6075 was issued in 1995 – so it is more than 20 years old. In 2007, Dragon issued a Premium kit with some etched parts, magic tracks and some other updates to rectify the faults of the previous model. Of course, if you compare both kits with the new Miniart SU-85 kit, you can clearly identify their age, but in this case I decided not to concentrate on the vehicles details or unit's history. I wanted to focus on painting and weathering my model.

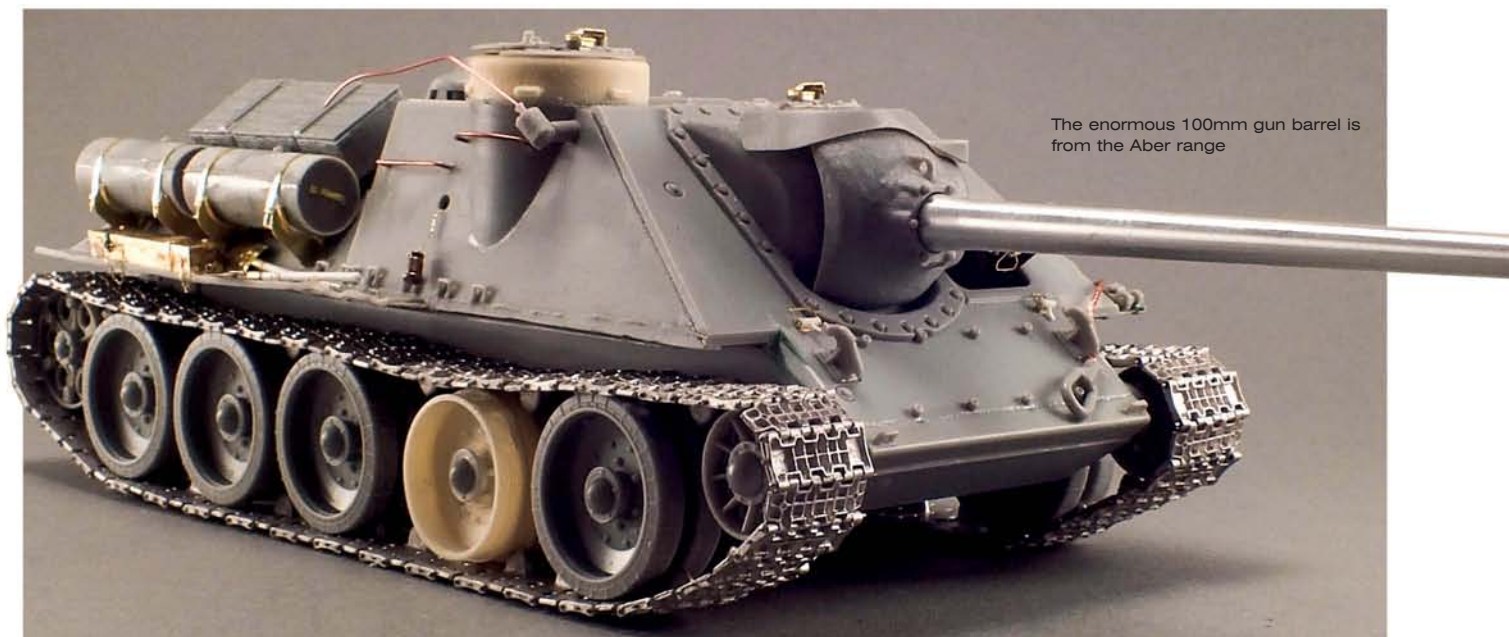
My work began by reducing the thickness of the track guards with the help of a minidrill. It is essential to show a heavy damage and to give an old veteran impression. The first third of the right track guard was removed and a welded seamline was made by a piece of thin styrene strip which was weakened with plastic glue. The seamlines on the fuel tanks were produced in the same way. The exhaust pipes were replaced by resin parts from Jaguar model, which are unfortunately no longer available. All the roadwheels were treated to damage with sharp blade. One roadwheel was swapped for a tyre-less roadwheel from MIG-Productions.

Exhaust pipes swapped for Jaguar pieces



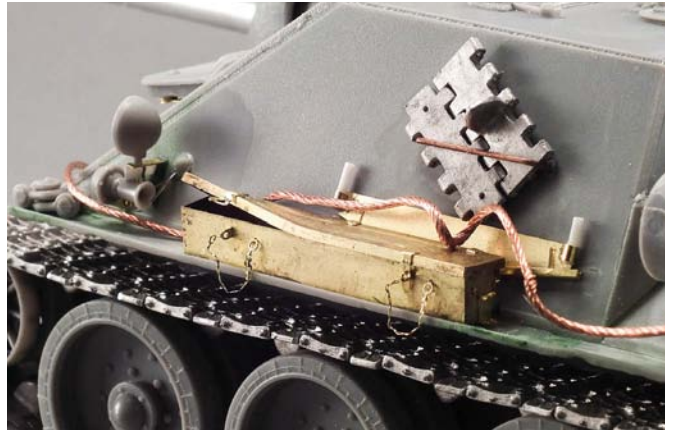
I took the damaged roadwheel from a MIG-production KO T-34-kit

The enormous 100mm gun barrel is from the Aber range





External fuel tanks provided in the kit show a simulated damage which I enhanced. I know, some people call it overdone, but I like these effects. I only added new seamlines and some etched handles from the Voyager set.



If soldered it's easy to make some damage to the toolbox because of the strong joints, note the detail of the latch chains, soft copper tow cable, saw and grab handles.



Note the seamline left by the missing mudguard.



Photoetched engine deck grilles always improve any T-34 based model, as do the fuel tank retaining straps.

It makes sense to replace the huge plastic barrel by a beautiful piece from Aber.

I added also a detail-set from Voyager to the model. All the Voyager PE parts worked properly, but I have to admit that most of them were soldered together. The tool boxes can be bent

easily being formed by thin brass, soldering should be done from inside the boxes. The large air intake over the engine deck is a worthy add on, because the old kit included only a plastic part without any etched mesh detail.



The large ammunition boxes came from Miniart. Commander's cupola is included in the Voyager upgrade set.

WINTER COAT OF COLOURS

I always prime my models in black from AMMO which gives the model a perfect protection for the next stages. In my opinion, if you follow directly with the base colour, it is toned down too much, so you need a brighter colour in between. Normally you can do so by a more-or-less intense layer of white. Here, I added a layer of AMMO-Russian green primer first followed by an overspray of white, only in the upper half of the vehicle. The frontal armour was not highlighted, because I wanted to have a more intense effect done by dark base colour in combination with the white winter camouflage. At this stage, you can start to work with a very thin mixture of AMMO-4BO-Russian green.

With the SU-100 I tried a new way of highlighting my vehicles, because I guess this method works best on green vehicles, like this Russian friend.

The model has two layers of "Chipping fluid" now, followed by an overspray with highlighted Russian Green. You should highlight the colour in small steps to get a subtle effect. With the help of warm water and a stiff brush, I was able to gently remove the highlighted colour until I got the desired effect. This was done as the normal chipping process. For more effects you can repeat it – perhaps in smaller local spots.

Until now, all that we have done so far is nothing more than building up the base-colour, so chipping and weathering has to follow.

First part of the chipping process is to build up the bright chips. I did it in a very conventional way with a Windsor & Newton Series 7 (00) brush and a highlighted 4BO (Russian Green), because I feel working with sponge technique does not give me the control I used to have.

Dark chips were painted with several mixes of black-brown acrylics. The main aspect is to do it in a really thin way. With that, the colour varies from chip to chip which depends on the intensity.

If you are convinced with the result, you have to overspray the model with a mix of 50% semi gloss varnish / 50% matt varnish followed by Chipping fluid. I added chipping fluid in 2-3 thin layers to be sure having a good base for the now following overspray with Tamiya White acrylic colour. To get a worn winter whitewash, the colour was carefully removed – again with warm water and a stiff brush. I started chipping the whitewash beginning from the edges, leave several areas mostly untouched following war-time images for reference.

As you can see no pinwash or filters were used until this stage, so now is the time to do so.

First of all I toned down the white colour with a very light washing. Pinwashing was done in the usual way. I created several more chips over the white colour by using the 4BO-Russian green and a fine brush. This method can be done in a more controlled way than the previously described chipping. In addition to green chips, I also added some fine chips with oils. My favourite colour for this is a mix of Sepia, Lasur OxydOrange, Black and Lasur Oxydbrown. This mixture is good for deep chips, tending to give rusty streaks. Acrylic white colour (again very thin) was used to follow the mapping process. Do it in a logical way the whitewash has gathered along the edges and lower areas. This is a very necessary practise to give a more natural worn look over the toned down white colour.



I always make a basecoat with black primer to my models. AMMO Black primer gives a very smooth surface and a perfect base for the following



A not varied overspray with Russian Green Primer, highlighted in the upper part of the vehicle is a kind of preshading.



4BO Russian Green from AMMO is my choice for the base-colour. I thinned it slightly to take the effect of the previous preshading. As you can see the horizontal surfaces are more bright than the others. To force the effect I added a cloudy overspray with highlighted base colour.



Chipping fluid is the base for the following highlighting effects.



Now the 4BO Russian Green is highlighted again.

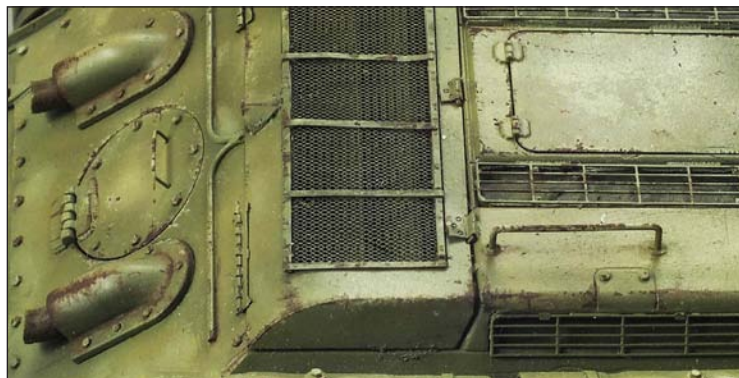
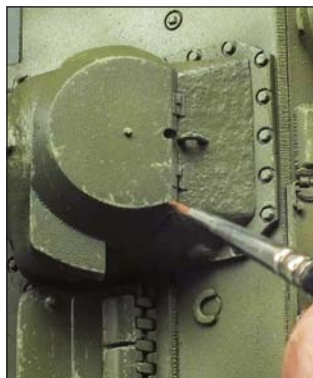
Here you can see clearly the effect of the chipped highlights. Note the several colours on the engine deck. This is the result of repeating that process several times in small steps

Here you can see how highlighting and Chipping is working together

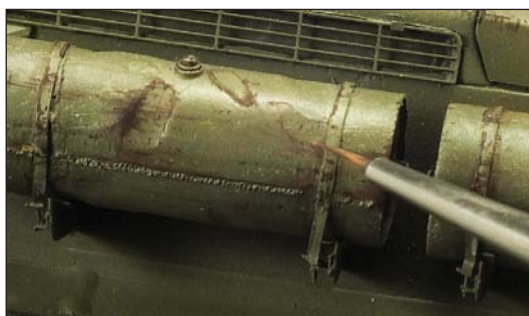




The previous chipped –highlighting doesn't replace the chipping process, now beginning with highlighted base colour



Chipping is done with a several black-brown colours; i.e. Vallejo 822, German Camouflage Black Brown, AMMO Shadow Rust A.MIG043



If heavy thinned, these chipping colours are also working good for the first pinwashing – note the area around the hatches.



After 2 layers of Chipping Fluid, parts of the vehicle got a white winter camouflage



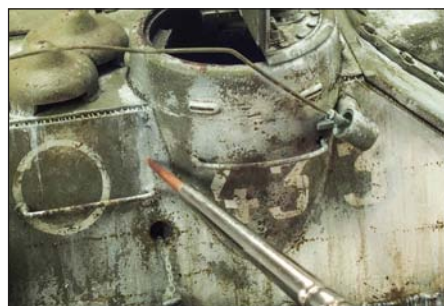
Tamiya-White X-2 has to be removed with warm water and a stiff brush.



Pinwashing with AMMO "Streaking Grime for Winter Vehicles" gives a more green effect.



Tiny dots of a oilcolour mix were added over the white camouflage.



Some white streaks with Humbrol, Oils or Acrylics were added to the faded white.



Nice effects of gathered winter camouflage on fenders edge done with considered brush-work.

I really appreciate that AMMO issued a new range of Mud & Splashes products. The colours are enamel based, looking really natural and complement one another. Firstly, I mixed two components of AMMO Heavy Mud (Heavy Earth + Turned Earth) together. The paste was applied with an old brush on the lower part of the tank and on the roadwheels. Since the paint is still wet, you are able to blend the edges with some White Spirit. Beware of not building up a too thick layer, because at least one additional layer has to follow. After 24 hours I built up a second layer with different – brighter tones of AMMO Heavy Mud (Thick Soil + Turned Earth) mixed with earth and sand until I got the desired consistency. While it is starting to dry, you can refine the

texture with a pointed tool to get a more realistic appearance. The lowest part of the tank and the area behind the suspension arms got a finish with a mix of Ammo "Fresh Engine Oil" and "Wet Effect".

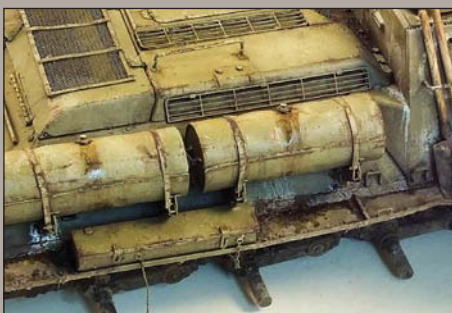
Here and there I added some pigments in a very controlled way. I built this up very carefully in several layers so not to overdo this. Normally I use pigments in a very limited amount, but if you do this in areas where you want to create oil stains over dust or mud – it is an essential base for good effects. You can see this effect clearly on the mudguards.



The Lifecolor "Black Rubber" is my favourite paint for rubber. Damaged rubber effects were added with AMMO- Satin Black. Mud was done with AMMO Heavy Mud and finished with some dryer tones with pigment powder.



Lifecolor is also my favourite choice for painting and weathering tracks. I work in several but heavily thinned layers. Polished steel effects are necessary where the roadwheels contact the inner track surface. The outside of the tracks got a finish with several earth and sand-coloured pigments.



Weathering is nearly complete. The mudguards got a weathering with pigments, followed by some Ammo "Fresh Engine Oil"



The area behind the roadwheels is almost unseen. Engine oil over the mud gives a very interesting effect to the area.



Exhaust pipes were painted with Lifecolor "Rust & Dust", traces of smoke were done with black pigments

As you may have presumed, I used some metal Friul Tracks for my model. First, my tracks got a bath in Acetone, followed by a second bath in AMMO "Burnishing Fluid". After a few minutes the metallic tracks got a realistic dark rust colour, which is a good base for a later treatment with weathering. Here I used AMMO "Rust Track" colour which was applied in thin layers. With the help of a sponge I applied rust tones in various colours. Life Colour has a perfect range for doing so. To get to the final touch, I applied some light rust tones randomly to the tracks, in a heavy thinned way with washes.

Finally I added some earth toned pigments with some AMMO Pigment Fixer to the outside of the tracks.

For my first project of a Russian vehicle I must say I had so much fun. The Russian green offers lots of possibilities with weathering making a nice change from my usual German colours. Normally I build vehicles which are all included in dioramas. This Su-100 should tell his own story helpfully with the help of the three figures (converted using Dragon Gen-2 parts and a flag from Magic Sculpt putty)- I hope you agree.



PANZER KNACKER



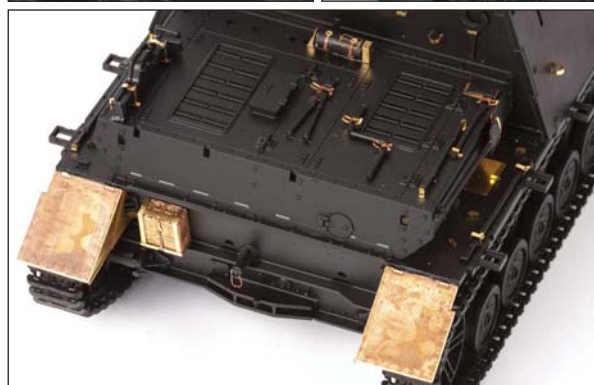
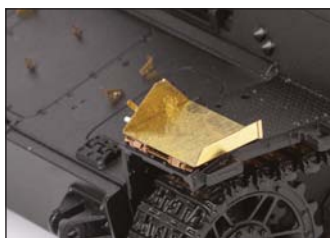
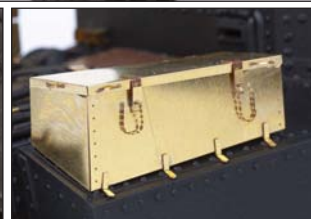
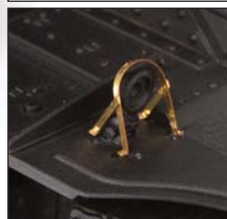
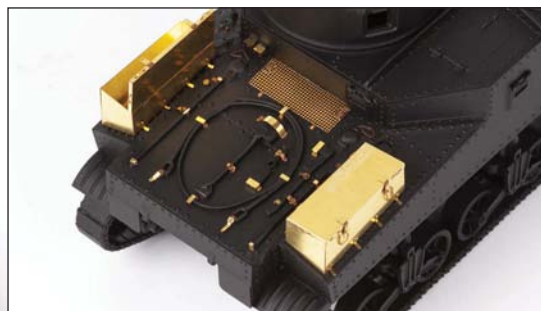
BEST BRASS AROUND

eduard

M3A4

1/35 I Love Kits

Cat. No. 36501



Panzer IV/70 (A)

1/35 Tamiya

Cat. No. 36502



Scammell Commander w/ 62t semitrailer

1/35 Hobby Boss

Cat. No. 36503



www.eduard.com