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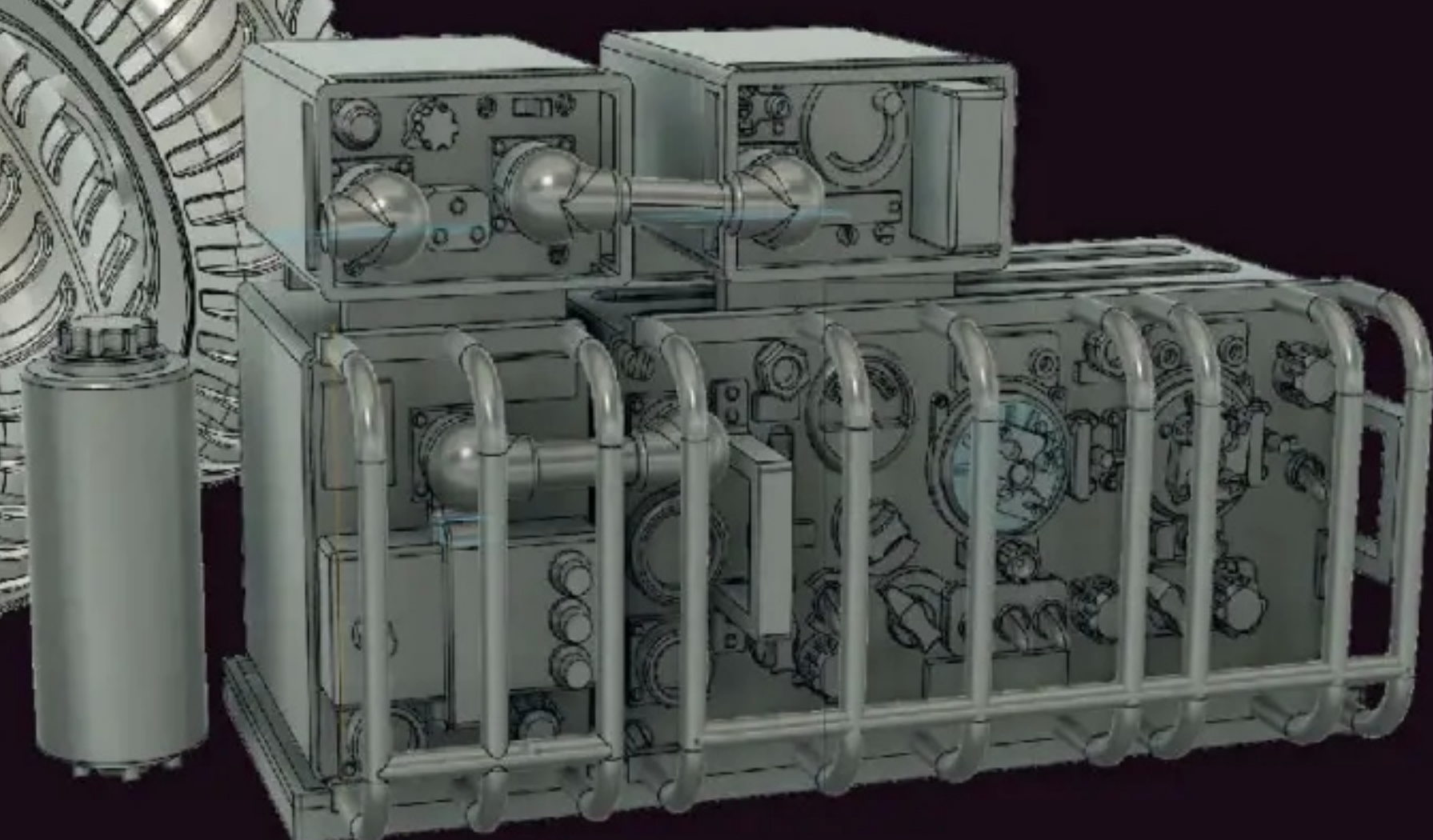
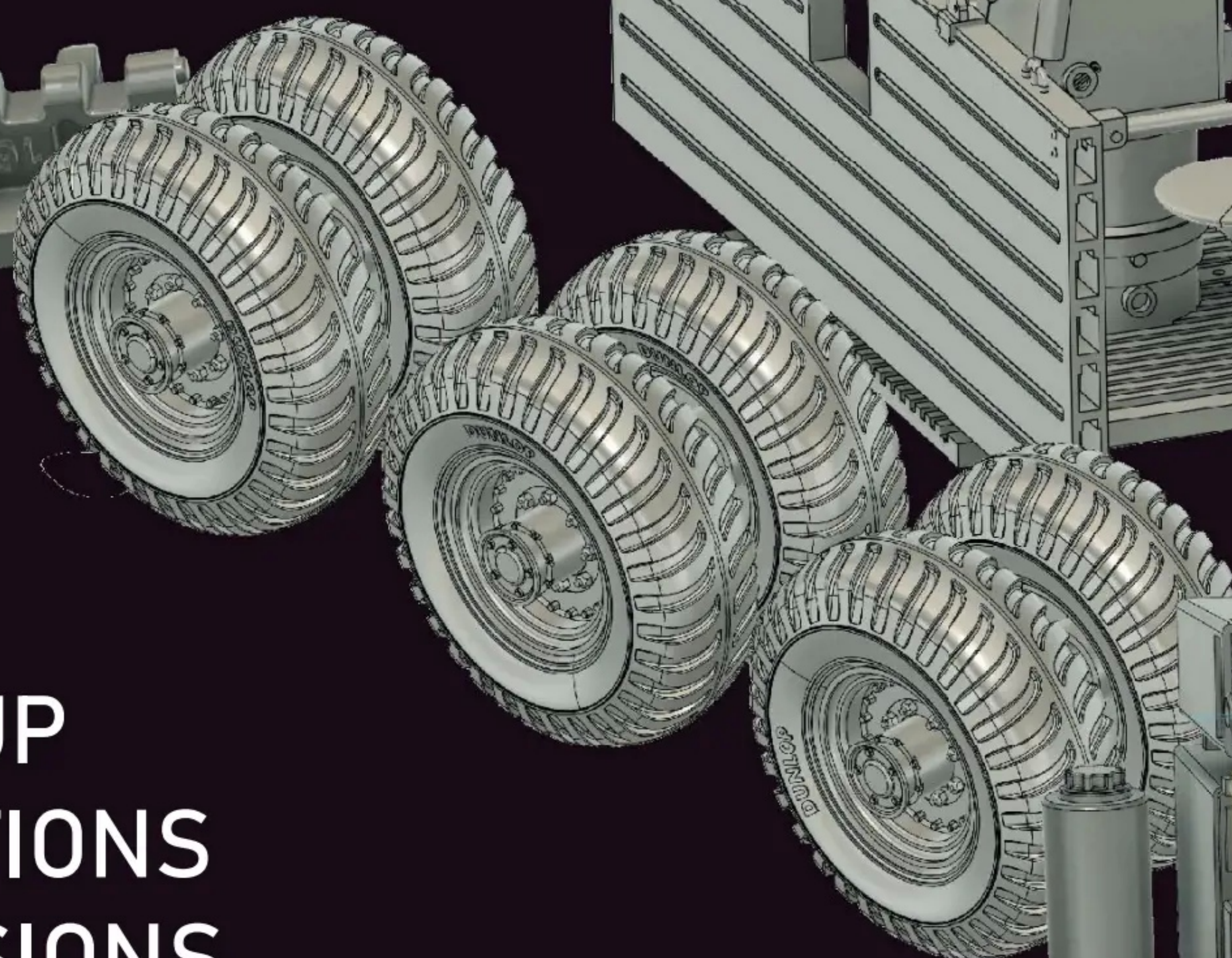
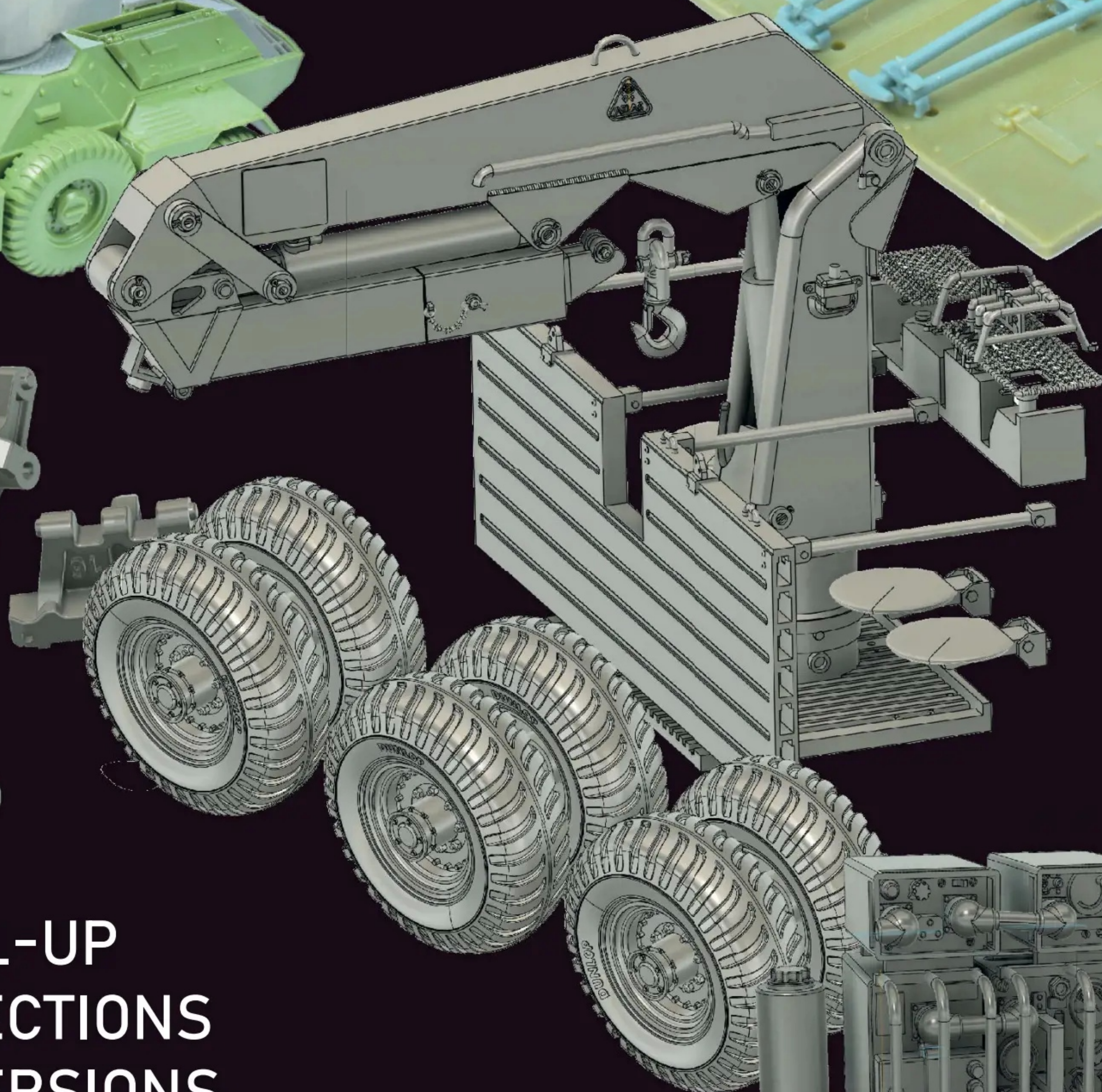
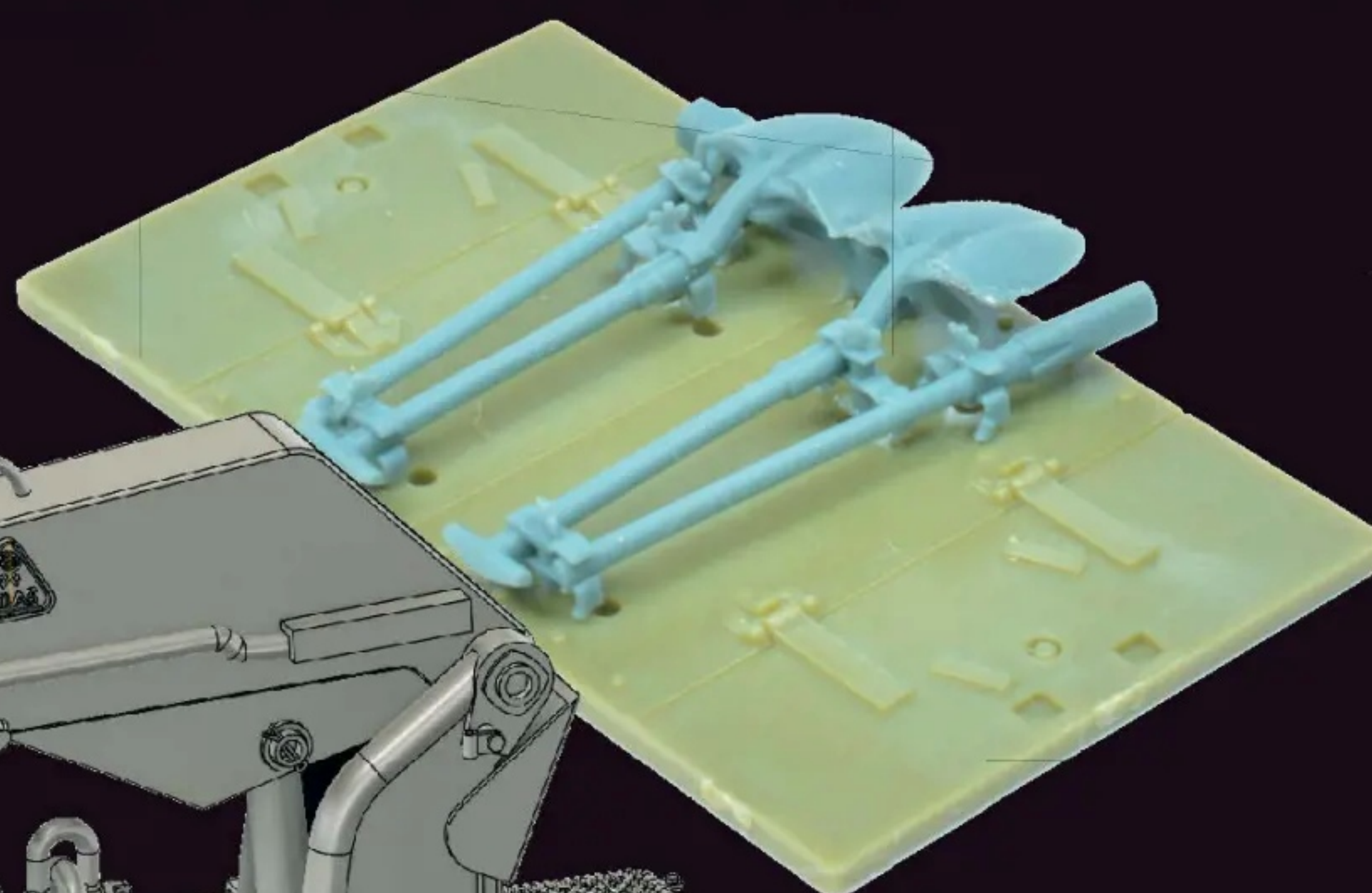
Erik Gideonse's
Brummbär Diorama



FIGURES



WEAPONS



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TIERPFE

ERIK GIDEONSE

Models a 'paws' in the fighting,
Baesweiler, Raum Aachen,
Oktober 1944

Building dioramas can be really satisfying.

One can put his skills to the limit into every aspect of model building. Not only building but also doing research, maybe upgrading and then paint it, but you have to put also the same attention to figures, buildings, scenery as you do with the vehicle! All to the limitations you set by yourself. Another aspect I like to do is to put a bit of drama, a human touch, a certain feel, a story to my dioramas. Now, the matter is often, how?

1:35



EGE



During my days in the army I was sent several times to operate in other countrys for peacekeeping operations. On one then more occasion I saw the other forgotten victims of war; homeless pets! Cats, dogs, horses, cows and occasionally a budgie! Often injured due to warfare or unexploded munitions. I often wondered where are their homes, who was their owner and what happened to them.

Back home normal life went on, years went by and models where built. Then, on one certain occasion I saw a picture (yes on one of those endless internet surfing sessions...) where a wounded dog was nursed by a soldier. Remembered me of the pets back then. Would be a nice idea to put that on a diorama!

Thinking about how I would execute the whole thing I came across another interesting picture in a book on the Sturm-Abteilung 217 of a late Brummbär Sturmpanzer which had mechanical problems on its way to the front. Thinking at the aspects I want in my dios mentioned above, the idea of combining the two pictures of the soldiers who where nursing their 'pets', doing 'Animal Care' (Tierpflege in German), really inspired me! Above all, the picture of the Brummbär was taken during the Rhein battles, one of my personal main interests, and so it would be a follow up of my latest dio, but then from the German side. (The one with the US Ambulance)

The fore mentioned book gave me detailed info on what type of Sturmpanzers were used at that certain time and the appropriate Tamiya kit was ordered and construction a Tamiya kit doesn't need any explanation. But me not being me if I didn't want to detail it, of course!

First thing I did was using Aber track fenders. For a more sturdy hold to the plastic chassis, the fenders where fixed to the lower hull using pins. That way I couldn't bump them off during

construction. I've Been there, done that...

Then came the suspension. As the Brummbärs, which is an Allied nickname by the way, where front heavy due to the heavy armour, the suspensions towards the front are more compressed. To achieve this 'natural sit' I opted for the moveable Tristar suspension for the PzIV series. To my surprise these fitted perfectly the Tamiya kit! After that I moved on with the roadwheels, whereby I noticed that Tamiya's idler wheels are the earlier type. A quick search trough the stash brought relief in form of some late types idler wheels from Dragon (thank God they put so much 'extras in these kits!), appropriate to the late type PzIV chassis. With a bit of adjustment they where fixed, see also the accompanied pictures.

I'm not a fan of building interiors (don't built what you don't see!), but that said, in my opinion, if there are open hatches I think you should see at least a glimpse of something and not look into a black hole! For that reason I scratch built a partly interior of what can be seen 'through the hatch' using plastic card, parts of an Tristar interior and some Voyager PE.

Also, as per picture, as the crew was doing engine maintenance due to mechanical problems, I needed to put in a Maybach HL 120 engine. An old Verlinden Pz IV interior came to the rescue, and after the appropriate hatch was opened up on the Tamiya engine deck, the motor was installed. Again some scratch work was needed to, to at least make it look right of that what could be heavily seen. Again, see the pictures. The rest of the build went straight forward according the instructions, with the exception of where to use the Voyager PE. Another addition I made was using an Aber barrel and a MasterModel MG 34 barrel, whereas the gun tarp was done with Apoxie sculp. These gun gems really pimp up the model!



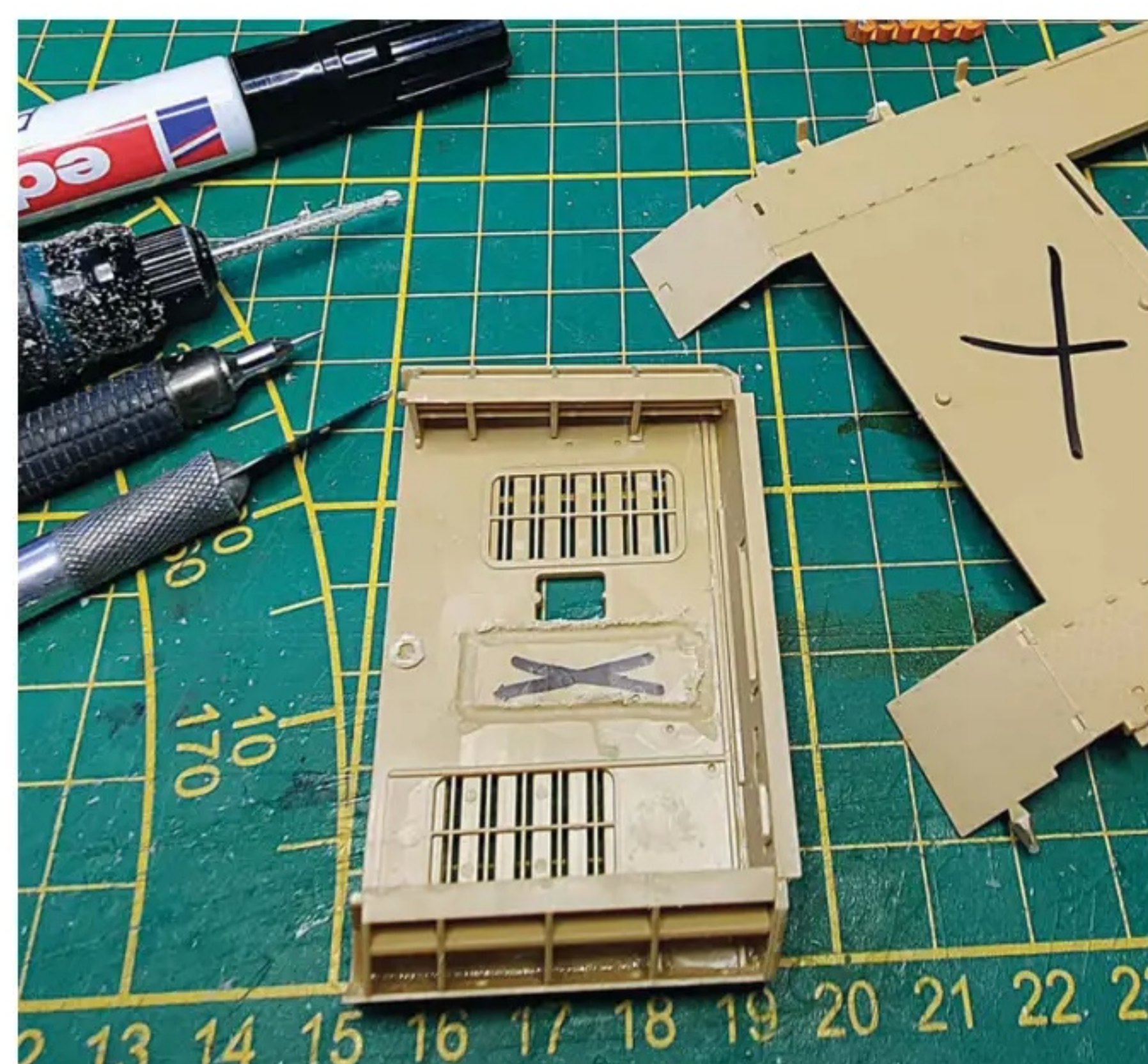
Aber fenders with wire pin supports for a better hold.



Tristar suspension installed, which occurred no problem and is movable!



The newer type Dragon idler needs adjustment by thickening up the axle with plastic tube in the correct size. And rework the idler itself a bit.



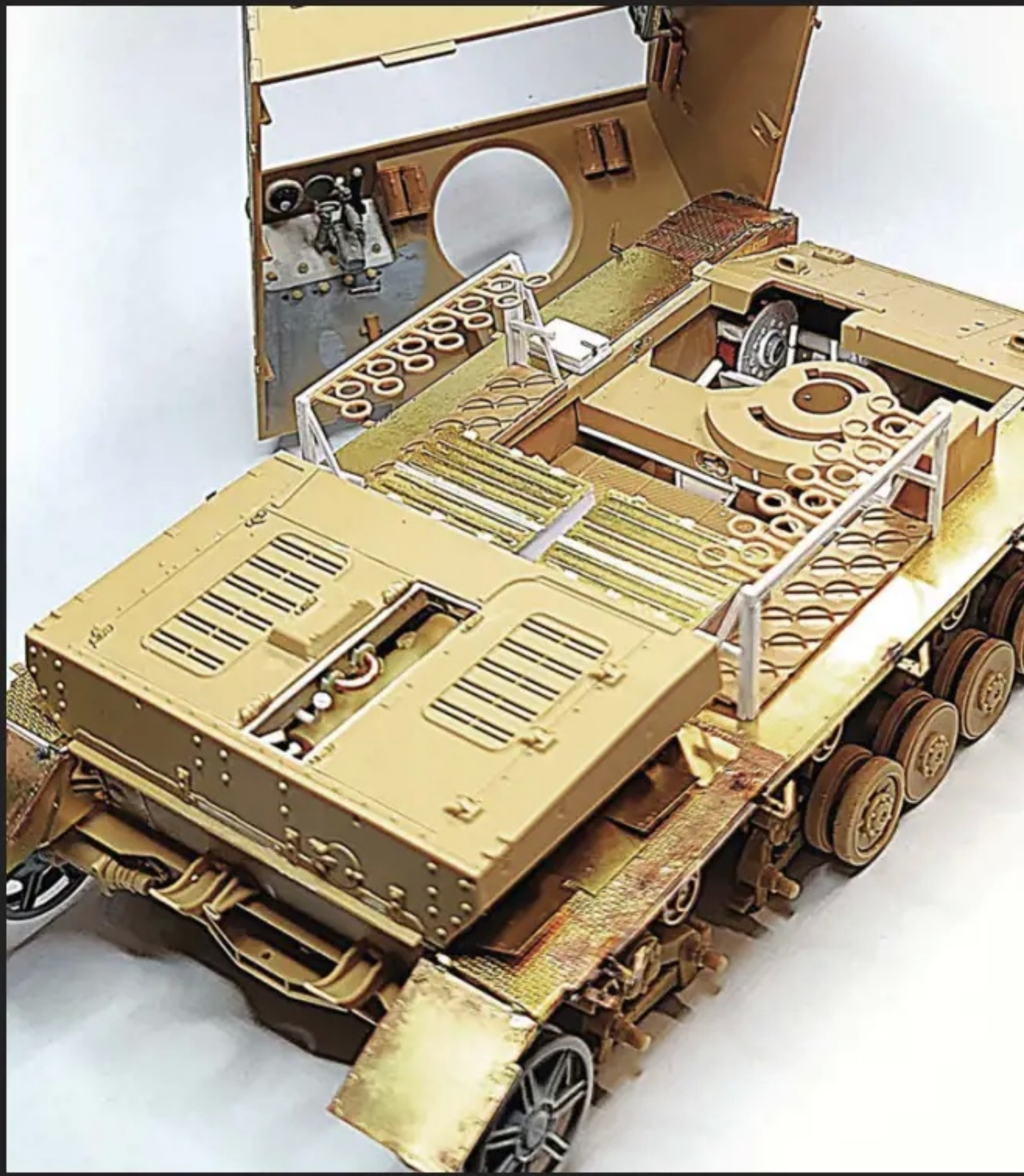
Open up the engine hatches to show what's inside. As part of the story a important thing to do! The deck was thinned down with a Dremel tool, for easy cutting out carefully along the hatch lines. Somehow Tamiya has the compartment totally shut off on the upper hull!



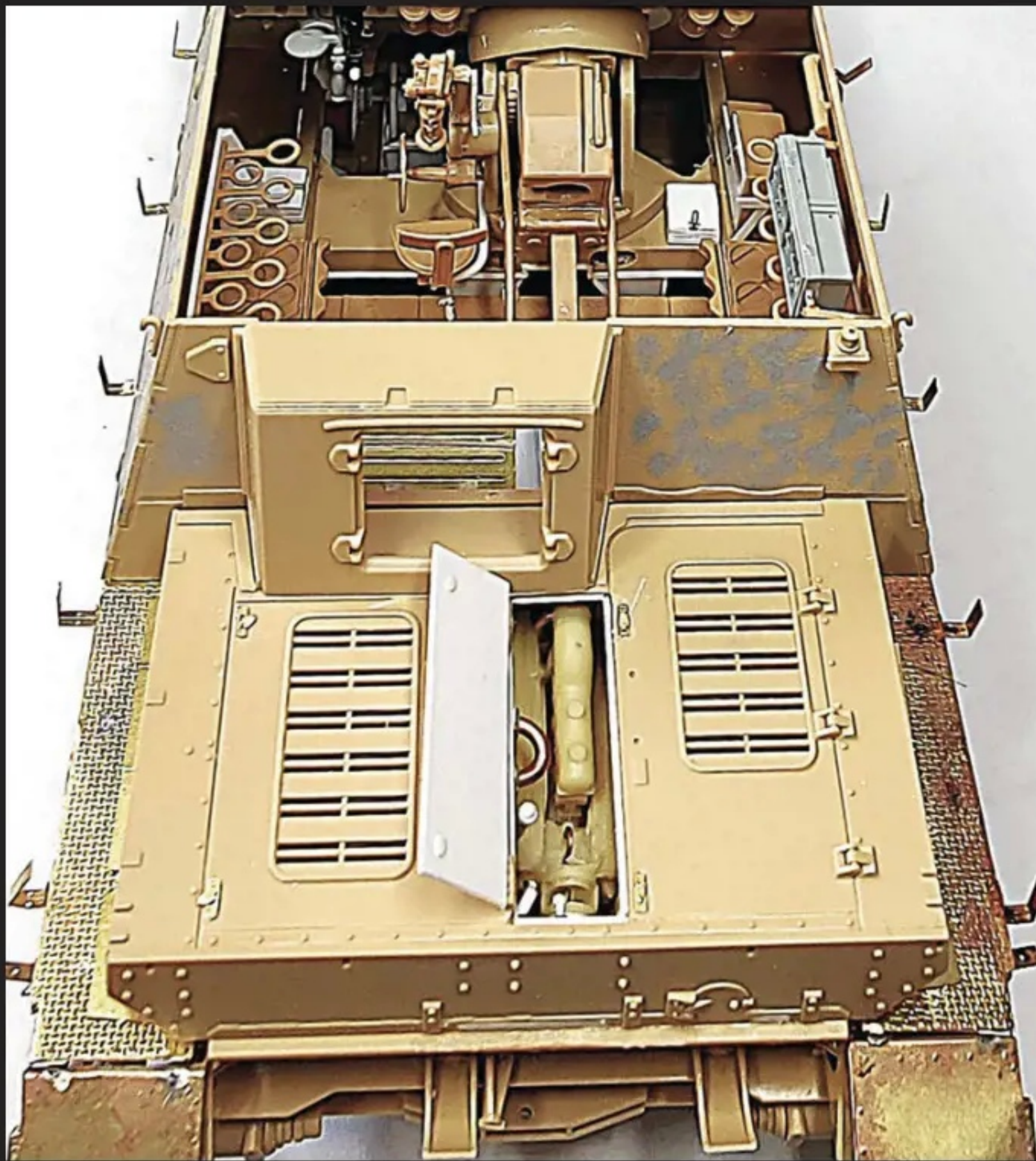
Verlinden Maybach motor installed, along with some scratching



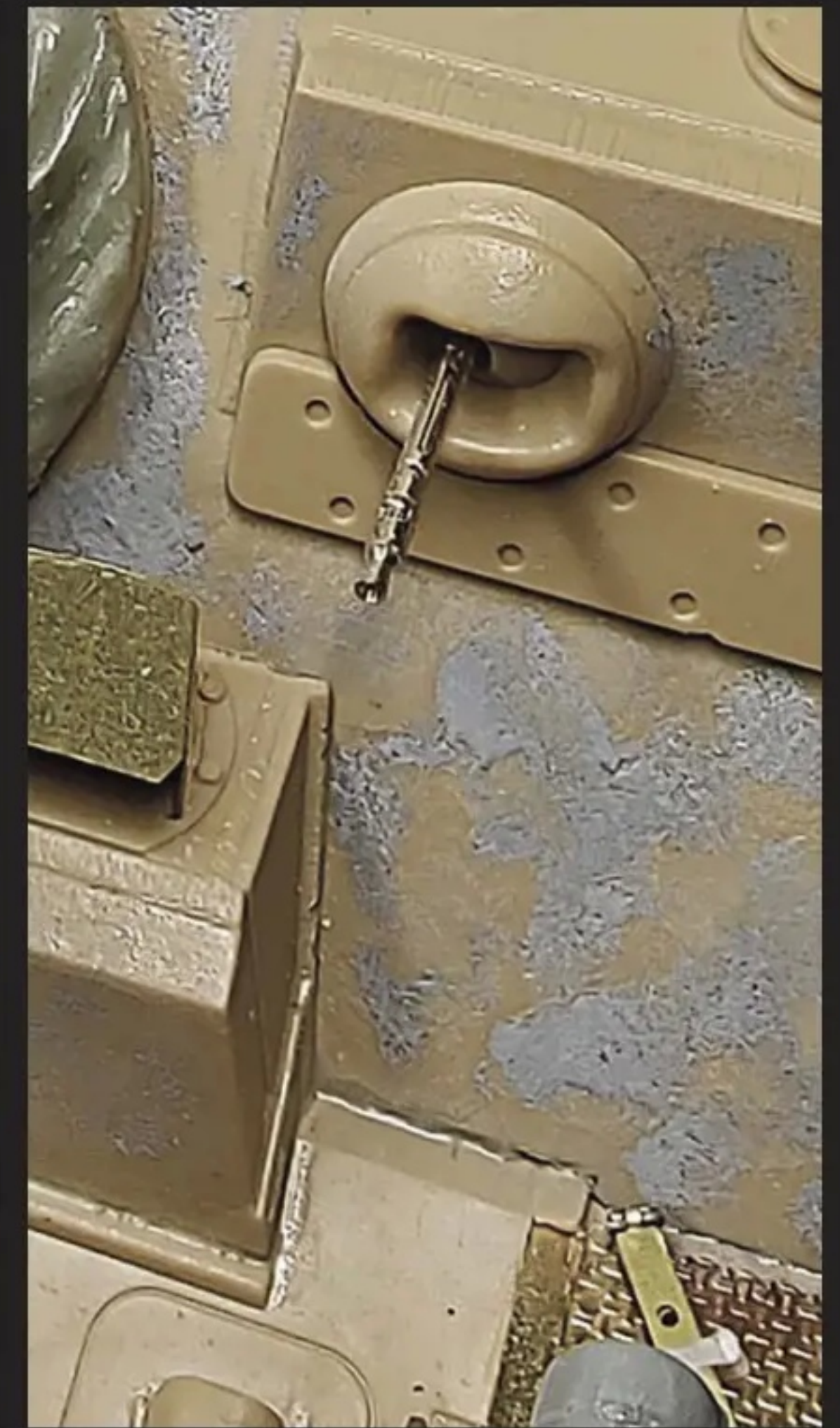
Also the small hatch inside is detailed with what could be seen.



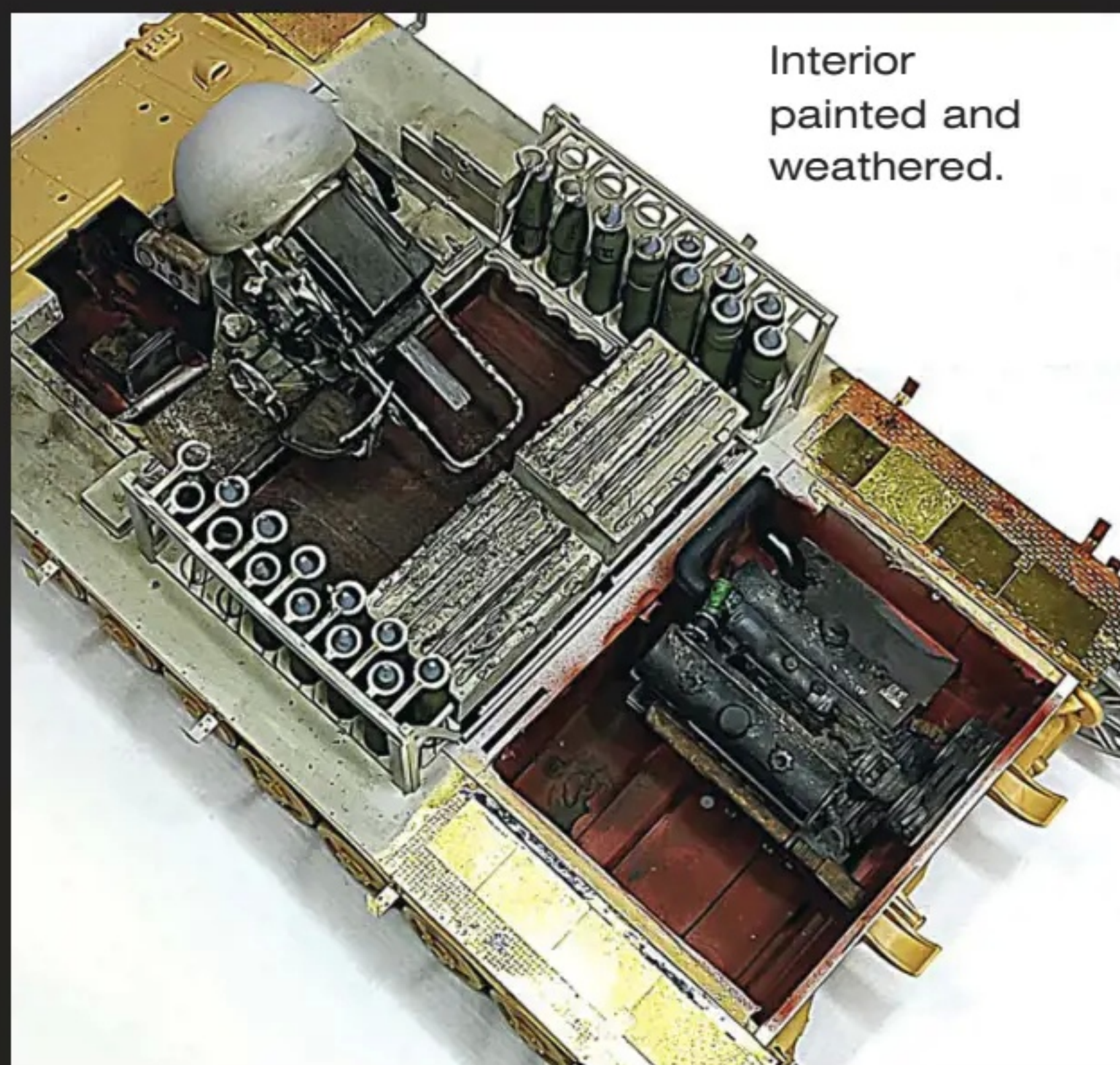
The interior complete for what could be seen should someone look through the hatches.



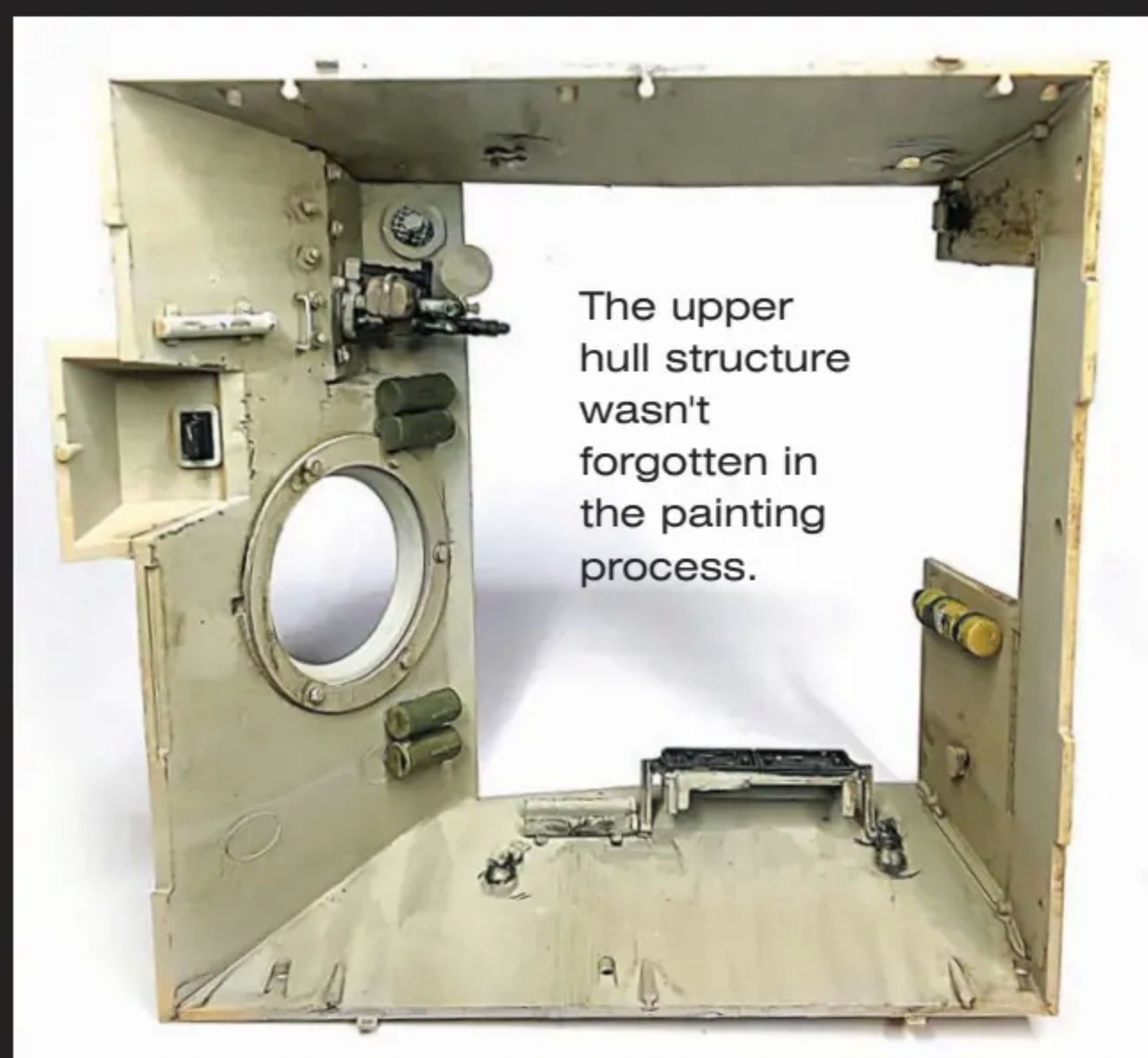
Another picture of the interior, now the upper hull installed to see if all things fit. Note the scratch made small hatch on the engine deck, and the radio set on the right side wall, borrowed from a Dragon StuG.



The steel structure of the upper hull was achieved with thinned Tamiya putty. Added in a stippling mode and then sanded smooth. Note the MasterModel armoured MG 34 barrel.



Interior painted and weathered.



The upper hull structure wasn't forgotten in the painting process.



The gun tarpaulin made from Apoxie Sculpt.



Started the painting process with Gunze 1200, followed by a preshading with Tamiya XF-1.



Thinking reverse! Started with airbrushing the red

Starting the painting process was done by spraying the whole model with a rattle can Gunze 1200 and some pre-shading using Tamiya XF-1 Black to give the weathering a good base to work on. To do the late war disc camo one has to think backwards regarding adding the camo colours. By first spraying the brown colour, adding the disc mask, then the green, adding the mask

over that and then spray the dark yellow it becomes more easier to do! Then decals are added and the chipping is done.

Another thing which is often overlooked in my opinion are the inside of the Schürzen, when added of course. Although this side is on the inside, and therefore it cannot be seen immediately, it can be seen! As with the interior, I think one has to weather this side of the Schürzen to using the weathering methods as on the tank itself. Again, I refer to the pictures for further weathering to

see how it was done. On the other hand, as these cannot be seen that good, because they are hidden behind the Schürzen, are the tracks! I used a couple of Dragon ones for this, because I had them in the stash and they were of the correct type. Painting these is simply done using the airbrush in appropriate colours as is the weathering.



Cutting discs in different sizes with a circle cutter is easier.



After the appropriate places where sprayed with the green shade, more discs where added.



finally the dunkelgelb base coat was sprayed on. I do this in a more lighter shade, as due to the weathering it becomes darker.



After the discs being removed, a nice late war disc camo appears. The few decals are added using the Micro Set&Sol solution, topped of with Vallejo Decal Fix, to protect them further in the weathering process.



Chipping done with the sponge technique using different Vallejo tones to represent the wear and tear on the paint work, there where the crew is most likely to crawl over the tank.



Detail painting like the tarp, wheels, spare tracks and different shades of dark yellow to represent changed, new parts.



Some tanks in the unit were named, and this was done by hand painting.



The inside of the schurzen are done with the same dedication as the rest of the tank. An often overlooked detail.



Oil paint dot fading to enhance the weathering process added.



Dusty rain marks are also done at this stage.



To represent a light dust crust a layer of hairspray was sprayed on, followed by a dust spray mixed out of Tamiya colours and chipped of with warm water to get the effect wanted.



The result I was after, a light dust crust. Note also on the road wheels!



To get the tread of the steel road wheels that metal look, I first painted them with Vallejo Neutral grey and after drying added different graphite from different pencils and polished them shiny with a cotton bud.



The sprocket and the idler are mostly polished to mirror like steel, so it seem on the real things, so I painted them first with an Edding silver marker and polished it with pencil graphite.



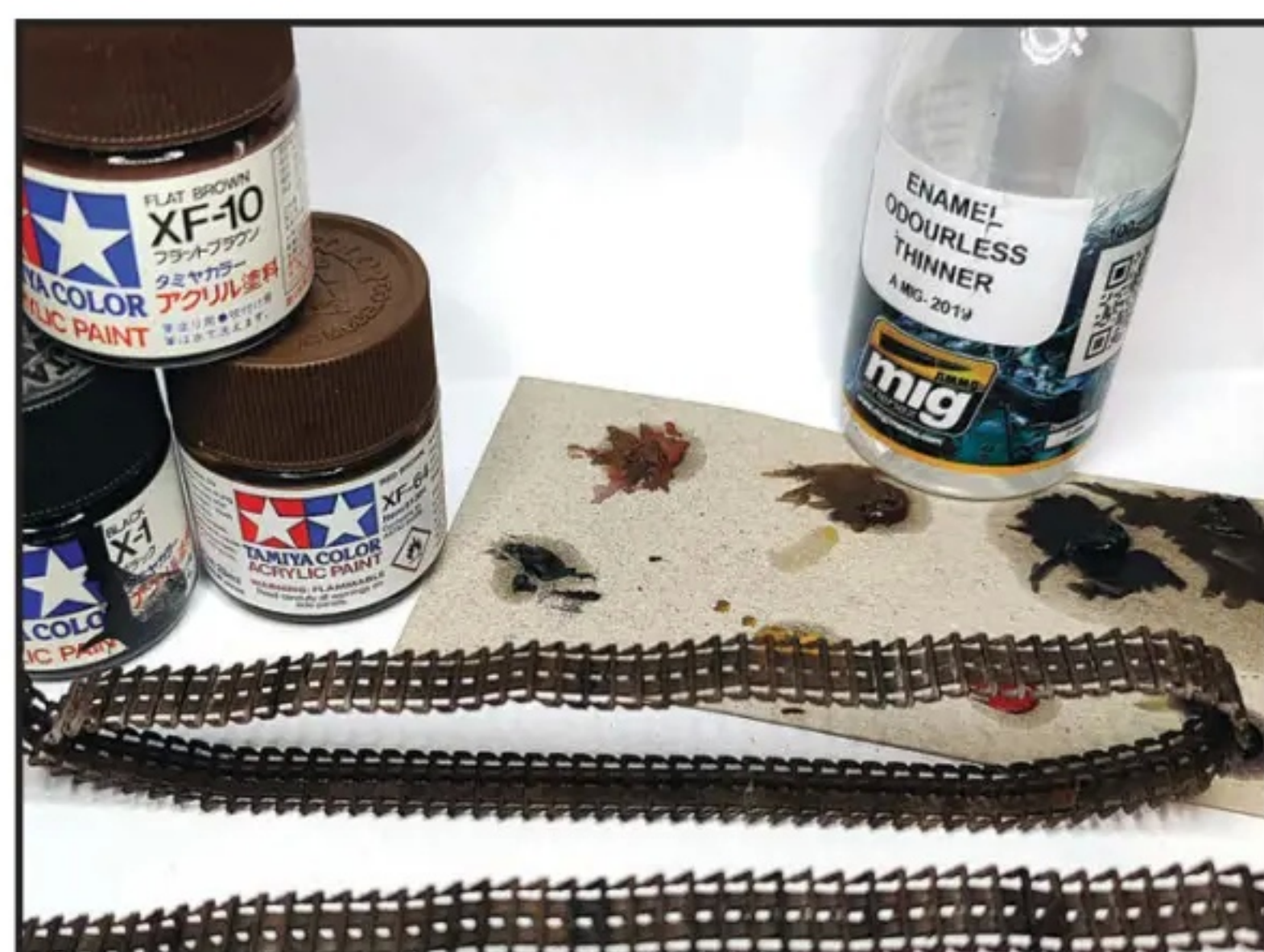
Dust was also added with an oil brusher in corners and edges most likely to where dust collects.



A dirt crust to the lower hull done with pigments. By laying the model on its side, it avoided the pigments falling off. This was fixed with sand & gravel glue.

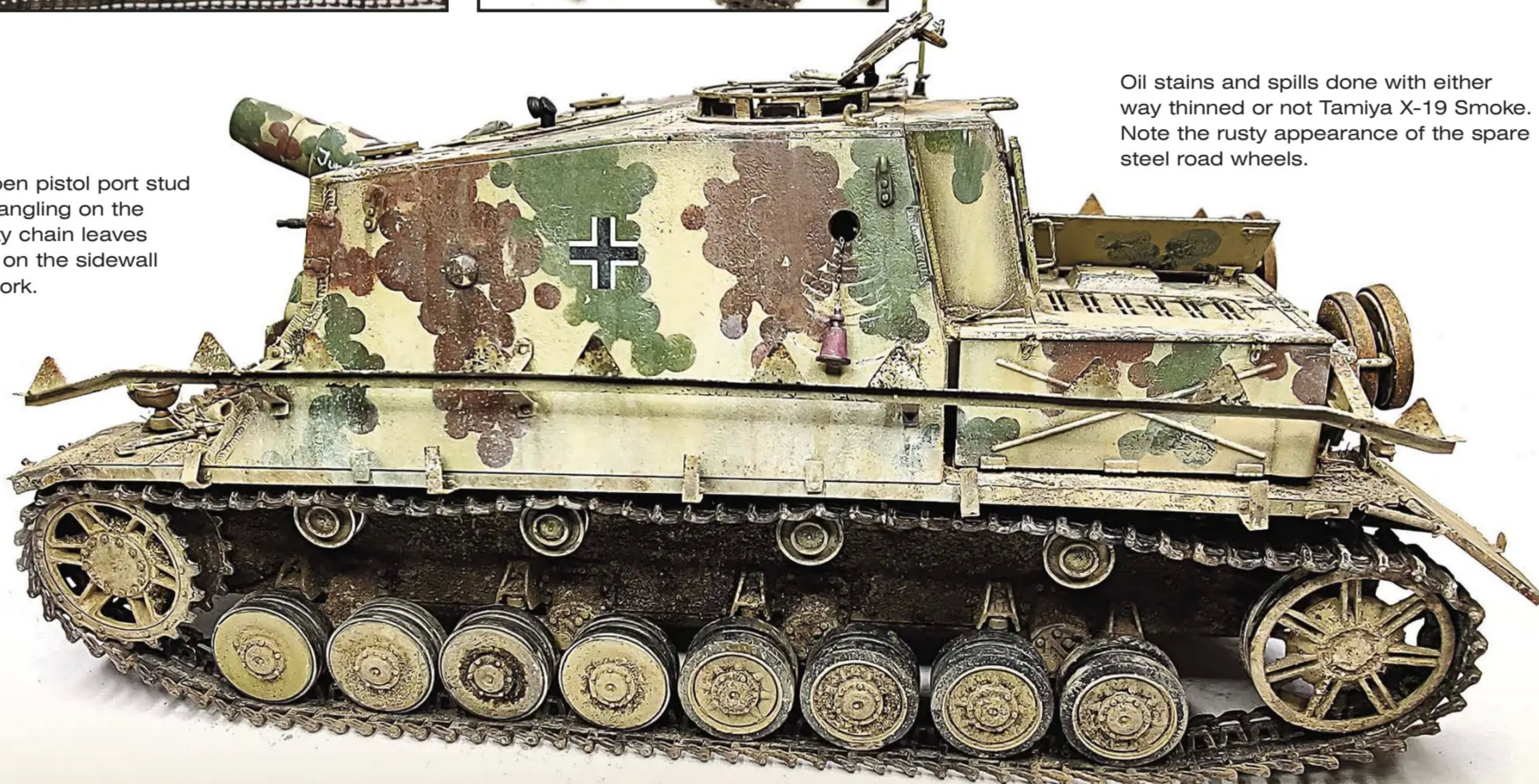


More dusting was done with the same pigments. Also some vegetation was added, things you can find on a tank in service. Again fixed with AK Sand & Gravel glue.



The tracks are the separate links from a Dragon kit and are pre glued in the right position, painted in appropriate rusty colours and dusted. Bare metal with pencils and a cotton tip.

The open pistol port stud plug dangling on the security chain leaves traces on the sidewall paintwork.



Oil stains and spills done with either way thinned or not Tamiya X-19 Smoke. Note the rusty appearance of the spare steel road wheels.

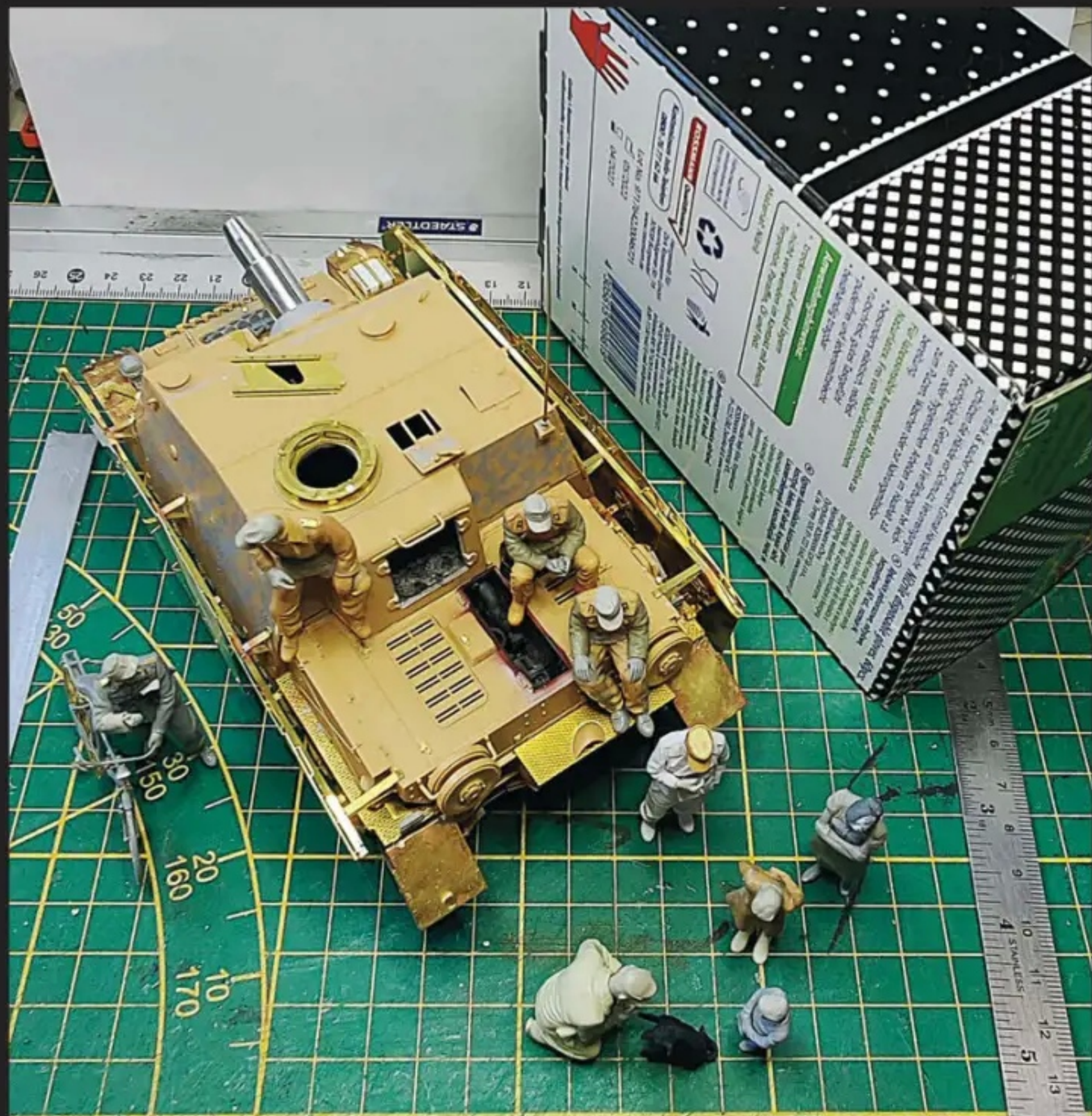


As soon as the initial build of the Brumbär was done the size of the base was determined, keeping in mind to keep the size as small as possible for maximum impact of the dio. By determining the base as early as possible, I can work continually on the project. When something is drying I can work on something else, keeps the mojo flowing!

First I started with building the shed, and I used a newly acquired tool for this, which consists out of 4 blades in equal distances to cut four horizontal rows of brick into the foam. But careful, a ruler is necessary to secure you cut a straight line. By removing some blades one can cut vertical lines to show the individual bricks. A nice tool which makes cutting brickwork easier then doing it row by row. A piece of styrofoam was cut to the before determined dimensions, with a hot wire tool and a frame of 1mm plastic card was build around the base with a little oversize so I can still adapt

the frame to the base.and the house/shed. Using square profiles were used to secure that the corners were at a 90° angle. For the street I used another tool I recently added to my tool disposal namely a roller with cobblestone profile. To use this as intended I rolled out some air drying clay to a flat surface and just roll the roller in sections over it, leaving a nice looking cobblestone pavement.

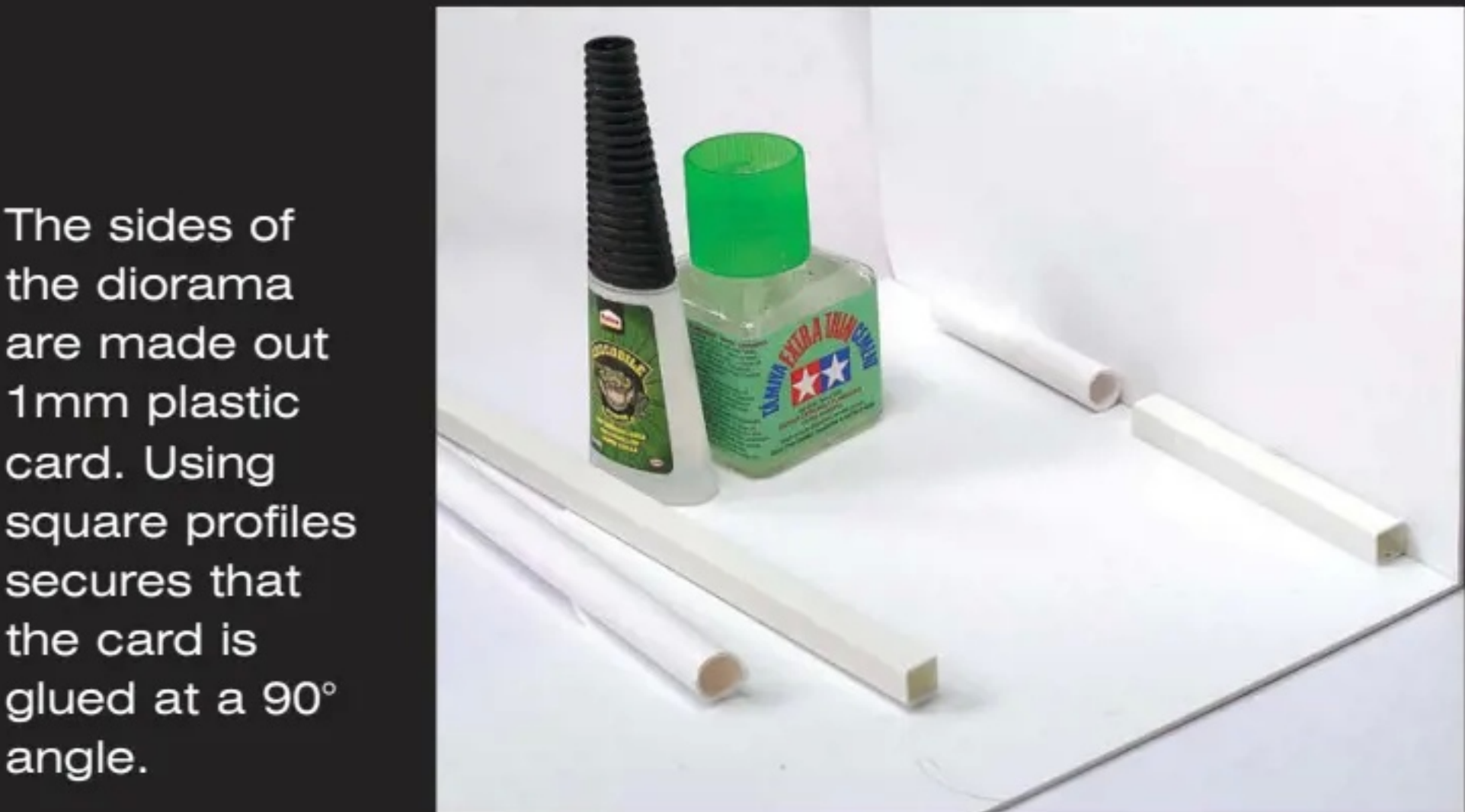
Once semi dry, these sections where glued to the base an trimmed to fit. Other things, like the pavement and the small wall opposite of the shed are done in a similar way as the shed itself, with the only difference that being the pavement another pattern. Again see the accompanied pictures. Other accessories where built and painted with dedication in between those bigger jobs, like the fence (Miniart piece), the door (also Miniart) with hinges, the kids cart etc.



As soon as the initial building stages are complete the planning of the dio started. By using simple things one can already determine the dimensions.



Using the described tool, making brick walls becomes easier. By using different blade distances one can vary the brick sizes.



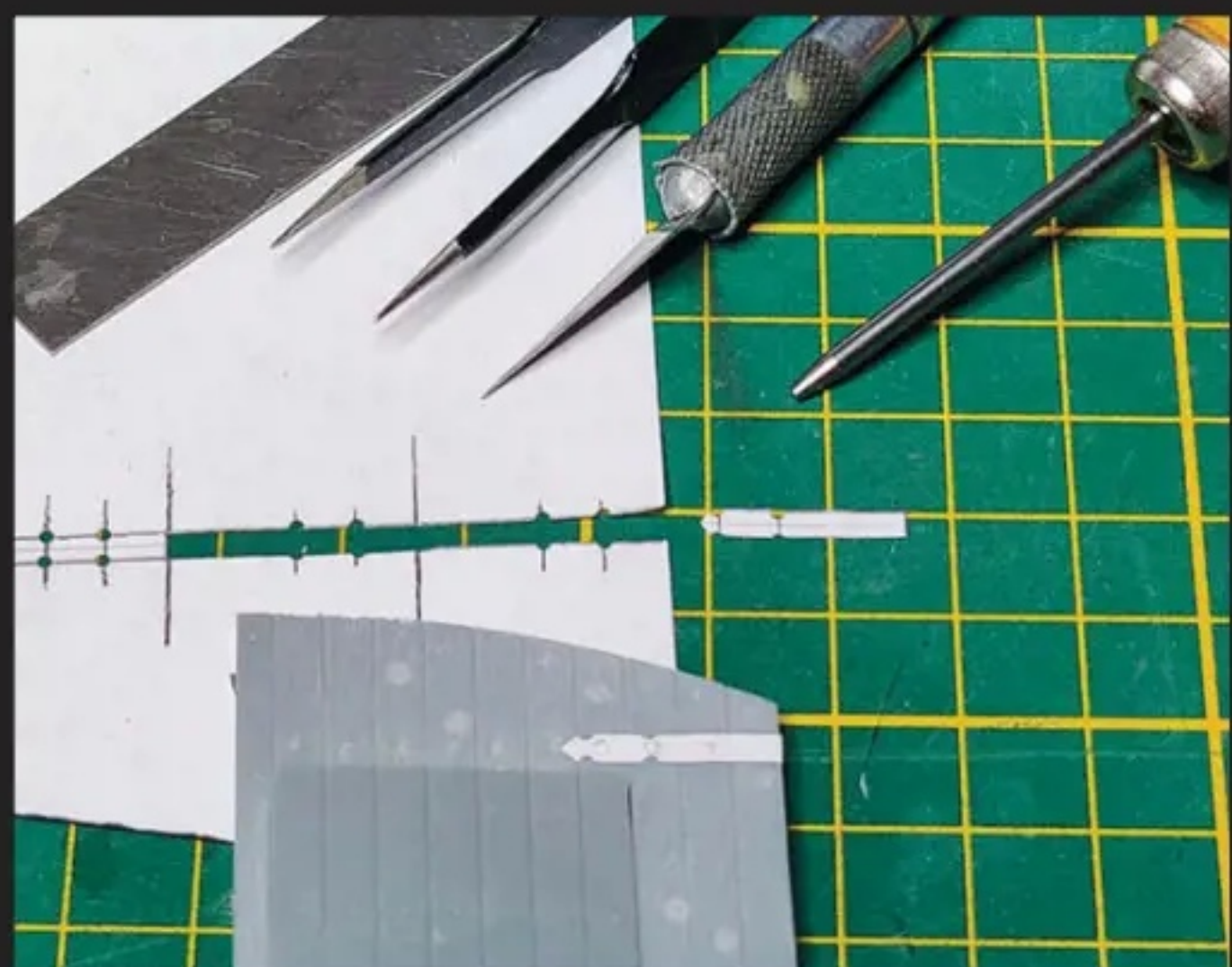
The sides of the diorama are made out 1mm plastic card. Using square profiles secures that the card is glued at a 90° angle.



Doing the sidewalks with the typical small pavement stones using the tools shown for precise work.



The sidewalks installed.Note the scratch build drainpipe, the broom ad the hinges. The sewer comes from a ever useful Miniart set.



Making hinges out of plastic card.



On the already primed door, to represent newly restored planks, these are painted with Vallejo Iraqi Sand that will show trough the added oil wash.



Crackle nail polish painted on for some older restored planks from another barn or fence.



A different approach for making a cobblestone street is by using air drying clay and rolling



The streets is painted in different grey and earth tones.



Dirt inbetween the stones was done wiht dirt from the garden fixed with Gravel&Sand Glue.



Paniting the brickwork in appropriate colours.



Mortar between the brick I do with Vallejo slate ray pigments.



..rubbing them into the spaces between the bricks...



...and wipe them of with a moistend cloth.



Fixing the pigmnets and leaf litter with Sand&Gravel glue



The Building done and fixed on the dio.Note the Miniart rooftiles with rooftiles painted in different colours to creat interest.



Details deserve the same attention. Here a piece of fence, again done with crackle nail polish to give that weathered look.



The track traces on the street a simply done by scraping the surface with a scalpel blade, an advantage from using modelling clay.

A last check before placing the models.



To add some colour, some enamel advertising was printed on glossy photo paper and cut to size. The traffic sign was done in a similar way.

As one might have noticed, I go back and forth during the building of a diorama. Never do one thing after another because so much hangs on together. Like the figures for instance. These were made during the build of the Brummbär to secure a good and nice fit. Not only on the vehicle but also on the base itself, making a believable and convincing composition which in turn makes a good story to tell!

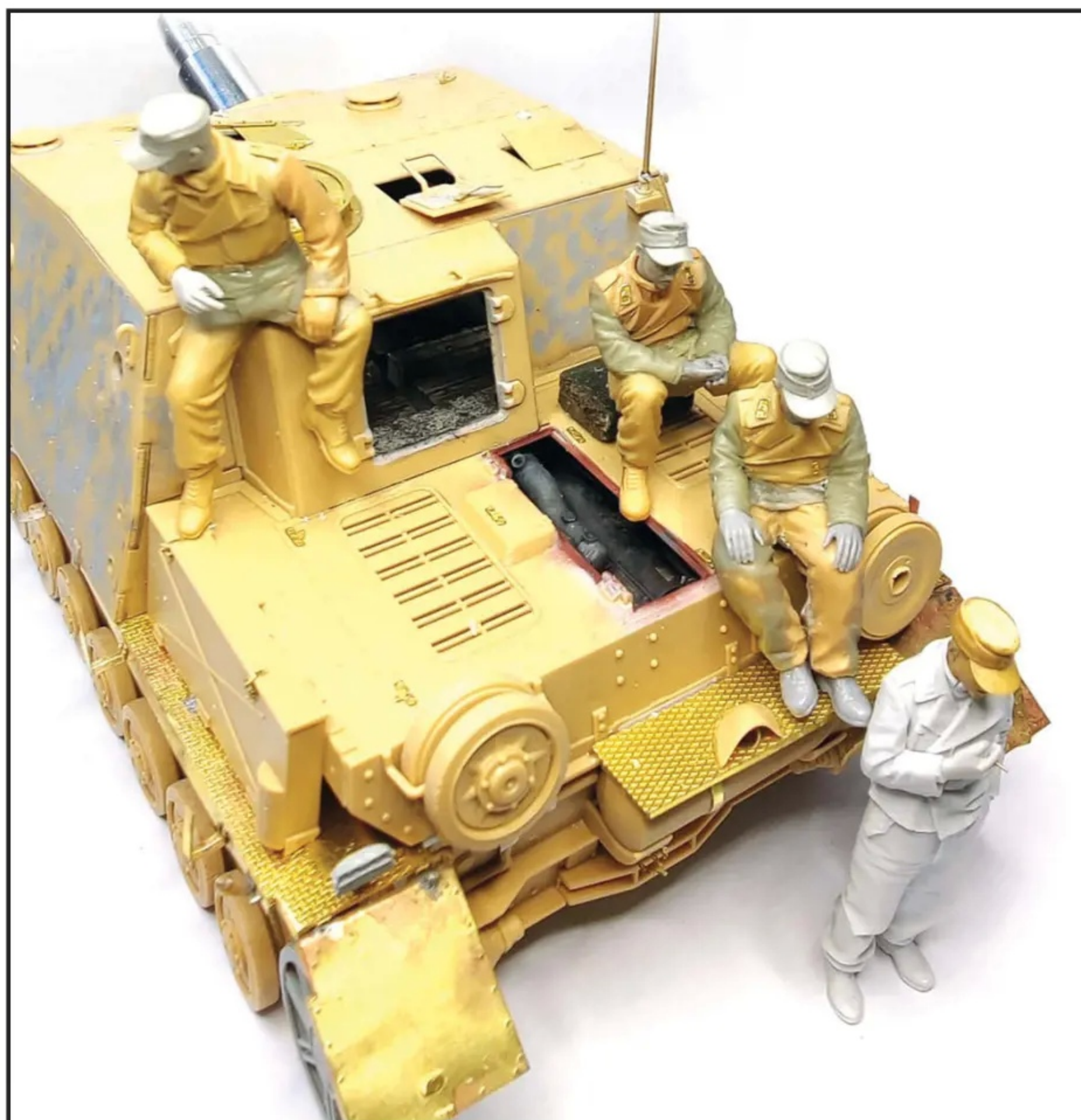
All the figures were adapted to the scene using Hornet and Alpine heads together with Masterbox, Tristar and Alpine figures, altered with some more, some less Apoxie Sculpt.



With all things constructed and painted it was time to put things together, sit back and enjoy the feeling of yet another project done.

A couple of last wise words then; Always be careful when putting things on the base, because it won't be the first time (and certainly not the last time...!) that something is knocked off!

A wise tip I can give to the end is that one should always pin the



figures! Not just glueing them in place, but using a pin out of paperclip wire or similar, secured in a drilled hole on the heels of the figures and then glue them into the corresponding pre-drilled holes on the base. In this way the figures are pretty good secured and won't fall off, being knocked off due to clumsiness or otherwise.

Happy modelling!



TIERPFLEGE





IAN BARRACLOUGH

BUILDS A BIG-BOOTED DRAGON WAGON

1:35





The US built M26 Dragon Wagon was the primary heavy-duty armoured tank transporter used by the U.S. Army during and after World War 2.

When paired with the M15 low-loader trailer, the complete vehicle combination was officially designated the M25 Tank Transporter. Its main role was to recover armoured vehicles, such as the M4 Sherman tank from the battlefield, often under fire; its armoured cab and M2 0.50 calibre machine gun providing 19mm frontal protection and self-defence.

Designed by Knuckey Truck Company and produced by Pacific Car and Foundry Company from 1943 onwards, the 12 Ton 6x6 Dragon Wagon was powered by a large 17.9-liter, 6-cylinder Hall-Scott 440 gasoline engine that produced around 240 horsepower. It was fitted with three winches: one front-mounted, 16-ton capacity winch and two rear-mounted, 27-ton capacity winches for vehicle recovery.

With over 1300 vehicles being built, it was produced with both an armoured and unarmoured cab (M26A1). Following on from WW2 many vehicles were sold or passed into private hands and companies. A quick online search pulls up many images of Dragon Wagons pulling huge loads and in various liveries. NASA even used them as part of the Apollo Program to move rocket boosters.

BIG WHEELS ON MY WAGON

The Tamiya 1/35 Dragon Wagon kit has been around since 1998 and is the only option on the market for a 1/35 plastic kit. I had also picked up the Eduard etched brass Dragon Wagon exterior set. This is my second build of this very good kit, and my initial idea was to add some aftermarket resin and build it as an M25A1 with an unarmoured cab, but searching online I came across an odd-looking Dragon Wagon, with very big wheels and a load body on the back – I was perplexed!

Social media to the rescue! I shared an image of the big footed Wagon and discovered that towards the end of WW2, the British Military Vehicle and Engineering Establishment (MVEE) experimented with using Dragon Wagons as tug vehicles, to tow knocked-out armoured vehicles from the battlefield. The Dragon Wagons were modified with oversized tyres and load bodies for carrying ballast weights.

I was only able to find 6 images of this modification – all 6 seem to show the same machine, named Long John, at different times and with some differences in the fixtures, fittings and markings. Luckily, one of the images is from the right-hand side and had a measuring stick placed next to the huge front tyre. From this I was able to deduct that the tyres were 5ft (1.5M) tall. Another image from the rear showed an odd tyre tread with a distinctive 'F' pattern. A bit of research led me to discover that these were Firestone tractor tyres and could be downloaded as a 3D file for self-printing. I printed off one tyre as a test, and after making a

few measurement adjustments printed off all six. Note that this experimental Dragon Wagon did not have double rear tyres fitted as per the field version. I used the kit wheel hubs, although for the four rear hubs, had to 3D design circular plates to show the outer and inner bolt patterns, as on the Tamiya kit this area is hidden by the outer wheel at each station, so isn't modelled. At the rear wheel stations, I also added 3D printed drive chains. These are much finer than the blocky kit parts and are an easy way to add finesse to this older kit.

I built up the kit chassis as per the instructions. It was difficult to tell if the suspension on the big-wheeled Wagon had been modified or not, so for ease I used the kit suspension parts unmodified. I removed any parts at the rear of the chassis frame for the fifth wheel mounting, as the load bed fits onto the chassis rails in this area.

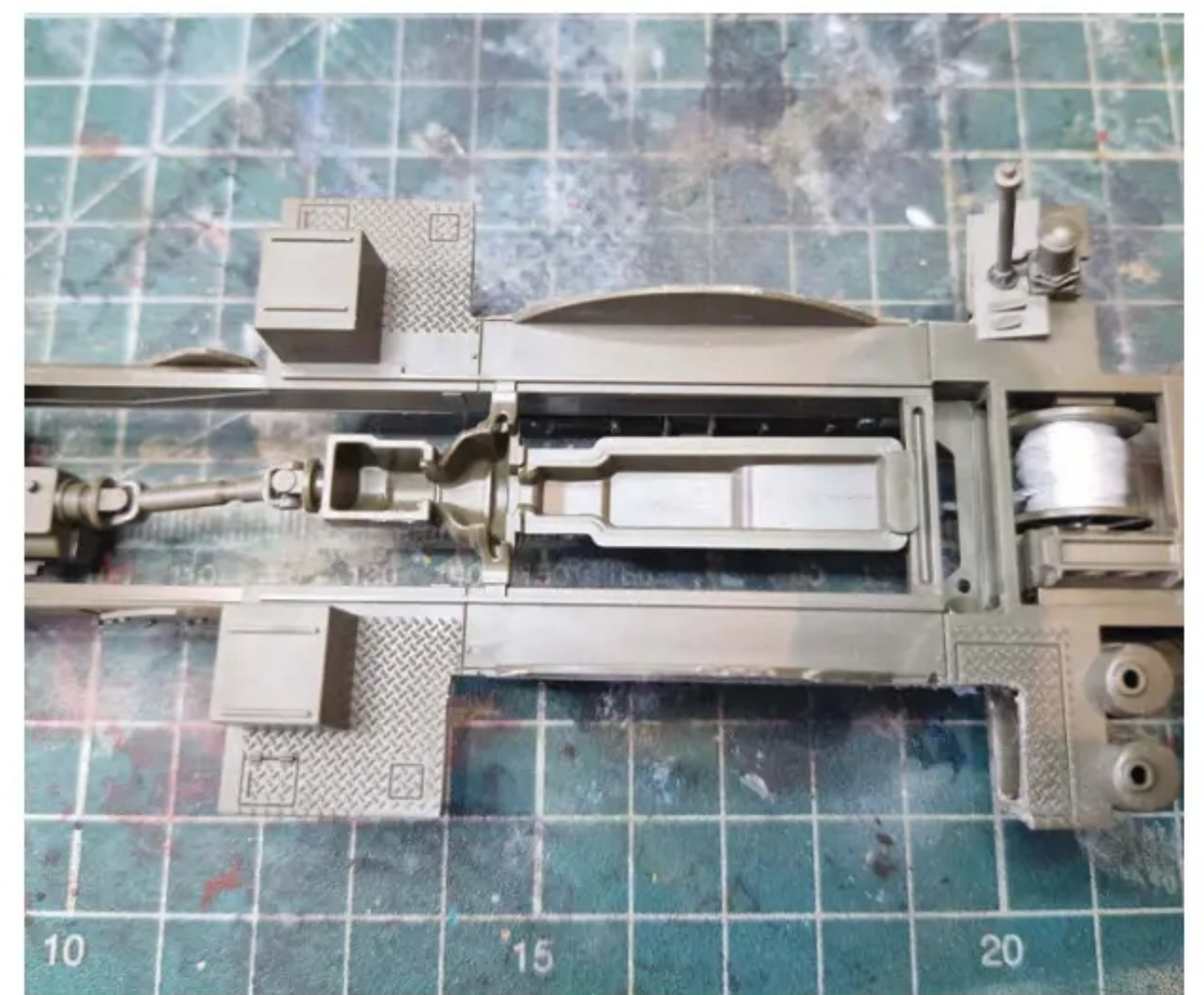
With bigger wheels comes bigger wheel arches! The real vehicle armoured cab had been cut to accommodate the larger wheels, and I needed to know how big these arches were. From my reference images I could see that the top of the wheel arch (from the hub centre) was at the point where the side armoured window cover dropped to when opened. I mocked up the cab body and front right-hand side armoured cover and measured this distance from the hub centre. From this measurement I cut a circular disc of thick plastic card as a template. This was placed against the sides of the kit cab and marked for cutting.



First cuts! Removing the sides of the fenders.



Using a thick plastic disc as a template to cut the larger wheel arches.



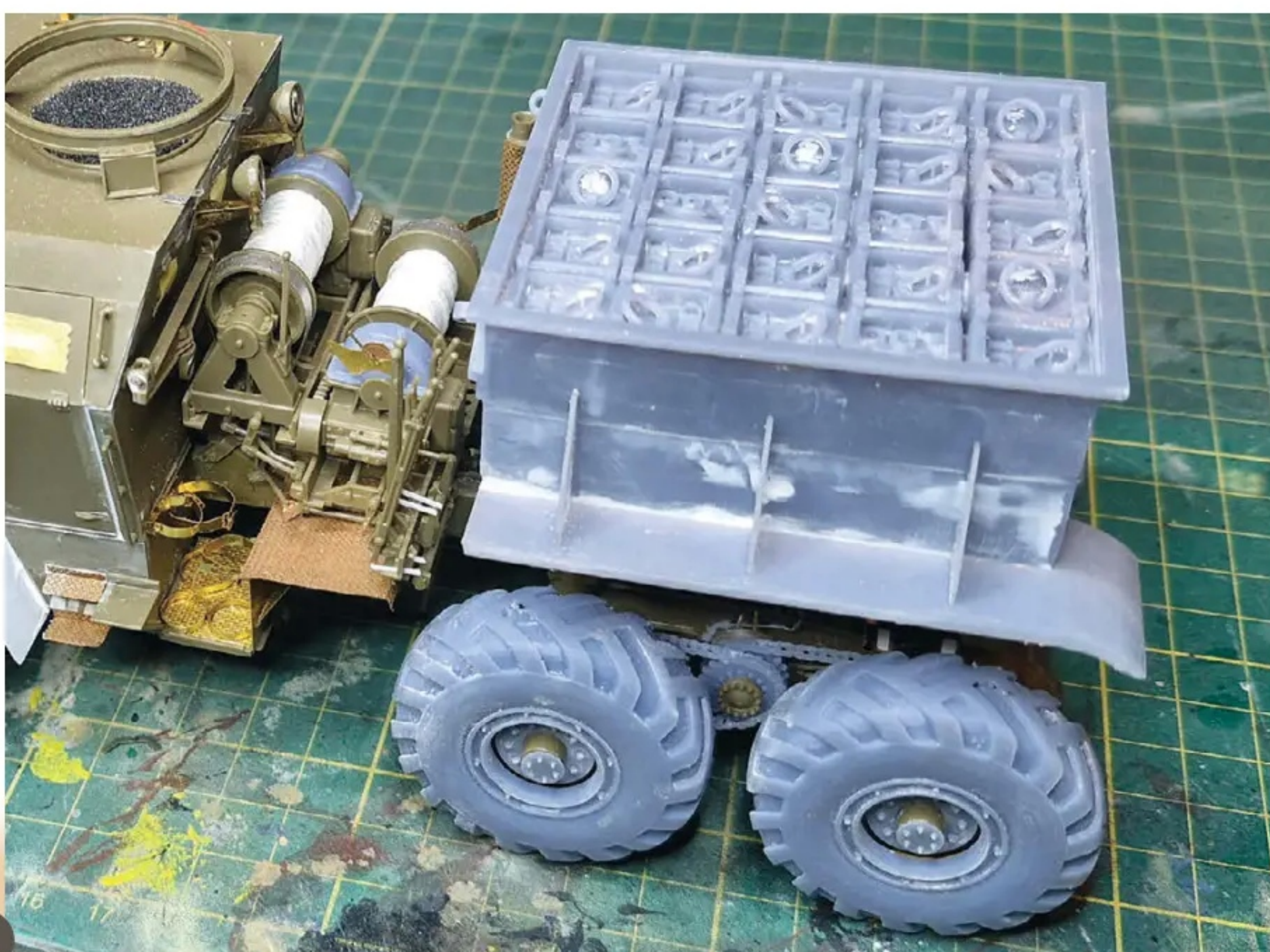
I initially left the inner wall of the fenders on, but later removed them.



Interior painted before dusty washes. Note the fifth wheel parts have been removed from the rear chassis rails.



Ready for paint. Note the kit armoured window covers being used as masks, and the rear wheel hub centres from 3D printed parts.



The ballast is a best guess, based on weights used in load testing.



I left the rear axle movable, so later on the ramp the vehicle would take a natural stance.



Those huge rear wheels have a complex pattern, Note the winch remained fitted, despite being blocked off by the load bed.



The spare tyre was left off as per the reference images, so threaded bolts had to be added.



On the real vehicle they cut through the tool carries frames, so I replicated that here.



First coats of olive drab. Even though this machine was being trialled by the British, the US markings remained.

Cutting a kit up for modification is always bit daunting – the adage of measure twice, cut once really comes into play! The first step was to remove the kit mudguards from the lower cab part. With this complete and after ensuring that the cab side cuts were where I wanted to make them, I used a barrel sander in a rotary tool to grind away the excess plastic no longer needed – on the real vehicle they had also cut through the pioneer tool holder frames, so I did this too to the Eduard etched brass parts. Each side was cleaned up with a soft, sponge sanding stick, and I used thin plastic card to add the extended mudguards. A test fit ensured that everything looked good, and I made up the kit interior and exterior, adding the Eduard etched bass as I went along.





Dust coats going on.



Ready to go onto the base. The white bands on the tyres are now barely visible.



Test fitting onto the base, made up from compressed (blue) foam.



Miniart figure from the French Civilian set with new resin head and hands.



A bit of greenery always adds a splash of colour to any scene.



I didn't have much reference for the ballast body, except that it looked to be a simple box shape with left and right-hand side mud guards. I 3D designed this using my very limited design skills in Tinkercad. For the ballast I 3D designed some weights with lifting loops and added these to the ballast body design. This was 3D printed and fitted to the rear chassis rails, adding some brackets and bolts. To finish off the build stage I added hoses and pipework to the wheel hubs and winches.

I painted the interior prior to fitting the cab body, the open side windows meant this area can be seen on the finished model. I added chips and scratches using a sponge and dark brown Tamiya paint, and a sandy wash using LifeColor Liquid Pigments.

I primed the model in flat black, and used Tamiya Olive Green to build up lighter coats, adding yellow to the mix to highlight panel centres and upper surfaces. I sealed this with a coat of Future Klear (yes, I still have some!) before adding decals that I had made, depicting the correct USA vehicle number, Long John name and WVVE number in yellow and white. This was again sealed with Future Klear before adding an oil paint pin wash around details and into crevices. After allowing to dry for half a day, the excess wash was wiped off with a soft brush dampened with odourless thinners, adding some nice downwards streaks depicting a well-used and worn vehicle. Again, I sealed with Future Klear (I'm starting to run out!). I decided to paint the ballast load body white, using Vallejo off-white. This isn't supported by the images (in black and white), but I think it adds something different to an otherwise all olive drab machine. I also added the thick white bands seen in the images on the outer tyre walls, but these are extremely faded on the finished model.

An often-seen effect on US olive drab vehicles and equipment is the way that dust, mud and sand sticks to the matt surface and settles in corners and openings. To replicate this, I mixed up an oil wash of Naples Yellow and applied it all over the model, concentrating on lower surfaces and around the wheel stations. Again, after a drying period of half a day I wiped off excess from upper surfaces using a very slightly thinner dampened soft brush. This was further enhanced by using the LifeColor liquid pigment light sand and road dust colours, applied precisely around details and into crevices. I used gun metal weathering powder, wiped with my finger around all edges of the model and in areas that would see a lot of wear. I added some light oil stains around the winches, using Vallejo Diesel stains, but kept this to a minimum as, even though this was an experimental vehicle, I feel it would have been well looked after.

To further emphasis the point that this was an experimental Dragon Wagon, I wanted to show the machine undergoing testing at the WVVE site at Chertsey. I built up a small base, using thin sheets of high-density modelling foam and 3D printed concrete support blocks. I made the ramps from plastic stock and added a figure from the Miniart French Civilians set, with head and hands replaced with resin items. To make him look suitably officious, I made him a pocket watch from punched plastic discs and added an etched brass watch chain.

Overall, an enjoyable build of something I've never seen before in any scale – something that is right up my street and well into the 'out-of-the-ordinary' category. The 3D parts for this build can be obtained from the Cults3D page (Barra733).

BIG WHEELS ON MY WAGON





From here to Timbuktu

Operation Serval was the first immediate French response to the collapse of Malin forces not to Tuareg rebels but to Islam rebels who were aligned to Isis and other extremist Islamic movements. Operation Serval, with its combined air and land offensives, quickly restored order to much of Mali in less than a year, the need for a long-term operation to deny Islam rebels a base for operations in the region.

Operation Barkhane was launched in 2014 and ran until 2022. This large-scale counter insurgency operation targeted Islamic extremists more or less in conjunction with Tuareg fighters, who were more effective in their liberated areas than the Malin government forces. As much as France had succeeded in its original intention, the need to improve the Malin army was quite clear.

To this end, a number of countries in Europe came together to assist Mali with EUTM or the European Union Training Mission. This training mission ran in conjunction with insurgency operation from 2013 to 2022. Amongst the 1000 European specialist trainers, Ireland sent small numbers of Irish troops, including a number of Rangers, which our Ireland's elite special forces, these special forces seem to have been deployed with German forces as they were deployed with German vehicles such as the Eagle 4 along with small arms such as the HK 416s. It was in February 2020 that an Eagle IV was ambushed by Islamic rebels using an IED.

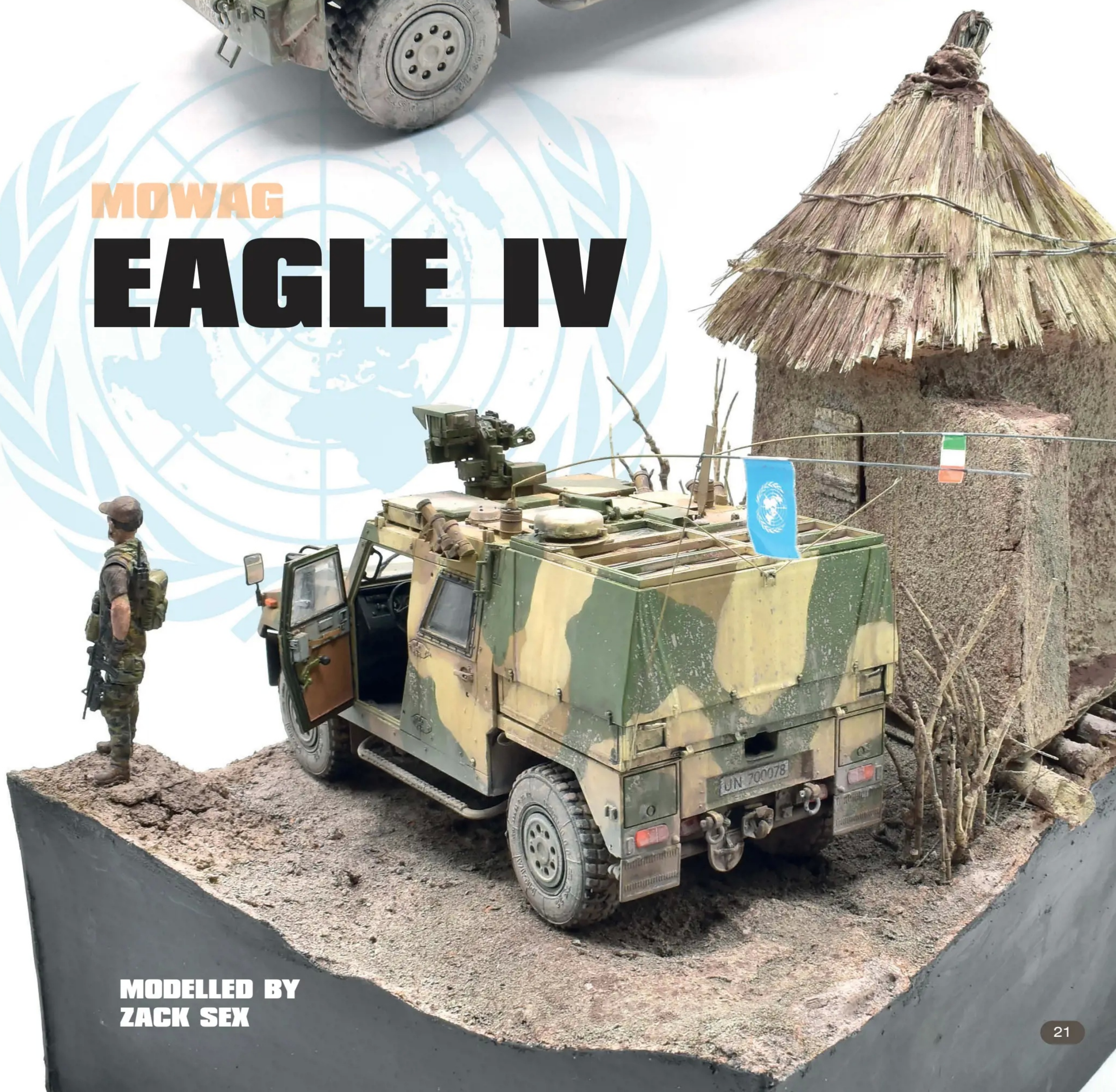
The detonation destroyed the vehicle, but the three Irish rangers only received minor injuries, and thus, this model came into existence.

1:35

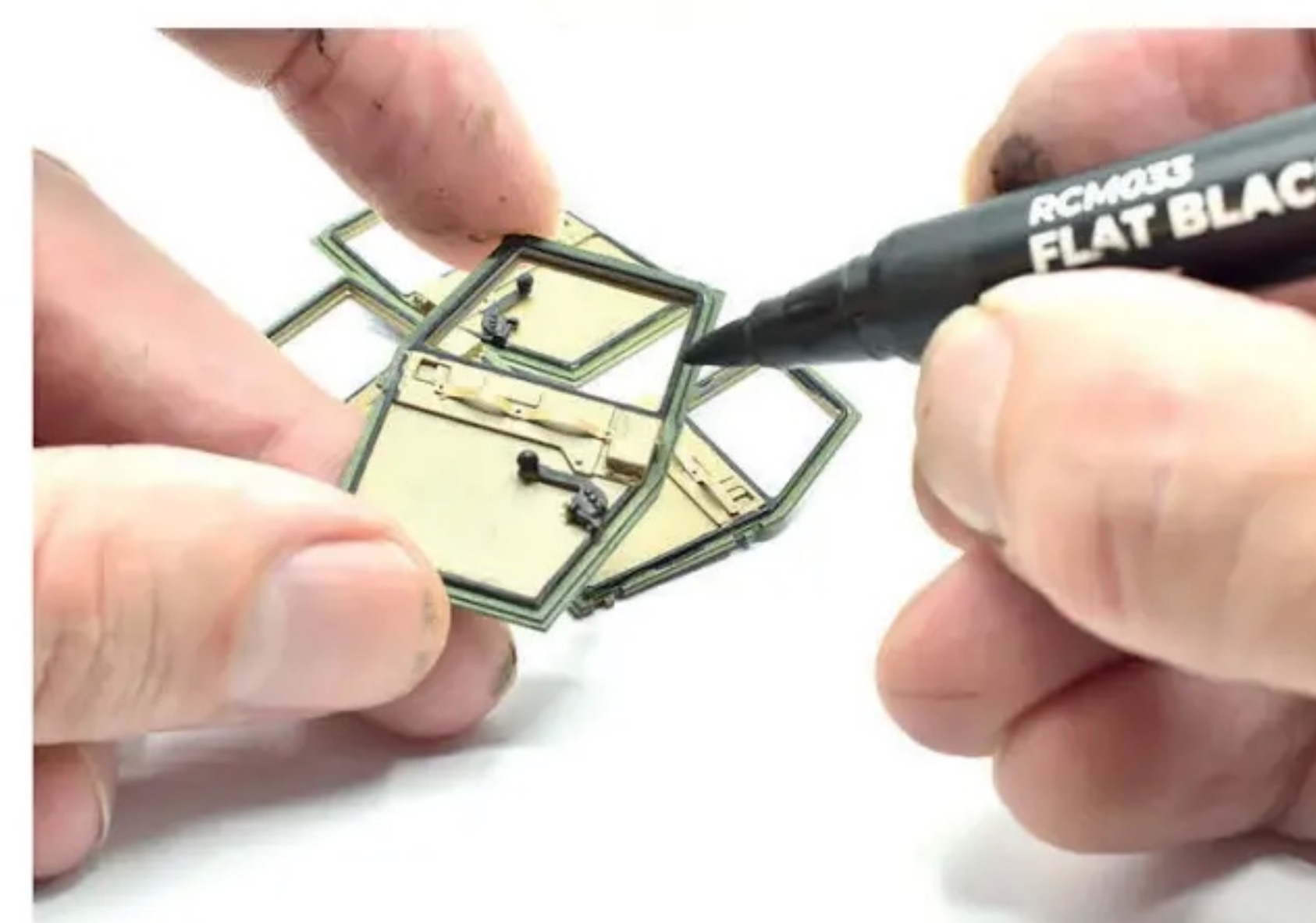


MOWAG

EAGLE IV

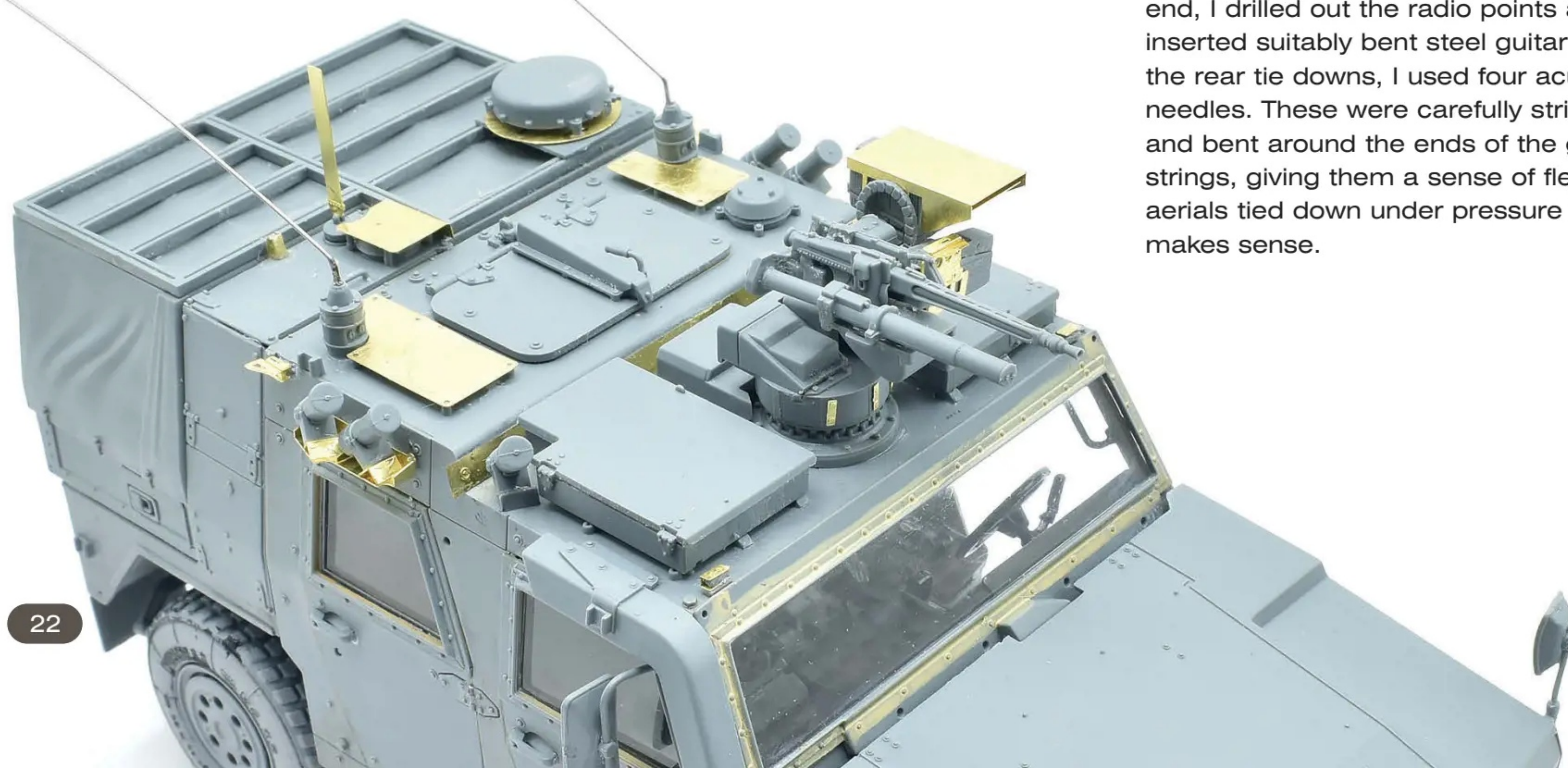


MODELLED BY
ZACK SEX



This is a packed little kit from Das Werk with an extensive amount of plastic and etch parts. Care must be taken carefully to follow instructions. That said, it goes together well, the etch is fairly thin, and the bending grooves in the metal in some cases need to be rescored. Otherwise, some parts don't bend properly. The other area that may cause an issue is the lack of coloured interior illustrations or instructions. This is important as the real vehicle has a multitude of different colours on the inner doors and interior areas. A standard Google search isn't much help as it was tricky to find interior shots of the Eagle IV. After some detective work and finding a video of a German chap painting a Das Werk Eagle IV armed with a bunch of screen shots, I got going on painting the constructed interior. This took time to complete, and I was very happy to close the cab and mask off the five Eagle cab's windows.

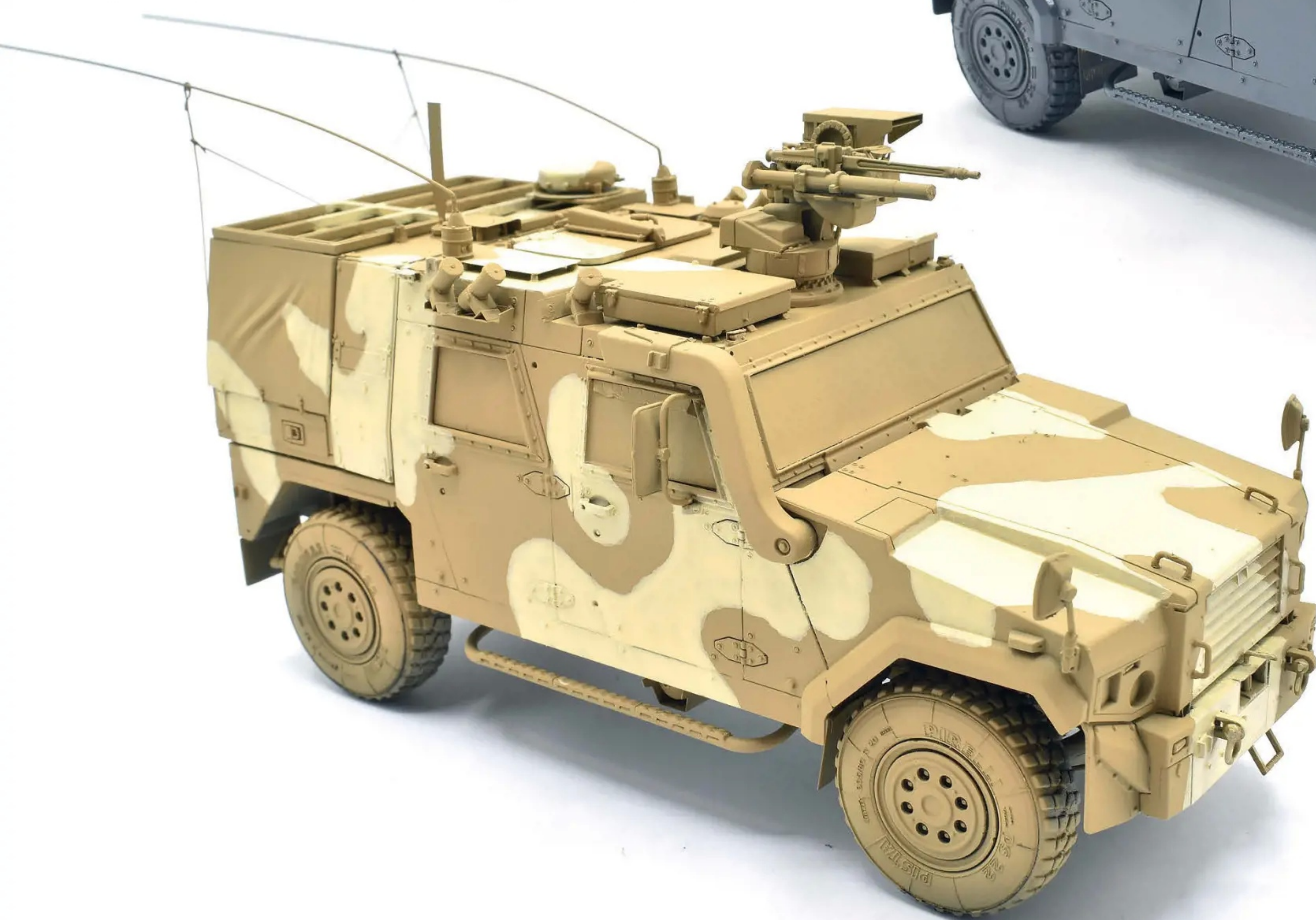
The next step was to carefully finish the exterior items such as the smoke launchers mounted on a fairly thin and multi folded etched mounts spring to mind. Tricky but not impossible, with the kit constructed, I now added the distinctive pair of aerials as found on the Irish example used in Mali. To this end, I drilled out the radio points and inserted suitably bent steel guitar strings. For the rear tie downs, I used four acupuncture needles. These were carefully stripped down and bent around the ends of the guitar strings, giving them a sense of flexible aeralis tied down under pressure if that makes sense.





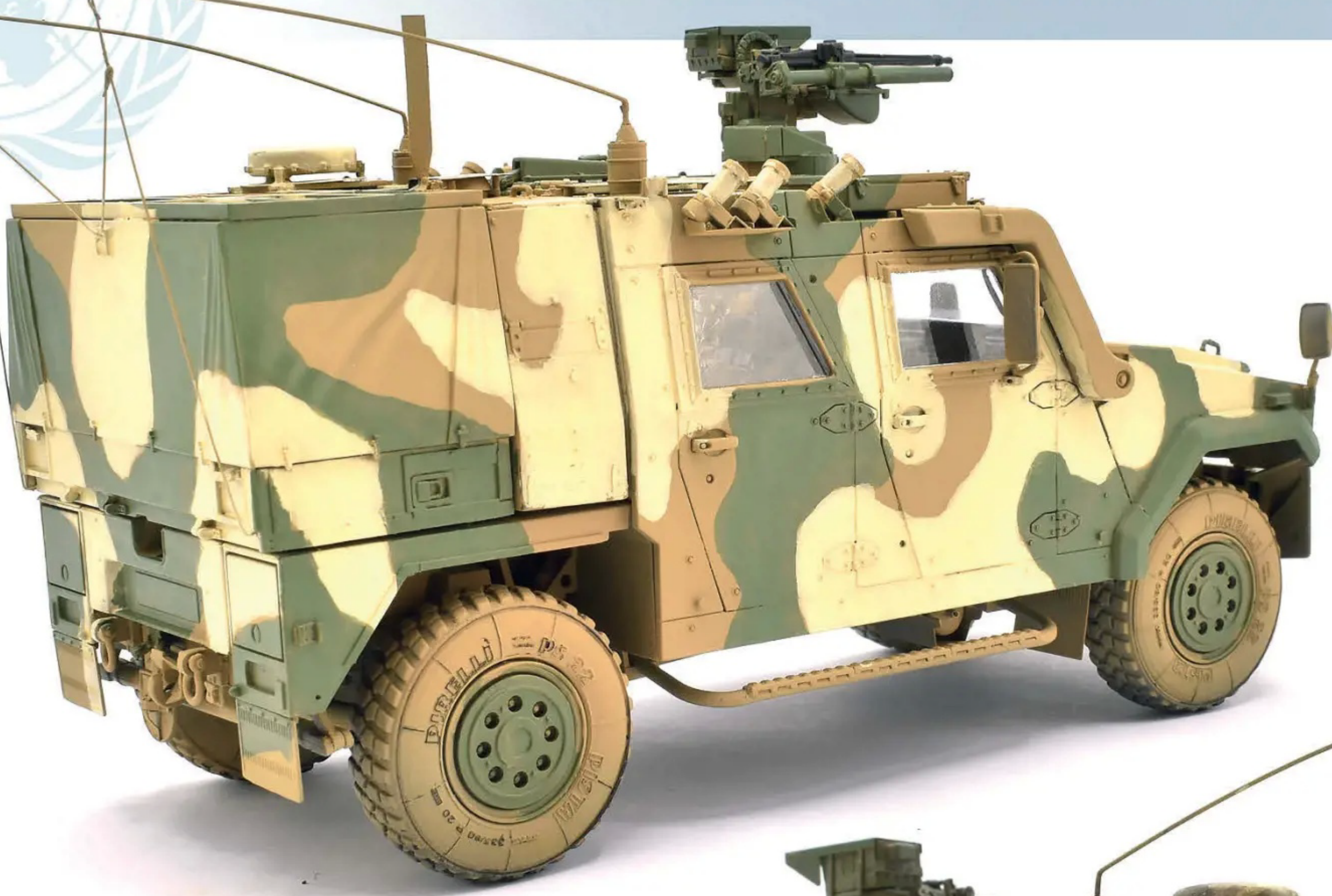
Having examined Das Werk colour profiles, which include slightly confusing shadows, I google searched for images of Eagle IVs in Mali and found a few shots of the vehicles in service with the Rangers. The colours recommended in the Das Werk instructions didn't tally with me as a correct to the photos, so I experimented with some Tamiya colours and AK pens once I'd primed the model with a dark grey primer. I started by spraying the entire model in Tamiya XF 60 Dunkelgleb, which I had applied as per Das Werk instructions for the light sand colour but over the dark grey primer it seemed a better match for German light brown.

Over this colour, I carefully applied AK Olivegrün RAL 6003 and Ak Elfenbein-Ivory RAL 1001 (the last which looks like a light sand to my eyes at least). I find these pens great but think a lot of the colours lighter than they should be but extremely useful as the colours they come out as, if that makes sense. I was put on to these pens by the helpful staff of Mark's Models Simon Hand and Louis King, both of whom are always very helpful and are active model makers. Having applied the colours a few times. Next, I set about applying various washes and pigments to the Eagle IV. Less being more was the main focus for this stage of the process. Applying the decals flags to the guitar aerial wires added a nice flash of colour in terms of the UN flag and the Irish tricolour.





The last act on the model was adding the orange, red, and silver traffic lights. These were carefully added with PVA and left to dry. Having completed the vehicle, I took an evening to or two to go swimming and enjoy a few jars before I thought about a suitable base or figure.



I felt a base could set the Eagle IV off nicely if done properly and also had an idea for a single Ranger figure. After Google searches for Mali village huts, I got some great images as options. I built a front and side of a traditional hut and wall structure out of cardboard with a Liberal coat of stippled plaster, to which I added grit and tea leaves. This structure was then mounted on a Styrofoam base, framed with mounting card and finished in plaster with more grit and tea leaves. The thatched roof was made from the bristles of old domestic decorating paint brush and bits of loose wire, generously super glued to the surface, I tried to be faithful to the image the wooden foundations and small sections protruding from the dwelling walls.

Spare twigs were placed on and in the ground outside the hut wall, and I blasted the whole lot with a decent coat of watered

down Tamiya Deck tan XF-55. I was pleasantly surprised with the dwelling and, in terms of scale, to the model, it wasn't too big or two small. I did, however, give the lower chassis of the Eagle IV a light coat of deck tan make it more visually compatible with the base. The last little act was to build an Irish Ranger figure or suitably good representation of one. To this end, I chopped up a Masterbox modern mercenary figure who had a lot of similar gear and weapons on him as some of the chaps deployed to Mali. The figure turned out quite well, and I liked the cut of his jib. The raised square base might have added to the impact of the piece. Perhaps, I'm not sure, but I felt I'd done the subject justice.

I enjoyed this project once I got out of the woods on it. In terms of interior construction and colour scheme, shall I be returning to the Mali theme ? Absolutely, but next time, I think some ZSU 23x4 Shilka, a T54 or PT76 in Mali army, camouflage with suitable backgrounds.





*From here to
Timbuktu*



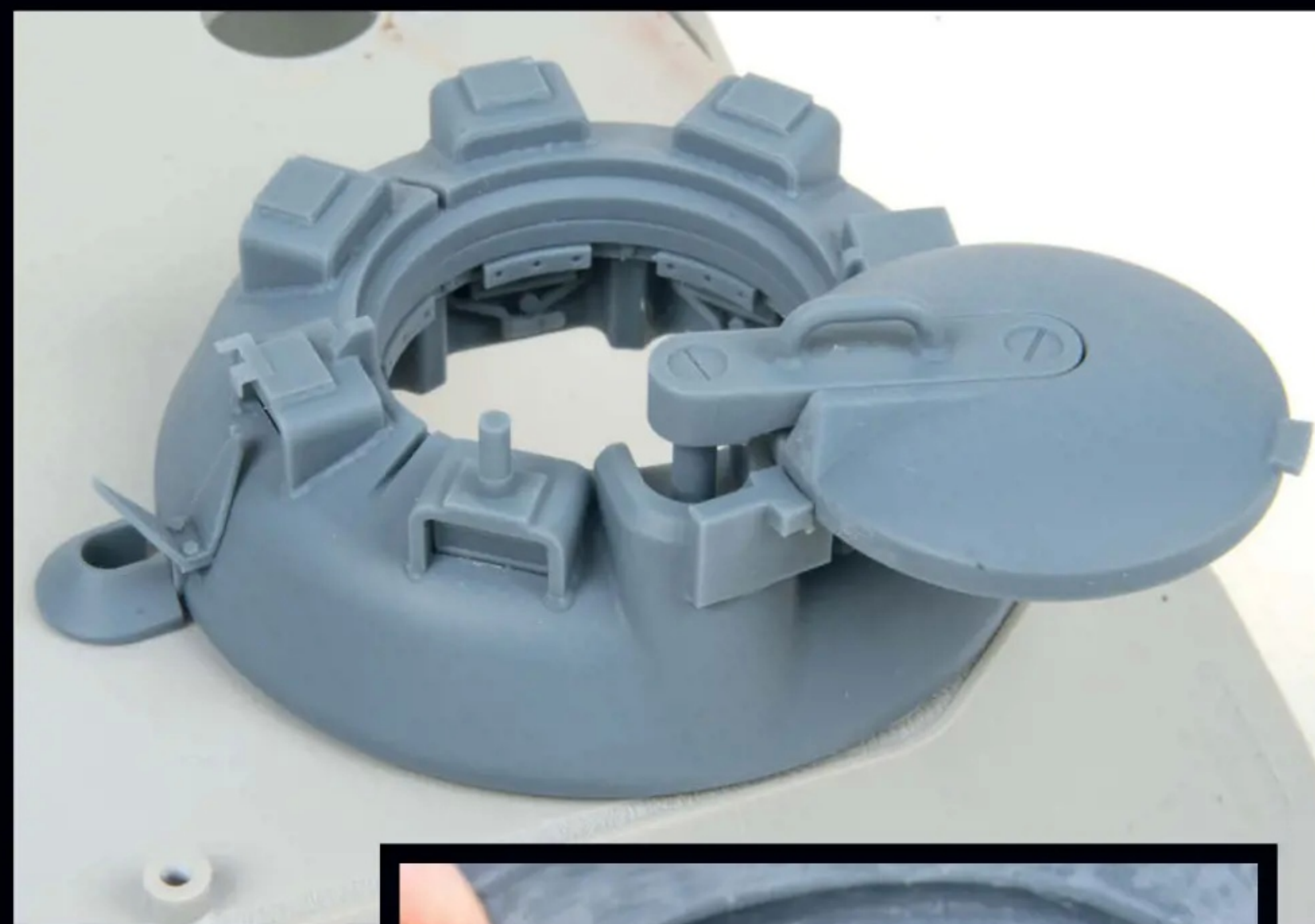
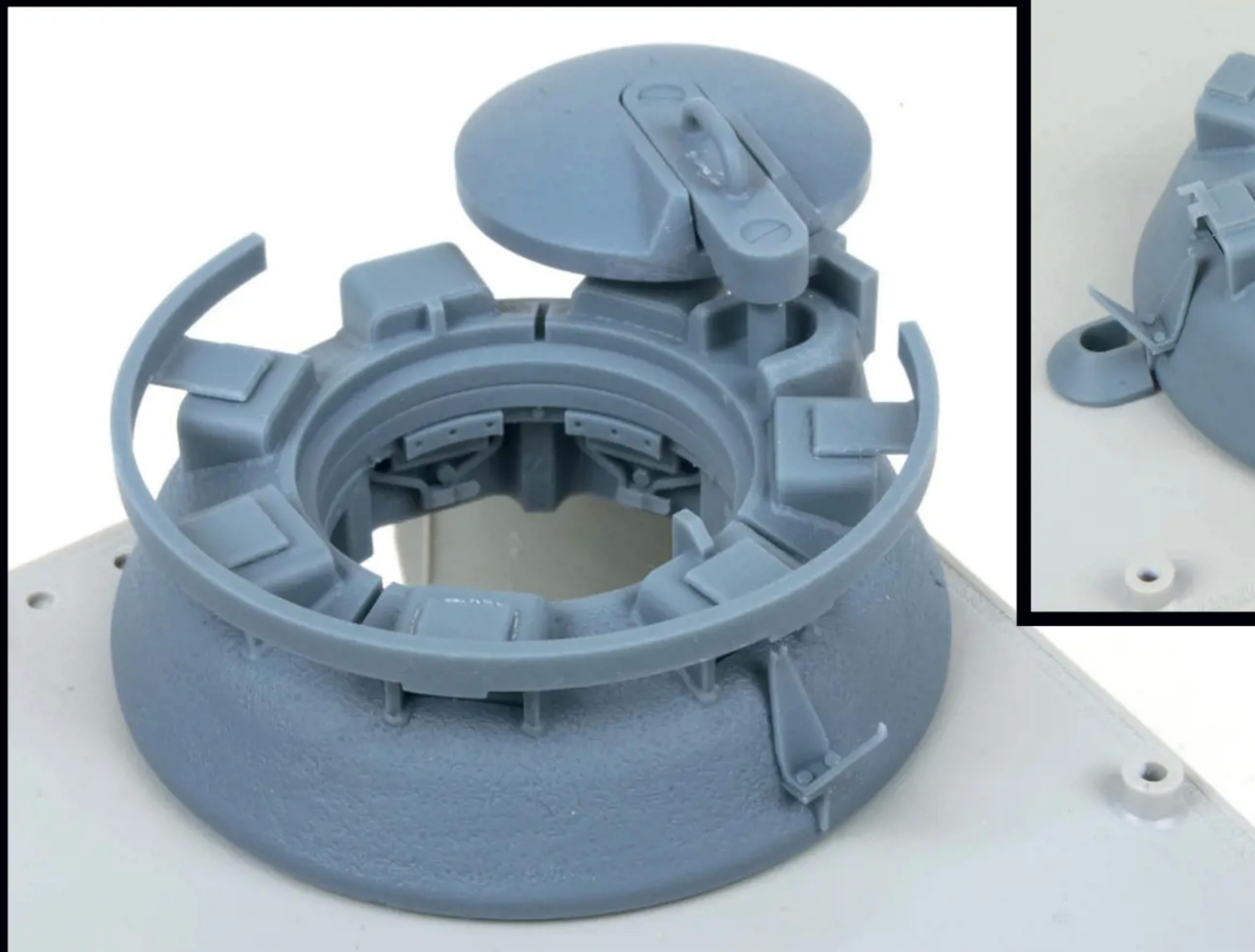
MOWAG

EAGLE IV



PANTHER UPGRADES

AFV
modeller
1:16



Panther Cupolas

These 3D printed Panther Cupola upgrades are available with a choice of with smooth or textured external finish in early mid and late versions. Separate periscopes make for easy painting prior to fitting them and casting numbers inside the cupola are replicated. Our photos show pre-production examples.



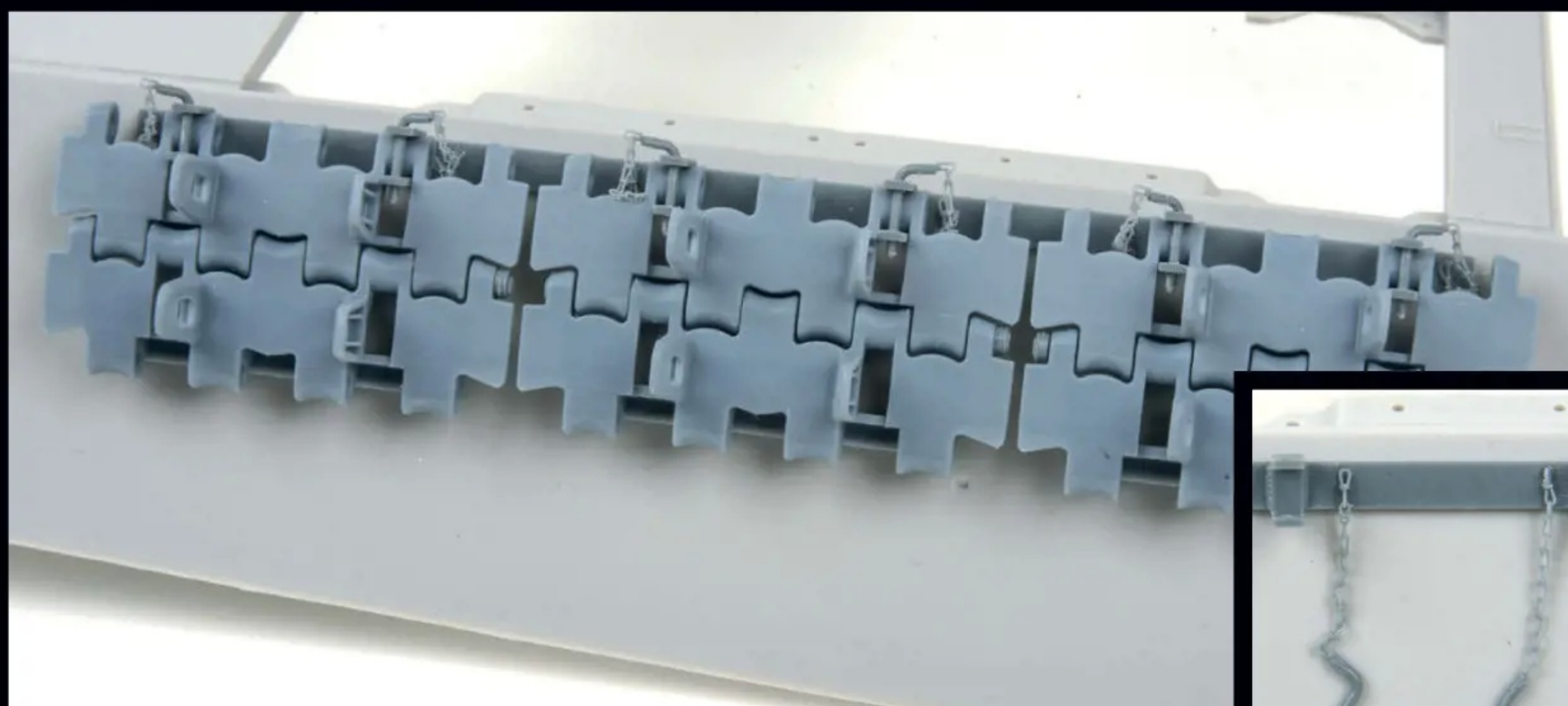
EARLY



LATE

Panther Muzzle Brakes Early and Late

3D printed in one piece to avoid any seam lines these offer the choice of early style muzzle brake has the sharper profile or the later softer design. To fit the Trumpeter Panther kits. Note that the part has an internal print support which requires some care in removing.



Panther / Jagdpanther 650mm Late Idler Wheel

A pair of 3D printed late production 650mm Idler Wheels with separate hub caps accurately replicate the cast texture texture of the real wheels.

1:16 Panther Ausf. G / Jagdpanther Spare Track Stowage Rails

This 3D printed set of replacement spare track rails for the Panther G / Jagdpanther comes with a full set of stowed track links with separate track pins and separate working chains and pins to secure the tracks to the frames.



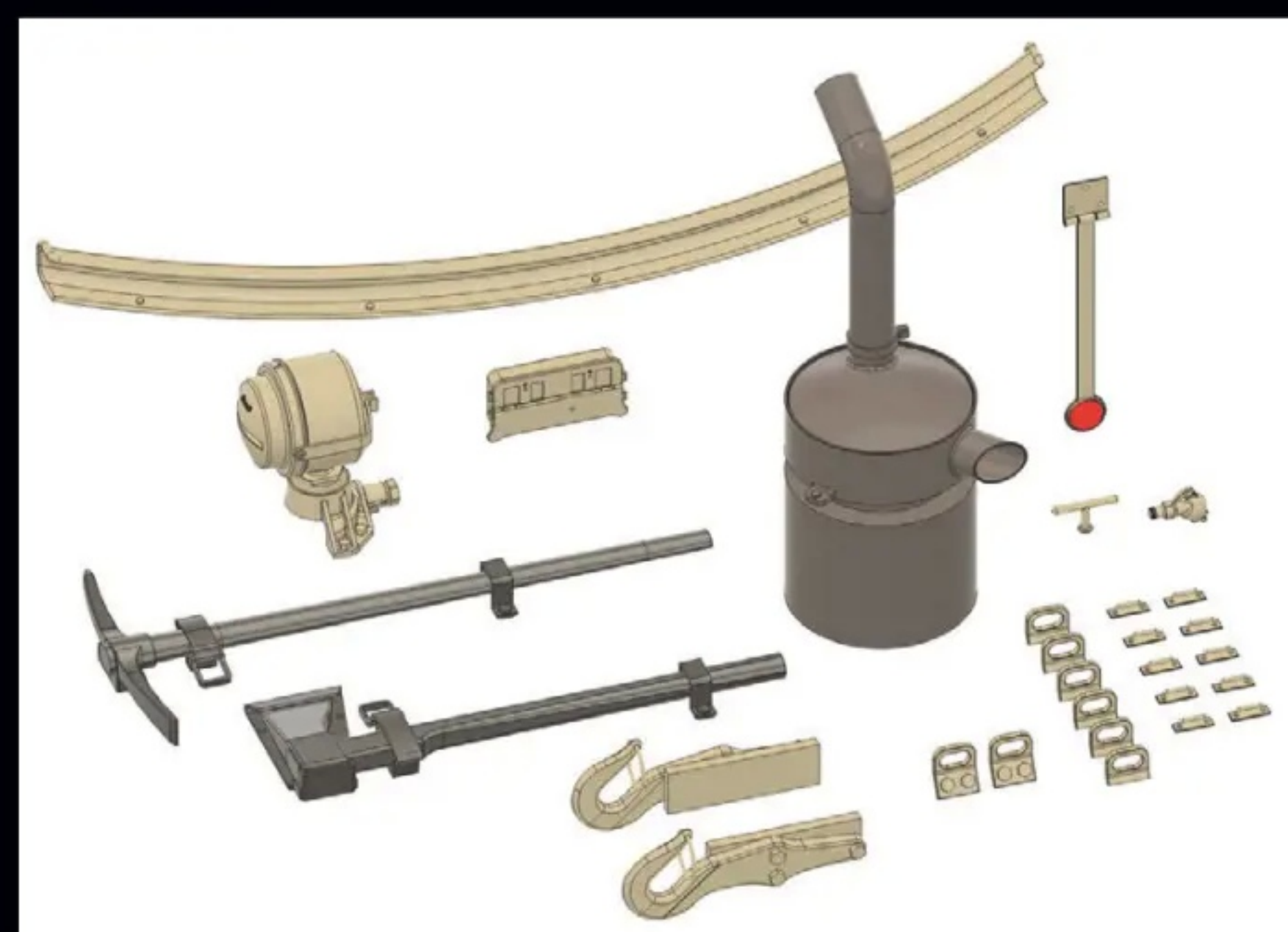
Panther Turret Ventilator Cover

With the kit ventilator split horizontally this corrected part resolves the problem of filling the joint line and also has the missing weld details and water drain hole at the front of the splash guard.

Sd.Kfz. 251

Sd.Kfz.251 Exterior Upgrade

This 3D printed set provides correction parts for the exterior of your Sd.Kfz.251 Halftrack. It includes new corrected tools for the front fenders with the correct clasps and mounts. Corrected front tarpaulin rail which has the correct profile and lipped edge as well as fixing bolts. Replacement exhaust muffler which has the missing lips around the edges of the 'pot' and scale thickness outlet pipe. New accurate front and rear lights and rear reflector for the edge of the mudflap. Corrected front tow hooks complete with casting numbers, corrected compressed air connector for the towing connection and corrected lifting lugs and tarpaulin loops along with a correctly sized rear door handle.



M3/3A1 HALFTRACK



1:16 M3/M3A1 Halftrack Corrected Front Wheels

Set of two 3D printed front wheels for the AHHQ Halftrack which correct the numerous errors in the kit wheels and have a weighted effect as well as the sidewall lettering carefully replicated.

1:16 M3/M3A1 Halftrack Early Hub Front Wheels

Set of two 3D printed front wheels for the AHHQ Halftrack with the early perforated hub style teamed with the directional tires for those wanting to model an early vehicle. The wheels have a weighted effect as well as the sidewall lettering carefully replicated.

BAIL OUT!



**LUKASZ ORCZYC-
MUSIALEK**

MODELS A VIGNETTE WITH A
CLASSIC COMPOSITION

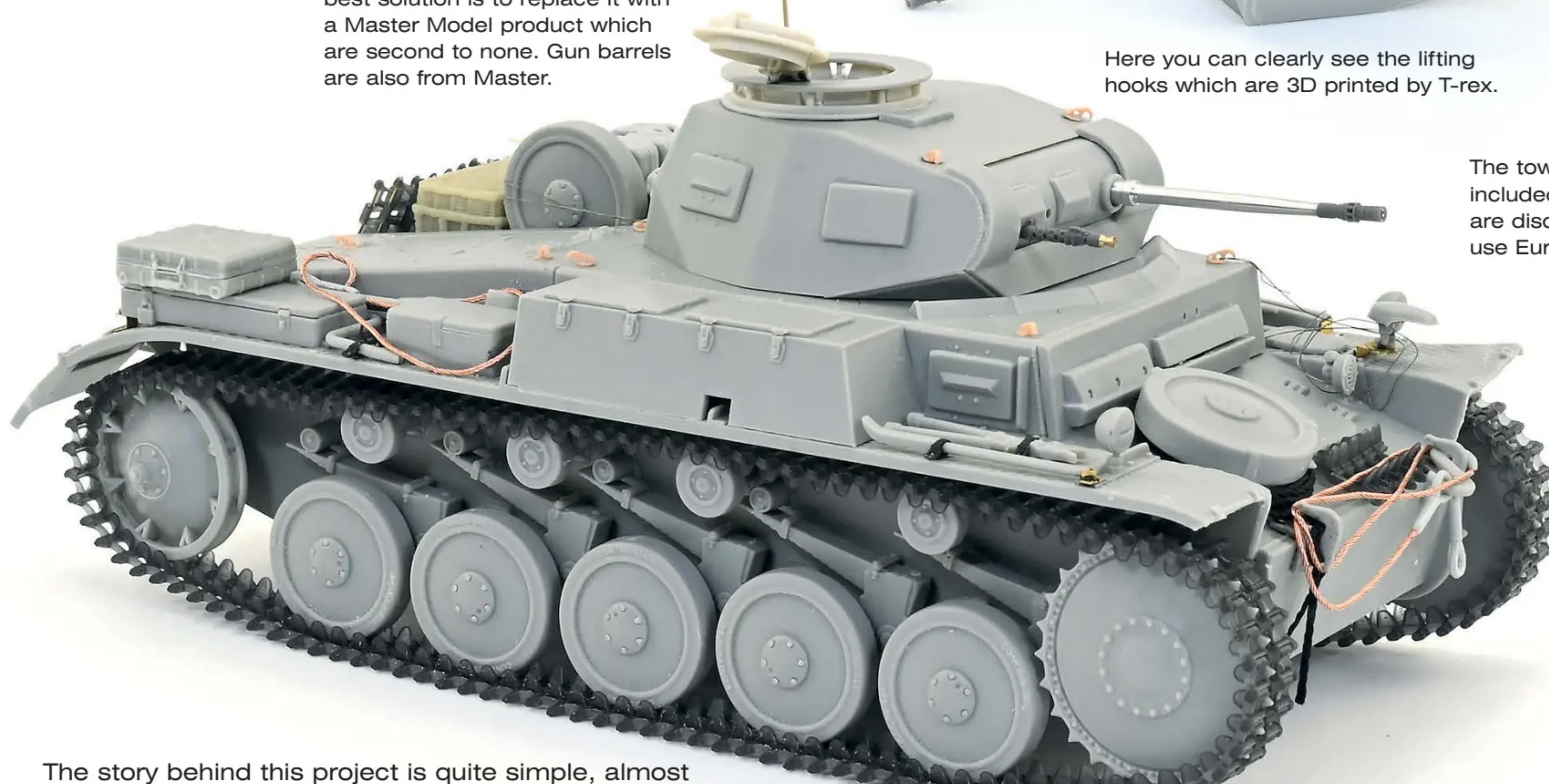


The Pz.Kpfw. II is a classic for Panzerwaffe modellers. I've built several of these over the years and always remember them as small but fun projects where you could quickly create interesting effects thanks to the compact shapes and surface area. This particular example was commissioned by VMS as a showcase for their finishing products shown on their YouTube channel.

Usually, what kits provide as an antenna is far from perfect. The best solution is to replace it with a Master Model product which are second to none. Gun barrels are also from Master.

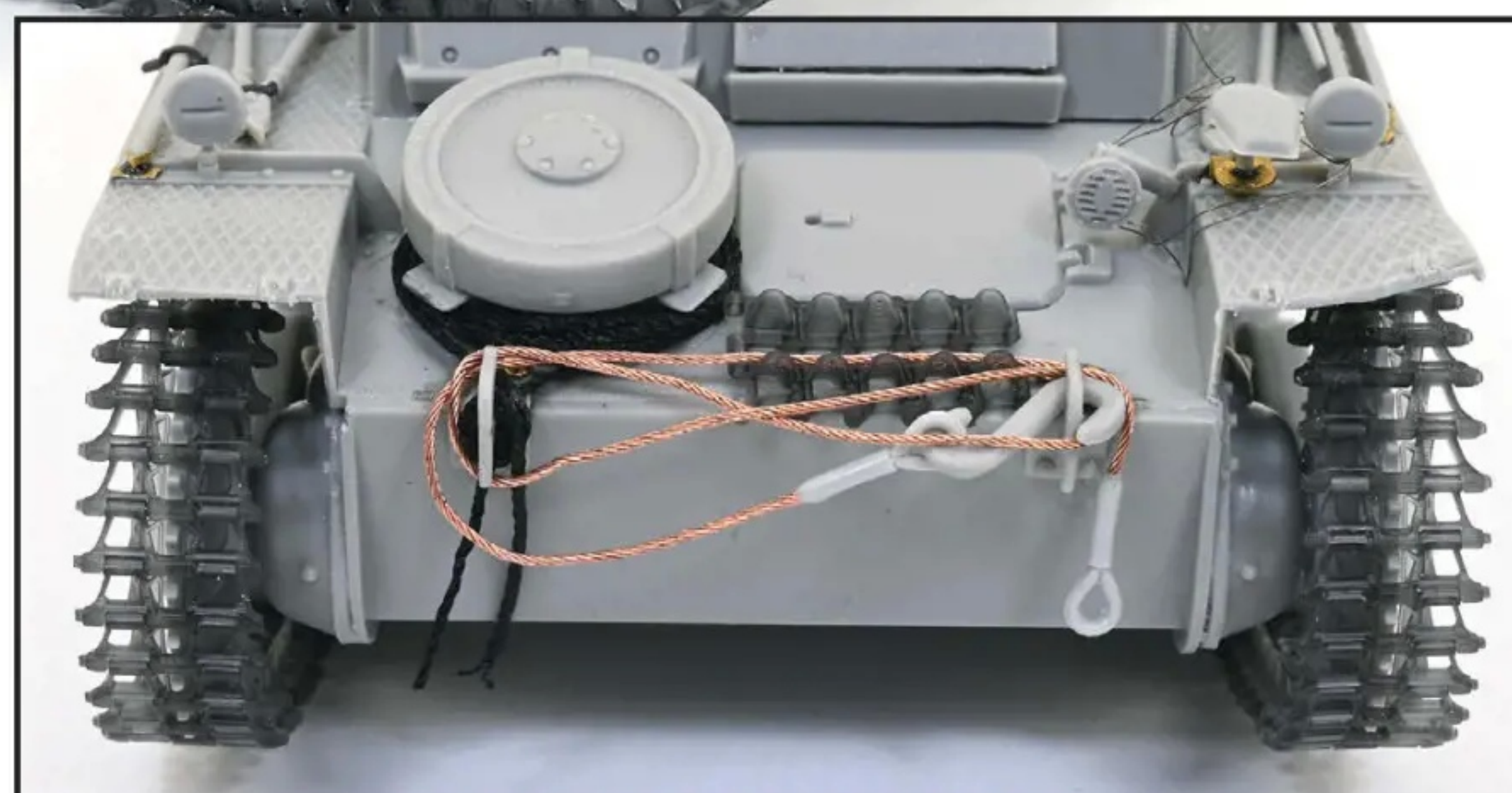
Here you can clearly see the lifting hooks which are 3D printed by T-rex.

The tow cables included in the kit are discardable. I use Eureka XXL.

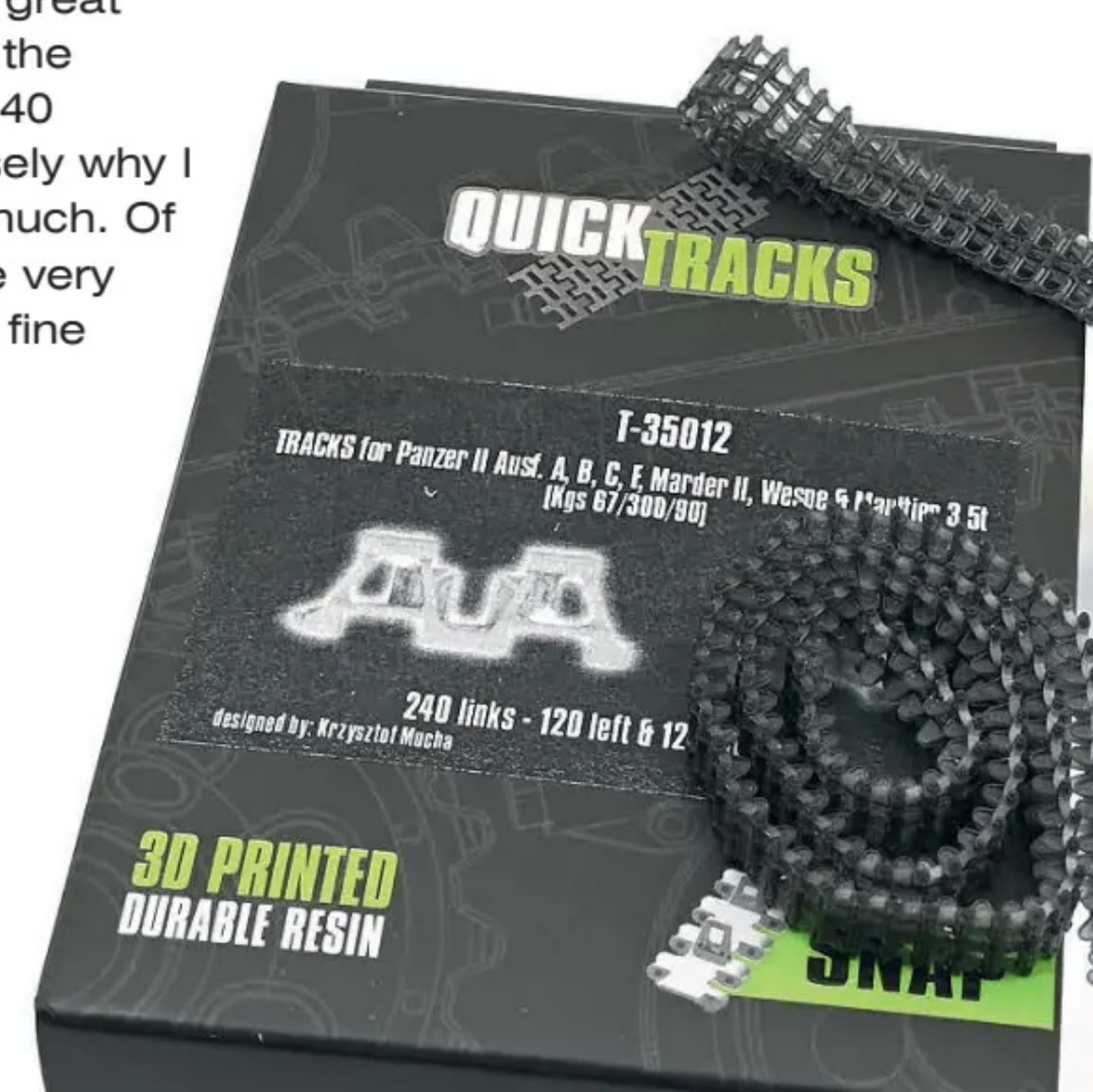


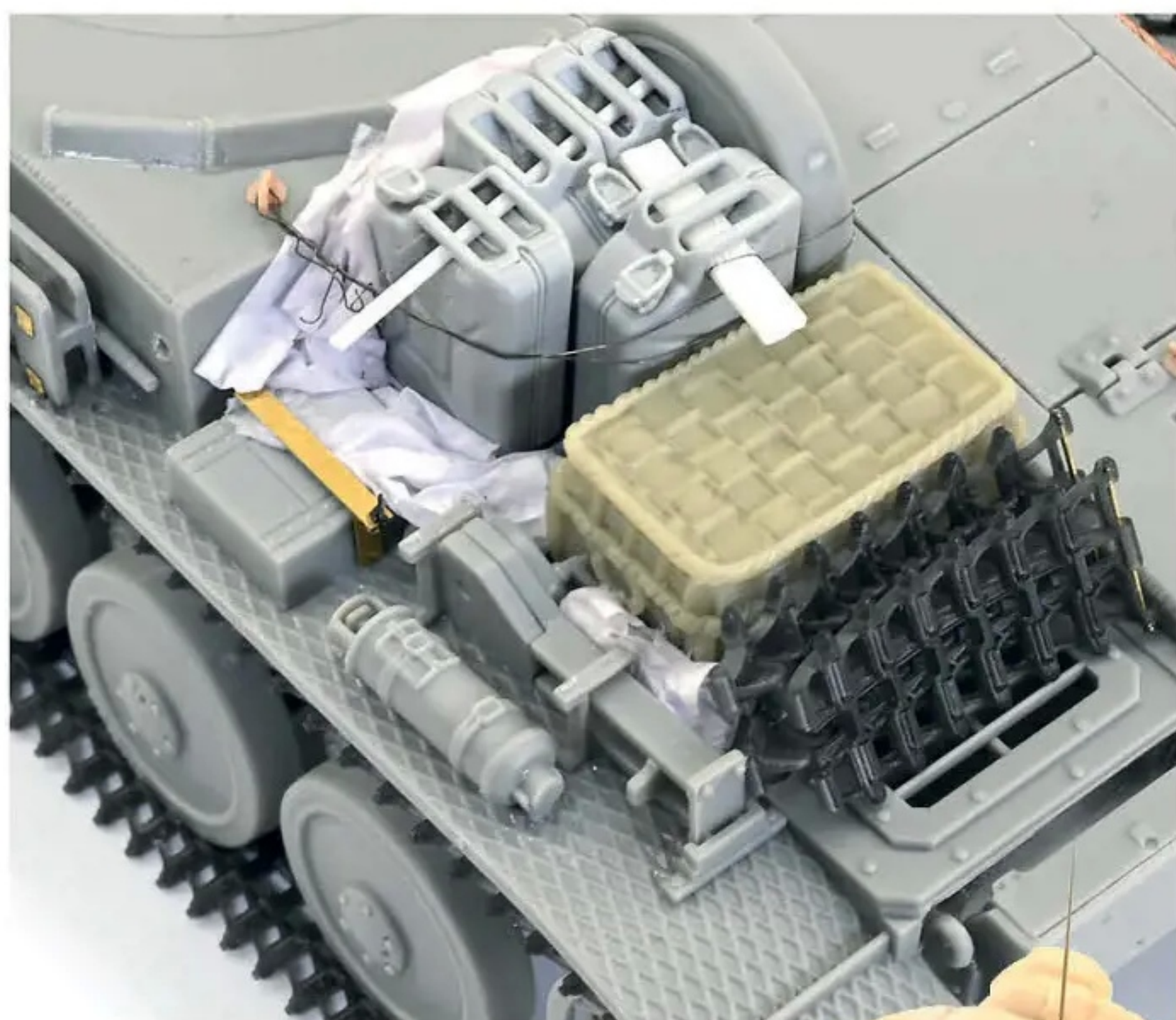
The story behind this project is quite simple, almost banal. I received the commission for a specific vehicle some time ago, and I immediately started thinking about how to present a tank model that's quite common and not particularly spectacular. It was a good thing that a few months earlier, one of my Patrons had given me The Jaguar figures as a gift, which fit this model perfectly. I didn't hesitate to include them; now all that remained was to create a simple but interesting base. Of course, the first modelling cliché with the Afrika Korps are fuel and water barrels, desert, and lots of dust. After a few clicks on Google Images, I found some interesting shots that served as inspiration for adding some details to the base. Ultimately, it turned out great, even better than I planned, and all the elements are cohesive and provide the perfect backdrop for the model. The wounded tankman being pulled out by his crewmate adds extreme dynamism and evocativeness, telling the story without a shadow of a doubt. I can only wish that all projects ultimately looked like this one. Currently, this vignette is part of a collection somewhere in Italy, if you're interested in more images check out my YouTube channel - COLDEMONSpI.

This model from the MONO X Dragon MD-002 range is nothing surprising if you've been modelling for a few years, typical Dragon quality, with no major assembly issues, just a few minor mistakes. Nothing surprising worth shouting about. I've enhanced the model with a few key additions; Quick Tracks, tow cables from Eureka XXL, armament and antenna from Master Model, commander's turret elements from Panzerart, and some details from T-rex.



Quick tracks have the great advantage of building the entire set in less than 40 minutes. This is precisely why I enjoy using them so much. Of course, they also have very good print quality and fine detail.





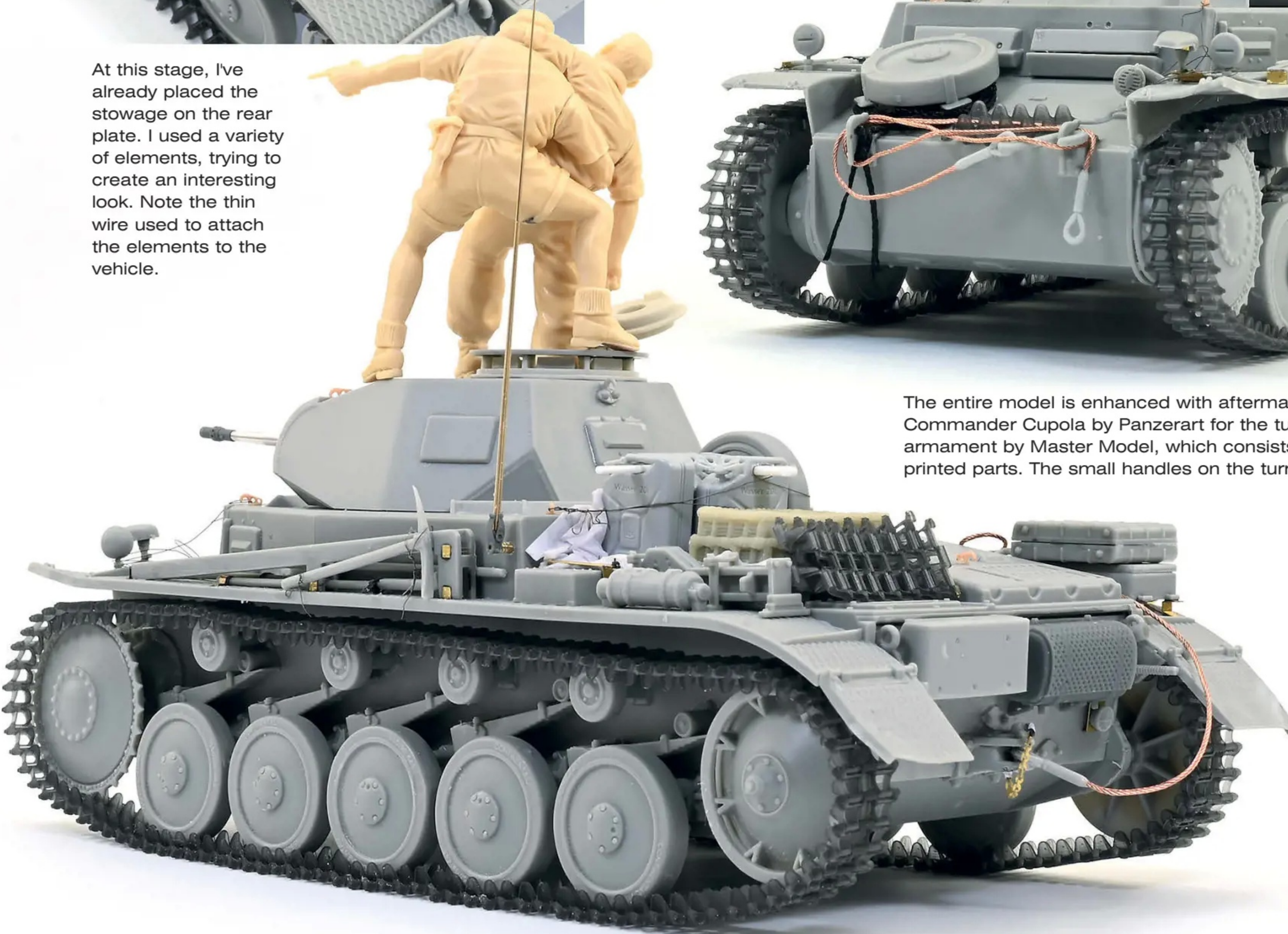
At this stage, I've already placed the stowage on the rear plate. I used a variety of elements, trying to create an interesting look. Note the thin wire used to attach the elements to the vehicle.



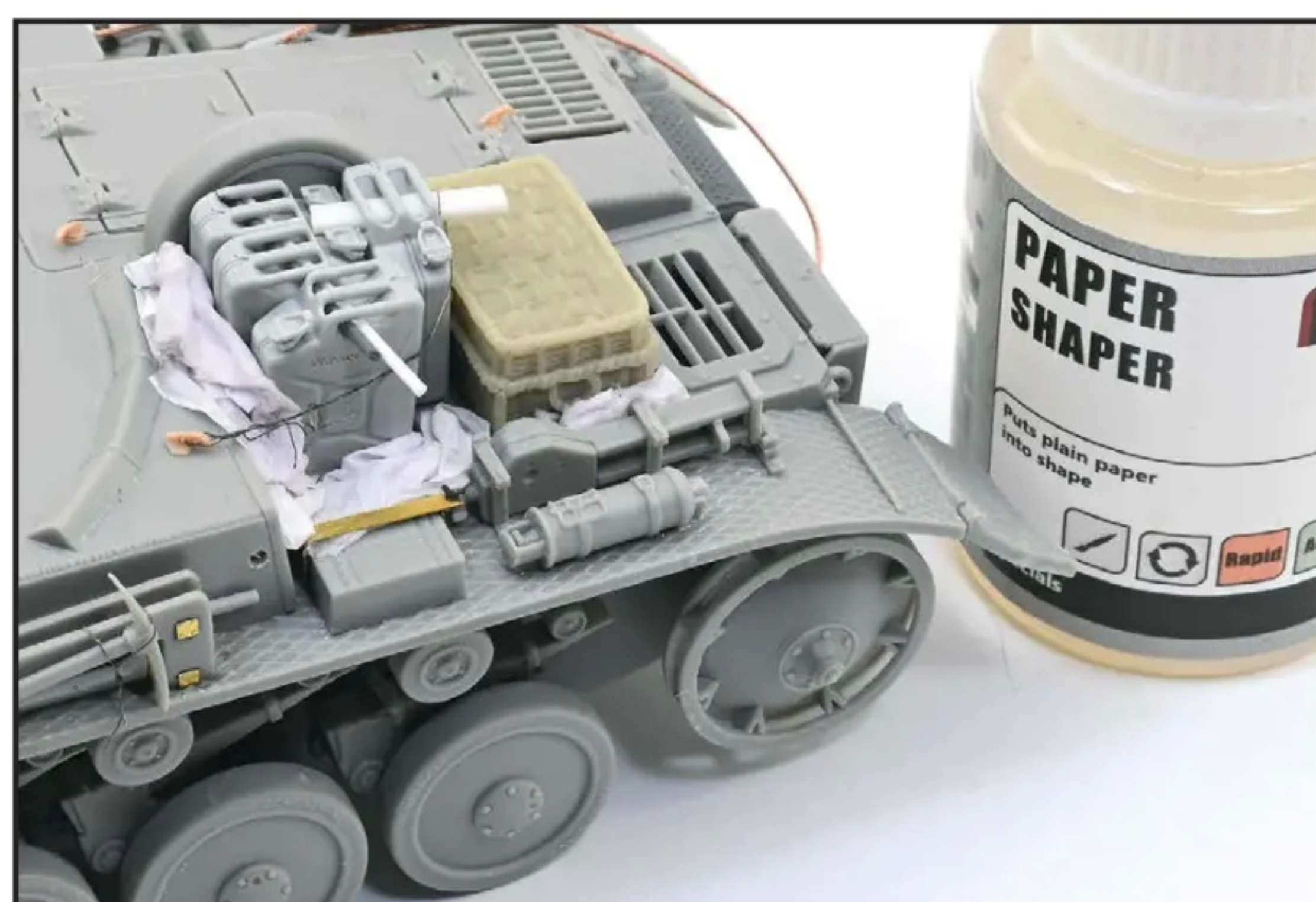
The figures are quite old products from Jaguar Model, but they're perfect for this model. The resin and casting quality are excellent, and the sculpting is also top-notch.



The entire model is enhanced with aftermarket parts. I used a Commander Cupola by Panzerart for the turret, and the armament by Master Model, which consists of metal and 3D printed parts. The small handles on the turret roof are by T-rex.



Additional elements have also been added to the rear plate, such as the Bits Krieg exhaust and the metal chain on the tow hook. Notice that the fenders have been slightly bent, simulating the typical damage that seems to have occurred on every combat vehicle.



For the tarpaulins, I used special paper and fluid by VMS, which facilitates the placement of the material and dries to adhere the entire structure.

Before the entire structure was primed, I painted all the metal elements with metal primer to improve adhesion.

The first coat of primer applied to the model was Panzer Grey. It's perfect for this task. Its properties make further work easier.





Before the first decals appeared on the model, I gave the entire surface a thin coat of gloss varnish. All the decals were treated with a small amount of Set & Fix fluid to ensure better adhesion.



After the decals dried and another thin coat of gloss varnish applied, I applied chipping medium to the model, which will be necessary to build the desired look after applying the actual camo colour.



A mix of colours was used to paint the model a DAK sand tone.



A few drops of water and various tools combined with Chip & Nick paint created a heavily worn camouflage effect. This was made possible thanks to the previously applied layer of chipping medium.



The same was done on the turret. Notice the markings showing through the sand colour.



Now I applied further 'DAK' markings, completely different from the base ones, as if the tank had changed its unit assignment. I also painted all the details and the stowage.



The whole thing was once again coated with gloss varnish, this time to prepare the model for weathering.



Dark brown was the best wash for this model. I applied it with a thin brush, and then wiped off the excess with a clean brush and thinner.



After finishing the wash, I started applying pigments to the underside of the hull. I used Pigment Jockey, but also traditional dry pigment to create subtle stains.

To paint the tracks, I first used a sandy shade and then rubbed the protruding edges with metallic paint.



The tracks were glued to the wheels with CA glue and immediately arranged into the desired shapes. The thrown track adds drama to the story of the disabled vehicle.

I added a small amount of diluted Light Earth to the entire model to unify the colours of the individual surfaces.



Small amounts of rust added to the spare track slightly changes their shade compared to the tracks in use.



I added some simulated oil leaking from the axle bearings to some of the wheels. Oil-based paint is best for this task.



The underside of the hull also received some leaks, which significantly improved its appearance. It's best to paint them around the inspection hatches, where such leaks are most likely to appear.



I lightly rubbed some edges on the model with a soft pencil. The metallic edges are so delicate that their visibility depends on the angle from which the model is viewed.



The story I'm telling must be properly conveyed both through the figures and the vehicle's appearance. In addition to the broken track, I also added shell holes to the model, which, when properly painted, look like fresh battle scars.





I used a round tin for the base. I used wooden cocktail sticks to reinforce the groundwork area.



I used Smart Mud to fill and shape the ground, which allows for plenty of time to form the desired shapes.



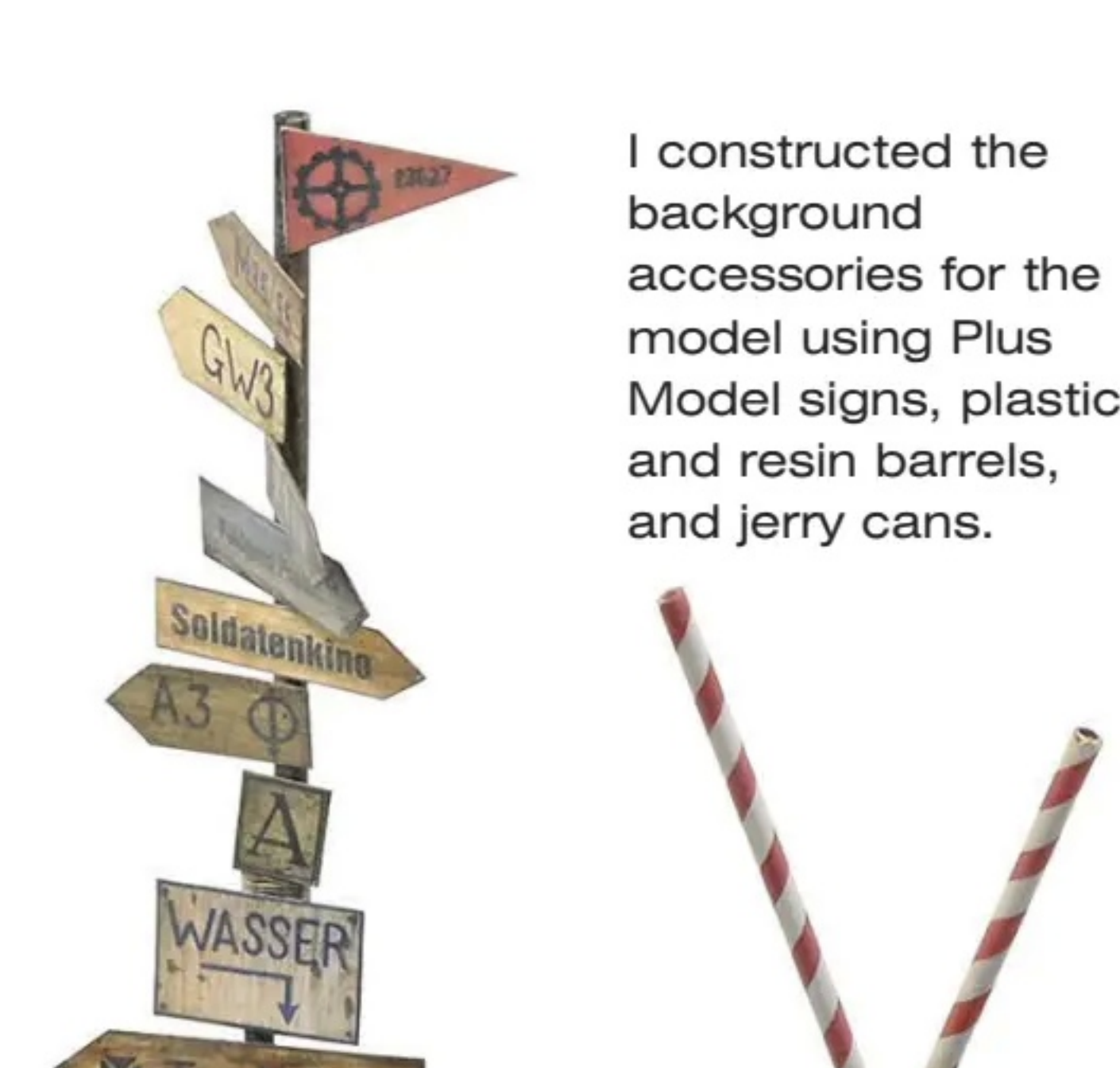
The entire base was covered with small stones. It looks perfect as a piece of a rocky desert.



I painted the tin box with black spray paint and the diorama surface with black acrylic primer.



I applied the appropriate natural colour using shades similar to the Panzer II, then added some dried grass in a few places.



I constructed the background accessories for the model using Plus Model signs, plastic and resin barrels, and jerry cans.



The Jaguar figures are showing their age, but they still look great with their dynamics and drama. I painted them with acrylic paints.





I attached the model to the base with a nut and bolt which provides sufficient security.



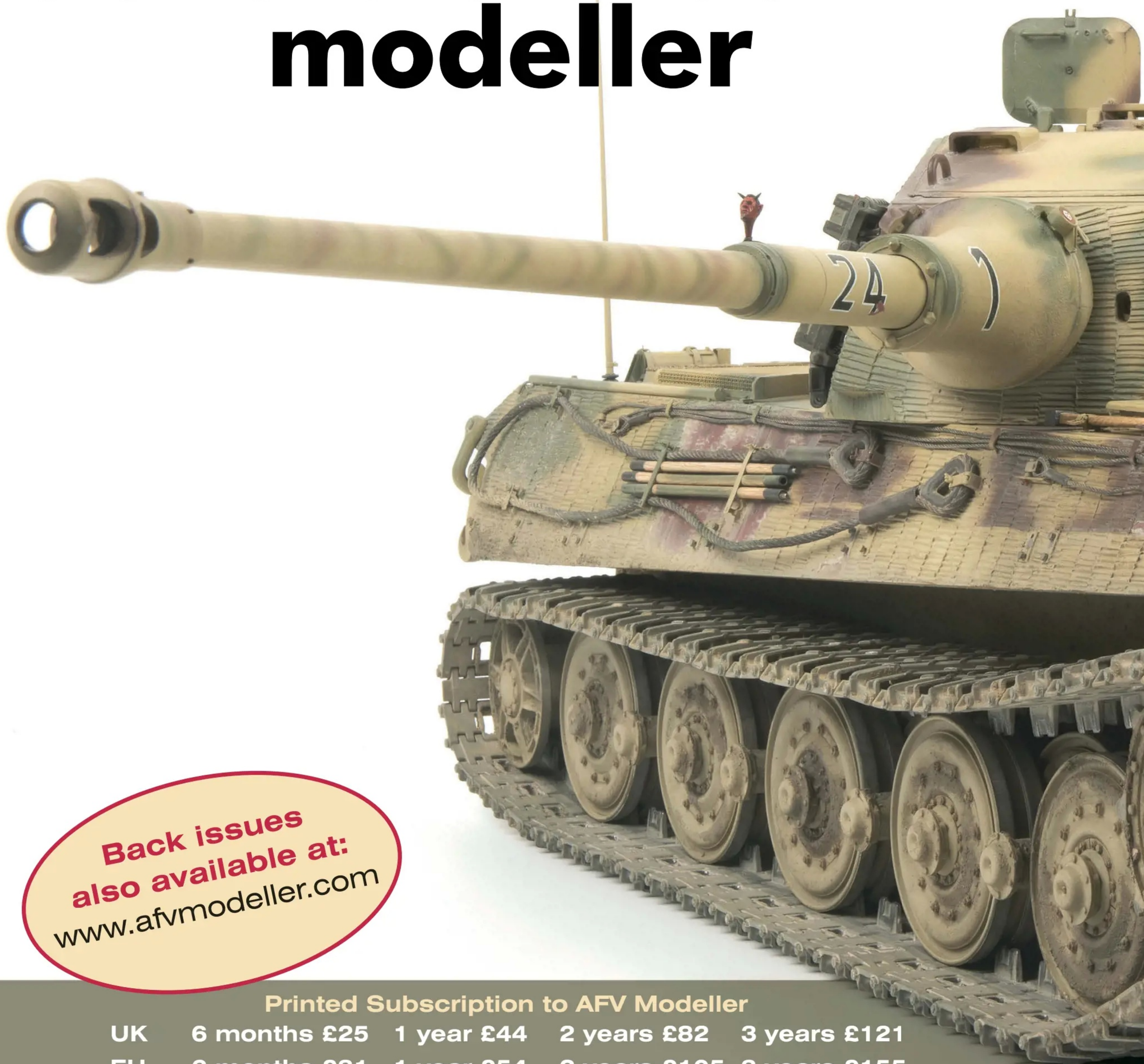




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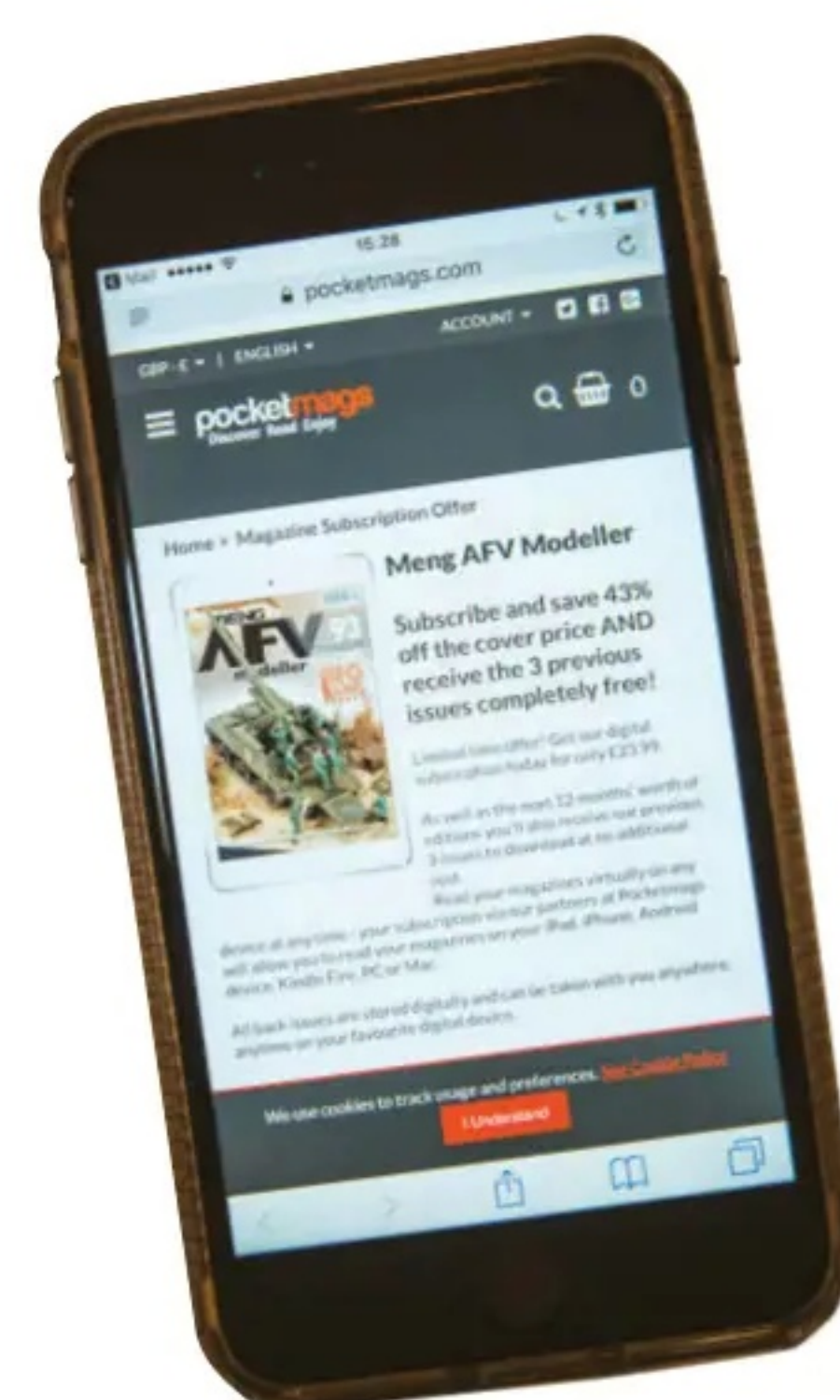
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THE KING'S NEW CLOTHES



In this article, which I focus on the Kingtiger's camouflage, I have attached illustrations that are related to and discussed in the text and therefore I have not included any captions to them individually but can be followed in the article itself.

Perhaps the Tiger II, or the Königstiger – as I will refer to it here in the text – is perhaps the most attractive German tank, alongside the Panther, to build for scale modelers, and it has been so for a long time.

This may be due to its reputation as one of the most effective and infamous tanks that appeared on both the Western and Eastern Fronts during the final stages of the second world war, 1944–1945.

The powerful 88 mm gun alone caused concern amongst Allied armoured troops during the later part of the war. As I do not intend to go into technical specifications or details of the tank itself here, I will instead focus on the Tiger's camouflage as it was switched from unit-applied to factory-applied during the latter part of 1944 and 1945.

Over the years, countless fantastic models of the Königstiger have been built by modelers from all over the world, with one camouflage pattern after another applied using attractive shapes and colours. During the 1990s, I felt that Japanese modellers began to create outstanding models and started moving toward a more realistic approach in both colour and pattern. It was then that I decided to build a Königstiger in 1/35 scale.

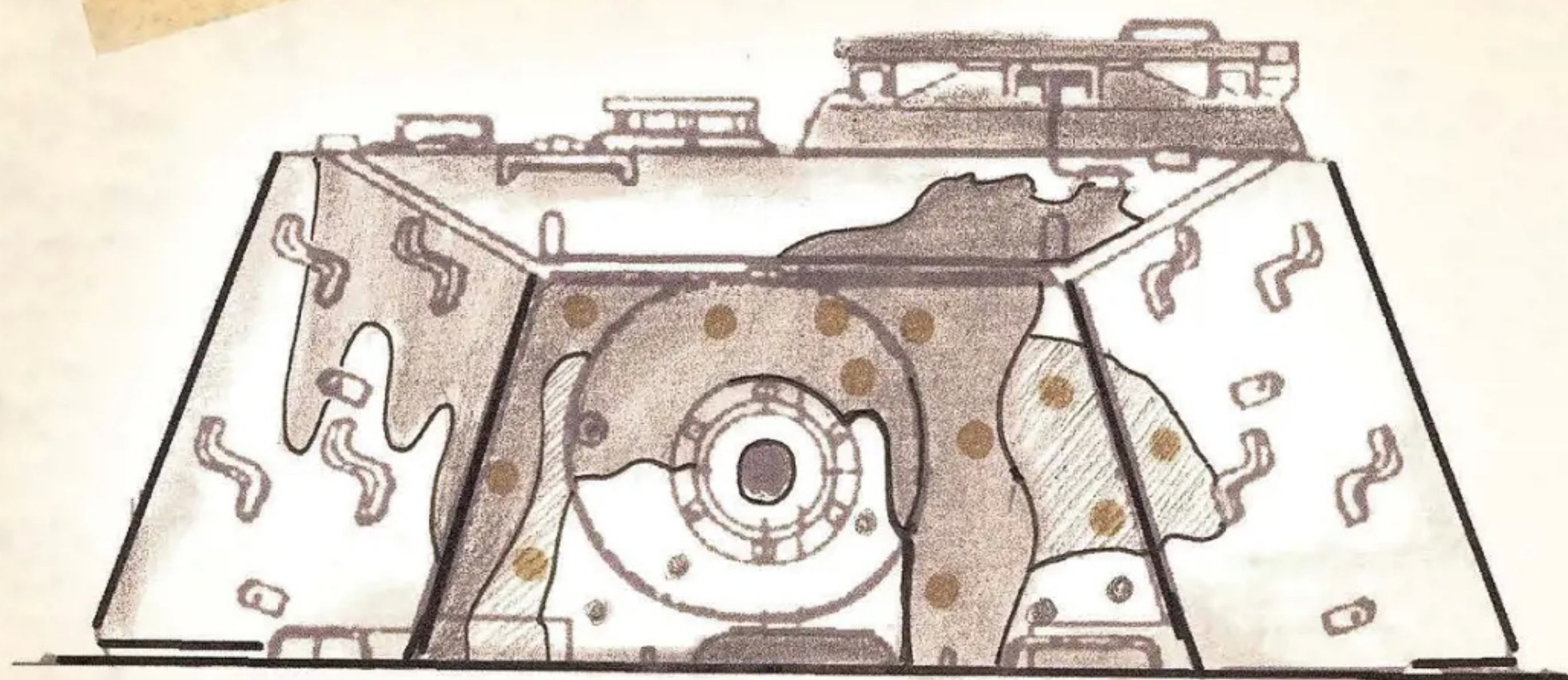
RENOWNED MODELLER MIRKO BAYERL SHARES HIS RESEARCH ON THE MYTHICAL KINGTIGER FACTORY COLOUR SCHEMES



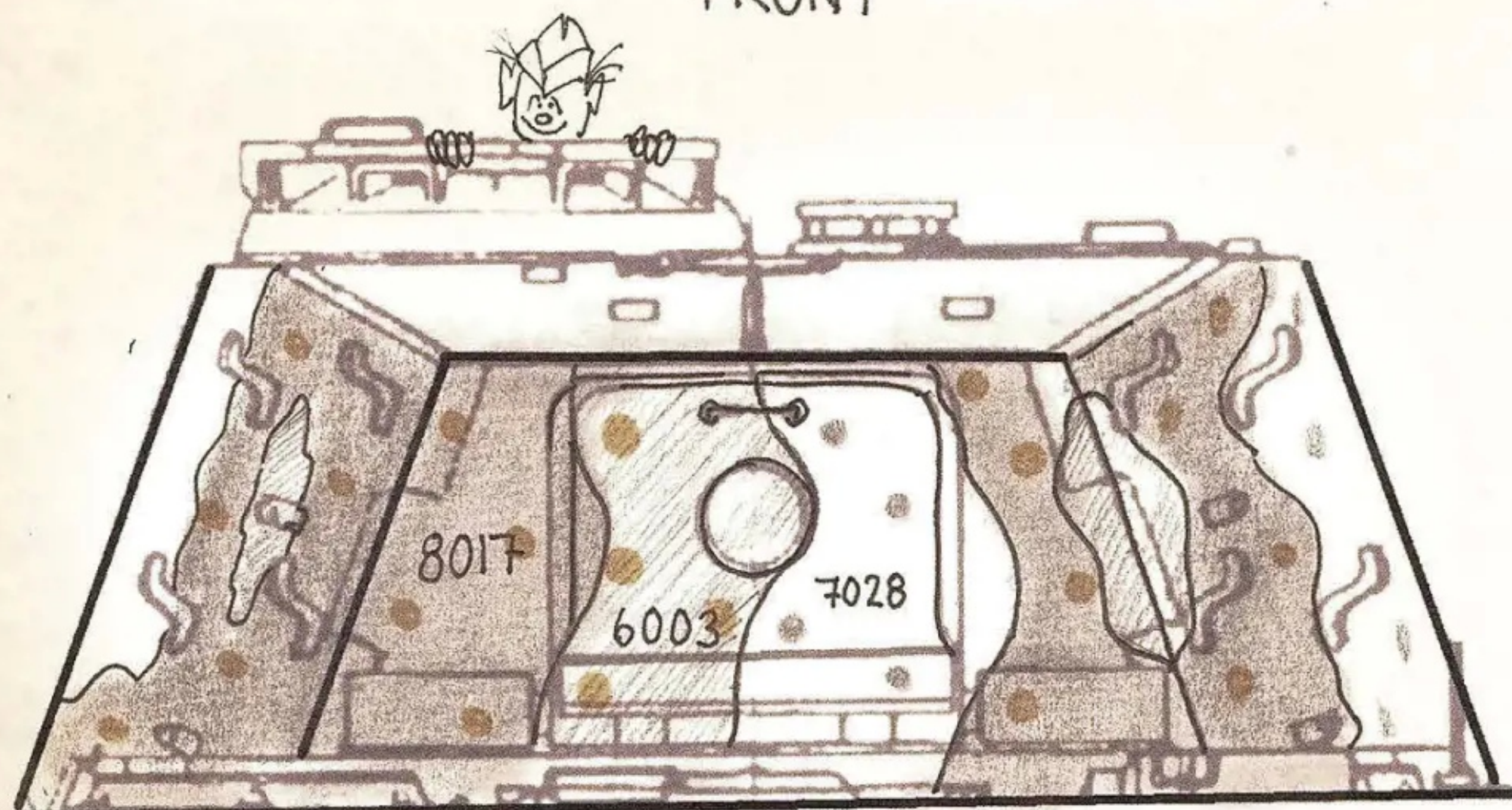
At that time, there were only a few manufacturers available, and I chose Tamiya's Königstiger. In order to construct as accurate a model as possible, I consulted and collaborated with the Tiger II expert and friend Per Sonnervik, who sadly left us a few years ago and is greatly missed. His knowledge of the Königstiger was impressive, and with his help I decided to start a project to build a Königstiger from Hungary, March 1945, as accurately as possible. The year was 1998.

At the same time as the construction itself, I also began researching how it should be painted and which camouflage style

was used. I went through large numbers of photographs that I had access to (not much that time) and began to identify a camouflage pattern that appeared repeatedly on one vehicle after another. A very enjoyable research phase began. With me were my friends Per and Gunnar Jansson, who also started a Königstiger project. We had regular meetings where we discussed construction, camouflage, and colours.



FRONT



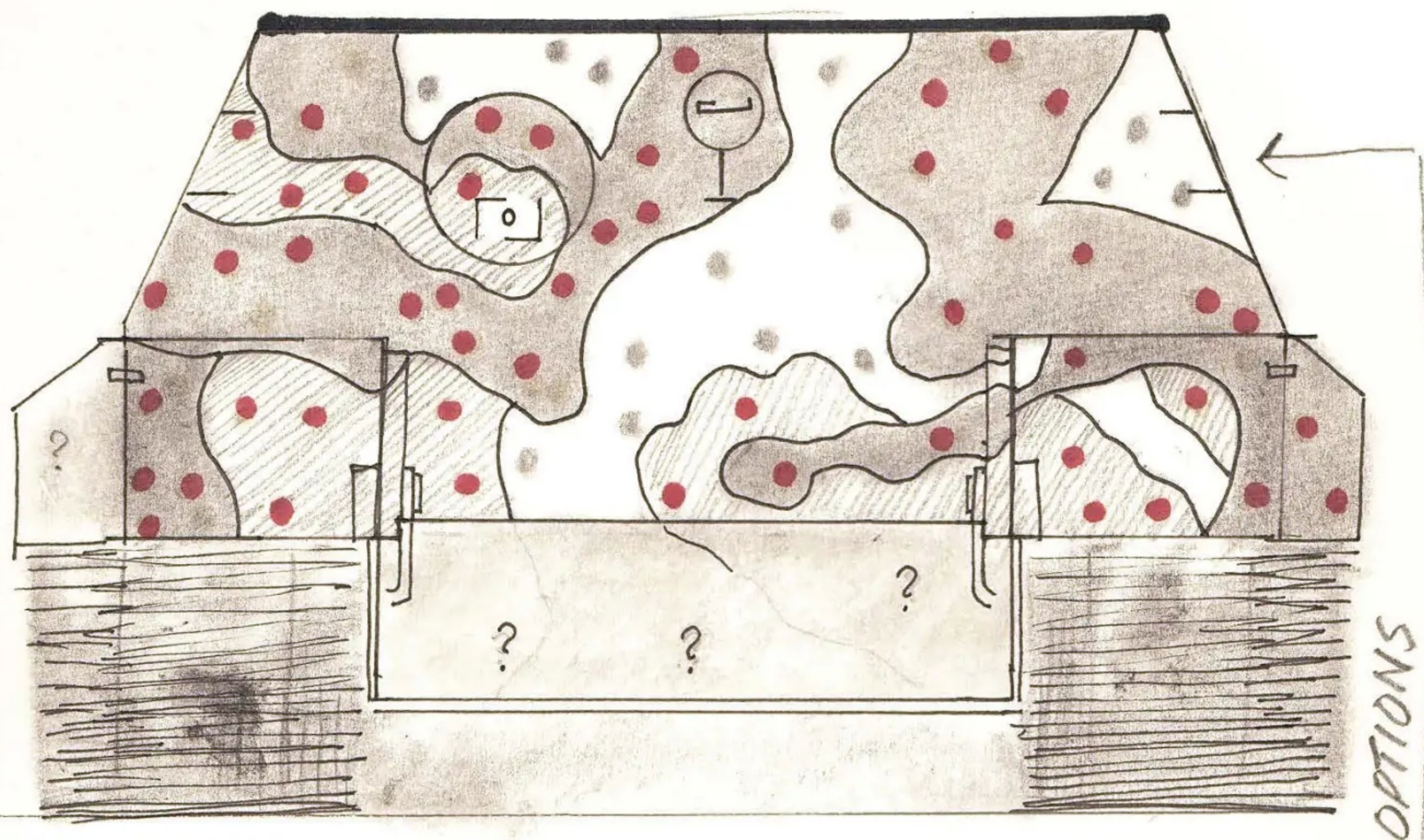
BACK

As more information became available when we gained access to factory-new photographs of Königstigers that were test-driven in late October 1944 before being shipped to the army depot (Heereszeugamt) and then to waiting units at the front. The contrasts on the photographs appeared very dark in terms of the red-brown, while the dark yellow appeared very light, as did the green. Later, however, during a conversation with an leading expert, it was stated by him with certainty that these were standard RAL colours 8017, 6003, and 7028. Circumstances such as contrast, film type, and lighting affected the photographs and could create incorrect illusions and contrasts. What was clear was that after October 1944, the Königstiger was painted with sharp colour boundaries in the camouflage, so-called hardedge. How this was applied is still under debate as no documents is available up to date, and many opinions exist suggesting it was done using brush or spraygun.

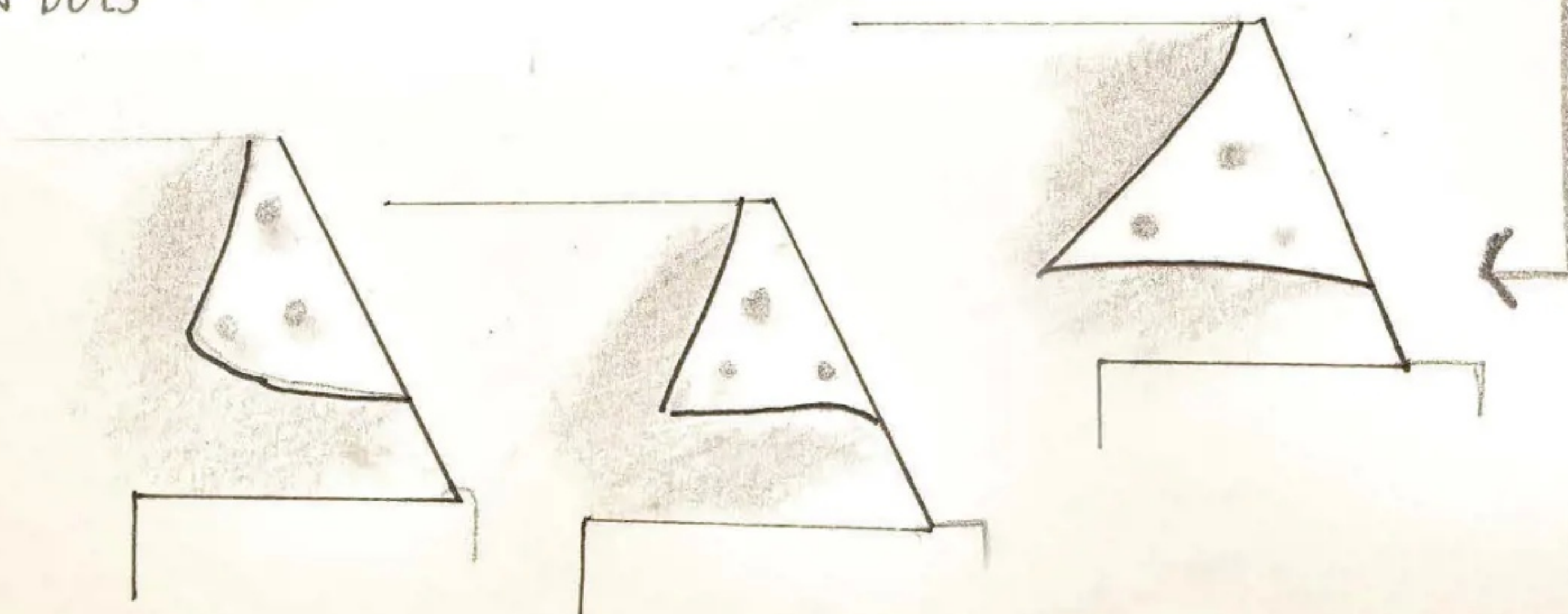
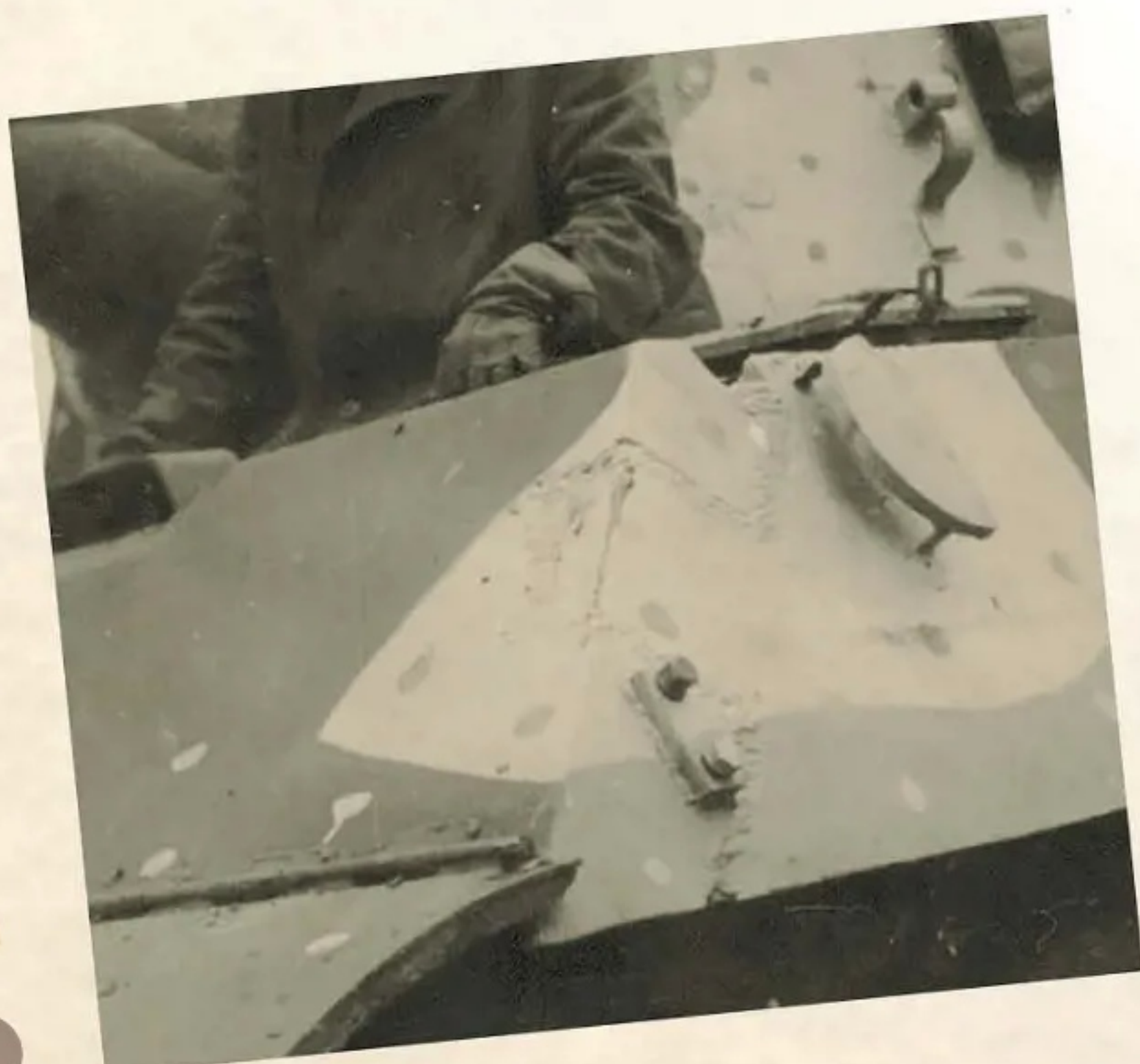
But using brush is not optimal or logical in the directives to save paint and the surface doesn't match a brush-applied finish. How the pattern itself were applied is uncertain but pictures shows the pattern was first outlined in a dark colour or white. , (probably with chalk or spraygun) seen on wartime pictures on Panther , Kingtiger and late Pz.IV J . It's a common system, even used today.

Most striking, however, was the realization that vehicles assembled from late October 1944 until the end of the war had a standardized pattern and camouflage system, which could vary slightly and we assume a kind of templates (Rubber sheets ?) was used for creating the hardedge borders. Most probably were also sketches provided to the painters before the painting process on the kingtiger and as well Panthers. – see picture my idea. We also came to the conclusion that perhaps not only one painter was in process painting a kingtiger, but two or even perhaps three overseen by the “Malermeister (master painter). That theory is based on how the colours sometimes is overlapping each other in a non logical chronological layer order .

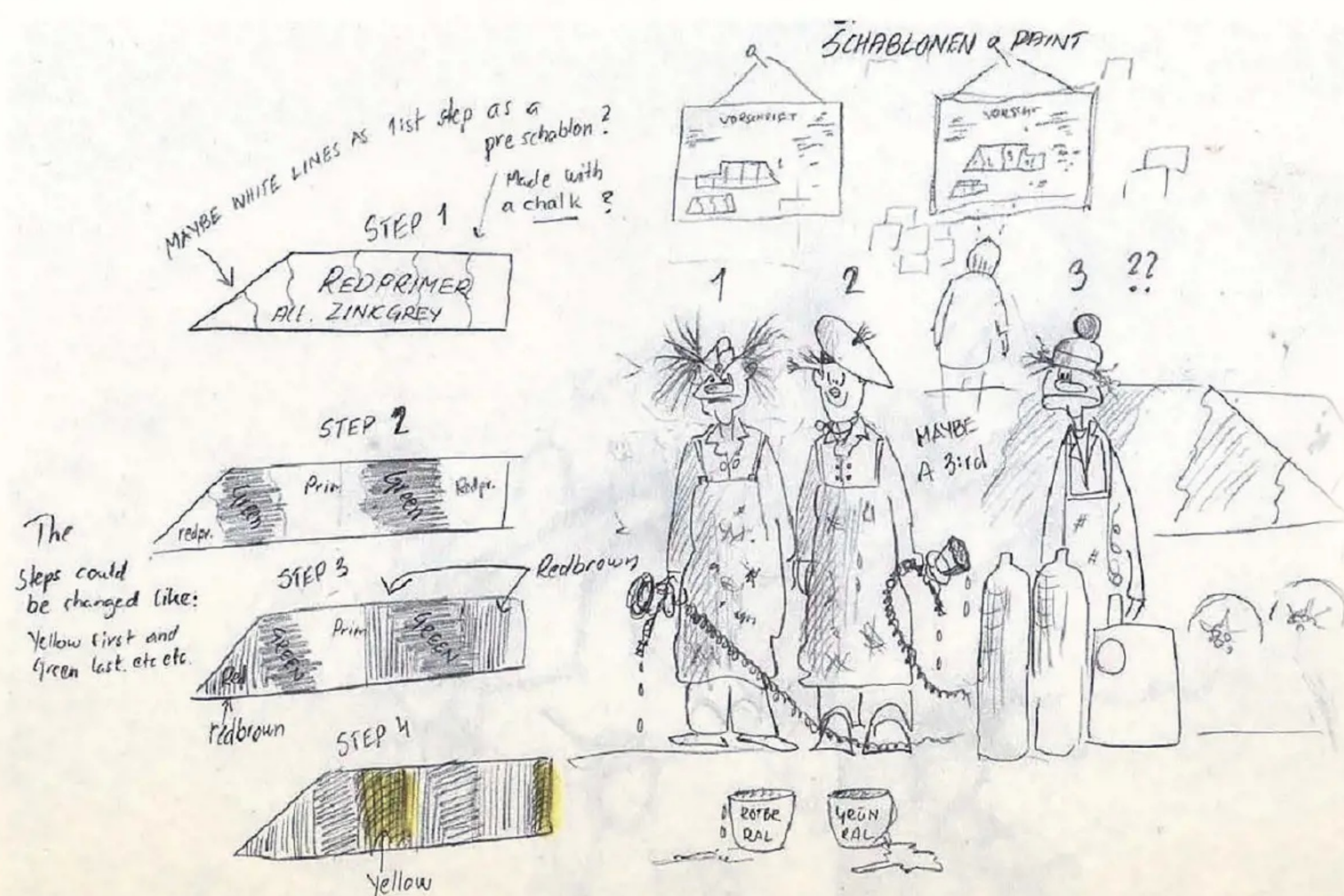
NOTE: THIS IS THE GENERAL LOOK OF THE HE CAMO FRONT AND THERE IS ALWAYS A $\pm 10-20\%$ TOLERANCE.



- = DG Dots (Dunkel Gelb - Dark Yellow)
- = GREEN DOTS



Plans used with the kind permission of Hilary Doyle.
All illustrations by the author.



As said, this was most likely carried out using sketches or charts issued to the painters at the factory paint terminal at the factory, which they could then follow. During the summer of 1944, much happened on both the Western and Eastern Fronts that would radically change German thinking on camouflage. Since 1943, German tanks had been delivered to the front in a factory-applied dark yellow colour only, and then camouflaged by the crew or workshop personnel in field. The paint was supplied as paste in containers of a few kilograms of red-brown (RAL 8017) and green (RAL 6003). These were to be mixed with water or gasoline depending on availability and weather conditions.

This meant that tanks could practically be painted in any camouflage pattern, sometimes with overly diluted paint or, conversely, too thick. For example, the brown (8017) colour could appear in varying shades depending on how diluted it was. The more diluted it was, the more reddish-brown it appeared on the yellow base colour, whereas undiluted 8017 had a darker chocolate-brown character.

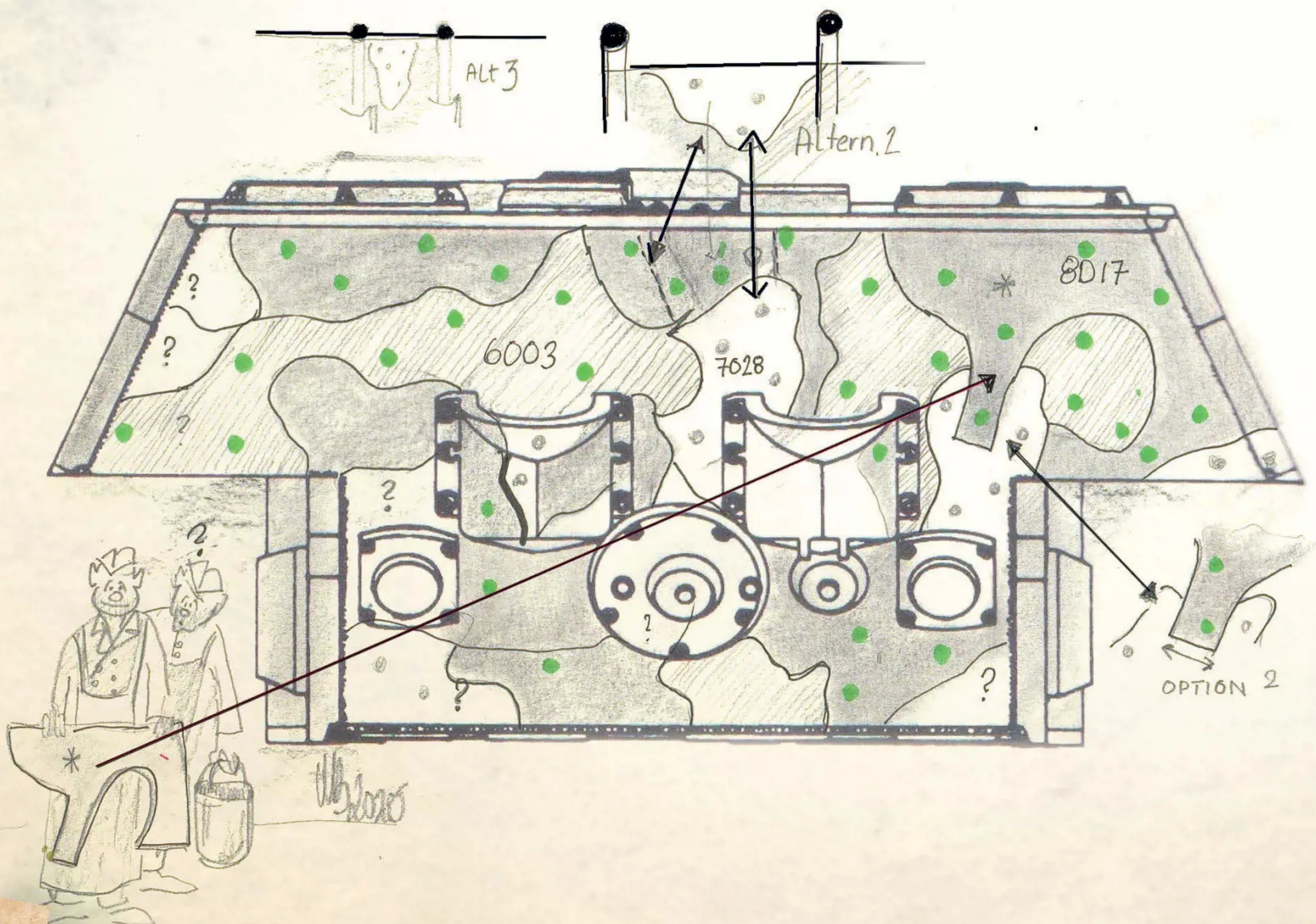
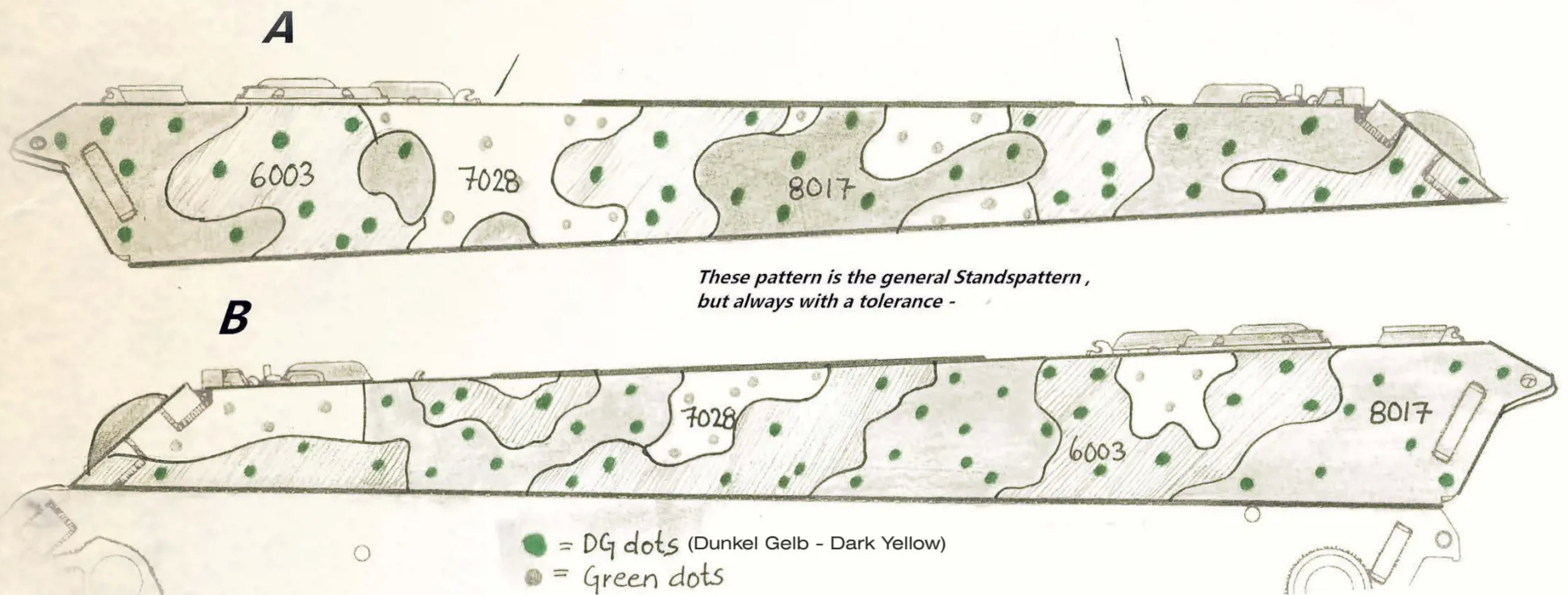
What was about to change was that during August/September 1944, an order was issued stating that tanks and other armoured vehicles were to be painted at the assembly factories instead at the front. There were various reasons for this but it allowed full control over paint consumption and at the same time reduced the burden on the workshop units who no longer had the responsibility.

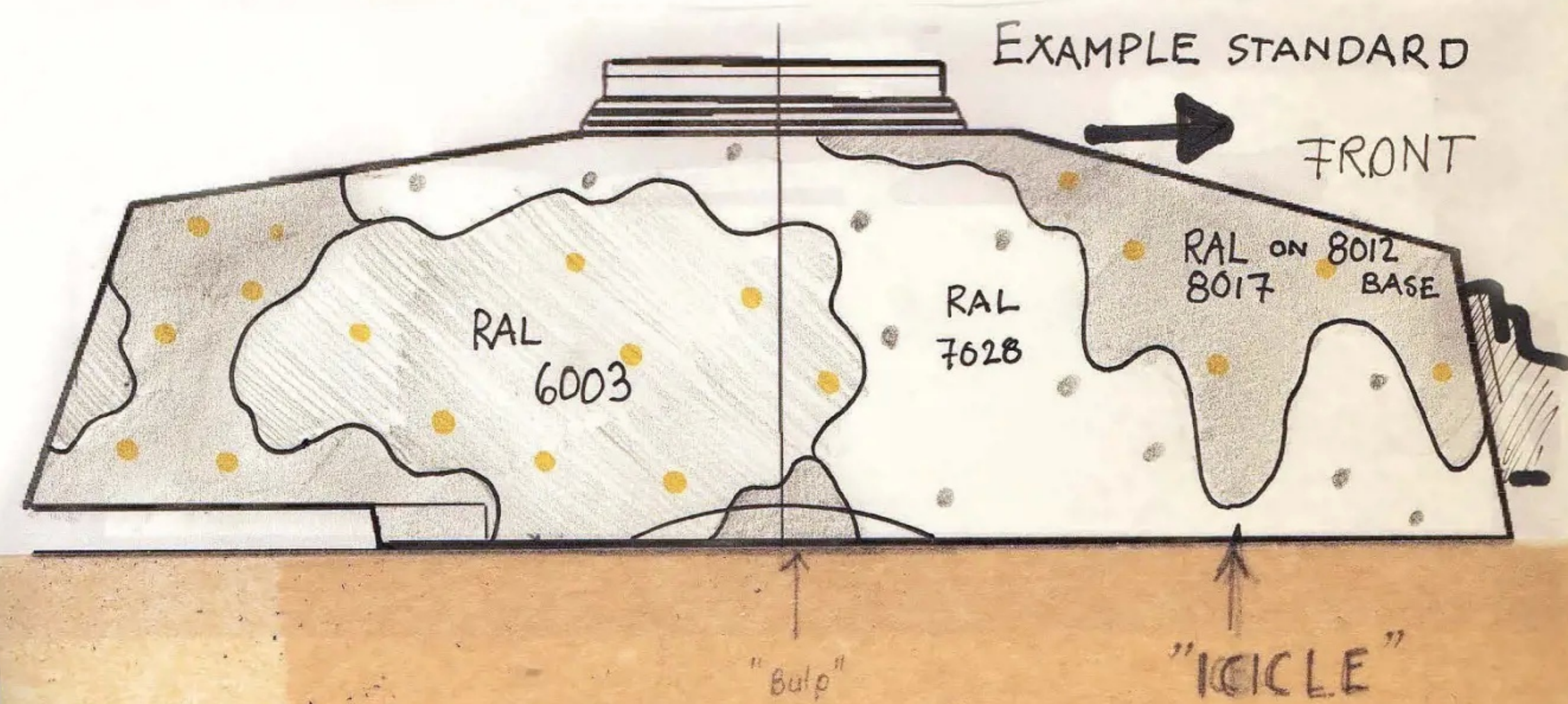
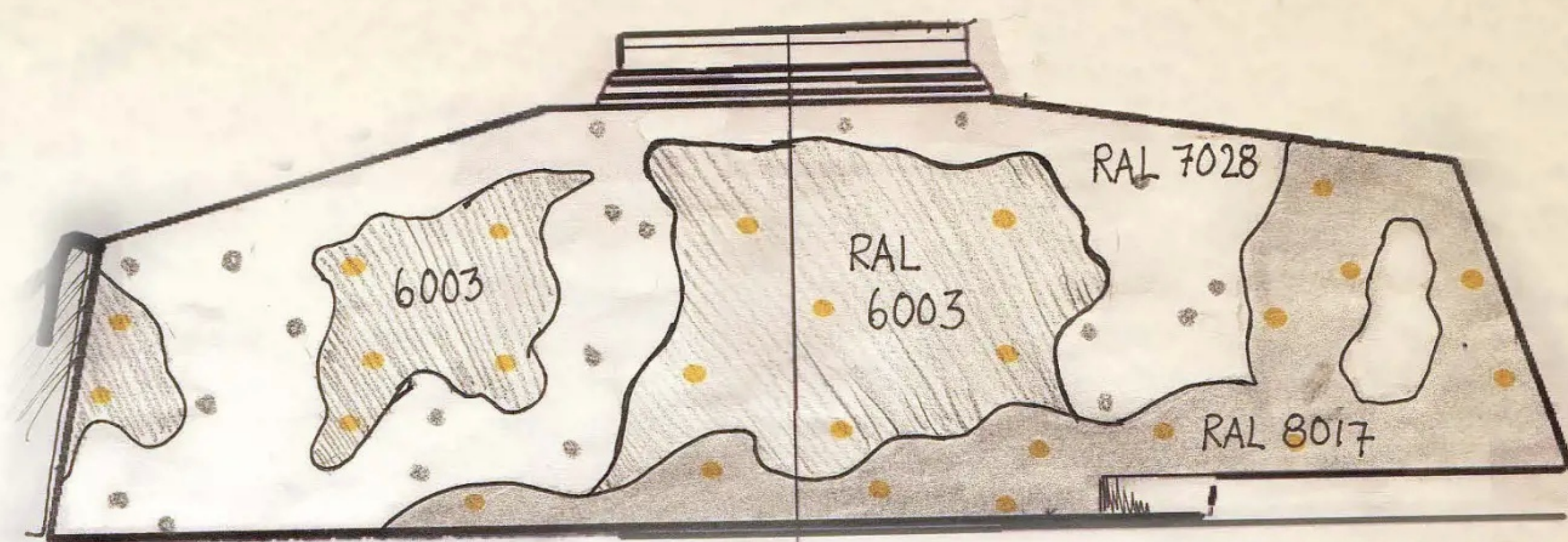
The Germans used the term "sparsmassnahmen" after the summer of 1944, which roughly translates to economy or frugality, also in regard to paint. The summer of 1944 had been costly in raw materials, armour, and manpower, and the country was heavily affected by Allied bombing.

In October 1944, much also happened at the Panther assembly factories MAN, MNH, and Daimler-Benz, which developed their own standardized camouflage patterns for their Panther tanks, but not in general hardedged, but soft sharp edged. This has been written about in the excellent book Panther - External Appearance & Design by Roddy MacDougall & Martin Block (2016).

Returning to the Kingtigers, there was only one assembly factory, Henschel in Kassel. During early 1944, Kingtigers with "zimmerit" and a dark yellow base (7028) were sent to units at the front, but in October 1944, many changes occurred, as mentioned above. Experiments began with a standardized pattern on the Königstiger, which can be seen in a interesting German newsreel during a parade display with s.Pz.Abt 503 Königstigers in Paderborn in October 1944.

Clear images show now Kingtigers without Zimmerit and with various, what looks like test paint schemes featuring also sharp colour boundaries (hard edged) and contrasts, which would later develop into a standard pattern. But they all still use a non standard pattern in the Paderborn parade.





● = Green dots
● = DG dots
(Dunkel Gelb - Dark Yellow)

W2025



Among others, the famous Kingtiger 222 from s.SS.Pz.Abt 501 had actually a mix of sharp and soft colour boundaries (soft edged). However, a standard pattern was set later applied to Kingtigers manufactured from late October 1944 until the end of the war. After March 1945, images can be found showing that both this standard pattern and sharp colour boundaries (hard edged) were no longer always standard practice, for reasons that are not well understood.

Let us return to the standard pattern seen, among others, on Kingtigers from s.SS.Pz.Abt 501, s.SS.Pz.Abt 503, and s.Pz.Abt 509. It should be emphasized again that no Kingtigers, Panthers, Pz.IV J, etc., were painted at the front anymore. Therefore, modellers who wants to create a realistic approach to pattern and camouflage should keep this in mind.

It should also be remembered that after the summer of 1944, more green and red-brown and less dark yellow were applied and visible.

This followed heavy experience from the green summer in Europe and the bitter experience from Normandy, where most vehicles with a dark yellow base were often visible from both air and ground in the terrain. Crews attempted to solve this by hanging branches and foliage on the vehicles to better blend into the green terrain and vegetation in France. This was not sustainable and often fell off during movement and in terrain.

Thereafter, already in August 1944, one can see that crews spray-painted more green and brown over the factory-applied yellow base.

Thus, when building a Kingtiger , Pz.IV J or Panther from a historical period after October 1944 with new vehicles and aiming to create a realistic scene with factory-painted tanks, one should study photographs and consider the changes made at the assembly factories after September 1944 – thinking and adding less dark yellow visible in general. At the end of October 1944, something called “Sparanstrich” was also introduced, which roughly means saving and using less paint on the tanks . A dark yellow base coat was no longer applied; instead, a thin layer of paint was applied side by side over red primer or zinc grey primer. This meant no full base coat.

The green (6003) was to be dominant, followed by red-brown (8017) – approximately 25% of 7028, 25% of 8017, and 50% of 6003. This could vary in percentage, but 7028 remained more sparingly used and less dominant.

As modelers, we should now adopt the understanding that the more opaque and even 8017 over a red primer base became darker and acquired the designation Schokolade braun or Kaffee braun which was the true colour. We, who are “late war” builders should think a little extra about this, as factory painting with less 7028 and an overall darker approach should be a guiding principle. However, clear contrasts should still be considered, with the green 6003 acting as an intermediate contrast.

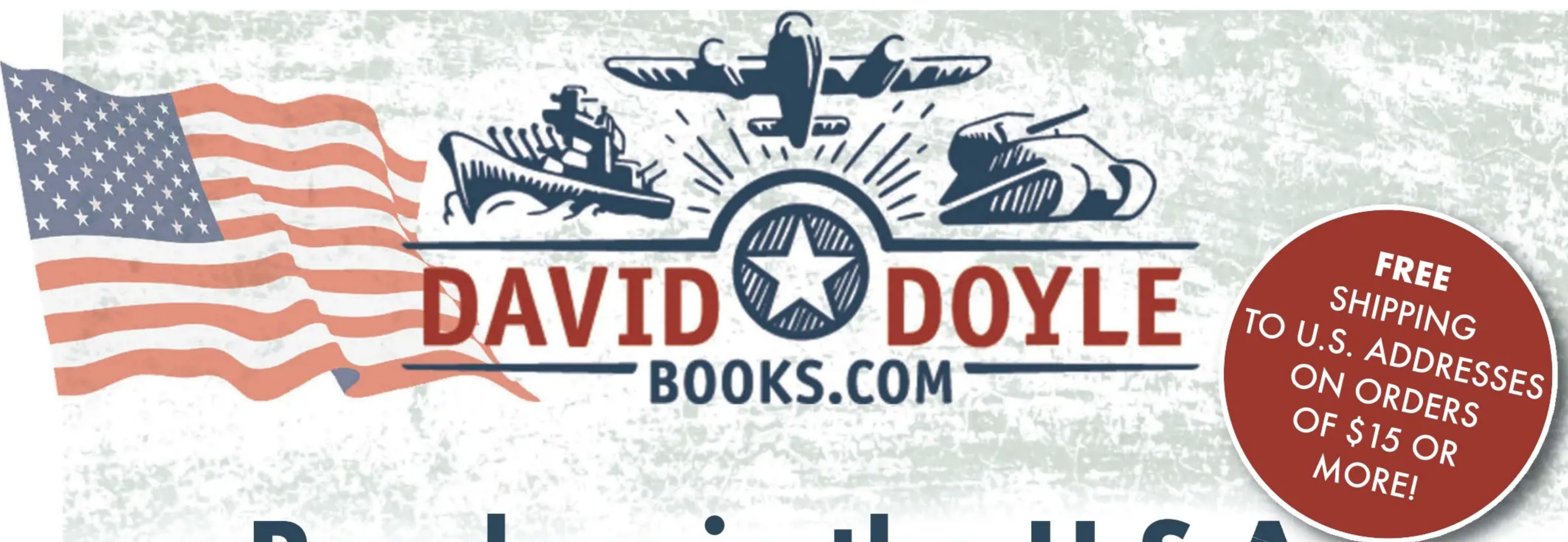
One might even need to mix one’s own shades. Everything depends on the level one sets for oneself. Finally, as I wrote at the beginning, the Kingtiger is perhaps the most attractive German model to build, but at the same time it is the most misinterpreted when it comes to camouflage and I dare to say – still is.

In this small article, I have created sketches of the standardized pattern by studying a large number of photographs and source material. Recommended references includes Johannes Denecke – Tarnantriche des Deutschen Heeres 1914 bis heute (1999), Tomás Chory – Camouflage Colours (2000), as well as correspondence and conversations with Jens M from Historyfacts, who is perhaps the leading expert on German colours today and is also working on a book on the subject.

In addition, there have been many discussions with Gunnar Jansson, who has a good eye for colours. As Tomás Chory also writes, and as I agree, there were many variations in colour shades during 1944–1945, as the entire German industry was on the verge of collapse, including the chemical factories that produced the paints. Much is unknown, as documents were lost or destroyed at the end of the war.







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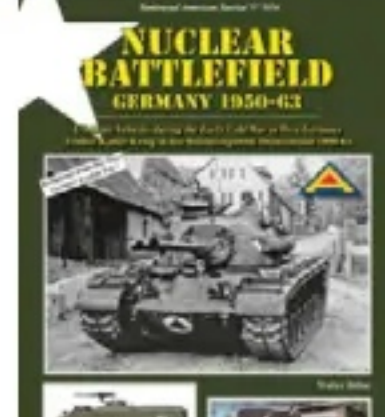
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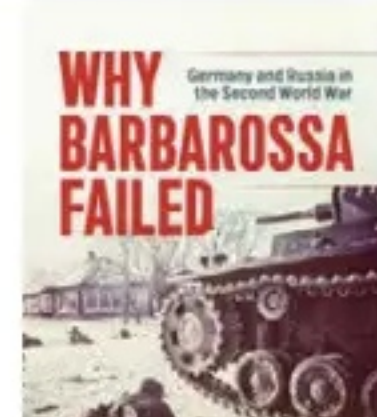
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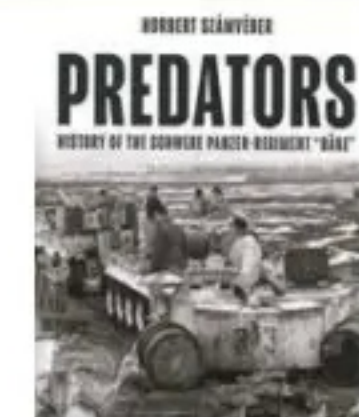
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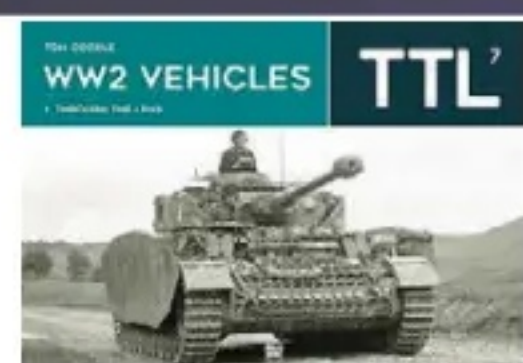
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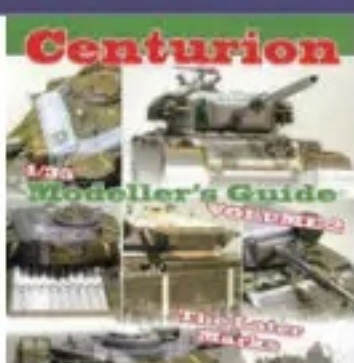
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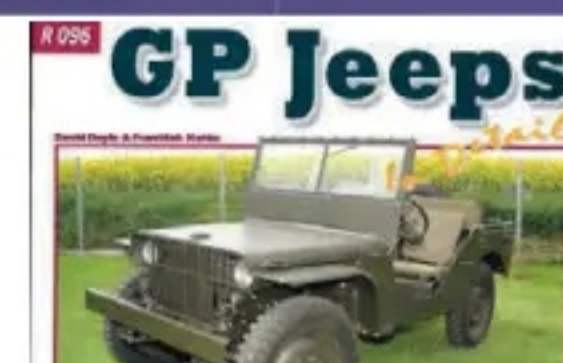
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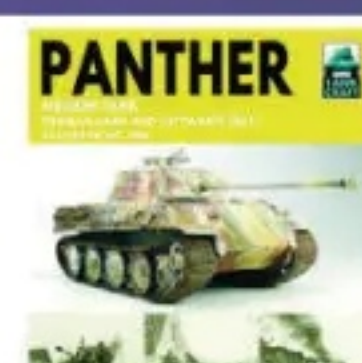
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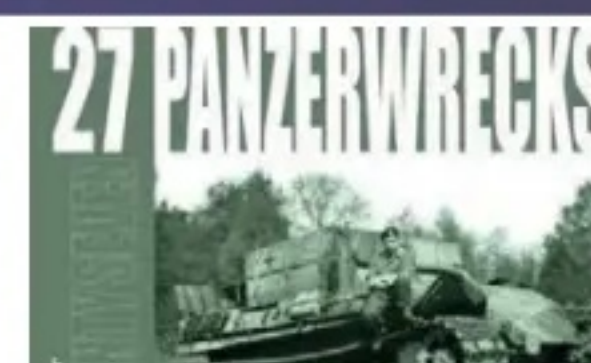
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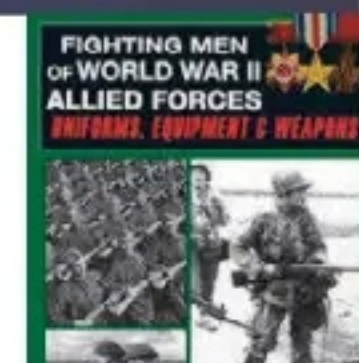
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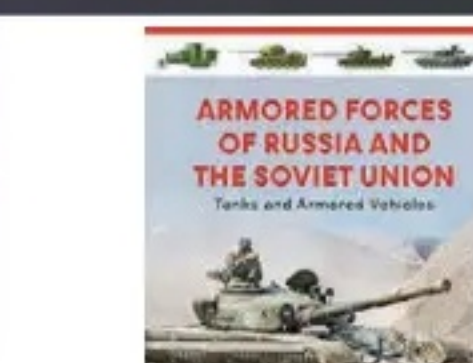
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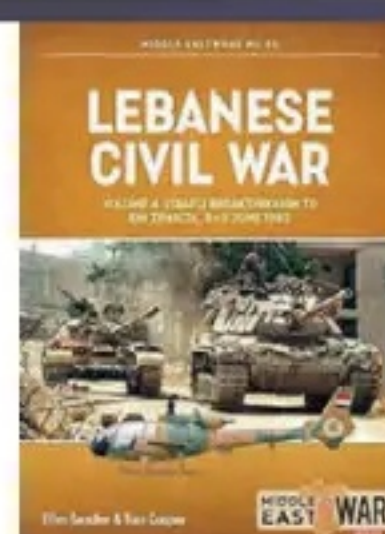
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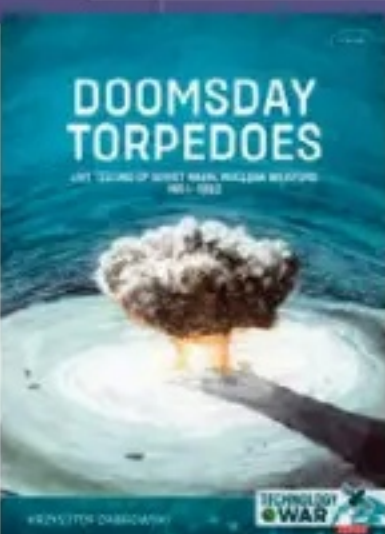
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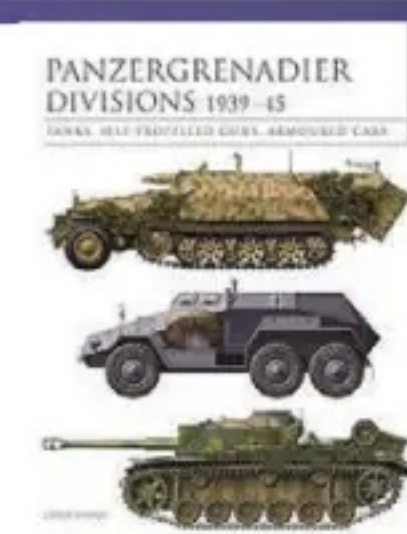
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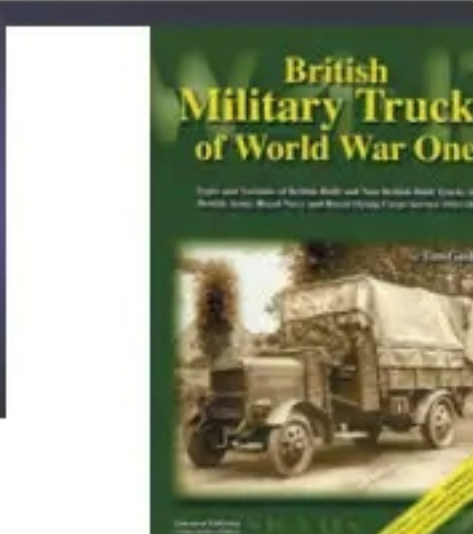
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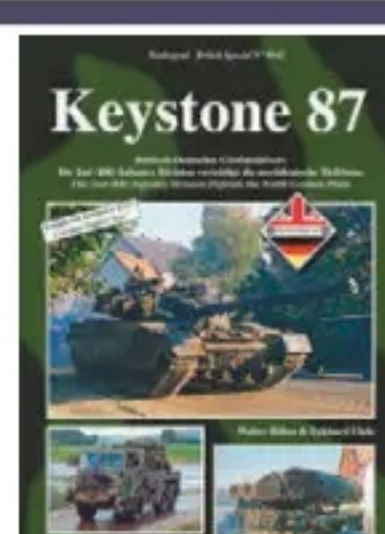
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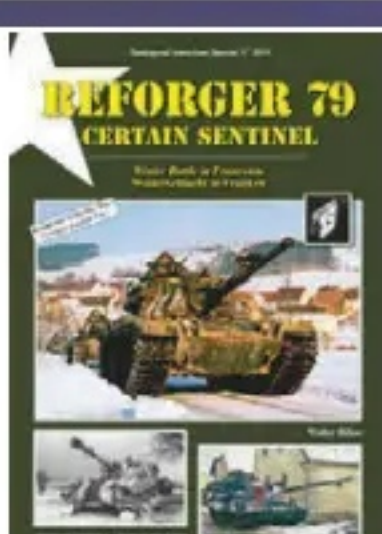
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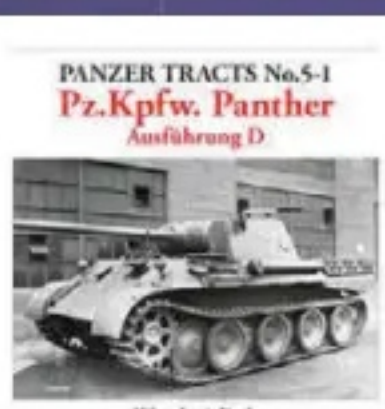
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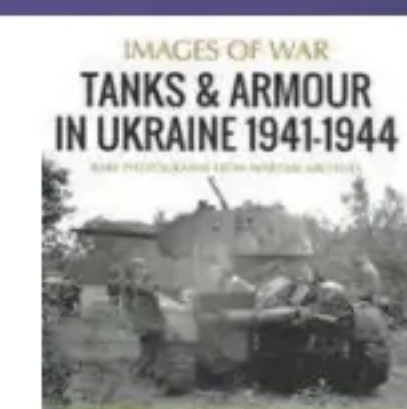
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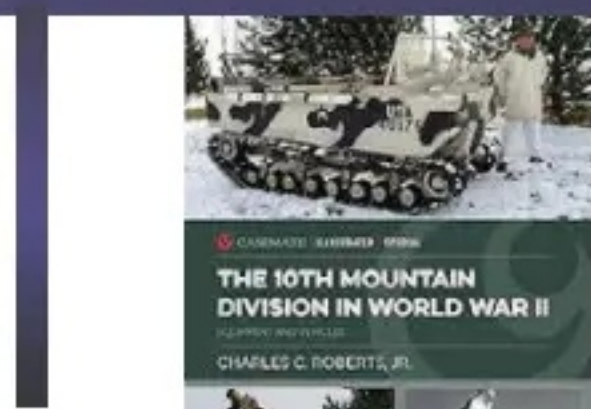
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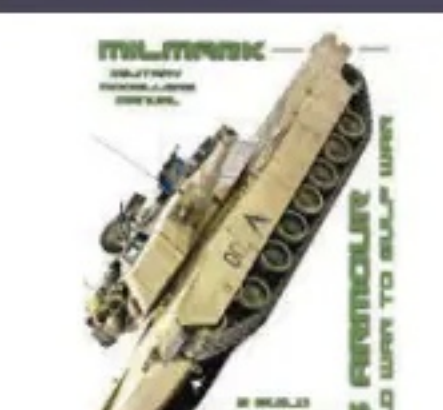
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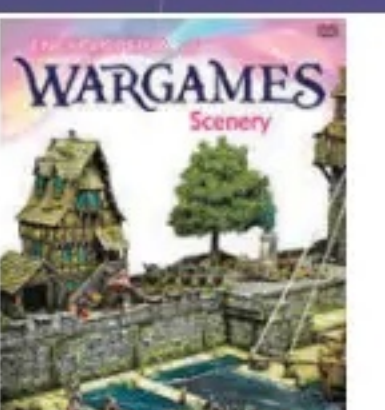
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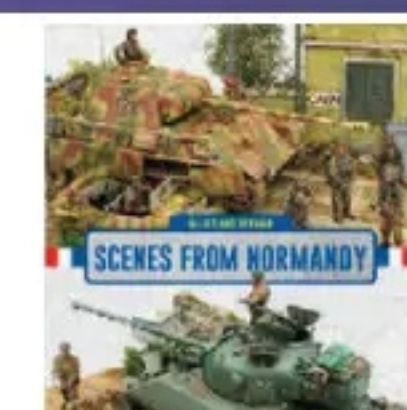
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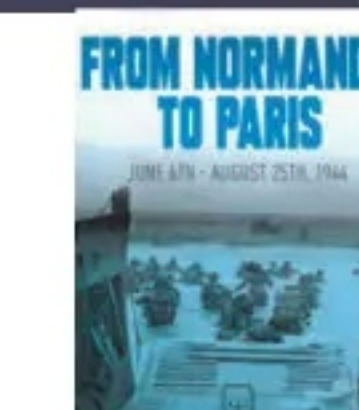
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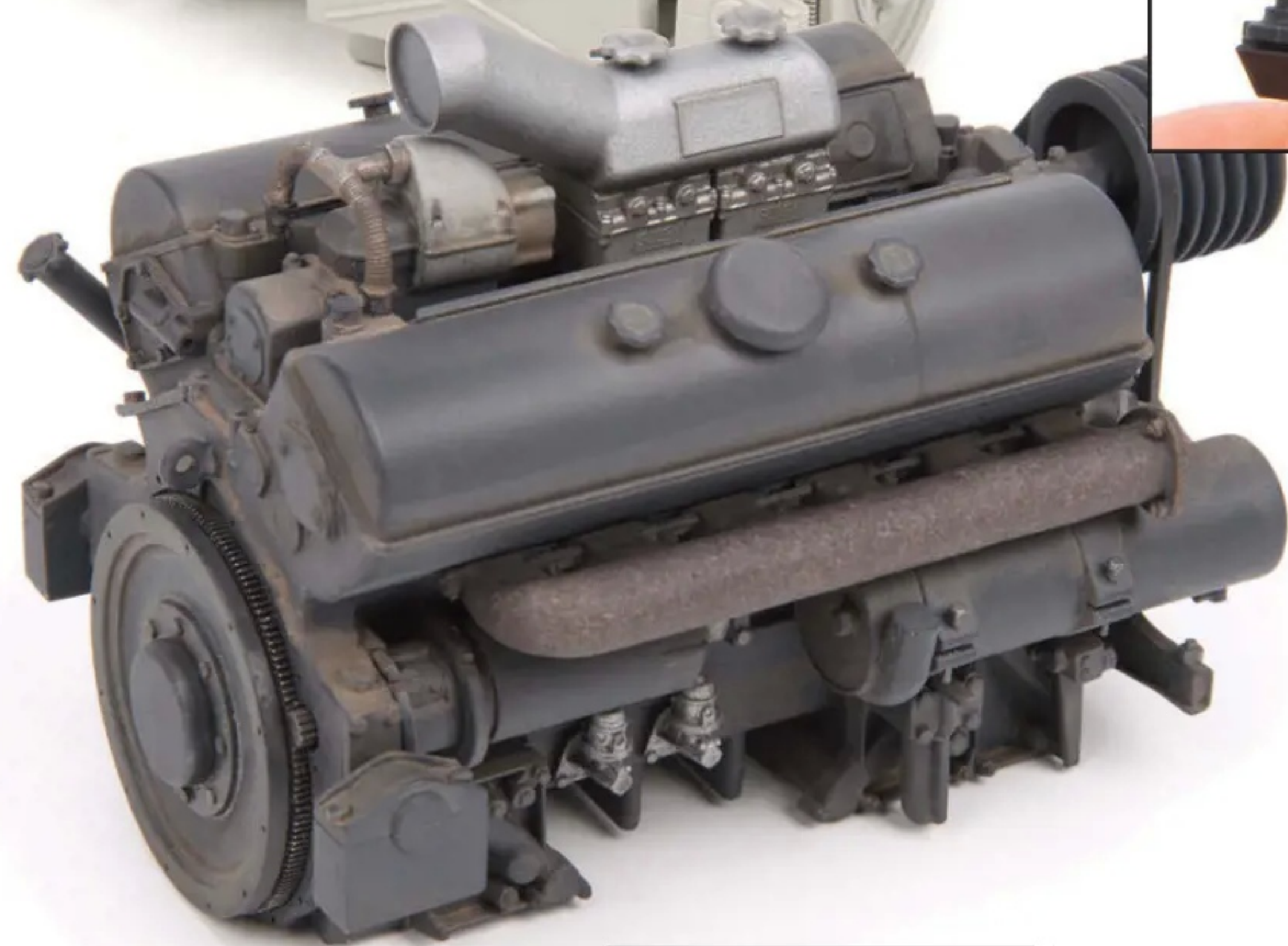
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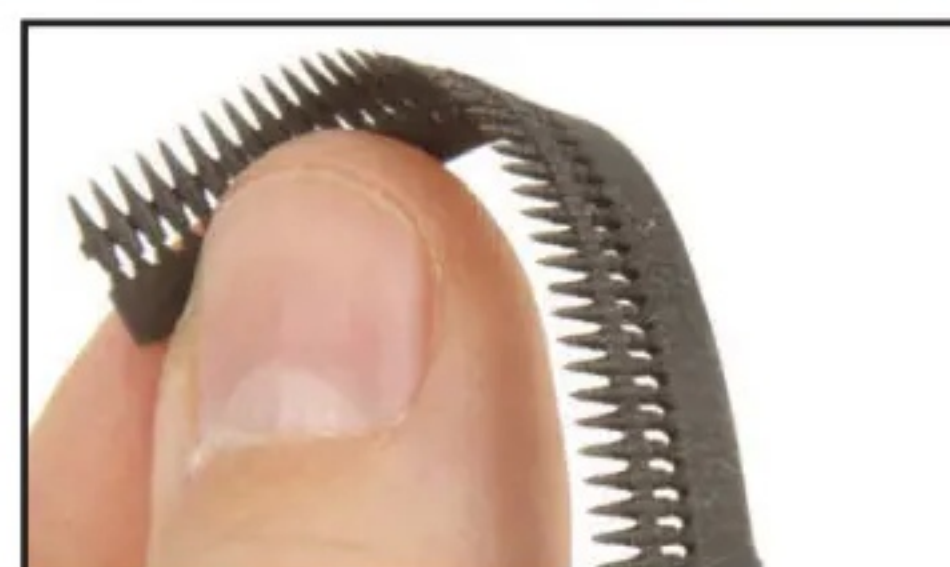
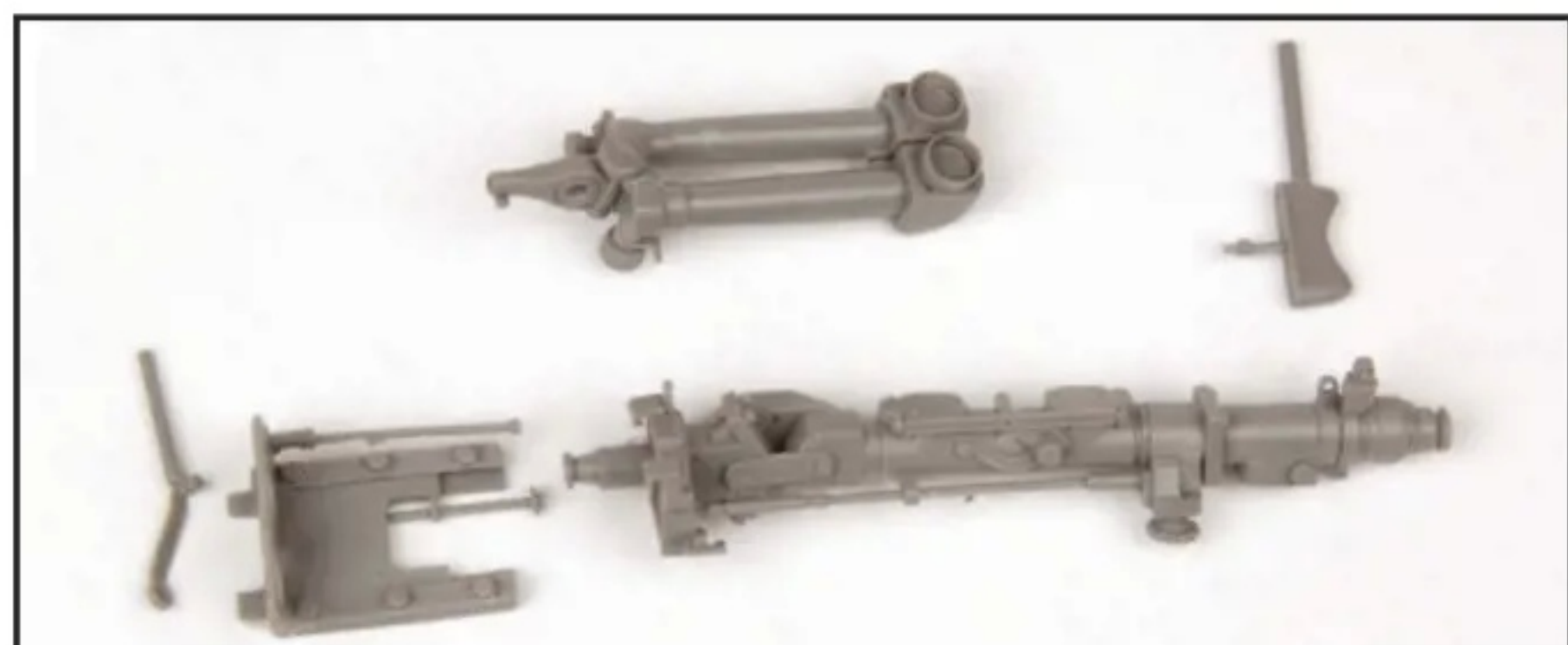
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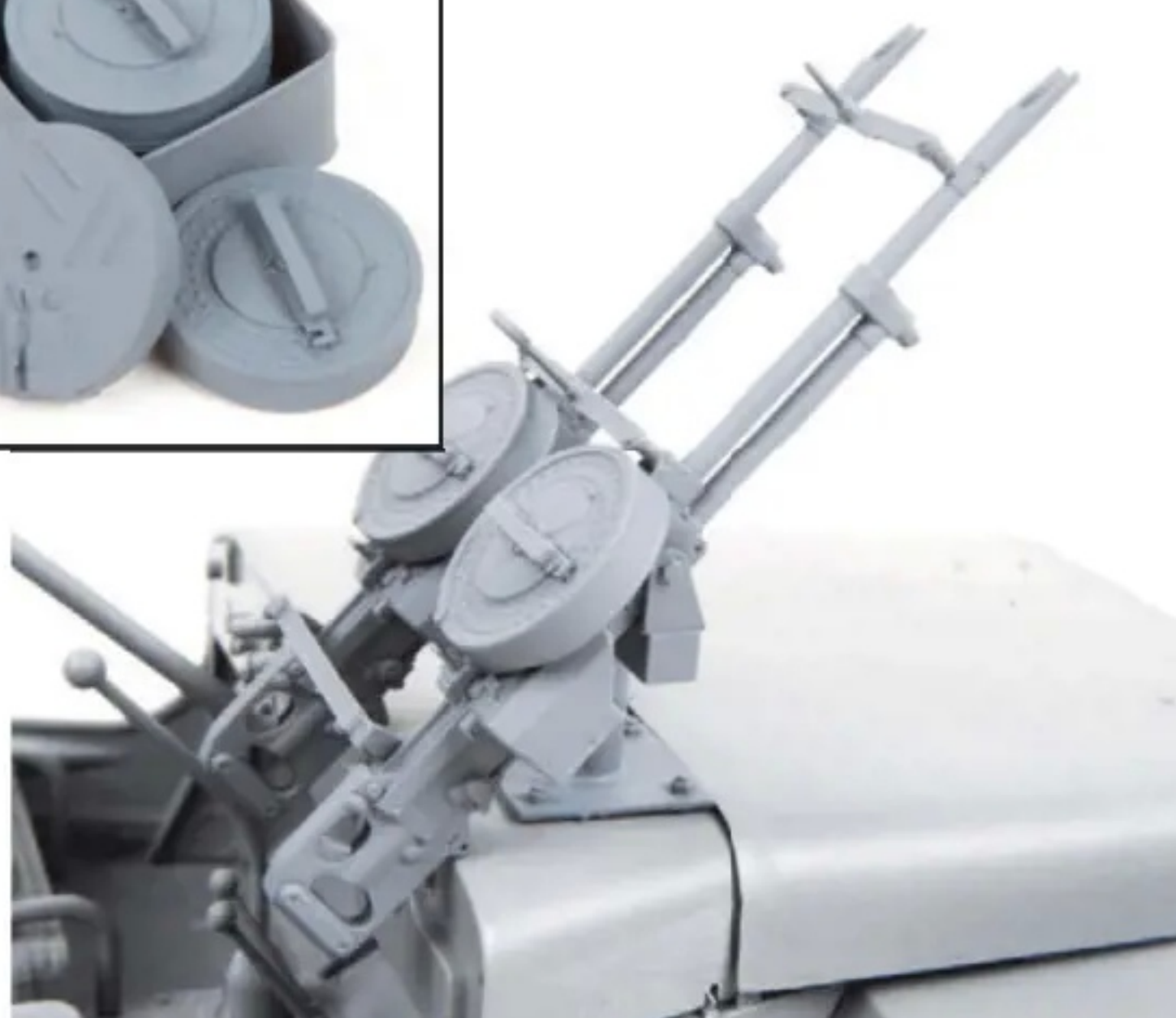
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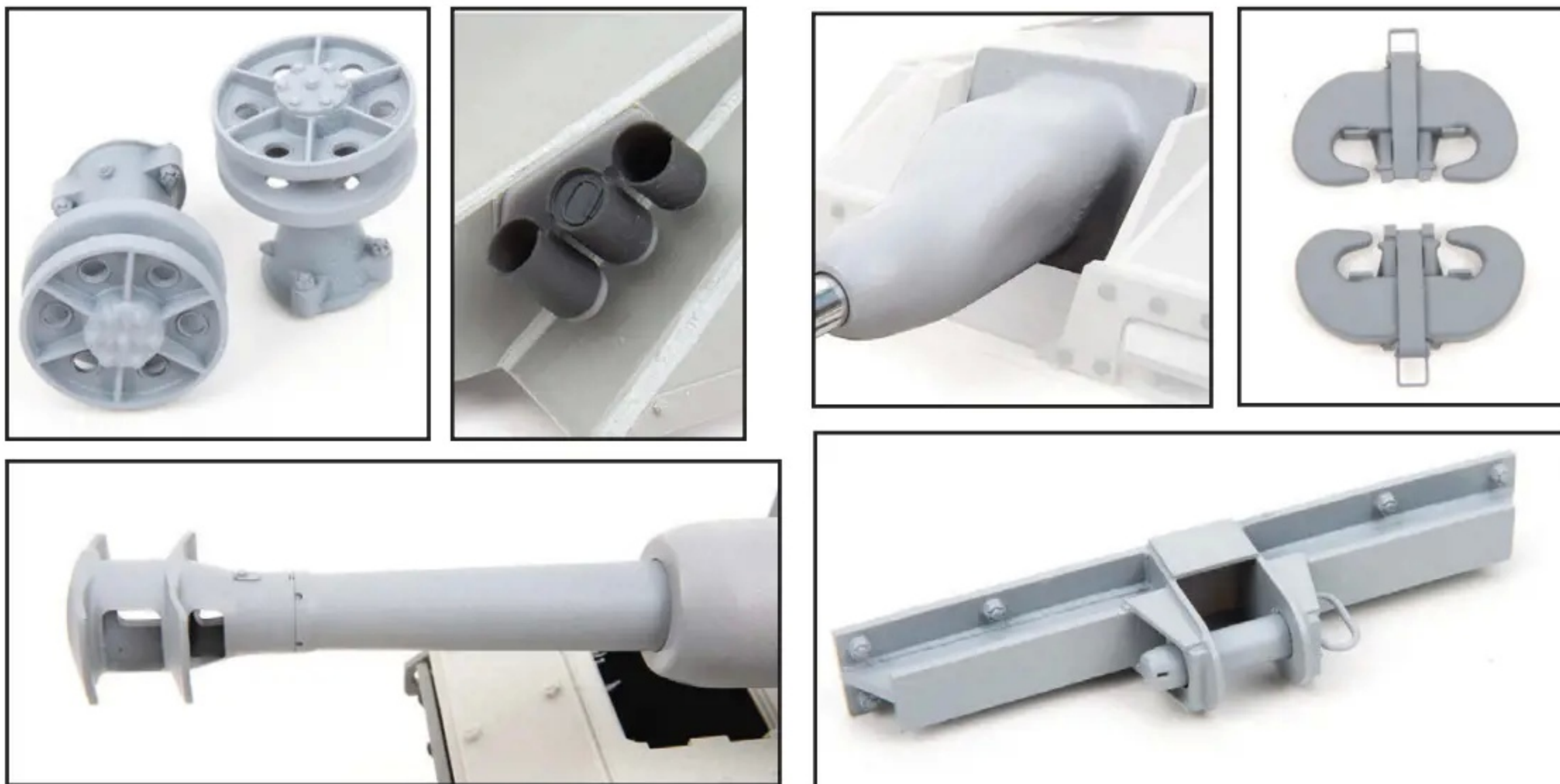
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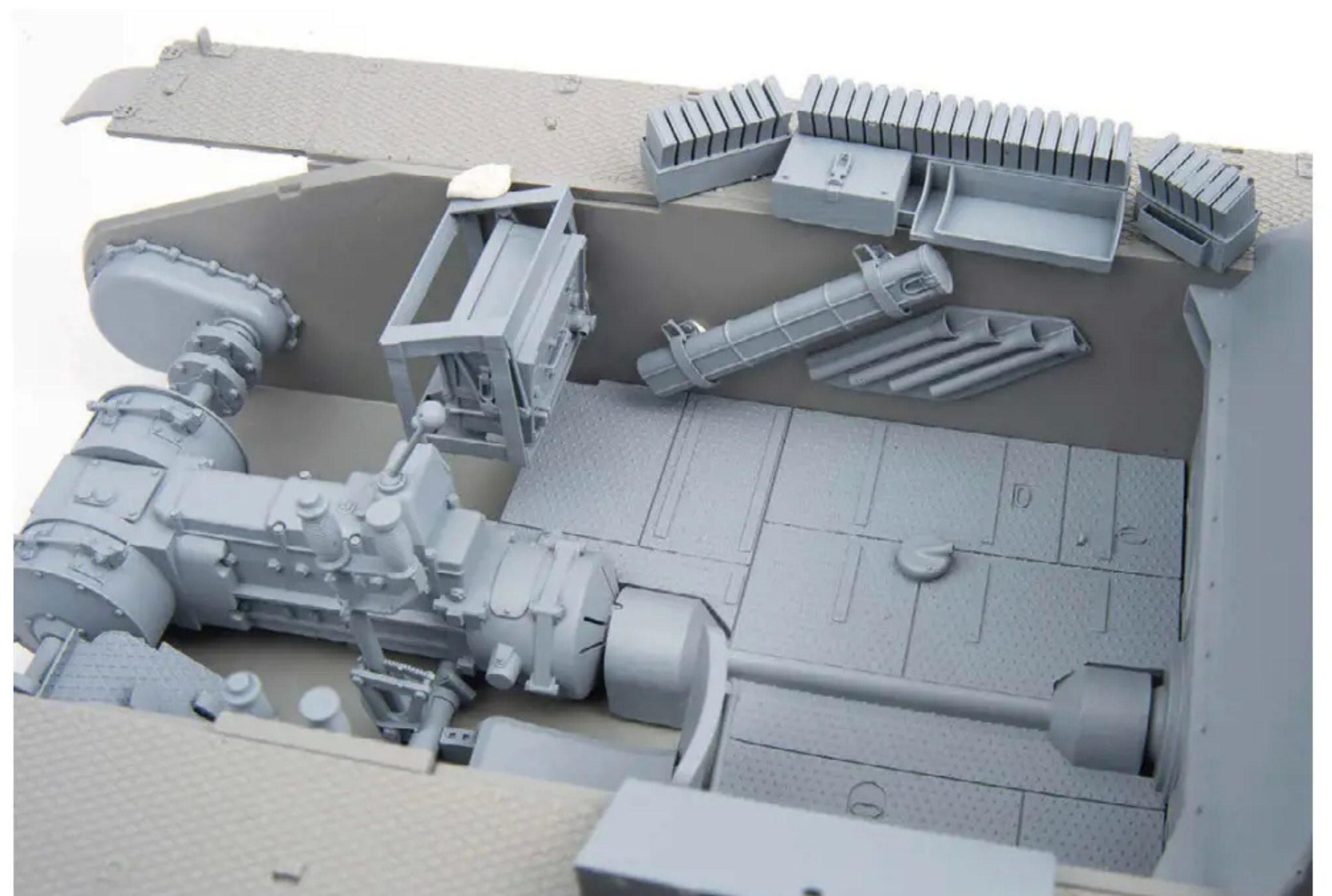
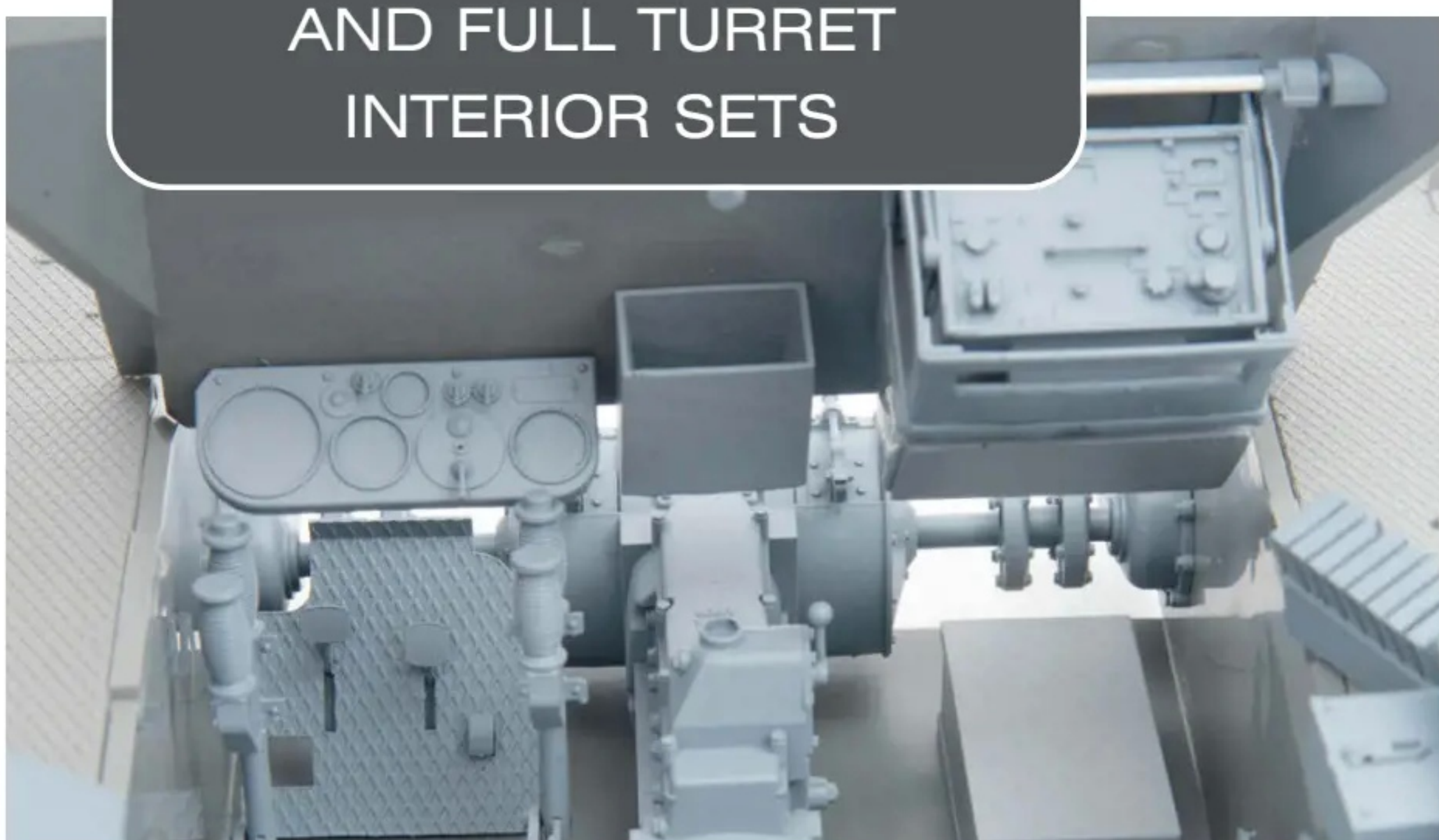


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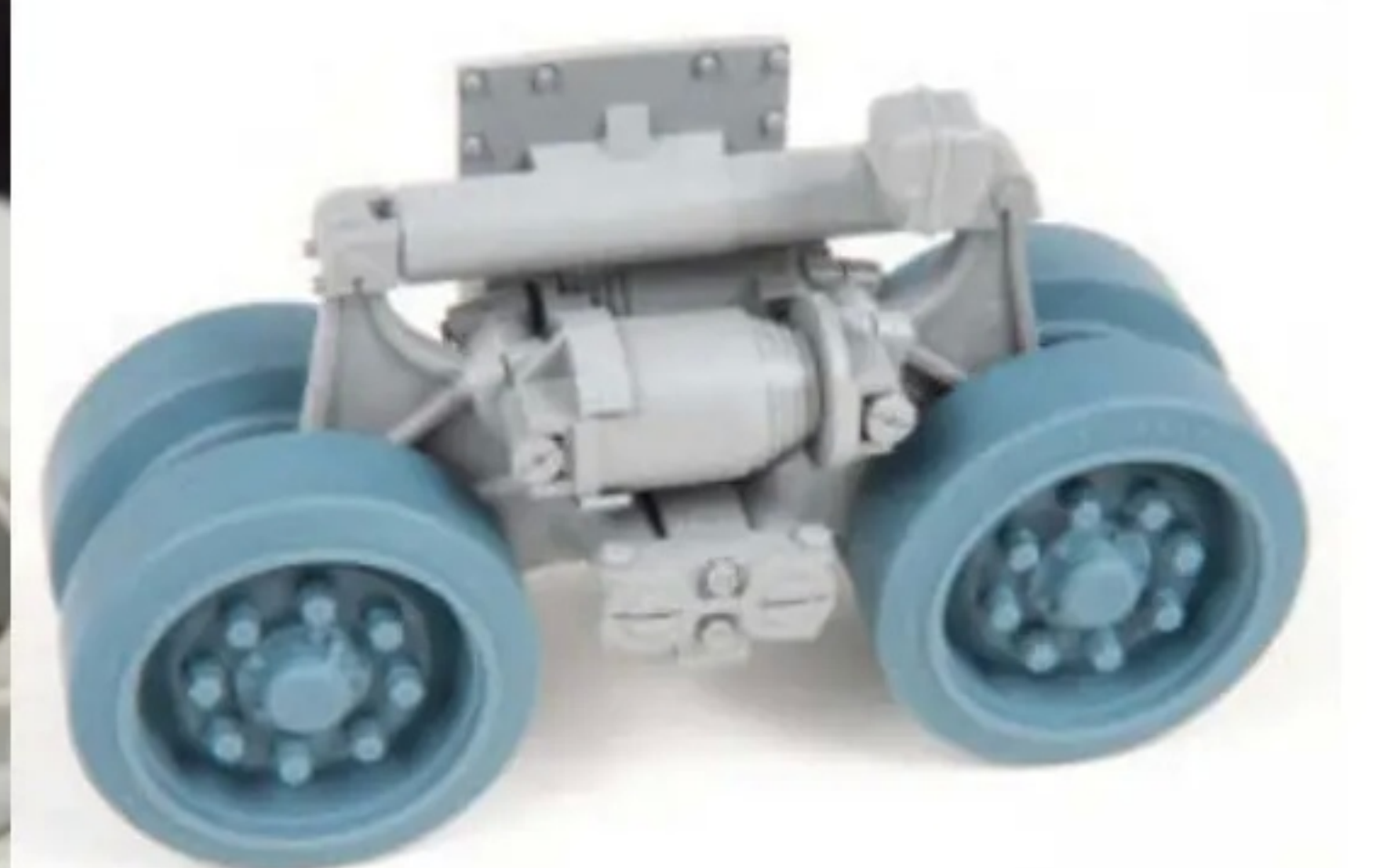
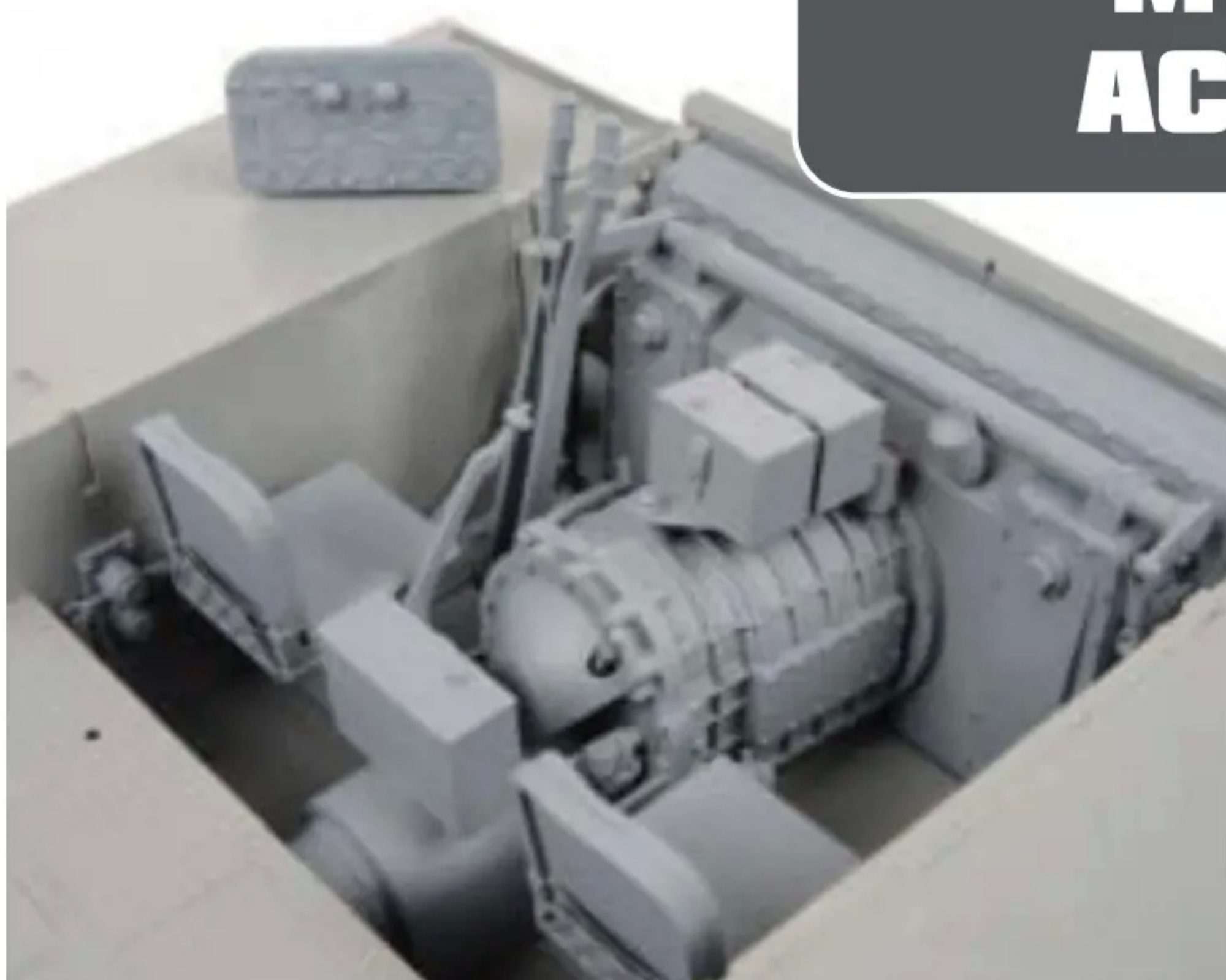
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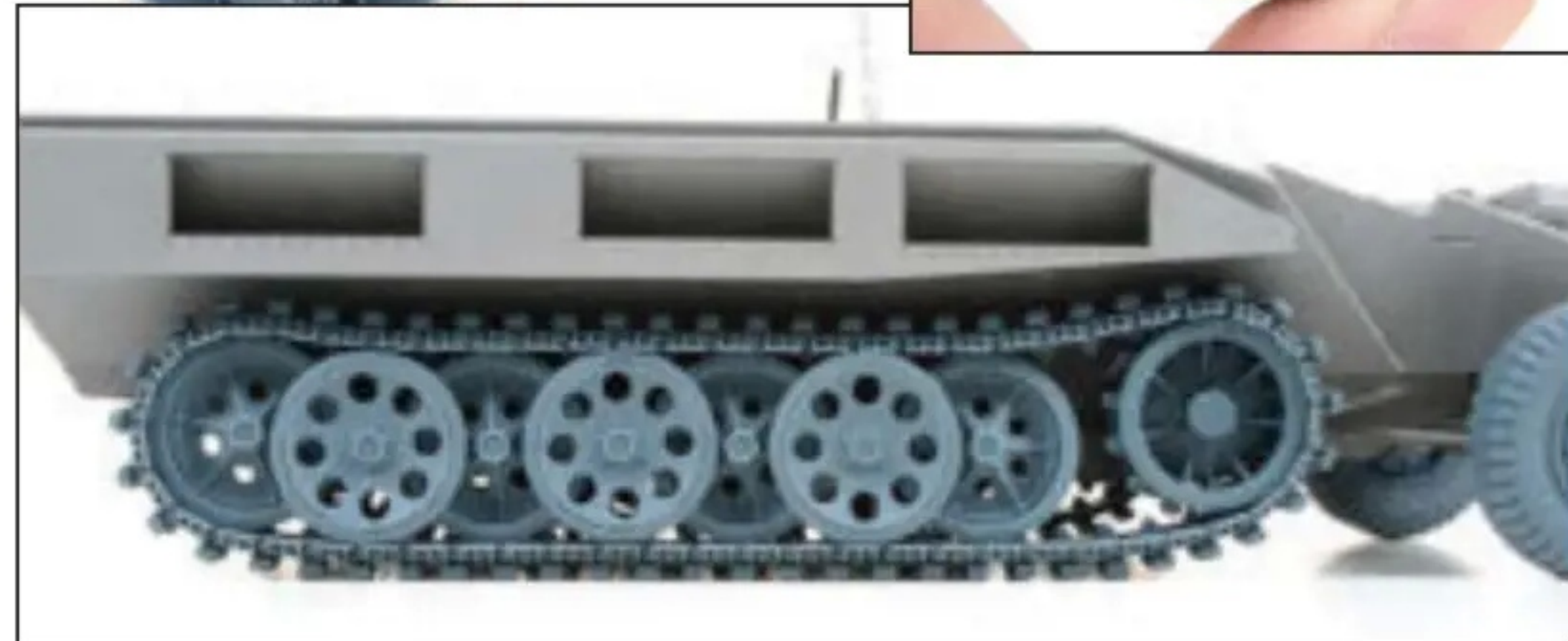
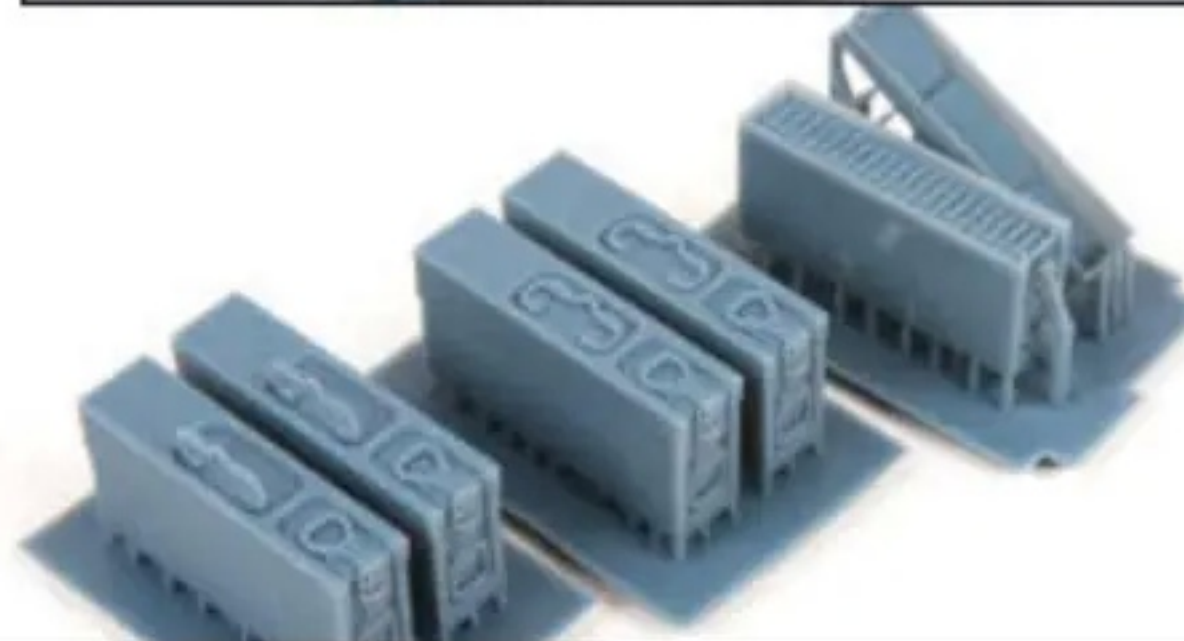
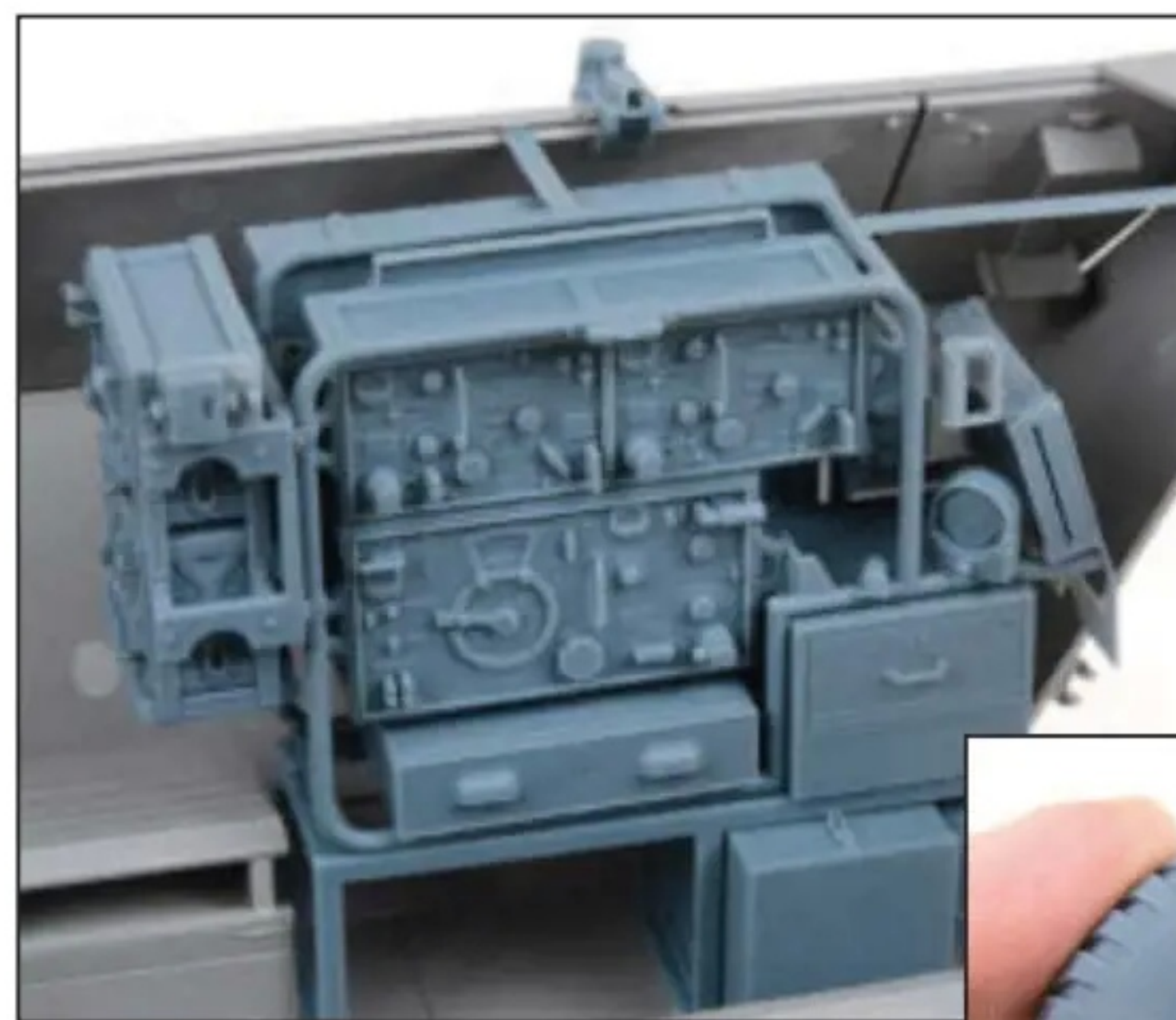
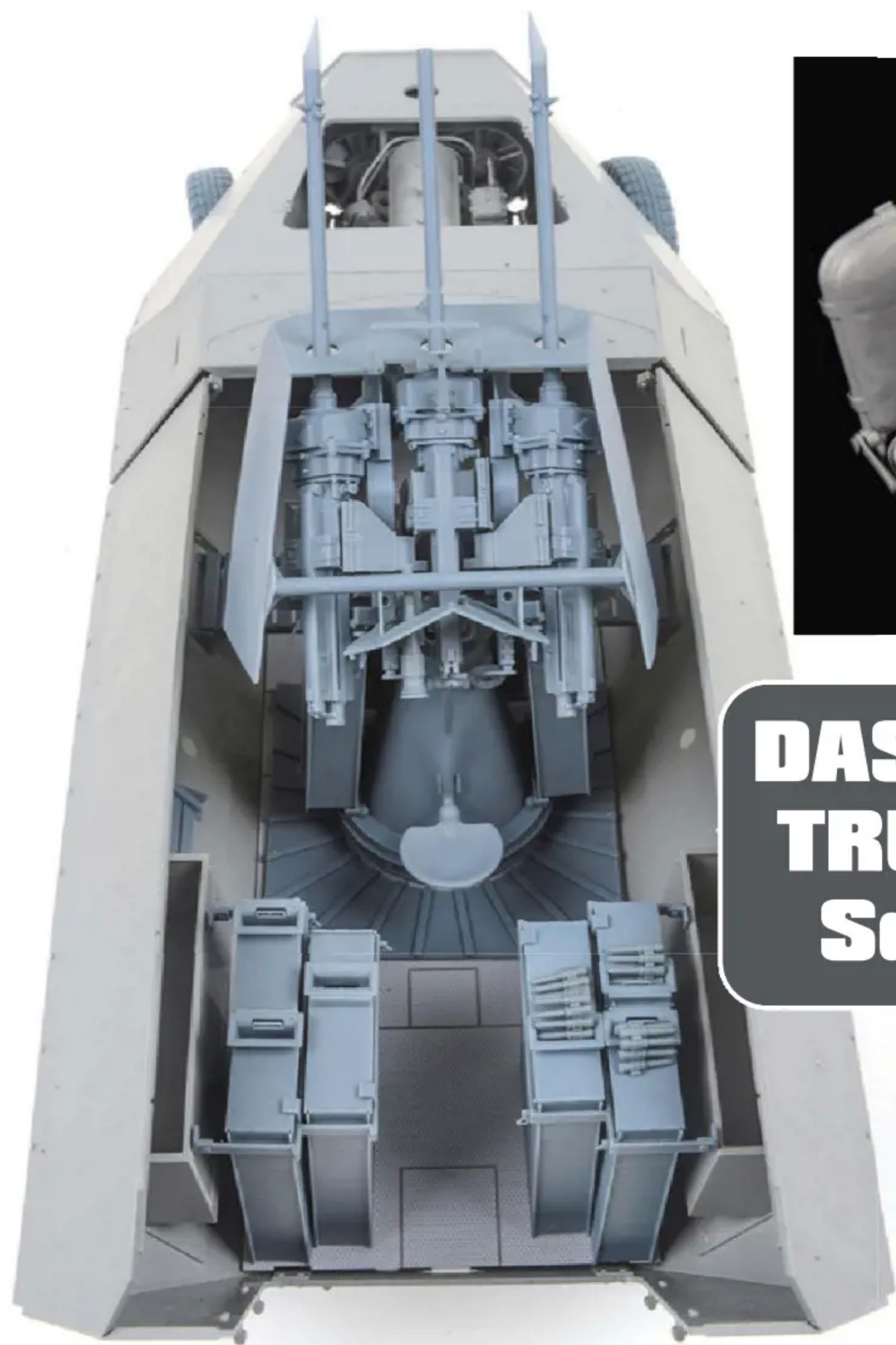


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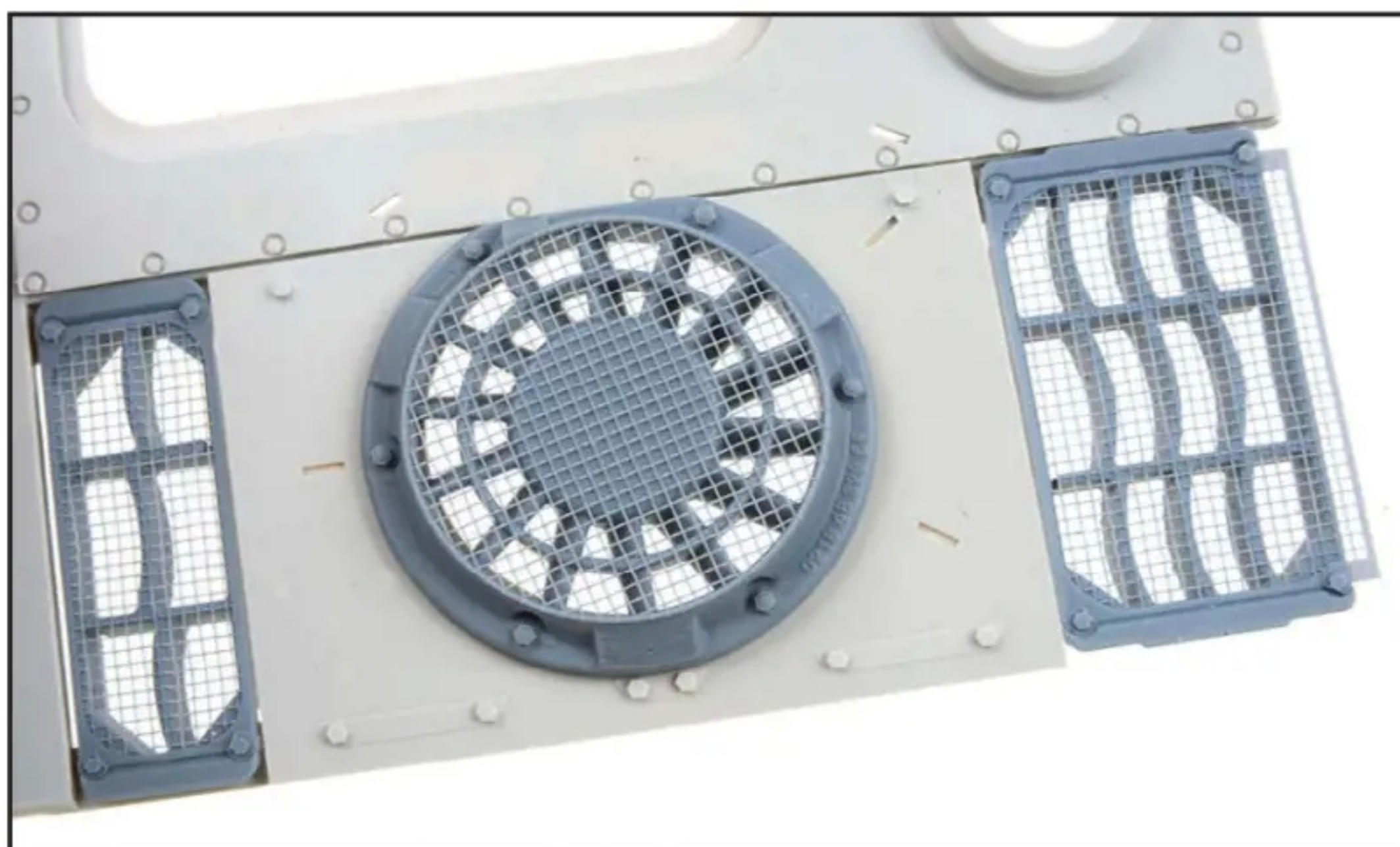
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T-62 Obr1972 modelled by JEAN-JACQUES LABROT



The T-62 tank was used by the Soviet Army for the first time in Czechoslovakia in 1968. One year later in 1969, It was deployed against the Chinese army during border conflict in the Amur Region in the Soviet Far East. A significant number of T-62 were exported in Iraq, Egypt and in Syria, but the tank showed poor performance against M48 and Centurions tanks operated by the Israelis during the Yom-Kippur War in October 1973. The T-62 was also the main tank used by the 40th Army during the Soviet-Afghan War. It was also used during the war in Chechnya during the 90's and in Georgia in 2008, and we can still see it on the frontline in Ukraine nowadays. One of the main points of interest is the 115mm gun (U-5TS). Previous tanks like the T-54 and the T-55 were armed with rifled guns, the T-62 was the first tank to be equipped with a smoothbore gun that could fire APFSDS rounds which have a better velocity.

The T-62 did not entirely replace its predecessor, The T-55, on the export market due to higher production costs. Over the years, I have built numerous kits of Soviet tanks. However, at this occasion, before tackling the construction, I wanted to depict a specific vehicle. My initial plan was to depict a tank from the Iran-Iraq war belonging to the Iraqi Army. But having recently come across a couple of images of Soviet Army T-62.Obr1972 used during the Afghanistan war (1979/1989), I decided it would be much more interesting idea.

The starting point of this project was the Zvezda Kit of the T-62. The recent release of the Soviet Main Battle Tank T-62 (1974-1975 version) confirms the brand's reputation for quality, offering a very solid kit with lots of detail. Notable features of the kit include a very detailed turret with a nicely done DShKM machine gun.



T-62/72

1:35

Moulded in grey plastic, the kit features very good detail. A small clear sprue provides lenses for the headlights (vision blocks and sight). Besides the instruction booklet, Zvezda provides a two-page colour sheet with painting/marketing scheme for only one example. Surprisingly, no photoetched metal fret is supplied in the kit. The box-art and colour profile feature the unique green camouflage scheme carried by the T-62. Parts are moulded with a good level of detail. However, some are a little simplified and benefit from some extra detail. The only others injection-moulded models are the Tamica kit, released during the 70's and the Trumpeter kit. (2011). I built The Tamiya T-62 during the 90's and, about 20 years later the Trumpeter T-62 in 2012. But, I was a little bit disappointed as both kits were not really accurate.



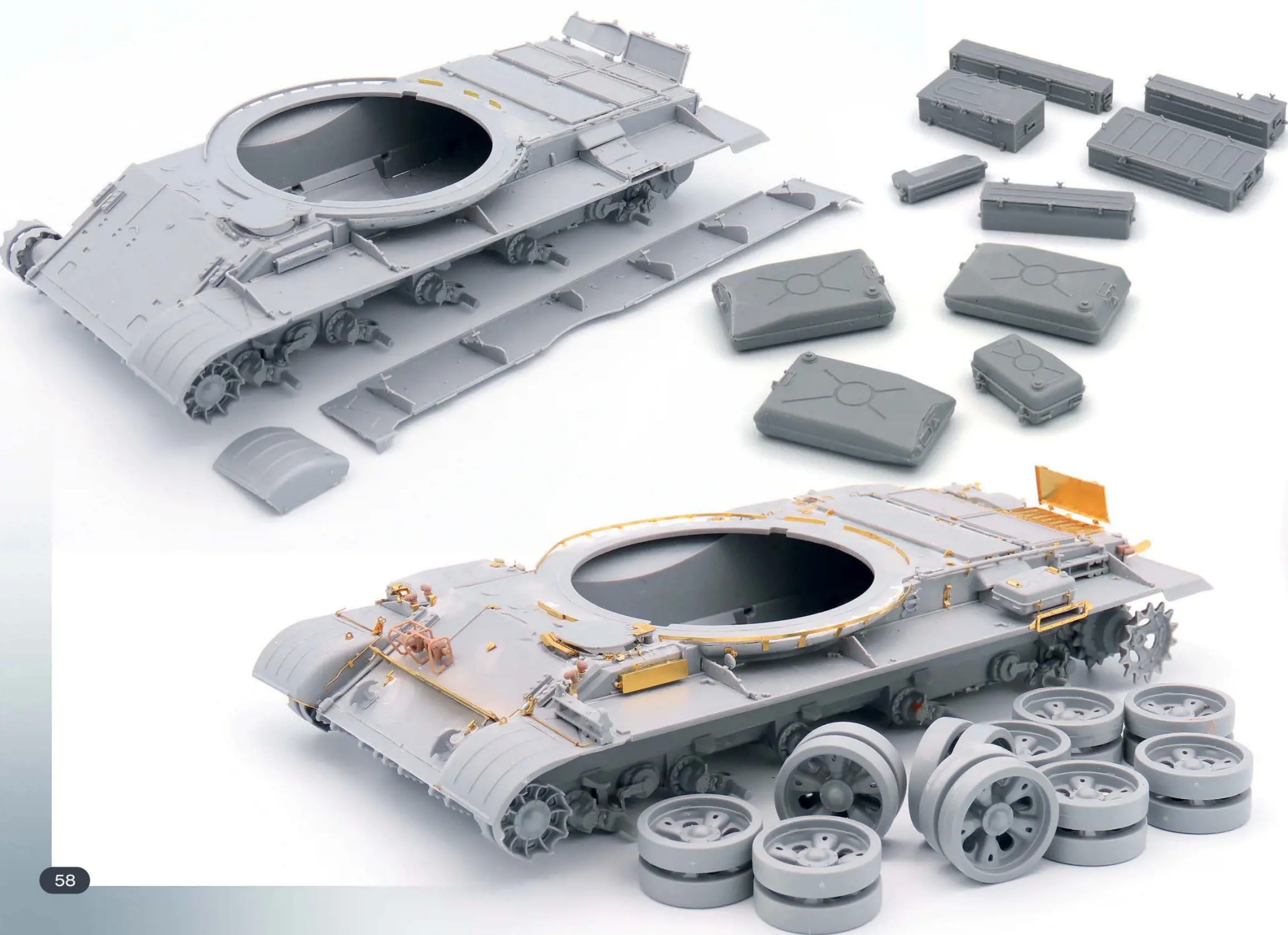
The Zvezda kit, is, in my opinion, the best of the market. That is why I was very pleased to see a much better rendition than the two other kits of this tank. Never satisfied with out-of-the-box build, I decided to add the modest expense with the beautiful Miniarm resin Turret, an ET Model photo etched set (which was initially designed for the Trumpeter kit), an Aber Model turned-metal gun barrel and other various item like the ammo boxes fitted onto the side on the turret. I also decided to replace the kit's tracks with a fully workable set from Miniart (RMSH workable tracks). Not only the tracks are better detailed, but they are fully articulated to. I could also have selected 3D or metal tracks. Their disadvantage is that they are relatively expensive. MiniArt tracks offer better value for money. Moreover they have the same individual link arrangement. Building these tracks is an relatively easy task. Once the links are cleaned up, you have to join each link together and insert a pin, and, sometimes, add a small drop of glue.

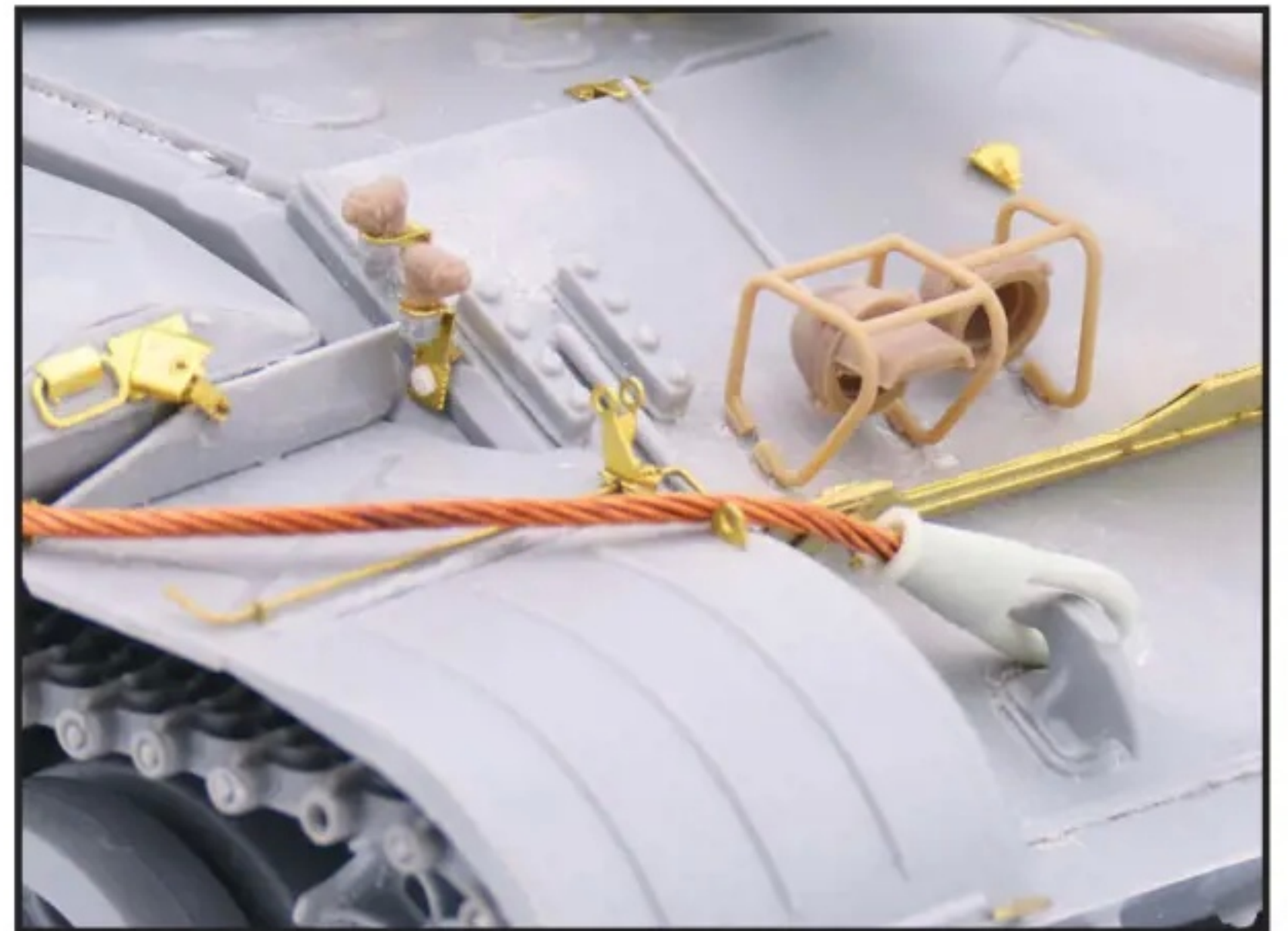
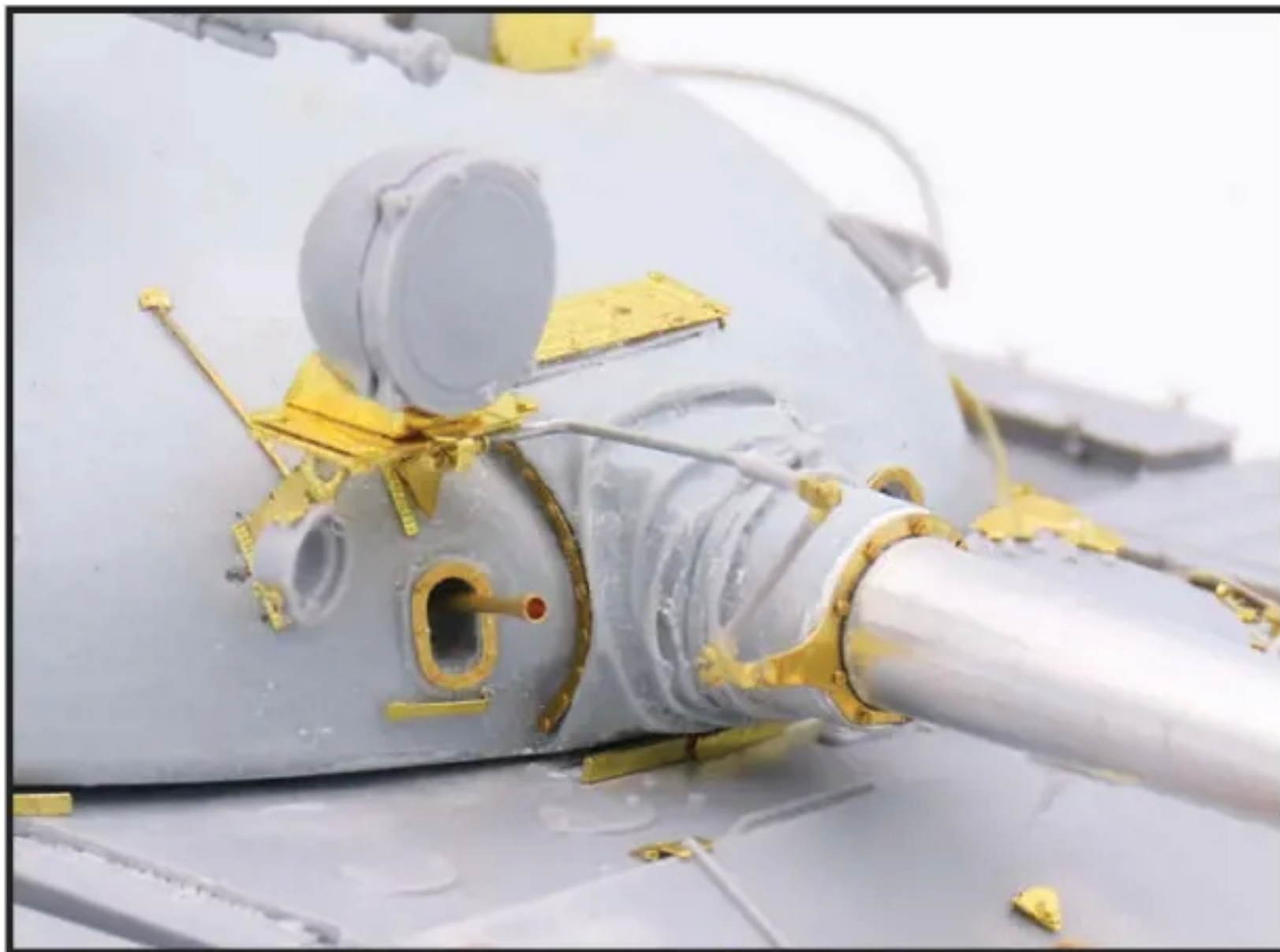
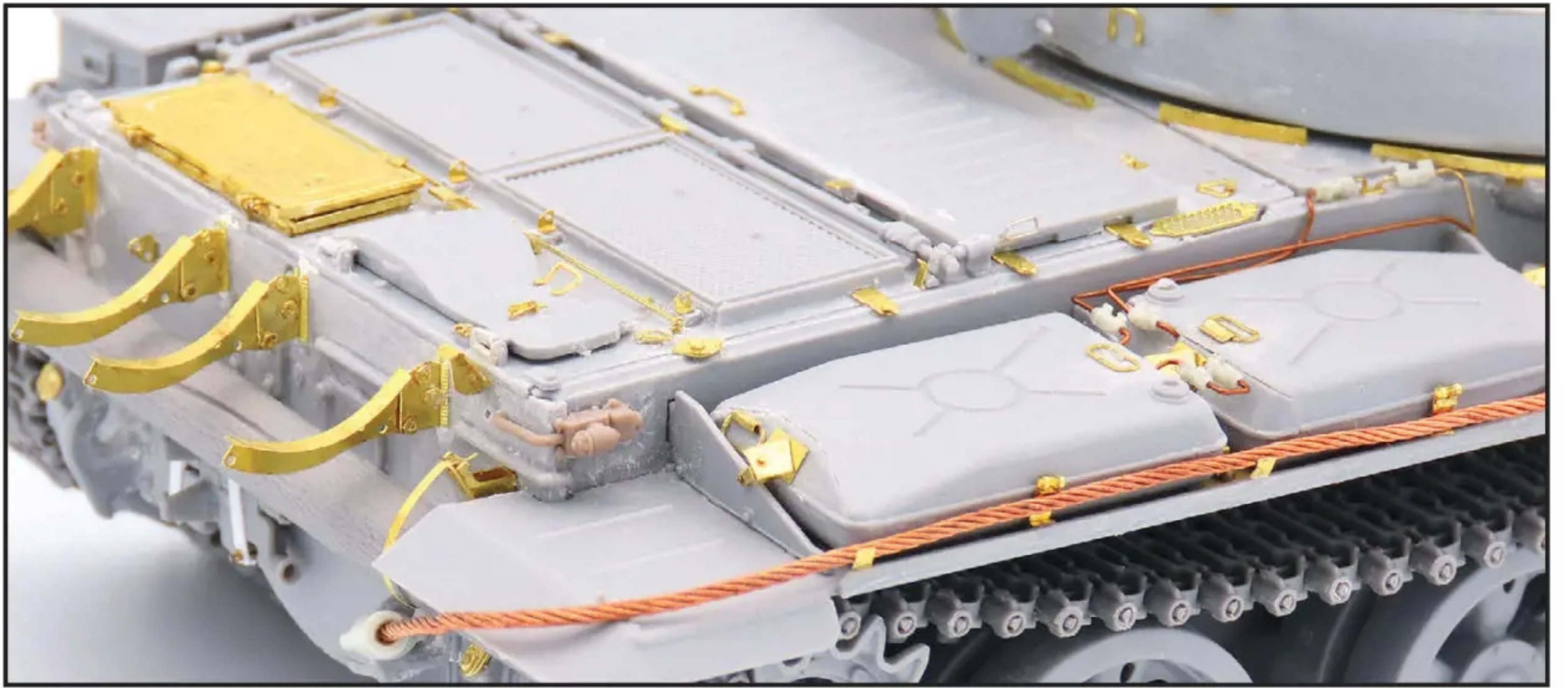
Assembly begins with the construction of the hull. The floor, side walls and frontal armour are provided as separate parts, each displaying a high level of details. The running gear is made up of suspension, sprockets, idlers and road wheels. Particular care is required when assembling and attaching the sprockets to avoid problems when finally installing the tracks. Wheels are not fitted at this stage. I felt it better to attach them once painting was complete. The Fender fuel tanks and storage boxes are easily assembled. The headlight is installed at the end of the building and glued on the front glacis panel. It has a very delicate frame. I decided to replace the parts supplied in the kit with a 3D-printed part from ET Model. The parts are fragile, but the result is striking. The next task was to attend to the details around the upper hull. The driver compartment was equipped with two periscopes which are detailed with some photoetched parts. The hull mounted storage boxes are detailed with few photos etched parts. Continuing to enhance the base kit, I decide to use ET Model detail sets which includes various parts for engine deck and fuel

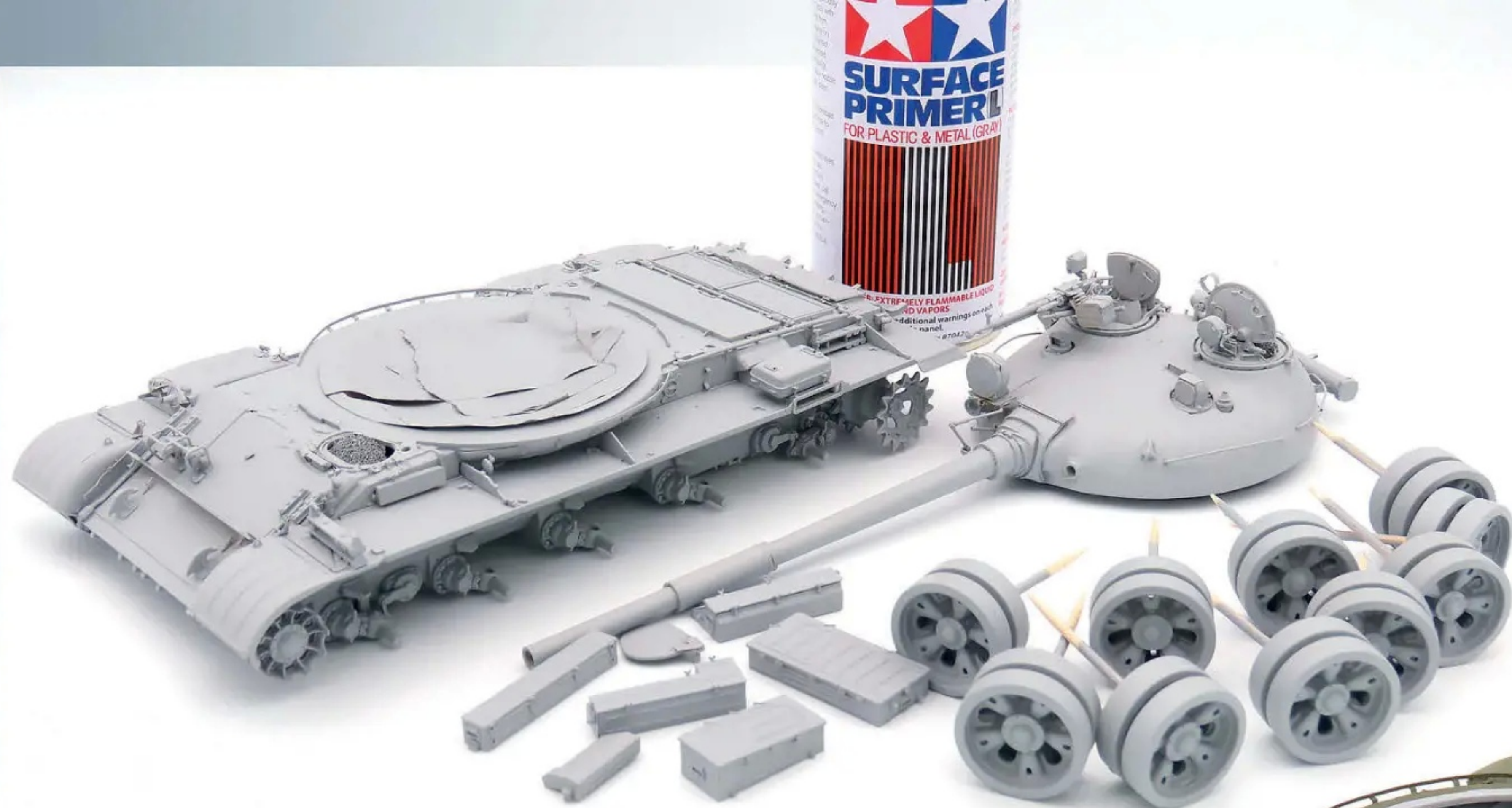
drums brackets. This set contains almost everything required to super-detail the model. However, I do not forget that this set was designed for the Trumpeter kit and some photo etched parts are oversized, such as motor grilles. They will therefore not be used. With the hull assembly completed, I was ready to move on the turret. The first task was to close the turret and here was the main problem at this step. In order for part B56 to fit perfectly into the resin turret, it was necessary to rework the shape of this part so that it could fit perfectly into the turret.

No stranger to resin turret, I was well aware that the first step would be to fit the upper part of the bottom of the turret. Bear in mind that the Miniarm turret was not designed to replace the Zvezda kit turret, but for the T-62 Trumpeter released in 2009. Also, part B56 (the turret floor) doesn't fit perfectly to the resin turret. The edges of part B56 will have to be lightly sanded to fit the turret. I used here and there some putty to fill the gap between parts. Once the main part of the turret were assembled, it was time to start thinking about the smaller details, and here I decided to add an PE parts like the ammo boxes. Finally, the inner parts of the turret are painted white. The kit supplied gun is perfectly adequate and well reproduced, the difference by replacing this part with a turned-metal gun barrel from Aber is immediately obvious. Photo etched parts are very helpful to enhance the details of the model.

Further additions included various photoetched details around the turret, like the Voyager Models 12.7mm DShKM ammo boxes, Orange hobby antenna mast, the handrails on the sides of the turret are rebuilt with 0.4mm-diameter metallic wire. The build is virtually complete and it was time to assemble the tracks. Particular care was required when removing the links from the sprue. This was a time-consuming operation as each link had four sprue-attachment points. Rushing this job would result in poorly fitting tracks. Tracks are workable and have separate track pins that are attached to the sprues







Priming model is always necessary with a multi-media kit like this T-62. Having thoroughly cleaned the model, I first applied a coat of grey primer on the road wheels and on the hull. The perfect choice being Tamiya Surface Primer. Once these were completely dry, the entire model was given a light coat of Vallejo Air Russian Green 4BO (71.017)



Soviet Army T-62 deployed Afghanistan were most of the time very well maintained. However, on a tank like this, operating in harsh conditions, camouflage green paint is often heavily damaged, so the areas surrounding the hatches, boots and oil tanks were also heavily weathered. I decided to recreate some weathering effects; fuel tanks, storage boxes and other equipment received a coat of AK 1020 Rust basecoat.

Once this was completely dry, I applied a coat AK 088 (Worn Effects Acrylic Fluid) and followed with a thin coat of Vallejo Air Russian Green 4BO. Then, this colour was then partially removed with a moist brush. The wheels are initially painted green. After complete drying, I used circular self-adhesive labels to mask the face of the wheels. The tires were then airbrushed in a dark rubber colour. The labels are then removed. The wheels are ready. As you can see, I also kept the wheels unattached at this stage. Time now to weather the model.





A subtle dark brown filter is applied on the model followed by a series of pin-washes using artist oil dark brown thinned with AK Interactive Enamel thinner. Some details can be picked out with a solution of Enamel Black Wash. Having allowed this to dry, and checked for any surface imperfections, I treated the machine gun with a coat of primer. Having previously painted the machine gun with Gun Metal, I applied a black wash with a small flat brush. Then I dry brushed gun metal pigments over the surface to create a subtle metallic sheen.

The ammo box is painted green. Putting the model to one side to fully dry, I turned my attention to the tracks. They were sprayed in AK 1020 Rust basecoat and painted in a metallic brown mix using Vallejo 71.062 and Atom 20163. Tracks were weathered with an enamel wash (track wash A.MIG-1002), then pigment powder was carefully brushed over, using a flat pencil.



Before continuing the weathering, appropriate decals were applied with the help of Tamiya Adhesive Softener Type. The gun mantlet is painted in Model Color 70.988 Khaki. A very light coat of A.MIG 0105 washable dust is applied on parts where dust accumulates easily. Any excess was then removed using a brush moistened with water. Therefore, as my goal was to achieve a very dusty vehicle, I added streaks on vertical and sloping panels, and accumulated dust over horizontal areas. Then, the tank is now covered with dust (Europe earth pigments AK042). Pigment powder is applied with a small and flat brush. Using Vallejo Engine 73.816 Diesel stains, I replicated grease and oils residue to

appropriate areas.

Smaller localized washes were applied near the fuel tank cap. All that remains is to install the tools, tarpaulins from the Plus Model range, and cans at the rear of the turret. All these parts have been painted separately. My T-62. Obr1972 is almost finished. I like to add figures to a model, as well as giving the finishing piece a sense of life. The figs help to show the vehicle's relative size. As you can see on the photo, I use two Miniart Figures from the set (Soviet Tank Crew 1960-70s). The flesh areas are painted with AK acrylic paints and the uniforms and equipment with AK interactive acrylic paints.

Zvezda 3673 T-62 Soviet Main Battle Tank (Version 1974-1975)

Miniarm 35064 T-62 m1972 Turret

Aber set 35L-2341 35L-234 Russian U-5TS (2A20) 115mm tank barrel for T-62

MiniArt 37050 T-55 RMSH Workable Track links Early Type
MiniArt 37037, Soviet Tank Crew 1960-70s E35-057

ET Model Russian T-62 Mod.1972 - Basic Set (for Trumpeter 00377) P35-269, Lights Set for Russian T-62 Family ER-7215

Eureka Towing cable for modern Soviet Tanks (T-54, T-55, T-62) PEA425

Voyager Model 12.7mm DsHkm Machine Gun Ammo Magazine w/Mounts (For T-55,T-62,T-72) VBS0209
Modern Russian 7.62mm Tank MG SMGT/ PKT VG-VG016

Value Gear Universal/Generic tents and tarps MP35411

Mig Productions Disposable Barrels & Cans MP35-350, Modern Russian Fuel Tank Plumbing Attachments





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