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

Editor and Designer: David Parker
email: david@mengafvmodeller.com
Deputy Editor: Mark Neville
email: mark@mengafvmodeller.com
Sales Director: Keith Smith
email: keith@mengafvmodeller.com
Proof Reading: Jim Chandler

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'WildSau'

MENG MODELS 1:35 KING TIGER MODELLED BY DAVID PARKER

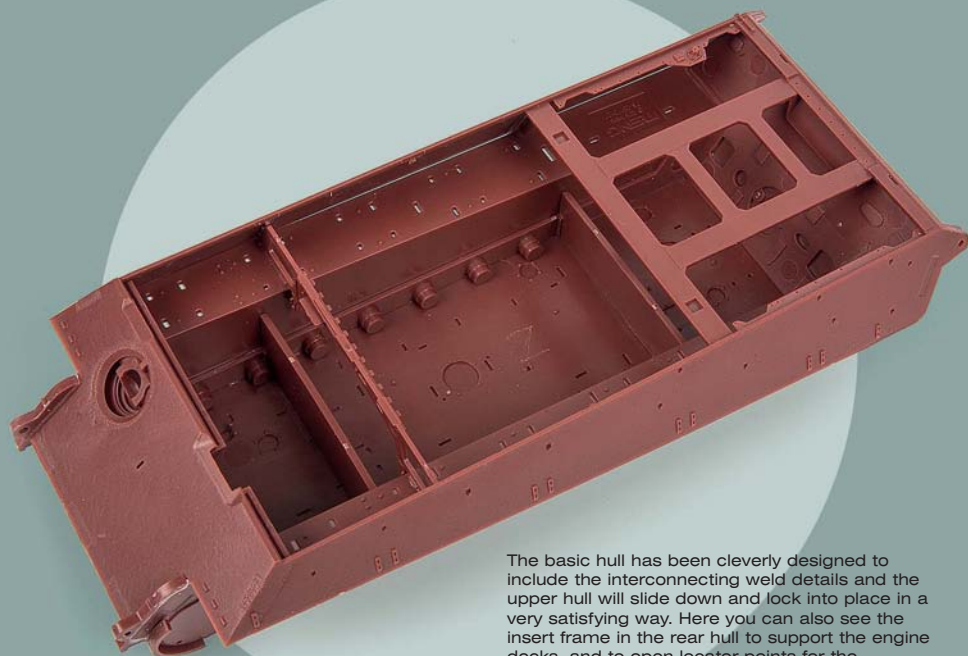
HUNGARY 1945



Here we go then! The newest new King Tiger kit in 1:35, a scale that is not short of a few King Tiger kits already! For anyone who is unaware, I was invited by Meng to assist in the development of this kit so with my cards on the table, what does this one offer you?

The kit I have built is the base 'exterior' with fixed suspension and link and length track. This has kept the price extremely competitive and if you want to upgrade it there is now a separate set of working torsion bar suspension with individual link tracks. Fancy a complete interior? The kit is designed to accept a quite stunning separate interior, with removable roof panels and engine decks to maximise the visibility of the interior. The kit has been

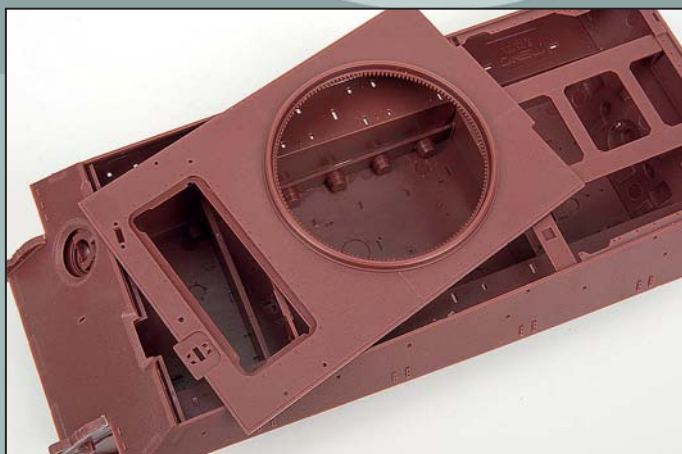
designed to represent a typical mid-production vehicle with some optional elements to expand the choice of vehicles for the modeller. This suits both zimmerit and post-zimmerit vehicles (with a Meng zimmerit 3D decal available too) it has a neutral arrangement for the welded/bolted cupola mount. There is a choice of mantlet and exhaust covers as well as periscope guards and ventilator cover with optional torch-cut examples. Tow ropes are moulded as complete stowage units which may not be to everyone's taste but they are easily adapted and of course you get all the engine deck grilles on a photoetched fret. A particularly unexpected feature is the rolled armour texture that has been applied to the armour plate and the quality of the interlocked armour and weld details.



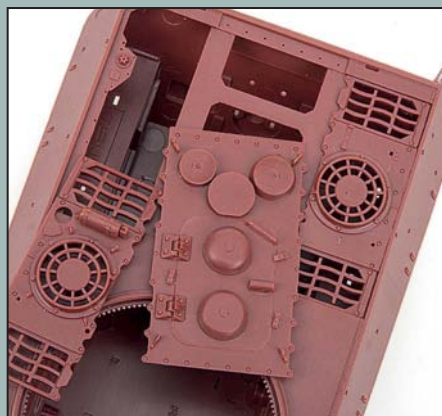
The basic hull has been cleverly designed to include the interconnecting weld details and the upper hull will slide down and lock into place in a very satisfying way. Here you can also see the insert frame in the rear hull to support the engine decks, and to open locator points for the ammunition racks on the sponsons which are part of the separate interior kit.

Red Alert

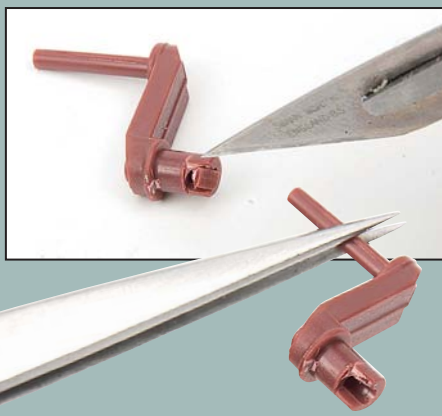
The red plastic the kit is moulded in mimics the red oxide primer used on the real King Tiger production line so provides a fitting theme for the construction to get underway. Wheels are first and the only thing to be aware of is to use the B13/B14 hub caps with the centre hub detail. On the lower hull the bow sections D7 & D9 lock cleverly onto the hull tub but it is a very snug fit so care is recommended and the joint seam on the outer face will need some filler before moving on. Because the kit has been especially designed to accommodate the optional full interior there are a pair of longitudinal beams C3 & C4 which must be glued into the bottom of the hull as mounts for the roadwheel swing arms. It is critical to check the alignment of these two parts within the hull or they will cause the swing arms and consequently the roadwheels to deflect inwards. In my haste to move on I just bashed these in without any testing and they may benefit from some sanding to allow them sit deeper into the hull.



The hull roof plate is moulded separately and dry fits perfectly as you can see here which will be perfect for anyone building the optional interior as you can simply lift off the roof when you wish. The individual engine deck covers also offer the chance to open up the engine bay or you could just open the separate engine hatch.



The individually moulded deck plates allow for all sorts of maintenance scenarios and also enhanced detail if fitted normally.



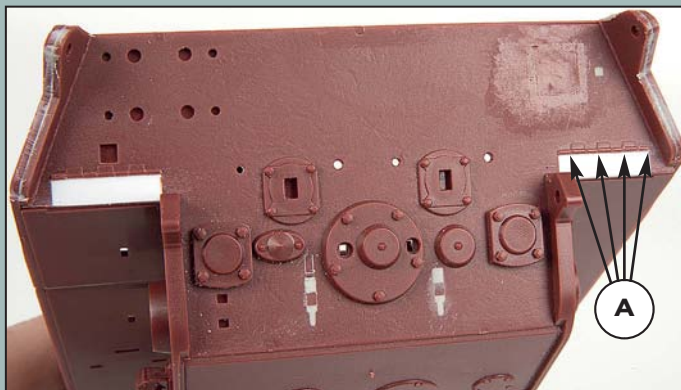
Enlarging the slot in the swing arm allows for some travel in the suspension.



I used a scalpel to shave off the tiny angled lower edge of each of the side skirt mounts.

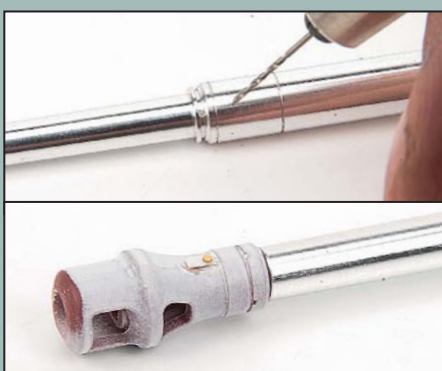
Moving onto the rear of the hull I made my first changes to suit the later production vehicle I wanted to model by deleting the jack block location and filling the holes where the jack located. As I wanted to remove the rear mudflaps I used a strip of plastic to fill the rebate where they locate and I almost forgot to remove the sections of mudflap hinge which are moulded onto the hull panel. There are a choice of 2 styles of armoured covers for the exhausts and with no hard and fast rules concerning these I chose the version which appealed the most.

The kit comes with a link and length track system which rapidly speeds up the tedious process of assembling tracks but this restricts your options in terms of articulating the suspension. At the time of building the kit Meng had not yet released their excellent individual link tracks and working suspension set or I would have used this but as wanted to have my suspension running over uneven ground I made a simple modification to the kit swing arms. By enlarging the locator slot in the arm I was able to increase the deflection of each arm, but leaving the first and last wheel on each side in its original unmodified position.



Small modifications to the rear hull to suit my later production subject were the removal of the jack block, jack and blanking off the mudflap mounts. If you remove the mudflaps the hinges **A** must also be removed.

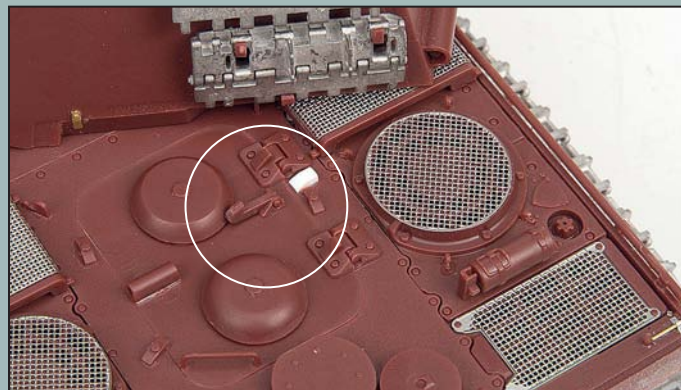
Moving to the engine deck and the kit offers the option of the early style grille or the plated cover for the defunct snorkel port and the later style hook is provided for the engine hatch. If you choose to use this it needs to be repositioned very slightly and the missing lug it hooks onto should be fitted. The photoetched screens for the deck covers are superb but a little tough to remove from the fret. The kit includes a helpful two-part former to allow the raised screens to be shaped perfectly.



shaved it off. You get a choice of gun mantlet with both the smooth and the machined versions. I used the machined version and I used some putty to smooth out the step between the machined collar and the cast front section. I then used Mr Surfacer to enhance the cast texture and I brush painted a moulding seam along each side of the mantlet. The kit comes with a turned aluminium barrel as well as a plastic one. I used the metal barrel but drilled the locking holes around the collar. The cupola has the slightest hint of a weld bead around its circumference which I cleaned away but if modelling the earlier welded cupola this would need to be enhanced. The turret ventilator has a clever separate ring to correctly replicate the clamping points for the waterproof cover (which is also provided).

Tiger Tweaks

Almost all the small changes I made relate to the production features for the later vehicle I was modelling, or cosmetic changes made to give some individuality. The only missing details are the



The engine hatch hook is repositioned and the lug added from a small block of plastic.

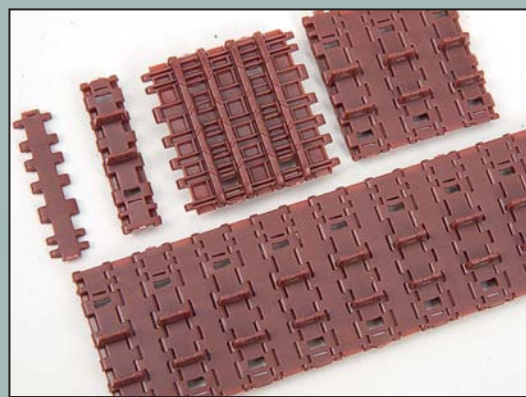
Turret Time

The turret has a double skin to create the correct scale thickness and like the hull a separate roof so that you could lift this off if modelling the full interior. The inward slope of the side walls makes the roof panel fit quite snug so a little sanding would be recommended if you plan to have easy removal. The turret features the late feature 'U' shaped rain guard over the gunner's sight which is only applicable to very late production vehicles so I



final track skirt mounting point on each side of the hull, the holes around the locking ring on the aluminium gun barrel and on the underside of one of the hull sponsons the machined semi-circular channel above the suspension shock absorber is absent. It is moulded on the opposite side but even with the track guards removed the close proximity of the track makes almost impossible to detect. I used the kit tool clasps, simply thinning the handle of the clasps very slightly with a scalpel and they work really well.

Late vehicles have four vent lines for the fuel tanks which extend over the hull side. The front pair are very short and are mostly hidden by the grenade screens which required a slot cutting in the side for the pipe to pass through. The rear set were shaped from brass rod working from plans and I used small squares of plastic for the mounting points. I changed the headlamp for a broken version to add some interest and I modified some of the tool stowage for the more random appearance of a vehicle in the field.



The kit link and length track features the correct height difference between the two track teeth.

The kit provides photoetched gas detector mounts for the roof and mantlet but I felt they were a little too thin so made replacements using Evergreen Channel.

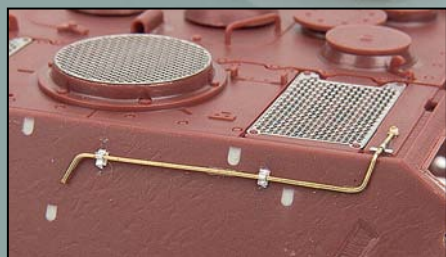
I removed one of the gun cleaning rods for a more individual look.

Moulded tool clasps were thinned out very slightly and look good to go.

The missing single skirt fixing point is added from plastic card

I added photoetched wingnuts to the tow cable stowage points when the model was painted.

The moulded bracket which is split by a join seam was replaced with a small brass strip.



The 4 late style vent lines for vehicles manufactured from October 1944 onwards are added using brass rod and strips of self-adhesive aluminium tape.

I replaced the headlamp with a damaged version from the sadly out of production Mori range and a new lead wire cable.



I used some brass strip to make the hooks for the missing track cable and I modified the fixing points for the ends of the cable with plastic rod..



The outer section of the front mudflap was removed with a scalpel and the front was dented.

With the track skirts missing I added the bolt heads using an RP Toolz Hex punch.

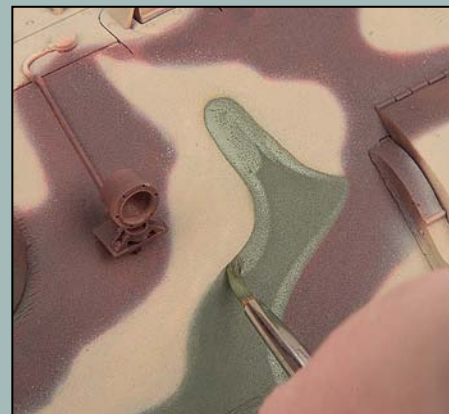
The kit parts were simply adapted to allow me to fit a copper tow cable with Mori resin eyes to stow the cable in a non-regulation way.



Painting underway with the tight spray pattern visible here.



Colour correction, the correct Rotbraun has been applied to the turret in contrast to the original choice seen on the hull still.

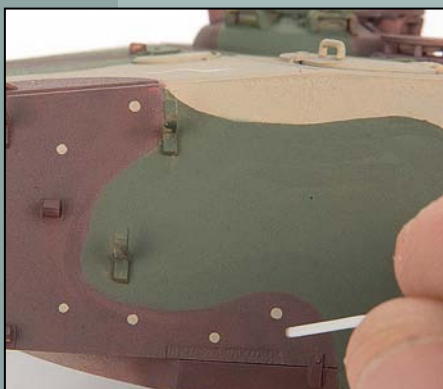


With the Dunkelgelb changed too I used a brush to sharpen the edges of the camouflage pattern.

Ambushed by the Ambush Camouflage

This would be my first attempt at replicating the Ambush factory-applied three colour camouflage scheme. Whilst there appear to be similar patterns there is no single unified scheme with variations between the patterns which takes some of the pressure off the modeller and as the only picture of my subject vehicle shows it after it was knocked out and extremely dirty so that no traces of the camouflage can be seen, apart from the turret numbers and its name. I began by priming the model with Mission Model's red primer before moving on to the three colour camouflage using the Mission Model's acrylic colours again. I applied a base coat of Late War Dunkelgelb MMP-019 which is a lighter tone than a usual Dunkelgelb. In order to obtain the hard edged demarcation between the

colours I decided against masking, choosing to freehand spray the colours using my Iwata Custom Micron for minimal overspray. I moved onto the Rotbraun RAL 8012 followed by the Olivgrun RAL 6003. At this point I could see that something wasn't quite right. In my haste I had selected the wrong Rotbraun, the designated factory colour should have been RAL 8017! I had no choice but to repaint the elaborate camouflage pattern with the correct colour and during the course of this I also decided to repaint the areas of Dunkelgelb using the darker Mission Models MMP-011 shade. Happily the paints performed extremely well and there was no evidence of my self-inflicted mistakes. With the new colours applied I used a brush to go along all the edges of the camouflage patterns to sharpen them up which worked really well.



A useful tip picked up from Sam Dwyer was to use a piece of plastic rod dipped in the paint to apply the dots to the camouflage.



Although Star Decals offer the markings for my chosen vehicle I chose to hand paint them. Strips of masking tape mark the top and bottom edges before the shapes are roughed in with pencil.



The yellow outline was then added using Mission Models yellow because it was very opaque. The name was freehand painted copying the strange script of the original.

Looking pristine and factory fresh with all the tools and tow ropes painted and a coat of satin varnish applied it was time to consider weathering for winter conditions.



Mud

I had a very real fear of starting to weather the crisp fresh camouflage that I had worked so many hours to realise! "WildSau" was operating in Hungary during the winter of 1944/45 and like almost all the tanks photographed from the campaign it appears to have got extremely dirty. I took the time to study some colour photos of modern tanks operating in wet muddy conditions to guide me with Leopard's offering similar slab sides with the wet

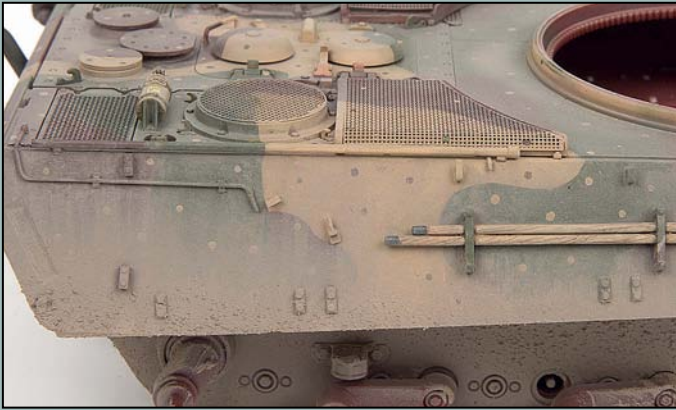
and dry effects on these serving as inspiration. With these images to hand I set about applying the dry mud effects first by building up several acrylic washes using Lifecolor UA 244. Doing this over several layers I was able to control the build up and density of the dried mud. I approached the turret in the same way but with this sitting so much higher I didn't make the dried mud as dense across the sides of the turret and less dense again across the roof.



I began by applying Vallejo Thick Mud around the lower hull, I was mostly concerned with the texture than the colour of things at this stage.



I added some of the thick mud along the lower edge of the hull sides and I began to apply the first acrylic wash working up the hull sides and working on one face at a time.



I had to remind myself that all the work on the camouflage pattern had been unavoidable as the pattern gradually faded and in places disappeared under the build of dry mud.



The opacity of the acrylics when applying a wash allows you to build up a pleasing density much faster than if using oil washes and a quick comparison with the turret shows how far the effects have muted the camouflage.



I then used an airbrush to enhance some areas of dry mud like around the turret ring.

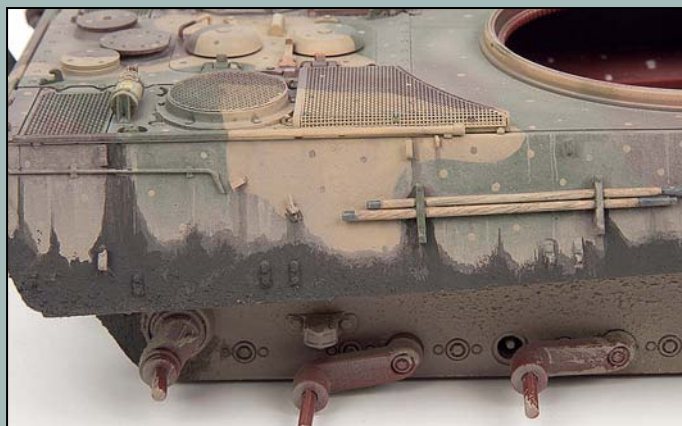


The turret here with the washes applied, which I kept thinner but with more rain marks running down the turret sides.

The darker wet areas were handled by gradually building up the wet areas using Lifecolor paints again but fine brushes to get the runs down the plates and old flat brushes to stipple areas. I was quite cautious in starting to apply and build up these effects and the contrast of the very dark mud against the dry areas is very high. I always think it is better to gradually add to the effects rather than go in heavy and regret the decision. I tried to consider that the slope of the hull sides down and out tends to concentrate any mud and moisture towards the rear. I used an airbrush to soften off some of the demarcations but these effects were kept deliberately subtle. Once the running gear was installed I used an old brush to add spatters of the darker mud over the lower transition areas by flicking the brush with a cocktail stick.



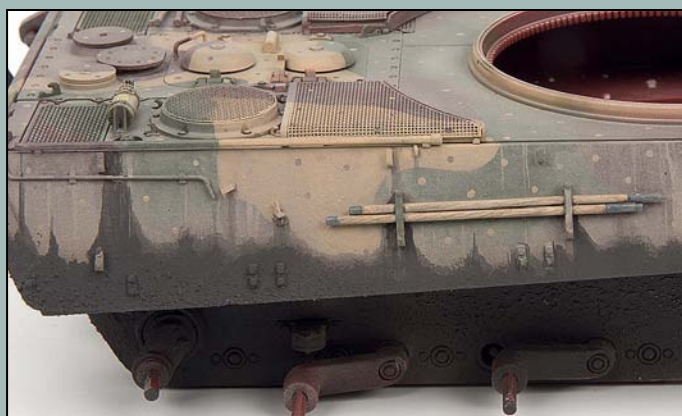
The tentative first step in adding the wet areas to the lower edge of the hull.



The progression of the wet mud can be seen here with concentrations around fixtures and fittings where the damp areas would remain for longer. At this stage I am very far from happy with how it is looking but you have to hold your nerve and continue.



Similar but different effects were applied to the front of the hull with the damp areas focussed on the lower edges and again where fixtures have caused moisture to collect.



Here the effects are progressing again and as well as building up the layers I used an airbrush with the dark brown colour to soften the demarkation and give a more natural look.



Similarly the airbrush was used to blend in the other areas of the hull.



The roadwheels were painted individually and treated in the same way as the hull, a light base with the darker wet mud colours applied over it.



The tracks were treated with a mix of textured paint and the dark mud colour before they were fitted to the model. The position of the idler wheel had already been set for the correct track tension.



Right wet mud spatters complete the mud effects.



The headlamp lens was masked off and sprayed with Alclad Chrome to simulate the exposed reflector.

Finishing

I added the usual signs of wear and tear around areas like the hatches with scuffs and scratches and I added a big puddle of spilt fuel around the filler cap on the engine deck. I still had to fit the spare tracks to the sides of the turrets and these were painted in different grey-brown shades, steering well away from anything heavily rusted. These were treated with several different washes to match them to the condition of the rest of the tank and I added a very slight metallic shine to some of the raised details on the tracks. The spare links are secured to the turret by passing a track pin through the lower link so I made myself a few track pins from plastic rod with the tip of the resin pins from the Masterclub tracks. These were painted in Vallejo Steel and fitted into some of the tracks and

some spares carried behind the track and on the engine deck. I used one of the Aber turned brass antennas and one of my final jobs was to fit the sight vane on the turret roof and the sighting bars on the cupola periscope guard.

Commander

For the tank Commander I decided to make my own so that I could get the pose I had in mind. I used one of the AFV Modeller resin mannequins with the limbs pinned together with wire which allowed me to pose the figure in the cupola and I used a Hornet head from the set HGH/26. When I was happy with the pose I used Magic Sculp putty to fill in the various joints to give a solid base for sculpting the uniform. The winter uniform was kept simple as it is really on the arms and the



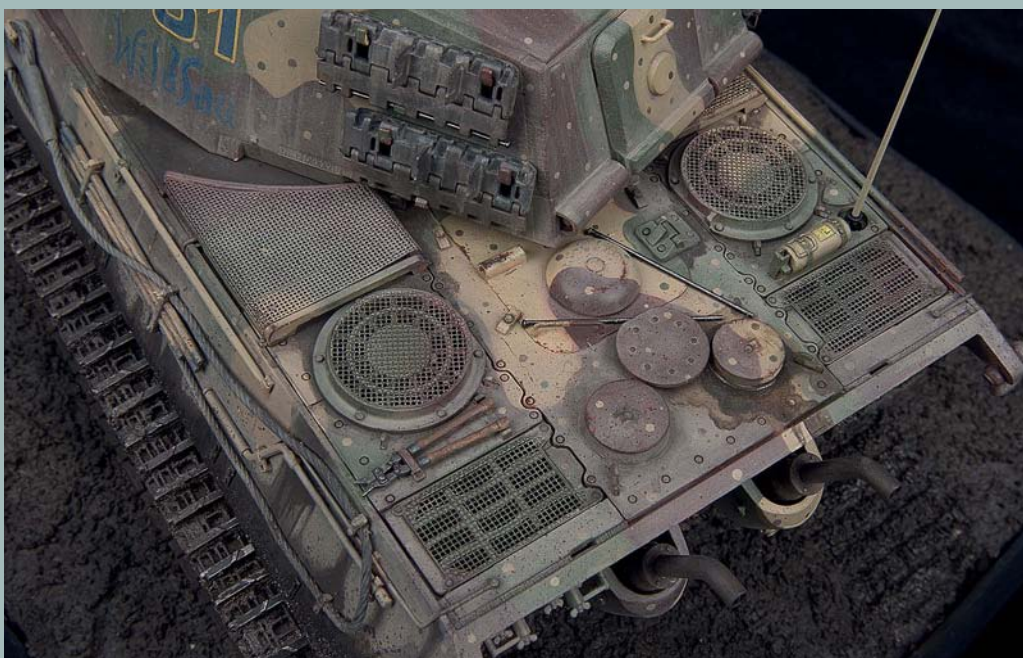
hood of the jacket that are visible, but I tried to capture the more bulky appearance of the padded jacket. Although the Hornet set provides the headphone band I used a photoetched example from Passion Models.

Groundwork

The shape of the base had already been roughed out using sheets of expanded polystyrene and the muddy field effect was created by mixing coffee grounds with plaster and some paint to darken the mix. In hindsight I should have mixed in some PVA glue to help bind the mixture which was quite fragile when dry. I added some small pieces of dry root for the vegetation and the based was sprayed to colour match the vehicle with satin varnish applied locally to enhance the damp effects on the wheels, tracks, lower hull and the muddy ground.

King of the Hill

I really enjoyed working on this kit and I am very pleased with the finished result. It offers some enhanced levels of detail over the existing King Tiger kits and is the only kit to have all three welds which join the plates making up the hull roof. The separate engine deck panels are a big improvement over older kits where they are moulded as one piece with the rest of the hull. This really is one of those kits that you can get fantastic results with straight from the box!

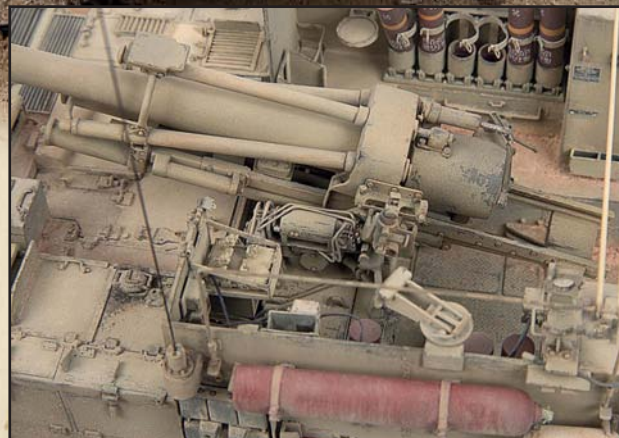
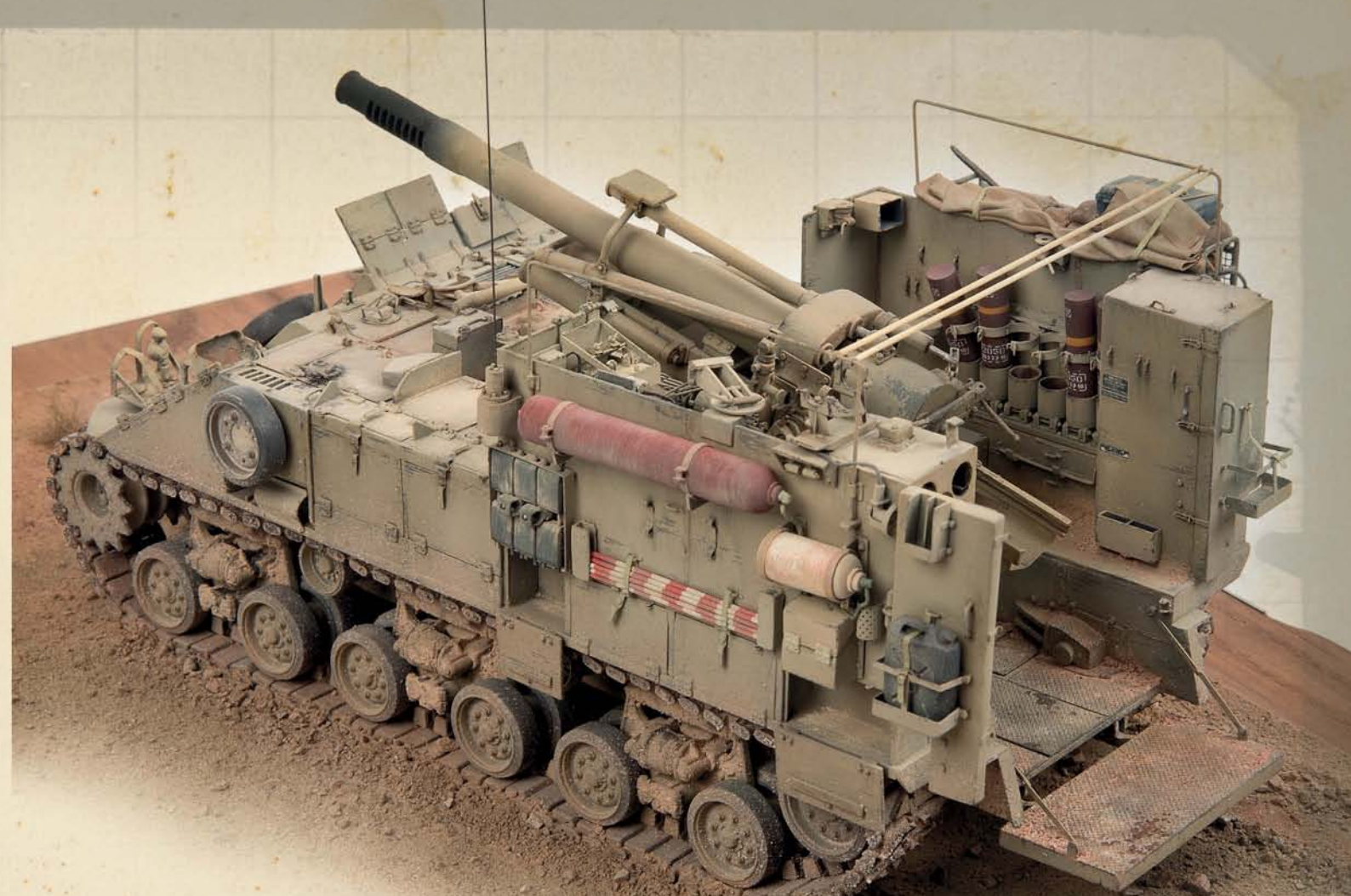


1:35

Andy Canning
returns with another
ambitious IDF scratch-build project

T50





Vehicles of the IDF (Israeli Defence Force) continue to fascinate me. Almost everything they have or have had in service, that hasn't been domestically produced, has been extensively modified in some way, to meet an operational requirement. I had another itch to do an M4 based vehicle in IDF service, after completing the Makmat 160mm Mortar Carrier. Similar to that build, the M50 SP Gun would be scratchbuilt from the ground up, with only the running gear coming from a Tamiya donor kit (and the obligatory Friul tracks).

I was able to start the construction of the tub, and get things moving along, as it was going to be the same as the example I'd put together for the mortar carrier. I quickly realised however, that I needed some more info. Two gentlemen came to my rescue. Peter Regan, who was able to get me images from 3 extensive walk arounds, and Sam Assad, who's knowledge of the IDF and their vehicles is almost matched to the images he has access to. With no scale plans to work from, it was down to the Mk 1 eyeball, scale rule and a calculator to establish a base line and start cutting out the plasticard elements for the basic hull superstructure. It took three attempts to get something I thought looked and felt correct!

Problem Solving

In parallel to this part of the construction, I soon realised the main gun was going to be an 'entertaining scratch build'. A friend pointed out that HELLER made a kit, based on the AMX-13 chassis, that mounted this 155mm weapon.

BOOM ! or so I thought, There was nothing in that kit that I could use. Nothing.

Whilst browsing the interweb, and looking at picture of the 155mm main gun, I stumbled across a set of 3D plans that someone had drawn up, on a web site called TurboSQUID.....honestly.

The plans were for the towed version of this weapon, but that was a minor consideration. I bought them.....and then wondered how on earth I would translate these into a physical part. Step up my friend Clark Campbell from CA Models in Stirling. Clark's company manufacture, amongst other things 3D rendered components for several F1 teams. I sent the plans over to Clark and a few days later I had a 'scale rendition' of the gun, it's carriage and ancillary details. Nowhere near 1:35th scale, but that was the plan.

Everything received a light sanding and then a coat of (Halfords) primer. Detail was good, but there were a few banding marks that I knew I'd have to deal with. This was my test model, so I was not too precious about working with it. I was able to obtain the actual length of the gun, from the muzzle brake, back to the breach. I added 7% to take into account the sanding I was going to have to do, and gave the measurements to Clarke. Two days later, I had the overscale components and got to work.

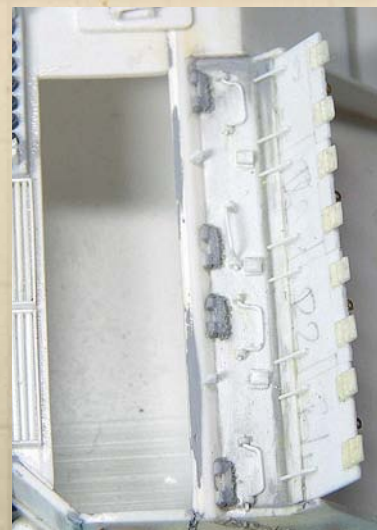
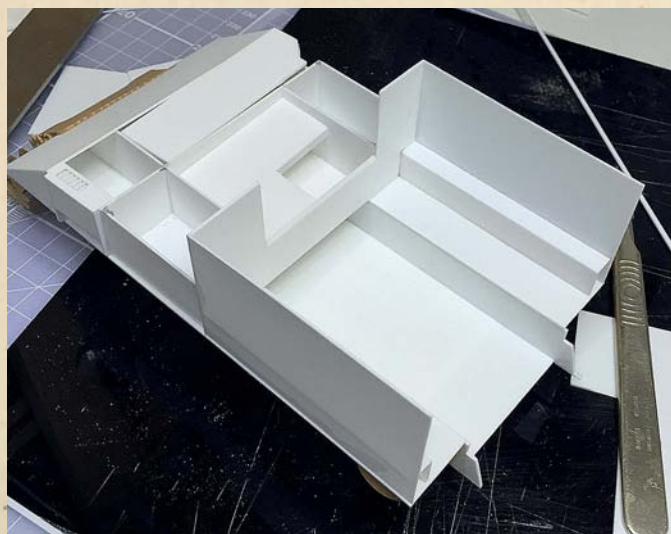
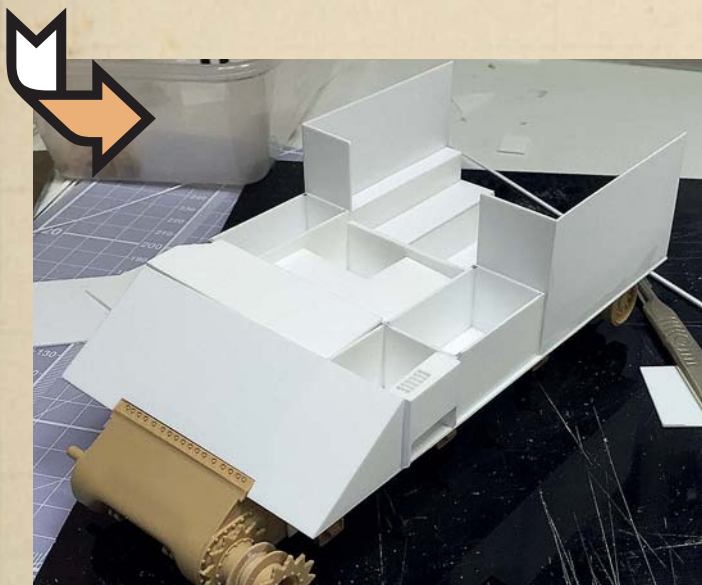
Lots of sanding, priming, and polishing! I was able to use the barrel, muzzle brake, and general breach block, and the inverted 'U-shape' mount. All the details that then went onto these, had to be scratchbuilt. This was all done from photos and guess work for the measurements but came out looking correct. Next was the cradle and the recuperator cylinder mounts, and carriage. Again, all measured against a base line and what looks correct. Each took me a couple of attempts to parts I was happy with. I had a fair few photos to

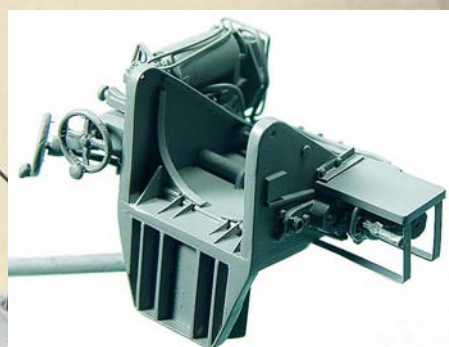
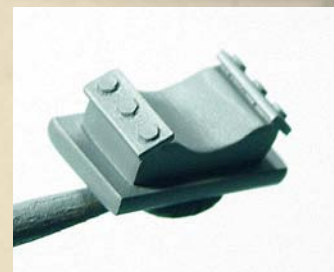
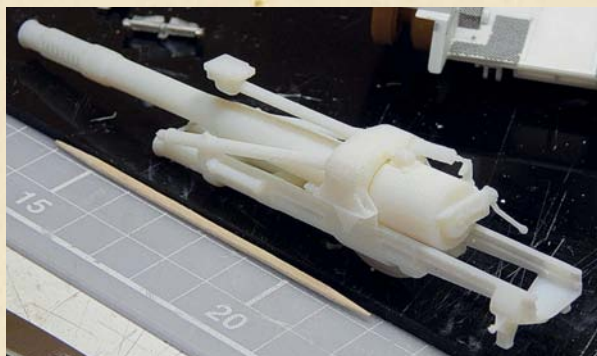
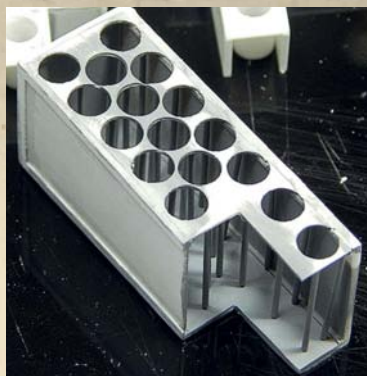
work from here, along with the initial 3D plans, so was able to scratchbuild both elements.

Boxing Clever

The fighting compartment and front hull superstructure where formed with plasticard, made into box sections, slightly smaller than they needed to be so I could layer on top of them for the storage compartment doors, grilles etc. that needed to be added.

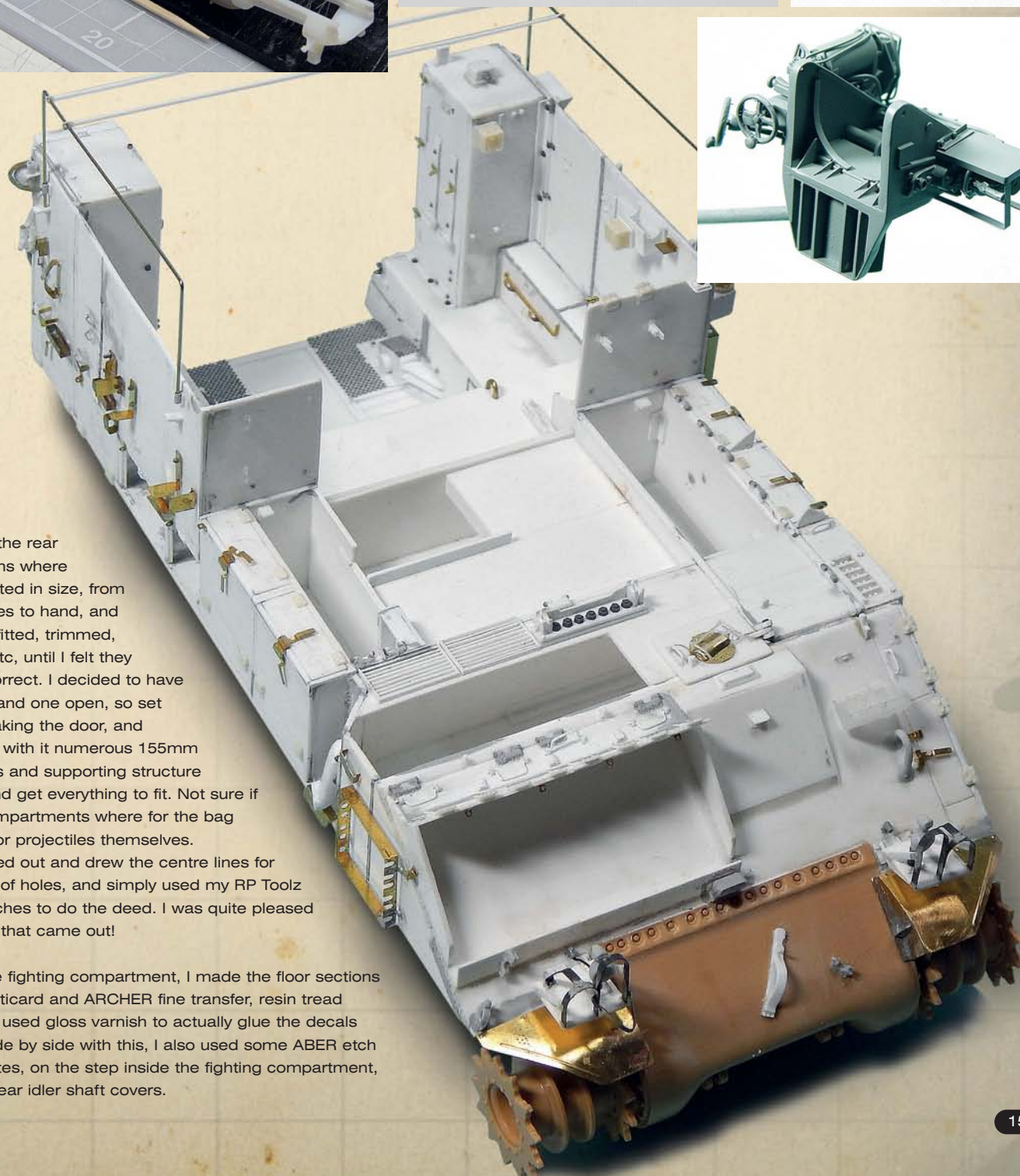
The transmission cover was a slightly reworked Tamiya M-51 part. The sloped glacis plate, was then cut and the basic shape and angles cut and glued into position. This alongside the top section of the engine compartment, forming the basic shape and multi-layered structure that this turned out to be, with side stowage bins, vents and grilles etc, all to be constructed. The side bins, at the fighting compartment were relatively straight forward to assemble, and then build out in line with where the hull plates would finish and this allowed me to display two per side opened.





Similarly the rear ammo bins were guestimated in size, from the images to hand, and then dry fitted, trimmed, layered etc, until I felt they looked correct. I decided to have the left hand one open, so set about making the door, and bulkhead with it numerous 155mm size holes and supporting structure inside, and get everything to fit. Not sure if these compartments were for the bag charges or projectiles themselves. I measured out and drew the centre lines for each run of holes, and simply used my RP Toolz hole punches to do the deed. I was quite pleased with how that came out!

Inside the fighting compartment, I made the floor sections from plasticard and ARCHER fine transfer, resin tread pattern. I used gloss varnish to actually glue the decals down. Side by side with this, I also used some ABER etch tread plates, on the step inside the fighting compartment, and the rear idler shaft covers.



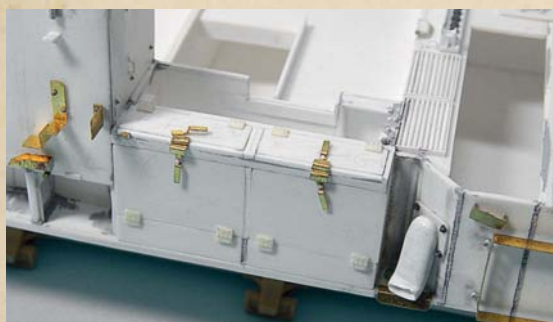
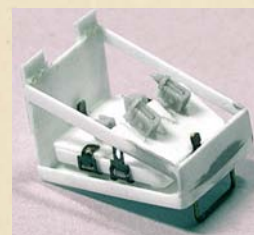
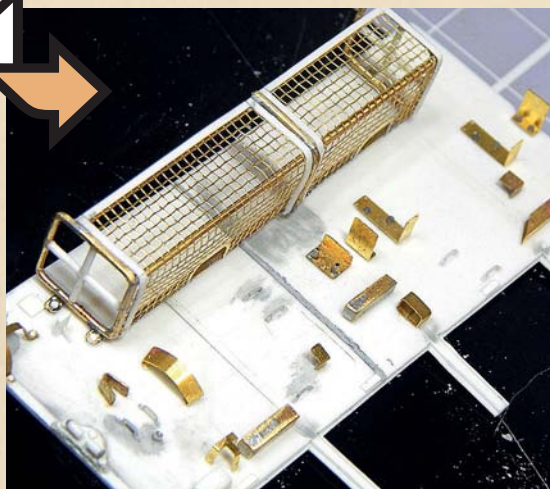
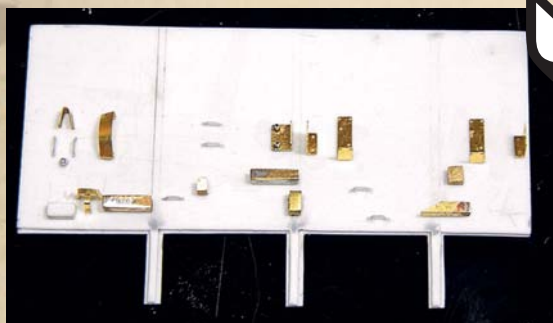
The inside of the fighting compartment was detailed with many items that I actually have no clue as to their function.

Lots of Slaters plastic strip, and rod, not to mention some brass tube and wire from Albion Alloys to make the brackets and mounts for various pieces of equipment. The exposed ammo racks where a project in themselves, with some appropriate diameter tube (4.5mm from memory) suitably thinned out, along with i-beam elements, scrap etch brass buckles and clasps, plastic strip, hot water, all put together over a couple of days (and a little profanity).

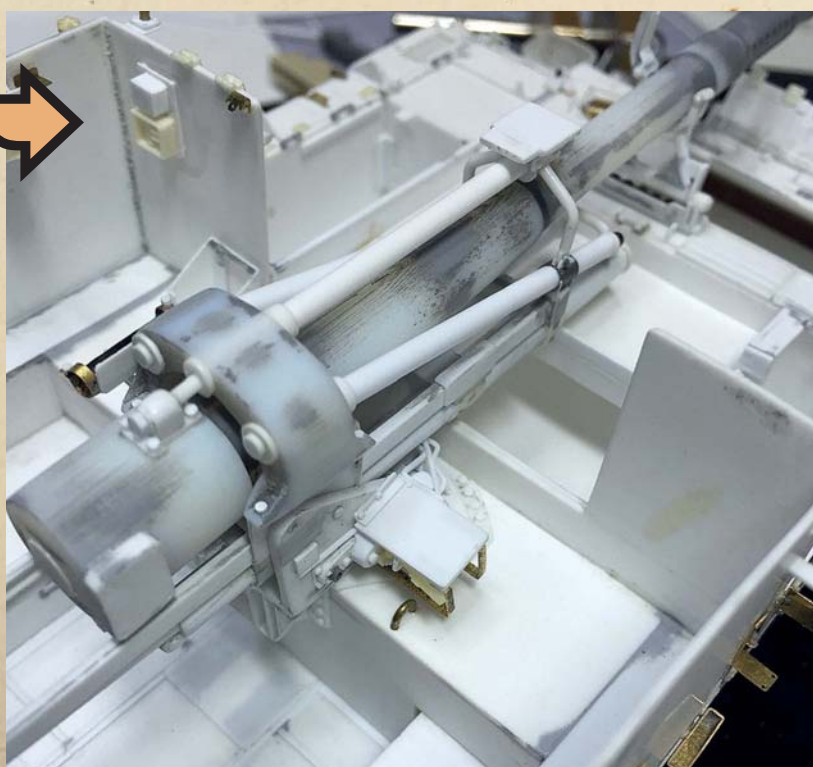
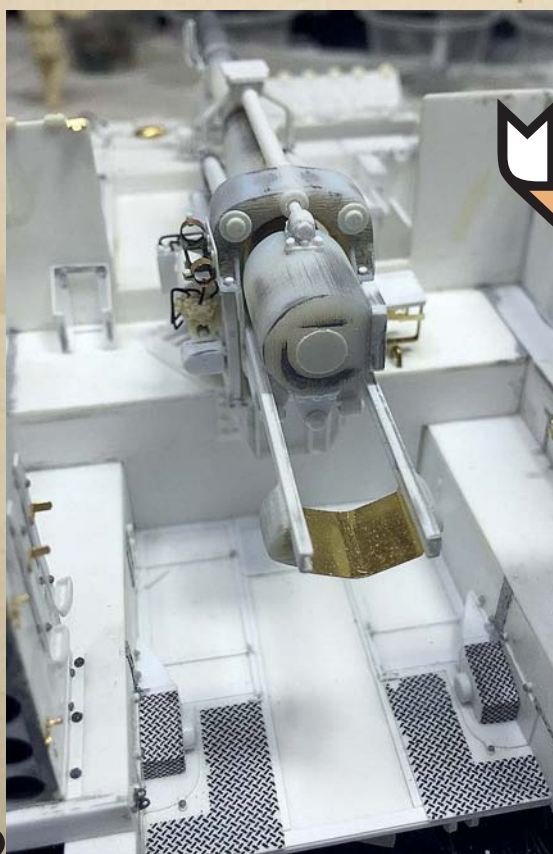
Similarly with the ammo stowage under the main gun mount. I measured up against a base line and the images I had, and put together the two main shapes. These were then added to the front covers that I had already marked out and used the RP Toolz punch to effect again. Behind this front plate, some more tube, reamed out and all done (apart from the spring loaded lids). I had to leave a couple of these open, each side.

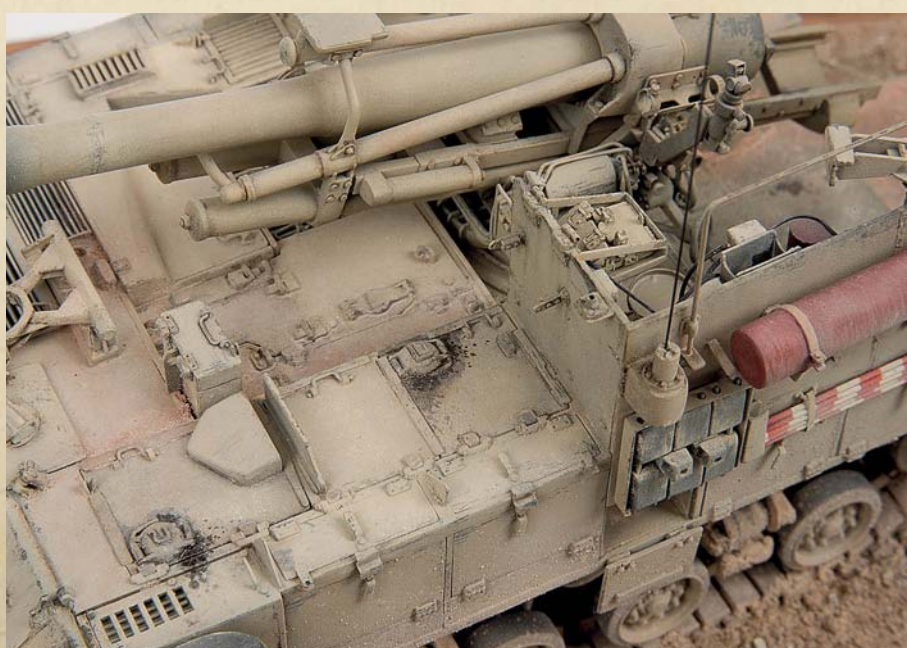
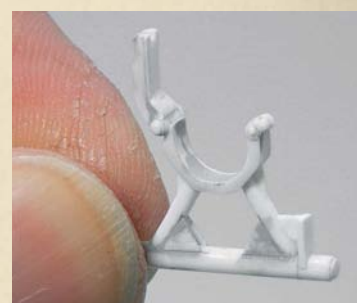
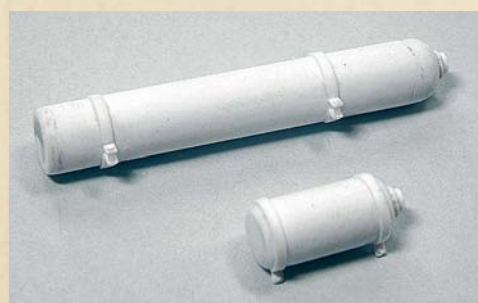
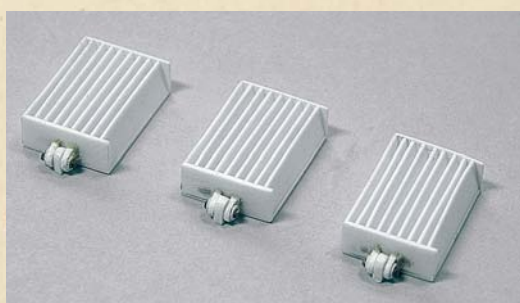
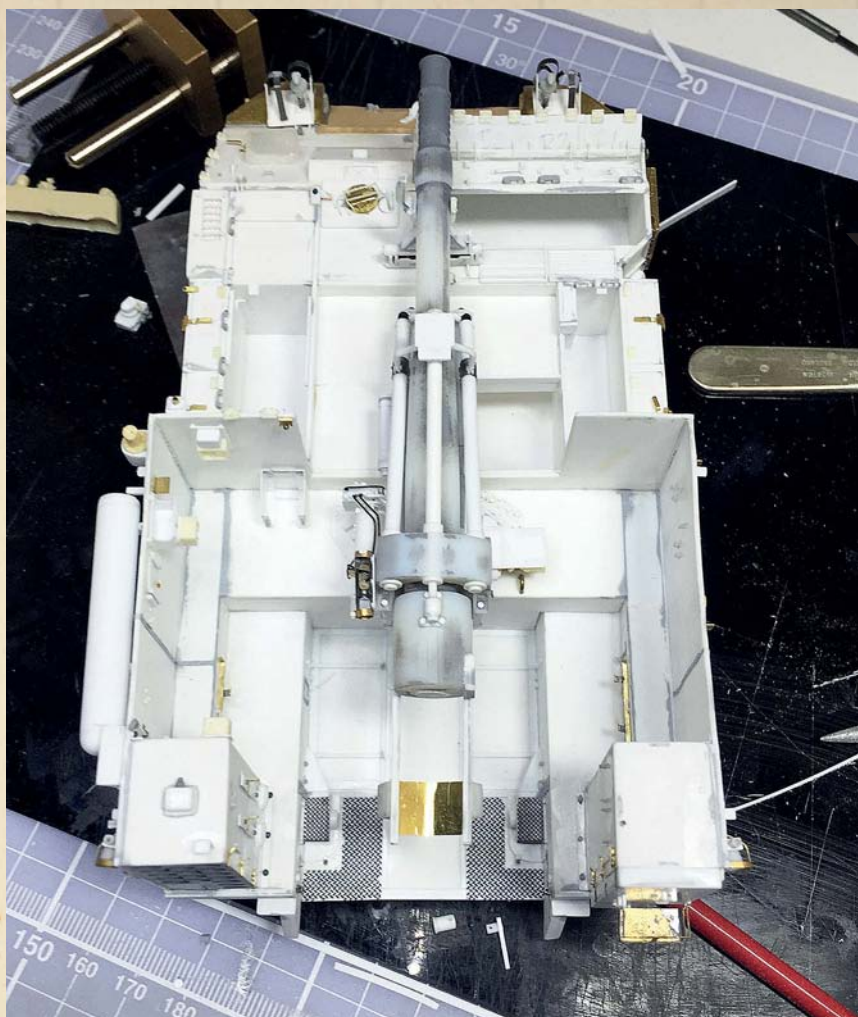
I used some etched bits from an etch WW2 clips and clamps set (Lion Roar, from memory) to form the door brackets, along with a fair few GRANT LINE nuts and

bolts that looked to be the right size. In fact, I used a lot of GRANT LINE nuts and bolts, along with loads of 'nuts' punched from my trusty, and well used RP Toolz punch, throughout this build. I deliberately constructed many of the components for this build (grille covers, ammo racks etc) as separate items, to aid painting and finishing. This helped hugely throughout.



I had one of the fighting compartment side walls mounted, and started to detail both the inside and outside of it. Again, various brackets and clamps, holder etc all made from plastic strip, rod scrap etc. On the exterior, I mounted all the elements (give or take) on 5 thou plasticard discs, to show separation from the hull walls. The right hand side of the vehicle sports a rather large, and cumbersome stowage basket. Some appropriate diameter brass rod, soldering iron and much gnashing of teeth later, I had the basic shape all done. Digging in the spare box, I found some old Tiger 1, engine grille mesh....Just the job !





I didn't fix this to the hull immediately, as I knew I'd be filling it with stowage....so I fabricated a plasticard version, very roughly, so I could muck about and get the filling right for the stowage bin. I used some chopped up Blast resin stowage here, along with Magic Sculp, fillers, and other bits. It was the small suitcase, that really did it for me with the Blast set I had, all finished off with a tarp.

Tools were kindly supplied by Joe over at 'The new TMD' along with a variety of other Sherman resin bits on brackets etc, that all came in very handy. I made the straps from some seatbelt material from HJW and the buckles were ABER. The pictures probably illustrate in a more complete manner that pretty much everything here was scratchbuilt.

Colours

I'm afraid I'm very dull and boring with regards paint and finish. Although I always want to try new brands, and ideas, I usually revert to Tamiya acrylics, as they never let me down. With IDF subjects, I simply use a light grey, matt white and desert yellow (with some of the magic ingredient, XF-22 clear, thanks Kristof).

I always end up with a different shade to my previous IDF builds, and also bearing in mind that depending on the theatre, and era, the colours varied quite widely. I mixed up three batches, light, middle and dark.

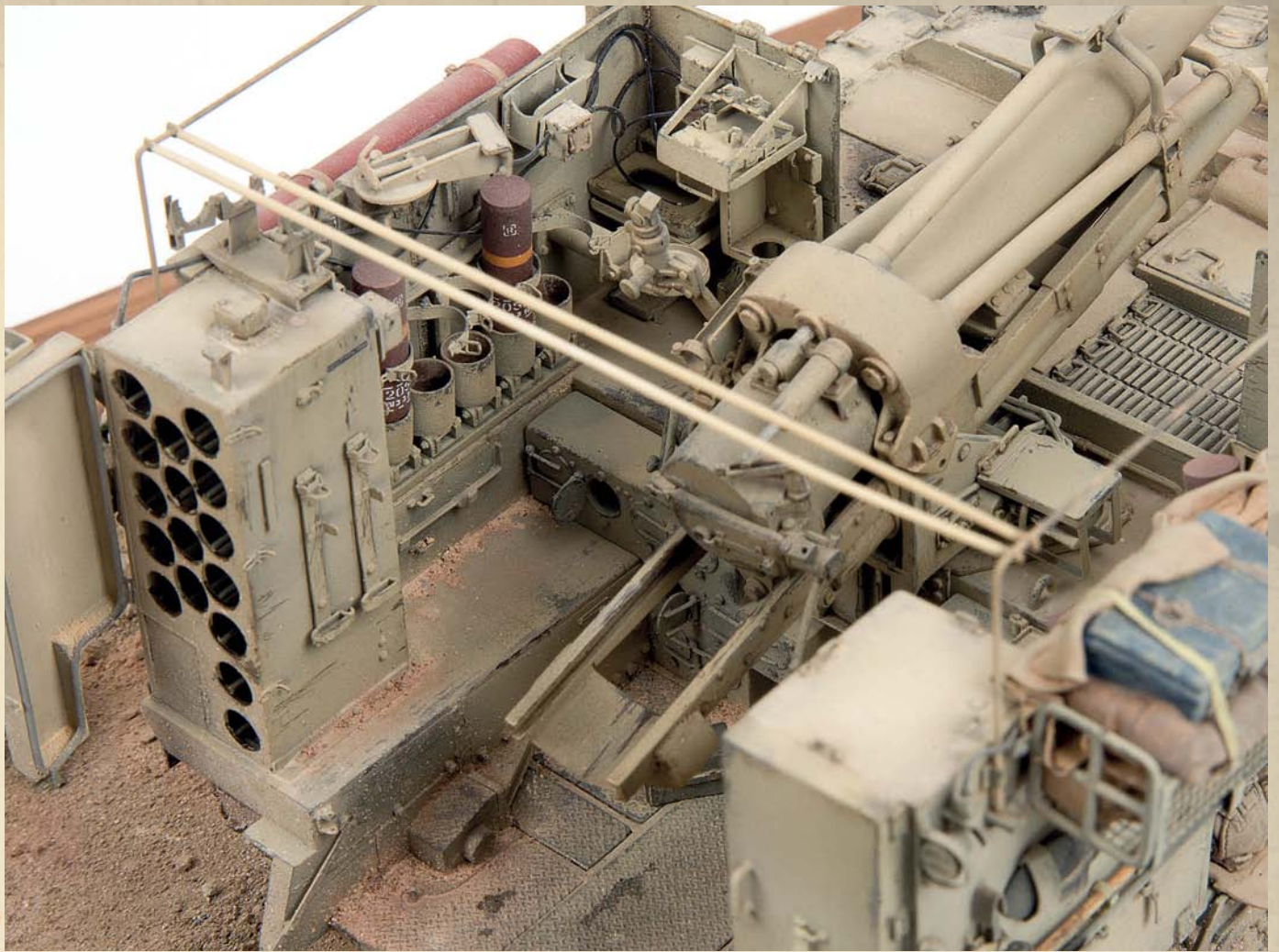
Not following any specific painting style, I tried to randomly vary the colours, especially on the top deck, over the engine compartment. Inside the fighting

compartment, I used the lighter shade, and actually lightened it again. These vehicles were relatively fresh into service, so would not have suffered too much in terms of chips and serious paint damage, so I kept these effects sensible with a little paint wear here and there, using a localised hair spray method inside and out. Filters further added to the effects here. I wasn't too worried if some elements looked a little stark, as with the washes and dust effects, still to be layered on, I knew everything would tone down, and it did.

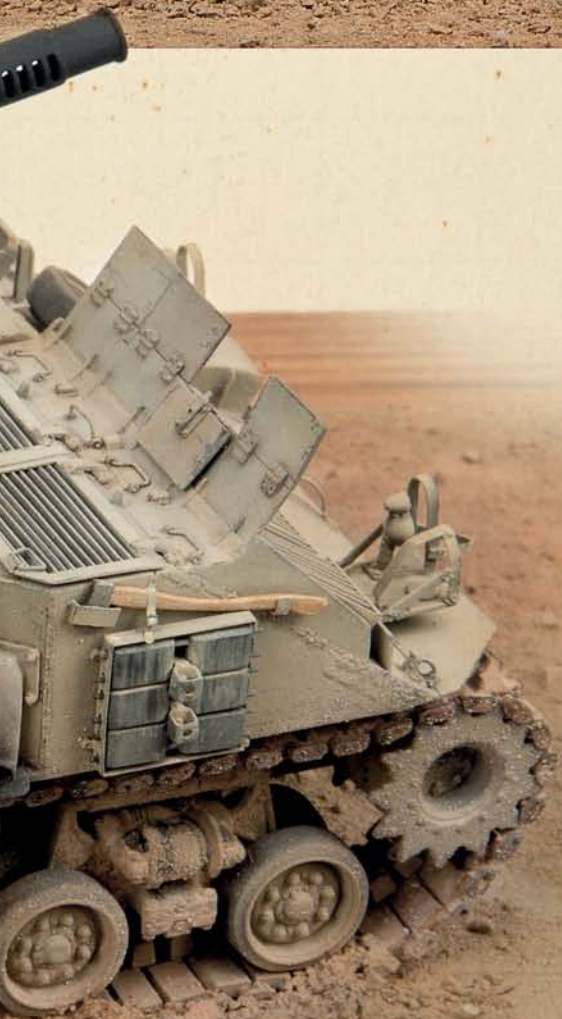
A combination of MIG pigments, both dry and in solution, were used initially. I mixed up several shades and applied them dry, to areas where the dust would accumulate, and as a wash where there would be some of the dust wiped away on vertical surfaces for example.

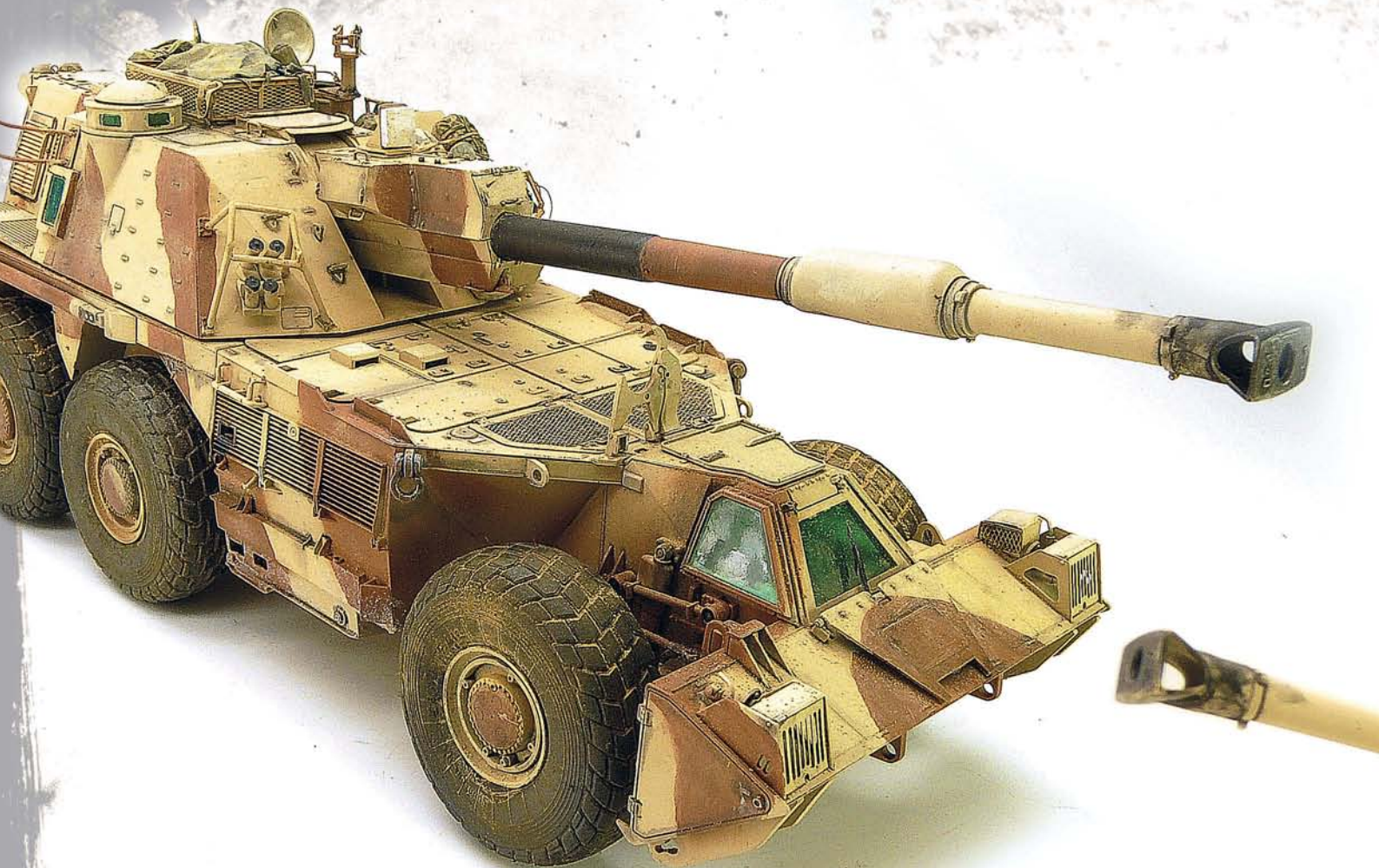
Once I had completed that stage, both on the running gear, lower hull, fighting compartment and the remainder of the superstructure, I airbrushed some pigment fixer on, and let it dry overnight. Then followed a combination of airbrushing various dusty tones, in vertical streaks on some of the hull plates, and on the engine deck, along with some AK dust washes mixed to a lighter shade were applied. Lots of dust, but not so much as to obscure the work and detail underneath! In finishing, the tracks received some of the same tones as the remainder of the vehicle, and similarly, the base with simple groundwork, and this was done to tie everything in.











The G6 Rhino is an exceptional vehicle for many reasons, designed in the mid seventies it is still a truly futuristic design and it is hard to believe that this exceptional SPG first saw action back in the late eighties. This large boxy six wheeler with its potent 155mm gun was born from the unique requirements and set of needs of the South African defence forces during its numerous interventions into Namibia and neighbouring Angola. It had been during these forays into Angola in particular that the SADF had come up against the latest Soviet artillery pieces fielded by Cuban and Angolan forces. The South African

armies outdated world war two vintage 5.5 inch guns or G2s were out gunned and out ranged by Angolan M46s and Bm 21 multiple rocket launchers. The problem was further compounded for the South Africa by the effective arms embargo meaning that they were unable to purchase more modern Western weaponry. With the vast spaces over which the SADF needed to operate tracked artillery such as the American M109 or French F1 spgs would be prohibitively expensive to operate, and as with SADF APCs and IFVs the solution lay in large cross-country multi-wheeled

vehicles. A vehicle which could not only navigate the vast ranges of southern Africa but could also survive the hostile conditions of the terrain and environment far from support bases. To this end the South African state arms company Armscor was well positioned to design and produce the actual vehicle required having developed a steady stream of wheeled vehicles for the SADF, and adapted Aml 90s and Centurions for specific SADF requirements. Armscor mated the massive lower hull assembly with its man-sized wheels and Sci-fi hull to an ultra modern turret and main gun.

G6 RHINO

135



Zack Sex
tweaks Takom's new
G6 kit to replicate a
United Arab Emirates
export model.



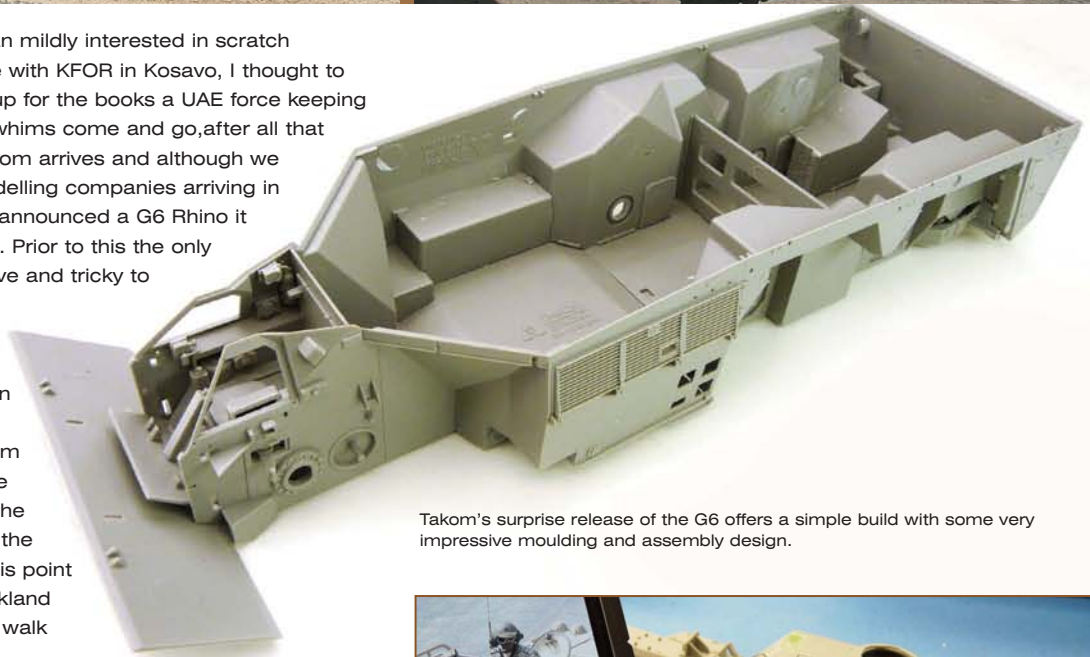
Richard Stickland



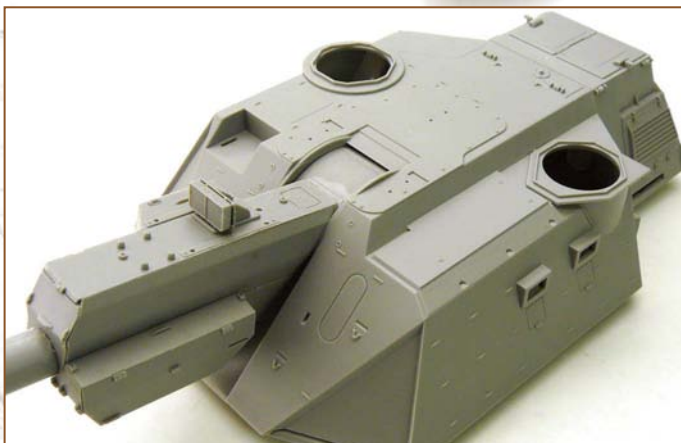
Richard Stickland

At this point I was more than mildly interested in scratch building a UAE G6 in service with KFOR in Kosovo, I thought to myself that's a bit of a turn up for the books a UAE force keeping the peace in Europe. Such whims come and go, after all that a lot of scratch building. Takom arrives and although we had all got used to new modelling companies arriving in recent years but when they announced a G6 Rhino it was completely unexpected. Prior to this the only option was a rather expensive and tricky to build resin kit.

For me it was always going to be a UAE Rhino as seen in Yemen but the information required to convert the Takom kit would require shots of the turret top to make out how the export version differed from the standard SADF version at this point my good friend Richard Stickland stepped in with outstanding work



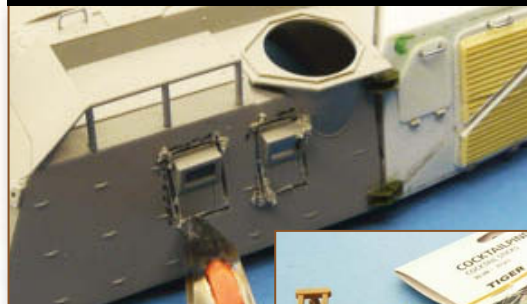
Takom's surprise release of the G6 offers a simple build with some very impressive moulding and assembly design.



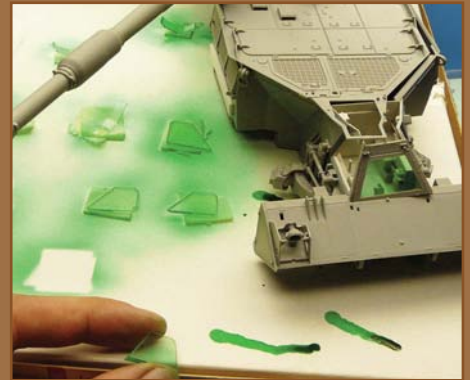
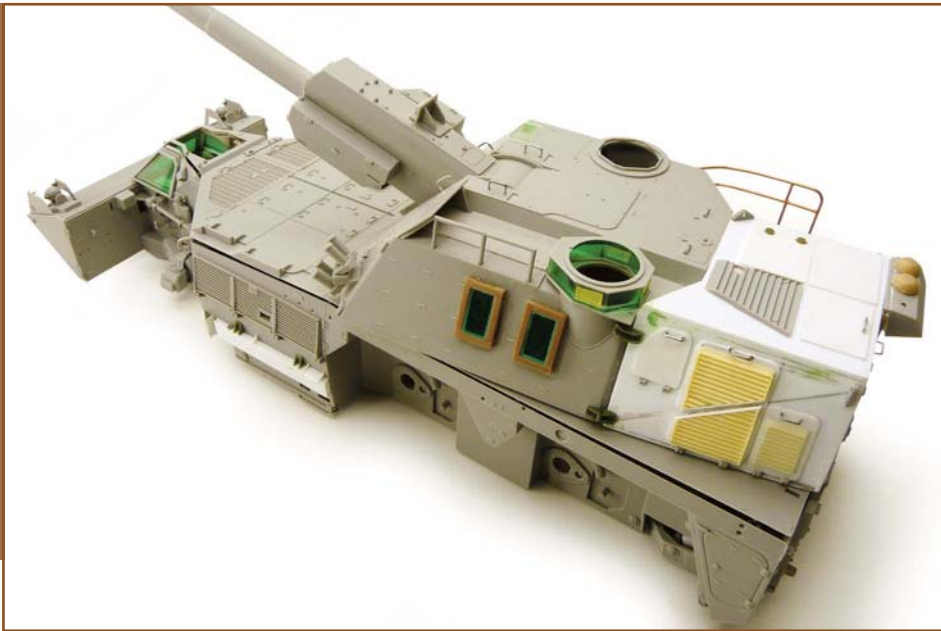
Producing an accurate export version of the Rhino requires some major turret surgery, with a bigger rear turret arrangement.



The export model also has larger armoured glass frames on the turret side.



Old-school ingenuity! Cocktail stirrers and sections of old sprue created the new turret windows.



Tamiya's trusty clear green was used to tint the clear window mouldings..

around of a UAE version he had photographed. Armed with these photos I proceeded to scratch build the large box housing at the rear of the turret ,this odd angled Shape contains many vented grills and a access hatches. To this end I cast the plastic grill sections from an old Lorraine tractor unit and fabricated wire handles which were fixed with super glue into their drilled out position.



Modifications to the kit are easily seen in these pre-paint images. I was happy enough with the kit wheels and tyres rather than waiting for aftermarket versions.



Assorted spares box stowage and metal foil were used to dress up the turret.





A good coating of Mr. Masking Sol was allowed twenty four hours to dry before airbrushing the base-coat, an old favourite; Humbrol Desert

The next most noticeable alteration to the export G6 is the addition of large bullet-proof windows to the sides of the turret instead of the smaller viewing hatches found on the SADF version. These were constructed using green-tinted cocktail mixers and Trumpeter track sprue frame. The next stage involved various external metal fittings added to the export version on the front and rear lower hull sections and on the mid sections these little extras have key hole shapes and are repeated so scaling and repeat the four on the front and four smaller ones on the back

demanding careful attention. The last stage of construction involved the assembly of a new larger stowage basket with large tarpaulin and luggage placed about the turret as witnessed on UAE Rhinos in Yemen. Also of note is the empty 50 cal mounting added to the commander's hatch this little detail was one I particularly enjoyed adding perhaps because I could now get to painting the beast in its desert scheme.



It's hard to believe that the G60 was designed in the 1970s, it's appearance still somewhat 'futuristic' by contemporary standards, especially the chassis and hull.



My reference images showed an unusual mix of straight and wavy lines to the dark brown camo pattern. Both tape and putty were put to use for masking duties.



Painting

The first step of at this stage was to mask all the windows with mask fluid and leave this to set for 24 hours. I then sprayed the whole vehicle in Humbrol desert yellow. I then masked then masked off the vehicle according to Richard's photos of the dark brown camouflage pattern this camo really is only applied on the horizontal surfaces and oddly mixes straight square blocks with wavy patterns but is remarkably effective. Over this I applied light dusting and washes of Wilder pigments. Pale

greys and blues were applied to luggage and tarpaulins over which was applied more pigments without over doing it. The final addition was a commander figure added to give a sense of scale and size to this monster SPG.



Wilder's Dark Brown Wash worked well with both base colours to lift the detail.



A good scrub with pigment powder gave a good result to the black vinyl tyres and avoids any worry of paint lifting from the vinyl over time.





G6
RHINO

Rhino wrap up

This conversion of Takom's G6 was a great bit of fun to complete, it must be said that it would not have been possible to achieve without Richard Stickland's walkaround shots for which I am extremely grateful. To this I must add all my pals on Facebook and mark out for special mention my pal Stan Spooner for helpful tips, as well as Charlie Pritchett and David Coyne's support.



Panzerkampfwagen

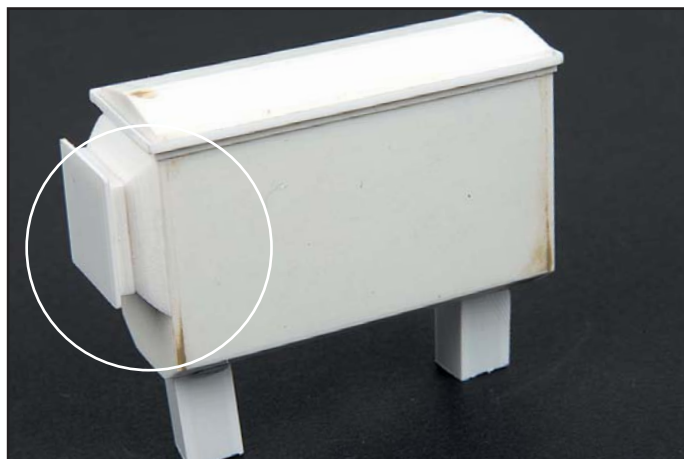
David Parker builds Trumpeter's 1:16 kit

W

Part Twelve

This installment is rather compact as work continues with the engine plumbing and this is a reflection of how complex and time-consuming this sort of work is. Continual test fitting is required and with nothing yet fixed in place the potential for cutting a pipe to length and then discovering something was out of place and it is

too short is very real! The engine fuel system still has to be added along with other details but I have focussed on the air filter pipework and the complexities of the cooling system which connects the engine with the twin radiators.



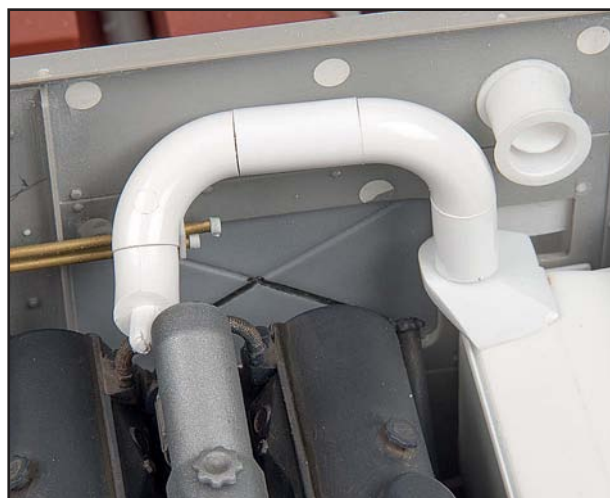
Continuing with the air filter box, I constructed the trunking on the front face where it connects to the vent on the firewall. I added a pair of temporary legs under the air filter to raise it to the correct position above the hull floor.



The new trunking fits over the lower of the two vents on the firewall like this.



The airfilter connects to the engine via a large diameter pipe, the outlet for this has to be rather awkwardly offset to avoid the crew heater pipe above it. This results in a very complex piece of geometry for the connecting sheet metal.



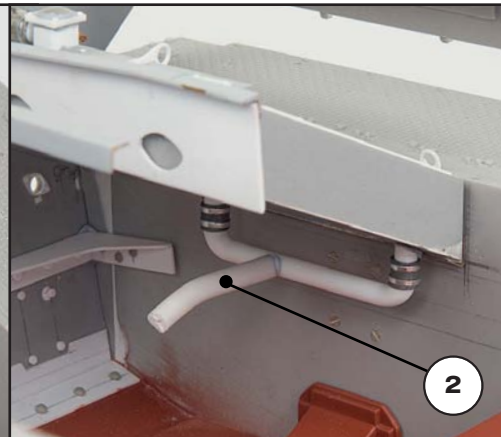
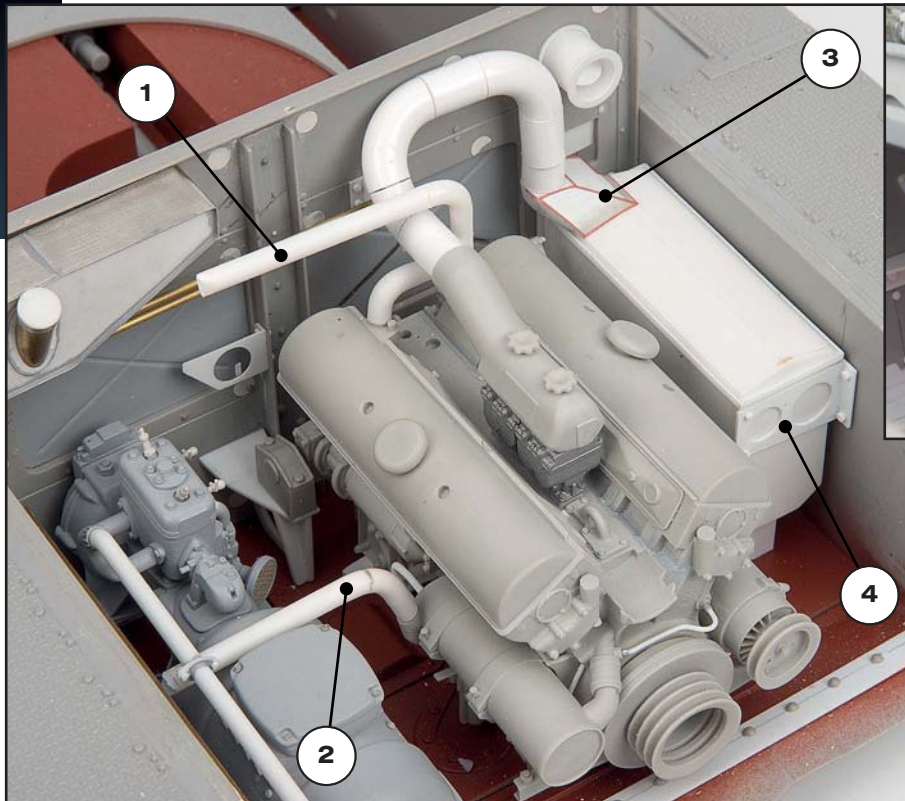
I used a large block of plastic which was trimmed and shaped and continuously test-fitted until I managed to match the shape of the real part. I was then able to start to shape the pipe work.



I had difficulty in finding a suitable diameter of rod to make the pipe but eventually I sourced an architectural modelling product which offered the correct diameter and an assortment of different elbow joints which made the process much easier. www.ema-models.co.uk



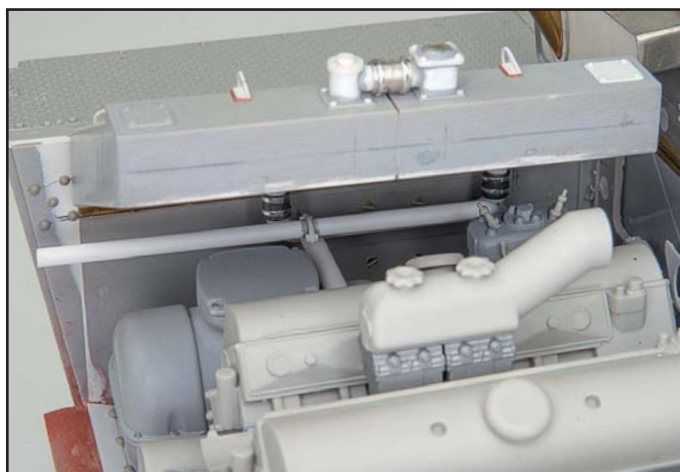
The airfilter pipe has to fit around one of the water pipes connecting the engine to the radiator so the basic shape of this pipe was established in order to check this. The bends in the rod were made by heating the required area over a small candle flame.



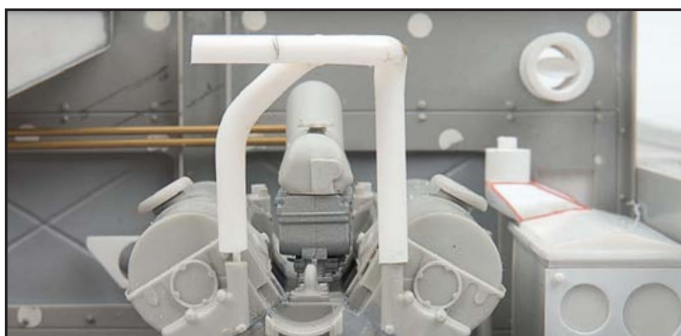
Left With nothing fixed in place continual testing is essential and this picture shows just how tight and complex the pipe arrangements are. **1** The radiator water pipe is positioned with the air filter pipe passing between it to connect with the carburettor air intake. **2** The water pipe which connects the oil cooler to the radiators has to pass over the generator but beneath the generator exhaust pipe (also shown above connecting to the underside of the radiator). **3** I added melted plastic rod to make the fine weld details on the air filter outlet. **4** I made the airfilter mounting bracket which bolts it in place on the hull side.



This picture shows some of the problems involved in getting all the pipework to connect up in the confined space under the radiators! My decision to leave the rear hull panel as a separate piece has proved to be the right one as it



allows access from one direction. In order to assist the process I used various plastic and brass rod pins to allow the pipework to be joined together and test fitted.



I also began to assemble the second set of pipes which connect the other end of the engine to the radiators. The design of this set of pipes differs to the first one and it has to connect through the hole in the radiator frame.



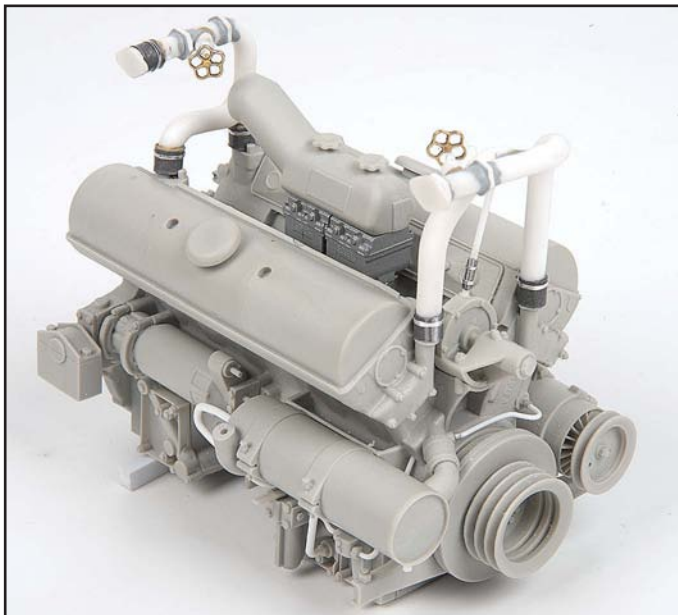
With the shape of the pipes established I began work on the pair of valves for each pipe. Two pieces of rod were joined to form the angled intersection and I used slices of Maquett Hexagonal rod for the couplings at each end. The handwheels are provided by the Aber set SV-09 with three of the photoetched handwheels soldered together to the correct thickness to the finished handwheel.



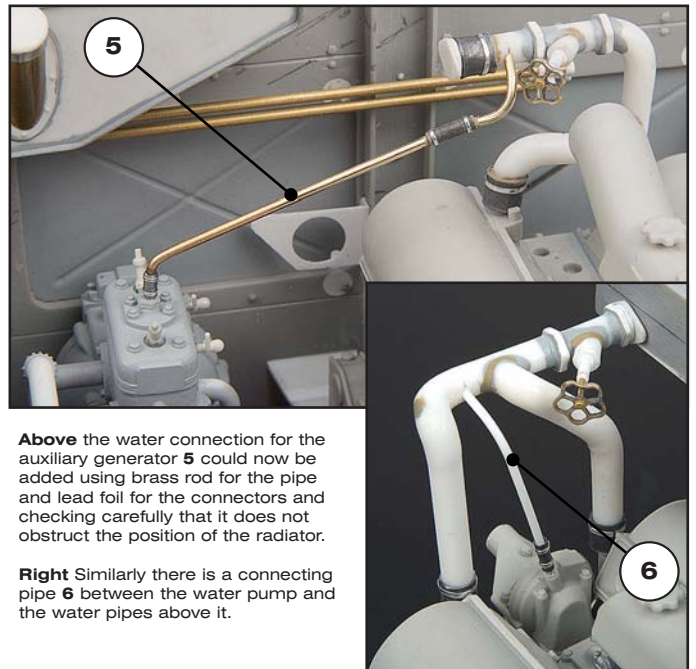
The valves were further detailed with the handle shafts which were drilled in preparation for fitting the handwheels and the valves were glued onto the pipes along with the flange to connect with the radiator, making certain that they fit correctly.



The handwheels were fitted to brass rod shafts and then added to the valves.

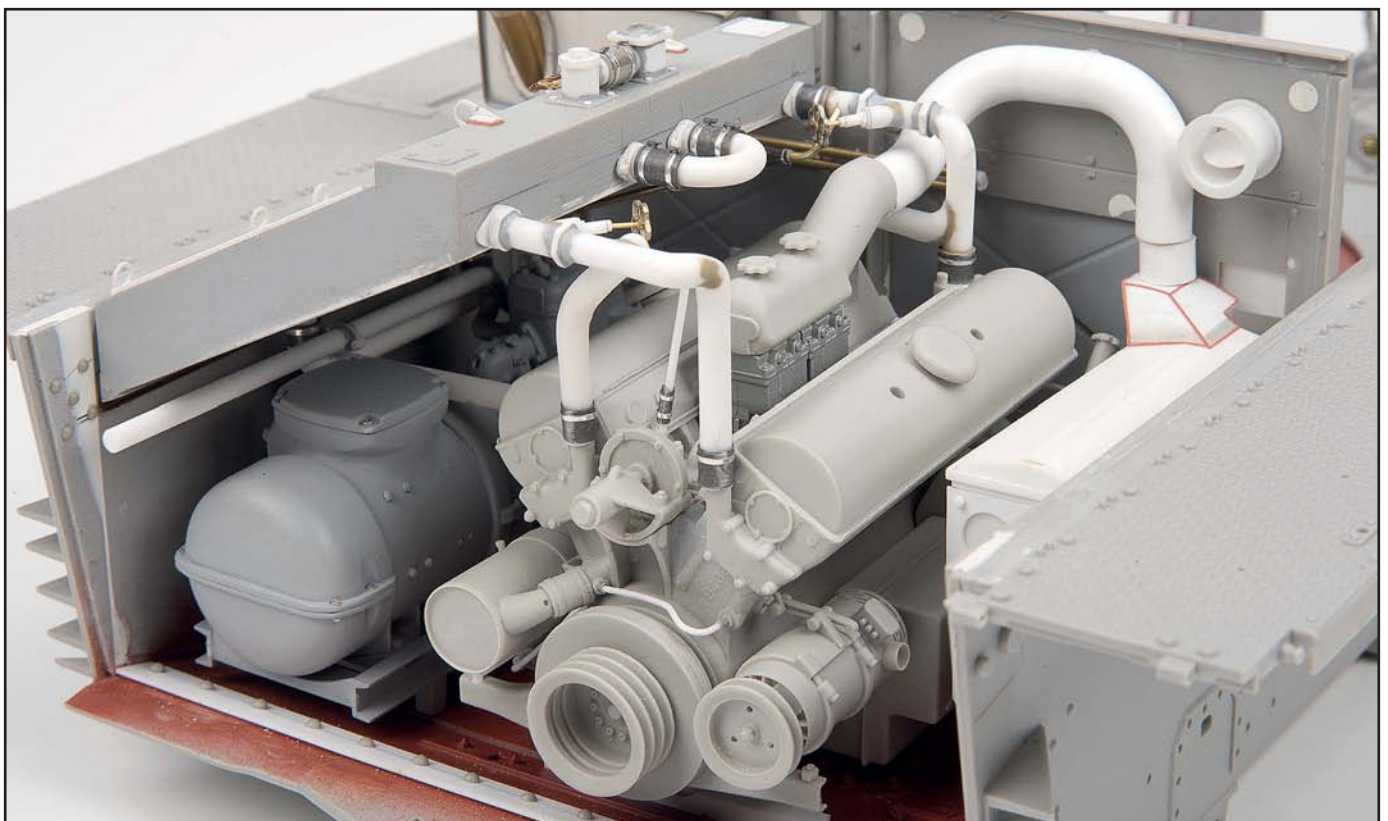


All the pipes needed the rubber connector sleeves adding using strips of lead foil with self-adhesive aluminium foil for the clips.



Above the water connection for the auxiliary generator 5 could now be added using brass rod for the pipe and lead foil for the connectors and checking carefully that it does not obstruct the position of the radiator.

Right Similarly there is a connecting pipe 6 between the water pump and the water pipes above it.



The project continues in the next Issue

AFV
modeller

Panzerkampfwagen

1:16

IV



Note: Driver figure designed to work in conjunction with the AFV Modeller replacement seat.



COMING SOON!

12th SS HitlerJugend, Normandy 1944

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PAT JOHNSTON'S LEOPARD C2

MEXAS





Since 1978, The Leopard 1A4 has served with distinction in the Canadian Forces (CF). But in the late nineties, upgrades were needed to the ageing hulls. In 1996, the CF purchased the Leopard 1A5 Turrets to mate to the Leopard 1A4 hulls, thus creating the Leopard C2.

The new turrets were fitted with a fully stabilized 105mm rifled L7A3 gun, equipped with an all-weather capability, thermal imaging system laser range finder. This allowed the tank to fire on the move, in any weather conditions.

With the Canadian contribution to toppling the Taliban government in Afghanistan after the 9/11 attacks, the C2 Leopards were sent in September of 2006. Once in the country, they were equipped with the MEXAS (Modular Expandable Armour System) appliqué armour packages, purchased from the German firm "IBD" Deisenroth Engineering. The C2 MEXAS equipped leopards remained in combat situations from late December 2006 until the withdrawal in July 2011, when they were all returned to Canada.

1:35



To create this project, I chose to build the old, but still very well detailed Italeri Leopard 1A4 kit. To create an accurate C2 MEXAS, I also used the Legends' resin conversion for the C2. The resin set is gorgeous, and I also used the legends stowage set made specifically for the Canadian C2. Decals from Echelon Fine Details and lenses from SKP models rounded out all the after market I needed for this build.

The conversion is a fairly simple one, but some experience working with resin sets would be recommended. Before I continue, I must, at this point, express my gratitude to two of my good friends whom both a have helped me greatly with this project. Graeme Davidson, who provided me with these sets, and the challenge to build them, and Anthony Sowards, who provided me with tons of information on the Leopard tank, including hundreds of good

photographs, both of these gentlemen are serving members of the CF, Mr. Davidson a Major in the medical services, and Mr. Sowards was a crew commander for three years on a C2 MEXAS in Afghanistan. The help provided by these two friends made this project possible, and I can't express my thanks enough to the both of them. Follow along, and we'll build what I consider the most attractive version of the Leopard tank.....a Canadian C2 MEXAS!



The construction started with the long job of clean up on all the road wheels.



A new No.11 blade in the Xacto knife was used to lightly distress the rubber portion of the road wheels.



Here are the road wheels completely assembled.



Here are the drive and idler wheels complete.



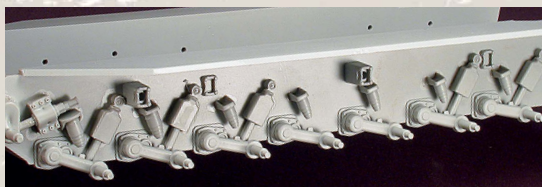
The Italeri lower hull comes supplied with a jig to assure perfect alignment of the wheels, once fitted to the hull.



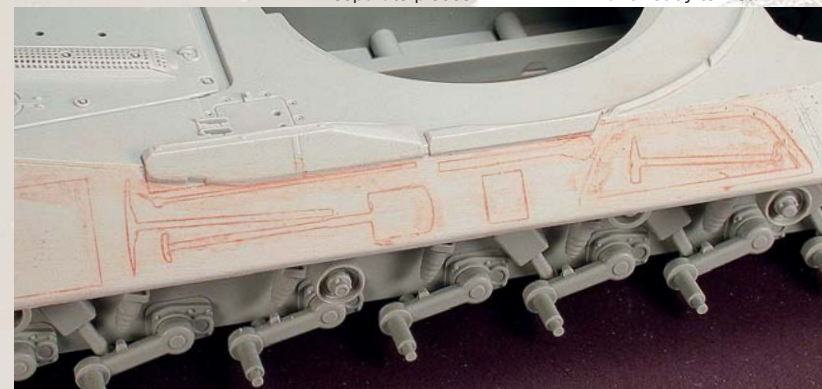
Italeri also provide all the suspension bump stops as separate pieces.



Here we have all the torsion arms, cleaned up and ready to install.



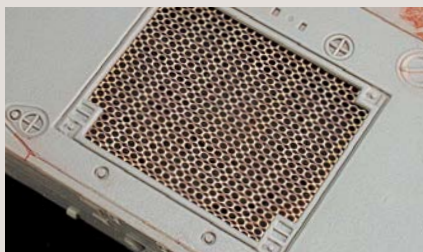
The Italeri suspension is quite nicely detailed, given the kits age of almost 40 years.



All the moulded indentations for locating the pioneer tools had to be filled with putty.



The engine deck cooling fan unit was pre-painted in Tamiya XF69 NATO Black.



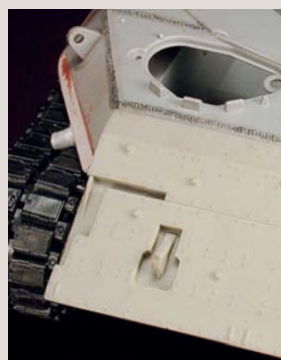
Once installed, it is barely visible, but it needs to have colour.



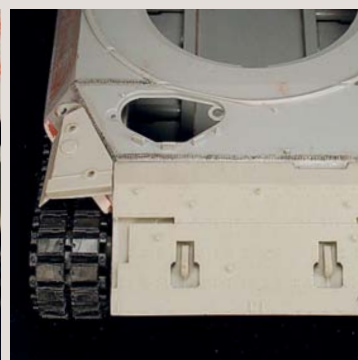
The kit supplied vinyl tracks were used, since they will be mostly covered by armoured skirts, an expensive after market set would be mostly wasted on this project.



The rubber track blocks were distressed using a coarse sanding block.

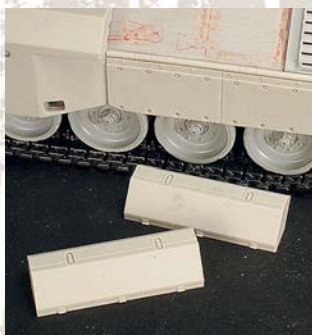


For the Legends conversion set to fit, the kit's fenders need to be removed, just as on the real tank. With the gaps filled, the legends resin nose piece is attached to the hull.





The large side fender pieces are attached next. 5-minute two part epoxy glue is used to allow time for adjustments for proper fit. The rear pieces in my set were slightly too short, so I needed to fabricate these small extensions.



Some of the small details on the hull mounted tool box were scratch built.



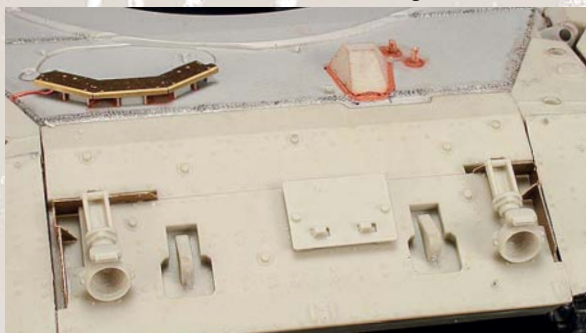
The spare track links and the stowed guide teeth are included in the Legends set.



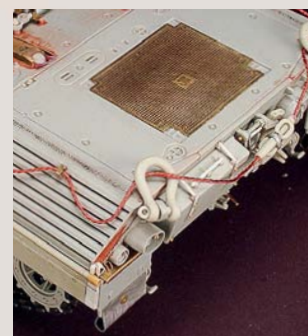
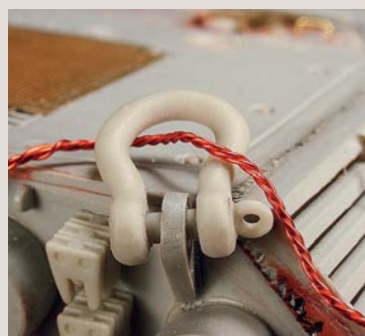
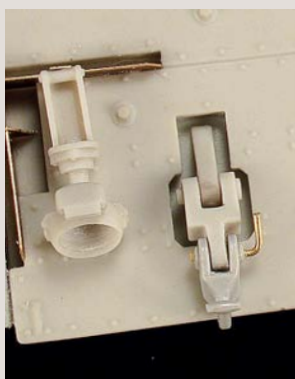
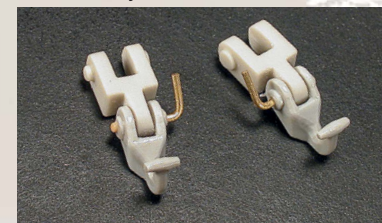
The gun's travel crutch was very basic and needed some super detailing.



The photo-etch work begins with the attachment of the large engine deck vent screen. Quality is excellent.



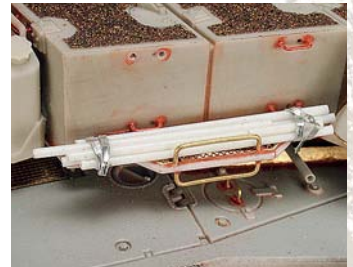
The armoured cover for the driver's episcopes is an etched piece included in the Legends set. I added the line for the washer fluid for the optics, made from copper wire. The hooks were also detailed with pieces of brass wire.



The cable was made by braiding three strands of copper wire together, using my Dremel set at low speed.



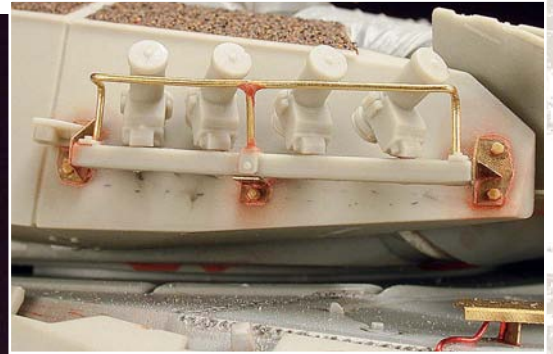
The turret is shown here masked, ready for the application of the anti-slip texture. The turret add-on armour also gets masked. "Rustoleum" brand aerosol textured spray paint is going to be used to apply the anti-slip texture. Apply the paint in thin, misted layers, for best results. Once the masking is removed, the result is quite pleasing.



The only addition made to the excellent Legend resin stowage was some strapping made from lead foil.

Tent poles were constructed from styrene rod with straps again from lead foil.

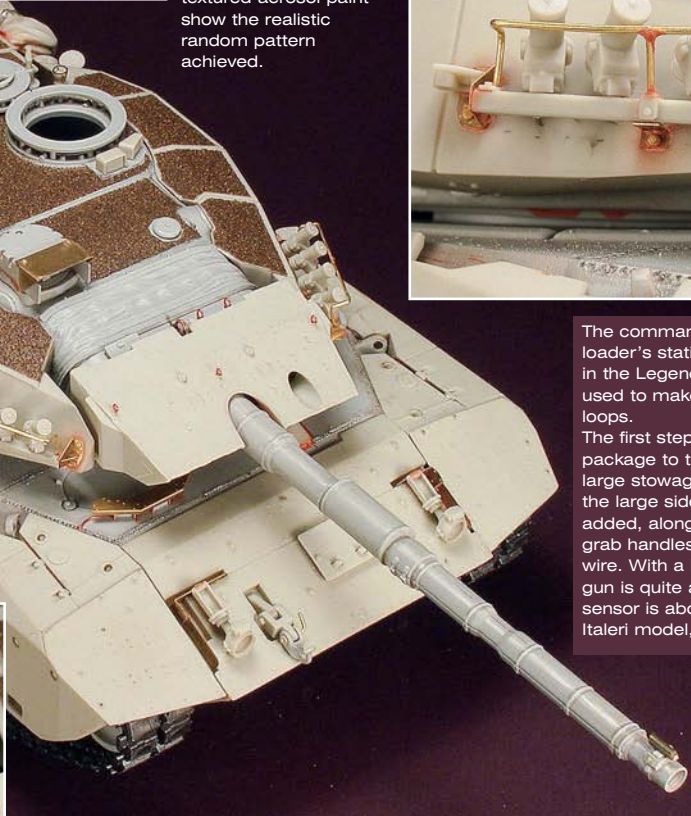
Close-ups of the textured aerosol paint show the realistic random pattern achieved.



The commander's optics and the loader's station optics are also included in the Legends set. Copper wire was used to make the various tie-down loops.

The first step in applying the MEXAS package to the turret is to attach the large stowage bin, then we can attach the large side modules. More details are added, along with the large amount of grab handles, all made using copper wire. With a little care, the Italeri 105mm gun is quite acceptable. The gun muzzle sensor is about 40% under scale in the Italeri model, so I rebuilt it from scratch.

A 1:48 scale .50 caliber barrel from RB Models was used in place for the barrel of the turret mounted C6 light machine gun.



The primer/base colour for this model will be Tamiya XF69 NATO Black, with a drop of X22 Clear added for smooth flow. Several thin, misted coats are preferred for smooth, complete coverage.



For an initial dust layer on the lower hull areas, I mixed a colour using equal parts XF68 NATO Brown, XF57 Buff, and XF55 Deck Tan.



XF69 NATO Black was used to restore colour to the wheel hubs.



Time for some colour. XF65 Field Grey, XF67 NATO Green, and XF73 Dark Green (JGSDF) were all mixed to get the proper shade of CARC Green. Various ratios were tried until I got a green that I was happy with.



"Future" brand acrylic floor wax creates a smooth, durable gloss surface ready for weathering.



After the gloss coat, the model was left for several days to fully cure.



The decal sheet from Echelon Fine Details was made specifically for this application, Canadian leopard C2's in Afghanistan.



Another thin misting of gloss sealed and will protect the decals from the weathering treatments to come. Vallejo's acrylic No.70.520 Matt Varnish, with a drop of No.70.540 Matt Medium added, will be used to restore the model to a warm, lusterless finish.



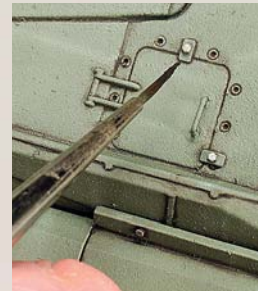
Winsor & Newton oil paints are going to be used for an initial filter to warm up the model's colour.



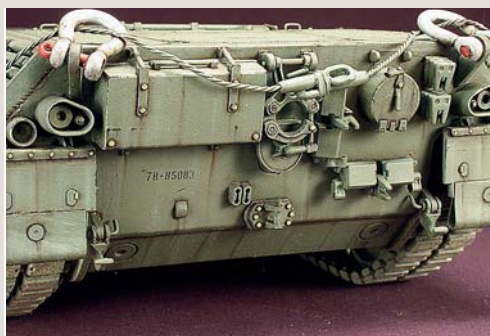
To start, we will place a small drop of #25 Lamp Black and a drop of #35 Raw Umber to our mixing palette. It will then be cut with Humbrol enamel thinner.



To start the shading, several thin, vertical lines of a pale green colour using enamels and oils. This effect begins the fading process.



Thinned #35 Raw Umber oil is used to start the long process of pin, or detail, washes.



Several dark vertical lines are also added and blended to create contrast. The pin washes and outlining really makes the detail start to pop. A pale green oil mixture is used too create some fine 'negative' chipping and scoring to the CARC green. Lamp Black oil is used to add fresher and deeper scoring.



The dust and dirt work begin. Several dust coloured pigments are mixed to get a variety of earth tones. Assorted earth toned pigment shades are stippled dry on the wheels and tracks. The tracks will naturally receive a much heavier treatment with the pigments.



Top deck surfaces are not ignored. Dust settles everywhere on AFV's in desert conditions.



A wet pigment 'slurry' is being flicked from a paintbrush. This simulates mud being thrown up by the tank's tracks.



To finish the look, heavily thinned XF55 Deck Tan is gently sprayed over the splatters to tie it all together.



The black oil is dry-brushed over the tracks' highest points.



The look highlights detail but preserves the look of caked mud.



An artist's blending stump is used to add powdered graphite to the tracks. Powdered graphite always looks far more realistic than any paint.



A dark grey enamel mixture is used to pick out the track pads. They would be rubbed clean by the movements of the wheels.



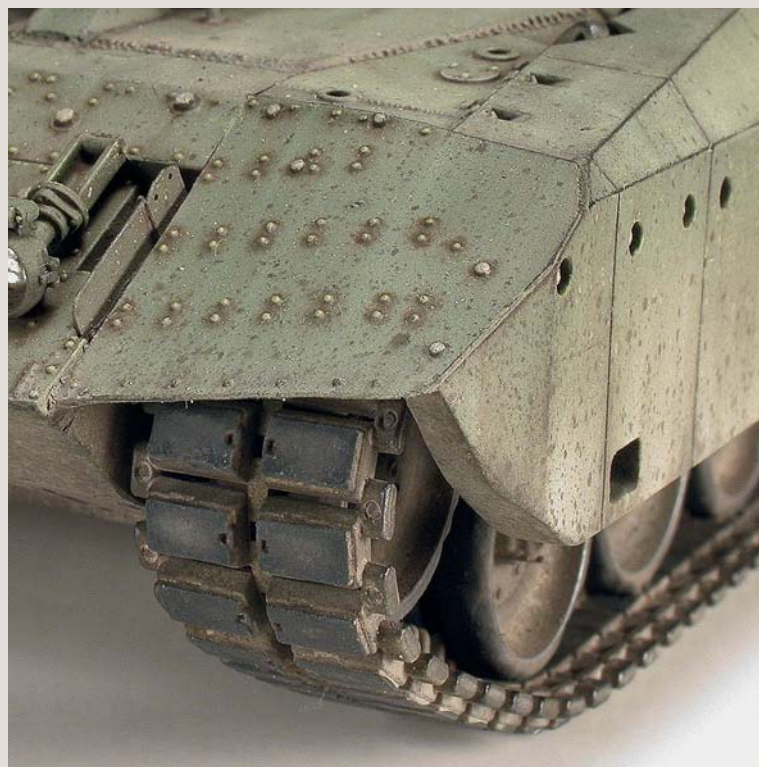
Some more dust will be needed to blend this together realistically.



The same enamel mix is used to pick out the tyre area of the road wheels.



A silver "Prisma-Colour" pencil adds a metallic edge to the wheel hubs.

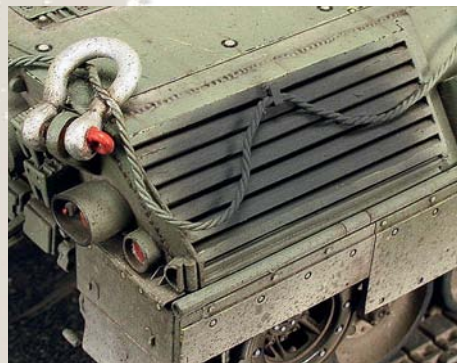




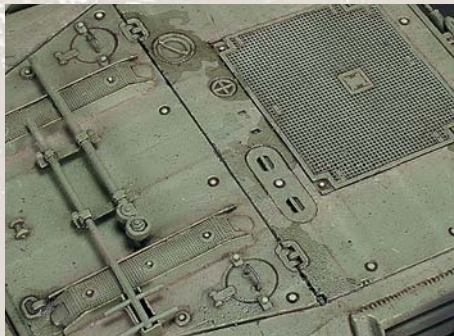
'SKP Models' makes a set of coloured resin tail lamp lenses specifically for Leopard I kits. The quality is excellent.



After masking the area, XF2 Flat Black was airbrushed to simulate the staining of the diesel engine exhaust. The final look of the exhaust stain is just right.



I thinned X1 Gloss Black and dropped it on random areas to suggest fuel or water spills, the pigment absorbs the gloss, just like dust would do in reality.



The gloss drips in the dry pigment gives a very pleasing contrast. Sloppy work, Mate!



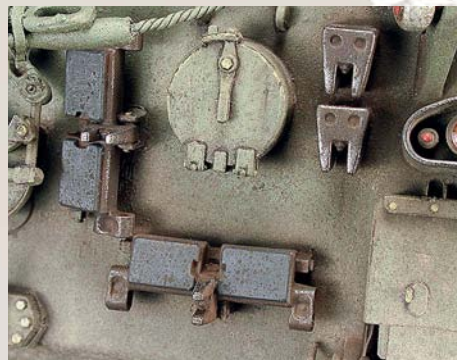
Dark grey enamel is used to give a base colour to the on board pioneer tools.



Dark rust coloured pigment is used to add a light rusted patina to the surface of the tools.



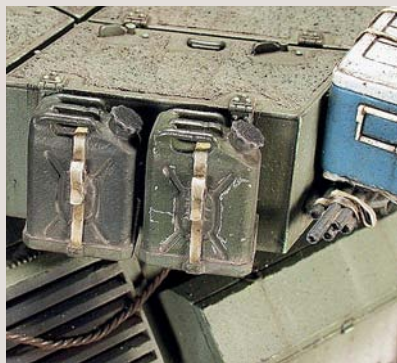
Finally, graphite powder is rubbed on to give a realistic sheen.



More of the details are finished and weathered.

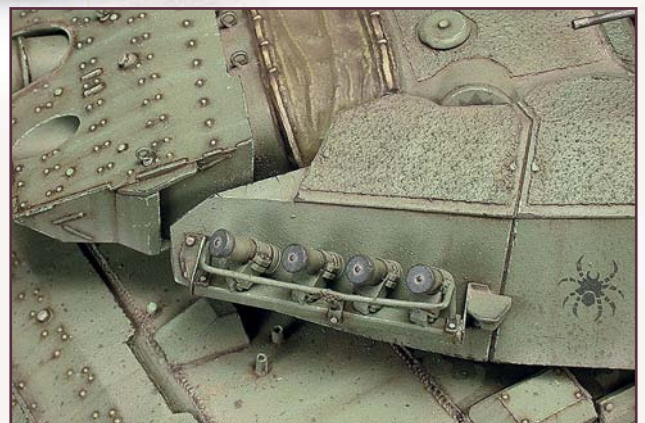


The grey enamel base is also used on the towing cable.



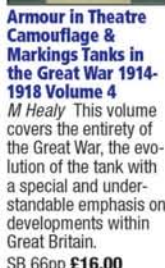
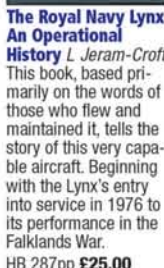
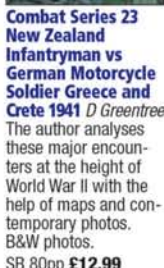
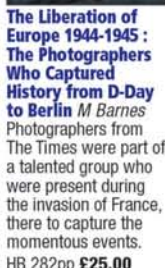
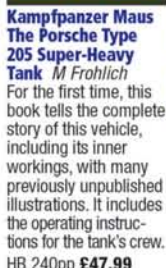
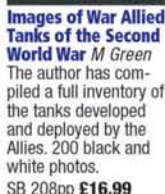
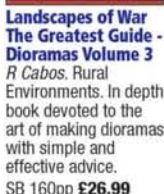
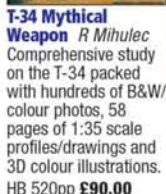
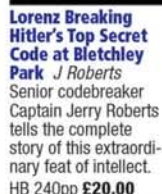
The fuel cans were all picked out in slightly different colours. Note the commander's map and water bottle.







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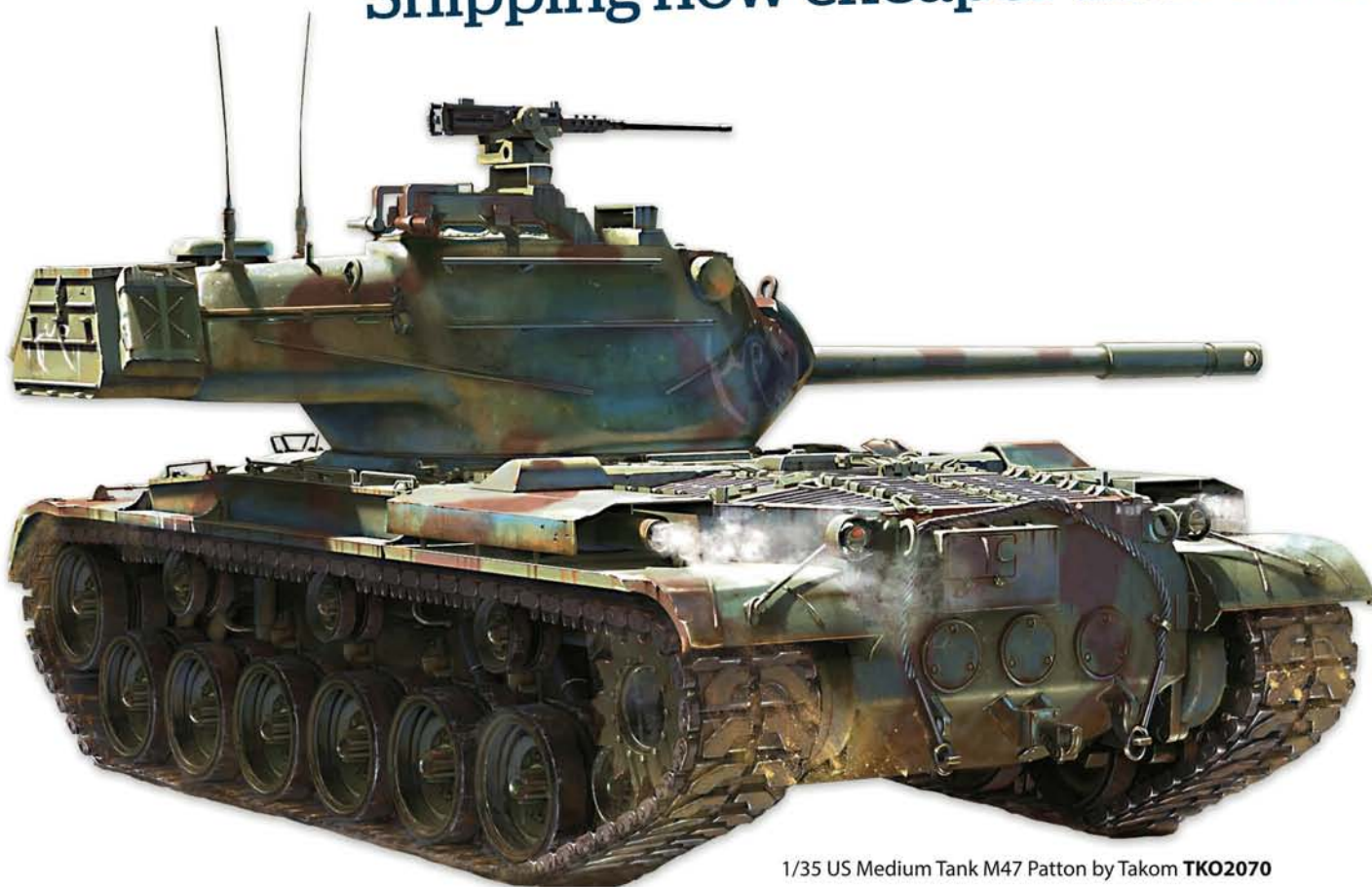
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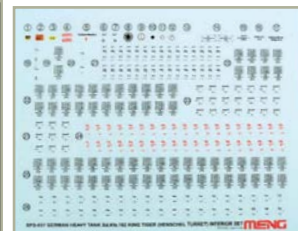
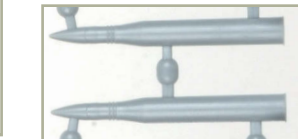
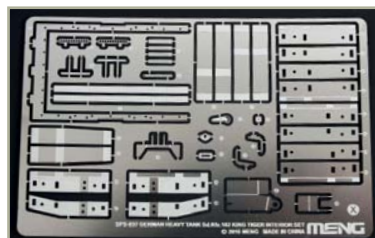
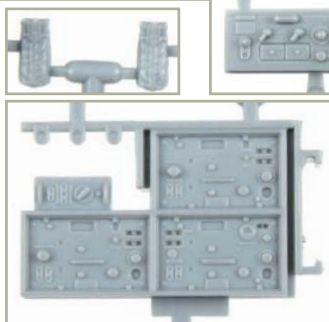
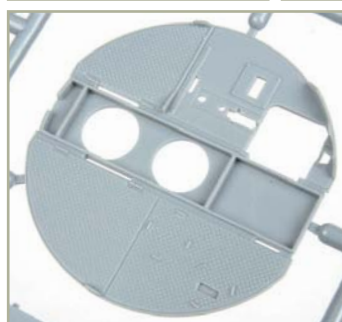
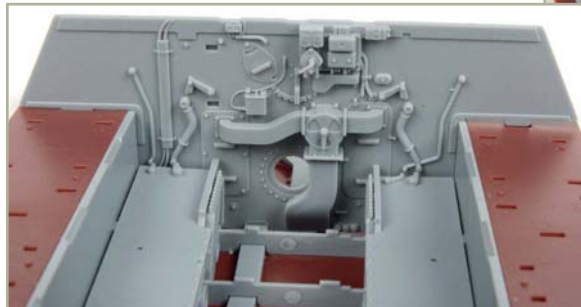
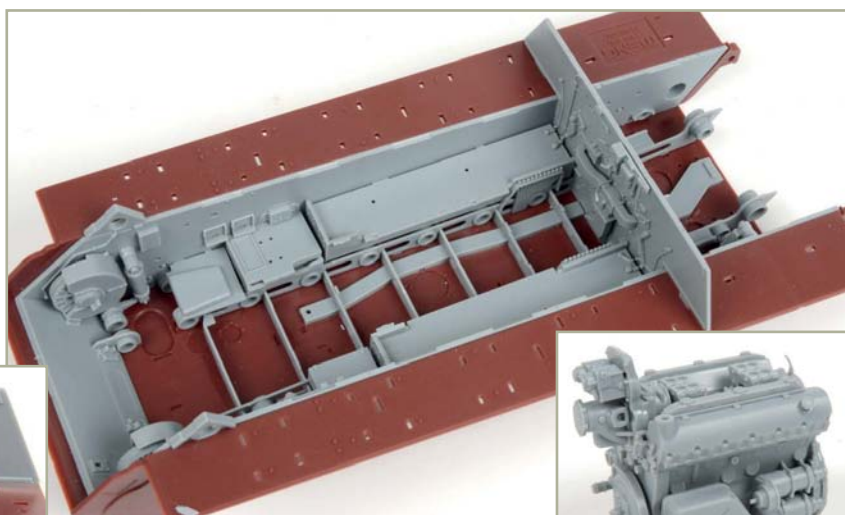
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Meng 1:35 King Tiger Interior

Following on from the release of the King Tiger comes this full interior kit which arrives in a box of equivalent size to the original release! The parts are superbly moulded and engineered as our dry-fitted partial assembly photos show! This interior provides the torsion bars so no need to purchase the working track set in order to build it. The Maybach engine is almost a stand alone model and the removeable engine deck panels should allow it to be shown off or it could be hoisted above the engine bay in a maintenance scenario. The engine bay features the correct 8 blade fans and the choice of two styles of header tank for the cooling system, the standard smooth topped one and the trial version fitted to the Swiss preserved vehicle. Internal stowage items like the first aid box, MG ammunition boxes and 88mm ammunition are all moulded separately which allows the modeller much more flexibility. The ammunition racks make use of photoetched frames for a true scale thickness and the separate

ammunition will make painting these parts very much easier. the front hull hatch levers are moulded individually to allow them to be positioned in either the open or closed positions. In the turret the dot pattern tread plate of the turret basket floor is beautifully replicated and the same finesse is applied to the sheet metal stowage trays around the turret ring which are commendably thin. i could find only one detail to quibble over and that is the small latch which is missing from the lock cover on the rear turret hatch. The kit decal sheet is mostly filled with the stencils for the ammunition but there are also elements like the instrument dials and the assorted internal stencils. Colour codes are provided in the instructions but the boxart is the only full colour illustration provided and it has a few errors. The quality of the interior has exceeded my expectations with a finesse and sharpness that marks this out as one of Meng's finest kits to date.

Meng Color

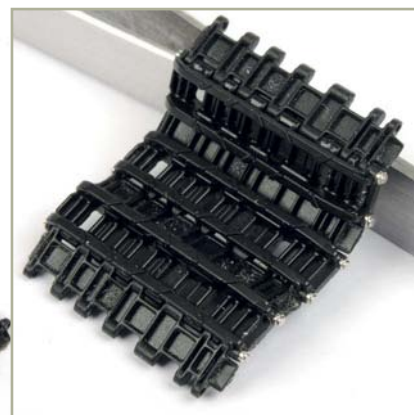
An ideal set to complement Meng's Kingtiger is this set of six German WWII colours including two shades of dark yellow and the olive green and red brown used throughout the war. Developed with AK Interactive we're guaranteed of good performance and colour accuracy with brush or airbrush application. Available from Meng dealers and distributors worldwide, www.meng-model.com





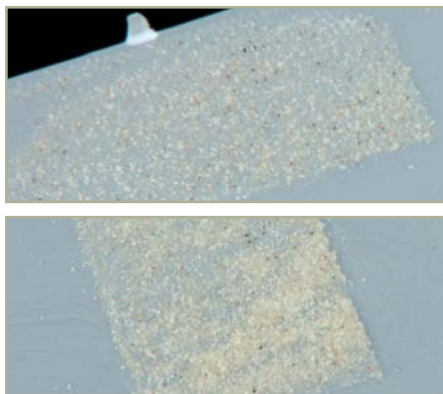
Meng 1:35 Workable King Tiger Tracks

Want to 'soup-up' your King Tiger even further? Meng have produced a really nice set of workable tracks to complement their kit (or any other King Tiger for that matter). The sprue points are surface mounted to avoid any damage to the fine edges and makes clean-up easy. Moulding is super-sharp and delicate. The clever part is the push-fit metal pins which make for a robust finished assembly, not only that, the pins are different for the inside and outer which is a nice touch of detail. The set also provides torsion bars to allow the fixed kit suspension to be converted into working suspension in the style of other Meng tank kits to allow you to make full use of the workable tracks. Highly recommended upgrade.



Meng 1:35 Modern German Tank Crew

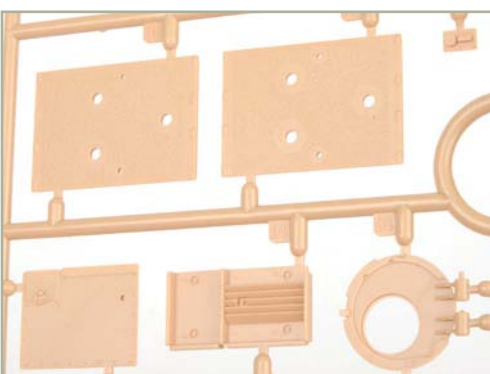
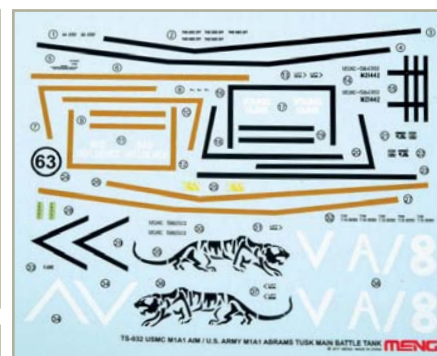
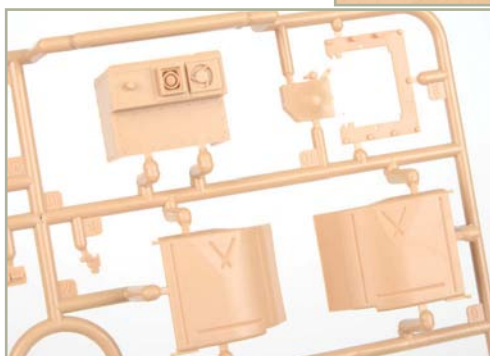
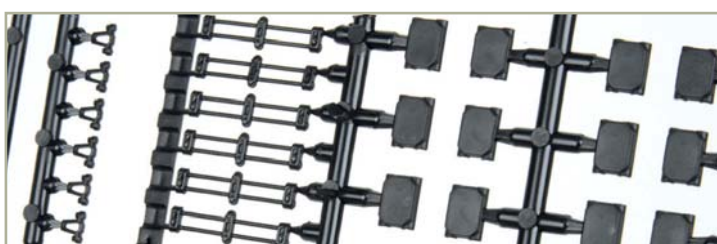
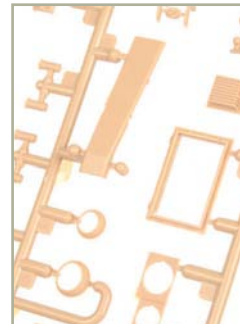
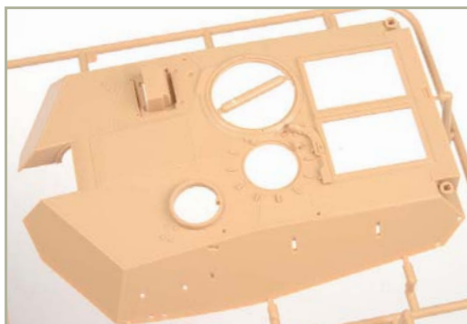
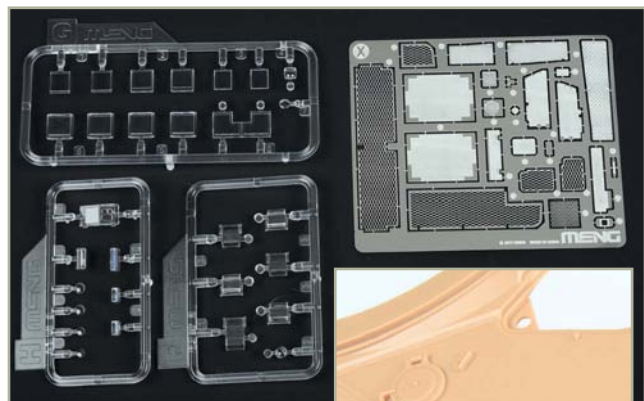
Filling an obvious gap in the market are these modern crew figures from Meng for your latest Leopard or other pieces of German armour which have hit the market lately. A great move is to split the set with two cold weather and two hot weather crewmen. Moulding and sculpting is nice with natural, relaxed poses and good uniform detail. Binoculars and personal weapons also included and the box art covers colour painting detail.



Vantage Modelling Solutions

With the popularity of modern armour subjects there's going to come a time when you hit on the much debated topic of producing anti-slip surface texture (an example in this very issue with the MEXAS Leopard). A product we've had the most success with in the past was 'Cast-A-Coat', a two-part process of adhesive and various grades of 'grit', this new process from VMS, Hull Tex, follows suit but is easier to use with better results. The bottles have a very fine spout which is excellent for application, the

cement is reasonably thick and easily spread by brush giving options for textures. The texture medium comes in three grades and is simply 'puffed' into place by gently squeezing the bottle, drying time is up to a couple of hours giving a very stable surface. Excellent results for anti-slip or cast textures. VMS also produce specialist thinners for both enamels and acrylics and specialist adhesives, take a look over at M.A.N. Models, www.manmodels.co.uk who kindly supplied our samples.



Meng 1:35 USMC M1A1 AIM, US Army M1A1

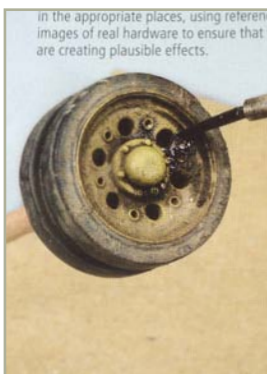
It's hard to believe we looked at Meng's first 'Abrams' release around a year ago and I remember watching David progress our full build feature (issue 89), to much acclaim. This new release comes in the same sized chunky box as the M1A2 and naturally shares many parts though here we're backdating to the A1 version. Two versions can be built from this kit; a USMC 'AIM' (Abrams Integrated Management) with upgraded electronic systems, turret mounted MCD and the most noticeable, the deep wading snorkel system. This also provides the standard armoured skirts, earlier style driver's hatch early pattern front mud flaps and perforated sprocket rim. The US Army version carries the TUSK armour, barrel mounted co-axial MG and partial armoured glass for the turret hatches along with smaller details. Four new sprues carry the fresh A1 parts and this kit offers quite a range of build options and it provides. The moulding quality throughout is superb with delicate weld beads and a very convincing anti-slip texture, where the standard of detail is restricted by the moulding process

photoetched parts are provided for stunning results straight from the box. The single piece hull tub features working torsion bar suspension and beautifully detailed road wheels and although the building of the multi-part tracks is rather demanding, results are excellent. Study the instructions for the call-outs of the version you're building as things could get complicated although Meng always do their best to hold the modeller's hand, for example the inside of the turret requires a few holes to be opened up; relevant text is moulded into the part to avoid any errors. Decals provide three USMC schemes and one Army scheme which I'm sure will prove the most popular, the well photographed 'Bad Influence' from Iraq in 2008 with its three-tone camo and desert sand TUSK upgrade parts. As we know the previous Meng Abrams was a delight to assemble this new version promises just the same and also opens up the choice of schemes for modellers as well as nationalities with for example an Australian vehicle being an easy adaptation from this kit.



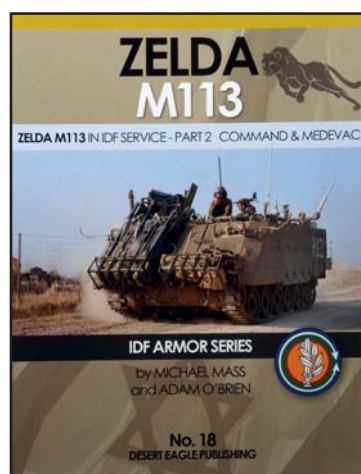
Mastering Oils- Oil Painting Techniques on AFVs

Joaquín García Gázquez
Published by Abteilung 502
Softback format, 127 pages
ISBN 8436535579896
www.abteilung502.com



With all of the magic potions on offer to make weathering, shading and highlighting our models easier it's good to see that the old favourite, oil paint, still has a place on the workbench. The Abt.502 brand has been around for some time now but has recently undergone somewhat of a revamp with a wider range of colours and collated sets as well as brushes and thinners. In this impressive new book, well known award winning Spanish modeller, Joaquín García Gázquez, takes us step by step through

numerous techniques focussing (as the title suggests) various ways to use oil colours from modulating and filtering base colours to heavy mud and fluid spills. A few introductory chapters give good grounding about colour pallets, shading and colour principles. Production values and image quality are excellent with large format photography of the author's work and methods. Recommended to anyone looking to push their finishing to the next level.



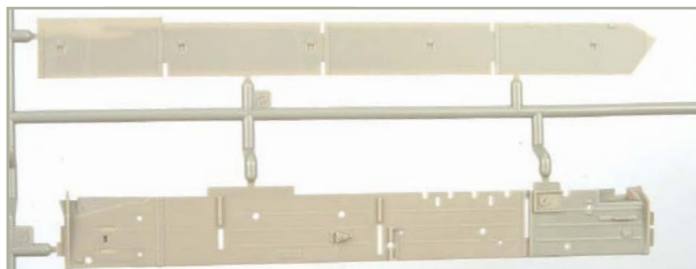
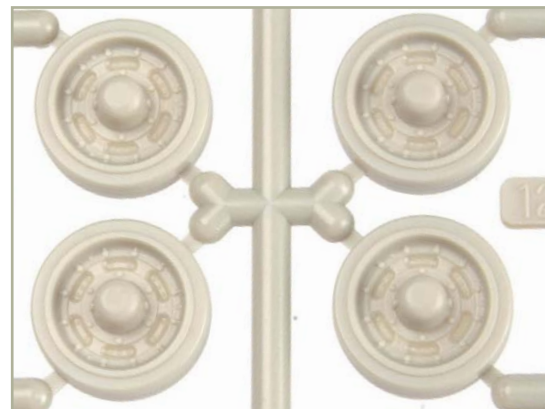
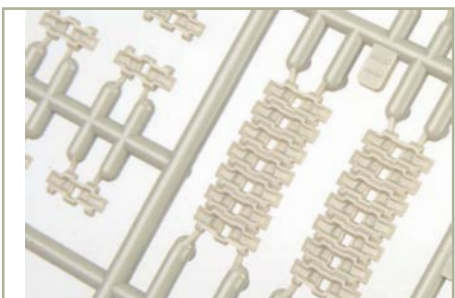
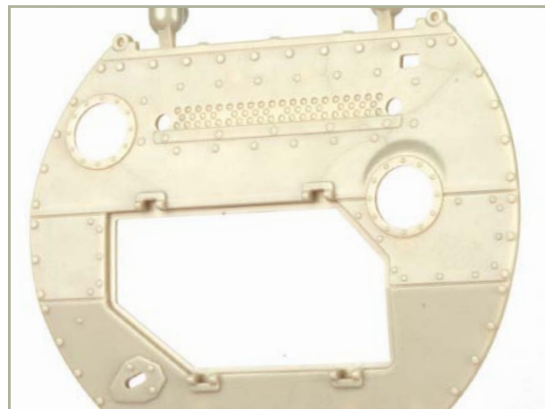
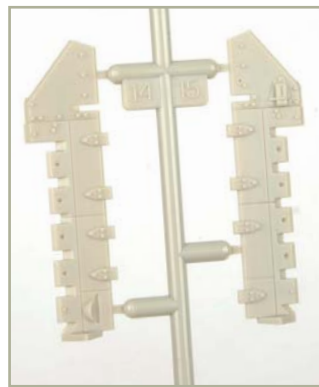
Zelda M113 in IDF Service- Part 2 Command & Medevac

Michael Mass and Adam O'Brien
Published by Desert Eagle
Softback format, 82 pages
ISBN 978965 7700 044
www.deserteagle-publishing.com



The IDF Armour series continues at a pace; great news for modellers of Israeli vehicles, in this case especially the M113 named 'Zelda' by the IDF. You'll have to go back to No.9 in the series for the first book focussing on the Zelda which deals with engineer versions, this time command and medical evacuation vehicles are the focus with the usual Desert Eagle approach of quality large format colour images and detailed, knowledgeable research resulting in the perfect easy access modelling reference.

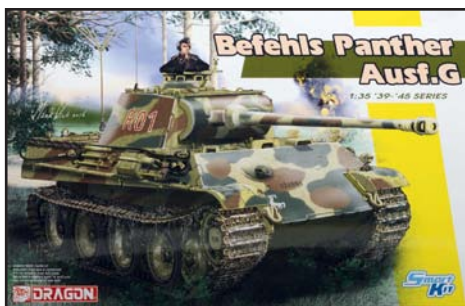
An introduction to the IDF M113 family is helpful and an understanding of the history of command vehicles the IDF have fielded over the years and use presently is welcome information. The same base knowledge is applied to the Medevac vehicles with another superb collection of images. This series continues to impress us and is a 'must have' for any IDF modeller but there is a problem with all of these Desert Eagle books; we just want to build all of them...so many projects...so little time...



Tamiya 1:35 Valentine Mk.II / IV

We were surprised at this Tamiya announcement as the market is well served with Valentine kits in 1:35 from both MiniArt and AFV Club. That said, Tamiya don't make any money from other manufacturer's Valentine kits and this kit certainly looks a much simpler affair in traditional Tamiya fashion. Our pre-production sample comes in a plain white box with the sprues presented in pale grey (probably not the colour of the production run), no photoetch, no metal barrel or fancy tracks; the only nod towards any 'extras' being a pair of crew figures which are actually rather nice, certainly an area Tamiya have improved upon in recent releases. Moulding is very nice throughout with some beautiful fine detail notably across the wheels and suspension springs, hull rivets and turret cast texture. Tamiya now seem to shun the traditional hull 'tub' in favour of separately moulded side walls and

belly and we're offered link and length tracks which are certainly more welcome than rubber-bands. The upper hull is also a multi-part assembly with optional sand skirts (British, North Africa version) and although nothing is included in the way of interior detail hatches can be posed open with a little work. Turret hatches are designed to open to display the figures which have really nice poses and sculpting in tropical British uniforms. Along with the British markings and overall sand finish are two Soviet lend / lease vehicles in plain green. This is a nice kit which looks like it will build very quickly, not as detailed as AFV Club's or MiniArt's but certainly a better choice for the less experienced (or lazy!) modeller. Our thanks as always to the Hobby Company for our advance Tamiya samples.



Dragon 1:35 Befehls Panther

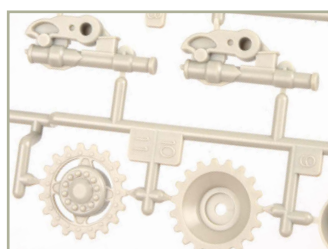
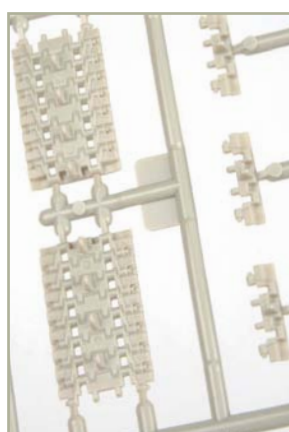
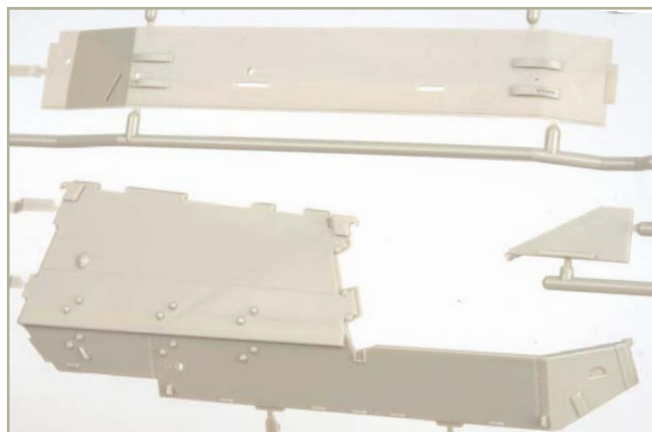
It seems a little while since we looked over a DML latest generation Panther kit (if you've collected all versions including Cyberhobby releases you might be surprised that it's almost thirty kits in total) and the contents of the box is still mightily impressive. This 'Smart Kit' harks back to the original Ausf.G of the new wave of tooling with extra parts to produce the command version including the huge extending antenna mast and storage fixtures. The moulding and detail is superb with the sprues looking as crisp as they've always done from the impressive hull tub to the one piece turret shell. Working torsion bar suspension and beautifully detailed running gear feature but many, I'm sure, would have preferred the individual link 'Magic Tracks' as opposed to the soft

'DS' bands. Being branded as a 'Smart Kit' photoetched parts are minimal but we do have braided metal tow cables and some clear periscopes, no metal barrel either but why bother when you've a single piece one with slide-moulded muzzle brake? Tool clasps are moulded in place and will be detailed enough for most modellers who don't want the time involved with photoetch. Options extend to a choice of mantlets including the rare bulged reinforced version pictured on the boxart, and the raised fan housings on the engine deck. It's no wonder the Dragon Panthers are held in such high regard by German armour fans, no matter how many different versions they manage to squeeze from the sprues they're still superb kits.



Stalingrad

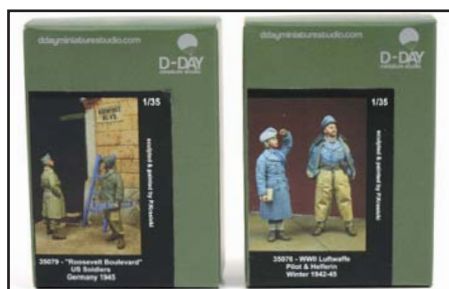
Stalingrad have produced one of their 'Big Sets' depicting a ten-figure scene from Operation Varsity in 1945. A spin-off from this is some of the figures released as singles or pairs as we have here. S-3154 is a US para with skeleton-stock M1 gesturing to comrades and a poignant scene with S-3151 featuring a medic tending to a wounded Airborne trooper. Sculpting and casting, as always, are as good as it gets with superbly rendered webbing and equipment and excellent anatomy. Take a look at www.stalingrad.diorama.ru at the impressive 'Big Set' and the full range, certainly one of our favourite figure producers.



Tamiya 1:48 'Elefant'

Even in 1:48, the 'Elefant' (refitted 'Ferdinand's) make for a sizeable model and probably the largest of Tamiya's quarter-scale series (this being number 89, unbelievably!). As with the Valentine, we've a pre-production white-box sample moulded in pale grey with a few poly-caps, the smallest decal sheet imaginable, nylon thread to represent the tow cable (a touch overscale perhaps for 1:48) and the return of the metal weights! What you don't get is zimmerit which I'm pretty sure all Elefants would have had; this is available as a separate upgrade set in the form of a 3D decal sheet. The kit follows the form of the rest of this series where there is some compromise on finer detail with simplicity of

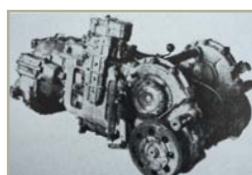
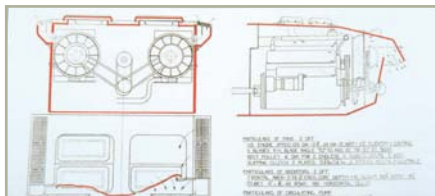
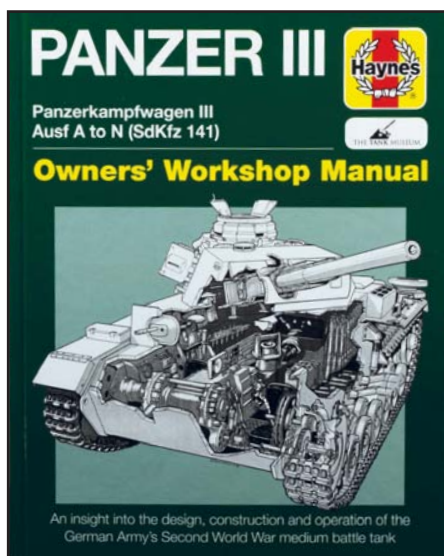
assembly being key throughout, certainly a kit which could be assembled over a few short sessions at the workbench. Wheels and tracks are nicely done and the hull structure assembles with the inter-locks as the real vehicle. The driver's hatch can be posed open as can the commander's, a decent figure is also provided and there's some nicely done weld beads and the large conical fasteners and 'pistol' port bungs are very sharp. If you decide this kit's for you take a look at Tamiya's website at the close-ups of the zimmerit set on a finished model, we're not convinced of the look and you may want to attempt your own.



D-Day Miniatures

Two new figure sets from D-Day in beautifully cast resin. 35079 depicts a pair of cheery US troops replacing a German street sign and 35076 is a nice pair of Luftwaffe characters; a female ground crew member and pilot. Both are in cold weather gear and certainly look bulky enough to pass as 1:32 if you dare to dabble with aircraft! www.ddayminiaturestudio.com





Panzer III Owners' Workshop Manual
Dick Taylor and Mike Hayton
Published by Haynes
Hardback format, 172 pages
ISBN 9780857338273
www.haynes.com

We've looked at a few of these Haynes 'manuals' now and have to say we continue to be impressed. With access and cooperation with the Tank Museum (Dorset, UK) we're provided with some pretty unique insight into the details of primarily the museum's Ausf.L. Along with a walkaround chapter there's photos taken during the restoration which clearly show original colours both externally and internally. We're taken through the development from Ausf A to N with

detailed tables of changes and production history throughout all accompanied by period photographs (some well known and some not so) with original diagrams and factory manual excerpts. As well as the technical side the historical and operations involving the Panzer III are well covered making this a very easy to access excellent all-round reference for modellers wanting a good grounding of knowledge on this important panzer.

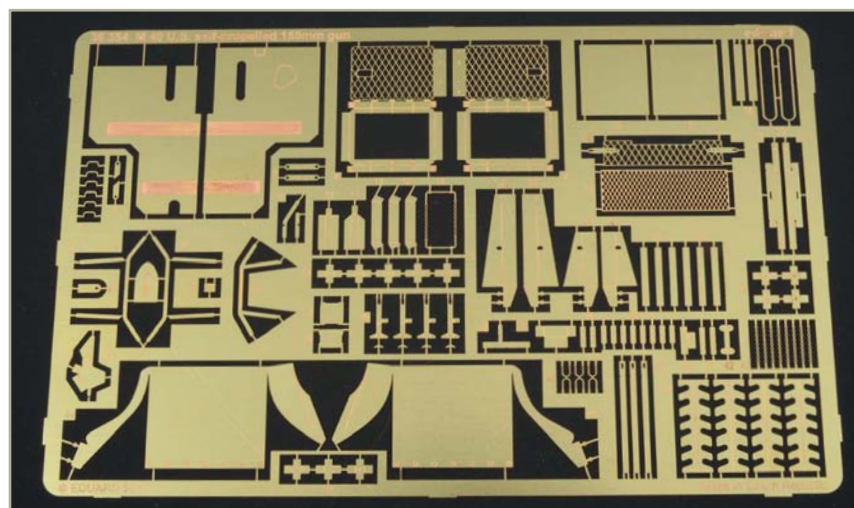


AK Interactive

Expanding their range of specially formulated figure paints are three new sets from AK. These highly pigmented acrylics brush beautifully and can also be thinned to spray. AK3220 covers modern desert uniforms with colour instructions for several patterns including Spanish, British and Russian. The ever popular subject of the IDF is catered for in set AK3230 with all the brown

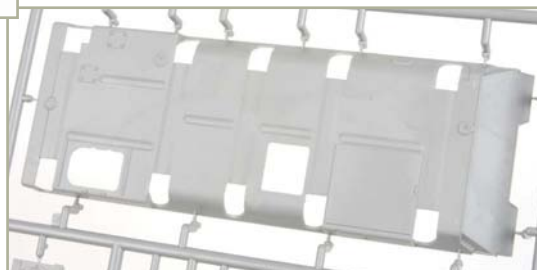
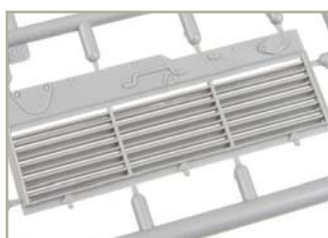


and green tones you might need, again the packaging has some guidance. Finally AK 3240 is six colours suitable for British WWII subjects including colours for the Denison smock and tanker-wear. Keep up with AK Interactive's rapid release rate and some very good tutorials at www.ak-interactive.com



Eduard 1:35 M-40 Upgrade

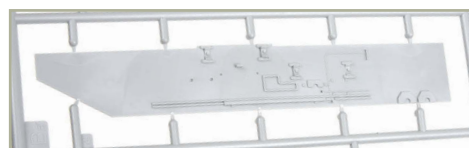
One of the fore-fathers of photoetch, Eduard, have a new set out for the Tamiya M-40 SP gun. Having built the kit we featured in the previous issue I can vouch for this set having exactly the elements you may want to upgrade. As well as some of the smaller details there's a pair of gun shields and front mud guards (ok, fenders!). Quality is excellent as are the instructions. Check out Eduard's massive range at www.eduard.cz



MiniArt 1:35 T-54-1

MiniArt are serving the Soviet armour modeller a feast of Cold War MBTs as they gradually tip-toe through the development of the T-44 and T-55 series. This new boxing of the T-54-1 is a more basic version of the previous release in that it doesn't have the full engine bay and interior. That said, you certainly can't describe this as a basic kit by any means, with around a thousand parts including plenty of photoetch and individual link tracks MiniArt kits provide a lot of modelling for your money. Moulding and tooling quality is up there with the best available, superb detail throughout and nice design features such as working torsion bar suspension and slide-moulding to offer features such as the single part gun

barrel and superb multi-part DSHK which is a little kit in itself. These kits are for the more experienced modeller with the sheer number of parts, many of which are very delicate requiring careful clean-up but the pay-off being a true out of the box build with superb levels of detail and finesse. This 1947 model has a great looking cast turret and mudguard mounted MGs with some nice camo patterns on offer from the coloured instruction booklet. A good move from MiniArt to offer this 'no interior' version (although enough is still included inside the turret to leave the hatches open) which is reflected in the price. Highly recommended.



MiniArt 1:35 T-54-1

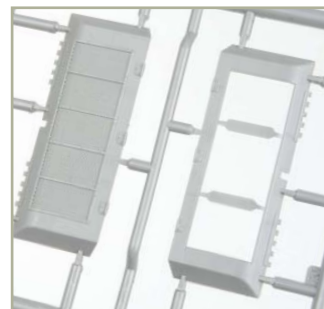
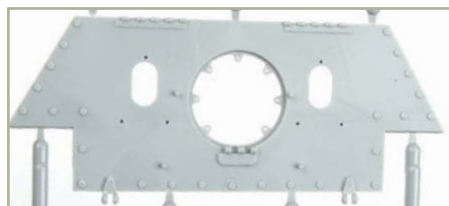
Again we're offered a 'no interior' version of this series of sublime Soviet MBTs, this 1949 version (designated '2') begins to morph into the most recognised T-54 with its large flat fuel tanks and more domed shape turret with simple snout-shaped mantlet. Also making a initial appearance are the long-serving RMSH tracks.

With over one thousand produced, this version was seen serving alongside the definitive 1951 model and also was exported and updated giving the modeller plenty of scope for finishing. Again, a kit for the connoisseur which will be a pretty involved project with a high parts count but stunning levels of detail.



MiniArt

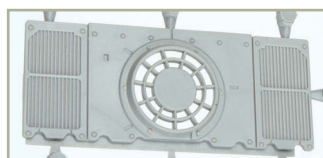
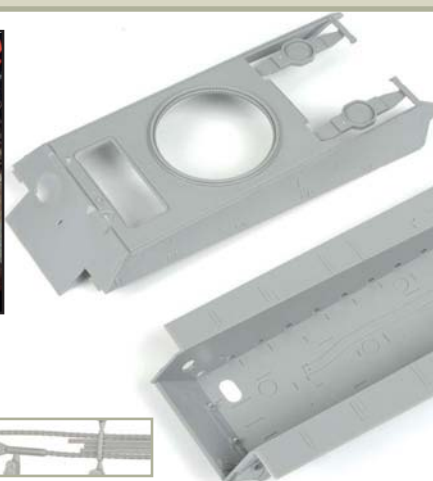
More to compliment your latest diorama ideas from MiniArt with two new releases in their Buildings and Accessories range. 35570 will go well with the tram and track kits from MiniArt, two highly detailed power poles with additional lamps moulded in clear. Nylon thread is included to create the tensioning cable. 35569 is a quite charming little set of café furniture. The parts are very fine and delicate with enough to produce two tables and four chairs. A clear sprue carries an assortment of glasses, a tinted green one of superb bottles and a white sprue has cups, mugs and saucers. Also included is a printed sheet of canopies and signage.



MiniArt 1:35 Jagdpanzer SU-85 r with crew

Or to give it the full title '8.5cm Sturmgeschütz auf fgst.T34 Jagdpanzer SU-85 r'. Phew. Or, to put it another way this is MiniArt's beautiful SU-85 boxed as a beutepanzer with a set of their German SP gun crew. The SU-85 kit appears unchanged from it's 'no interior' release with options of early or late production vehicles, the German version basically means leaving the fuel tanks off. We're reminded of just how nice these SU kits are with superb detail and state of the art moulding throughout. Photoetch and individual link tracks make these kits true out of the box builds

to keep even the most fussy modellers content although the high parts count might be demanding on more novice modellers. The five figures have been available in the past and are really nice although not specifically designed to fit this kit (with no indication of positioning) they will need some fettling to fit. Six finishing options are included with a good selection of interesting over-painted camo and markings. It would be nice to think MiniArt will utilise their existing sprues to give us the iconic T-34 as we're sure they would make a superb job.



AMMO 1:35 1945 King Tiger

A first here for AMMO with a Limited Edition kit release which will please the late war and 'what if' fans. The kit presents the options of a March 1945 KT or a proposed upgraded version and is based on the recent Takom Henschel turret release with new bespoke parts. We looked at the Takom kit a couple of issues back so the main differences are this is an 'external' version (without the interior and engine bay) and the 'last' version features include deleted cupola ring and jack / block from the hull rear, new track link holders on the turret along with foliage 'D' loops and a choice of different rear engine deck arrangements, production ones or louvred versions replacing the mesh covers. For the 'Paper Panzer' version we've a whopping new main gun, new range finders,

different MG configurations, three piece engine hatch and the turret mounted infrared system. All of the new parts are moulded to the same high standard and the box is packed-out with sprues. Late pattern single link tracks are nicely done (with a few pin marks to remove) and the 18-tooth sprockets to work with the different tracks and road wheels are nicely detailed. The hull has separate engine deck inserts and front hatch panel but we're missing all the panel weld joints from the hull roof plate. The new louvred intakes are very finely moulded and photoetch is included. There's a wealth of marking options, and of course if you go the fantasy route it gives the modeller free reign and will be a great, fun project. Nice idea and a nicely presented kit.

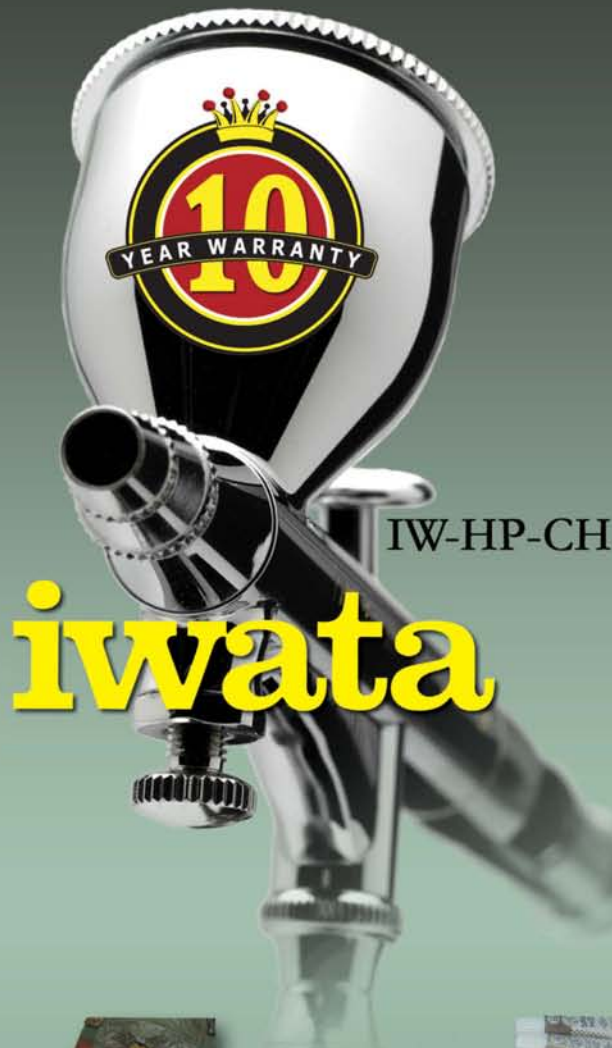
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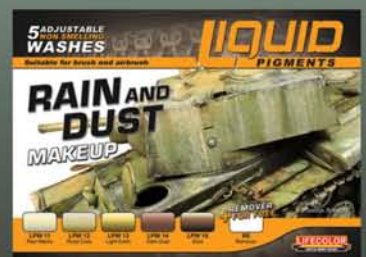


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REME

WRECKER

Ian Barraclough

gets ready to lift with his post Gulf War scene



Because of their 'Adapt and Overcome' can-do attitude, the Royal Electrical and Mechanical Engineers (REME) are quite often given some strange tasks. REME Recovery Mechanics (Reccy Mechs) train hard for these sort of events and after the invasion of Iraq, British troops on Op TELIC started the clear up of abandoned cities, roads and airfields. There are pictures of REME vehicles knocking over Saddam Hussain statues, moving wrecked tanks off roads and driving through Saddam murals. I

have heard stories of some of these strange tasks, so decided to build a REME based diorama of a Foden 6X6 Wrecker lifting an abandoned Iraqi aircraft off a runway in Iraq. This isn't an actual event with photographic reference, although I wouldn't be surprised if something similar actually happened.

Being a REME soldier I obviously know all about the Foden 6X6 Foden Wrecker, however I'll admit to knowing very little about the Mig 21. I knew I wanted to do

something different and originally bought the Trumpeter Mi-8 Hip helicopter do as a derelict aircraft, however, on opening the box and seeing the size of the 'Hip' I quickly realised that I simply didn't have the space to accommodate this one! I searched the internet and quickly found pictures of various Mig variants abandoned in states of distress across Iraq, including some completely buried (and yes, I thought about it – but couldn't justify spending money on a kit just to cover it completely with sand).



I eventually settled for a Mig 21 – I love that old fashioned shaped nose. There's plenty of material out there showing them abandoned and in many different colour schemes, but the most common (and attractive) one seemed to be an overall sand scheme with a 'wiggly' green overspray in a quite common pattern. I decided to do the Mig 21 and bought the Trumpeter 1:32 kit. In dry fitting the parts it quickly became apparent that with the undercarriage fitted the model would quickly overbear the Foden wrecker. I then decided to show the undercarriage collapsed, with the aircraft sitting on the

side of a runway, surrounded by the detritus of war.

I knew I didn't want to go overboard with the Trumpeter kit, but also knew that I wanted to show some panels removed and, like most modellers, wanted to show the cockpit in its fullest detail. This meant leaving the cockpit open and either thoroughly researching the panels of the Mig 21 or finding an update kit. Verlinden came to the rescue with their Mig 21 update set; it includes an updated cockpit, including film for the instrument faces, and various electronic and mechanical parts that fit behind open panels. The instruction

give clear and measured direction on what to cut out, which I completed before even gluing any of the Trumpeter kit together. I also thinned out the walls of the kit around the removed panels to give a better scale appearance. On top of this I noticed that quite a few of the pictures I had seen showed a particular panel on the lower tail removed. I have no idea why, or what's inside this panel, although I cut out the panel on the Trumpeter kit and built a backing plate showing various boxes, cables, valves and electrical wires.

With the Verlinden parts fitted during the basic kit construction, I added the collapsed undercarriage half in, half out of the undercarriage housing knowing that most of the underside would be well hidden once the aircraft was pressed into the diorama base. I added a few cables inside the cockpit and super detailed the inside of the clear Perspex canopy knowing that this area would be very visible once the diorama was completed. Flaps and rudder were fitted in a suitably 'tired' condition and I added some detail to the open brake parachute bay including a hanging cable strap to which the

parachute would have been connected. I used a brass replacement refuelling nozzle, although left this part off until the model was fitted to the base. During construction I painted the cockpit before fitting – the bright cyan green is a nice break from the usual sands and olive greens! I also painted all the interior panels before fitting and purposefully added some bright colours to make the detail stand out. With these parts fitted, and with the rest of the construction complete, I masked off the cockpit with sponge jammed into the gaps and masking tape covering the remainder of

the open panels and holes. I primed the whole exterior, minus canopy in 'Halfords' (automotive) grey primer followed by Alclad gloss black. I then used three different shades of Alclad: Aluminium, Duraluminium and Flat Aluminium to cloud over various areas of the aircraft. I wasn't too bothered about making this an exact science as most of this would be covered with the final camouflage scheme. At the same time I used the same shades as above to 'block in' the metal colours around the exhaust. Once dry (very quickly) I used a thick sepia wash over the entire exhaust and left it to settle for a few hours.

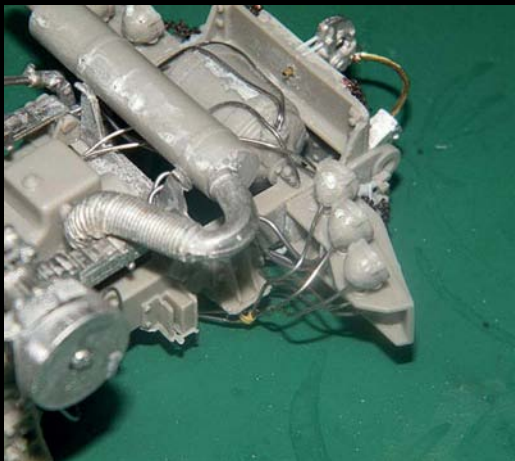




I then wiped off the excess with a soft polishing cloth and sealed the final results in with a coat of Klear (Future). Prior to starting the sand colour, I dabbed patches of Humbrol Maskol all over the model with a torn-up sponge – concentrating on the areas that would get heavy wear around the cockpit, leading edges and wing roots. Over the top of this I started on the base sand colour. As always I used Tamiya acrylics mixed until I was happy with the results. I start with a darker shade and build up to lighter colours, clouding on the upper surfaces and around panel lines. I wanted to show that this aircraft had sat in the sun for a long time, so really went to town on the fading. Again, I mixed the green by eye using Tamiya acrylics. I always lightly pencil my camouflage schemes directly onto the model (you need a good matt finish to do this), then spray over the top hiding the pencil lines below the spray. I used my trusty Badger 360 utilising the same method as above to fade the final finish. With the acrylic dried I use a soft, wide eraser to rub over the model and remove the Humbrol Maskol added earlier in the process. This reveals the metallic finish underneath in a chipped paint fashion. I find this method to be far easier to control than the 'hairspray' method. Once complete I masked off the upper side

and sprayed the underside with an off white – this will be mostly hidden so I left it at this. I hand painted various detail parts before sealing the entire model with Klear (I use a similar product bought in Germany) and added the kit's decals. After a coat of dark brown oil-based wash, I again rubbed off the excess with a soft cloth, leaving darker areas around the panel lines and crevices. I sealed again with a Matt varnish and then added some light streaking lines with oils. I held off any further weathering until I had it fitted to the base so I could tie in the sand colours with the base colours.





The Foden is an Accurate Armour resin and white metal kit which, despite its age, is still a fantastic kit. I bought the kit a very long time ago and it's been part complete for a number of years. I believe that Accurate Armour no longer use white metal in their kits and all parts are now either resin or etched brass. Accurate Armour also produce an Iraq specific Foden, which provides different pattern wheels, mesh screens and armour blast packs for the cab as well as the Electronic Counter Measures (ECM) fit and General Purpose Machine Gun (GPMG) ring mount. I contacted Derek at Accurate Armour and asked him if he could provide just the extra parts, as I already had the base kit. As always Derek was very helpful and the extra parts arrived in days. The kit needs very little by the way of detailing. I did add some hydraulic hoses, electrical cables and a few stowage items as well as thickening some of the etched brass parts to give them a more scale appearance. I wasn't sure of the final position of the crane in the diorama, so with a bit of

careful building it can be made to 'work'. I left the cab bare, as not much of it would be visible behind the mesh screens. I hand painted the cab interior a dark sand-brown, with details picked out primarily in black, although I added a splash of red for the fire extinguishers. The model was primed with Vallejo grey and, in the same method as the Mig, built up with colours from a darker shade to a lighter sand shade in the panel centres. I picked out the canvas covered blast packs with a dark brown filter to give them a different appearance than the rest of the model and hand painted hoses and cables in blacks and greys. I picked out the 'Foden' sign in red as often seen and added the red and yellow air hose connectors and red tow hooks. I also painted the fire extinguishers in red and added the separate Accurate Armour transfers to these.

The kit didn't come with any decals so I

used the spares box to add the Gulf War chevrons and high visibility (red/yellow) plates to the rear. I also used small white letters from a model railway set to add the number plates over a black base. I masked off the interior parts of the stabilising legs and painted them a semi-gloss black, on top of which I slopped a thick oil paint based slurry. In reality these parts are heavily greased, onto which dust settles and sticks making visible lines as the legs operate. I recreated these by sliding a razor saw blade over the still wet slurry, leaving thin lines in the direction of travel. Many of the smaller parts were still not fitted at this stage but were hand painted and put aside for later fitting. I also cut up some wooden ice lolly sticks and kebab skewers to make the wooden blocks fitted to the rear hamper and sides of the crane. The tyres were hand painted using acrylics and dry-brushed with shades of grey to get a worn rubber look. I used the torn sponge method with a dark green to do the chipping; the secret here is, once you've got the green onto the sponge dab it onto a kitchen towel until very little comes off, then apply to the model. If you want bigger chips leave more paint on.



I've heard heated discussions over the reality of chipping, however I've seen this first hand; this paint is meant to be peeled off once back in Europe, so bumps and bashes result in very chipped vehicles quite quickly. With all the colours added I sealed the model with Klear and added a sepia wash, again rubbing off the excess with a soft cloth. I sealed again using a matt varnish and added some dust streaks using light oil washes. I again decided not to weather more until fitted to the base so I could tie everything in with the ground colours.

The figures are heavily modified Verlinden items, with limbs cut and altered to get the poses I wanted. They were hand painted using Tamiya acrylics to represent the older, two tone desert camouflage. Troops on the early TELIC Operations were issued Disruptive Pattern Material (DPM) body armour that was previously used in Northern Ireland, so again this was hand painted. Ditto with the webbing which, at this stage of the campaign, was simply as issued for war in Europe. I picked out boots and shemaghs (scarves) and added a representative 7 Armoured Brigade Badge (The Desert

Rats) to the upper right sleeve of the combat jacket. The splashing water was achieved by laying down 'EZ Water' White Water Effects onto the waxy side of double sided sticky tape. Whilst drying I shaped this with a toothpick. When dry I lifted the now clear 'splash' off the waxy surface and glued onto the face of the thirsty Recovery Mechanic. The ZPU-23 anti-aircraft gun is from the Meng Pick-Up truck (left over from my diorama 'Heart Transplant' in AFV Modeller Issue 85), however you don't get a base to mount the gun on so I built up a frame and legs from plastic stock and added the wheels from the old Tamiya Kubelwagen kit. This was painted to depict a long-abandoned piece of equipment with rusty coloured washes and dusty deposits added.

I always 'mock up' my dioramas before laying them down on a base. In this case it quickly became apparent that I either required a huge base or break one of Shep Paine's golden rules 'don't have models hanging over the edge of your diorama base'. I drew my rough base outline onto A3 paper and then using this I cut out a kidney shaped lump of MDF. Knowing that there

wasn't really going to be any raised areas I edged the MDF with an old piece of Formica iron-on edging. I built up the ground down the side of the Mig using damp kitchen tissue, then poured plaster over the top of this. Whilst still wet I sprinkled fine sand and fine broken pieces of plaster over the top of this and pressed in the various items of detritus from the spares box and Verlinden's modern war debris set. I also used the ejector seat from the Verlinden kit strapped to a wooden pallet to fill a bit of space. I allowed this to dry for an hour, then covered this with kitchen film before pressing the Mig into the ground. With this still setting I dampened the area for the tarmac and sprinkled plaster powder through a sieve to get a level, though rough surface. I allowed this to dry for a while before picking out potholes with a toothpick and scraping in some lines between the tarmac panels with a metal ruler. Once the plaster was dry a bit of wiggling allowed the aircraft to be removed and once the kitchen film was also removed the imprint of the aircraft was left. I painted the tarmac in various shades of grey using an airbrush and added numerous washes to get a well used and abused look.





The sand areas were airbrushed with the Mig glued in place allowing some overspray on the lower portions on the aircraft. I also hand painted the various abandoned items around the Mig, before coating the whole base with a thin wash of sand coloured pigment powders. This settles in crevices as real sand does, so The Mig and Foden also received this treatment. I drilled pins into the tyres of the Foden allowing me to fix it permanently to the base. With the truck body fitted I positioned the crane to be above the centre of the Mig body. I used rolled up and flattened lead foil to represent the lifting cradle material; in real life these straps are very similar to fire hoses (including being red). To tie everything together I used Mig powders to add dust and streaks to both the Mig and Foden whilst fitted to the base and also around the lower torsos of the figures. I also printed off some reduced 'Iraqi' documents and propaganda leaflets (sourced from a Google search) onto paper and white-glued these around the various Accurate Armour boxes and bin bags. To complete the base I painted the edging in a light brown acrylic before using a thick, stiff brush to streak a red-brown oil wash over the top. I sealed this in with a high gloss car paint from a rattle can – giving a 'wood effect'. Finally I added the canopy of the Mig and the fine detail parts to the Foden including the mirrors and green flag (denoting the last vehicle in a convoy – usually a recovery vehicle. Have you ever wondered how the recovery company 'Green Flag' got its name..? It was started by an ex Recovery Mechanic).

Overall a thoroughly enjoyable project. The aircraft isn't something I'd usually build (or would be seen in AFV Modeller!) and was a nice break from the usual rusty tracks and olive greens. I think that the wing and tail hanging over the edge of the base adds a unique touch... and allows it to fit the available display space I had.





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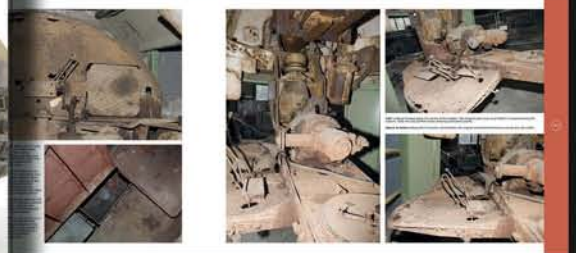
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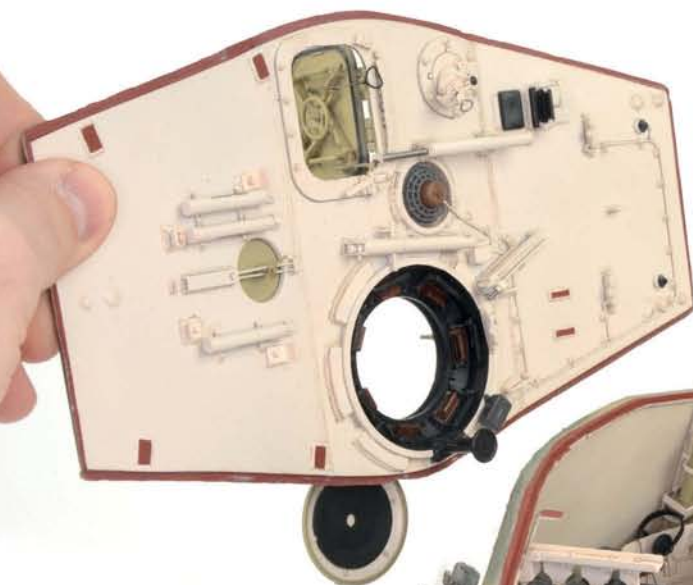
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