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Erik Gideonse's Stunning Diorama

## CASUALTIES of the Reich

...verlustReich...  
Sommer 1943



# PLA MAIN BATTLE TANK ZTZ96B

1/35 TYRANNOSAURUS SERIES TS-034



# German Medium Tank Sd.Kfz. 171 PANTHER AUF. A LATE

1/35 TYRANNOSAURUS SERIES TS-035



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Meng AFV Modeller is published Bimonthly by  
AFV Modeller Ltd  
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East Moor  
Stannington  
Northumberland  
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ISSN 2059-4305



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# ***Rollin' Along*** **BMR-3M**

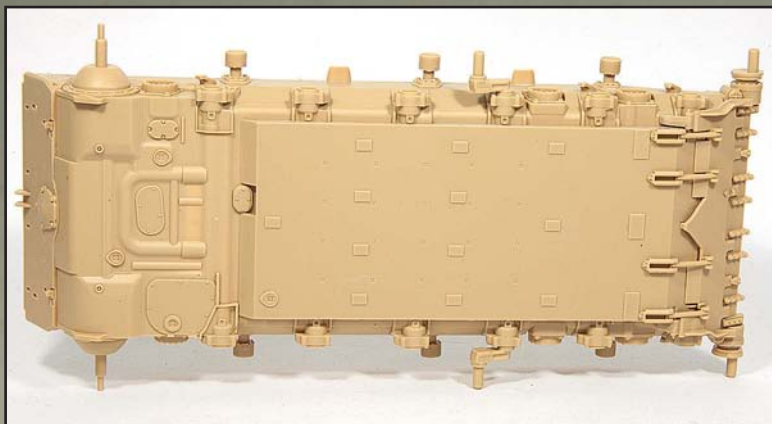
**SEAN M. LYNCH BUILDS THE NEW MENG MODELS KIT**

I often don't think of mines being the threat that they are to armoured vehicles. Perhaps this is tempered by images of missiles and tank guns being fired at them as often depicted in movies, those images being more visually interesting than something inexpensive buried under the ground just waiting to explode upon contact.

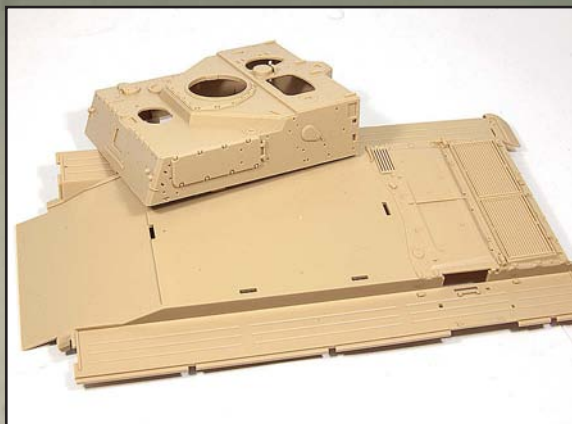
However, some recent releases of mine clearing vehicles are out there to remind me of the need of armoured as well as infantry formations to deal with the threat. The subject of this article is the impressive looking BMR-3M. This is one of the latest iterations of Russian armoured mine clearing vehicles and is based on the T90 chassis with an upgraded superstructure covered in Kontakt explosive reactive armour and additional belly armour to protect the crew. Two KMT-7 mine clearing sets are situated at the front of the

vehicle. These include up to date electronic counter measures as well as the traditional mine rollers and plows.

Meng has provided a very accurate kit of the BMR-3M. The accuracy in fit and detail essentially makes this an out of the box build unless you wanted to add interior or possibly PE for the inevitable sets that will follow. After looking through the directions I realized the challenge in building this kit will be when the time comes for painting the vehicle. I decided that if I permanently attached the KMT-7 Mine roller arms prior to starting the painting and weathering process I would cause myself unwanted problems. As such I took the approach of building, painting and weathering (though the weathering methods would be the same for all three) three separate models, the vehicle itself, and each KMT-7 that would be put together in one final step.



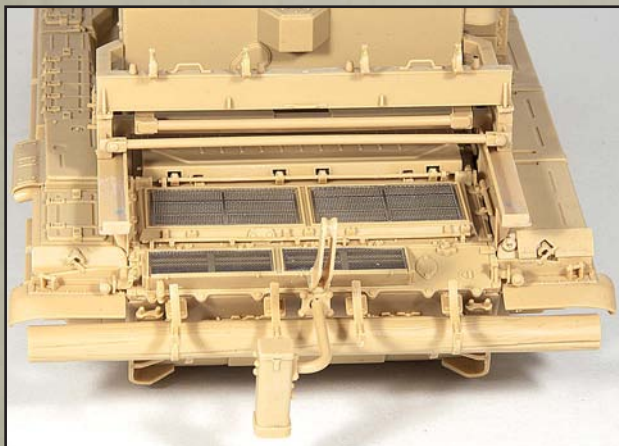
The lower hull and hull armour are well detailed. Sadly, these will be mostly unseen in the final presentation.



The superstructure comes in several separate parts that are put together to create the final structure. I used the placement slots in the upper hull to help ensure a proper fit and alignment.



While Meng and many manufactures have provided guides to help ensure proper alignment of the road arms for a level stance, this time Meng has provided a guide the clips onto the lower hull. I found this to be a welcome extra help in the assurance of a level set of the road wheels.



The rear of the vehicle is very busy and packed full of details including the large rack which stows the mine rollers for transport. Fuel drums are provided for the drum racks, but I chose not to add them based on reference photos.



As can be seen in these photos there is a lot to the KMT-7 arms. The chains can be a bit tricky to handle when attaching the mine roller to the arms, but by and large are easy to work with. I did have a slight gap in the plow blade which was later addressed. I toyed with the idea of placing the roller in the racks on the rear deck, but didn't have a good reference for how they are stowed there and decided to proceed with them installed on the support arm.



The vehicle has been completed. To aid in painting I primed the lower hull prior to installing the side skirts. The kit provided tracks are individual link. I decided to only make half runs since the upper run won't be visible at the end of the day. This allowed me to paint them off the vehicle.



# BMR-3M

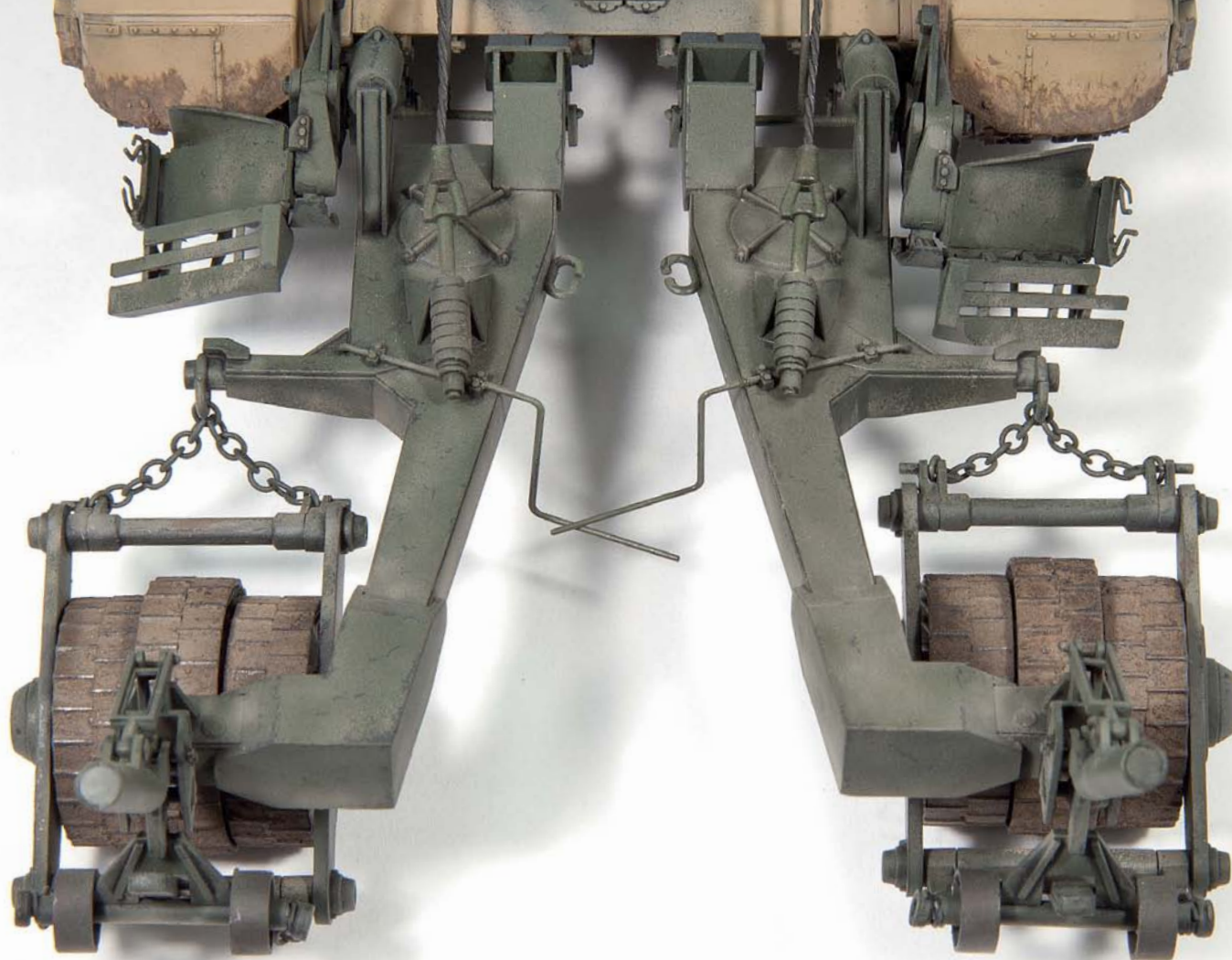


A rough mockup of the how the beast will look when done. Yes, the KMT-7 arms are sitting on the unused fuel drums. This view shows all the details the vehicle has, from the KMT-7 arms to the Kontakt armour to the rear deck.

The BMR-3M has not seen service in any conflicts yet and I am not sure how many may actually be in service at the current time. The photos that can be found are from arms shows and demos of the vehicle. I did find a nice selection of photos from the Gur Khan Attacks! web site which also includes a good write up on the subject, albeit in Russian requiring the use of translator software. I found a colour scheme for the camouflage of dark green and sand with some black and pure dark green for the mine roller arms that I found very appealing.



I often find myself having to create custom mixes of colours for my models and the BMR-3M was no exception. After some trial and error with Tamiya and Vallejo paints I decided on a mix of Tamiya XF61 Dark green, XF-81 Dark Green 2 and XF-13 JA Green in ratio of 12:4:2. This was used for the base colour on the assumption that the dark green would be what the vehicle would roll out of the factory in and the sand added later. The mine roller and arms were painted this as well, though with a higher proportion of Dark Green 2 to give it a slight tonal variation.



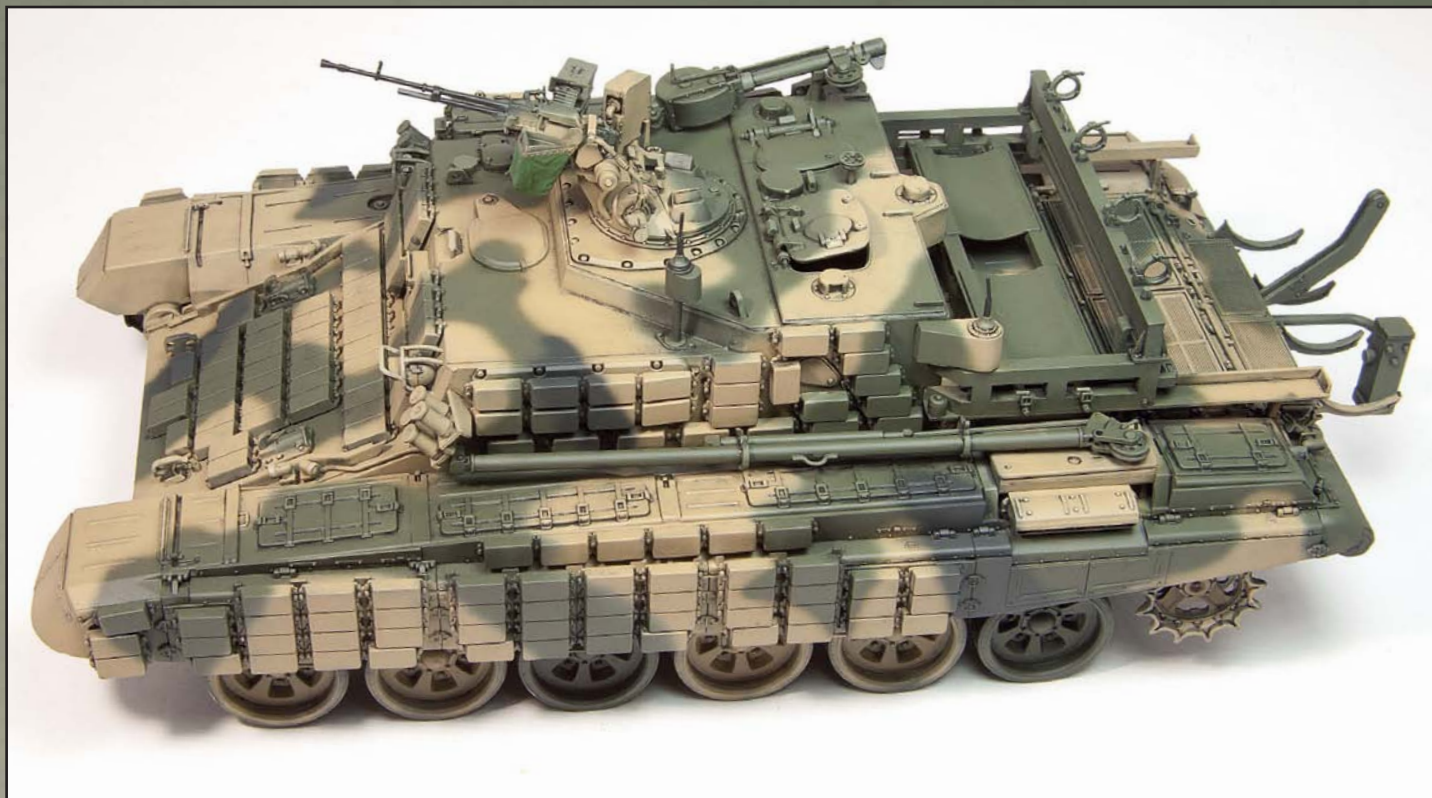
The next principle colour in the camo was sand. I experimented with dark yellow and khaki to match the colour and finally settled on a mix of Tamiya XF-2 White and XF-49 Khaki in a ratio of 2 parts white to 5 parts Khaki. The lighter colour did cause some overspray which was later tightened up with thin mix of the green.

Tamiya XF-69 NATO Black was used to complete the camouflage pattern.

The model was given a coat of Vallejo Matt Varnish once the pin wash had dried and cured. Remaining details were then painted.

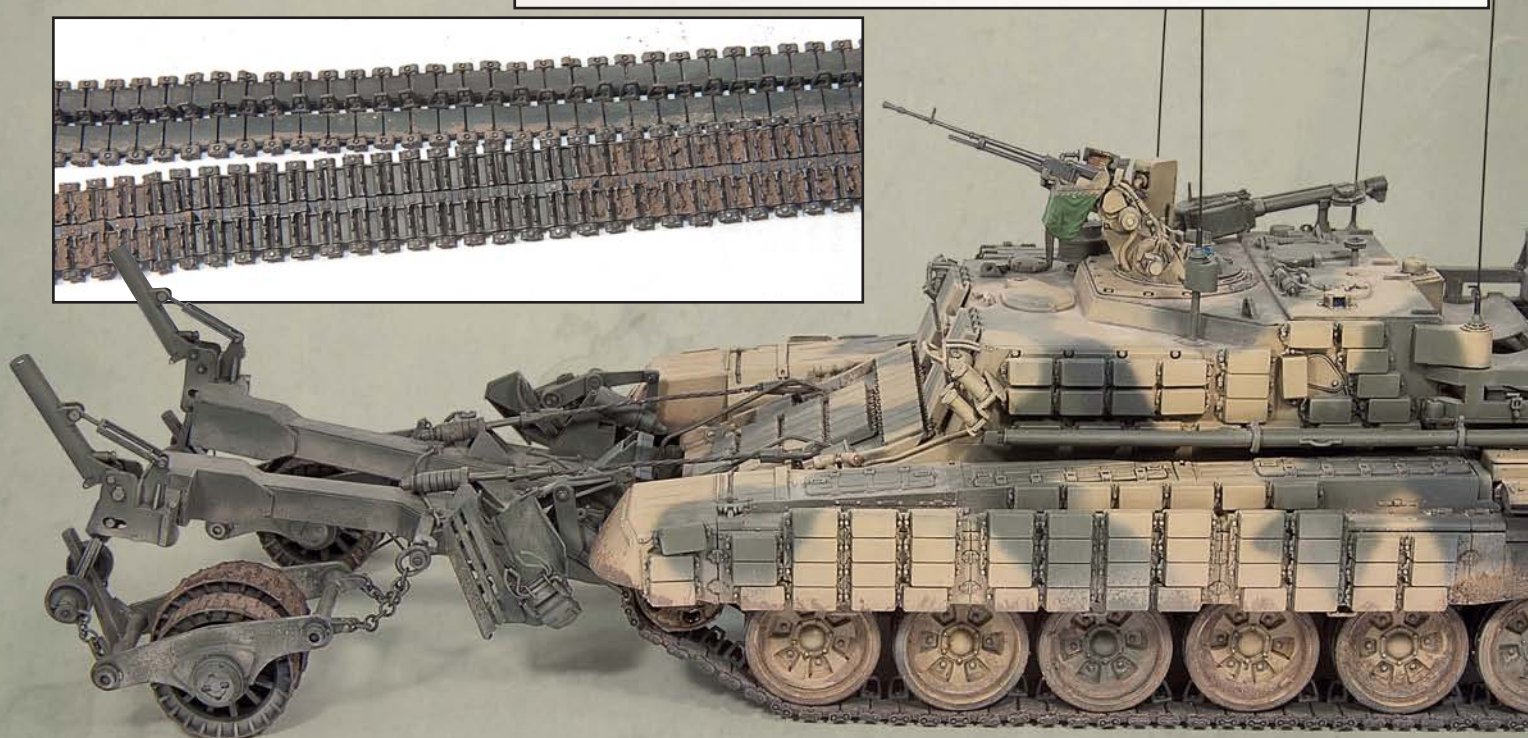
The lights indicator lights and optics were first painted silver. Tamiya clear paints were then used to coat them to achieve a hopefully realistic look.

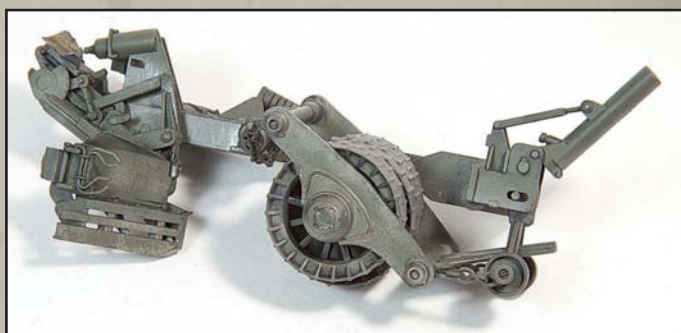
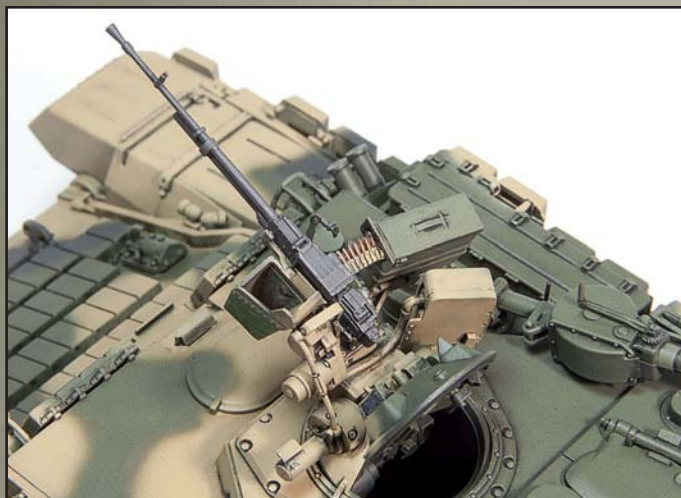
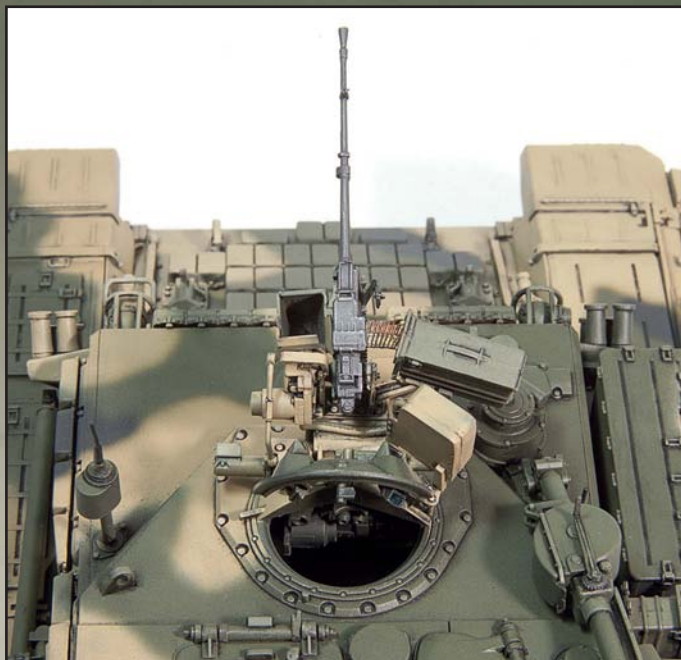
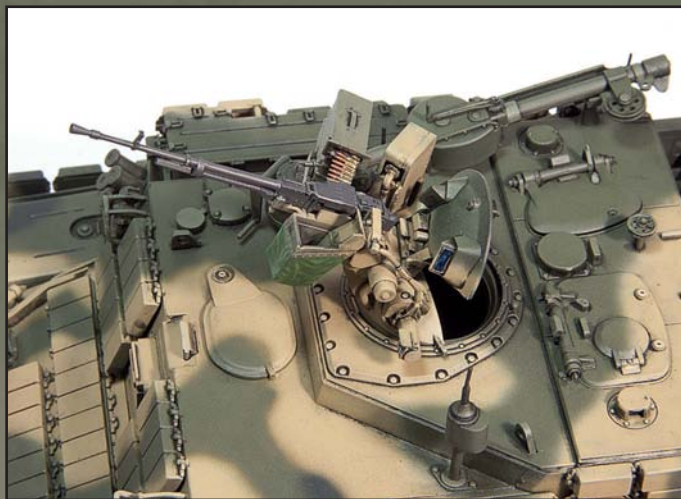
The unditching log is the plastic one included with the kit. This was painted with Vallejo Old Wood for the lighter portion and a mix of Vallejo Brown and Chocolate Brown for the darker portions. This was given a general wash of Abt. 501 Shadow Brown oil.



I don't often like to alter the colour of the model with a general area wash or filters. I take care of any tone alteration in the initial painting steps. My first step in adding some interest to the BMR3 was to paint highlight objects such as bolt heads with a lighter shade of the base colour. A pin wash of black was then applied the areas of shadow to help pop the details and give the model the depth needed for the scale object. Any excess was wiped away before it fully cured.

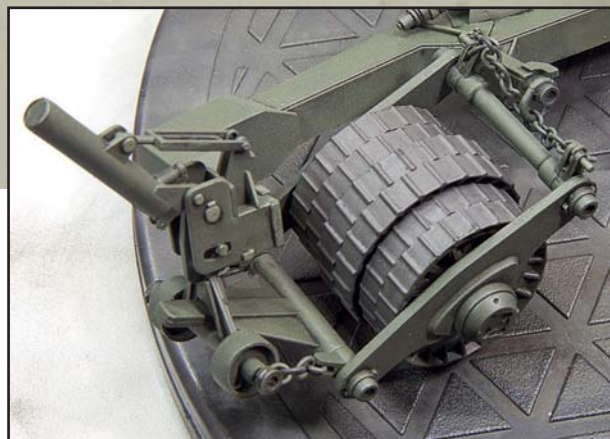
The tracks were left off until everything else had been painted and weathered. The track were painted with several tones of a dark metal and rust tones. Wilder Dark Brown Textured earth was used for the mud caught in the tracks. I didn't bother adding mud to the portions of track that would be visible. A final step was to rub graphite on the upper edges to give a worn metal appearance.

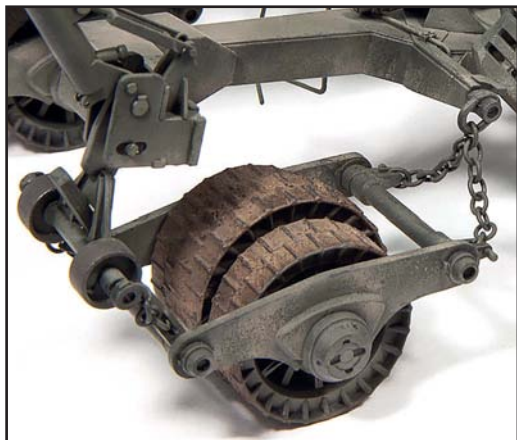




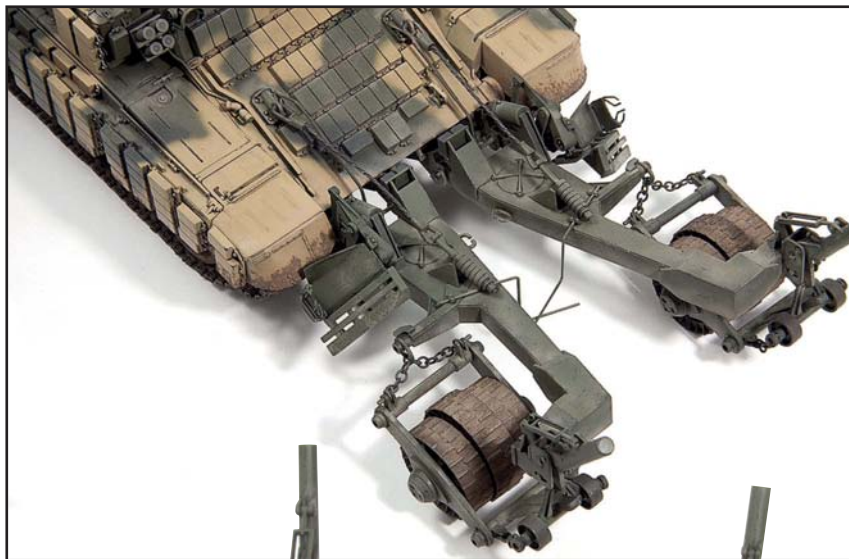
The mine rollers and arms were not being neglected with the vehicle was being painted. The arms were base painted in dark green, but followed the same paint and weathering techniques as the vehicle. The actual wheels of the roller were not painted green but instead were painted with a mix of Vallejo Black, Black Grey, Natural Steel and Burnt Umber (to give a slight rust tone).

Dark green was chipped onto the rollers using a sponge to reclaim some of the green that would've been painted onto the rollers prior to use.





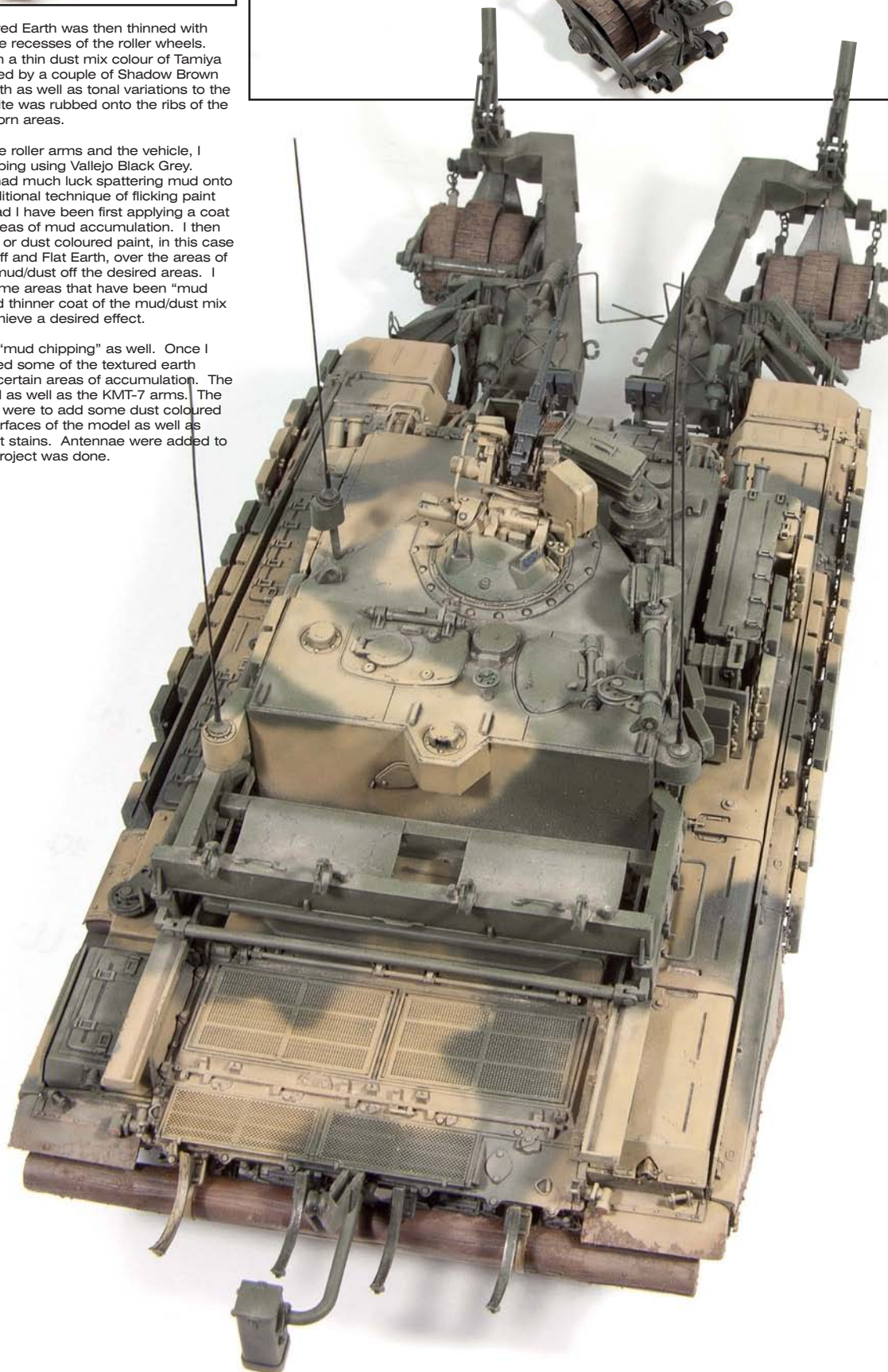
Wilder Dark Brown Textured Earth was then thinned with water and painted into the recesses of the roller wheels. This was then misted with a thin dust mix colour of Tamiya Buff and Flat Earth followed by a couple of Shadow Brown washes to add more depth as well as tonal variations to the mud on the roller. Graphite was rubbed onto the ribs of the wheels to simulate the worn areas.



Prior to adding mud to the roller arms and the vehicle, I brush painted some chipping using Vallejo Black Grey.

I have never had much luck spattering mud onto my models using the traditional technique of flicking paint from an old brush. Instead I have been first applying a coat of chipping medium to areas of mud accumulation. I then airbrush on a mix of mud or dust coloured paint, in this case a 50/50 mix of Tamiya Buff and Flat Earth, over the areas of interest. I then chip the mud/dust off the desired areas. I then go back over the same areas that have been "mud chipped" and reapply a thinner coat of the mud/dust mix with an airbrush until I achieve a desired effect.

The vehicle received the "mud chipping" as well. Once I was done with that I added some of the textured earth product to the vehicle in certain areas of accumulation. The tracks were then installed as well as the KMT-7 arms. The final steps for weathering were to add some dust coloured pigments to the upper surfaces of the model as well as black pigment for exhaust stains. Antennae were added to the model and I felt the project was done.



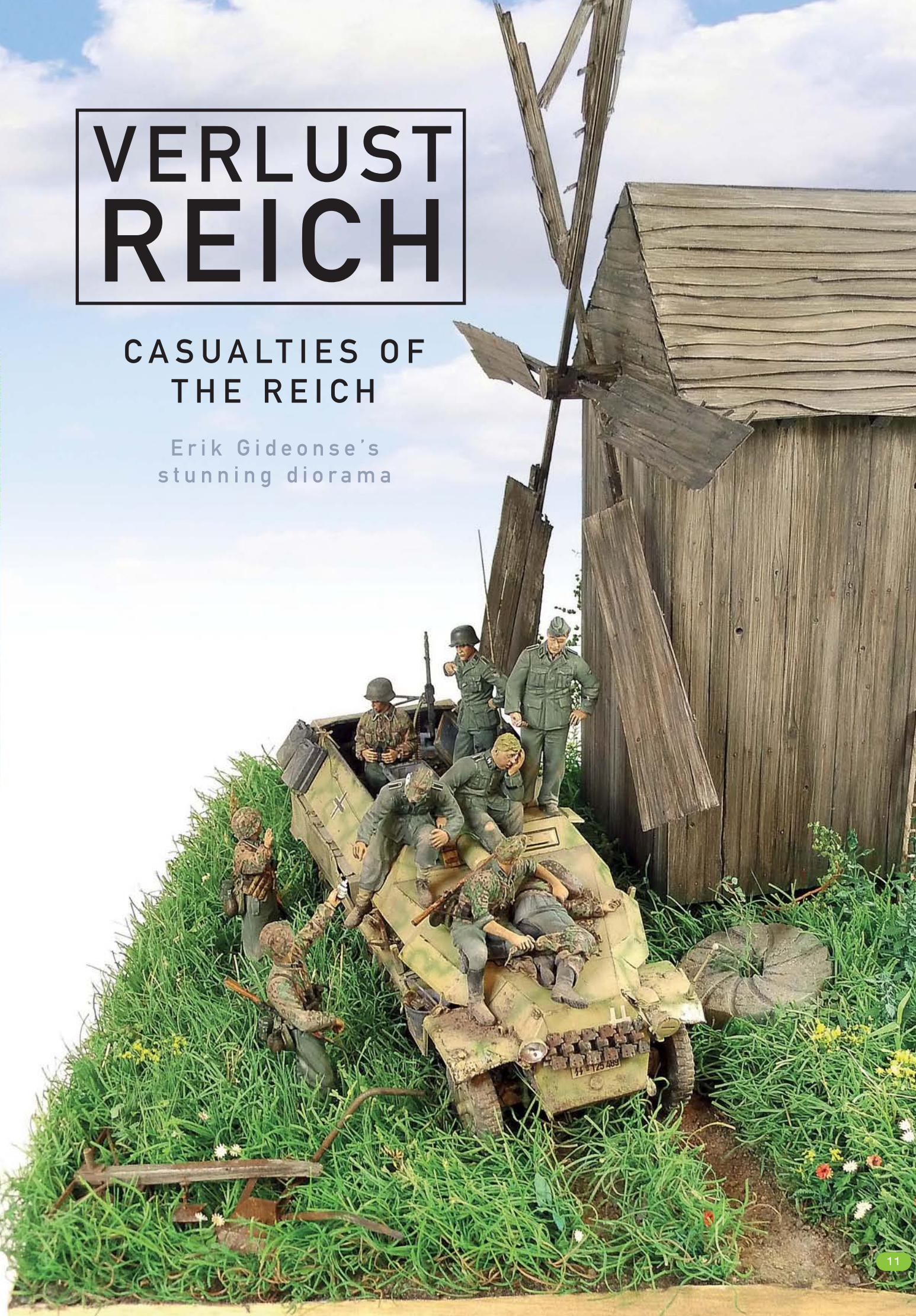
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# VERLUST REICH

## CASUALTIES OF THE REICH

Erik Gideonse's  
stunning diorama

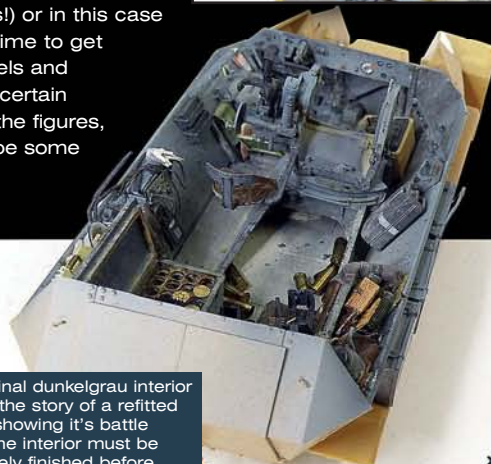


## Setting the scene

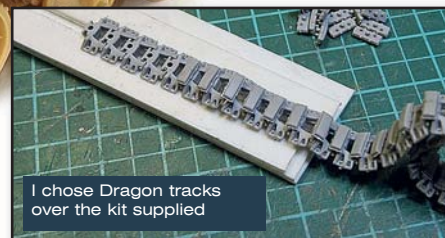
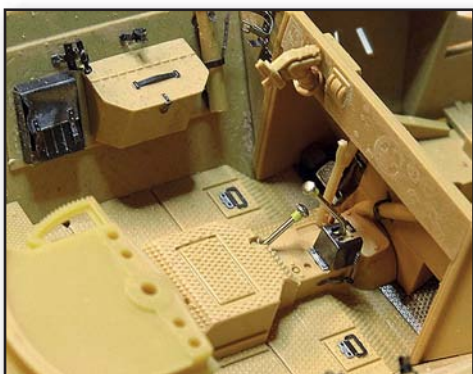
Most of the time my dioramas start with an idea, sometimes spontaneous, sometimes after seeing a picture. This idea can hang around for years or will be built immediately... I always wanted to do something with a Russian windmill as a background, and after I found a picture on the 'net of an Sdkfz 251 Ausf C, I thought 'This is it!' An Sdkfz 251 Ausf C was quickly found in my stash of kits, the 251/9 from AFV Club.

Now looking for a for a good selection of images of a suitable windmill was another thing. Along the way I learned that there are thousands of different windmills, but

looking at the region I wanted to portray with this diorama (South-East Ukraine) searches reveal similar designs to the one I made. I always look for the details to determine a certain region, that can be some sort of cart (for example, a Hungarian one is not the same as a Russian one), a haystack (yes, different country, different haystacks!) or in this case a windmill. So, scene set, time to get modelling! I make my models and dioramas without following certain processes, a little work on the figures, then the vehicle, then maybe some groundwork and so on.



The original dunkelgrau interior adds to the story of a refitted vehicle showing it's battle scars. The interior must be completely finished before adding closing hull



I chose Dragon tracks over the kit supplied

Let me start with the AFV Club Sdkfz 251/9 Ausf C. This was a straight forward build and along the way I added some finer details picking parts from several Eduard photoetch sets for the Ausf. C and my own spares box. Radio equipment was added from scratch with bits and pieces from the Eduard PE set, Photoetch was also used to show the ends of the shells inside the ammo holder. Used 75mm cases were also placed on the floor.

Although I expected that much of the driver's compartment would be hidden by the gun mount and upper hull I still went ahead and detailed parts in photoetch and used steel pins to create the gear levers. Adding personal details like the picture from "Schatzi", a fahrzeugfibel, civilian cushion and the other clutter of equipment makes it the troops 'living room'.

Seats are made of toffee paper with a black wash added so it looks like leather, an old trick, but a convincing one. Open

topped vehicles such as the 251 need planning when painting, the interior must be completely finished before adding the upper hull and carefully masked. Outside, I added damage to the 'Staukasten' (storage boxes), nothing beats photoetch when trying to replicate this kind of battle damage and is always worth the effort.

Some care should be taken fixing the upper hull to the lower, especially at the front, as this isn't a really good fit (at least on my kit) Once the hull was joined the mudguards were thinned-down with a Dremel motor tool to add more damage as often seen in period pictures. Also the head light was hollowed-out to represent a broken lens.

I also added some detail on the front tyres using PE letters and numbers from a Royal Model set. Some 'sag' was added to the tyres using Magic Sculp, aftermarket wheels and tyres are available as we know

but I prefer the satisfaction of adding my own detail! The 2m antenna and socket (from RB model) was mounted to a scratchbuilt hull bracket and although an aluminium barrel is provided in the kit I decided to add a RB Model barrel because it had better inner riffling detail. Note also the loop under the barrel, often forgotten.



To avoid handling the painted vehicle all of the figures were worked on prior to adding even the first coat of colour. Outer roadwheels and tracks were also removed for

Lots of trial and error is required to get the correct interaction of our 'actors' in the scene.



## 251/9 paint

Basic steel tones were airbrushed, mixed from Tamiya XF-1 and XF-64. After a thin layer of hairspray a red primer of Tamiya XF-9 hull red mixed with pure red is added and chipped. This gives an effect from multiple chips through the primer onto the bare steel when the dark yellow is added. After another layer of hairspray the dark yellow (XF60+ XF55) with the green camo stripes is added and chipped.

Layers of colour, each with a coat of hairspray, creates realistic paint damage exposing the primer or bare, oxidised steel.



Dunkelgelb and camo applied before chipping with water and a stiff brush.

Layers of filters and dark pin washes progress the weathering. Some dust and dirt is added at this stage but this was enhanced once the vehicle was placed on the groundwork.

Note the contrasting tones of the Jerry-cans, primed wheel and bucket, all enhancing the visual interest.



# The Figures

Let me first explain my philosophy: In my opinion one of the most important elements of a successful diorama are the 'actors'. No matter how good your vehicles or buildings and groundwork is figures will always be the focus and tell the story...



Some simple detailing work can really enhance stock injection moulded figures.

It doesn't even matter what kind of vehicle you choose, the figures make it or break it. For instance I could have also used a StuG or a Schwimmwagen with the same figures; it doesn't add much more to the scene, but other unnecessary figures could spoil the composition. Also important is that they should interact with each other, not always easy. Well, that's my opinion...

That said, I'm in no way a fabulous figure painter nor a sculptor so I have to work with what limitations I

have in my fingers!

Starting with the photograph I found on the 'net I sat myself at the workbench and carried out some major surgery on my stash of figures with parts from various manufactures. I enjoy cutting and then reshaping figures with other limbs and such to create a totally new figure, keeping a 'natural' pose in mind. The gaps and new uniforms elements are then 'sculpted' with MagicSculp (or GreenStuff).

With the sculpting done, time for the painting. I admit I like this process more than the converting and

sculpting as it gives character to a figure and ultimately the main focus of the total diorama.

The colours, tones and dirt must harmonise with the other elements of the diorama.

Waffen-SS camo patterns are notoriously difficult to paint. Work from the lightest to darkest colours.



Painting was all by acrylics, except the wooden elements which were done with an undercoat of Iraqi Sand with Burnt Umber oil colour 'streaked' over to give a convincing woodgrain effect.



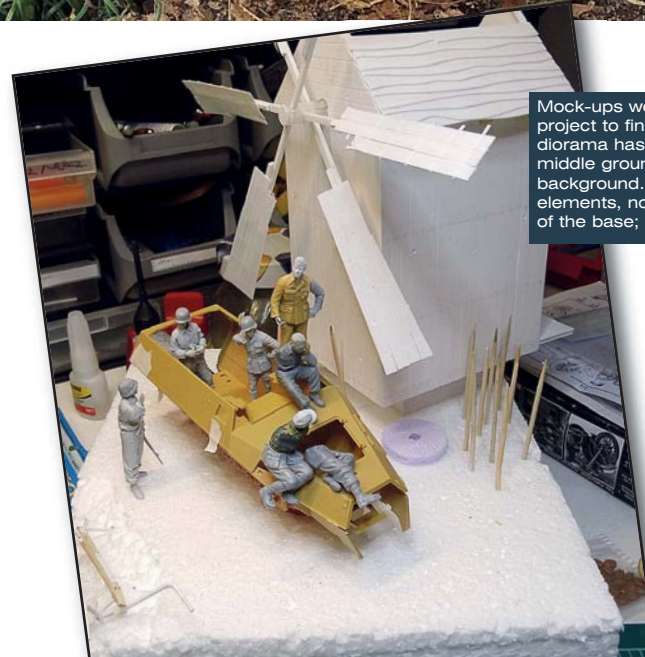
## Windmill and Groundwork



Walkaround images of a windmill were chosen to represent a typical building of the area. One of the images showed a man next to the windmill which helped in scaling my plans to size. Then what material to use? After thinking long and hard I decided to do this in plastic card, so I took my rule and hobby knife and went for it! Trial and error came into play, but in the end it looks convincing (and wasn't that difficult...) The whole structure consists really of four 1mm plastic-card plates, which were reworked with a scribe to make all the planks. After scribing the planks, a couple of passes with very coarse abrasive paper creates a realistic grain effect. A quick pass with some 600 grade paper gives an 'in-scale' finish. The grain for the roof was created the same way but the irregular cut planks were added one-by-one starting at the base and leaving a prominent overlap.



Mock-ups were required throughout the project to finalise the composition. The diorama has the classic foreground, middle ground and height to the background. Note also the angle of the elements, nothing is parallel to the sides of the base; another golden rule.





Good reference of the area at the time of year depicted by a diorama is essential for successful groundwork.

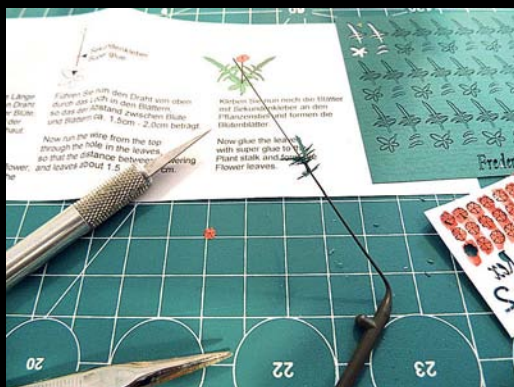


With the selection of simple plastic card panels all assembled, I had my Russian windmill. Next came the painting and figuring out how to replicate old wood? Searching the internet revealed a couple of solutions and in reality was fairly simple. I sprayed the 'mill with Gunze Grey Primer 1200 and let this dry overnight. The next day I painted (more like smeared...) Lamp Black oil paint on it with a dry, large and flat brush. After this was applied over all of the surfaces, one section at a time, I took another moistened flat brush and created streaks with a downwards motion through the oil paint. The oil paint sits in the recesses between the planks starting to bring the wood to life. I repeated the dragging motion until I had the desired effect. For more variation I used other oil colours such as Titanium White, Yellow Ochre and

Burnt Umber. I left this to dry for several days before adding a black pinwash to the nails and seams. Nails were then painted several rusty colours and that's it. Nothing fancy really!

Another challenge I had was how to make that tall grass? I was not going to make every blade of grass individually so I was looking for an alternative. The available commercial grass-mats aren't all that tall so a modelling product was no good. I made several trials (and errors) using various materials, even trying fake fur, but it looked as if the SdKfz 251 was sitting on a giant green teddybear! I eventually came across some artificial turf which I found fine enough to represent a piece of grassland in June, the only downside was that it looked unnaturally rigid. This problem was solved by gently heating it using a heatgun

(not too much or it would melt) and once pulled into the shape I wanted it was fixed to the base with superglue. With the grass in place, it was time to get some green fingers and do the foliage and undergrowth. After some research on what plants grow in the region in early summer, I decided to use some of the fine laser-cut plants from Fredericus Rex and Kamizukuri. These scale plants are very fine and delicate and after treating with the correct colours in places they look very realistic. I decided to use green stretched plastic sprue for the stalks instead of the copper wire provided to avoid the risk of any exposed bright copper if the paint was damaged while 'planting'. Another empty corner-filler was made with some cornstalks. As the ones off-the-shelf were to 'old' for the time of the year I had to make my own.



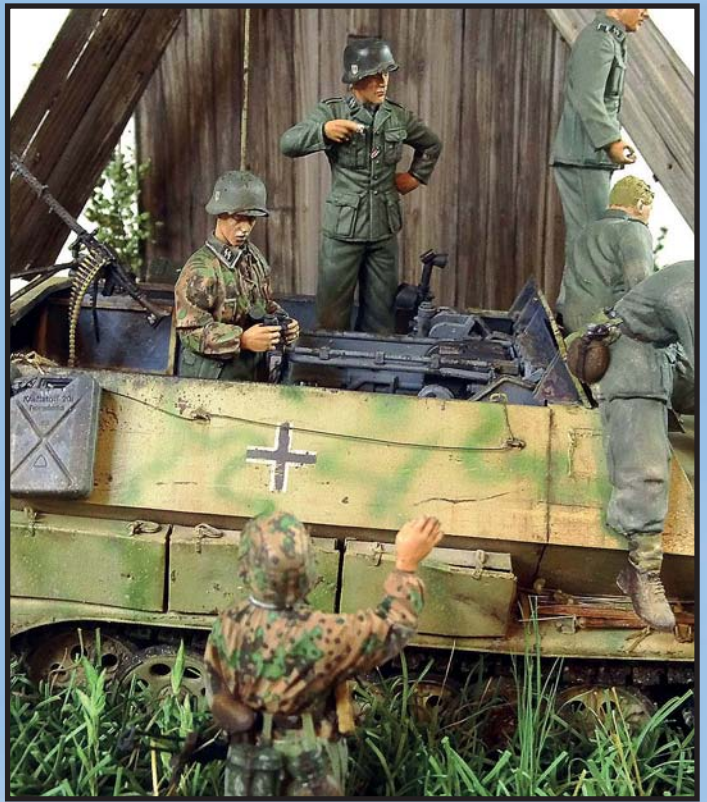
The scene has elements of detail and interest from all angles, just enough to not detract from the main focus of the diorama.



The frame of the base is quite a strong feature of the finished piece. A basic construction of plywood and mitred wood frame moulding was prepared to a smooth finish. The images were created on my PC and printed in reverse on a desk-top laser printer. The method of 'Fototransfer' was used where the wood surface of the base and image side of the prints are pasted with Fototransfer Podge Glue (available from hobby and craft stockists) and burnished once in place. To speed-up drying I used a hairdrier on high heat. Once dry the paper is soaked with water and basically 'rubbed' away to reveal the image transferred onto the wood. A coat of varnish gives protection and a pleasing finish. Do be careful when positioning your image as you only get one shot at the transfer!

Finally, my title refers to the 'Das Reich' Panzer division casualties returning from what was obviously a very heated reconnaissance mission.

I'd like to thank the guys on the Dutch TWENOT modelling website for their support. Thanks Guys!





VERLUST  
REICH



# 1:35 T-55-130mm

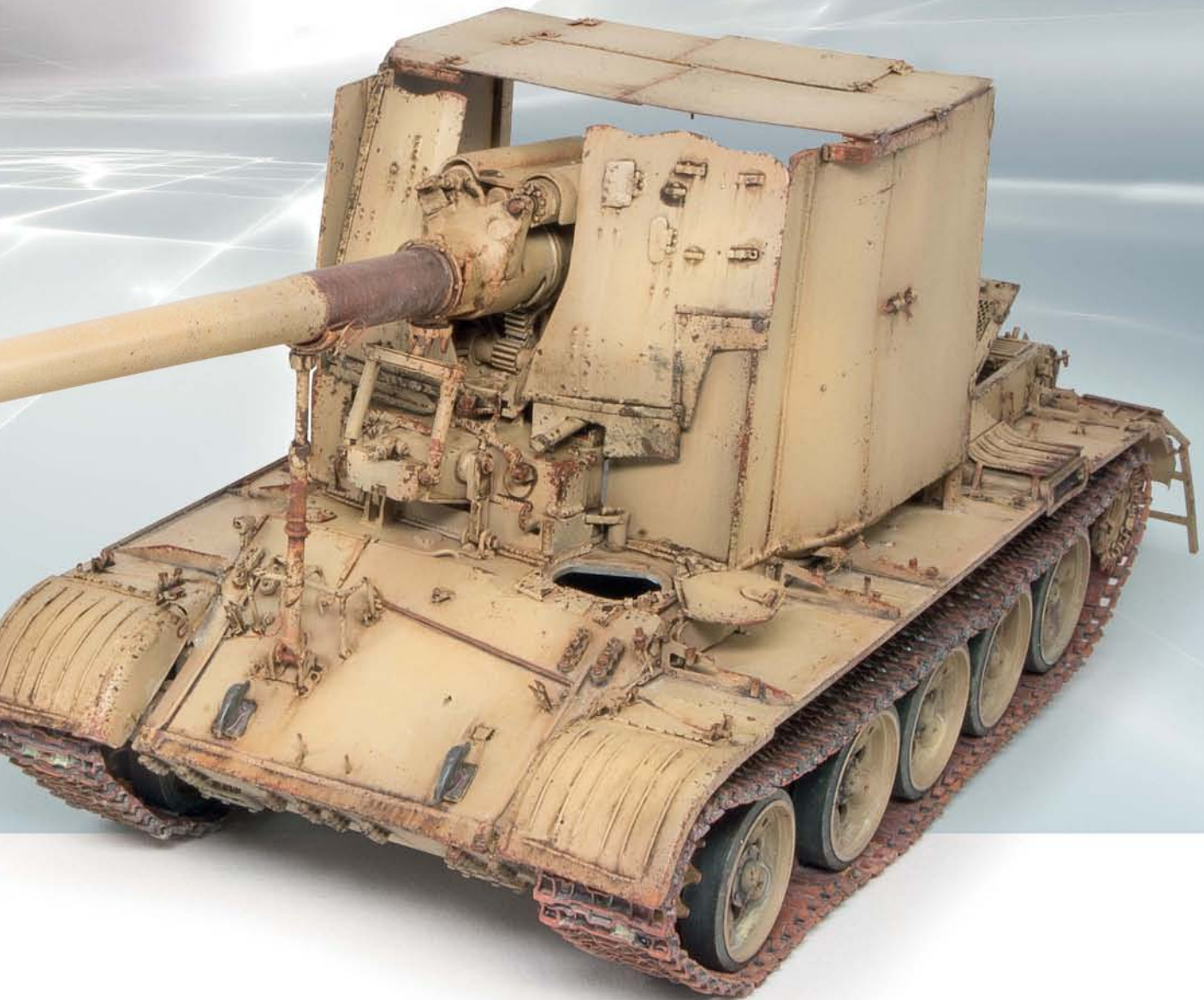
Ian Barraclough kit-bashes a one-off monster

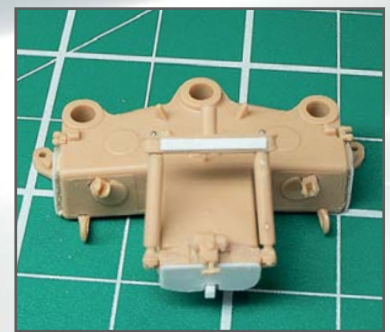
**You** know when you see an obscure AFV or vehicle picture on the internet or in a book; and you keep going back to it thinking – “I wonder if I could scratch build that...”

I came across pictures of this beast whilst surfing the internet. Initial research revealed that the hull is a T54 or T55 (more about this later) and the gun is a Chinese Type 59-1 130 mm gun or North Korean copy.

So, build the Tamiya T-55 and Trumpeter 130 mm Gun, mate them together and build a superstructure around them - Easy!

Unfortunately not! Firstly I only had 10 pictures that were kindly sent to me in high resolution by Will Kerrs. It is believed that these were taken in Iraq in 2007, at the Forward Operating Base at Diyala River Valley; possibly the Abu Sayda vehicle graveyard. The ‘Tank Encyclopaedia’ web entry for this vehicle can be found here: <http://www.tanks-encyclopedia.com/modern/iraq/T-55-130SPG>. It seems that this is a one off conversion, possibly made by M.E.K. (Mujahedin-e-Khalq), given the markings seen on the vehicle’s side.





Only minor modifications were required to the kits gun mount.



## The Plan

The pictures are only taken from ground level, so many of the identifying features of the T-55 hull which would be seen from above are not visible. Features I have been able to identify are:

- Hull MG hole is present.
- Long single weld across front glacis plate/hull joint.
- Possible enlarged front road wheel hub - difficult to tell from pictures.
- No wading rail around rear engine deck.
- Side opening, non-rectangular small engine inspection hatch.
- Cover fitted across rearmost right hand engine vent had small bars fitted on top and is raised and hinged to the rear (not the side as normal).



- 'Hollow' bracket fitted to centre of rear hull plate.
- Tub fitted to rear right hand hull corner.
- Possible cut outs in rear hull top corners - difficult to tell from pictures.
- Small rounded triangular cover (radiator filler cap?) behind large right hand radiator cover - as depicted in the Tamiya kit - not oval with two bolts as per non Russian-built vehicles.
- Three 'anti-slap' brackets fitted to underneath the fenders along the lower hull sides.
- Rounded bracket sockets for the mine plough mounts (as opposed to the squared ones supplied in the Tamiya kit).



Some filling of the Tamiya hull glaucis plate was a simple process.



My own silicone moulds and resin copies for the hull mine roller mounting points.



Small parts like this are easy to cast with a basic moulding kit and can be used multiple times.

This raises a few questions and anomalies, primarily around the engine deck area. Most of the features point to an early Czech built T-55 hull (Glacis weld, no wading rails, side opening engine hatch), but the fittings that are visible on the rear engine deck indicate that the whole engine plate (two large grilles and two smaller grilles) are taken from a different variant, possibly a Russian built T-55 (Triangular cover, rear right hand cover). This is supported by what seems to be added mounting points for the central plate around the outside and large mounting bolts not normally seen in this area. This would indicate that this hull may have been a rebuild (Franken-tank!) from two or more damaged hulls and then 'donated' for conversion to the 130mm gun. I'm happy to be put right on this but without the overhead shots I don't think much more can be identified.

My thanks to Will Kerrs, Tim Roberts and Gordon Fitz for answering my numerous questions on this. The gun is a lot simpler than the hull. Initial views of the pictures showed that the gun shield has been cut along the right side so that the gun is mounted offset to the right hand side, probably to allow access to the sighting and control mechanisms on the left hand side inside the superstructure. I also noted that the left hand shield had also been cut and refitted so that it now sits perpendicular to the centre line of the hull (running front to back). The weld for this is visible on the 'interior' superstructure pictures. I was confused about all the devices fitted to the lower front of the gun as they didn't seem to match up with any of the pictures I could find. All became clear once I received the Trumpeter kit and sat down with the instructions and pictures of the T55/130mm gun. The wheels have been totally removed and the holes covered over with plates. The base plate mounting mechanism has been folded upwards and now sits underneath the gun barrel – the base plate has been totally removed. The small 'engine' device normally fitted to the front of the lower gun

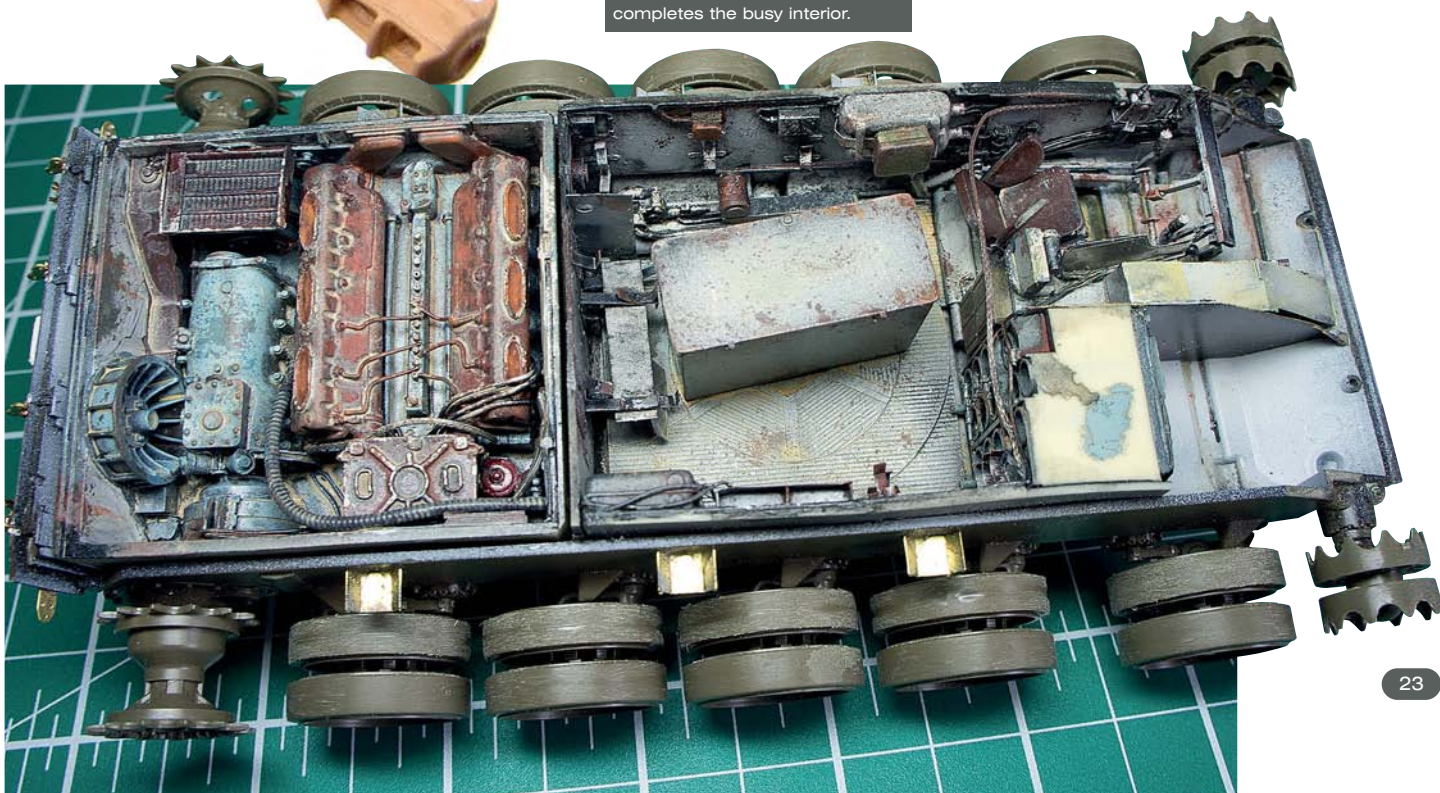
has either been removed or plated over.

The two brackets fitted to either side of the lower gun mount look to actually be engine piston arms, adapted to hold the gun front to the front upper hull. The gun crutch / cradle looks to be an adapted drive shaft, possibly from a truck – the universal joint is still present and it's obvious where it had been cut and re-welded to fit.

## The kits

The Tamiya T-55 and Trumpeter Type 59-1 130mm gun are the obvious choices here, but it became apparent that a few more bits would also be needed. The turret being removed opens up the lower hull to be viewed meaning that I needed the CMK T-55 Interior; in the same vein the engine hatches being open and partially open meant that I needed a T-55 engine. I opted for the Verlinden 'drop in' engine purely for the fact that I picked it up cheap on e-Bay! I also bought the Voyager Models T-55 fenders and Aber T-55 detailing set – again no preferences, just what was available at the time of buying. I also had a lot of etched brass left over from previous T-55 builds and used a lot of it on this project.

A mix of CMK and Verlinden resin completes the busy interior.



## The Hull

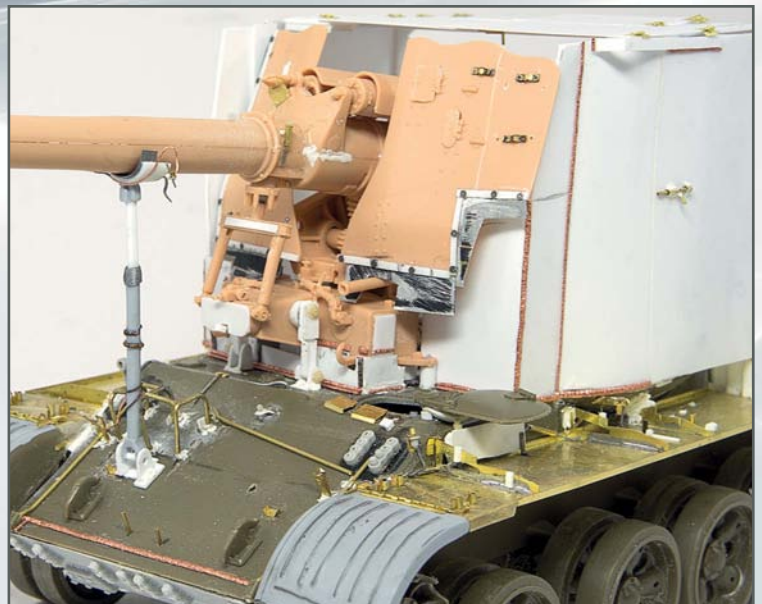
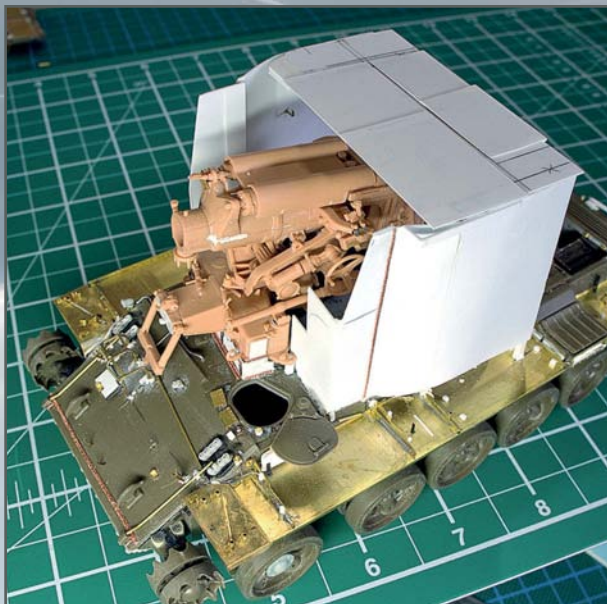
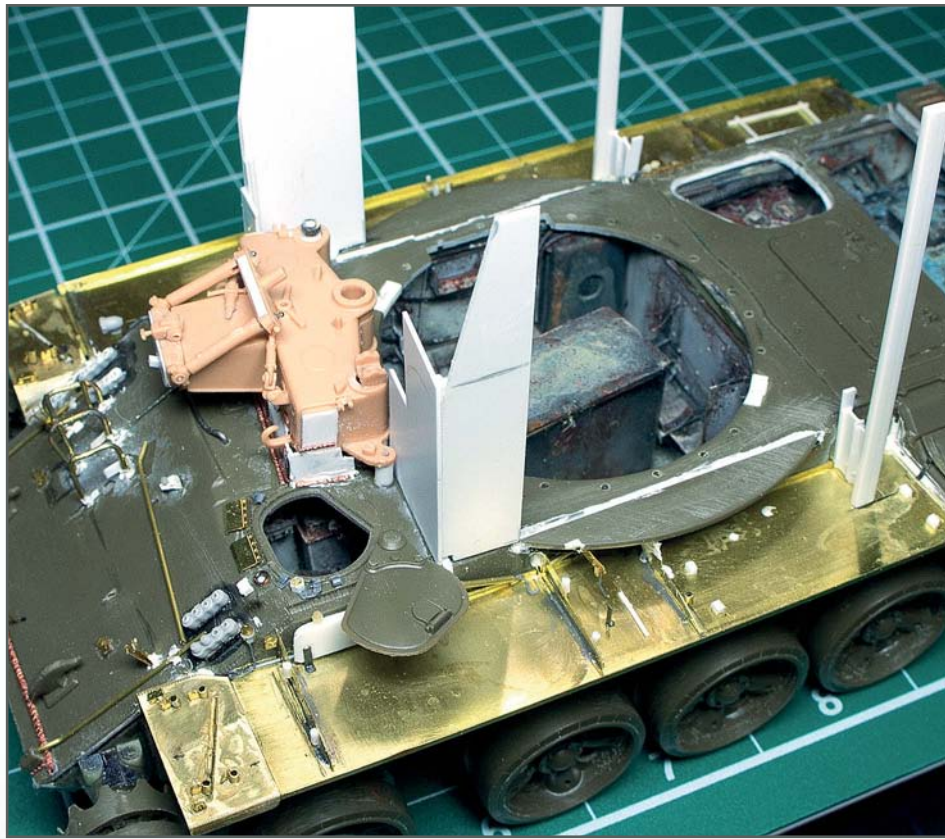
The first part of the build was the preparation of the lower hull. The fenders were carefully removed with a razor saw and all holes in the glacis plate filled and sanded. I also filled the holes for the extra fuel drum brackets using the kit parts as 'fillers' before cutting the outer brackets off and filling any remaining gaps. I have an unbuilt Trumpeter T-62 and noted that it contains separate rounded mine plough brackets, small oval hatches and enlarged road wheel hubs so I took casts of all of these and produced copies in resin for later use.

The interior was built directly from the CMK box; this is a great kit and very much worth the expense. I also have a full turret interior for use on a later kit. To the interior I added a large box (possibly for 130 mm ammunition) which is visible in one of the pictures. I removed the turret ring and re-drilled the holes for it. I also made the small rough cut-out visible on the right hand side of the turret ring, seen in one of the pictures. Cables and conduits were added to give the impression of an abandoned tank. I painted the interior as I continued to add detail to the exterior. I used a mix of Tamiya and Vallejo acrylic paints weathered with rusty and dark oil colours; adding chips with a sponge and finally adding a thinned 'dust' mixture of fine sand and Lifecolor Liquid Pigments into the corners and crevices.

I built the fenders as per the voyager instructions, using soldering for the first time, but adjusted the mounting brackets to incorporate the cut outs as seen on the right hand side brackets, possibly for gun cleaning rods? The fenders are pretty empty on the real vehicle so I used detailed pictures of Czech vehicles to add the various mounting points and brackets – again, it's difficult to see from the few pictures what is actually fitted so I picked a 'type' and went with it. I did use the kit front fenders as in the past I've found that the etched brass items look too flat, despite my best efforts to shape them. I removed the moulded on ribs and added 6 thin ribs to each side with very thin solder wire. Once firmly attached I 'painted' over with Mr Surfacer and ran a soft sanding stick over the top to smooth the edges. I did add the periscope wash system from plastic card stock and added the squared conduit tube to the left and side of the hull behind the driver's hatch area. I used left over etched brass for the 'anti-

slap' brackets underneath the side fenders and fitted the resin track tensioning points to the front idler wheel housings, as provided in the Voyager fender set.

Moving to the rear hull plate I added the four rods for mounting the spare tracks to the centre of the lower plate and added what I assume to be a number plate from thin plastic card. The fuel drum bracket mounting points were added from a leftover 'On the Mark' etched brass set as was the 'hollow' bracket to the upper centre of the rear hull plate. I used brass tube to replicate the tubes fitted to the rear right hand corner of the hull and replaced the marker light mounting lights with Aber etched brass parts. The rear right vent cover was raised with plastic card and hinges added to the rear as per the picture of this are, again backing up the theory that this vehicle is an amalgamation of various types of hull.



I fitted the various brackets to the sloping upper rear of the hull plate – I'm unsure what these are for as again they seem to differ from the norm. The engine deck is from the Tamiya kit with added detailing parts from the Aber set and plastic stock. I scribed the non-rectangular hatch to allow it to open and added an inner rim and plate to the inside.

I fitted the radiator as provided in the Verlinden engine kit and added detail as seen in one of the pictures. I also added a thick hose made from solder wrapped around a soft brass cable – this will be visible with the engine hatch slightly open. I drilled out some of the prominent bolts and added Grant Line bolts partially removed to depict the 'ad hoc' nature of

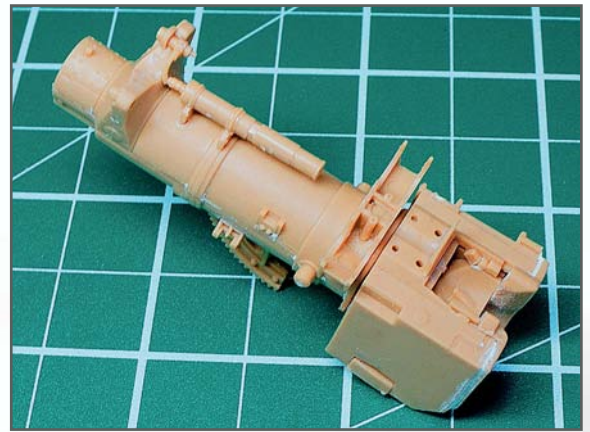
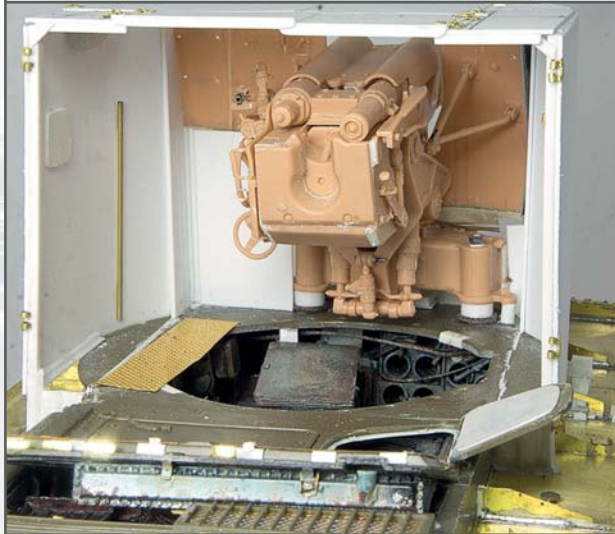
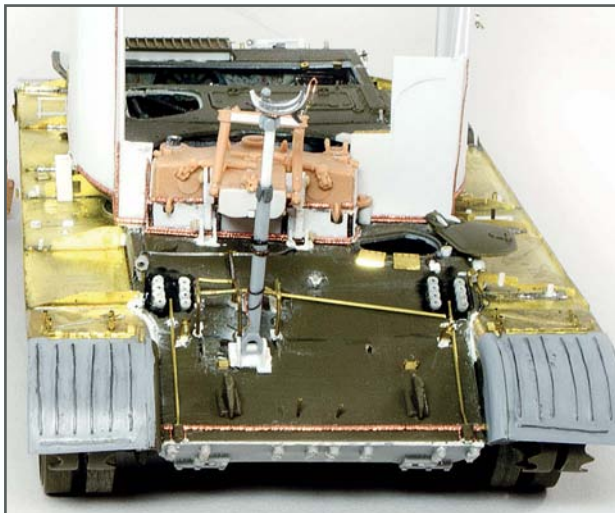
the engine deck fit.

On the hull front and glacis plate I used the Aber and Voyager parts to add detail. I fitted the long tubular cable conduit (?) running left to right to the rear of the light cage from brass tube and added the small central mine plough bracket from plastic card. I removed the fitted periscopes and covered the holes with etched brass covers.

Using the previously cast oval cover, I fitted this to the right of the driver's hatch as the third cover seen on Czech vehicles. I removed the long front weld and replaced this with the soft copper weld lines from Mirage Hobby. These are great items and I used them to replace weld lines on various fittings around the build. Other additions

were made from the Aber set and bits and pieces from the spares box.

The final step in the hull construction was to fit the upper and lower halves together – the CMK interior sits just slightly too high so I ended up sanding the top of the interior down by about 1 mm. The fit is still quite snug but a few clamps ensured a good fit. As with most of the tracked models I build, I build up the separate Masterclub track links as I go; I find doing a few per night helps break up the monotony.



## The Gun and Superstructure

The Trumpeter kit is beautifully moulded although the fit of the parts is somewhat hit and miss. I started with the lower mount, plating off the wheel holes and front 'engine' area with plastic card. The various small (very small) fittings were also added and I modified the base plate bracket to match the pictures. The breech and gun body were put together as per the instructions but I removed some of the sighting mechanism parts to match the pictures. The cradle halves take some fiddly manoeuvring to get together around the breech and gun body but once together I clamped them overnight to ensure a firm joint. I left the gun barrel and body apart to allow easier access when mounting the gun cradle to the hull top.

I used the lower mount as a template to mark up the mounting

bolts which look to have been welded onto the hull top to mount the gun onto it.

I built the 'well' around the front of the lower gun mount first before securing the gun mount permanently to the hull. From this I was able to 'soft mount' the gun and use this in conjunction with the pictures to estimate the dimensions of the superstructure.

I used plastic stock to build up the corners of the structure first and then simply glued sheet plastic card of the correct height, following the lines of the upper hull back to the rear superstructure corners. I added reinforcement pieces and hinges to the doors and sliding clasps. Mirage Hobby copper weld lines were added to the various joints around the superstructure and 'blended' in with some Mr Surfacers. I made up the gun travel cradle from an old Gaz truck axle and some plastic tube.



## Painting & weathering

I primed with Vallejo grey before using Tamiya acrylic flat brown to pre-shade panel lines and crevices. I mixed up a dark sand colour using Tamiya acrylic Desert Yellow and some flat brown and airbrushed a light coat over the whole model.

Following this I used straight desert yellow and desert yellow with a few drops of white added, to highlight the centre of the panels and high points. I hand painted the black towing points and road wheels and started the chipping process. The pictures I have show no green under the sand colour, just dark and lighter brown shades; I added these with a sponge using various shades of brown, generally mixed up from Tamiya

T-55-130mm



Having sealed the model with a varnish I used Windsor and Newton sepia and Van Dyke brown mixed with to add a dark brown pin wash, removing any residue after a few hours of drying with a soft wide brush dampened with thinners and another coat of Klear sealed the model prior to weathering.

I had to guard against going over the top. I used the 'less is more' approach on this model, initially adding various rusty washes from the Lifecolor Liquid Pigments rust set. As seen in the actual pictures, there's a lot of rust streaking on this model – these were again added with the Lifecolor set and further enhanced with

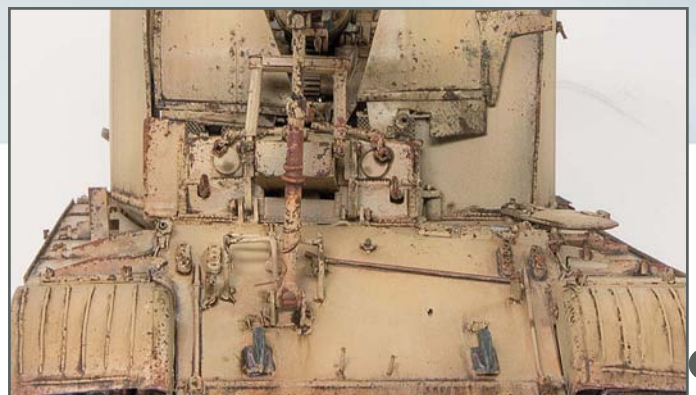


burnt umber oil colours, streaking downwards with a wide, soft brush. I thinned down some of the Lifecolor 'road dust' colour with some water and allowed this to seep into the edges around the upper surfaces and on top of the fenders. I used the same light colour to add some downwards streaks to the slab sided superstructure. I find that the Lifecolor pigments look very stark and overdone to start with, but after an hour or two they fade to a more acceptable level.

## Finally

To finish off the model I added a muzzle cover from tissue soaked in white glue and water and eventually completed the tracks and painted them initially in a salmon pink colour, before stippling various rusty colours on with a sponge. When dry, I used the Lifecolor deep rust to wash over the entire track sets, adding some depth and detail enhancement. I completed the tracks with a thinned wash of Lifecolor Road Dust before attaching them with one reversed to match the photos.

Overall a very enjoyable project from start to finish. What initially seemed like quite a straight forward kit bash, with a little scratch building turned out to be more complex. I



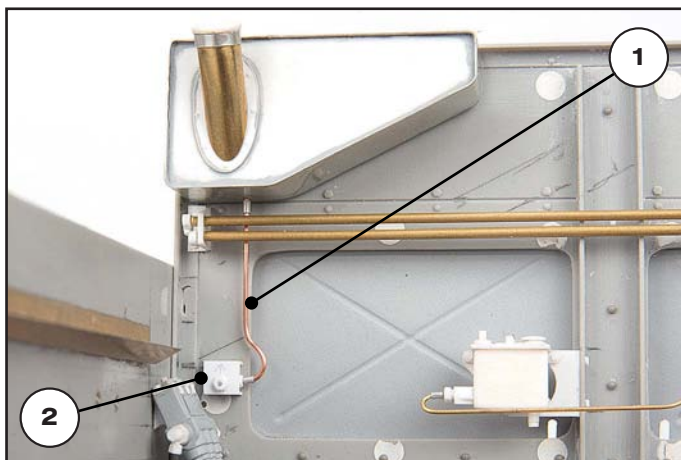
# Panzerkampfwagen

David Parker builds Trumpeter's 1:16 kit

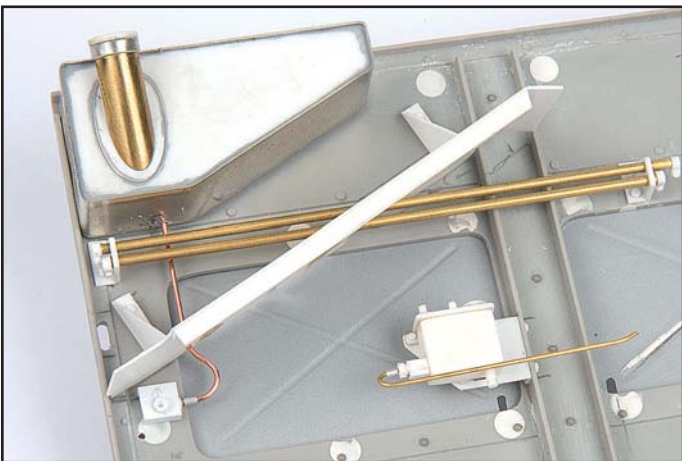
Part Fourteen

Work continues on in the complex confines of the engine bay although with the belt drive system for the cooling induction fans completed, there is a real sense that the end is in sight for this area of the kit. The fan belt system proved to be one of the most demanding parts of the project mostly because it sits at the back of the engine, hard against the rear hull wall. Even with a detachable back panel the confined space and the sloping wall

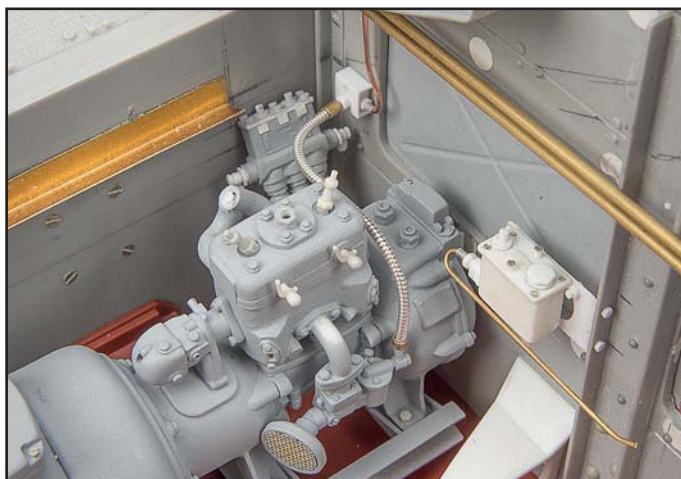
made it exceptionally difficult. Along with this I also addressed various loose ends that needed to be completed like the fuel supply for the auxiliary generator, the activator system for the crank starter and the crank starter shaft. I also found time to undertake some work on the other side of the firewall to a new floor for the fighting compartment and turret basket.



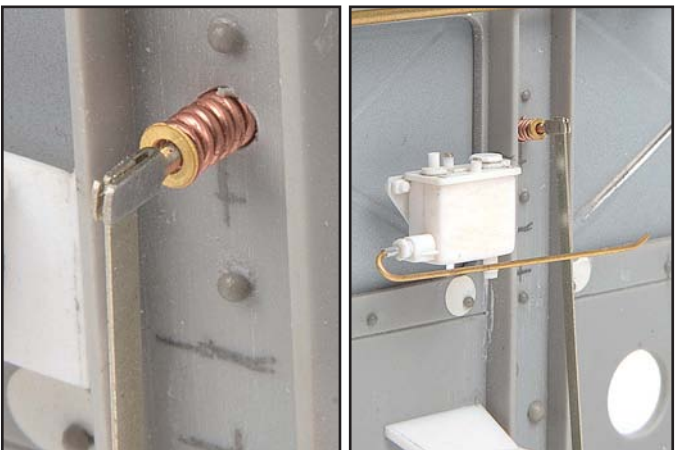
The fuel supply for the auxilliary generator feeds from the base of the fuel tank via a pipe 1 to the fuel valve 2 mounted on the firewall.



In my haste to fit the new pipe I completely forgot that it has to pass through the radiator frame which mounts onto the firewall so I had to make another pipe to pass through the hole in the radiator frame.



The flexible fuel hose which connects the valve to the carburettor is then added. This is made from copper wire threaded through conduit with brass rod connectors at each end.



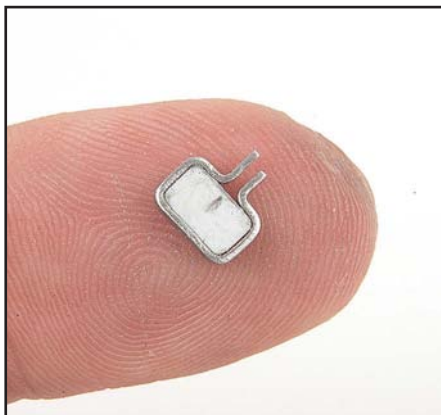
I moved on to the control rod system which engages the hand crank start motor with the flywheel via a linkage system on the firewall. I began with a rod with a connector made from scrap photoetch soldered on the end. A copper wire spring was added to the shaft with a photoetched washer. The vertical connector bar was left deliberately long to dry fit and judge sizes.



The bar was then trimmed and the second angled support bracket was made from photoetched bar and the bar is mounted at an angle.

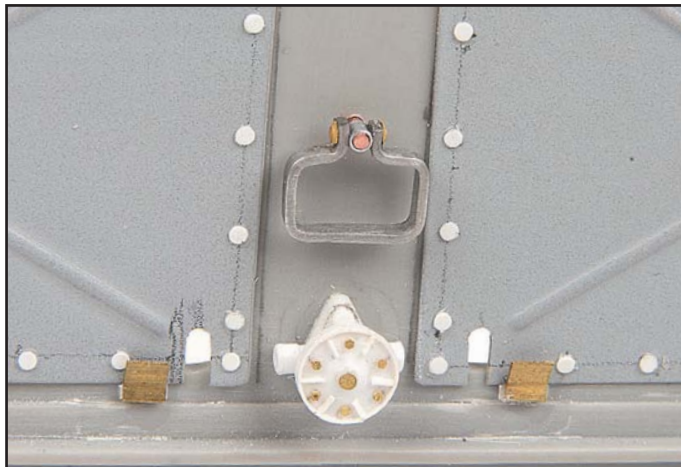


The engine is test fitted in position to establish the alignment with the crank starter motor 3.



The activation handle for the mechanism is made from bent bar and to replicate this I made myself some suitable thickness bar from 1mm thick lead solder which I squashed with pincers. The flat section was then sanded to clean up the bar and I made a plastic former to shape the bar. Getting the

open ends of the handle centred is a little tricky but eventually I managed it. The excess bar was cleaned up and I added a section of Albion Alloys aluminium tube to allow the handle to slide onto the end of the rod.



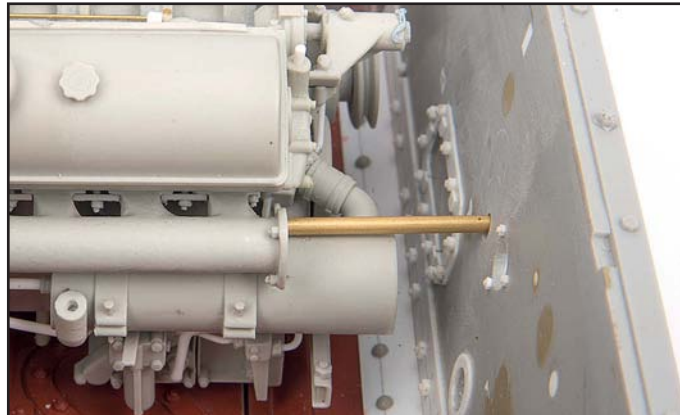
The completed handle hangs on the crew side of the firewall so that it can be operated from inside the fighting compartment.



Back on the other side I added photoetched bolt details to the control rods.



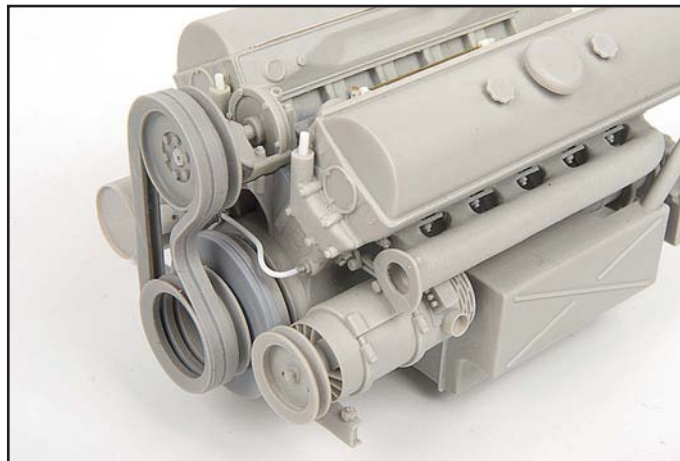
I prepared the shaft which connects the control rods to the crank starter motor using brass rod with the ends dipped in Mr Surfacer to form the balls at each end. This will be fitted when the engine is finally installed.



Time now to tidy some of the loose ends and final details in the engine bay beginning with the hand crank drive shaft which runs from the crank starter in the space between the exhaust and the oil cooler to the access port on the rear plate.



One important element missing from the engine so far is the belt drive system used to supply power to the pair of large induction fans which draw air through the radiators. None of this is provided by the kit. Without a lathe I realised that producing the pulley wheels would be extremely hard and my original plan was to have these 3D printed with separate flexible resin belts. However the more I looked at the belt system and the confined space it



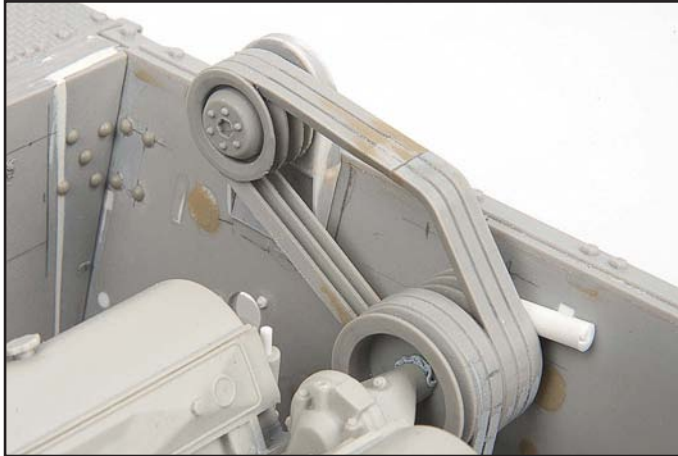
occupies between the back of the engine and the hull wall I realised that threading belts on would be incredibly difficult. Once again Don Campbell stepped in to draw up the wheels for me with the belts in position with the arrangement cleverly split for each belt group. These were 3D printed and copied into resin **Left**. The first belt section drops onto the engine to power the water pump, in place of the original engine pulley wheels **Right**.



The next stage was to construct the top pulley mount, the axis of which must align with the drive shaft on the fans. I had to cheat with this bracket making it narrower than reality in order to get the belts to fit. No doubt the over scale thickness firewall and rear hull wall have stolen some of this critical missing internal space. The face of the mount has to be perpendicular where as the rest



has to conform to the two opposing slopes of the rear hull and their different thicknesses. I used line of sight and various rods inserted through the mount to align the axis with the fan drive and with all the parts dry fitted it proved a time-consuming procedure. Once I was happy I temporarily tacked the mount in position using CA glue.



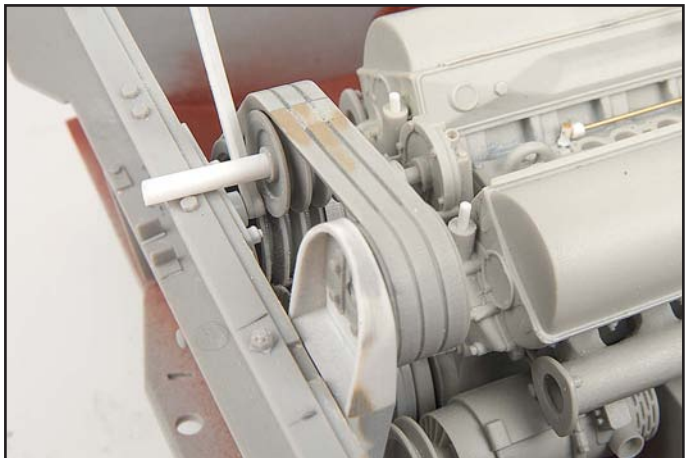
The upper belt was then test fitted to align with the mount. Unfortunately it was too short so I had to splice two new spare sections of belt in to reposition the top pulley wheel correctly, one of the repaired sections is visible here. A section of plastic rod is used to wedge the top belt in place and the angle of the two



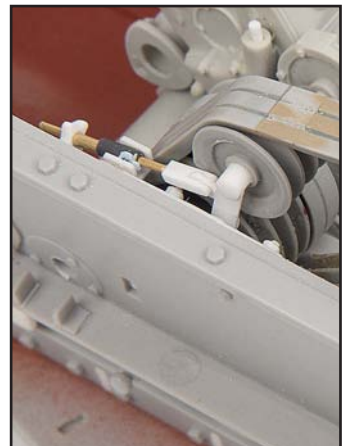
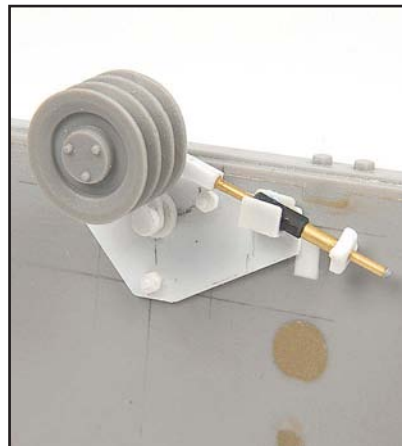
belts in relation to each other was marked. I then added two pins on the mating face of upper belts and drilled location holes in the lower belts to ensure they locate correctly.

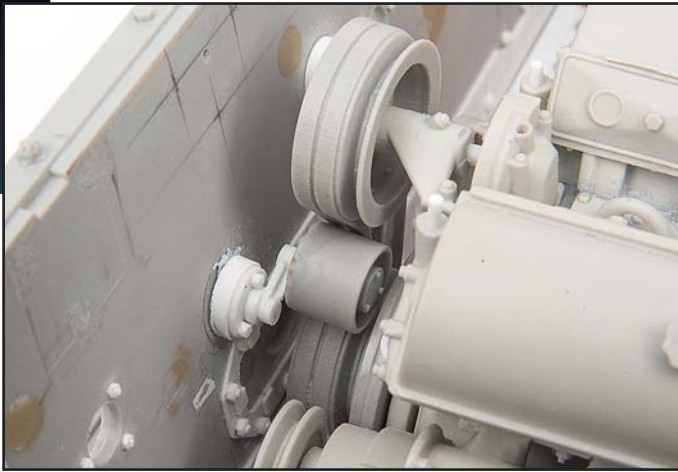


With the belt position fixed I could start on the first of the tensioning wheels, mounted on the rear wall. The fixing points on the outside face of the wall were helpful in establishing the position of the bracket.

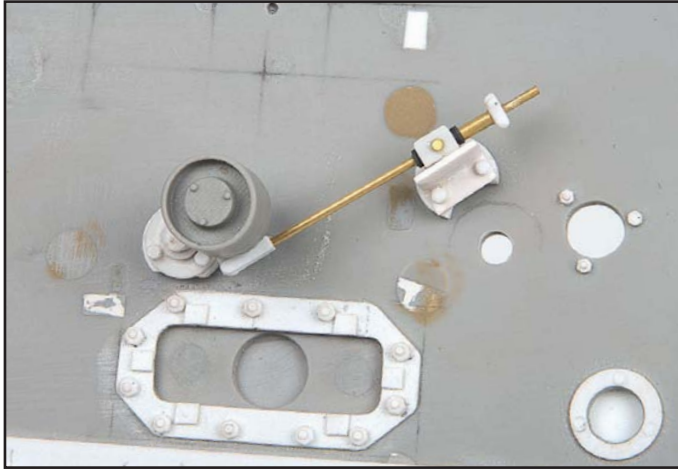


I mounted a shaft on the tensioner pulley wheel and blu tacked it in position on the belts so that I could determine the length of the mounting brackets. I always cut them long and trim down to be safe.

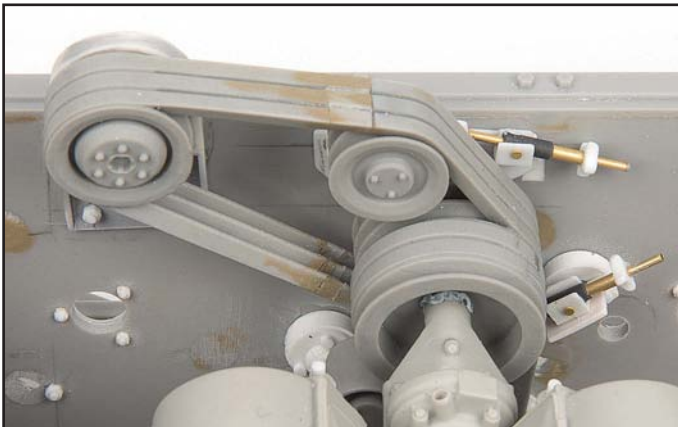




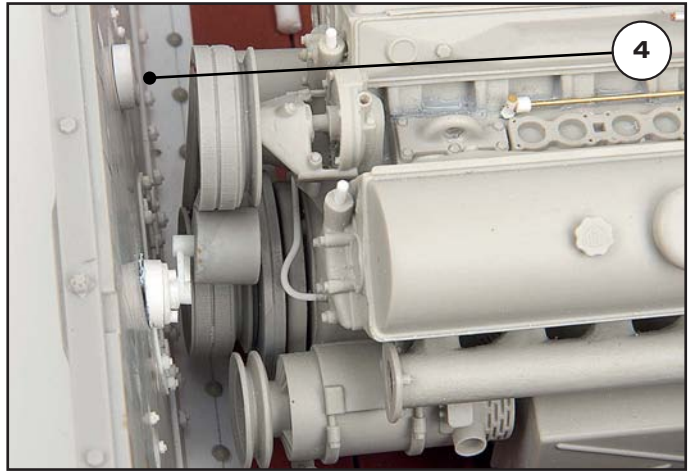
The arrangement of the lower tensioner wheel is similar but both the wheel and the adjuster are both bolted to angled circular fillets welded onto the hull wall. Considerable test fitting was required with the back panel on and off multiple times to get the wheel mount correct.



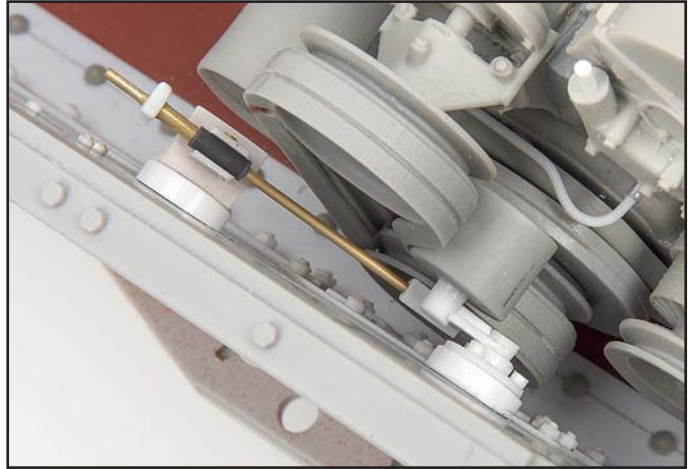
With the back plate removed (again) the arrangement of the lower wheel and the adjuster can be seen.



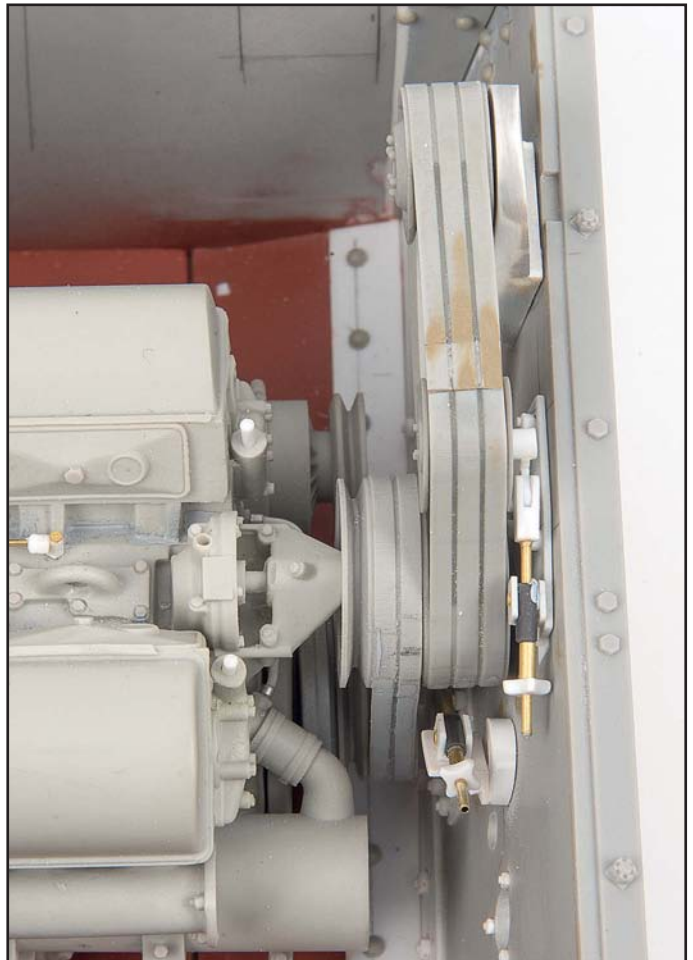
All the parts of the belt drive are installed together to check that they all work together. **Below** the upper hull is also test fitted in position, happily without problems!

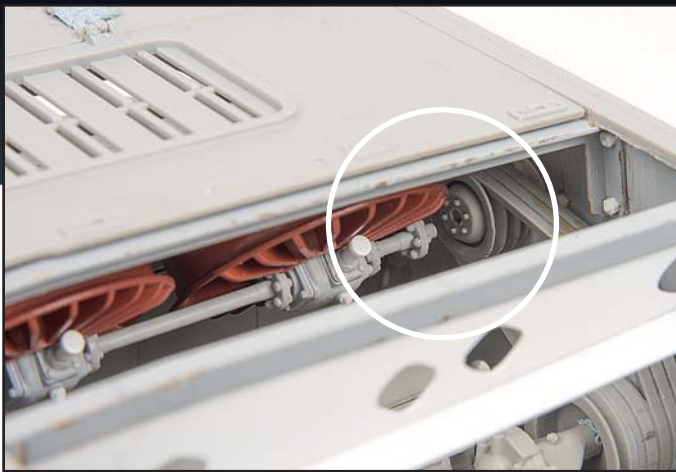


Here you can see the narrow space where the parts are situated and the second mounting plate for the adjuster 4.

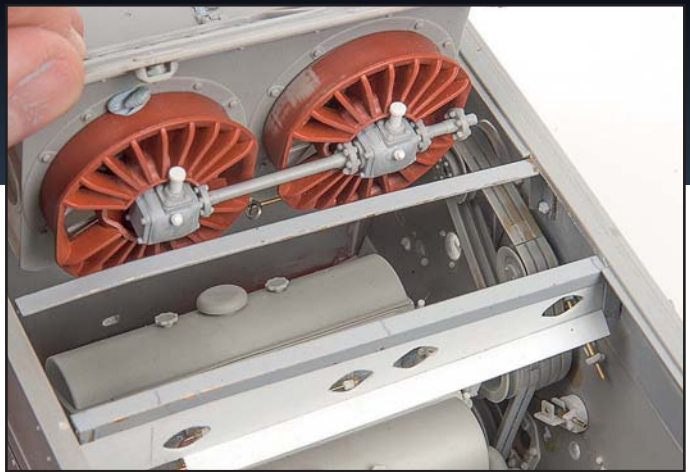


When installed and viewed from above the adjuster clears the passage of the belts to allow the crew to make adjustments by opening the central engine deck hatch.





With the upper hull in place the engine deck cover with the fans was fitted to check the alignment of the drive shafts with the top pulley wheel. The drive shaft will need to be extended to meet the pulley wheel but the alignment is excellent.



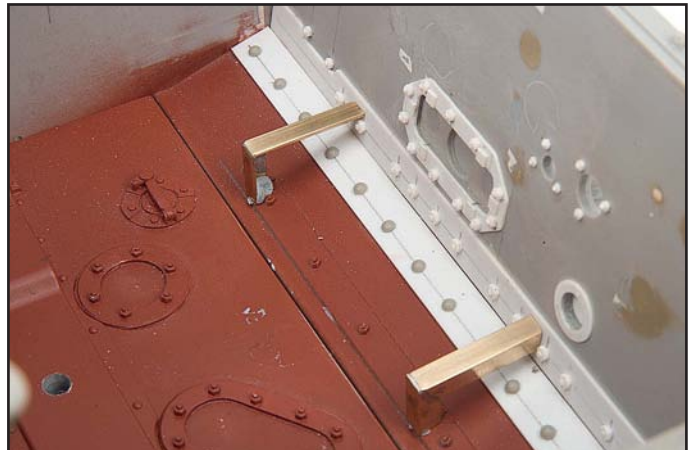
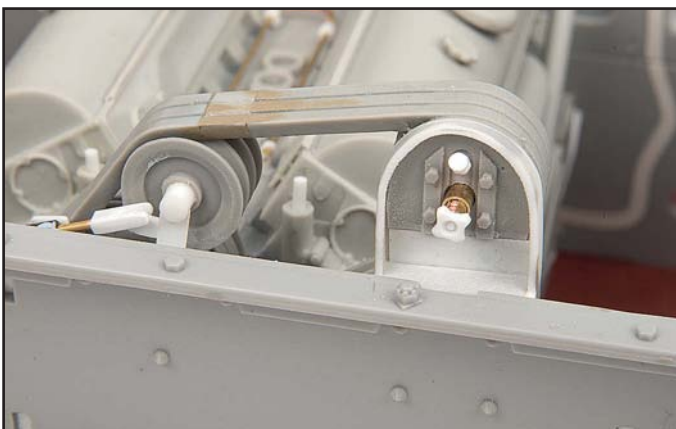
In order to open the hatch the drive shaft has to be disconnected first which is done by opening the small circular access door on the rear plate. This allows access to the splined quick release control mechanism which is what I modelled next.



The tiny spring loaded shaft was made from Albion Alloys slide fit brass tube with a slot cut in one tube and a copper wire spring inserted. The handwheel was a disc of plastic that was filed with a circular file to shape the cut outs and glued to the shaft.



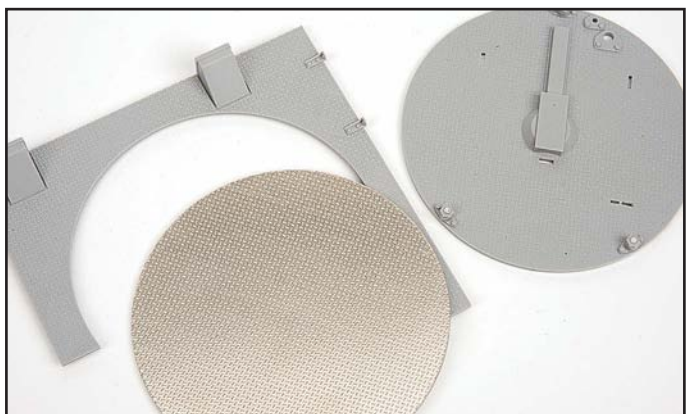
The completed shaft fits onto the reverse face of the pulley mount with the small lubrication point just above it.



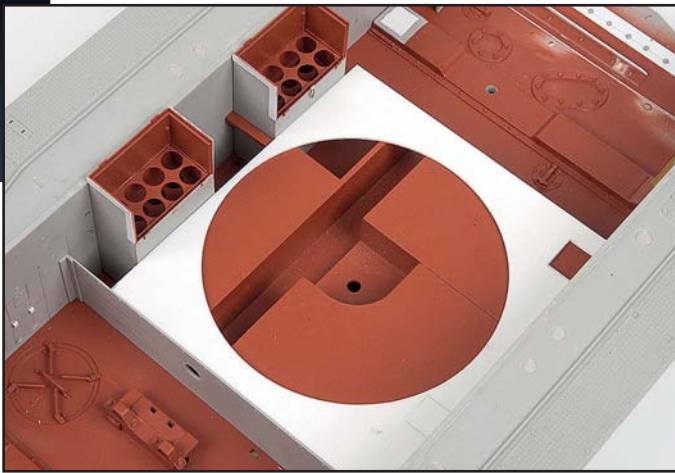
Although my engine is now self-supporting I still needed to add the rear engine mounts. I made new ones from Albion Alloys 'L' profile brass which I bent to shape and then soldered the joint.



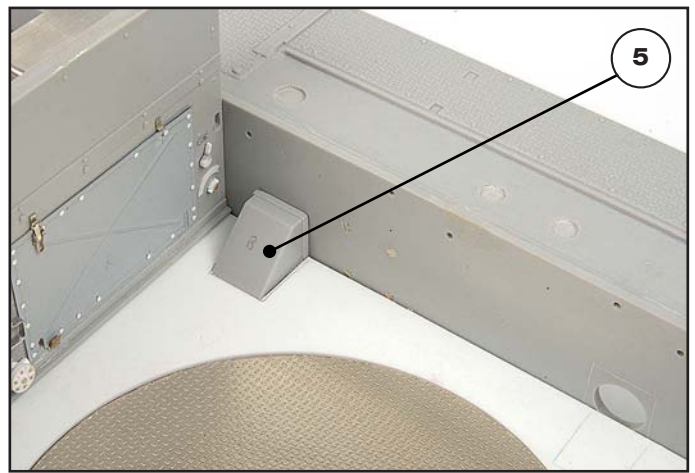
Test fitting the engine before the final adjustments are made to the bracket. I used brass here so that the weight of the engine would not be at risk of cracking or otherwise damaging a plastic bracket.



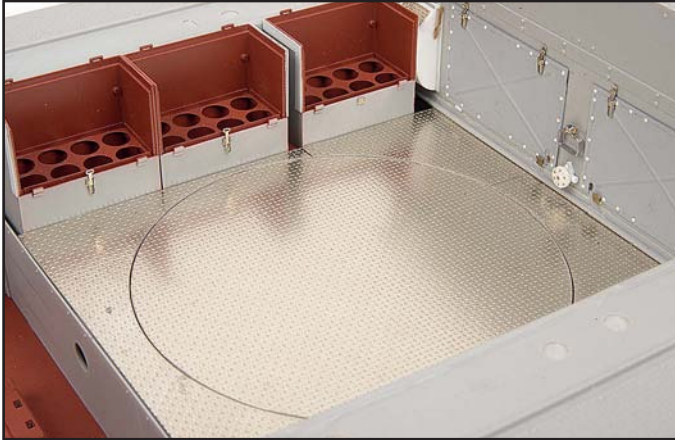
A change of scene now with attention turned to the fighting compartment floor. The turret basket floor has inaccurate hub detail and the remaining floor is missing a section that covers the batteries so it was best to make new parts myself using ABER 1:16 tread plate.



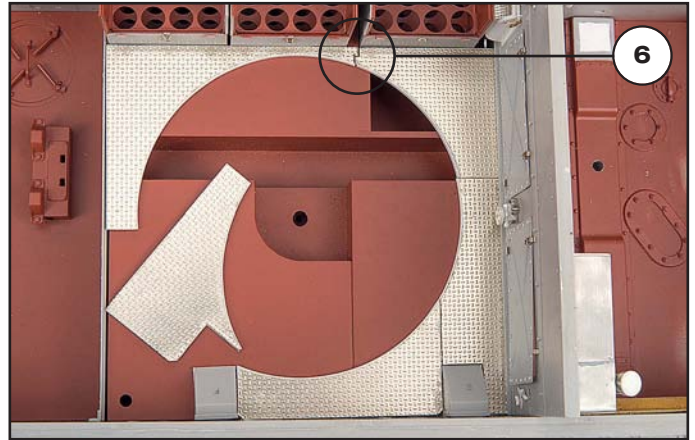
I cut new floor panels from 1mm thick plastic card using the kit parts as a template.



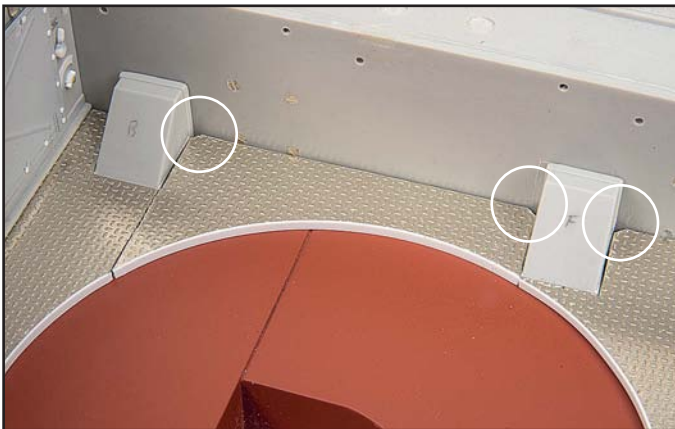
The covers for the fuel tank filler ports **5** were cut from the kit floor to be fitted into my new floor.



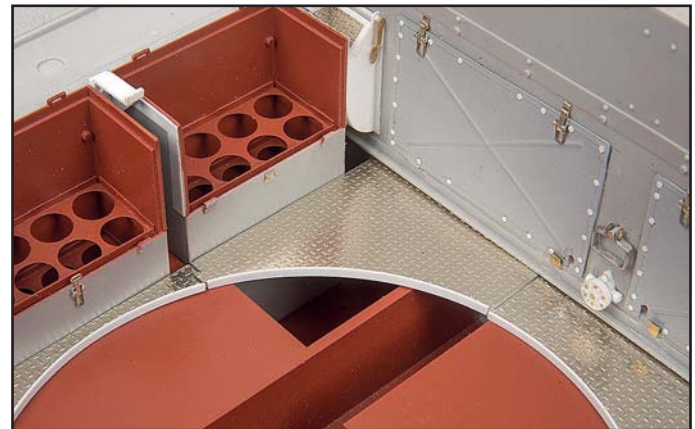
I used 5 minute epoxy glue to attach the photoetched treadplate to the plastic which allowed me time to position the treadplate parts and these were left to cure under weights overnight and the photoetch was then trimmed to the size of the plastic floor parts.



As often happens fresh information showed me that the turntable surround was split into five sections. I managed to divide the existing parts but I had to make a new battery cover because of the stepped interlock **6**.



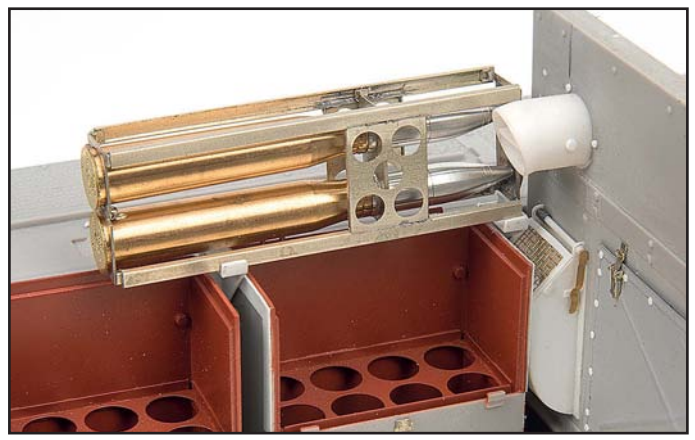
I also added a lip of plastic strip around the edge of the floor plates and cut away the triangular sections from the corners, probably used to allow the floor plates to be lifted to access the fuel tanks beneath.



I also added a lip of plastic strip around the edge of the floor plates and cut away the triangular sections from the corners, probably used to allow the floor plates to be lifted to access the fuel tanks beneath.



These two brackets sit between the floor ammunition bins and are designed to stow one of the folding two round ammunition crates to maximise ammunition stowage.



The folding crate sits horizontally above the floor bins which explains the sturdy construction of the two brackets.

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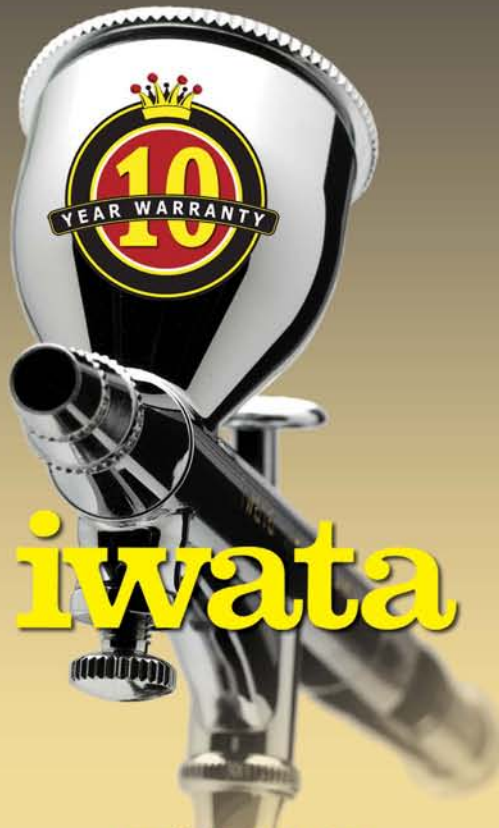
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# *Sacrificial* STUART

AFV Club's 1:35 M3A3 modelled by Glen Bowen

## The Fate of Calamity Jane II

Most models that we modellers build start off from an idea, or a picture that we've seen in a book or magazine, I'm no different. The idea for this small vignette came about when I was reading the fantastic book 'Villers-Bocage Through the Lens'. Not only does this book cover this particular post D-Day battle from start to finish, it also has some outstanding photos to go along with it. There was a particular story in this book that really caught my imagination. It tells of a man named Lieutenant Rex Ingram and his crew who manned a M3A3 Stuart light tank that formed part of the 4th Country of London's Yeomanry, 'The Sharpshooters'.

On the morning of the battle they saw Panzer Ace Michael Wittmann's Tiger I advancing down a road blasting its 88mm gun at anything in its sight. Knowing that their Stuart's 37mm gun was useless against a Tiger, Lieutenant Ingram gave the order to his driver to swing their tank across the road in a vain attempt to block it and slow Wittmann down. Wittmann fired, hitting Lieutenant Ingram's Stuart on an angle across the road, making it explode violently. I did read somewhere else that Ingram and his gunner got out (or should I say were thrown out) and survived, his driver was not so lucky. It was reading about this small heroic episode that got me buzzing and wanting to recreate it in miniature.

## AFV Club's Little Gem

To my knowledge there is only one M3-A3 in 1:35th on the market, it is produced by AFV Club. This is the kit you see featured here. The model is very well detailed, goes together perfectly and would look fine built straight from the box, however, I wanted to take the detail that little bit further and make it a little bit more refined. To achieve this I used an Eduard photoetch set and AFV Club's individual track link set. With this being a tank in the British army they had a tendency of leaving the track side skirts on, or at least part of them. Looking at archive photos of this vehicle serving in Normandy a lot of them just had the front part of the skirts in place. These then had to be scratch built. This was not a big problem and they were simply made out of thin plastic card. The mounts for the removed side skirts were done in the same fashion.

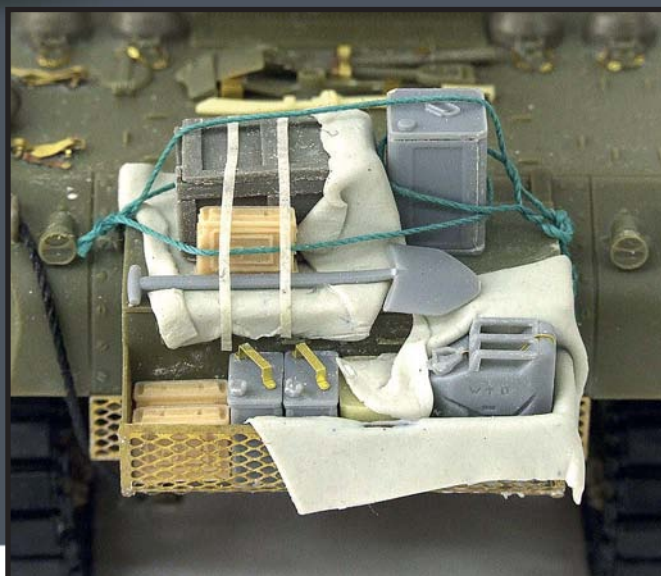


Another extra detail added was the weld seam that can be seen on the side of the hull. This was achieved by putting two thin strips of masking tape side by side on the hull. Following this, I took some Magic Sculp and ran it between the two pieces of masking tape. I then took a sharp knife and added the weld texture. Finally the tape was removed and the weld bead was in place.



## Stowage or not?

One of the problems I faced when I started out doing this vignette was whether to add stowage or not to the vehicle. All of the picture references that are available of this particular tank shows it after the battle, by which time the Germans had plundered and taken what valuables they could find, if any, so there is no way of knowing if it had stowage or not. This was also the opinion of another fellow modeller Mr Chris Meddings. I hope we're right? The reference for the stowage came from another photo of a Stuart tank serving in Normandy. This meant that all the bed rolls and tarpaulins were made out of Magic Sculp. Not only did this allow the items to sit correctly on the contours of the tank, it will also give your model that individual look. Other items used came from the spare box.





## The Tank's Crew

In terms of the tank's crew, I wanted to portray one of them as Lieutenant Ingram spotting Wittmann's Tiger approaching down the road. To achieve this, I had to heavily convert a MiniArt figure. This meant cutting and adjusting arms and legs and a lot of filling in with Magic Sculpt. I also replaced his hands with ones from Hornet and Verlinden. The other crew member that's standing in the turret is also a miniart figure, whereas the driver figure came from the scrap box. These two figures had their heads replaced with ones from Hornet also. All three figures were painted with Vallejo acrylic paints.



MiniArt have an excellent range of injection moulded figures. Some heavy conversion and the obligatory Hornet heads provide the commander's look of urgency.

Mud-guards are simply cut from plastic card using photographic reference.

AFV Club produce a good range of track upgrade sets.

## Fifty Shades of Green

Well, three or four actually. With the model built it was time to add some colour. The first thing that I did was to spray the whole model with a primer coat of Tamiya Flat White. I find this to be a good base coat to show up any blemishes that are on the model; additionally, it's a good key for the colours that will follow. The first coat to go on is the basecoat. For this I used Tamiya XF-27 Black Green. This is a very dark and rich colour and is perfect to show off the shadows which will be formed from the lighter colours I will be adding soon. I then did a light spray over the entire vehicle with XF-62 Olive Drab. Next came the adding of the highlights, or as it's commonly known now, modulation. This is basically taking the base colour, in this case Olive Drab, and adding lighter green tones such as XF-13 JA Green to the mix. This is then sprayed near enough directly from above. Next I added a drop of XF-21 Sky and did the same again, continuing to add a more and more to achieve the desired effect. What we are trying to achieve is lighter tones at the top gradually working our way down to dark

tones towards the bottom. With the base coat now finished the entire model was sealed with Johnsons' clear varnish. This is done to protect the paint work from the upcoming weathering process but also allows me to add the decals. With the decals added, it was time to move onto the weathering.





## Weathering

I must admit this is the part of modelling that I enjoy the most - knowing in your own mind how you would like your model to look and to see if you can achieve that look. I will hold my hand up and say I don't achieve it, well not all the time anyway, but I've had fun trying and that's what it's all about. I knew from the start that there would not be a lot of wear and tear on this vehicle, because the battle around Villers-Bocage happened around seven days after the D-Day landings, so it wouldn't have been in action for that long.

Let's start the ball rolling! The first thing that I did was to add filters. These were done using a variety of colours from different manufacturers. This was then followed with a pin wash of dark brown around all the details. Once these had dried fully I moved on to doing the finer parts of the weathering process, the chips and slight wear and tear.

These were concentrated mainly around the excess points for the crew, e.g. hatches. First I took a piece of small sponge and dipped it into some pale green acrylic paint. The excess was then dabbed off onto a piece of tissue paper, followed by carefully dabbing what little was left on the sponge around the hatches and so forth. I then added Humbrol Chocolate Brown to the inner faces of the pale green chips, which, in theory, will give them a 3D effect. Graphite pencil was then rubbed around the edges of the hatches to show some bare metal showing through the paint. Now that this part of the weathering was completed on the tank, my focus was turned to painting the stowage. I kept these colours muted and similar tones to the ones I used on the main tank. I didn't want anything to really stand out - I wanted everything to blend in with each other. Now that all the painting was done and finished, I was on to the last stage before I could say the model was complete. Again looking at reference photos, it seemed that the area was quite dusty, so to simulate this I used Mig pigments, earth tones mainly with a touch of sand colour thrown in. This was done very sparingly

as I did not want it to look as if it just rolled in off the Western desert, this is set in Europe after all!





### From the Ground Up

The base was done following references from the photos in the Villers-Bocage book, although it's not an exact copy because the pole was a little further down the road. I added it to the scene to add a little more interest and height. I started off by screwing in place a piece of polystyrene to the wooden base. The edges were then wrapped with plastic-card cut to correct height and length. I mixed household filler with PVA glue, earth coloured pigments and water. I then proceeded to add the curb stones which I then followed up by covering the entire base with fine sand. While the ground work was still moist I added the hedgerow. This was made up from sea-foam purchased from a local model railway shop and tree

roots from my garden. The whole thing was then set aside to dry for about forty-eight hours. Once dry the excess sand was knocked off and then the base received a coat of diluted PVA glue to the areas where the grass was to be applied. The grassy areas were done with static-grass and grass tufts. Again this was set aside to dry completely. The base was then air brushed with a variety of Tamiya greens and yellow acrylics. I wanted the scene to look like it's summer and the vegetation green and lush, although I didn't want it to look too overpowering either. To tone things down a bit I misted Tamiya XF-52 Earth and XF-57 Buff onto the base. Next small leaves, plants and flowers were added. Finally the tank and pole were fixed into position and the vignette was finished.





### Final Thoughts

I must say, although this small scene does look simple it did nearly take ten months to complete, probably because I'm not the fastest modeller. However, I truly enjoyed doing this project, as it is the first historical based scene I've done and the story behind it hit a bit of a nerve with me. I would like to thank Phil Stutcinskas and his two friends Paul Mooney and Christopher Drew for doing such a fantastic job on the description name plate. I'm also very proud of this vignette as it gained me my first ever Gold medal at Euro Militaire.





# Panzer IV Ausf. H

**1/35 Zvezda**

July 2017



**# 36356**

**# 36357**



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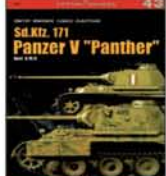
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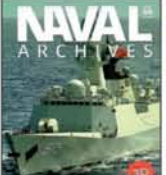
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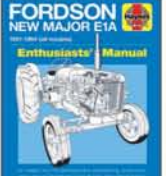
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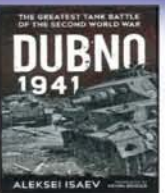
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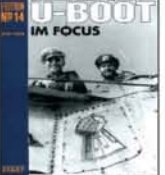
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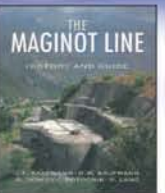
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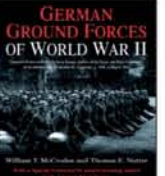
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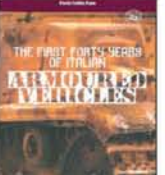
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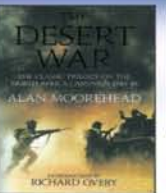
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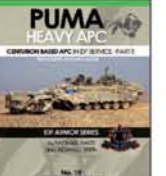
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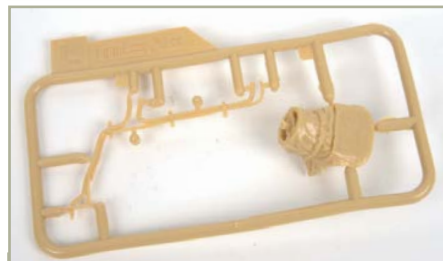
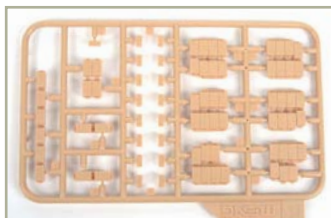
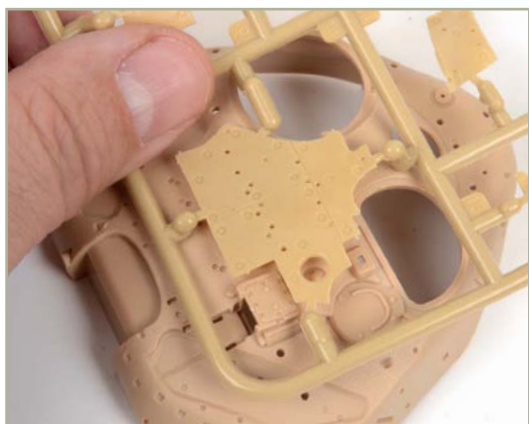


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## Meng 1:35 T-72 B1

Meng have added another T-72 kit to their range in the shape of the B1 with its distinctive Kontakt reactive armour blocks. The kit of course draws on aspects of their earlier releases for elements like the main hull mouldings and running gear. There is a new turret however with separate flexible plastic anti-radiation shielding panels. These work really well and look excellent when applied with just the areas around the pointed rear of the turret requiring a little extra care when aligning the panels. I am pleased to report that the design of the reactive armour blocks makes applying them as easy as possible. Where possible they are grouped together in clusters and the locator pins for the blocks match holes in the tank for a nice positive location. There are so many individual blocks spread over the turret that it is worth marking them off the instruction sheet to avoid confusing yourself. Assembly across the whole kit runs extremely smoothly, even the individual link tacks came together surprisingly quickly. The only

tiny areas I had to adjust were the hinges for the engine deck hatch where I trimmed off the locator pins to ease the fitting and the fitting of the loader's hatch where the periscope mount in front of the hatch impedes the location of the hatch hinge, a quick trim of the periscope mount corrected this. The kit includes a wheel mask template and photoetched fret for the engine deck screens and the mantlet mounting frame for the reactive armour, along with a braided metal tow rope. As with previous kits the mantlet cover and fuel drum hoses are moulded in flexible plastic. The kit offers an impressive choice of nine different vehicles on the decal sheet with a colour painting guide, with several examples from the Chechen wars and with the B1 seeing combat in the Ukrainian conflict there are plenty of images online to inspire different choices. One of those kits that falls together and is going to be fun to paint with all those blocks to break up the surfaces!



## Meng 1:35 Supplies Series

A couple of new releases for modern armour modellers with superbly detailed resin from Meng's accessory series. SPS-042 is a nice touch for the Leopard 2A4 with the add-on AGOUS combat training system seen on vehicles during exercises consisting of turret mounted cameras, optics, and barrel and muzzle laser modules. The line illustrations are a little faint on our box-art to show position of the parts but a quick look at Meng's website and all is clear. SPS-046 is just the ticket if you've a modern diorama on the go (or planned as one of many of your 'virtual' projects!) with a selection of Middle-Eastern building accessories. These would be pretty tricky and time consuming to build from scratch and are beautifully moulded. The set contains a large bank of solar panels, complete with clear glazing and water heating tank, three water tanks and satellite dishes.



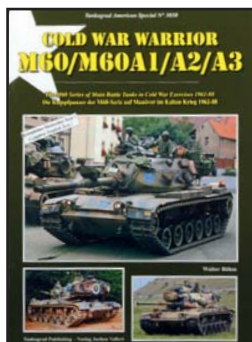
## Meng 1:35 Russian Tank Crew

HS-007 in Meng's Human Series is a very useful set of modern Russian crew which are designed to work with their T-90 and T-72 kits including parts to support the figures internally within your chosen tank kit. Three 'full' figures are provided as options for the turret hatches, one of which is in full 'buttoned-up' parade attire gesturing a salute, and two head-and-shoulders of a driver (one again in parade appearance). The sculpting and moulding are as good as any injection moulded sets on the market with crisp uniform details and excellent facial expressions.



## Stalingrad

A couple of samples from one of our favourite figure producers, these two are from a larger set depicting German troops examining an abandoned T-34 during Barbarossa (take a look at Stalingrad's website to see what a superb scene this would make!) Both of these guys would suit a multitude of scenes, S-3165 is a pompous looking officer and S-3166 a typical looking early-war German infantryman. Fantastic sculpting and casting at [www.stalingrad.diorama.ru](http://www.stalingrad.diorama.ru)

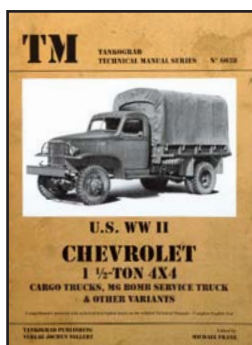


## Cold War Warrior M60/M60A1/A2/A3

Walter Böhm  
Published by Tankograd  
Softback format, 64 pages,  
German / English text  
[www.bookworldws.co.uk](http://www.bookworldws.co.uk)



If you've picked up any of the recent M60 family kit releases here's a great reference from Tankograd focussing on Cold War Exercises from 1962-88. The first thing that struck us (and excited to be honest!) was just how filthy and battered these M60s got, looking more like combat veterans. There's no better reference than large format colour photos and there's plenty to get you inspired here with a great choice of camo schemes and colourful exercise markings. As for weathering there's everything imaginable from dry dusty conditions to snow and rain both in the countryside and towns and villages of Germany. Great modelling reference.



## Chevrolet 1.5 ton 4X4 Cargo trucks, M6 Bomb service truck and Variants

Edited by Michael Franz  
Published by Tankograd  
Softback format, 49 pages, English text



If you've not seen these 'Technical Manual' series books by Tankograd they really are excellent value monographs for specific modelling projects. This new release will excite lovers of U.S. soft-skins with a fantastic photographic collection of variants based on the Chevy 4X4 chassis including various engineer vehicles, cargo and tipper trucks, fire trucks and bomb trucks. The contents is basically images with captions, both period photographs in the field and factory images plus a great selection of original manual excerpts; all great modelling reference and a very collectable series. Our thanks to Bookworld for supplying our Tankograd samples [www.bookworldws.co.uk](http://www.bookworldws.co.uk)

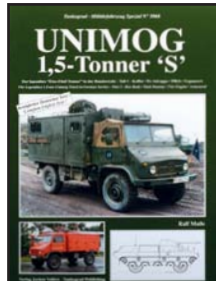
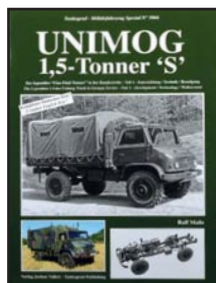


## Takom 1:35 T30/34 U.S. Heavy Tank

This prototype series of super-heavyweight U.S. tanks have come under Takom's focus and following on from the T29s is this T30. Based on the T29 kit we've some new parts which at first glance appears to be mainly the choice of gargantuan main gun and the turret bustle extension (the T34 sporting the 120mm gun). If you're a fan of this cartoon-like hulk of an AFV you'll no doubt snap this kit up being the only injection-moulded mainstream one available (although as well as Takom Hobby Boss have done a T29 recently). First impressions are pretty good with Takom's usual presentation of mid-grey sprues with some very nice moulding and sharp detail throughout. Assembly is very standard with a nicely done lower hull tub with separate suspension arms and a thoughtful polypropylene (presumably as the material isn't affected



by styrene cement?) alignment jig. This is a huge vehicle with a huge number of wheels and unfortunately a tedious amount of sprue points to clean-up. Tracks are link and length with decent detail although the grousers (added to spread the weight of the monster) lack detail. To our knowledge no aftermarket metal versions have hit the market yet, but that may change. There's a few simplified details throughout such as the turret hatch springs but in contrast some nice cast textures are represented. The commander's cupola and periscopes are moulded clear and metal tow cables are included with decals for three marking options. An interesting kit where U.S. armour enthusiasts can see the design transition from the Pershing to the Pattons and have the option of a fun 'what if' project.



### UNIMOG 1.5 tonner 'S' Parts 1, 2 and 3

Ralf Maile

Published by Tankograd

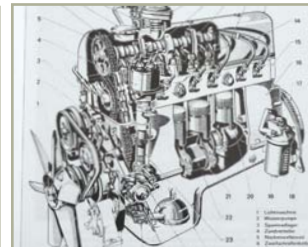
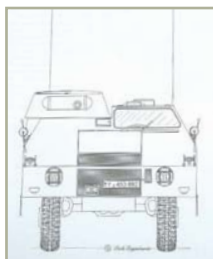
Softback format, 64 pages each,

German / English text

ISBN 9783936519433 /

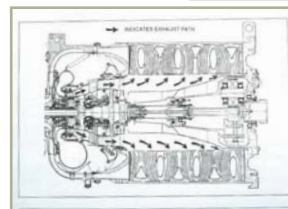
9783936519440 / 9783936519457

[www.bookworldws.co.uk](http://www.bookworldws.co.uk)



A new batch of reliable reference from Tankograd has been kindly sent to us from Bookworld ([www.bookworldws.co.uk](http://www.bookworldws.co.uk)), the first set of which are focussed on the fantastic UNIMOG 'S' one-and-a-half-tonner, omnipresent in the German army from the 1950s onwards. The usual Tankograd 'Special' format is followed for all three volumes with Part 1 containing the development and technical background to the vehicle with an excellent selection of factory photographs and illustrations with easily accessible information presented as detailed captions to the images. Part two covers the cargo versions with open

and closed top, double-cab and specialist vehicles for engineering, training and even experimental gun mounts. Again, large format high quality images provided excellent reference backed up with comprehensive 1:35 plan drawings. The third part deals with the 'box-body' versions including fire and ambulance vehicles, armoured cars and some pretty extensive information on dummy-tanks used for exercises including detailed plans which really would make an unusual modelling project! Excellent, affordable information as usual from Tankograd.



### M1 Abrams MBT Owners' Workshop Manual

Bruce Oliver Newsome, PhD and Gregory Walton

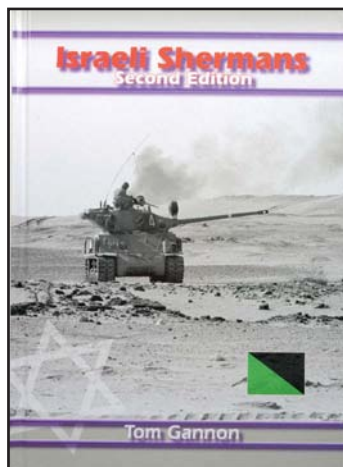
Published by Haynes

Hardback format, 156 pages

ISBN 9781785210990

We're pleased to see these great value 'Haynes Manuals' being released at a steady rate and the 'Abrams' is a great subject for modellers with so many new kits hitting the market recently. As well as the now familiar diagrams, colour archive images and walk-around style close ups there's expertly written text which begins as expected with design and development working through tanks such as the MBT-70 that preceded the M1. The

M1A1 and A2 are explained concisely so you get to know your TUSKs from your SEPs from the off. There's some excellent modelling reference throughout from interior images to in-the-field action shots and factory assembly shots. Operations and service coverage includes foreign buyers of the M1 with some great images and we've a brief look at the mine-clearing Panther and bridge layer. A very worthwhile general reference.



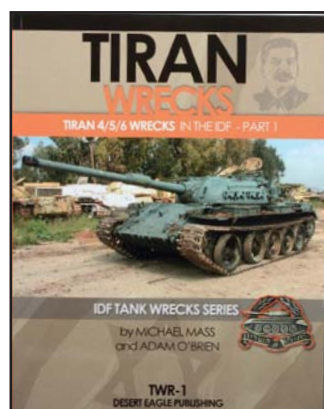
## Israeli Shermans (Second Edition)

By Tom Gannon  
Published by Barbarossa Books  
Hardback format, 406 pages  
ISBN 9781847680235  
[www.barbarossabooks.eu](http://www.barbarossabooks.eu)

This substantial expanded and greatly updated study of the Sherman in IDF service took us by surprise by its sheer size as we're used to much smaller productions on Israeli subjects, this one weighs-in with over 700 photographs! The photos are the key feature of the book, in both colour and black and white, the large two-per page format makes them good visual modelling reference. The story unfolds with a guide through the mysteries of Sherman variants and covering the very earliest Israeli use of the M4 75mm and 'M1' through to the M50 and everyone's favourite, the M-51. The photographs vary in quality, covering as they do, a long time period and drawn from different sources but all chosen



for their points of interest, each backed with detailed (and obviously well researched) text. Many are close-up detail which make for great reference and there's some unusual bunker variants and abandoned vehicles which would make interesting modelling projects. Armoured recovery versions of the Sherman are examined as well as speciality dozer, flail, mobile target and personnel carrier Shermans. Sadly there are no plans or colour profiles included. Nevertheless this is a substantial and comprehensive compilation of IDF Sherman material making it surely an essential addition to the reference collections of IDF modellers or fans of the Sherman. Highly recommended.



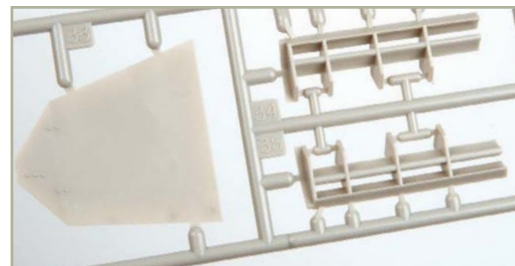
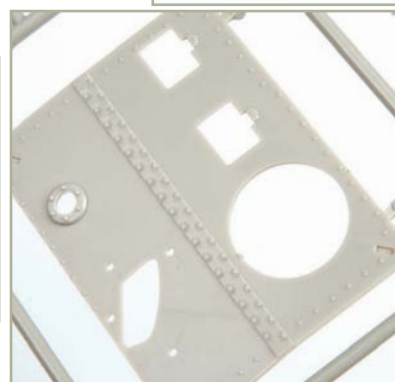
## Tiran Wrecks- Part 1

Michael Mass and Adam O'Brien  
Published by Desert Eagle  
Softback format, 82 pages  
ISBN 978965 7700 051  
[www.deserteagle-publishing.com](http://www.deserteagle-publishing.com)

A new series, which is sure to please IDF modellers, from the Gentlemen at Desert Eagle who produce some of the very best references available on Israeli armour. This first volume deals with the popular 'Tiran', captured T54/55 and 62s pressed into IDF service with the opening chapter explaining the procedure in a very understandable manner. As the author appears in many of the images dating from the 1970s this is real first-hand knowledge! If you've picked up a copy of our Scrapyard Armour book the images here are just as inspiring with excellent general



and close-up views of many different vehicles in various states of disrepair plenty of which would make fantastic modelling projects for fans of extreme weathering. Even if you're modelling one of these vehicles in service there's some priceless information at hand on smaller details and differences. A comprehensive walk-around of the D30 gun mounted on a Tiran 5 is sure to get a few of you thinking...Top marks from us as usual, our thanks to the Aviation and Military Book Centre ([www.aviationbookcentre.com](http://www.aviationbookcentre.com)) for our review copy.



## Tamiya 1:35 Sd.Kfz.166 Sturmpanzer IV Brummbär (Late)

Second time around for a Tamiya Brummbär but as you'd expect this kit shares nothing with the vintage 1970s release. We're spared the schoolboy excitement of a new Tamiya box art as our sample is a pre-production test shot in a plain carton and moulded in a very pale grey styrene (which is hard to photograph showing finer detail). We'd expect production kits will be in the usual dark sand colour. The box presents us with three new large sprues, the original 1990s Panzer IV hull tub combined with the more recent suspension and wheels from their new Jagdpanzer IV. There's some very fine detail present with some beautiful weld seams and the 'quilted' roof panel seam. This being a late model has the commander's cupola and the ball-mounted MG. The lower hull is super-simple and will assemble in no time, maybe too simple for the detail freaks with the rubber-band tracks a little disappointing

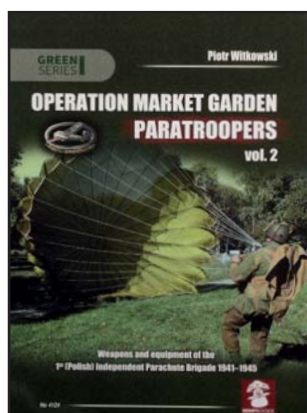
(although the detail is good with the correct 'dimpled' guide horns), we'd have preferred your link-and-length set up here Tamiya. The main gun has a basic mount with the gunner's sight able to rotate along with the gun but that's the extent of the interior details. The shurtzen and hanging frames are again quite simplified for Tamiya's legendary ease of construction, the skirts themselves have a chamfer moulded creating a decent thin edge. Tamiya have certainly turned things around regarding their figures and the two included here certainly look very nicely done. A typically Tamiya 'quick-build' approach and with a zimmerit decal option available separately soon, this must now be the default kit choice for the late model Brummbär. It's great to see Tamiya still doing things the Tamiya way.



## Lifecolor

Three new sets of Lifecolor's excellent acrylic paint sets in their regular 22ml wide-neck pots. We've always had great performance either brushing or spraying these paints. Continuing their weathering and diorama series is CS38 'White Wood', CS 39 Leaking, stains, grime and damp which contains some pretty

punchy lichen and moss tones. CS 40 'Stone Grey' provides some nice tones for buildings and paving which would provide some subtle variations for a realistic appearance. Lifecolor is always in stock at [www.airbrushes.com](http://www.airbrushes.com)



## Operation Market Garden Paratroopers Vol.2 Weapons and equipment of the Polish 1st Independent Parachute Brigade

Piotr Witkowski

Published by Mushroom Models

Softback format, 136 pages

ISBN 9788365281388

[www.mmpbooks.biz](http://www.mmpbooks.biz)

This second volume about the Polish Paras' in WWII focusses on their weapons and equipment, in particular during the battle of Arnhem in September 1944. It's interesting to see how the Polish unit differs from their British counterparts with the personal equipment, weapons and light artillery pieces covered in great detail with some superb images of original or faithfully restored pieces. An introduction to the Arnhem action is described in an



easy to digest time-line with simple maps and keys. Along with the colour images are a good selection of black and white period shots although most are of training exercises. From simple bayonets to jumping equipment and 6 pounder guns, everything is covered with the militaria collector in mind, which of course makes for invaluable modelling reference in detailed colour.



## D-Day Miniatures

First -rate resin figures from Poland with D-Day's expanding range, these two sets will suit any 1:35 German motorcycle kit and the figures are also available boxed individually. The set 35084 of HG Division (1943-45) troops depict a standing NCO holding an MP40 and officer sat astride a stationary bike. 35081 is a great load to adorn the passenger seat of the bike including side panniers, suitcase, blanket and personal gear. The sculpting and casting is excellent, a combination of the two sets will produce a beautiful vignette as displayed on the box art.



## MiniArt 1:35 USMC Tank Crew

With the recent spate of new Abrams kits these superb new crew figures from MiniArt are the perfect companions! Strictly speaking you have four crewmen and a single infantryman using the telephone at the back of the tank to speak to the crew. As you can see the quality of the sculpting is exceptionally good for injection moulded figures with the poses capturing those illustrated on the

boxart. Separately moulded tank helmets really enhance the appearance of the figure and MiniArt have even provided the tiny boom microphones along with separate goggles. We found the fit of the parts to be good and it is great to see the choice of tank crews for the modeller expanded with these new high quality figures.



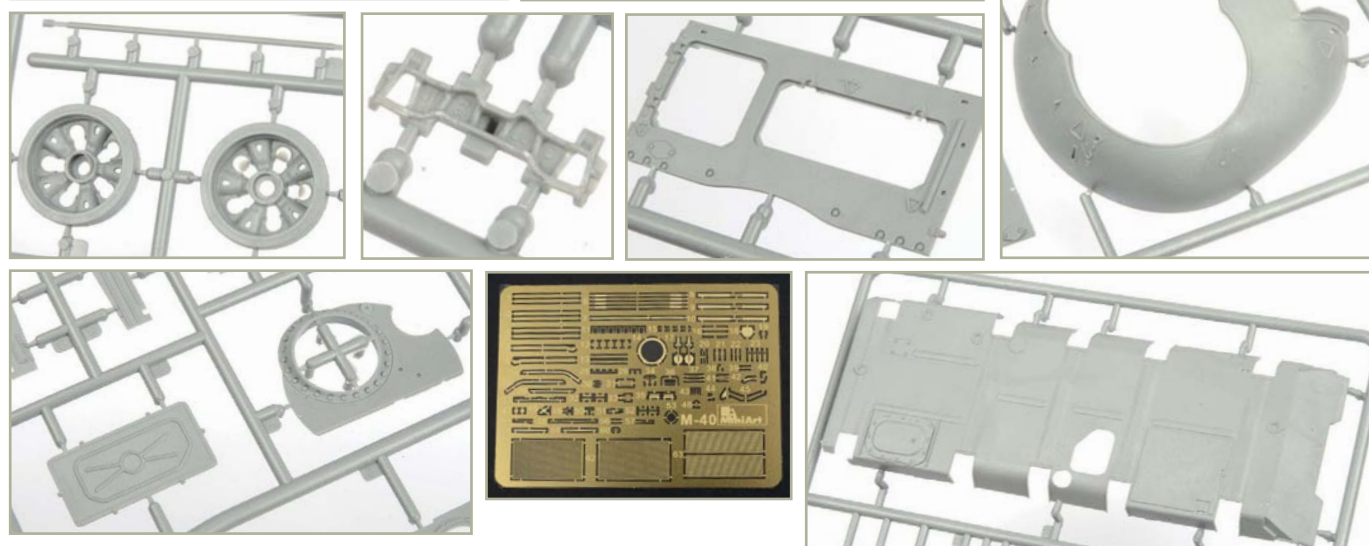
### MiniArt 1:35 Finnish Tank Crew

Resin figures are many modeller's choice for realism and niche subjects but there are still some great injection moulded figure sets out there, MiniArt producing some of the very best and many complementing their excellent kits. 35222 is a set of five Finnish crewmen with some quirky uniform features (such as the Lapp boots) and quite generic poses which will easily adapt to many vehicles. Definitely filling a gap in the market, perhaps we'll see some Finnish infantry from the Winter War?



### MiniArt 1:35 Soviet Assault Infantry

A great idea here from MiniArt which will make a great scene with an SU or T-34 reminding us of the period film and photographs of tanks charging through the snow with infantry riding on their backs decked out in their white winter cloaks. MiniArt have captured the white cloaks well featured on all five figures along with the (Valenki?) cold weather boots. Included are some of their superb weapons and personal equipment sprues with PPSH-41, DP 7.62 and Mosin-Nagant 91/30 rifles, including a sniper version. [www.miniart-models.com](http://www.miniart-models.com)



### MiniArt 1:35 T-54B

The winner of the highest number of parts and sprues (ok, so some of the sprues are small and many of the parts are carried over from previous versions) with around 1400 and 90 respectively--! In reality the parts count to assemble the early B with interior is around 800 with close to 100 in photoetch, these really are the definitive T-54 kits out there for the ultimate in detail and accuracy. As you'd image the box is packed and immediately impressive, as with the other kits in this series we've looked at previously the moulding finesse is second to none with stunning detail right down to accurate cast textures and foundry marks on the individual track links. In common with the earlier kits the V-54 engine and lower hull start the assembly, If we're not mistaken this

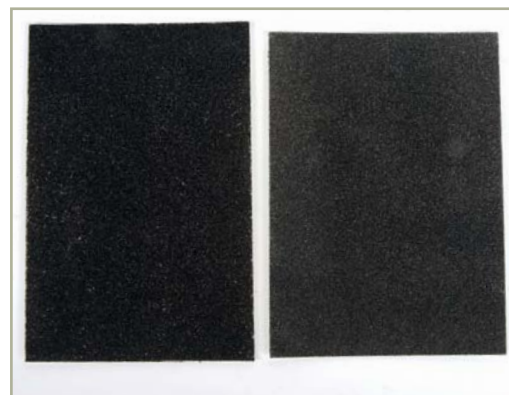
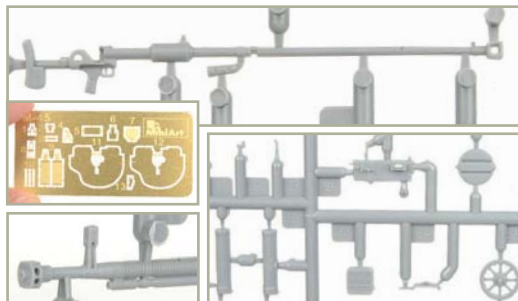
version is the first with a turret floor which changes many of parts including the belly pan of the very comprehensive interior (only the radiators and coolers are absent). Working torsion bar suspension will perform well with the superb individual link tracks and two full sets of alternative road wheels are included (check your reference as different factories used 'Starfish' or 'Spiders'). Other new parts for both external and internal features such as the stabilising system and IR sightings are superbly detailed as are the SGMT and DShKM machine guns. Options for foul weather covers and covered or 'naked' mantlets are offered and four different colour schemes. We're always staggered by these kits and desperate for the time to build one!



## MiniArt 1:35 Soviet Machine Guns & Equipment

A useful and extremely high quality set from MiniArt which provides a full range of WW2 era weapons for vehicles and infantry. The moulding quality is superb with drilled out muzzles and crisp rib detail. The set offers one of each type with the exception of the Maxim with two different models provided. These come with a optional photoetched shields on the small fret that is

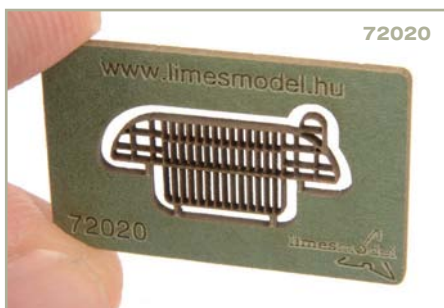
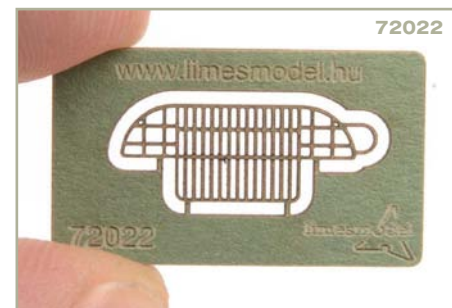
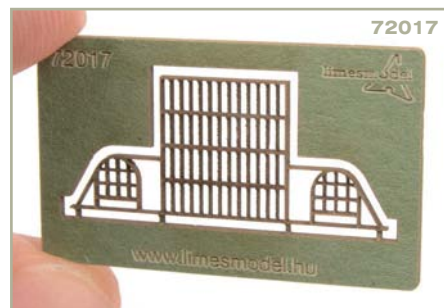
included. Alongside the weapons there are ammunition belts, (full and empty) and a full range of ammunition crates and boxes to service each weapon. The DSHK is one of the very best replicas of the gun making it ideal to upgrade the poor versions provided with some vehicle kits.



## Modelscale Brigade Bruchsal 1:35 & 1:72 Bundeswehr Anti-slip Decals

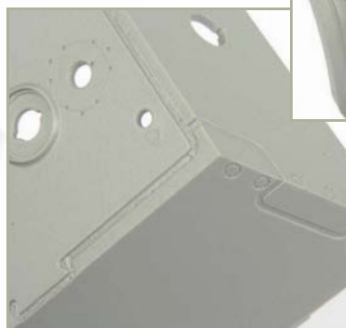
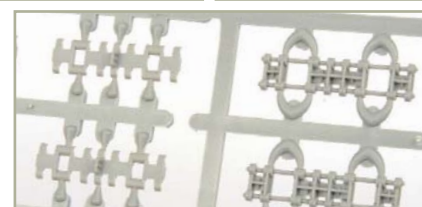
There usually is no easy way to apply anti-slip texture to modern AFV's with tedious masking usually required. Now here is a decal solution designed for both 1:35 and 1:72 Bundeswehr subjects. The sheets have a pre-applied grit so that you simply cut the shapes you require and then proceed as you would with any other decal product, using a decal setting solution to help apply them. The instructions recommend that they are applied onto a primed

surface but we undertook a test using the 1:72 anti-slip. This was applied to untreated plastic using Mr Mark Softer Neo. The results are excellent and the finished effect shows no sign of the textured finish rubbing off the film. You should be able to draw out the required anti-slip panels on the smooth reverse face of the carrier paper. Further details can be found at: [www.modelscale.de](http://www.modelscale.de) or search for their Facebook page: Modelscale Brigade Bruchsal



## Limes model 1:72 Laser cut Grilles

New additions to the Limes Models range of laser cut cardboard grilles for 1:72 subjects. These are surprisingly detailed and resilient considering that they are cut from cardboard. As you can see the big advantage that they have over photoetched equivalents is that they have a depth that is not possible with photoetching. I have found that a quick spray of Mr Surfacer or similar while still on the frets seals and enhances the rigidity of the parts. 72017 is a front grille for the Airfix Autocar U-7144-T. 72018, through to 72022 are all variations designed for the Airfix Chevrolet M6 Full details of these and the rest of the range can be found at: [www.limesmodel.hu](http://www.limesmodel.hu)



## Takom 1:35 Maus V2

If you're inspired by the E75 'Paper Panzer' in this issue here's one massive canvass to try out some weathering effects! German engineering enthusiasm at it's best could best describe the mighty 'Maus' prototypes, this is the version 2 which had the operational turret mounting the KwK 44 L/55 and coaxial 75mm which the Russian captors eventually placed on the chassis of version 1 and still resides in the Kubinka museum. Popping the lid on this kit presents us with something more familiar with 1:16 scale with the turret around the same size as a panzer III and showing some very delicate detail with separate ports and hatches. The lower hull and sponsons come as one huge part also with the slab-sides and hull top as separate panels with some excellent cast texture and interlocking armour. So far this was looking like a big but basic build, until you get to the running gear; there is a huge

amount of assembly involved here with no less than nine large sprues carrying wheels, suspension components and individual track links. If you're familiar with the tracks on a Kingtiger, these are of a similar design but made from two types of link, one type has eight sprue points, one six and the other twelve, that equates to hundreds of sprue points to cut and clean... It has to be said the detail does look very nice and you could cheat and just assemble the track that will be visible halving the work involved, or just build the hull and turret and produce a scene of it buried in the mud which would have probably been the fate of many of these monsters had they gone into production! A nice kit if you fancy a bit of 'What If' painting freedom or if you're more into reality there's plenty period images of the Maus being transported to Russia and tested.



## Panzers Normandie 44 Series

SS Panzer Regiment 1 LAH  
By Stephan Cazenave  
Published by Maranes Editions  
160 pages Hardback French Text  
ISBN 978-2-9552499-3-2  
[www.panzerwrecks.com](http://www.panzerwrecks.com)

This is another addition to the excellent Panzers Normandie 44 series of books devoted to the units operating in the campaign. Don't be discouraged by the fact that the book is published in French as it is lavishly illustrated with an incredible collection of archive images, and the majority of them completely new to me. Most of the featured vehicles are Panthers or Panzer IV and at the back of the book there are six pages of good quality colour profiles based on particular vehicles from the unit. Along with all the vehicle images there are also some

excellent photos of the crews in combat conditions and the more formal portraits of key personnel. Of particular interest to me are the images showing a newly delivered Panzer IV J both before and after it received its camouflage paint. With so many fresh images there is much to inspire the modeller, making this an essential reference for those interested in the Normandy campaign. Our thanks to UK stockists Panzerwrecks for the review copy.  
[www.panzerwrecks.com](http://www.panzerwrecks.com)

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modelled by  
Laurent Stankowiak

1:35





# PAPER PANZER

# E 75

Einheitsturm Reichswerke  
Hermann Göring 1947

## The story goes...

In 1945, as part of the Hermann Göring development, a larger version of the Schmallturm turret was ordered at the Skoda factory, one that could accept a larger main gun, such as the KwK 10.5 cm L / 68. Like the French steel mills, Skoda had the capacity to produce large foundry parts by virtue of their experience with the fabrication of large parts for locomotives.

The shift in production at Skoda would relieve some of the burden on the rolled steel industry in

Germany at the time of production of the E 50, E 75 and E100 models. Skoda could manage the entire internal process and would not need highly skilled workers for the production process. The new turret was more heavily armoured and had an internal infrared vision device. The command dome included a 360-degree periscope. Apart from the realization of the turrets, the Skoda group was also involved in the creation of the cast upper hull of the new Panther.

## From paper to plastic

For the creation of this model, I started with the Trumpeter E75 (ref. 01538) kit for the hull and running gear as well as the following sets from the resin aftermarket brand, Paper Panzer Production:

**PPP35021** Einheitsturm Reichswerke Herman Göring 1947

**PPP35008P** Panther 'mystery brackets'

**PPP35002** Exhaust set

**PPP35004** E75 wheel



The rear section was prepared to accommodate the imposing exhaust pipes from Paper Panzer Production. Texture was made using Surfacers 500 from Mr Hobby and stippled with a stiff bristled brush.



Metal sprockets are used in place of those supplied in plastic due to the weight of the Friulmodel tracks.



The engine deck has three cast domes on the access doors, the one nearest the turret was removed and replaced with a plastic plug to allow the turret to be installed. The kit's grilles were removed and replaced with Aber versions. Note the 'Mystery Brackets' on the hull sides (another Paper Panzer Production part) with the weld bead created by Magic Sculpt.



The impacts were also made using Magic Sculpt. The plastic is gouged and a small pellet of Magic Sculpt pushed into the recess and formed with a toothpick working closely with photos, easily accessible on the internet and many reference books.

The tracks were replaced by Friulmodelismo ATL37, antennas and shackles come from RB Model and finally detailed ventilation grilles using the Aber G26 photoetch set.

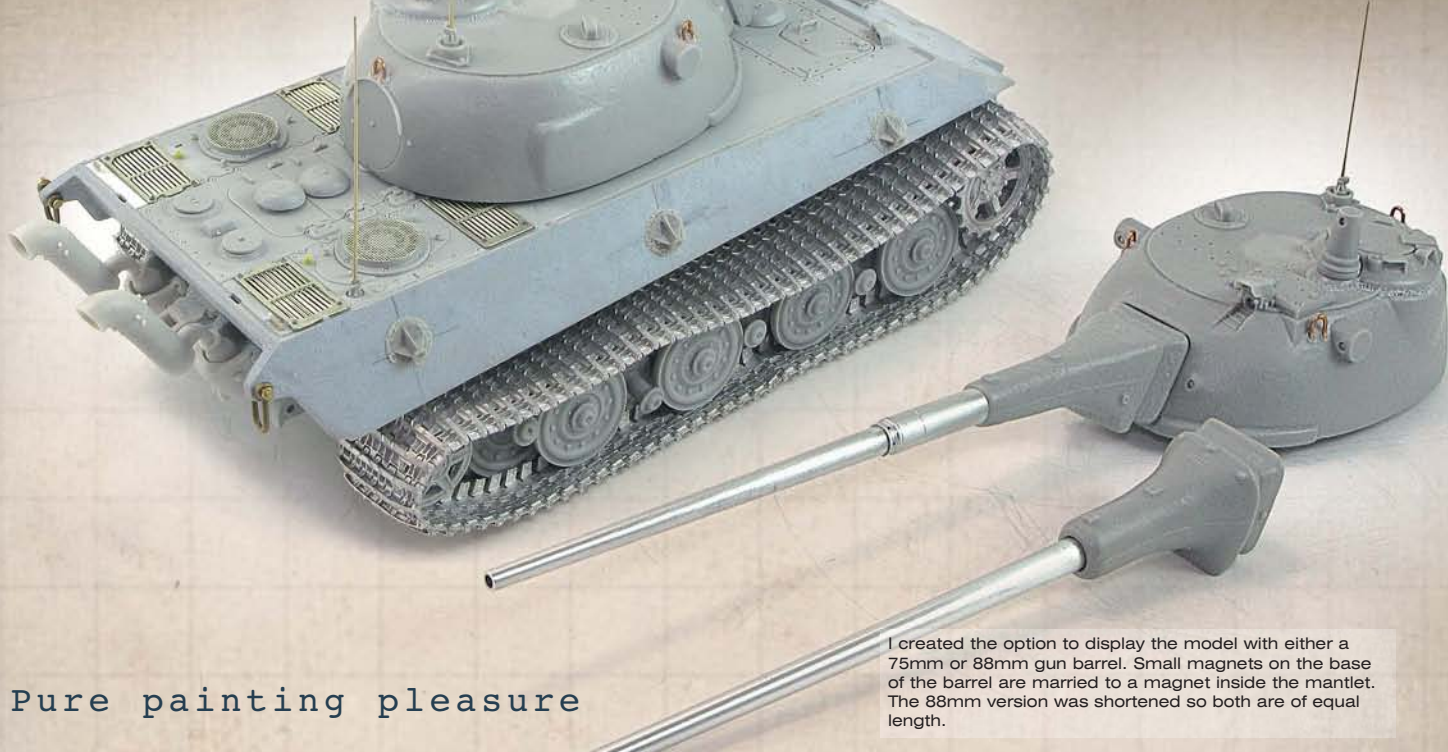
The main advantage of this combination of fiction (albeit plausible!) was a complete freedom for the painting and weathering; the tank never got further than the drawing board. For this reason I decided to follow the same path for the model whilst keeping in mind the fact that this tank is a composite made as an emergency. The recovered body has already suffered some impacts in front and is well used. A new engine and exhausts have replaced the old

ones with parts of the running gear in various stages of completion, the freshly moulded turret devoid of paint completes the look, just like the revival of Frankenstein's monster!

With the turret as a raw casting I've replicated various states of rust, red brown primer for the engine hatches as well as some other components, and for the body the famous "Octopus" camouflage which has caught my eye for some time using the masks from J's Work ([www.jsworkmodel.com](http://www.jsworkmodel.com)) ref 5135. All the paints come from Mig Production, Abteilung 502, Ammo & AK ranges and the Ammo of Mig set 7101 "Late German

Camouflage" for painting the body shell in a 'post '45' colour style.

The Paper Panzer Production resin parts are of excellent quality and finesse with very little shrinkage. Careful preparation was undertaken for the whole pre-assembly and gentle cleaning with soapy water in order to degrease the parts. Friulmodelismo tracks were prepared in advance using the vinyl kit tracks for reference of the number of links. Once assembled and cleaned these were put aside ready to test-fit. I also prepared the two versions of the barrel, allowing the 75 mm and the 88 mm to be interchangeable.



## Pure painting pleasure

I created the option to display the model with either a 75mm or 88mm gun barrel. Small magnets on the base of the barrel are married to a magnet inside the mantlet. The 88mm version was shortened so both are of equal length.



First coat was a flat German Gray protected by a matt Pébéo varnish. Once dry I sprayed a coat of Heavy chipping.



Several layers of PA 904 Blue grey followed by a thinner tone to obtain different gradients of colour.



With a stiff bristled brush and water I lifted random areas of the top coat and sealed with matt varnish followed by more Heavy Chipping.



An all-over coat with Ammo of Mig 042 Old rust.



The removal and re-sealing process is repeated...



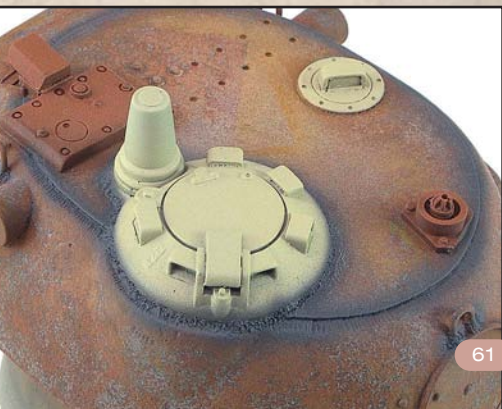
and covered with a clouded pattern of 040 Medium rust.



A final removal of the top coat with brush and water and the 039 Light rust was gently airbrushed to represent the freshest rust with indications of where plate has been stored on the roof



While the colours were being used for the turret the same procedure was followed on the wheels.





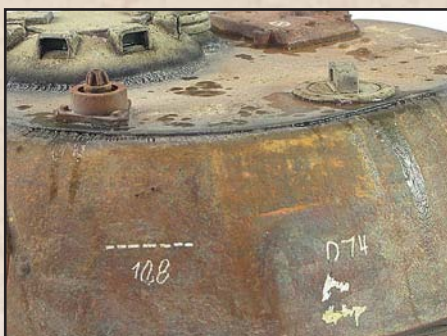
To add to the interest of the interchangeable gun barrels the mantlets were finished in different colours.

The welding is highlighted by dry brushing with Humbrol 53 Metal.



A wash of AK 121 OIF & OEF U.S. vehicle wash is worked over the yellow areas. Micro-painting was used to create the chips on the turret with a base of AK 711 Chipping colour.

Some dry transfers from the 'Wilder' brand (ref. HDFDT3503) are applied to the turret.



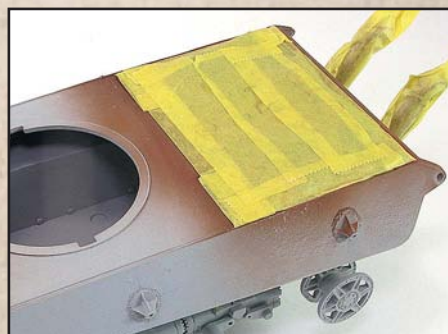
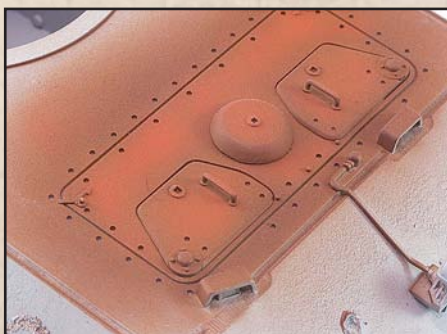
The accumulation of rust and dust were deposited in the recessed detail. It's necessary to work with a very diluted mix in order to overlap the different layers realistically.

Drops of moisture are created using Ammo 2015 Wet Effect. This can be blended with white spirit.

I finished off with a few traces of oil and some Ammo 095 Crystal Smoke on the sighting systems that were previously painted in metallic Humbrol silver paint.



The first stage of painting the hull was producing the primed areas using the Ammo colours 014 and 921 in thin coats to vary the tones. Some subtle pure red highlights were added before masking.





The J's Work masks in place. Rubber-tip brushes were used to burnish the edges tight to the surface.



Ammo 001 Olivgrun opt.1 was my base colour choice. This was applied creating 'zenithal' light and shade.



Ammo 012 Dunkelgelb auf 44 was applied in very thin layers to avoid any build-up at the edges of the masks.



The fixings on the hull side were painted next with the same techniques as the turret.



The shell impacts were first treated with Vallejo Black-Brown with fresh rust effects added with Ammo 040.



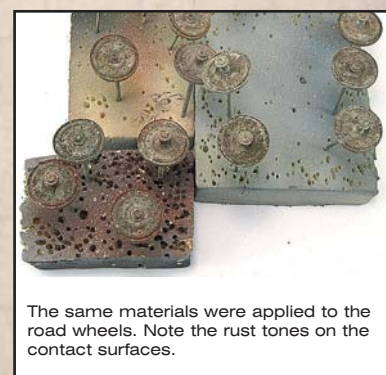
A graphite pencil highlights exposed edges and paint damage is added by fine brushing, scratching with a cocktail stick and stippling by sponge



Rust washes and streaking was next across the primer red surfaces.



For the lower hull a mixture of plaster, ground earth, pigments of different tones and Ammo 1207 Streaking Grime are used to build the textures of accumulated dirt.



The same materials were applied to the road wheels. Note the rust tones on the contact surfaces.



Damp earth is created with A K 016 Fresh Mud and fixed with gloss varnish to give a little relief and contrast to these wet areas.



Moisture traces are made with Ammo 2015 Wet Effect and traces of dirty grease were added with Abteilung 502 (oil paint) Engine Grease.



The placement of the wheels on the suspension was carried out after the hub areas had received some traces of Abteilung 502 Engine Grease, diluted with white spirit.



After adding the final details such as the chain, shackles and damaged antennas the tracks were installed. These are painted in Tamiya XF10 Flat Brown and were washed with AK 083 Track Wash. Pigments of different tones (Dry Mud P232, Rubble Dust P234, Brick Dust P029, Concrete P026, Dark Mud P033) are applied randomly and then bonded and fixed with white spirit. Sanding the contact surfaces reveals the realistic metal finish of the Friul tracks.

## Final thoughts

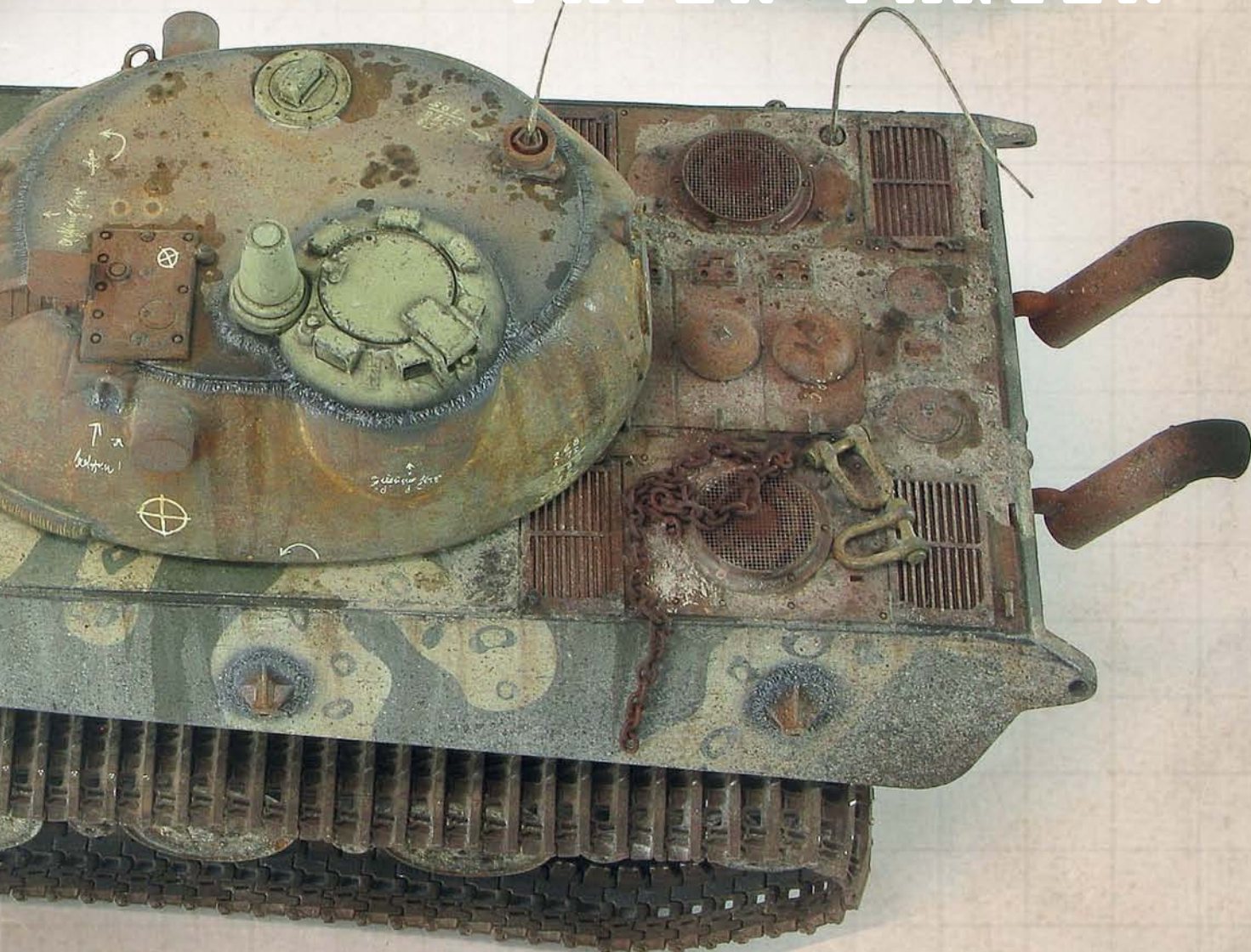
A very good base kit with the very good quality of resin by Paper Panzer Production. This original subject allows one to make a pretty impressive model with it's low profile turret and huge gun. I have been able to test many painting and weathering techniques of on this project and I confess to be pleasantly surprised by the results of some of the methods that bring excellent results with a little patience and organization. I promised my friend John that I would give him the finished model, my contract is complete and now I can return to my usual Russian subjects!

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