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FineScale Modeler

April 2020

p. 14

MASTER A MiG-15

DETAIL, IMPROVE
A SOVIET ICON

**SPECIAL
PETE
BAVE
PORTFOLIO**
p. 50

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an Iraqi trainer from
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a KV-1 a Beute ▼** p. 18

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jet bikes** p. 38



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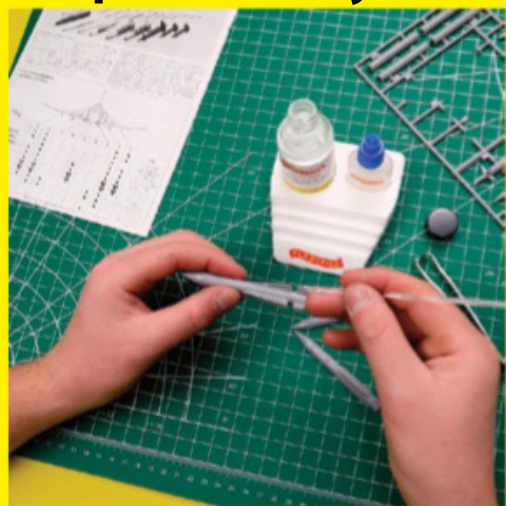
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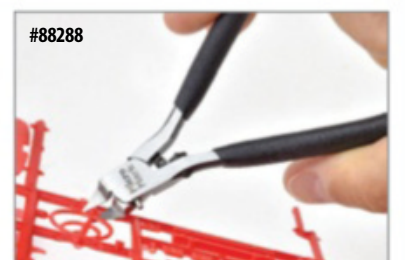


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By Mark Savage

Buy this book or we'll crush a model! ;)

You may think, or imagine, that we do nothing here but sit around the office building models, playing with airbrushes, and sniffing glue. But we *do* fill a few hours editing and writing, too.

Plus, and I hope this isn't news to you, we also write and edit how-to modeling books and special issues that generally focus on a specific type of modeling.

For instance, last summer we published a special issue, *Build Better Ships Models*. We also published a book, *Modeling World War II in Europe*, with a Pacific version planned for this summer, marking the 75th anniversary of WWII's end.

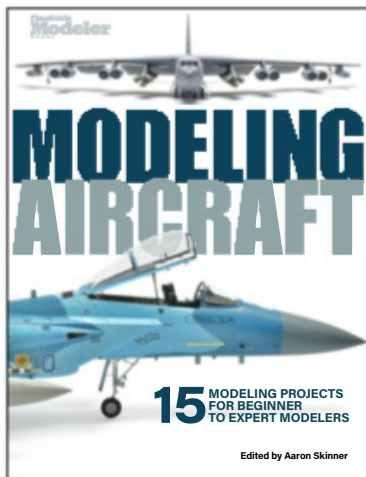
We've just published *Modeling Aircraft*, a new look at ways to create beautiful and realistic aircraft. It's a

great read, and I'm not just saying that because Aaron Skinner, the book's editor, is standing here with a hobby knife. Aaron was aided by our crack how-to modeling book editor, Eric White, and the stories come

from many of the well-known modeling experts and authors you see in *FineScale Modeler* each year.

There are 15 all-new modeling projects for all level of builders, from the likes of Paul Boyer, Chuck Davis, Darren Roberts, Chuck Sawyer, and Bob Steinbrunn.

You'll learn more about working with photo-etched metal, scratch-building, painting, weathering, kit-bashing, and airbrushing. Never worked with resin? There's something here for you too.



And like all our books this aircraft edition features sharp, clear photos of each build along with equally clear, concise captions to help you replicate these fine building techniques.

So, if this issue (the one you're

holding in your hands) with its stellar build of a colorful MiG-15 by Ricardo Dacoba stirs you to take on even bigger aircraft building projects, you'll want to buy a copy of *Modeling Aircraft*. How? It's easy at

KalmbachHobbyStore.com.

Happy modeling!

I hope this isn't news to you, we also edit how-to modeling books

editor@FineScale.com

Off the sprue: What food do you most despise?

In the office, most any foodstuff that is brought in disappears quickly, so there can't be *much* you won't eat!



Editor
Mark Savage
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I generally will eat most things, but lima beans are best left on the plant. They are simply too dry and blah, sort of like eating freeze-dried tofu. I did eat some that were edible at a church dinner once, but they were loaded with bacon, butter, and brown sugar, which, let's face it, make anything taste better!



Senior Editor
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I'm not a big fan of liver or cooked spinach. The texture of both is off-putting, or rather, gag-inducing to me. Otherwise, I'm willing to try just about anything. Also, and call me a Philistine all you want, but rare meat doesn't do it for me — I want steaks cooked all the way through!



Digital Editor
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Cilantro! Why on Earth would anyone purposely put a soapy-tasting herb in their mouth?! Garnish, you say? Ruining it, I say.



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Liver! Don't even know if that's still available these days but I do know that the smell and texture of it when my mom cooked it for my dad (with onions which made it even worse) made me gag. Honestly can't look at or eat any animal innards. We got hotdogs on those days.

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This book may seem horribly out of date since it spends most of the time describing how to adapt compact film cameras for flight. This includes building large payload bays and methods of mechanically and/or electrically triggering the cameras.

It's being re-issued because while the actual payloads being lofted are obsolete, the techniques of building sturdy payload bays for comparatively large, heavy instruments and methods of mechanically and/or electrically triggering them is still relevant. In fact, even more so with the recent rise of university-level programs using rocketry as a teaching tool

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Patrick Janssen, who lives in Belgium, displays his “zipperroom” gear that shows his affection for F-104 and other Century Series aircraft.

A Century Series lover offers a fact check on an F-100C equipment rack

Not long ago, I went to my local bookshop and bought the November 2019 issue of *FineScale Modeler*. I have been reading *FSM* since I started modeling many years ago. I turned 60 this year and have been modeling on an “off-and-on” basis since I was 12.

I have always been a fan of the Century Series of fighter jets with a particular liking for the F-104. In addition to my F-104 models, I also have built up an extensive collection of F-104 flight gear — books, patches, and so on. I’m including a picture of my “zipperroom” and I have a Slivers outfit created with the help of the team’s pilots and crew chief. It’s one of the special F-104 flight gear outfits in my collection. The Begian air force’s Slivers aerobatic team needs no introduction in the F-104 world and I have been lucky and honored to build a close personal relationship with them over the years.

What stirred this letter is the F-100C model made by Tom Reese (November 2019, p. 16-17).

The model is just beautiful but it contains an important error. The equipment rack behind the ejection seat moves up with the canopy when that is raised whereas on Tom’s model it is shown as fixed to the fuselage. I also have the impression that the canopy is raised too high compared with the pictures I have seen of real Huns with the canopy popped open.

I hate to make these remarks as this does not affect at all the beauty of the model, but for the sake of accuracy I felt I had to send this note. Please send my remarks to Tom, but please indicate that they are meant as “positive criticism for the sake of accuracy.”

Keep up the excellent work at *FSM*!

– Patrick Janssen
aka zip-104
Belgium

What’s your favorite model?

We all have favorites, so what’s YOUR favorite model you’ve ever built, and why?

Let us know and we may share it with the rest of our readers in a future issue. If you still own the model, send us a photo with your reply!

And remember, it doesn’t have to be your BEST model, just your favorite. Email it to editor@FineScale.com

Process used to be the thing

I will be 83 years old on my next birthday and I am still building models as I have

done since I was a youngster. You won’t remember them, but I built aircraft models when all that came in the box were a few pieces of wood you sanded to shape with paper templates, some glue that you mixed yourself, and some blue pieces of paper you stuck on for the canopy.

It was great fun and the result might even somewhat look like the real thing so I think I know what modeling is all about. I don’t buy many more models nowadays. Each new model I may purchase represents one from my stash that will not get built considering the amount of time and skill I have left. I’m

sure you understand what I mean.

I just finished scanning my May 2019 issue of *FSM* (long-time subscriber). I am awestruck by the level of modeling contained therein. Never in my wildest dreams and never with the modeling skills I now possess or ever did possess could I hope to achieve such results. Incredible!

These are not just models they are works of art made by artisans having superior skill, imagination, and dedication. There is not one item there I could even begin to replicate and, I suspect, nor could most other modelers. These are works by the

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Why not give your computer screen some extra pizzazz? Download this wallpaper of a gorgeous F-104G that Mathew Walker built and reviewed in Workbench Reviews this issue, p. 56.

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Reviews and more reviews

We give you up-to-date reviews in each issue, but you can find hundreds more kit builds online all the time. Check it out!

select few and as far from us "average" modelers as one can get.

Years ago I subscribed to a model magazine that featured aircraft models almost exclusively. They were virtually all 1/72 scale since the larger scales were not in existence then and kits were as likely to come in a bag as in a box. They were all out-of-the-box builds. No aftermarket decals, resin, photo-etch, or other add-ons. What you saw is what you got. Period.

I can't even remember where the paints came from but they were few in number and colors. I am not suggesting these were the good old days. Clearly, modern technology in mold making and materials have enabled some really great plastic models to be produced for the scale modeler. My point? Modeling was as much about the process as the product.

A while back I suggested you think about a monthly model built out-of-the-box with no aftermarket stuff. Just build, paint, and decal it and hope for the best — pure modeling. I'll bet there are a lot of readers that would appreciate such a story.

— Dean Bergstrom
Rome, N.Y.

Ed: Thanks for your thoughts, Dean. We're sure there are a lot of modelers who still build their kits straight from the box, and that's what all our reviews are, straight from the box builds. We hope readers appreciate these simple builds and the advice the reviewers give.

Making models for vets

Like Aaron Skinner (*March, 2019*), my most memorable modeling experience involved a World War II vet. Several years ago in response to a request from the local flying museum in my hometown of Missoula, Montana, I built a B-25 Mitchell Doolittle raider from Accurate Miniatures' 1/48 scale kit. I mounted it onto a scale carrier deck with a few scale Navy personnel, making a diorama of sorts.

The model was to honor the heroism of Dave Thatcher, a gunner on the 1942 raid over Tokyo. Dave, a longtime resident of Missoula, was also a longtime museum member. As a crew member of the B-25 *Ruptured Duck*, Dave's heroics had been re-enacted in the classic movie, *Thirty Seconds over Tokyo*.

On the evening that I took my *Ruptured Duck* model to the museum, Dave was on

Q&A

Tamiya lacquer paints

Q On the back of the November 2019 issue is an ad for the new line of Tamiya Lacquer Paints. What it failed to tell consumers is what is the correct primer to use with this new line of paints. Can they be used with acrylic or enamel paints? What is the best way to use lacquer paints, whether it be the brush or airbrush? I feel manufacturers forget that the local hobby shop has gone the way of the dinosaur and is no longer around as a place to seek advice.

P.S. I really enjoyed the Final Details article in the November issue. The featured halftrack was out of the ordinary and really draws attention. Dan Drake has a fertile imagination and is a great modeler to boot.

— William Mezzano
Addison, Ill.

A Tamiya's new lacquers, better described as acrylic lacquers to differentiate them from hot lacquers like those that used to come from Floquil, are the same kind of paint that has been available in the company's spray cans for years. Now they can be airbrushed and hand-brushed without decanting. And there is a larger range of colors available.

For primer, I'd recommend using Tamiya spray-can primer.

As far as compatibility, they may be OK under or over enamels and lacquers, but I'd test them first before using them on a model.

Testing them, it appears they can be hand-brushed straight from the bottle. For airbrushing, thin with Tamiya lacquer thinner with the yellow cap. I don't know ratios yet as I haven't used them enough, but try a little and work from there until you get the results you want.

I have used several acrylic lacquers from other makers — Mr. Color, MRP, AK Interactive Real Color, and Hataka Orange Line — all with good results. These paints cover well, go on thin, and dry quickly. The only disadvantage is they have a stronger odor than acrylics and you'll need more than water to clean brushes.

— Aaron Skinner

hand to inspect my work. He quickly pointed out that I had the prop blades positioned wrong. He informed me that the props were always set with one blade pointing straight down. This was done to prevent anyone roving the deck from hitting his head on a prop. At the time of his passing two summers ago, Dave was one of only two remaining survivors from that historic raid. I'll always treasure the brief time I spent visiting with him and receiving a modeling tip from someone who was actually there at the time!

– Don Spritzer
Missoula, Mont.

Building a Moonbase diorama

Here's one of my diorama shots. I know you asked for contributions a while back.

For this one I modified MPC's 1/72 scale *Space: 1999* Deluxe Edition Eagle Transporter by opening up the framework, and adding landing gear and undercarriage as well as piping to the engines. The command module and front left landing pod were cut open and detailed with parts from my spares box to depict collision/crash damage — an all too common occurrence on the show. I scratchbuilt a close-up section of a Moonbase Alpha landing pad from 1/16-inch plastic stock and 15 LEDs powered by a 9-volt battery hidden inside the embarkation building.

– Mike Walston
Highlands Ranch, Colo.

Ed: We appreciate dioramas no matter what world they depict! **FSM**

Reader tip

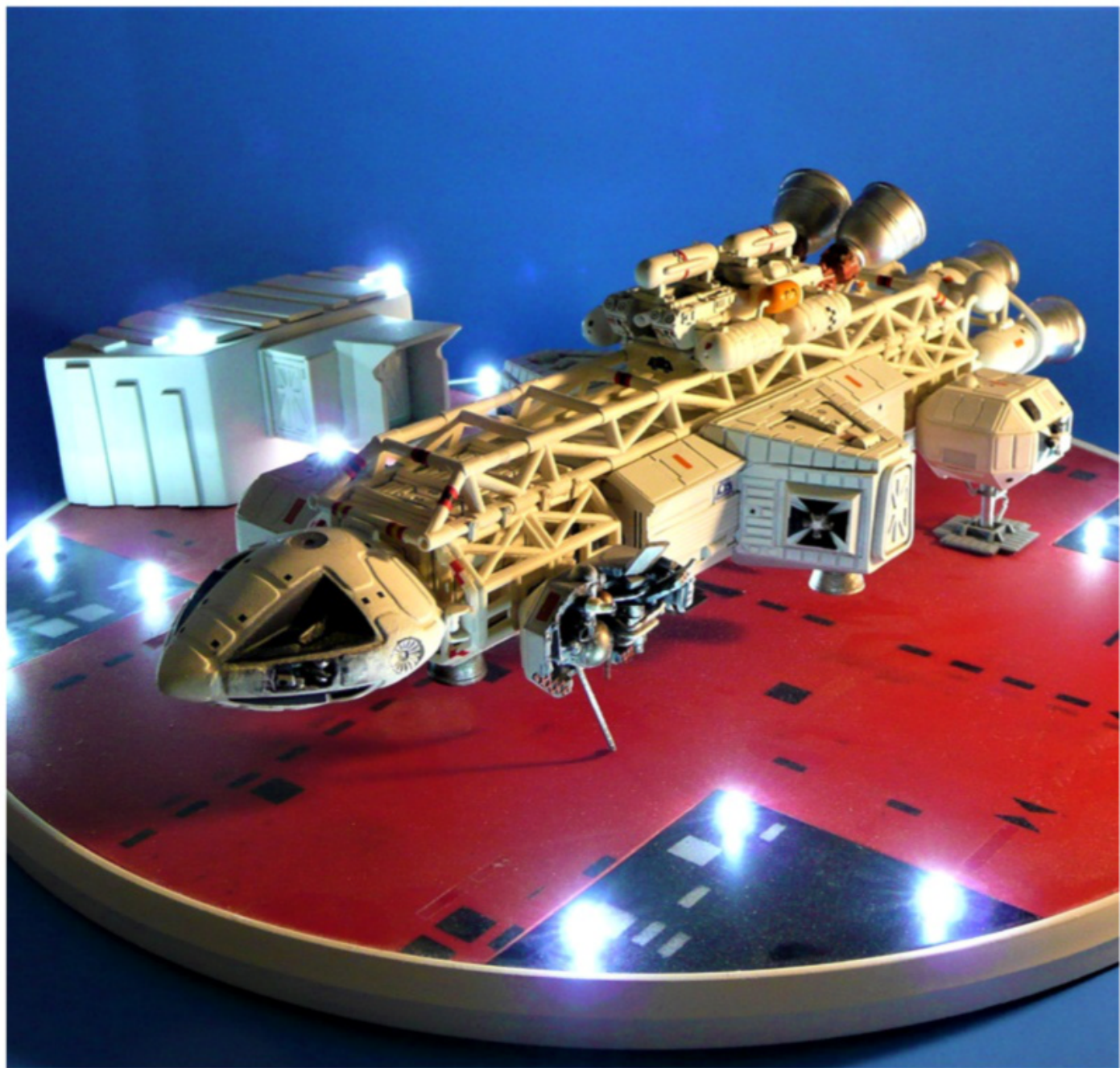
Better control

Here's a simple tip and all you need is to enjoy wine to be sure you have the supplies.

I paint a lot of eyes and instrument dial faces using toothpicks, but they are hard to hold. I have saved all of the corks from wine and champagne over the holidays and I drill the thickness of the toothpicks and insert them into the corks.

This gives me a great handle for the toothpicks and I now have full control to do more accurate painting.

– Matthew Higgins
River Ridge, La.



Mike Walston sends us this stellar (sorry) Moonbase Alpha diorama that he made using MPC's Eagle Transporter. But he made a variety of improvements, not to mention lighted the whole darned thing. What special lighting have you added to a diorama you've built?



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Mirage 2000C from Kitty Hawk, No. KH32020, \$129.99. **WBR**

1/35 SCALE



Cierva C.30 with winter ski from MiniArt, No. 41014, \$47.79. Includes photo-etch and decals for 4 options.

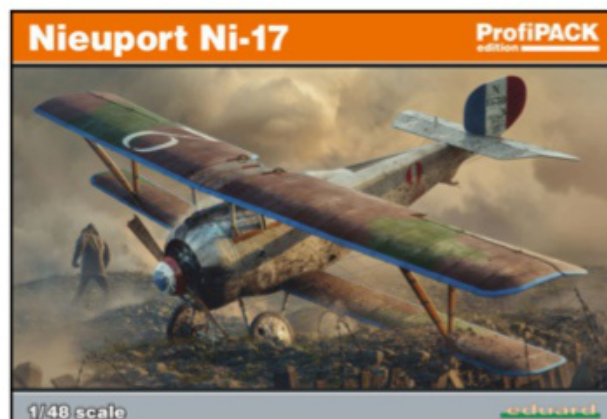
1/48 SCALE



SA.365N Dauphin II from Kitty Hawk, No. KH80107, \$47.90.



Bf 109E-3 from Eduard, No. 84157, \$29.95. Weekend Edition.



Nieuport Ni-17 from Eduard, No. 8071, \$26.95. ProfiPack.



P-51D Mustang Dual Combo from Eduard, No. R0020, \$110. Royal Class.



Eiko (JASDF F-14) from Eduard, No. 11130, \$99.95. Limited Edition.



Fw 190A-8 from Eduard, No. 84122, \$29.95. Weekend Edition.

1/72 SCALE



MiG-21MF Interceptor from Eduard, No. 70141, \$33.95. ProfiPack.



MiG-21PFM Interceptor from Eduard, No. 70144, \$33.95. ProfiPack.

ARMOR

1/16 SCALE

Chinese Army Type 94 Tankette from Takom, No. 1009, \$63. One-piece tracks included. **WBR**

1/35 SCALE



Bumerang Russian 8x8 armored personnel carrier from Zvezda, No. 3696, \$56.99. **WBR**

PzKpfw III Ausf M Kursk 1943 from Dragon, No. DRA6521, \$84.99.

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Workbench Reviews

Look for a detailed review in an upcoming issue of FSM. **WBR**



British Military Lorry B-Type from MiniArt, No. 39003, \$59.99. Includes photoetch and decals for 4 options.



British M3 Lee from MiniArt, No. 35270, \$55. Includes 2 options for assembling workable tracks T41 or WE210.



SdKfz 250/3 "Greif" 2 n' 1 from Dragon, No. DRA6911, \$69.99.



StuG III Ausf G 'Early Production, Kursk 1943' (Neo Smart Kit) from Dragon, No. DRA6927, \$79.99.



Saladin Mk.II British Armored Car - "Black Label Series" from Dragon, No. DRA3554, \$67.99.



PzKpfw 38(t) Ausf G with interior, Smart Kit from Dragon, No. DRA6290, \$62.99. Reissue.

1/72 SCALE



M1134 Stryker ATGM from Dragon, No. DRR 63005, \$24.99.

SHIPS

1/400 SCALE



Queen Mary 2 Platinum Edition from Revell/Germany, No. 05199, \$188. Includes photo-etched parts, metal parts and self-adhesive wooden deck.

Spotlight

2-in-1 WWII Luftwaffe hangar set from Noy's Miniatures, available in 1/32 (No. 3236) \$68.70, 1/48 (No. 4836) \$33.75, 1/72 (No. 7236) \$24.75 and 1/144 (No. 144036) \$18. Includes set of 6 prints (3 for 1/32) depicts the inside area of a WWII Luftwaffe hangar. 2 options available: fighter display and a bomber display (utilizing the extension set included). Also included (free) is an accessory detail set containing boxes, drums, posters etc. to the hangar inside (not applicable to 1/32).



FIGURES

1/35 SCALE



British AFV Crew from MiniArt, No. 37059, \$15.99. Contains 4 figures.

AIRCRAFT DECALS

1/48 SCALE



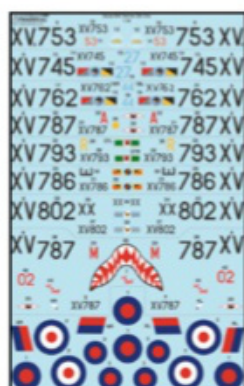
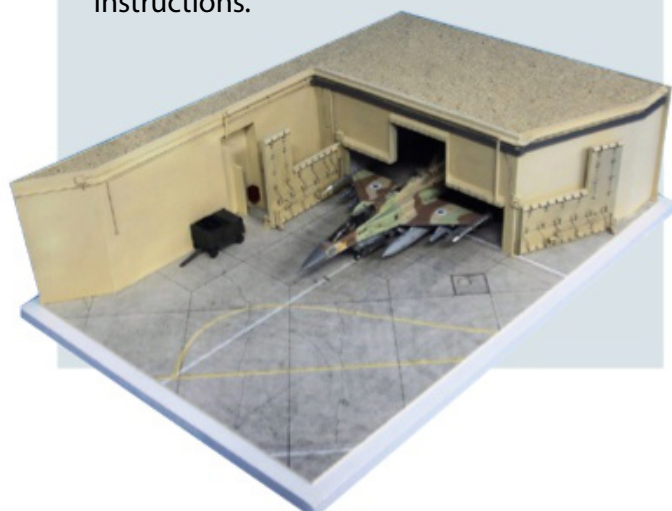
RAF Harrier GR.3 from Xtradecal/Hannants, No. X48212, \$10.55.

Spotlight

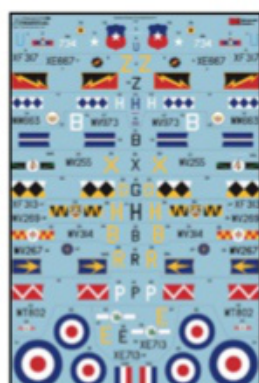
1/144 SCALE

Hardened aircraft shelter (HAS)

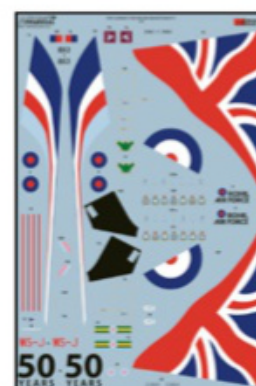
Israeli Air Force, No. 144K102, \$43.80 from Noy's Miniatures. Kit includes 12 resin parts, 4 photo-etched parts, a full color tarmac print and full color assembly instructions.



Early RAF Harrier GR.1/3s from Xtradecal/Hannants, No. X48211, \$10.55.



Hawker Hunter F.4 from Xtradecal/Hannants, No. X48213, \$11.25.

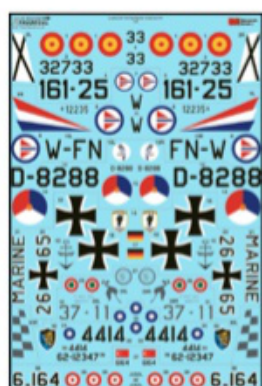


RAF Lockheed C-130J Hercules C.5 Special Schemes Pt. 1 from Xtradecal/Hannants, No. X72316, \$13.25.

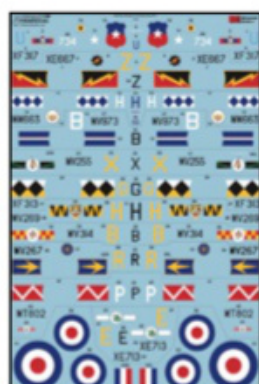


RAF Lockheed C-130J Hercules C.5 Special Schemes Pt. 2 from Xtradecal/Hannants, No. X72317, \$14.50.

1/72 SCALE



Lockheed F-104 Starfighter Collection Pt. 1 from Xtradecal/Hannants, No. X48208, \$10.55.



MiG-17F, PZL-Mielec Lim-5 & Shenyang J-5 Collection from Xtradecal/Hannants, No. X72313, \$10.55.



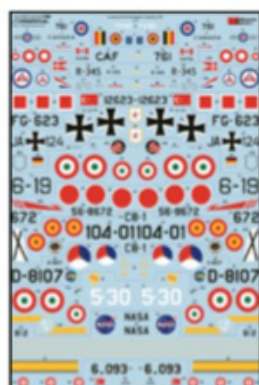
Lockheed F-104 Starfighter Collection Pt. 2 from Xtradecal/Hannants, No. X48209, \$10.55.



Lockheed F-104 Starfighter Collection Pt. 1 from Xtradecal/Hannants, No. X72314, \$10.55.



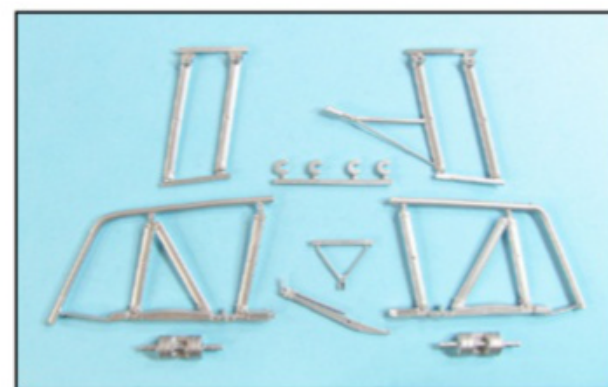
Lockheed F-104 Starfighter Collection Pt. 3 from Xtradecal/Hannants, No. X48210, \$10.55.



Lockheed F-104 Starfighter Collection Pt. 2 from Xtradecal/Hannants, No. X72315, \$10.55.

AIRCRAFT DETAIL SETS

1/32 SCALE



Gotha G.1 Landing Gear for Wingnut Wings from Scale Aircraft Conversions, No. 32148, \$19.95.



F-104G Starfighter Landing Gear for Italeri from Scale Aircraft Conversions, No. 32149, \$17.95.

1/48 SCALE



A/B-26B Invader Landing Gear for ICM from Scale Aircraft Conversions, No. 48376, \$16.95.



B-17G Flying Fortress Landing Gear for Hong Kong Models from Scale Aircraft Conversions, No. 48377, \$17.95.



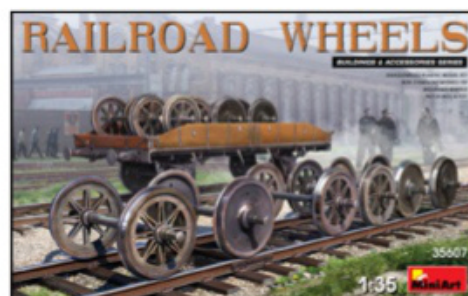
F-104A/C/G/J/S Starfighter Landing Gear for Kinetic from Scale Aircraft Conversions, No. 48374, \$16.95.



P-38F/G Lightning Landing Gear for Tamiya from Scale Aircraft Conversions, No. 48375, \$14.95.

MISCELLANEOUS DETAIL SETS

1/35 SCALE



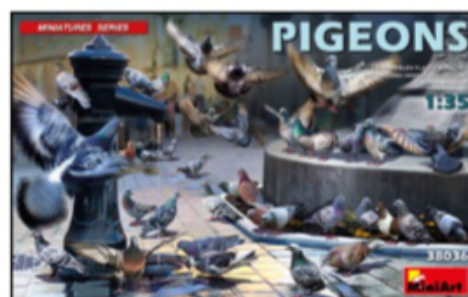
Road Wheels from MiniArt, No. 35607, \$TBA. For European or Russian railway gauge.



Scaffoldings from MiniArt, No. 35605, \$TBA. Building and Accessories Series.



Road Signs WW2 North Africa from MiniArt, No. 35604, \$TBA. Decal sheet included.



Pigeons from MiniArt, No. 38036, \$TBA. Contains 36 pigeon models.

Kalmbach Hobby Store

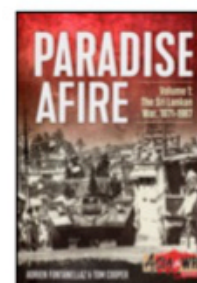


Modeling Aircraft (No. 12820 \$24.99) by Aaron Skinner and his team of experts at *FineScale Modeler*, gives you 144 pages of photo-driven, how-to projects. In this all-new book you will learn

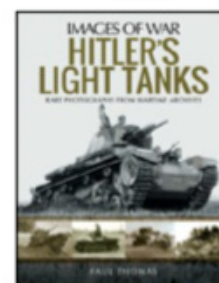
more about finishing, masking, using cast resin parts, working with photo-etch metal parts and more on everything from WWI biplanes to WWII aircraft and modern jets.

Visit www.Kalmbachhobbystore.com

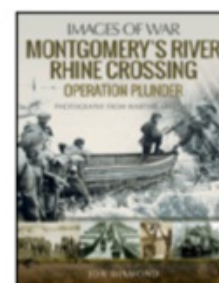
BOOKS



Paradise Afire Volume 1: The Sri Lankan War 1971-1987, \$29.95, by Tom Cooper, Adrien Fontanellaz, soft cover, 88 pages, 12 profiles and color photos, 110 B/W photos and 10 maps, ISBN: 978-1-9123-9034-2. From Casemate Publishers.



Hitler's Light Tanks, \$22.95, by Paul Thomas, soft cover, 128 pages, 250 B/W photos, ISBN: 978-1-52-674166-0. From Casemate Publishers.



Montgomery's Rhine River Crossing — Operation Plunder, \$26.95, by Jon Diamond, soft cover, 240 pages, 250 B/W photos, ISBN: 978-1-52-673173-9. From Casemate Publishers.



American Armor in the Pacific, \$24.95, by Mike Guardia, soft cover, 128 pages, more than 100 B/W images, ISBN: 978-1-61200-8189. From Casemate Publishers.

By Chuck Davis



Seeing — and painting — spots

Working in reverse puts squiggles on a Sonia

When I built Wingsy's 1/48 scale Mitsubishi Ki-51 for a Workbench Review (*FSM* March 2020), I knew I wanted to build one with interesting camouflage rather than

overall Japanese army gray green. On the real aircraft, it appears that the green color was applied over existing gray green in a series of interwoven lines. I can't airbrush consistent squiggles well, but I can paint

decent splotches. So, I decided I could accomplish this scheme by painting gray splotches over green, followed by brown splotches inside the gray. GSI Creos Mr. Color acrylic lacquers were used throughout.



I painted the lower surfaces with gray green (128), then masked to paint the upper surfaces with IJA green (16). I painted the canopy, antenna, and landing-gear spats at the same time.



To ensure proper alignment of the dots, I tacked the cowl in place with Microscale Liquitape. That left the cowl easily removable after painting to install the engine.



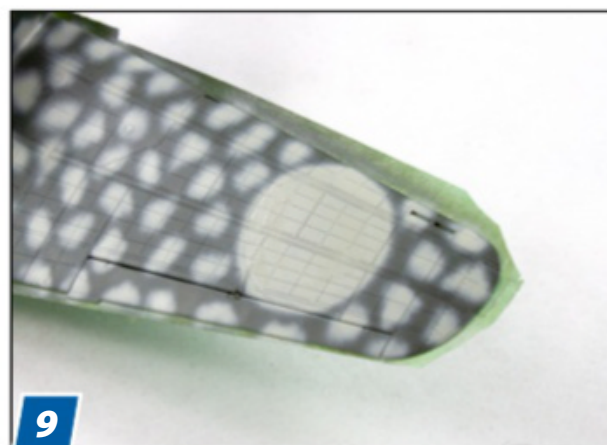
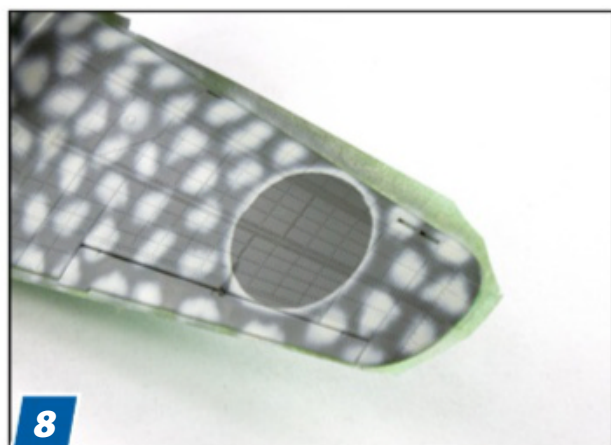
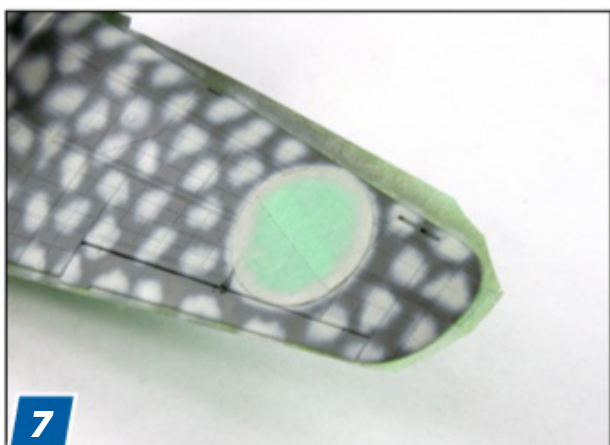
The national markings, applied before the green was, have soft edges of green gray. I selected a circle template that matched the insignia and cut circles of tape ...

... and applied them to upper wings where the roundels would go later.



Then, I sprayed splotches of gray green over the dark green. The splotches should be roughly the same size and spaced equally. I sprayed these at 12-15 psi with a mix of equal parts paint and thinner.

After a while, the random gray dots seem to disappear, replaced by random green squiggles. It took me about 45 minutes to apply all of the splotches.



To replicate the border around the national marking, I sprayed a thin line of gray green around the edge of the tape.

Removing the tape revealed a circle of dark green that should be gray green ...

... but a quick application of color took care of that. Once the decal is on, it will appear as if the green was sprayed around the insignia.



I checked the gray splotches, then prepared to apply the brown. At this stage, I left any touch-up for later.

I built up the inner brown splotches with propeller color (131). Again the mix was equal parts paint and thinner sprayed at 12-15 psi.

After 45 minutes, the gray appears to outline the brown. Light touch-ups with green refined the finish before detail paint and decals. **FSM**

By Joe Hudson

Airbrush a Napoleonic uniform

Sean Bean goes green

My usual plan of attack when painting figures is hand-brushing, but when this larger 200mm bust landed on my workbench, I called upon my airbrush to help with the base coats. The subject is the character Richard Sharpe, played by Sean Bean in the TV series *Sharpe*. This striking officer in the 95th Rifles at Waterloo comes from Mitches' Military Models.

My airbrush is an Evolution from Harder & Steenbeck and a 20-year-old portable Tamiya spray-work HG air compressor (not sure about PSI because there is no air control).

I started with a primer coat of Tamiya sky gray. To keep things simple, I used only the green paint set from Andrea to color the uniform. Vallejo flow improver added to the paint helped it flow smoothly through the airbrush.



The 95th Rifle Regiment of Foot fraught bravely throughout the Napoleonic wars in the early 1800s.



1 I added what would look like deep shadows by airbrushing the torso and separate coat with 2nd shadow from the green set.



2 Much of the torso was lightened with a mix of 2nd shadow and base green. I stayed away from the left shoulder though, because the coat would keep that area very dark.



3 A layer of pure base green came next. I started at the bottom of the left arm and moved up diagonally toward the right shoulder, again avoiding the upper left section.



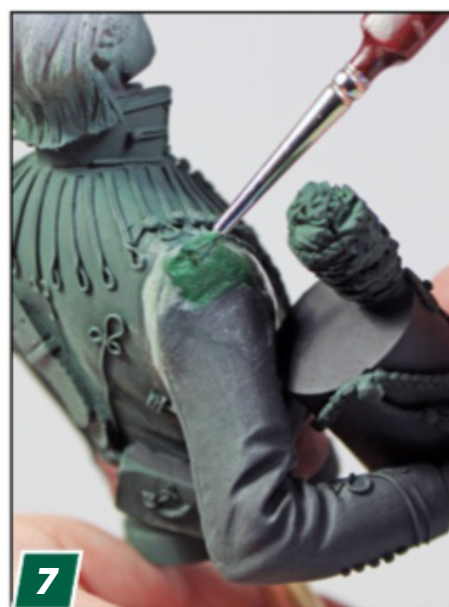
4 I highlighted the top of the right shoulder with a mix of base and 1st light.



5 After attaching the separate right arm with superglue, I noticed a major gap. Painting paused while I filled this.



6 Using a small brush, I applied Aves Apoxie Sculpt to the gap, smoothing it roughly with water. I refined the shape by replacing the water with ...



7 ... 1st shadow to check how well it blended with the area. To cure the putty fast, I stuck the bust in a crock pot for 10 minutes on low. Now I could get back to painting the arm and torso.



8 With the base layers down, my airbrushing was complete. I hand-painted the delicate brocade with Vallejo flat black. Now I could see where more shadows and highlights were needed.



9 On the back side, you can see how dark one side is versus the other.



10 Pure 2nd light followed by a brighter mix of 2nd light and 3rd light added highlights to the right shoulder and in between the trim. Size 2 and 00 brushes from RedgrassGames worked perfectly.



11 Now the coat looks rich and vibrant. I then painted the face, sash, and belt.



12 The final step was to paint the metal work and attach the coat to the left shoulder using 5-minute epoxy. Now he's ready to fight.

FSM

GERMAN CAMO *makes it a* **BEUTE**

A captured KV-1 in three-tone camo

BY BILL PLUNK



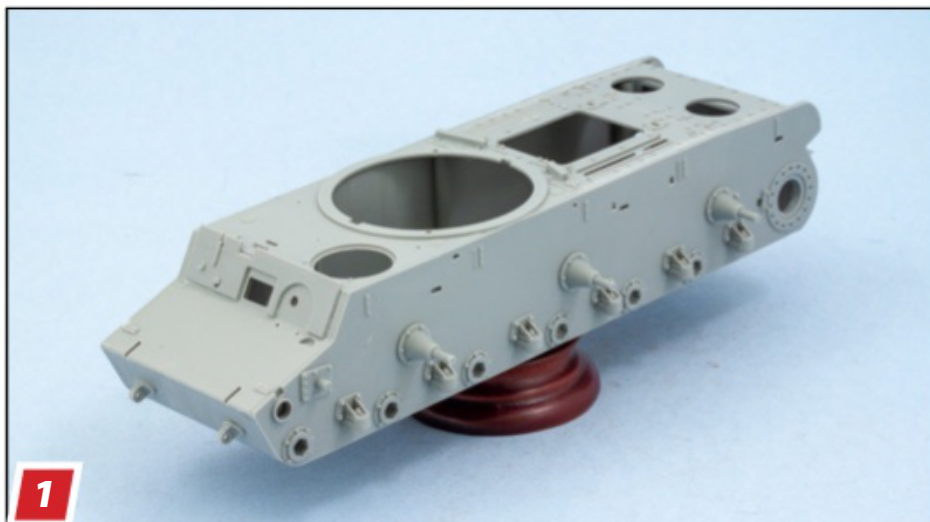
Throughout World War II, the German army was famous for pressing captured gear into service as Beutepanzers and using them for their own ends, often against their former masters.

The vehicles often underwent modifications to accept German weapons and gear. For the captured Russian KV-1, the original 76.2mm gun was removed and replaced with a 7.5cm KwK 40 L/48. A PzKpfw III/IV style commander's cupola was added to the roof. A toolbox and jerry-can rack were also fitted to the fender. It was repainted and given the new designation of SdKfz 756(r).

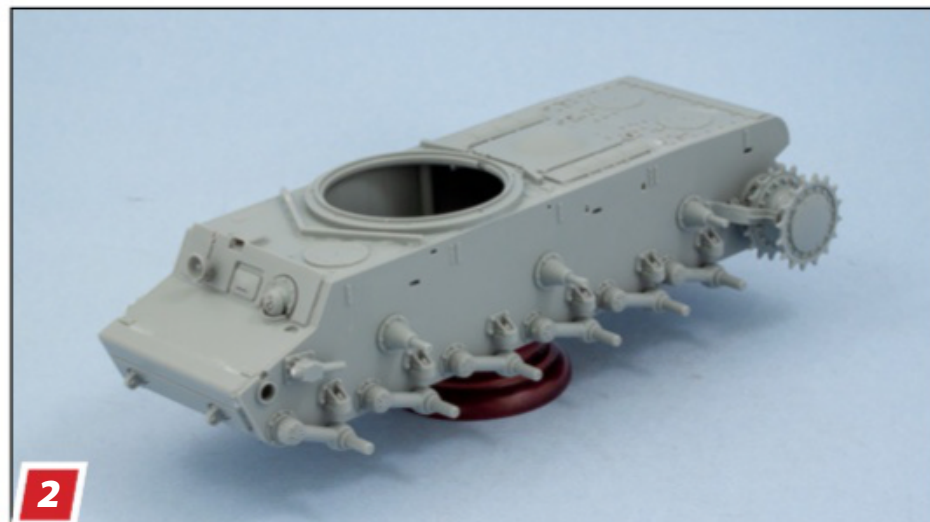
I have a soft-spot for odd-ball vehicles and this one fit the bill nicely. I used Trumpeter's 1/35 scale KV-1 as well as a set of LionMarc clickable resin workable tracks and a Jordi Rubio turned-aluminum and white-metal replacement barrel and muzzle brake combo.



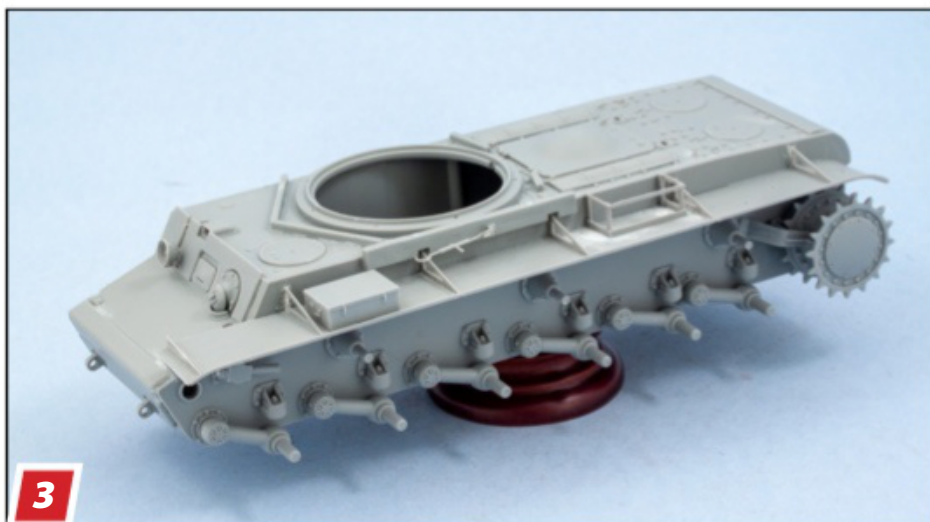
Bill Plunk took Trumpeter's easy-to-build KV-1 and painted it a distinctly German scheme. While keeping the build simple, he replaced the tracks and barrel for a more life-like look.



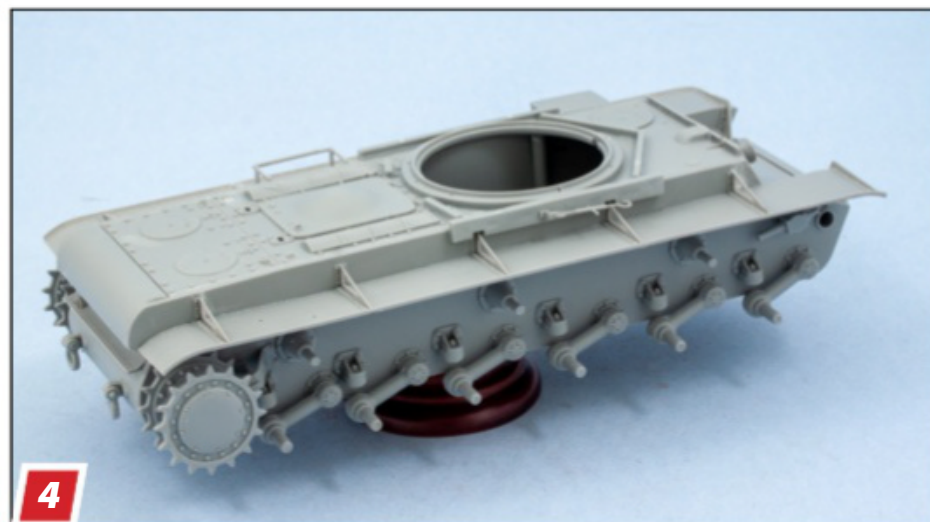
1 Lower hull assembly with the glacis and engine deck installed.



2 Suspension arms are on. Hull details, hatches, etc. added.



3 Left fender with toolbox, jerry can rack, and putty work.



4 Right fender and lower hull construction complete.



5 The replacement white-metal gun barrel in position.



6 Turret assembled with the raised casting seam added.

Hull construction

The design of the KV-1 could best be described as no-frills. Trumpeter's kit only has 327 pieces, so construction was not a huge undertaking. Still, the molded-on weld detail was excellent.

Work began with the lower hull. Trumpeter has produced several different versions of the KV-1 using the same molds, so it's necessary to open up some holes here and there using a pin vise for the round holes and a sharp hobby blade for the rectangular ones.

The hull itself is a one-piece tub with separate parts for the glacis and hull roof, engine deck, and rear hull, **1**. Careful use of liquid glue and finger pressure ensured good joins all around.

All of the road wheels, idlers, return rollers, and sprockets were assembled next to complete the suspension, **2**. The road wheels include poly-caps to ensure consistent installation on the suspension arms.

Test fits showed that the idler mounts needed to be enlarged, so the openings were expanded with a No. 11 blade and a round needle file. I had to align the return rollers carefully because they lacked locator pins.

The suspension arms were added to the lower hull along with the sprockets and mud-scrapers. The sprockets were not glued down to make it easier to install the workable tracks later.

I modified the idler mounts by cutting the tensioning rod to keep the mounts

movable and accommodate track tension. The mounts would not be visible once the idlers were installed.

I installed the headlight and hull machine-gun mount to the upper hull. All of the remaining hatches were glued in place closed and the turret-ring shot deflector elements added.

Squadron white putty closed minor gaps on the fender braces where they met up with the hull.

The toolbox and jerry-can rack were added to the left fender (the cans themselves were left off for the time being), **3**.

The fender had unused mount holes that needed filling, easily done with more putty and sanding, **4**.



The LionMarc resin workable tracks assembly.



Test fit of tracks — 87 links per side worked perfectly.



Gun barrel fitting

Because I was replacing the kit-supplied gun barrel, some modifications were required in order for the gun mount to fit the aluminum barrel.

Both halves of the recoil sleeve were carefully hollowed out to remove the stepped tab designed to mate with the kit parts. Sprue cutters and a round needle file worked well. Now the barrel could fit inside nicely. Superglue secured the barrel and recoil sleeve to the mantlet.

On the Jordi Rubio muzzle brake, I used a No. 76 finger drill to hollow out the muzzle of the coaxial machine gun. The gun assembly was installed into the KV-1 mantlet and had sufficient tension on the mount pins to support the weight of the

replacement barrel — no glue required, **5**.

The kit's casting seam on the turret is accurate, but needed some help at the base. I enhanced the seam detail using narrow strips of masking tape to define the width of the seam and added putty between the strips. Once the putty had dried, I removed the tape and a raised seam was created, **6**.

I assembled the commander's cupola with the hatches closed along with the crew periscope covers and grab handles. Some putty treatment on grab handles filled small gaps around their weld points to round out the turret details.

Track replacement

Each link in the LionMarc resin tracks had some minor flash in the sprocket tooth

holes that was removed with tweezers.

Some links had air bubbles or weak connection pins, so I discarded them. Fortunately, the set includes plenty of extras — no fear of running out of links.

The links clicked together, **7**, and I test-fitted them with the suspension temporarily installed to the hull with blue poster putty — 87 links per side and proper adjustment of the idler gave just the right amount of sag, **8**.

Applying the camo

I first airbrushed a primer coat of Italian dark brown (I used Testors Model Master enamels unless otherwise noted), **9**. I refined my putty and sanding work before committing to the base-coat application.



9 Primer coat of Testors Italian dark brown.



10 Base coat mix of 50/50 light gray and dunkelgelb.



11 Camo pattern started with stripes of rotbraun.



12 More lines of olivgrun for the second camo color.



13 Camo finished with a mist of the base coat.



14 Rear hull details painted and installed.

The base was a custom mix of 50/50 light gray and Panzer dunkelgelb, **10**. It was built up slowly with multiple passes and then left to dry overnight before moving on to the camouflage pattern application.

I opted for a “worm” line pattern in the standard German three-tone colors.

I added the rotbraun portion first using a mix of 50/50 leather and military brown. I use an Aztek A470 airbrush for all my work and the tan fine-line tip was called for in this case.

The lines were added in sections to the entire vehicle and then touched-up or removed where needed using the base-coat color until I was satisfied, **11**.

The olivgrun portion came next using khaki and the same fine-line tip to fill in

the gaps in the pattern, **12**.

Once it was dry, I sprayed a thin mist of the base-coat mix from 12 inches away to tie the scheme together and slightly fade the finish, **13**.

Painting the details

With the camouflage in place, I could now turn to the nitty-gritty parts. Starting with the rear engine deck, I addressed the engine air intakes. Trumpeter molded these as solid one-piece items so some optical tricks are needed to give them a three-dimensional look, **14**. I applied a wash of thinned gunmetal and allowed it to dry, then followed it with another gunmetal wash to further darken the squares in the mesh and add depth.

Using a small detail brush, I carefully dry-brushed the camo colors back over the mesh pattern to bring them back out.

For the spare tracks and the engine exhausts, I applied a base coat of non-buffing Metalizer gunmetal followed by a wash of thinned rust.

The exhausts got two additional rust wash treatments to build up their color. I then dry-brushed them with burnt umber to add color variation.

As the KV-1 was equipped with diesel engines, the exhausts and the areas on the engine deck in the blast radius were treated with black artist pastels to create a soot-stained appearance.

On the spare tracks, I very lightly dry-brushed steel followed with a dry-brushing



15 Lower hull pre-weathered with burnt umber scuffs and scrapes.



16 Road wheels, idlers, and return rollers painted and pre-weathered.



of burnt umber.

All three of the machine guns were base-coated with the gunmetal Metalizer and lightly dry-brushed with steel.

Using an old brush and a stippling motion, I gave the lower hull scrapes and scuffs with burnt umber in random places, **15**.

Non-buffing Metalizer steel gave the track contact surfaces on the road wheels, sprockets, idlers, and return rollers their bare metal appearance. I followed this with a dry-brushing of burnt umber, **16**.

The wheels were also given a wash of burnt umber to bring out their cast spoke details.

I assembled the four jerry cans for the fender rack and detailed them with a coat

of Panzer schwarzgrau.

I airbrushed the *wasser* crosses using light gray over strips of masking tape. Once dry, the crosses were weathered with dry-brushed Panzer schwarzgrau.

I detailed the spouts with the same Metalizer and steel finish as the machine guns.

Last but not least, I assembled the tow cables using the kit-supplied braided copper wire and styrene tow ends, **17**. The cables were painted with non-buffing Metalizer gunmetal and very lightly dry-brushed with steel. I installed them along with the hull front tow-eyes.

Working with enamels means it is essential to seal the paint before starting weathering, so I applied Pledge Floor Gloss

(PFG) to the entire vehicle and let it air-dry for one hour.

Once dry, I added the decals to the turret and hull rear and treated them with Walther's Solvaset to ensure they sat down tight and didn't silver, **18**.

A second coat of PFG was applied to protect the decals and left to cure for 24 hours.

Weathering

Using a round 0 sable brush, I applied an overall wash of thinned raw umber to the entire vehicle, **19**.

Once the wash dried, I painted dot filters using flat white, raw sienna, and Panzer dunkelgelb, **20**. These were blended and faded using repeated strokes of a square-



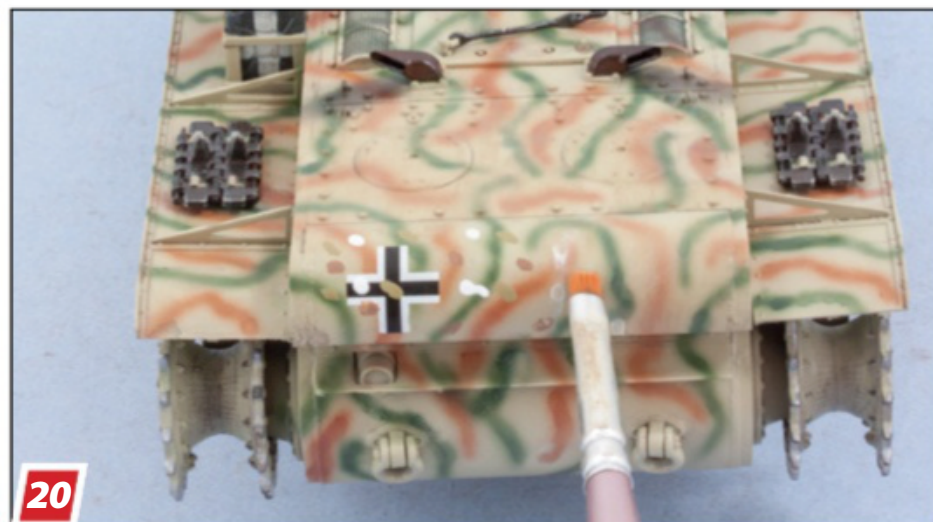
17 Tow cables assembled and installed, hull front details painted.



18 With the decals added, I sprayed a second coat of Pledge Floor Gloss (PFG).



19 Weathering began with an overall wash of raw umber.



20 Dot filters of flat white, raw sienna, and Panzer dunkelgelb.



21 A pinwash of thinned burnt umber highlighted the details.



22 The KV-1 after the dot filters and pinwash.

tipped brush lightly dampened with clean thinner. The dots virtually disappeared while still subtly altering the underlying finish.

Note: Due to the high thinner concentration, I wore a mask throughout as a safety precaution.

A pinwash came next; I used a pointed 10/0 brush and heavily thinned burnt umber to bring out the details and add depth, **21**.

Using the same brush and clean thinner, I removed excess wash where it had bloomed, **22**.

To seal the weathering up to this point, I applied lusterless flat from a spray can. This dull coat also removed any lingering shine from the PFG, **23**.

Muddying the lower hull

Now to continue weathering with pigments. I started with the lower hull and applied a wet mix of Mig Productions dark mud pigments and filtered water, **24**. The filtered water had a small drop of liquid dish soap added to break the surface tension and allow the pigment to flow easily.

I applied the wet mix with a round 0 sable brush and left it to air-dry. Now I had muddy stains. Any excess was removed with a wet cotton swab — I left a heavier build-up around the raised detail and suspension elements.

I weathered the road wheels, idlers, and return rollers in the same way while they were still off the KV-1. In tighter spaces, I

used both a cotton swab and toothpick to remove excess pigment. The wheels and return rollers were then permanently installed on the lower hull.

To paint the tracks, I airbrushed a base coat of burnt umber, then heavily dry-brushed with steel. A wash of raw umber toned down the steel but left behind a metallic finish.

A wet mix of Mig dry mud pigments was brushed on and allowed to dry, **25**. Instead of attacking the excess with cotton swabs, I used a series of round and square stiff-bristled brushes, **26**. I then installed them along with the idlers.

The final details, such as the clear headlight lens and the brake light, were added to complete this KV-1. **FSM**



23

A coat of lusterless flat toned down the glossy look of PFG.



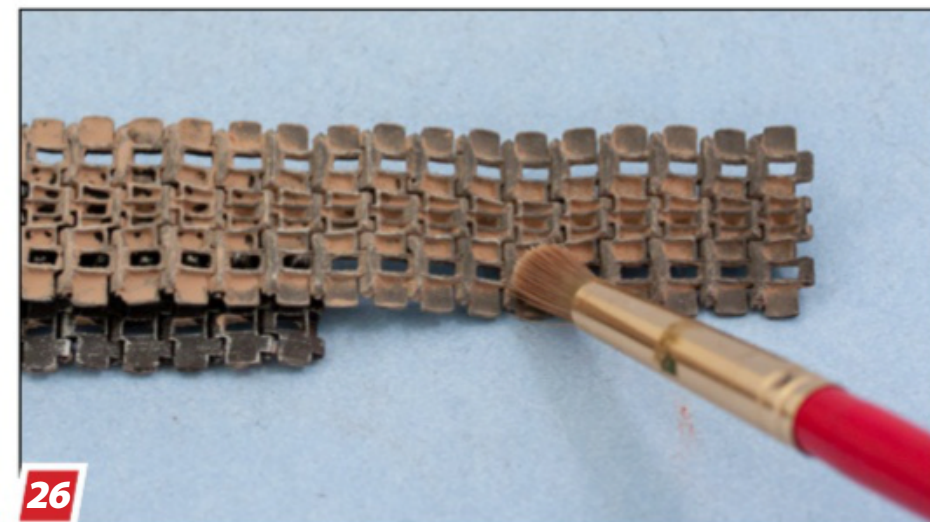
24

Mig Productions dark mud pigments dirtied the lower hull.



25

I brushed a coat of Mig dry mud pigments across the tracks.



26

Use of stiff bristle brushes removed excess pigment from tracks.



Head and brake lights polished off
this dirty KV-1, now a German
Sdkfz 756(r).

A *MiG-15*

in Iraq

Fly along and learn how to detail a Soviet-era trainer

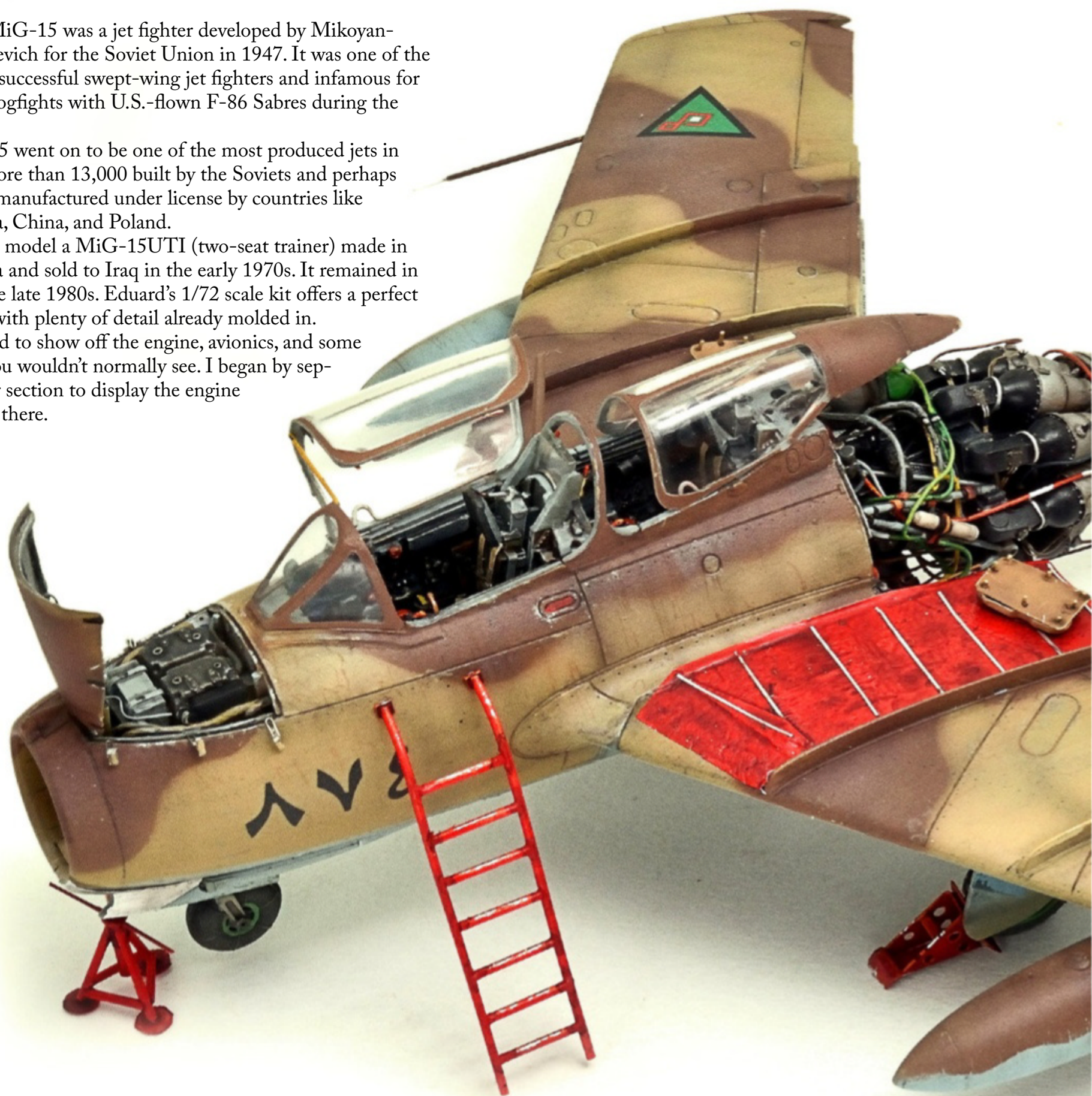
BY RICARDO DACOBA

The MiG-15 was a jet fighter developed by Mikoyan-Gurevich for the Soviet Union in 1947. It was one of the first successful swept-wing jet fighters and infamous for its dogfights with U.S.-flown F-86 Sabres during the Korean War.

The MiG-15 went on to be one of the most produced jets in history with more than 13,000 built by the Soviets and perhaps another 5,000 manufactured under license by countries like Czechoslovakia, China, and Poland.

I decided to model a MiG-15UTI (two-seat trainer) made in Czechoslovakia and sold to Iraq in the early 1970s. It remained in service until the late 1980s. Eduard's 1/72 scale kit offers a perfect starting point with plenty of detail already molded in.

But I wanted to show off the engine, avionics, and some of the places you wouldn't normally see. I began by separating the rear section to display the engine and went from there.



UTI

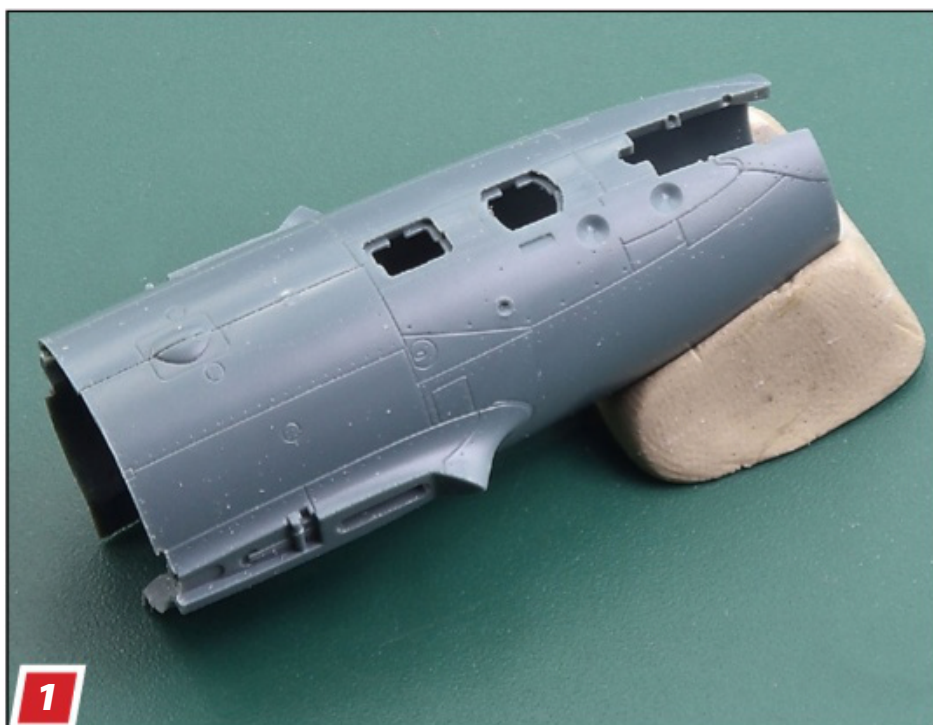


Ricardo Dacoba turns a 1/72 scale Eduard Weekend Edition MiG-15 into a fully detailed Iraqi trainer with help from some aftermarket parts and modeling know-how.

Kit and aftermarket details



Eduard 1/72 scale MiG-15UTI (No. 7433)
Eduard Brassin MiG-15UTI cockpit (No. 672077)
Aires MiG-15bis engine (No. 7317)
Eduard MiG-15UTI landing flaps (No. 72607)



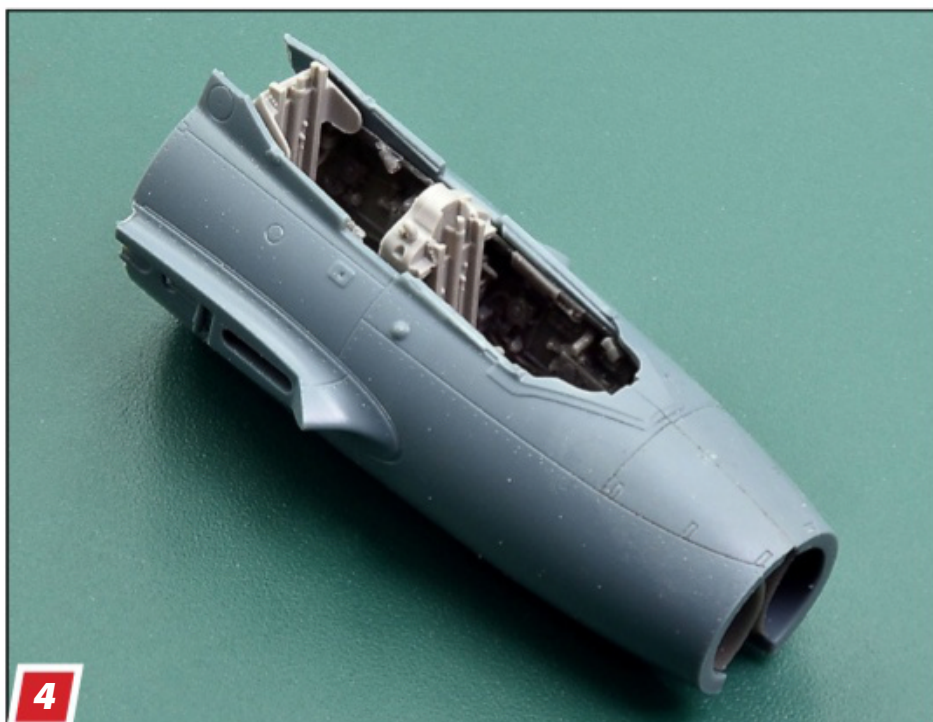
I temporarily closed the front fuselage and pressed the nose into a small block of epoxy putty. This left an impression of the nose and the avionics bay hatch. I removed the nose before the putty dried.



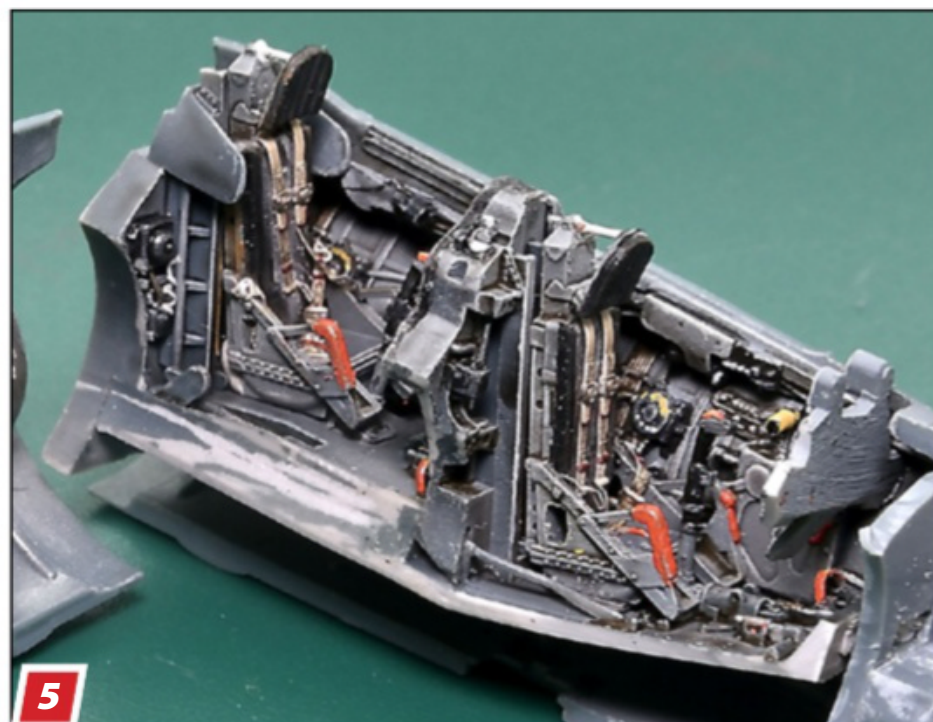
After the epoxy putty hardened, I used it as a mold to form a small piece of .10mm aluminum sheet with a paintbrush handle. Always start at the center and work toward the edges of the mold.



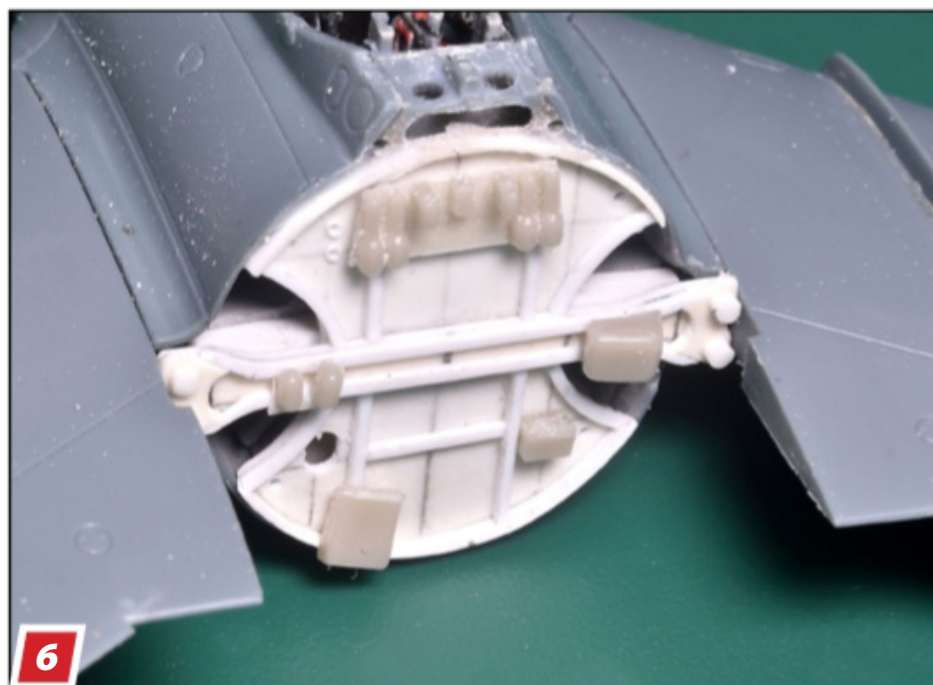
When the aluminum had the shape of the nose and all the details, I cut out the avionics bay hatch with a rotary tool and carbide disc. The edges of the hatch were cleaned up with sandpaper.



I test-fitted the Eduard Brassin cockpit set in the nose before making any modifications.



It looks complex, but the set fits quite well and adds outstanding detail. The paint consists primarily of medium gray, black instruments, and some highlights and shadows.



The firewall that came with the Aires engine I'd chosen to use was too small. I scratchbuilt mine with sheet and strip styrene.



I thinned the inside of the tail section and opened all the inspection panels. I glued .20mm sheet styrene inside the openings to simulate the interior contour around the hatch edges.



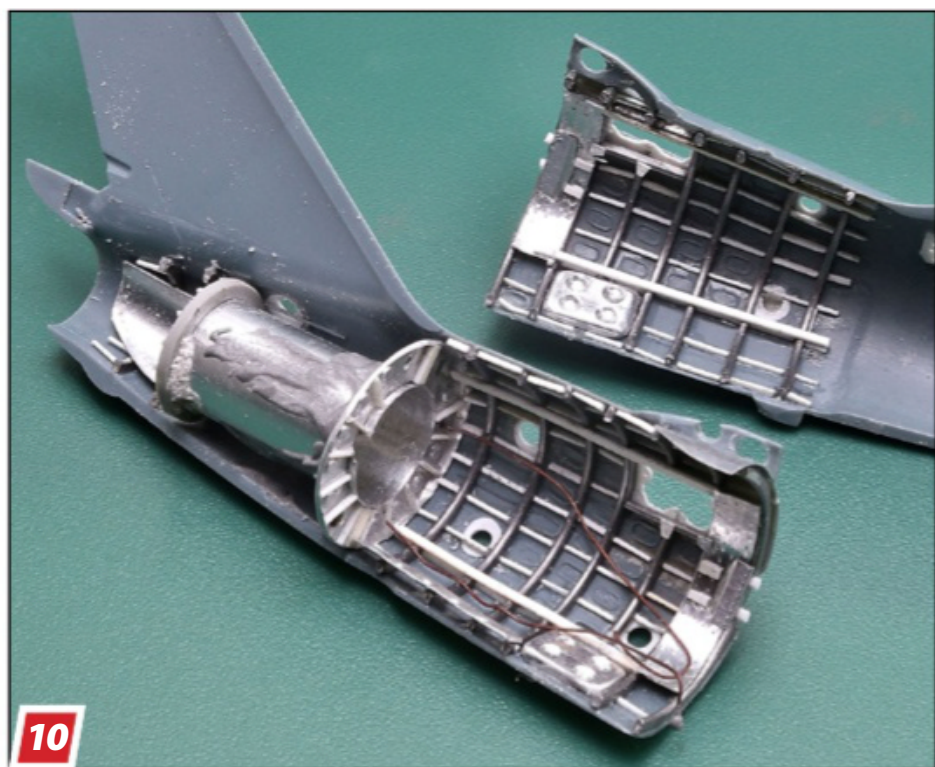
8

To build the rear fuselage frame that supports the afterburner pipe, I shaped a resin plug on a lathe to form the master mold. Then I used a drill bit to add details.



9

Here you can see the original frame support (left). I made a new one from aluminum sheet (center), embossed over the resin mold (right).



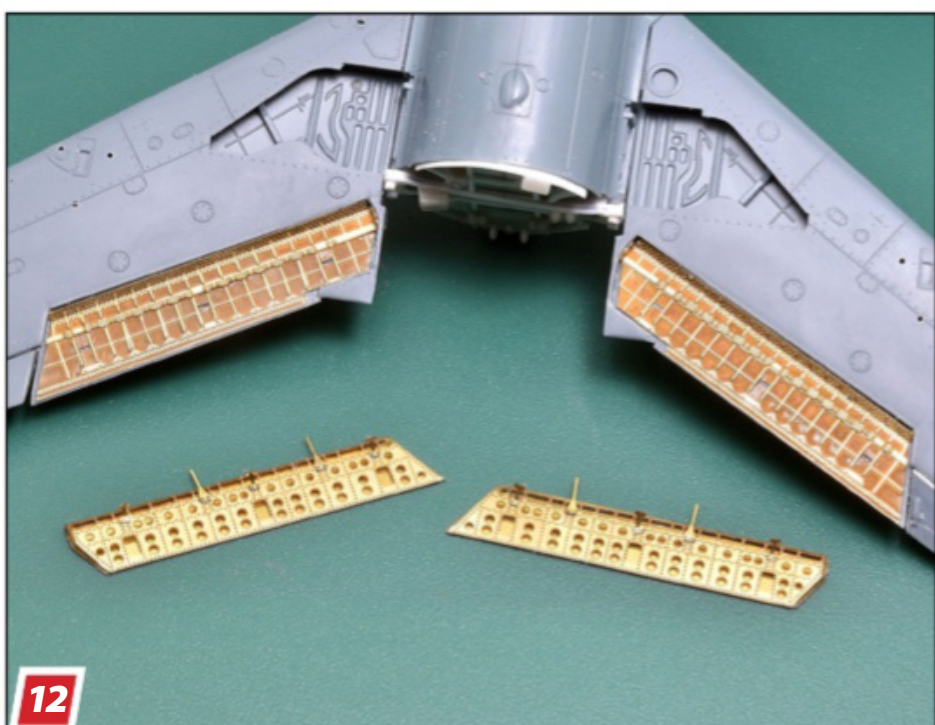
10

Wire and strip styrene finished the rear fuselage interior detail.



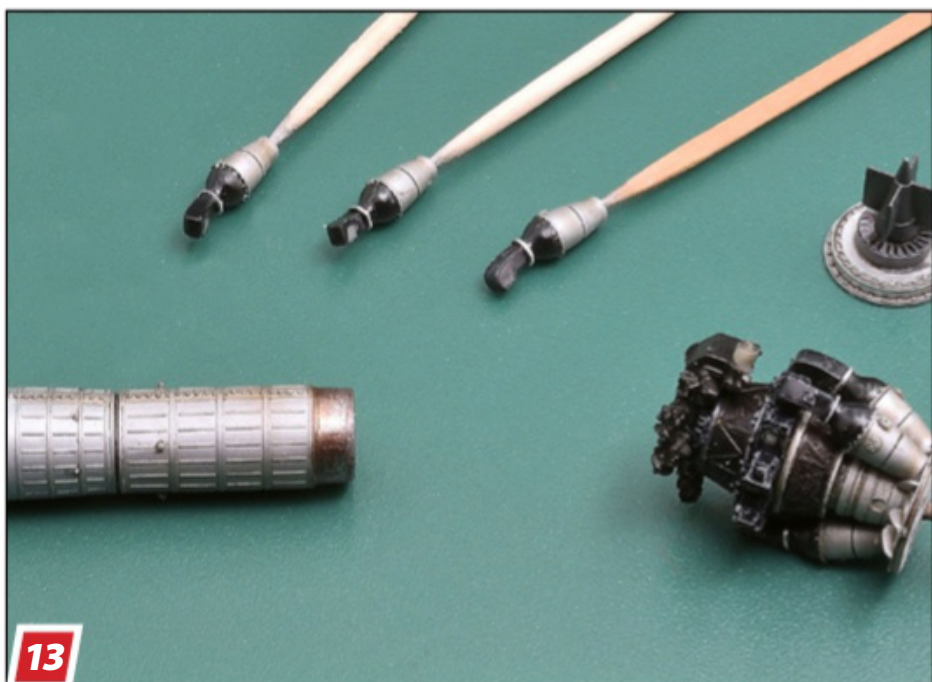
11

Similarly, I detailed the inside of the avionics bay hatch with strip styrene. The avionics themselves were made with sheet styrene and bits of resin filed to shape.



12

The aftermarket photo-etched metal (PE) flaps from Eduard were easy to assemble and added enormous detail without much effort.



13

I painted all of the components for the engine before assembling them. The greatest challenge I had was aligning all the parts during assembly.



14

All the lower surfaces received a base coat of Humbrol sea blue (HU47).



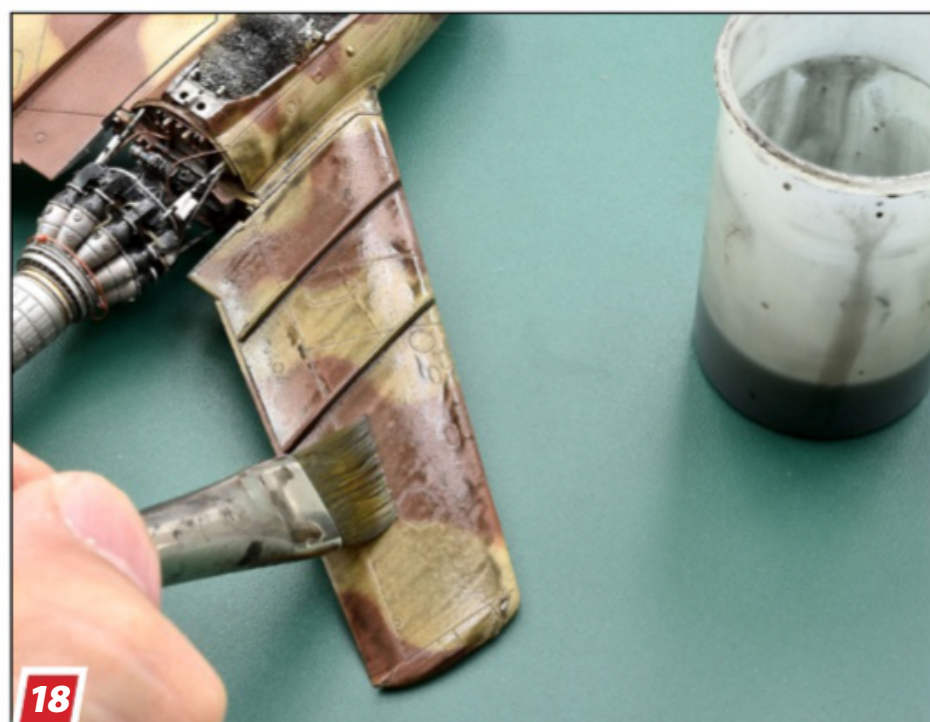
15 I followed up with Zig Kurecolor dark brown (No. 769) alcohol-based ink to tone down the blue a bit before adding the upper camouflage.



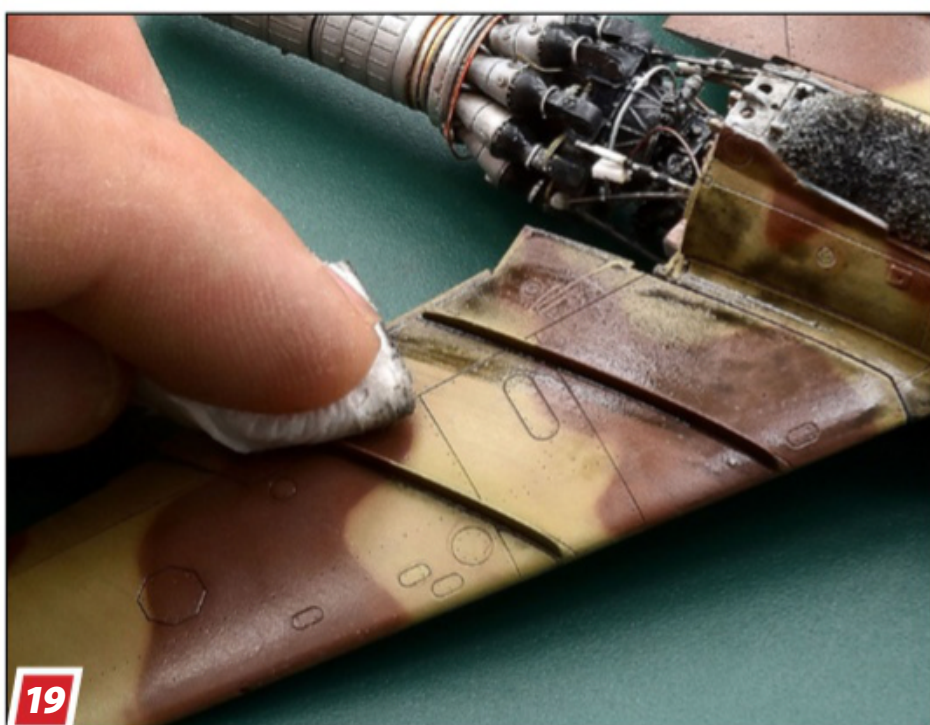
16 I airbrushed a coat of Humbrol matte brown yellow (HU94) on the MiG's upper surfaces.



17 Then I cut paper masks and held them in place, slightly elevated, with Blu-Tack before applying German camouflage red brown (HU160).



18 To detail the aircraft's panels, I applied a mixture of black watercolor and a small amount of acrylic retardant with a soft brush.



19 After allowing a few minutes to dry, I removed the excess with a cloth damp with water from front to back, simulating the direction of airflow.



20 A coat of clear flat both sealed the work I'd already done and toned down and blended the colors.



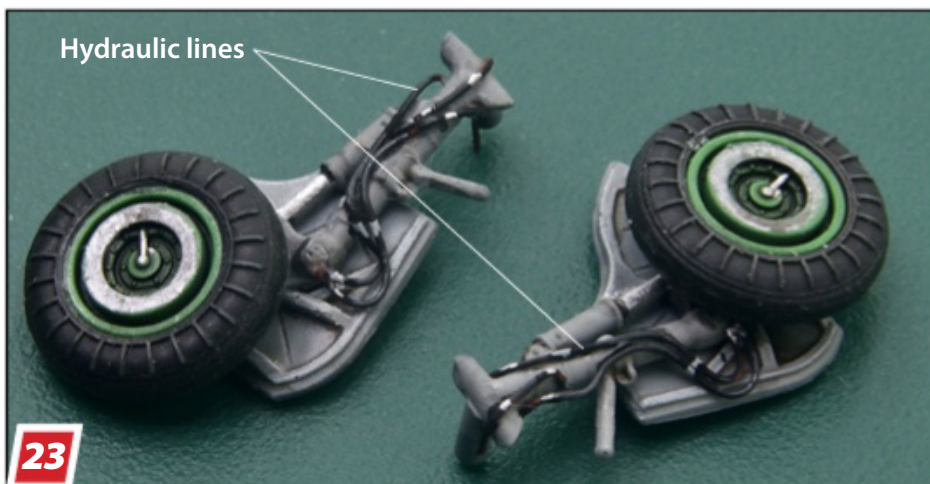
21

I went over the fuselage with Tamiya smoke (X-19) picking out panels and similar details to break up the uniform appearance.



22

The cables, fuel lines, and couplings made with various thicknesses of wire make the engine a focal point of the model.



23

I used the main landing gear from the kit but added hydraulic lines.

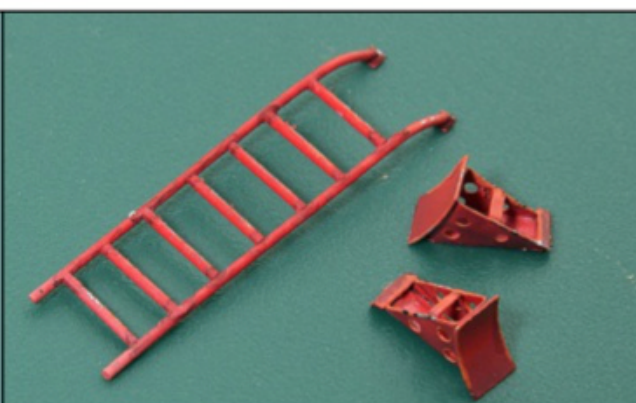


24

The air brakes were made from sheet styrene and aluminum, while the actuators are tin and copper wire.

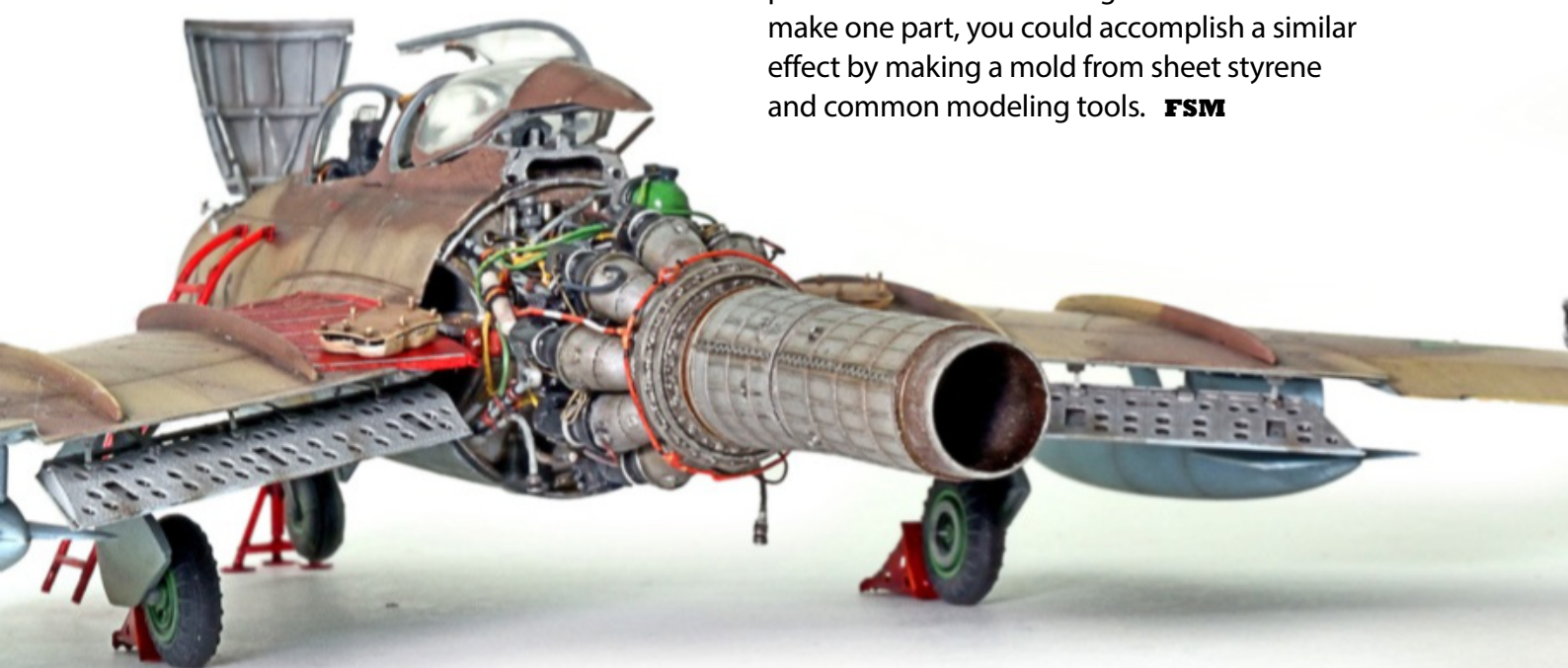


25



I made the trolley, ladder, and wheel chocks from scratch.

Happily, the Eduard MiG-15UTI kit lends itself to detailing with just a few aftermarket purchases. And even though I used a lathe to make one part, you could accomplish a similar effect by making a mold from sheet styrene and common modeling tools. **FSM**



READER GALLERY



BOB & ALEC KOZAK PRESCOTT, ARIZONA

This AT-6 Texan build was a father and son collaboration. With 60 years of model building experience, Bob (dad) built and painted the AT-6. With ten years of figure painting experience and a steadier hand, Alec painted the student pilot and instructor. Monogram's 1/48 scale kit was painted with Testors Model Master Metalizer aluminum and Vallejo acrylics. Baking soda dusted over black paint replicated the wing walk tape. The figures were painted with a combination of Vallejo and Citadel acrylics, all wet-blended. It took 45 hours to make this AT-6 ready for flight.



◀ FREDRIK STRÖM ÖSTERSUND, JÄMTLAND, SWEDEN

Fredrik started with a 1/35 scale T-72 chassis from Tiger Model then added a resin turret from Miniarm, Voyager photo-etched metal, a figure from Evolution, and other bits from Tamiya. He painted with Ammo by Mig Jimenez colors.

▶ CHAD IGNAGNI ROWLETT, TEXAS

These blue tits come from Airfix's 1977 1/1 scale Wildlife Series. Chad airbrushed them with Vallejo acrylics and applied highlights and shadows by hand. Dabs of clear gloss on eyes and beaks brought these birds to life.



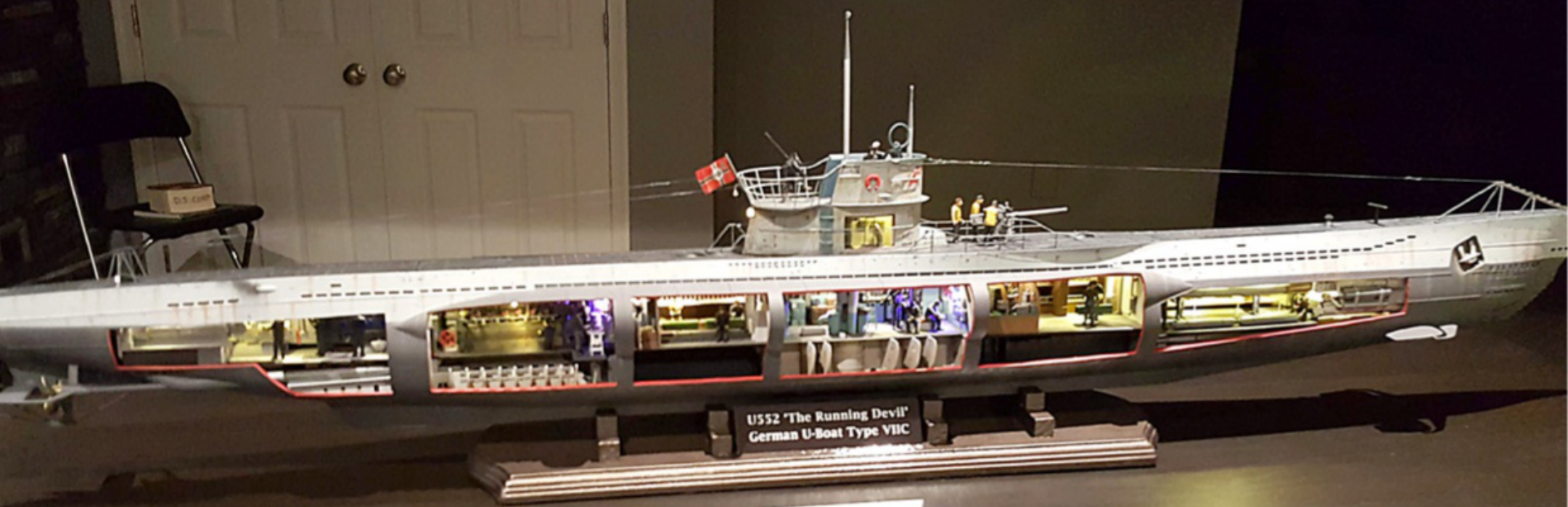
▲ **STEVEN FEIT**
DUBLIN, OHIO

Straight from *Empire Strikes Back*, Steven re-created the scene where a Rebellion snowspeeder takes out the mighty AT-AT using a lowly tow cable. He used 1/144 scale kits from Bandai, painted with Tamiya and Vallejo colors. He weathered with oils, AK Interactive streaking products, and Tamiya panel liner. The AT-AT was actually built on a flight to Japan — using the jet's fold-down tray as a workbench? Whodathunk!

▼ **CHRIS VANDEGRIFT**
MILFORD, OHIO

Chris built FFG-48, *USS Vandegrift* from Academy's 1/350 scale *USS Oliver Hazard Perry*-class frigate, plus Pontos photo-etched details and Veteran Models SH-60s. The paint is Model Car World lacquers: light ghost gray on verticals and a dark ghost gray on the horizontals. He hand-painted the destroyer squadron emblems on the superstructure since they weren't provided in the kit. The build took him six weeks start to finish.





▲ DOUGLAS CORP CHARLES TOWN, WEST VIRGINIA

Wanting to give viewers a look inside Trumpeter's 1/48 scale U-boat, Douglas cut open sections of the hull. Now we can see all of the interior detail! He added electrical conduits and a headset made of thin solder. The pillows on the bunks were scratchbuilt from Milliput. Keep looking and you'll see documents, maps, and food stores. The radio antenna, rigging, and railings, were made with EZ Line. Douglas also replaced the kit's deck gun with resin from Eduard before painting with Vallejo and LifeColor.



◀ GABE MILLER ROGERS, ARKANSAS

After building Tamiya's 1/35 scale early-war Panzer II, Gabe imagined how it would look crossing a muddy ditch. On top of a foam base, he added static grass and a few small bushes made of roots and tea leaves. He scratchbuilt the bridge out of 2mm basswood and added Woodland Scenics' realistic water to the ditch. Once complete, Gabe added it to his 1/35 scale armor collection displayed at his public library.



GEORGE CLOVER
CATHEYS VALLEY, CALIFORNIA

Can someone say aftermarket? What started as Revell's 1/32 scale P-51D-5NA quickly became a blend of details from many manufacturers. Here's what George added: Eduard propeller, wheels, undercarriage bay details, and cockpit detail set; BarracudaCals cockpit decals; Special Hobby tail wheel; CMK main undercarriage, metal drop tanks, N-9 gunsight, and control column; Master armament and gunsight detail set; A.M.U.R. Reaver P-51 flaps. Alclad II and Mission Models paints were used.

► **GREG MAIOCCO**
EBENSBURG, PENNSYLVANIA

A Behringer guitar amplifier that was beyond repair sets the stage as a shadow-box-turned-studio for Jethro Tull. The 1/7 scale piper comes from John Apgar's Rock-Kit Productions, which Greg was eager to build and bring to the contest at WonderFest 2019. But to really set the rock and roll scene, he'd need more props. He added the Marshall and Fender amplifiers, the guitar, guitar stand, and microphone. Pulsating LED lighting from Starlighting Products shines above and a LED light strip shines from the base. The concert posters were downloaded off the web. The Grammy Award on the Fender amplifier pays homage to Tull's 1985 Grammy award that many thought Metallica would win. Also, a sound unit that plays the album *Aqualung* consists of a battery powered speaker unit and an iPod, which plays the album on a continuous loop.



► **JAMES DE PIETRO**
WOODBURY, NEW JERSEY

The evil eyes of Frank Frazetta's Death Dealer stare unforgivingly at all who stare back. James says that the first step to building this menacing figure was to fill unwanted gaps with Tamiya putty and sand all the seams. The plastic reins and saddle girth of Moebius' 1/10 scale figure was replaced with real leather from a hobby shop. Red LEDs lit up the rider's and horse's eyes. James painted with Tamiya acrylics, Humbrol enamels, and Winsor & Newton oils. The project took two months to allow for the oil paints to dry completely.

▼ **JOHN JENSEN**
ERLANGEN, GERMANY

John kitbashed AFV Club's 1/35 scale 2½-ton M35A2 cargo truck with a missile from the re-issued Revell 1/32 scale Lacrosse missile (an old Renwall kit). He had to scale down the missile slightly and scratchbuild aspects of the bed and launcher. He used Humbrol paints throughout and weathered with a dry-brushing of green and yellow. Natural umber from Vallejo dirtied the suspension. All markings came from John's spares box.





▲ **RODERICK PRESTON**
KNOXVILLE, TENNESSEE

Norfolk & Western locomotive No. 1633 pulls a load through the hills of West Virginia in this HO scale diorama. The 18-x-24-inch scene features an InterMountain Railway train and plenty of lush foliage.



▲ **MICHAEL ARMSTRONG**
LA CRESCENTA, CALIFORNIA

Green on green! Michael built HobbyBoss' 1/35 scale BT-2 tank and painted it the perfect camouflage for the surrounding foliage from Scenic Express. The crew figure is from New Connection.

► **MAX KOHNKE**
JACKSONVILLE, FLORIDA

Wanting to model the aircraft on the box, Max ignored the included decals when he built Aurora's 1/72 scale Cherokee 180. The kit represents 1966 Piper (PA-28-180), rather than the one pictured, a 1968 D, which is why the third side window is missing. Still looks spiffy!



Kitbashing futuristic **JET BIKES**

Pair parts from an Me 262 and plastic spoons for circa 2136 AD fun

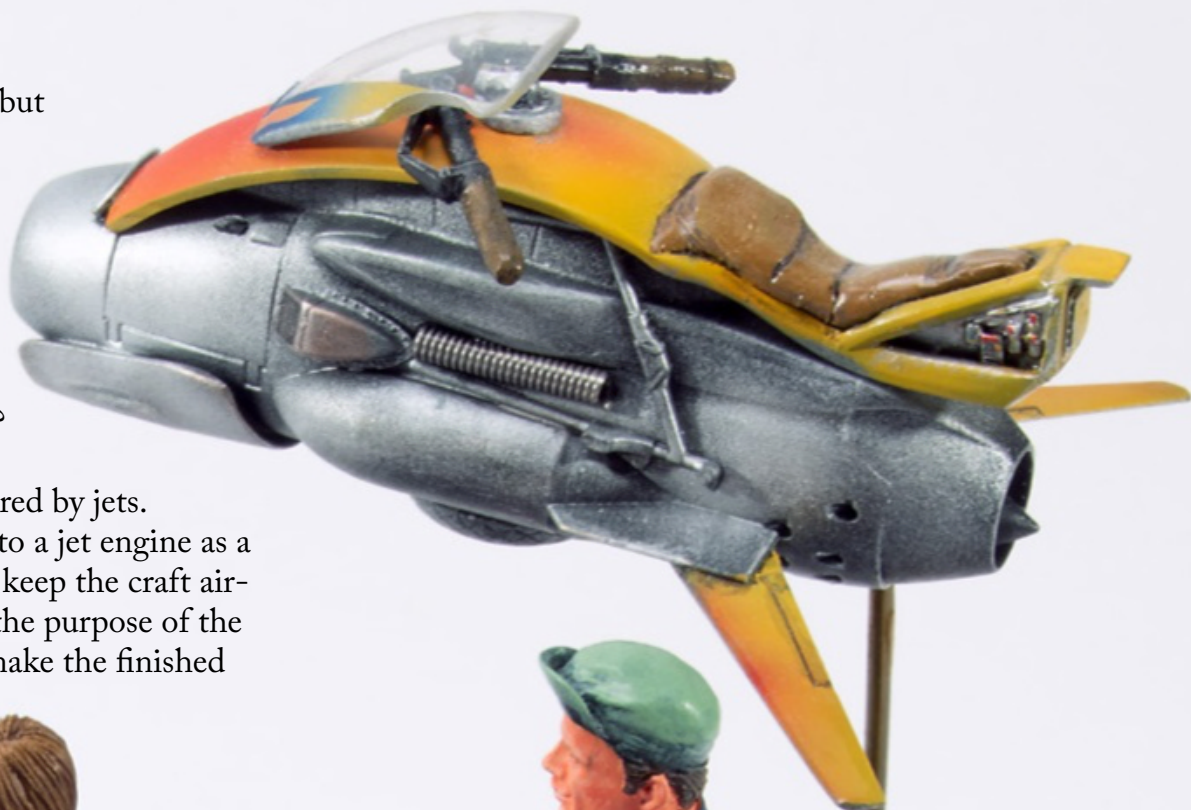
BY ROBERT LABARBERA

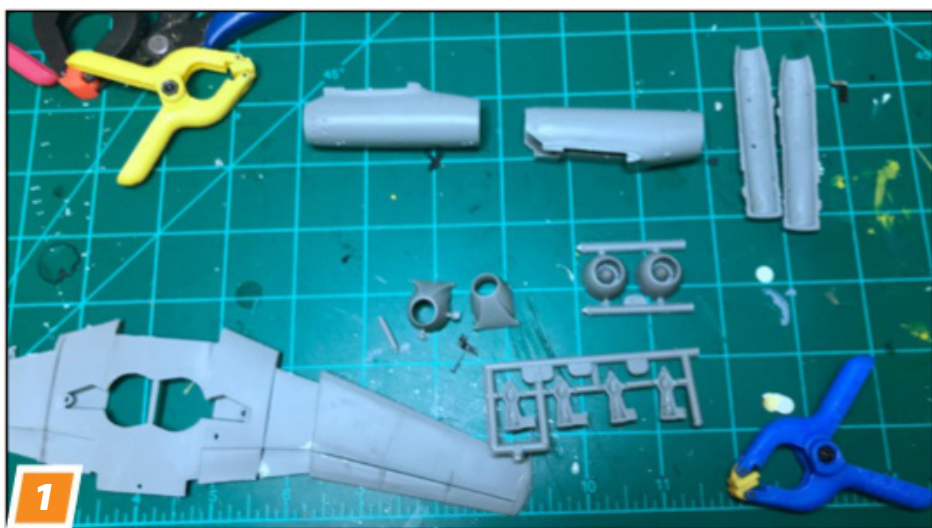
Have you ever had an idea to kitbash something, but taking the first step and departing from the instructions unnerves you? Or are you worried your idea isn't creative enough? That was my experience when I got back into modeling after a lengthy hiatus.

When I start any kitbash, I begin by thinking like an engineer. First, what is the purpose of the vehicle? Second, what scale? Third, what is the means of propulsion? From there, form follows function.

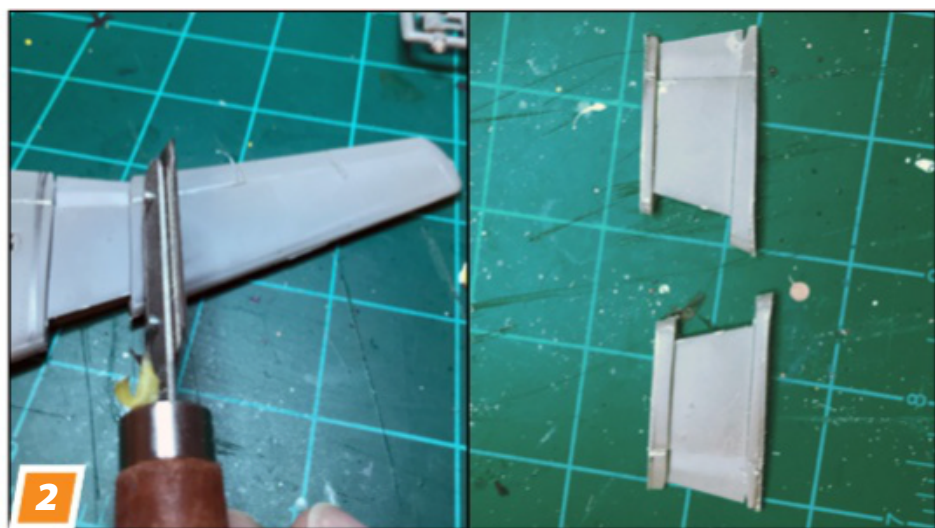
For this project, I knew the bikes would fly and be powered by jets. From there, the concept moved to adding wings and a seat to a jet engine as a starting point. Then, I could add equipment to guide it and keep the craft airborne. The key to an awesome kitbash is thinking through the purpose of the subject and how it operates down to minute detail. It will make the finished project better.

Here's how I built "his-and-hers" jet bikes from Revell's 1/48 scale Messerschmitt Me 262A-1a (No. 85-5322), spare parts, and plastic spoons.





1 I began by organizing the kit parts I needed, specifically the engines and their cowls. I glued the upper and lower wing parts together to get the upper sections of the nacelles.



2 After marking the boundaries of the upper sections of the nacelles, I cut them from the wings with a razor saw.



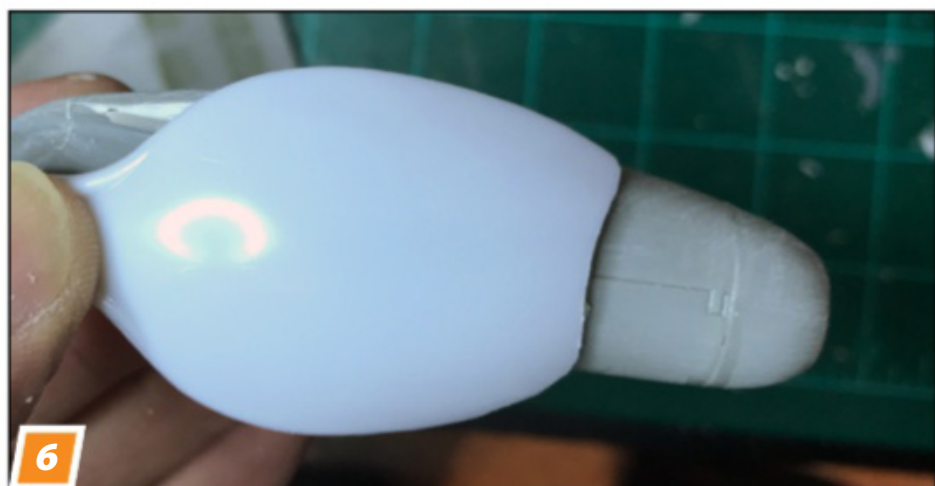
3 I assembled the engines then filled gaps, including those for the wing, with Deluxe Materials Perfect Plastic Putty. Later, I drilled out each of the cooling holes at the rear of the pods with a bit in a pin vise.



4 Looking around for something to use for the body panels that would shroud the engine and be aerodynamic, I settled on plastic spoons.



5 I sketched a curve to match the profile of the engine onto the spoon with a pencil.



6 Then, using a rotary tool, I ground the spoon's tip to fit the side of the engine. Careful fitting during the grinding process ensured a good fit.



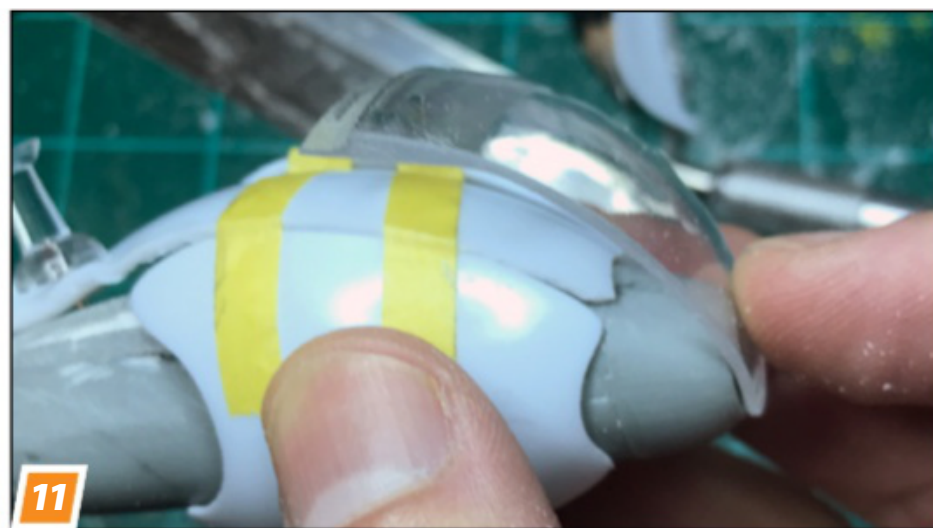
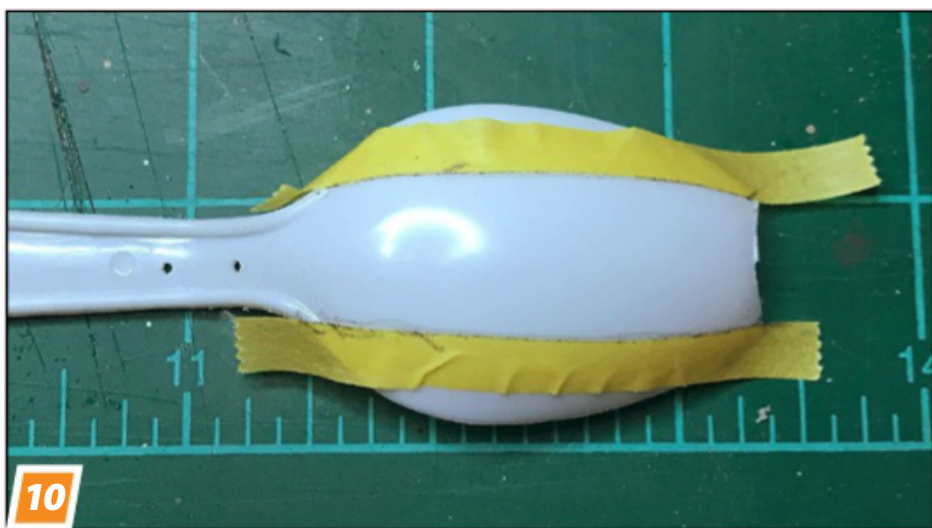
7 The other side was easier as I could trace the cut onto another spoon and cut from there. Marking the sides in pencil kept them straight during assembly.



8 Then, I cut the handles from the spoons and the basic side panels were done.



9 Looking for an upper panel and seat, I realized I could use another spoon and retain a section of the handle as the seat structure. First, I marked the curve and ground the tip to fit the top of the engine.



Then, using Tamiya tape to ensure the cuts were straight and parallel to the handle centerline, I removed the sides of the bowl with a razor saw. The handles were later cut about an inch aft of the bowl.

Needing a windshield, I cut wedges from a clear plastic dome candy package. I refined the shape later, but I was getting excited as my creation was really starting to look like a jet bike.



But the bike lacked something. So, using another spoon, I shaped a body fairing that fits forward of the windshield. This is one of the places the bikes differ with one's forward panel being larger than the other.

With the body done, I added all of the greeblies for the bikes' mechanical elements. Details include bomb halves on the sides for footrests, parts of a Bf 109 drop tank for a fuel tank that fits neatly under the curved upper panel, and the wings are sections of the Me 262 stabilizers. Putty blended the disparate elements.



Other details were added, including the ends of spoon handles to shape seats and holes to locate fuel caps and handlebars. I used Blu-Tack poster putty to make leather cushions for the seats.

Working on a pair of bikes — hey, the Me 262 had two engines — my plan from the outset was to build his and hers vehicles. To set them apart, I rounded the edges of the 262's gun panel and attached it under the nose of one.

Finally, the bikes needed "di-electromagnetic static electrical anti-gravity" devices underneath to keep them in the air. Lo and behold, these circular devices look just like half of an Me 262 front wheel!



For handlebars, I trimmed the Me 262 main gear struts and finished one end to look like leather. To leave the body panels removable and display the mechanical parts, I attached 5mm neodymium magnets inside and then glued small springs to the jet body to attract them.



I finished the bikes in different schemes — flames for him and butterflies for her — using Tamiya acrylics. The engines were airbrushed flat black then dry-brushed with aluminum. The spoon body panels were painted yellow, then a second color — red for his, blue for hers — was airbrushed from the edges or end fading it over the yellow. That

ended painting for the woman's bike, although I applied butterfly stickers cut along the image edge and dipped the panels twice in Pledge Floor Gloss to seal them. On the man's, I applied flame pattern masks and sprayed blue. The 1/20 scale figures are both from the Maschinen Kreiger universe: he is an SDR soldier from Love Love Garden, she is a mercenary pilot from Brick Works. **FSM**

Mastering **CURTISS' LITTLE**

Detailing and painting RS Models' 1/72 scale Hawk II

BY VLADIMIR KAFKA



GLOBETROTTER

The Hawk II was a derivative of XF11C-2, a biplane fighter developed by Curtiss for the U.S. Navy. It found favor with many foreign air arms, mostly in Asia and Central and South America. Almost all of those countries used them in anger sooner or later, which made the little Curtiss biplane

probably the most significant global airborne mercenary of aviation's "Golden Age".

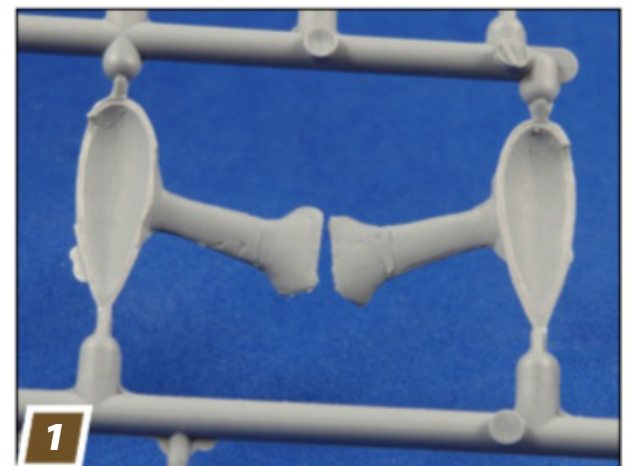
Two airplanes went to Germany at the urging of Ernst Udet, the Luftwaffe's head of research and development. These were equipped with bomb racks and used to practice dive-bombing — a first spark which led to development of the famous Ju 87 Stuka.

My model represents an aircraft suppos-

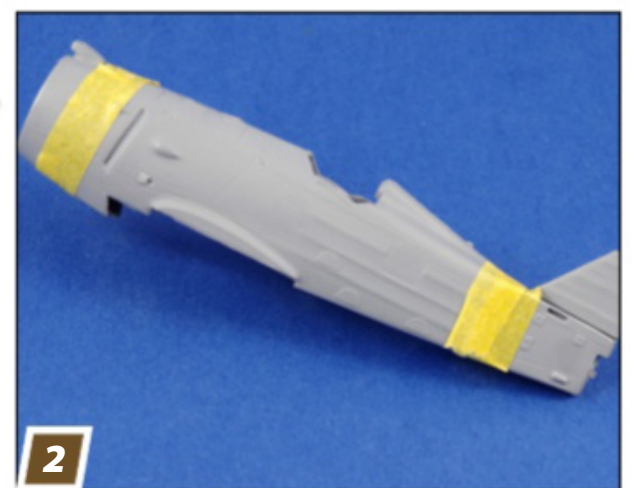
edly flown by the Colombia chief of military aviation, Andrés M. Diaz. My research indicated that Diaz crashed and lost his life in this machine on March 2, 1935. Today, a military school is named in his honor.

Despite a shortage of information and reference photos for this machine, it was impossible to resist the temptation to build it. It is one of the few Hawk IIs that wasn't overall silver, green, or drab.

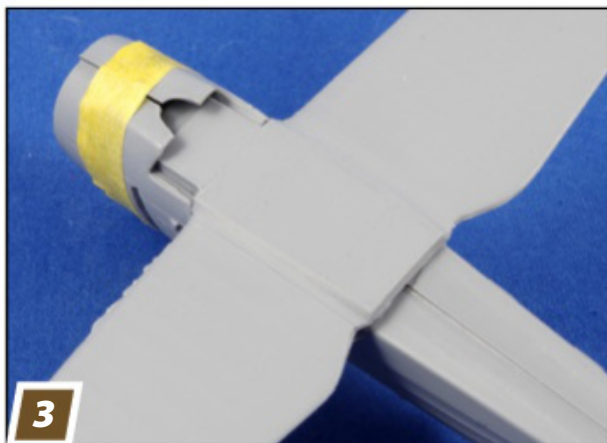
Despite a few minor issues, like the belly tank, RS Models' 1/72 scale Hawk II has accurate shapes and decals. On the other hand, it shows its short-run nature with rough plastic and resin.



Typical of short-run kits, many parts, such as the undercarriage legs, show signs that the mold has seen better days. The result is flash and uneven surfaces.



The fuselage features fine details, but there is room for improvement, including the crude steps and thick gill edges at the front. I hollowed the latter and refined panel lines.



While the fit of fuselage halves was pretty good, the lower wing needed patient adjusting and dry-fitting to get it flush.



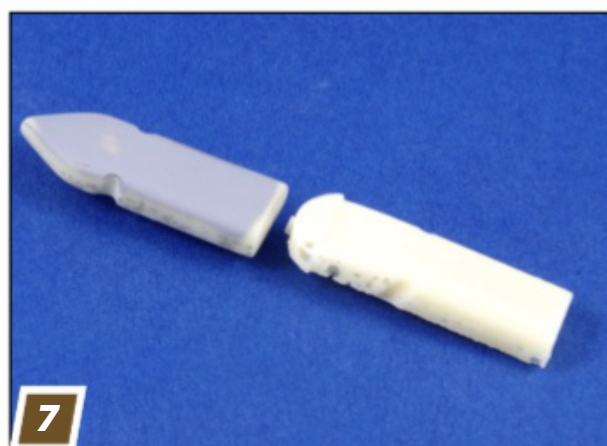
I salvaged a seat of unknown origin from my spare-parts box (left), sanding and reshaping it to match the Hawk II seat. A kidney-shaped lightening hole was drilled in the backrest.



The kit cockpit is spartan, much like the real one. I replaced the ill-fitting cockpit floor with sheet styrene; the same material made the rear curved side consoles omitted in the kit.



I cut off the headrest; it would be replaced later with a scratchbuilt part. The control stick and seat were put in near the end of the build. I airbrushed everything Mr. Color silver.



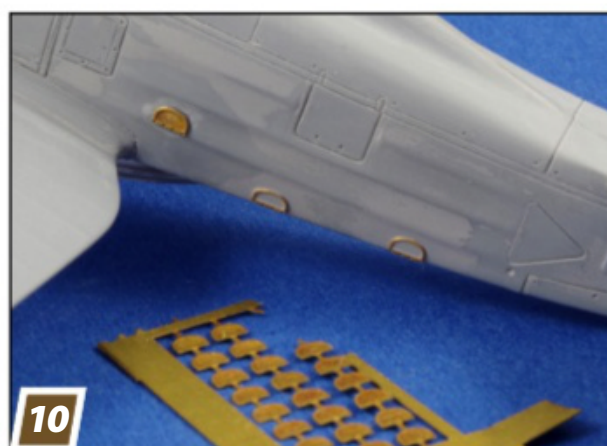
The Hawk II's characteristic belly fuel tank, provided in resin (right), is a low point for the kit. Initially, I tried reshaping it (left) but the myriad bubbles proved insurmountable.



So, I made a new one by laminating 1mm sheet styrene and sanding it to shape. Rounded dents on the sides provided clearance for struts in case floats were fitted.



Minor details differentiate various export Hawks. I added fairings for the Colombian fighter with styrene and scribed prominent, triangular hatches aft of the cockpit.



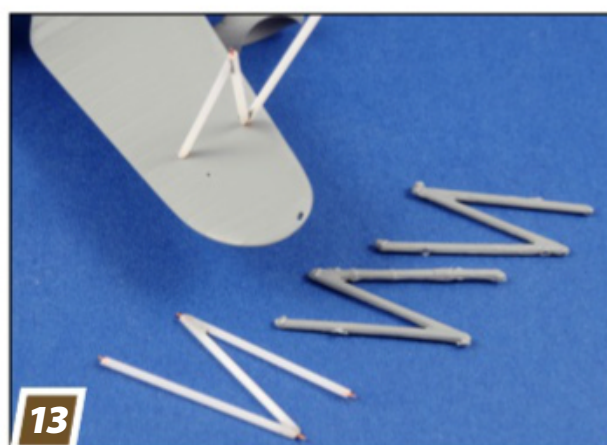
I sanded off the steps on the port side and replaced them with photo-etched details from a 1/72 scale Swordfish set.



About 75% of the build was tedious surface preparation: sanding and rescribing, interspersed with touchups using superglue and Mr. Surfacer 1000.



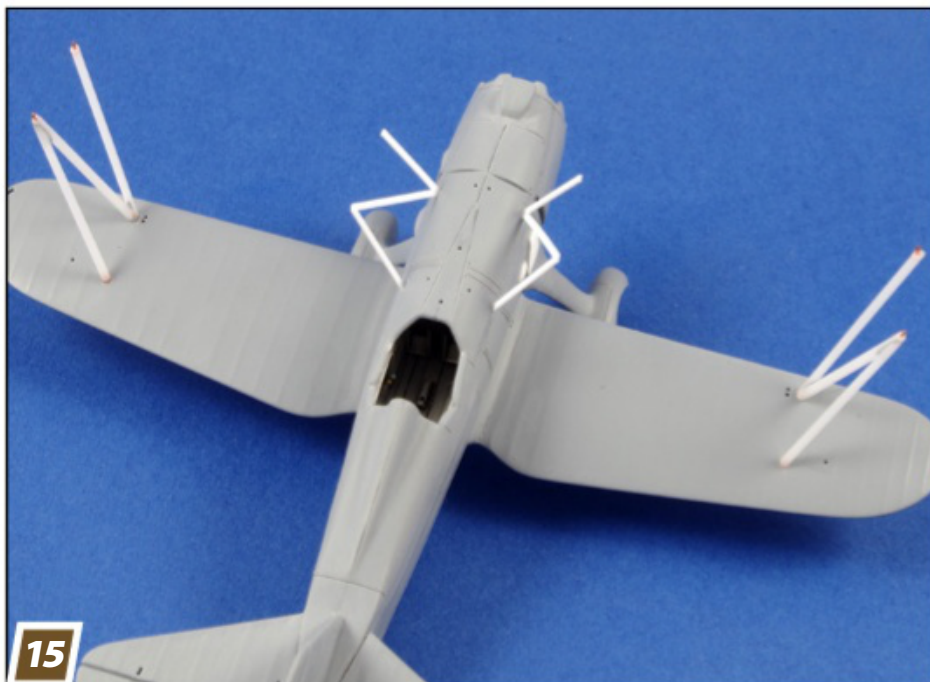
I opened holes for rigging and strut reinforcements with a .37mm drill. Drilling must be as perpendicular as possible to preserve the bit.



I don't fret about kit struts. I make my own, tailoring the fit. These were made from 1mm round styrene reinforced with wire at the ends and then sanded the sides for an oval profile.



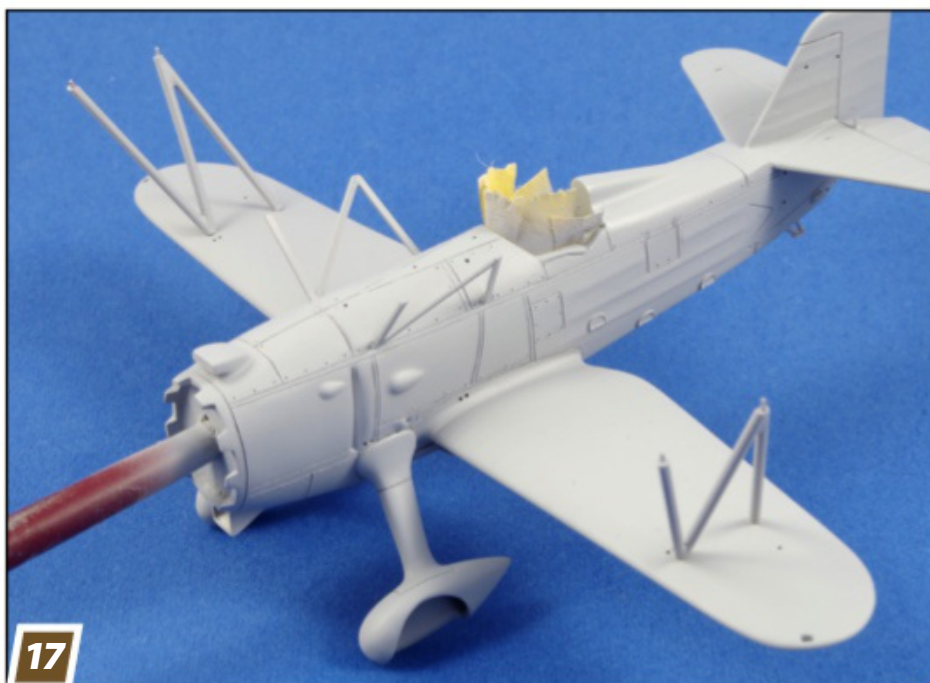
I balanced the upper wing on the wing struts, braced it with tape, and attached the lower ends to the lower wing with superglue. The cabane struts are .25mm x .5mm styrene strips.



I removed the upper wing and added oblique cabane struts. Although the scratchbuilt struts are more delicate than the kit parts, they are still relatively crude, a tradeoff between scale thickness and robustness.



Before painting, I added a few other small details made from Evergreen styrene, including the tail skid and control horns for the rudder and elevators.



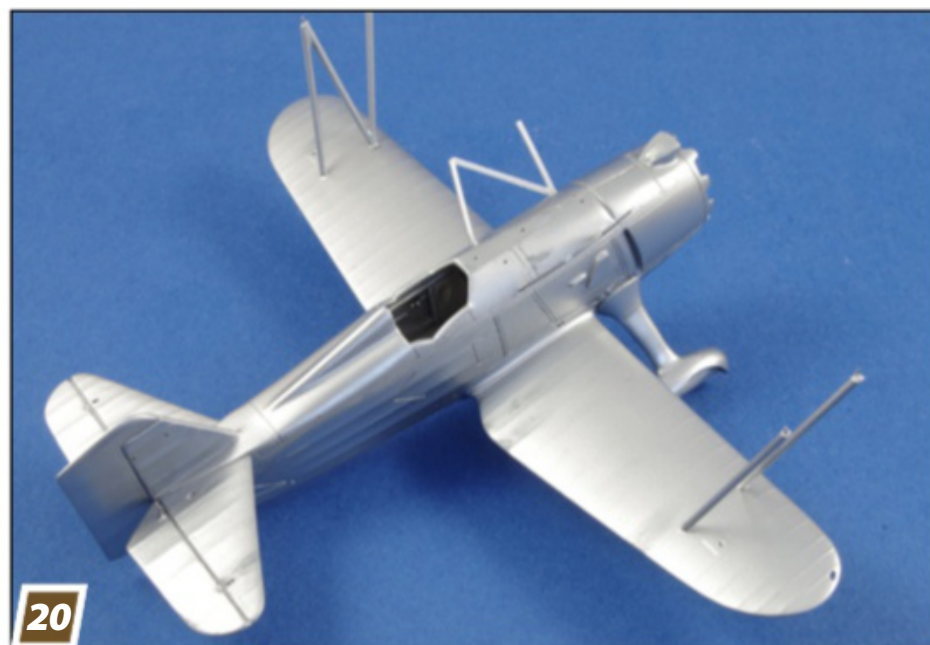
After thoroughly washing the model to remove sanding dust, I primed with Mr. Surfacer. No matter how much tedious work had to be done before, this, for me, is always a moment of reborn enthusiasm — a neatly prepared canvas, waiting for action!



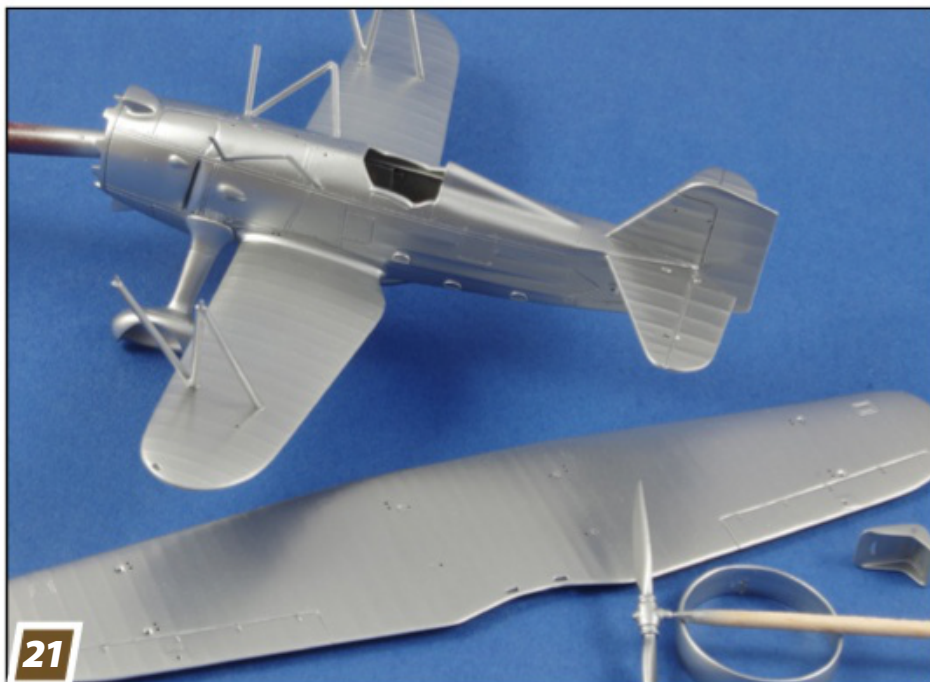
At least until a second, closer inspection, reveals more work that needs to be done. Here, the primer has popped an ugly sink mark along the rudder's trailing edge. I filled it with a thick, brushed-on layer of Mr. Surfacer.



Here's the fuel tank enhanced with more details: plastic pieces, heat stretched strips, and some leftover PE for the aft point fitting. The cowl's rear lip between the undercarriage legs was thinned considerably.



Finally, I was ready for the coat of Mr. Color Super Metallic silver. Note the sanding marks. Again, just as with the primer, no matter how much care is given to the surface preparation, the first silver coat always reveals yet more imperfections to be dealt with.



21

After fixes, a second silver coat finally creates a beautiful, uniformly sparkling finish ...



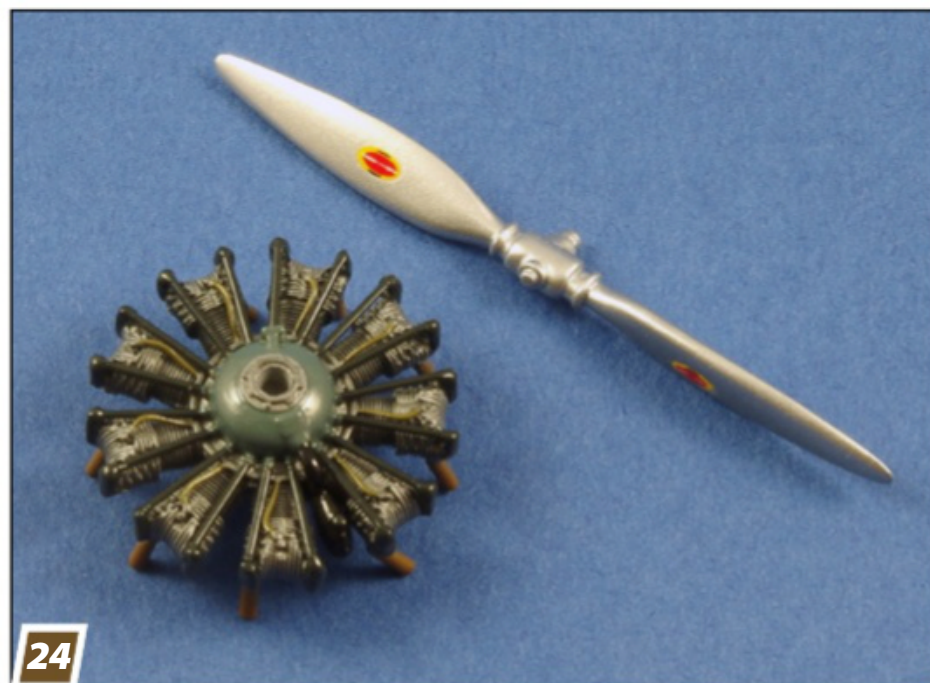
22

...which I dulled with a coat of Mr. Color clear flat. This step is key for adding the mottled camouflage as the over-thin paint can run too easily across a gloss surface. A flat finish holds the paint better.



23

Turning to the engine while the paint dries. I replaced the kit's resin Wright Cyclone with a multipart resin powerplant from Vector. It's only drawbacks were the omission of fuel-intake pipes and a need to assemble the engine from separate cylinders — which was easy as pie.



24

I improved the Vector engine with stretched-sprue push rods and exhausts made from drilled-out .75mm styrene rod. I painted the cylinders Agama Red Line gunmetal; everything else was hand-painted with Vallejo acrylics.



25

I tacked together the major airframe parts from a second kit. Then, using felt-tipped markers, I sketched a rough outline of the camouflage pattern based on the few poor quality photos. This gave me a consistent pattern to follow instead of having to make it up on the fly.



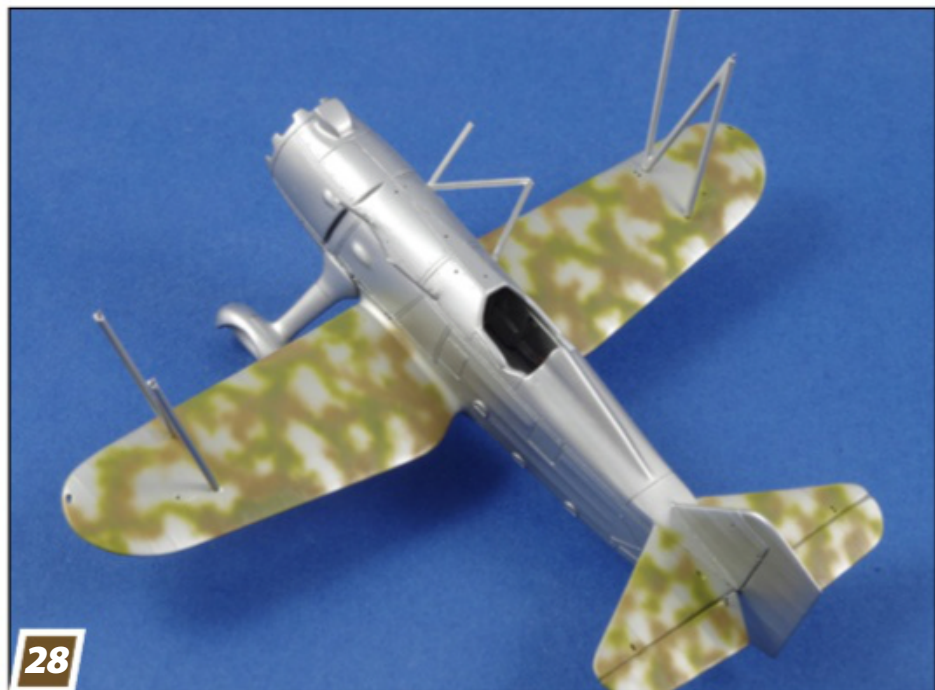
26

In lieu of positive info, I chose Mr. Color flat earth and zinc chromate type I for the camouflage because they looked right for tropical Colombia. I tested the mix and pressure on leftover parts from other kits to gain confidence.



27

I didn't paint the final shapes from the get-go. Instead, I started with a network of small dots and thin lines over the surface to maintain uniform proportions, then slowly expanded them, first with green ...



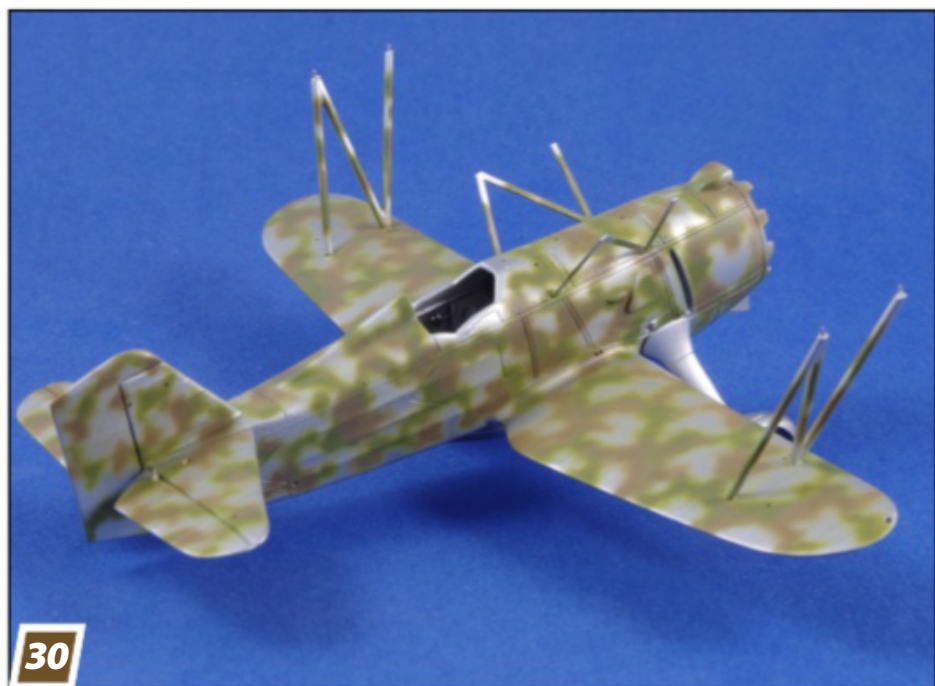
28

... then with brown. Don't try to complete all blotches of a single color on the airframe in one go; dividing the horizontal and vertical surfaces is a good idea. Take your time and make sure the needle is clean.



29

Next, I painted the vertical surfaces with green ...



30

... followed by brown. If it ever feels like there is some resistance and no paint comes out, resist the urge to pull the trigger harder. Doing so will likely splatter paint over the model. Silver paint is notoriously hard to touch up and usually requires respraying the entire area.



31

I added and painted small details including the telescopic gunsight (a piece of hypodermic needle), leather padding, and a headrest made by pushing a piece of heated sprue through a round stencil). Then I applied the markings, a combination of kit insignia and laser-printed codes.



32

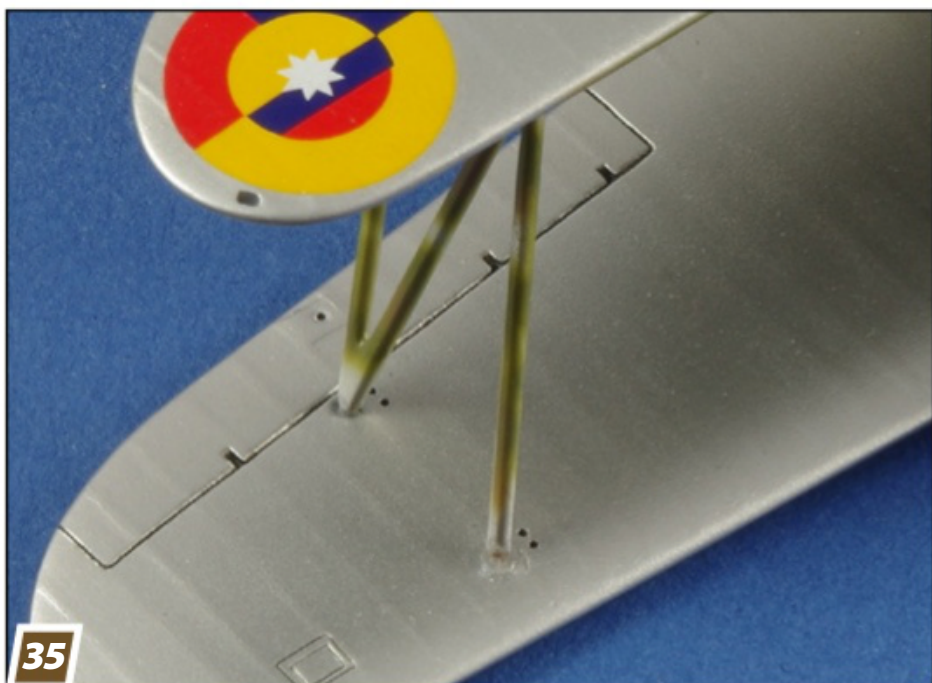
Since the kit's PE seat belts looked too big, I replaced them with leftover pre-painted Eduard belts intended for World War I biplanes; ironically, these are 1/48 scale but look just right!



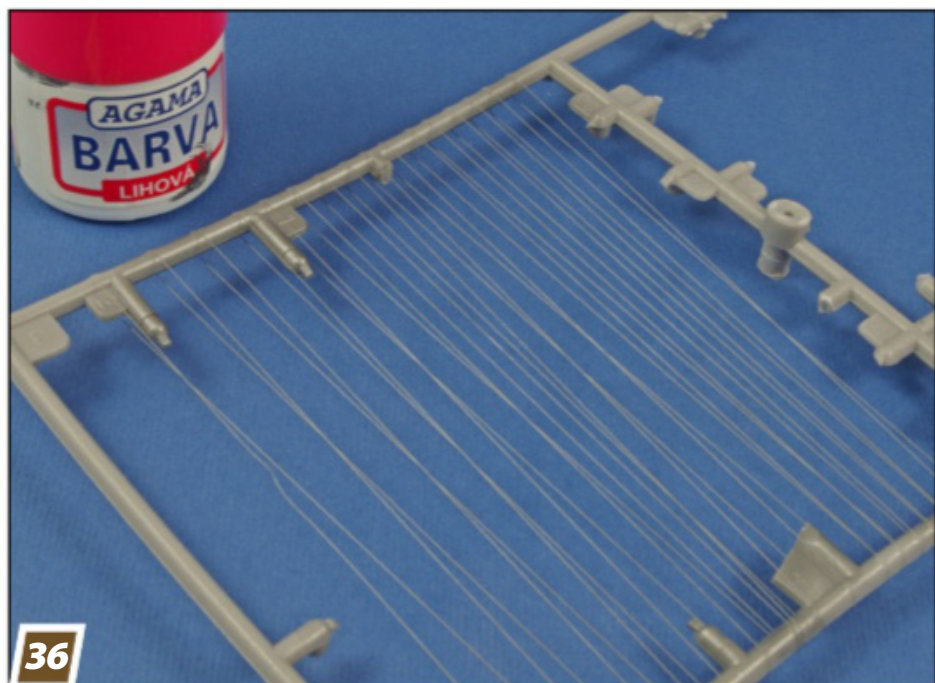
33 Oops! No decals would be elastic enough to settle over the this large bulge. I touched up the cracked marking with paint later.



34 To bring out the recessed panel lines, I applied a wash of equal parts warm gray and black thinned with mineral spirits. A little clean thinner on a cotton swab or cloth will remove the excess after it dries.



35 When attaching the upper wing, I preferred a solid join over neatness. Little glue smudges on the unforgiving silver surface were later sanded, polished, and carefully resprayed with silver, taking care not to cover the surrounding camouflage.



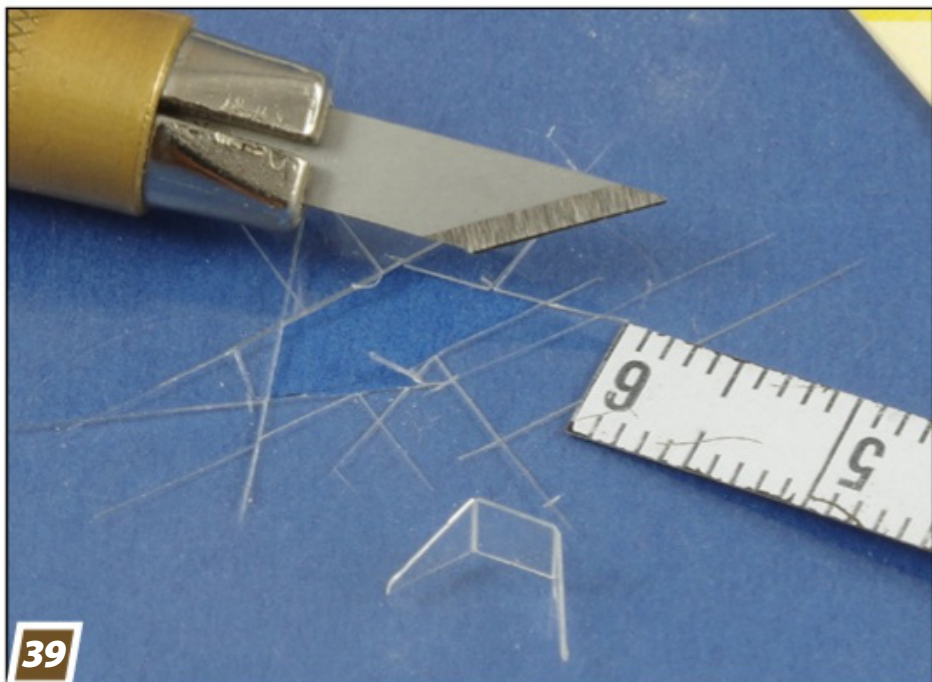
36 I used fine monofilament fishing line for rigging. After wrapping some of the line around a scrap kit frame and supergluing it to the runners, I painted the transparent material with Agama gunmetal.



37 I anchored one end of each line to the lower attachment points with thick superglue, then threaded it through the corresponding hole in the upper wing. As intimidating as it looks, it's no harder than tying your shoelaces.



38 After trimming the excess lines and sanding the holes flush, they disappeared under a coat of Mr. Surfacr.



Using a sharp blade guided by a steel ruler, I carefully cut a new windshield from thin salvaged clear styrene. It was attached to the model with a tiny drop of white glue.



I camouflaged the upper wing as I had the rest of the plane. One photo showed the entire upper surface, albeit from an oblique angle, so I followed that general layout of mostly parallel streaks.



While the build was rife with challenges, at least the paint job was enjoyable and overall I am happy I tackled RS Models' Hawk. It's impossible to overlook among my growing collection of 1930s biplane fighters. **FSM**

FORCED



The late Pete Bave's portfolio highlights his extraordinary building, photo skills

BY MARK SAVAGE

A little while back Pete Bave, a retired professional photographer, sent us a collection of his model builds using realistic backgrounds to add interest to the models. We were in awe. Then, like the procrastinators we are, we tucked Pete's photos into our file cabinets here with every intention of running them, sooner than later.

Sadly, later has come. Pete passed away

in November. Now his portfolio of stellar builds with creative backgrounds is our tribute to his talent. Here we also include a couple of outtakes he sent us, illustrating how he shot the photos.

Regular readers will recognize Pete's work. His pictures have run in Reader Gallery many times through the years, and he also wrote several stories for us, starting in 1984. In 1998 he wrote a piece on how

to photograph models in realistic settings with forced perspective. It's appropriate that we include the link to that story here: www.FineScale.com/BavePhotoTips

See more online!

Head to the web to see more of Pete's amazing builds and photos. Go to FineScale.com/PeteBave

PERSPECTIVE



Pete explains his shots: "I added detail to the 1/35 scale Revell Alouette II. I made seat belts from cloth medical tape, headphones with coiled cords, and other 'greeblies.' The engine has been plumbed, the doors have been made functional (can be removed), and cables added to the rear rotor."



Pete also took his photo setup on the road to place his aircraft on fictional tarmacs in the mountains near his home in Utah. Here we see his setup for shooting the Alouette II helicopter.



Pete's shot of Hobbycraft's 1/48 scale CF-105 Arrow is a stunner with its colorful nose. He noted that the jet had no interior, so he added complete front and rear detail with parts from his spares box.



This Victor is the old Matchbox 1/72 scale kit Pete bought in 1976. "It is one of the worst molded (green, white, and gray) and fitted kits I've ever built," he said. "It took two tubes of white putty to fill the huge gaps between almost every joint. If I did not love the design so much, it would have ended up as a 'wall chucker' years ago!"



Shot, along with his other airliners, at the West Jordan, Utah, airport, the 1/72 scale Airfix Concorde is dressed in Pan American World Airways livery. Pete said he had seen a Pan Am ad in a 1967 *Life* magazine showing the Concorde along with a Mach 3 swing wing and a 747 as "near future" aircraft. But Pan Am only flew the 747 ultimately. He designed and printed the Concorde's decals on his computer. The DC-6B is a 1/72 scale Heller kit and the Boeing B-377 Stratocruiser is a 1/72 scale Minicraft kit. In the background of each of the latter two aircraft photos is a 1950s Plasticville terminal/hangar designed for toy train layouts.



The Flying Sub is the 1/32 scale Moebius kit, and Pete wrote, "I fully lit the interior and instruments with LEDs and fiber optics. Then I used Photoshop to 'fly' it over water and added a 20% shadow below it."



Pete shot the Fantastic Plastic 1/144 scale resin *Galileo* model on a diorama he'd made for another shot. The Earth is a 1.5-inch cutout from a science magazine taped on black velvet. The moon's surface is fine cement powder and the diorama's depth is only 15 inches. On the model he carved out the airlock, scratchbuilt an interior, added skids, and more.



Here we see Pete's setup for photographing the *Galileo* diorama using his forced-perspective techniques. Learn more photo tips from Pete's 1998 story by using this link: www.FineScale.com/BavePhotoTips **FSM**



Academy F-14A Tomcat

Not to be confused with Academy's earlier 1/72 scale Tomcat, this all-new F-14A has just about everything you need to make any variant of Tomcat. This first boxing represents the fighter as it looked with VF-143 "Pukin Dogs" markings aboard USS *America* in 1976. The parts in this kit provide most of the early details except for the earliest beavertail.

Some late details like ECM antennas are molded on and should be shaved or sanded off for this early bird. But the sprues provide parts for late Tomcats too, even the ultimate F-14D and "Bombcat" versions. Although early GRU-7A ejection-seat frames are provided, there are parts on the sprues for the late NACES seats as well. Both open and closed nozzles for the TF30 engines are provided, and another set of nozzles for the later G.E. F110 engines are in there too!

Other alternate parts include two sets of instrument panels, two sets of side

consoles, and there are even three different types of main wheels. Academy provides different engine nozzle mounts on the rear fuselage, afterburner rings, and intake fans. You have a choice of four different "under nose" sensors, one being the double-barrel version for the F-14D.

There are also ordnance choices, with four Phoenix missiles and their palettes for the belly as well as pairs of early and late Sparrows and Sidewinders. There are a pair of laser-guided bombs and a LANTIRN pod provided for "Bombcats." A pair of external fuel tanks are provided,

but these were not usually carried by early fleet squadrons.

The decals in this first issue are printed by Cartograf and provide markings for the CAG bird of VF-143. It includes markings for the missiles. There are even decals for the lubricant smears at the pivot point on top of the wings, but these appear a tad overdone to me.

The Tomcat is a complicated design so it's difficult to design a kit that is easy to build. Unlike some of Academy's recent "press fit" kits, this one must be glued together. But you won't be needing to fill seams as this was one





of the best fitting kits I've built. Assembling the intake/engine trunks was a bit tricky, and handling the tiny sensor probes takes careful effort.

There are a few small ECM bulges molded around the intakes that should be removed for this early Tomcat. Shaving them off with a sharp blade and smoothing with a fine



sanding stick took only a few minutes. If you are not going to mount the external tanks, you'll need to shave off the short, thin pylon mounts molded to the bottom of the intake trunks.

I decided to paint subassemblies before joining the front fuselage and wings to the

main structure. This made masking the original hi-vis camouflage a little easier. With careful final assembly, very few seams needed sanding and touch up.

I was surprised that there was no provision to pose the long canopy open. It even comes with an internal frame that has a hinge-like hook at the rear, but there is no hydraulic actuator.

The wings can be positioned extended, swept, or in the "oversweep" position for deck parking. They are not geared, instead using a sprung plastic tooth to lock each wing in position. Two sets of fuselage sealing bladders are provided for the wing glove. One set is slightly raised for the wings fully extended. The other set is lowered and accommodates the wings in three different degrees of sweep.

I painted camo with Mr. Color gloss white and gloss light gull gray lacquers, and used several shades of Alclad and Metalizer on the nozzles. I had no problems with the decals. The sheet provides outlines for the seldom-deployed "glove vanes" and the position lights on the wing gloves.

While this kit may not have all the bells

and whistles like posable flaps, boarding ladders, open speed brakes, or hinged radome, it is a fine and largely trouble-free Tomcat. I spent 34 hours on it, much of the time masking, painting, and decaling. The inclusion of alternate parts for later Tomcats makes this kit a winner.

— Paul Boyer



Kit: No. 12563 **Scale:** 1/72

Mfr.: Academy, academy.co.kr

(Sample courtesy of Model Rectifier Corp., modelrectifier.com) **Price:** \$39

Comments: Injection-molded, 212 parts, decals **Pros:** Fine recessed panel lines; good instructions; excellent fits; optional parts; excellent missiles and cockpit; top-notch decals **Cons:** Some complex assemblies; a few tiny parts are hard to handle; no way to pose canopy open



IBG Models PZL P.11a

Designed by aeronautical engineer Zygmunt Pulawski, the P.11a was the initial version of the fighter ordered for the Polish air force. When introduced, it was considered to be one of the most technically advanced aircraft of its day. Unfortunately, aviation's rapid development in the late 1930s left it outclassed at the start of World War II.

IBG's new P.11a is a jewel! While the plane itself is quite simple, there is a ton of detail packed into it straight out of the box. In addition to 50 exquisitely molded plastic parts, the kit comprises a photo-etched metal (PE) fret of 45 parts and decals for three marking options. The color 12-page instruction book incorporated 14 assembly steps with excellent drawings and color callouts for five paint brands.

Add the foot pedals to the cockpit floor before gluing the front frame in place (ask me how I know!). The upper frame mounts on two PE supports at the rear, but the position and angle of those mounts are not well-defined. I used the fuselage as a jig, position-

ing the cockpit inside as the glue set to ensure alignment. I painted the completed cockpit and fuselage interior with Alclad II dark aluminum and gave everything a light wash to highlight details. The cockpit was glued in place and then fuselage sides mated; the fit was perfect and the seams needed just a little light sanding.

Leaving the engine for final assembly, I skipped ahead to finish the airframe. Separate rudder and elevators may be posed. I chose the PE tail braces over the plastic because they look more in-scale. The main legs slot into the fuselage for sturdy landing gear, but its PE rigging is flimsy and difficult to attach without bending.

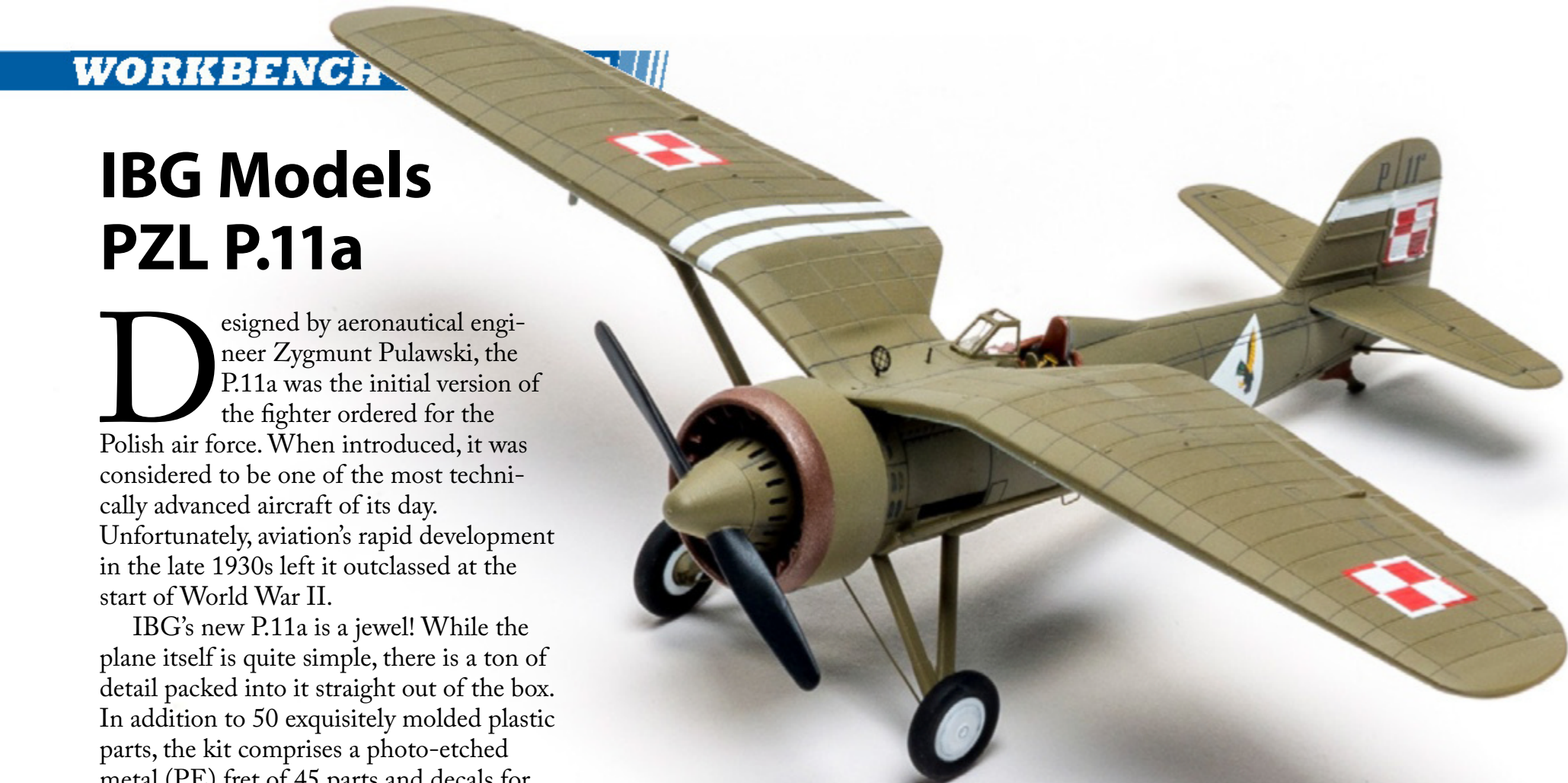
The wing is a full-length upper piece with lower halves and separate ailerons. The detail molded into the wing surface is nothing short of incredible. Breaking from my standard practice, I painted the wing and fuselage separately, which simplified masking. I used Testors Model Master aircraft gray underneath and Afrika khaki-brown topside.

For the canopy, the kit provides both injection-molded clear plastic and, for the adventurous, a PE frame with individual clear-film panes. I chose the latter, but lacking a proper bending tool I found it difficult to get good, sharp bends on the tiny frame. Be sure to cut the panes just outside the lines on the clear sheet, or they will be too small and fall through the framework. There are even tiny PE parts for the gunsight, rearview mirror, and step.

I was concerned about the decals conforming to the corrugations molded on the wing, but they performed well with a little help from Microscale Micro Sol.

This is the second IBG kit I've built and I am most impressed. Both were absolute joys to build with great detail right out of the box. I heartily recommend the PZL.11a to any moderately experienced builder!

— Mike Klessig



Kit: No. 72517 **Scale:** 1/72

Mfr.: IBG Models, ibgmodels.com

(Sample courtesy of mfr.) **Price:** \$18.99

Comments: Injection-molded, 95 parts (45 PE), decals **Pros:** Excellent moldings and surface detail **Cons:** Cockpit construction a bit fiddly



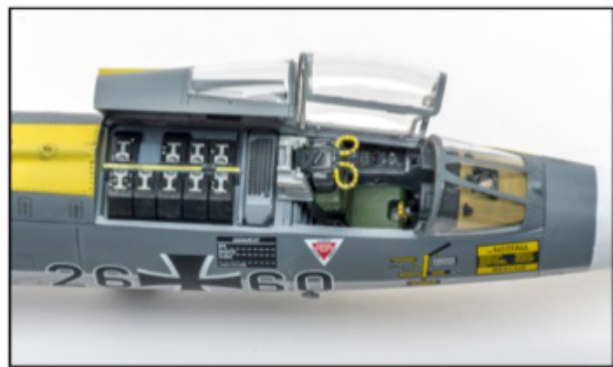
Kinetic F-104G Starfighter

Kinetic Models continues its 1/48 scale military jet line with an F-104 in the Gold series; this particular boxing features Luftwaffe aircraft.

The kit comprises 220 plastic parts, 28 of which are clean, clear plastic for the canopy sections and lights. Well-engineered photo-etched metal (PE) parts provide appropriate details, including wingtip end-caps if you model the aircraft sans wingtip fuel tanks.

Finally, decals designed by Cross Delta and printed by Cartograf provide markings for three German fighters; they were a delight to apply. But be aware that Mr. Mark Softer is a bit aggressive for these decals; Microscale Micro Set and Micro Sol were perfect.

Overall this is a well designed and engi-



neered kit. For the most part, fit throughout was hassle-free, with only small amounts of filler required in limited areas.

The cockpit features sharp, accurate details, but there is no provision to detail the instrument panel, other than blank raised bezels. It is surprising in this day and age that there are no decals for instrument faces. Sidewall details are well represented, too, a first for out-of-the-box F-104 kits. I confess that I couldn't make sense of the PE seat belts and chose to omit them. (I would use an aftermarket resin seat with molded belts if I build another Kinetic Starfighter, but that's the only change I would make.)

Internal details in the wheel wells, after-

burner, avionics bay, and radar are well done. I chose not to install the radar as I just like the look of the F-104 with the nose cone in place.

The fuselage-mounted air brakes usually are not open when the full-sized aircraft is on the ground, but the kit's air brake parts require modification to pose them closed.

Another first for this kit, I believe, is the inclusion of underwing fuel tanks and pylons as well as wingtip tanks. These all scale nicely based on my references. The tip tanks need to be modified to sit at the correct angle relevant to the wing panel. Sanding a chamfer on the underside of the wing so that the tank can rotate slightly will allow the tank fins to be correctly aligned to the wing panel.

The instructions for this kit are clear and concise with color callouts for Ammo by Mig Jimenez paints; a cross-reference includes Vallejo Model Color, Mr. Color, Tamiya, and Humbrol colors. There are some dubious color specifications for the German naval air wing aircraft (for some reason only the two side views are provided for this option) with the underside being designated as silver; I believe it should be RAL 7001 *silbergrau*, a light, non-metallic gray. (Yes, I neglected to follow the modelers Prime Directive to check your references and used silver! Eagle-eyed readers will also note that the red turbine stripe on the rear fuselage is in the wrong place, for the same reason.)

The inclusion of the avionics bay immediately behind the cockpit is welcome as is the canopy frame tubing, a first for any kit of this aircraft. However, there are no mounting devices for either of the canopy panels, so careful gluing was required.

Obviously, comparisons to the older Hasegawa kit are inevitable.



Kit: No. K48083 **Scale:** 1/48

Mfr.: Kinetic, kineticmodel.com

(Sample courtesy of mfr.) **Price:** \$66

Comments: Injection-molded, 232 parts (12 PE), decals **Pros:** Good fits; great clear parts; nice cockpit **Cons:** Confusing PE seat harness; limited color diagrams for one of the three marking options



Kinetic has the edge with regards to the amount of detail provided in the box and the wings festooned with inappropriate rivets. However, the Hasegawa kit can be found for less if you shop around. Would I build another one? Absolutely! It builds well and features accurate, copious detail. And I do like Japanese F-104 Aggressors ...

— Matthew Walker





MiniArt M3 Lee



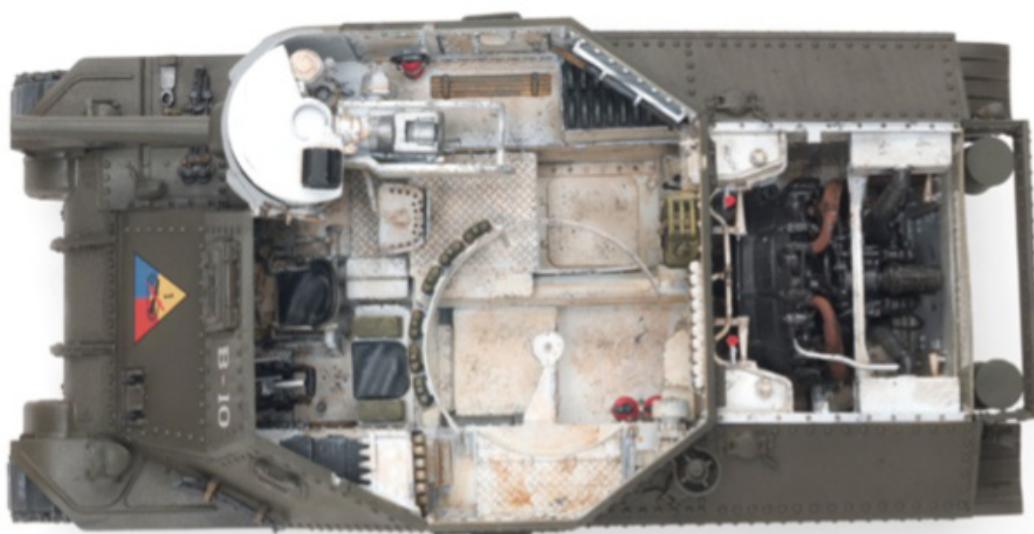
Kit: No. 35206 **Scale:** 1/35

Mfr.: MiniArt, miniart-models.com

Price: \$77 **Comments:** Injection-molded, 1,282 parts (61 PE), decals **Pros:** Superb moldings with no ejector-pin marks; detailed interior including the engine bay; clear lenses for the headlights; many marking options with large color diagrams **Cons:** Some extremely tiny parts difficult to work with; fine position lines in the instructional diagrams can be hard to follow; complex bogie assemblies with small locating pins are fragile

Since I first saw the movie *Sahara* almost 60 years ago, I've had a soft spot for the M3 tank. For a long time, a modern kit of the M3 eluded modelers. Then, a few years ago, Takom released a series of M3 kits. Now comes MiniArt with an ambitious series of M3 variants, including several with interiors, including this early-production Lee.

The large box was stuffed with nearly 1,300 parts molded in MiniArt's typical gray plastic. The detail was well executed and not a single ejector-pin mark marred any piece. The cast texture on areas like the turret, transmission, and casemate looked good and included raised casting numbers. Except for a bit of flash and minor mold shift on a few pieces, the parts were perfect.



The small photo-etched metal (PE) fret provided rims for the idlers, engine screens, headlight guards, and other small parts. In addition to headlight lenses, clear plastic supplies periscopes and vision blocks.

The instruction booklet features large assembly diagrams as well as color marking diagrams for the eight vehicles on the decal sheet: two American, one Canadian, three Russian, and two German captured Lees.

The hull bottom builds from three parts (probably to accommodate different versions) that lock together. I accidentally removed locating tabs from the bottom of the final drive (Part B26) and it ended up too far to the left and I had to trim it to fit the left side. I held off adding the sides until most of the interior was assembled and painted. Fortunately, those details fit perfectly. The engine was quite detailed, but most of it disappeared under the engine shroud.

I left off the motor mount (Fa13) and any parts that mount over it because its fit on the engine was vague. Once the engine was in place and aligned properly, I added the mount and remaining parts.

In Step 44, the position of the gun's elevation mechanism was a bit vague. Test-fit the gun with the mounts in the mantlet to be sure the elevation gear doesn't interfere with the gun's movement. I extended the gun's rotation pin with a styrene disc to give the unit a secure footing.

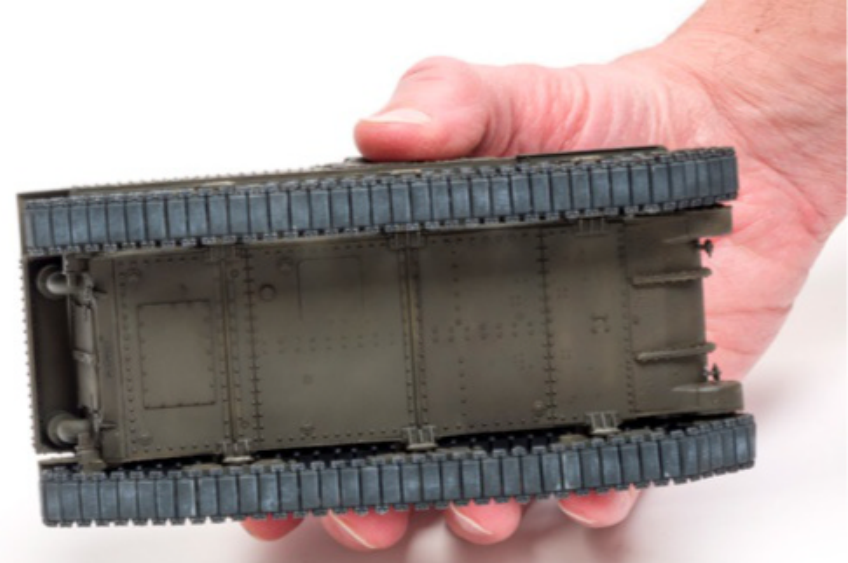
During assembly, I constantly checked the fit of the main body panels and was pleasantly surprised to find things fitting perfectly despite how much goes inside. Adding parts to the front pushed the nose forward and eliminated gaps I was apprehensive about.

I planned to leave the roof removable to display the interior, so I taped it in place to align the body panels as the glue dried. To leave the engine deck removable to show off the engine, I carefully glued the front and rear plates together.

Adding tools to the engine deck proved a challenge. I finally gave up on the tiny PE tie-downs after a couple broke and one disappeared right in front of my eyes. Rather than providing anything for the tow cable, the kit has instructions to scratchbuild one; I used a piece of nylon tow cable from my spares box.

I had some issues building the bogies. The pins holding the wheel assemblies to the bogies are not secure so the wheels can easily fall off. I suggest gluing them in place after everything is aligned.

Once I built a small jig to hold the end connec-



tors in place, the individual-link tracks went together quickly. I used 79 links for each run as indicated; by adjusting the idlers, a nice tight fit can be achieved.

The turret presented no issues, but you can't see much of it even off the vehicle.

I painted my Lee with a mix of equal parts Tamiya olive drab and khaki drab with a little white. The decals went on beautifully using Microscale decal solutions.

I spent 57 hours building my Lee and the model matched dimensions in David Doyle's *Standard Catalog of U.S. Military Vehicles* (Krause, ISBN 978-0-87349-508-0). The quality of the molding and the parts fits especially impressed me. While not for novices, if you are up to the challenge, this kit will produce a Lee to make even Humphrey Bogart proud.

—John Plzak



Zvezda Petlyakov Pe-2



The Petlyakov Pe-2, nicknamed Peshka, was the most widely used Soviet medium bomber of World War II with over 11,000 being produced. It was fast, maneuverable, and durable, making it a favorite of crews.

There have been a few kits of the Pe-2 available in 1/72 scale from the ancient Airfix kit dating back to 1968 to the most recent from HobbyBoss in its “Easy Assembly” line.

This new tool from Zvezda replaces its earlier effort and is sure to top the list as the best of the bunch. The kit includes 199 parts molded in light gray with fine recessed panel detail, full interior detail including three figures. The 8-page instruction booklet covers 28 steps with clear drawings and adequate color callouts. A color sheet shows the five marking options.

The first step is to decide which version you intend to build as there are minor differences.

Assembly starts with the main wing in typical upper/lower halves with separate outer leading-edge pieces, ailerons, and inserts for the landing light and intakes. Remember to open up the holes for the

dive brakes. Next, I assembled the lower nacelles and main landing gear. The main gear is a bit fiddly to assemble and some of the components fragile so I decided to leave them off until the end to minimize breakage.

Construction of the interior is next. There are a few ejector-pin marks inside that quite honestly won't be visible enough to worry about on the completed model. The pilot seat and associated framework is a model in itself. About all you need to add is seat belts if you don't use the pilot (who is really well-molded).

Some of the parts are a little fragile and care is needed when removing them from the sprue. I painted everything as instructed using the recommended Tamiya colors. The radio-operator's compartment isn't quite as comprehensive but you really can't see much of it. I left off the side gun until final assembly to avoid breakage and ease masking. I only installed two bombs in the bay so some of the detail would still be visible.

The fuselage halves fit together and only needed a dab of filler here and there along the seam.

I attached the main wings next. The front and rear bulkheads for the bomb bay extend out to support them making for a strong join and the fit was excellent.

Then I added the tail making sure to keep the proper dihedral and the rudders vertical.

For the camouflage, I started with a base of Model Master dark tan then free-handed the pattern using Tamiya dark green and panzer gray. Tamiya light blue was used underneath, then lightly post shaded with some smoke.

All of the stencil decals were applied first followed by the main markings. There is a mistake, with stencil No. 40 being called out 17 times on the placement guide but only 10 are provided. All decals worked flawlessly and covered well.

The finished model scales out spot-on. I spent about 30 hours on the kit, pretty much normal for me for something of this complexity. Some parts may be a little too complicated for a beginner but someone with a few kits experience shouldn't have any problems. Definitely recommended!

— Mike Klessig



Kit: No. 7283 **Scale:** 1/72

Mfr.: Zvezda, zvezda.org.ru

(Sample courtesy of mfr.) **Price:** \$34.99

Comments: Injection-molded, 199 parts, decals **Pros:** Excellent surface detail; good fits; full interior; crew figures

Cons: Some small, delicate parts





Takom U.S. Army 1/4-ton utility truck with trailer

The 1/4-ton utility truck, or jeep, as it is more commonly known, has been enjoying a renaissance in 1/35 scale recently with new kits from several manufacturers. Takom's offering matches the best and it's packed with details, like a full engine with all the plumbing and full drivetrain. The addition of the wonderfully sculpted figure makes it a great choice for a diorama.

The small truck builds as you would expect, starting with the frame rails and engine. Overall, fits are good and I used no filler. I made a mistake mounting the rear-leaf springs too far forward; unfortunately, I didn't notice the error until after I had done most of the painting and the tire interfered with the body. Check the part breakdown and diagrams and dry-fit the body before securing the rear axle to avoid the problem.

I built the lower frame and body separately to make painting easier; some for the underbody and engine will be difficult to reach when everything is together.

Jeeps are pretty spartan affairs, so the



body builds quickly. But Takom has included plenty of detail inside and out, including the gas tank under the driver's seat.

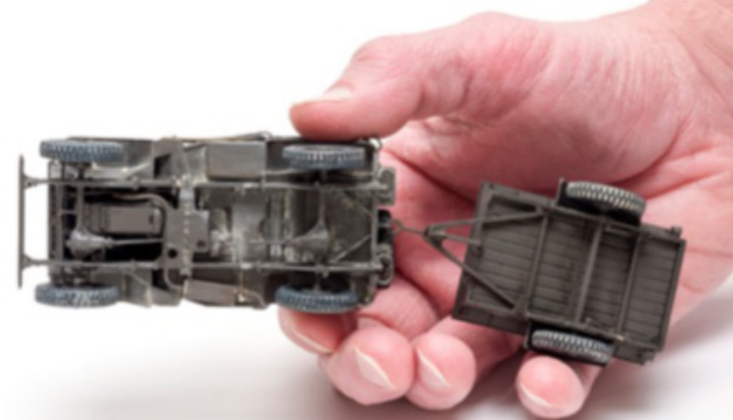
The trailer goes together as smoothly as the truck and includes a detailed suspension and the option to have the tongue support posed stowed down.

I painted the truck and trailer with Tamiya and Vallejo acrylics. The decals went on without problems.

The nicely sculpted figure fits the seat with a casual pose.

Overall, I spent a little more than 20 enjoyable hours building Takom's jeep and it shouldn't pose a problem for anyone comfortable working with small, delicate parts. If you want a jeep for your collection or diorama, it would be hard to go wrong with Takom's kit. I can't wait to see what other versions the company produces.

— Chris Cortez



Kit: No. 2126 **Scale:** 1/35

Mfr.: Takom, takom-world.com

(Sample courtesy of mfr.) **Price:** \$39.95

Comments: Injection-molded, 226 parts (21 PE), decals **Pros:** Plenty of details including full engine, drivetrain, and suspension; well-sculpted figure

Cons: Some ejector-pin marks





Kitty Hawk MiG-25PU “Foxbat”

The MiG-25 has long been popular with modelers, but the two-seat trainer with its stepped-down second cockpit has been largely overlooked. Kitty Hawk steps into that void with the latest version of its 1/48 scale Foxbat, the MiG-25PU.

I haven't built previous Kitty Hawk

MiG-25s, but I was impressed that this kit included full resin cockpits. The resin upgrades look fantastic compared to the plastic kit parts, but the plastic parts aren't bad either. The resin detail is superb, but one of the cockpit tubs was warped and cracked as I was trying to return it to the correct shape. Also, the resin tubs didn't fit

very well into the fuselage and left sizable gaps behind the seat. One resin control stick was incompletely molded, so I used the plastic option.

Decals provided for the instrument panels and side consoles are well printed, but too thick and don't conform well to the exquisitely detailed resin. The resin seats have very

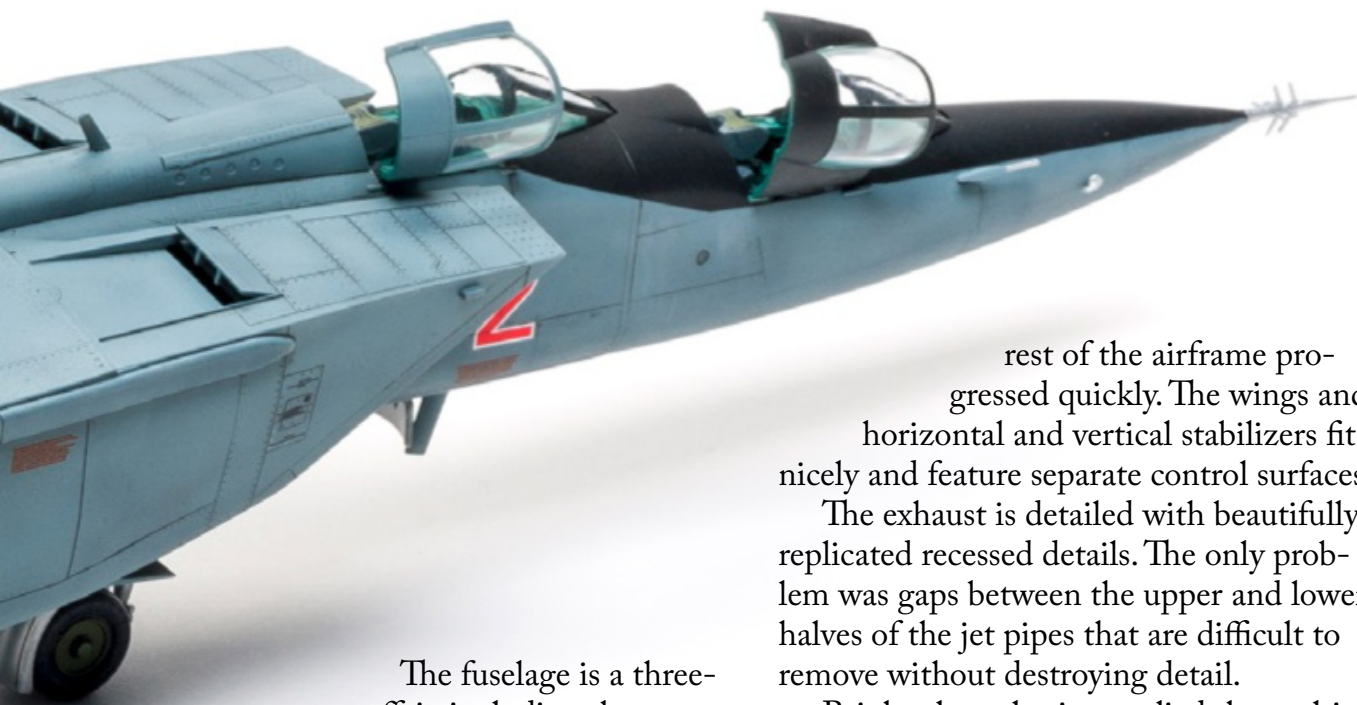
good detail, but there is some flash to clean up; photo-etched-metal (PE) harnesses finish the seats.

No color callouts are given so research is a must.

A one-piece resin landing gear saves time versus building the kit's plastic legs. But the three legs each had quite a bit of spring in them and I was worried they would be inadequate to support the large, heavy model; they seem strong enough once installed. It appears the original molds for the resin gear were 3D printed, so there are lines on the parts that were nearly impossible to eliminate.

The gear must be installed in the bays during assembly rather than after painting leaving them vulnerable to breakage during handling. The nose gear broke on mine, so I repaired it with a 1/32-inch carbon-fiber rod inserted into holes drilled into the leg.





The fuselage is a three-part affair, including the rear section and separate sections for each of the cockpits. Surface detail throughout the kit is superb and offers plenty of stuff to look at. Be careful removing parts from the trees as the attachment points are large and some small parts broke.

The separate intakes attach to either side of the rear cockpit. No intake trunks are provided and the only option is to pose the ramp doors incorrectly closed like an FOD cover. A PE piece covers the plastic and the instructions tell you to bend them to fit over the plastic parts. Do not do this or the doors won't fit properly.

Attaching the intakes to the rear fuselage revealed a problem; the fronts are 1/32-inch narrower. I split the intakes — which in turn created a gap inside — and filled the outer gaps with styrene strips sanded smooth.

There is also a step in the upper intake halves, but I left them as is rather than risk destroying the surrounding detail.

The upper and lower halves of the aft fuselage didn't fit as well as I hoped with warp in the upper half requiring extra pressure to correct.

Good news: The nose section, including the front cockpit, fit well.

With the fuselage together, the

rest of the airframe progressed quickly. The wings and horizontal and vertical stabilizers fit nicely and feature separate control surfaces.

The exhaust is detailed with beautifully replicated recessed details. The only problem was gaps between the upper and lower halves of the jet pipes that are difficult to remove without destroying detail.

Bright clear plastic supplied the multi-part canopy. Other details include posable speed brakes, detailed gear doors, and antennas; all attached easily.

The kit offers four marking options: two Russian, one Indian, and one Ukrainian. Unfortunately, the decals for the colorful Ukrainian option are the wrong shade — orange rather than yellow. The decals seemed a little thick but settled over details.

Six trees of weapons fill out the box and the instruction indicate adding them, but none of my references showed them fitted to the trainer. I left them off.

The kit includes a weight to keep the nose down.

Kitty Hawk's MiG-25 builds into a nice model of the fast Foxbat, but you'll need patience and superglue to make the most out of it.

— Caleb Horn



Kit: No. KH80136 **Scale:** 1/48

Mfr.: Kitty Hawk (Sample courtesy of mfr.)

Price: \$109.99 **Comments:** Injection-molded, 579 parts (21 resin, 7 PE), decals

Pros: Excellent resin pilots; first time this version has been available in this scale

Cons: Some poor fits; decals damaged in packaging; small parts easily broken; resin parts need a lot of cleanup



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COMING EVENTS

IL, LOMBARD: Chicago O Scale Meet (2-Rail), Westin Lombard Yorktown Center, 70 Yorktown Center. March 14-15, 2020. Friday dealer set-up, show open to public Saturday 9:00am-5:00pm, Sunday 9:00am-2:00pm. Buy, sell, trade, clinics, discussion groups, layout tours, model contest. Largest dedicated O Scale show (2-Rail) out there. \$20.00 for entire weekend. Info: Melissa 630-745-7600 or www.marchmeet.net

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VA, FAIRFAX: Northern Virginia Modelers Model Classic 2020. Saturday April 18, 2020, 9:00am-4:00pm, at Fairfax High School, 3501 Rebel Run, Fairfax, VA 22030. Show features Vendors, Contest, Raffle, Programs and Food Vendor. Contact: Tom Henderson, e-mail tomhenderson51@verizon.net. Web page: www.novaipms.org

VA, SALEM: 2020 IPMS REGION 2 CONVENTION, sponsored by Roanoke Valley IPMS, Salem Civic Center, 1001 Roanoke Blvd., Salem, VA. October 16-17, 2020, 9:00am-9:00pm. Over 90 contest categories, "Best-Ofs", Mega-Raffle, demos, and vendors galore. Contact Tim Ward at 540-977-6205 or twardf86@aol.com or Greg Clower at 540-650-1552 or gclower@aol.com or www.rvipms.com for information.

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By Elizabeth Nash

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You’ll learn everything from applying filters and cutting out styrene to using a punch-and-die set and more!

Beginner and advanced modelers alike will learn a ton. **FSM**

In his own words

“I have been making models for 30 years. As a kid, I built whatever I could get my hands on but eventually found my way to armor, which is my main area of interest.

I have done a lot of post-apocalyptic subjects, too; I love the endless ideas and creativity of that genre. I occasionally dabble in aircraft and fantasy figures.

One of the things I love about this hobby is the fellowship. Learning from other modelers and passing that knowledge along motivates me. I’ve been active in my local IPMS/AMPS chapter, the Central Arkansas Scale Modelers for 15 years, serving as vice president and president for a number of years. I regularly attend both IPMS, AMPS, and figure contests.

I live in central Arkansas with my wife and son.”



In the July 2016 *FSM*, Kenneth used Zimmerit, and a lot of weathering to put Dragon’s 1/35 scale StuH 42 in the mud. Look for his technique-driven videos like the one on making and applying filters.



Applying Filters

SKILL BUILDING

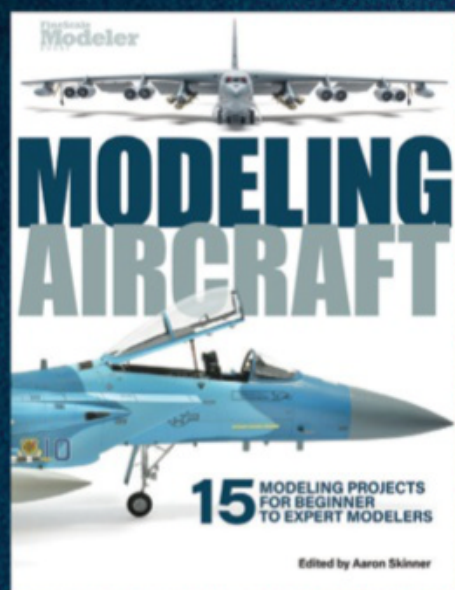
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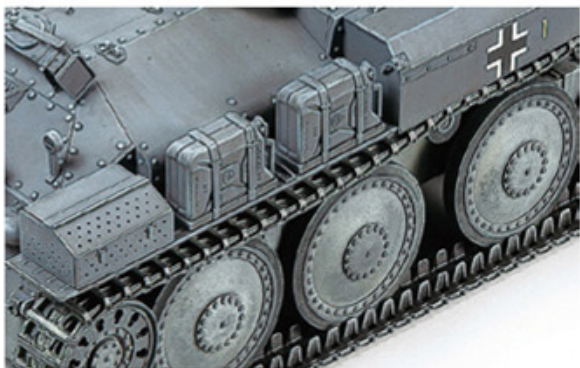
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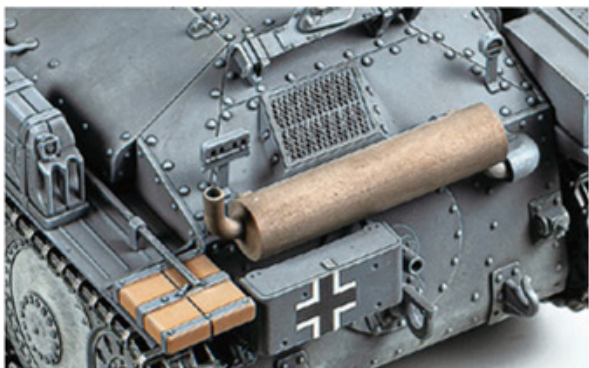
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The rear features various accessories and
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After the effective annexation of Czechoslovakia by Nazi Germany in 1939, German forces were interested enough in the native Czechoslovak LT vz 38 light tank that they took it on and ordered production under their own categorization of 38(t), a light tank with riveted, welded armor and a perky 3.7cm gun. Early production 38(t)s took part in the early German offensives of the war, and the 38(t) underwent continued development with 1,400 produced in total. Ausf.E and F 38(t)s had additional armor across the vehicle for better survivability and were deployed during the early stages of Operation Barbarossa as Nazi Germany invaded the Soviet Union. It now appears in precise Tamiya 1/35 scale, with the compact riveted form captured in style. Don't waste this chance to get your hands on a significant element of the Wehrmacht war machine!

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