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HOW TO



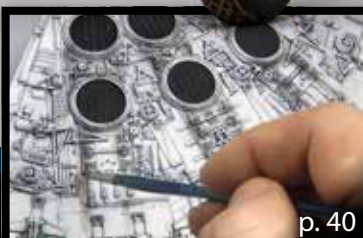
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**WEATHER A
VETERAN
KV-1**



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**MODEL A
CAVALIER
MUSTANG**



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**PUT A BIG
FINISH ON A
FALCON**

Ricardo Dacoba
used simple
table salt to
layer and fade
the camouflage
on Italeri's 1/48
scale TBM.

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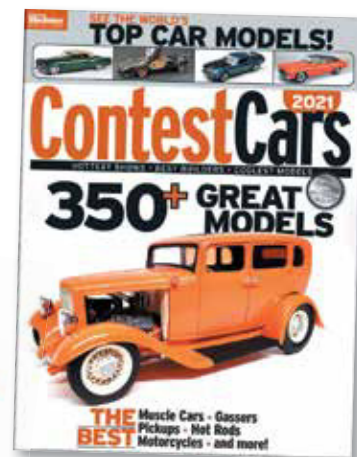
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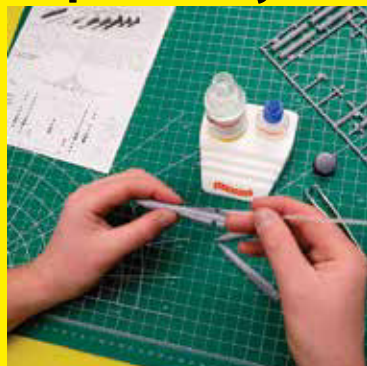
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By Aaron Skinner

Inspired out of a slump

It's been months since I spent any time at the workbench. Or at least, it had been until recently when I was inspired to get back to building after I experienced the joy of the hobby from the perspective of a first-time modeler.

Inspired in part by *FSM's* video series, *Building with ShuShu*, Michelle LaPinske, the buyer for Kalmbach Media's retail websites, had expressed an interest in building something. First, she tackled Bandai's Pac-Man, a simple kit with parts that pushed cleanly out of the trees. Then, looking for something a little more challenging, she acquired Bandai's 1/1 scale Cup Noodle kit (No. 5060591). While the parts are molded in color and push-fit together without glue, it did require sprue cutters to remove them from the trees and there was some sanding and trimming for fit.

She had a blast building the kit — and it is amazing how real it looks — and developed a few new skills, including applying washes along the way. And before she was even finished, Michelle was looking for more kits to build, which as a modeler and the editor of *FSM*, delighted me.

More than that, watching someone get a kick out of the hobby that has been a part of my life for, well, most of it, reignited the spark in me.

I finished the Kinetic Pucara that languished nearly completed on my bench for weeks and started a 3D-printed figure.

If you are struggling, try introducing someone to modeling. You may get as much out of it as they do, because enthusiasm is contagious.

By the way, you can read Michelle's review of Bandai's Cup Noodle at FineScale.com.

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Modeler seeks liaisons

When, oh when, will a model company finally issue a legit 1/48 scale Piper J-3 and L-4, as well as a Stinson L-5? U.S. liaison aircraft are woefully underrepresented in 1/48 scale, and it's time for kit producers to look beyond tooling for yet another P-51, Bf 109, or F-16. Allied liaison aircraft would, I'm sure, be well received by the World War II modeling community and open up more possibilities for dioramas and competitions. Of course, there will always be those who assemble a Cub or Sentinel just for the "L" of it!

Thanks for what all of you do at *FSM* to keep the hobby alive, vibrant, and relevant!
– Morgan Montalvo
San Antonio, Texas

Ed.: Ha! For the "L" of it. I see what you did there, Morgan. You raise a good question and hopefully someone out there is listening.

Been looking around for wheels

First off, I want to tell you that I am loving your magazine!

I have been trying to find out if there's a company that specializes in aftermarket wheels for 1/24 and 1/25 scale models. Do you if there is someone out there producing such a thing? Any help would be great!
– Christopher Klute
Centennial, Colo.

Ed.: Thanks, Christopher! As far as wheels go, there are a number of options, but it will depend a lot on what kind of car you are looking to put them on. Here are a few highlights:

- Hobby Design (hobbydesign.com.cn) has a number of modern racing style wheels.
- Plamoz (plamoz.com) features a range of wheels for modern sports cars.
- Fireball Modelworks (fireballmodels.info) has a huge range of both resin tires and wheels for American cars and trucks.
- Aoshima (aoshima-bk.co.jp), a major Japanese model manufacturer that has produced custom wheels for modern sports cars.
- Fujimi (fujimimokei.com), another major Japanese kit maker that has several wheels sets for modern sports cars.
- Streetblisters (streetblisters.com), a small company making wheels seemingly specifically for Honda Civics.
- Eightyone (eightyone81.com) has a range of wheels styled for modern tuners.
- Bilingham Designs (shapeways.com/shops/bilingham-design) 3D-printed wheels and tires.

Hope that gives you some ideas.



Grant (left) and Lee tanks of 'C' Squadron, 4th (Queen's Own) Hussars, 2nd Armoured Brigade, at El Alamein, Egypt, on July 7, 1942. Note the turret differences.

Questions about Grants versus Lees as well as Italian tanks

I have a few desert-themed projects sharing time on my workbench at the moment, so I picked up a copy of *FSM's Desert War Modeling (DMW)* special issue to help with painting and weathering. Three of my projects include the Tamiya M3 Lee, the Tamiya Italian M13/40 Carro Armato, and the Trumpeter Canadian LAV III, so the content of *DMW* was on the money. Gary Majchrzak's recycling of the M3 Lee kit, "Forgotten casualty," is inspired modeling, but his claim that the M3 Grant was simply an M3 Lee with the commander's cupola removed does not pass muster. The M3 Grant turret included heavier armor and a turret bustle to accommodate radios as well as the absence of the commander's cupola. His model may represent an M3 Lee in British service (if such a thing happened), but it is definitely not an M3 Grant. Bill Morin suggests in "Correcting a Carro Armato" that the hull of the 2008 Tamiya M13/40 retains the inaccuracies of the original kit. Based on my review of source material and the layout of the Royal Model Conversion Set that he used in his build, I can see no inaccuracies in the Tamiya kit's hull layout. It would be helpful for him to have elaborated this point.

– Paul Clarry
Aurora, Ontario, Canada

Ed.: You raise a couple of good points, Paul. It is true that the shorthand used to differentiate the Lee and Grant was off base. The Grant had a completely different turret than the Lee. That's on me for not catching the error. However, as the wartime photo above shows, the British deployed Lees along with Grants during the North African campaign. It's easy to get into the weeds when it comes to discussing the inaccuracies of kits, such as Tamiya's M13/40. But my research indicates the full-length fenders are incorrect for M13/40 represented by the rest of the kit's parts. The fender should end at the start of the superstructure as represented by the Royal Models parts Bill added to his model. There are also questions about the overall dimensions that indicate it may be too large overall.

You can buy Desert War Modeling for \$9.99 at KalmbachHobbyStore.com or by calling 877-246-4847 (903-636-1125 international).



Loving the magazine's variety

I have to commend your choice of variety in articles.

The January 2021 article regarding finishes on U.S. Navy jets came along just as I was finishing an F/A-18F Hornet.

Then, the April issue with Kyle William's article about a damaged rebel Y-wing fighter came along just as I was needing to build something different.

I agree with Aaron Skinner about the stash problem, and I just happen to have Bandai's 1/72 scale Y-wing kit on the shelf in my modeling room. Kyle's build has sparked my imagination, and I want to build that kit in a scorched and scarred condition undergoing maintenance. The spacecraft has so many conduits and cables that need colorization and context, along with some open panels. I may not be able to put it on a base as elaborate as Kyle's, but I have to credit your article with stimulating some creative concepts and prompting me to build something that I haven't tried before.

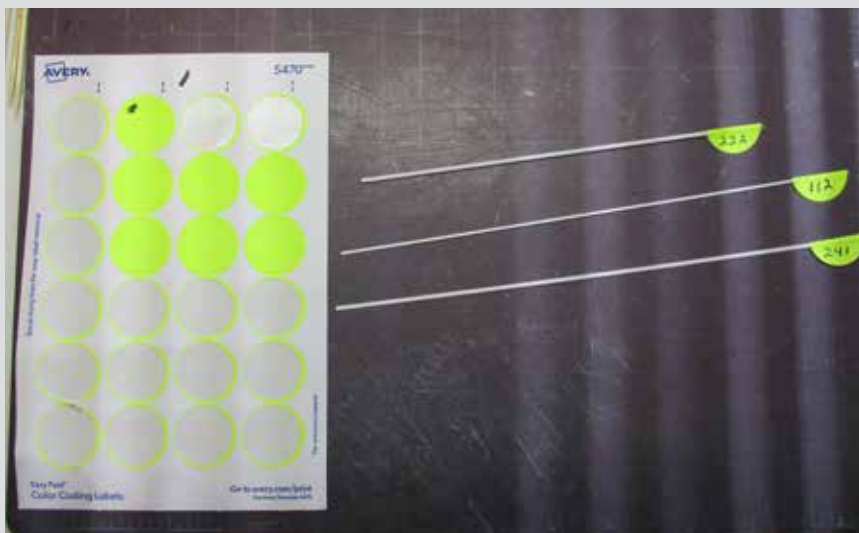
I love your magazine and have been reading it for 20 years. I'm a retired U.S. Army physician and modeling keeps my imagination active and my fingers busy creating. Your magazine is filled with information that I put to use every time I build. I want to thank you for the wide net you throw around modeling and the broad assortment of informative and instructional articles you publish.

Please keep up the great work!

– Steven Puderbaugh
St. Joseph, Missouri

Ed.: You are welcome! The FSM staff enjoys putting together the selection of stories in each issue. The goal is always to show the variety and scope of modeling no matter the subject matter or genre.

Reader Tips



Labels keep track of styrene

I do a lot of scratchbuilding, at times using Evergreen styrene strips, rod, tubes, etc. It never fails that during the frenzy of the build I have a bunch of loose, unidentified pieces of styrene laying around. Trying to match them up with their proper sleeves when it comes time to put everything away is not always easy.

Well, after a little brainstorming, I came up with a solution to the problem that

works just great for me: Avery round coding labels (avery.com).

I take a label and fold it over the end of the piece that I am working with and write the reference number for the size and shape on the label.

Now, when I am through using the piece or the build is done, it is no problem returning the piece to its proper sleeve.

– Terry Davis
Bremerton, Wash.

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1/48 SCALE



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1/72 SCALE



Mirage F.1CE/CH from Special Hobby, No. SH72289, \$20.



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ARMOR

1/35 SCALE



Panzerkampfwagen IV Ausf G (SdKfz. 161/1) early production from Tamiya, No. 35378, \$61.



Bedford QL Refueller from IBG Models, No. 35062, \$TBA.



WWII Wehrmacht legEinheits Pkw from ICM, No. DS3513, \$TBA. Kit includes three vehicles complete with decals.



FCM 36, (French light tank in German service) from ICM, No. 35337, \$TBA. Three marking options.



Pz.Kpfw. IV Ausf. H Vomag (Early Prod. May 1943) from MiniArt, No. 35298, \$TBA. Interior kit.

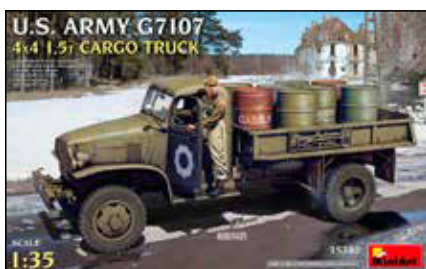
German tractor D8506 with trailer from MiniArt, No. 38038, \$TBA.



Austin Armoured Car Indian Pattern, (British Service) from MiniArt, No. 39021, \$TBA. Interior kit.



PzKpfw IV Ausf J Nibelungenwerk (Mid-Prod. September-November 1944) from MiniArt, No. 35339, \$TBA. Interior kit.



G7107 US Army 4x4 1.5t cargo truck from MiniArt, No. 35380, \$TBA. Kit contains decals and photo-etched metal.

G7107 with crew (1.5t 4x4 military truck) from MiniArt, No. 35383, \$TBA. Kit three figures.



PzKpfw IV Ausf G Last/Ausf H (Early Nibelungenwerk Prod. May-June 1943) from MiniArt, No. 35333, \$TBA. 2 n1 interior kit.

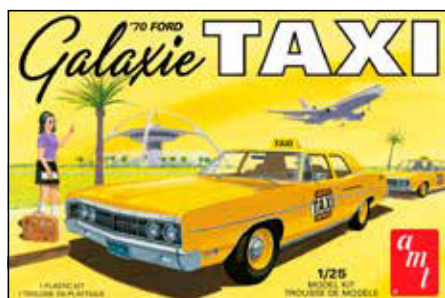
1/72 SCALE



Scammell Pioneer heavy breakdown tractor from IBG Models, No. 72079, \$TBA.

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1/25 SCALE



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1/24 SCALE



Cripes A Mighty 3rd P-51D from Draw Decal, No. 24-P51-162, \$20. Also available in 1/32 32-P51-162 \$14, 1/48 48-P51-162 \$10, 1/72 72-P51-162 \$8 and 1/144 44-P51-162 \$5.



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1/144 SCALE



British Airways World Cargo 747-8F's from Draw Decal, No. 44-747-85, \$20.

By Aaron Skinner

Super finish on a superdetailed Hind

Thin paint puts a tiger on this tank-hunter

As if it wasn't enough for Hugo Garcia of Edinburg, Texas, to paint Trumpeter's 1/35 scale Mi-24V in a stunning Tiger Meet scheme, he decided it needed more detail.

"I scratchbuilt the main gearbox and fire extinguisher system along with the AL-9V auxiliary power unit," he says. He also opened all hatches and avionics compartments and scratchbuilt all the interior components.

The main gearbox started as a ½-inch PVC pipe and various sizes of styrene rod. He added the wiring and plumbing using various diameter lead wires and scratchbuilt the oil coolers and added details. He formed the APU on a lathe from solid aluminum rod. "I superdetailed the engines by adding plumbing and wires made from various sizes of lead wire," he says.

The Wings & Wheels Publications *Hind in Detail* (ISBN 978-80-86416-13-7) guided the works with helpful reference photos of the Hind inside and out.

Hugo painted the Mi-24 with Testors Model Master enamels. "I have been using these paints for many years and find them very easy to thin," he says. Typically, he mixes 2 parts thinner and 1 part paint in disposable 1-ounce cups.

He airbrushes the enamels with a double-action Paasche VL powered by a Craftsman 2-gallon dual-tank compressor. "I have been using the Paasche VL for at least 40 years," Hugo says.

As with all his models, he primed the Hind with a Model Master gray to ensure the surface was smooth and free of imperfections, such as unfilled gaps or excess glue.

To paint the body, Hugo set the pressure at 15 psi and sprayed two coats of FS36375 Light Ghost Gray (No. 1728).

After those layers had dried for four hours, he mixed 1 part FS36118 Gunship Gray (No. 1723) with 3 parts thinner to ensure it flowed smoothly. He proceeded to airbrush the tiger stripes freehand at 18 psi, repeating each stripe to build up the desired density. **FSM**

Cockpit: After painting the cockpit with Model Master USSR Interior Blue/Green (No. 2135), black washes, and contrasting dry-brushing with the base color lightened with white, Hugo picked out details, including dials and switches, by hand.

Base: After cutting a piece of ash to size, Hugo routed a decorative curve into the upper edge. Then he stained it brown and sealed it with clear lacquer. "I protected the edges with ½-inch blue tape and added a mixture of Cellucay, white glue, and water to create groundwork," he says. "Before it dried, I added some boulders that I had cast out of resin. I used a hair dryer to help the Cellucay dry faster."

Groundwork: Hugo painted the Cellucay brown with a large brush, then flowed on brown and black washes and dry-brushed tan. He also detailed and painted the boulders. After brushing the surface with a mix of white glue and water, he sprinkled static grass of various colors and pebbles of different sizes onto it. Again, a hair dryer accelerated drying. Dry-brushing and washes added variety to the grass and dirt.



Engines: Airbrushing several shades of Model Master Metalizer lacquers — Titanium (No. 1404), Steel (No. 1420), and Magnesium (No. 1403) — Hugo painted the engines; dry-brushed silver popped highlights and black washes brought details to the front.

Weathering: Hugo applied black artist oil washes, removing excess with a cotton swab followed by dry-brushing to emphasize detail. Next, he applied pastels. “I scrape the chalk pastels to create a powder and, using various brushes,” Hugo says. He created effects such as exhaust stains on the fuselage, for which he combined black, brown, and yellow. “I also use them on wheels to make them look used or worn out,” he says.

Markings: Hugo applied the kit decals on top of clear gloss with help from Microscale Micro Sol to settle them over surface details. A layer of Testors Dullcote sealed the markings.



Meet Hugo Garcia

“I STARTED BUILDING models 40 years ago when my wife bought me my first kit, and I have been hooked ever since,” Hugo says.

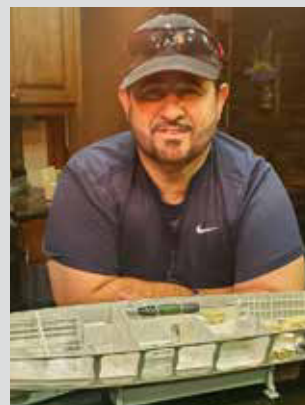
Within a few years, reading magazines prompted him to try scratchbuilding, and he hasn’t stopped. His passion has seen him create all kinds of things, especially in 1/35 and 1/32 scales, including shrimp boats and submarines.

He started competing at

shows in 1993, traveling with his wife and four children on what they called mini-vacations. Those kids are grown now, but they still join Hugo and his wife at shows.

“The biggest asset to my modeling is my wife, without a doubt,” he says.

“She supports my hobby 100% and really enjoys the shows. I can’t tell my wife I like a model because she will buy it for me right away!”



Although difficult to steer and too heavy to cross some bridges, the Soviet Union's KV tanks were nearly invulnerable to German tank-mounted guns in the early days of World War II's Operation Barbarossa. I wanted to model a specific, well-photographed KV-1 named *Merciless* (*Besposhadniy* in Russian) that was donated by prominent Soviet poets and artists. Along with a vivid image of Hitler being blown apart, the turret features a patriotic verse, the tank's name, the names of those who donated money to build it, and its battle record. The tank had a relatively long career — 9 months — before it was knocked out.

Trumpeter's KV tank kits are still some of the best on the market; they are comparatively inexpensive and have few fit issues. They do, however, lack photo-etched metal (PE) engine grilles and ejector-pin marks mar the link-and-length tracks. The kit I built has decals for *Merciless*, but there were spelling mistakes in the Russian text. Here's how I corrected those issues and finished this Russian heavyweight.



The Merciless

KV-1

Painting and
weathering
Trumpeter's
Soviet heavy
hitter

BY ILYA YUT



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В ТЫЛ ВОИНЫ ЗВОДИТ,
ВЕРИ ЕГО ВО ФЛАНГ.

ОСЛЕДНИ БЕСПОШАДНЫЙ ТВОИ,
НЕ СМЫКАЙ ГЛАЗ,
ВЫПОЛНЯЕТ ЧЕРНУЮ
СТУДИНСКИЙ ПРИКАЗ.



БЕСПОШАДНЫЙ



ТАКА РАБОТА НА БРЕСТЕ
КОМАНДА СТАЛИНСКОГО ТАНКА
КОМАНД
В ТАНКЕ
КОМАНДА
В ТАНКЕ
КОМАНДА



1 I replaced the kit tracks with metal links from Sector 35. The Ukrainian company offers individual-link or pre-assembled sets; I opted for the latter option (No. ST3523) to save time and effort. To dress up the engine grilles, I used PE left over from a previous KV project.

2 I cut away parts of the fenders and damaged and bent the remaining parts. Surplus PE replaced the brackets. Aber turned-brass machine guns and bent wire handles on the turret added realism.



3 After checking everything fit, I disassembled the running gear for painting. I used color modulation opting for an anti-zenithal finish with dark high and light lower. I started with a Tamiya Flat Green (No. XF-5) base coat and airbrushed highlights using progressively lighter mixes of green mixed with Dark Yellow 2 (No. XF-88) and White (No. XF-2).

4 I hand-painted details and edges with the lightest mix and applied washes of ochre and green artist oils. Don't be afraid of the dramatically sharp contrast at this point as the upcoming steps will tone it down.



5 Chipping came next. I really hate doing this tedious weathering procedure, but the results are always rewarding. I usually apply two-layered chips. For the first layer, I used the base color, flat green.

6 Next, I added bare metal, in this case, Vallejo Model Color German Grey (No. 70.995) and Ammo by Mig Jimenez Chipping (No. A.MIG-0044), and rusted metal, specifically Ammo Red Brown Base (No. A.MIG-0913). All of the chips were applied with a chunk of sponge and a fine brush.



7

Because Trumpeter's decal for the extensive turret illustration has inaccurate spelling and artwork, I replaced it with a decal from a Zvezda kit. Then, I sealed the markings with thin Tamiya Clear (No. X-22) for a smooth, satin finish.



8

The smooth surface facilitates weathering with oils, enamels, and pigments. I have switched back to oils from enamel washes; on the KV-1 I used black brown artist oils and Ammo Oilbrusher Dark Brown (No. A.MIG-3512).



9

I applied streaking by drawing dots of oil paint down surfaces with a brush moistened with thinner. On horizontal surfaces, I pushed and blended oils with thinner to produce fading and staining.



10

To enhance the corrosion left behind by the damaged fender section, I treated the attachment points with Ammo Light Rust Wash (No. A.MIG-1004).



11

As a foundation for dust deposits, I airbrushed Tamiya Buff (No. XF-57) into corners and edges on the hull and fenders.



12

To the same areas, I applied the dark oils used for washes and Ammo enamel weathering fluids, Wet Mud (No. A.MIG-1705) and Heavy Earth (No. A.MIG-1704), with a fine brush. A few minutes later, I feathered and blended the deposits with a little thinner on a paintbrush.



Thick dust deposits were added with pigments, including Mig Productions Gulf War Sand (No. P037), Ammo Dry Light Soil (No. A.MIG-1700), AK Interactive Sand Yellow Deposits (No. AK4061), and Wilder Dry European Mud (No. GP08) applied dry. Thinner and fixer refined them.

To add wet mud and grease to the running gear and engine deck, I brushed on Winton brown and 502 Abteilung Engine Grease (No. Abt160); AK Interactive Engine Oil (No. AK084) and Wet Effects Fluid (No. AK079); and Wilder Murky Water (No. NL34).



I started the exhaust stains by airbrushing Tamiya Flat Black (No. XF-1) at low pressure. After brushing on Wilder Black Pigment (No. GP02), I used Wilder Diesel Exhaust Runs Effect (No. NL31) to produce rain streaking. The exhausts were painted with acrylics and enamel rust washes.

To finish weathering the upper hull, I speckled on mud using Wilder Textured Earth acrylic pastes, Fine Light Europe (No. TE11) and Fine Dark Brown (No. TE01).



Weathering the lower hull was a challenge; I didn't want to totally cover it with mud, but rather show both earth effects and the base green color. I started by applying Wilder Fine Light Europe texture paste around suspension attachments and low on the hull.



When that was dry, I brushed Ammo Nature Effects Kursk Soil (A.MIG-1400) and Rainmarks Effects (No. A.MIG-1208) down the sides of the hull, and removed excess with enamel thinner to reveal more of the camouflage color.



19

I added fresh, wet mud by speckling on Wilder Dark Brown Textured Earth (No. TE03), then brushed on AK Engine Oil and 502 Abteilung Engine Grease to give the deposits a glossy appearance.



20

Then I applied individual streaks under the fenders with Ammo Heavy Earth, Kursk Soil, Rainmarks Effects, and Light Rust Wash ...



21

... and then I speckled on Wilder Fine Light Europe and Dark Brown Textured Earth, Ammo Rainmarks Effects, and AK Fresh Mud (No. AK016) by flicking them from a paintbrush.



22

After using the same products and methods to weather the road wheels, idlers, and drive sprockets, I polished the contact surfaces with acrylics and metallic pigments.



23

Before doing anything else to the metal tracks, I blackened them with Ammo Burnishing Fluid (No. A.MIG-2020).



24

I added dirt caught in the tracks with Wilder Light Europe Textured Earth acrylic fluid ...



25

... then added tonal variety with Ammo Rainmarks Effects and Kursk Soil enamels ...



26

... before I speckled on AK Fresh Mud to add a darker shade.





27

To pop the tracks' cleats, I simply rubbed them with sandpaper; it's so easy to get a realistic metal look with metal links!



28

I treated the inner surfaces of tracks similarly, except that the area of metal I bared was on either side of the guide teeth where the road wheels make contact.



FINAL THOUGHTS

WITH EVERYTHING PAINTED, I mated the subassemblies. There were a couple of minor problems I had to take care of, but once that was done, I added some storage and declared my KV-1 ready for action. Simple, repeatable finishing techniques are all it takes to turn Trumpeter's superb KV-1 into a veteran of the bitter fighting on the Eastern Front. **FSM**





Mark Jones scratchbuilt a camper top for this '72 Chevy Fleetside. He imagined the truck's paint scheme was originally the factory Hugger Orange-and-white two-tone, but it underwent a low-budget repainting at some point, so the shades don't quite match the original. What you get is a one-of-a-kind scale model of a newly reissued AMT kit.

Funny where inspiration for models comes from. I owned a '72 Chevy pickup with a camper shell for 27 years. Beaten by the sun and rusted by the California salt air, that truck had a unique appearance I thought would be fun to model. And with the new AMT 1/25 scale Coca-Cola '72 Chevy Fleetside (No. 1231M/12) in my hands, the timing was perfect to model a camper top for the bed and create some rusty weathering.

My intent was to build the truck out of the box, but the kit wheels didn't fit the era I wanted for the pickup — late '80s or early '90s. I

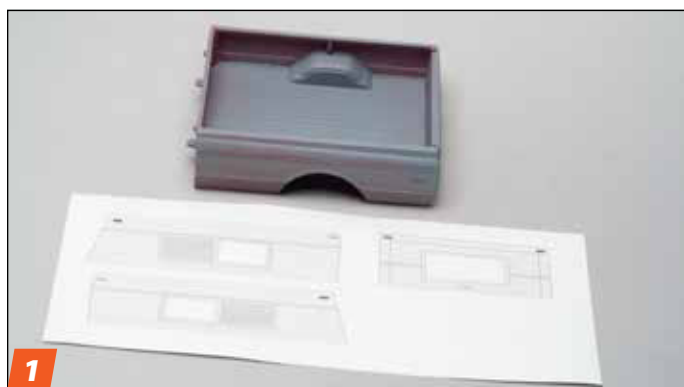
sourced centerlines from a Monogram Shelby GT-500 and modified them to fit the kit's tires. And while I had some fit issues building the kit, they were mostly absorbed into the theme of a well-used truck.

The kit came with Coca-Cola decals I could have made work, but I designed the pest control decals on my computer and took the name for the company from the iconic Revell '55 Chevy kit, to which I have a connection. The plates are copies of the originals off my truck, and the bumper stickers are era-correct for an Orange County and Los Angeles-based vehicle.

Gone CAMPIN'

Scratchbuild a camper shell
for your scale pickup

BY MARK JONES



1 With a simple, corrugated aluminum shell in mind, I assembled the pickup bed to get the basic measurements. Make sure the top of the front, sides, and the tailgate are level; even a slight twist will throw off your work. I drew plans for the shell using photo references as a guide.

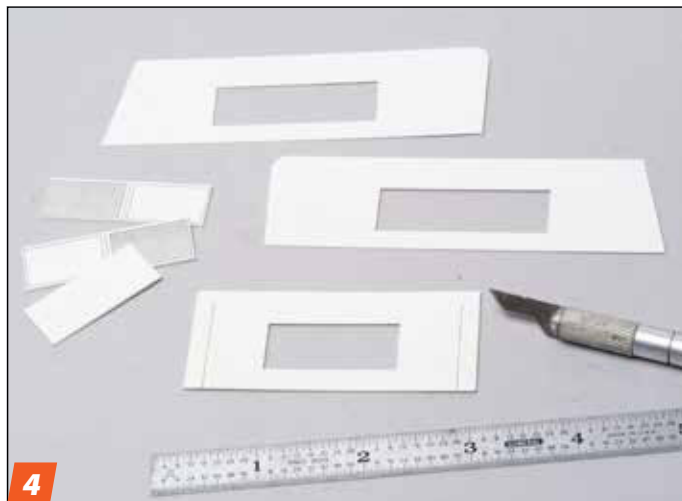


2 The scale plans served as templates for the sides and back. Attach the printouts to the smooth side of .030-inch passenger car siding from Evergreen (No. 3025) with double-sided tape or a little white glue. Then cut the shapes with a sharp hobby knife and a steel ruler.



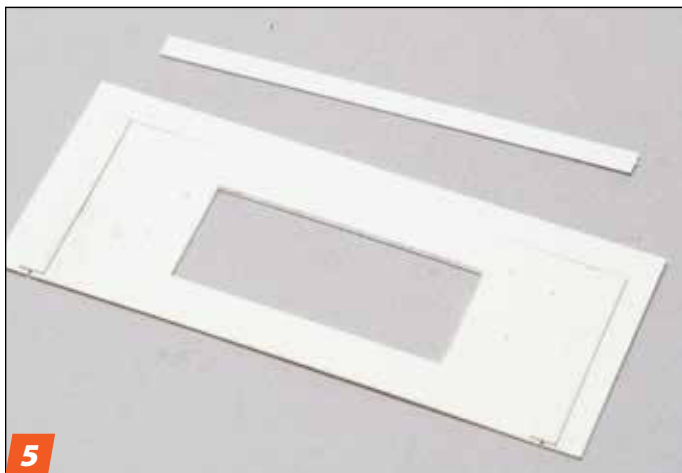
3

The shell needs a frame. I built one from .040-inch styrene strips that sits flush to the top and inside edges of the pickup bed. Tamiya extra-thin cement allowed some adjustment as it was fit to the bed. Superglue reinforces the joints to make sure the fit stayed true.



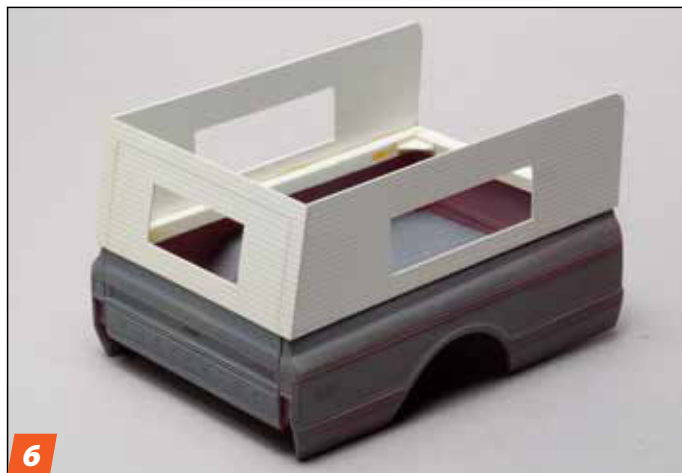
4

I cut the window openings employing the same techniques I used for cutting the sides and rear. The vertical lines for the door on the back hatch were cut in at the same time and sanded with 400-grit sandpaper to slightly widen the gaps.



5

On the inside face of the shell's rear wall, I cemented 1/8-inch-wide strips of .020-inch styrene over the door gaps, careful to keep the appearance uniform on the outside. Then I cut the horizontal door line from the outside, sanded it, and glued a strip over it on the inside just like the others.



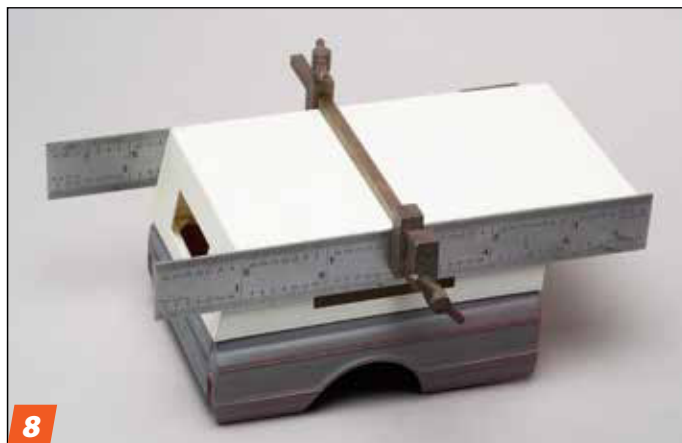
6

With the frame placed on the bed (but not glued to it), I cemented the camper sides first, then attached the rear pieces to the sides and back of the frame. Liquid cement works well for this and allows minor adjustment before setting. However, be careful to keep the glue from contacting the pickup bed.



7

The roof was made from Evergreen .030-inch passenger car siding, too, but with wider grooves (No. 3035). I cut it a little longer than needed for trimming after installation. I cemented the rear edge of the roof and allowed it to dry for about 10 minutes.

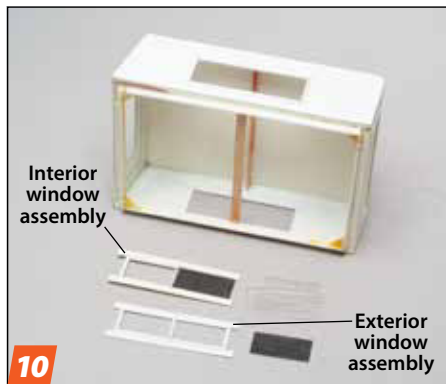


8

After reinforcing the rear joint with superglue, I cemented the sides. A pair of steel rulers and a bar clamp held the sides square to the roof while the glue dried.



9 While shaping the front of the roof to make the shell's front wall, the part snapped. Now that the front wall was detached, I cut a window into the part and glued it to the shell, aligning the lower edges. I removed excess styrene on top of the wall, scribed a line, bent the panel to shape, and superglued it from inside the shell.



10 Window frames and slider assemblies were made from corrugated sheet and thin styrene strips. Thin lengths of basswood superglued inside the shell at the roof and below the windows kept the sides from bowing in. I used clear Lexan for the glass and leftover grille material from a Tamiya car kit for the screen.



11 The full-size camper shell has aluminum reinforcement along the corners. I made the front-radius trim pieces from styrene sheet and finished the rest with styrene strip. I finished the sides first and then cemented the top pieces in place before cutting them to fit. Superglue the ends and use liquid cement in between.



12 After all the trim pieces were in place, I ran a thin bead of superglue along the corner seams to fill any gaps. I let the superglue dry on its own (no accelerator). Then I sanded the corners to a slight radius with 400-grit sandpaper. Two styrene strips inside the rear window opening made installing the glass easier.



13 Multiple dry coats of Tamiya Insignia White (No. AS-20) achieved a pebbly finish. The face of silver trim was done with an old Tamiya paint pen; the edges were hand-brushed Tamiya Chrome Silver (No. LP-11). I sealed the trim with Testors Dullcote. Frames and screens were painted Tamiya Bare-metal Silver (AS-12).



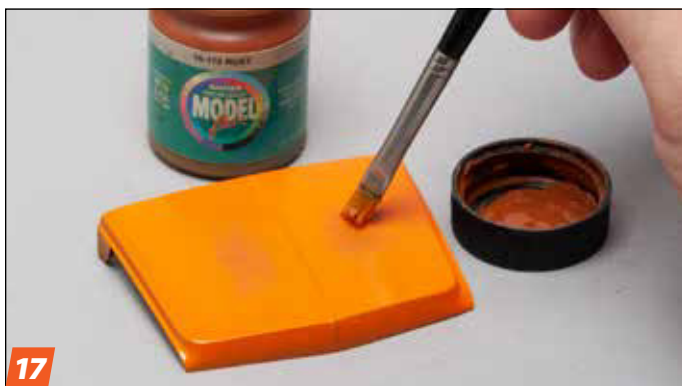
14 I used canopy glue to install the windows inside the shell. The vent came from an old Revell custom van parts pack. Rather than cut a hole in the roof, I just attached a piece of the screen to the top and glued the vent over it. I machined the T-handle latch for the rear door from 6061 aluminum.



15 For weathering, I thinned Tamiya Smoke (No. X-19) for a wash along the trim and around the windows. The side screens received the same wash to make the rear windows look dirtier. I applied a second wash of Tamiya Flat Earth (No. XF-52), the roof getting a heavier dose.



16 I lightly primed the pickup's exterior Krylon gray. To fit my theme, I painted the lower areas of the cab, wheel-well edges, bed, and all interior areas Testors Orange enamel (No. 1127), but just enough for coverage. Testors International Orange (discontinued) enamel went on all the non-white exterior panels to represent a budget paint job. I built up enough paint for a decent gloss on most of the body, but on some areas (like the hood), I went light to let the rough gray primer show through.



17

For rust on the hood, I started at the center of the rough areas and stippled dark orange acrylic paint in a circular motion with an old brush while slowly working my way out. I rotated the brush to randomize the pattern. Start slow and go light; you can always add more.



18

After painting the roof and sides insignia white, I hand-brushed the silver and black trim, wipers, and other details. I stippled rust onto the window openings and added some rust along the hood edges. Tamiya Black Panel Line Accent (No. 87131) darkened the door lines.



19

Thin rust-colored paint was added to the roof and around the body with a small section of micro-cell foam. I stippled dark orange with a brush onto the cowl and darkened the area with foam and Tamiya Flat Brown (No. XF-10). Pressing firmly with semi-dry paint provides texture.



20

I dry-brushed Tamiya Metallic Gray (No. XF-56) on the edges of the roof, hood, bed rails, and tailgate where paint naturally wears. I brushed a rust wash (15% paint to 85% Windex) on the hood and stippled it along the top of the bed's orange panels. Dullcote sealed the weathering.





21

I keep a grimy wash mixture composed of 80% Tamiya Thinner and equal parts smoke, flat black, German gray, and flat earth for the rest. This wash was applied to all of surfaces except the hood. I allowed it to run and pool but wicked away excess in spots where it was too heavy.



22

Final assembly went according to the instructions, except I jacked up the rear $\frac{1}{8}$ inch to get the right stance so the bed sits closer to level instead of heavily sagging. (A little sag seemed appropriate.) I did this by cementing the chassis to the lower edge of the rear bumper.

FINAL THOUGHTS

TO FINISH UP, I applied my custom decals just like ones that would come with the kit and went over them with a little decal solvent to ward off silvering. When they had fully dried, I sealed them under a couple of light coats of Dullcote. When that dried, I distressed some of the decals by lightly wet-sanding with 1000-grit sandpaper. The tires looked too bland, so I added some simple lettering to bring them up to snuff. **FSM**



DON DINGER

SOUTH BEND, INDIANA

Don let Airfix's manufacturing speak for itself by building its 1/48 scale P-51 out of the box. He finished it with a variety of paints from Tamiya, Testors, and Vallejo. Weathering was done with oils and washes. So the viewer doesn't miss a thing, he placed it on a mirrored base.





◀ **JAY & REBECCA WEST**
TURNER VALLEY, ALBERTA, CANADA

Husband and wife teamed up to re-create Tamiya's colorful box top of a 1/35 scale M4A3E8 Sherman. Jay says they were inspired by John Bonanni's diorama featured in the July 2020 *FSM*. This was the first time they worked together to build a diorama — you know what they say, teamwork makes the dream work!

▼ **WILLIAM HORTON**
WEST HARTFORD, CONNECTICUT

After building Revell's 1/24 scale Ford GT out of the box, William finished it with Indycals decals and Zero paints. He says it was a very extensive decaling project but he's happy with how it came out in the end.



► DAVID HANNERS

NICOSIA, CYPRUS

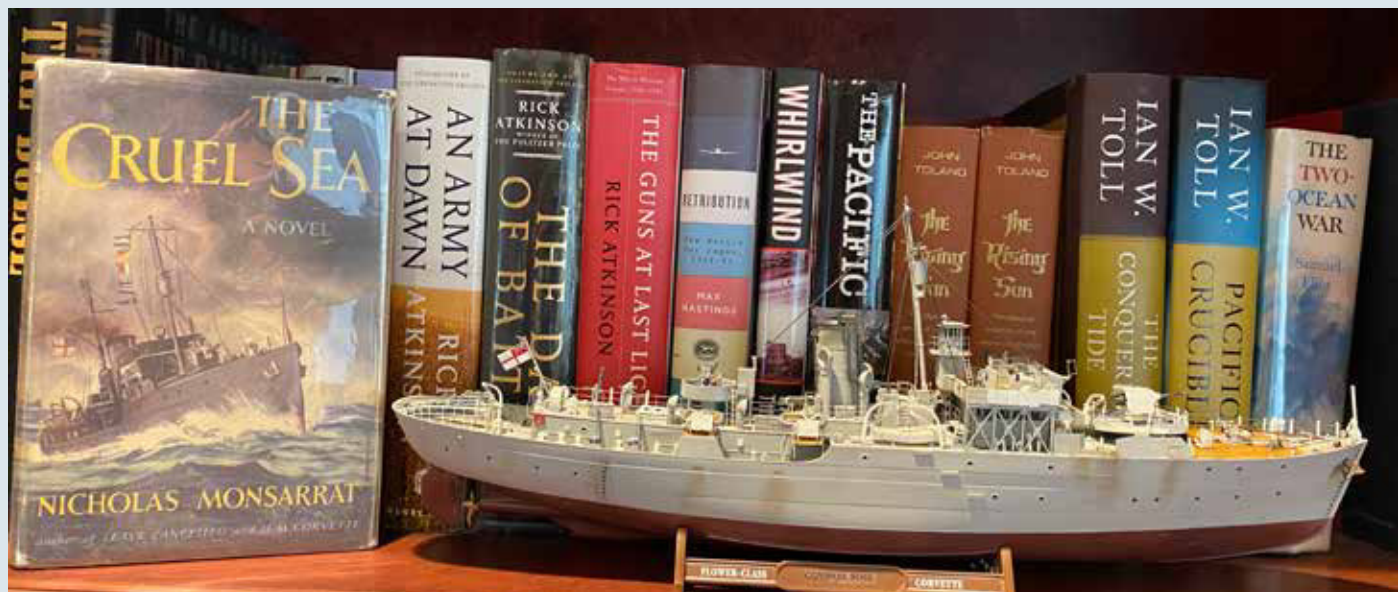
Here is a card model of the STS-1 stack sitting atop the mobile launch platform and the crawler-transporter. The life-size rocket was launched April 12, 1981 and orbited the Earth 36 times. The original model was designed by Alfonso X. Moreno, owner of the AXM Paper Space Scale Models. It comes in 1/144 scale, but David shrunk it to 1/288 scale. He scratchbuilt many of the details added to the shuttle, external tank, and rocket boosters, as well as the MLP and C-T.



▼ ROBERT LAPORTA

AVON, CONNECTICUT

Robert built Revell's 1/144 scale *Flower-class* corvette as a tribute to the book *The Cruel Sea* by Nicholas Monsarrat, a story about British ships battling German subs in World War II. He added photo-etched metal details from Eduard and finished it with acrylics and a light weathering of pigments and oil paints.



SEND US YOUR PICTURES!

Shouldn't your model be in Reader Gallery? *FineScale Modeler* is always accepting new material from around the world.

Upload high-resolution digital images (preferably unedited, RAW format) with complete captions at www.Contribute.Kalmbach.com, or burn it all on a disc and mail it to *FineScale Modeler*, Reader Gallery, 21027 Crossroads Circle, P.O. Box 1612, Waukesha, WI 53187-1612.

Be sure to tell us the kit manufacturer, model, scale, modifications, paint and finishes used, and reason for choosing the model, along with your name and address. We look forward to seeing your work!



◀ DINA AMBER ARZAPALO DUNEDIN, FLORIDA

Double the sci-fi, double the fun! Dina finished a *Star Trek* spaceship with sand colors to represent the desert planet Arrakis as described in the novel *Dune* by Frank Herbert. Because the kit is small, Dina decided to finish it as a champion warp racer, the SS *Muad'Dib*, a name inspired by the desert mouse found on Arrakis. Dina started with a pair of Polar Lights 1/2500 scale USS *Shenzhou*, from which she took four engines and the hull (which is flipped upside down). She then painted with Tamiya and Vallejo, added lights, and finished it with a custom mouse logo.



◀ DAVID BUCK PUEBLO WEST, COLORADO

Who ya gonna call? David had a lot of fun building this 1/25 scale Ecto-1A from *Ghostbusters II*. Wanting the sense of winter, he painted frost on the windows; wanting whimsy, he added slime with bright green paint. We ain't afraid of no ghosts!



◀ MARK TURMEL WESTBROOK, MAINE

Here is Tamiya's 1/35 scale Panther Ausf A, that Mark built straight from the box, except for the antenna which is thin wire painted black and the tow cables which are string. He painted it with Testors enamels and used the hairspray technique to weather the whitewash. The mud on the wheels and tracks is Testors gloss brown mixed with Testors enamel thinner, plaster from a dinosaur excavation kit, and fine sawdust.



▲ SHAWN LAEHN
WINONA, MINNESOTA

Using AMT's 1/25 scale Ford Pinto, Shawn built this modified Ridge Runner. He says he updated the older kit with lots of scratchbuilt details and modifications. The rims, hubs, and three of the tires came from Ron Coon Resins and the fuel injector from Speed City Resin.

► GARY FOWKES
TE AWAMUTU,
NEW ZEALAND

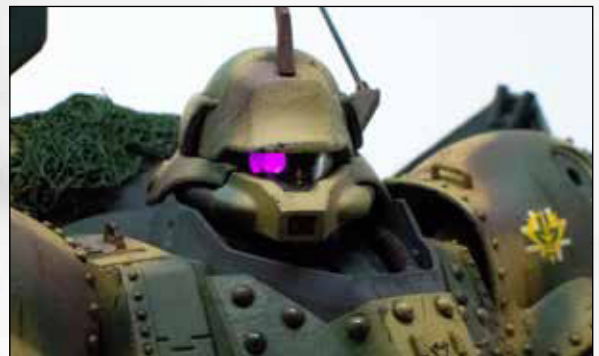
You're not the only one to get a chuckle out of the nose art. Gary built HobbyBoss' 1/32 scale B-24J Liberator out of the box, except for minor detail enhancements like belts and the .50-caliber machine gun barrels. He says the model is huge but that it built up really well once he got past a few glazing issues.





JUSTIN SCZEPCHENSKI
NORTH TONAWANDA, NEW YORK

In an act of dedication, Justin spent seven months on his Mobile Suit Gundam mech titled Gears Jäger Kondo.Ver. During that stretch, he brought in parts from many kits including Friulmodel metal tracks and bits from a Tamiya Panther and a Dragon StuG. Zimmerit was applied along with almost 200 individual rivets and bolts. The barrel retainer was scratchbuilt and the main rifle is an aftermarket resin piece from SIMP.



◀ **PAUL STIRURP**
ROCHESTER, NEW YORK

The Dhofar Rebellion, also known as the Omani Civil War, was waged from 1962 to 1976 in the province of Dhofar against the Sultanate of Muscat and Oman, by the Dhofar Liberation Front. The British SAS used Land Rovers throughout the conflict to hold supply routes and conduct counter-insurgency operations. Paul built two of these vehicles, known as Pink Panthers, from 1/35 scale Tamiya kits. He added Value Gear stowage, various spares, and many scratchbuilt details. The Pinkies were finished with Tamiya acrylics, Mig pigments, and oil washes.

ATLANTIC

Salt helps weather Italeri's 1/48 scale
TBM for antisubmarine patrols

BY RICARDO DACOBA



Designed to replace the Douglas TBD Devastator, Grumman's TBF first flew a few months before the attack on Pearl Harbor. The event gave the big aircraft its name — Avenger.

Although designed as a torpedo bomber, many Avengers ended up carrying conventional bombs and depth charges. Later versions could also be fitted with up to eight rockets under the wings.

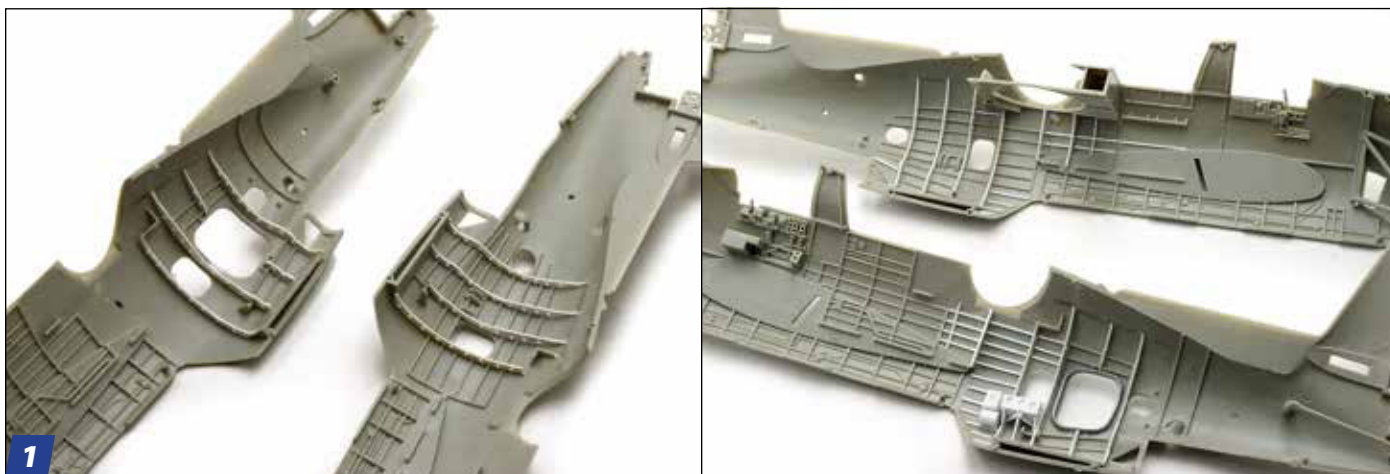
In 1943, Grumman gradually began to reduce the production of the Avenger to focus on that of the F6F Hellcat fighter, so Eastern Aircraft (General Motors'

aviation division) took over production of the bomber and the designation was changed to TBM.

In 2005, Italeri reissued Accurate Miniatures' 1/48 scale Avenger with a massive decal sheet with markings for six aircraft. Many modelers regard the original as one of the best 1/48 scale kits ever. Starting in the 1990s, Accurate Miniatures revolutionized the modeling market with its high-quality moldings and engineering that combined to give the kits an excellent level of detail. Among the choices is a gray and white camouflaged Atlantic Theater antisubmarine Avenger aboard the *Bogue*-class escort carrier USS *Block Island* in 1944.

AVENGER





1 I rebuilt much of the internal structure molded inside the fuselage halves with styrene to provide a more realistic dimensional feel. I also added some details omitted from the kit, especially in the lower compartment area.



2 After drilling open the lightening holes on the bomb bay doors, I re-skinned the outer surfaces with thin aluminum sheet.



3 With the interior partially detailed, I airbrushed the subassemblies with a base coat of Tamiya Flat Black (No. XF-1).



4 Over the black, I airbrushed thin layers of Mr. Hobby Interior Green (No. H58), allowing a hint of the black to show.



5 A light dry-brush of Tamiya Yellow Green (No. XF-4) highlighted the structure and details.



6

I flowed in an acrylic wash of thin Tamiya NATO Black (No. XF-69) to further emphasize the details.



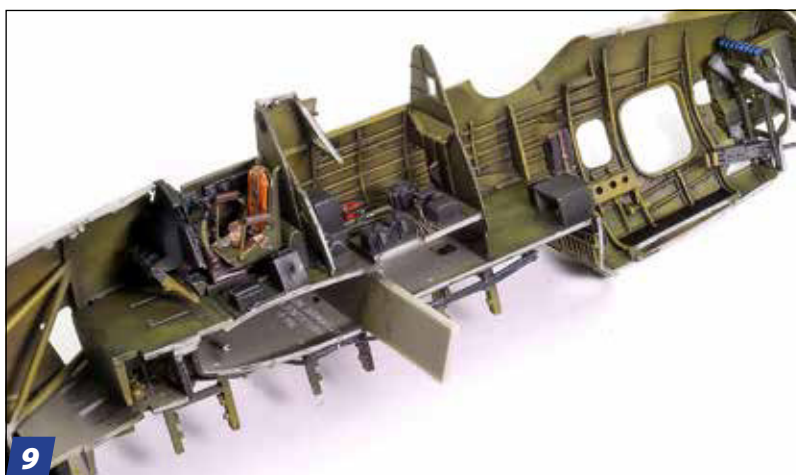
7

The kit engine is good, but I replaced it with a resin one from Quickboost (No. QB48524). I painted it with Tamiya Silver enamel (No. X-11) and Neutral Gray (No. XF-54).



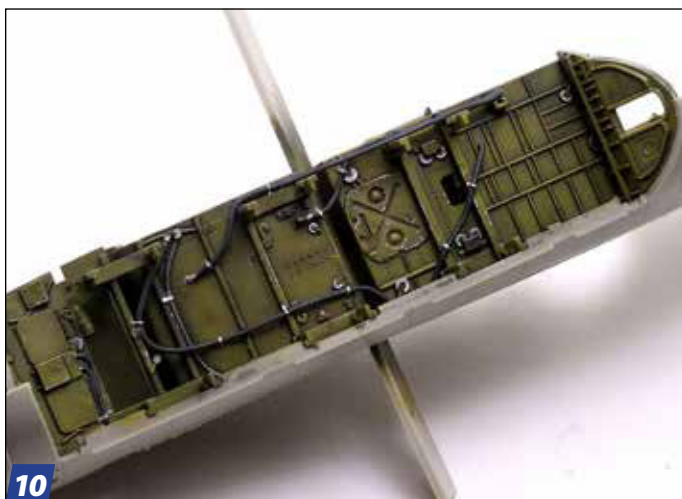
8

After flowing in a wash of Tamiya Smoke (No. X-19), I added copper wire ignition leads and painted them brown with desert yellow stripes.



9

To dress up the cockpit, I added Eduard's photo-etched metal details designed for the Accurate Miniatures kit (No. 48206).



10

The bomb bay looked pretty good out of the box, but I did add a few hoses using solder wire.



11

After closing the fuselage, I sprayed a couple of layers of Mr. Hobby Mr. Base White 1000, which doubles as the lower camouflage color.



12

For the upper color, I used Tamiya Dark Sea Grey (No. XF-54) lightened with a bit of white. Photographs show Avengers heavily weathered, so I settled on using salt to reproduce the effects.



13

First, I lightly wet the surface with water using my airbrush. I work one area at a time so I can better control the technique.



14

I sprinkled table salt over the wet surface and immediately dried it with a hair dryer.



15

Then, I airbrushed a lighter shade of dark sea gray over the salted surface in a random pattern taking care not to overdo the layer.



16

When the paint was dry, I removed the salt using a stiff brush.



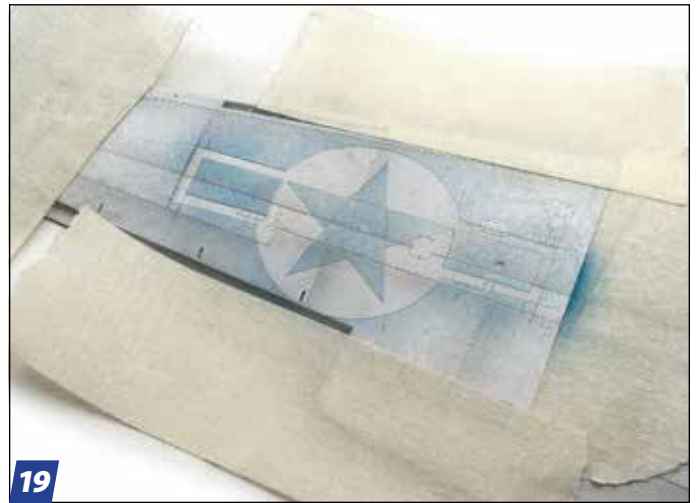
17

It is important to wash the area with a little water to dissolve any remaining salt.



18

I repeated the salt masking on the white areas, spraying slightly off-white. The effect may seem excessive at this stage, successive weathering and clear coats will blend the effect.



19

I prefer to paint markings rather than use decals. I cut masks for the national insignia out of Badger Foto/Frisket Film.



20

For the insignia, I airbrushed Tamiya Royal Blue (No. X-3) mixed with a little black.



21

Painting the insignia has the advantage of allowing weathering to proceed without worrying about damaging decals.



22

To pop panel lines, I brushed on a thin layer of dark brown gouache mixed with acrylic extender medium.



23

The surplus was wiped away with a water-moistened cloth taking care not to remove too much.



24

I like weathering with watercolor pencils because they offer a lot of control and mistakes can be corrected by simply wiping with water. Only a few small touches of color are required.



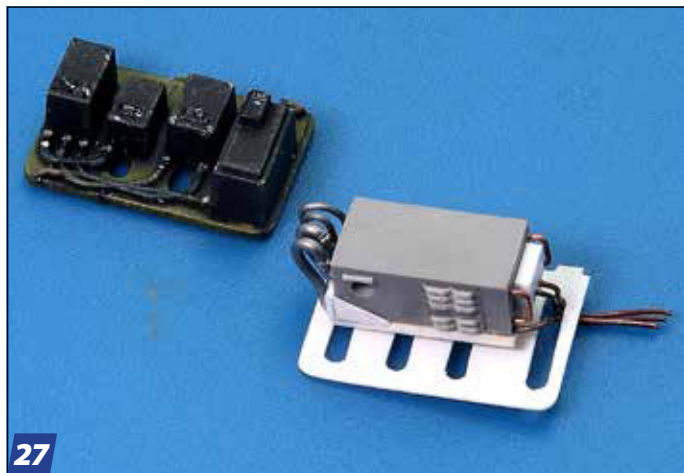
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With an almost dry flat brush dipped in water, you can drag the color across the surface to look like fluids being streaked in the direction of airflow.



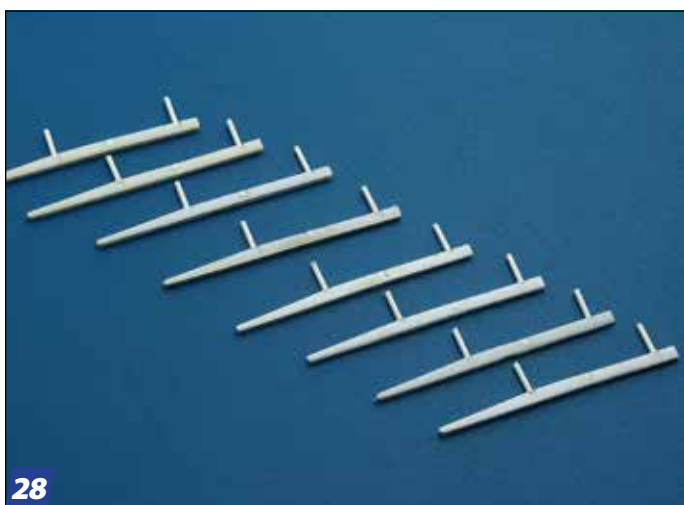
26

Using a soldering iron, I perforated celluloid to create a mask to represent oil stains. This mask can create more or less defined stains depending on how close it is held to the surface of the model.



27

The kit only includes electronic equipment carried on Grumman-built TBF Avengers, so I scratchbuilt the equipment used on Eastern Aircraft TBM Avengers.



28

Although Italeri includes decals for rocket-armed Avengers, the rockets weren't included. I scratchbuilt the rails from styrene.



29

I found suitable rockets among my spare parts. I corrected the length and added new fins made from thin brass sheet. The rockets were painted medium gray with olive green warheads.



FINAL THOUGHTS

DESPITE THE FACT that the kit is more than 20 years old and my original intention had been to build it mostly out of the box so I could focus on painting, the finished model far exceeded my expectations. It reaffirms my feeling that the age of the kit doesn't matter as much as walking the path that realizes your vision. **FSM**

Got it where it counts

Finish Bandai's big *Millennium Falcon* with "used universe" aesthetic

BY RAFAŁ ZBIGNIEW LEBIODA

Han Solo's *Millennium Falcon* and its characteristic shape is synonymous with the *Star Wars* saga. I was thrilled to get my hands on Bandai's Perfect Grade 1/72 scale *Falcon*, a real treat for a *Star Wars* fan and hobbyist. Not only is the impressive kit packed with parts and details not seen in other kits of the subject, it includes lighting. I was determined to build such a terrific kit as well as possible.

I quickly determined I needed a plan as to how to build the model with painting and electronics installation in mind.

From the beginning, I wanted to build the ship in flight with the gear up and the crew in the cockpit. Before working on the flight deck, I built up sections, like the inserts for the body recesses, but I left many of the parts separate for painting.







1

I assembled the cockpit components and airbrushed them with a base coat of Tamiya German Grey (No. XF-63). Then the upper panels were painted Tamiya Flat Black (No. XF-1) and the lower panels were painted Mr. Hobby Tire Black (No. H77).



2

To paint the pilot's seats and the padding around the door, I applied Mr. Hobby FS30219 Brown (No. H310) topped with a thin layer of Mr. Hobby FS33531 Yellow (No. H313).



3

In lieu of using kit decals for the various panels, I hand-painted switches, dials, and lights with a fine brush and Vallejo acrylics, using the decals as a reference.



4

Before assembling the cockpit parts, I applied a tan wash to pop the panel lines on the dark parts. The same methods were used to paint the gun turrets top and bottom.



5

I primed and hand-painted the crew with Vallejo acrylics according to the instruction. For C-3PO, I used Mr. Color Super Metallic Super Gold 2 lacquer (No. SM202). The figures were mounted in their seats when the cockpit was assembled.



6

After painting and weathering the cockpit components, I assembled the Falcon's flight deck, including the lighting and wiring.



7

Finally, before painting the body subassemblies, I masked the clear parts of the cockpit with tape.



8

For large subassemblies and body sections, I sprayed Mr. Hobby Mr. Finishing Surfacers 1500 Gray (No. B527) followed by Mr. White Surfacers 1000 (No. B511). This produced a slightly off-white finish.



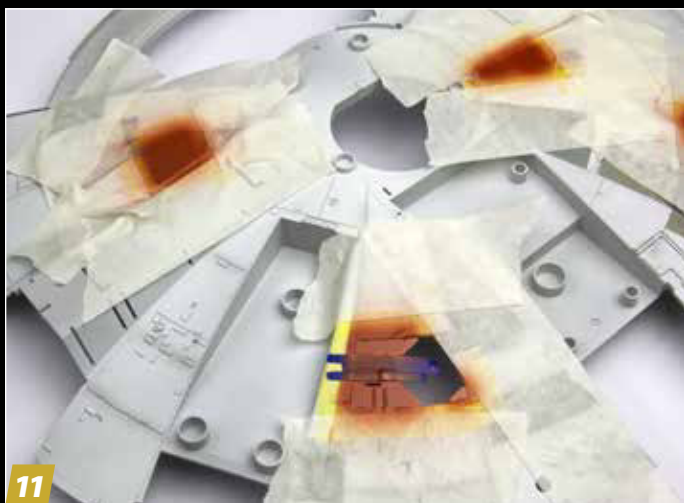
9

To make the surface less monochromatic, I post-shaded panel lines and recesses with thin Mr. Hobby FS36118 Gray (No. H305).



10

I wanted to add a little more drama to the ship, so I picked out a few details in the recesses with Vallejo Model Color Deep Sky Blue (No. 70.844), Model Color Deep Yellow (No. 70.915), and Game Color Pale Flesh (No. 72.003).



11

Rather than using decals for the colored panels, I masked and airbrushed them, matching the decal colors with Mr. Hobby acrylics.



12

Reflecting the chipping of the paint on the ship, I carefully scraped some of the color from the panels with tweezers. In a few places, I used a fine brush and a slightly darker gray to add scratches to off-white areas.



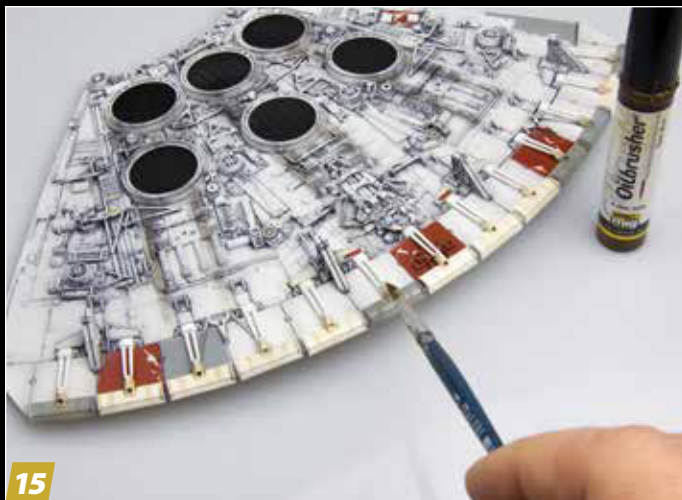
13

After sealing the paint with Mr. Hobby Clear Gloss (No. H30), I applied the dozens of tiny stencil decals. Mr. Mark Setter and Mr. Mark Softer ensured they conformed to the surface.



14

I airbrushed more clear gloss mixed with a little Mr. Hobby Clear Flat (No. H20) and flowed a dark gray artist-oil wash mixed from Paynes gray, black, and white into panel lines and around surface details. I refined the wash with a cotton swab and clean thinner.



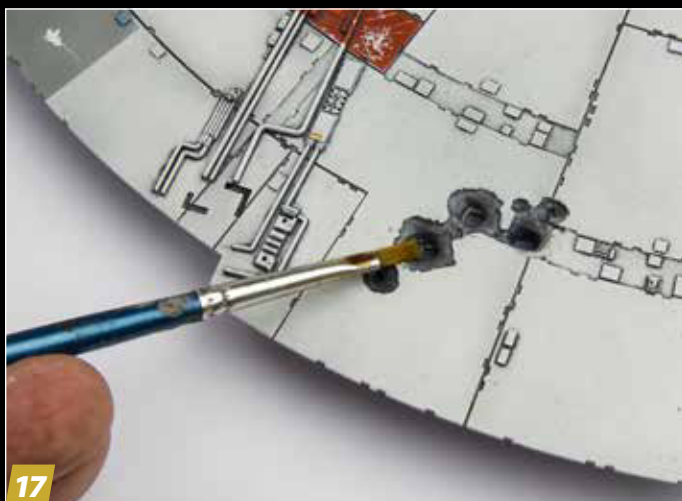
15

Around moving parts, such as the engine flaps, I applied Ammo by Mig Jimenez Oilbrusher Dark Mud (No. A.MIG-3508); mineral spirits on a cotton swab removed excess. Straight oils dabbed on and drawn down the surfaces created the characteristic streaks.



16

Dark brown and dark gray pigments applied dry with a brush and rubbed into the surface with a cotton swab added more grime around the vents at the rear and damaged areas.



17

Bandai molded battle damage on some parts. I painted them gray, dry-brushed a metallic shade, and then added brown and black pigments for carbon scoring.



18

I painted the engine nozzles tire black, then dry-brushed them with Testors Model Master Metalizer Titanium (No. 1404). Lastly, I flowed on a dark brown oil wash.



FINAL THOUGHTS

With everything painted, I assembled the ship. Bandai's engineering made this easy, even allowing for the wiring and lighting. I used cement, but it probably wasn't necessary. The finished model looks great, and I had a blast building it. **FSM**



Star Trek or Star Wars?



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Marco's diorama depicts the moment when Salvadoran air force Capt. Douglas Varela gets ready to takeoff on his last mission during the 100 Hour War with neighboring Honduras.



POINT OF NO RETURN

On July 17, 1969, two Salvadoran air force Cavalier Mustang IIs flew through a blue sky with scattered clouds and the beautiful Pacific Ocean coast below. If it was not for the dense smoke columns ahead, clearly signaling the fourth day of combat during the 100 Hour War, sometimes known as the Soccer War, between El Salvador and Honduras, Capt. Douglas Varela and his wingman could be flying for joy on a weekend.

Entering Honduran airspace in their bomb-laden aircraft, Capt. Varela and wingman begin looking for ground targets. Instead they spot a lone Honduran Corsair and jump on it. Focused on their target, they don't notice two other Honduran F4U-5NLs coming in fast until too late.

Hit multiple times by 20mm cannon rounds from one of the

Corsairs, the engine in Capt. Varela's Mustang caught fire. He did not survive bailing out as his fighter became the last Mustang shot down in combat.

The Cavalier Mustang II started life as a private executive development of surplus Mustangs. Some were adapted for close-support and counter-insurgency operation with updated avionics, a 14-inch vertical tail extension, a reinforced wing spar with additional bomb racks, and wingtip fuel tanks. El Salvador deployed five of these aircraft during the 100 Hour War.

To build Capt. Varela's plane, I converted Tamiya's 1/48 scale Korean War F-51D Mustang (No. 61044) which had the correct propeller. To pump up the detail, I also used a P-51D photo-etched metal (PE) set from Eduard (No. 48200) and Squadron's vacuum-formed "Dallas" canopy (No. 9579).



Convert Tamiya's 1/48 scale F-51 to a Salvadoran Cavalier Mustang

BY MARCO ANTONIO LAVAGNINO

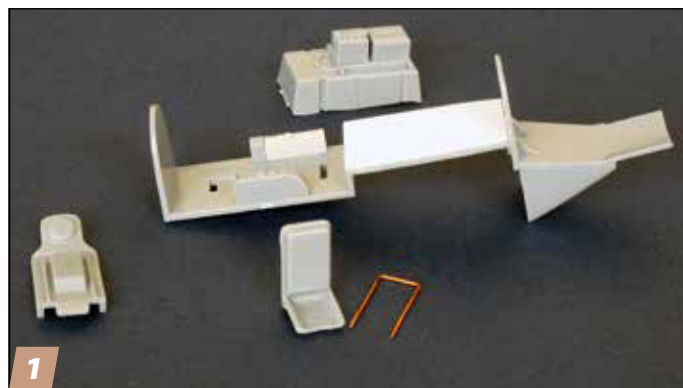
Cockpit

First, I sawed off the auxiliary fuel tank and covered the resulting void with styrene sheet as a floor for the rear cockpit. I omitted the rear armor plate for the pilot's seat and sealed its locator in the floor with putty, **1**.

To form the rear seat, I grabbed one from an old Monogram Mustang; both seats were detailed with .75mm copper wire frames and PE seat belts, **2**.

To match the Cavalier Mustangs, I scratchbuilt a new console control panel to the right of the pilot's seat and replaced the throttle control with a more-modern bulky lever. Some side equipment was simulated for the rear cockpit, but I couldn't find detailed references for the area.

To represent Capt. Varela at the controls, I modified the pilot



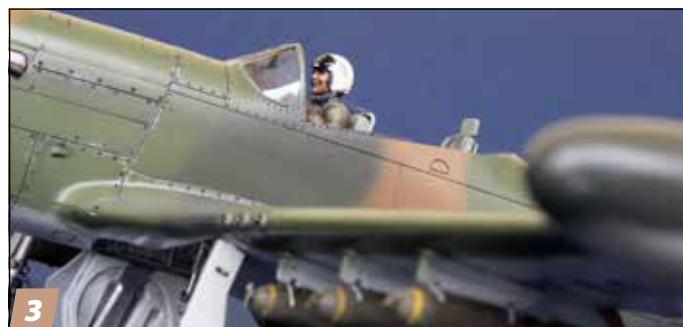
1

After deleting the fuselage fuel tank, I used .5mm styrene sheet to make a floor for the rear seat. Omitting the seat's rear armor meant I had to make the frame for the back with .75mm wire that will fit into holes drilled in the floor. Note the new side panel on the cockpit's right side.



2

I detailed the rear seat (a pilot's seat salvaged from a Monogram P-51D) with Eduard PE belts and framing, and a scratchbuilt headrest. Note the thick throttle handle left of the pilot built to update the original lever to Cavalier standards.



3

After modifying Monogram's Panther pilot for fit and equipment, I painted his flight suit medium green to match references. The helmet was painted white based on Capt. Varela's helmet that is preserved in the Honduran Aviation Museum.



4

I made the fin extension with part of the tail from an old Monogram P-51B. Here I am sanding it to shape before supergluing it in place and scribing new panel lines.



5 Other fuselage modifications include filling the flare gun port below the cockpit with .5mm styrene rod and eliminating the fuel filler with putty.



6 The taller tail is the same as the P-51D from the top of the rudder down. Note the directional antenna just above the flag; I cut and shaped them from .5mm styrene.



7 I added pipes and wiring to the wheel wells and drilled out structural openings in the front walls; this was difficult to do, so I only opened the innermost pair in each well. I also modified the kit landing light to match Salvadoran references.



8 Working with tanks from my spares — I'm not sure where they came from — I reshaped them to make the wingtip tanks. I detailed them with filler caps, vents underneath made from .5mm copper wire, and position lights made from styrene rod sanded to shape.

from Monogram's F9F Panther to represent equipment used by Salvadoran pilots in 1969. To form the P-4 helmet, I reshaped the figure's helmet with a rotary tool, sanding, and putty, then added goggles made from putty and foil.

I repositioned the limbs to fit the P-51 cockpit and reshaped them with putty. After painting the figure with enamel base coats and artist-oil shading, I glued it in place and added foil belts that blended into the harness and connected to rear of the seat, **3**.

Then, I closed the fuselage round the cockpit.

Fuselage

A noticeable difference between standard F-51Ds and the Cavalier Mustangs is that the vertical tail is 14-inches taller. I cut off the kit tail tip along a line even with the top of the rudder, and replaced it with sheet styrene reinforced with steel pins mounted in holes drilled in the severed tail. After supergluing it in place, I refined the shape with putty, sanding, and scribing until it matched the dimensions (.3 inch on the model), **4**.

I filled the fuel cap behind the cockpit, the hole for the flares below the cockpit on the port side of the fuselage, and the locator for the unused antenna mast with putty, **5**.

To position the wire antenna between the tail and fuselage, I drilled a small hole on the fuselage's starboard side behind and below the cockpit.

Before painting, I attached L-shaped directional antennas cut from sheet styrene on either side of the tail, **6**.

Wings and wheel wells

After attaching the wheel wells, I detailed them with fine electrical wire and styrene sheet and opened lightening holes in the wells. They were painted with the rest of the underside because they were the same color as the camouflage, **7**.

I mated the wings with the fuselage and sawed off the wingtips at the panel line at the outer edge of the ailerons and sanded the edge smooth. I carefully drilled open the gun ports in the leading edges.

The wingtip tanks proved to be the most difficult part of the project. I determined the dimensions and discovered that nothing available matched these unique 110-gallon tanks. So I need to adapt something from my spares starting with the right diameter — .48 inch (1.23cm). I found parts that were suitable, but the diameter was the only thing that was right. I cut them to the correct length — 2.6 inch (6.65cm) — with a fine saw. Before gluing the front and rear sections together, I poured several layers of superglue inside the halves to thicken the parts in preparation for the extensive reshaping to come to avoid sanding through them.

After gluing the tanks together, I applied putty to eliminate joints and cover details not needed for the Cavalier tanks. At this



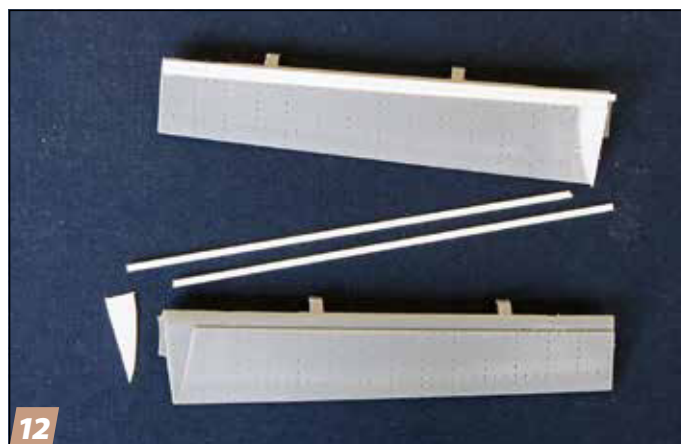
For the extra bomb racks on Salvadoran Cavaliers, I copied the kit racks with silicone rubber and cast duplicates in resin. Other than a couple of easily eliminated air bubbles, the process was problem free.



Glued in place, it's difficult to know which of the racks is the original. I armed the Mustang with resin and PE 100-pound bombs held in place with sway braces made from thin metal and attached to the model with white glue.



The extra bomb racks required the underwing pitot be moved outboard, and I filled the signal lights under the starboard wingtip. Note that the upper camouflage wraps around the leading edge.



I corrected the profile of the flaps with styrene strip and sheet as well as putty sanded flush. Scribing panel lines and rivets finished the work and they were set aside for painting.

stage, the tanks were kind of Frankenstein-ian with the correct size but the wrong shapes. So, I sanded the front and rear sections to the correct profiles. Fuel caps were salvaged from a pair of A-37 external fuel tanks, surrounded by rivets punched with a pin.

To bolster the bond between the large tanks and the fine ends of the wings, I drilled holes into the tanks and superglued steel wire into each. These wires fit neatly into the open ends of the wing and allowed me to easily align the tanks. I applied superglue to the wires, inserted them into the wing, and then applied liquid cement to the wing-tank joint. The joints were nearly perfect, and I only had to use a little putty, **8**.

I made resin copies of the kit bomb racks using clear silicone for the molds, **9**. I drilled holes outboard of the original P-51D rack to accept the new racks and superglued them in place, **10**.

The new bomb racks required the pitot tube be relocated farther outboard, so I filled the locator holes and drilled a new one for the kit part. I also sanded smooth the signal lights molded under the wing, **11**.

Flaps

I was really disappointed with the separate flaps. I had read that they had problems but didn't imagine that they would require so much work to realistically pose them extended. I glued styrene strips to the front of each flap until a flat continuous surface was

achieved. The same work cleaned up the cutouts on the inboard ends. Then I applied putty and sanded the surfaces flush. The final touch was to add rivets to the new areas with a pin. I left the flaps separate for painting, **12**.

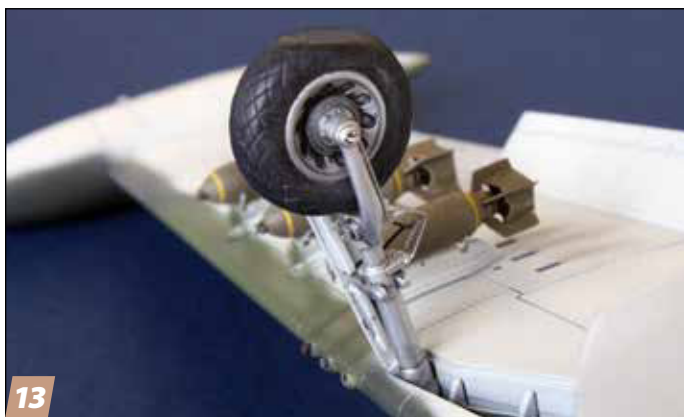
Landing Gear

I dressed up the landing gear with PE and scratchbuilt brake lines, and flattened the tires a little to portray the aircraft's weight by heating them over a candle and pressing them against a flat surface. After painting the tires black, I masked and airbrushed the rims and struts with Testors Model Master Metalizer Aluminum (No. 1418). A wash of dark artist oils emphasized detail, but I didn't want to overdo the weathering, because the aircraft I was modeling was practically new in 1969, **13**.

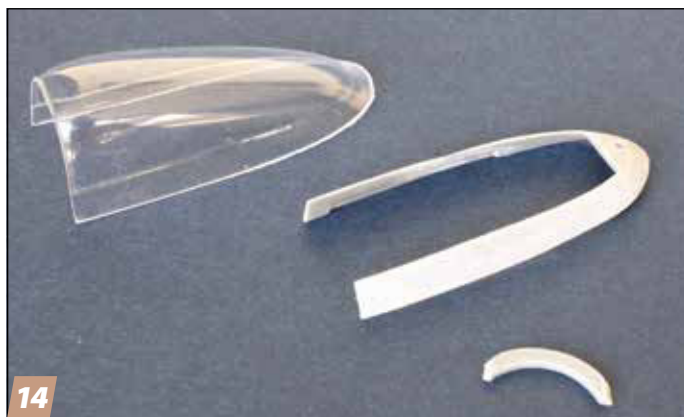
Canopy and cockpit details

Cavalier Mustangs did not use the K-14 gunsight supplied in the kit, but instead used the earlier N-9. I scratchbuilt one using scrap sprue and white and clear styrene sheet. I painted it flat black, light gray, and aluminum, and superglued it to the shroud.

I planned to replace the kit canopy with Squadron's vacuum-formed parts, but I couldn't get the shape of the windshield section correct. I ended up using the kit windshield, which is quite nice. I glued it in place and masked it with Tamiya tape.



Eduard PE added oleo scissors, towing rings, and small braces to the kit landing gear. I made the brake line with fine electrical wire superglued in place. I painted the section of the brake line passing through the oleo section black to represent the flexible part of the line.



To make the vacuum-formed canopy more realistic, I thinned the kit's separate canopy frame from the outside. Don't worry about sanding it smooth. In fact, it's better if you don't so the white glue has help adhering. That area won't be seen on the finished model.



Before gluing the vacuum-formed part onto the frame, I tinted it with a mix of 1 part Tamiya Clear Green and 25 parts thinner. Then the part was dipped in PFG.



After letting the canopy dry for a couple days, I glued it onto the frame with white glue. Note, the headrest support at the rear of the inner frame and the volume given by the kit's frame to the vacuum-formed canopy.



I painted the propeller blades steel and black, with yellow for the tips. Between layers of Metalizer Sealer, I applied the kit's Hamilton Standard logos, then weathered with pastels. The spinner is Mr. Hobby Green (No. H309).

Squadron's sliding section was much easier to shape than the windshield; I tinted it with Tamiya Clear Green (No. X-25) and dipped it in Pledge Floor Gloss (PFG). Unfortunately, the thin canopy lacked internal framing so there was no way to mount the headrest support. I sanded the kit canopy frame thin, scratchbuilt a headrest support, and painted everything light ghost gray, **14**. The U-shaped cross member was removed from the frame as it was not used in the Cavalier. I attached the frame inside the canopy with white glue, **15** and **16**. Curiously, no rearview mirrors were installed in Salvadoran Cavaliers according to references. After masking the sliding section, I tacked it on in the closed position with white glue.

Painting

Salvadoran Cavalier Mustangs were delivered in standard Southeast Asia camouflage with a glossy finish and the Salvadoran insignia in place.

First, I airbrushed Revell Flat Black acrylic (No. 36108) over the windscreen frame. Next, I primed the model with Mr. Hobby Gloss Light Gray (No. H338). Because the wheel wells are the same color as the undersides, I did not mask them. Then, I pre-shaded panel lines and recesses with Revell Flat Black.

For the SEA scheme, I airbrushed Mr. Hobby FS34079 Green (No. H309), Mr. Hobby FS34102 Green (No. H303), and Testors Model Master FS30219 Dark Tan (No. 4709) for the upper surfaces. Underneath, I used Mr. Hobby FS36622 Gray

(No. H311). I sprayed the scheme freehand with a Paasche V0907 double-action brush; the paint was mixed at about 2 parts thinner to 1 part paint. I masked the fuel-filler caps on the wings and painted them red. I sealed the paint with a couple of layers of PFG.

For the markings, I used Aztec Models Macho Mustangs II sheet that provided everything I needed for a 100 Hour War Cavalier Mustang. In fact, I didn't use everything, because some of them were for postwar aircraft.

Salvadoran air force roundels and letters went on the wings. On the upper surface, the positioning looks odd, like it is pushed too far rear, but is accurate according to references.

Underneath, they are in the regular position.

Apart from wing markings, the only other markings worn by Salvadoran Cavaliers during the war were the numbers and small national flags on each side of the tail. Contrary to popular belief, the colorful yellow bands and big roundels on the fuselage seen in some illustrations were added only after the war. I used spares from my decal stash to add small data plates to the upper end of the outboard gear doors. I sealed the markings with another layer of PFG.

The aircraft I was modeling had only been in service for seven months when the war started, so I kept weathering to a minimum using watercolors, pastels, and dry-brushing. I airbrushed clear semigloss, and then masked and sprayed a mix of 3 parts flat black and 2 parts dark tan for the walkways at the wing roots. I also painted the black strip on the leading edge of the fin.



18

I superglued fine monofilament suture into holes in the tail and fuselage, then added insulators made from tiny drops of white glue.



19

I used two gauges of hypodermic needle for the cannons since the innermost one on each wing is actually a blast tube on the real Mustang. I attached them with white glue and brushed on light pastel weathering behind them.



It's go for engine start in Marco's 1/48 scale diorama of a Salvadoran pilot getting ready to fly his last mission during the 100 Hour War.

Final details

I attached the landing gear, gear doors, and flaps. Before adding the exhausts, I carefully drilled open each port. I painted the shrouds with Metalizer Aluminum and the pipes with several shades of rust and gray, **17**.

I airbrushed the propeller with Model Master Metalizer Steel (No. 1420) on the front and Revell Flat Black on the back, then added yellow tips.

For the antenna wire I superglued fine suture colored with a black permanent marker into tiny holes drilled into the tail and fuselage. Small drops of white glue at each end simulate insulators, **18**.

Armament

To replace the wing guns drilled out earlier, I inserted sections of hypodermic needles blackened with a candle flame into the drilled gun ports, **19**.

Ordnance carried during the July 1969 war was just 100-pound bombs. To show the Mustang fully loaded, I built six Aeromaster

bombs comprising resin bodies and PE fins and details.

Assembling them required plenty of patience but the results were worth every second of my time.

I painted the bombs with Tamiya Flat Yellow (No. XF-3), masked the stripes, and painted them with Mr. Hobby Olive Drab (No. H304). After weathering them with pastels and a coat of Testors Dullcote, I dry-brushed the bombs with rust and olive gray. I glued sway braces made from styrene strip to each and the hung them under the wings.

The base

To represent the moment as Capt. Varela starts his last mission, I wanted to show him in the cockpit with the signals officer indicating go for engine start and a ground crewman standing by with a fire extinguisher.

I added tarmac to a wooden base using Faller landscape putty. The figures were modified from Hasegawa 1/48 scale Ground Crew Set and painted with enamels and oils. I scratchbuilt the extinguisher and wheel chocks. **FSM**



HK Models Avro Lancaster B Mk.I

The Royal Air Force's heavy hitter in World War II, the Avro Lancaster is known for raids against the MAN factory in Augsburg, the Dambuster strikes, and the sinking of the *Tirpitz* as well as countless bomb runs over Axis occupied territory. Capable of carrying up to 14,000 pounds of bombs normally, the versatile airframe was adapted to carry 12,000-pound Tallboy and 22,000-pound Grand Slam bombs.

Molded in gray plastic, HK Models' new 1/48 scale shows beautiful surface detail including recessed panel lines and rivets. No flash is present, and no ejector-pin marks show up in areas that will be visible on the finished model. Parts such as the prop blades and wing trailing edges are scale thin.

Most airframe parts join along panel lines and the alignment pins, although small, are right on the money. Some parts

fit so well I heard a click as I put them together.

I followed the assembly sequence as presented in the 24-page instruction manual without problems. The 42 steps are illustrated with photo-grade illustrations and very detailed; with my old eyes, I needed a magnifying glass to get everything I needed out of them.

The outstanding interior detail includes frame, longeron, and stringers molded



inside the fuselage halves, positions for the navigator and radio operator, and even a crew rest bunk. Most of this will be all but invisible on the finished model.

The fuselage halves sandwich the interior with positive locators for the floor and fit together nearly perfectly. I needed just a little filler on the upper fuselage.

The flight deck greenhouse is extensive, and I spent several hours masking it and

the turrets with tape and Bare-Metal Foil. I painted these clear parts off the model and fitted them at the end of the build without filing or filling.

The kit includes two marking options, one from 1942, the other

from 1944. I built the latter, which had most of the fuselage side windows painted over and omitted the barrage-balloon cable cutters (parts J21 and J22).

I drilled out the muzzles of the guns with No. 55 bit.

Ordnance provided for the bomb bay includes one 4,000-pound Cookie and six 500-pound bombs; I painted them olive drab with yellow stripes.

The engines presented the only problems I encountered. No mounts are provided, and each engine is held in place by a single center pin on the rear bulkhead and in front via glycol header tank (Part M11). The valve covers (parts M7 and M8) are too tall and interfere with the fit of the nacelle covers. After I filed the covers, the nacelles fit the wings perfectly. Alternatively, you could omit the covers because they won't be visible inside the closed cowl. Good engineering helped the props and spinners go together easily.

I built the flaps down and was pleasantly



surprised at how well the parts fit with little fidgeting.

The landing gear looked complicated and flimsy. Test-fitting showed everything fit together well. Once assembled, the legs are sturdy enough to support the model — if you don't land it hard!

In Step 22, the frame for the nose turret (Part I54) is shown in place, but don't attach it until the turret is installed. I taped it in place for painting.

Leaving the wings and fuselage separate to make painting easier, I airbrushed the model with Testors enamels. The wings join the fuselage with tabs and slots and are designed to be removed for transport. They fit so well no gaps are visible. Nice work, HK!

I spent 65 enjoyable hours building and painting this terrific kit with amazing detail and outstanding engineering. I recommend it for modelers with some experience because of fiddly parts and complicated decals.

— Ted Horn



Kit: No. 01F005 **Scale:** 1/48

Mfr.: HK Models, hk-models.com

(Sample courtesy of Merit International, merit-intl.com) **Price:** \$139.95

Comments: Injection-molded, 448 parts (29 PE), decals **Pros:** Excellent fits and clear parts; superb detail; great instructions **Cons:** Engine parts difficult to fit inside cowls; no engine mounts

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Zvezda *Shchuka*-class submarine

Zvezda's 1/144 scale *Shchuka*-class medium single-hull submarine can be built in one of two versions, either a Northern Fleet (400 series) or Black Sea (200 series) submarine. *Shchuka* is Russian for pike.

The *Shchuka*-class was one of the Soviet Union's leading submarines in World War II. The Black Sea (200 series) had 88 built between 1933 and 1945. No fewer than 32 were lost during operations, including 11 of the 16 assigned to the Black Sea Fleet. Most of those 11 fell victim to minefields laid by the Romanian navy, a threat that led to the unusual modifications to *Shchb-209* as depicted in this review.

The kit comprises 117 flash-free parts on three trees, plus a rocky base and thread for rigging. The comprehensive decal sheet includes both pre-war and wartime for a pair of subs, one from the Northern Fleet, the other the Black Sea Fleet. A color guide references Zvezda and Tamiya colors. The four-page instructions show 11 steps and nine subassembly items.

At Step 3, you decide whether to build the Northern Fleet *Shchb-402* or the Black Sea Fleet *Shchb-209*, fitted with the unique bow mine-net cutter. Since the Black Sea *Shchb-209* did survive the war, I chose to build it in its 1940 camouflage. This option highlighted a unique feature with both the bow and stern having cover plates to close the seam between the vertical hull halves. Be careful mounting the cable supports (parts C33) inside the hull before adding the one-piece deck.

With internal supports, the bow and

stern planes as well as the rudder can be built but left movable. I did so but found the propeller supports too fine to not attach to the stern planes. In Step 4, you also add the 20 deck supports for the walkway around the conning tower, probably one of the more detailed aspects of the build.

Several options are available for the conning tower, including extended and retracted search and attack periscopes, hatches, drop-down sides for the 45mm aft anti-aircraft gun, cable braces, and two 12.7mm guns.

Seven cable cutters are added to the bow in Step 11. These must have made a great deal of noise underwater but saved *Shchb-209* from the multitude of minefields laid by the Romanian navy's NMS *Amiral Murgescu*.

The final step — rigging — proved the most challenging whichever variant you build. Without a firm attachment point to start from, I anchored the provided line with white glue and tape. That worked OK, and I extended it to the stern with patience and time. But, as a modeler with a quilter spouse looking at the final overall effect, it was obvious the original cable was far too large for the supports. Using a micrometer, I determined that the thread measured .025-inch. Multiplying this by 144, made the cable 3.6-inches in diameter. Painting it with Testors Model Master Metalizer Gunmetal reduced the diameter to .01-inch or 1.44-inches. It was a minor issue but you may wish to substitute the cable for something finer.

Overall, Zvezda's *Shchuka*-class sub-

marine fits are good, the assembly logical, and the build quick; it could even make a nice weekend project. It is a unique subject and, due to the secretive nature of Stalin's Soviet Union, references can be difficult to find. *Submarines of World War Two* by Ermino Bagnasco (Arms & Armour, ISBN 978-0-85368-331-5) provided good information.

— Mark Karolus



Kit: No. 9041 **Scale:** 1/144

Mfr.: Zvezda, zvezda.org.ru (Sample courtesy of mfr.) **Price:** \$41.99

Comments: Injection-molded, 117 parts; string; decals

Pros: Well-engineered; excellent fits

Cons: String for cables too thick



Kit: No. 84520 **Scale:** 1/35

Mfr.: HobbyBoss, hobbyboss.com
(Sample courtesy of Model Rectifier Corp., modelrectifier.com)

Price: \$106.99 **Comments:** Injection-molded plastic; 824 parts (108 PE, 5 vinyl); decals **Pros:** Great detail; good fits; most of the PE is easy to use; decal dials and gauges **Cons:** Some surface flaws; many small parts make build challenging; seam on vinyl tires

HobbyBoss Jackal HMWP

The Jackal High Mobility Weapons Platform designed by Supercat British Army entered service in 2007 and saw action in Afghanistan. The HobbyBoss 1/35 scale plastic kit is labeled as a Jackal 1, but the parts represent a Jackal 2.

The 711 injected-molded parts come in dark yellow and clear plastic. Five vinyl tires and six frets of photo-etched metal (PE) are included. Despite the level of detail, there are surface imperfections and ejector-pin marks that need to be removed. Overall, the parts fit great, and any filler I needed were because of mistakes I made.

Study the directions before you begin and plan subassemblies to make painting easier. I started with the major parts of the hull. Make sure the fuel tank and the cap (parts C64 and C65) are in place before gluing the upper and lower hull together. I glued the fuel cap to the upper hull instead of the lower hull as shown in the directions.

After the major parts of the hull were assembled, I moved on to the suspension. The complicated, independent, double-

wishbone suspension will make you wish you had another set of fingers to help. Plan to do as much of the suspension at one time as you can. It took me about three hours to complete. Be aware that some joints get glued while others do not. Weight on the hull ensured all four wheels touched the ground.

Speaking of wheels, all four can be posed. This is great for the front wheels, but you need to take care that the rear wheels are parallel. Sidewall detail on the vinyl tires is OK, but a seam around the center of each tire was hard to remove without destroying the tread. I hid the tire seams with liquid pigments. The tires also fit loosely around the hubs. The posable running boards are fragile, so I glued them lowered; they can also be glued stowed.

All of the doors are designed to be operable, but the two armored doors under the weapons station that lift vertically have nothing to hold them in place. It would probably be better to glue them in place. In Step 14, the instructions don't show exactly how to position Part PE-A8, a cover to

protect the cables running to Part C6. A small strip of styrene glued to Part C43 will hold the cover in place. I also drilled a hole for the lever (Part C71) because there was not a lot of surface area to glue it in place.

In Step 18, the small part located next to the winch should be C90. On the real vehicle, the rear racks that hold the fuel/water cans are designed to pivot out of the vehicle to give more room in the rear. The directions do not show this option, but if you glue the small pins (parts B3) to the roll bars it could be made to work.

In Step 22, parts D10 and D11 are reversed. HobbyBoss has armed this vehicle with a grenade launcher, but the directions have you assemble ammunition boxes for a .50 cal. machine gun. Ammo boxes for the grenade launcher are included, but they do not fit in the door racks as shown. My references show the antennas to be rather thick, so I removed the top of the antenna base (Part A8), drilled out what remained, and replaced the antenna with styrene rod.

The decals went down with no problems over raised details, and I didn't notice any silvering. I did separate the gauge decals from each other to allow them to sit better in their positions. The color profiles show an identification plate on the rear of the vehicle. It is supplied as a decal, but there is no place for it to be mounted. I applied the decal to a thin sheet of styrene before gluing it on the model.

The PE in this model is not overly complicated to use, but the large number of small parts and some complex assemblies make the Jackal a model for experienced builders. It took me 50 hours to complete this project, with 40 of those hours spent only on assembly.

—Mike Scharf



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COMING EVENTS

IL, SCHAUMBURG: The Military Miniature Society of Illinois holds its 46th Annual Chicago Show Saturday, October 23, 2021, at the Chicago Marriott Schaumburg, 50 N. Martingale Road, Schaumburg, IL, 9am-4pm. For more information contact Show Chairman Pat Vess - pat@livezey.net 630-730-2492, or visit our website: military-miniature-society-of-illinois.com

EVENTS (CONT.)

IL, WHEATON: 78th ILLINOIS PLASTIC KIT & TOY SHOW. September 26, 2021, 9am-2pm. Dupage County Fairgrounds, 2015 W. Manchester Rd., Zip: 60187. Adults: \$5.00, children under 12 yrs: \$2.00. 150 tables available, BUY/SELL/TRADE OR JUST BROWSE. Come out and have a great time. Cars, Trucks, Airplanes, Trains/Military, Fire/Police, Muscle Cars. Re-live your childhood memories. Past-Time Hobbies, Inc. 630-969-1847

NH, MANCHESTER: IPMS Granite State presents Granitecon 28: Falls Event Center, 21 Front St., Manchester, NH 03102. Sunday, October 17, 2021, 9am - 4pm. General Admission \$3. First 4 adults entries \$5. Junior entries FREE. For additional details, contact Rodney Currier 603-726-3876. Visit: www.granitestatemodelersclub.org

NY, Poughkeepsie: HVHMG 2021. Celebrating 35 years, Elks Club Lodge, 29 Overocker Rd., Poughkeepsie, NY. October 23, 2021, sponsored by IPMS Mid-Hudson. Registration 9:00am-noon. More information at: www.hvhmg.org or contact John Gallagher at 845-462-4740 or ggallagherjoh@optonline.net

All listed events were confirmed as active at the time of press.

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By Elizabeth Nash

Disappearing act

And for his next trick, Greg will make an XM-57 vanish

You may not realize it at first, but you are currently looking at a model of the XM-57, a super-secret armored vehicle with quality camouflage. Greg Garand of Rock Hill, South Carolina, built the 1/35 scale beauty after 13 years of grueling research. He says that while the construction was challenging due to nonexistent vehicle plans, it turned out to be a showstopper — as you can clearly see from the stunning finish. If you're unfamiliar with the XM-57, allow Greg to lead you through its bizarre history.

“One of my all-time favorite armor subjects from the Vietnam War is the XM-57. Only two prototypes were sent to Southeast Asia for combat trials. Both vehicles came to unfortunate ends. The revolutionary nature of the vehicle's construction and its top secret and highly effective camouflage should have changed armored vehicle design forever. For reasons that will quickly become apparent, this did not happen.

“Dr. Wilhelm Achromatopsia is the man who discovered the most effective camouflage known to humanity. Using an intricate system of fractals and micromirrors embedded in a multichromatic recessive epoxy, Achromatopsia was able to obfuscate the differentiation of his new vehicle from its background. The result was that the vehicle was, basically, *invisible*. This camouflage was so effective that testing had to be halted when one of the vehicles was misplaced for a more than 17 weeks. After that, an orange fluorescent pendant was always flown from the vehicle so engineers could keep track of their newest deadly weapon.

“The XM-57 was referred to as the Rampaging Referee. Its initiation into combat would be the harbinger of the vehicle's untimely downfall. The first, designated the XM-57A, was lightly armed with two Browning .50-caliber machine guns. In its first action, two GIs, Cpls. Robert Blindas and Washington Abat, walked in front of the advancing Referee and were crushed. Within



Greg channeled master modeler Shep Paine when scratchbuilding the hull and turret with .20-inch sheet styrene, then added Sheridan tracks and road wheels from a donor kit. “I could find no reference for the actual markings on the vehicle so I kept it simple and only used ‘shoot me stars’ on the hull and top of the turret,” he says.

two hours of this accident, the vehicle was irretrievably lost when its four-man crew evacuated it en masse because they had gotten hold of some bad pork in their K-rations.

“The second Referee was designated the XM-57B and suffered a much more mysterious fate. Designed to be airdropped, it was last seen exiting the tail end of an airborne C-130 just south of the DMZ. In spite of a lengthy investigation into its fate, no satisfactory explanation was ever discovered. One would expect to have at least found the parachute, but such was not the case. There was, however, a flattened water buffalo discovered at a local farmer's compound.

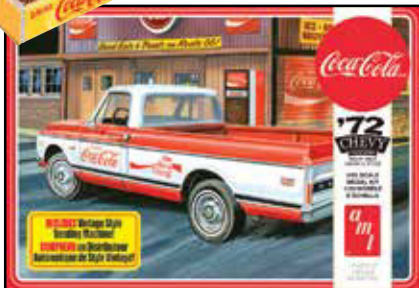
“Because of its secret nature, line drawings can't be found. I only began modeling after interviews with the crew members were declassified. As you can see, I took a lot of license in the design but did my best to incorporate details gleaned from those interviews.”

We think you nailed the camouflage, Greg! **FSM**



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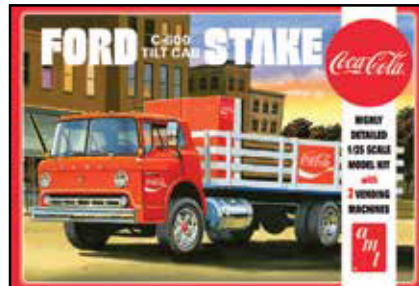
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After the German invasion of the Soviet Union in June 1941, the German Army found the overpowering Russian T-34 and KV tanks waiting for them, and then developed the Pz.Kpfw. IV Ausf.G with L/43 7.5cm KwK40 gun as a counter-measure. The Ausf.G achieved success on the Eastern Front and the North African Front, and earned itself the nickname Mk. IV Special from British troops. Now, Tamiya welcomes this battle tank into the long-running 1/35 Military Miniature Series! In-depth study of the actual vehicle ensures that this is a highly accurate depiction of the powerful form equipped with the L/43 7.5cm KwK40 gun, plus the rounded single-perforated muzzle brake and other early production tank features. Varied accessories such as jerry cans, sand bags, and spare tracks are also included to recreate a modified version seen at the African Front. Figures matched with the tank add extra realism to this model. Enjoy comparing it to the Ausf.F with a short barrel gun, or the Ausf.H and Ausf.J, which had longer barrel guns, and check out the German Tank Pz.Kpfw. IV series' evolution with your own eyes.

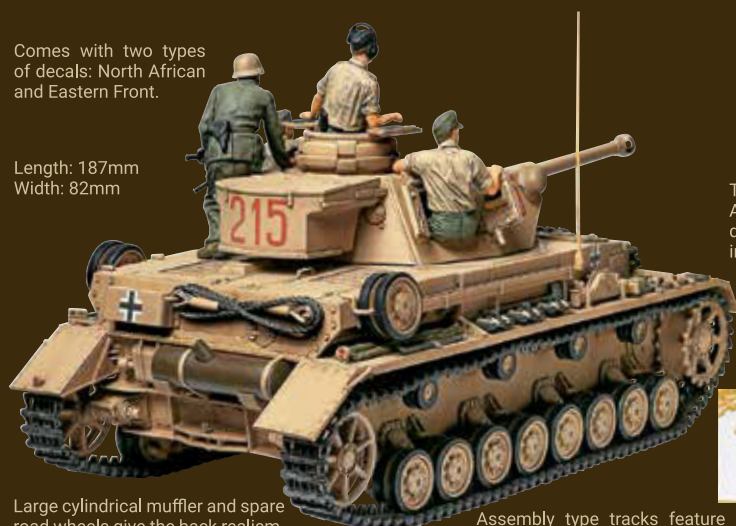
12th Panzer Division,
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Autumn 1942



Included accessories can also
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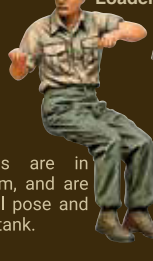


Large cylindrical muffler and spare
road wheels give the back realism.

Driver



Loader



Commander



Gunner



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Tank crew figures are in
Africa Corps uniform, and are
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interaction with the tank.



Assembly type tracks feature one-piece straight
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1/35 Military Miniature Series (35374)

German Tank Panzerkampfwagen IV Ausf.F

The Final short-barreled Ausf.F
which was a base for the Ausf.G



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