

MILITARY IN SCALE

DECEMBER 2008

£3.75 / US \$8.99



CHRISTMAS GIVEAWAY

1 YEAR SUBSCRIPTION, MIS LUFTWAFFE SPECIAL, PLUS MORE INSIDE...

FRANKENFURY

MULTIPLE KITS HELP BUILD HAWKER'S MASTERPIECE

REVOLUTIONARY JET

HOBBYCRAFT'S 1/48 T-33 BECOMES A SANDINISTAN CLASSIC



WWW.MILITARYINSCALE.COM



THE ESSENTIAL MILITARY MODEL MAGAZINE

TABLET



MILITARY
IN SCALE

IN THIS ISSUE DECEMBER 2008

IT'S SHOWTIME!

As I'm writing this it has suddenly become apparent that the end of the year is rapidly approaching – at least in the bonkers world of magazine publishing! Actually, this is being written only two weeks after this year's Euro Militaire show, but is being read by you good reader, just a few days before the IPMS' showcase event in Telford. Mad eh?

Actually, I like this time of year, because despite the appalling weather, it gives me the chance to end the year on an inspirational high, with two of the best shows in the world taking place within a matter of weeks. The first of these is Euro Militaire in Folkestone, a report from which, we bring you this month. This show really is a cracker. Attracting some of the world's best modellers, it never fails to fire up the imagination with models on display that sometimes defy belief. You only have to see Marjn Van Gill's Best of Show, 'Van Gill's Construction', to get some idea of how impressive the models were at this year's event...

But it's not just the models that make these events special. They give us all the chance to meet up with friends, shoot the breeze and share our passion for the hobby with like-minded individuals. This is

certainly true with us here at MIS; we get a chance to gain some much needed feedback on our year, check out kits that we would like to build and discuss face to face with our readers, models that we've already reviewed for the many features that we publish month in, month out.

Anyone who's visited our stand at Scale Modelworld will know how seriously we take this. Every year we take a large collection of models to the show and invite our readers to see feature models in the flesh. We then have the chance to answer questions on how they were built and painted. We enjoy doing this and hope that you continue to visit us at these shows and say hello.

Along with the Euro show report, this issue is packed with high quality models. From Sven Frisch's 'Rust In Peace', to Nick Shuttleworth's 'Malayan Duck', Brett Green's 'Frankenfury' to Vic Scheuerman's 'Revolutionary Jet', you'll find plenty to enjoy. Add to that our round up of new kits, books, toolbox items, decals and dates for your diary and it's easy to see that MIS is truly crammed to the rafters with plenty of great information to get your juices flowing. Heck, even I've enjoyed reading this issue – and I put it together!

We hope that you enjoy this issue and maybe we'll see you at Scale Modelworld – we look forward to it!

Spencer

Spencer Pollard, Editor

MILITARY
IN SCALE

4

DECEMBER 2008

REGULARS

4 IN THIS ISSUE...

What's featured in Military In Scale this month...?

6 ROUND UP

Modelling news and information

10 COMPETITION

Win a fantastic selection of goodies

12 BOOK REVIEW

All the latest military and modelling books reviewed

52 TOOLBOX

Workshop additions that will help you build better models

56 KITBOX

Lifting the lid on all the current kit releases

61 TRANSFER LIST

We take a look at the latest decal sheets to hit the market

63 IN NEXT MONTH'S ISSUE

64 THE BRIEFING ROOM

Shows, shows and more shows; plenty of events to keep you occupied through the coming months!!

66 SHOPPERS/CLASSIFIED



30



ARMOUR

16 RUST IN PEACE

Sven Frisch takes time away from building 1/48 kits, to tackle a Hetzer in 1/35. Clever details and an original setting, make this a standout model

24 THE WHEELED TANK

The AEC armoured car was a tank in all but the tracks. Juan Mercadal builds the Accurate Armour kit, offering up plenty of painting tips along the way

30 MALAYAN DUCK

Italeri's 1/35 DUKW is a fine kit and builds into a well-detailed model. Nick Shuttleworth tackles the latest version, electing to paint it in anything but green...

AIRCRAFT

40 FRANKENFURY

Brett Green tackles the Trumpeter 1/48 Sea Fury, electing along the way to replace those parts that are not quite up to scratch - little being left of the original parts...



COVER STORY

46 A REVOLUTIONARY JET

Vic Scheuerman likes unusual colour schemes and so it comes as no surprise to see him building a T-33 in Sandinistan markings! Additional details help further improve Hobbycraft's 1/48 kit

FEATURES

36 EURO MILITAIRE 2008

Plenty of highlights from this year's event in Folkestone

SUBSCRIBE TODAY

AND SAVE MONEY TODAY TURN TO PAGE 2

This magazine is sold subject to the following conditions: that it shall not without written consent of the publishers be lent, sold or otherwise disposed of by way of trade in excess of the recommended maximum retail price. All rights strictly reserved. No part of this publication may be reproduced in any way without the prior agreement of the publisher. All letters must be accompanied by the sender's full name and address. The publisher cannot accept responsibility for unsolicited correspondence nor some of the opinions expressed. All material and artwork originated by Traplet Publications Ltd., photographs, drawings, plans used in this magazine become the publishers copyright under Copyright law. Some photographs may have been digitally re-mastered. The Company reserves the right to suspend or refuse any advertisements without giving reasons. Whilst every care is taken to avoid mistakes, Traplet Publications Ltd. cannot be liable in any way for errors or omissions. Nor can the Publisher accept any responsibility for the bona fides of advertisers. © Traplet Publications Limited 2008 ISSN 0967-7062

EDITOR

Spencer Pollard

mis@traplet.com

REGULAR CONTRIBUTORS

Alan Firbank, Mike Morton, Juan Villalba, Luciano Rodriguez, Andy Evans, Mike Peters, Mitch Thompson & Harris Ali

MANAGING DIRECTOR

Tony Stephenson

OPERATIONS DIRECTOR

Tom Stephenson

DESIGN AND PRODUCTION MANAGER

Julie Arnett

MAGAZINE DESIGN AND LAYOUT

James Scott & Alex Followes

ADVERTISING SALES

Stephanie Hill Tel: 01684 588534

email: advertising@traplet.com

MARKETING EXECUTIVE

Helen Pallen Tel: 01684 588550

ADVERTISING COPY CONTROL

James Mason Tel: 01684 588517

email: adc@traplet.com

PRINTER

Warners plc

NEWSSTAND DISTRIBUTION

Seymour Distribution Ltd.

(0207 429 4000)

HOBBY TRADE DISTRIBUTION

Traplet Publications Limited

(01684 588544)

US DISTRIBUTION

Traplet Distribution USA Ltd., P.O.Box 6178

Champaign, IL 61826, USA.

Tel: 217 355 2970 Fax: (001) 217 351 4135

email: usa@traplet.com

AUSTRALIAN DISTRIBUTION

Traplet Publications Australia, P.O. Box 501,

Engadine, NSW 2233, Australia.

Tel: (02) 9520 0933 Fax: (02) 9520 0032

email: aus@traplet.com

PUBLISHED BY

Traplet Publications Limited,

Traplet House, Pendragon Close,

Malvern, Worcs., WR14 1GA, England.

Tel: 01684 588500 Fax: 01684 578558

email: customerservice@traplet.com

SUBSCRIPTIONS

1 Year subscription prices:

UK £45.00 W/Wide £63.00

USA and Canada US \$107.88

2 Year subscription prices:

UK £90.00 Europe and W/Wide £126

USA and Canada US \$215.76

BACK ISSUES

UK £3.75/US \$8.99

Customer Service: 01684 588500

Order Hotline: 01684 588599

Online Ordering: www.traplet.com

T R A P L E T

P U B L I C A T I O N S

2008 Traplet Publications Limited. All rights reserved.

CHECK OUT
PAGE 2 FOR OUR
GREAT
SUBSCRIPTION
RATES

ROUND UP

Modelling news and information

Author: Mike Morton

ACCURATE ARMOUR has announced a few forthcoming releases, the highlight arguably being a full kit in 1/35 of the Alvis Saladin Mk-2 FV603C Armoured Car (K131). The Saladin was based on the Alvis FV600 series, similar in construction to the Alvis Saracen armoured personnel carrier and the Stalwart High Mobility Load Carrier. The Saladin was used by B Squadron 16/5 Lancers during the defence of Nicosia Airport in 1974 and subsequent armed reconnaissance operations, under the banner of the UN.



Having planned a Saladin, it makes sense to give us a Stalwart, and that's just what AA is doing with (K160) Alvis Stalwart Mk-2 HMLC FV622, (K161) Alvis Stalwart Mk-2 Artillery Limber FV623 and (K162) Alvis Stalwart Mk-2 REME Fitters Vehicle FV624. The final impending release in 1/35 is (C090) Chieftain MBT Dozer Set, which includes decals.

The RAF airfield support vehicle series continues in 1/48 scale with (K48009) Bedford QL 4x4 950 Gallon AVTUR (Late) Refueller With Booms (RAF) and (K48012) Bedford QL 4x4 950 Gallon Refueller (Early Patten RAF).

Nobody produces the 'perfect' kit, do they? If they did, the model world would perhaps be a less interesting place and the aftermarket would cease to exist. Despite this, Dragon has been doing its best to create the perfect kit in 1/35, while Tamiya's been doing the same in 1/32. Hasegawa, meanwhile, is happy to get the basics perfect, while giving the aftermarket boys some room to manoeuvre on the detail front, and these boys include AIRES.



Aires is renowned for its aircraft detail sets, and Hasegawa's 1/32 Stuka is the perfect canvas for the Czech firm's Ju 87D/G Stuka Cockpit Set (2068). The two MG 81s supplied in the cockpit set are available separately as German 7.92 mm Gun MG 81Z (2081). Aires sticks to big-scale birds with F-86 Sabre Air Brake Set (2078), but drops down to 1/48 for its final release this month, F/A-18A Hornet Cockpit Set (4371) –



ALPINE MINIATURES can always be relied on to produce some stunning figures – and some stunning paint jobs to display the finished pieces. Alpine's latest, 1/16 WWII US Paratrooper 82nd Airborne 'All American'. This resin extravaganza shows a good ole boy toting his M1 Garand on his magazine pouches. He looks young and confident, but at the

same time a little war-weary. The standard of sculpting is superb. Just take a look at the canvas reinforcement patches on his jacket and the entrenching tool cover. Like all Alpine figures, he comes with an alternative bare head, which makes him look younger and more vulnerable. Great stuff!



Alpine is staying with the American theme with its latest three 1/35 releases, but this time swapping Northwest Europe for Iraq/Afghanistan. As is usual with Alpine, (35069) 1/35 Modern US AFV Crew #1 and (35070) 1/35 Modern US AFV Crew #2 can be purchased individually or as a combined set (35071) 1/35 Modern US AFV Crew Set (2 Figs). These boys are kitted out in ARPAT camo uniforms, and there's a choice of helmeted heads – tanker's helmet or standard infantry. Nice.

Interestingly, Figure #1 has a 9 mm Beretta M9 pistol strapped to his right thigh, and two knee pads on his shins, presumably to protect his ankles from being bashed against the inside of his vehicle. Figure #2 has a single kneepad on his right knee, a combo usually

worn by right-handed riflemen taking up the kneeling stance to fire. As always with scale models, the devil is in the details!

DRAGON has finally released the self-proclaimed 'missing link' in its 1/35 T-34 series, the T-34/76 Model 1942 variant with a soft-edged hexagonal turret. Dragon says the designers of the kit (6424) have gone to great lengths to ensure the characteristic turret has been reproduced authentically. A Japanese master patternmaker was enlisted by the Chinese firm to sculpt the hexagonal shape with a realistic cast steel texture.

This being a Smart Kit, the turret was formed from three-directional slide moulds in order to accurately reproduce the structure, as well as to offer a turret that is easy to assemble for modellers of all skill levels. The kit utilises parts from previous T-34 kits where appropriate, but includes new parts to correctly render the Mod 1942 version.



A brand new 500 mm set of Magic Tracks have been included, with new drive sprockets featuring the necessary transverse ribs which corresponded to the track link guide horns. A photo-etched mantlet rain cover is included, as are optional engine grilles. The suspension arms have been realistically recreated, two types of storage box are provided and of course Cartograf decals are included – a signature feature of modern Dragon kits.

One that that should definitely be out by the time you read this is (7371) 1/72 Sd.

Kfz.251 Riveted Version + 3.7 cm PaK 35/36. Dragon has produced a number of highly successful 1/72 scale halftracks, and another one has just joined the fleet. The latest addition is an Ausf. C with a riveted hull.



The Ausf.C was the first large-production run, although the design with its many angled plates was complex to build. What makes this variant more unusual is that this standard personnel carrier version comes with a towed 3.7 cm PaK antitank gun. While some versions of the Sd.Kfz. 251 were originally designed to mount this diminutive anti-tank cannon on the hull, this kit is towing the gun on its standard carriage. Decals are included for Western and Eastern Front variants.

Smart Kit, Premium Edition, Master Series. Dragon's nomenclatures can be confusing. Just when you thought all new kits were Smart Kits, along comes 1/35 Sd.Kfz.250/8 NEU 7.5cm K.51 L/24 Gun Premium Edition. This new Premium Edition kit (6425) is based on Dragon's latest SdKfz.250/1 that sported a number of completely new and upgraded components. 'Premium Edition' generally means a more complex version of a basic kit, especially where photo-etch is concerned, but Dragon insists this kit remains simple to build.



The 250/8 was a support version featuring a 7.5 cm gun that was issued to reconnaissance companies. The kit portrays the 7.5 cm K.51 L/24 gun, which was the final version of the weapon installed on a unified mount in this halftrack. The gun is represented in detail, from the rifled barrel to the basket for the spent ammo casings. To further improve the kit, the side armour has been made extra-thin to more accurately portray the true thickness of the armoured plates.

Tamiya's 1/48 and 1/35 model kits have been commercially supported to a great extent by its radio control kits. Dragon's plastic model ventures have also received a degree of financial support from a parallel product line, in this case its 1/6 action figures. While 'proper' 1/6 kits are highly desirable, Tamiya's Kübelwagen and Trumpeter's T-34s being prime examples, they are either just too big (Tamiya King Tiger) or too expensive (Tamiya Leopard II), to make them commercially viable. Dragon's next two 1/6 releases do something to bridge the gap between 'detail' and 'action'.

The first of these is the German 8 cm Granatwerfer 34 (75009), better known as the 8 cm mortar. Slide moulds have been employed to ensure crisp details. There are over 50 parts, the bipod and mortar tube can be adjusted to different angles, and a wooden ammo box and associated mortar bombs have been included. The Granatwerfer 34 kit is impressive in its size and detail, and would look stunning when combined with appropriate 1/6 scale figures on a vignette. We haven't seen 1/6 resin figures for quite some time now. While the mortar would look okay with Dragon's action figures, think how it would look with a 'proper' resin or vinyl figure, as seen with the ex-Italeri Kettenkrad.



While the Granatwerfer 34 mortar has obvious appeal, the next release is far more quirky – the 1/6 Schweres Wurfgerät 41 Rocket Launcher (75007). The Wurfgerät 41 (heavy throwing apparatus) was a tubular steel framework on which either 280 mm high explosive or 320 mm incendiary rockets in wooden or steel crates could be placed. Once the shipping crates containing the rockets had been inclined at the right angle, the rockets could be fired. The HE shells had a maximum range of 1,920 m while the 320 mm rockets could reach 2195 m.

Dragon's model features the steel frame and four shipping crates, each containing a rocket. Detail has been maximised by the inclusion of separate components for the wooden crates and rockets, with the former possessing authentic-looking wood grain patterns. Dragon says all the parts of this large-scale model fit together with ease. The set features two 28 cm rockets and two of the larger-diameter 32 cm rockets. All in all, the Wurfgerät 41 rocket launcher would certainly add up to an impressive display piece, but I still think the mortar will be the one most modellers will go for.

The final kit this month is a special 1/144 version of the B-1 – B-1B Test Program. The B-1 Lancer, better known to its crews as the 'Bone' due to its designation 'B-One', entered service as the B-1B in 1986, but its origins began in the 1960s. The B-1A was the original design, featuring variable engine intakes and a top speed of Mach 2.2. Four prototypes were built. The B-1B is an improved design with reduced radar signature, but a reduced top speed of Mach 1.25. A total of 100 B-1Bs were produced. Dragon's kit represents the transitional test programme variant which paved the way for the production version.

EDUARD is expert at taking an aviation subject – some well known, others less so – and producing a great package. Not just a great kit, but the whole works – accurate plastic parts, etch, resin, decals and masks. The latest subject to get this treatment in 1/48 scale is the Spad XIII. Highlights include the general fine detail and the surface finish of the wings. This release, a late version with squared wingtips, will undoubtedly be followed up by different versions and different boxings.



Another new release is the Lysander Mk.III in Ilmavoimat (Finnish) service, which comes with four marking options, one of them in winter camouflage. This is a special edition, and as the title suggests the markings are all for Finnish subjects, so if you want an RAF Lizzie then use aftermarket decals or buy another version. The kit includes



ROUND UP

Modelling news and information

a large sheet of photo-etched details and resin detail parts. Skis are included, which make use of etched parts, and the rear machine gun, engine intakes and some other small details are resin.

However the Spad and the Lysander, while very nice looking aircraft, are not exactly 'big ticket' items. But there are three of these coming up on the horizon, the first of which is the Hellcat Royal Class Edition. The set will offer two kits in the box, as usual for the Royal Class editions, with the F6F-3 and F6F-5 as basic options. There will be optional resin parts for the F6F-3N and F6F-5N night fighters, and these will be complemented by two night-fighter decal options.

There are more resin details in this kit, two resin engines, new resin wheels and resin machine guns. The special bonus for this kit is the 1/1 scale replica of the main engine placard – great as a display base or just something to stick on the wall by your workbench. The price of the kit is high, which is nothing new for a Royal Class edition, with a recommended US retail price running at \$165! However, you'll have to agree that you do get a lot of kit. Well, two kits in fact, so maybe you could split this up with a friend and toss a coin to see who keeps the engine placard.

One kit which may be out by the time you read this the new 1/48 scale Bf 110D, the latest in Eduard's run of Zerstörer earlyies. Eduard admits most modellers are waiting out for the Bf 110G, but the D deserves more than a second glance. Just look at the markings! One kit which won't be out yet is the 1/48 Fokker Eindecker, proving Eduard's continued commitment to Great War subjects. It's a shame Eduard focuses on aircraft rather than AFVs, as WWI armour and softskins is where the biggest gap in the modelling world can still be found.

Eduard has finally announced the release date of what is bound to be a phenomenal best-seller – the 1/32 Messerschmitt Bf 109E. The first kit in the Emil series, the Bf 109E-1, should be out in February. While Hasegawa's Emil has stood the test of time pretty well, it's time the throne was usurped.

Onto etch, and Eduard has sensibly released two sets for Tamiya's 1/35 German 3 Ton 4x2 Cargo Truck, better known as the Opel Blitz. Eduard says it understands why this name was used for the kit, although I don't – and the firm has followed Tamiya's lead in using the name for the etched sets. So don't get confused! You've been warned. The two Blitz sets are accompanied by a set for the Leopard 2A5/A6 from Hobby Boss.

In 1/32 scale, of note are the first two sets for Hasegawa's P-40E - Warhawk Landing Flaps and Warhawk Gun Bay. The third 1/32 set is an Exterior set for Hasegawa's P-47M. In 1/48 scale, there are two sets for the Italeri CH-47C/HC-1 Chinook and a set for Tamiya's F-16C Block 25.

But it's 1/72 scale that really shines this month, with the most deserving target kit being the F-22 Raptor, which gets dressed to kill with Raptor Bomb Bay and Raptor Ladder sets, while there are Interior and Ladder sets for the F-105G Thunderchief. So as always, we modellers have been offered some fantastic kits and accessories. What firms like Eduard sadly can't give us, is enough time to build them all. Now there's an aftermarket product we could all do with.

It's often said that models are like buses. Wait ages for one and then two will arrive at the same time. That was certainly true with regard to obvious subjects like the Tiger I or Spitfire. But it seems the adage is now also true of more esoteric subjects, because thanks to **HOBBY BOSS**, modellers now have a choice of two 1/35 scale Land-Wasser-Schleppers. This waterborne WWII troop taxi has been done before in resin, and has just been done in injection-moulded plastic by Bronco. So what's an LWS and why has Hobby Boss produced another one?

The Land-Wasser-Schlepper, sometimes written as one word, was intended to be a lightweight river tug with some capacity to operate on land. Designed by Rheinmetall-Börsig, the SWS resembled nothing more than a tracked boat, including rear-mounted tunnelled propellers.

On land, it rode on steel tracks, with four pairs of bogies per side. It was intended to aid river crossing and bridging operations, but interest piqued during Operation Seelowe, the planned invasion of Britain. However, tests showed it was not suitable for crossing the

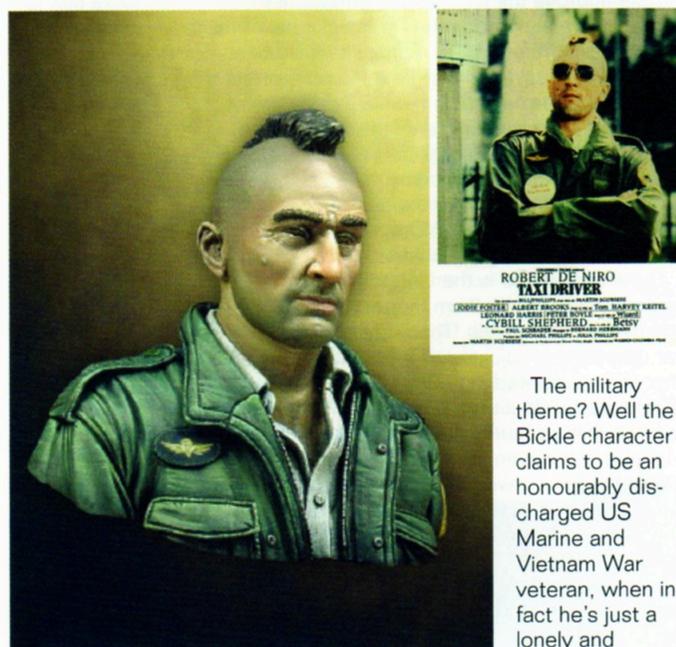
English Channel and development was delayed. The SWS finally entered service in 1942, but remained operational until 1945, with some success. It served on the Eastern Front, though never in large numbers.

Hobby Boss's version, (HB82430) German Land-Wasser-Schlepper (LWS) Amphibious Tractor Early, to give it its proper designation, is made up of 237 plastic parts, photo-etched parts and film. One of the key distinguishing features between various LWS hulls was the use of different tracks and suspension systems, and thankfully Hobby Boss and Bronco, while going head to head on subject matter, have given us two different incarnations of the vehicle.



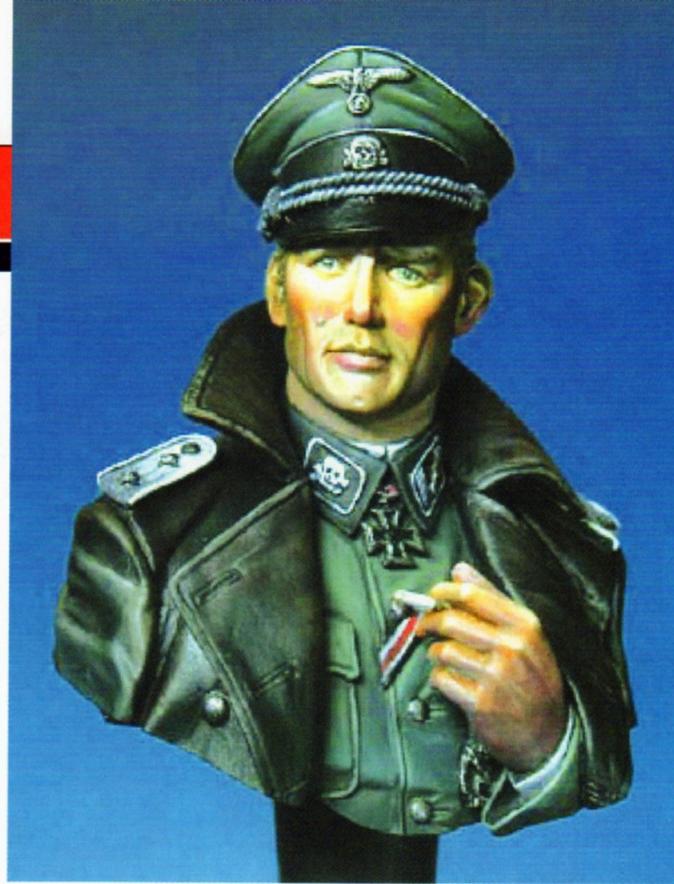
HB's version features Panzer IV tracks with dual-disc drive sprockets, while Bronco's incarnation has Panzer II tracks with single-disc drive sprockets. Do you need two of these vehicles in your collection? I doubt it, so it may well come down to those two old favourites – availability and box art.

You talkin' to me? You talkin' to me? Well I'm the only one here! Actually that's not quite true, because **PEGASO MODELS** is very much here as well with its latest 200 mm offering, (200-15) Taxi Driver Bust. No attempt at disguising the subject matter here, it's a young Robert De Niro playing psychopath Travis Bickle.



The military theme? Well the Bickle character claims to be an honourably discharged US Marine and Vietnam War veteran, when in fact he's just a lonely and depressed

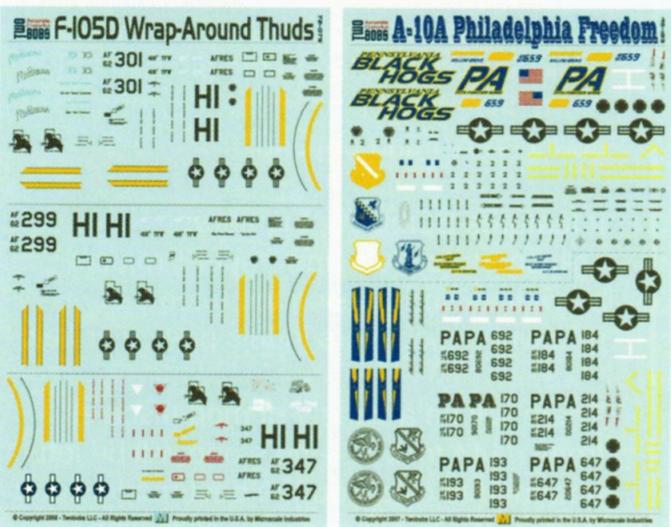
young man. Pegaso's interpretation of Bickle, complete with De Niro's trademark mole, depicts him sporting a crude Mohawk haircut – the look he adopted before turning up a public rally where he attempted to assassinate a Senator. A Marine with an Airborne haircut? Yep, he's mad! This particular bust isn't really my bag, but it may well be yours.



TWOBOBS AVIATION GRAPHICS is a bit like a bloodhound, always able to hunt down its quarry, the quarry in this case being sometimes quirky – and always colourful - decal options. Take 72-079 F-105D Wrap Around Thuds for example, proof, if ever it was needed that this bird flew with more paintschemes than Viet Nam's SEAC.

The sheet contains three complete sets of markings for the wrap-around schemes from Hill Air Force Base. My Karma, Stardust and Desert Fox are all represented on this sheet. The decals have been sized for the Trumpeter and Hasegawa kits. As is usual with TwoBobs, the set also points you towards some useful accessories, these being sets from Airwaves, Eduard, Flightpath and Pavla. These decals are also available in 1/48 scale (48-049 F-105D Wrap Around Thuds).

If you want something more modern, then how about 72-080 F/A-18C Werewolves Of Beaufort? This set contains enough markings for three complete aircraft from VMFA-122. VMFA-122 has just recently changed its unit monicker from the Crusaders to the Werewolves, and has some new tail art to kick it all off! The set contains markings for the Commanding Officer's and Executive Officer's Hornets, along with a regular line jet. The tail art for the CO's jet, along with some cloud details for the XO's jet, are printed using a four-colour process in order to capture this artwork in its truest form.



choices of Saab Viggen. If you're vexed about Viggen markings, then TwoBobs has the cure with 48-047 Saab AJ/JA-37 Viggen. The sheet offers options for up to three different aircraft, with enough decals for two complete Viggens from the Swedish Flygvapnet. It's been sized for the Esca kit, but the Airfix Viggen is still an option. Recommended accessories include Twomikes resin intake covers and that great Neomega cockpit set.

If you want some quarter scale Thunderbolt II fun, then look no further than 48-183 A-10A Philadelphia Freedom, which has a series of A-10A schemes from the 103rd FS from the Pennsylvania ANG, 1997-2008. There are enough markings on this sheet for two complete aircraft with enough options for eight different aircraft. The signature aircraft is the 'Black Hogs' jet from 1997.

The set has been sized for the Revell/Monogram, Hobby Boss and Italeri kits. Aircraft-specific details are annotated on the instruction sheet. Other possible kits include the Tamiya A-10A and Hobbycraft A-10A. Recommended accessories include the Black Box or Legends cockpit sets, Aires GAU-8 Cannon, Eduard photo-etch, E-Z Masks, the VP update set and the Shull24 update set.

It's F-16 time with 48-184 F-16C Wisconsin 60th Anniversary Dairyland Vipers. This monster Wisconsin Air National Guard sheet features the unit's 60th anniversary jet as the signature aircraft. There are enough markings for two complete jets, but enough options for up to 10 different aircraft!

All of these aircraft are Block 30 variants, so if you are using the Tamiya kit, a Block 30 conversion will be required. The decals have been sized for the Tamiya kit, but will also fit the Hasegawa kit. Recommended kits are the Tamiya Block 50 F-16C, Tamiya Block 25/32 F-16C and the Hasegawa Block 30 F-16C/D, while optional upgrades include the Black Box cockpit, Aeroclub or Eduard photo-etched sets, the Aires detail set and the Wolfpack Design Block 30 conversion set.

YOUNG MINIATURES has created another splendid SS bust in 1/10 scale. SS Totenkopf Officer WWII (YM1811) depicts an aloof officer, smoking a cigarette, with his greatcoat casually draped over his shoulders. The 3rd SS Panzer Division Totenkopf was one of the 38 divisions fielded by the Waffen-SS during World War II. Prior to achieving division status, the formation was known as Kampfgruppe Eicke.

The division is infamous due to its insignia and the fact that most of the initial enlisted men were SS-Totenkopfverbände - SS concentration camp guards. Nevertheless, Young's piece depicts a Totenkopf officer who has seen actual combat, as witnessed by his Knight's Cross, Iron Cross and what appears to be an Infantry Assault Badge. SS insignia aside, is it me or does the bust look like Robert Shaw's Colonel Hessler from the movie The Battle Of The Bulge? It's a great piece of work either way.

The aircraft are very cleanly marked, and there is no stencil data existent on these three aircraft other than the marking on the inside of the nose gear door. The decals have been sized to fit both the Academy and Hasegawa kits. These decals are also available in 1/48 scale (48-185) and 1/32 scale (32-054).

While Hasegawa has given us a fantastic Saab Draken in 1/48 scale, let's not forget the fact that we also have two fairly decent

BOOK REVIEW

NUTS & BOLTS

15 cm slG33/2 (Sf) auf GW 38(t) 'Grille' Sd.Kfz. 138/1 Part 1: Ausf.M



The latest title from this impressive publisher is now out, and with the title alone, you almost get your money's worth with the front cover! The book is 120 pages long in A4 format, and contains approximately 165 photos. Of these, 43 are historical shots of the vehicle with all known variants in black and white, many of them unpublished.



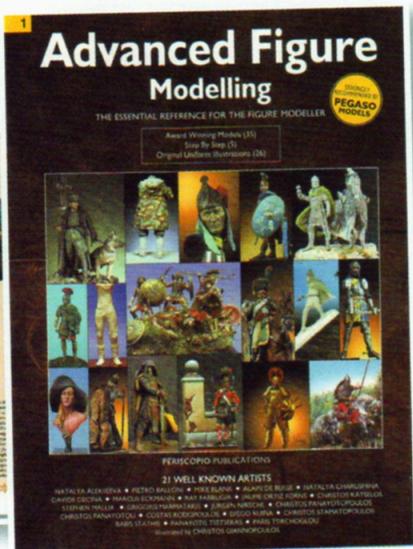
There are also 98 colour photos of existing examples of the Sd.Kfz.138/1 Ausf M from the only two surviving vehicles in the US Army Ordnance Museum, Aberdeen & Patton Museum, Fort Knox. There are a further 18 colour photos of both versions in model form from Tony Greenland. As is usual with these titles, there are English and German captions, and 28 pages of English and German text. The book includes 11 pages of scale drawings of all versions in 1/35 scale from John Rue, 14 camouflage schemes from Laurent Lecocq, graphics of tactical markings and a table of organisation of units using the Grille (Kriegstärke-Nachweisungen KStN). **(Mike Morton)**

Nuts & Bolts titles are available from Historex Agents, www.Historex-Agents.co.uk

PERISCOPIO PUBLICATIONS

Advanced Figure Modelling

The Greece based publisher of many first class books about all aspects of modelling and military history, has recently released a large format (21 cm x 28 cm), soft cover book titled "Advanced Figure Modelling. It is packed with what can only be described as 'this is how I did it' articles by many of the world's leading exponents of the art, not only of painting, but also scratch building figures. These include the likes of Mike Blank, Pietro Balloni, Diego Ruina, Stephen Mallia, Ray Farrugia, Natalya Aleksaya and Natalya Charushina, Chistos Panayotopoulos, Costas Rodopoulos, Markus Eckman, and many more.



In all the book covers 35 award-winning models, 5 complete step-by-step scratch builds and 26 original uniform illustrations by the world famous illustrator, Christos Giannopoulos.

With the book aimed at all levels of figure modellers, there is something for everyone, from beginners to advanced modellers and you are learning from among the best in the business. It covers the paint mixtures used by these masters in the creation of their masterpieces, sculpting tips, brushwork tricks, groundwork techniques...

Many months in the gestation, this book is a must for any serious figure modeller and, indeed, at its launch at Euromilitaire this year, copies were, as they say, flying out of the door. The book's editor, Stelios Demiras, has succeeded in offering a well planned, well written, superbly laid out, and beautifully printed tome that will be a worthy addition to any library.

Advanced Figure Modelling is available from Historex Agents – www.Historex-Agents.co.uk Aviation & Military Book Centre – www.militarybookcentre.com and Avid Reader – www.bookworldws.co.uk **(Charles Davis)**

ANDREA PRESS

Medieval Knights

Andrea Press, the publishing arm of the Spanish, Madrid-based manufacturer of model kits and all things of interest to the modeller and military history enthusiast, recently released a large format (30.5 cm x 22 cm) 140-page (including the hard covers), four-colour book on the age of chivalry titled Medieval Knights.

Written by the Spanish expert on all things concerning classical antiquity and the medieval age, José Sanchez Toledo, the book takes an in-depth look into the history and methodology of the medieval knight. It includes the rise of the class of knights from the fall of the Romans age through to Dux Arthur and the rise of the armoured cavalryman who was to dominate the battlefield until the advent of the firearm. It covers the weapons and the evolution of armour, the different horses, the various settings, (British, French, German, Spain, etc), the religious orders, tournaments, castles and siege weapons and, finally, crossbows and firearms.

The book is throughout profusely illustrated with photographs of re-enactors, old manuscripts, original drawings and many illustrative maps and diagrams. All in all this is a masterful attempt at explaining the Age of Chivalry. Is it complete? No, it would take a library to totally explain every aspect of the subject. However, it does give a superb insight into this fascinating subject and the information and illustrations will surely drive you on to wanting to know more.

Medieval Knights, The Age of Chivalry, by José Sanchez Toledo retails at £25.25 plus £2.95 p&p and is available from Historex Agents, www.historex-agents.co.uk Wellington House, 157 Sngarate Street, Dover, Kent CT17 9BZ or Andrea Miniatures, www.andrea-miniatures.com C/Los Talleres, 21 Pol.Ind. de Alpedrete, 28430 Alpedrete (Madrid), Spain. **(Charles Davis)**



TANKOGRAD

Our friends at Bookworld have kept us supplied with plenty of books from this impressive publisher. Unfortunately, we simply don't have the space to deal with each of them individually, so over this page you'll see many of the books sent in for review. As you can see, they cover plenty of ground too; from armour to aircraft, half-tracks to jet fighters, there's certainly enough variety to keep even the most jaded of readers happy.

In terms of quality, Tankograd's roster of titles certainly hit the heights with superb quality paper, excellent printing, pictures and written text. But more than that, it's the originality that stands out; for years now I've been interested in the REFORGER exercises and so the release of not one, but two books on this subject was more than welcome! Add to that a very fine book on the Harrier and I'm in seventh heaven! And what about Aussie armour? Like I say, original choices abound.

So, with the plaudits out of the way, here are the titles that we've received so far – no in-depth appraisals I'm afraid, but at least you'll have an idea of what's currently available...

Here we go then!



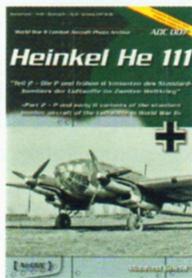
JAGDBOMBER GESCHWADER 43 Modern Luftwaffe Unit History Series (ADL006)

Essentially a photo essay that tells the story of Oldenburg airfield in Germany, this title contains dozens of pictures of such delights as T-33s, F-86 Sabres, Fiat G-91s and the gorgeous, Alpha Jet. It really is a feast for the eyes! Price £11.99

HEINKEL HE 111

World War II Aircraft Photo Archive (ADC007)

Part 2 of a series of titles on this famous bomber, this one covers the P and early H variants. High quality images and detailed, written text (in English), elevate this one into the 'must-have' category. Price £11.99



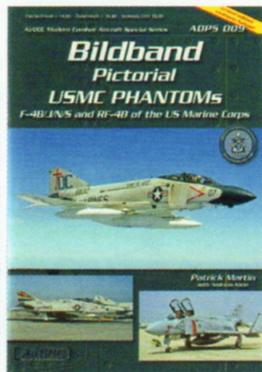
BILDBAND – PICTORIAL TURKISH PHANTOMS AirDOC Modern Combat Aircraft Special Series (ADPS008)

You simply can't have enough books on the Phantom – especially, when the subject is the gorgeous Echo model! Full-colour throughout, this one will delight aviation fans and modellers alike. Price £11.99

BILDBAND – PICTORIAL USMC PHANTOMS

AirDOC Modern Combat Aircraft Special Series (ADPS009)

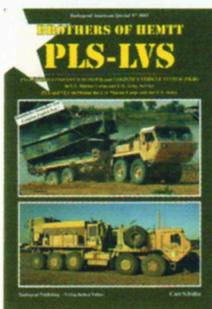
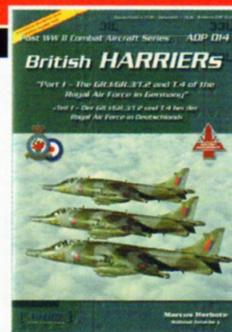
The second book on the Phantom turns its attention to the type's service with the USMC and thus illustrates some of the most fabulous colour schemes ever worn by the F-4. Do I really need to say any more...?! Price £11.99



BRITISH HARRIERS – PART 1: THE GR.1/GR.3/T.2 AND T.4 OF THE ROYAL AIR FORCE IN GERMANY

Post WWII Combat aircraft Series (ADP014)

What can I say? A book about Harriers. It's full colour. There are plans and detail shots. It's a book about Harriers. Enough said. Price £13.99. Bargain.



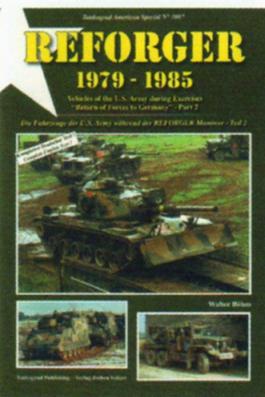
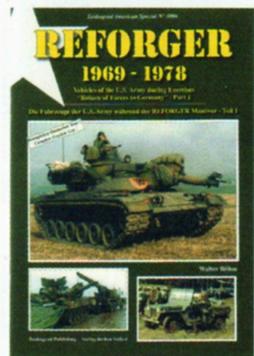
BROTHERS OF HEMTT – PLS-LVS Tankograd American Special No. 3005

The HEMTT series of trucks have spawned a huge variety of different specialist vehicles and this book tells the story of many of those seen in service. Superb pictures and plenty of plans will help modellers replicate many of them. Price £11.99

REFORGER 1969 – 1978: VEHICLES OF THE U.S. ARMY DURING EXERCISES "RETURN OF FORCES TO GERMANY" – PART 1

Tankograd American Special No. 3006

The first of three books on this subject seen this month. Classics abound within its pages, with such delights as M113, Pattons, Sheridens, M109s all on show – many of them in the three-tone camouflage that defined this era. Superb. Price £11.99



REFORGER 1979 – 1985: VEHICLES OF THE U.S. ARMY DURING EXERCISES "RETURN OF FORCES TO GERMANY" – PART 2

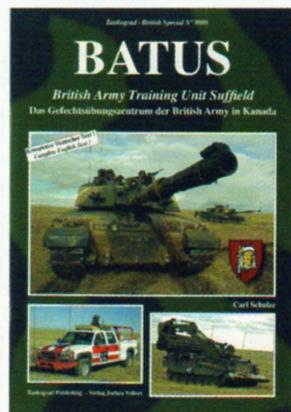
Tankograd American Special No. 3006

Following on from the first book in this series, this one is every bit as interesting with plenty of wonderful period shots – many of which are dioramas in the making. I can't wait for 'Part 3'! Price £11.99

BATUS – THE BRITISH ARMY TRAINING UNIT SUFFIELD

Tankograd – British Special no. 9008

Situated in Alberta Canada, the Suffield training grounds have provided a realistic battle environment for decades. This book tells the tale of this base, providing plenty of stunning photos of the vehicles involved along the way. Price £11.99

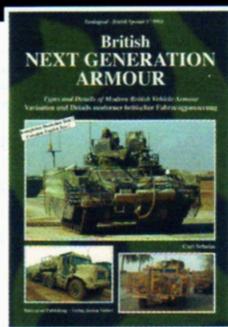


BOOK REVIEW

BRITISH NEXT GENERATION ARMOUR

Tankograd – British Special No. 9009

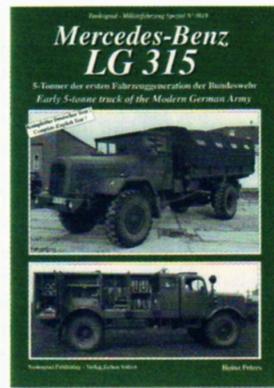
Modern armoured vehicles are looking more and more like Heath Robinson contraptions than fighting machines – something that is well illustrated within the pages of this new title. Price £12.99



MERCEDES-BENZ LG315 – EARLY 5-TONNE TRUCK OF THE MODERN GERMAN ARMY

Tankograd – Military Vehicle Special No. 5019

Ever popular amongst modellers, military trucks are a great subject for a monograph – especially when they're slightly off the beaten track. This one is a fascinating insight into this family of vehicles, with plenty of detail for those keen to build one in miniature. Price £11.99

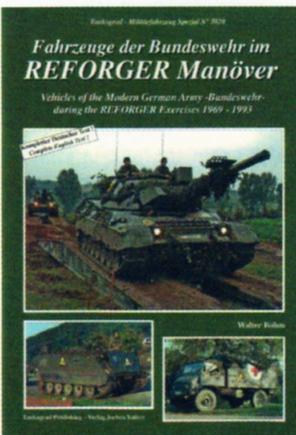


PANZERSPAHWAGEN SD.KFZ. 231/232 – WEHRMACHT HEAVY

6-WHEELED AND 8-WHEELED ARMoured CARS AND THEIR DERIVATIVES

Tankograd – Wehrmacht Special No. 4010

Some of the most attractive of all military vehicles, the 231/232 series were also massively ahead of their time. Their story is told in this new volume, with plenty of very high quality pictures and in-depth written text helping tell the tale of their time in service, during WWII. Price £11.99



VEHICLES OF THE MODERN GERMAN ARMY (BUNDESWEHR) DURING THE REFORGER EXERCISES 1969 – 1993

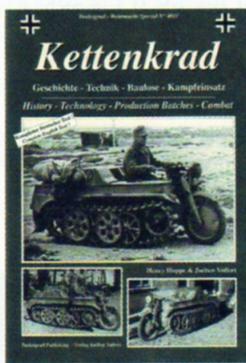
Tankograd – Military Vehicle Special No. 5020

Though not part of the earlier series discussed this month, this one forms a companion volume deal as it does with the German forces. Superb shots of Leopards, M113s, Unimogs etc., make this another great addition to the range. Price £12.99

KETTENKRAD

Tankograd – Wehrmacht Special No. 4011

Small, but perfectly formed, the diminutive Kettenkrad was a real workhorse during WWII. Here's a complete history in words and pictures. Price £12.99



AUSTRALIAN ARMY 1ST

BRIGADE – ARMoured AND UNARMoured VEHICLES OF THE AUSTRALIAN ARMY'S 1ST BRIGADE

Tankograd – Missions & Manoeuvres No. 7012

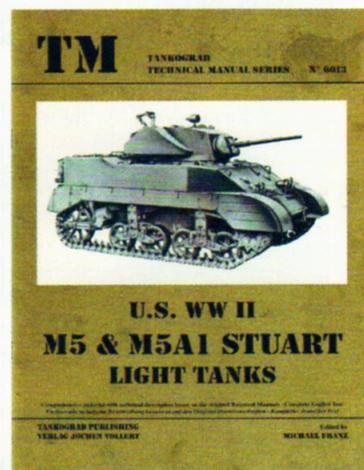
A fine example of how Tankograd like to mix it up with some unusual subjects. Containing a fantastic collection of colour shots of Aussie armour, this new book will delight modern armour fans. Price £11.99



U.S. WWII M5 & M5A1 STUART LIGHT TANKS

Tankograd Technical Manual Series No. 6013

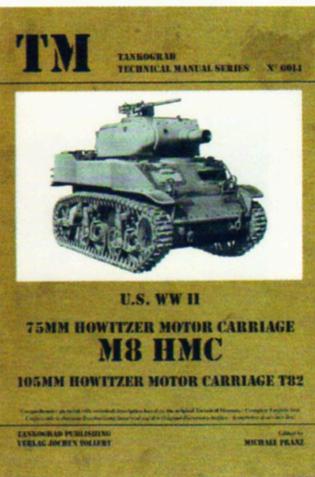
Here's a one-stop reference on the M5 with stacks of pictures, in service and reproductions from the vehicle's technical manual. Want to build the ultimate M5 – you may well need this book! Price £7.99



KONINKLIJKE LANDMACHT – VEHICLES OF THE MODERN ROYAL NETHERLANDS ARMY RNLA

Tankograd – Missions & Manoeuvres No. 7013

More modern armoured delights, this time from Holland. A wide range of hardware will keep you happy and provide plenty of subjects for miniatures, both armoured and soft-skinned. Price £12.99



U.S. WWII 75 mm HOWITZER MOTOR CARRIAGE M8 HMC

Tankograd Technical Manual Series No. 6014

Here's another one-stop reference, this time on the M8 HMC with plenty of clear black and white pictures, both in-service and reproductions from the vehicle's technical manual. Much like the M5 title, if you want to build a highly detailed M8 – you'll need to check out this book! Price £7.99 (Spencer Pollard)



RUST *in* PEACE

Build a wrecked AFV in 1/35

Author: Sven Frisch





THE CHOICE OF SUBJECT

The Hetzer has always been one of my favourite late-war German AFVs. With the release of the Tamiya Hetzer this subject has been widespread, so I had to think of a rather unique way of representing this tank hunter. I've wanted to model a knocked out vehicle for a while now, but I never really knew if I would accomplish such a task – **Photo 1**.

The construction of a destroyed vehicle is one thing, the paintjob the other and I wasn't quite sure if I should dare to give it a try. On the other hand I am always up for challenging subjects, because they help me to improve my modelling skills little by little. While browsing the Internet scoping for the final inspiration, I came across a website featuring pictures from the Polish armour museum 'Muzeum Wojska Polskiego' in Warsaw. This particular museum has a preserved Hetzer wreck on display and the provided pictures were all I needed to get started, since there were no more excuses!

CONSTRUCTION

I found two Hetzer models in my stash, the Eduard early Hetzer (3711) and the DML early Hetzer (6030). Since the Hetzer in question was also an early type, these two kits should be enough to model half a Hetzer! Also, the Eduard kit came with a fairly complete interior, which was perfect for my plans. After a close inspection of the pictures I found on the Polish website I was ready to go.



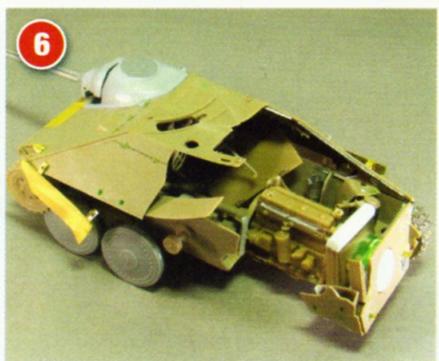
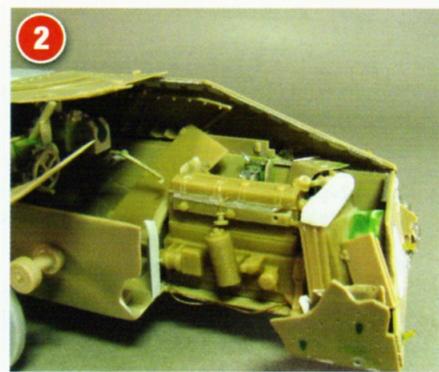
The detail of the Eduard Hetzer is very good, with some nicely rendered weld seams on the hull sides for example. On the other hand there were some items that needed to be replaced; the cast gun mounting cover in the Eduard kit did not look too convincing, which led me to replace it with the part from the DML kit featuring a very realistic rough surface and the correctly shaped upper notches, a typical feature on early Hetzers. I also replaced the gun mantlet with the DML item and inserted a metal barrel from Jordi Rubio (TG 52). After gluing the casting seams (made from stretched plastic sprue) and the casting numbers (also taken from an old sprue) onto the mantlet, I further enhanced the rough steel texture with the aid of Mr. Surfacer 500.

I began to remove the missing areas of the superstructure with a sharp scalpel. Though quite an unusual approach, it was fun to do! I used the pictures from the museum as a guide and tried to get as close as possible to what I saw in those pictures. With this task complete, I represented the rough steel texture with a stiff brush dampened with nitro solvent. By stippling the brush onto the surface, the plastic will soften, the brushes bristles creating a rough texturing long the way. Care must be taken; please do not use too much of the nitro solvent, as it is very aggressive!

The interior of the fighting compartment was assembled as per the Eduard instructions. The level of detail is quite pleasing, but offers room for improvements as well. I chose to leave it as it was, besides making a new driver's seat, which would suit a burnt out vehicle better than the one provided in the kit. The interior of the engine compartment was a different thing, because it really suffered from the explosion. There is an engine provided in the Eduard kit, but I chose to use the Verlinden engine set (1097), because it looked much more detailed. On the real vehicle the Praga EPA AC2800 engine block was pretty much devastated, but this was hard to reproduce with a solid resin block, so it was up to my own imagination to represent the look of the destroyed engine compartment. I sanded down the remaining parts of the firewall and bended them to make them look as parts of it were torn away during the blast of the explosion. I furthermore added some bits and pieces, in order to create a rather chaotic look. The radiator is also from the Verlinden set, while the engine fan was scratch built from plastic card.

The rear plate inspection hatch was simply removed and sanded down. The small holes were drilled in with a small drill according to the reference pictures I had. It was not my goal to model this particular Hetzer wreck in every detail, but the closer you stick to what you see on pictures, the more realistic the result can be. Some areas are entirely based on the pictures while others like the engine for example, were left in a much better shape than the real thing.

The road wheels were replaced with the items provided in the DML kit and the tracks from Friulmodel (ATL 13). The side skirts were from an ABER set 35112. Besides the skirts, only some smaller items were used as shown in the pictures of the unpainted model. Overall, the construction of this Hetzer went surprisingly fast – **Photos 2, 3, 4 5 & 6**. On the other hand that's not a real surprise, because there is not too much left of it! Sooner than I thought, it was time to proceed to the harder part of this project – the painting stage, which will be explained with the aid of the pictures over the following pages.





PAINTING - STEP BY STEP

A: Priming

As always, the painting stage starts with a few thin coats of Mr. Surfacer 1200. It is very important to have a good adherent base, as there are many weathering steps with lots of thinner to follow

B: Base Coat

Now we apply the base coat of Dark Yellow using a mixture of Tamiya XF-60, XF-57 and XF-2. Though the shade of yellow is very bright, it will tone down during the next painting steps

C: Camouflage

Next, I painted the camouflage with Tamiya XF-58. I was after a different style because there are many Hetzer models around these days and I wanted something beyond the ordinary

D: Markings

With the aid of photo-etched stencils from Lion Roar I applied the markings, again using Tamiya paints. Also beyond the ordinary: I accidentally used Luftwaffe markings...

E: Rust Tones

At first the interior components received a reddish base coat with Tamiya acrylics. I used random mixtures from the paints XF-9, XF-7 and XF-64. For the smaller parts I used different mixtures from Vallejo acrylic paints

F: Removal of White Paint

After spraying the interior with a thin layer of white, most of it was removed again with the aid of a stiff brush and warm water. The water dissolved the hairspray below the white paint and could be easily removed in a random manner

G: Washing

A wash made from 502 Abteilung oils mixed was used to bring out the details and to add a sense of depth to the interior

H: Clear Orange

To blend in the remaining white areas, Tamiya X-26 was applied with the airbrush

I: Rust

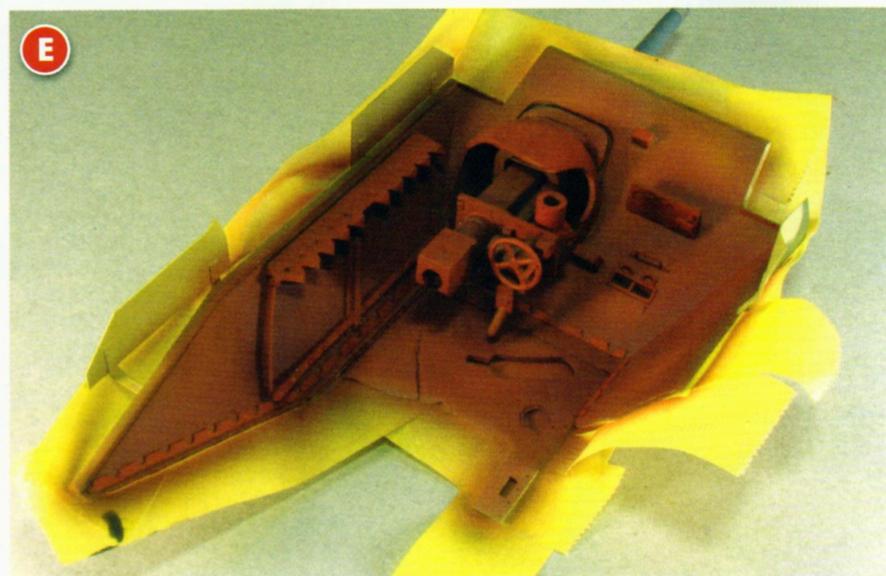
More oils were used in the next step. This time I used rusty tones, which were randomly applied to enhance the rusty appearance

J: Mapping

To get tonal variations I applied some mapping with thinned acrylic paint. The contrast may look very harsh, but it will be toned down in the next steps

K: More Rust

Again, oils were used to get even more tonal variations and to blend in the mapping from the previous step





L: Pigments

Finally, I applied rust coloured pigments. They will adhere very well while the oil paint is still wet and will create a subtle texturing as well. Now the interior is finished.

M: Acrylic Chipping

Assuming that the Hetzer in question must have burnt which would have affected the paint job significantly, I started with a widespread paint chipping using Vallejo acrylic paints

N: Filter

Now a Filter from Sin Industries was applied to blend in the paint chipping

O: Washing

Next a pin wash was applied with the aid of the dark wash from Mig Productions to bring out the details and to add fake shadows

P: Rust – Part 1

In the next step I applied many overlapping layers of rust coloured oil paints from 502 Abteilung. Tiny dots of oil paints were applied in very random manner. It is important to give the oils a couple of days to dry

Q: Rust – Part 2

The model with the rusting complete. As you can, see the chipped paint effect was enhanced with the aid of yellow Vallejo acrylic paint, applied with a 10/0 brush

R: Soot

Tamiya XF-1 was used to create subtle areas of soot around the rusted areas

S: Orange Clear

More Tamiya Orange Clear was applied to blend in all the effects applied before

T: Pre-Dusting

The lower areas and the running gear received a thin coat of Tamiya XF-57. The pigments applied in the next step will adhere very well on such a mate surface

U: Pigments

Now various pigments from Mig Productions were added and fixed onto the surface with the aid of their pigment fixer

V: Dusting

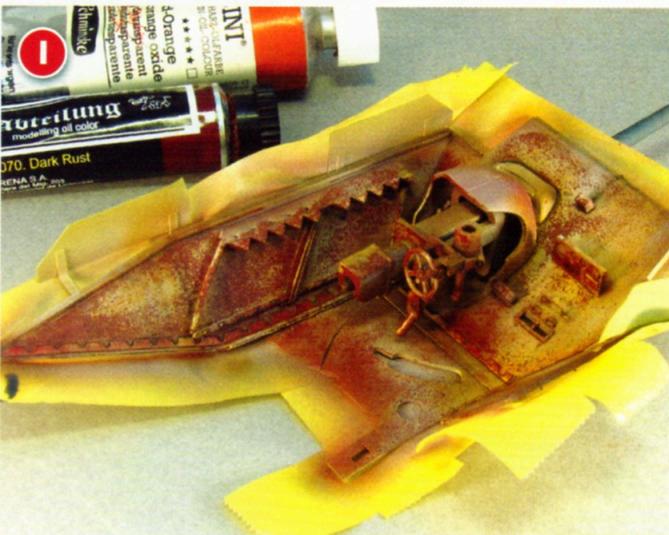
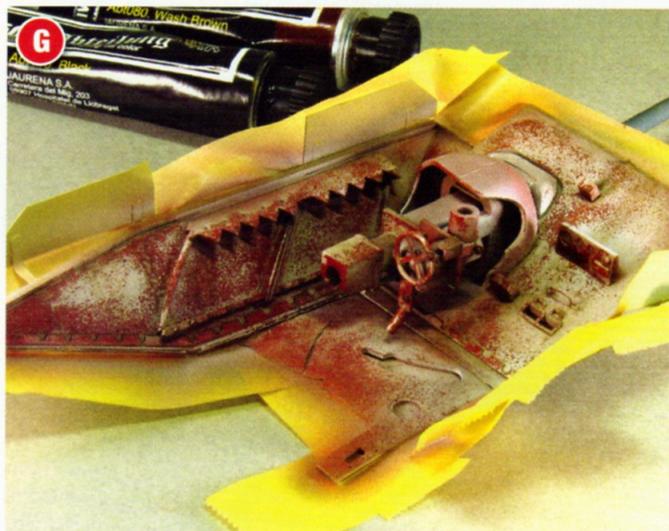
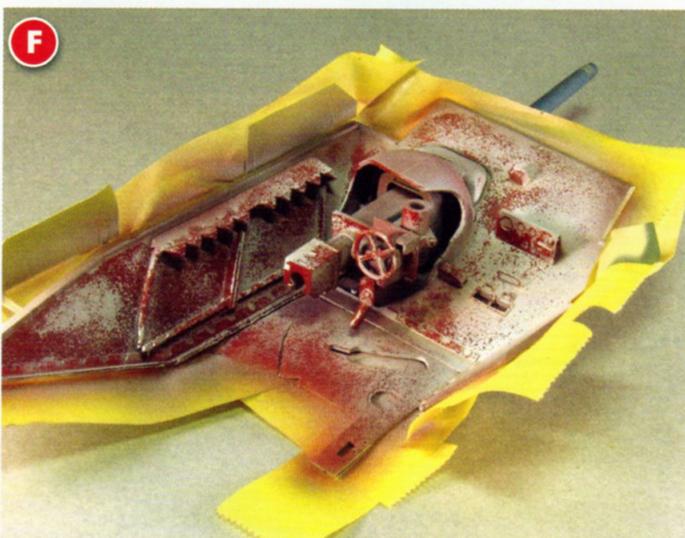
This picture shows the dusting complete. I often try to get tonal variations in the dust, to make the effect more interesting

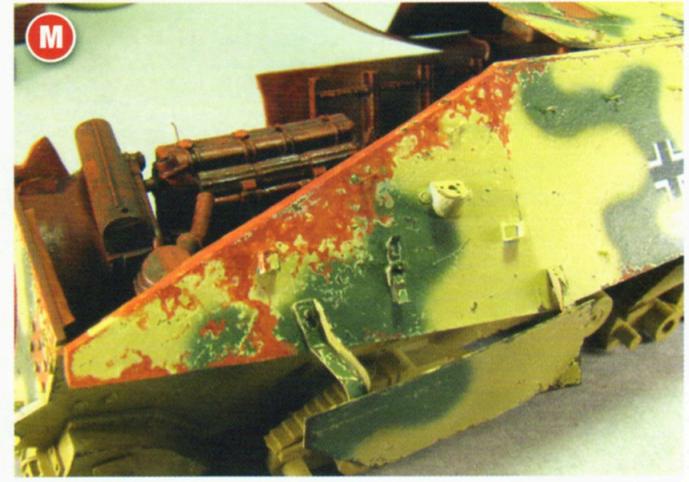
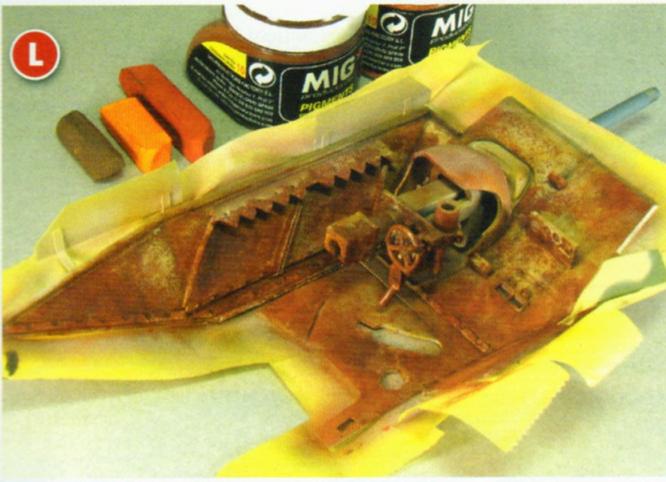
W: Oil and Grease

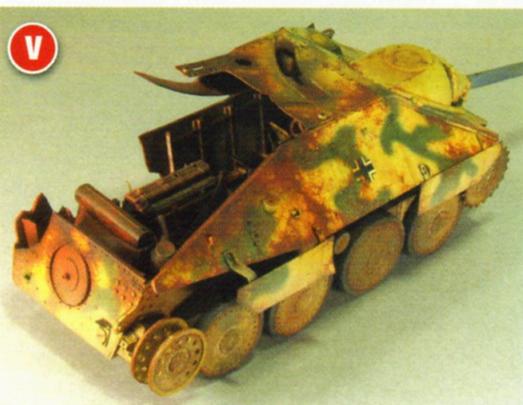
Finally, I created some oil streaks mixed from black and brown oil paints and gloss enamel varnish

X: Final Steps

The tracks received a base coat from Tamiya XF-52 Flat Earth and also received different shades of pigments. With the tracks attached to the running gear the painting stage was complete









BASE AND FIGURE

When I got started with this project I did not waste a minute on how I could present this vehicle later on. Putting this Hetzer wreck on a plain wooden base didn't seem to be appropriate. On the other hand I am not really a diorama builder and my experiences with realistic groundwork are very limited to say the least. So now two friends joined the party! In regards of the base I asked my friend Martin Roth for his support. Martin has an endless collection of natural groundwork materials, which proved to be a blessing. He took a wooden frame, which I had already at home and inserted a piece of Styrofoam cut to the appropriate size. After applying plaster a dry root was added and stones of different sizes, while the plaster was still soft (picture 1). After test fitting the vehicle onto the base, a few coats of earth coloured paint were

applied (picture 2). Now we added all sorts of materials from Mother Nature and fixed them with white glue diluted with water. Also the model has been fixed to the base with white glue. Making the base was a matter a few hours and a few drinks for Martin! **Photos 7, 8 & 9** show off the base during construction.

After posting the latest progress with the base on an Internet forum, another friend, our dear editor (I have to write this, as he might read this!) Spencer Pollard came in play. Spence generously offered his help in regards of painting the figure for me. I had a figure prepared from parts of the Verlinden set 2138 (Figure conversion parts US Tankers WWII) which would suit the vignette and Spence beautifully painted it with acrylic paints exclusively. **Photo 10** shows off the completed diorama.

CONCLUSION

Modelling an entirely wrecked vehicle was quite a new experience for me and a rather refreshing one for sure. All in all it took me about three months to finish this model, with the rust effects being the most time consuming parts. Overall I am pleased with the result, but this wouldn't have been possible with the constructive feedback from many modelling friends throughout. To name a few: Robert Doepp, Rick Lawler, Spencer Pollard, Martin Roth and my fiancée Claudia Wittig. Thank you!

REFERENCES

- Edmundson, G.: Modelling the Jagdpanzer 38(t) 'Hetzer', Osprey Publishing
- Francev, V., Kliment C.K. and Kopecky M.: Hetzer Jagdpanzer 38, MBI Publishing
- www.panzer.punkt.pl/strony_www/mwp_wa_wa.htm





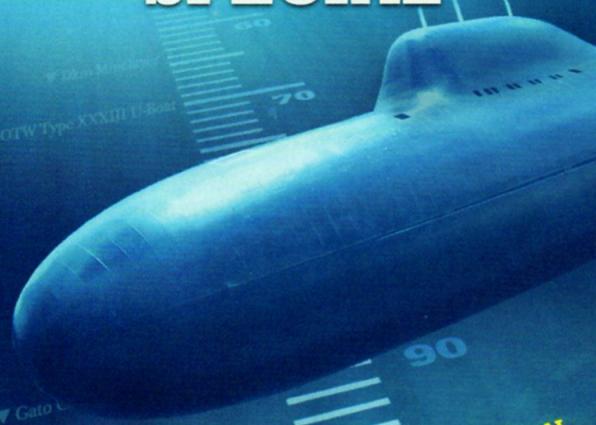
10



FREE HMS UNSEEN PLAN INSIDE

MARINE
modelling INTERNATIONAL

SUBMARINE SPECIAL



Rules for Sub
Matchstick Sub
**THE GATO CLASS
KIT REVIEW**
DETAILS,
WEATHERING
AND FIGURES

**HISTORICAL
TIMELINE**
EVOLUTION
OF THE
SUBMARINE

100



Marine Modelling International Submarine Special

NEW

Delve into the fascinating world of submarines with this 100 page bumper-packed Special Issue from Marine Modelling International magazine, looking at the only craft in the maritime world that operates in three dimensions, very similar to an aeroplane.

The Special covers an in-depth look at both model and full-size submarines, including the development and history of full-size submarines and modelling techniques and materials for model versions. It also includes a FREE plan of HMS Unseen, which is designed to automatically surface if a mechanical or electrical failure occurs.

Ref: MMISP08

RRP **£4.99/\$9.99** + p&p/s&h



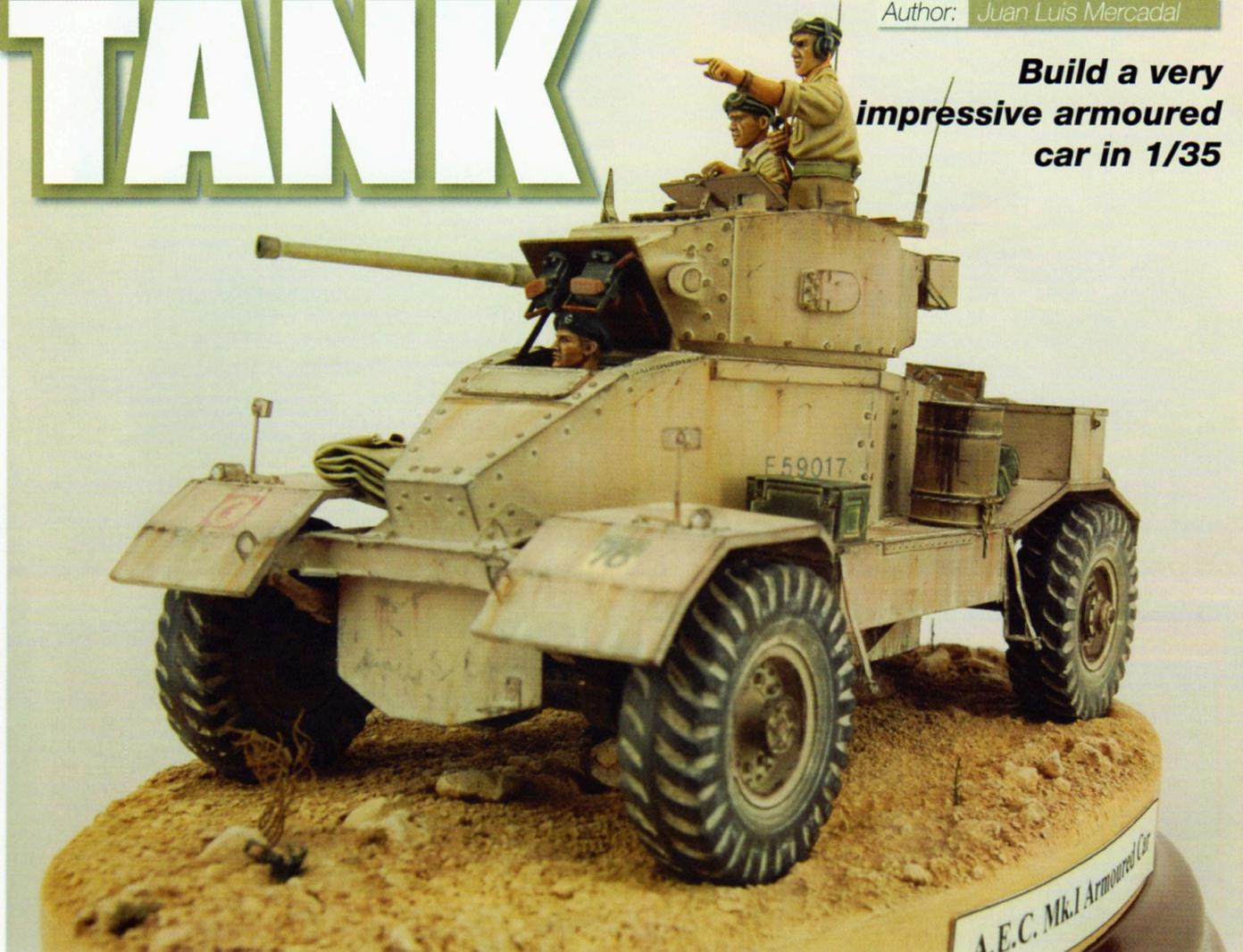
Available from

Or log on to www.traplet.com or call the order hotline on:

(UK) 01684 588599, (USA) 217 3552970,
(Aus) (02) 95200933, (Other) +44(0) 1684588599



THE WHEELED TANK

Author: *Juan Luis Mercadal***Build a very impressive armoured car in 1/35**

QUICK SPEC

KIT: **A.E.C Mk I Armoured Car**

MANUFACTURER: Accurate Armour

SCALE: 1/35

SKILL LEVEL: Intermediate/Advanced

ADDRESS: See end of article

PRICE: N/K

**ABOVE: The completed AEC armoured built as described over the next few pages**

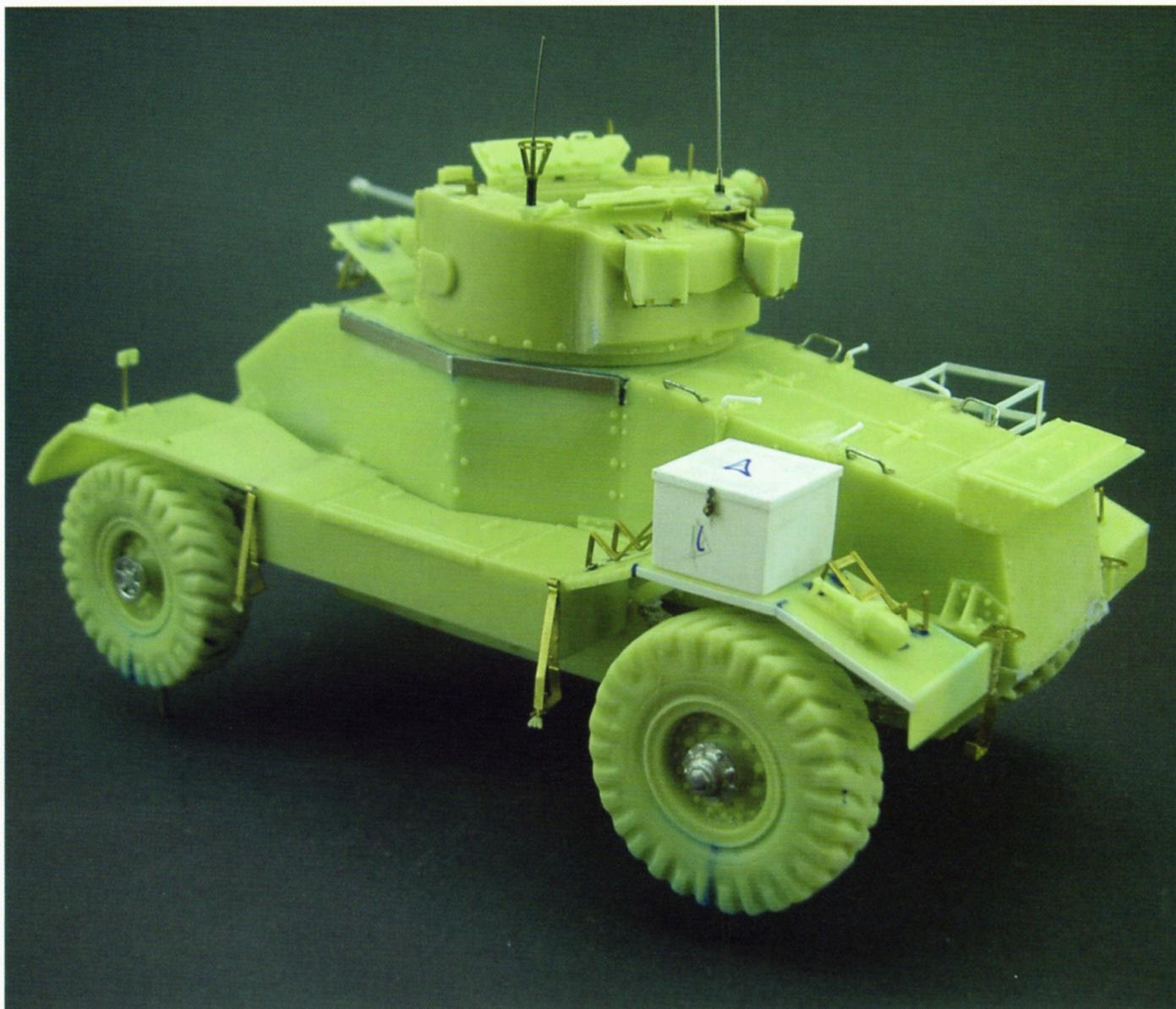
A TANK PERCHED ON WHEELS

The Associated Equipment Company Ltd, manufacturer of various products including the renowned London double-deckers, designed on its own initiative, this heavy armoured car. Apparently, the board of management was informed of the inferiority of British armoured cars in combat in North Africa. In order to increase the firepower of the vehicles armed only with machine-guns, crews were often forced to add light guns on improvised mounts. The prototype designed by AEC was virtually a tank on wheels with the weight, armour and the firepower of a cruiser tank. Among the many components used were the chassis and the engine of the Matador artillery tractor and the turret of a Valentine infantry tank.

The way the armoured car was acquired by the British Army is somewhat peculiar. In a clever move, one of the prototypes, painted in eye-

catching colours, was placed where a public ceremony was being held by Prime Minister Winston Churchill, immediately drawing his attention. A year after the production debut, new specifications were issued to upgrade the vehicle. On later Mk.II and Mk.III models, firepower was boosted and the front armour redesigned.

Only 120 Mk.Is were produced so the few to reach the front were scattered among the armoured car regiments. At least one AEC was allocated per section, reinforcing the lightly armed Humber and Marmon Herrington armoured cars. In this way the British reconnaissance units became less dependent on support weapon units, increasing remarkably their operational value. This real giant became a lethal enemy for all light German and Italian tanks and even the Panzer III armed with the short barrelled 5 cm gun, showed it great respect when confronted.



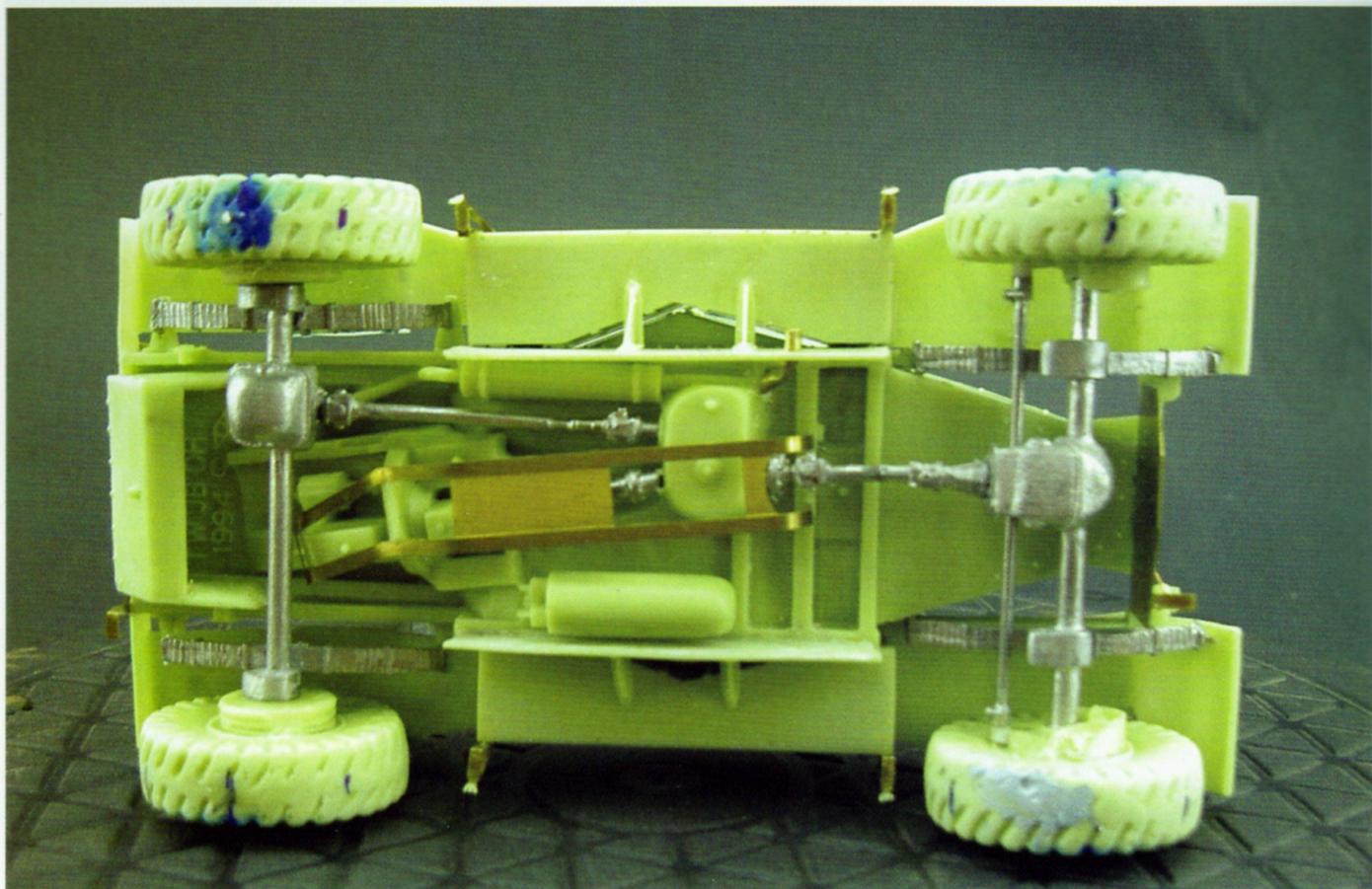
ABOVE: Built from the kit, Accurate Armour's AEC is ready to be painted



ABOVE: Viewed from the side, the large size of this impressive armoured car becomes apparent

THE ACCURATE ARMOUR MODEL

The kit consists of resin and white metal parts, a photo etch set, a brass rod and a small transparent plastic sheet. The photo etch set is arguably the kit's best aspect, as most resin and white metal parts show defects and considerable flash – not to mention, being fragile too. Fitting of parts is tricky and it becomes imperative to dry fit and adjust all parts before cementing. On the other hand some resin parts show detail and a level of finesse hardly found on plastic counterparts, thus reducing the need for expensive aftermarket accessories. The kit's instructions are mere photocopies, with a list of parts, a building guide and pictures of the finished model with overprinted numbers of the parts. These succinct instructions may be shocking to those not familiar with them, but with a bit of patience and attention to part location, the kit can be built without difficulties. As usual, it is advisable to gather information and pictures of the real thing before starting the project. Unfortunately there is little information available on this vehicle.



ABOVE: The underside of the model reveals its secrets. Note the mix of white metal and resin components

BUILDING AND DETAILING

I will only comment on parts that needed replacing or adding, the rest of the building process is as simple as following the manufacturer's instruction guide. Of course that meant a lot of careful cutting and sanding. The barrels of the weapons were replaced as indicated in the list of materials, since those offered in the kit are nearly useless. The end tube of the exhaust was constructed with an appropriate hollow brass rod. The ammo supports along the turret came from the Eduard photo-etch set for the Matilda II. The engine cover handles were made of wire and the levers from stretched plastic. The headlight cables were made with real copper wiring. The antenna bases were detailed with cuttings of a hypodermic needle and telephone wire insulator.



ABOVE: The cage for the jerrycans was made from 1.2 mm and 0.4 mm Evergreen strips

Steel rods were used to replace the aerials.

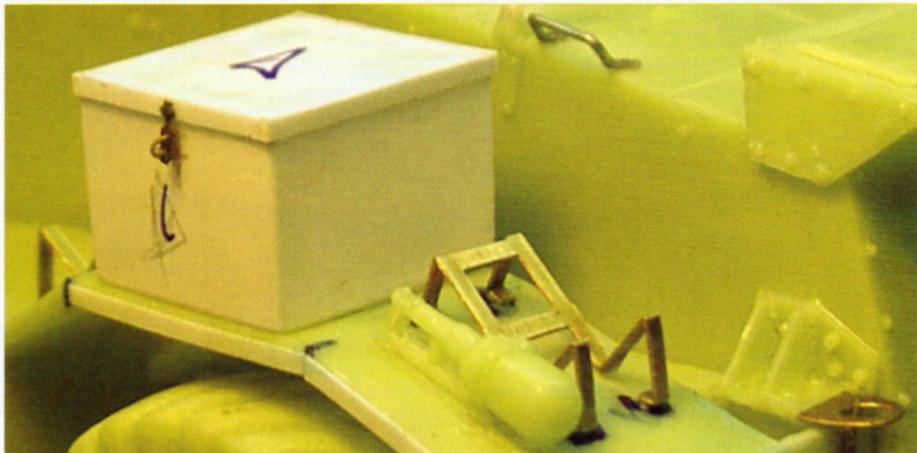
I had to add several parts that were omitted in the kit but were present on real operational vehicles, such as the supports for the flimsy cans and the boxes on the rear fenders. I made them out of Evergreen strips. Another typical part is the armoured ring next to the turret's base. Oddly enough I was unable to find a suitable plastic replacement, so I searched through my workshop and found a real steel strap with the right dimensions. This spared me from visiting my local hobby shop for the plastic replacement! After cutting the strip with a suitable disc attached to a drill I bent it to the right angle and glued it in place with extreme care. My AEC is undoubtedly a real armoured vehicle!

PRIMER COAT

I started airbrushing the kit with a coat of Tamiya XF-19 Grey. Primer coating is important as it highlights possible defects, which can easily be corrected with putty and sanding. A primer coat also helps subsequent paint coats to adhere better on the different materials of the model.

PRE-SHADING

The first colour I applied was Tamiya XF-1 Black, completely covering the previous primer coating concentrating particularly on the wheels as this was going to be their final colour. The next colours I airbrushed on to the model were very dilute to create transparencies, leaving hints of shadows in selected places. The colours I used were Dark Brown (XF64 + XF1) and Earth



ABOVE: Close-up of the stowage box made up from various thicknesses of plastic card



ABOVE: The terrain was modelled with DAS Pronto, fine sand and small pebbles – the latter being fixed in place using white glue



ABOVE: After airbrushing a coat of buff and white, several washes of colour were applied using heavily thinned oil paints. The pebbles were highlighted by drybrushing with lighter shades of acrylic paint

(XF-52) both blending well with the model's base colour. Later, I took advantage of this.

DESERT PINK AND HIGHLIGHTS

In October 1942 Desert Pink was chosen as base colour for vehicles in North Africa. A second colour, Dark Olive Green, could be applied to create a disruptive camouflage pattern and when not readily available, either SCC14 Black SCC1A Very Dark Brown or Slate No.34, were used instead. This second colour doesn't seem to have been applied on all vehicles as can be seen from many photographs of the period.

After careful study of available references and testing I managed to recreate this colour quite easily mixing in equal proportions Red Brown (XF-64) and White (XF-2). Next I added white and started applying highlight effects. The rigid forms of the model helped create contrasts, these being further accentuated by panelling with masking tape. At first the contrast between the highlights, base coat and shadows seemed over done, but blended perfectly after subsequent treatments. Lastly, I varied the tone adding Buff XF-57 on the surfaces I intended to dust and also made some vertical strokes on some of the slanted surfaces. As all these were applied with very dilute paint and in spite of having only used the airbrush, the model was starting to show interesting nuances in the form of shadows, volumes and even dust and dirt. This seemed a good start for paintbrush work.

INSIGNIA

To fully integrate the markings on the model it was best to apply them before starting any weathering process. In North Africa the British



did not over decorate their vehicles. Many appear to have only been given a military registration number. My model carries the insignia of the 4th Lt. Armoured Brigade, 7th Armoured Division, which is the well-known Desert Rat unit. For this I used a Tamiya decal. By the end of 1942 the armoured car regiment attached to this division was the 2nd Derbyshire Yeomanry, the tactical marking of this unit was a black 76 on a green and white rectangle. I painted the rectangles and used Decadry transfer numbers. Both decals and dry transfers were applied on a previously gloss varnished surface followed by a few coats of matt varnish to protect them from further weathering steps.

DUST AND DIRT

I started applying Buff XF-57, Desert Yellow XF-59 and Light Dust Pigment P027 to dust the vehicle. All these colours were extremely diluted

in water and allowed to build up in crevices and around rivets. On slanted surfaces I painted vertical strokes overlapping the three colours. To imitate rust and grime I used Brown and Ochre.

Later, I partly removed the previous effects in places exposed to scuffs such as flat horizontal surfaces and edges. For this I used several tools such as hard bristle brushes, scouring pads, pencils and erasers. You can also get good results with a soft paintbrush dipped in a solution of water and a few drops of solvent. As I progressed tarnished and natural looking paint flakes began to appear. These also looked perfectly integrated to the colours applied before Desert Pink. Dust and dirt began to replace that colour. I repeated these stages of painting and erasing several times until I was satisfied with the results. This may seem a somewhat chaotic way of painting, but is really totally controllable and doesn't alter too much the base colour,

which is really what I was after. With these techniques I not only painted but also shaped and textured the surfaces. Some areas appeared glossy while others such as dust build-ups had a rough texture. I also made some fuel stains along the engine compartment with diluted Brown in gloss varnish.

SCUFF MARKS AND CHIPPED PAINT

I made some with the tip of a modelling knife and a needle, which resulted in a more natural texture. Others were painted using Brown and Earth colours. Lastly, I drybrushed some edges with the same colours. Never use black on such light coloured models; it isn't realistic at all. I also slightly dry brushed with Medium Grey the wheels. In places where rubbing is constant, I applied pencil lead.

PAINTING DETAILS

I painted the inner of the hatches in Earth and the pads with Vallejo Brown in a satin finish. The exhaust was painted Red Brown and later rubbed with Black Smoke pigment. The machine gun was painted Steel Grey and outlined in very diluted black, lastly the edges were rubbed in pencil lead. The headlights were painted Silver and later I applied two washes; a black wash on the top half and a White wash on the bottom half giving a coat of gloss varnish when previous coats had fully dried. The periscope lenses were painted Dark Blue with a gloss finish. The rear-view mirrors are made from wrapping paper cuttings.

EQUIPMENT

I tried to use as many colours as possible always keeping in mind that these colours had to be of military origin; Light Stone, Bronze Green, SCC2 Service Colour, Khaki and Dunkelgrun. The tarpaulins were made out of aluminium sheets. A chain and a rope are the finishing touches to the model. I placed all of the painted items on the model in a logical manner and fastened them as with additional straps.

FIGURES

After searching through my figure box I picked three figures that were suitable for this model. The two figures in the turret are Warrior items, the driver being an Ultracast figure. All three figures are well detailed which of course is a good help when painting. I had to make a few changes in the arms and hands of the two turret figures too adapt them to the vehicle and make them look as if they were interacting. I added the microphone strip to the radio operator (brass sheet) as well as the wiring and the pistol cord (thread). I changed the left arm of this figure with another from Verlinden. All figures were painted in Vallejo Acrylics following the light and shadow technique.

SETTING THE SCENE

I constructed the terrain with Das Pronto putty on a plywood board. On the fresh putty I glued small stones and gravel. I first applied a coat of Tamiya Buff and White in a really light tone. Next, I added texture with selective washes in oil colours including Burnt Sienna, Yellow Ochre and Natural Sienna. Finally, I slightly drybrushed the stones with a mix of Desert Yellow and White Vallejo Acrylics. Once the paint job was dry, I added some natural grasses.



MATERIALS USED PAINTS

All paints used on this model were from the Vallejo and Tamiya ranges.

Tamiya: NATO Brown, Red Brown, Desert Yellow, Buff, Flat Earth, Medium Grey, Khaki and Sky Grey
Vallejo: Dark Prussian Green and Cavalry Brown

FINAL FINISHING

Tamiya Clear for gloss finish
Raw Sienna, Burnt Sienna and Yellow Ochre oil paint for weathering
Tamiya Deck Tan for dustcoat and dirt deposits
Mig Productions Pigments for weathering

ADDITIONAL PRODUCTS

Elephant Model Accessories 40 mm Gun Barrel (35.345)
Minemeca Antennas (3501)
Verlinden Productions Stowage
Eduard Photo-etch for Matilda (35099)
Besa 7.92, Incomparable series (B007)
Ultracast and Warriors figures

ADDRESSES

Tamiya Paints – All good model shops
Winsor & Newton – All good art shops
Vallejo Paints – Parabellum – 54 Vyse St, Birmingham B18 6HR. www.parabellum.co.uk
Accurate Armour – Units 6 & 7 Kelburn Business Park, Port Glasgow, Inverclyde, Scotland PA14 6TD. Tel: 01475 743 955

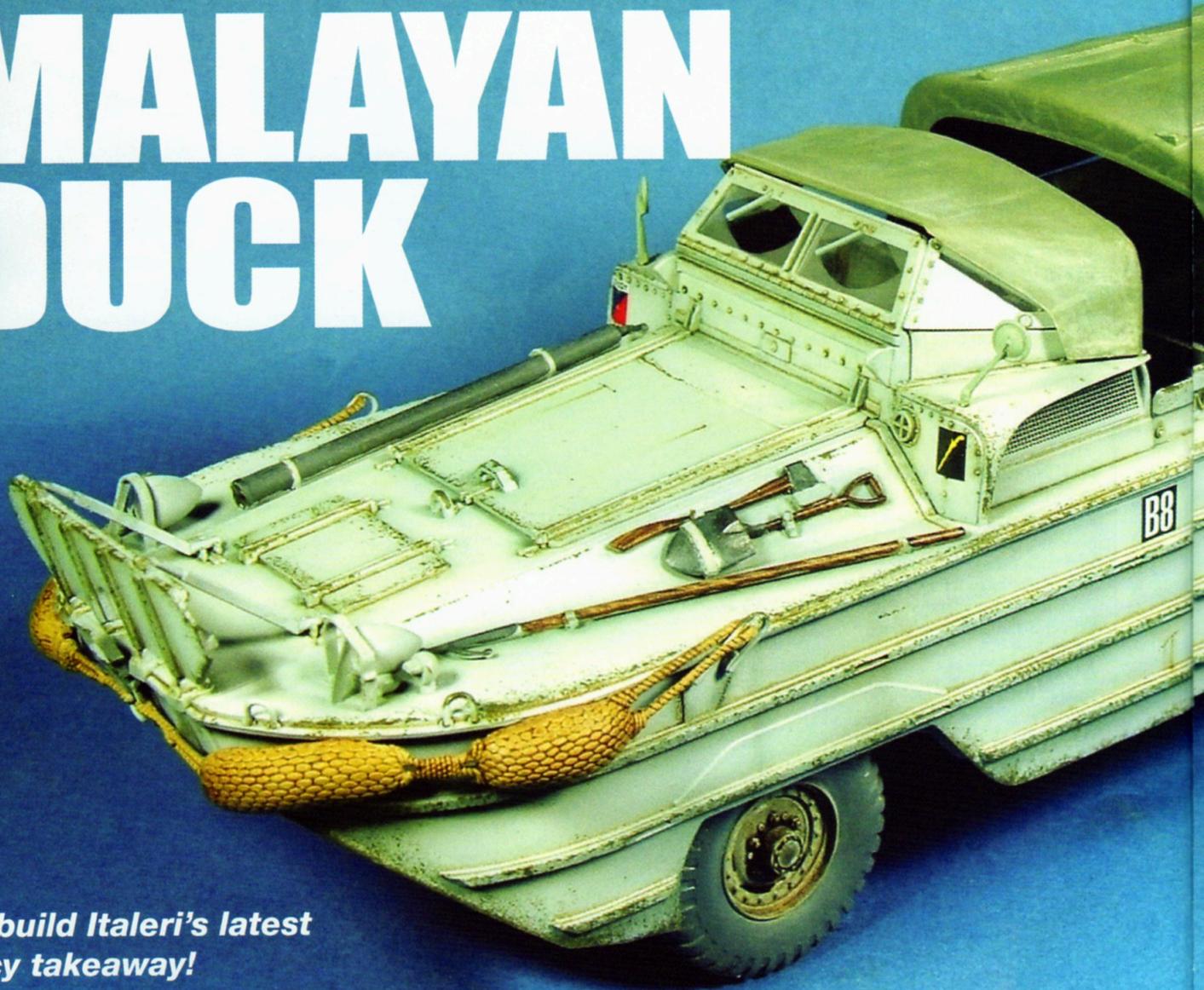
REFERENCES

British Armoured Cars – Ground Power n°42, November 1997
The Associated Equipment Co. Ltd. Southall. Contribution to victory.
On the Internet – British AFV Camouflage 1939/1945. M.A.V.F.A. www.mafva.org.uk/Tankette.asp
Flames Of War, British Armoured Car Squadrons. <http://fow.flamesofwar.com>





MALAYAN DUCK



We build Italeri's latest spicy takeaway!

Author: Nick Shuttleworth

SETTING SAIL

The first thing apparent about the kit is its sheer size. Although the breakdown of the kit is simple and there are not many sprues you get a lot of plastic for your money, and the lower hull parts are quite large prompting ideas of a possible radio control conversion being feasible.

Construction starts with the superstructure and cab areas. These go together reasonably well and even though the kit is relatively new, this area of the kit has a 'classic' Italeri feel to it with lots of levers and small details like their GMC and CMP kits from the Peerless Max era – **Photo 1**. The instructions show most of the detail on the upper hull being completed before this is joined to the lower hull, but I was suspicious that this may result in smaller parts getting damaged as the two assemblies are mated. I decided instead to move to assembling the lower hull, then adding the smaller details, once the two halves were mated.

The lower hull is provided as separate hull sides and hull floor, with mounting positions for the suspension, propeller shaft and rudder. The

fit of the parts was good, with very little need for adjustment which was impressive given the size of the components, although a little care was needed to make sure that the lower hull was not assembled in twist – **Photo 2**.

I took the decision at this stage to join the upper and lower hulls together before fitting the suspension and running gear to avoid damaging parts later in the build and again found the fit to be very good – **Photo 3**. The cooling vents at the sides of the cab have a mesh detail that is a little heavy, so I replaced this with some spare etch – **Photo 4**.

WHEELY GREAT WHEELS

One aspect of the kit that has seen much debate is the size and shape of the wheels and tyres, as it's often been said that they are too small in diameter. I decided that I preferred the appearance of the MIG replacement wheels and tyres, so decided to use this upgrade on the kit.

The MIG set contains the 6 wheels and tyres, plus a spare wheel and set of replacement springs and propshafts – **Photo 5**. The replace-

ment rear springs and propshafts are needed because the MIG wheels have a larger diameter, hence more space is needed between the two back axles – **Photo 6**.

The replacement wheels are nicely detailed and require little cleaning up, although I did find I needed to check some reference photos of DUKW's to make sure I had the correct wheel offsets on the front and rear axles. The suspension and running gear was otherwise built as per the kit instructions, with the propeller and rudder adding to the DUKW's distinctive appearance – **Photo 7**.

One slight learning point I found during the assembly of the detail on the underside of the hull was that I should have left fitting the wind-screen till after the underside detail had been attached as whilst I was busy fitting springs and adjusting wheel offsets, the screen surround kept getting bent. Maybe for once the manufacturers' instructions were worth following to the letter!

FINISHING OFF

With the lower hull and upper hull joined and



QUICK SPEC

KIT: DUKW - British Army

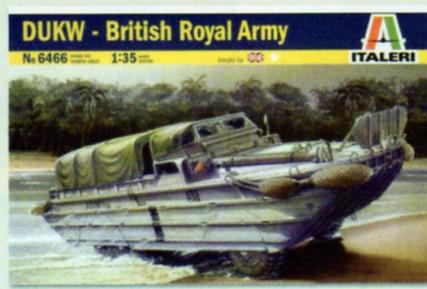
MANUFACTURER: Italeri

SCALE: 1/35

SKILL LEVEL: Beginner

ADDRESS: See List

PRICE: £19.99



running gear in place I then began to complete construction of the kit. I started by fitting the large load compartment panels to the rear of the hull, before beginning to fit the smaller components. The kit's pioneer tools were enhanced with adding tie downs from lead foil, with etched brass buckles. The headlamp brush guards were thinned slightly using a small file – **Photo 8**.

The rope hoops were fitted around the outside of the hull, before the buffers were attached. These parts are one of the really nice areas of the kit in that their characteristic appearance has been well sculpted and they look really impressive when fitted – **Photo 9**. The winch assembly was fitted to the rear of the hull, with the anchor, tilts and spare wheel being left off till after painting – **Photo 10**. **Photos 11 to 14** show the model before painting.

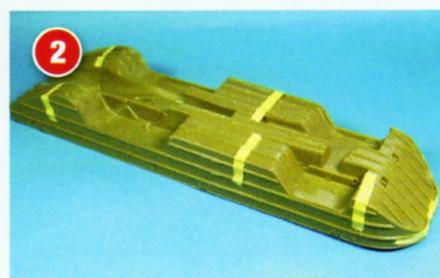
PAINTING AND WEATHERING

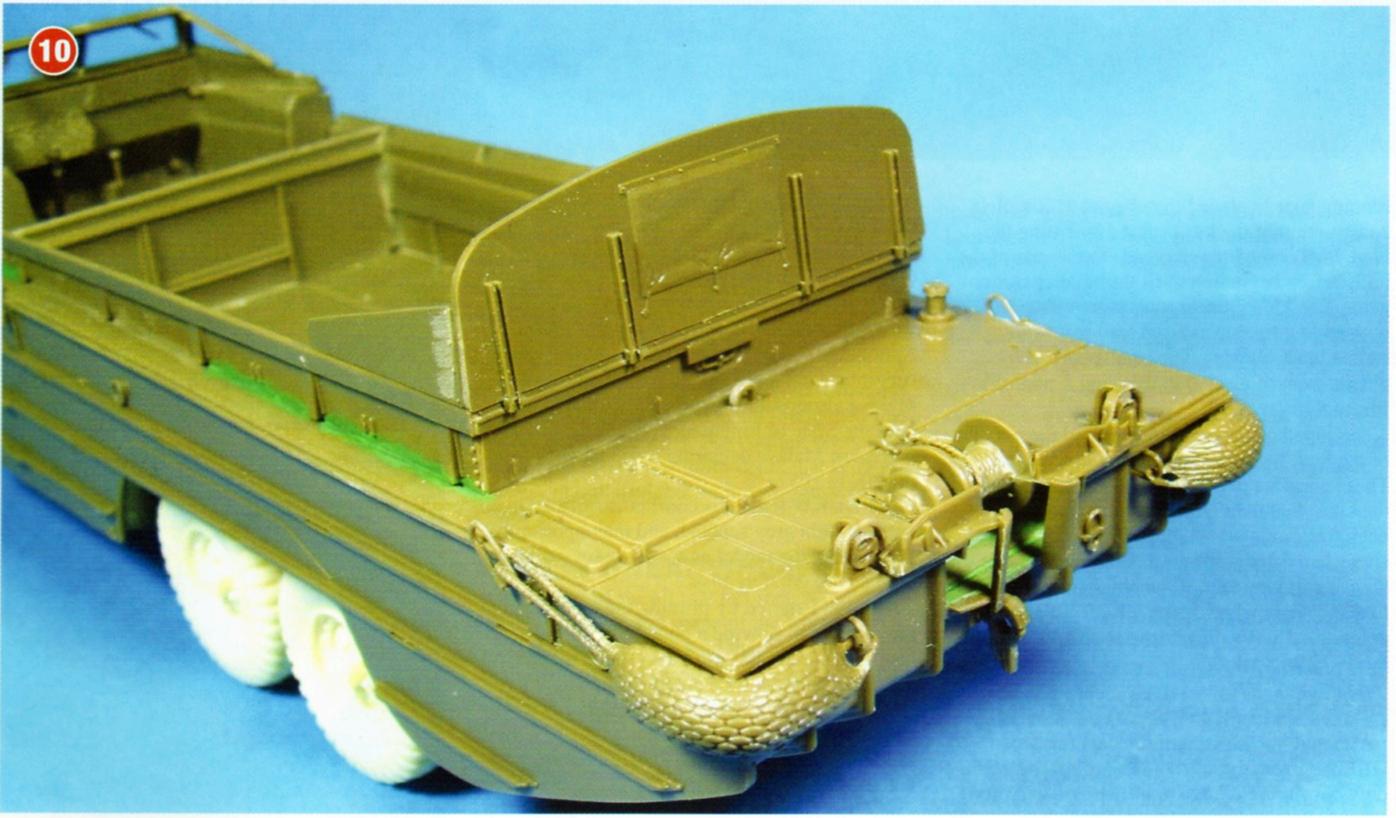
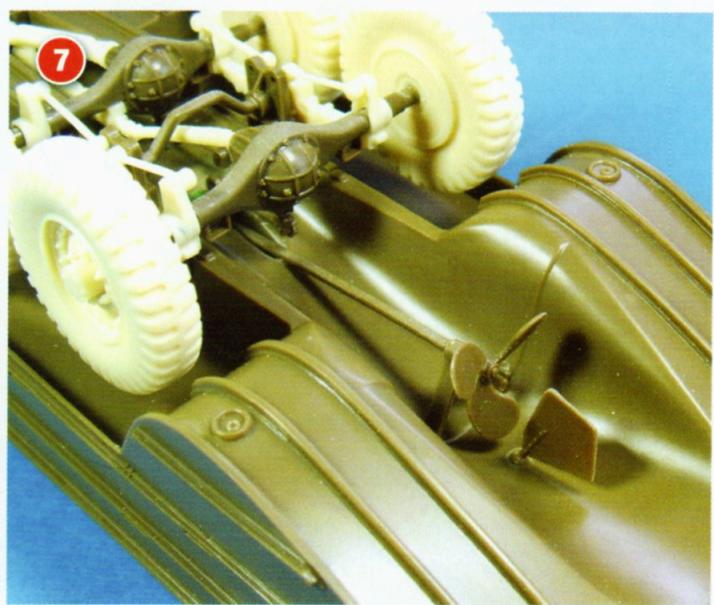
Although the kit contains decals for two DUKWs, from the start of the project there was only one derivative for me – the British Army

version! The kit contains decals for a British DUKW from the Malayan Emergency that began in 1948 when the British Colonial Government of Malaya declared a state of emergency during an insurrection and guerrilla war with the Communist rebels of the Malayan National Liberation Army. Forces from Britain, Australia and New Zealand fought alongside Malayan troops during the conflict that lasted until the State of Emergency was lifted in 1960, following Malaya declaring independence from the UK in 1957.

The DUKW from this conflict is finished in an unusual light grey scheme, and the opportunity of finishing the model as a war weary workhorse seemed too good to miss.

As usual I started by priming the model with grey primer to provide a good base for the acrylics I use, but in this case I also found that the grey made a good base colour from which I could start adding lighter and darker grey tones. I masked off some of the panels and hatches and used duck egg green tones to break up the base colour further – **Photo 15**.







With the base colours applied I then gave the model a blue filter to adjust the appearance further before applying a coat of Johnsons Klear to protect the filter coat. Once the Klear was dry, I mixed up a wash of raw umber oils and enamel thinners and gave the model a pin wash to bring out the detail – **Photo 16**.

With the wash in place I then gave the model some post shading and shadows using a thinned mix of Tamiya NATO black, and added some wear patterns to the load bed of the DUKW

using Tamiya Olive Drab. At this stage I also painted in the small details on the model such as the tools, tyres and lights – **Photo 17**.

The decals were added using the Micro Set/Sol system, before the model was given a ‘chipping’ using foam brushes to distress the paint. Rust streaks and stains were then added using dots of Burnt Sienna oil paint pulled down the model using a wide brush dampened with enamel thinners. The wood grain of the tool handles was painted in using the same technique, and the cab

glazing was ‘dusted’ with a thinned mix of Tamiya Deck Tan using small semi-circular templates to mask the wiping pattern of the wind-screen wipers – **Photo 18**.

With the rust strains dry I then used CMK Star Dust pigments to weather the wheels and load bed and fixed these in place using MIG Pigment Fixer – **Photo 19**. Oil leaks were added to the hubs using LifeColor Tensochrome surface agents – **Photo 20**. The canvas tilts were first airbrushed using Tamiya Acrylics before receiving a pigment wash. The kit contains tie downs for the rear canvas, but as I decided to keep mine removable I left these off.

Also, I felt that to do the kit justice, if I was to fit the canvas permanently I should have upgraded the tie downs on the side of the hull and added some thin wire or thread to tie the canvas down for a better appearance – **Photos 21 & 22**. **Photo 23** shows off the completed model.

MIS VERDICT

Like most Italeri kits I found the DUKW a really nice, un-fussed, straightforward project, but with plenty of scope for detailing for those modellers who want to take their project further.

A few areas of detail on the kit are a little heavy or simplified, but these are relatively simple to improve and the DUKW kit is well served by the aftermarket industry with etch brass sets, engines, alternative tarps and stowage sets being available.

With so many DUKWs now being operated in big cities in wacky colour schemes by tour operators, it can only be a matter of time before we see some brightly coloured civilian versions built by modellers.

My only real gripe with the model seems to be an increasingly regular one – manufacturers will you please stop calling the British Army the “British Royal Army”!



17



18



19



20





MATERIALS USED

PAINTS

All paints used on this model were from the Vallejo and Tamiya ranges.

Interior and Exterior – Various shades of Vallejo Greys and Duck Egg Green along with Tamiya NATO Black and Olive Drab

FINAL FINISHING

Johnsons Klear for gloss finish
 Micro Sol and Micro Set for decal application
 Raw Umber oil paint for weathering
 Tamiya Deck Tan for dust coat
 CMK Star Dust to weather wheels
 Lifecolor Tensochrome surface agents for general weathering

ADDITIONAL PRODUCTS

Mig Productions DUKW Wheel Set

ADDRESSES

Italeri kits & Tamiya Paints – All good model shops
 Winsor & Newton – All good art shops
 Vallejo Paints – Parabellum – 54 Vyse St, Birmingham, B18 6HR.
www.parabellum.co.uk
 Life Color – Cammett Ltd. Unit 5 Forest Road, Greenfield
 Industrial Estate, Hay-on-Wye HR3 5FA. Tel: 01497 822757.
 Email: cammettco@btinternet.com



A LITTLE HISTORY

D = First year of production 1942, U = Utility (Amphibious), K = Front wheel drive and W = 2 powered rear axles. How could Sparkman and Stephens Inc, GMC and the US Military better name such a unique vehicle? You can tell a young child that a DUKW is a 'duck' and they'll never forget its name. From initially being rejected by the US Military, this amazing vehicle went on to play a crucial part in Okinawa, Iwo Jimo, Sicily, Salerno, Naples, New Guinea, the Philippines, Manila, and crossing the Rhine in 1945 and somewhere in the region of 21,000 were eventually built.

Despite being a highly innovative and historically important vehicle, the DUKW was neglected by mainstream kit manufacturers for many

years, with the only offerings being the Airfix 1/76 kit and a Vac-form model that was not easy to obtain.

Thankfully, a few years ago Italeri released the first of their 1/35th scale DUKW kits and this kit was well received by the modelling community, filling a noticeable gap in the allied soft skin fleet. The same kit has been released in a number of different guises, such as with a 105 mm howitzer and also re-boxed by Airfix. This latest incarnation of the kit features optional tilts and markings for both WWII and post-war British Army vehicles.

Prior to starting my DUKW project I'd been keen for a number of years to build the Italeri kit so the opportunity to build an example in British Army markings was the extra nudge needed.

EURO MILITAIRE 2008

Folkestone once again becomes the centre of the modelling world

Author: Alan Firkbank

Euro Militaire is one of the most prestigious modelling events in the world and the relatively short journey we make from the west midlands, is not much of an effort compared to some that attend the show. Several modellers returned to Folkestone from the USA with others from as far as Japan. At the end of the show, when you listen to the prizes being awarded, you really appreciate the truly international theme of the show. Many of the winning entries were produced by modellers from abroad – Europe being a real hotbed of talent at the moment and an area that attracted many awards this year.

On looking around the hall on Saturday morning as the show opened, many of the familiar traders were seen to be back again. One significant absentee was Dragon who normally takeover the stage with a large display of their kits and related items. Next to the stage, a balcony, normally occupied by Andrea, was this time the home of LSA with their large selection of Eduard accessories. Andrea were absent too for the first time for several years – though there were still plenty of other high-quality traders with whom modellers could spend their money! The rest of the

show indoors continued largely unchanged from last year – in other words a wonderful place to see models, meet friends and spend money!

Outside, on the cliff-top, in a place where last year large scale model tanks were being demonstrated, this year we had a lorry carrying a full size Panzer IV for military modellers to study at close quarters. Part of the Cadman brothers' collection, this wonderful looking vehicle was a real highlight and drew many admiring glances and filled many enthusiast's camera cards as they photographed it in droves. We didn't miss out in this respect and will bring you plenty of shots of this vintage vehicle next month.

On Saturday morning, the modellers were again booking their entries into the competition. Carefully packed boxes were opened to reveal months of careful work that would be judged that afternoon. Last minute adjustments were made and fine brushes used to touch-up almost invisible blemishes before entries were placed on the display shelves.

This year, our editor Spencer Pollard took four models to the competition, two of which had done well at Torrent in Spain earlier this year. On Saturday evening exciting news of

the results began to circulate in the local hotel bars. Spencer's models took an amazing three Golds and a Silver amongst worldclass entries. The Junk Yard that had been slightly modified since winning a Gold medal at Torrent (after being smashed on its way home from Spain) was again a particular favourite with the judges, being just one of the Gold medal winners. Take it from me, he's still getting over the shock and is still over the moon at finally winning one of these highly coveted awards...

Last year's Best in Show was a tiny scratch-built figure and again, the judges picked a small figure as the Championship Medal winner. As well as being a well-executed model, it seems that you need to be producing an imaginative and unusual subject to be taking away the top award. As you will see from the photos, 'Van Gils Construction' was a 54 mm figure of a Scottish soldier that had been transformed into a huge statue, being carved from a rock. You get an idea of the scale from the tiny figures around the main statue, the scaffolding around the statue and the minute train and track running around the base of the statue. Such fine modelling almost needed a magnifying glass in order to see the detail. The model was very well built and the subject was



Marjn Van Gils' stunning 'Best In Show' winning figure. Remember, this figure is 54 mm tall and is surrounded by dozens of 1/700th 'builders'...

BELOW: Dioramas are always a large part of the show and this year was no exception – as can be seen here...



ABOVE: The Leas Cliff Hall basks in warm September sunshine



ABOVE: The best part of the show is undoubtedly the social aspect. Here, the Editor together with John Murphy, Editor of Model Military International, share another story. Alex Clarke looks on...

very unusual and imaginative. The judge's decision was spot-on and thus Marjn Van Gils' latest Euro triumph, a well-received award!

The judging at Euro Militaire is well-organised and as such judges the standard of each of the models, rather than having them compete against each other. Their system of awarding recognition according to a list of guidelines appears to produce the right results. Some classes had three or four Gold medals and others had none. You certainly don't get a Gold award at Folkestone for simply turning-up with a half-decent model entered in a thinly populated class! It was also wonderful to see that the standard of entries this year was as high as ever as our photographic tour of the tables will show. We certainly hope that you enjoy seeing the models in print, as much as we did during a very pleasant weekend in Folkestone.



ABOVE: Stuart Macpherson's latest scratch-built WWI tractor won him yet another Gold

RIGHT: David Parker's superb 1/16 Tiger I. Highly detailed and superbly well painted, this one was topped-off with a full crew – the painting of which had to be seen to be believed!



ABOVE: A picture doesn't do this diorama justice. Excellent construction (including a scratch-built ship's hull!) and a stunning finish set this huge model apart





ABOVE: WWII Italy in miniature! Plenty of detail and a wonderful finish drew many admiring glances to this very attractive diorama

BELOW: The Editor's favourite model was this one. Giant Killer was an original piece that was so well detailed and so well painted, it left you breathless. Just look at the giant's face!



ABOVE & BELOW: Staf Snyer's 'Russian Lullaby' – another cracker from this talented modeller and another Gold medal winner



ABOVE: Based on a photograph, Staf Snyer's StuG.III captured the atmosphere of the shot to a tee. A wonderful finish typified this modeller's work

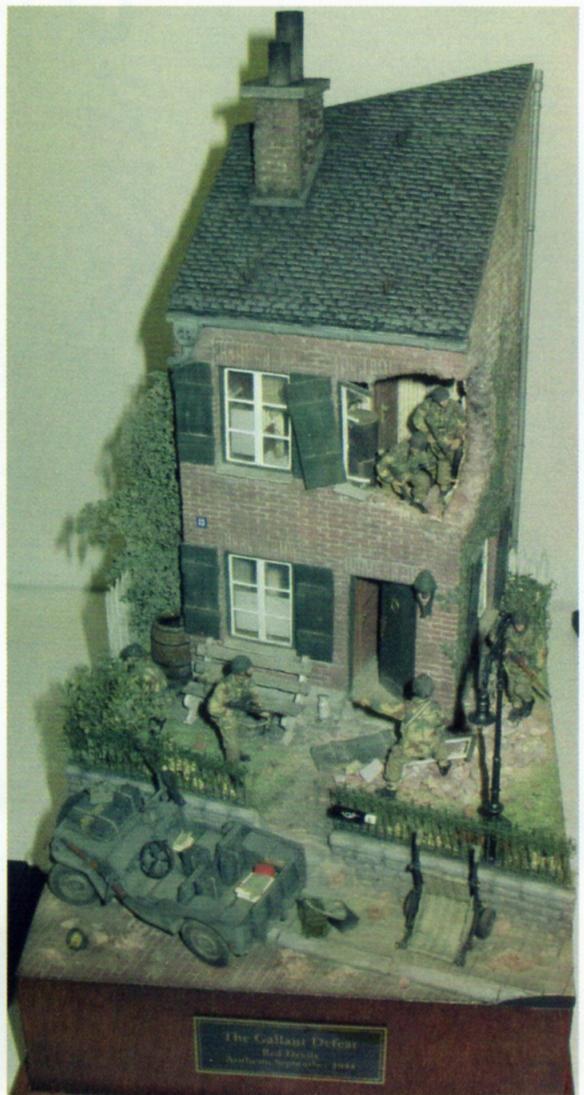


ABOVE: Taken during early Saturday morning, visitors start to fill up the trade hall at the Leas Cliff Hall





ABOVE: The Vignette class is always popular and this year was no different – as shown by this impressive little Panzer II



ABOVE: Dioramas don't need to be large to be impressive. 'The Gallant Defeat' exhibited some very fine detail and a very realistic finish



ABOVE: Lester Plaskitt showed off his undoubted painting skills with this very impressive Puma



ABOVE: A very talented young modeller, Bas Hermesen brought along this very fine Finnish BVP I



ABOVE: Small-scale models need real skill to build and paint well and no-one does them better than Alex Clarke. Here's his wonderful 1/72 Hetzer

BELOW: One of our American friends, Mike Rinaldi, turned his hand to this incredible Sherman Firefly. Just look at that finish!





Author: Brett Green

FRANKENFURY

Build a highly detailed fighter in 1/48. This month, construction...

SO, WHAT'S IN THE BOX THEN...?

Trumpeter's 1/48 scale Sea Fury FB.11 comprises 92 parts in grey plastic and eight clear parts. The kit is cleanly moulded with no obvious ejector pins or other imperfections on exterior surfaces.

QUICK SPEC

KIT: Hawker Sea Fury

MANUFACTURER: Trumpeter

SCALE: 1/48

SKILL LEVEL: Intermediate

ADDRESS: All Good Model Shops

PRICE: £24.95



Surface detail is by way of finely recessed panel lines and rows of crisply recessed rivets. The latter will not be to everyone's taste, especially on the Sea Fury's smooth, flush riveted airframe.

Dimensions of the kit are in agreement with most reference sources, but there are a number of detail accuracy issues.

The most prominent is the large cut-out in the fuselage spine directly behind the cockpit. This is not present on the real Sea Fury – the spine should continue without any change to contour or depth right up to the rear cockpit bulkhead. The windscreen is not quite right either. The lower sides are heavily curved on the kit, whereas the real Sea Fury windscreen was almost straight.

The exhaust panels appear to be the correct height (unlike Hobbycraft's which are too short) and the hollowed out exhaust stacks are a nice touch but the 'eyebrow' above and the lip below, are exaggerated.

The forward cowl looks odd; the curve toward the spinner seems to start too early and the fuselage opening appears overly sharp, giving the area a slightly pinched look. The spinner itself is too pointed, but Trumpeter did get the offset oval openings for the propeller blades right.

The cockpit is shallow. Detail in the front

office is basic and bears only a passing resemblance to the real thing. This is especially true of the seat and the control column.

The wings are generally very good, with structurally detailed wheel wells. The outer wing panels are separate and may be depicted flat or folded. Wingtip navigation lights and landing lights are supplied as separate clear parts.

Ailerons are also separate. This is very useful, as the ailerons were deflected outward when the wings were folded. The openings for the cannon in the wing leading edges are offset ovals as moulded. These should be reshaped to circular openings.

Ordnance includes two big ferry tanks and six rockets moulded on to their rails. The ferry tanks were rarely fitted, smaller 90-gallon drop tanks being more typical. The rockets are nicely detailed and fit perfectly in their locating holes, but they do not include any openings in the rear of the rocket tubes. In fact, the tubes taper off altogether just behind the front of the fins.

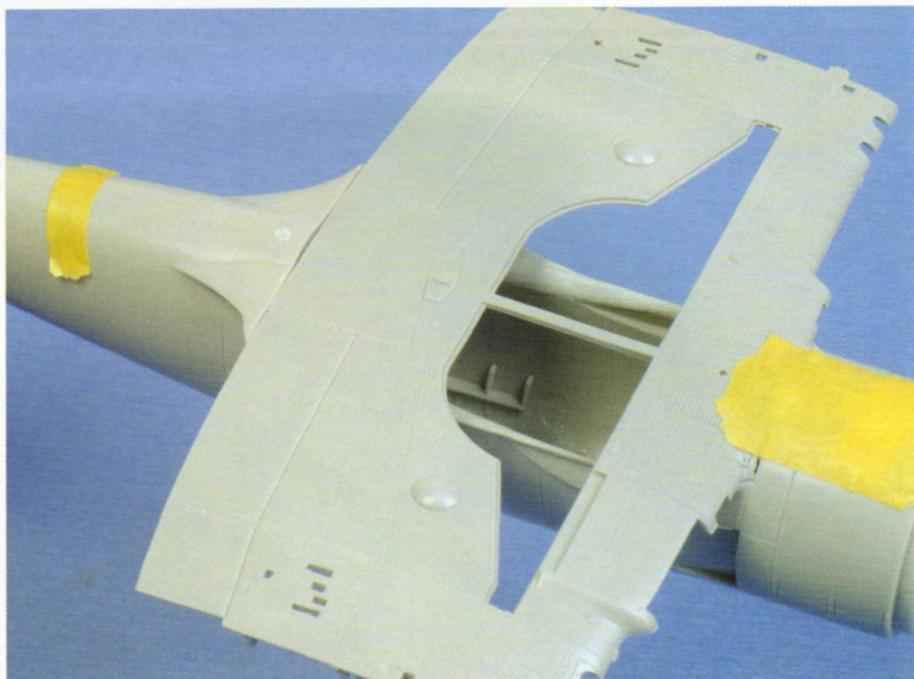
The main landing gear legs are short by around 3 mm. Perhaps this is supposed to represent extreme compression under the weight of full ferry tanks. Detail on the wheel hubs is poor, and the radial tread pattern is not typical for the type.



ABOVE: Hobbycraft's 1/48 scale Sea Fury fuselage was test-fitted against Trumpeter's mid-wing section. The result was surprisingly encouraging

CONSTRUCTION BEGINS!

As soon as I received Trumpeter's 1/48 scale Sea Fury, I considered possible solutions to address some of the shortcomings. The first idea that came to mind was using either Cooper Details', or Cutting Edge's multi-media upgrade sets. These were designed for the Hobbycraft Sea Fury, but they address most of the weak points of Trumpeter's kits too. The Cooper Details set includes an entirely new cockpit, propellers, spinner, wheels and 90 gallon drop tanks in resin; plus a vac-form canopy and white metal undercarriage parts for the main and tail gear. The biggest challenge would be to adapt Cooper Details' resin spinner to the Trumpeter engine cowling, which is arranged quite differently to Hobbycraft's engineering. Some surgery would be required. The large scallop behind the cockpit on Trumpeter's fuselage spine would have to be filled, shaped and sanded too. The rivets needed filling and smoothing out too.



ABOVE: The fit was also close at the front and back underside joins.



ABOVE: Before mating the main parts of the monster, I dealt with the heavily recessed panel lines on the Hobbycraft Sea Fury. These are inappropriate for the smooth finish of this naval thoroughbred. Tamiya Surfacer was brushed onto the panel lines before sanding

At this point I wondered if it might be easier to fit the Hobbycraft fuselage to Trumpeter's very nice wing. Test fitting showed that only minor trimming and filling would be needed to mate these major sub-assemblies. The biggest problem with the basic Hobbycraft fuselage is the wide, soft panel lines; I brushed a thick coat of Tamiya Surfacer over the lines on the rear fuselage and a thinner coat of Gunze Mr. Surfacer 1000 onto the cowl panels and forward fuselage lines, as these were visible on the real aircraft. Once thoroughly dry, the various Surfacer were sanded down to deliver a much subtler rendition of panel lines – far more appropriate for the flush riveted Sea Fury.

Trumpeter's outer wing panels received similar treatment. Two coats of Tamiya's Surfacer, with sanding in between coats and afterward, were required to eliminate most of the prominent rivet detail. The structural rivet detail on the inner wing panels was left intact, as I thought it looked appropriately busy around the various access hatches and panels.

With the large parts prepared, I started build-

ing Cooper Details' beautiful resin cockpit. Although this set was released quite some time ago, the detail remains state-of-the-art. I did replace the seat with the Cutting Edge Typhoon seat though, as Cooper's seat was not fitted with harness straps. The Cutting Edge seat has the harness straps and quilted backrest cast in place. I had to shave off the harness attachment points on the outside of the seat to squeeze it into the cockpit though. The Cooper Detail cockpit is the correct depth, is accurate and very busy. It even includes a delicate three-part mount for the master compass in front of the control column. I decided that I might not quite be up to this task, and the compass' tripod mount would be largely hidden in the dark recesses of the black cockpit, so I simply glued the compass to the top of a length of plastic rod.

Some of Cooper Details' smaller cockpit parts are cast onto a thin wafer of resin. The resin was carefully sanded, freeing the tiny detail parts, which were then glued to the fuselage sidewalls.

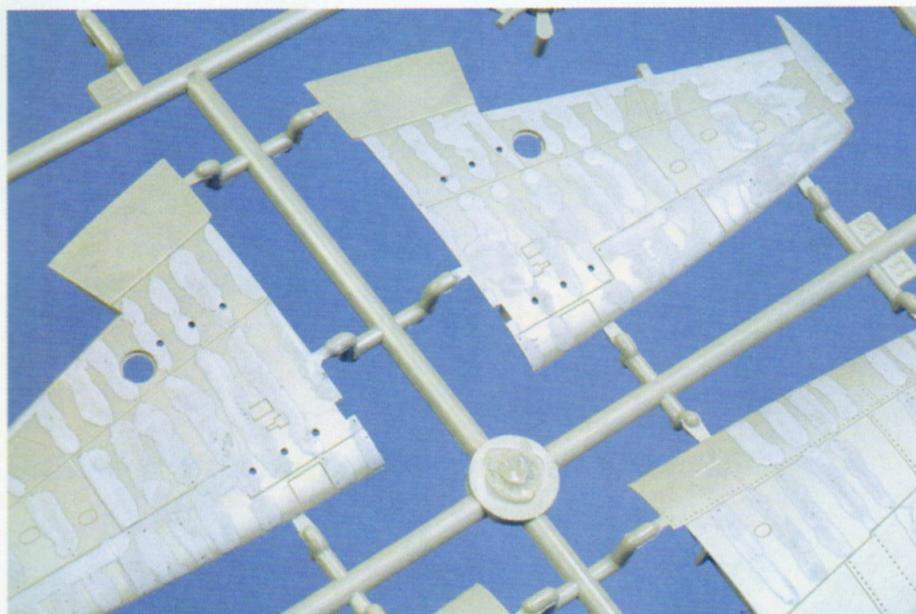


A LITTLE HISTORY

It might be argued that the Hawker Sea Fury was the ultimate piston engine fighter. Too late to see service in the Second World War, the Sea Fury held its own six years later in the skies over Korea against jet-powered adversaries.

The Fury was a thin-winged development of the wartime Hawker Tempest, but by the time this high performance fighter took to the air in September 1944, the Royal Air Force had already recognised that the age of the jet fighter was dawning.

Even so, the Fleet Air Arm still needed a rugged and powerful fighter capable of carrier operations. In the twilight of the piston fighter era, the Sea Fury admirably filled this niche until the introduction of the jet-powered Sea Venom around 1954.



ABOVE: The rivets on Trumpeter's wings were equally unsuitable. Mr Surfacer was also applied to the lines of rivets, taking care to avoid the fine panel lines and access hatches

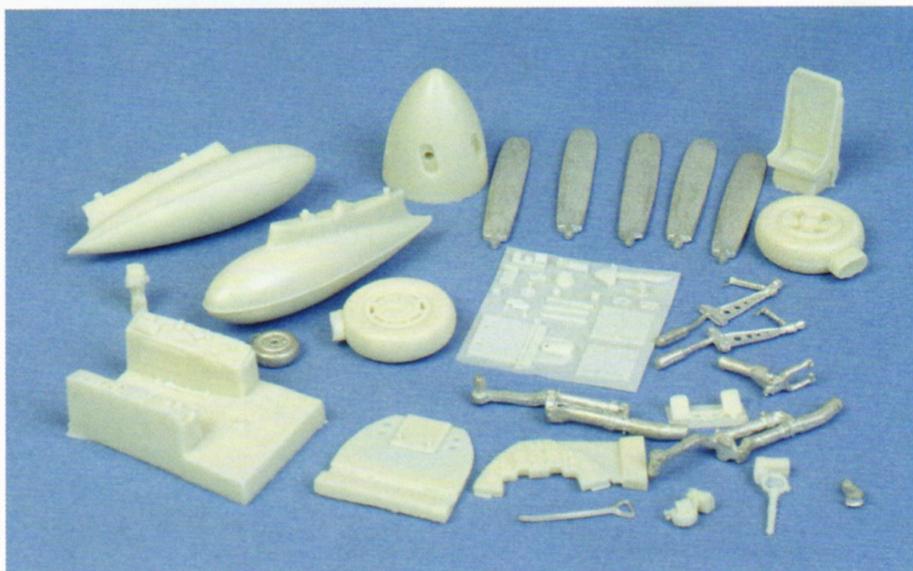
I also glued a wedge of scrap plastic to the cockpit sill, smoothing the line from the windscreen to the canopy rails.

I painted the cockpit Dark Grey to represent scale black and picked out the details with a fine brush and Tamiya acrylic paint. I initially painted the quilted backrest black, but eventually repainted it in a shade of medium green to add a little colour to the otherwise dark front office. The fuselage halves were joined and the cockpit tub fed up through the wing opening into the assembled fuselage. Fit was perfect.

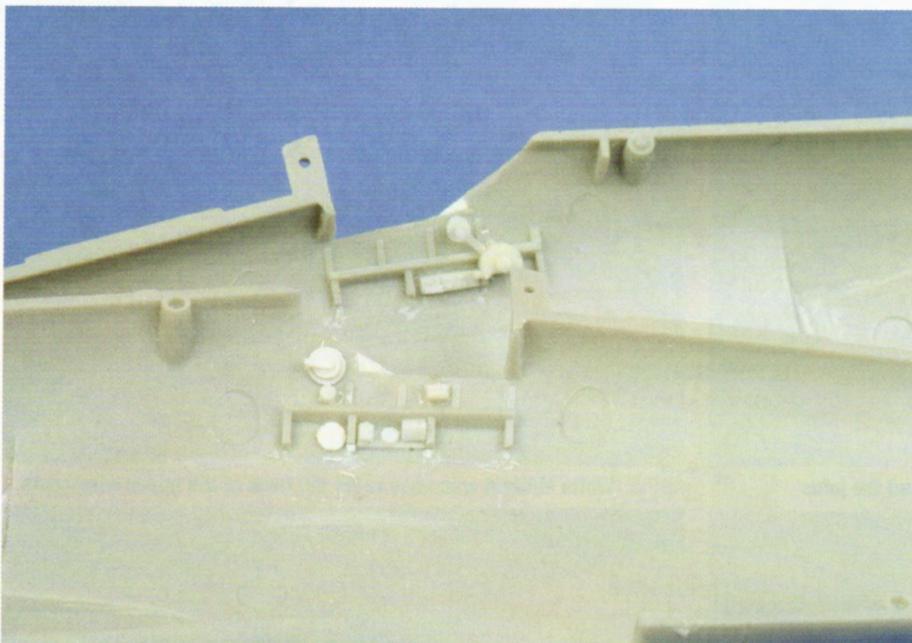
Now it was time to mate the Trumpeter wings to Hobbycraft's fuselage. The inside upper wing panels were first glued to the lower centre wing section. When this assembly was offered to the fuselage, a few points interfered with the fit along the wing root. These were carefully trimmed with a hobby knife and smoothed with a sanding stick. The process was repeated several times until a good fit was achieved.

"As soon as I received Trumpeter's 1/48 scale Sea Fury, I considered possible solutions to address some of the shortcomings"

A few minor gaps remained at the wing root and underneath the fuselage where the wing meets the engine cowling. Also, the bulge where the fuselage meets the centre of the wing needed to be built up. Milliput was used for both of these jobs. The outline of the bulge was cut from a piece of stout cardboard, which was taped to the bottom of the wing and used as a template. Once the Milliput had set, the wing roots and lower wing joints were thoroughly sanded for a nice, smooth, seamless joint.



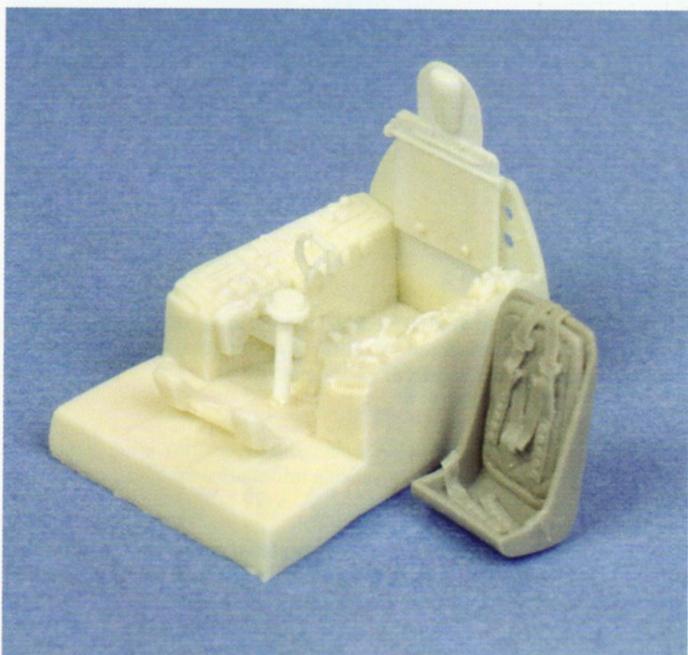
ABOVE: Cooper Details' 1/48 scale multimedia upgrade set addresses most of the remaining shortcomings. This set includes replacement landing gear, spinner, propeller blades, a new cockpit and some smaller details



LEFT: Some of the smaller resin parts from Cooper Details, upgrade set have been grafted on to the cockpit's sidewalls. Note also the small triangles of scrap plastic that have been used to re-contour the line of the forward cockpit opening

Cooper Details supplies a vac-form canopy that is better in shape than either Trumpeter's or Hobbycraft's. The clear vac-form part was packed with Blu Tack prior to being cut off its backing sheet. This improves rigidity while cutting, and also makes it easier to see the cutting line.

"The biggest problem with the basic Hobbycraft fuselage is the wide, soft panel lines"



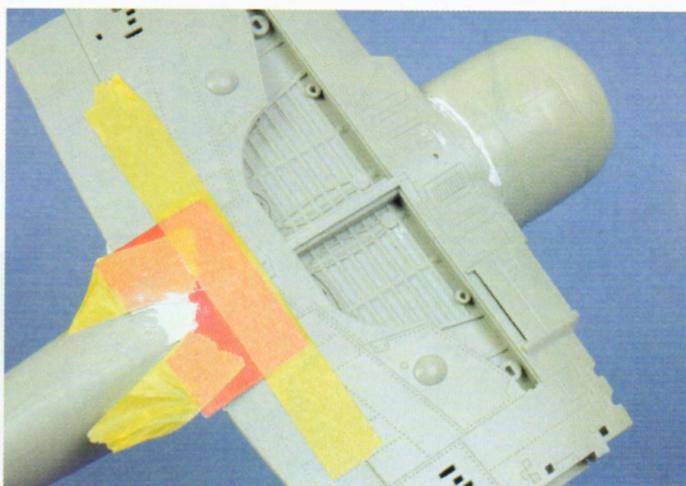
ABOVE: Cooper Details' cockpit is vastly superior to the shallow Trumpeter front office and the poor Hobbycraft parts



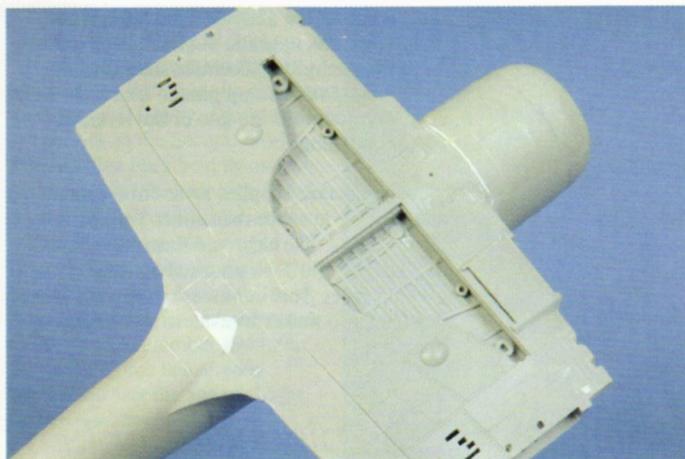
ABOVE: The dark cockpit was painted 'scale black' (actually dark grey) with details picked out by brush using Tamiya paints. I later repainted the seat's back cushion in medium green to lend some much-needed colour to the dark pit



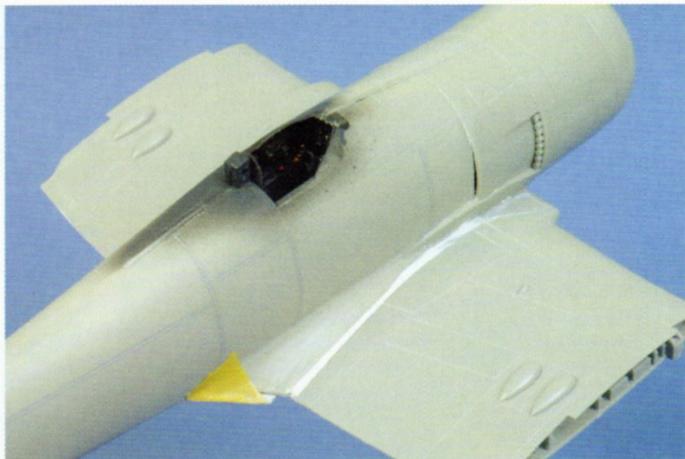
ABOVE: Some minor trimming of the Trumpeter wing roots was required to obtain the best fit. Only a couple of narrow gaps remained



ABOVE: Only minimal filling was needed underneath the model. A cardboard template was cut out to help fair in the bulge where the fuselage meets the centre of the wing



ABOVE: Sanding and shaping smoothed the bulge and the joins



ABOVE: White Milliput was used to fill the gaps at the upper wing roots



ABOVE: Cooper Details supplies a vac-form canopy, which is better in shape than either Trumpeter's or Hobbycraft's. The clear vac-form part was packed with Blu-Tack prior to being cut off its backing sheet. This improves rigidity while cutting, and also makes it easier to see the cutting line



ABOVE: A narrow ridge of .010" x .020" plastic strip was carefully glued to the front of the windscreen sill. This ridge will act as a positive mounting point for the vac-form windscreen

A narrow ridge of .010" x .020" plastic strip was carefully glued to the front of the windscreen sill. This ridge was helpful as a positive mounting point for the vac-form windscreen.

I realised that in my earlier excitement, I had forgotten to install the exhaust stubs from the inside of the fuselage. I decided to adapt Trumpeter's exhausts, which are much nicer

than Hobbycraft's items and are also drilled out. The backing plastic was sliced off and the top stack cut away to allow the exhausts to fit in the shorter Hobbycraft opening. The balance of construction was fast and trouble free. Hobbycraft's horizontal tail surfaces were used because they were easier to fit to Hobbycraft's fuselage.

NEXT TIME...

...We'll paint our model, providing plenty of colour scheme information along the way. See you then!

BELOW: The completed model fully painted and weathered – details of which we'll bring you next month





A REVOLUTIONARY JET

Build a Sandanistan Tee-Bird in 1/48

Author: Vic Scheuerman

QUICK RECCE

For those that have built or purchased Hobbycraft's original 1/48 scale T-33, this kit has the same contents with extra sprues for the separate nose guns, gun sight and underwing stores in the form of six 5-inch American rockets. The kit is moulded in grey

QUICK SPEC

KIT: AT-33 COIN Last Combat

MANUFACTURER: Hobbycraft

SCALE: 1/48

SKILL LEVEL: Intermediate

ADDRESS: All Good Model Shops

PRICE: Variable



plastic and features engraved exterior details like panel lines and rivets, complimented with raised details in the cockpit, landing gear bays, landing gear parts and on the separate landing flaps. A basic cockpit is provided. This includes a long, one-piece tub, with side instrument consoles and some basic detail on the floor. Added to this are the floor foot guides, ejection seats (two-piece), control columns, instrument panels and a centre frame that holds the canopy hydraulic ram. The canopy can be displayed open thanks to the ram, and the large iconic tip-tanks are faithfully reproduced.

Perhaps the kindest thing one can say about the instruction sheet is that it is adequate. More so, given that only 65 parts (12 of these are the added six two-piece rockets) make up the entire kit! With out a doubt, one of the best things about the later Hobbycraft kits is their generous and at times exoteric decal sheet.

In this boxing *AT-33 COIN Last Combat (Counter-Insurgency) T-33s*, five of the subjects are South American, with the sixth being from the Republic of Korea. This Asian subject, like four of the others, carries a camouflage finish in Tan/Dark Green over black undersides. Markings are limited to national insignia and white ROKAF and the aircraft identification number on the tail.

Uruguayan 'Black 207' has a Grey-Green/Tan/Brown three-tone pattern over Pale Grey undersides. In addition to the national insignia, this attacker can carry a white/black or yellow/black chequered band for the vertical tail, along with the unit insignia of Gruppo de Aviacion No. 2 on the fin. Ecuador gets two options having American Vietnam colours and pattern with only the national flag on the tail. AT-33 '615' has the Escuadron 2112 insignia on the nose, while '500' supports are large aggressive looking shark mouth and eyes! The third Ecuadorian is the only one with a bare metal (sprayed aluminium) finish and '945' has the 2112 unit insignia on the nose and a rather large motif of the Combat Wing 21 on the aft fuselage. In addition, the entire tail is painted in national colours (supplied as decals), the large tip-tanks being painted gloss red.

Nicaragua offers a Sandinista aircraft that is also featured on the box top. This is a rather attractive combination of Green/Yellow (sand)/Brown over Pale Blue. With national insignia on the fuselage and two versions of fuselage legend 'FUERZA AEREA SANDINISTA' are offered as well. The decals themselves look great with brilliant colours, all of the images being in register. The different decal and finish options really make the



final selection a chore; I would like to build them all!

One of the unusual things that Hobbycraft offers on some of their decals sheets is to add some random additional markings. In this case it was two sets of unit insignia that can be seen at the bottom of the sheet – **Photo 1**. Going on a hunch that they maybe South American, the excellent *Latin-American Military Aviation* by John M. Andrade (*Midland Counties Publications*) was consulted. Sure enough, the disc that contains the bird holding a telescope is from the Reconnaissance Squadron of Grupo de Ataque y Reconocimiento, Colombian Air Force that was flying RB-26Cs at the time. However, the second disc containing a T-33 with an oversized pilot flying in green on a black disc was not found, but it did have an Asian appearance to it.



There are some reservations on some of the kit details. While this kit has the separate wing flaps, their bays are not framed in and neither are the main gear bays. All of the gear doors feature raised interior details, but the outer skin is too thick on all of them. There are two outline issues that do affect the appearance of this kit. The aft canopy housing is too short with an abrupt slope and for some reason the fuselage aft of this has a modest bulge when viewed from the side. Another negative thing noticed about this later boxing is that the moulds have deteriorated somewhat.

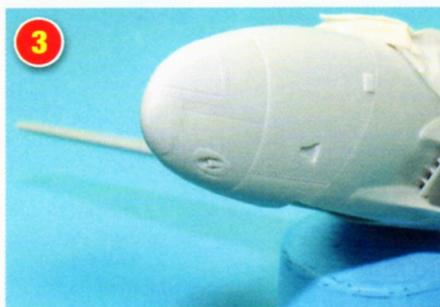
To help spruce up kit's appearance I replaced some kit parts, aftermarket items being used to do this. A Black Box resin cockpit replacement set was used – **Photo 2**, kit tyres were replaced with a True Details resin set 48088 (Late Style), while Reheat photo-etched sets for the landing flaps (RH059) were used.



Having had the pleasure of building a couple of versions of their T-33 kits before, would this be as enjoyable as I remember them?

COCKPIT

The Black Box instructions tell you to thin the sides of the resin cockpit tub and to open up an area aft of the canopy housing (these being drawn on the plans). Both of these steps were taken in addition to sanding off the large plug-plug on the bottom of the part and then this detailed tub fitted rather well. However, a dry fit with the well-cast ejection seat showed these would not fit due to a circular detail on the port lower side of both crew stations. These large protrusions were simply cut off with Tamiya pliers and then the seats rested properly, covering this area nicely. The two instrument panels were removed and sanded thin as recommended in the instructions and again, both were a nice fit. All of the resin parts were now ready for painting.



Treating the fuselage as a separate assembly, the intake plates were glued into place (the port side needed some trimming), as was the nose gear bay (nice raised detail). Before the nose guns inserts were attached, the muzzles were drilled out to improve their appearance – **Photo 3**.

Paint application started with Testors Model Master (MM) Aircraft Interior Black enamel on all of the cockpit pieces, aft of the fuselage and engine outlet. As the main cockpit colours were Dark Gull Gray, this was carefully applied to the cockpit tub surfaces below the instrument consoles, entire seats, control columns, fuselage panels and the cockpit walls below the sills. After drying, this colour was dry brushed on, first out of the bottle and then again but lightened with white to pick out the great resin details. A further dry brushing of uncut white was applied to the instrument panel to better highlight the raised instrument face details. Detail painting followed using acrylics. To finish this stage off, a drop of Klear/Future was applied to each instrument face to replicate glass.

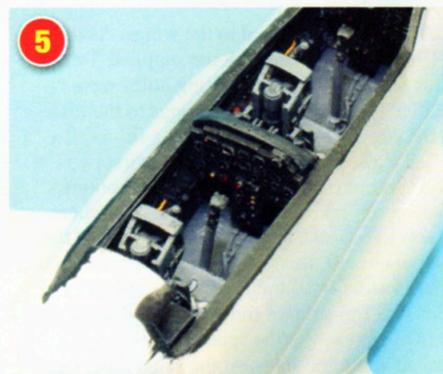
The resin tub complete with instrument panel was glued to the fuselage, as was the pre-painted engine outlet. It was a good fit and after some weights were added to the nose, the fuselage was joined using Tamiya Extra Thin Liquid Cement and left to fully cure.

As was mentioned in the introduction, there were two outline issues that needed to be corrected. The first one, the bulge on the upper, aft fuselage was rather easily corrected by, filing and sanding this area level. This is aft of the housing to the base of the fin fillet. However, the next issue, the cockpit housing that was too short and too blunt, required a little more work. Using the great photographs in *Shooting Stars – Lockheed's Legendary*

T-Bird by Michael O'Leary (*Osprey*) the further extension was laid out using a circular guide cut from masking tape. Then the space between the kit housing and the inner lip of the tape was filled with Milliput Superfine (White) two part epoxy and smoothed into almost final shape using water and finger – **Photo 4**. A coat of super glue was brushed on to seal the Milliput and then sanded smooth.



While the following was done after the wings were attached, it is placed here for better continuity. The remainder of the Black Box resin parts were added, the four separate side panels fitting quite well. The only resin detail part added that was not part of the Black Box set was a gun sight from the spares bin that looked much better than the square box offered by Hobbycraft. The cockpit was ready for the canopy – **Photos 5, 6 & 7**.





CANOPY

Hobbycraft supplies a two-piece canopy so it can be displayed in the open position.

However, this kit canopy along with the three others in the kits in storage, all have two locations of distortion. By running your finger on the inside, it's clear (bad pun!) that this distortion is caused by a couple of nodules of plastic. After sanding these spots with a series of Squadron Sanding Sticks, and a wet sanding with fine emery cloth, these two raised nodules were successfully removed. The final step before masking was to polish the kit canopies. These now sparkling gems were quickly masked using the EZ Mask vinyl covers – **Photo 8**. The canopies were initially attached with white glue, followed by a spot application of super glue and then securely attached with five-minute epoxy.



WINGS

Attention now turned to the wings. As this AT-33 would be carrying the supplied 5-inch HVARs, their pylon's locating holes were drilled out. A dry-fit of the wings to the fuselage showed a less than inspiring fit – odd, as I had a good impression from the first two T-33s that I built. While pondering options, the speed brakes were cut off for the Reheat items to be used. Whilst on the subject of the actual aircraft, this bay has no observable roof and is actually a jumble of wires and tubes, this was framed in a somewhat shallow bay and the guides for the speed brakes were added along the sides. At the same time, the open space in the wings where the landing flaps are located, was partially filled with strut material, and the gaps in the fuselage where the aft part of the wing attached, was covered with card – **Photo 9**.

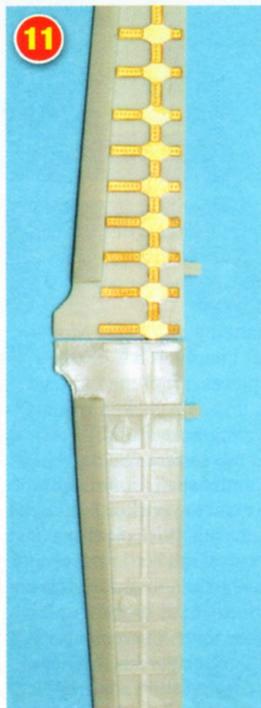
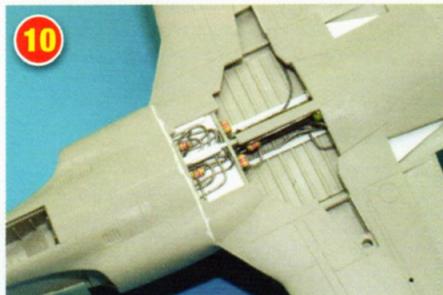


Additional dry fits showed there would be some real issues if the wing halves were glued together and then glued to the fuselage as per normal. In lieu of this normal approach, the lower wing was glued into location, ensuring that the attachment surfaces were even with the surrounding fuselage. Then, only the outer wing halves were glued. The next step was gluing the wing/fuselage join and again a good fit was achieved. While the upper and

lower sections fit well, there were large gaps at the inner wing leading edges and extreme aft edge, so card was required as filler. Thankfully the horizontal tail surfaces attached well, though the tips were sanded thinner to improve their appearance.

Returning to the speed brake and main gear bays, some pictures of the actual aircraft were looked at. Some major details were added using brass tubing and resistors from a trashed electronic appliance, followed by a plethora of tubing that was represented by solder. Keeping in mind what can be seen from eye level, only the open rear sections of the bays that hold the legs were covered with card.

Photo 10 shows the detail added and the only real incorrect spot is the speed bay that should be much deeper and filled with stuff!



Other parts of the wing included the landing flaps, tip tanks and the new 5-inch HVAR for this boxing. Both the tanks and rockets were straightforward with the only changes being that all of the fins, both tank and rockets, were sanded a little thinner. While the landing flaps do have the stiffer ribs moulded in place, they are soft in detail and there are ejection pin towers, spread throughout these ribs. All of the raised ribs and these towers were filed and sanded off and replaced with superior photo-etch ones from the Reheat set – **Photo 11**.

LANDING GEAR

Most of the time the T-33 will sit with a slightly nose-up stance, so this kit was modified to ensure this. The easiest way to do this is to cut off the scissors link on the nose gear and extend the oleo by cutting it off and replacing it. In this case a length of stiff wire and brass tubing did the trick. While all three struts are fine, the main ones are missing the prominent side retraction arms and the nose gear is missing some detail located behind the landing lights.

Since work had started on the nose gear, new torque links were made from card and stretched sprue. The added detail behind the lights was made from strut and rod, with some small diameter discs made with the Waldron Sib-Miniature Punch & Die Set. Final improvements included adding length to the retraction arms so that they actually went all the way to the well's surface.

The additions to the main struts were primarily the missing retraction arms made from a combination of strut and punched discs, with the Punch and Die set used to add some further minor details. All the gear doors were sanded thinner and then the main inner doors had some card and stretched sprue detail added, along with some rivets using a pounce wheel.

Use was made of True Detail's resin tyres, but the overstated bulge was corrected by shaving this off by side scraping of a No.11 blade.

SPEED BRAKES

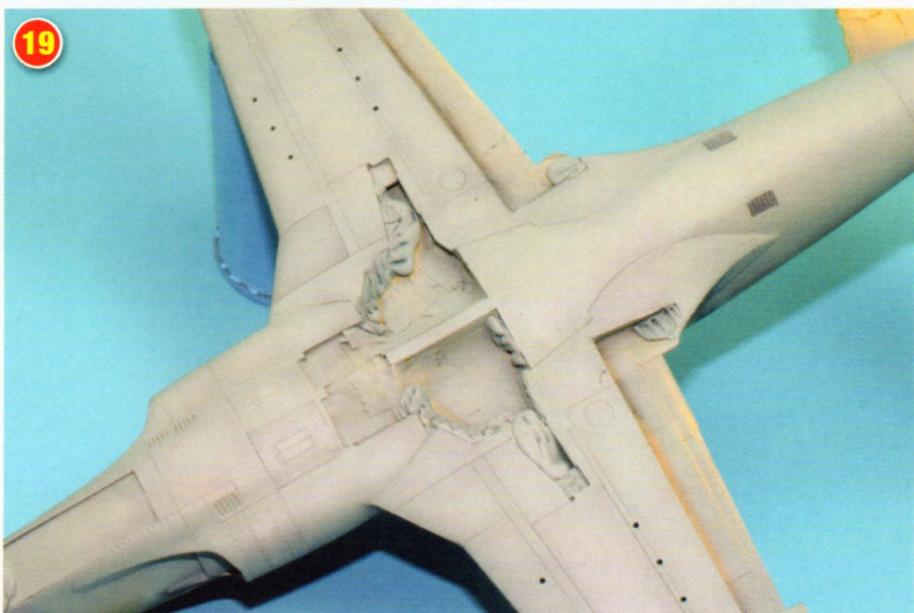
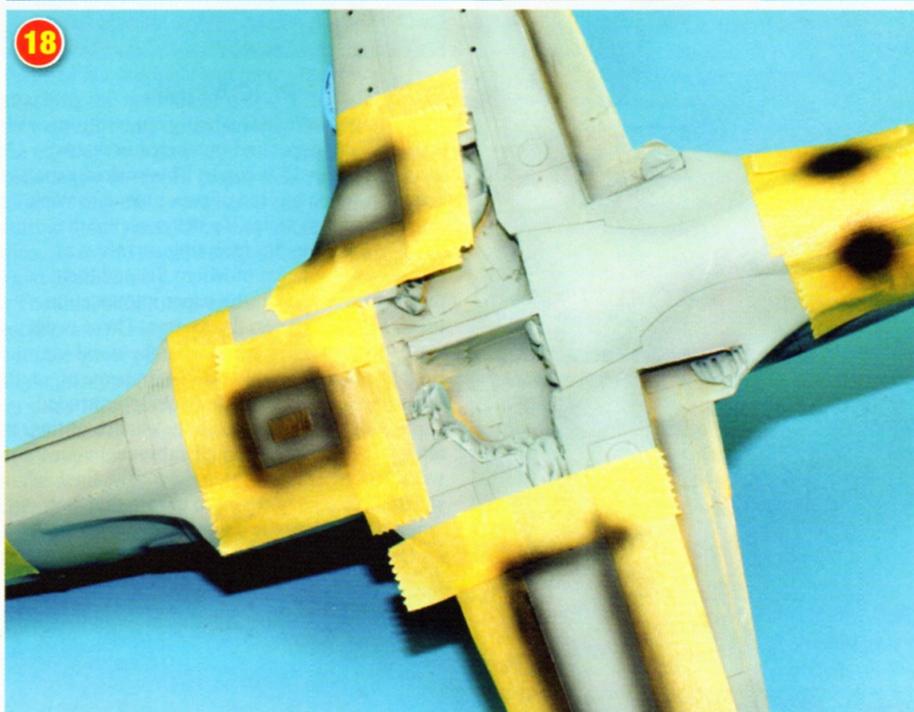
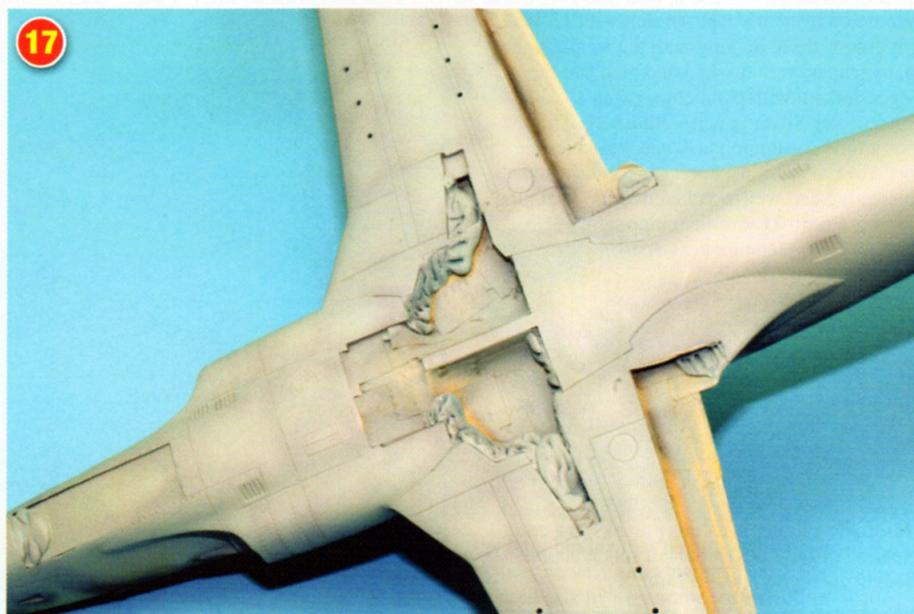
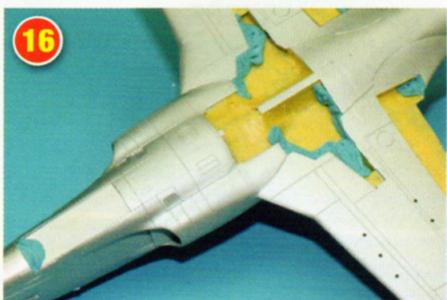
I had planned on using the Reheat photo-etch items, but they appear to be sized to fit the Monogram P-80 and not the Hobbycraft kit. Hobbycraft's well is wider than the etched items and this was not noticed until a dry fit was attempted. New brakes were made. In **Photo 12** one can see the landing gear and speed brake assemblies before painting.



PAINT APPLICATION

To start this process off, all of the parts were primed using Tamiya's excellent Fine Surface Primer (Lacquer) from the rattle can. This was first gently warmed, thoroughly agitated and then misted on, giving a nice even and tuff coat – **Photo 13**. With the primer applied, some problem areas were corrected and any missing panel lines (large nose access doors) or removed panel lines were engraved using a combination of Testors tape and an OLPHA P-Cutter blade – **Photo 14**. As some of the parts would be finished in sprayed aluminium, Tamiya's excellent AS-12 Bare-Metal Silver was applied in the same format to produce a great finish – **Photo 15**. To protect the silver areas on the frame from future paint applications, the bays were masked using a combination of stiff card (nose bay), Tamiya tape and Blu-Tack – **Photo 16**.

The first actual colour applied was a pre-shade layer of MM Aircraft Interior Black. The kit instructions recommend FS35352 for the pale blue undersides. A quick check on the FS Colour Fan showed this to be a somewhat dark blue/greenish colour, so a perusal of the paint shelf showed that MM RLM 78 Hellblau was a good match, if not a little light. This is one of their Semi Gloss enamels that past experience has shown takes a long



time to dry using their dedicated thinner. To get better results, Lacquer thinner is used to thin it and then it was applied in very thin coats. This was misted on until the desired coverage was achieved – **Photo 17**. To help break up the finish a little more, some random panels were masked and then the edges misted with black – **Photo 18**, then resprayed with the blue. This gives them a little more presence than the surrounding surface – **Photo 19**.

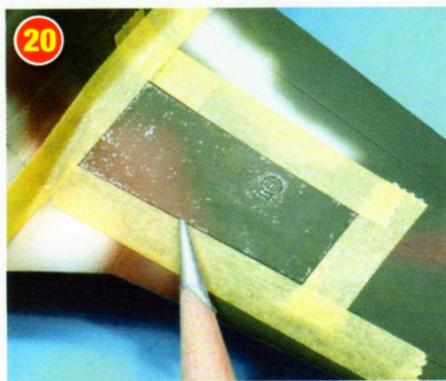
After the bottom was masked, a review of the recommended colours for the upper surface showed that the written colour description did not necessarily match the FS colours. In addition, the paint guide's side view does not necessarily match the plan view in colour placement either! Not that unusual for a Hobbycraft kit. Using these and the box art as guides, MM ANA 616 Sand, MM 1736 Leather and MM Dark Green FS 34079 were applied freehand. This was left to cure overnight and after the lower masking was removed, the upper colours were lightly



weathered by gently wet sanding with 12,000 grit emery cloth. Staying with the weathering, many panels were masked and then had the edges defined with paint chips using a Prismacolor Silver pencil – **Photo 20**. This was a time consuming task and was spread over several sessions, but it did produce some interesting and well-weathered sections of airframe – **Photo 21**. Similar chipping was carried out on the landing gear doors and landing flaps. As the main gear doors are quite low to the ground, these were given some extra attention as can be seen in **Photo 22**.

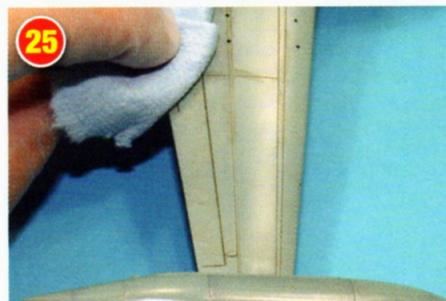
Before the gloss was applied, the landing gear struts, tyres and the two outer main gear covers were glued into place. Use was made of several photographs of an actual T-33 to get the angles and door positions correct.

To prepare the model for both decal and Raw Umber oil wash application, the model was given a high gloss finish thanks to a combination of Future/Klear and a single action Badger 200 spray gun – **Photo 23**.



DECAL APPLICATION

The decals were individually cut out from their backing paper and immersed in warm water for about 15 seconds. This soaked paper was then set on a piece of paper towel to wick away the excess water. To better secure the decal in location, the receiving surface was given a brushed coat of Micro Set and then the decal was slid off the paper into location using some blunt nosed tweezers. These tweezers were then used to navigate the decal into final location. The only issue with some of these decals was the white backing protruded slightly on some. To reduce the chance of this, after the first application all subsequent decals were trimmed and went on great. The final step was using Micro Sol to ensure that they would shrink into the engraved detail.



WEATHERING AND FINAL STEPS

Once the decals had fully cured, a Raw Umber oil wash thinned with a cool thinner was carefully applied by brush – **Photo 24** to all the engraved panel lines and onto the base of the raised details. Next, after letting it sit for about five minutes the excess was removed with a lint free cloth – **Photo 25**. One of the goals was to give this operational aircraft a well-used finish. To take that goal to the next step would require that something be done with those pristine markings – **Photo 26**. Using the previous technique, the decals were carefully wet sanded with 4000 grit emery cloth. This did partially remove some of the decal top layers with the desired results – **Photo 27**. This was followed by, matting the exterior with Testors Flat Clear Lacquer Finish. Next step was using a pencil to draw in panel lines where the oil wash did not work (fuselage insignia). To further weather the aircraft some Tamiya NATO Black (acrylic) was added to the matting mix and applied in very light streaks vertically on the fuselage sides and cord wise on the flying surfaces. In **Photo 28** one can see the difference in the final appearance.

To give both the landing/clearance lights a high gloss metallic base and to give the polished oleos that 'polished' look, Humbrol No.11 Silver was applied giving excellent results – **Photo 29**. After this had dried, well-thinned gloss red (port) and blue metallic paint were added to the lights. Following this, the masking was removed from the canopy and this was then given a final buffing to



restore its clarity – **Photo 30**. Next, all the gear doors and speed brakes were applied after the paint was removed from the joining surfaces to ensure a good bond. After the speed brakes were added some retraction arms were made with stiff wire bent into the shape of the originals and then added. While attaching the main inner gear doors, I noted they do not come up all the way forward to the edge of their bay. This was caused (I believe) by the speed brakes being somewhat larger (using the kit engraved outlines as a cutting guide) than what they should be. With these additions the lower fuselage certainly looked rather busy.

The final additions were adding the six rockets after chipping their Olive Drab noses with the silver pencil and giving them a very slight grimy appearance by lightly brushing on some Mig Productions Black Smoke PO23. This dry pigment was also applied aft of a couple of vents on the lower fuselage and to the nose guns. **Photo 31** shows off the completed model.

CONCLUSION

This is the third member of Hobbycraft's T-Bird family to be built. It was the first from

the later boxing that feature much better decals; however, the moulds have been heavily used. There were some surface issues that I do not recall, as was the fit of the fuselage and wing. Having said all that, the Black Box cockpit set was great (another one is in the stash!) and the heavy weathering turned out pretty well as planned. As Hobbycraft F-94s are future projects, the lessons learned on the brake size and that shortening the main gear legs are a better way to go than extending the nose gear are all valuable lessons that will be applied!

MATERIALS USED REFERENCES

Latin-American Military Aviation.
Written by John M. Andrade. Published by Midland Counties Publications

Shooting Stars – Lockheed's Legendary T-Bird. Written by Michael O'Leary. Published by Osprey

PAINTS

All paints used on this model were from the Testors Model Master Range (MM) and Tamiya Range (T)

Interior – MM Aircraft Interior Black, MM Dark Gull Grey, MM White
Exterior – Tamiya Fine Surface Primer and AS-12 Bare Metal Silver. MM Aircraft Interior Black, MM RLM 78 Light Blue, MM ANA 616 Sand, MM 1736 Leather and MM FS34079 Dark Green

FINAL FINISHING

Johnsons Klear for gloss finish
Micro Sol and Micro Set for decal application
Raw UMBER oil paint for weathering
Prismacolor Silver pencil for paint chips
Testors Flat Clear Lacquer for matt finish

ADDITIONAL PRODUCTS

A Black Box resin cockpit
True Details resin wheels 'Late Style' (48088)
Reheat photo-etched landing flaps (RH059)
EZ Mask set for T-33



Airbrush Round-Up



Premi-Air G-35 – The Budget Option?

Whenever I talk to modellers about the benefits of using an airbrush two 'reasons' come up as to why they don't want to use one; the first is that they're too difficult to set up and clean once used and secondly, that they're too expensive. The first one is often nonsense; how hard can it be to connect an airbrush to a compressor, fill it full of thinned paint and then spray that paint on to a model?! I mean, really...

The second factor is perhaps more understandable. Airbrushes, or rather high quality airbrushes, are expensive and that can be a hurdle to those modellers on a budget. However, there may well be a solution to this problem and that is the brush that we will take a quick look at here and then test one in-depth when we paint and entire model with one in a future issue.

Designed to counter cheap Iwata copies that have appeared for sale recently (not to mention other 'budget' brushes retailing for around the same price), the Premi-Air G-35 is as cut-price as you can ever hope for. Costing £29.99, this well designed, solid little tool may well be the answer to your prayers. But enough of the eulogising, does it work well enough to be taken seriously and will modellers find a use for it in their workshops?

Premi-Air's G-35 is a pretty standard looking double-action airbrush, being similar to many designs that we've used on models seen in MIS for several years now. Obviously, the costs have been kept down by reducing the number of fancy features to nil, but that



means that anyone using one of these tools (and given the price they may well be beginners...), can concentrate on airbrushing and not constant adjustment of air flow, needle position etc. Add to that the backup of being distributed by the Airbrush Company and the choice of this brush over similarly priced copies of other manufacturer's products, is easy to see.

Having taken the brush apart, I found that all of the components were well machined and easy to remove. The needle is finely formed and that, combined with a well-designed head assembly, pointed to the possibility of some very fine spray patterns. Also, the breakdown of the body, trigger, and needle assemblies, make clean-up simple – one of those factors that tends to put one off using an airbrush more than anything else. A small spanner is also included to unlock the delicate tip, should this need to be removed for cleaning. The tip itself is sized at 0.35 mm and so as mentioned, fine work should be



within its reach, the 3 cc colour cup allowing plenty of paint to be carried for most jobs that this brush will be used for. So far, so good.

In operation, I found that this brush was easy to use and produced the fine lines that I expected with little effort. We first tested the G35 using an Iwata Sprint Jet compressor (as we did with all of the brushes seen in this issue) set at 15 psi and some Com.Art acrylic colour. I found that at this pressure

I could spray lines from around 0.5 mm up to around 1 cm with no overspray – exactly what I would need when spraying many of the models that I build. Swapping the medium to Vallejo Model Air colour, I found that the same results were possible, even when used unthinned from the bottle. Indeed, I concluded that this brush would be perfectly suited to even the smallest of models – and that has to be a very impressive result from an airbrush that retails for less than most of the kits it will be used to finish!

At £30 this brush represents remarkable value for money. That's not to say that all brushes at this price will be the same – they won't. We know that this one is a good investment because we've tested it; you may not have the same results by buying another, no matter how much of a bargain it looks. Hand your money over for a cheap copy and you'll get just what you've paid for, a cheap copy. Hand over your cash for this one and you'll have a tool that you'll be able to use to learn the art of airbrushing, before moving on to more expensive types, such as those manufactured by Iwata et al. In essence, it will be £30 well spent!

As mentioned earlier, we'll be testing this brush in-depth by using it to paint an entire model – results of which we'll bring you in a future issue.



Paasche VJR.1 – The Middle Ground

Sitting firmly in the middle of the three airbrushes that we're taking a look at this month, the Paasche VJR.1 costs £65.99 and thus sits within the mid point of most airbrush on sale at the moment.

Costing more than the G-35, you would expect this one to be better designed, have higher end features and be more user friendly. Well, that's true – to a point...

As with all of the brushes that we're looking at this month, this one is an internal mix, double-action model. Featuring a fine head assembly and small .5 cc colour cup, the VJR.1 is most definitely designed to use for detail work rather than bulk finishing. Broken down, there's precious little that won't be familiar to most airbrush users and thus stripping it down for cleaning, will be simple and straightforward.

Having never used any kind of Paasche airbrush, this one was something of a surprise. Ergonomically, I really liked the way that the brush felt in use; its small size fitting meant that it fit easily into my hands and needed little in the way of grip to keep it there. Its light-weight is due in no small part to the rear of the body being moulded in plastic and though this gave it the appearance of a fountain pen, I felt that something was missing in not having the whole brush moulded in metal. You see? You give with one hand and then take away with the other...

Whilst on the subject of the design, it may well be worth pointing out what appears to be a fault. Unlike all of the other brushes that

I've tested recently, the needle of this one protruded past the extreme tip of the head assembly. This being so, and despite the use of a protective cap, the needle was slightly bent – which as you can imagine, impaired the performance of the brush. Removing the needle and very carefully straightening the tip alleviated the problem, but not my feeling that this shouldn't have happened in the first place. Having the conical tip of the head assembly extended by even 2 mm would have protected the delicate needle point and reduced the risk of damage. I think that this is a case of buyer beware – or rather, buyer be careful!

As with the G-35, I tested this brush with both Com.Art and Vallejo Model Air. Unlike the G-35, this brush operated far better at higher pressures. Though G-35 was tested at 15 psi, this one needed a minimum of 20 psi, at which pressure both types of paint atomised well and created smooth, consistent, spray patterns. Working from the finest lines to having the trigger drawn fully back, I managed to produce lines from around .3 mm to around 15 mm. Given the size of the colour cup and the detail specific size of the nozzle, this seemed to be a reasonable spread.

Though there are design features that I don't like about this brush, in use it proved to be an effective tool. It was easy to operate, sprayed well and was straightforward enough to clean once I'd finished with it. Would its performance elevate it above its competition – maybe, but would that be enough to make me forget its design flaws? Maybe not...





Iwata Eclipse – High Quality, Low Price

Of the three brushes seen here, this one is undoubtedly the best in terms of design, manufacture and features – it really is as simple as that. That said it's also the most expensive at £99.99 and so needs to be assessed differently from the other two. In essence, is it worth three times the price of the G-35 and half as much again as the Paasche? Let's see shall we?

Discussing value for money is never a good idea and so I won't be doing that here.

What's good value to one person may not be to another.

However, you can assess 'value' and whether or not your money is well spent – and that's what I intend doing instead.

Once again, the Eclipse is an internal mix double-action airbrush. The model seen here is the detail-specific HP-BS with its .35 mm needle and 1.8 ml colour cup. With this set-up, this brush mirrors the specifications of the Paasche and so that allows a certain amount of comparison.

As with the other two, I spent time breaking this one down to see how it all came apart and then went back together. As I expected, the design of the components allowed the brush to be disassembled easily and thanks to high quality machining, the parts could be fitted back together without having to overstress any of the delicate components. It should also be pointed out that the quality of the mouldings and chrome finish were both superb and helped further the impression of quality.

For consistency, this brush was also tested using Com.Art and Vallejo paints, power coming from a Sprint Jet compressor. As with the Paasche, I found that the Eclipse worked better at slightly higher pressures, 20 psi being used here. At this pressure I found that the paint atomised well and allowed me to spray lines from .3 mm up to several centimetres. During this process the trigger action was effortless and the transition from fine lines to broad bands, smooth and trouble free.

Being designed for fine work, there is no doubt that this brush is better suited to the finely pigmented paint that we used during the test. Having used similar brushes over the years, there can be no doubt that they don't operate well with poorly thinned paint, or paint where pigment size is a problem. Take the time to dilute your chosen medium and the brush will operate perfectly and produce some very fine results. Certainly, I see a brush with this level of finesse and control being particularly useful for a wide variety of applications where fine layers of paint are required, pre-shading, toning and the addition of filters, being uppermost in my mind at this time.

Iwata's Eclipse BS operated in exactly the fashion that I imagined it

would and as such, it is recommended as being a high value tool for modellers wanting to move on from a more basic airbrush, to one with more professional features. It's well made, easy to use and allows a more experienced modeller the wherewithal to apply very smooth, accurate paint finishes.

Three times the price of the G-35 and half as much again as the Paasche? Yes – and worth ever penny. It really is as simple as that.

My thanks go out to Alex at the Airbrush Company for the samples tested this month.

Com.Art Colours – Time For Some Real Painting!

When it comes to the art of airbrushed portraits, there is no better exponent than Steve Driscoll. Drawing on his undoubted expertise, Medea Artist Colours have produced a

set of colours entitled the 'Steve Driscoll Flesh Tone Set' – which is designed predominantly for graphic artists, but could just as easily be used by modellers too.

Comprising ten colours, the set includes five flesh colours together with five additives, to create any number of shades and effects. All the colours are supplied in 1 oz dropper bottles, a small ball bearing in each one helping to mix these already thin colours. Through the airbrush (or three airbrushes in our case!), the paint sprays extremely well and is capable of being layered to create beautifully smooth transitions, from one colour to the next. Also, by using them as filters, or mixed, you can produce the huge range of different colours that would be necessary to produce accurate, realistic looking portraits.

Along with the paint, the package also contains an instruction sheet that outlines the basics of using transparent colours, along with a set of instructions that take you through the process of painting an actual portrait – with very impressive results.

How useful this set will be to the average modeller is open to debate. However, there can be no denying that those who like the challenge of painting figures with an airbrush will see these paints as worth investigating – as indeed I do. Given time and no little inclination, we'll try these colours out on a figure and let you know how that goes. In the meantime, our thanks go out to the Airbrush Company for the sample.

Address

The Airbrush Company Ltd – Unit 7, Marlborough Road,
Lancing Business Park, Lancing, Sussex BN15 8UF.
Email: sales@airbrushes.com Website: www.airbrushes.com
Tel: 08700 660445. Fax: 08700 660817



KIT BOX

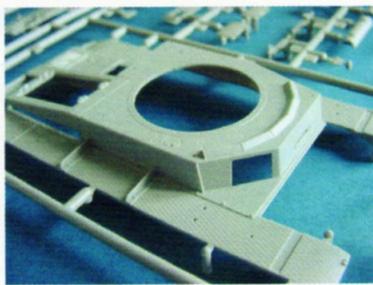
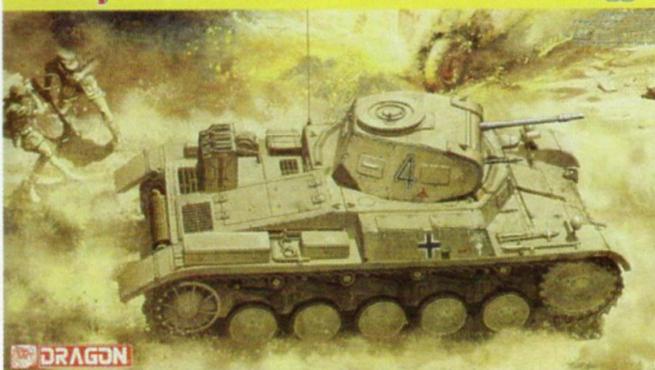
Lifting the lid on the current model kit releases

DRAGON

WWW.DRAGON-MODELS.COM

1/35 Pz.KPFW.II AUSF. C MIT ZUSATZPANZER

Pz.KpFw.II Ausf.C mit Zusatzpanzer 1:35 '39-'45 SERIES **Smart Kit**



This kit is a development of the earlier DML Pz.KpFw. II Ausf. F kit with many common parts. A number of parts have been replaced, including a new hull top with the characteristic two-part driver's plate.

While earlier marks of the vehicle had a rounded front plate to the lower hull and a split hatch for the commander, this kit represents an 'up-armoured' Ausf. C with a commander's cupola and a flat front plate. Many may therefore think it is unfortunate that there are very few differences between this variant and the earlier Ausf. F kit.

There have been some improvements made over the Ausf. F kit in that the suspension is of the lighter type used on the Pz.KpFw.II gun tank rather than the heavier type derived from the Marder II kit.

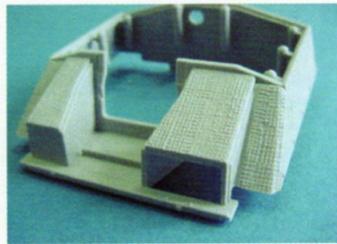
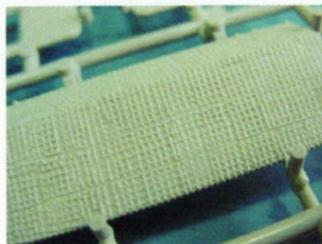
While this kit is marketed as a 'Smart Kit' it is not one for the beginner. Opening the box reveals an alarming parts count! There are over 450 plastic parts (though many are not for use) and over 200 tiny 'Magic Tracks'. The brass fret is comprehensive, with numerous minute parts for the tool clamps etc. Clear parts are provided for vision ports and some preformed metal bars for the side air intake.

There are markings for six subjects with overall panzer grey, sand from the Tunisian campaign and winter whitewashed vehicles.

All in all this is a very complete (if slightly scary) package, that should build into an excellent replica of this early war vehicle. (Dai Williams)

1/35 10.5 CM STURMHAUBITZE 42 AUSF. G WITH ZIMMERIT

This kit is another in the DML line of 'Smart Kits', intended to be easier to build than some of their more recent kits, by keeping the part count and the amount of etched brass used to a minimum. The kit consists of 14 sprues from one of their earlier Stug III kits, with some of the major components replaced with new versions which have a pre-moulded 'waffle pattern' Zimmerit.



There is also a sprue from their recent Heuschrecke kit providing parts from the 10.5 cm gun. A simplified interior is provided with radios and seats for the crew etc.

A set of 'Magic Tracks' is provided in two different colours, which is useful for keeping the left and right track runs separate if you intend to paint them separately from the rest of the model.

There is a sprue of clear parts for the periscopes, a length of wire to represent the tow ropes and markings for three vehicles. The etched parts are limited to engine deck grilles and some of the parts for the idler wheels and track guard brackets. There are no etched tool clamps provided, though the clamps moulded onto the tools look excellent.

The Zimmerit pattern looks suitably rough and irregular. The waffle pattern is probably more awkward than most to apply and its inclusion here will be a real time saver for modellers.

A future build feature will show how well this kit goes together. (Dai Williams)

1/35 BRITISH SHERMAN MK.III 'MID PRODUCTION' SICILY



2008 is turning into a real year for Shermanoholics! With several great kits from Tasca and Dragon, nearly every mark of Sherman is now well represented. This latest treat from Dragon builds on their M4A2 Tawara and Sherman III releases and as with most of their new releases, Dragon have gone back, checked their references and made corrections for their new kit.

This new M4A2 from Dragon features new final drive housings and transmission cover, along with a host of other more subtle tweaks. The kit gives the option of suspension bogies with both flat and angled return rollers and a choice of roadwheels. Dragon's Sherman etch brass fret is now almost the same size as some of the aftermarket sets available, with headlamp brush guards and sand shields on show. The kit also has clear plastic periscopes and a steel wire tow cable. The turret is nicely reproduced with a slide moulded 75 mm M3 gun barrel. Nice.

The kit still has a couple of minor problems such as the hull welds which although they are no longer recessed, don't have quite the right pattern, although this is really nit-picking. One brilliant feature is the DS WE210 Double-I tracks. These tracks were normally seen on British M3 Grants, but they were also found on some British M4A2's and Dragon have captured their detail really well. They've also learnt from the M4A2 Tawara kit where the tracks were supplied in a loop

so some of the guide horns were often damaged. Here, the tracks are now supplied flat and so those delicate guide horns are well protected.

One slight drawback is that markings are only provided for 'Clive' of the 3rd County of London Yeomanry in Sicily, but perhaps this gets us our WE210 tracks so it's not such a bad deal!

Is there room for another M4 in the collection? You bet!
(Nick Shuttleworth)



WWW.ITALERI.COM

1/35 BEDFORD QL WITH 6 PDR. AT GUN

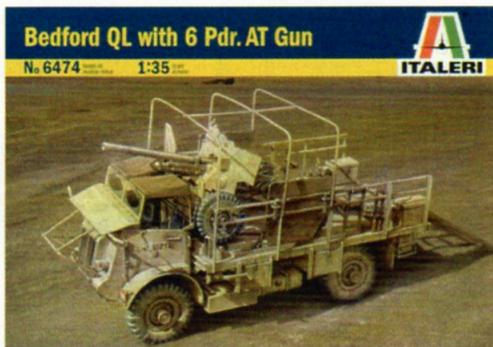
Like the Rolling Stones, Italeri have a fantastic back catalogue full of cracking gems from decades past! A few months ago it was the little Chevy 15 cwt CMP truck, this time we welcome back the mighty Bedford QL 6 Pounder Portee.

Gun Portee's were trucks specially adapted to carry anti-tank guns on their cargo bodies and portees for both 2 pounder and 6 pounder guns were built on a number of different chassis.

This golden oldie dates back to the days when Peerless Max ruled the roost and when the industry was split 50:50 between 1/35th and 1/32nd scale for military vehicles. Don't be fooled by the age of the kit though – Peerless Max's toolmakers did a good job and incorporated some very nice sharp detail into the parts such as the wheels and tyres, portee body and cab. The kit also has a nicely detailed chassis and cab, along with engine, gearbox and axles.

The 6 pounder gun is really the only plastic 6 pounder worth building and is a nice kit in itself, featuring a well detailed breech and carriage. The truck is also the only plastic QL on the market so makes a good basis for converting into the numerous different derivatives of QL that were built during the war.

As you would expect, this kit has plenty of scope for improvement either with etched brass or homemade additions, but could equally be enjoyed straight from the box. Get this classic kit into your collection, or better still build it! (Nick Shuttleworth)



WWW.ZVEZDA.ORG.RU

1/35 KV-1 SOVIET HEAVY TANK MOD. 1940 WITH L-11 GUN

I have to admit that Zvezda's 1940 KV-1 is a bit of a 'head scratcher'. On one hand the kit is up against Trumpeter's KV-1s which are pretty good and are also similarly priced; on the other, Zvezda's KV-1 is an earlier 1940 variant, so we must assume that this is the key differentiator Zvezda are aiming at.

On opening the box we're greeted by sprues in an olive green plastic plus two-piece tracks in silver vinyl. The kit has a mixed feel with some CNC tooling marks on the insides of the larger assemblies, which seems to confirm the 2007 stamps on the sprues, whilst also feeling like an older generation of kit. The lower hull has separate hull floor and sides and overall, the parts are cleanly moulded with little flash. The kit provides the option of either vinyl or 'link and length' plastic tracks, however, the link and length tracks do lack the pre-



sagged feature offered with other kits and the faces of the tracks seem a little flat, lacking the profiles of the original. Unusually, the kit has a simple engine compartment, a further nice touch being the turret interior detail that includes the breech assembly and ammunition.

Although the kit is not quite as sophisticated in its execution as some of the other KV-1 kits, I think we need to look at the kit realistically – it's a simple, unfussy kit with some nice features and excellent clear instructions, so I think this kit makes a good beginner's kit. Markings are provided for two vehicles from the Eastern Front in 1941 by the way... (Nick Shuttleworth)



WWW.MIGPRODUCTIONS.COM

PLENTY OF ORIGINALITY FROM SPAIN'S RISING STARS

Much like Tankograd whose books we've reviewed this month, no one can accuse Mig Productions of sitting on the fence. They most definitely have their own ideas and aren't afraid to produce items that are a little off the beaten track. If this month's batch of kits, accessories and materials is anything to go by, that looks likely to continue for some time yet.

Originality aside, what sets them apart is the quality of their kits, the packaging and the 'let's not leave anything to chance' attitude that makes much of what they produce, an aspirational item. See one of their kits or finishing products on a shelf and you just feel compelled to buy it – I know I do!

So, without further ado, let's take a look at what we've received this month! (Spencer Pollard)



1/35 OPEL BLITZ WINTER UPGRADE SET (RADIATOR COVER AND TARP AND 7 CIVILIAN PATTERN WHEELS) – MP35-169

The largest accessory set seen this month sees MP turn their attention to Tamiya's delightful Opel Blitz truck. Cast in resin, this simple to use set offers a full-span tarpaulin cover for the truck-bed, radiator cover and seven civilian wheels to replace the military pattern items offered in the plastic kit.

Across the board detail is comprehensive and the casting quality excellent – the wheels in particular being truly first-rate. The tarpaulin is a large and weighty resin section that looks wonderfully natural, with plenty of detail to highlight with paint. The natural look of the material is noteworthy too and is far removed from the stiff look that plagues some other kit tarpaulins. It will certainly be impressive when

KIT BOX



used in concert with Tamiya's base kit.

As with many of MP's resin kits, the mould-plugs are fairly unobtrusive and thus easy to remove before the individual pieces can be used. This is particularly so with the wheels where the plugs are small and thus little of the detail will

be lost once they're removed and the tyre cleaned up.

Being such a simple kit, the instructions are kept to a minimum, the card header in the package being all that's supplied to help you out.

This is a fine product and one that we'll be using on another Blitz that we'll build in the new year. In the meantime, we recommend this kit and feel that it will help no end in making Tamiya's Blitz just a little different from the norm. Hmm. Nice.

1/35 MARDER IIIH TARPAULIN FOR DML KIT (MP35-166)

More tarpaulin madness from MP and more chances to change considerably, the look of a basic plastic kit. Cast in two highly detailed sections, this is a one-stop, lazy man's alternative, to adding all of that interior detail to the fighting compartment of Dragon's Marder. I wouldn't feel guilty about that though, no really I wouldn't, as these new pieces are superbly detailed and will look great in place – suitably weathered of course!



Casting is once again well done. I could find no air bubbles at all on our sample and so removal of the pour-plugs, a little superglue and a touch of filler to blend the two pieces together and you're good to go. Check out the detail, admire the fit, apply some paint and then fit the whole shooting match in place. Job done.

Nice, simple and easy to use. What more could you want?

1/35 AND 1/72 PLASTIC JERSEY BARRIERS (MP35-172 AND MP72-357)



We may as well join these two sets together as they essentially replicate each other, albeit in two different scales.

Guardian Plastic Jersey Barriers are designed to regulate traffic flow and provide a security barrier on main roads and can be seen all over the world – and not just in war-zones. That being so, these two

sets provide plenty of possibilities for fans of modern vehicles and dioramas – whether they be civilian, or military.

As an accessory, these new items couldn't be easier to use; remove the pour-plugs and then paint them using a suitable satin paint (colours can be white, red, grey, black, orange or yellow amongst others). A little dust here and there and you'll have some neat coloured accents to use on your diorama, or vignette. Now, how easy is that...?!

This is another clever item that will look great once in place. Now, where did I put that Hummer...?



1/35 LEBANESE TANKER (MP35-167)

Here's another of Vladimir Demchenko's wonderful figures and another off-beat addition to the MP range. It's no secret that Miguel Jimenez likes modern armour and so the release of a modern tanker figure (and one from the Middle East), comes as no surprise.

Well cast, casually posed and detailed with the kind of deft touch that typifies this sculptor's work, this figure will delight fans of this genre. Certainly, having used another of Vladimir's figures on the T-34 that I've built for next month's issue, I can attest to the quality of his models and the ease with which they paint-up.

Perfect for a wide range of vehicles, I can see this figure appearing in some quantity in the coming months – and rightly so, it's a very fine piece of work and once again comes highly recommended.

20' ISO CONTAINER (MP72-356)

The backbone of the world's trade routes for decades, the ubiquitous ISO container can be seen everywhere, in thousands of colours and liveries.

Cast entirely in resin, this simple to construct kit replicates a 20' container and as such, could be used in variety of locations and situations, both civilian and military – the latter as part of any number of settings from Afghanistan to Iraq, the Balkans to the Lebanon.

Detail is fine, well defined and accurate. The fit of the parts is also very good and despite initial reservations that the flat panels would suffer a little from warping, were straight and true. In fact, the casting revealed some very clever touches, with undercuts that had me wondering just how the team at MP managed to cast them so cleanly and then removed them from the moulds!

A few minutes spent on the Internet will show you just how widely used these containers are and will reveal that the only barrier to their use will be your own imagination. Well – what are you waiting for?!



RAILWAY STATION DIORAMA BASE (MP72-354)

All-in-one diorama bases have become increasingly popular over the last few years and so it's far from surprising to see more appear. This month sees the release of two new bases from MP – the first one, as can be seen here, having a distinctly

railway bias.

To be honest I really don't know how I feel about this type of thing. On the one hand they're a great idea for modellers who don't have the skill to build one for themselves. On the other hand, they're rather inflexible items that don't lend themselves easily to being used with either vehicles or figures that would traditionally be bedded into the scene – which is obviously very difficult which the scene is already set.

Take this one for example. Though excellent in almost every respect (casting, detail, packaging, use of accessories...), I wonder just how you would use it with a vehicle. Maybe you could have a tank crossing the tracks. Maybe you could create a knocked-out

vehicle. Maybe you could just use figures. Who knows? One thing is for sure and that is that whatever you do use will look like it's been placed on the base, rather than being part of it.

The other problem that I have with this base is the use of in-scale items. The delicacy of the rails, the sleepers and the bag of additional parts have to be seen to be believed. The tracks in particular are incredible, being so fine that you can see through them – truly impressive stuff. Unfortunately, the same cannot be said of the groundwork that runs along the side of the rails; it is simply too heavy to be in-scale with either the supplied parts, or any figures that you may wish to use. Indeed, I would have to say that even in 1/35, the texture that has been so expertly cast, would be out of scale...

So, something of a mixed bag this one. On the one hand it is beautifully cast (no clean-up will be required before use, nor were any air bubbles in evidence – and I mean none...), but on the other, it is a rather inflexible item that will need some real thought to get the best from it.

1/72 DEFENDING THE REICH DIORAMA BASE (MP72-355)

This is a little more like it! Unlike the earlier base, this one is a little more flexible and thus, could be used with ease to produce an interesting set-piece, with only a modicum of extra work. Also, this one seems to be far more in-scale and so the groundwork that forms the trench system, is rather more delicately modelled and more in keeping with the size of the piece.

I particularly liked the cobblestone road. Modelled with individual cobbles, this should look great painted up and though a little small in my opinion (it won't take much more than a medium sized vehicle), should be a great place to mount the centrepiece of your finished diorama.

Along with the base itself, MP supply a very delicate T-34 turret that is designed for the side of the road. Again, the part is well detailed, flawlessly cast and will look great once painted and weathered.

We hope to be able to paint this base up over the coming weeks and so will show what's possible with it – something that I'm sure, will be a lot of fun! (Spencer Pollard)



A2ZeeModels WWW.A2ZEEMODELS.CO.UK

AFTERMARKET UPDATES WITH A BRITISH FLAVOUR

Alistair Mclean likes British subjects and so the arrival of a batch of updates designed in the main for RAF and RN types, was less than surprising. The collection of sets are all from either the Alley Cat, FAA Models or Rotor Craft ranges.

Produced simply in resin, these high quality, cut-price detailing sets are a perfect accompaniment to the basic plastic kits for which they're designed. Also, they're no replacement for replacement's sake; each of the individual sets improve, or replace areas of the kits that need them. No-where did I get the impression that the kit parts were adequate enough not to need improvement and so the new parts are more than welcome.

Across the board, the levels of detail and the quality of the casting, first rate. Surfaces were smooth, details comprehensive and the parts free from distortion and air bubbles. In most cases the parts simply replace a plastic section with little extra work and so many of them would be a good lead-in to the world of aftermarket products.

We've quite a few sets to look at this month and much like 'Book Review' we'll take a quick look at each one, offering up our thoughts along the way. Let's go then! (Spencer Pollard)

A2ZeeModels – 48 Ambrose Rise, Dedridge, Livingston, West Lothian EH54 6JT. Tel/Fax: 01506 416 444. Email: a2zeemodels@aol.com Web: www.a2zeemodels.co.uk

ALLEY CAT



1/72 HARRIER 100% LERX FOR HASEGAWA KITS (AC72002C)

A straight replacement for the smaller LERX panel supplied in the Hasegawa kit, thus replicating the current 100% extensions. The quality of the detail will allow this new piece to be indistinguishable from Hasegawa's part.

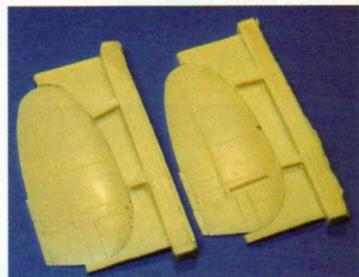
1/72 BAE NIMROD WEAPONS BAY FOR AIRFIX KIT (AC72003C)

The weapons bay in the Airfix kit is a very weak area and so ripe for replacement. A drop-in section, this set offers plenty of detail, though no weapons and will improve the Airfix kit immeasurably. The only snag will be seeing the detail on the completed model – a mirrored display base perhaps being needed...



1/72 LINCOLN STYLE TAIL & RUDDER FOR REVELL LANCASTER (AC72004C)

If you want to build a BOB Memorial Flight Lancaster you'll need to use these post-war tail planes. Excellent detail and casting will enable you to blend these seamlessly into place with Revell's airframe...



1/72 HALIFAX EXTENDED WING TIPS FOR AIRFIX HALIFAX (AC72005C)



A simple set of rounded wing tips that will allow you to produce later variants from the basic Airfix kit. Delicately scribed panel lines feature – meaning that you'll have to rescribe the rest of the model to match! That should be fun...

1/48 HARRIER 100% LERX FOR HASEGAWA/REVELL KITS (AC48002C)



The same points made about the 1/72 item apply here too – the only improvement being the open intakes on the upper surface, something that wasn't really possible with its smaller brother.

KIT BOX

1/48 WWI FRENCH PILOT

Here's a really lovely figure for WWI aircraft fans! Detail and sculpting are really first class and he should look amazing once painted up. A choice of heads and position of the right arm will allow a little variation. If only all 1/48 figures were this good!



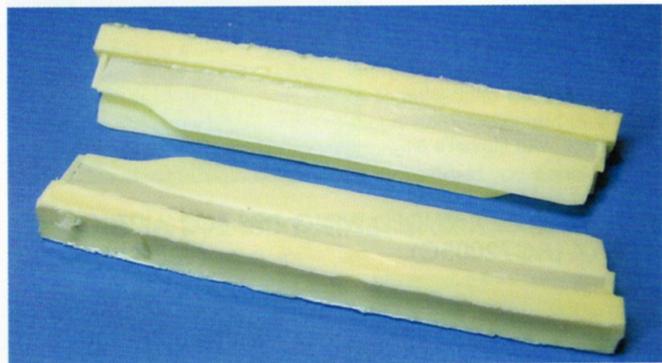
1/48 WWI RNAS PILOT

If anything, this figure is even nicer than the French one. Dressed in a Royal Navy flying coat, the detail, anatomy and stance are all very impressive indeed. If you're a fan of WWI aircraft, check out this figure – you certainly won't be disappointed.

ROTOR CRAFT

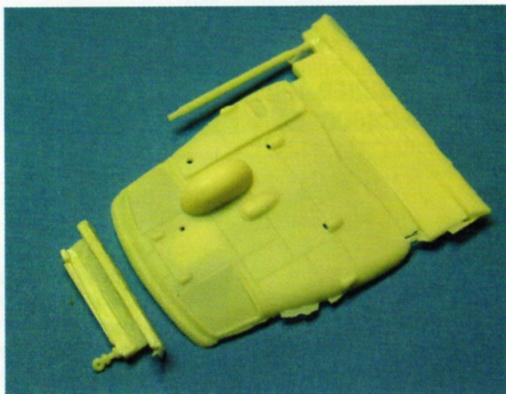
1/72 PUMA COMPOSITE ROTOR BLADES FOR AIRFIX PUMA (RC7208)

A straight replacement for the thinner Airfix blades. Remove the pour-plugs and fix them in place. Simple eh...?



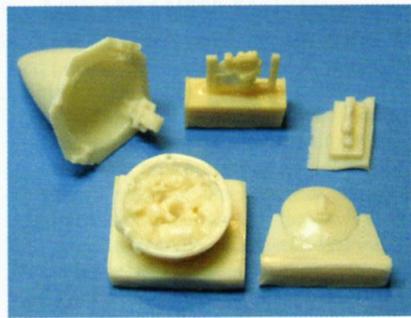
1/72 BELL UH-1C/L RESCUE HOIST KIT (RC7210)

Designed for the Italeri 1/72 Bell UH-1C, this set allows the modeller to add the roof-mounted hoist mechanism to the kit. Superbly detailed and expertly cast, this will be a welcome release for helicopter fans.



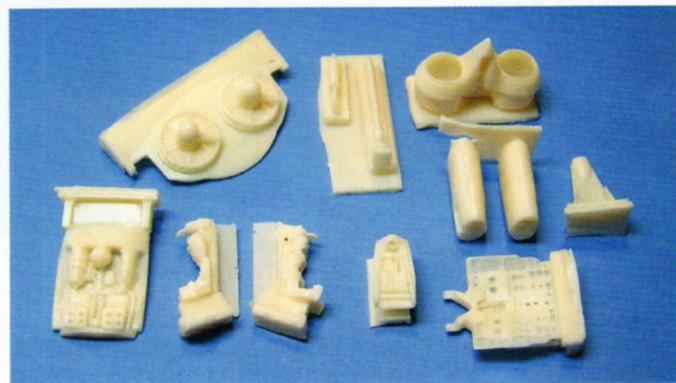
FAA MODELS SEA VIXEN RADAR SET FOR XTRAKIT/SPECIAL HOBBY KIT (FAAM72005)

The first of two sets designed for the Xtrakit Sea Vixen. Five parts will allow you to open the nose to reveal internal radar detail. The kit includes the forward nose section, radar and new nose cone. Nicely detailed, this will certainly change the look of your complete model!



SEA VIXEN UPGRADE SET FOR XTRAKIT/SPECIAL HOBBY KIT (FAAM72004)

A more involved detailing set; this one includes such delights as



new seats (thus replacing the rather undernourished kit items), jet pipes and rear fuselage section, engine turbines, airbrake etc. You'll also find two inserts that will help align the tailbooms – which as anyone who's built this kit will tell you, is a real bonus...

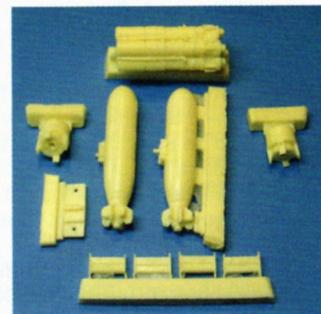
FAIRY GANNET WEAPONS BAY FOR CLASSIC AIRFRAME KIT (FAAM48001)

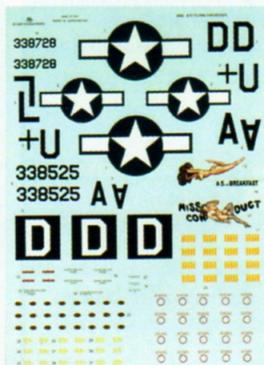
The title says it all – a set that replicates the involved weapons bay found in the Gannet. There's some really intricate detail on the various bits and pieces that will help produce a realistic looking bay, after you've glued it all together and applied some paint...



FAIRY GANNET ASW.1/4 – INTERNAL WEAPONS SET (FAAM48002)

Designed with the previous set in mind, this provides all of the wizz-bangs that you'll ever need, to liven up your model. The set includes Torpedoes, Parachute Packs, Sonar Bouys and Flare holders – plus ancillary hardware. Full instructions let you know where everything goes and what colour they should be. Nice...





POSSUM WERKS B-17G Flying Fortresses – Nose Art Special (Sheet No. PW48003)

This is a new line of decals as far as we are concerned. The decals are printed by Cartograf in Italy. The colours are dense and the printing of the small items is very fine and the nose art looks very good in this scale.

The sheet carries markings for two 1/48 B-17Gs, both in a natural metal finish. Along with one set of national markings, there are a couple of sets of propeller

blade markings. The two B-17Gs are '£5 with Breakfast' belonging to the 851st BS, 490th BG and 'Miss Conduct' is the 418th BS, 100th BG.

B-24D Liberators Ploesti: 1 August 1943 (Sheet No. PW72001)

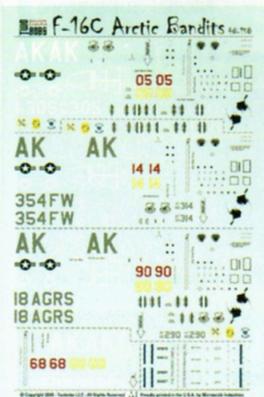
This sheet provides four sets of Liberator markings in 1/72 scale that took part in the famous Ploesti Oil Refinery raid in 1943. As well as the individual markings, there are sets of stars and bars to complete three of the aircraft. The four aircraft are:

1. 'Princess' (or 'Prince-Ass/Prince') of the 44th BG with the 506th BS with nose art and finished in Olive Drab over Neutral Grey.

2. 'The Squaw/Sleepy' of the 343rd BS of the 98th BG. The finish is sand on the upper surfaces and Neutral Grey on the undersides.

3. 'Hell's Wench' with the 93rd BG. Olive Drab and Neutral Grey are the colours.

4. 'Brewery Wagon' with the 512th BS in the 376th BG and again, the colours are Olive Drab and Neutral Grey.



TWO BOBS F-16C Arctic Bandits (Sheet No. 48-158)

Most F-16s appear in the very familiar three-colour grey finish so it is good to have a more colourful option for a change. This sheet features Eielson-based F-16C in Alaska, hence the reference to the arctic in the sheet title.

There is a full set of markings for four F-16s with AK tail codes used on most USAF aircraft based in Alaska. The camouflage pattern is based on FS37030, FS36118 and FS36628. The bold pattern

wraps around onto the underside of the jets.

As well as a full sheet of markings, there is a small supplementary sheet with stencilling and unit badges.

F-16C/D Polish Jastrzabs (Sheet No. 72-073/32-046)

An unusual combination of scales on this sheet, with 1/72 and 1/32 decals for Polish F-16s. Poland is one of the more recent additions to a long list of users of the Fighting Falcon. Markings are supplied for a single seat F-16C and the two-seat F-16D with the avionics spine and conformal tanks. Both machines appear in both scales.

Polish F-16s carry their own camouflage pattern of two greys FS36375 and FS36270 with FS36118 dark grey nose cones. A great



sheet, with something different for F-16 builders.

As well as the Polish national and individual aircraft markings, there are some stencilling items and walkway lines. As modelling is very popular in some of the old communist countries, I expect that this sheet will be popular.

FIGHTERTOWN DECALS Test Cats F-14A/D (Sheet No. FTD 48012)

Fightertown is another decal producer that is new to Transfer List. As their name would suggest, Fightertown cover aircraft

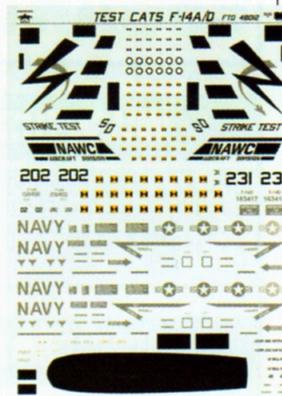
of the US Navy. The majority of their range is F-14 Tomcat subjects, followed by Hornets and mainly in 1/48.

More Tomcats are found on this sheet (and a few bits of sheets) from the US Navy's Naval Air Warfare Test Centre and Pt. Mugu/Nellis. The great thing about the Test Tomcats is that many of them carried different paint schemes to the ones carried by the standard squadron F-14s. Here is a rundown of the Tomcats in this set.

1. F-14A 159827 as used by VX-4 and XF-41 between 1976 and 1978. The scheme is the Heater-Ferris splinter pattern in three greys and no stars and bars.

2. F-14A 159455 as used by the Naval Air Warfare Centre. In one guise, the Tomcat appeared with medium grey upper surfaces and light grey undersides with International Orange tail fins and upper wing tips. The orange was replaced by grey with a black lightning bolt and tail bands when the Tomcat moved to VX-23 Strike Test.

3. F-14D 163417 worked with the same units as F-14A 159455 and carried similar markings during its career.



F/A-18C Blue Bandits (Sheet No. 48021)

Here we have a crowded sheet of markings (and a few bits of sheet) providing marking for four Hornets that are wearing camouflage patterns mostly based on differing shades of blue. All four will make striking models.

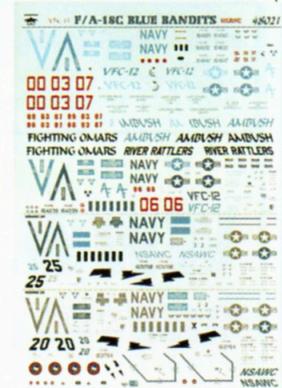
1. F/A-18C 'Ambush 06' with VFC-12. This Hornet carries a combination of dark and medium blue and grey to make up its camouflage pattern with a white nose and tips of the tails. As well as stars and bars, this Hornet carries Russian stars.

2. F/A-18C Ambush Hornets. From this set you can produce any one of three Hornets by swapping around the Bureau Numbers and the buzz number on the nose. Again, the scheme is two blues and grey with a white nose and tops of the tail fins.

3. F/A-18C 163708 of the NSAWC with a wrap-around scheme of two blues and grey.

4. F/A-18C 163754 of the NSAWC. This Hornet is painted in a complex scheme of two blues and two greys with a white nose and tips of the tail fins. The upper surfaces carry a splinter pattern of the two blues and grey with overall grey on the undersides and lower fuselage.

As well as the individual aircraft markings there are a few stencilling items and 'slime lights' (formation light strips) to replace the poor items on kit decal sheets.





JACK OF ALL TRADES

The Dornier 217 was widely used during WWII and is a great subject for a model. Tomás de la Fuente builds Revell's 1/48 kit, adding plenty of details and a wonderful finish, to this very impressive model



STAGHOUND

Though a proud Canadian, Pat Johnston admits that he had never built a Canadian vehicle before building Kengi's wonderful 1/48 kit of this very impressive vehicle – details of which he'll bring us next month



SOME SMART THINKING...

Dragon release yet another T-34, this time the very specific 'Factory 112' version. The Editor gets to grips with the kit, offering up plenty of painting and constructional ideas along the way

THE BRIEFING ROOM

When, where and what's happening?

Author: John Norris

THIS MONTH'S NEWS...

Well, we've arrived at the end of another year and what a busy time it has been! One thing it certainly has not been and that is dull, what with all the comings and goings, along with the last minute rescue deal of Corgi Models by Hornby (which certainly kept us on our toes) – not to mention the re-emergence of Airfix. As we approach Christmas there's the usual round of brain scouring to come up with something unusual, but at the same time useful, for modellers. There are, of course, all types of books and either gift vouchers or the models themselves, but that can be a little flat.

So, how about something different? The Wiltshire-based publishing company of Crowood, which produces a range of hobby titles including modelling have released a two-disc DVD set on the subject of building scale models of WWII vehicles. The subjects covered include the M4A1 Sherman tank, Humber Armoured Car and Sd.Kfz. 251/18 among other items. The set is called Military Vehicle Modelling and Conversions: Techniques in Action and has an ISBN code of 978-1-84797-011-4. Compiled by Duncan Howarth the films provide suggestions and show how to achieve improved results in painting techniques and is unashamedly dedicated to beginners within our hobby. The price is £29.99 with a running time of 138 minutes and will no doubt prove to be a welcome addition to reference libraries of modellers taking their first steps within our wonderful hobby. The Crowood Website is at: www.crowood.com

A recent trawl across the Internet revealed an interesting Website that might turn out to be useful to modellers and this is: www.soldiersoldiers.com It features all manner of things which a modeller could spend a long time looking for without any results, including a forum for ideas, buying and selling page and a wealth of other interesting subjects dealing with lead and plastic models and other miscellaneous items for sale. There is a list of back issues of old magazines such as the Airfix magazine, and many others, which are no longer in print. All in all, it should provide useful references the site being well illustrated, with written details to satisfy most enquiries.

Staying with the Internet and publishers for a moment, Osprey has created a Website that will be useful to modellers and wargamers. It can be found at www.ospreypublishing.com and for a nominal monthly subscription, users can access campaign maps, profiles of historic aircraft and receive regular updates on new titles. Osprey is renowned for the maps in their publications and this Website will prove popular.

The year of 2008 was busy for historic aircraft, also. The Dakota was finally phased-out of service having been used at air displays for many years where it was used to recreate famous wartime airborne operations such as D-Day and Arnhem, with trained Paras jumping from the aircraft. The classic Vulcan bomber with its distinctive triangular shape took to the skies again at Farnborough in July and may once more, returned as a familiar site to air shows around the country.

These two historic aircraft are favourites with modellers and another treat was in store when a fully restored B-17 bomber flew into Duxford to participate in the Flying Legends Show in July. The aircraft was flown from its base in Maine to the Imperial War Museum at Duxford where it was shown bearing the title 'Liberty Belle' in memory of the original aircraft of the same name, which was part of the 390th Bomb Group flying out of Britain. The B-17 was the backbone of the USAAF, with almost 8,700 being built, and even used by the RAF in 1941. The B-17 or 'Flying Fortress' is credited with dropping over 640,000 tons of bombs on targets during daylight missions including the disastrous Schweinfurt Raid in 1943, and after the war, saw service in the 1948 Arab-Israeli War, Korean War and finally Vietnam, before finally being retired. The B-17 based in the UK is 'Sally-B' which flies from Duxford and features at air shows.

In the past, we've reported on what could be considered 'extreme' modelling, with full size models of aircraft and vehicles being created in gardens. Taking this one stage further are two maritime modelling enthusiasts from Poole in Dorset, who have built a working model of a nuclear submarine, measuring some 16 feet in length! The model, powered by an electric motor, is of a 1960's nuclear submarine and

amazingly can accommodate one of the modellers who steers it around the boating lake while looking through a mesh screen at the base of the conning tower. Built from plywood, the submarine cannot submerge, but the effect is very realistic and certainly attracts positive comments. The two men now have their sights set on their next project which will be a German wartime U-Boat which they hope will be large enough to allow both to steer it around the waters. Good luck to them in this ambitious project and we will keep an eye open for the result.

So, what do we have to look forward to during December and the quiet Christmas period? Well, for a start there is the Toy Soldier Show organised by King & Country with a wealth of models and there is the usual round of militaria fairs where one can purchase out of print reference books and some nice collectable models. It seems a pity that not more is being done during the winter, either that or details simply are not being passed on to us here at MIS!

Military museums up and down the country continue to host some very good exhibitions during the winter, all of which provide ideas for models and again, add that all-important research to get things correct and SRP Toy Fairs have organised a good selection of venues. Do not be put off by the term 'toys' you might be surprised at what is offered. So, have a good time and we will continue to bring you the news and views as they come in and enjoy what we have on offer this month.

AND FINALLY...

Whilst on the subject of organised events, please remember that all organisers are asked to submit details of their event at least two months prior to it being held in order for it to be included in this list. The sooner the better in order to avoid disappointment and please be sure to send details to John Norris, contact details at bottom of page.

THIS MONTH'S EVENTS...

16TH NOVEMBER 2008

The Great Malvern Military Convention is being held again at the Three Counties Showground at Malvern in Worcestershire, WR13 6NW. Doors open from 9 am until 4 pm. Everything for the collector from books to uniforms and medals. Further details telephone 01743 762266 or visit the Website at: www.militaryconvention.com

16TH NOVEMBER 2008

Arms, Medal and Militaria Fair at the Cedric Ford Pavillion, Newark Showground, NG24 2NY. Doors open between 10 am and 3 pm. Further details telephone 01423 780940 or visit the Website at: www.northernarmsfairs.co.uk

30TH NOVEMBER 2008

Bromsgrove Militaria Fair at the Council House, Spadesbourne Suite, Burcot Lane, Bromsgrove, Worcs. B60 1AA. Doors open between 10 am and 2 pm with entrance charge of £2.15. Further details telephone 01926 886510 or Email: fairs@RZMilitaria.com

30TH NOVEMBER 2008

Arms, Medal and Militaria Fair at the Village Hotel, Whiston, Liverpool L35 1RZ. Doors open between 10 am and 3 pm. Further details telephone 01423 780940 or visit the Website at: www.northernarmsfairs.co.uk

30TH NOVEMBER 2008

Militaria Collectors Swap Shop and Fair at the Brecon Town Indoor Market Hall in Wales. Doors open 10 am to 3 pm with entrance charge of £1 for adults. Further details telephone either 01639 722479 or 01874 658342.

30TH NOVEMBER 2008

Militaria and Collectors Fair at Wolsey Hall, Windmill Lane, Cheshunt, Herts. EN8 9AA. Doors open between 10 am and 3 pm with admission charge of £3 for adults. Further details telephone 01892 730233 or visit the Website at: www.militaria-fairs.com

1ST DECEMBER 2008

Open meeting hosted by the Stockport Militaria Collectors Society at the Acton Court Hotel, Buxton road in Stockport. Guest speaker Clifford Mansfield will present a talk on 'A Handful of Medals'. Meeting begins at 7.45 pm. Further details telephone 01709 557622.

6TH DECEMBER 2008

Toy Soldier Show is being held at the Royal National Hotel, Bedford Way in London, WC1H 0DG. Almost 3000 years of modelling ideas on show from ancient Egypt to WW II. Doors open between 10 am and 4 pm with entrance charge of £4. Further details telephone 01388 81882 or visit the Website at: www.thetoyshow.com

7TH DECEMBER 2008

The Giant Leeds arms, medal and militaria fair is being held at the Pudsey Civic Hall, just off the Leeds-Bradford Ringroad at Dawsons Corner opposite the Pudsey Railway Station, LS28 5TA. Wide range of books, collectables and models on offer. Doors open 10 am to 3 pm. Further details telephone -1423 780940 or visit the Website at: www.northernarmsfairs.co.uk

7TH DECEMBER 2008

Mark Carter Militaria and Medal Fair will open its doors between 10.30 am and 2.30 pm at the Yate Leisure Centre, Kennedy Way, Yate near Chipping Sodbury in Bristol BS37 4DQ. Range of collectables on offer from books and medals to uniforms and models. Further details telephone 01753 534777 or visit the Website at: www.arms-and-armor.co.uk

7TH DECEMBER 2008

Hornchurch Toy and Train Fair organised by SRP Toy Fairs Ltd. Further details telephone 07739 998012 or visit the Website at: www.srptoysfairs.com

13TH DECEMBER 2008

War Talk at the Durham Light Infantry Museum at Aykley Heads, Durham City DH1 5TU, with guest speaker Alastair Fraser presenting a talk on 'Ghosts on the Somme: Filming the battle, June to July 1916'. Presentation begins at 2 pm with tickets priced £4.35 for an adult and £3.25 for concessions. Further details telephone 0191 384 2214 or visit the Website at: www.durham.gov.uk/dli

13/14TH DECEMBER 2008

Medieval Christmas Fayre at Caerphilly Castle in South Wales with traders and re-enactment on site. Further details telephone 029 2088 3143 or visit the Website at: www.cadw.wales.gov.uk

14TH DECEMBER 2008

Militaria and Collectors Fair is being held at the Maltings, Bridge Square at Farnham in Surrey, GU9 7QR. Doors open 10 am to 2 pm entrance £3. Items include models, books and uniforms and medals. Further details telephone 01892 730233 or visit the Website at: www.militaria-fairs.com

14TH DECEMBER 2008

South of England Militaria Arms and Armour Fair open the doors at the Historic Dockyards at Chatham in Kent for collectors to buy books, photos, uniforms and medals. Further details telephone 07899 842041 or visit the Website at: www.ukms2000.com

18TH DECEMBER 2008

Orpington Crofton Ephemera Fair organised by SRP Toy Fairs Ltd. Further details telephone 07739 998012 or visit the Website at: www.srptoysfairs.com

21ST DECEMBER 2008

Rayleigh Toy and Train Fair organised by SRP Toy Fairs Ltd. Further details telephone 07739 998012 or visit the Website at: www.srptoysfairs.com

27TH DECEMBER 2008

Gillingham Toy and Train Fair organised by SRP Toy Fairs Ltd. Further details telephone 07739 998012 or visit the Website at: www.srptoysfairs.com

28TH DECEMBER 2008

Worthing Toy and Train Fair at the Charmandean Centre organised by SRP Toy Fairs Ltd. Further details telephone 07739 998012 or visit the Website at: www.srptoysfairs.com

14TH MARCH 2009

East of England Model Show 2009 to be held at the Peterborough Town Hall with once again the proceeds going to the Mayors Charities. For further information please contact the club secretary on 01733 321617

4TH APRIL 2009

Abingdon Model Show to be held at Larkmead School, Faringdon Road, Abingdon, Oxfordshire from 10 am 'til 4.30 pm. Contact Simon on 079208 75480 or Alan on 077666 91207

IMPORTANT NOTE!

News of an event from our overseas readers to inform us that the annual Alberta AFV Modeller Show will be held at the Military Museums in Calgary, Alberta in Canada. The theme for this year's show is 'Combat Support and Logistics vehicles'. Doors open from 9 am until 4.30 pm with an entrance fee, which is donated to the Military Museums. Further details Email: roch.graveline@telus.net

Also, we have been asked to remind readers that the Medway Modelling Club meets the first Tuesday of each month at the Disabled Persons Sports Hall at The Strand, Gillingham in Kent. Further details telephone 01634 822839 or Email: brigademodels@btopenworld.com

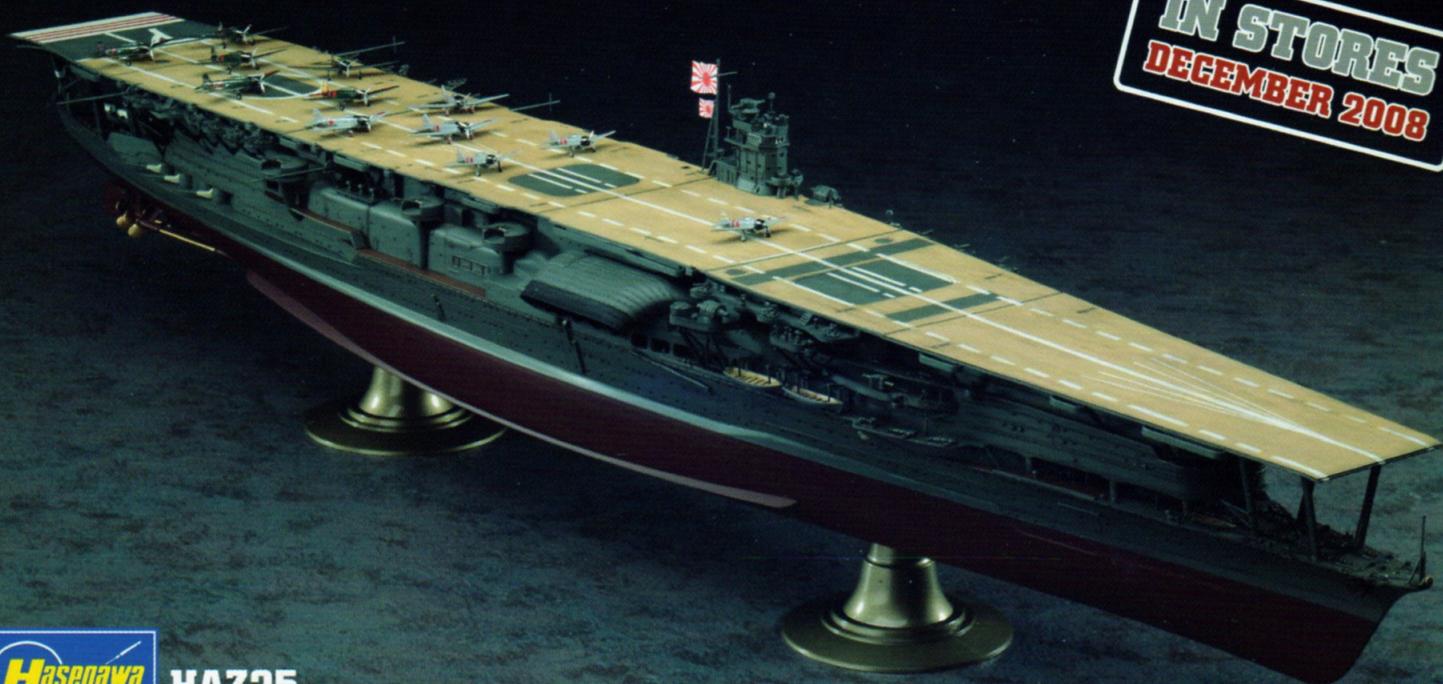
CONTACT US!

All modelling societies, wargaming clubs, re-enactment units and museums are invited to send news and details of their special events to John Norris, Hollyville, Maesyrcrugiau, Pencader, Carmarthenshire SA39 9DL. They can also be emailed to john.norris3@btinternet.com where they will be included in this monthly list.



IJN AIRCRAFT CARRIER AKAGI

**IN STORES
DECEMBER 2008**



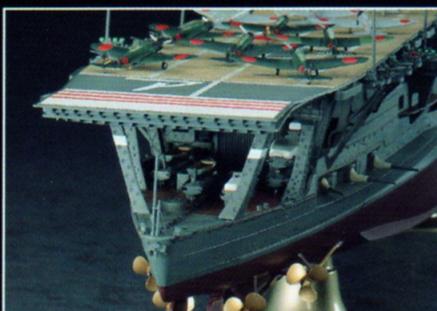
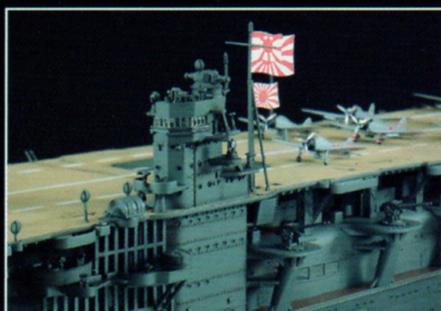
HAZ25

Hobby kits

1/350TH AKAGI

Model size : Length 745mm / Width 157mm

NEW TOOLING



IJN AIRCRAFT CARRIER AKAGI

Following the Washington treaty which took place in 1922, and limited the number of capital ships in a Navy's fleet, Japan opted to convert two battlecruisers, of which the hulls were already completed, into Aircraft carriers.

Completed in 1927, the Akagi served with the Japanese fleet for ten years. It underwent major modifications in 1938 and a new longer flight deck was added.

It became the flagship for Admiral Nagumo and participated in the Pearl Harbor attack and its aircraft inflicted great damage to the American fleet anchored in the harbour. On June 5th 1942, during the Battle Of Midway, the U.S Carrier Enterprise's aircraft fatally damaged the Akagi during two air strikes. On June 6th, the Akagi was sunk by Japanese destroyers with torpedoes.

ALSO AVAILABLE...

7 Super detailing sets to bring ultra realistic detail to an already detailed model. Each available separately.

HQG25 - WOODEN DECK SET

Wooden deck sticker (made of wood), Photo etched parts of arresting wire's base and elevator, Lettering sheet of white lines for the deck.

HQG26 - DETAILING ETCH METAL PARTS - SET A

Handrails

HQG27 - DETAILING ETCH METAL PARTS - SET B

Carrier deck windshield fence, rescue net and hanging rail of rear deck

HQG28 - DETAILING ETCH METAL PARTS - SET C

Carts for boats and other detail parts, propeller and landing gear cover parts of airplane, arresting wire

HQG29 - DETAILING ETCH METAL PARTS - GENERAL JACK STAYS

General jack stay parts and scaffold for work

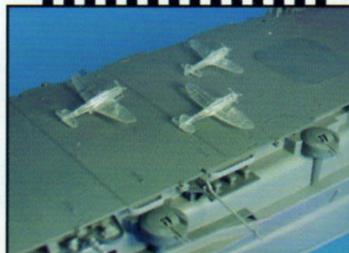
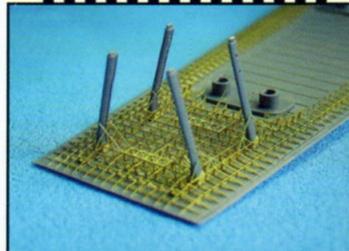
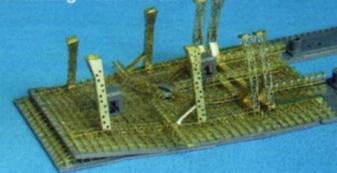
HQG30 - JAPANESE NAVY CARRIER BASED AIRCRAFT SET

Includes Zero Fighter Type 21 x 3, Val Model 11 x 3, Kate Model 3 x 6 (Clear color mold)

HA40071 - DETAILING ETCH METAL PARTS - BACK SET (LIMITED EDITION)

Detail parts for the back end of the carrier deck and rear struts, Soft metal mantle let parts, Aluminum ship name plate

Optional photo etched parts add stunning scale detail



Imported and distributed in the UK by:



Lancing Business Park, Commerce Way
Lancing, West Sussex BN15 8TA

Telephone: +44 (0) 1903 765496
E-mail: enquiries@amerang-group.com



Please contact your favourite model shop for further information or visit www.amerang-group.com