

VERLINDEN PRODUCTIONS

Modeling



Magazine

In this issue

The M998 'HUMMER' Part 2

Soviet BTR-60P

Lost Cause: **Arnhem, Holland 1944**

One year later

Fujimi's P-51D Mustang



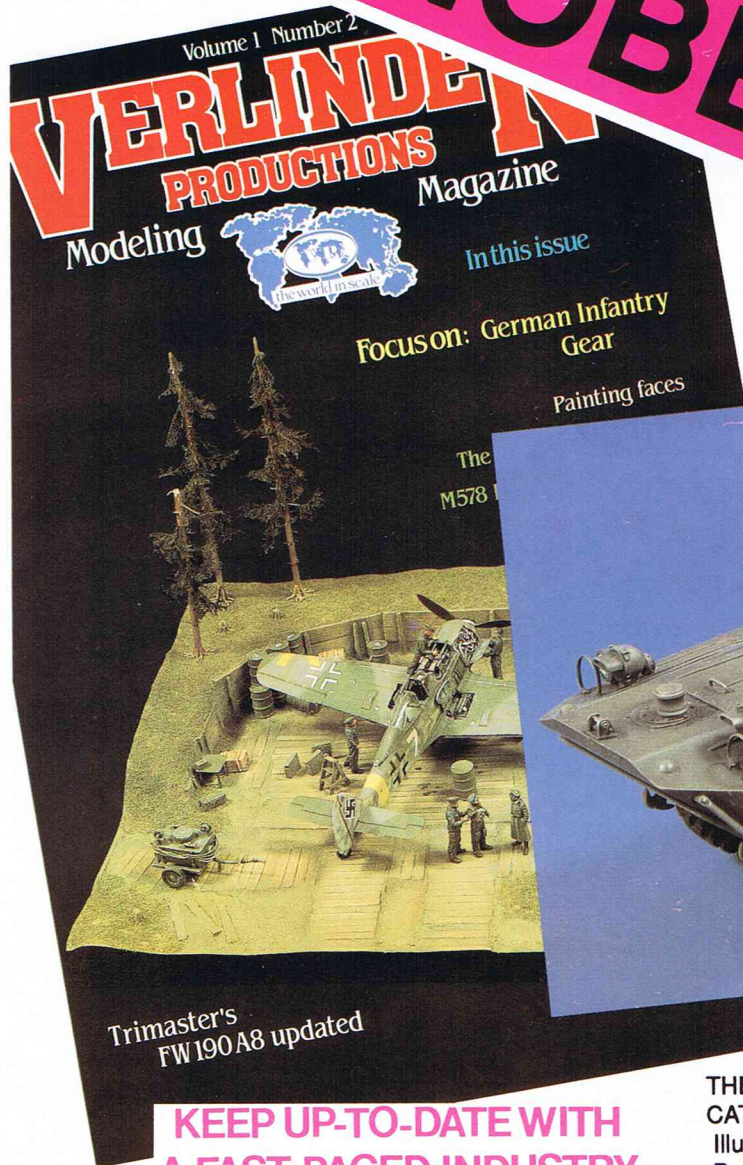
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Fujimi's P-51D updated

From the editor

After the success of our first two issues, we are planning new features for our future offerings. One of the areas being considered is a kit review column which brings up the subject of this editorial.

Recently, I was reading a well known modeling magazine, (I won't mention the name), and in their reviews, the author critiqued two kits. The first of these, accorded to him, was the ultimate in scale model technology, I'll refer to it as kit "A". The second, kit "B", had an abundance of problems.

As I read the reviews, I kept asking myself if kits "A" and "B" were manufactured respectively by his best friend and worst enemy. In reviewing kit "B", he said that a particular part was 6mm too long and extensive reworking was necessary to complete the project. I had built the kit, followed the instructions, made comparisons with scale drawings and the results were excellent. I cannot imagine how the reviewer had the problem on which he elaborated in such detail. Either he had not followed the instructions or perhaps he was not a modeler at all and in fact had not even built the kit.

As for kit "A", which he had praised highly, I had previously attempted building it, I say attempted, because of the quality of the workmanship and the fit of the parts was so poor, I simply lost interest.

I don't want to give the impression that all reviews are inaccurate, many reviewers do their homework and honestly try to give fair and impartial appraisals. I am only pointing out that there are those who are so negative their primary concern is to find anything possible to attack, and if there is nothing, they will create something. In my opinion this kind of reporting is irresponsible and is a disservice to both the modeling industry and modelers in general.

François VERLINDEN
Chief Editor



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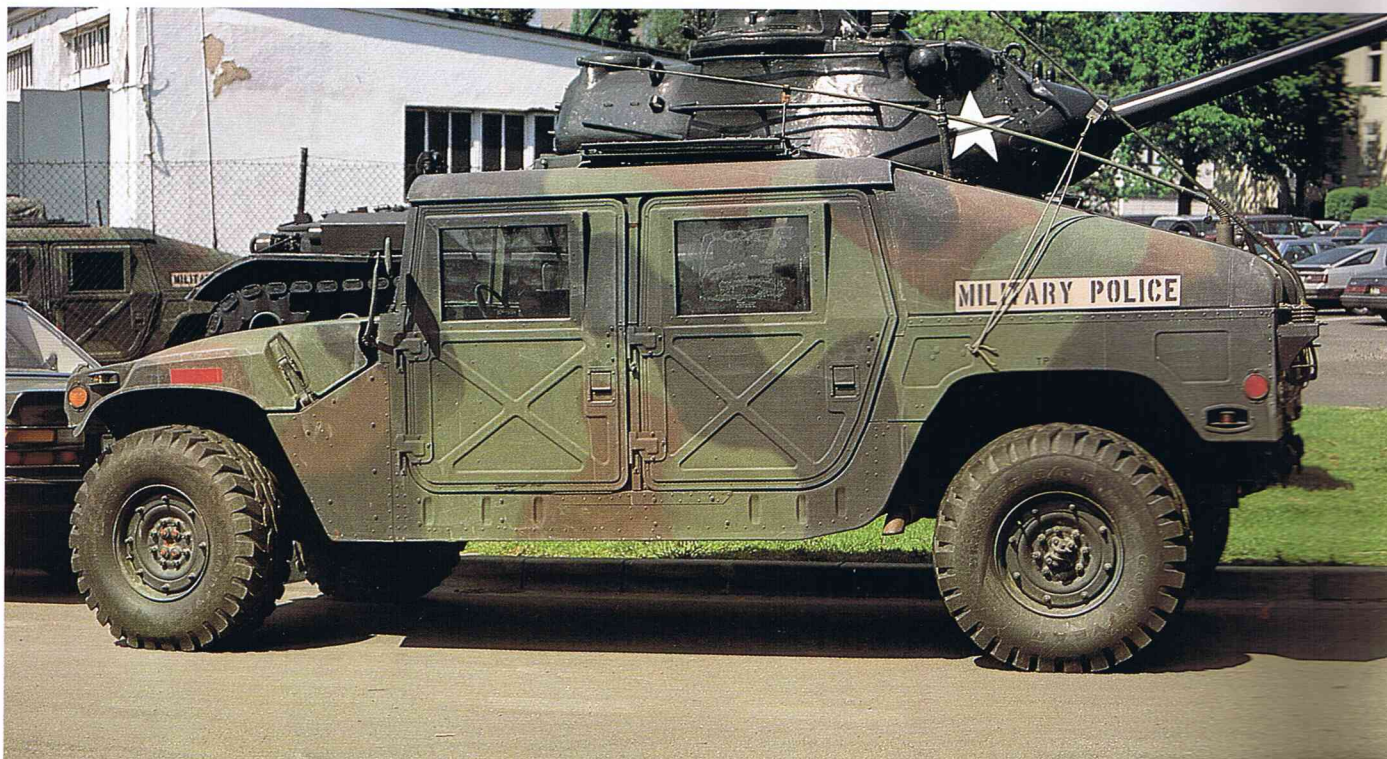
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A study of the "HUMVEE"
used by the Military Police
units of the US Armed Forces
worldwide.

by Patrick J. COONEY
&
Willy PEETERS

Model by François VERLINDEN

Photographic contribution by J.TOSHI,
Bob MORRISSON & Capt. P.RANDOLPH



Although the vehicle shown here is also referred to as an M998 "Hummer", its official designation is M1025 Armament Carrier (M1026 with winch installed), and M966 if a TOW missile system is installed.

The armament mounting kit features a 32 inch (812mm) weapon ring with pintle mount and quick release handle, which provides mounted weapons with a 360-degree arc of fire. The mounting kit can accommodate the Mk19 40mm automatic grenade launcher, the M2 .50cal machinegun, the M60 machinegun or the M240 7.62mm machinegun. The mounting system is developed to facilitate installation of these weapons also enabling a quick dismounting for use in a ground mount.

The installation of the four doors, roof and the cab cover added some 200lbs or 90 kilos gross weight and increased the total height to 73.5in (1.87m) from the standard 69in (1.76m) height. The vehicle as shown here was extensively used in

The M998 'HUMMER'

Part 2



(Patrick J. COONEY)

the recent Panama conflict with a variety of armament installed, and during this period it proved to be a comfortable and reliable vehicle for the troops.

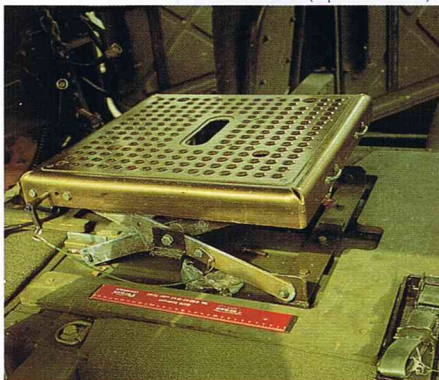
THE MODEL. The kit is quite familiar because we used the same basis in Part 1 of this article (see Volume 1 Number 2). The minor shortcomings of this kit have been pointed out before and although the additional outside detail of the cabin doors and the roof looks quite convincing, the inside detail is completely missing on the hard top and is inadequately represented on the doors.

The rooftop gunmount needs some updating too. The hatch itself has some unsightly sinkholes which need to be filled. Removing the hatch completely and replacing it by a scratch-built hatch from plasticard seems to be the most satisfying solution.

One thing completely missing in the Italeri kit is the platform (pictured below) on which the TOW gunner is standing while firing the missile. One more opportunity to test your scratchbuilding skills.

To update the rest of the interior, including the radio mount in the front, the same VP update kit can be used as mentioned in Part 1.

(Capt. P. RANDOLPH)



The platform is in the front of the vehicle. It is situated in between and just aft of the drivers and passengers seats. The platform can be raised by means of a simple scissor mechanism and is secured in the full-up position by a safety pin (at front left). Note the wooden reinforcement surrounding the platform.



(Patrick COONEY)

The vehicle viewed from the rear. The position of the antenna mounts varies from one Humvee to another. Note the canvas slings to the rear ramp door.



François Verlinden's HUMVEE dressed as a Military Police vehicle with a .50cal machinegun mounted on the roof. This attractive accessory is from VP and consists of resin castings and brass parts.



(Jules TOSHI)

M966 TOW MISSILE CARRIER

Height : 71in (1,84m) w/o Tow launcher
 Width : 85in (2,2m)
 Length : 180in (4,58m)
 Gross Weight : 8200lbs (3723kg)
 Payload : 2149lbs (976kg)

An M966 HUMMER TOW MISSILE CARRIER on display somewhere in Luxemburg. An armament mounting kit features a 32 inch weapon ring with pintle mount and quick release handle, which provides mounted weapons with a 360-degree arc of fire. Weapons, such as the TOW 1 and the TOW 2 missile launch systems can quickly be dismounted for use in a ground mount.

(Jules TOSHI)



Two soldiers demonstrating a TOW missile launch procedure. One soldier is standing in the open cargo compartment, protected by the rearward opened cargo door. He passes the missile tube on to the TOW gunner who secures the launch tube in its mount.

After zooming in on the target, the missile is launched and kept on track through the side-mounted sighting system until impact.

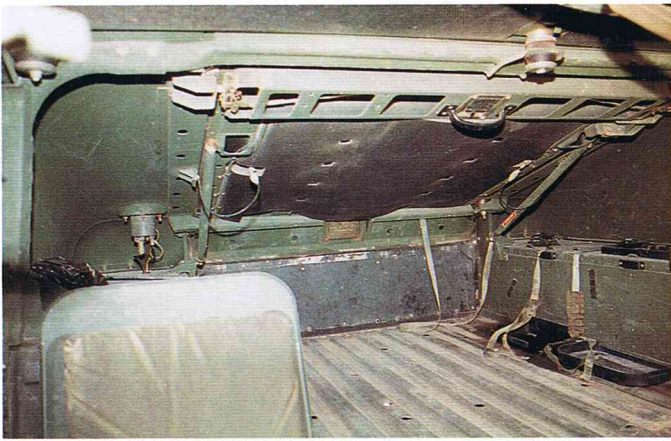
(Jules TOSHI)



The TOW missile launcher mounted on a tripod with the firing control unit next to it. As can be seen in front of the viewer/range finder, the missile launch tube hooks up into the bottleneck of the tube and is secured by a lever on top of the mount's swiveling point.

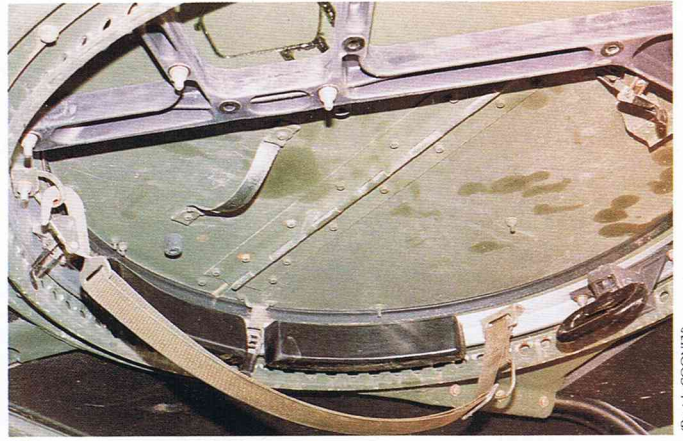


Italeri's model of the M966 TOW Hummer. It is interesting to compare the kit's missile launcher with the photo at left. The purists may have a go at updating a correct but simplified kit part.



(Patrick COONEY)

The inside of the cargo bay. Note the texture of the inner lining and the main antenna matching unit at left.



(Patrick COONEY)

The rooftop hatch from the inside. The hatch is secured by three fasteners, all of which can be seen. Note the two rubber pads at the rear and the quick release handle to the right.



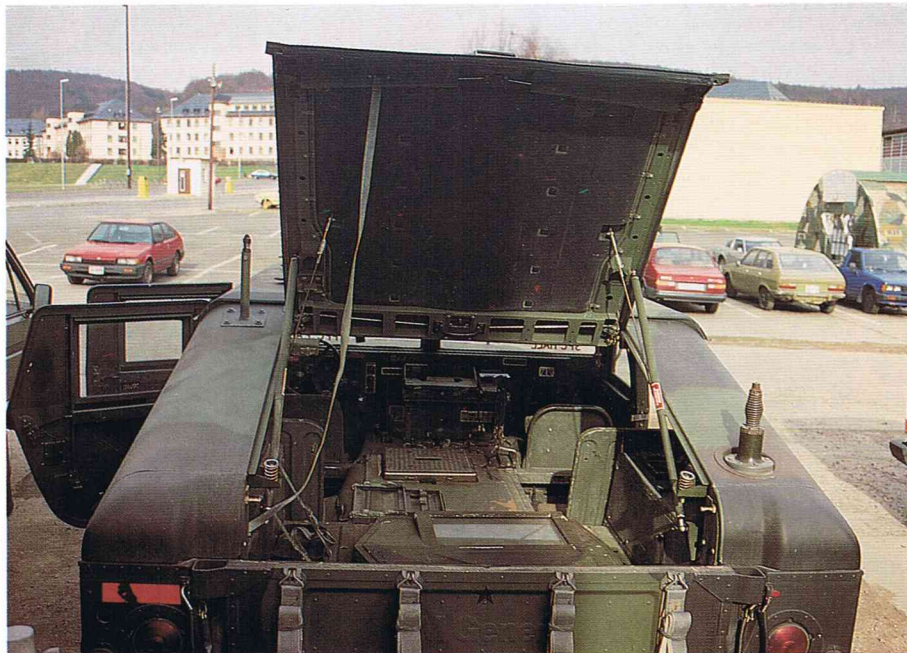
(Bob MORRISON)

If you don't like detailing the inside of the stowage compartment, this photo will be a source of information. Besides, stowage such as this will make your Humvee look so much more attractive.



(Bob MORRISON)

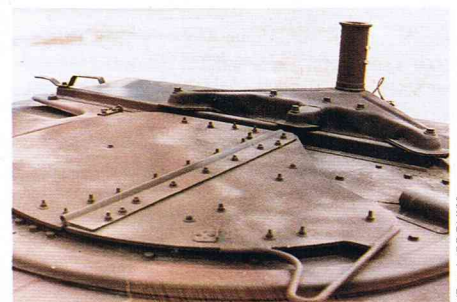
Additional field radios are carried inside this Humvee. This photo clearly shows the installation of the windows and the window raising and lowering mechanism. Here, the Italieri kit leaves a lot to be desired.



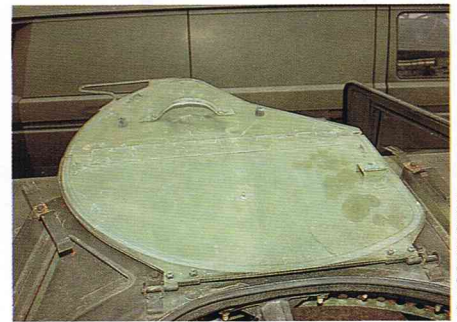
(Capt. P. RANDOLPH)

The rear ramp door in the full open position. Note the two holdback struts and cables, and the springs mounted to the edges of the compartment. They force the closed ramp upward preventing the door from rattling. This hatch is unique in the way it opens to both sides. When opened to the rear, it is held by the two cables clearly shown in the picture above, enabling a crewmember to reload the TOW missile assembly from inside the vehicle. Note the small square platform in the middle of the compartment which can be raised to facilitate launch operations.

The photos at right show the hatch and the machinegun mount. The real pintle differs slightly from the one provided with the kit. The complete hatch assembly can rotate a full 360° enabling the machinegunner to cover the entire surroundings of the vehicle.



(Patrick COONEY)



(Capt. P. RANDOLPH)



(Capt. P. RANDOLPH)



By François VERLINDEN
&
Willy PEETERS

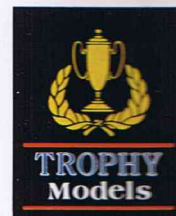
Model by François VERLINDEN

The BTR-60PB is an Armored Infantry Vehicle developed sometime in 1965 and it is still used today by the Soviets and their allies. Although the BTR-60PB was not designed an Infantry Fighting Vehicle in the true sense of the word, adding its 14.5mm KPVT machinegun and six gun ports was a step in the good direction. This eight-wheeled vehicle is powered by two GAZ-49 gasoline engines (diesel fuel is scarce in the USSR), which are also being used to power the BRDM-2. The vehicle has room for 3 crewmembers and an additional 8-man squad.



The nose section of the Trophy model with the commander standing in his compartment. Note the Soviet Vehicle Numbers dry transfers from VP set N°488.

Soviet BTR-60PB Armored Personnel Carrier



A familiar concept from an unusual manufacturer



A frontal view of the BTR-60PB or actually a Romanian TAB-72 which differs from its Soviet counterpart only in a few minor details. The water fording trim vane is shown in the stowed position. Note the small hatch in the nose and the various periscopes on top of the cabin.

THE MODEL. Regular VP customers will be familiar with the set-up of this Trophy kit.

They look so much like the VP releases because the same casting method is used to produce these accurate replicas of a machine-tooled master model. To simplify casting and to eliminate shrinking of matching parts as much as possible, the hull is casted in one piece. A massive piece of resin measuring 200x80x45 mm (8x3x2in).

Additional parts such as turret, hatches, wheels and headlights have to be cleaned from flash (which is virtually non-existent) and separated from the casting carrier which can easily be done with a pair of flush-cut nippers.

The most demanding job on this model was the construction of the headlight guards, the engine deck cover (from the enclosed mesh wire and plastic strip),



The model before painting (left) and after receiving the full treatment (top). Except for the copper wire handles, the mesh wire and the engine covers made from plastic strip, all parts of this kit are resin casted. Assembling this model is not complicated because the hull itself is a one-piece casting. Note the Sagger anti-tank missile to the front left of the vehicle.



Green. The usual wash with diluted Raw Umber artists oil was applied to simulate dirt in the recessed areas of the vehicle. This mixture tends to darken the initial paint too much, so highlighting the broader parts of the surface and the small detail is needed. Use the same Field Green color to do this and add a lighter color to highlight the smaller detail.

Depending on your personal taste, chipping of the areas most likely to show wear and tear (from soldiers boots or stowage carried) can be executed with a mixture of green and a drop of silver. Use a size 00 brush for this job.

Paint the tires very dark grey with a touch of green and highlight with a lighter shade of the same mixture. Use black pastels to give the tires that rubber-like appearance.

Some black pastels may be used to simulate the exhaust stains on the left and right rear sponson. Be careful when handling your model afterwards to avoid bad looking fingerprints on the areas where the pastels are applied.

and the rack on the rear deck. All handles, side steps and the lifting eyes on the turret were simulated using the copper wire which can be found in almost all VP and Trophy released kits.

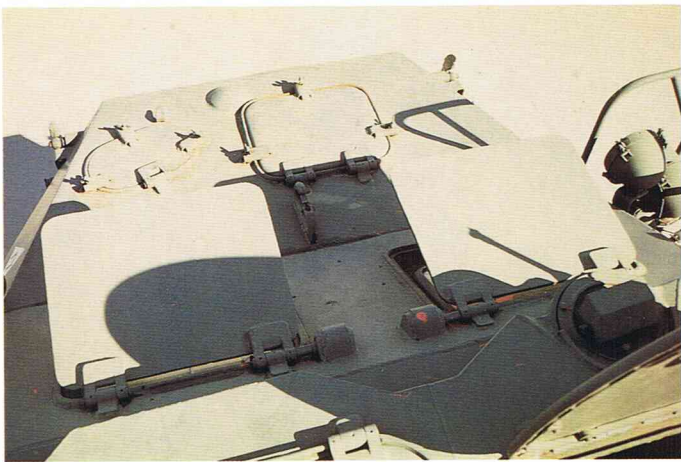
PAINTING THE MODEL. Painting and finishing the model was the next step in the preparation of this diorama. A plain overall scheme was chosen because no

photographic evidence could be found of camouflaged BTR-60's in Soviet Army service. We will see the day that information of this kind will be published, thanks to the ending of the cold war and the steps toward openness in the Eastern Block countries. For now, we have to rely on the information available and so the entire model was spraypainted Dark Green overall, followed by a mist of Matt Field

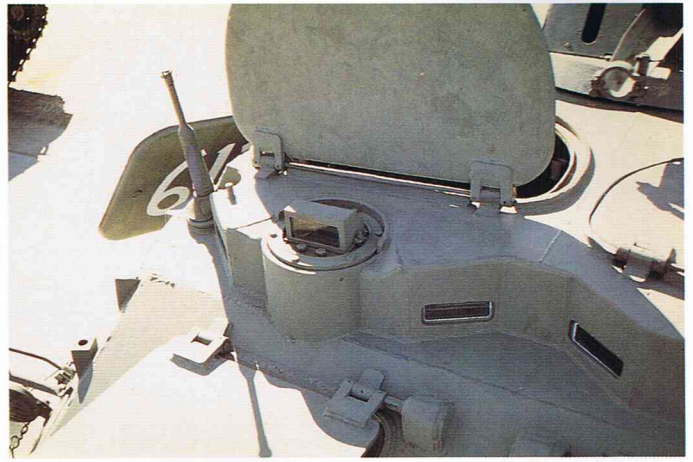


The rear of the vehicle showing the amphibious nature of this design. The split 'kidney-shaped' covers over the controllable propeller outlet can be seen partially opened. The covers on the sloped aft deck open when the hydrojet system is operating.

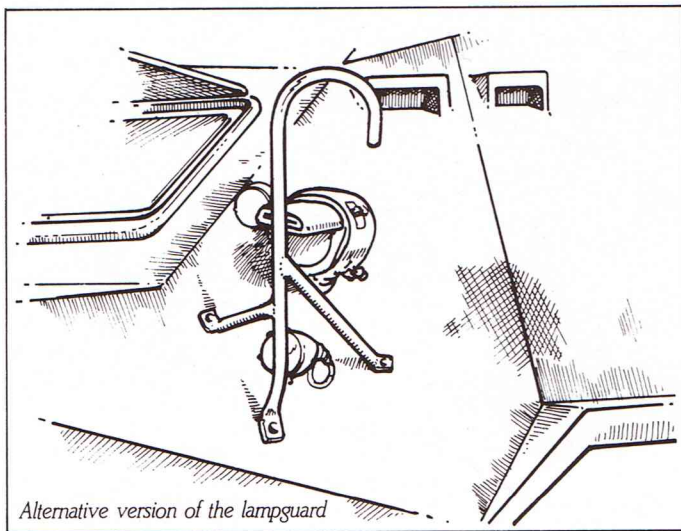
The three converted VP figures and the AT-3 radio set available from the same manufacturer.



Looking down on the nose section showing ample detail. The very crude way of securing the hatches indicates a lack of advanced technology being used in the development of this 1960's vehicle.



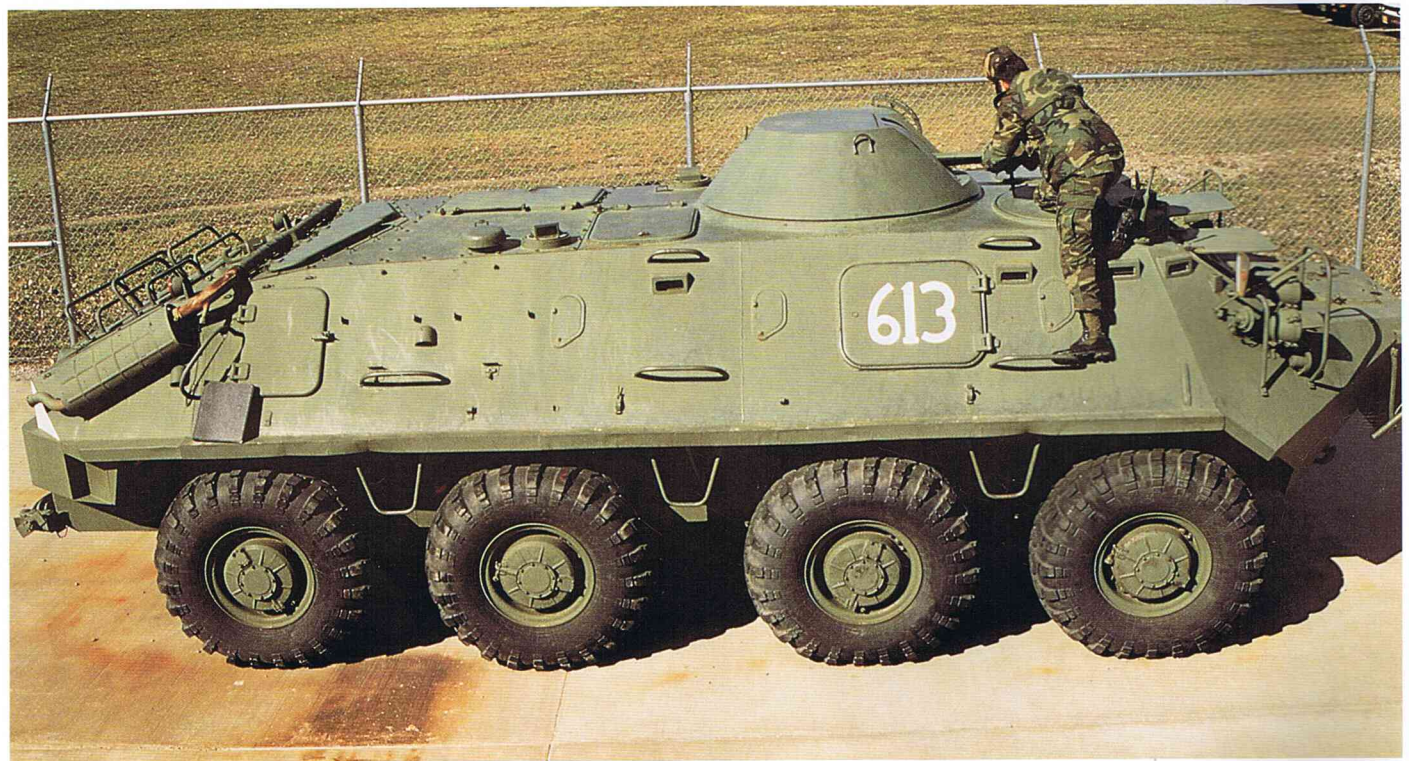
The commanders persicope just above the right hatch. Large searchlights or eventual optical devices will also be installed here as illustrated by the model on the previous page.



Alternative version of the lampguard

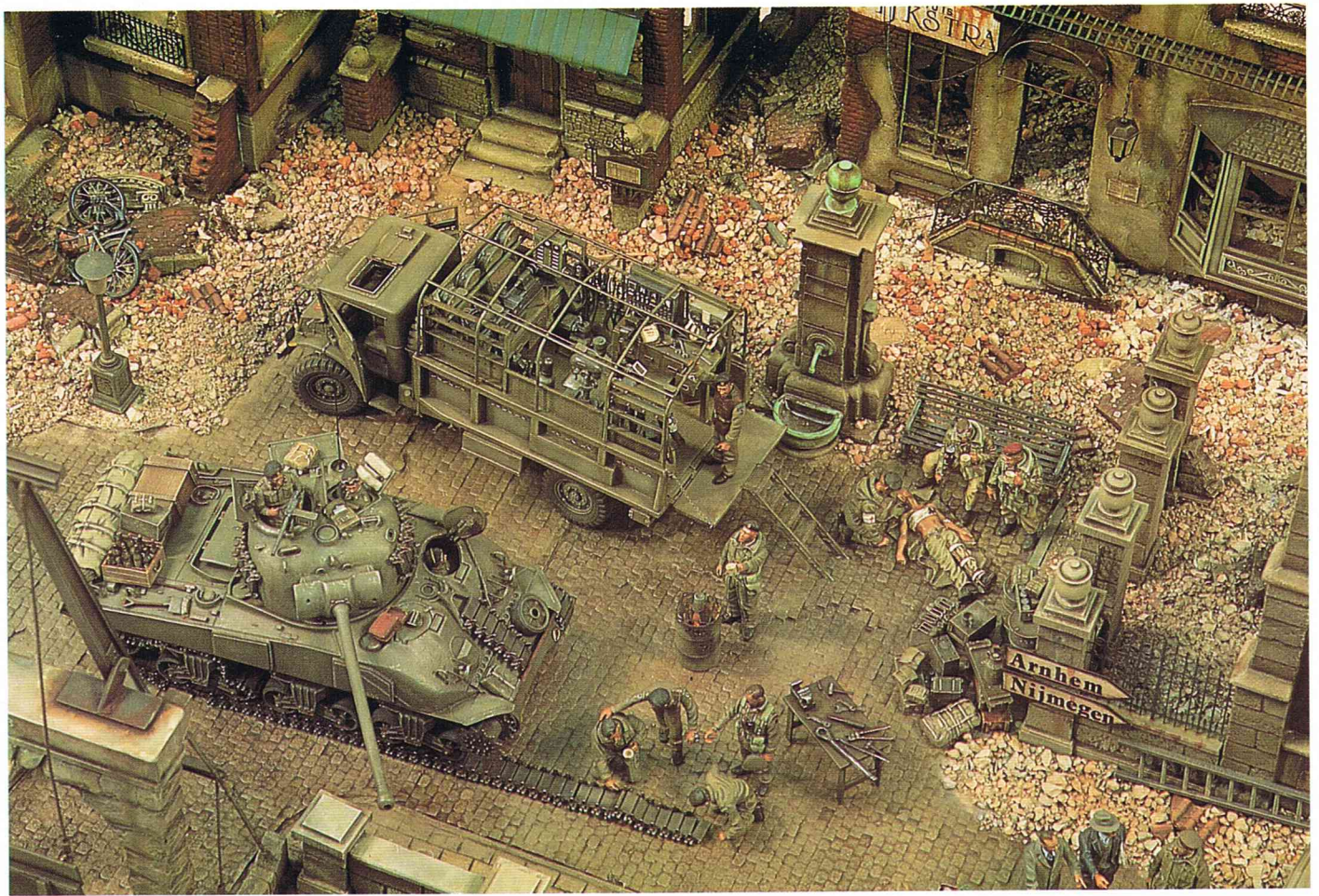


A close-up of the lighting equipment of the BTR-60/TAB-72. Note the shape of the lampguard and the blackout light in the middle.



An overall sideview of the vehicle. A closer look reveals the additional side-mounted turret sight on the left side which distinguishes this TAB-72 vehicle from a BTR-60. The main disadvantage of this impressive vehicle is the small size of the

escape hatches. With only four available narrow hatches for a crew of 2 plus an 8-man squad, it's no wonder this vehicle soon became known by soldiers as the "wheeled coffin".



Lost Cause

XXX Corps' hopeless drive to relieve 1 Para at Arnhem, Holland in 1944

By Bob LETTERMAN

Having once been a prolific modeler, I must admit that after a 5-year layoff, it feels great to be back at the work bench. Getting VLS off the ground did take it's toll on my modeling time, but I'm not complaining!

My first diorama in so many years is set in Holland during Operation Market Garden. This battle was lost before it even began due to poor planning, and although the participants fought courageously, they had no possibility of achieving their objectives and thus the title, "Lost Cause".

The buildings and structures are all converted MDA castings, including 2 City House Ruins, Ruined Church, Ruined Ardenne Farm, Ruined Mansion, Park Fence Elements, 2 Wharf Elements, Demolished Bridge and Market Place Water Pump. Some are easy to recognize while others are quite heavily converted. The bridge was the most difficult conversion. The base is half of the Demolished Bridge, while the superstructure is wood covered with artists paste, a mixture somewhat like plaster, with the stones carved after setting.

The metal parts were made from plastic sheet and strip, with Techstar treadplate. Completed, it depicts a typical Dutch canal bridge, capable of being raised and lowered to accommodate small river craft. The bay window on the City House ruins was made from sheet and strip plastic and the awning on the Ardenne Farm Ruin from lead foil.



Fig.2 Dutch civilians explaining the situation to a British staff officer. The Daimler Dingo MkII on the right is an extensively modified Tamiya kit. Note the wall slogan which reads "V= Germany wins" overpainted by the Dutch word for "Never". Verlinden Productions Park Fence Elements were side-mounted to the MDA Church Ruin. The road signs are made using fry transfers from the art supply shop. Also note the ladder and the bench where made from scratch.

The groundwork around the canal was formed using Porion, available only in Europe, but Celluclay would serve as well. The stones were natural stones and assorted debris. The foliage from VP and Techstar. The water was first painted Humbrol Khaki, then a cloud pattern of French artillery green and finally, a coat of clear gloss.

The first of the vehicles is the C.M.P. Canadian Military Pattern mobile workshop. The C.M.P. was a general purpose truck widely used by the British and Commonwealth nations during World War II in a multitude of variations. They were manufactured by the Canadian divisions of Ford and Chevrolet. Although there were four styles of cabs made, the two most common configurations were the No.12 and 13, and were fitted onto 4 chassis sizes, 8, 15, 30 and 60 cwt. Both cabs are available in kit form. No.12, the Tamiya Quad gun tractor and No.13 is the Italeri Chevy 15cwt.

The vehicle depicted here is a C60L with #13 cab. This was a major conversion from the Italeri 15CWT. Actually it was about 90% scratchbuilt as the only kit parts used were the cab roof and frame. The nose of the cab, doors and hinges, interior, dash, engine hatch, seats, engine, entire rear bed, windshield and frame and all components of the



Fig.3 The ruins in the background. The Bakery shop is a converted Ardennes Farm Ruin while Mr Dijkstra's restaurant is a conversion of 2 City House ruins. The bottom picture shows the scratchbuilt canal bridge in detail. Photographs of an actual Dutch "Ophaalbrug" came in handy while constructing this part of the diorama.



workshop were from scratch. The floor of the bed was from Techstar treadplate. The lathe, press, grinder, etc. from plastic sheet, strip and brass. The wheels and tires were from the Tamiya Gun Tractor. My references were primarily from "Blueprint for Victory" published by the Canadian Military Historical Society.

The Daimler Dingo is based on the Tamiya kit, however, like the workshop, few of the kit parts were actually used. My reference was photographs I had taken of an actual Dingo several years ago at a very small museum in the south part of London (sorry, I can't remember the name). The radio has over a hundred parts alone. The rear vents were made of brass as well as the fenders. The suspension, undercarriage and interior were from scratch, and when completed prior to painting, very little of the original plastic could be seen.

Converting the Italeri M4A1 to the Firefly VC Hybrid was done by simply using the VP Firefly conversion kit and is built basically from both kit instructions, with addition of accessories and a .30cal. machine gun.

The figures are all VP, the tank crew and wounded soldier are stock, while the others range from mild to heavy conversions. The Dutch civilians are conversions of the Volkssturm, the mechanics are VP using British heads, the standing Para is a combination of the British tank commander and US Marine tank officer, while the seated Para uses the bottom half of "Dear John". Both have lead foil Denison smock. The remainder of the 17 figures used were very simple conversions, only switching arms or heads.

The cobblestone was made by overlaying sheets of VP cobblestone road/sidewalk sections and cutting the pattern of one section from the other so they interlock.

Otherwise, placing two sections end to end would not match. The oil drum turned field stove was from Italeri, sanded thin from the inside, drilled randomly, painted black inside and filled with lead foil shaped like flames, painted fluorescent orange and yellow paint.

The Dutch building signs are dry transfers on plastic sheet. (It's nice to have a partner who speaks Dutch!)

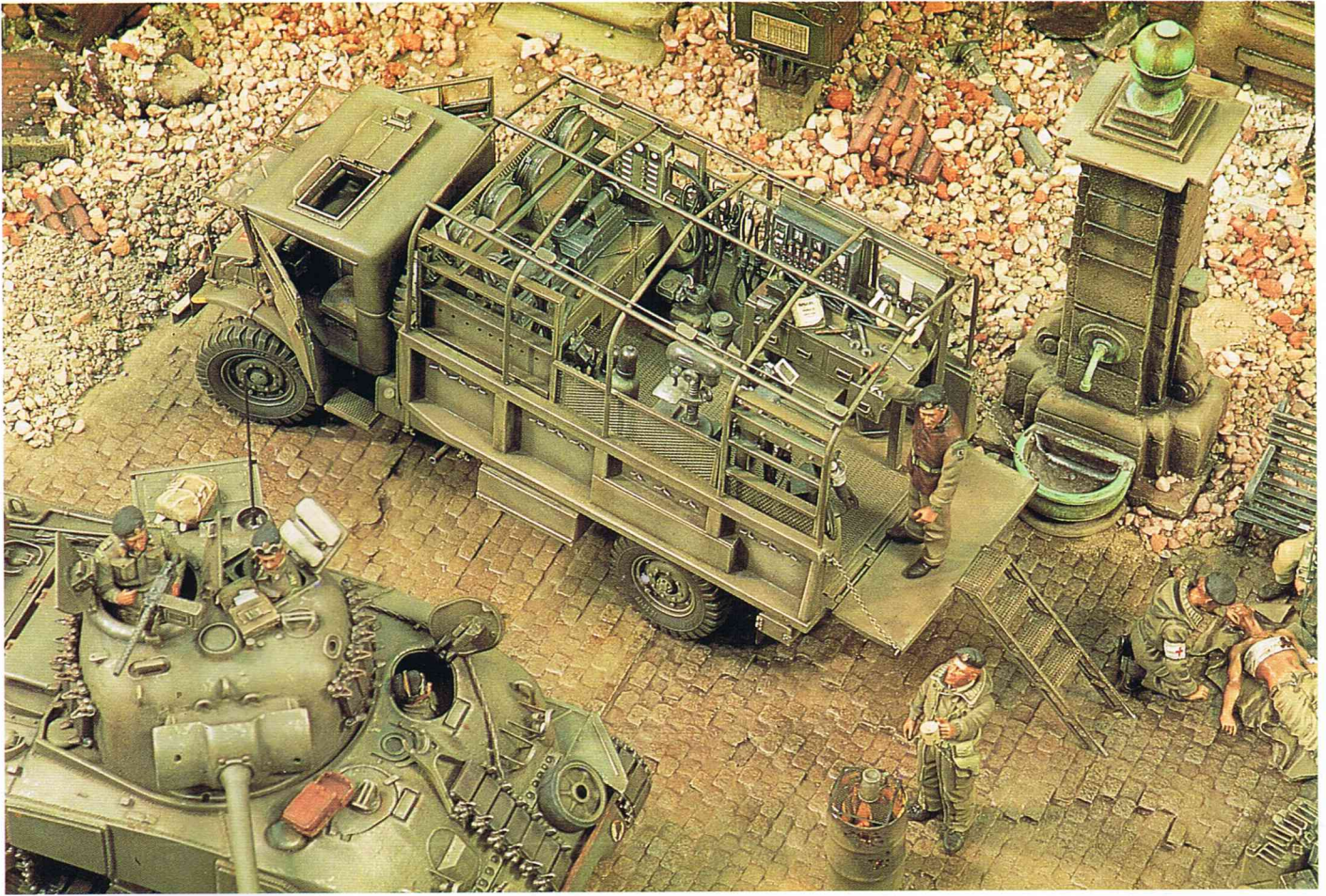


Fig.4 The Canadian C.M.P. C60L Mobile Workshop assisting a Firefly with a thrown track. A multitude of accessories can be found inside the truck, most of which are VP parts. Painting these was a painstaking job which actually required a lot of patience. It's quite obvious this was not done overnight. The market place water pump and the cobblestone road sections are both VP, but are no longer available. The Firefly, a nice VP conversion on the Italeri M4A1 chassis, was executed without any major problems.

The tools are Italeri and the equipment, crates, oil drums, etc., are from VP. The entire diorama, vehicles, buildings, figures, groundwork, accessories, etc., were weathered using the Verlinden method, outlined in many previous publications.

The base, simply because of its size, was constructed in two parts; the interior or sub base, and the exterior base. The sub base was constructed of wood strips to form the basic shape and layout; and then covered with plywood upon which the ground material, cobblestones, sidewalk, earth, etc., was attached.

The exterior base, or the one visible in the photographs, was made of walnut and the inside dimensions were made to accommodate the sub base. When completed, the sub base sets down into the exterior base with sufficient gaps for a clear plexiglass cover to fit snugly between. The exterior base was then laminated with a high gloss black plastic film as seen in the centerfold photo. Throughout construction, only the sub base was exposed to the adhesives and paints, so there is no chance of harming the finish of the exterior base.

Being such a prolific manufacturer, Verlinden products are so plentiful that I haven't seen a lot of experimentation in conversions. I suppose many modelers have difficulty keeping up with simply building the new items. However, if you would like to try for something different, these products are as easy to convert as they are to build.

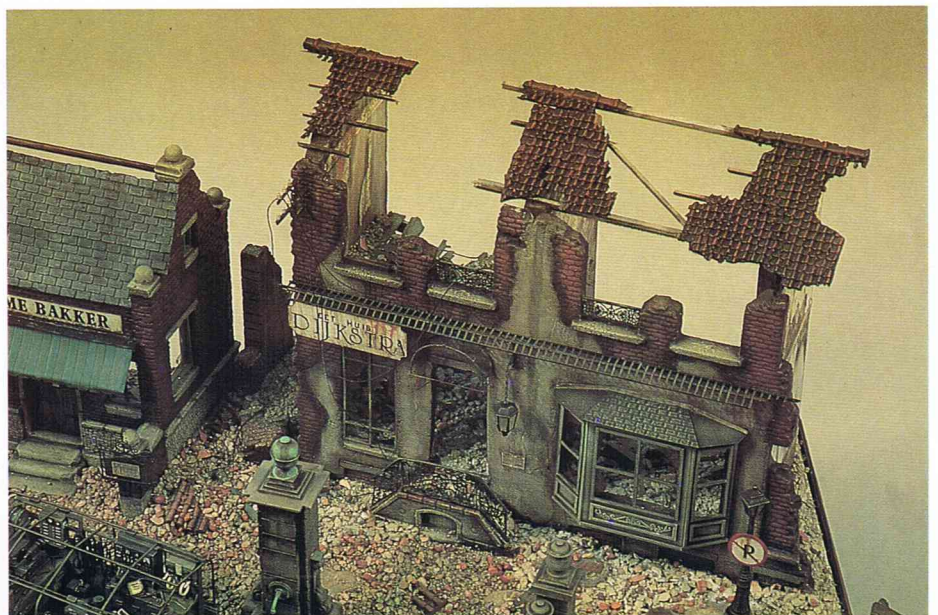


Fig.5 The ruins from a different angle. It is hard to tell the original MDA buildings. The Bakery is an extensively modified Ardennes Farm Ruin. One City House Ruin was converted to accommodate the bay window. Plastruct was used to fill the space where the two MDA buildings are joined together. Note the "NO PARKING" sign on the lamppost at right and the sign on the post in front of the bakery.

Focus on:



US Army/Air Force Pilots & Ground Crew WWII



One of the most neglected aspects of aircraft modeling in general and diorama constructing in particular has always been 1/48th and 1/72nd figures.

Early attempts by Monogram to include some ground crew members and pilots (which were really worth showing next to your nicely built aircraft model) were very much appreciated by the modeler, until it soon became too obvious you were using the same figures over and over again.

The next step, converting these figures, was hard because of the distinctive poses and because most of the body parts were integrally molded with the rest of the body.

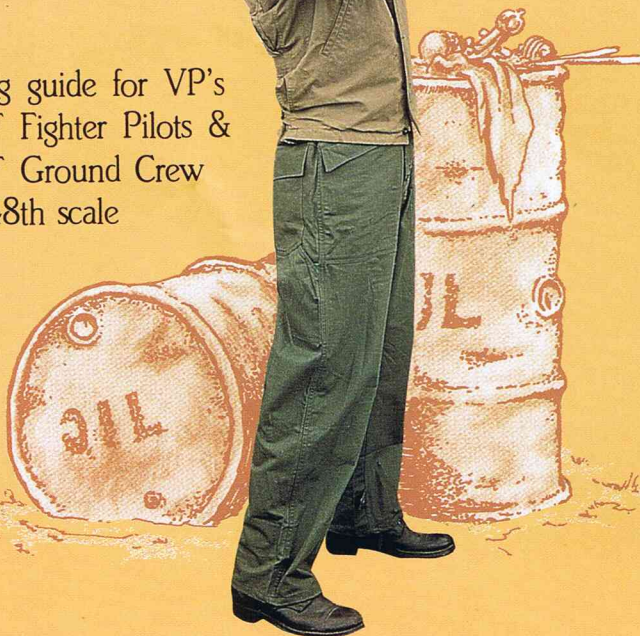
Esci's attempt was noteworthy (despite the figures being too skinny) until Hasegawa finally gave in to the modelers demand and produced some very nice and useful figures in 1/72nd and 1/48th scale. Still, no attempts were made to produce figures representing the WWII era, leaving modelers on this favorite subject in the cold.

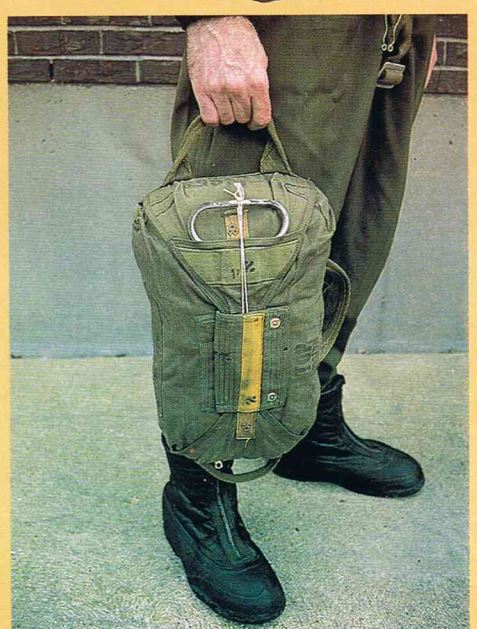
Together with the development of the WWII Luftwaffe Pilot & Crew, Verlinden Productions had the sculptor started on U.S. Army/Air Force pilots & personnel in the most popular scale ever: 1/48th.

These figures, all shown in the top left corner, come in two different boxes. One contains the USAAF Fighter Pilots while the other is packed with the USAAF Ground Crew. (N°483 & 482 respectively).

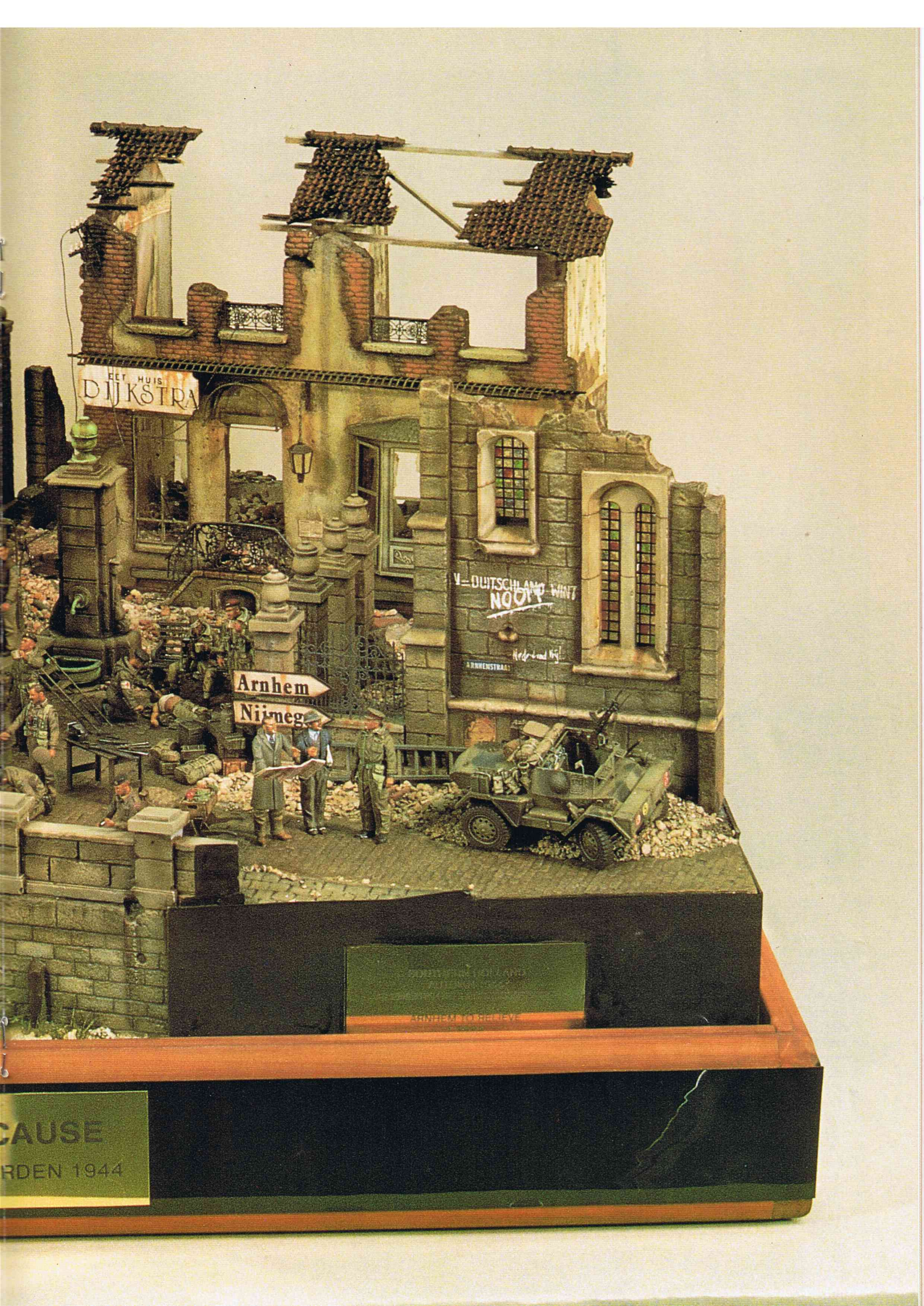
Upon comparing the original photos with the models shown above, it's not hard to tell from which pose each figure was sculpted.

Painting guide for VP's
USAAF Fighter Pilots &
USAAF Ground Crew
on 1/48th scale









DEET HUIS
DIJKSTRA

V=DUITSCHLAND WINT
NOOIT

Arnhemstraat

Arnhem
Nijmegen

CAUSE
RDEN 1944

One year later

Fujimi's beautiful P-51D Mustang, updated with VP's Super Detail Set in a Trophy diorama base

By Willy PEETERS



Diorama by François VERLINDEN

Are you one of those modelers having problems storing your finished dioramas ?

Unless you have a large basement or a loft the size of a swimming pool, storing your valuable relics can be aggravating.

Many prolific modelers who tried to keep pace with the latest kit releases, have attempted several methods of storing, such as hanging their dioramas from the ceiling or stacking them on top of each other on the upper shelf of the broom closet. Neither of these methods could prevent some dioramas from being damaged.

If relevant to the story, why not use the same diorama base once again and use it as a background for another model. Of course, doing this kind of switching over and over again will be seen as a total lack of imagination from your side.

In this case, the diorama used to display the FW-190 A8 in the previous issue of this magazine was taken to exhibit Fujimi's P-51D model. This could be done without forcing history too much, because it is commonly known the German Luftwaffe used forward airfields in Holland, Belgium and France.

These were mainly large areas of flat land which could accommodate a landing strip and some wooden barracks for aircraft maintenance. These "airfields" were usually situated near a castle or a large mansion which was used to house the officers.

Toward the end of the war, when the Germans were forced back into their homeland by the combined efforts of the Allies, most of these airfields were abandoned, even overnight, and much of the equipment was left behind. Very soon, these airfields, toge-

ther with aircraft and equipment, were taken over by the Americans, who occupied most of these landing strips from which they flew missions far into German territory, finally forcing the Nazi's to surrender.

Most of these airfields were de-activated after the war, although some received a face-lift and are being used, even today, as military airfields while the less important ones serve as homes for small civilian aviation clubs.

So, if you were wondering about the significance of the title heading this article, now you have the story.

THE DIORAMA. The revetment, a Trophy model, is an example of a typical German improvised reinforcement, to protect the aircraft from ground attacks. How to paint and finish this diorama base is thoroughly explained in Volume 1 Number 2 of this quarterly.

THE MODEL. Fujimi's P-51D kit is certainly one of the best kits available in 1/48th scale. Overall appearance is very good and external detail is perfect with recessed panel lines and raised rivetting. Cockpit detail is existing, but not up to the same standard of the exterior surfaces. The engine included in this kit however, does not resemble the Merlin engine of the real thing. Because the engine top covers are included in the kit as separate pieces, the opportunity was there for Verlinden Productions to release yet another super detail set. This kit, N°478, has the usual parts in resin, such as the engine, the complete cockpit components (side consoles, main instrument panel, stick, seat and radio boxes) and the wing-mounted guns. Engine support beams, cockpit framing and wing gun

housings (including the hatches) are all made of brass-etched metal.

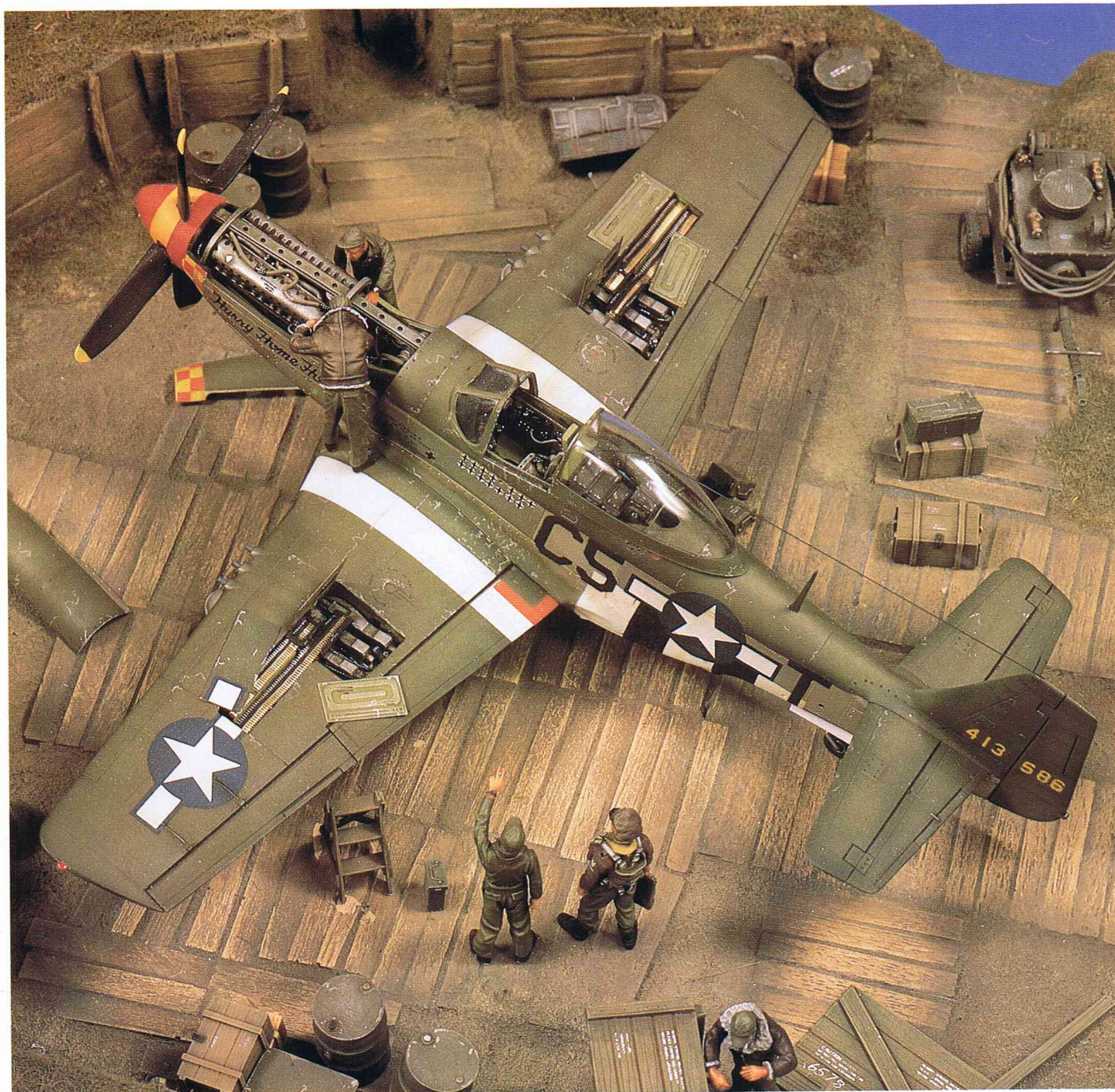
No need to look for copper wire and tubing either, both are included in the kit.



The resin parts and brass-etched metal parts prior to be painted. This photo gives you an idea of the contents of the VP kit.

PAINTING. Most of the parts are spraypainted according to the kit instructions with smaller detail being handpainted with a small size brush.

The entire model, after being assembled, was spray-painted silver. Now, every fellow modeler will tell you this is the last thing you should do because the masking tape (needed to paint the rest of your model) will remove most of the silver paint.



A previous attempt with heat-resistant silver paint (used to paint mufflers and stove parts, and available in most hardware stores) was so successful it was used again on this P-51D.

This paint does not require a base coat of any kind and does not need days to harden. Timewise, a great advantage. Besides, it is resistant to the paper tape as sold by the better paintshops.

Once the silver was applied, the model was masked before applying the white and subsequently the black invasion stripes. Do not press the tape entirely onto the surface, but rub gently over both edges of the tape to prevent the paint from flowing onto the masked surface.

To dilute this silver paint, Humbrol thinner gave the most satisfying consistency. The rest of the model was painted using Model Master Dark Green (FS 34079) and misted with Olive Drab (FS 34087) from the same brand.

The attractive nose band was painted yellow and the red checkers were cut from a decal sheet and applied with grate care. As an early attempt on the spinner failed, the order of painting was reversed. The entire spinner was painted red, taped off at the front and the

rear, and the band of yellow was applied, needing several layers to cover the red.

All interiors received a coat of Zinchromate yellow and were misted with a mixture of Zinchromate yellow and plain yellow. The Merlin engines had to be painted black before they could be highlighted with various shades of silver and gunmetal. The wing-mounted guns received the same treatment, completing the painting stage.

Oh yes, the nose art "Hurry Home Honey" was handpainted by VP's staff artist on a piece of decal paper which was then applied to the model.

WEATHERING. Panel lines were accentuated with a wash of artist's oil paint and extensive chipping of the paint (typical on WWII fighters) on the walkways, wings and tailplane leading edges was done with a small brush.

Another method to achieve this effect is to apply the tip of a small piece of adhesive tape (preferably 3M magic tape) and pulling it off again in one rapid movement. Since the entire model was initially painted silver, the green paint may come off quite easily. Be careful not to remove too much of the paint and

try small areas at a time.

Depending on personal taste, a coat of matt varnish can be applied to seal all paint and markings.

FIGURES. Although uniform regulations were issued and standard clothing and headgear were furnished to the servicemen, each individual had his own preferences. This resulted in a mixture of uniforms being worn within the same unit or squadron. A similar phenomena could be seen with the Royal Air Force and even the German Luftwaffe, where pilot's outfit varied distinctively.

It is clear all the uniforms worn by the figures on this diorama are for a colder climate, so they are best not used in the Pacific theatre. If, however, you need some figures for your F-4U Corsair or your P-61 Black Widow, try converting these figures with parts of VP set N°424 US ARMY/USAF Ground Crew /Vietnam.

Painting instructions on the figures on these pages can be found on page 62 and 63 of this magazine.



A birdseye view of the scene. When comparing this picture with the photographs in Volume 1 Number 2, one can easily determine which parts and/or equipment belonged to the previous occupants of this aircraft revetment. Imagine this diorama

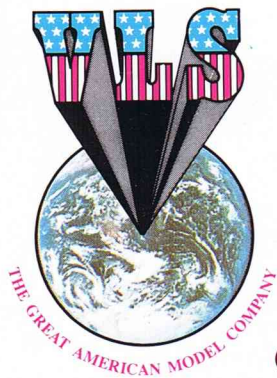
without the accessories and consider the effect this would have on its overall appearance.



A scratch-built wooden crate and an extra P-51 engine from the VP set combined make an attractive scene in a scene. The figure at left is stock while the other one on the right is a combination of parts from two other VP figures.



Another abandoned piece being examined by two USAAF pilots. This close-up of VP's 1/48th scale 2cm Flak38 reveals which part is made of resin and which are the photo-etched components.



American Graffiti

Covering The American Modeling Scene

Welcome to American Graffiti

Beginning with this issue of the VP Magazine, we will feature a section focused on North America. As it progresses, we will add columns and features of interest specifically for this part of the world. To begin, we will have **AMERICAN SHOWCASE**, which will feature readers models. **WE GET LETTERS**, which will provide a forum for our readers. **CRYSTAL BALL**, to keep you informed of industry events and developments. **READERS TIPS**, to provide a means of sharing those secrets with your fellow modelers. We are planning a **AMERICAN HOBBY SHOPS** which will list by locale local hobby shops around the country, their specialties, so our readers, when travelling near or far, will have a guide to those "really neat shops". Finally, a new cartoon strip entitled "**THE CRITICS CRITIC**" which will poke fun at some of the things we, as modelers, have all experienced.

We truly hope you enjoy this section and we will strive to make it a worthy addition to an already great magazine.

American Hobby Shops

Military Emporium
700 N Johnson Suite N
El Cajon, CA
92020
(619) 447-6662
CONTACT: Greg Aten
SPECIALTY: Military kits
and miniatures

The Command Post
7750 Convoy Court
San Diego, CA 92111
(619) 560-9622
CONTACT: Mark
Bahlmann
SPECIALTY: Plastic kits of
all kinds

Plastic Military Models
16769 Bernardo Ctr Dr
#14
San Diego, CA
92128
(619) 451-3591
CONTACT: Bob Olivari
SPECIALTY: Plastic kits

Historical Miniatures
3491 Voyager Circle
San Diego, CA
92130
(619) 755-4266

We Get Letters . . .

Dear Mr. Letterman,

I recently subscribed on the advice of a friend to the new Verlinden Magazine. It is everything I hoped it would be. The photography is excellent and the how-to is described simply and clearly, you don't have to be a rocket scientist to understand it. My only concern is that many magazines start off great and then deteriorate after awhile. Please don't get the big head and go the same route.

Larry Luce
Little Rock, AR

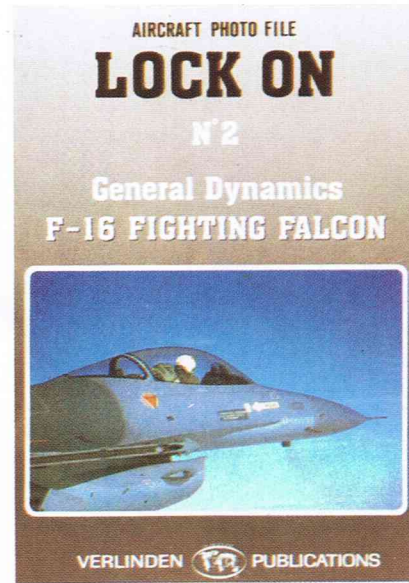
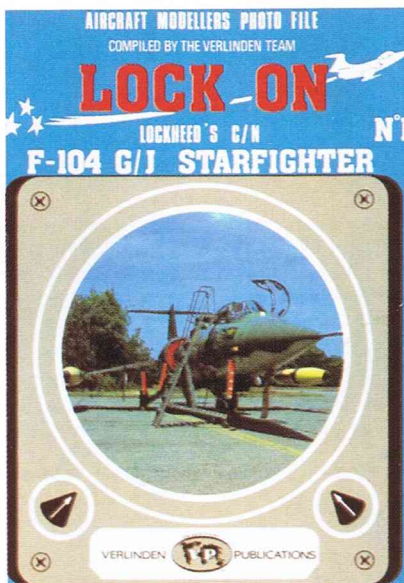
Thanks Larry, you don't have to worry about me, Francois gets the credit for the magazine, and he doesn't have time to grow a larger hat size.

continued

Bob

CRYSTAL BALL

Due to popular demand, **Verlinden Productions** has announced they will reprint the F-104G/J Starfighter Lock-On and the F-16 Fighting Falcon Lock-On. These will be released sometime this summer. Please note that these will be a limited reprint so don't delay.



Due out during June are 6 new model kits from **Testors**. They include TE 0795 1/35 M110 Howitzer for you armor buffs, \$15.00. The new aircraft in 1/48 scale is TE 0327 F-14A Tomcat "Sundowners", \$32.50. Three new 1/72 scale aircraft are TE 0614 F-16A/B "Thunderbirds", \$8.50, TE 0647 McDonnell Douglas's T-45 Goshawk (the US Navy's newest trainer), \$8.50, and TE 0684 F-4G Wild Weasel for \$8.50. In 1/24 scale, **Testors** will also release the hardtop version of the Ferrari 365GTB Daytona, kit number TE C233 for \$16.00. July or August will see the first release of a 1/32 scale aircraft in some time, the infamous F-117A Stealth Fighter. The Panama "Raid" was its first action. The kit number is TE 0570 and price is \$27.95.



Now available from **JNJ Hobbies**, their latest 1/24 Winston Cup Decals for Bobby Hillin Jr.'s #8 Snickers Buick. The stock number is JJ 90-181 and the price is \$3.25. These decals fit the **Monogram** Buick stockers to a tee.

Due out during June are 6 new model kits from **Testors**. They include TE 0795 1/35 M110 Howitzer for you armor buffs, \$15.00. The new aircraft in 1/48 scale is TE 0327 F-14A Tomcat "Sundowners", \$32.50.

continued

The AMM - 90 Show San Diego, California March 23-25

The Association of Military Modelers held their annual convention in sunny San Diego this year. It was well attended and had over 300 model entries. This association deals mainly with AFV's, Softskins and Figures. The Verlinden Trophy was won by Mark Dickerson of San Diego, California. For more information about this organization, see advertisement on next page.



Mark Dickerson San Diego, California
The Last Picture Show

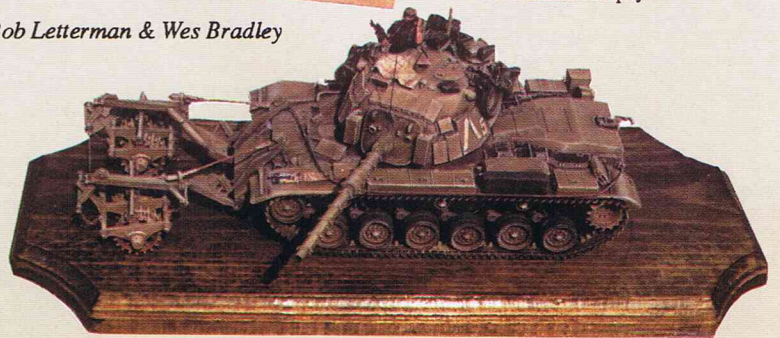


The Verlinden Trophy

Photos by Bob Letterman & Wes Bradley

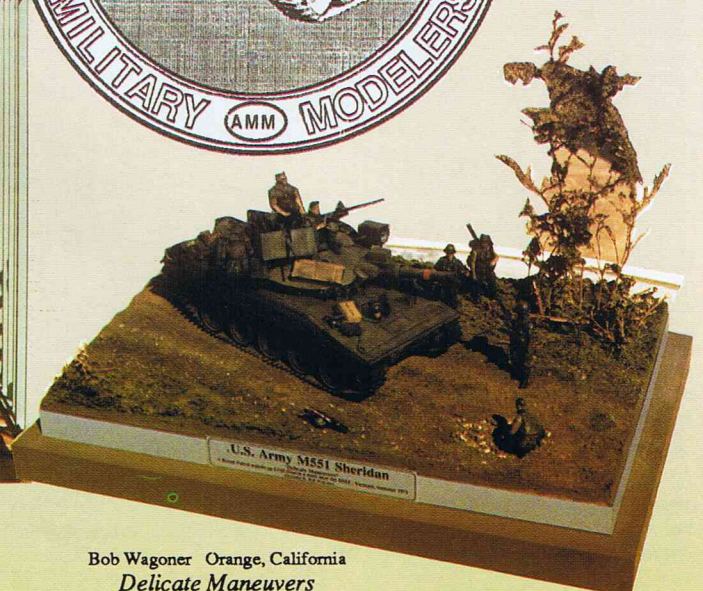


Bill Chilstrom Portland, Oregon
Vietnam Mail Call



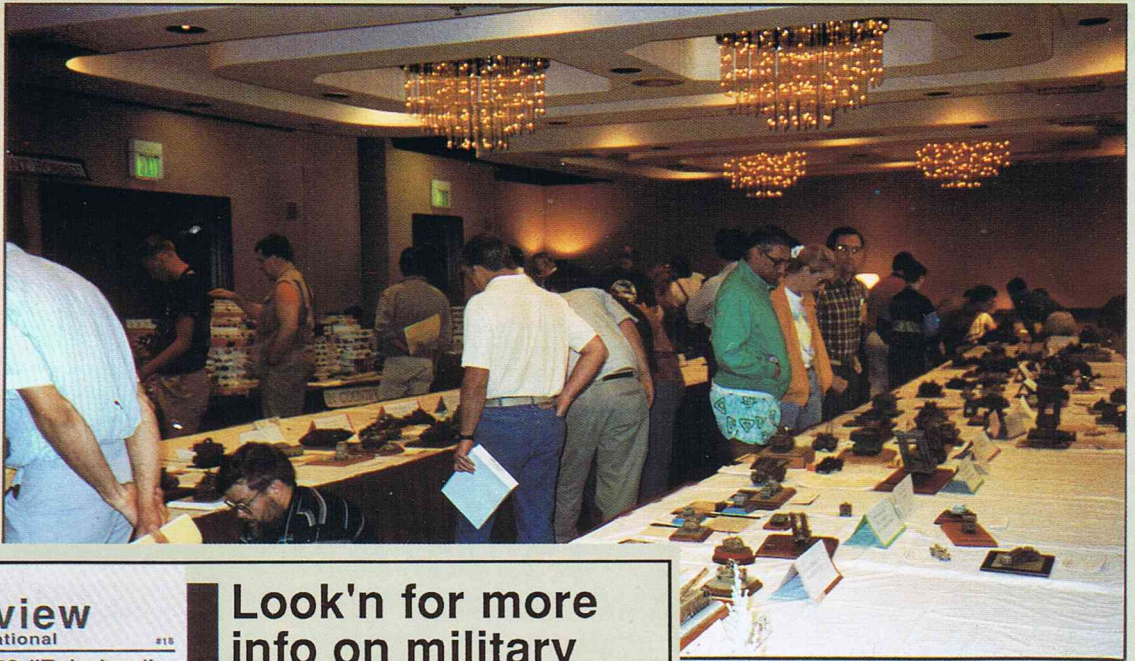
AMM Show Staff

Front Row: Karolette Peterson, Lynda Templin, Gail Rogers
Back Row: Ray Peterson, Greg Pierce, Rik Templin, Michael Rogers



Bob Wagoner Orange, California
Delicate Maneuvers

A nice turnout with a lot of great entries.



The Review International #18 SU-152 "Zvierboy"

Designed and photographed by: Oliver Möring Koblenz, West Germany

The development of the SU-152 (nicknamed "Zvierboy" - "beast") is a story that goes back to the year 1941. It was the idea of the Soviet designer L.S. Tretyakov, chief of the experimental works "Sturmpanzer", developed in the town of Leningrad. The idea was to create a self-propelled gun with a 152 mm gun, which would be able to destroy the heaviest German armor.

and the artillery expert Panzer, selected the original hull like superstructure, but used the Soviet KV chassis. The SU-152 received the official approval of a prototype as soon as possible. The first "Zvierboy" was built in its early 23 days and by February 7, 1942, the first SU-152 was completed. On February 24, 1942, the vehicle was accepted and

The SU-152 proved its abilities during the "Zvierboy" at Reichensdorf Central Front. At that time, the SU-152 took part in the battle of the 2nd and 7th, medium T-34s, and SU-152 tanks. During the 2nd and 7th, the SU-152 with their powerful 152 mm SU-152 attack guns were ready for combat at the time.

When the German defense was broken, the SU-152 was used in the battle of the 2nd and 7th, medium T-34s, and SU-152 tanks. During the 2nd and 7th, the SU-152 with their powerful 152 mm SU-152 attack guns were ready for combat at the time.

Model of an early production SU-152

In cooperation of the Soviet front-line offensive at Rzhev, a new Heavy Artillery Regiment was created consisting of 21 SU-152 and 152 mm KV-15 using an engine which, in July 1942, the number of SU-152 in a Heavy Artillery Regiment had grown to 21.

After the beginning of "Zvierboy" and transported to the front, the SU-152 was used in the battle of the 2nd and 7th, medium T-34s, and SU-152 tanks. During the 2nd and 7th, the SU-152 with their powerful 152 mm SU-152 attack guns were ready for combat at the time.

**Look'n for more info on military modeling? Then...
...look to the Review International, the publication of the Association of Military Modelers, the "AMM."**

The AMM - 90 Show was held at the Holiday Inn - Miramar, just down the street from N.A.S. Miramar, the home of 'Top Gun'.

You'll find information on:

- conversions
- industry news
- new kits
- scratchbuilds
- vehicle history
- product reviews
- magazine reports



Greg Pierce Los Angeles, California
Panther Ausf.F

The "Review" offers special products each issue, such as: Top Brass' new DShK, TANK Magazine, and more. Don't miss out, subscribe today! Send your check to the address below.

The Review International, 17525 S.W. Alexander, Aloha, OR 97006

Some of the more than 300 military models entered in competition.



Dear Bob,

Just a quick letter to thank you both (You Bob and You Francois), so much for the "Best Use Of A Verlinden Product" award presented to me on your behalf at the AMM Show-90 here in San Diego on 25 March for my diorama "The Last Picture Show". For me this is the highest tribute ever bestowed on my work. I have, since the first part of the 1980's been profoundly inspired by Francois Verlinden's work and Bob, by your massive "Winds of War" and "Legacies" dio's- and well, if only I had more space at home, I'd...well-anyway, thanks for coming to San Diego, for seeing my work and for feeling it was deserving of the award. P.S. I received my first copy of the VP Modeling Magazine, and I'm impressed!

Mark Dickenson
San Diego, CA.

Because there were so many great entries at the AMM show, it was a truly difficult choice, but you need not thank anyone, Mark, your work was more than deserving of the award. Thanks for the compliment, we hope everybody likes it as well as you!

Bob

For a late summer release, **Tamiya** has announced 2 new 1/24 sports cars. Kit TA 2492 is the 11th Paris-Dakar Rally winner, the Peugeot 405 T16GR. The engine is mounted amidship on the right side of the chassis just ahead of the rear tires. Typical **Tamiya** details are there in abundance along with a clear molded underguard so as not to hide all the finite detail within. Kit TA 2493 is the Nissan R89C Le Mans racer. Not only do you get full interior and engine detailing, the decal sheet allows you to reproduce Nissan's Le Mans fleet of cars, numbers 23, 24 and 25.

Curbside Dioramics has announced the release of a series of 1/24-25th street rod chassis components that will knock your eyes out! Kit RD 2443 is a Ford "9 inch" rear axle with four bar links and panhard bars, \$6.25. Kit RD 2444 is a set of 4 coilover shock absorbers with plated springs, \$2.25. Kit RD 2445 is a complete set of disc brakes for front and rear including pedal and master cylinder and a remote booster as well, \$2.25. In July, look for RD 2446, front disc and rear drum brakes including full brake shoe detail, \$2.25 and RD 2447, a complete independent front suspension kit with rack and pinion steering, \$6.25. RD 2448 comes out in August, a 1932 Ford "Deuce" frame updated with tubular cross members, engine mounts and separate boxed side rails, \$8.25.

Reader's Tips

Gun Metal;

Many modelers have a difficult time duplicating a metal surface. There are two proven methods;

- 1) Paint the object flat black, let dry , and then mix raw umber artists oil with a high quality silver paint. (oil based) (SNJ polishing powder can be substituted for the silver paint). Mix the two mediums until you have a thick, brownish silver paste. Then, using a completely dry flat sable brush, (such as the Verlinden Brush #6 or #8), barely touch the mixture, and twist-wipe on a 3X5 file card until it hardly leaves a color. Then begin drybrushing the flat black painted surface very lightly until the preferred metallic appearance is achieved.
- 2) As in the first method, begin with a flat black painted object, then using a piece of sandpaper, rub a No.#2 pencil lead back and forth until you have a small pile of powder. Then use your finger(or, for those who don't wish to get a black finger, an old brush), and rub the graphite into the paint surface until the finish takes on a metallic appearance.

Bob Letterman

Ocean Water

Mix cell-u-clay, (Available at most craft shops), according to the instructions, and apply about an inch onto the desired surface. Then with a table spoon, (large for 35th, smaller for the lesser scales), make waves into the still wet surface. Allow to dry for a week, and then paint, using artists oils, Thalo blue and a very small amount of burnt umber. Then for caps and highlights, use white with a small amount of burnt umber mixed in. (This tones down the white otherwise it will look unreal). Again, allow to dry for a week, and then coat with a good quality clear gloss paint. This works well as Cell-u-clay has a heavy texture, and after glossing, is an excellent facsimile of the real thing.

Lewis Pruneau

Heavy Rust

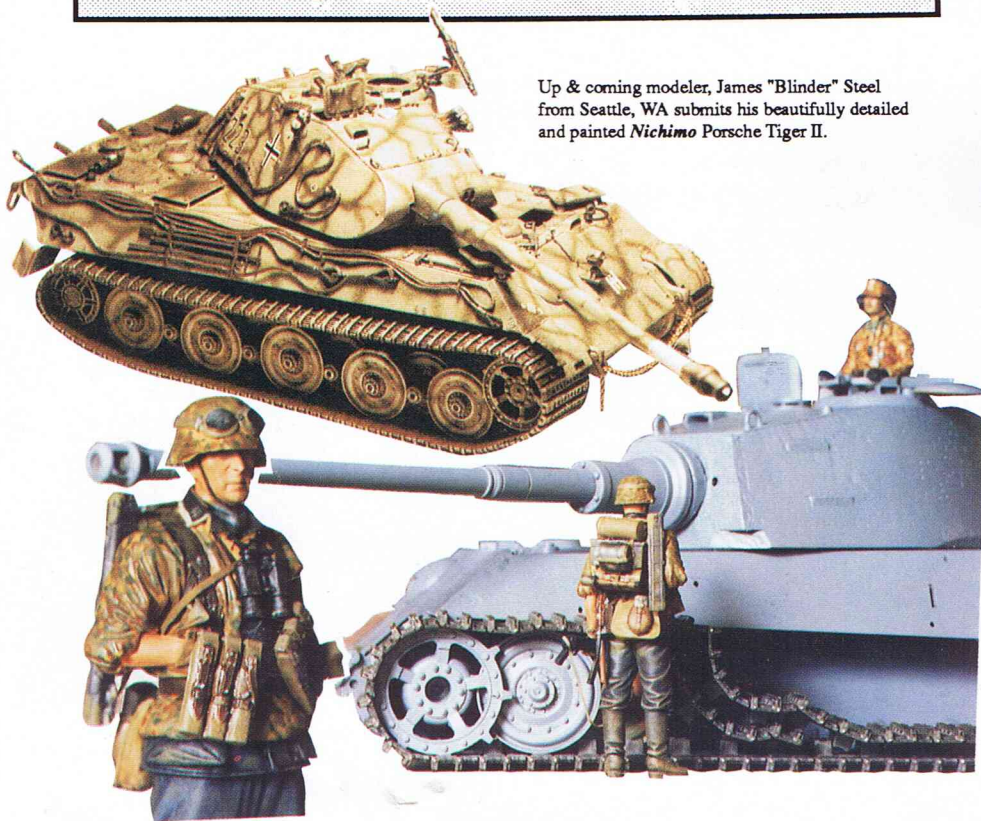
Paint the exhaust, manifold, undercarriage, etc., with flat black and let dry. Use burnt sienna and raw umber artists pastels, (Chalk), rubbing them separately on a piece of sandpaper until there are two piles of powder. Take the painted part and give a light coat of clear flat acrylic, (water based) paint. Immediately apply first one, then the other color of pastel using an old brush(I use worn out drybrushes) with a stippling action onto the wet surface. The pastel will dry the paint and leave an uneven surface much like heavily rusted surfaces. The blend of the two colors will be a personal preference. Normally more burnt sienna than raw umber.

Bob Letterman

If you have some tips or techniques you would like to share with your fellow modelers, submit them to VLS VP Magazine Westport Industrial Park 804 Fee Fee Rd. Maryland Heights, Mo. 63043

American Showcase

Up & coming modeler, James "Blinder" Steel from Seattle, WA submits his beautifully detailed and painted *Nichimo* Porsche Tiger II.

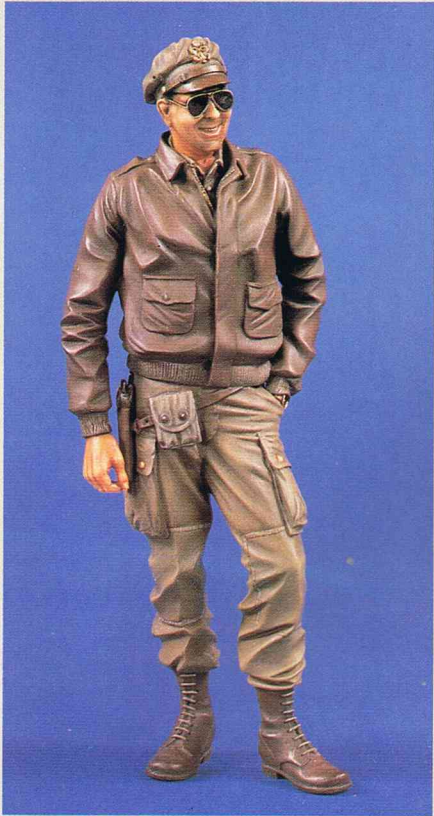


Fritz W. Swanson of Richmond, VT is building a 120mm diorama! It will feature the hard-to-find **Tamiya** 1/16 Radio-Control Tiger II and as many as 6 of the **Verlinden** 120mm figures. Can't wait to see it finally completed, Fritz.

the critic's critic

by billy bob





VERLINDEN VP6 487 120mm
USAAF Fighter Pilot \$27.95

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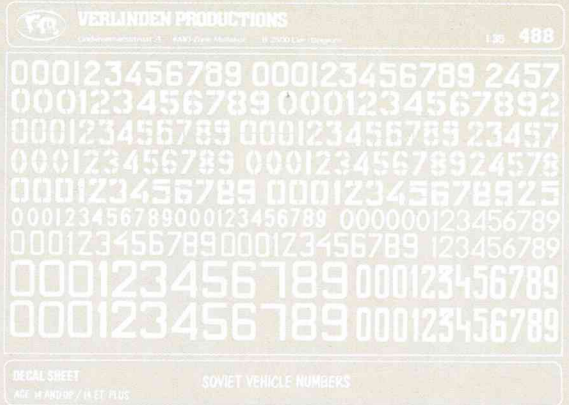
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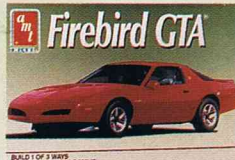
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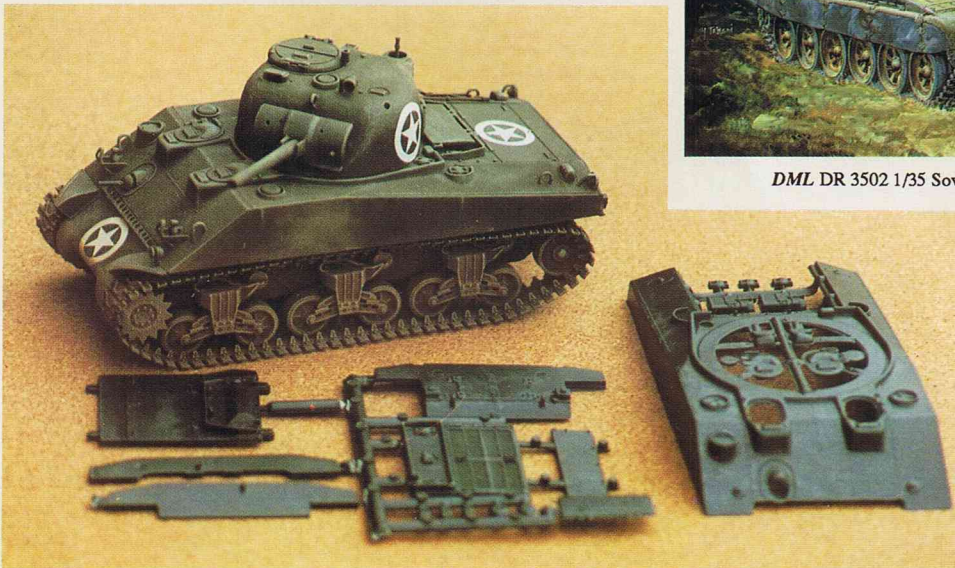


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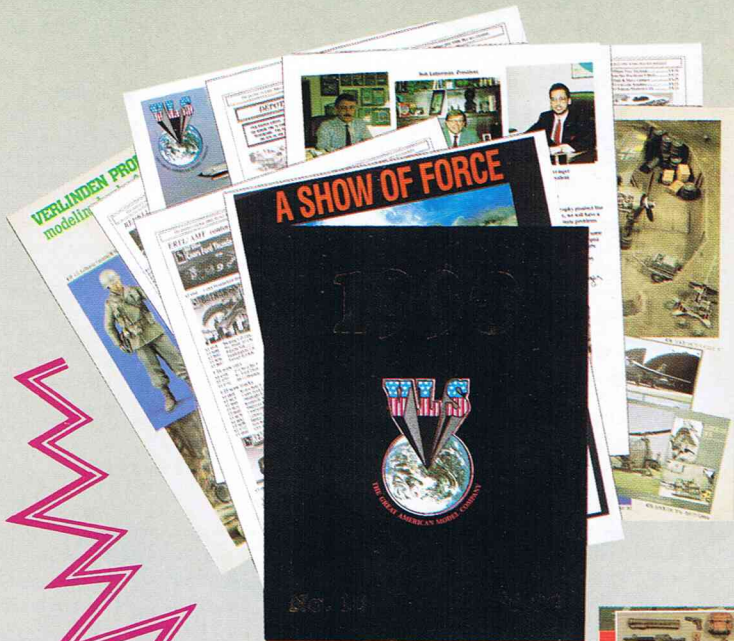


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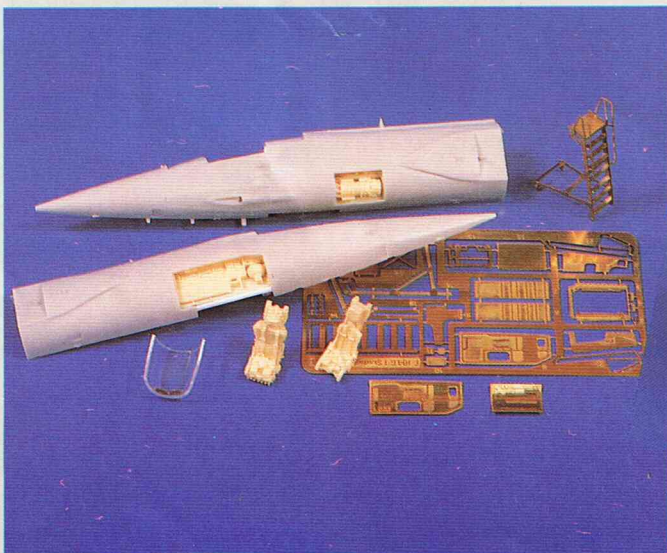
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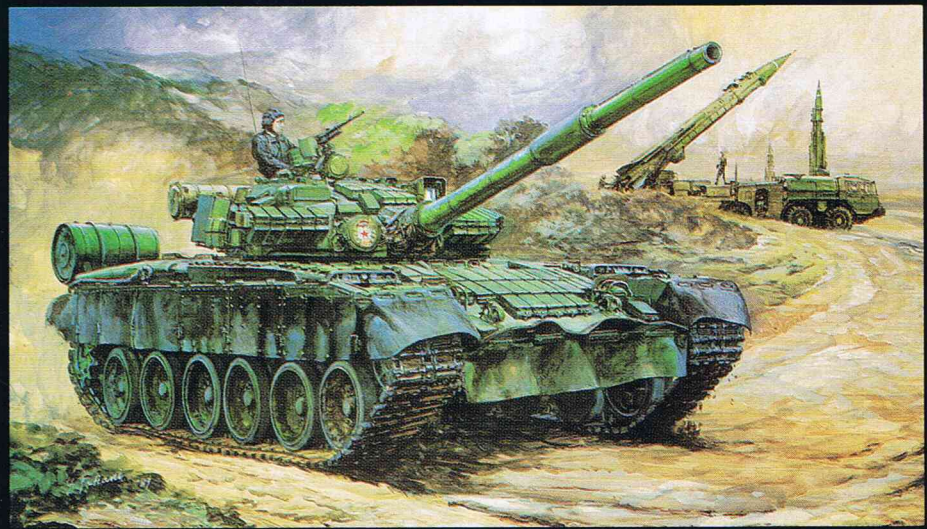


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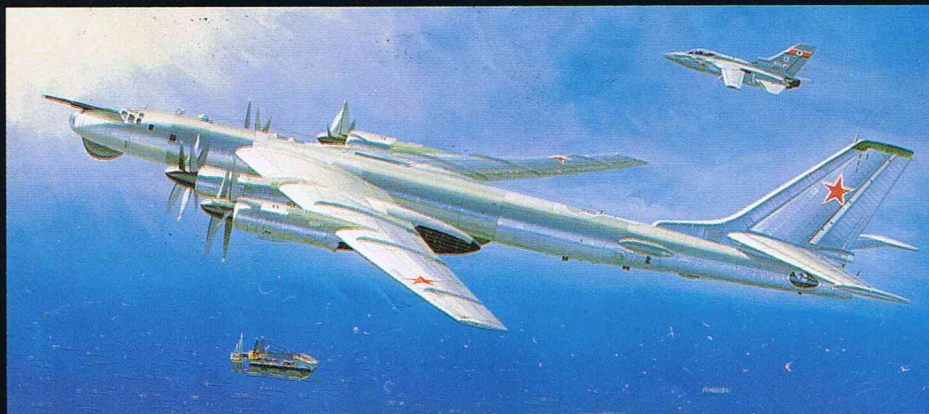
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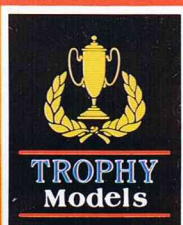
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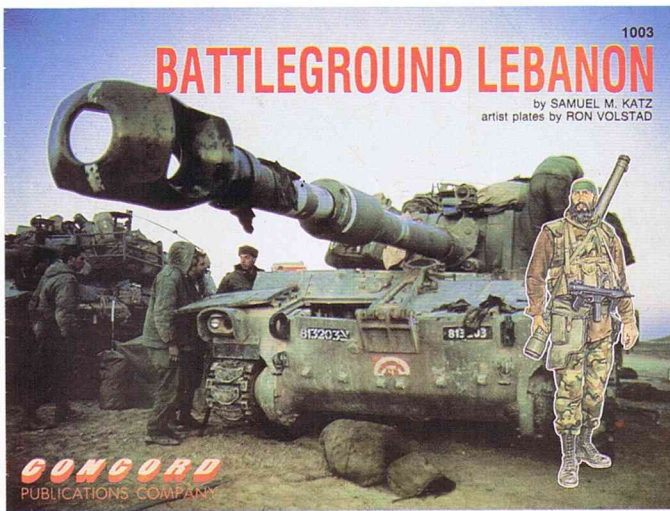
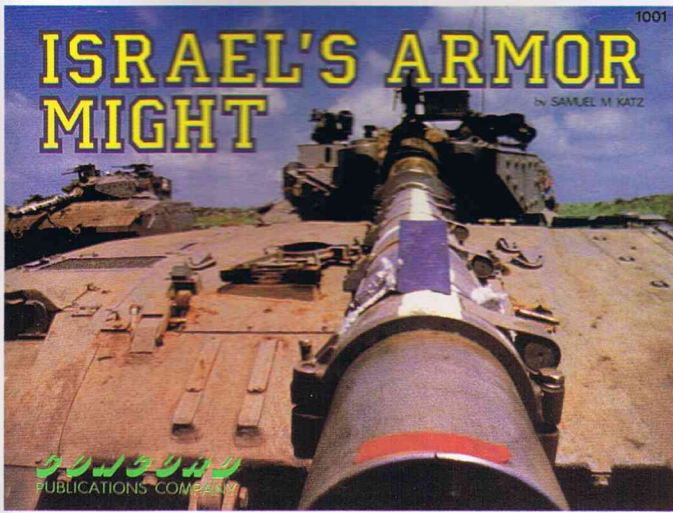


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