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Magazine

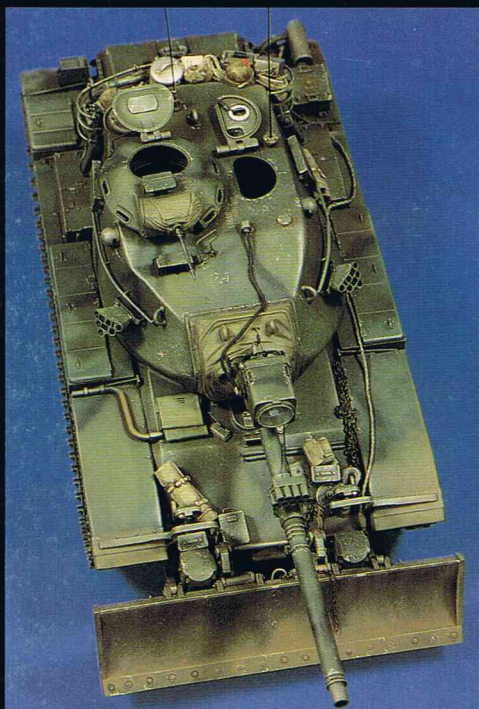


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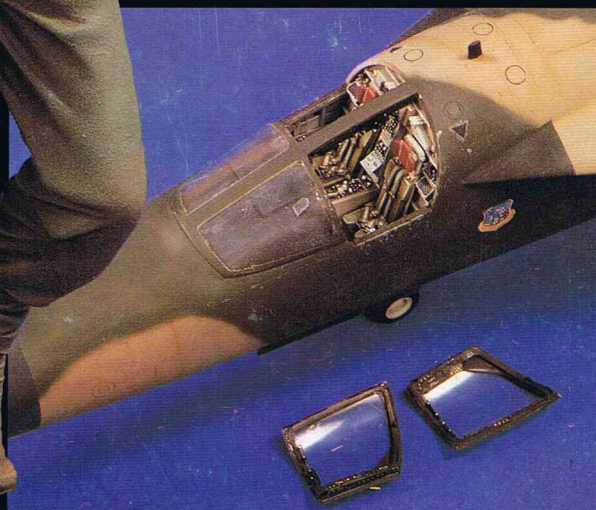
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From the editor

At a Hobby show recently I overheard some modelers discussing the merits of an entry. "The workmanship is fantastic, such a shame the color isn't quite the correct shade". How many times have we all heard similar comments?

The best example that comes to mind is the Israeli armor color. This question has been an ongoing topic in clubs and shows for years. About two years ago I went to Israel as a guest of the IDF. I accomplished many things while there but from a personal viewpoint, the color question was finally answered.

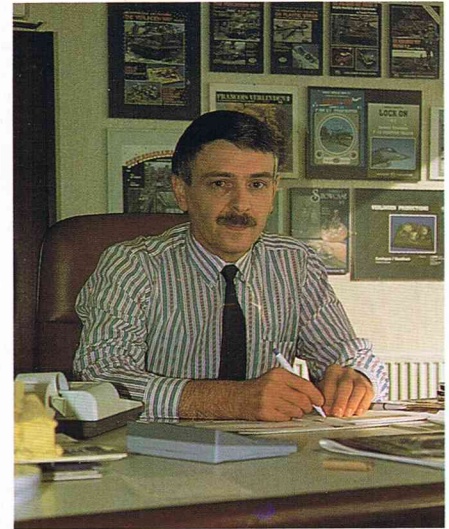
After photographing dozens of vehicles I interviewed the Commander of a maintenance base where one of their duties was painting the vehicles. He showed me a hangar full of paint drums and said that a single company produces all the paint for the IDF. He was kind enough to give me a sample and on my return to Belgium I had analyzed it. It is virtually identical to Humbrol Matt29. The photographs were developed and the colors ranged from reddish brown all the way to an off-white. How can this be?

Simple! The influence of sand, dirt and grease, wear, age, weathering, angle of the sun when photographing, as well as the type of film, camera, and the method it is developed, color separation process, etc. not to mention models, with scale effect, (large items appear lighter, small items darker), and on and on.

I experienced the same phenomena while serving in the Belgian Army and on my many visits to other armies around the world. The point is, the next time you hear someone talking about the wrong shade, whether it be armor, aircraft or figures, ask them if they want everyone to paint their models as they would look in a parade or a paint shop or how they would appear in the field under actual conditions.

If you feel I am qualified to advise you on this subject, then study color photographs and try to duplicate as best you can, the color and shades that look correct, not what some self-styled expert insists is the ONLY proper color. We will be covering more on this subject in future releases of the WARMACHINES series.

François VERLINDEN
Chief Editor



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The M998 'HUMMER'

Part 3



By

& Patrick J. COONEY

Photographic contribution by
Bob MORRISSON & Capt. P.RANDOLPH

Like the M113 and the M151 "Mutt" have been used to serve as "MEDEVAC" vehicles (MEDical EVACuation), it was quite obvious a Hummer derivative would sooner or later replace the outdated M151 ambulance and



(Bob MORRISSON)



(Capt. P.RANDOLPH)

covers needed widening, leaving just enough room in the middle to walk (some 65cm or 25 inches).

The superstructure over the cabin houses the NBC (Nuclear, Biological & Chemical Warfare) air purification system, supplying 2 connections in the drivers compartment and 5 connections in the rear cabin.

This MEDEVAC HUMVEE, designated M997 w/o winch is just another prove of the M998 living up to its name, which includes the term "Multipurpose".

The only available kit of the HUMVEE ambulance version is ESCI's M996, two-liter, basic armor type which is actually not suitable to be converted into an M997, not only for its incorrect bonnet shape.

For those, not willing to wait for a kit manufacturer to release an updated version of the basic HUMVEE, scratchbuilding is the only way to add another nice kit to your M998 collection.

even the M113 MEDEVAC vehicle, because of a much more comfortable ride for the crew and patients aboard this "improved suspension" vehicle.

Three ambulance types are available, the one depicted here features a special cabin, developed to fit the existing M998, with an extension to the rear allowing four litters to be carried, retaining the driver's and co-driver's front space. Like other Humvee conversions, this "cabin kit" fits every Humvee allowing any available M998 to be transformed into an ambulance if necessary.

No changes were implemented to the front of the vehicle, but the rear needed some re-inforcement to support the rear compartment. A spaced support beam was attached to the rear end of the original Humvee to hold the heavy load of the superstructure.

To accommodate the litters, the rear cargo wheel



(Capt. P.RANDOLPH)



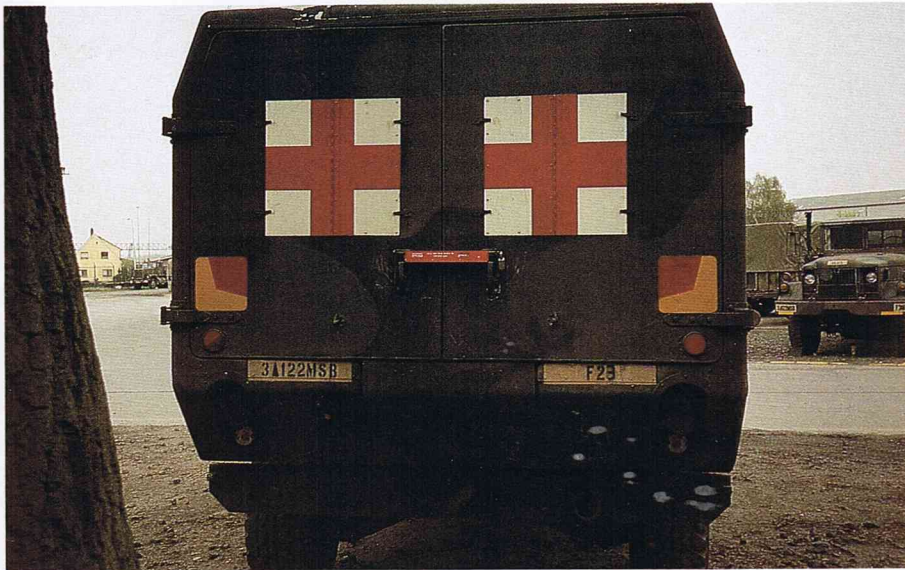
(Capt. P. RANDOLPH)

Four reinforcement plates on the inside of the door should prevent the litter poles from penetrating the door.



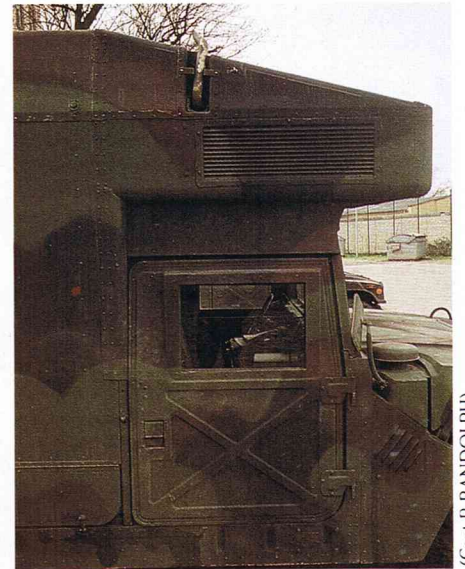
(Capt. P. RANDOLPH)

A view into the rear compartment with both side-swinging doors open and secured. The step is locked in the upright position and serves as an additional passenger seat. Note the way the rear lights are incorporated in the cabin extension and the small stowage compartment next to the left rear light.



(Capt. P. RANDOLPH)

Two large "Red Cross" panels are attached to the rear doors. Note they can either be folded along the vertical hinge line or removed completely. The superstructure cross section is shown to good advantage. The measuring staff on top of the locking handles is 300mm long.



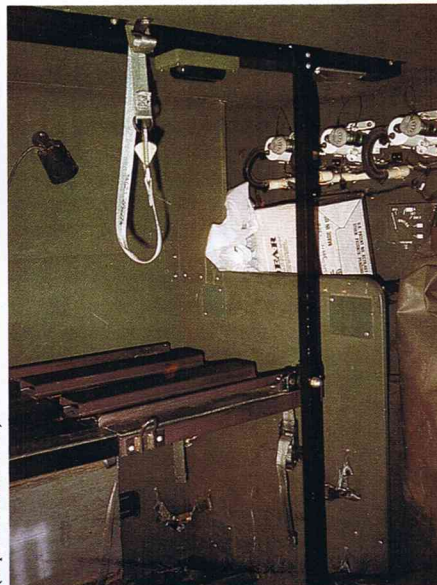
(Capt. P. RANDOLPH)

(Far left) The frames to support the stretcher barriers are held by simple nylon straps attached to the ceiling. The quick-release fasteners allow rapid changes in compartment configuration. Note the bottom litter support box is also used as a stowage compartment.

(Left) Three NBC air purification units can be seen on the front cabin bulkhead. Just below it is the crew's intercom control box, a type used in almost every US Army vehicle.

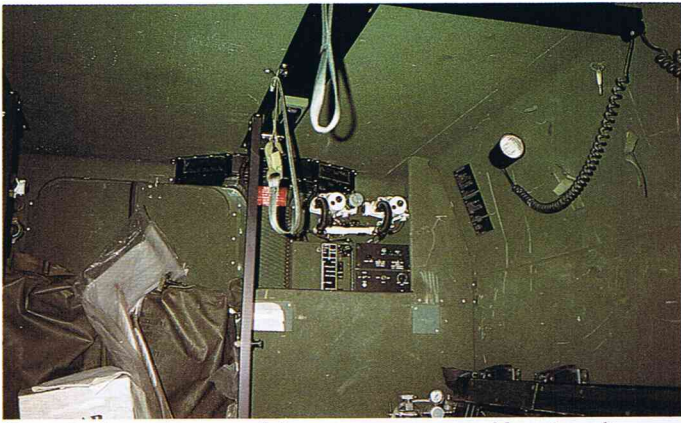


(Capt. P. RANDOLPH)



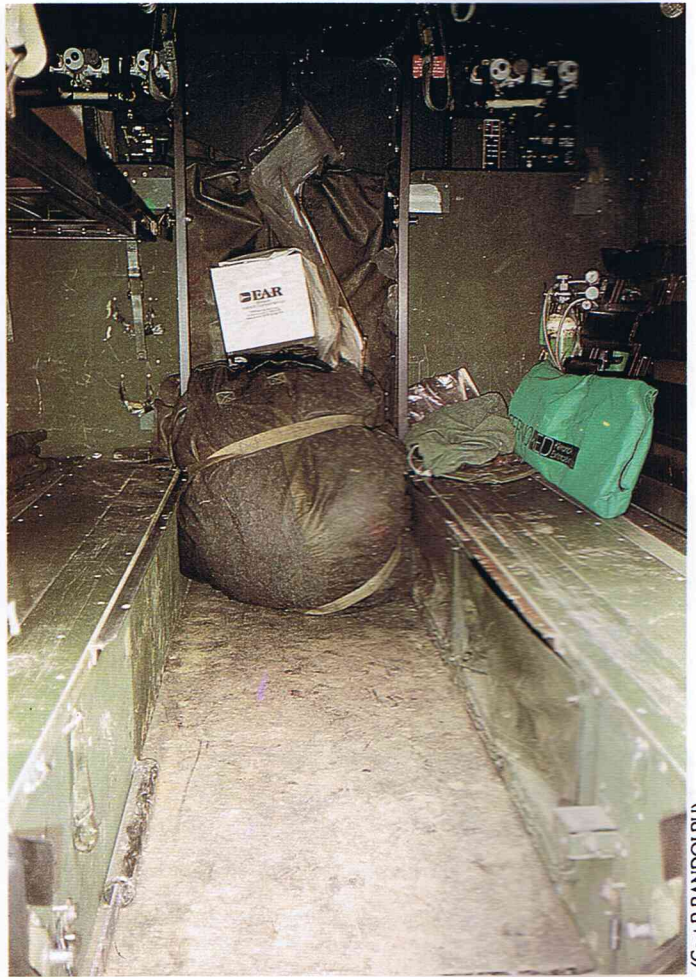
(Capt. P. RANDOLPH)

Note: scale drawings of this and subsequent types of the Hummer can be found in an upcoming issue of the WARMACHINES on the HMMWV.



(Capt. P. RANDOLPH)

The right forward corner of the rear compartment. Note the split access hatch to the driver's compartment. The device mounted on the forward bulkhead is the compartment's heater system with the control panel located underneath the NBC air purifier connectors.



(Capt. P. RANDOLPH)



(Capt. P. RANDOLPH)

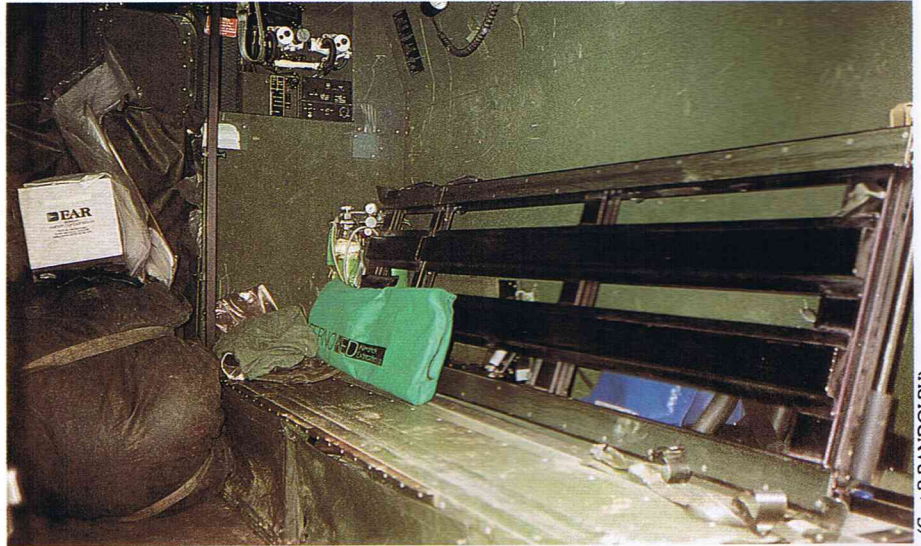
(Above) The hatch viewed from inside the driver's compartment and looking up.

(Above right) Stowage is cramped behind the secondary bulkhead. Note the right side stowage box cannot be top-loaded but stowage room can be found behind a side-mounted canvas cover.

(Right) The upper litter support assembly in the stowed position. Note the oxygen bottles in the rear corner and the cabin wall lights.

(Bottom left) The front cabin while viewing towards the driver's seat. The padlock secures the split entrance hatch to the rear compartment. Note the fuse panel in the upper left corner.

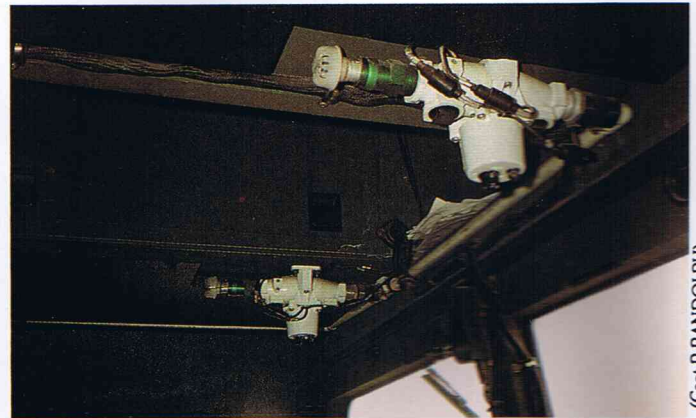
(Bottom right) Driver's and co-driver's NBC purification adapters are mounted above the windshield, within reaching distance of the users.



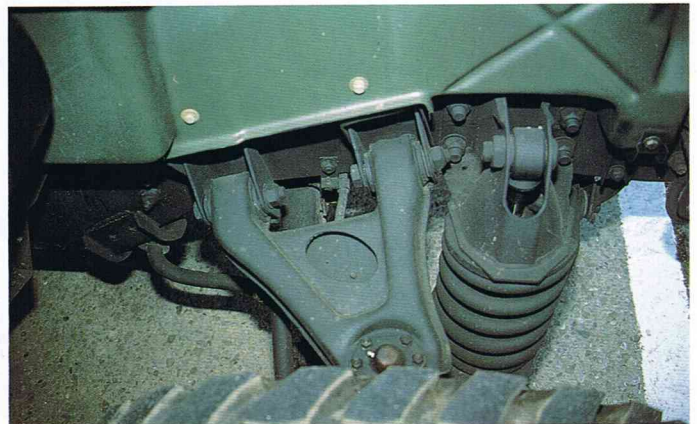
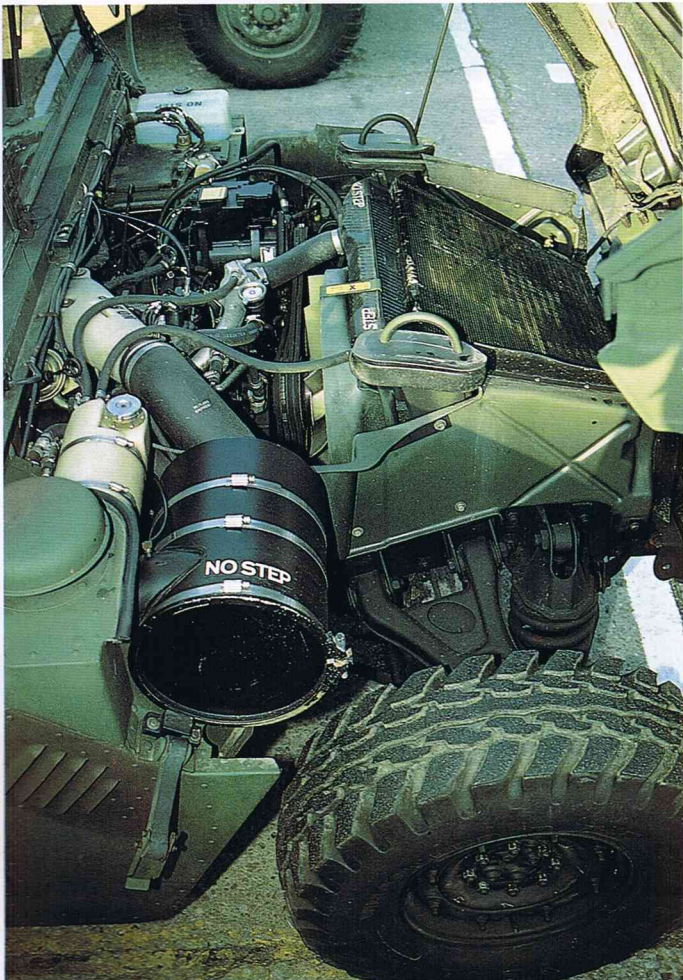
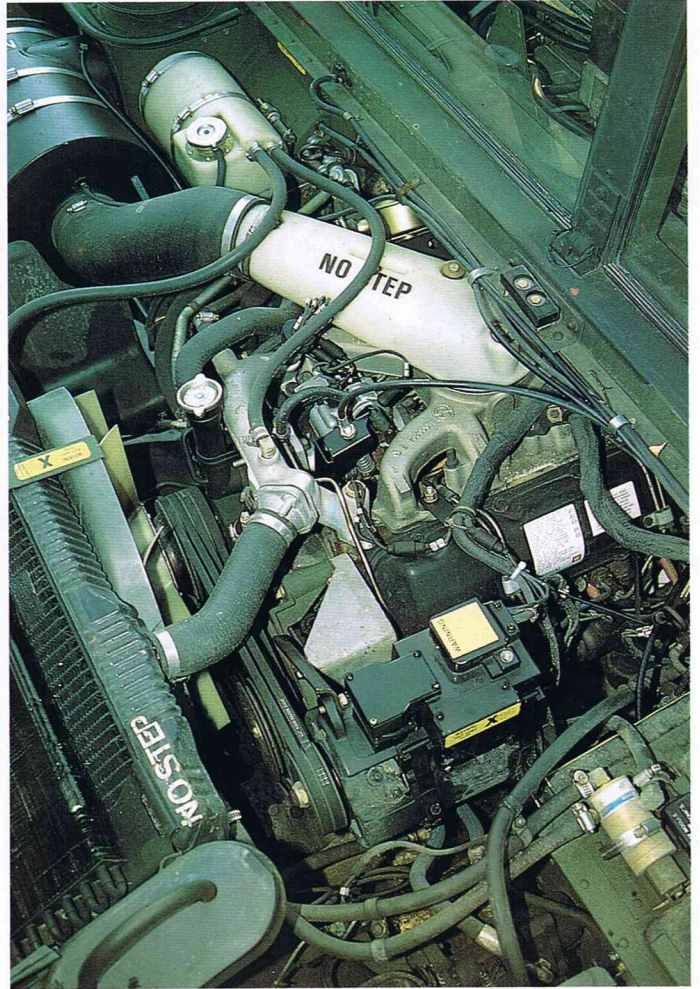
(Capt. P. RANDOLPH)



(Capt. P. RANDOLPH)



(Capt. P. RANDOLPH)

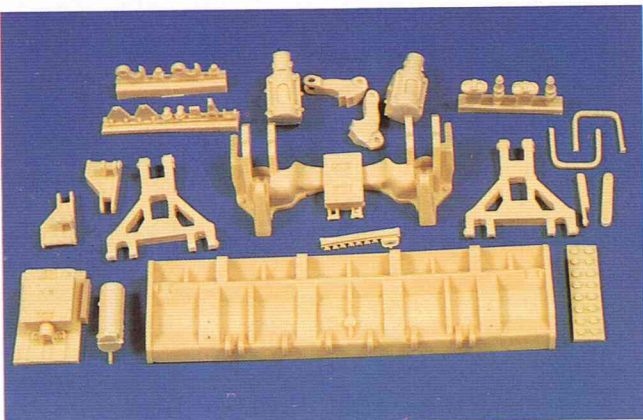


As promised in Part 2 of this series, a photographic coverage of the inside detail of the Hummer's engine compartment. Quite a scratchbuilding job is awaiting the dedicated modeler.



The M60 'Dozer Blade' Combat Engineer Vehicle

A scratchbuilder's nightmare, another kit for
Verlinden Productions



The value of a bulldozer for removing obstacles or debris became clear in WWII. The advantage of having such a device mounted on a combat tank, which in the mean time retained its fire power, was even greater. In WWII, dozer blades were mounted on the M4 Sherman which on many occasions came to the aid of stranded convoys while under fire, capable of anticipating any hostile threat.

After WWII, dozer blade kits were mounted to the M46 and M47 tanks to further improve the system, but test results were considered to be unsatisfactory.

However, when the M48 tank became available, a standardized M8 bulldozer blade assembly was fitted and more test runs were accomplished. This was in the late 1960's. Fitting of the bulldozer blade to the M48 called for a complex installation of the hydraulic feed lines to operate the blade assembly. With the arrival of the new M60 tank series, a study was made to simplify the hydraulic feed system. A modified version of the M8 blade, designated M9, only needed one hydraulic reservoir mounted on the left rear fender and dual feed

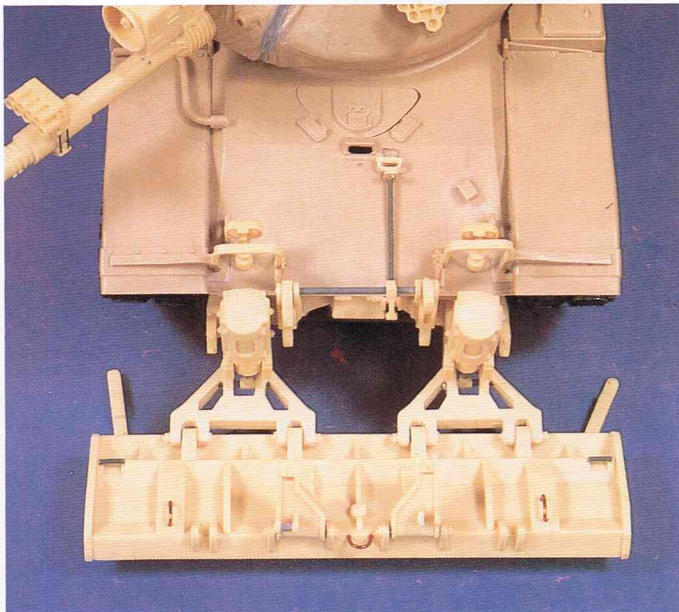
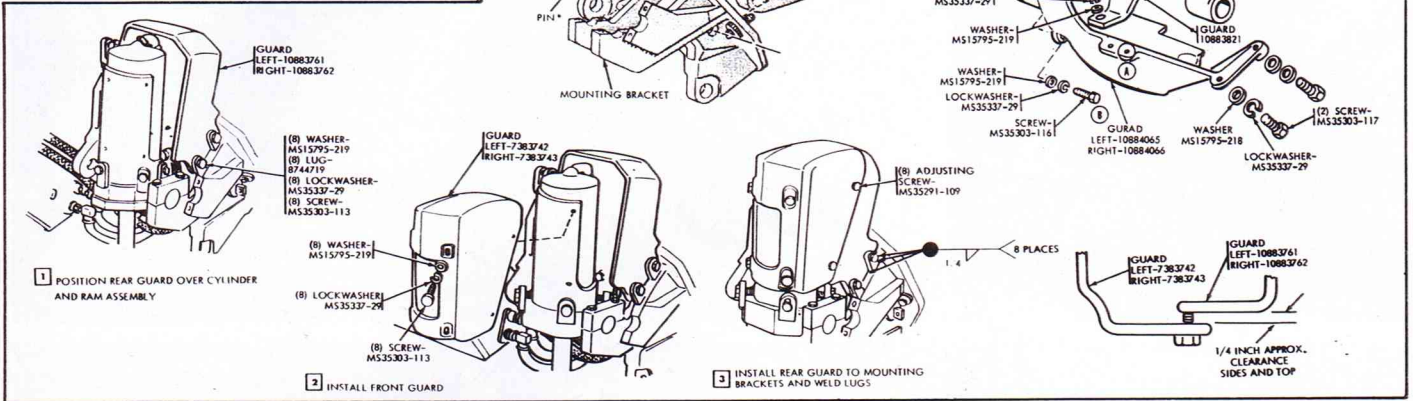


An M60A3 CEV at the Hohenfels Training Grounds in Germany. The spade mounting brackets are clearly visible. Also apparent are the elevated headlights with guards and the control valve manifold assembly in the center of the front hull plate.

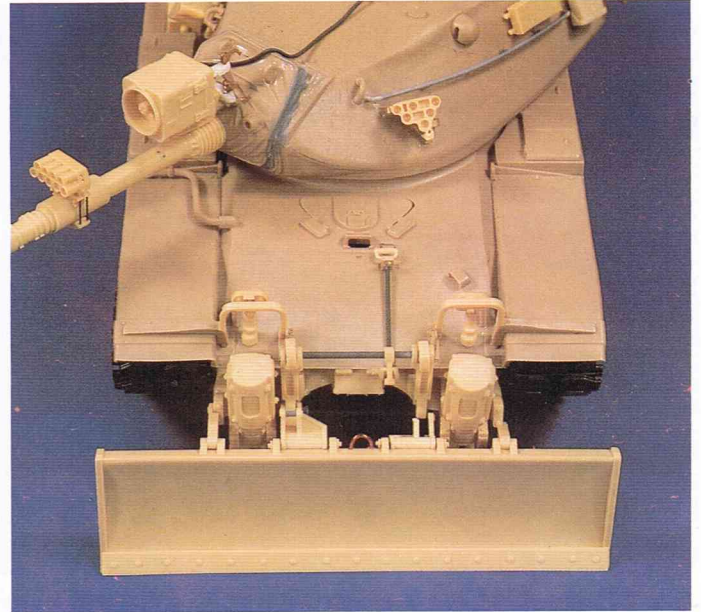
lines running underneath the hull to the front of the vehicle.

The M9 type bulldozer blade became the standard configuration and was also used on the M728 CEV (although with a different installation kit), an M60 derivative with a 165mm demolition gun in lieu of the 105mm gun and an operating boom/winch assembly fitted to the front side slopes of the turret.

SPADE ASSEMBLY STAGE 1



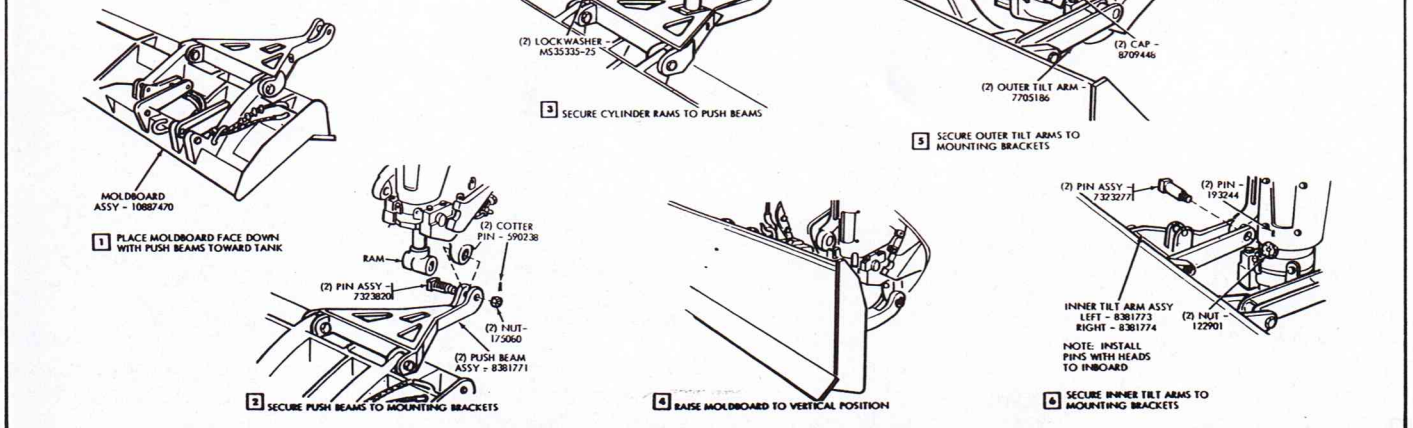
The complete spade assembly on the Tamiya M60A3 with the mounting bracket assembly and carrier hooks/locking handle assembly in place. They were assembled using rods to allow adjusting during the final assembly stage.



The same view on the spade assembly, this time with the inner and outer tilt arm assembly secured to the mounting bracket. The model is ready to be painted.

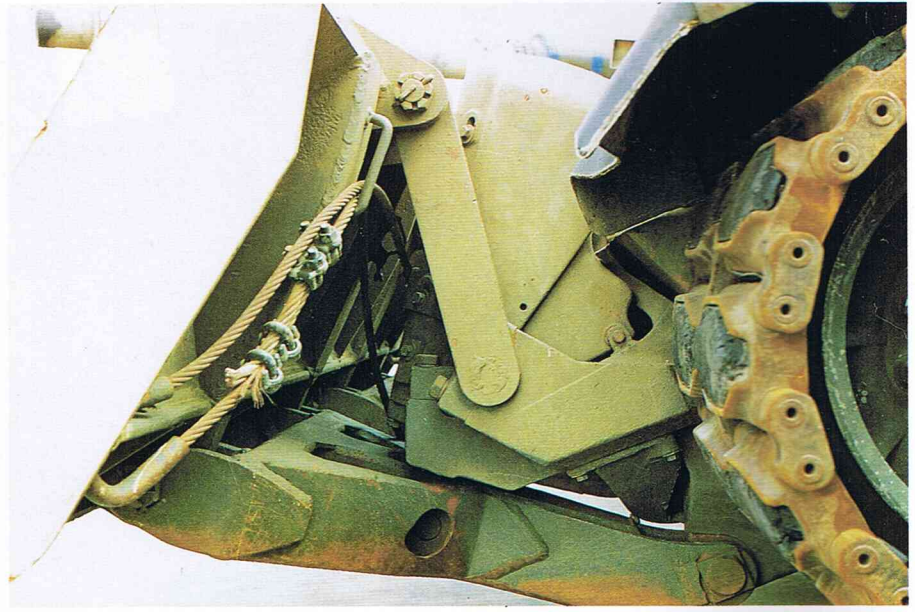
SPADE ASSEMBLY STAGE 2

INSTALLATION OF MOLDBOARD AND HEADLAMPS

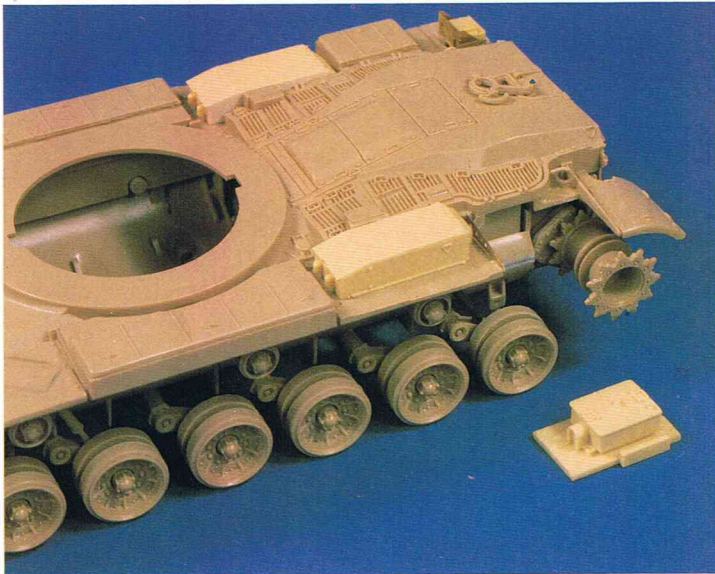




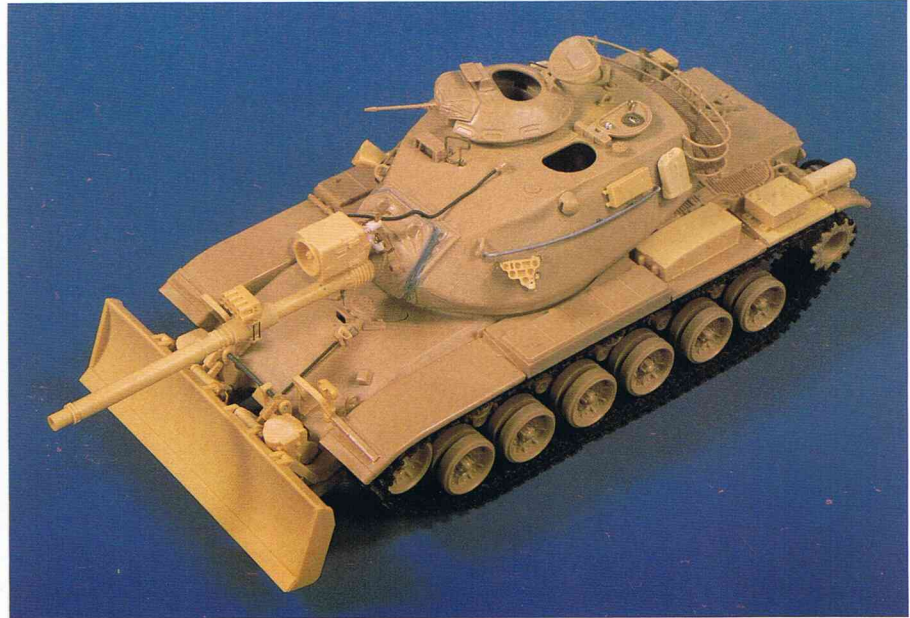
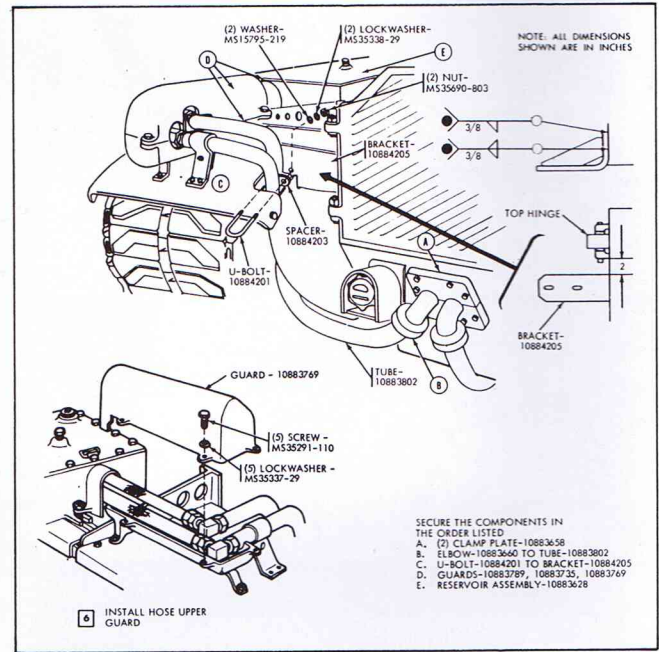
The M9 standard moldboard stowed in the traveling position.

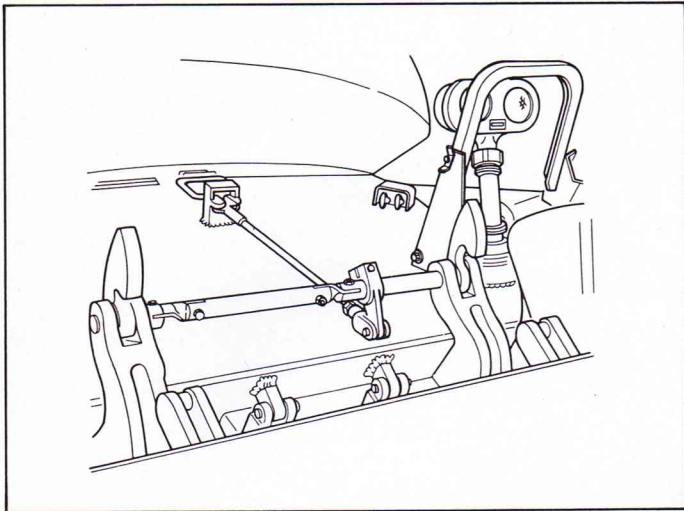


A close study of the lower push beam (attached to the mounting bracket). Note the hole through which the actuating cylinder is attached to the beam. Have you noticed the rear guard over the cylinder is bolted to the mounting bracket?

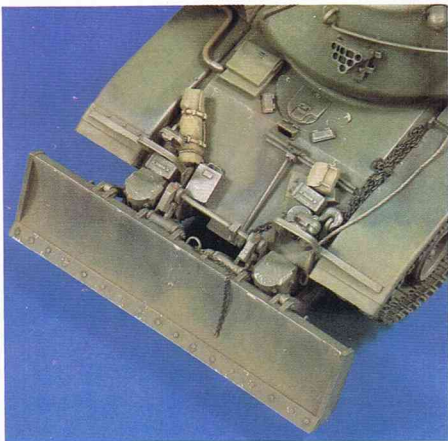
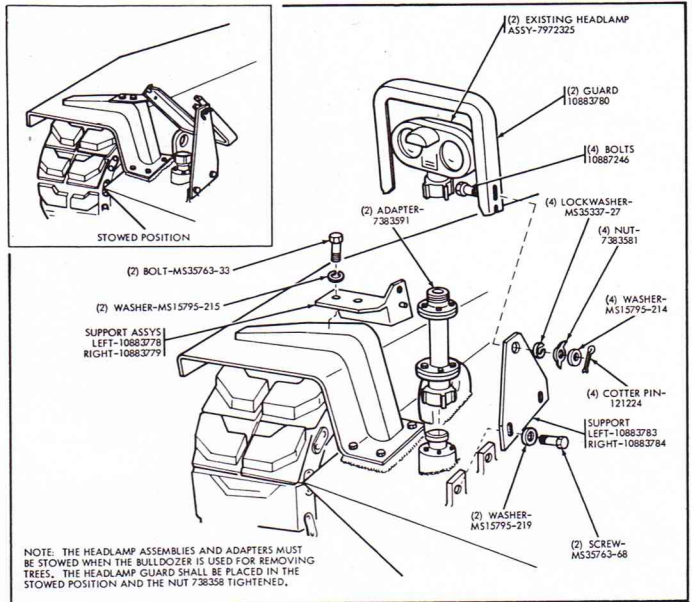


The installation of the fluid reservoir on the rear left fender (after removal of part of the mudguard) before (above) and after the complete tube assembly had been installed (below right).





Schematic presentation of the carrier hooks/locking handle taken from the operators manual. The VP kit parts are kept so much simpler, experienced modelers can try and simulate the detail shown here.



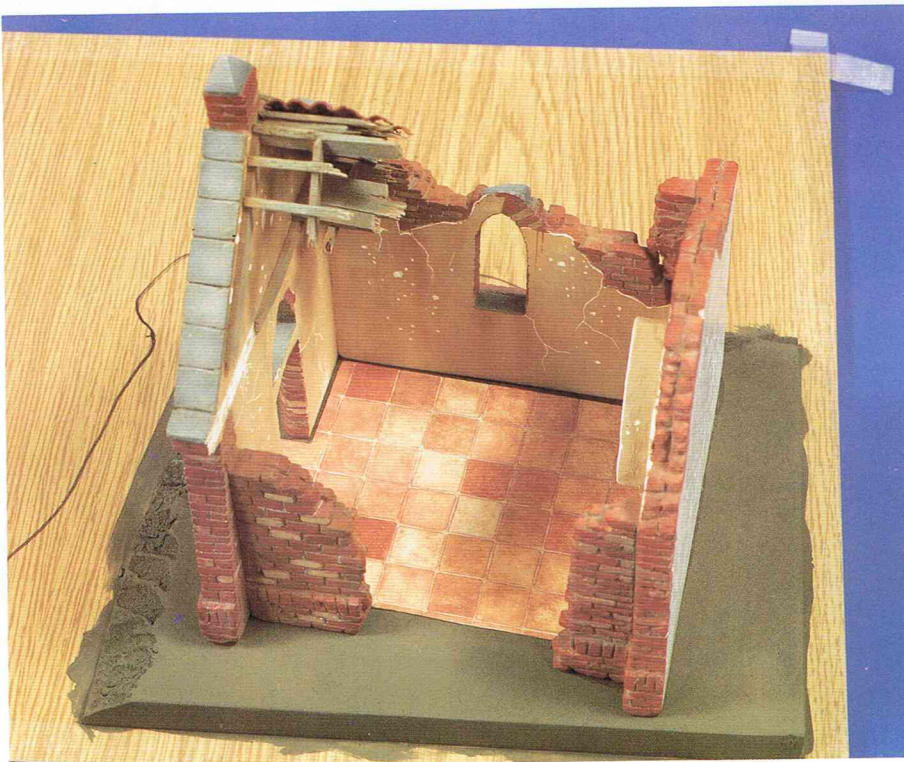
The model before and after completing the painting stage. Emphasis in this articles is on the actual assembly of the M9 bulldozer blade and not on the finishing of the model, which is done according to the Verlinden method, familiar to most modelers from previous publications.





Winter in the Ardennes

SS-Panzers on the road to Bastogne, trying to cope with the fierce winter of 1944



The Belgian Ardennes. Today a peaceful region known for its mountainous terrain and various mineral springs. The french speaking part of Belgium where gastronomical weekends in majestic castles are as numerous as the wildlife in the beautiful forests.

Way back in the winter of 1944, this area was the scene of a less peaceful event. It all started with operation "Wacht am Rhein", Hitler's final effort to regain initiative and to advance way into Belgium, his main objective being to recapture Antwerp, meanwhile trying to divide the British and US forces.

However, insufficient resources and manpower; and a sudden outbreak of one of the hardest winters of the decade considerably slowed down the advance upon Belgian territory. This allowed the US First Army and the British troops to close in from the North while Patton's Third Army battered it's way from the South. All came to a stop in and around Bastogne, a city which would be written down in the history books as the place where one of the most fierce battles of WWII was fought.



The completed diorama prior to adding the Schwimmwagen, the figures and the snow. The M5A1 US Light Tank is already sitting in its hideout spot. Accessories (mostly empty shells) are spread randomly on the diorama ground.

Note the additional armor protection on the tank in the form of sandbags which burdened the tank significantly, but which served its purpose well against small arms fire.

A lot has been written about the Battle of the Bulge (as it became known), still, not all has been said. No book could ever describe the cold and the bitterness of winter, the exhaustion and the effect it had on the soldiers moral. Thanks to the combined effort of the Allies, the swan-song of Adolf Hitler's "Third Reich" began in the fierce winter of 1944-1945.

THE DIORAMA. It has been quite some time since I finished my last "snow diorama". Some people say that adding snow to your finished diorama is only done to conceal imperfections, because no one would be stupid enough to spent hours and hours to finish a successful diorama just to have his efforts on painting and weathering covered with "snow". Well, any modeler who feels the same way is missing out on some very nice and interesting dioramas. When comparing the photos "before" and "after", one has to admit the whole scene breathes a whole new atmosphere, one that has always appealed yours truly.

Besides, and this is where I partly admit the above stated assertion, it gives you the opportunity to get rid of (to put to proper use is a better word) some of your older and less accurate models. It both saves you time in building the diorama and room on your model shelf.

The initial build-up of this diorama is no different from a regular "nice weather" diorama. All vehicles, buildings (if any) and figures are build seperately to be joined at the final assembly stage.

The little chapel ruin on the diorama is one of Trophy's latest releases. It is a replica of a typical small peaceful resort, usually erected outside

the village boundaries or in small communities, where people came to meditate, pray or burn a candle to extract prosperity.

Figure 1 on page 92 shows the complete build-up of the ruin and the way its final spot has been marked on the baseplate. After a satisfactory composition was obtained by shuffling the individual parts along, the ruin was glued to a 10mm high foam base of its own. I always have my buildings slightly higher than the rest of the items on the base because it looks so much better.

The Trophy kit consists of four wall elements and a piece of roof tiles. The wooden beams to hold these roof tiles are not included but are made from balsa wood which is available in every good hobby shop. The floor tiles were cut from the "Floor Tile Section" sheet, VP product N°31. This embossed piece of cardboard represents two sections of tiles of different sizes. I used the larger tiles to influence the relative small size of the building. Larger tiles in small areas give the impression of the room being much larger than it actually is.

The cardboard was cut to fit inside the walls, rather than having the building superimposed on it and trimmed afterwards. Debris was added while some roots from the backyard served as trees. Since the scene is set in winter, no leaves were needed, so the bare roots fitted the purpose perfectly. I've always appreciated the invaluable resources of my backyard.

THE MODELS. The US Light Tank M5A1 model is from an earlier attempt to make a nice diorama. However, it did never serve as a di-



Winter has struck. Corn starch still is one of the most suitable materials to simulate snow on smaller scales, especially on 1/35th. Snow was spread before the Schwimmwagen was put on its spot. Little or no snow was sprinkled on the latter, except on the tires and wheel rims.

ram accessory because I did not like the finish. It therefore perfectly matched the needs for this diorama. Equipment and gear was added to make it look like a hastily abandoned vehicle. You should know that, no matter how little time they had, the crew of any tank or vehicle would take the most valuable items with them, unless they were forced to flee the vehicle while under fire.

The Schwimmwagen is from Tamiya and is actually a very nice kit. Because of its size it fits nearly every spot on the diorama and the open cabin allows you to stow some accessories on the seats where they can be viewed from above.

The figure sitting in the Schwimmwagen is VP's SS Tank Officer (N°355), the two figures talking with the officer are also VP figures. The one on the left is the SS-Schütze (N°424) while the other figure is a conversion from various VP figures and accessories. As mentioned before, it pays to keep a scrapbox.

The road signs are also VP, all can be found on set N°28 "Roadsigns/ Battle of the Bulge". The final touch on the diorama was of course the snow. It was added in the following way. Fill a salt shaker with corn starch and gently sprinkle the corn starch over the diorama. Always work from above (that's where the snow comes from) and with gentle shaking. Spray less corn starch on places where the snow tends to melt (i.e. the hood of a recently driven car) and avoid sprinkling snow on water unless you want to simulate a frozen waterbed in which case you can use a can of hairspray. Mist the hairspray over the diorama instead of pointing the flow of hairspray to the base. It's

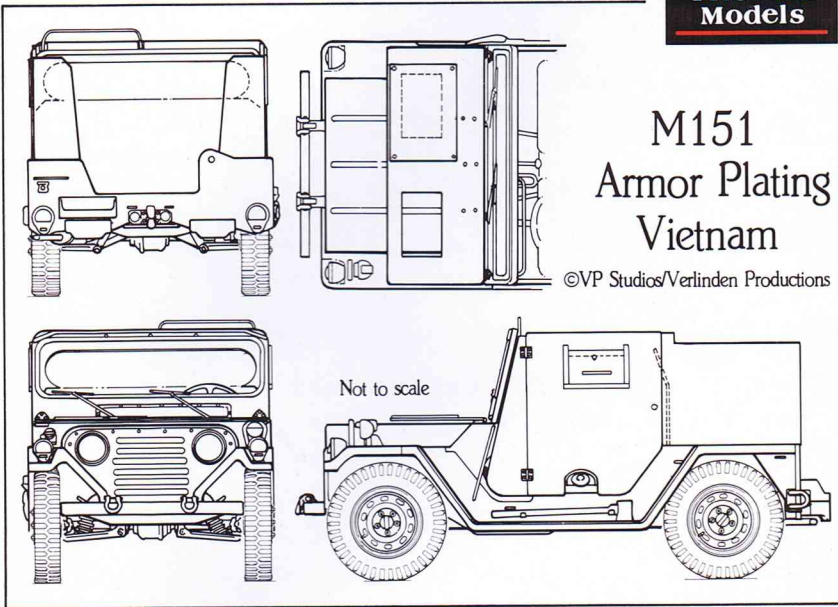
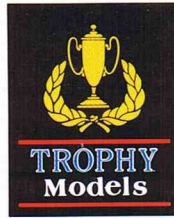


one of the better ways to secure the corn starch but remember, too much hairspray will give a more frozen-like appearance.

That's it, why not try one yourself and enjoy another interesting aspect of modeling.

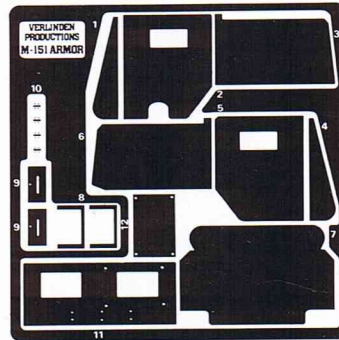


New to you?



M151 Armor Plating Vietnam

©VP Studios/Verlinden Productions



One of the more popular conversions with modelers worldwide is the reinforcement or armor plates which US servicemen first started using on their M151's while involved in the Vietnam War.

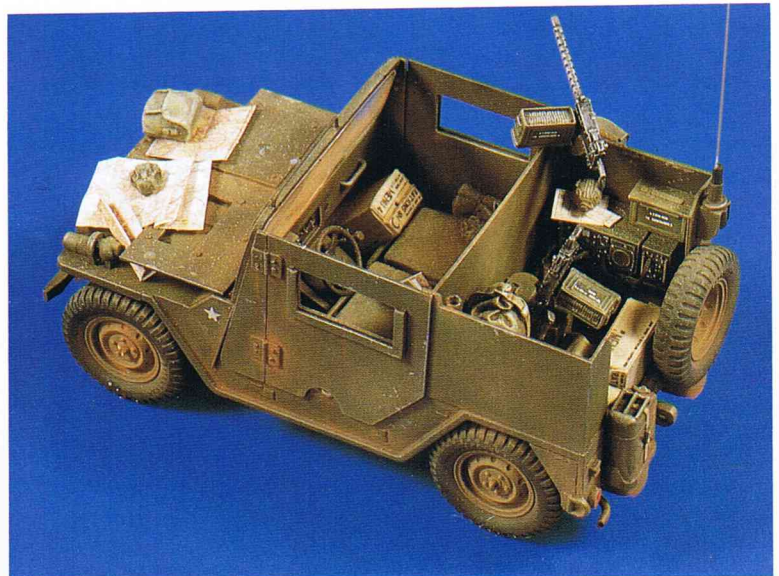
Various types of such armor plating could be seen (according to photographic evidence) because these steel plates were cut, welded and installed in the field workshops.

These jobs were executed using available material and according to the crew's instructions.

The Trophy kit presented here depicts one such configuration which is made to fit the Tamiya M151 Ford Mutt. Only the photo-etched frame is included, additional items on the finished model shown here were taken from different VP kits.

The various parts can easily be removed from the frame, fitted to the model and glued with Superglue. Depending on your needs, one or both doors can be glued in any position, while the protective gun shield in the small window frames can slide up and downward just like the real thing.

No doubt, this kit will save you a lot of time, effort and plasticard.

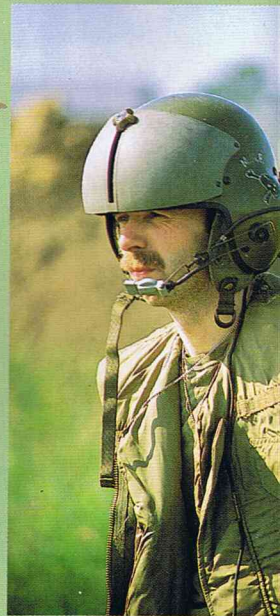


Focus on:

Chopper Crewmen in Vietnam



VP's Chopper Crewmen on 54mm-1/35th scale (above) and in 120mm (at right).



In the early days of the war, chopper pilots and crewmen did not have the special protection gear you see today. Instead, they used the fragmentation protective gear that was available at the time.



Since this sometimes proved inadequate against small arms fire, other designs were developed. Most of these "chicken plates" provided sufficient protection but were very heavy and very uncomfortable, especially while flying a helicopter. That's why most chopper crewmembers chose to wear the M1952 flak vest after all.

The photographs on this centerfold will enable you to paint a pilot and a cabin crewmember. The latter is holding an M16 automatic rifle and has a Colt .45 in the holster on his hip. The pilot is wearing his personal Smith & Wesson .357 Model 19 in a shoulder holster underneath his flak vest. He is seen wearing a regular Nomex flying coverall and gloves of the same material.

nam war, no
available for
ny M1952A
body armor.

The F-111 'Aardvark'



Turning ACADEMY's 1/48th kit into an accurate replica of this "grubbing creature".

One of the most amazing and unexplained facts in the modeling world is why some types of aircraft keep appealing to the overall majority of the modelers and why others (and not the least interesting) are treated in a more stepmotherly fashion.

One of these subjects is the F-111 "AARDVARK". For years we've seen numerous kits being released of F-16's, F-15's and F-4's (although the latter still not in 1/32nd scale) in every possible configuration or with different markings.

One could assume the modeler, fed up with this kind of kit release policy, would turn to other interesting models; yet, the same entries keep popping up on model contests and exhibitions.

THE MODEL. The General Dynamics F-111,





Inside detail of the canopy doors can be found in the VP kit in the form of photo-etched parts which have to be folded and shaped before glueing.



The resin cockpit tub and seats add much to the overall appearance of this part of the aircraft which is known to attract most of the attention. Note the overhead control column on the middle canopy spar.

ungracefully nicknamed "Aardvark", is one of those aircraft the major kit producers have been avoiding for years now. This 23 year old design (which is described in detail in Lock On N°5 /Verlinden Publications) is a very sleek and powerfull aircraft, cherished by its crew but amazingly enough not by the modeler.

The reason for this may be found in the poor

quality F-111 kit releases of past years. Being used to the high quality of the previously mentioned kits, only models of equal value will be appreciated by the demanding kit builder. Early releases by Airfix in 1/72nd scale and by Monogram in 1/48th scale left a lot to be desired and we had to wait for Hasegawa to release what can best be described as the ultimate in kit

form. Unfortunately, this little jewel was released in 1/72nd scale only.

Hasegawa, never having announced a future 1/48th release of the same quality kit saw Academy/Minicraft Models slip their 1/48 kit of the F-111 into the model market.

Although their kit is not the best we've ever seen, it's a decent 1/48th model and could be





The various VP parts seen mounted on the F-111 belly. The Pavetack laser guiding system, the AN-ALQ131 jamming pod, the Sidewinder missiles and the Paveway laser guided bombs.

Master paint which is very smooth and easy to apply.

Tan (FS30219) (N°1742) was used straight from the bottle. Dark Green (FS34079)(N°1710) with a tiny drop of white took care of the light green shades while the same color with some black (underside color) finished the camouflage scheme.

Since the kit decals were rather poor, most of them were replaced by VP dry transfers (which have no film), using only the typical F-111 decals from the kit.

Still a lot of effort went into building this kit but the final result is an impressive model of an impressive fighter.

made into a nice F-111F replica.

Overall shape is fairly accurate, it looks and "sits" like an F-111 (unlike the Monogram kit) and the panel lines (although not always correct) are engraved. The kit is moulded in light grey plastic of good quality which is easy to cut and saw.

Overall measurements are within limits so no attempts were made to add or remove that extra millimeter.

However, we experienced a few problems while assembling which we like to pass on to our readers. We are not sure every Academy F-111 has the same shortcomings we encountered but here are the main ones.

The forward fuselage/nose section (part 24 & 25) have to be joined before they can be glued to the rest of the fuselage. The fit here is far from perfect and to avoid excessive filling and sanding we suggest you cut bulkheads from plasticard for both front and rear fuselage section to support the fuselage sides. Firmly tape the parts together and start test-fitting. Adjust the parts by sanding and glue the moment you are satisfied with the fit. Little sanding will be needed afterwards.

Assembly stage 6 explains the pylon and linkage assembly. We tried it and discovered it was never going to work properly so we decided to show the kit with wings folded and forgot about assembly stage 6 altogether.

Omit parts 42 & 43 and replace with a piece of pre-shaped lead foil according to reference photos in the Lock On.

The Triple-Plow intake assembly has problems fitting. Test-fit and remove excess material before you start glueing.

Replace parts which are too thick with plasticard.

One more thing: don't glue the aft main wheel door as shown in stage 18 but glue it upright according to Lock On reference photos.

The rest of the kit was assembled according to the kit's instruction sheet and to the VP instruction leaflet.

The model was painted with Testor's Model 100

No real photos have been published in this article except for the picture on the title page. The Academy kit is lacking so much detail, it would take this complete magazine to print the photos you need.

Instead, we like to inform you on Lock On N°5 on the F-111E & F published recently, in which you will find over 90 full color pictures of every part of the F-111.

The photos shown are unique and were taken especially for this publication and with the modeler in mind.

Ask your local hobby shop for a copy.





Bart CUSAMANO from Tampa, Florida sends a series of photographs of his latest diorama. It starts with the VP Tank Turret Bunker. He used the ESCI Seated German Soldier along with the VP assorted cartridge cases, ammo boxes, barbed wire, static grass and camo nets. Italeri Jerry cans were also used to complete this nice diorama.



Readers are invited to send clear color photographs (slides preferred) of their efforts, be it armor, aircraft or figures to be printed in this new chapter. Send your documents to VP-Belgium or VLS-USA. The complete address of both divisions is printed on the title page.

Introduction

This is the first of a new series of how-to features. There have been so many requests for these we can no longer ignore them. We will try to make these in-depth, step by step and easy to understand as well as explaining the materials and tools needed.

The introductory article will focus on 120mm resin figures.



1. Construction & painting of a 120mm figure

Part 1 Basic preparations and construction

Our first offering will feature building and painting the VP 120mm American Special Forces figure.

For construction you will need the tools illustrated in Fig1.

Like injection plastic, resin has properties that have advantages and disadvantages. We believe that once you build and paint one of these you will feel as we do, that the advantages far outweigh the disadvantages. The pros of resin are the crisp clear detail with all those marvelous undercut that cannot be reproduced in any other medium. No pitting, mold seams and deformities and, no need to prime or undercoat, there's no oxidation, it's clean and lightweight and can be carved easily.

As with all things, however, it is not perfect. The production process makes it necessary to add a carrier, (somewhat like a thick sprue), to make casting possible. Most people have difficulty removing the carrier on their first few attempts and as with other mediums, it takes a little practice until it becomes routine.

To begin, we will define some terms that may be unfamiliar. The carrier will consist of one or two parts. The primary carrier and the secondary carrier. See Fig.2 .

Always begin removing the secondary carrier, if it is small use flush cut nippers, if large, an X-acto razor saw (See Fig.3.). The first rule is GO SLOW, although resin is generally as soft as plastic, it is sometimes more brittle. Remember,



Fig.1 The proper tools to handle resin carriers. A sharp knife with a new blade, an X-acto handsaw and flush cut nippers to remove the carriers from the parts ; files, sandpaper and some Scotch Brite to clean the surfaces. The tube of filler and some super glue (two brands shown) are used to assemble the various parts of the figure.



Fig.2 A layout of some different figure parts, showing the subsequent removal of the secondary and primary carrier. The final part has been cleaned thoroughly with Scotch Brite.

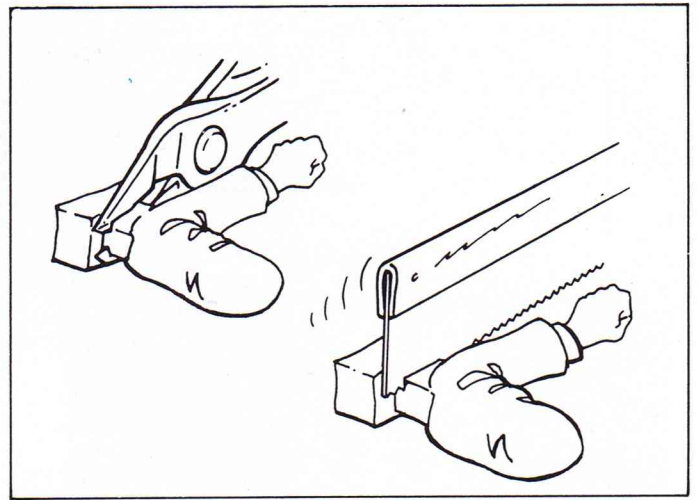


Fig.3 Removal of the secondary carrier should be done with a pair of flush cut nippers or with an X-acto handsaw, depending on the size of the part and the carrier.

this is a new kind of modeling and you must learn the technique. Think back to your first plastic kits. How many did you ruin before you felt comfortable working with styrene?

Never attempt to shortcut or you will likely have problems. If you follow the procedure step by step, you can have excellent results on your first attempt! After removing the secondary carrier, begin removing the primary carrier as in Fig.4, small pieces at a time and never try to remove a carrier flush with the part using a saw or nippers. For that use a hobby knife with a new blade. Slowly carve small slivers one at a time until there is only about 1/8th of an inch (± 3 mm) remaining. Then use sandpaper and if small, gently sand the remainder of the carrier away. If a large part, then with sandpaper taped down to your workbench (smooth side down, of course) holding the part in your

hand, begin a figure eight motion pressing the area to be sanded firmly. Frequently rotate the part in your hand in order to achieve an even surface. During this process continually test fit the parts.

Once the carrier is removed from all parts, test fit the entire kit, we use extremely small drops of super glue so they can be disassembled prior to final assembly. After you are satisfied with the fit, super glue the torso, legs, feet and arms securely, leaving details such as head, hands and accessories to be painted separately. See Fig. 5.

Now using a good quality filler such as Stucco, Squadron Green Stuff, etc., thinned down with thinner or styrene glue to a consistency capable of being brushed, fill areas around joints. After hardening, clean the surplus filler away, leaving a smooth seam leaving no gaps. Occasionally a

second application must be applied. Finally, a light cleaning of the entire figure with Scotch Brite for a flawless finish.

You are now ready to begin painting. No primer or undercoat is necessary. The color of the resin will act as an undercoat base for both artists oils and hobby paints.

Part two will demonstrate this same figure being painted in the next issue. To paint the flesh parts you may begin immediately using Vol.1 Number 2 of this magazine, page 28, "Painting Faces".

Until next time.

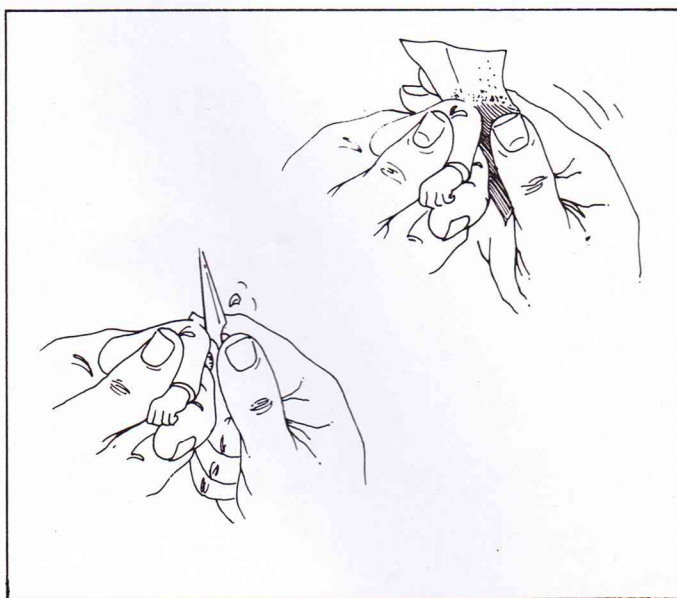
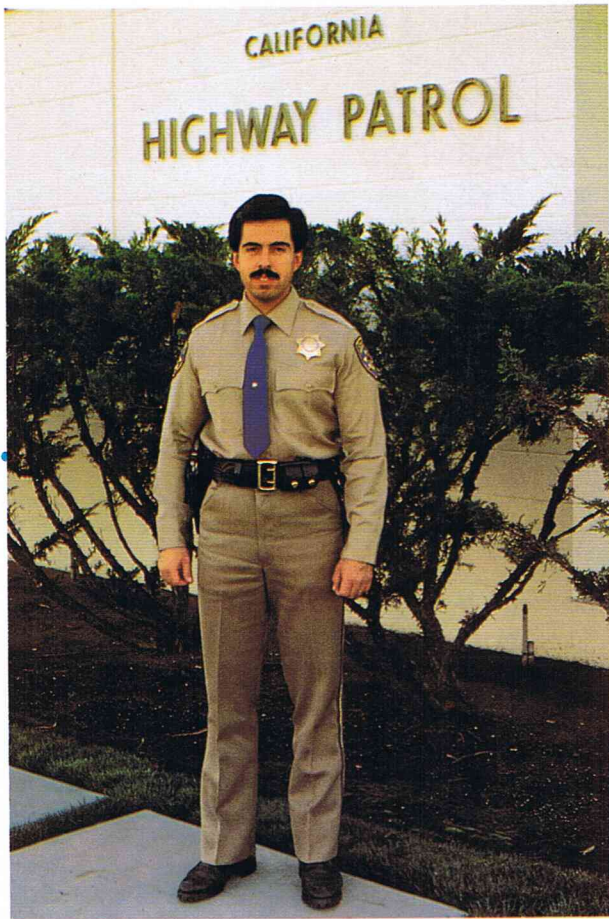


Fig.4 Be more careful when removing the primary carrier and never try to remove the carrier flush with the part using a saw or nippers. Carving with a knife and sanding afterwards is the proper way.



Fig.5 The torso, legs and arms have been glued together. The head, hands and other accessories will be painted separately and will be joined in the final assembly stage.



Daniel MARK, operations officer of the Californian Highway Patrol in front of the main building.



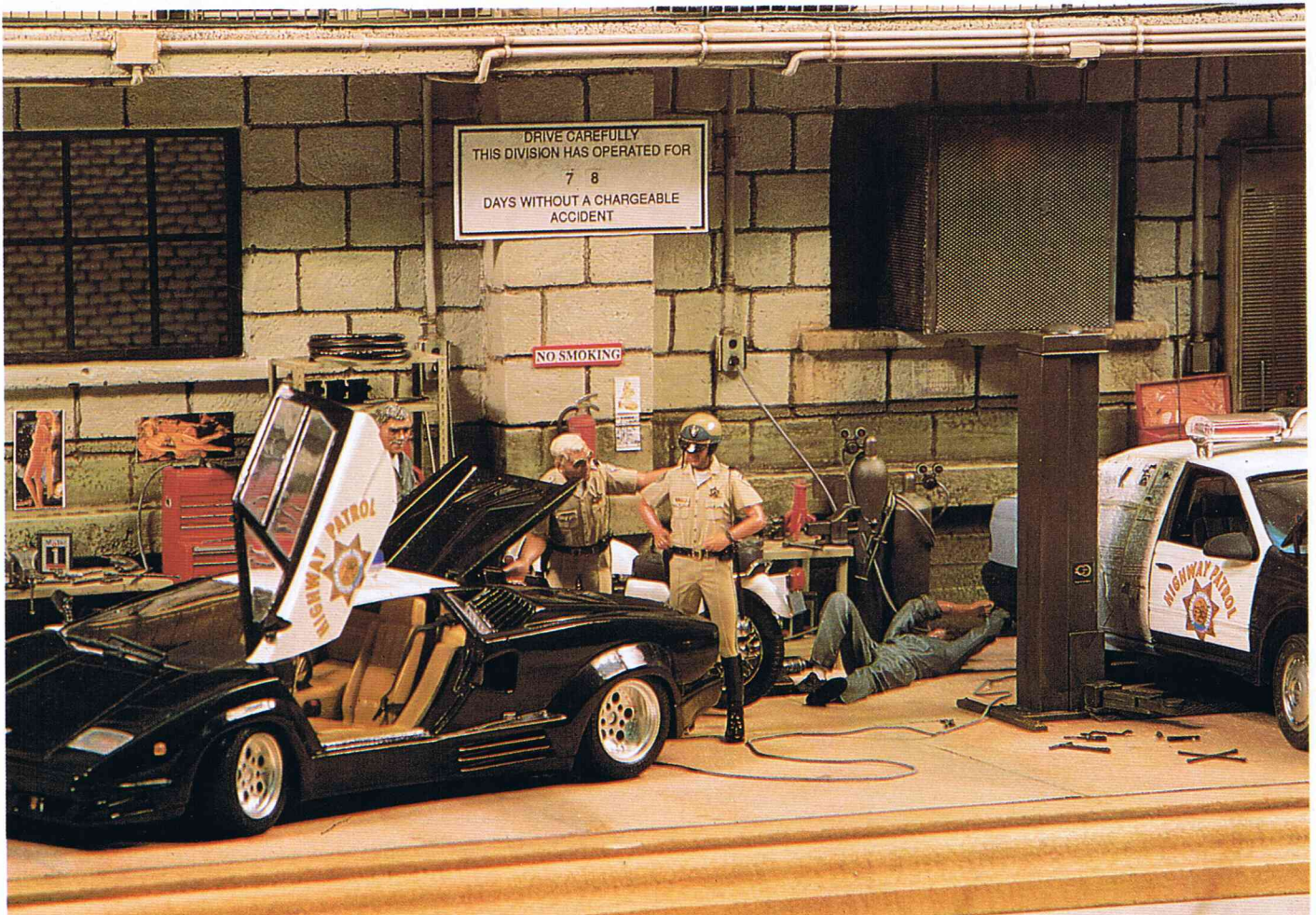
Upgrade

A fantasy diorama

Surprise, surprise, Hot Rodders

The California Highway Patrol was immortalized in the Television series "CHIPS". With California's many exotic and superfast cars, the police probably lose a substantial number of pursuits due to their low horsepower cars.

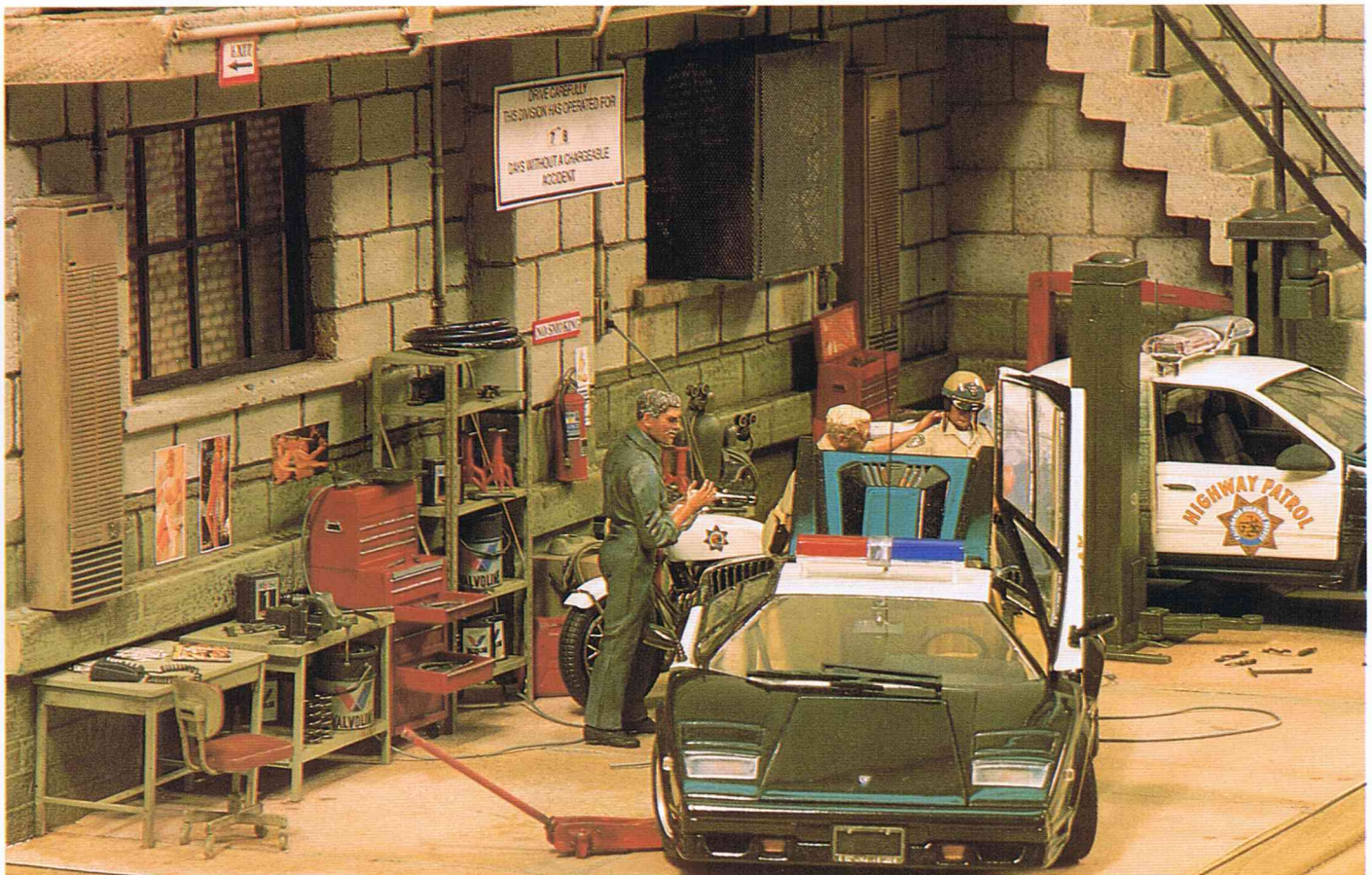
We are reminded of the premise, "What if Napoleon had a B-52?". Applying similar speculation to CHIPS, "What if the California Highway Patrol had a Lamborghini Countach?". If nothing else, there would certainly be a few surprised speeders!



THE BUILDING. The garage was scratchbuilt from cardboard, styrofoam and other materials and subsequently cast in plaster. The details such as the window exhaust fan, window frames, electrical conduits and outlets, stair railings were all fashioned from plastic card, strips, rods and tubes. The floor is from VP concrete sections cut in 3in.x3in. (75mmx75mm) squares and fixed in place on the base approximately 1/8 in. (1,5mm) apart to simulate the expansion joints. Treadplate by Techstar was used on the stairs as well as on the mezzanine.

ACCESSORIES. Tables, desk, tools and equipment are mostly from Fujimi Garage Tools. The boxes are VP Cardboard boxes /Petroleum brands. Also from VP are the Playboy centerfolds and the flex tubing which serve for the electrical cords.

VEHICLES. The Ford Taurus SHO police car is an ERTL/AMT release built basically from the kit with some extra detailing such as wiring and VP 24th scale seat belt buckles. VP Newspapers were used to mask the recently repaired rear fender for repainting.



The motorcycle was an ancient kit from Entex which is no longer in business. Just as well, the kit was so bad it would probably have been easier to scratchbuild it. The decal for the CHIPs emblem was pirated from a spare Taurus kit.

The Lamborghini was made from the Fujimi 25th Anniversary Countach and was a pleasure to build. Car kits are really improving! The engine was superdetailed as well as the interior and again the CHIPs decals and light bar, (modified to fit the smaller roof), were taken from the Taurus.

FIGURES. The two mechanics are out of the box VP Mechanics and the helmeted Officer only slightly posed. The bare headed Officer used the standing mechanics legs, arms and head with the CHIPs torso. Textured lead foil served as the belt and micro thin brass wire formed the sunglasses.

Once in a while it can be fun to do something silly and occasionally breaking a pattern of serious modeling never hurt anyone!

YOU GET WHAT YOU PAY FOR



TRIMASTER



MA13 MESSERSCHMITT ME 163B

1/48 SCALE

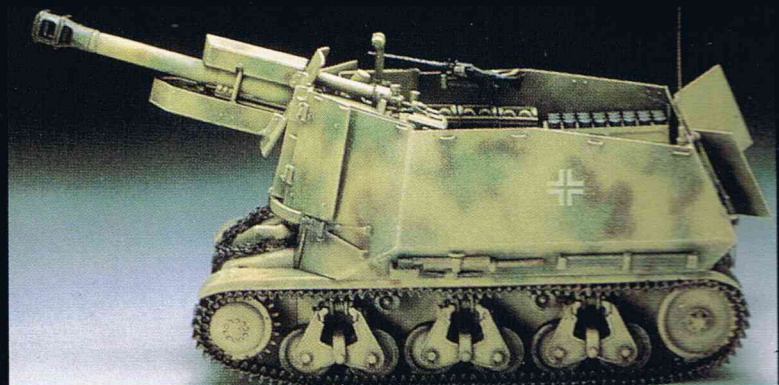
A lot more goes into a High Tech Kit than a few photo-etched parts. Hours of exhaustive research is only the beginning of a process intended to assure a model that faithfully represents the original. The care lavished on the production of these models is apparent in the details included, such as the retractable landing skid on the Me 163B, combining plastic and photo-etched parts for a truly scale appearance.



The German 10.5 cm Field Howitzer is an all-metal kit combined with a plastic French Hotchkiss Chassis, with an armored superstructure

composed of photo-etched sheets, and individual track links by Model Kasten.

This one must be seen to be fully appreciated. The producers of these models obviously have a love of the subject matter.



G712 10.5 CM GESCHÜTZWAGEN

1/35 SCALE



MODEL KASTEN

This diorama by Shepard Paine clearly illustrates the realistic effect that can be achieved by using individual track links.

Model Kasten has for some time produced a fantastic series of track links for armor models of all types. Produced to a very high standard in fit and detail, the most recent releases include: -

- MA-3101 Panzer IV Final Production
- MA-3111 Italian Carro Armato M13/40
- MA-3131 Soviet T-72/T-62/T-55 MBT
- MA-3171 LVTP-7/M2 Bradley
- MA-3221 SDKFZ 251
- MA-3191 Pzr IV Mid. Prod.
- MA-3141 M113 APC
- MA-3201 Soviet T-26
- MA-3211 Soviet T-40/60/70

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A celebration model



SS-Machinegun Team WWII

In less than 8 years, Verlinden Productions has been able to provide the modeler with over 500 new releases. This comes down to an average of 60 new products annually, ranging from armor accessories, figures and aircraft update sets to modeling manuals and photo books on armor and aircraft.

There was no doubt, François Verlinden's N° 500 release would be something special. He chose one of today's most popular subjects in a scale which gained increased interest ever since it's first release. Although these first 120mm figures had

Two large
120mm figures
on one
base



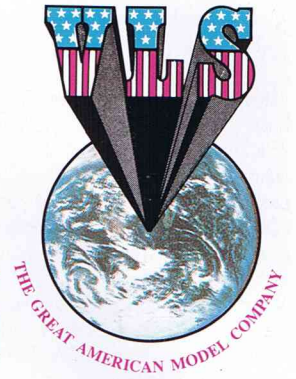
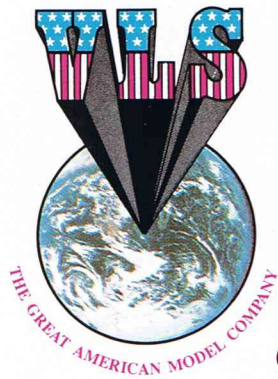
little or no equipment they were most appreciated by the figure painters which liked the large scale. The development of weapons and personal equipment made them appeal to the military modeler as well. The VP corner ruin shown on this vignette was designed especially for a small diorama such as this.

The MG42 Machinegun is included in the N°500 kit. The rest of the accessories were taken from either the German Infantry Equipment Set 1 and Set 2 or from the separately available MG42 set. The spent cartridge cases are lengths of stretched sprue painted brass.

Because of the large size of the figures and accessories painting took a little longer but was easier to do. Before you start painting, we would like to remind you of the Specials in VP Magazine Vol N°1 & N°2. These articles summarize the proper steps to paint large scale faces and German uniforms.

The Waffen-SS WWII MG42 Team is a worthy addition to the 499 other VP releases. Wondering about kit N°1000 ?





American Graffiti

Covering The American Modeling Scene



Crystal Ball

The newest releases include the Trimaster Nr MA13 1/48 Me-163 B-1 Komet. It features a fully retractable landing skid, separate control surfaces and boarding ladder... Squadron/Signal's new books include Nr.1106 P-61 Black Widow in action, Nr.1107 T-34 Mentor in action (October), Nr.1108 TU-16 Badger in action (November), Nr.6053 Ground War - Vietnam Vol.1 (November) and coming in December, the release of the Nr.2028 M551 Sheridan in action... The newest model from Italeri is Nr.253 1/35th M4A2/3 Sherman tank... Hasegawa's long awaited 1/72nd F-4 Phantom family finally makes an appearance with the Nr.Ka-1 F-4J, Ka-2 F-4S, Ka-3 F-4B/N. These are new molds using their latest technology... Newly announced from Academy/Minicraft is the 1/48th Morane-Saulnier MS 410 French WWII fighter (Nr.1588). This is a worthy addition to Hobbycraft's WWII fighters... For the latest news on the Stealth Fighter, see Concord's new Nr.1017 F-117A Stealth Fighter book... Monogram's newest 1/24 NASCAR racers include Nr.2928 Folger's Thunderbird, Nr.2930 TropArtic Pontiac Grand Prix and Nr.2932 Country Time Grand Prix... Monogram will release in November, the 1/48th Su-25 Frogfoot in their Iron Curtain series. Monogram has a group of re-releases set for October. They include Nr.5220 Grumman F4F Wildcat, Nr.5221 Hawker Typhoon, Nr.5222 Mitsubishi A6M Zero and Nr.5225 Messerschmitt Bf109G. These are in 1/48th... Will we see the first release in the Fujimi Mig-21 Family this year? The latest word is December or January... Revell's most exciting release this winter is their 1/32nd Soviet Mig-29 Fulcrum (Nr.4717, November).

details we mentioned will only serve to enhance an excellent miniature; and at the price you won't find a better figure in this scale.

ITALERI SD.KIZ.234/4 Pakwagen

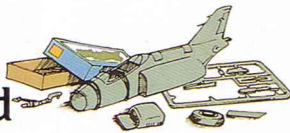
This, the third in the series of kits based on the German 8-wheeled ARK armored car chassis, is the PAKWAGEN with the 75mm PAK 40 mounted in an open hull similar to the short 75mm version. The hull is unchanged from the original version with a new sprue consisting of the upper armor pieces and the PAK40 replacing the turret. The PAK40 is the same as ITALERI's kit minus the carriage and trails.

A good how-to conversion article was done on this vehicle in the IPMS QUARTERLY for Winter/85; with several good pictures and drawings included. Plus we also had various pictures of the original Bovington display vehicle. The first thing that we noticed was a visor opening molded in the upper-rear armor plate. Neither the Bovington or the Q pictures show this visor. Next the stand assembly for the PAK 40 carriage is depicted as a 6-legged stand; but the Q photos show a 2-legged support welded between the upper hull plate and the floor. This would be more material-saving than the kit version and seems more likely as German industrial resources were depleted. Again, with a late war vehicle thrown together in desperation; who knows if a standard version even existed. And with only one vehicle documented, calling definitives is risky. So take your pick on whether you want to take it or leave it. The visor is minor and with a crew or some stowage inside you can hide the gun stand. One thing the photos show is the sides of the gun shield were notched to increase the limited traverse. This would improve it's field of fire and was done to the PAK 40 gun shield in the Marder II, so we feel this was likely to be a common mod to these PAK 40 armed vehicles. Just build the kit up, mark the height of the hull plates, and cut a 1/8" deep notch in the bottom corner of each side of the gun shield to provide this effect.

There is one spot with bad fit: the rear seam between upper and lower hull. This has required a piece of EVERGREEN 10 thou strip, to fill it on every Sd.KIZ.234 kit we have built, but that's all it takes to fix it.

There have been a number of articles in different magazines on detailing the basic hull which will help you make this kit even nicer. But out of the box, or super detailed, this will make up a unique and good looking vehicle to add to, or start, your armor collection.

New kits Reviewed



VERLINDEN PRODUCTIONS 120mm British Paratrooper /Arnhem

This, one of the latest in this series, is a nice figure as you could ask for to build and paint. Detail of uniform and equipment is correct and molding is crisp and clean. This range outclasses any metal figures we've built.



The only complaint we have with the figure is the pose; the left arm and shoulder look off. It seems that with the shoulder raised like it is, the arm should be pointing more to the side. One other comment is that the figure's too neat; most WWII British paras look like a walking potato sack in the field - all baggy and lumpy. He looks more like an officer or else he just landed.

Suggestions for detailing: add netting and "hessian" scrim to the helmet. This broke up the helmet line and was very common with the paras. Netting came in different sizes and colors from dark brown to a bright green. Also the paras were issued a camo face veil which they wore as a scarf, covering the shirt collar. The water bottle is early pattern with cruciform straps, sanding off those straps makes the later pattern cover with straps sewn to it.

The Denison smock had a strap that fastened under the crotch to keep the smock from billowing up, in the field this strap snapped up onto the smock under the entrenching tool. Add the toggle rope carried by the paras; this is a rope about 5 feet long, with a spliced eye on one end and a wood toggle on the other; carried wrapped behind the neck, in front of the shoulders and hooked together behind the back over the entrenching tool below the small-pack.

To sum up: built out of the box the figure will be an eye catcher while the addition of any or all of the

MP MODELS M4A4 Conversion

This is the second release in the MP line and they have improved on their first release.

The molding has gotten better as the thick sprue attachments are all but gone and the rendition of the parts is getting sharper. This kit consists of the upper AND lower hull; no chopping and stretching a kit hull to make this M4A4. The main thing to note is that this kit is really made to use TAMIYA kit parts. Which is not unreasonable since it appears from photos most M4A4's were built with the solid bogie wheels as in the TAMIYA kit. Don't worry, just save the rest of the M4A3 to use with MP's promised Easy Eight suspension. Also, most M4A4's appear to use the early or mid-production turret with pistol port but without the oval loader's hatch. Check your references for the particular tank you want to build.

As we mentioned the detail sharpness has gotten even better and MP doesn't miss much. For example, this kit has the hull underside detailing added to the A4 version and we don't mean just a few blobs; it's all there. The only detail we wished MP would rework is the rear upper hull air intakes. The molded screens are semi-OK; but separate add-on intakes could be hollowed out and screened by those who want to detail. The three-piece final drive/transmission housing is molded in upper and lower halves and two bolted flanges, but two formers are supplied to help maintain the housing shape while assembling the unit. Eliminating the seam is a little work but be careful!—this plastic is still softer than TAMIYA and TESTORS and it will craze with just a little glue. The molding also has legible casting numbers on the housing and you would hate to lose them.

MP also provided another nice touch: since the M4A4 version is longer than the standard M4/A1/A3 hull, MP provides two tread pieces each of the TAMIYA chevron and the TESTORS rubber block track, in the correct length to lengthen which ever type track you decide to use. Another neat detail MP included to compensate for the longer hull is the drive sprocket axles fit into a slot in the hull. Thus the sprocket can also be moved slightly back and forth to help adjust track tension before glueing.

The whole kit assembled easily, fit well and looks right; which is all we really want from a kit. Because if the kit is reasonably accurate and we can add superdetail to the degree we want. So with this release MP is two for two and the game isn't over. If future releases continue to improve as this one did, MP is going to become a top name in the after-market supplier field.

Considering that the complaints we had were rather trivial, the M4A4 is a good conversion kit at a reasonable price and is highly recommended.

Til next time!



Dear Sirs,

I've been studying the vehicles used in Vietnam and I see a need for some additional models and conversions. The Vulcan multi-barrel cannon was mounted upon the standard M113 chassis (with some modifications). I see it is a simple conversion for the Tamiya kit. Can we expect to see the M163 appear on our hobby shops shelves soon?

John McCARTER
Burlington, Iowa

Dear John,

Be patient, there's something in the works we can't talk about at this time. We will have something exciting for you this fall.

Dear VLS,

I have a problem getting nylon tank tracks to adhere using glue, and occasionally they break and nothing seems to work. Also, what is the proper way to get paint to stay on these tracks without chipping?

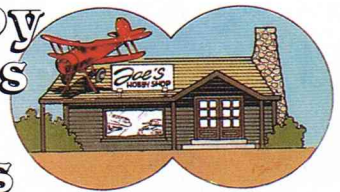
Elliot BOLLARD
Rochester, New York

Dear Elliot,

This has been a problem for many years. Modeler's glue doesn't work! Super glue doesn't work! So what do you do? Use staples! By using staples you insure that the tracks will stay together. Then you apply a wash of Raw Umber, or Burnt Sienna and Humbrol Black (or any other color you want). Oil paint is the only medium that will stay on the nylon tracks. When you put the tracks on the model, you must hide the staple under a road wheel or behind fender skirts or on a sprocket wheel.

We get many letters like this, asking for a solution to a problem. We are aware of the difficulties encountered by modelers and we will do our best to answer all your questions. However, due to the lack of space we are not able to print all the mail we get. We will try to include most of the answers in the articles which we have planned for the future.

Hobby Shops in focus



THIS MONTH: the greater Chicago area

Al's Hobby Shop
121 Addison
Elmhurst, IL 60123
(708) 832-4908
CONTACT: Cathy
SPECIALTY: Plastic Kits

Lagrange Hobby Center
25 S. Lagrange Road
Lagrange, IL 60525
(708) 354-1220
SPECIALTY: Plastic Kits

Rolling Thunder
Miniature Works
7729 Knotty Pine Ct.
Woodridge, IL 60517
(312) 985-6114
CONTACT: William Vinikour
SPECIALTY: Plastic Kits

Pat's Hobbies & Crafts
5730 West 95th Street
Oak Lawn, IL 60453
CONTACT: Peter Simpson
SPECIALTY: Plastic Kits

The Hobby Shop
7147 West 79th Street
Burbank, IL 60459
(708) 430-9766
CONTACT: Harry
SPECIALTY: Plastic Kits

Walt's Hobby Shop
1701 North Larkin Ave.
Crest Hill, IL 60435
(815) 741-0043
CONTACT: Ron Mueller
SPECIALTY: Plastic Kits

Don's Hobby World
18447 S. Halsted
Glenwood, IL 60425
SPECIALTY: Plastic Kits

Stanton Hobby Shop
4734 N. Milwaukee Ave.
Chicago, IL 60630
(312) 283-6446
SPECIALTY: Plastic Kits

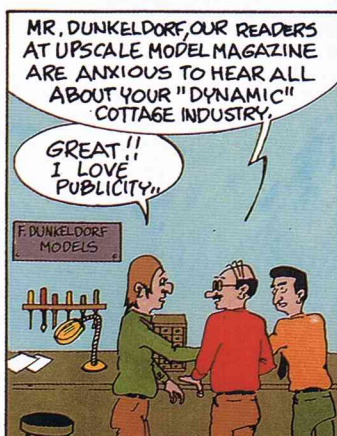
Trost Modelcraft & Hobbies
3129 W. 47th Street
Chicago, IL 60632
(312) 927-1400
CONTACT: Ed Trost
SPECIALTY: Plastic Kits

Hobby Crest
8808 Bronx
Skokie, IL 60077
(312) 675-4811
SPECIALTY: Plastic Kits

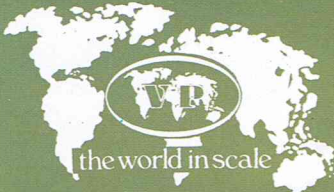
Venture Hobbies
747 West Dundee Rd.
Wheeling, IL 60090
(312) 537-8669
CONTACT: Bob Tilley /
Bob Phillips
SPECIALTY: Plastic Kits,
Books, Magazines, etc.

Heidi Hobbies
1740 Maple Ave.
Northbrook, IL 60062
(708) 291-0324
CONTACT: Wayne Close
SPECIALTY: Plastic kits

Des Plaines Hobbies
1464 Lee Street
Des Plaines, IL 60018
(708) 297-8118
CONTACT: Ron Sebastian
SPECIALTY: Plastic Kits

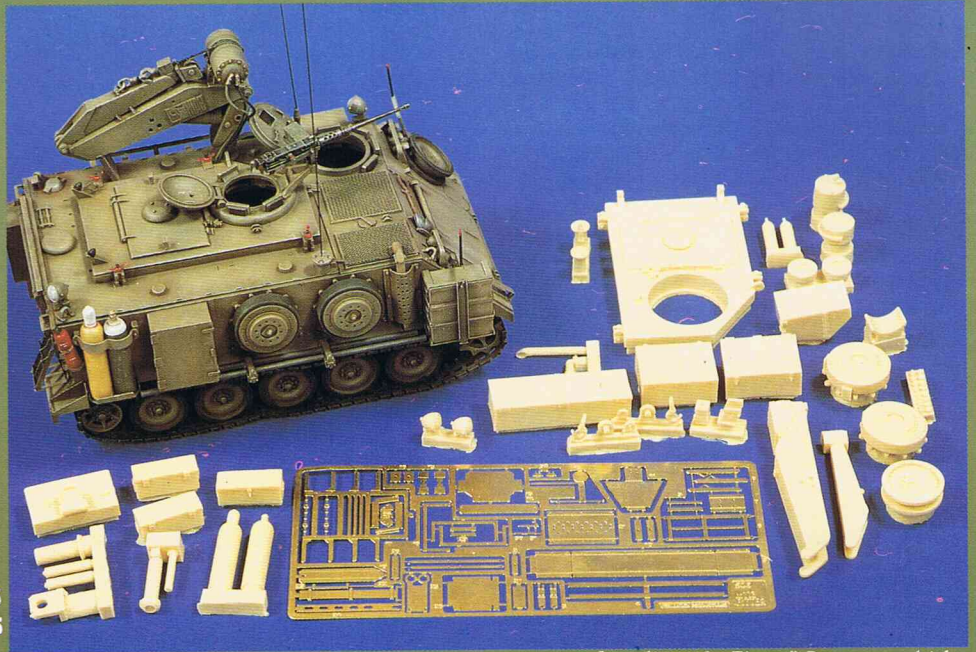


Any similarity with existing persons, living or dead, or organisations with similar activities is purely coincidental.



Ondernemersstraat 4
KMO-Zone Mallekot
B-2500 LIER /BELGIUM

... finally
available :



506
1:35

Israeli M113 "Fitter" Recovery vehicle



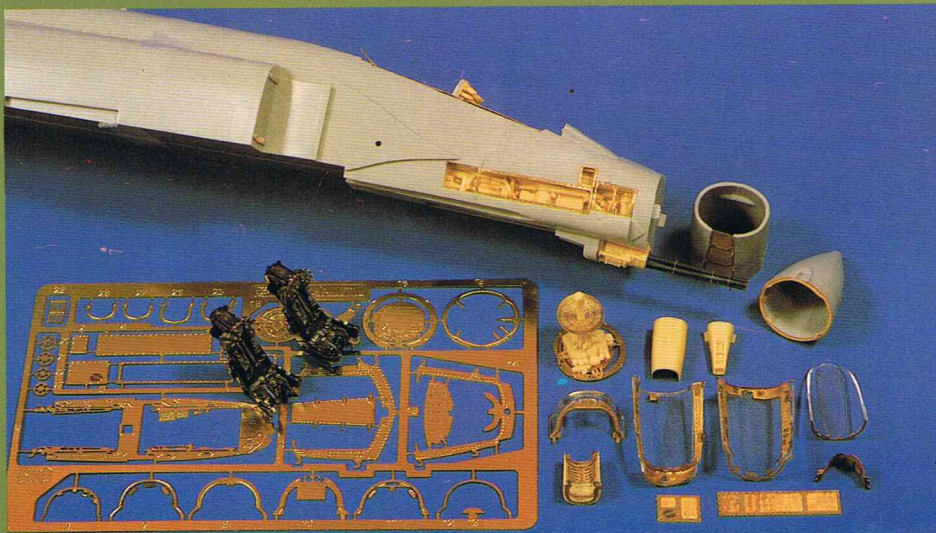
505

Two more VP publications...



504

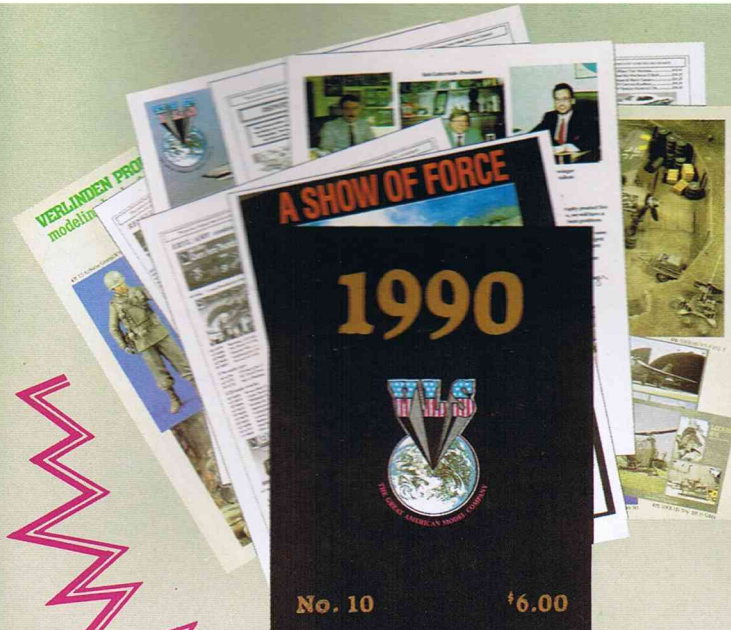
...and we've only just begun



510
1:48

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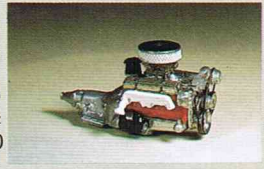
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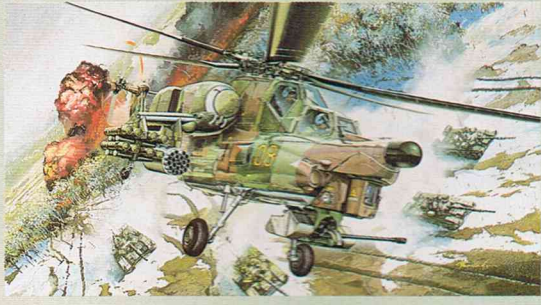
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