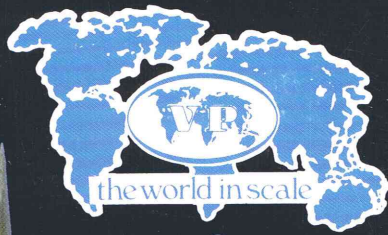


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Modeling

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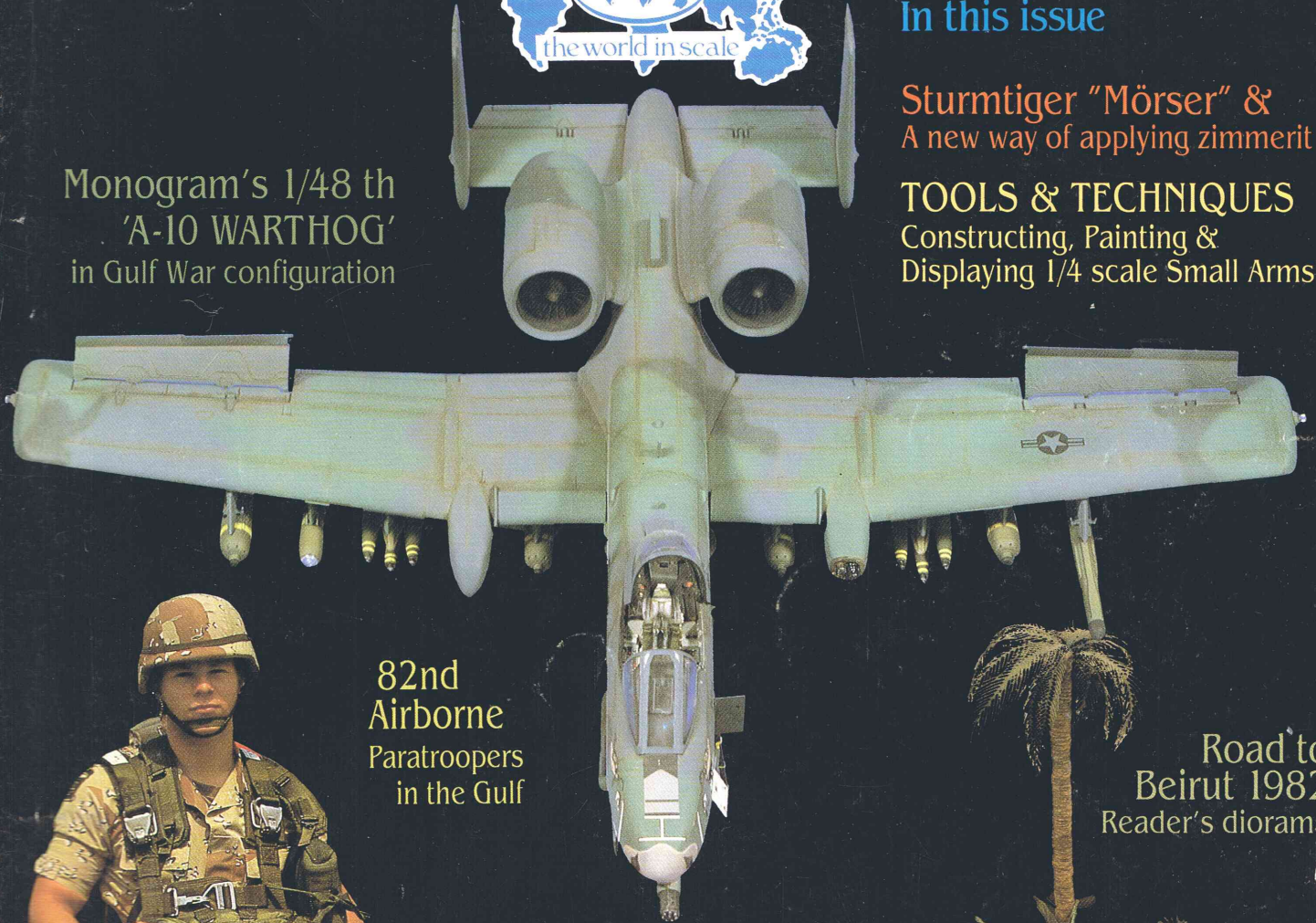


In this issue

Sturmtiger "Mörser" & A new way of applying zimmerit

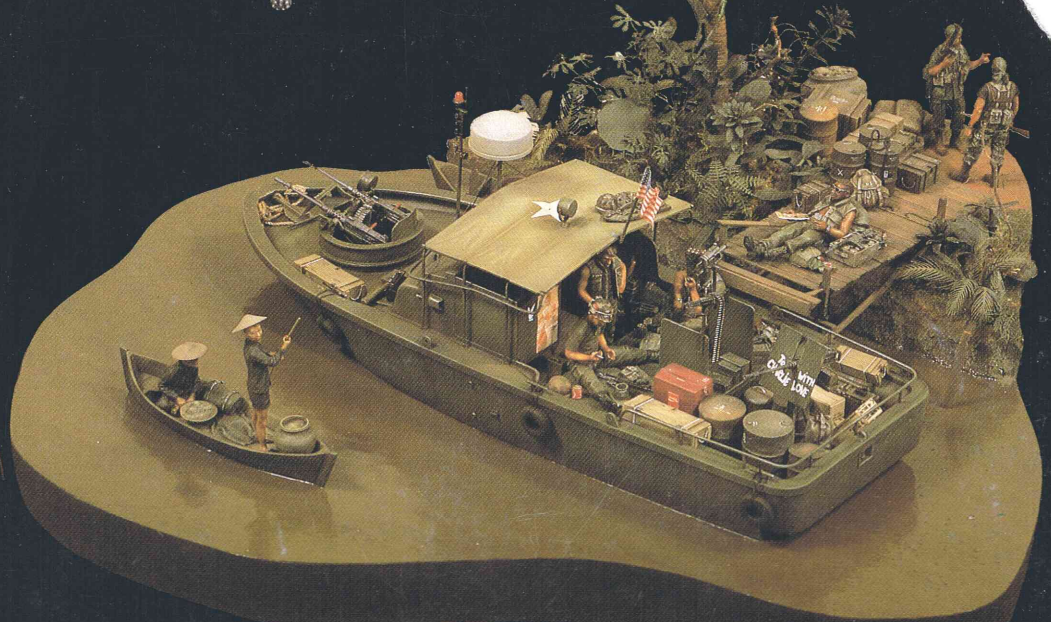
TOOLS & TECHNIQUES  
Constructing, Painting & Displaying 1/4 scale Small Arms

Monogram's 1/48 th 'A-10 WARTHOG' in Gulf War configuration



82nd Airborne Paratroopers in the Gulf

Road to Beirut 1982  
Reader's diorama



'Down the Lazy River'  
Tamiva's PBR 'PIBBER'



# WHO said we ran out of ideas ? . . .

some  
**120mm Super Scale**  
releases for 1992



US Infantry / Desert Storm



Napoleon Bust



US Airborne 1944



US Army B.A.R. Gunner WWI



British Marine Commando  
WWII

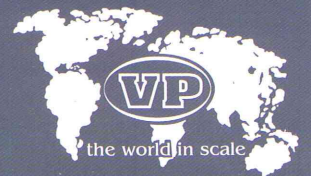


US Bazooka Gunner  
WWII

VP numbers to be  
announced later

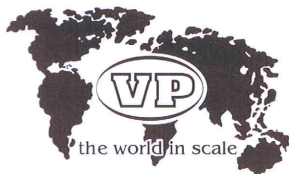


US Tanker / Desert Storm



**VERLINDEN PRODUCTIONS**





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Modeling books & accessories

Volume 3 Number 1

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### EDITORIAL OFFICE

Ondernemersstraat 4,

KMO-Zone Mallekot

B-2500 LIER / BELGIUM

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VERLINDEN PRODUCTIONS Modeling Magazine is a quarterly publication by VERLINDEN PUBLICATIONS, a division of VERLINDEN & STOCK nv.

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

Phone (03) 480 65 26 Fax (03) 489 29 26

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VERLINDEN PRODUCTIONS Modeling Magazine is printed in Belgium by Drukkerij DE PEUTER nv. Herentals.

# From the editor

In the editorial of Vol. 2 No. 3, I discussed the problems with reviews and reviewers. We received several responses from reviewers about the content and the tone of that editorial. First I would like to state VERY CLEARLY and for the record, (some readers may have gotten a similar impression), that not all reviewers are corrupt or incompetent and I did not intend to give that impression. I did intend, however, to attack those who are corrupt and incompetent, and if the shoe fits,.....wear it! (By the way, the letters ran 5 to 1 in favor of the editorial with many saying that it was time someone finally put in writing what they had felt for years).

Nevertheless, those who did respond missed the point completely. I was not necessarily attacking any one reviewer or group of reviewers, but the concept of reviews itself. The corruption and incompetence of certain reviewers are a side issue. The concept opens the door for those problems. The reality is that one mans dream kit is anothers nightmare. Give me a hundred modellers and I will give you a hundred opinions on most products. One reviewer we heard from said that reviewers maintain the quality of products from manufacturers by critiquing those products. The flaw in that argument can be observed by some of the products currently available. As any manufacturer can tell you, if you continue to market bad kits, the consumers will let you know in the most effective way possible. What reviewers also forget is that manufacturers target different markets. A kit that is very inexpensive and is of questionable quality may be bad for the advanced market but an excellent product for the beginning youngster. If the reviewer critiques such a product from the point of view of the experienced buyer and condemns it, he is doing a disservice to the youngsters and there are a lot of them reading the periodicals of this industry.

I ran a hobby shop for 15 years and a great new release (in my opinion) would come in, I would tell my customers about it and get very little response. Then I would go to my workshop, build it, and place it on display and watch them disappear from the shelves. The only result of reviews I have noticed over the years is "Advanced modelers syndrome" (Which I will take up in an upcoming editorial). The moral to the story is that only the consumer is qualified to judge a product and if he doesn't like what you are producing, regardless of what reviewers have to say, you won't be around for very long. My philosophy has always been to eliminate most of the talk which gives me time to build and show people the model in clear color photographs. After all, a picture is worth a thousand words!!

François Verlinden



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# "Down the Lazy River"

A brief review on the latest TAMIYA release, the US Navy PBR "PIBBER" Patrol Boat.

Anyone involved in warfare operations will tell you that logistics and troop support can be vitally important in any conflict. This was all too well illustrated during WWII when roads across Europe were packed with convoys moving in either direction in support of the fighting GI's.

This was somewhat different in Viet Nam where, because of the primitive road conditions, other means of transportation had to be found. For one there was the helicopter which turned out to play a primary role throughout the war ranging from MEDEVAC carriers to heavily armed gunships.

The river seemed to be the alternative to ensure swift deployment of troops and equipment, or to perform patrol duties along the dense river banks.

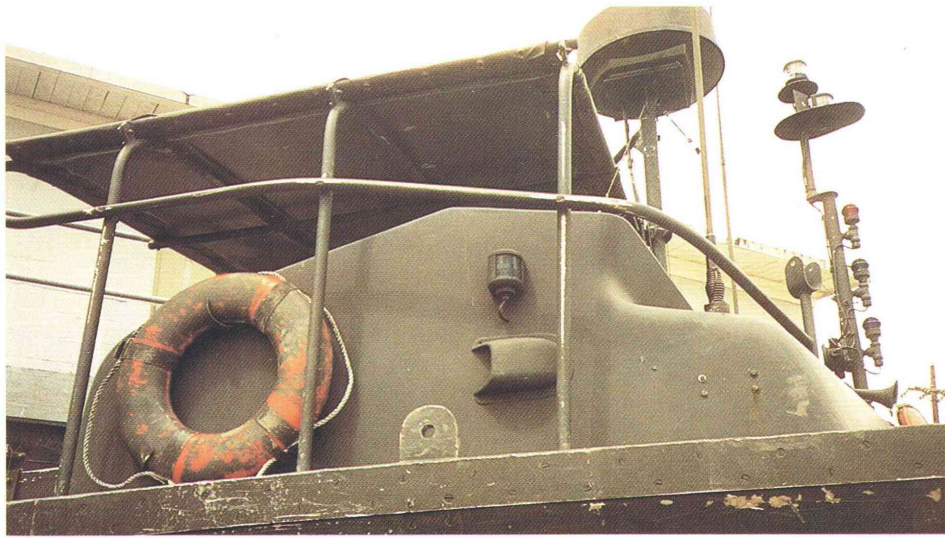


(Photo by James "Blinder" STEEL)

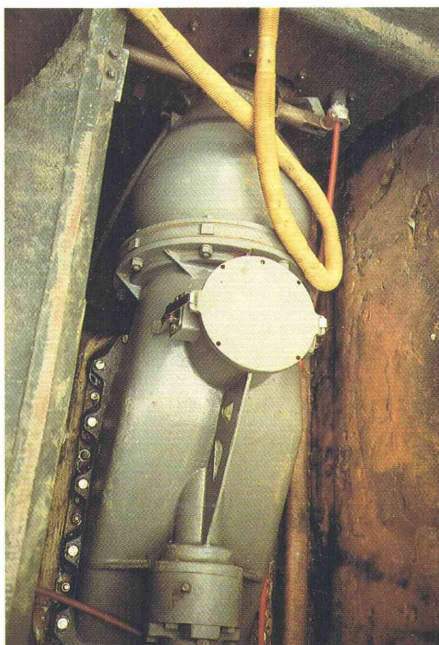
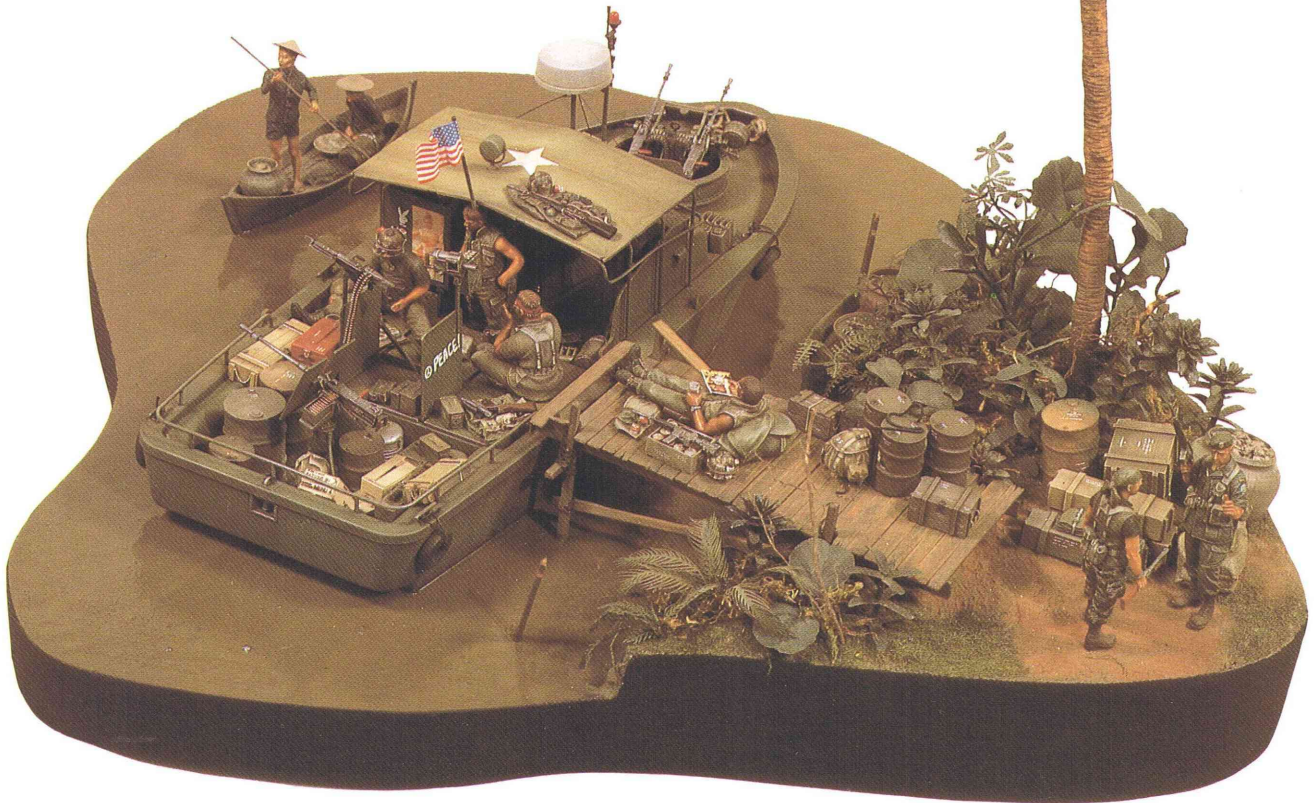


All life pictures by  
Dave  
BRUTON



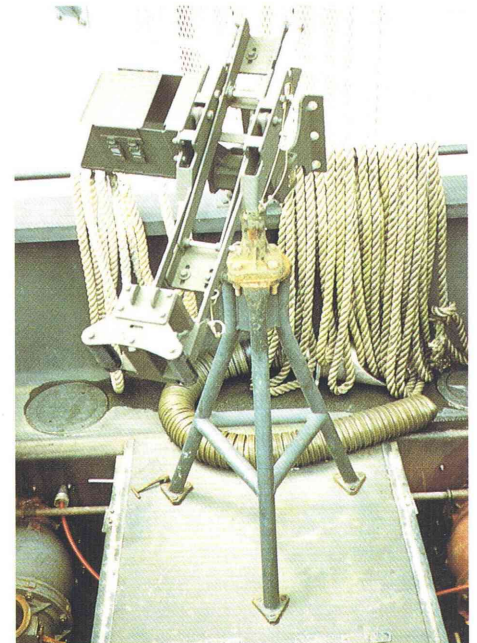


**Fig.1** Starboard view of the charthouse. Note the green light just above the exhaust which is not on the TAMIYA kit and the handhold bar running to the front.



Apart from a few books and a brief appearance in some Hollywood movies, little has been shown on one of the more interesting aspects of the Viet Nam War, RIVERINE WARFARE. This may be the reason why modelers have not been requesting more kits of boats and other floating craft. Many modelers, fascinated by the subject had to convert existing kits or scratchbuild their own, both requiring endless hours of work. TAMIYA, one of the leading kit manufacturers in the world, finally decided on

**Fig.3&4** The aft .50cal MG (right). Note pistons, rate of fire selector and ammo mount with latches (optimized). If top is removed, 40mm grenade launcher will fit. (Left) Yacuzzi water jet driver in detail. One is located below deck on either side of the gun mount.







**Fig.5** Head on view of the TAMIYA PBR MkII and the amount of detail given in the kit. Compare with the photos at right.

**Fig.8** Twin .50cal gun turret looking starboard with charging handles and firing mechanism in the tubes below the frames. Black wells are for expended brass.

releasing one of the smaller patrol boats operated by the US Navy, the PBR 31 MkII. The dramatic box art of a "PIB-BER" in action looks very convincing and urges you to build the kit, and achieve the same sense of drama in your diorama.  
The kit, molded in dark green plastic, is very accurate but could still use some updating here and there as the photos



**Fig.6** Close up of the radar and the top of the charthouse. Note the guys and stays.



**Fig.7** The siren, horn and forward light pole on the front of the charthouse.

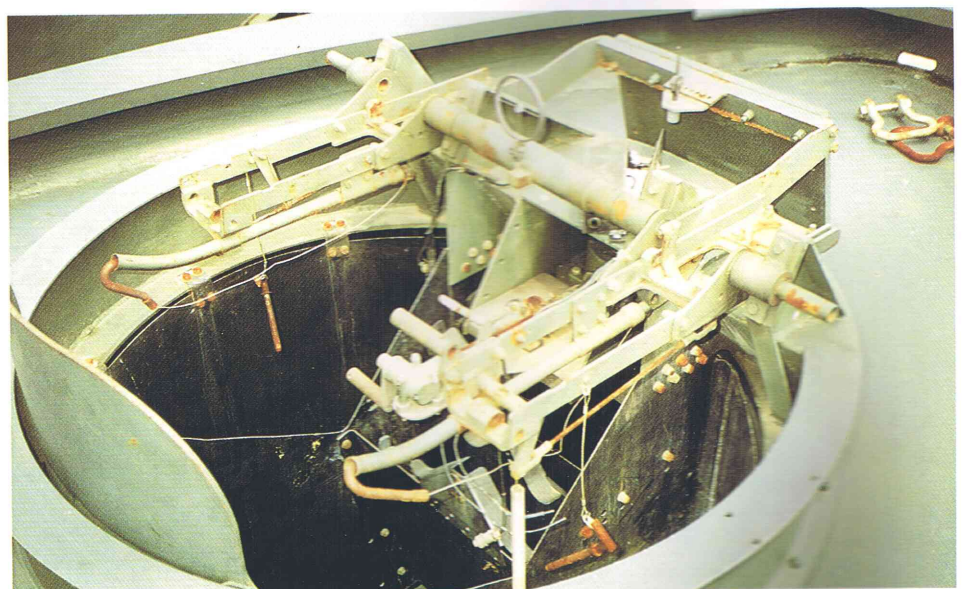






Fig.9 The rear deck stuffed with accessories with the rear deck guns ready to encounter any attack which could come in a split second. Many did not survive because they did not expect the unexpected. The Playboy magazine enjoyed by the black G.I. and the centerfold on the charthouse wall are definitely Viet Nam related. The same can be said of the dry transfers which originate from VP sheet N°222. The gangplank is scratchbuilt and weathered with oils.

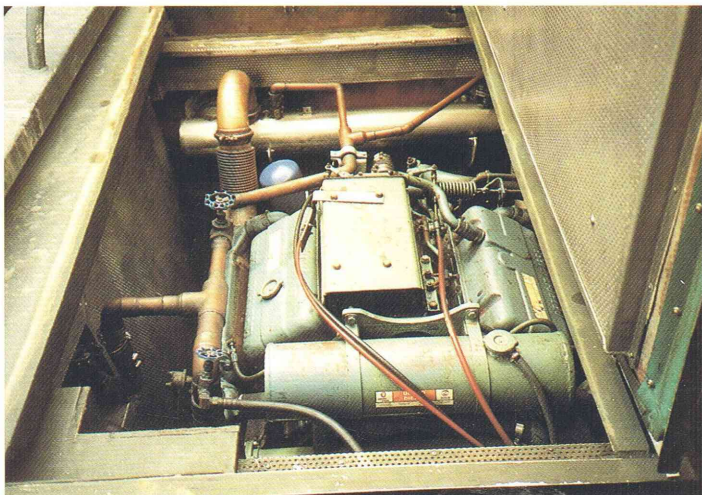


Fig.10 Starboard engine facing aft. Note the extensive piping, apparently part of the cooling system. Bare metal object appears to be part of the muffler/exhaust manifold.

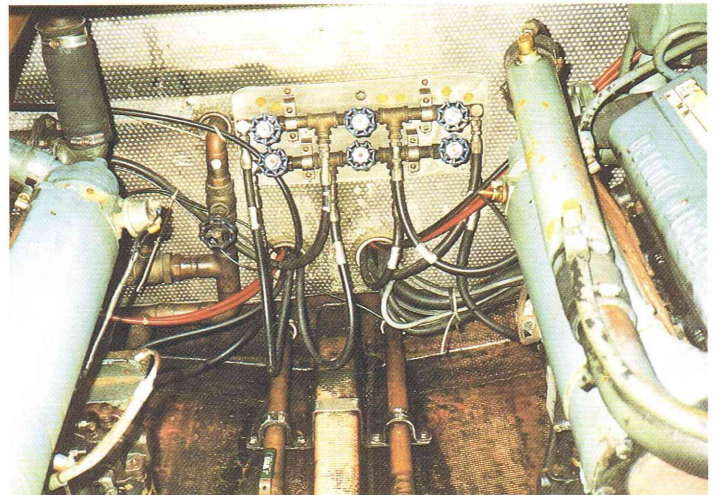
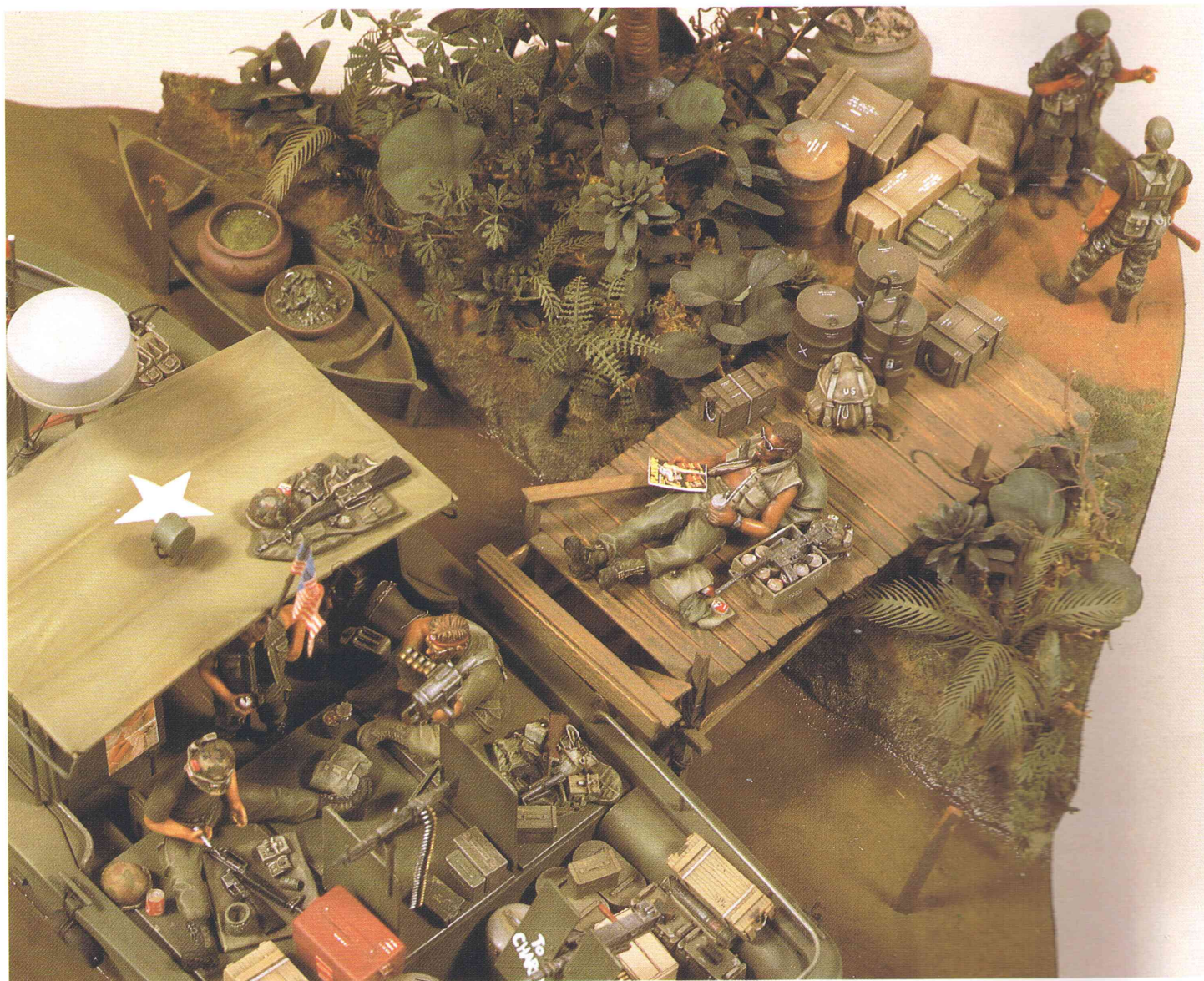


Fig.11 The engine room looking forward with a turbocharged Detroit Diesel 205 HP, V-6 marine engine on either side of the keel. Note the off-green color of the engines and the aluminum liner on the engine room bulkhead.





in this article show (which we received after the kit was built). The parts fit together well, leaving little or no filling of the seams. If planning to show engine compartment detail, be sure to construct the compartment and open the hatches before gluing the upper deck in place. Also, if you plan a waterline diorama, the hull should be cut before any assembling is done. Use a razor saw or a scribing knife to separate the lower hull part from the rest of the boat.

Be sure to catch the right 'sit' (regarding the loads carried) and trace a cutting line on the hull before you start.

If the cabin structure fits well it may be useful to paint and finish it separately because you may not be able to reach some areas once the superstructure is in place.

The canvas top in the kit looks very realistic so no attempt was made to replace it.

The rest of the kit went together according to the TAMIYA instruction sheet but the .50cal machineguns were replaced by the more accurate VP's which were complemented with photo-

etched .50cal ammo belts for more realism (VP N°60).

The model was painted Olive Drab overall per instruction sheet with Hull Red below the waterline. We decided not to use the large hull number because few photos show these markings carried. A slightly darker wash has been used to accentuate the dirty conditions these boats were operating in. Rust was applied to the metal parts (not to the hull itself which was fiberglass), such as the antenna mounts, the bottom of the canvas roof support poles, gun shields, etc.

Some of the accessories furnished with the kit were useful while an abundance of VP items, specially designed for Viet Nam dioramas, was tucked inside the boat or on the gangplank. The "Stars and Stripes" of the kit can be replaced with the more flexible one from VP's Flags N°1 or with the Confederate flag found on Flags N°2.

The figures which come in the box were discarded, not only because of the "full action" poses but because of the inherent poor quality of injection plastic figures. Instead, VP Viet Nam related

figures, ( 8 in all), were used on this rather peaceful scene including the two Viet Cong "fishermen" in the passing junk who will think twice before pulling their weapon from beneath the tarpaulin. All figures are stock with some minor changes such as heads and arms. The big advantage of styrofoam bases is they can be cut easily around the subject leaving no open spots to be filled. Two layers on top of each other create a considerable level and the structure of broken off pieces perfectly resembles small sandbeds.

Trees and plants can be pushed into the soft surface rather than glued to it and indentations can be created using any tool you like.

Creating the water was very simple. After spray painting a number of colors (ranging from dark brown to dirty green) the final coats of varnish were brushed onto the surface until a shiny appearance was obtained. Some dirt, tea leaves or similar material may be sprinkled along the riversides or some broken trees added.

Important ! Keep the diorama dust free while the varnish is drying.

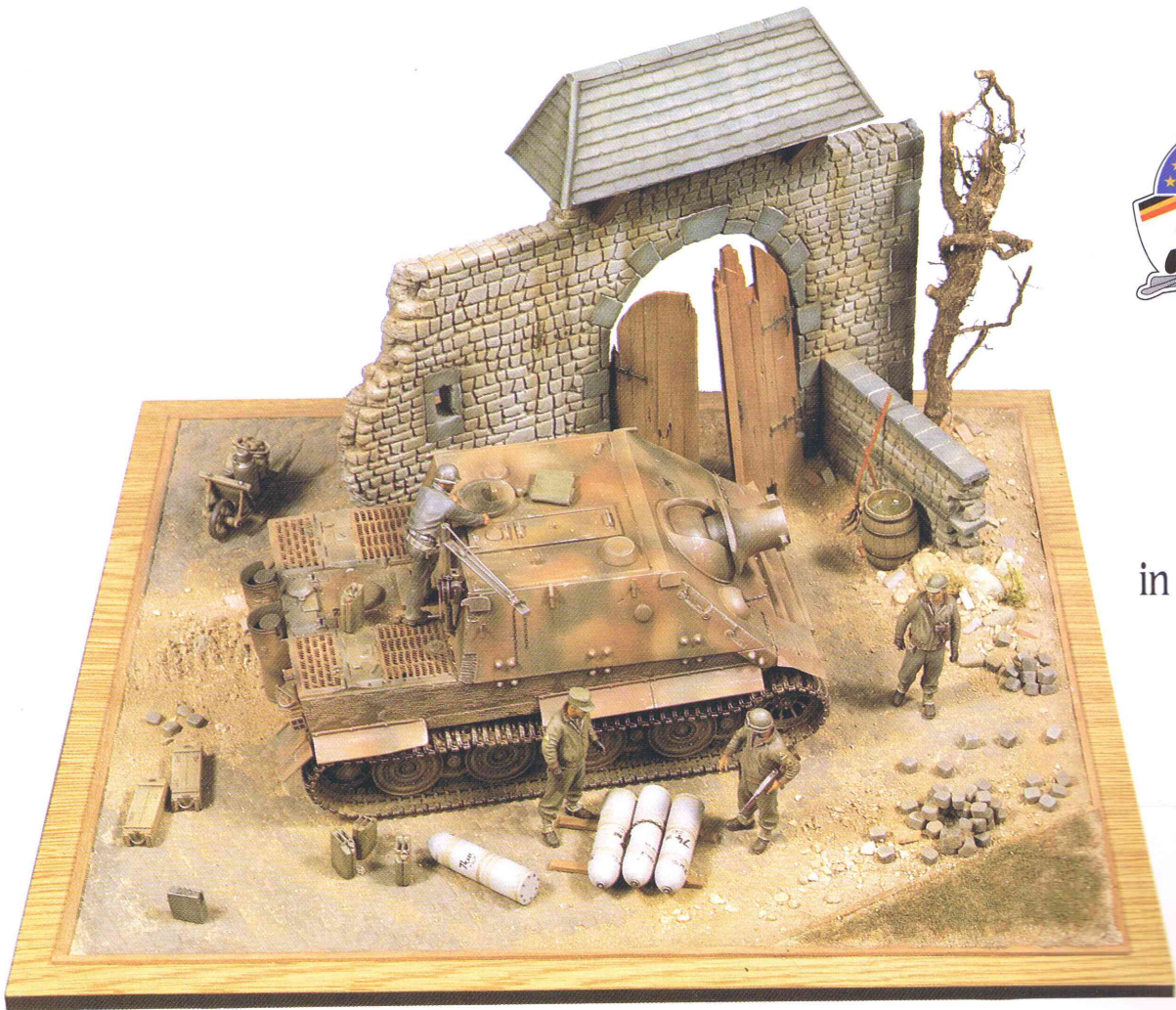




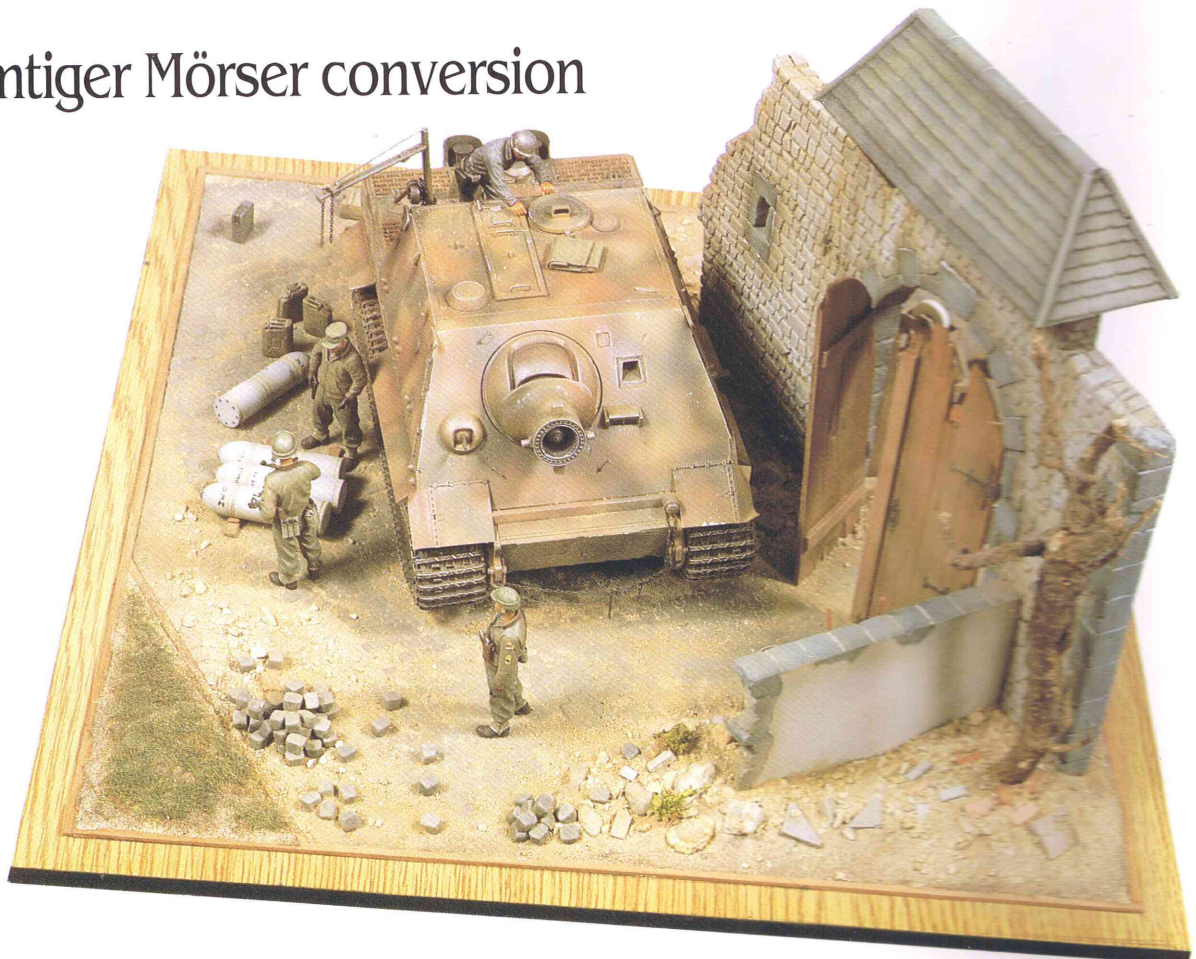




What's  
that thing  
in the yard ?



## A Sturmtiger Mörser conversion





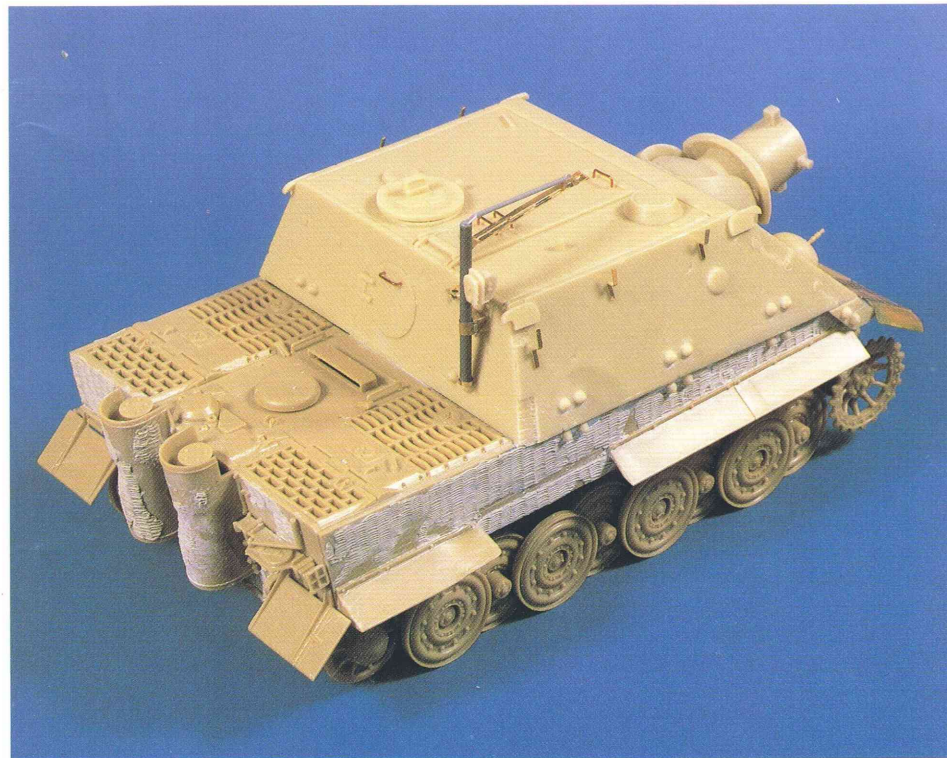
No one has ever given a solid explanation why German WWII subjects keep fascinating the modeler. Some may say it's the versatility of their weapon systems which assures a wide range of different models to be built without having to do the same thing over and over again.

**THE MODEL**

For that reason, the release of the TIGER Ausf.E /Late Type by TAMIYA (Kit N° 35146) was long overdue and cheerfully welcomed by many.

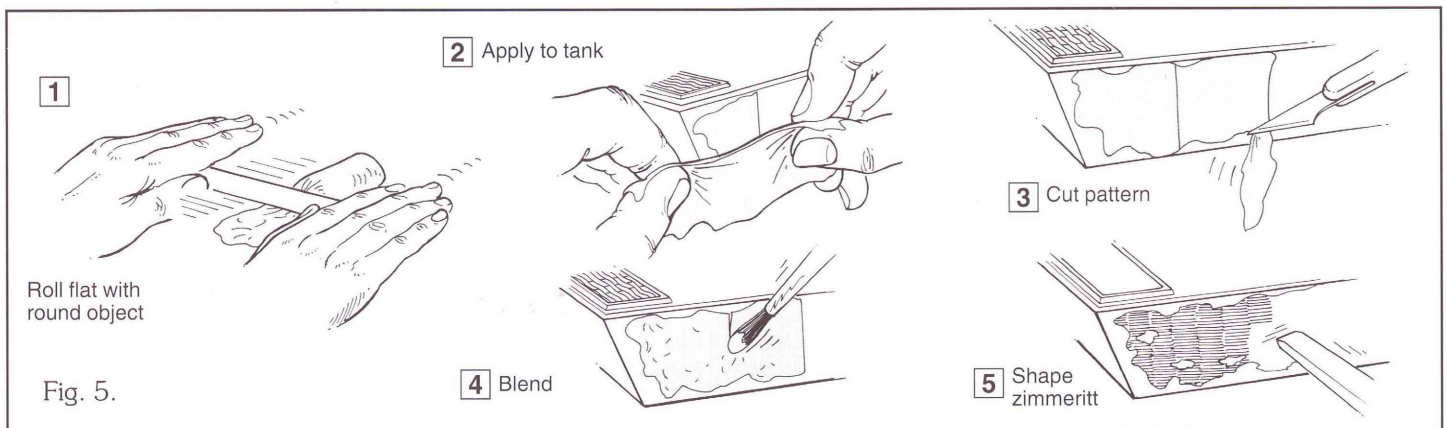
Not only because they were now able to build an accurate late type TIGER tank combining VP's TIGER I Engine Compartment (N° 526) but because they could fit the large resin superstructure of VP kit N° 586, representing the heavy assault howitzer "STURMTIGER MOERSER" built in 1944.

Initially developed to demolish heavily fortified positions it featured armor plating up to 150mm which is nicely represented in the resin kit. Minor adjust-



**Fig. 3 &4** The completed 38cm RW61 STURMTIGER all set to be painted. The zimmeritt already received a coat of grey paint by hand to show clearly. Note some parts of the side skirts are missing or bent to simulate battle damage. Engine deck wiring has not yet been applied but will be glued before painting.

ments were needed on the TAMIYA kit to fit the resin casting, mainly to both hull side walls. The mudguards at front are made of brass and can be bent and twisted to simulate battle-damaged fenders. Construction of the rest of the kit is a matter of gluing resin parts in place and adding a few handholds from copper wire which comes with the update kit. The hardest part may be the construction of the hoisting crane for the 380mm rocket ammunition, which is located on the rear right end of the







superstructure. A length of tubing and some small resin parts need to be glued together and positioned inside brass-etched brackets.

The superstructure, being a solid block of resin, does not allow interior detailing but the bore rifling can be simulated with a piece of pre-shaped photo-etch. A new method of applying zimmeritt was tried which turned out to work very well and which eliminated the use of a Pyrograph etching tool.

First, a small amount of VP putty was prepared and rolled 1mm flat.

A small portion (40 x 30 mm) was applied to the tank sideskirt and cut with a sharp knife to the desired pattern.

Connecting patches should be matched along a straight vertical cut.

Upper and lower edges can be chipped to create irregular patterns.

Softly blend the edges with a wet brush (use water).

Use a 3 or 4 mm wide, wedge-shaped plastic strip to create the zimmeritt pattern and let dry (See Fig. 5).

One of the major advantages of this method is illustrated on the rear engine exhaust covers which round shape posed no problems to accept the putty. The model was camouflaged using Olive Green (RAL 6003), Brown (RAL 8020) and Red Brown (RAL 8012), being the new shades of camouflage colors used from 1944 onwards. The exhaust area received a special treatment. Because of the heat, most of the paint and zimmeritt burned off and to simulate this a coat of Rust was applied.

Lighter shades of Red Brown and black pastels guaranteed the desired effect.

#### THE DIORAMA

A famous wartime picture in mind, the new TROPHY Normandy Farm Gate (20036) was chosen as background setting which complemented the scene rather than dominating it.

The broken gate with the rotten plank-ing was made from balsa with hinges taken from an early VP release.

The natural wood color was accentu-

#### Fig.6 Overhead view of the model and its close surroundings.

Sand was scarcely sprinkled over the cobblestone road section and secured with water/white glue.

VP mesh wire and photoetched framing for the engine deck was taken from set N°526. Sergeant and first sergeant's sleeve insignia are taken from decal sheet N°383, 1:35th US Uniform Badges WWII-1988. A similar sheet on the same scale is available for German soldiers. Jerrycans seen on the diorama are stock TAMIYA.

ated using a red brown color wiped off after application. Instead, this gate can be painted bright green, red/white or whatever color you think suitable for a farm entrance.

A bit of attention was devoted to the area on the other side of the gate where various items from ITALERI, HISTOREX Historic Lines and VP were used to create a point of interest.

All groundwork and debris is once again from TROPHY.





Fig.7&8 The obscured side of the diorama which was made interesting by adding a few balsa-wood partitions, barrel, carriage wheel, bucket, milk cans, wheel barrow and more items usually found on farms.

Study photos or better still, spend some time on a real farmyard and absorb the atmosphere, notice what kind of things are lying around and their location and try to simulate that on your diorama.

A final tip which may be useful is to glue a small inner frame around the scene on top of the base, to prevent part of the scenery coming off while handling the base.



#### THE FIGURES

The three figures on the ground are stock GI's WWII from VP kit N°604, all wearing the winter combat jacket, wool trousers and canvas leggings over the "low cut" service shoes.

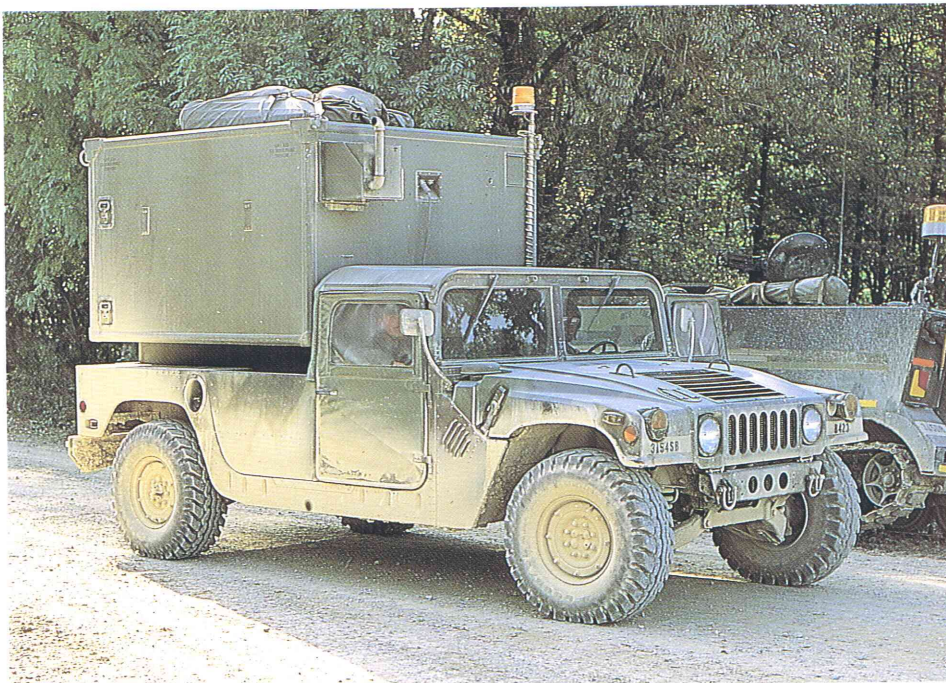
Head gear ranges from the M1 steel helmet, herringbone twill cap with long visor to wool knit cap with short visor.

All clothing is painted Olive Drab except for the leggings which were a

lighter shade. The first sergeant is carrying a .45 cal Thompson sub machine gun.

The private checking the tank for possible booby traps is the always usable VP mechanic with a head from one of the different sets of WWII heads.





(Photo E. BEYERMANN)

## "I SPY" Gulf War linkage systems.



The invasion of Kuwait by Saddam Hussein, now over a year ago, and the subsequent liberation of that country by the Allied forces marked a new era in modern warfare. Where the importance of forward reconnaissance units was very significant in earlier conflicts, almost all troop movements was now controlled from above. Not so much by reconnaissance aircraft overflying the battlefield but by highly sophisticated satellites operating from outer space. The linkage to the various ground stations was established through a number of systems, the M1037/S250 HUMMER being one of them. Decisions could be made and transferred to the units in the field within seconds, tremendously increasing the success of the missions. Very little has been revealed about the contents of this boxed superstructure which fits snugly inside the rear

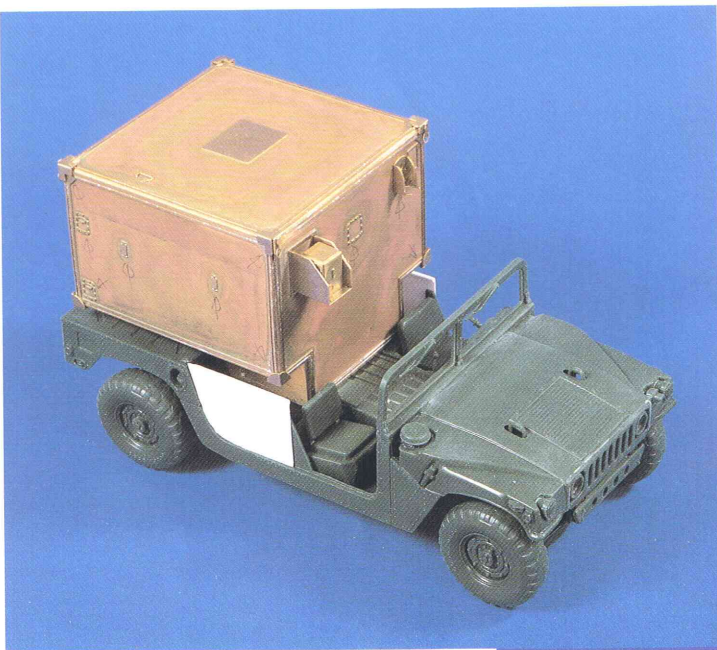


Fig.2 Small pieces of plasticard were cut to size and used as side doors. The complete cabin is test-fitted inside the cargo bay but will be removed for separate painting. The incorrect Italeri wheels will also be replaced by VP ones at a later stage.

Fig.3 The same vehicle after it has been given the "treatment". Using a wider flat brush will make drybrushing the broader areas much easier. Attentive readers will notice the vehicle received a Desert Storm outfit.





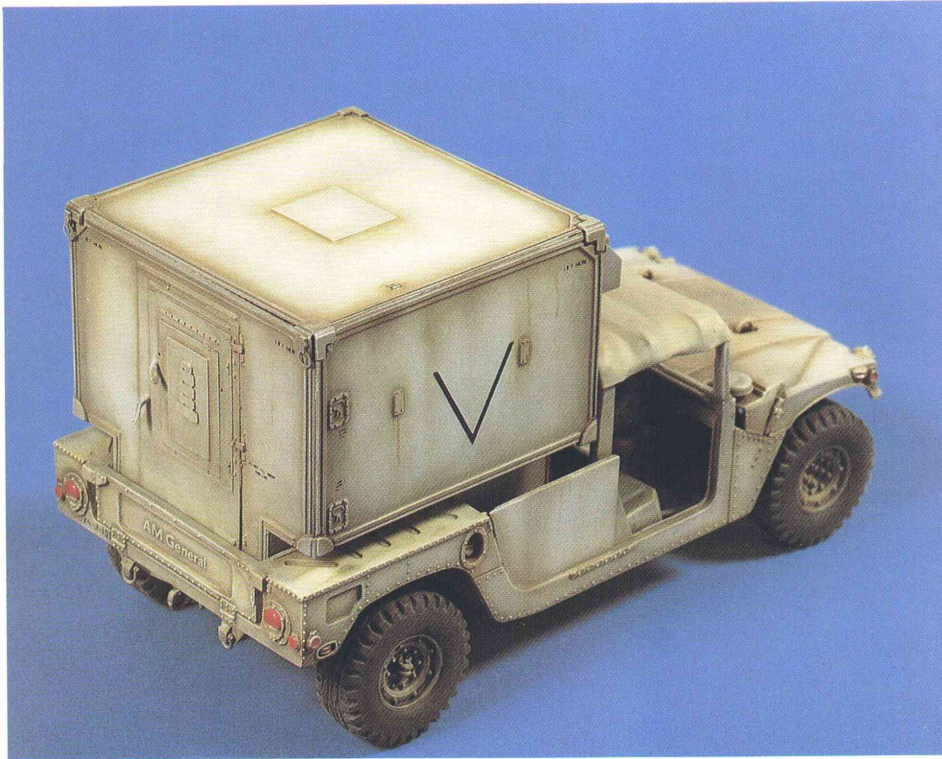


Fig.4 The M1037 from the opposite side still missing the side doors and the support beam under the rear ramp. The Desert Storm tactical sign (from VP sheet N° 559 Desert Storm Signs & Markings) has been applied to the side.

cargo compartment of a regular M998 Humvee. The operator's manual indicates its use to haul electrical equipment around but does not mention the nature of the systems carried. However, reliable sources involved in the Gulf War fighting mentioned the use of this system as a Satellite Downlink Unit. Such a vehicle can be recognized by the computer control boxes mounted outside and to the front of the cabin (see Fig.6).

(Photo M. CAIN)



Fig.6 Both computers on the Satellite Downlink vehicle are mounted to the front of the cabin inside a custom-made bracket.

In an attempt to cover the whole range of Humvees, based on the ITALERI kit, VERLINDEN PRODUCTIONS has released an update set for this lesser-known HUMMER variant. Unlike all the other update sets which include resin parts with the brass-etched accessory sheet, this conversion can be made from brass only. The instruction sheet clearly describes how to fold the single brass piece into a cabin and how to build up the rear door assembly with various layers of photo-etched parts.

(Photo E. BEYERMANN)



Fig.5 An overhead view to reveal upper deck detail. The square in the middle of the roof probably serves as an escape hatch.



Fig.7 Grafenwöhr based Humvee with mandatory orange flashlight and some package on the rooftop.



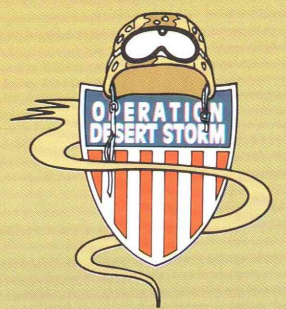
# 82 ND AIRBORNE PARATROOPER

Photographic coverage  
of gear and equipment



Photos by  
Gerard VAN OOSBREE









## THE "HOG"

## A-10 THUNDERBOLT II



## DIGGING FOR TANKS

Just as they were talking about phasing-out the A10 Thunderbolt II as close air support aircraft, the Gulf War escalated and the "HOG" was called upon to deal with the numerous Iraqi tanks in and around Kuwait. During years of training and exercises, the Thunderbolt showed it could devastate just about any tank within seconds using its onboard General Electric GAU-8A "AVENGER" 30mm gun or its pylon-carried AGM-65 Maverick missiles.

In combination with ground forces, the A-10 played a decisive role in shortening the war and proved it was still the perfect weapon system to counter ground targets.

Many feel the AH-64 Apache attack helicopter can do the job better and at a lower cost (although it needs two crewmen to operate), and that is why we

probably will see fewer A-10's in a combat situation, except for those assigned to the intervention unit become reality in States. Few kit carry the A-10 in their range and those who did must have regretted this decision afterwards, because of a quite complex design, implying complex moulds and many test shots.

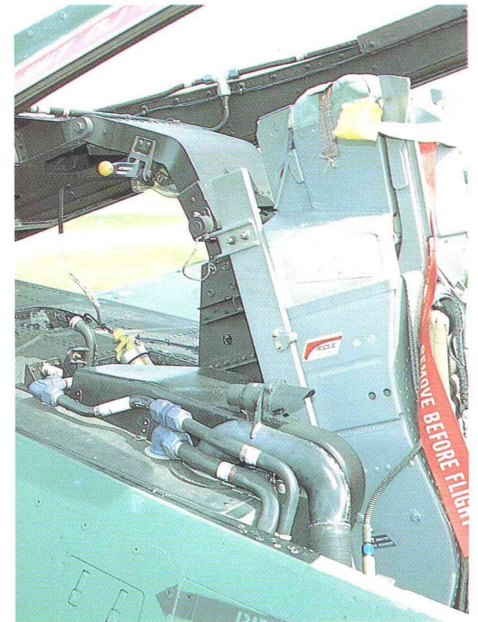
HASEGAWA never released the 1:48th version of their good 1:72nd kit and the REVELL kit on quarter inch is quite simple with little or no detail. The best detailed replica of the A-10 on 1:48th is the MONOGRAM model which is up to their usual standards, with slightly oversized raised panel lines and riveting. Probably it will look great

once painted so it's best to take care when sanding the upper surface joints. Cockpit detail is, however, very convincing.

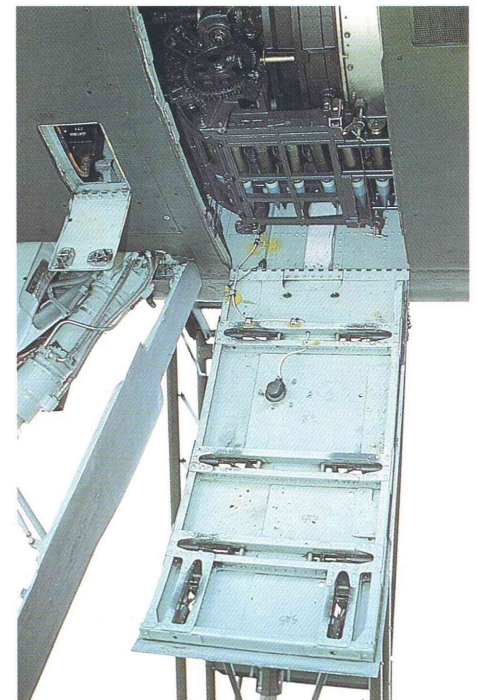
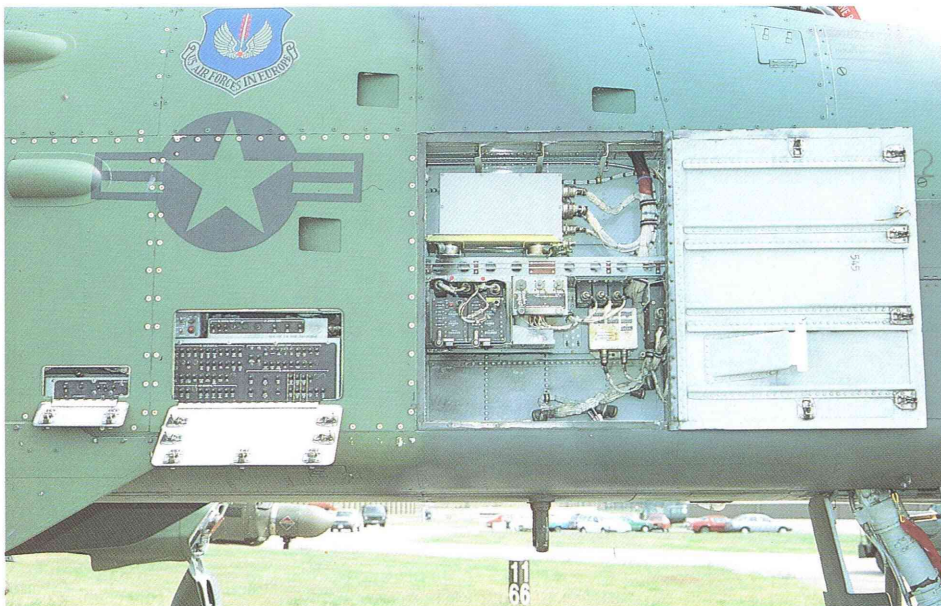
soon to the United States. Few kit carry the A-10 in their range and those who did must have regretted this decision afterwards, because of a quite complex design, implying complex moulds and many test shots.

**THE MONOGRAM MODEL**  
VP based their Update Set of the A-10 on this kit and, as usual, included parts in resin and photo-etch to replace inadequately detailed kit items. Although the cockpit is nicely detailed, a new resin cockpit tub is enclosed with a separate ACES II ejection seat. MONOGRAM frequently cast the bottom part of the ejection seat integrally with the cockpit tub (which makes painting very difficult) and removing the seat pan without damaging the rest of the tub may pose problems to most modelers. It is best to paint the seat separately and install it after the model is painted. The part aft of the seat is incorrect





**Fig. 4** The ACES II ejection seat and detail to the right. Note canopy linkage arms aft of the seat.



**Fig. 5&6.** Right side avionics bay in the real aircraft (above) and ammo drum loading hatch in the bottom fuselage (right). Both photos can be used as a guide while adding cables and feed lines.

and can be replaced with a resin part. Be sure to sand the bottom of the resin cockpit tub completely flush to make sure kit part 3 & 29 will fit afterwards (test-fit for proper alignment). Before joining the two fuselage halves together, the electronics compartment at right, the battery compartment on the left and the ammo door loading door aft of the nose gear door need to be installed and the hatch openings cut. The photo-etch framing can be glued when the resin part is in place. The hatches are also photo-etch so there's no need to save the kit doors. Painting the interiors is done when all camouflage painting is completed. The problem with many MONOGRAM kits is the poor fit of the parts and this

one is no different. Joining both fuselage halves poses minor problems in comparison to the engine nacelles which are a true nightmare (the older TAMIYA kit had the same problem). Elaborate filling and sanding is needed to align the turbines, flow directors, engine exhausts and upper nacelle halves. Finally, when you think your troubles are over, you need to glue this assembly to the fuselage and restart the process. This typical A-10 construction is quite complicated but one wonders if MONOGRAM couldn't have done it another way. Before gluing the wing halves together the front part of the left gear pod was removed and the resin fuel receptacle test-fitted. This was then installed and

the wing construction completed. Joining the wing and the fuselage again posed problems because of the poor fit. It is best to test-fit the wing and sand excessive material before you start gluing. Hold the wing assembly firmly in place (with tape) while gluing. This way, less filler is needed reducing the risk of sinkholes. The wingtip airbrakes come in the open position but is seldom left open on the real aircraft. A-10 pilot's sometimes activate the airbrakes during pre-flight check-up or prior to shut-down. The landing gear is quite accurate although the oleo is too thin. The brake lines running along the gear strut to the wheel inner disc is moulded on the gear strut, but can best be replaced with cop-



per wire of various sizes for more realism. Those wanting to include inner wheel well detail will find LOCK ON N°7 a very useful book.

Wheels were painted and installed at the final assembly stage.

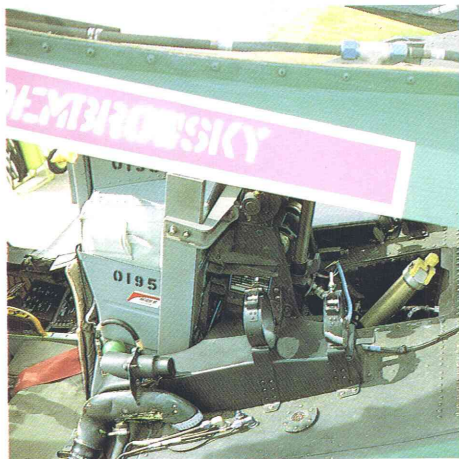
The cockpit instrument cover was painted, washed and weathered before the windshield was installed. This way you can sand flush the windshield/fuselage joint. Tape off the clear glass with an easily removable tape before you start sanding. Don't press too hard while sanding or the glass may crack.

Prior to painting some tissue paper will be tucked into the cockpit tub and below the windshield and checked for holes through which the paint could reach the inner surfaces.

A word of warning: if you are not planning to paint your model after completion it is best to have the tape removed because it may ruin the clear glass surface. After a while, the glue tends to soften and adheres to the cockpit instead of to the tape.

#### PAINTING THE MODEL

Numerous camouflage schemes have been tried on the A-10 to conceal it



**Fig. 7** Main instrument panel and the control stick in the A-10. Don't forget to add the stand-by compass to the windscreen frame.

from enemy eyes (remember this tank killer is usually operating at flight levels of 100 feet and below). One of the most effective schemes is the three-tone green which MONOGRAM describes as FS 34092, FS 34102 & FS 36081. Since we prefer to use the TESTORS Model Master paint (because of its smooth appearance) only FS 34092 European Green was available so we had to use a few tricks to get the other colors right. Remember, the essence of





painting camouflage on models is to get a scale effect of the color on the real thing. Using the paint of the real aircraft does not necessarily provide a perfect match because the model absorbs the sunlight in a different way. Besides, modern camouflage paints are designed to reflect the light as little as possible, altering the shades when viewed from different angles.

So, FS34092 was applied as base coat and the same with some white and a tiny drop of yellow was used to simulate FS 34102. The dark charcoal color was FS 36118 mixed with some FS 34092 and a touch of black. The spots between the engine nacelles (top and bottom) were hard to reach and so were the vertical fin interiors. A little twisting and turning was needed to cover all surfaces. Interiors were either painted Light Gull Grey or Off White and the Burnt Sienna wash blended all colors perfectly together in a way shown in LOCK ON N°7, the book which (once again) proved indispensable during the construction of this model, and especially while painting cockpit interior and inside detail and wiring of the various open panels.

#### A-10 ORDNANCE USED IN THE GULF WAR

A-10's have a total of eleven hardpoints, numbered starting on the left outboard with 1 and the centerline pylon being number 6. Usually, two AIM-9M missiles were mounted on a

special adapter which featured two launch rails attached to either side of a spacer plate about five feet in length and 15" wide.

European based A-10's had the large AN/ALQ 131 ECM pod on the number 1 pylon whereas US based Warthogs carried the longer AN/ALQ 119 pod on the same hardpoint. Both these ECM pods were either painted white or Olive Drab with yellow bands and yellow markings and black stenciling.

AGM-65 Mavericks were usually carried on a single LAU-117 launching rail on stations 3 & 9 just outboard of the landing gear. Generally, these loads were half Electro-Optical and half IR versions.

The action to regain Khafji was the first time stations 4 & 8 were seen equipped with TER's. These were loaded with "Slant two" loads of Mk20s (meaning one each on the bottom and outboard station) or 3 Mk82 LDGP bombs. Later in the war, TER loadings seem to switch to "Flat two" loads where the bombs were loaded on the two shoulder stations only.

Additionally, up to six CBU-87 or CBU-89 Tactical Munitions Dispenser's (TMD) were mounted on the remaining hardpoints. The CBU-87 was a SUU-65 dispenser with 214 BLU-97 combined effects munition (CEM) bomblets, while the CBU-89 was a SUU-64 dispenser with a combination of 72 BLU-91 anti-personnel and 24 BLU-92 Gator anti-tank mines. Various other



**Fig. 10 Most fitting problems in the MONOGRAM kit are situated in and around the engine nacelles.**

configurations were adapted and just prior to the ground war, 23rd TFW aircraft were seen with the standard AIM-9/ALQ-119 installation; empty pylons on stations 2, 6 & 10; pylon mounted Mk82 LDGP bombs on stations 4, 5, 7 & 8 and triple LAU-88 launchers with AGM-65D's mounted on the center and outboard pylons.

(Ordnance information provided by Major Jim ROTRAMEL, USAF)





## Road to Beirut Lebanon '82



Edited by

**Diorama by Terry Ashley  
Australia**

The invasion of Lebanon in 1982 by Israel, code named "Peace for Galilee" was to rid Lebanon of the PLO presence which had been mounting terrorist raids against Israeli border settlements for some years. Due to the Syrian presence in Lebanon as a 'Peace Keeping' force contact between the two forces was inevitable, resulting in heavy losses by the Syrians. The diorama was inspired by a photograph in a 'Born in Battle' publication "The Lebanon War 1982" by D. Eshel (unfortunately no longer available), which shows a disabled T-62 parked against an embankment wall in the Ein Zhalta area of the Baruk Mountains.

**THE MERKAVA:** Tamiya Kit #35127  
The model represents an early Mkl vehicle as it appeared early in the campaign before upgrades resulting from battle experiences, eg. chains around the turret basket to defeat RPG's, where added.

Only minimal details were added, such as lightening holes in the drive sprockets, mudflaps replaced with thin card, a .50 Cal MG and mount added on top of the mantlet, the addition of personal stowage and other small details. After painting and the markings added using Verlinden 'rub on' decals the model was given a wash and drybrushing, and finally the Verlinden Israeli Tank Crew installed.

**T-62A:** Tamiya Kit #35108

This model is superdetailed inside and out, this being the most time consuming part of the diorama.

Actually, the main reason for building this diorama was to find a home for the superdetailed T-62.

The driver's position was built up with plasticard bulkheads, seat, gear shift levers and pedals plus periscopes inside the hull top. The turret features a scratchbuilt gun breech and shell ejection system. Other details such as seats, traverse units and other small details where also added along with the commanders periscope sight inside the hatch. All must be completed and pain-

ted before the hull and turret halves can be fitted together.

### HULL DETAILS

Firstly 10 bolt heads from small sections of stretched sprue where added around each drive sprocket and road wheel damage added with an X-ACTO knife. The rear hull has fuel drum and log support brackets added from plasticard and the rear lights repositioned with added wiring.

All storage boxes and external fuel cells have handles, latches and hull attachment points added with plasticard and thin wire, along with fuel lines also from wire.

Position keeping lights on the hull front were repositioned on plasticard mounts and the head light guards replaced with wire, these being welded to the glacis on the real vehicle, wiring was also added to the lights.

A small cut-out in the glacis in front of the driver's periscopes was added along with heater wiring and other small details to the periscopes. This cut-out is shown on the box art but is not present on the model.



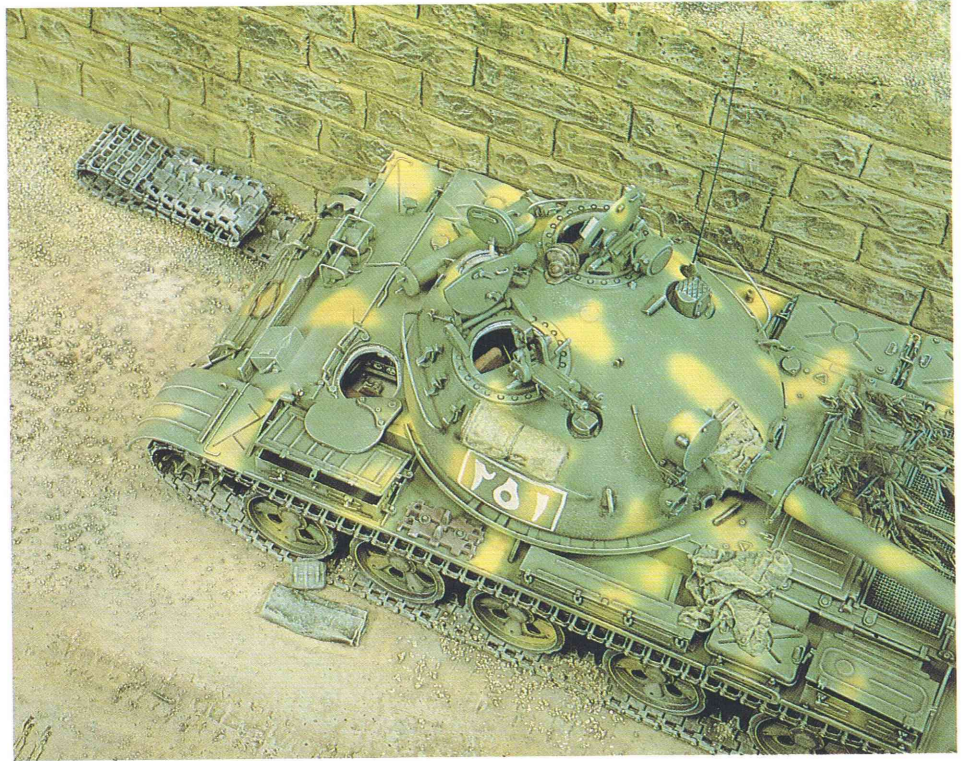
Fender release bars, hinge detail and small brackets were added to the front fenders along with damage after careful heating of the plastic.

Finally snorkel attachment holes were drilled around the exhaust outlet and the tow ropes replaced with fishing tracer.

#### TURRET DETAILS

Firstly the turret as supplied is too shallow, this was corrected by adding 2mm strips of plastic beam between the turret halves, the rough cast finish was achieved by brushing on liquid cement, a small section at a time and daubing with a finger as the cement dries. The barrel tip was replaced with rod and bolt heads and weld seams added to the extractor (by running a bead of white glue and adding texture just before it dries).

The shell ejection port was cut out and details added to the open hatch. The Commander's and Loader's hatches were also detailed with periscopes, internal latches and handles, the Commander's search-light was also detailed with support bracket from thin card. Turret grab rails were replaced with thin wire and a third lifting hook was added to the rear turret (this being omitted from the kit due to the turret height problem mentioned earlier).



**Fig.2** A birdseye view on the abandoned T62. Some of the interior superdetailing can be seen through the open hatches.

**Note the open stowage box left of the driver's hatch, the broken track next to the wall and the very realistic groundwork. The rough structure of the embankment wall stands out clearly when viewed from this angle.**

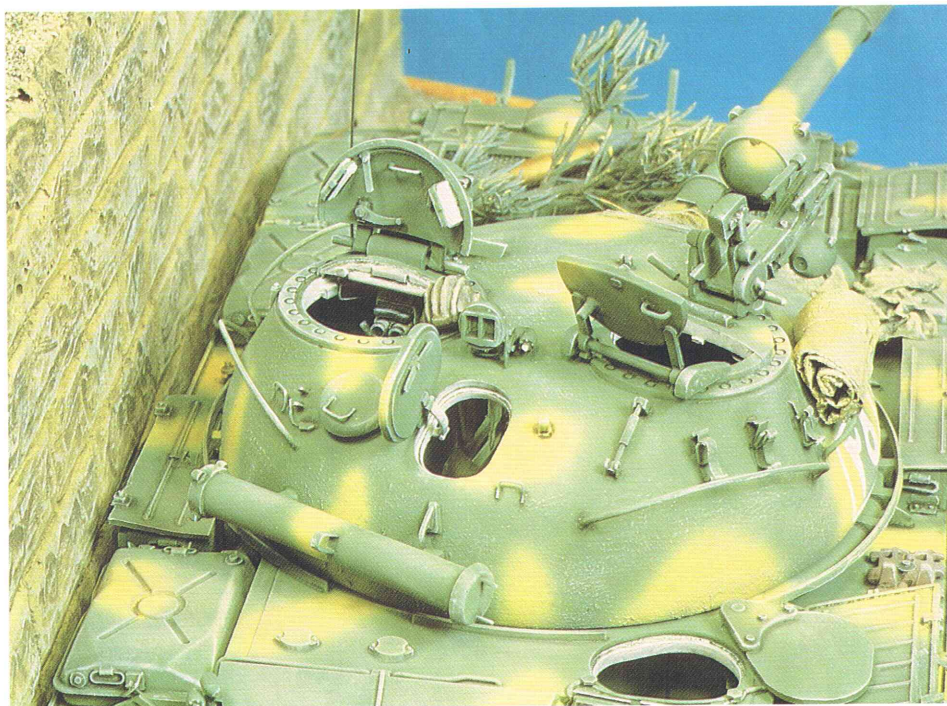


**Fig.3** An interested Merkava Mk1 crew checking out the knocked out Syrian tracked vehicle while passing. Note the spare roadwheel and the black jerrycan mounted to the turret basket. Chalks were used to simulate the exhaust stains on the right front of the vehicle.





**Fig.4** The T62 as viewed by the passing crew. The natural 'sit' of the tracks and bended mudguard are very convincing. The single shell on the rear hull adds an interesting touch to the vehicle. Pay attention to the way the camouflage pattern has been applied to hull, turret and track wheels. Have you noticed the fuel drums are missing ?



**Fig.5** The open hatches and the abandoned tankers helmet emphasize the crew left in a hurry. The positive effect of adding small detail such as hooks and tie-downs should not be underestimated as illustrated in this view.

The main searchlight mount was detailed with added wiring, barrel linkage arm and support bracket around the barrel from thin card with added bolt heads. Finally various small brackets and handles were added to the top and rear of the turret and barrel cleaning rod container.

The model was airbrushed using Humbrol enamels and the Arabic letters on the turret and rear plate were hand painted. After a final coat of matt varnish, weathering was done with various washes and drybrushing.

#### THE BASE

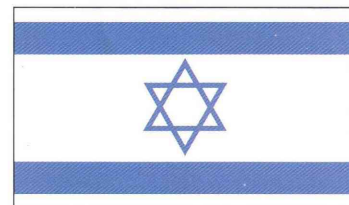
The embankment wall was cast in 'Plaster of Paris' with the stone blocks scribed and the texture added using a 'Dremel tool'.

The remaining groundwork was laid plus the small stones and trees to give the sparse landscape effect of the region. The base was airbrushed with various earth shades and darker washes were applied to add contrast and detail to the groundwork.

All the vehicles and other details are firmly white-glued to the base, of the finished diorama taking about 200 pleasurable hours to build.



From John HUNTER, Rushden /Northants, UK, we received this photo of a super detailed TIGER tank. It's the old Tamiya kit, updated using mostly brass and lead foil. A nice finish was obtained through weathering.

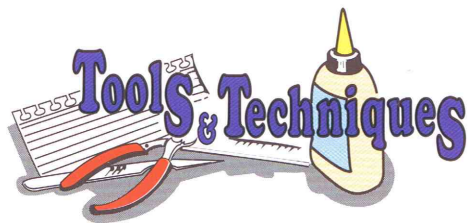


Dutch reader Theo NAUS from Kessel, Holland, is fascinated by the Israeli Army. His version of "Peace for Galilee" is shown in the photo at left. Lots of figures and two nice kits tell the story.



Bob BATDORF, who resides somewhere in Schmidtmühle, Germany, built this Syrian PT-76 and took this dramatic shot of it rumbling down a roadway during the 1973 War.





## Constructing, Painting and Displaying 1/4 Scale small arms



**Resin parts after removing carrier and having been cleaned, ready to assemble.**

With the introduction of the new 1/4 scale small arms series, we will cover the construction, painting and the processes to give the metal and wood finishes the appearance of the actual subjects.

Begin by removing carrier from parts using a razor saw. Finish with file and sandpaper, then light sanding with Scotchbrite if any flashing is present and finally wash with mild detergent and water to insure that no grease or releasing agents are present that could possibly result in poor paint adherence. Following the instruction sheet, bond the parts together using super glue (Cyanoacrylate).

Be sure to test fit the parts with a very small amount of the super glue. After you are satisfied with the alignment, complete the bonding by applying additional super glue to the seams with a razor knife blade. Occasionally, the barrel may warp. If this occurs, hold the part over a flame such as a candle and after the part is warmed, straighten

using your fingers and hold until cooled. Be careful not to allow the flame to come in contact with the part as it will burn (see Fig. 2). Finally, clean the assembled model with scotchbrite to remove any foreign mate-

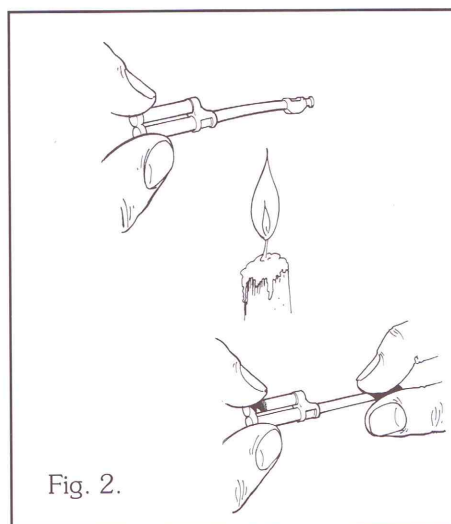


Fig. 2.

rials on the surface such as glue and you are now ready to begin painting.

Gun metal can range from a very dark flat, gloss or semi-gloss black to a blue or even a medium gray, use reference material or the photograph on the label. Our examples are finished to appear as they would after being used for some time. Begin by painting all metal parts flat black or semi-gloss.

The flat black after drying can be polished to a semi-gloss finish with a soft cloth and gives a much more realistic finish than by achieving it with paint. Next, begin mixing the paints required to obtain a metallic appearance. Place a spot of Raw Umber oil paint onto a piece of porous cardboard directly from the tube and a similar amount of silver hobby paint. Using a wide flat sable brush, dip into the undiluted Raw Umber and then add a slight amount of the silver. Mix the two colors from the



**Paint pallet illustrating the different shades for the metal parts of the gun.**





brush until a very dark, metallic, dirty brown is achieved. At this time the consistency of the mixture should be comparable to tooth paste. Clean the brush with a soft cloth, alternately scrubbing the brush on the card until almost no color leaves the brush. Now begin dry brushing the flat black parts until you achieve the desired metal appearance. If the silver is too harsh, add more raw umber to the brush, or if not metallic enough, more silver and repeat the procedure.

As shown in figure 4, the drybrushing process should begin dark and gradually build up to almost straight silver. Be very gentle toward the end to achieve a subtle finish.

Allow to dry for several hours until the metal finish has hardened.

Next use heavily thinned raw umber and with a pointed brush apply to recessed areas to give the model depth and to simulate oil residue. After drying you may want to polish again with a soft cloth. Be careful not to rub hard enough to remove the paint.

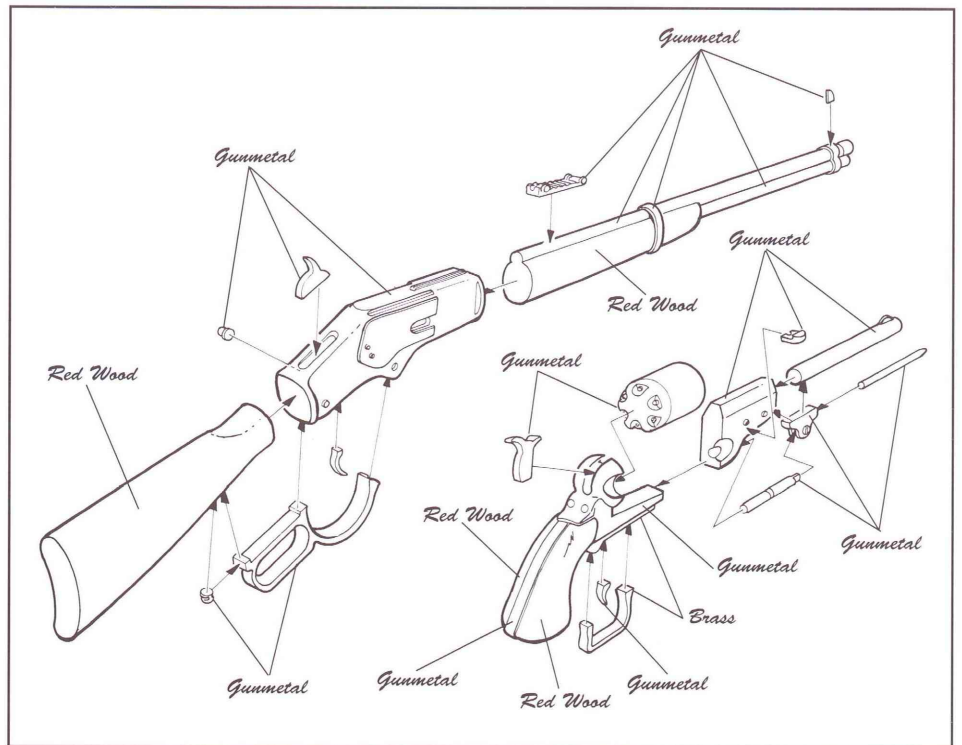
Now to the wood parts. Using a mixture of Burnt Sienna and Raw UMBER, 50/50 or according to your preference, (lighter or darker), straight from the tube, cover all wooden parts.

Then using a wide sable brush, clean away all excess paint, constantly cleaning the brush with a rag until a smooth clean finish is obtained. Keep in mind that sometimes the magazines, grips and even stocks are made from plastic or other materials, use references to guide you whenever possible.

Paint these parts with flat or semi-gloss hobby paints to achieve the proper appearance.

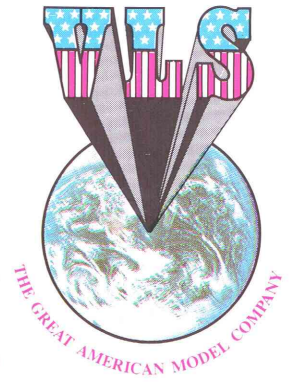
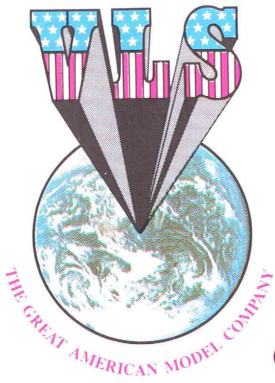
All these kits come with a photo etched brass nameplate. These can be enhanced by painting with flat black and immediately cleaning with a soft cloth, leaving the paint only in the recessed areas.

Ready made display frames will be forthcoming as the range of these kits increase.



**A real Army Colt compared with the model. Note the different shades of metal on the actual gun.**





# American Graffiti

*Covering The American Modeling Scene*



Dear Francois,

I have been converted from an armor modeler to a figure painter since you began releasing the 120 mm line. For the last 5 months I have been getting figures with a gray green color instead of the standard yellow. Why did you change?

I liked the old color much better for two reasons, first, it was easier to paint the flesh tones and second, the paint sometimes doesn't seem to adhere well to the new gray colored figures.  
Charles Stratton  
Pasadena, CA

Dear Charles,

Currently we have 10 years experience in producing resin and I can tell you we have come a very long way since our first attempt in production. At first sight it may seem simple to make a mold and cast a resin part. Believe me, you have no idea how complicated the process has become during the evolution of our production facilities. Beginning in the summer of last year our lab technicians embarked on a major project with chemical engineers from our resin manufacturer to improve the quality, texture, color and other characteristics from the perspective of modeling.

During the following months there were some differences in the characteristics of the material, however, we took steps to insure that nothing inferior made its way to the consumer.

We now have what we believe is generally the best material possible for our purposes and is superior to the yellow resin of which you referred, however, few people like changes, myself included, and as a fellow modeler, (I build

and paint 7 days a week), I had some problems in the beginning but now I prefer the new formula to the old by far. If you still have a problem with the flesh tones, try undercoating with a light sand color. It will help absorb the oils from the finish coats and give a superior finish to the completed face, etc., and don't forget the basic rules of plastic modeling, wash all parts and allow to dry before beginning your project.

This eliminates any impurities such as releasing agents, etc. F.V.

Dear Mr. Verlinden

I am a diorama builder and I congratulate you on the success of your 120 mm figures but please don't forget where you started. I would like to see more 54 mm WWII German and American figures coming from VP.

Randy Wilcox  
Ft. Wayne, IN

Dear Randy,

The success of those 120's caught all of us off guard. We found it necessary to cut back in other areas, namely 54mm, in order to keep up with demand. We have increased our production capacity to the point now where that will no longer be the case. I can sympathize with you as I have had several diorama projects on hold due to the lack of needed 54mm figures. We have started a massive program which by the time you read this will allow us to release at least 2 sets (4 figures) a month and will climb to 3-4 within a few months.

Priority has been given to the very subjects you requested. This project includes new head sets and accessories as well. F.V.

Mr. Verlinden

Can I expect to see any accessories, Barrels, crates, Jerry cans, etc., I am collecting the 120 figures almost exclu-

sively now and I would like to display them with some of these kind of items, and maybe even do a few vignettes and dioramas. I bought some from another company but they are very expensive and I wasn't happy with the quality.

Bart Vanderveen  
Tilburg, Nederland

Dear Bart,

It's always amazing to note how modelers the world over are alike. I have wanted the same thing for myself. People may think that's a strange thing for me to say as I am in charge, but there are priorities and the Gulf war was one of them and now that our projects in that area are winding down, we can get back to the kind of things you are requesting. We have many things on the drawing boards that will be a surprise to many and about the time this magazine is released you will be seeing them. F.V.

Dear Mr. Verlinden

I enjoy the magazine but would really like to see it published more frequently. Every three months is a little long to wait. Thank you for the French version, it makes the magazine much more enjoyable.

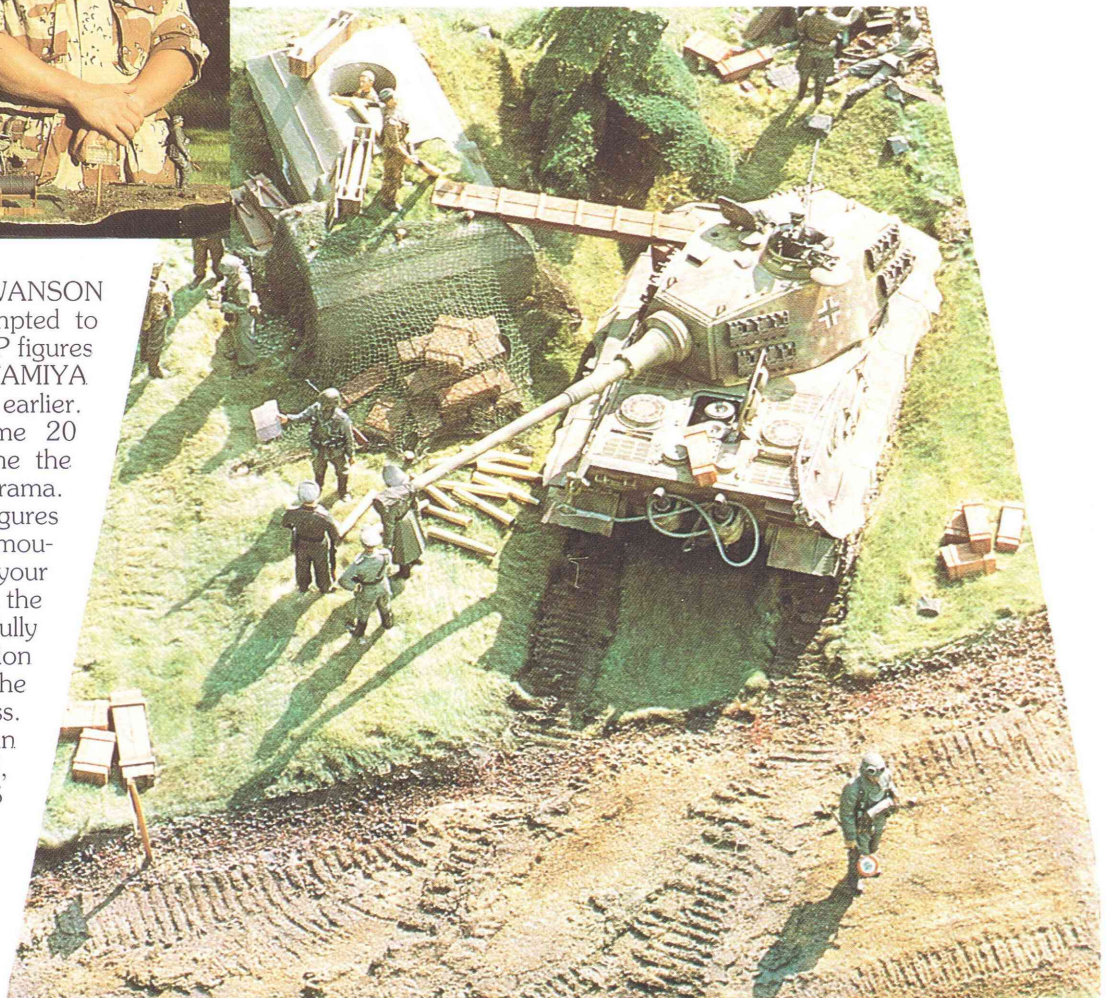
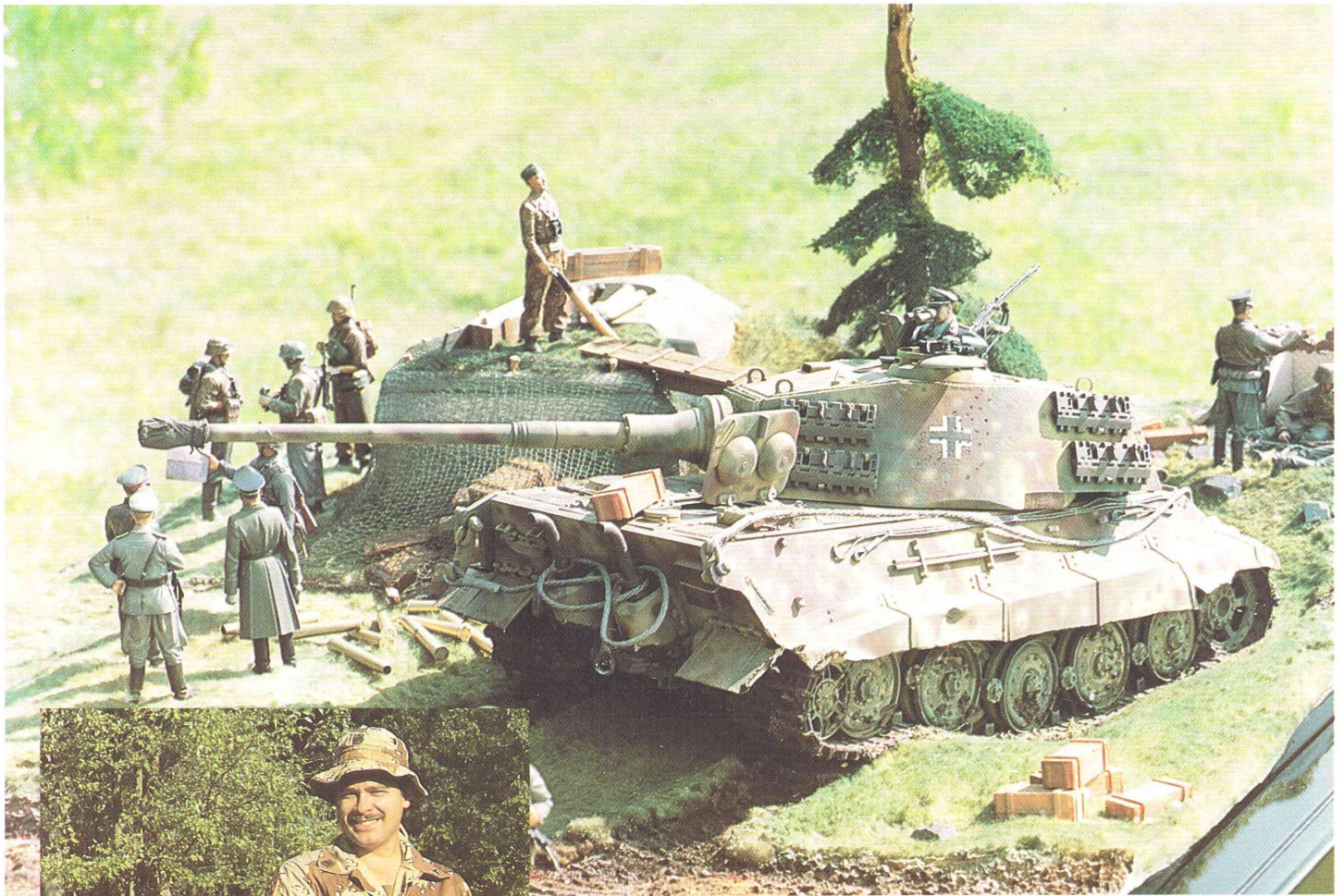
Didier Fortin  
Paris France

Dear Didier,

At the moment, with all the other projects in which we are involved, it is simply not possible. We have full intentions to increase to 6 issues a year in the future and ultimately to every month.

Please be patient, it will happen! The response to the French, German and Italian versions have been well received and thank you for your support. F.V.





Like many modelers, Fritz SWANSON of Richmond , Vt, was tempted to combine the large 120mm VP figures and the huge 1:16th scale TAMIYA King Tiger tank, released earlier. Knowing the model is some 20 inches long one can imagine the size of this magnificent diorama. No easy job with some 15 figures to be painted and a tank camouflage pattern which makes your head reel. What to say about the groundwork which was carefully executed with special attention given to the area where the tracks ruptured the grass. Almost every German figure in the VP range has been used, including set N°500, the SS machinegun team defending the corner of the diorama. One wonders how long it is going to take before we see other tanks, Kubelwagens, trucks, etc. being available in this super scale.



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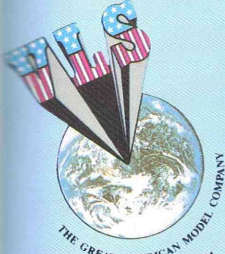
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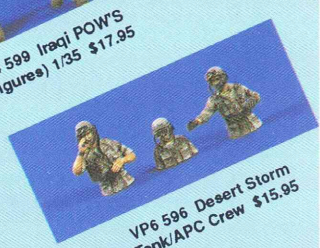
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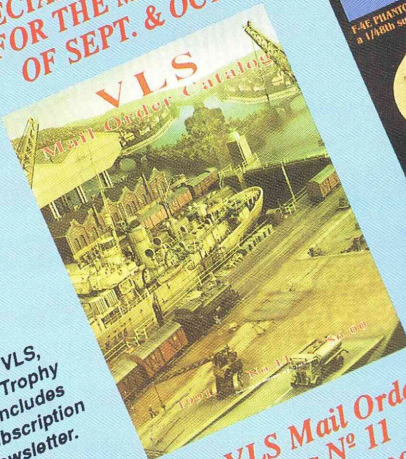
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