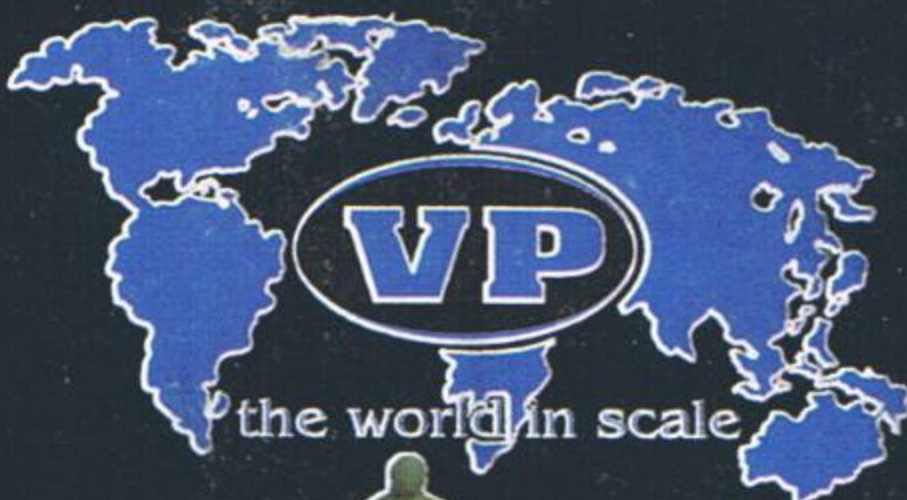


VERLINDEN PRODUCTIONS

Modeling



Magazine

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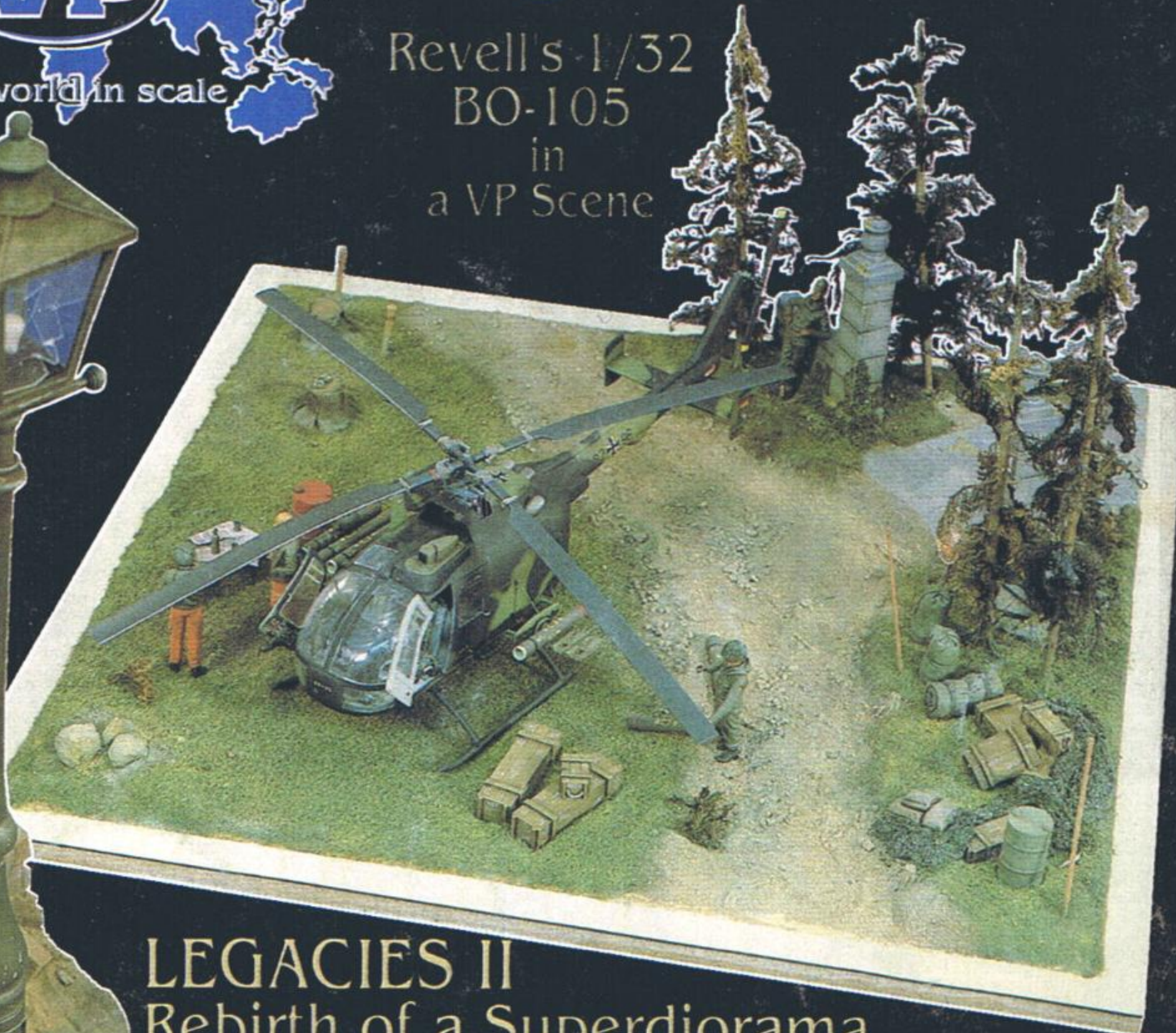
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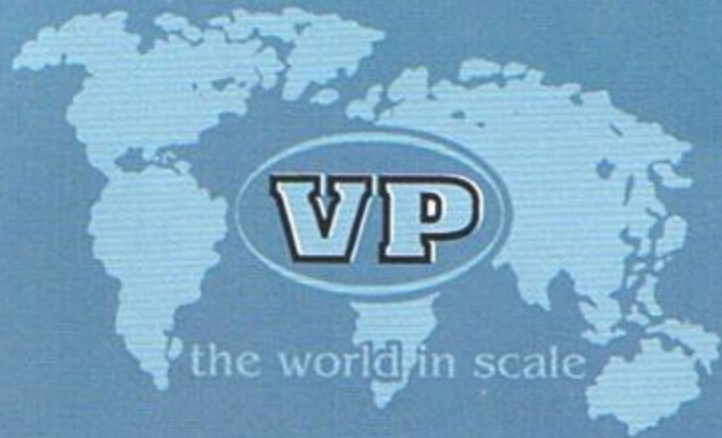
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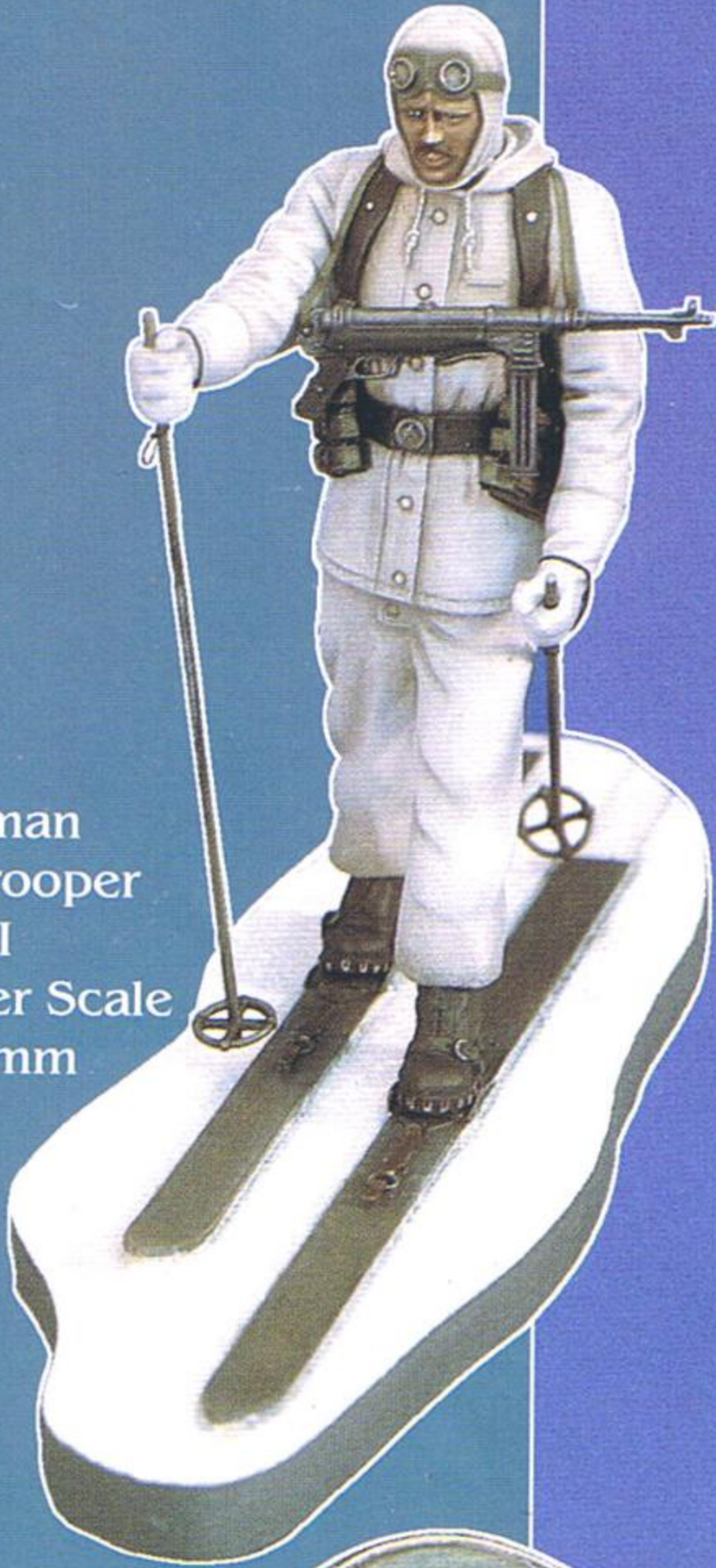




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Volume 4 Number 2

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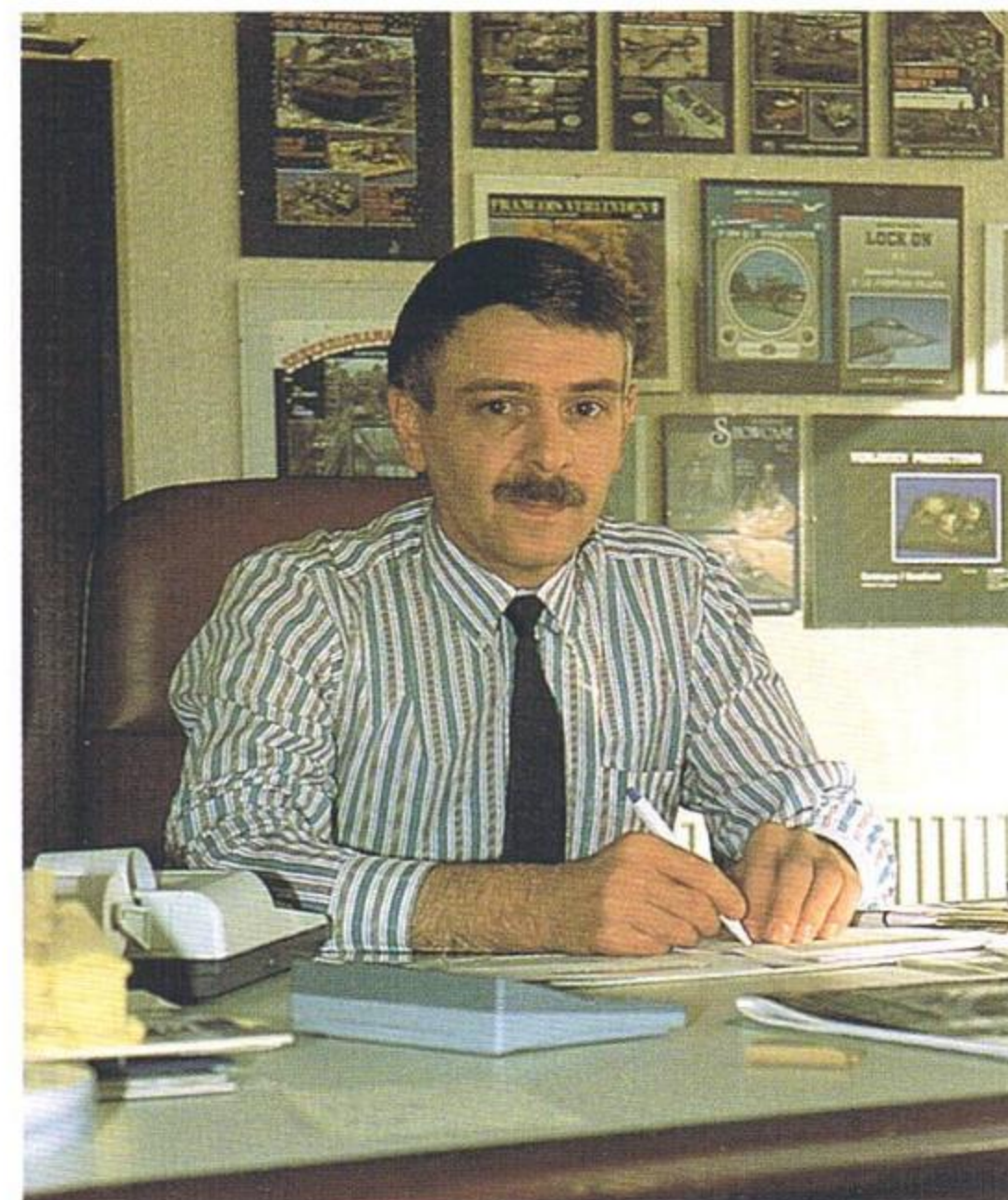
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From the editor

How time does fly! We premiered the Verlinden Productions Modeling magazine over three years ago. After an analysis of the entire picture we feel quite proud of its success. The print runs continue to increase, subscriptions are growing, our infant magazine is quite possibly the most widely distributed model magazine in the world, being sold in over forty countries in four languages. The most rapid growth, however, has been in the area of reader participation. VP and VLS are both being overwhelmed by readers submitting letters, photographs, reference material, etc., and this kind of response is the underlying factor in the success story. Reader participation and input is vital, it gives a single modeler the ability to influence his hobby and the publishers the opportunity to keep in touch with the readers' needs and desires.



All this goes to prove that even the best chain of events can cause problems. We have to apologize to all of you who have been sending us the letters, articles, photos and suggestions and have received no response and ask you to summon some of that endless patience for which good modelers are known, continue the input with our assurance that every scrap of paper we receive in Belgium or the States is not only thoroughly read, but carefully considered, even though you may not hear from us. To be honest, if we answered all the mail we received, there would be no time to produce new products, books or magazines. A great many of the products, books, magazine articles and formats are from ideas from our readers and customers. We prefer to use our time to act on what you want rather than spend it writing to you. So, please, don't think we aren't interested enough to respond, we simply are not able!

Some of your letters have indicated to us that many are not aware of "Lead time". This is the length of time from the completion of a magazine layout and its delivery to the marketplace. Our lead time is 5-6 months and that is considered short by most standards. If you submit material today, there is no way possible to see it in print in less than 9 months except in very rare circumstances. In most cases the articles, letters and photos for readers showcase are filed and tagged by subject, and nationality of the builder. When laying out an issue we try to strike a balance between aircraft, armor, figures, etc.

So, hang in there, guys, with the knowledge that you are having an impact on your hobby, and someday you will see that special product you suggested, the article you submitted or your masterpiece in full color for the world to see. It only takes a little patience!

François Verlinden

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"Hedgerow Hell"

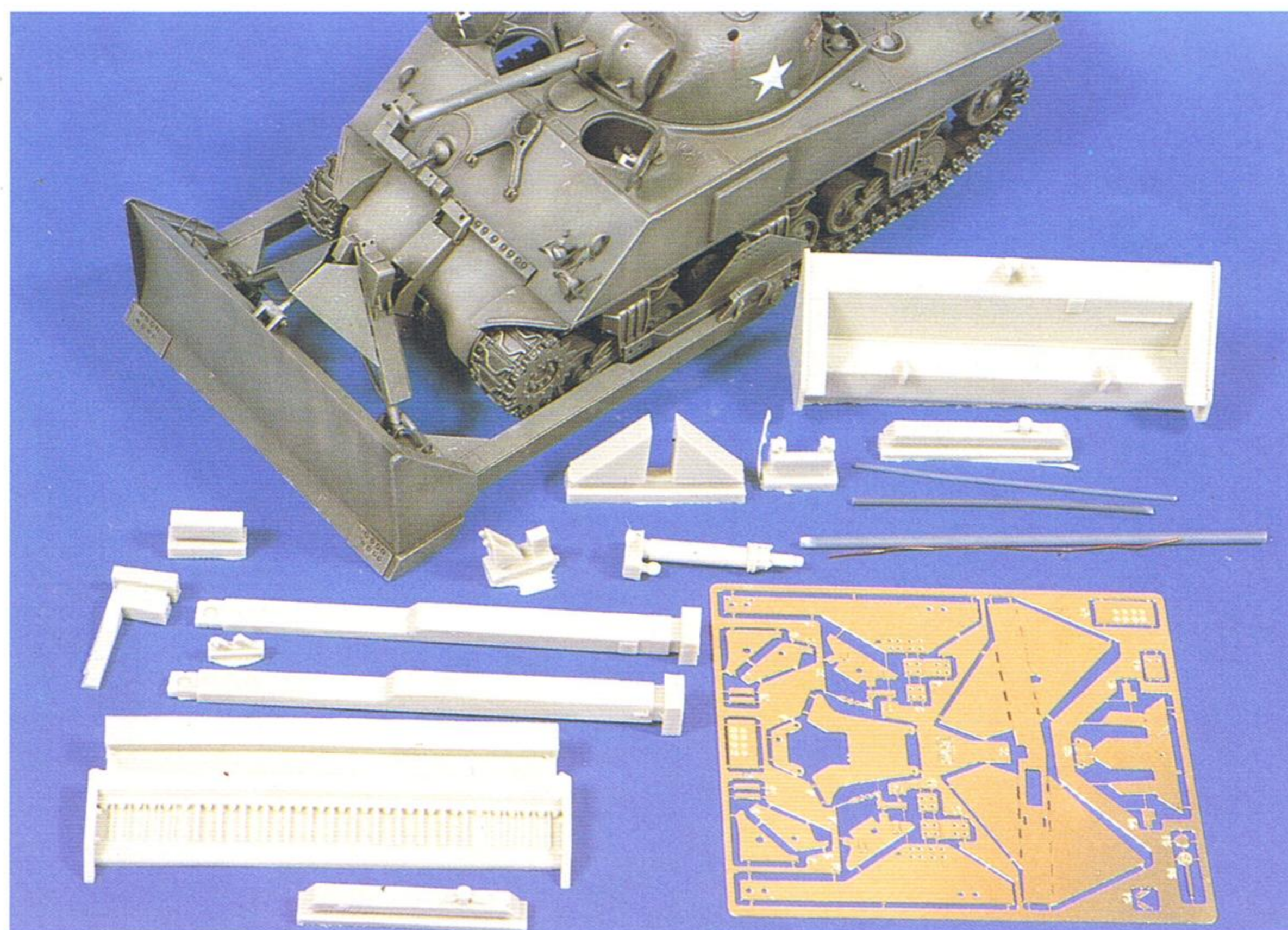
A Sherman conversion which was long overdue

In a 1/35th diorama



In a way, this diorama began twenty years ago. Since I began modeling, I had seen so many photographs of this typical scene which is familiar to all WW II armor modelers. In the early seventies I decided to build it, however, I was unable to find a material to realistically duplicate the hedgerows, which, being the most important element, placed the project on hold. Through the years I kept returning to the idea of that Sherman bursting through the dreaded hedgerows of Normandy, never knowing if there was a German anti-tank or sniper team waiting on the other side. Each time, after the initial enthusiasm, I would remember why I hadn't done it previously and return the project to the back burner.

When VP recently released the Sherman Dozer kit and the Trees and Hedgerows, I knew the waiting was over. Well, they say, "Anything worth having is worth waiting for", right?



THE VEHICLE

The basic Tamiya M4A3 Sherman was built from the box and combined with the VP Sherman Dozer conversion kit, using and studying both instruction sheets before and during assembly. The completed model was given a generous helping of accessories, kitbags, rucksacks, tentrolls, bedrolls, etc., giving it the typical look of American tanks in that period.

THE FIGURES

The tank crew is a simple modification of the VP US Tank Crew WW II, to effect the desired poses. The supporting infantry consists of the VP US Paratrooper set assembled and

Fig.2 A familiar layout to Verlinden customers, with the update set contents displayed in front of a finished model.

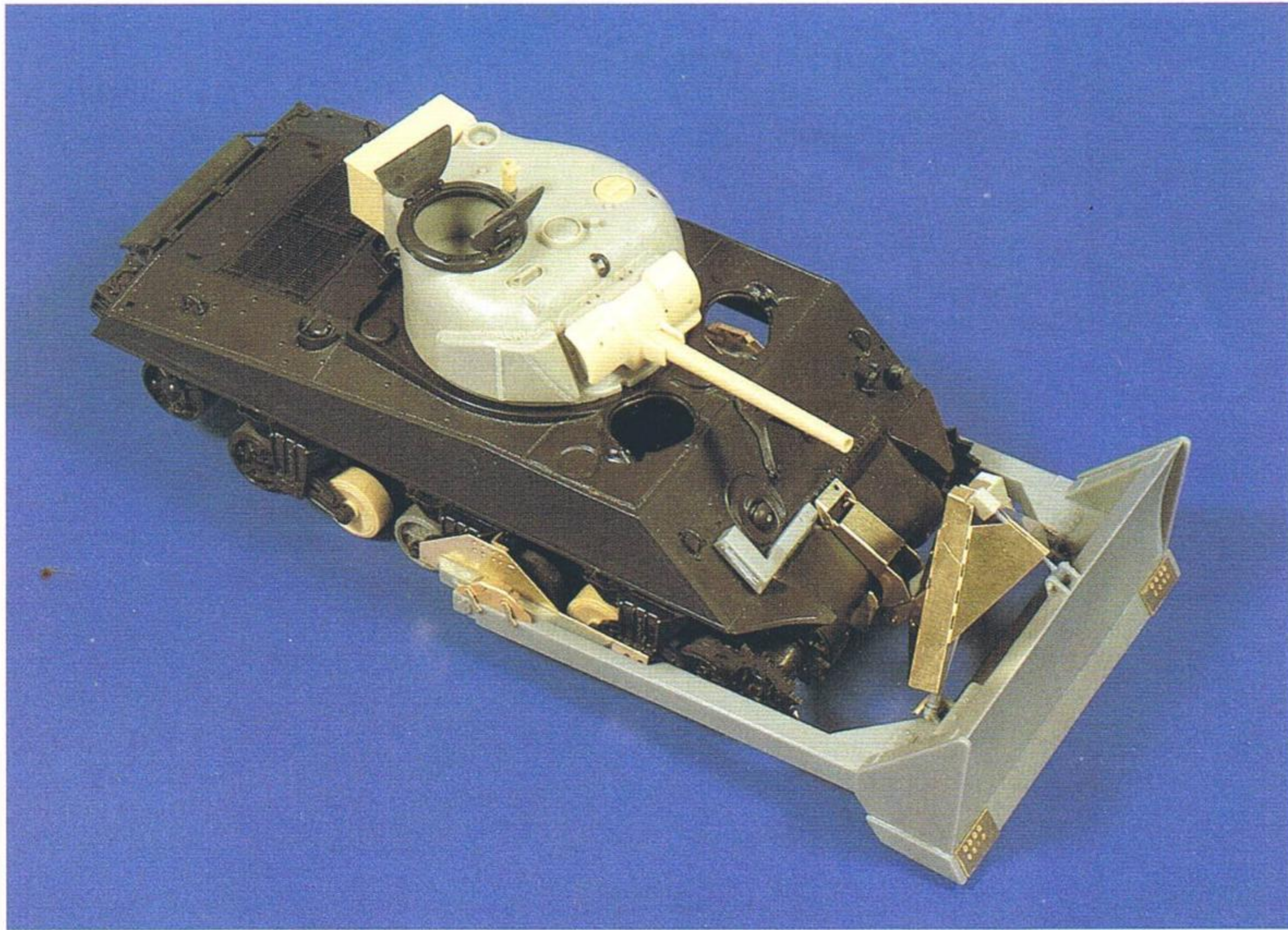


Fig.3 Some skills were needed to construct the dozer blade assembly, displayed in its lowest position. Note the battle-damaged VP bogey wheels, replacing Tamiya's n°2,4 & 5 wheels.

Fig.4 VP's set N°702 provided these US paratroopers with no modifications. One G.I. is holding the popular M1 Garand rifle while the other is pointing his M1A1 Thompson light machine gun skywards. Sleeve insignia was taken from VP sheet N°383, US Uniform badges WWII -1988.

painted straight from the box and fitted my purposes perfectly.

THE DIORAMA

The base was cut with a jig saw from marine styrofoam, a very dense material, in a shape to enhance the action of the diorama.

The sides of the base were sanded with fine sandpaper and painted matt black using waterbase paint to avoid attacking the styrofoam.

As most hedgerows are grown on an artificially constructed earth wall, I duplicated this contour with another piece of styrofoam.

Using groundcover material, I completed the proper shape of the wall and laid out the remainder of the base. While the material was still wet, ruts from the tank tread were made using the tracks from the kit. After drying the entire surface of the base was painted with Humbrol Matt 29.

When the paint had dried, a generous portion of Static Grass was applied to the entire base using undiluted white glue as a bonding agent. After the white glue had completely set, the grass was drybrushed. (Refer to VP Magazine Vol 3 No. 2, Tools & Techniques).

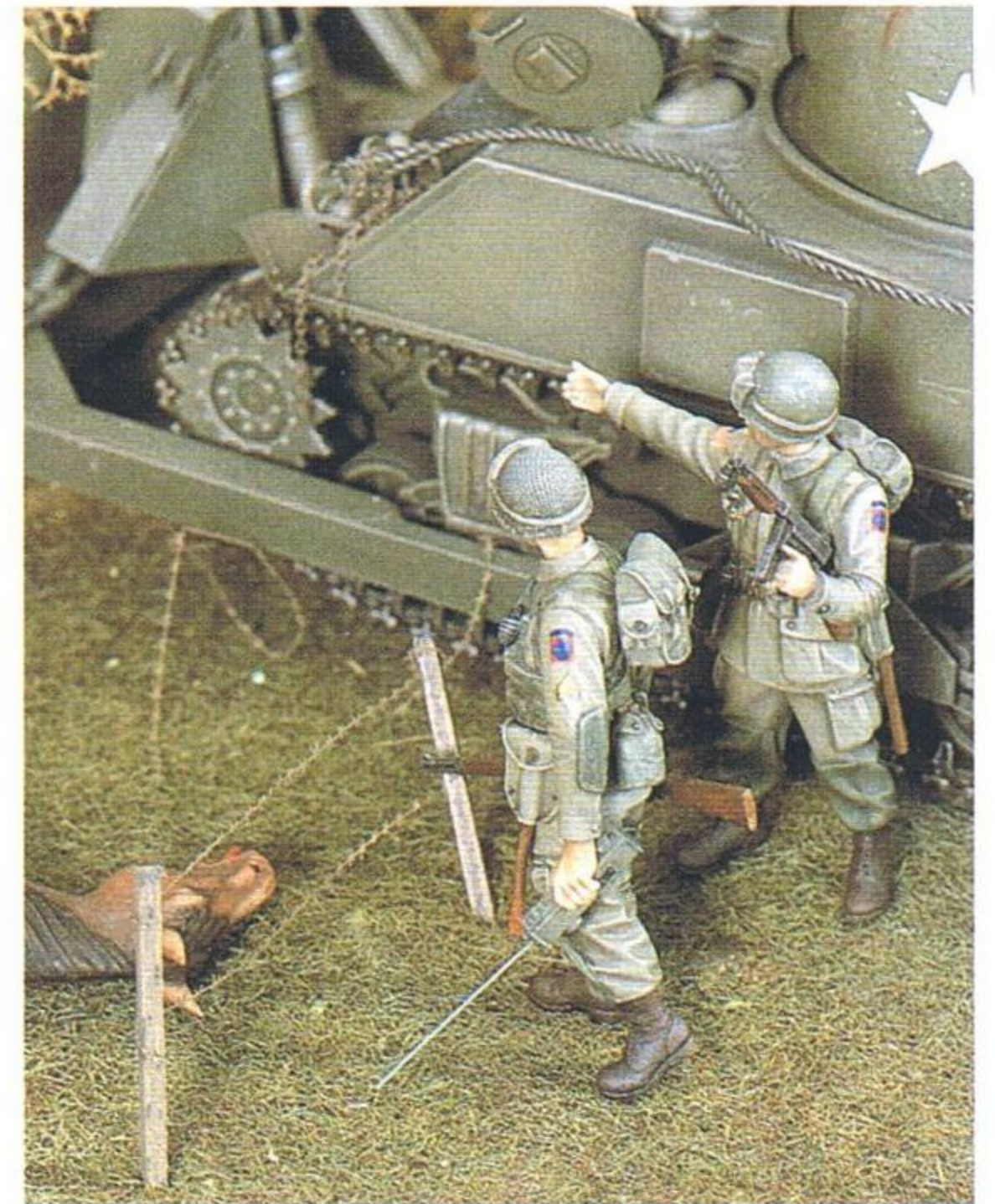
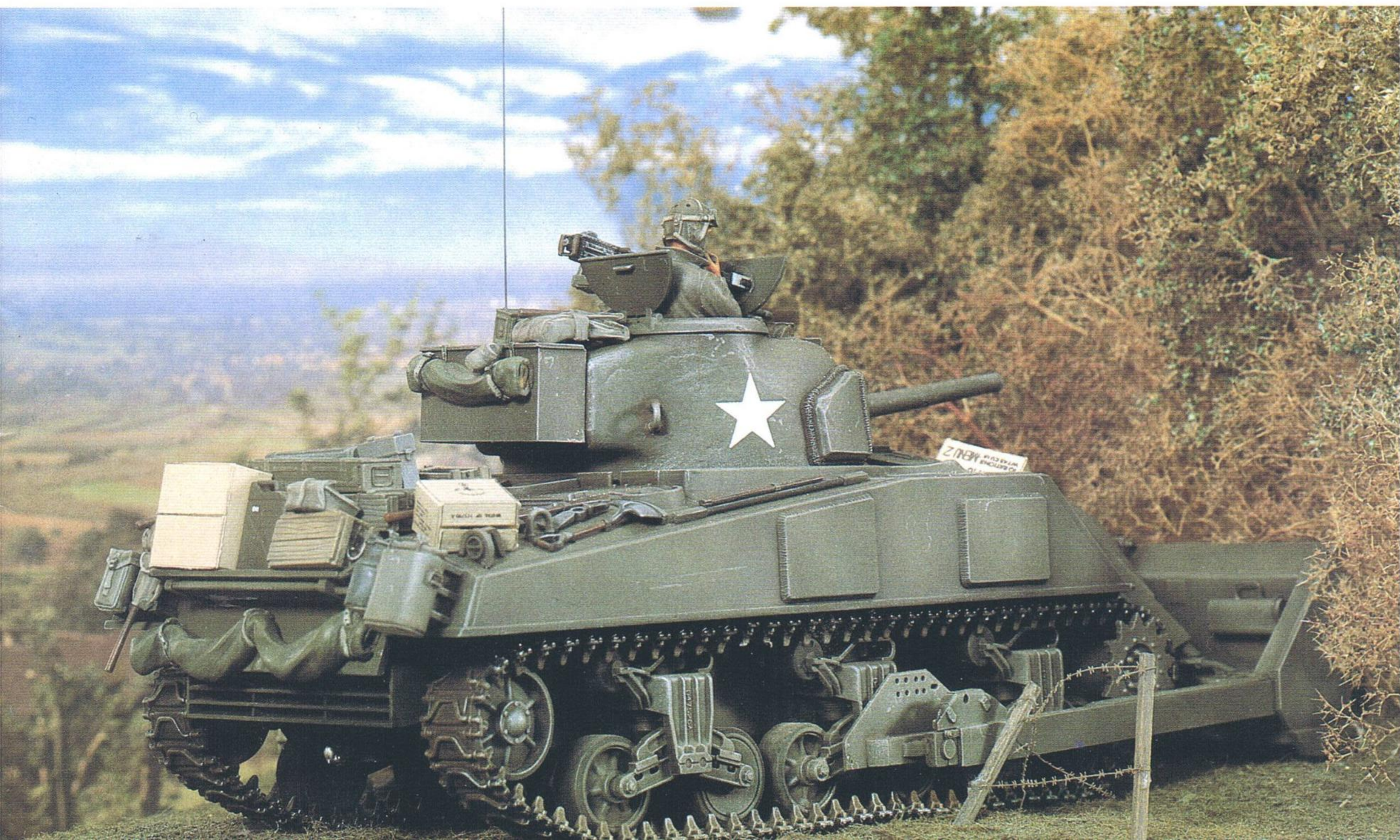
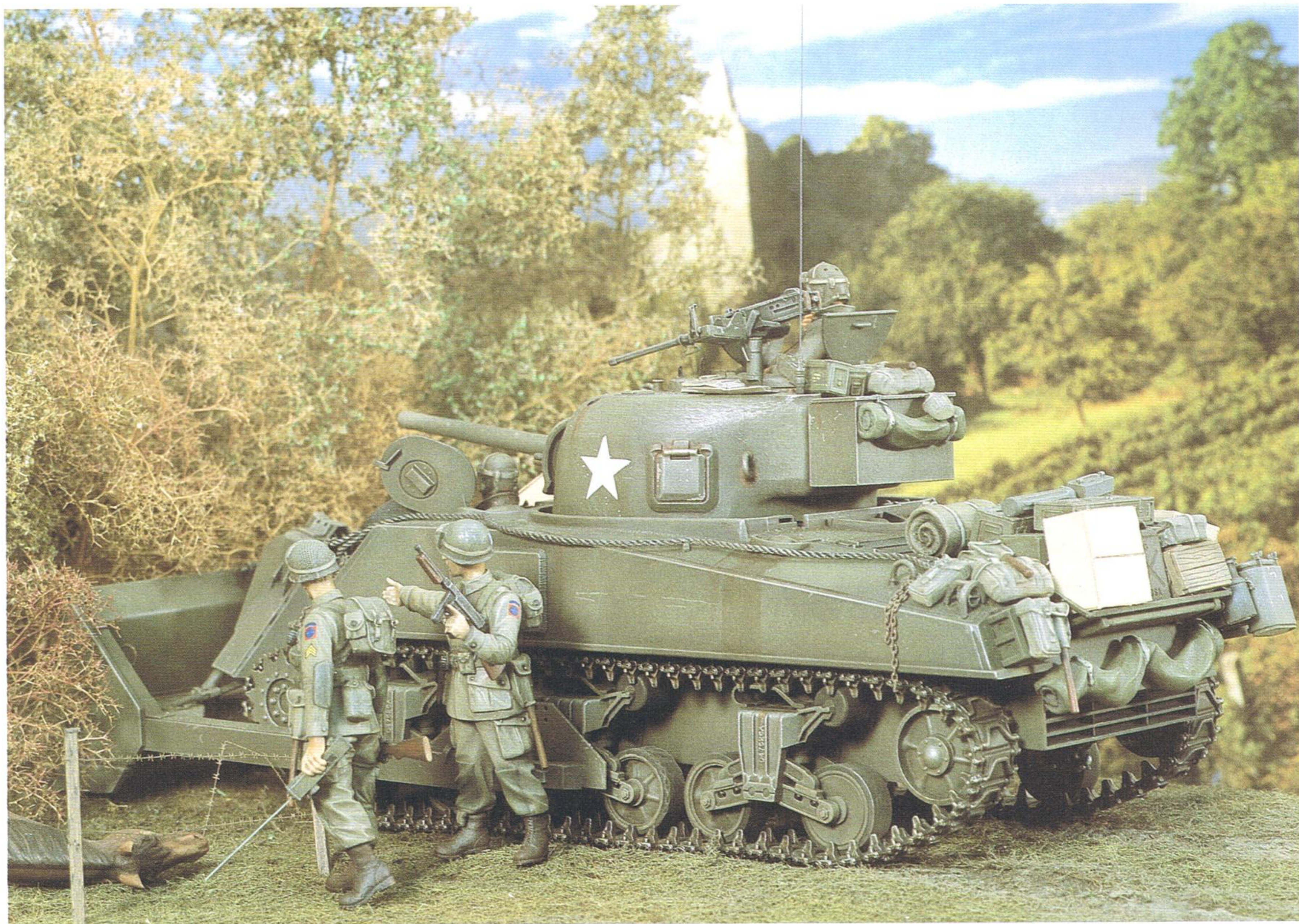


Fig.5 VP again provided the barbed wire (in the foreground), a proven accessory in any diorama.





The hedgerow material was then sorted out by size and shape to obtain the desired look. Some were used direct from the box while others were coated with the leaves included in the kit. Using an airbrush, various shades of greens, dark yellow, browns and red browns were applied at random. Finally the hedges were arranged on the earth wall by punching or drilling holes sufficient in size to accommodate the tiny branches. They were then inserted in a pattern to accomplish the most realistic appearance using a drop of white glue in each hole. The vehicle and figures were then added and a matchstick fence with VP Barbed Wire lended a finishing touch. At the last moment, I decided to add one of the VP Dead Horses, many were hit in crossfire, in an open space of the diorama.

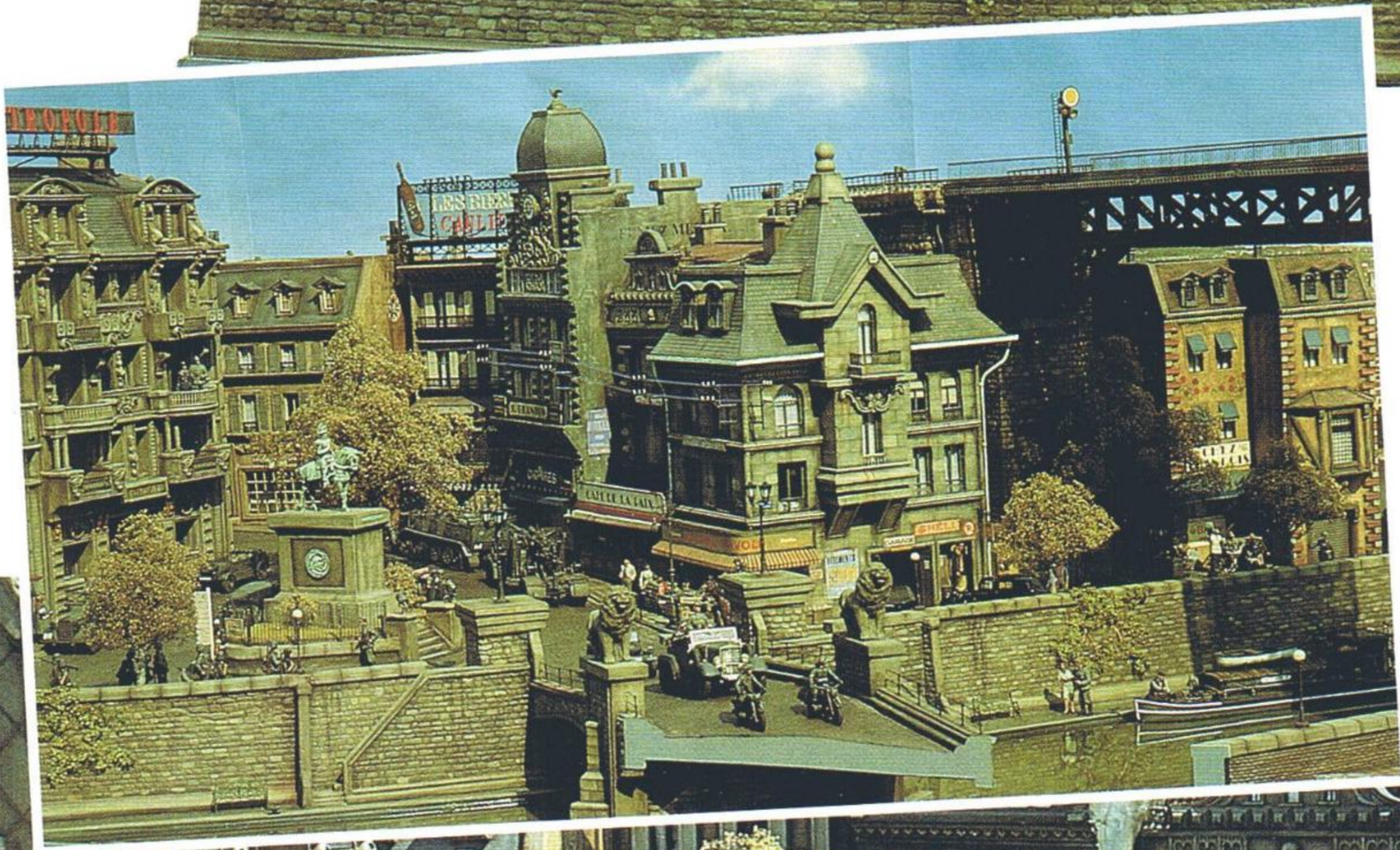
Fig.7 Birdseye perspective on the complete scene with the fallen horse left of the Sherman tank. Although a bit out of the ordinary, it very well reflects the grim image of war. Note extra attention was given to the area where the tracks ruptured the grass.

Fig.6 Trees and foliage form the background in this scene, with the Sherman "Dozer" about to clear a path through the hedgerow (VP's N°639). Small detail, such as the VP chain (N°619 & 620) hanging from the rear hull lift ring are a valuable asset too and available at many hobby shops. It pays to have some of these accessory sets on your shelves. Note the large fuel spill stains on the rear hull slope.





By Bob LETTERMAN



Legacies II TWILIGHT OF THE THIRD REPUBLIC

(Le crépuscule de la
troisième république)

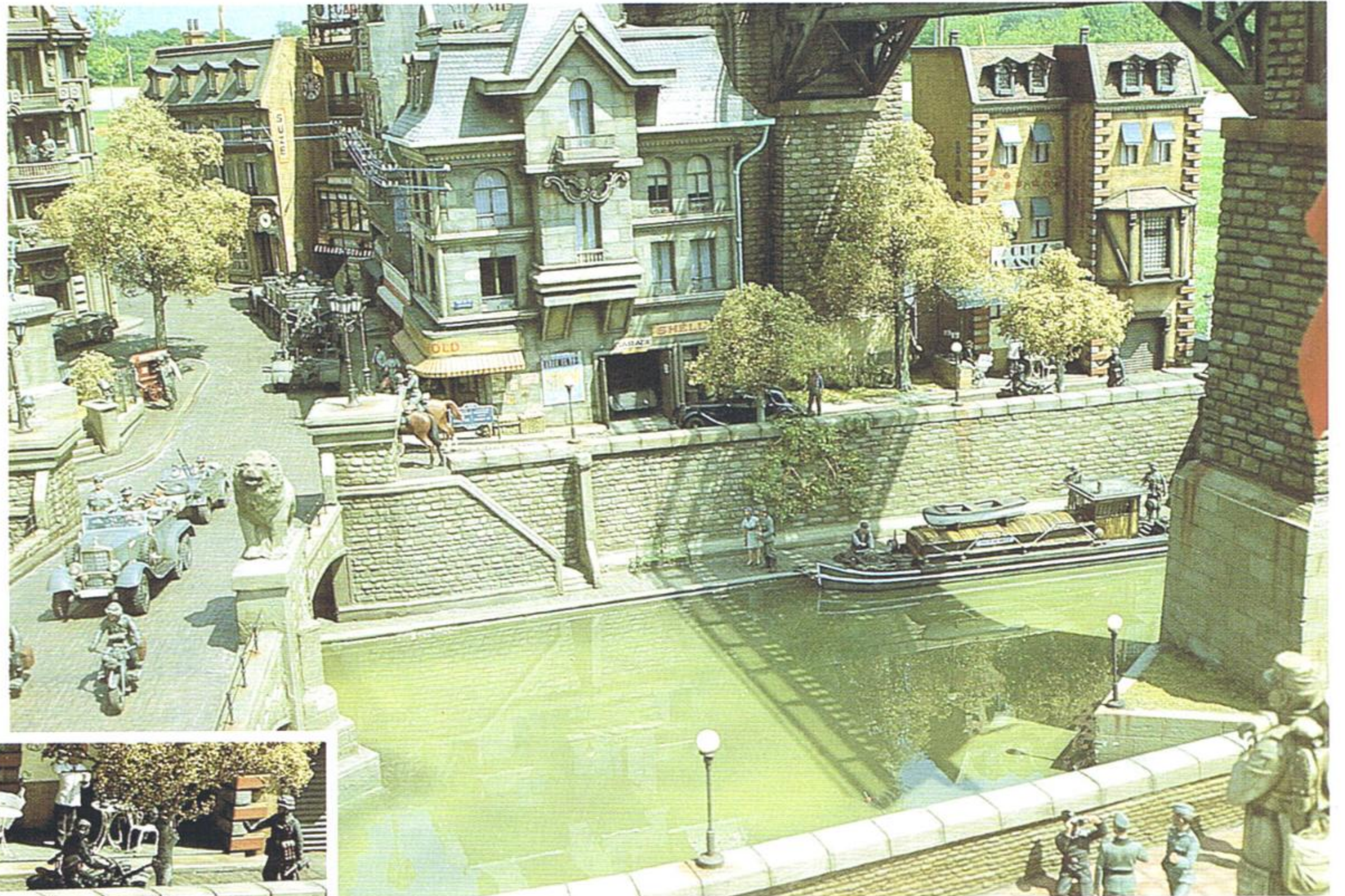




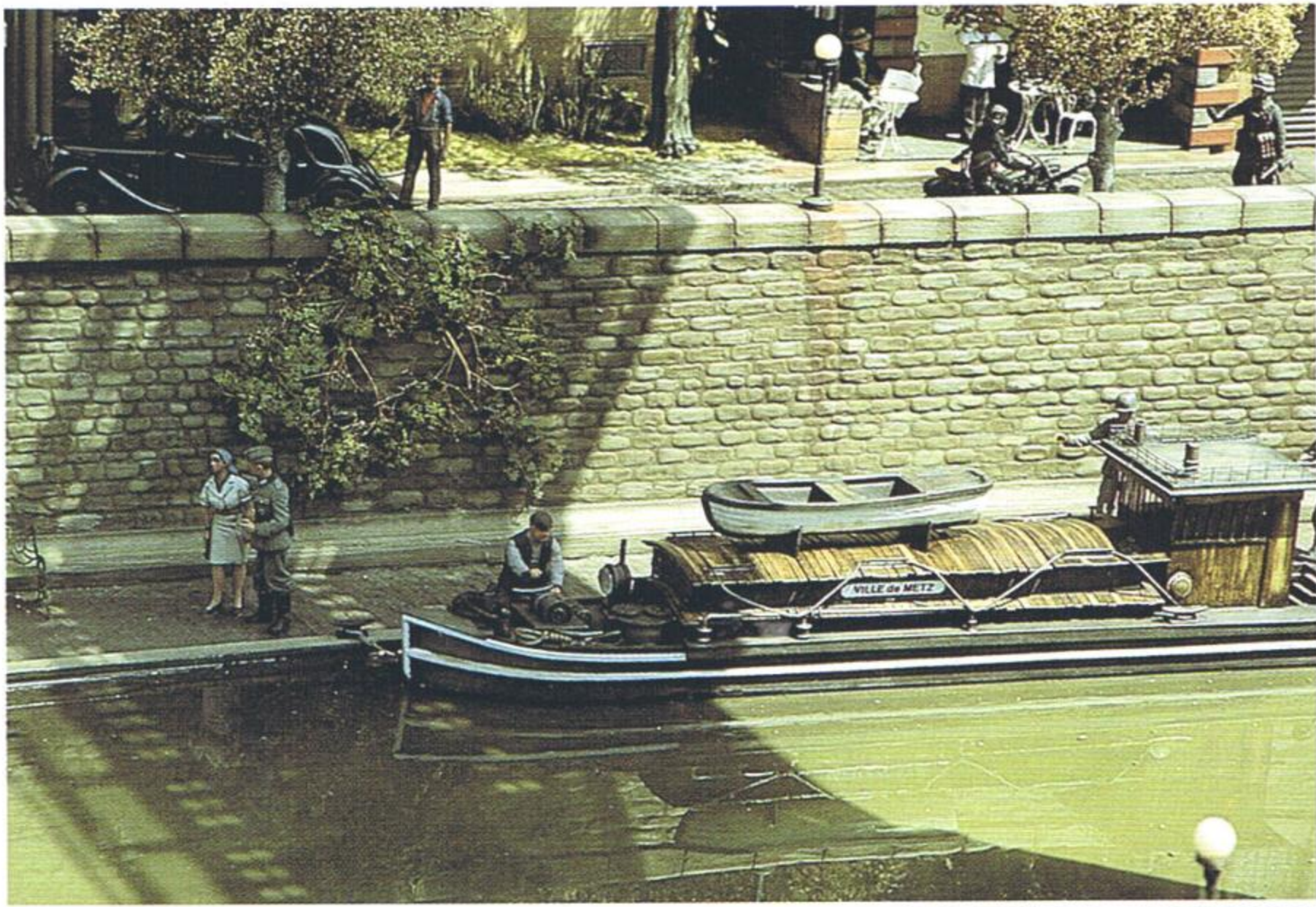
THE BASE AND STRUCTURES
 I decided to enlarge it to 52 inches by 76 inches, (132x193cm), and backdating it to late summer of 1940, meant eliminating the battle damage (in addition to the sun damage). The most challenging aspects were the railroad bridge, which now spans over 5 feet (150cm) and the canal wall, extended from 4 feet (120cm) to over 9 feet (270cm). Since the canal now had both a right and left bank, a World War I memorial

The General Field Marshal with his entourage enroute to a field inspection of his troops.

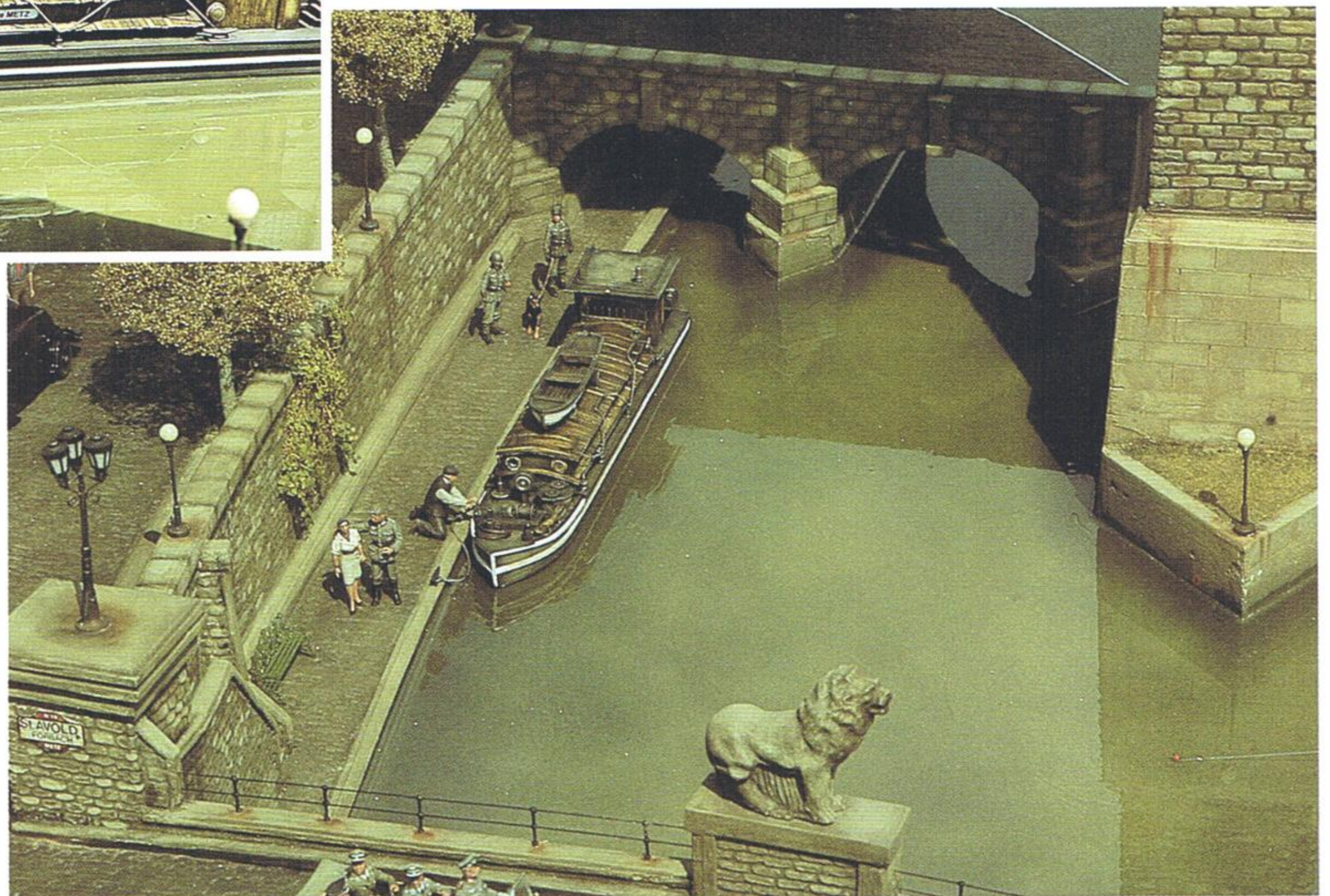
About 10 years ago, I completed the most difficult modeling project of my life. "Legacies", a 4 feet by 4 feet (120x 120cm) diorama of a French city liberated by General Patton and set in 1944. Featured in several publications, most will remember it from the VP book "Superdioramas". In the summer of 1991, VLS moved into its new facilities in O'Fallon, Missouri and the moving company left the diorama out in the 100 degree (°F) sun, magnified



The canal with a scratchbuilt 1930's era barge, the soldier doing what soldiers do when they are not fighting, and the feldgendarms and their Doberman Pinscher preparing to pay a surprise visit to the barge captain.



by its plexiglass cover, for three hours. Needless to say, it looked like the aftermath of a nuclear attack. Finally dismissing suicide as an viable option, I set about to rebuild it. The period after the Blitzkrieg was one of uneasy calm when, for the moment, the German occupiers acted more like tourists than conquerors, the bureaucrats were taking charge, busying themselves with the details of organization and only the presence of uniforms and the machines of war was an indication to the casual observer that France was now in chains.





was added using a VP 120 mm WW I French Line Infantry figure as the statue.

A new building was added, "Chez François", with a sidewalk café. The rail bridge, now intact, needed a stone pier and a structural steel span, made from Plastruct materials.

The canal water is plywood covered with mattboard, seams filled and sanded, painted with a very dark khaki, cloud painted with French Artillery green, and then after drying, covered with a thick coat of clear 2 part resin.

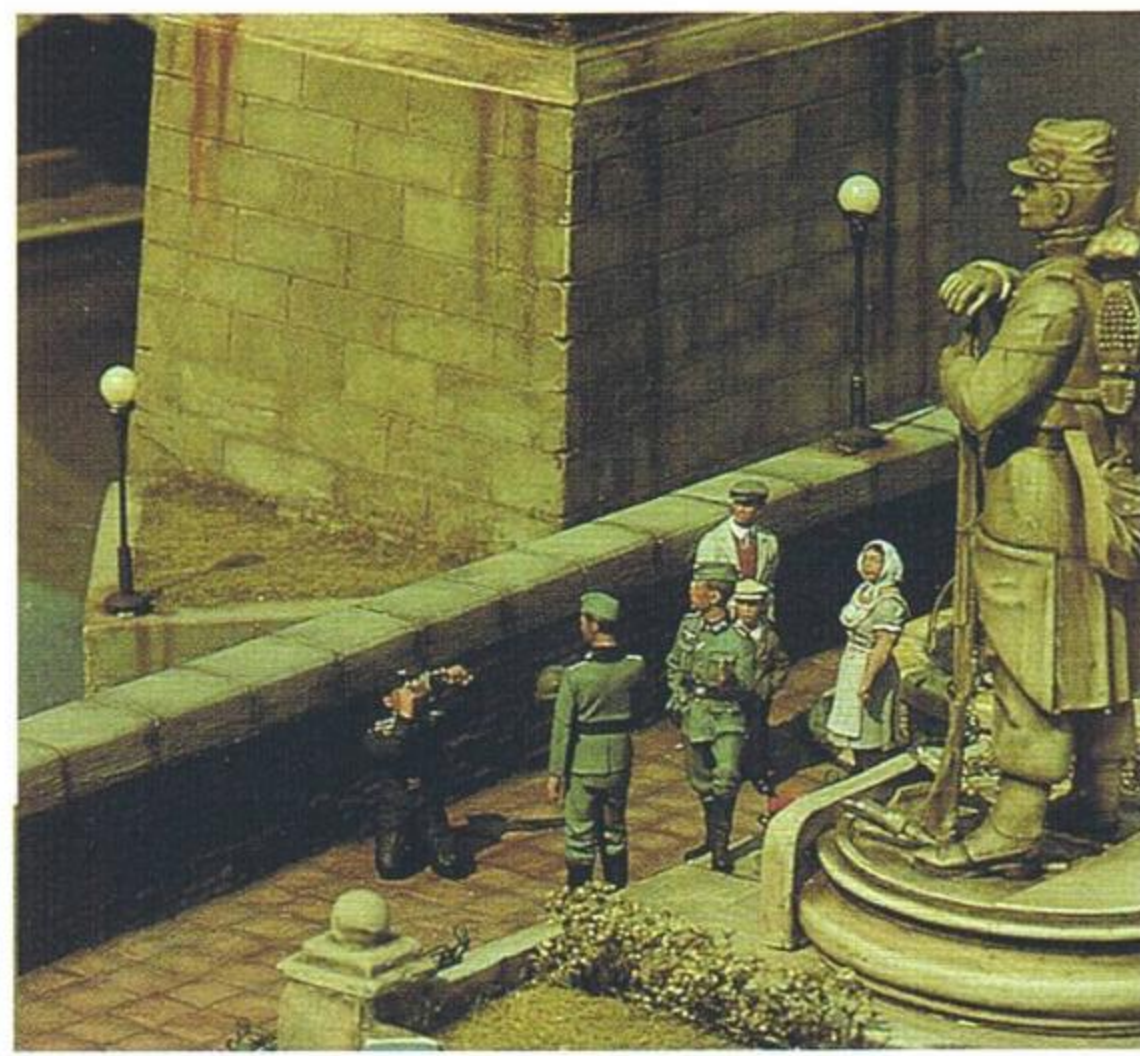
The ripples in the water were made with clear gloss enamel painted directly onto the dried resin.

The streets are entirely from the Trophy cobblestone, the trees and hedges are from VP Trees and Hedgerows, Small Trees and Large Tree sets.

The VP Wrought Iron Tables and Chairs were used extensively in the sidewalk cafés and the Park benches are throughout the diorama.

FIGURES AND VEHICLES

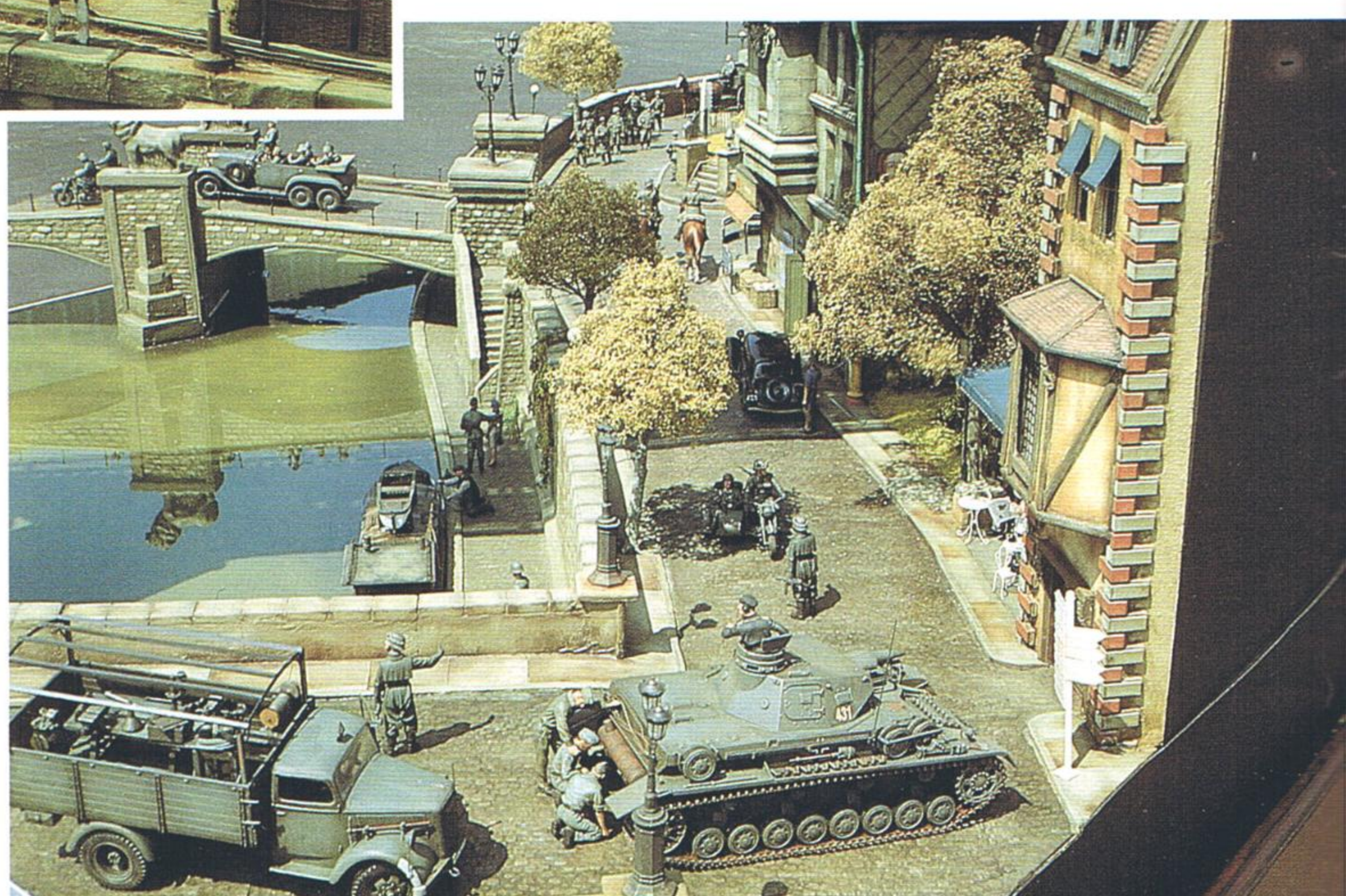
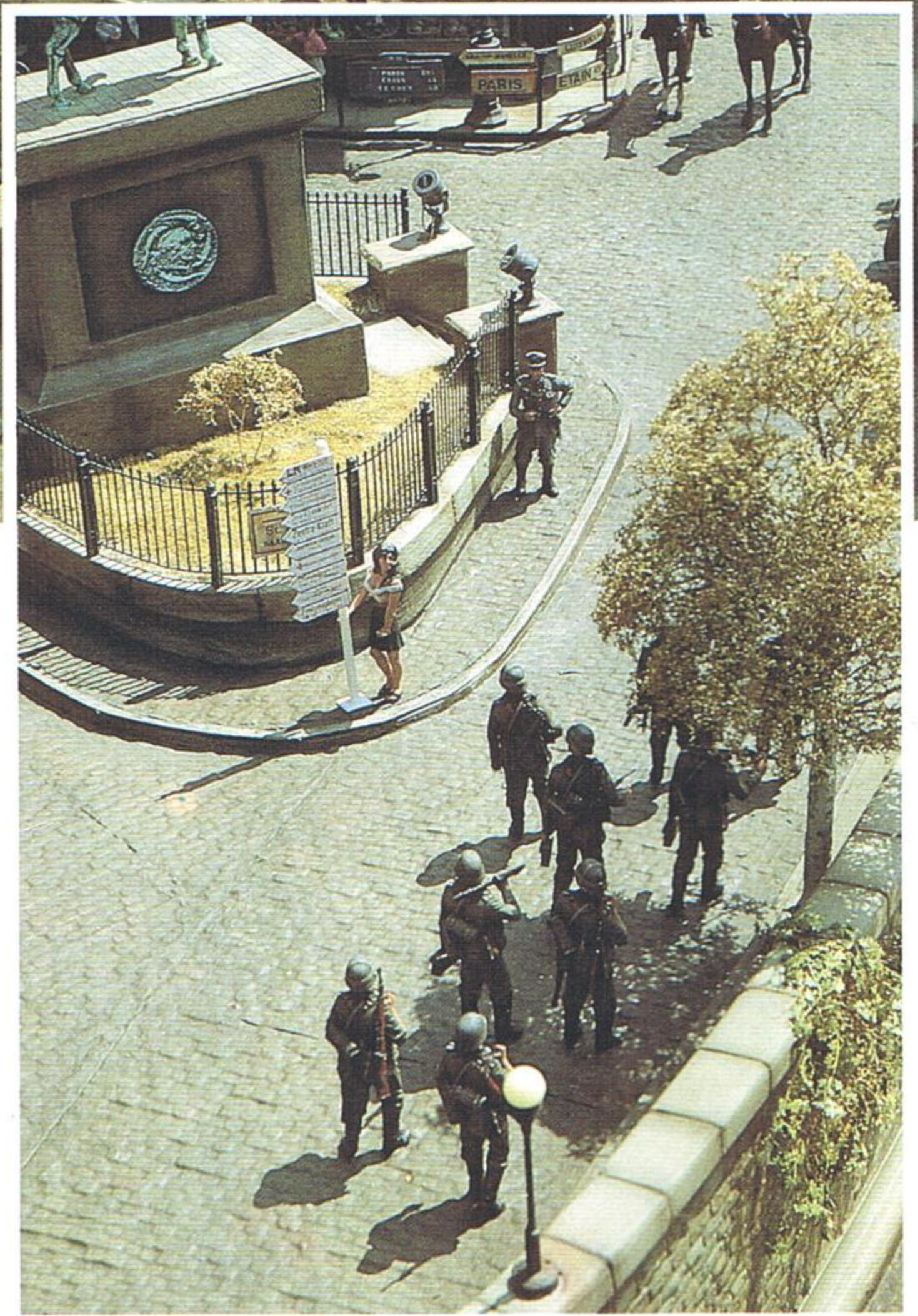
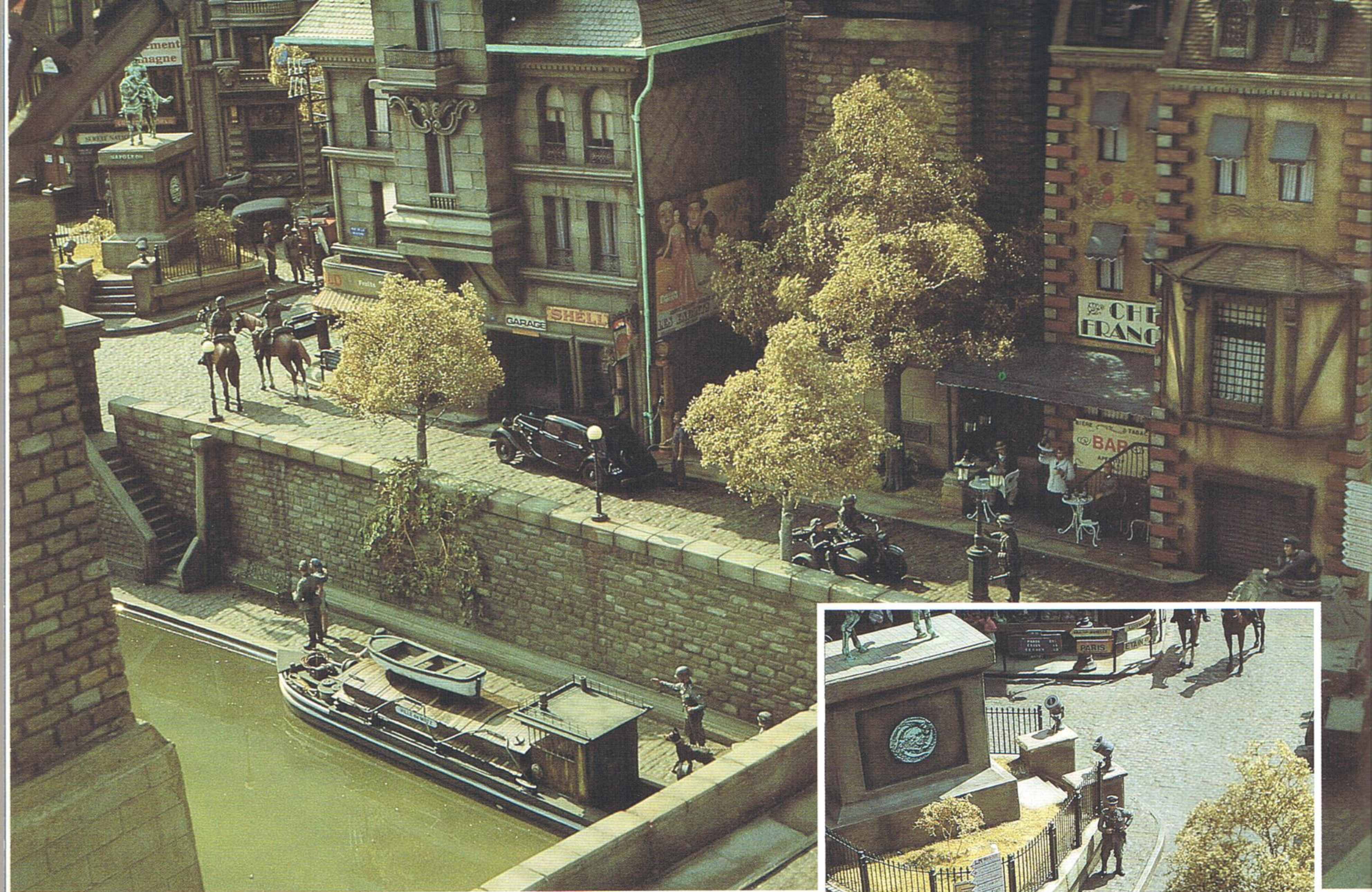
All 100 (!) figures are VP, many converted rather extensively, and posed to fit their environment, and the



Above: An impressive shot of the bridges and the 5 feet (150cm) long Railroad Span.

Below & left: The World War I monument on the far bank of the canal. The French family doesn't seem appreciative of the Soldiers antics.





18 plastic vehicles from various manufacturers were mostly given additional details with the notable exception of the Italeri Opel Blitz, converted using the VP Workshop Truck kit.

These large dioramas are a source of continual kidding by friends and others always ask, Why? I think it has something to do with a flaw in my genetic code. When it comes to diorama size, I'm somewhat like a compulsive gambler in a Casino.

Ten years ago, something this size was much more difficult because everything had to be



Below: The sidewalk café "Chez François". Note the identity of the proprietor.

made from scratch, and I spent over 5000 hours building it. The reconstruction, because of the wealth of products now available, only involved about a thousand hours.

Bob Letterman.



"The Bismarck Today"

by Ian RUSCOE

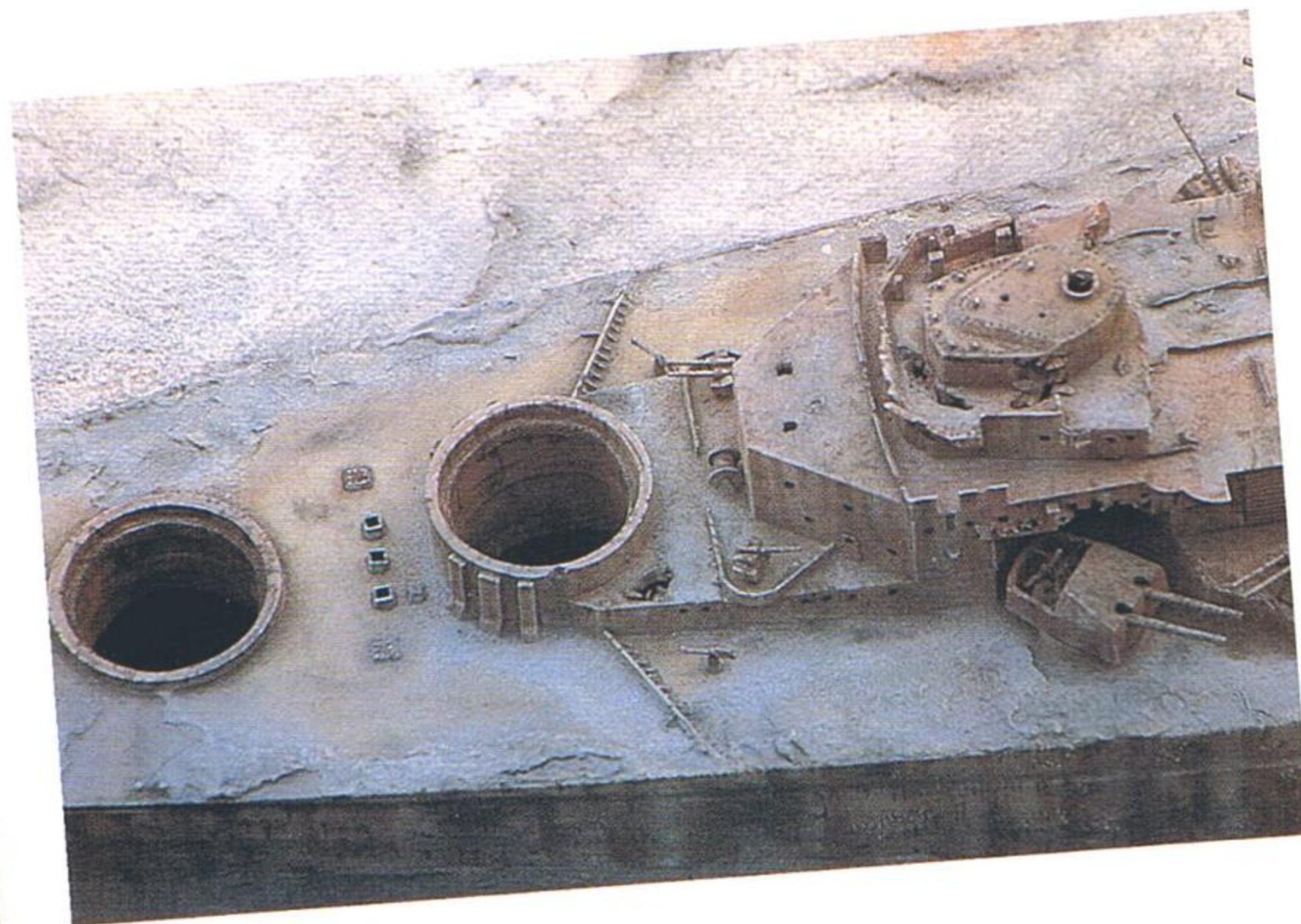
Edited by Verlinden Publications

Tamiya's 1/350th battleship from a different perspective

Exactly at 08:43 a.m. on May 27th, 1941, the British battleships spotted the majestic BISMARCK emerging ghostlike from a distant rainsquall, battering the waves of a heavy sea. At 08:47 a.m., only four minutes later, the battleship H.M.S. RODNEY fired the first salvo, followed suit by the flagship KING GEORGE V, with BISMARCK returning fire almost immediately. Responding firing went on until at 09:31 a.m. the BISMARCK fired its final salvo. Not so the British who kept pounding the stricken vessel because Admiral TOVEY of the British Navy had orders to sink the BISMARCK in revenge for the sinking of the H.M.S. HOOD, even if it meant using every ounce of ammunition.

The expenditure was enormous, in all 2,876 shells of various calibres were fired at the BISMARCK, 719 from the main guns alone with a probable 400 shells hitting the ship but, because of the close range and the flat trajectory (many shells bounced off the water before impact) they did little damage below the waterline.

The BISMARCK was a blazing wreck, but still it would not sink, evoking the following remarks from a stunned Admiral



Tovey: "Get me my darts ! Let's see if we can sink her with those !" ; and so firing continued even though the BISMARCK was a battered hulk with fires burning all over. Her bow plates rose and fell so sharply in the swell that they sent up blasts of spray from the white hot metal. At that time on board the BISMARCK, the order was issued to scuttle and prepare to abandon ship by the executive officer Korvettenkapitän (Commander) OELS from the heavily protected command post directly under the conning tower. He apparently had taken command when

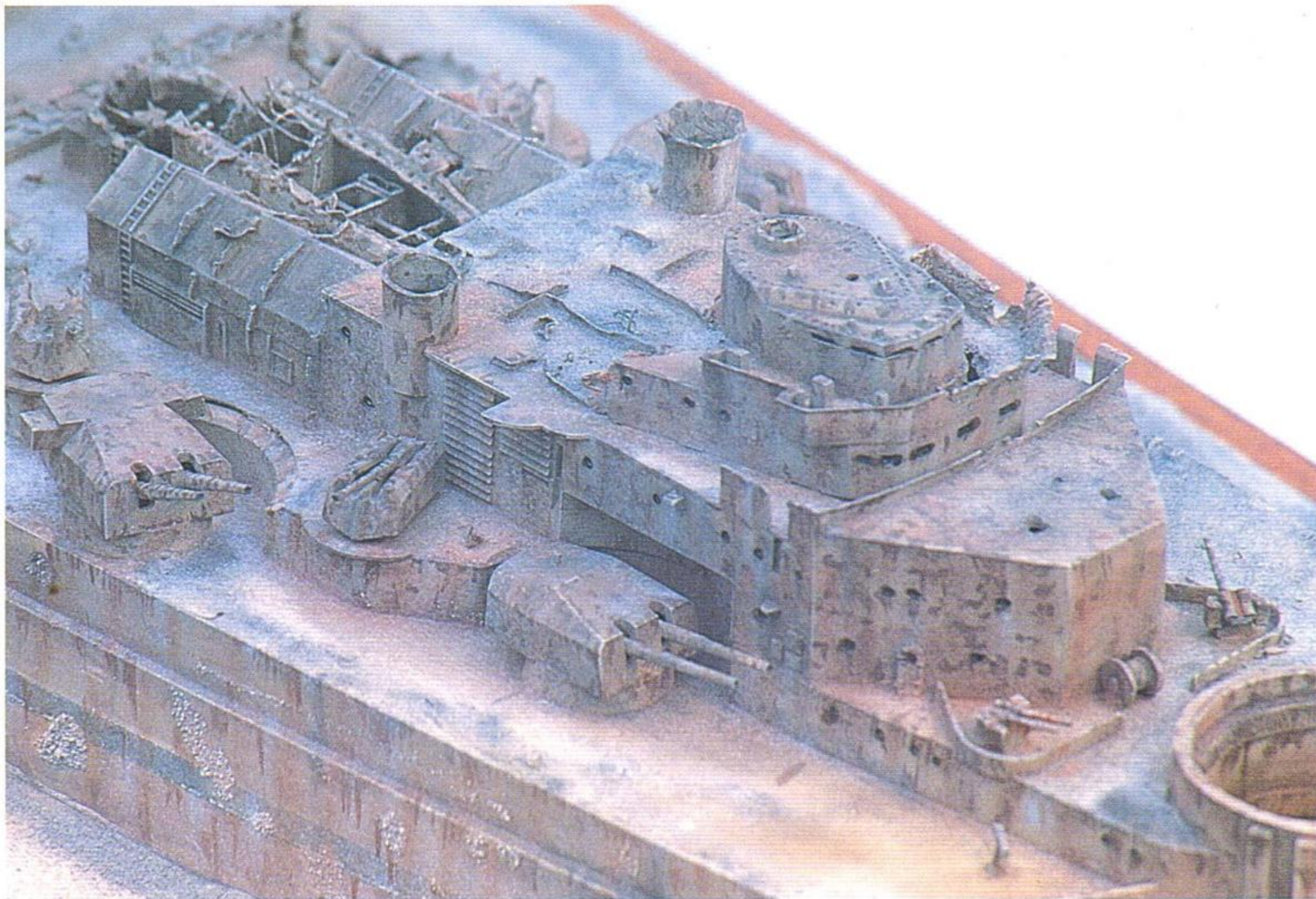
communication with the bridge was lost. OELS and his staff left their post and headed aft, knowing the ship at bow's end was a disaster with fires raging like hell.

To the onlooking British sailors the impersonal hulk of steel which had haunted them for the past seven days suddenly acquired a human dimension. The surviving crew could be seen racing across the deck and leaping into the cold sea. Finally, at 10:15 a.m., Tovey ordered a ceasefire and withdrew the battleships RODNEY and KING GEORGE V, both desperately

low on fuel. By this time the massive BISMARCK listed heavily to port and started sinking slowly by the stern.

At 10:29, almost two hours into the battle, the British cruiser H.M.S. DORSETSHIRE closed in and fired a first torpedo, subsequently crossing the BISMARCK's bow and firing another from that position. It was 10:39 when the German BISMARCK finally capsized to port and slipped beneath the waves.

Of the BISMARCK's total of 2,200 men, only 115 were salvaged out of the 1,000 swimming for safety. One of them was the highest ranking of four



and stern decks, denying its defeat. The diorama depicts the Bismarck resting on the slope of an underwater ridge, 15,700 ft below the surface of the frantic waters of the Atlantic .

THE MODEL

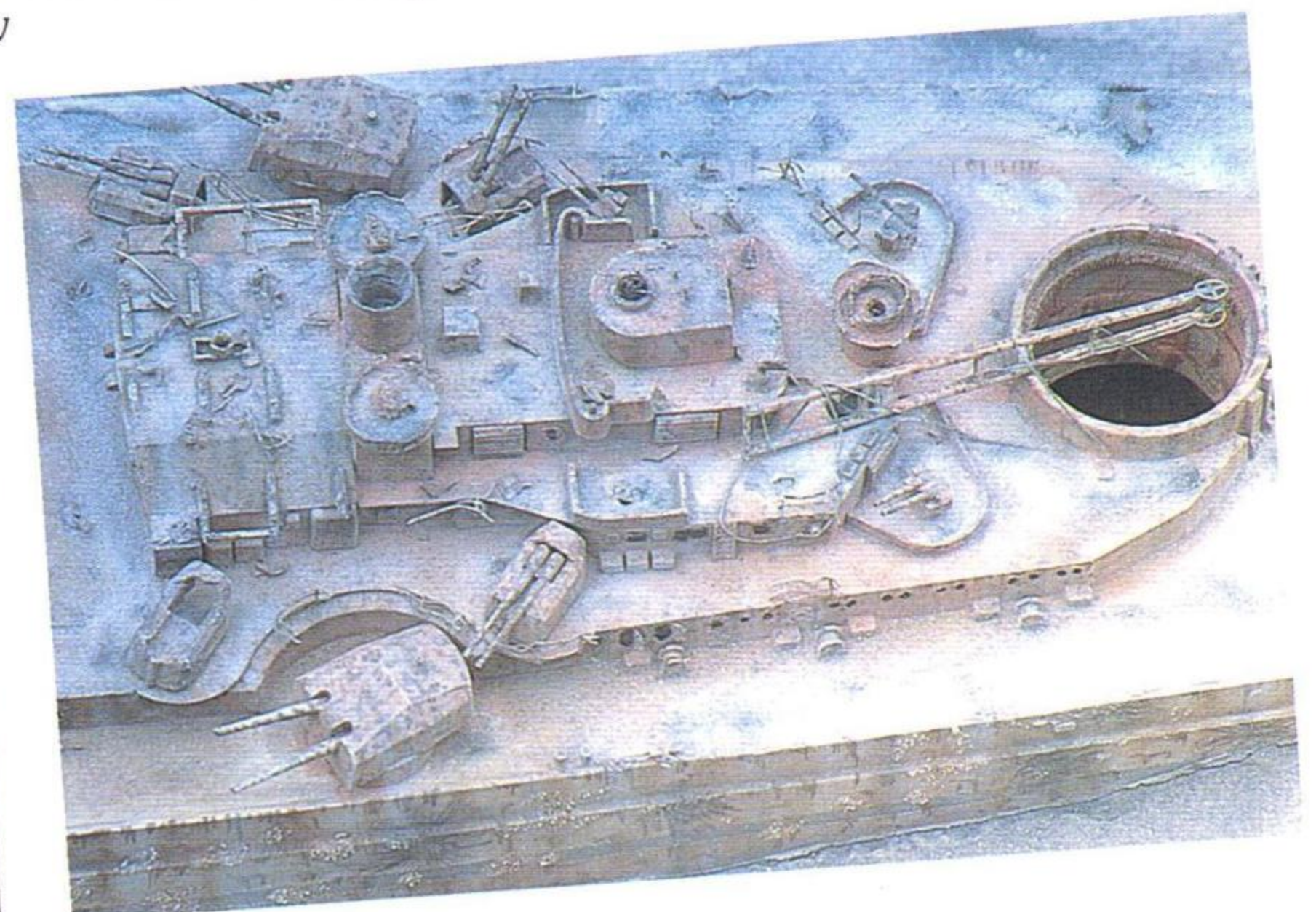
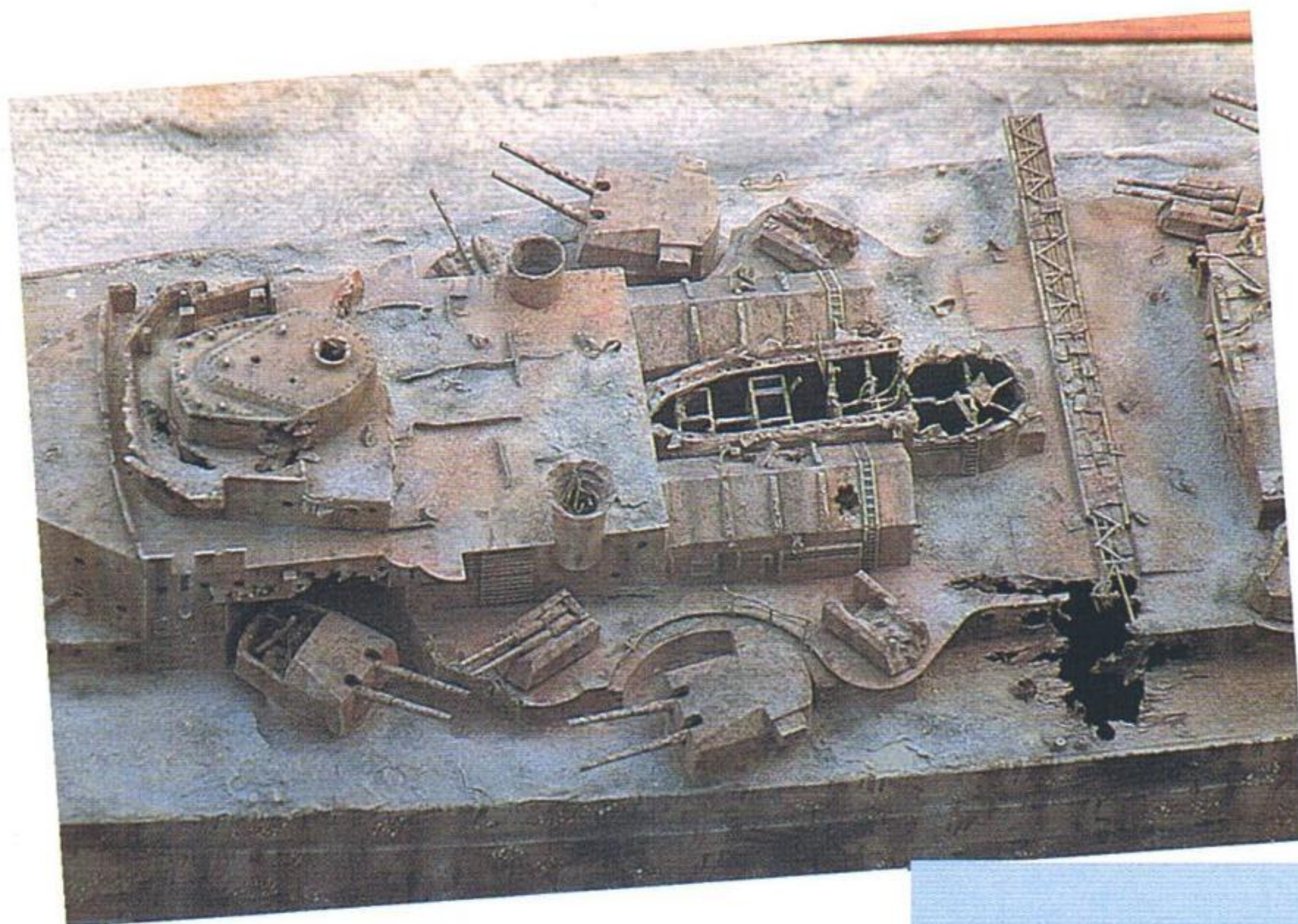
Although nearly 13 years old, the 1/350th Bismarck kit from Tamiya is fairly accurate (for the given scale); the fit and detail of parts could best be described as typical Tamiya.

To depict the wreck you will only need about two thirds of all the kit parts. In fact, when I revealed my plans to fellow modelers, a few of them told me I was crazy for destroying such a lovely kit. All I have to say is that the sacrifice was worth it.

The only accurate way to construct this project was to work very closely from the photographs and paintings of the wreck from Dr. Ballard's book, with additional information coming from Mullenheim-Rechberg's novel. I will not go through all the stages of how the model was rebuilt and detailed, but rather list a few areas of interest.

officers, Kapitänleutnant (Lieutenant Commander) MUELLENHEIM-RECHBERG, adjunct to the BISMARCK's captain and fourth gunnery officer. Later, he would write a book about the event: "Battleship Bismarck- A Survivor's Story".

mountain, surrounded by a gigantic landslide which occurred when the 50,000 ton battleship collided with the ocean floor. The guns of the secondary armament eerily point upwards while the giant swastikas still defiantly emblazon her bow



THE DIORAMA

On 14th June, 1989, Dr. Robert D. BALLARD and his team discovered Hitler's greatest battleship. Using the same underwater camera vehicle he previously used to discover the wreck of the Titanic in 1985, BALLARD and his co-workers photographed the BISMARCK sitting proudly upright three miles below the surface of the Atlantic, approximately 400 nautical miles off the northwest coast of France. It had taken BALLARD two years, two separate expeditions, and a painstaking survey of over 100 square miles of sea floor before the legendary ship was finally spotted.

Remote-controlled cameras captured the scene with brilliant, clear images. Standing on the side of an underwater





SHELL DAMAGE

This was achieved in two ways:

1/ The jagged and torn areas of the main deck and superstructure were reproduced by a well-proven method of thinning out the plastic from the inside using a grinder or similar motortool. When the area was thin enough a sharp knife was used to rough-cut the required hole. This area was sometimes given a little extra detail by gluing small jagged pieces of VP lead foil in place.

2/ To reproduce shell impact markings on both sides of the hull the same grinder tool was used, this time thinning the plastic from the outside.

FORWARD SUPERSTRUCTURE

The shell damage in this area was achieved as described earlier. The remains of the interior walls were either pieces of lead foil or thin plastic sheet, cut and glued into place. Most of the additional details were taken from the "scrap-box" while the brass framework to which the ship's railing was attached could be found in VP's elaborate range of accessories (N°67).

FUNNEL (SMOKESTACK)

The kit's funnel was constructed and once dry, was thinned out on the inside and cut with a sharp knife. The interior tubing, etc. was reproduced using square and rectangular lengths of brass tubing (available from most good hobbyshops). Plastic sheet was glued around the inside edge of the funnel and drilled. Additional detail was achieved with "stretched" sprue and twisted pieces of ship's railing.

TURRET BARBETTES

The interior well was made from thin plastic sheet, rolled and glued into place. Additional pieces of plastic sheet were added just below the top edge and partially down. These thicker areas were then scribed with a pyrograph tool to simulate the remains of the teeth on the turret mechanism.

BOW BREAKWATERS

These needed the supports added which was achieved using pieces of thin plastic sheet cut into tiny 2mm squares and glued into place. Once dry, the plastic sheet was cut from an approximate 60° angle, using a sharp chisel bladed knife. The breakwaters

received an additional coating of liquid cement to secure any supports that may have come loose.

THE STERN

When Bismarck capsized and sank, part of the stern sheered off from the main hull, weakened by the many fires. This part now lies in the debris field some distance from the main wreck.

To achieve this effect some 50mm was cut off the stern of the kit. Then the interior decks and side walls were built up using more plastic sheet. Lead foil was cut with sufficient surplus to form the overhanging deck floors. After gluing these parts in place some bending and twisting finished the job.



Small pieces of lead foil were randomly glued, hanging from the ceiling or lying on the deck floors.

STEAM CATAPULT

The kit's catapult leaves a lot to be desired, and some amount of superdetailing was called for. A strip of ship's railing was secured to the inside track of the kit part, with pieces of "stretched" sprue glued diagonally across the top of the railing. The catapult covers were made from small squares of lead foil glued on top of and around the catapult.

After the construction was completed, the model received some extra detailing on its superstructure and main deck in the form of railings and a small length of anchor chain (VP N°619). The watertight doors, hatches and life rings scattered around the superstructure are part of a relief etched detail set.

PAINTING

The entire model was sprayed with Medium Sea Grey (Humbrol 165), with the main deck handpainted in Desert Yellow (Humbrol 93). The lower hull (below the waterline) was sprayed Red Leather (Humbrol 180), the waterline masked and then sprayed black. The swastika's on the bow and stern of the main deck were handpainted. Matt varnish was applied to the entire model and left to dry thoroughly.

WEATHERING

By far the hardest part of the project. To simulate the growths on the side of the Bismarck's hull I used some paper paste, dabbed randomly on both sides of the kit. Fine sand was sprinkled onto the wet areas, the excess being removed when all had dried considerably.

A wash of Raw Umber oil paint was applied all over and allowed to dry. Drybrushing came next, using Light Grey, Desert Yellow and Matt White. A second wash, this time of Burnt Sienna oil paint preceded drybrushing with the same colors (after an overnight drying process).

Streaks of Raw Umber and Burnt Sienna were spread over the model using the paintings of the wreck from Dr. Ballard's book as reference.

Finally, the finished replica was set into its plaster base and the still moist plaster shaped to simulate the silt. Patches of paper paste were also applied to some areas on the main deck and superstructure, upon which dry plaster powder was sprinkled to achieve a textured surface. The plaster surrounding the model got the same treatment and the excess powder was

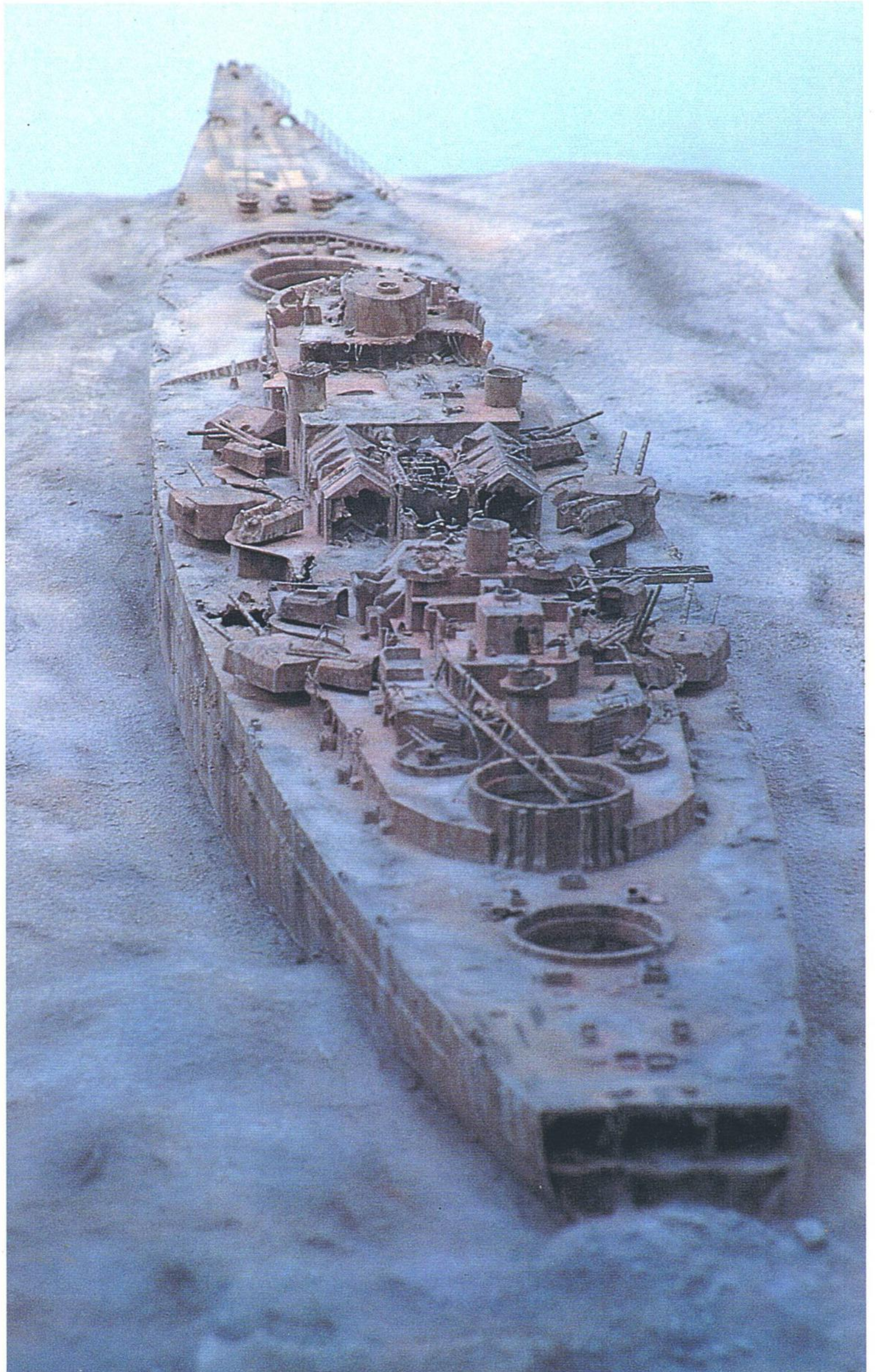
later removed. A wash of Paines Grey/Yellow Ochre oil colors was applied to the dried surface, only needing the artists pastel chalks treatment. For this, various shades of greys, browns, reds, whites and a little black were used. To give the diorama a bluish appearance when on display a blue-tinted clear acrylic cover topped the base plate.

EPILOG

The model has raised more than a few eyebrows when on display at various shows throughout England and induced

a lot of questions as well as gaining praise from fellow modelers.

Myself, I enjoyed the project immensely and will shortly start another BISMARCK diorama, this time depicting her as she was about to engage the British warships HOOD and PRINCE OF WALES.





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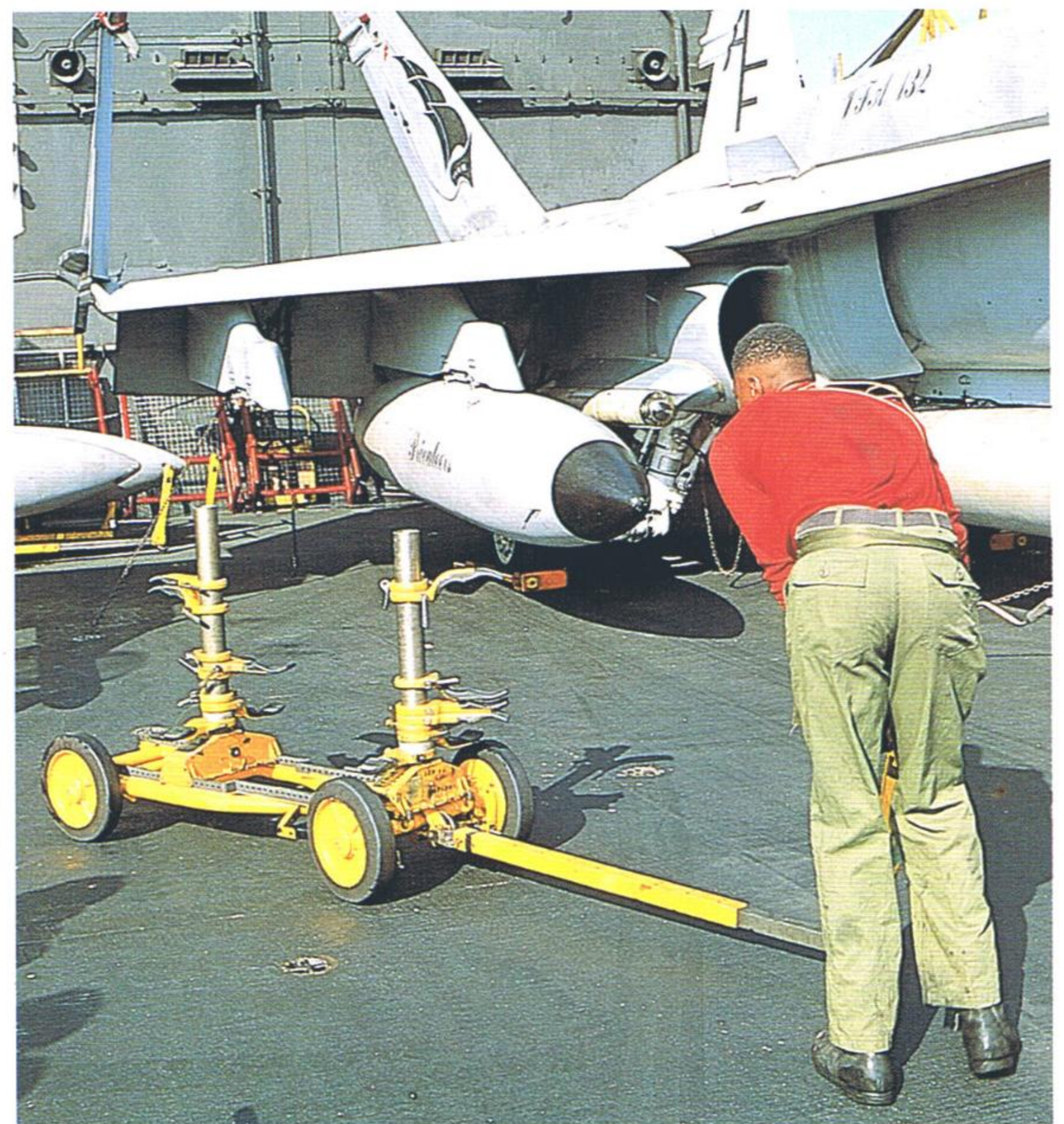
LATE SUMMER 1940
The lightning conquest of France by the Nazi juggernaut is complete. Occupation settles into routine, the Surrealists take refuge, and the Danish leaders all have the same dead foreheads, at least in the beginning. An uneasy calm now prevails, interrupted only by the flares of tanks and trucks over the cobblestone streets of what was La Seine République.

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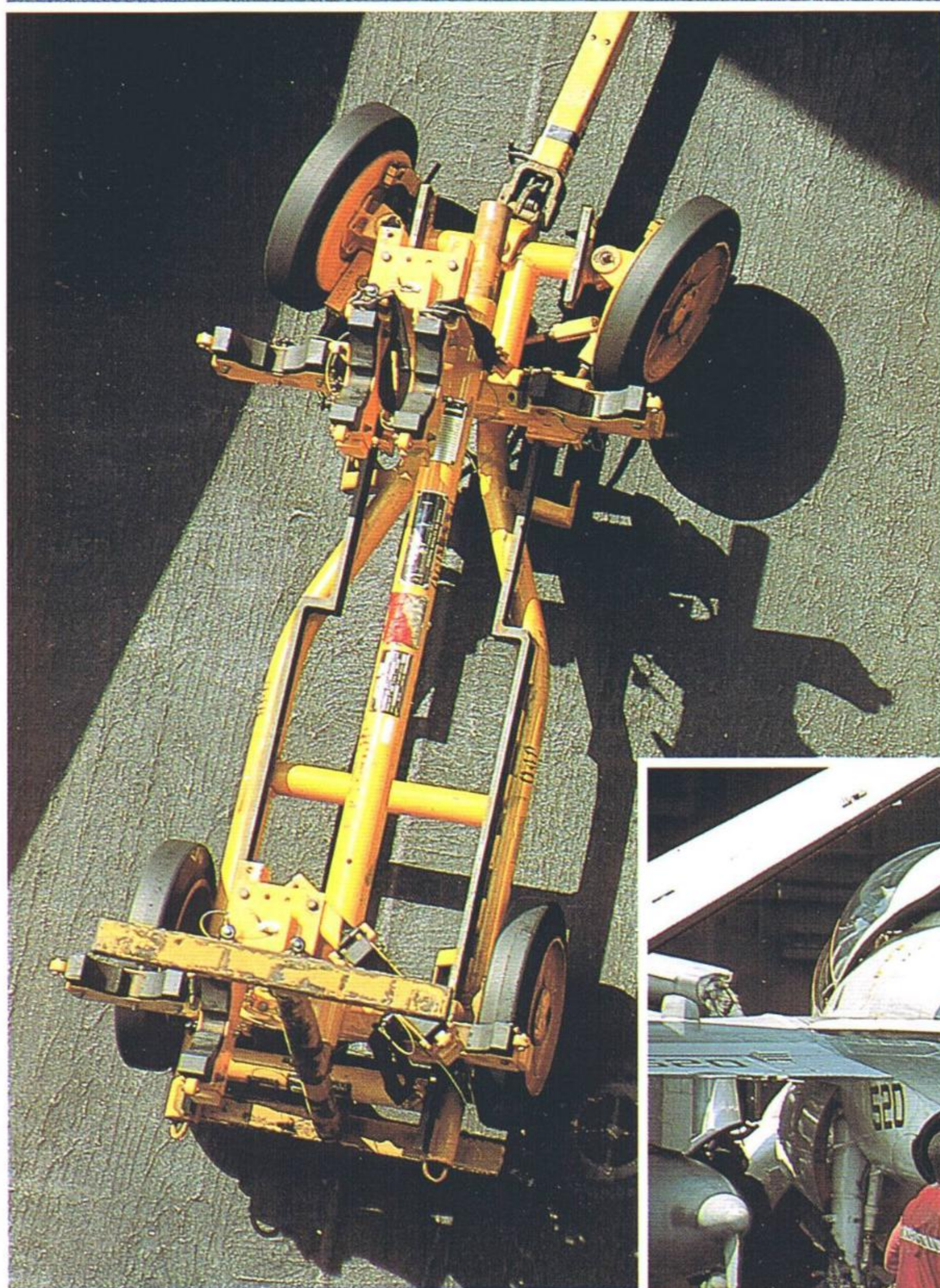
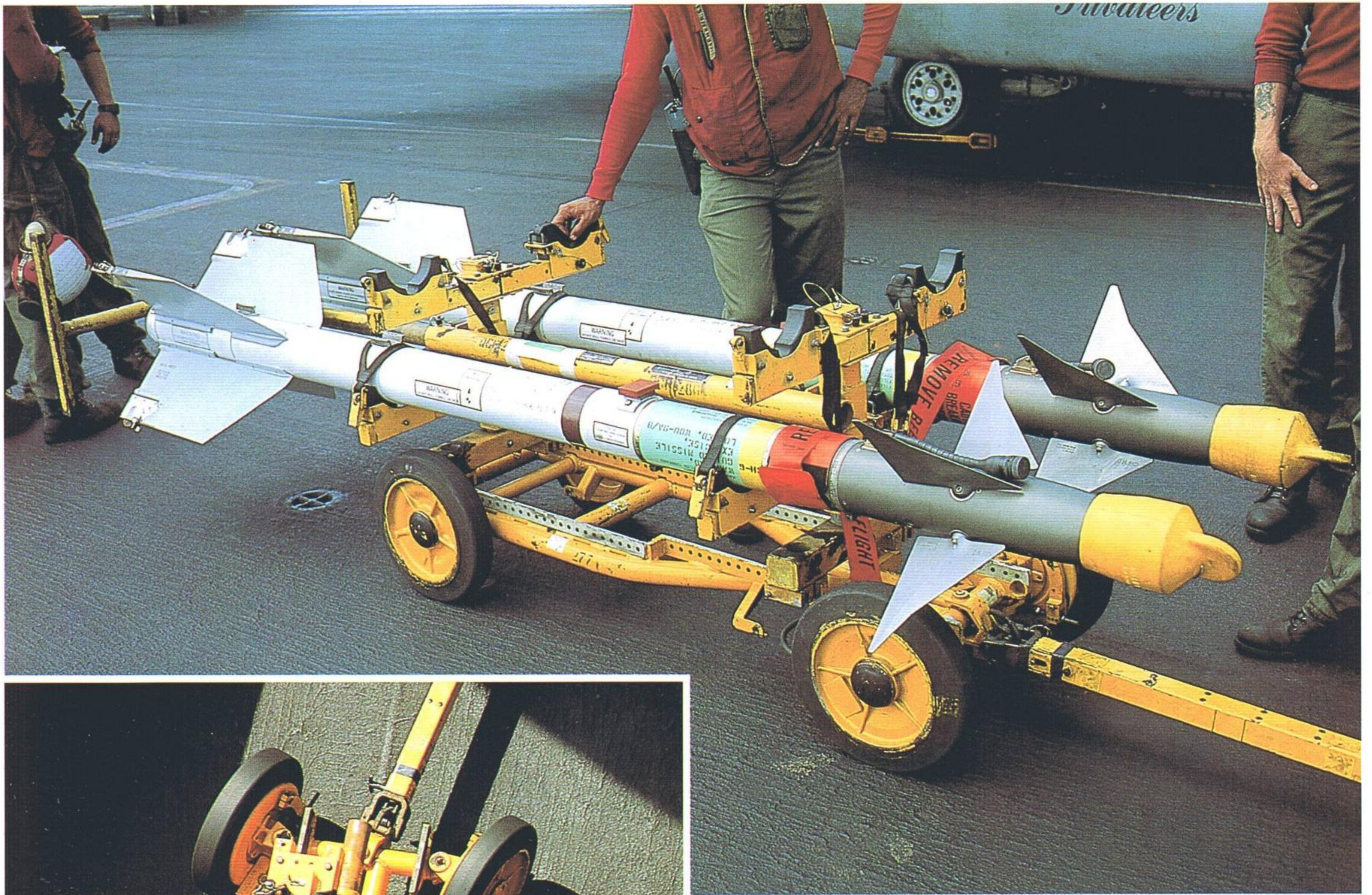
IN FOCUS:
US NAVY'S
"MISSILE MOVERS"



In this issue we will focus on a very important piece of equipment in use with the US Navy, the "Missile Adapter". It is used to transport any type of missile from below deck or from the area at right of the island (where these carts are kept on standby, fully loaded) to the aircraft across the flight deck. It consists of a basic tubed frame with some kind of perforated rail assembly on top, enabling the installation of



A weapons specialist about to squeeze an empty missile adapter cart between some parked F/A-18 Hornets on board the USS FORRESTAL.



carried four at a time and secured by adjusting the clamps along the upright support bars. The fins are transported in a utility cart and attached prior to installation of the missile (see page 50, bottom left).

The wheels at front are hooked up to a pivoting assembly for increased maneuverability. The tow/push bar can be extended to clear the missilehead.

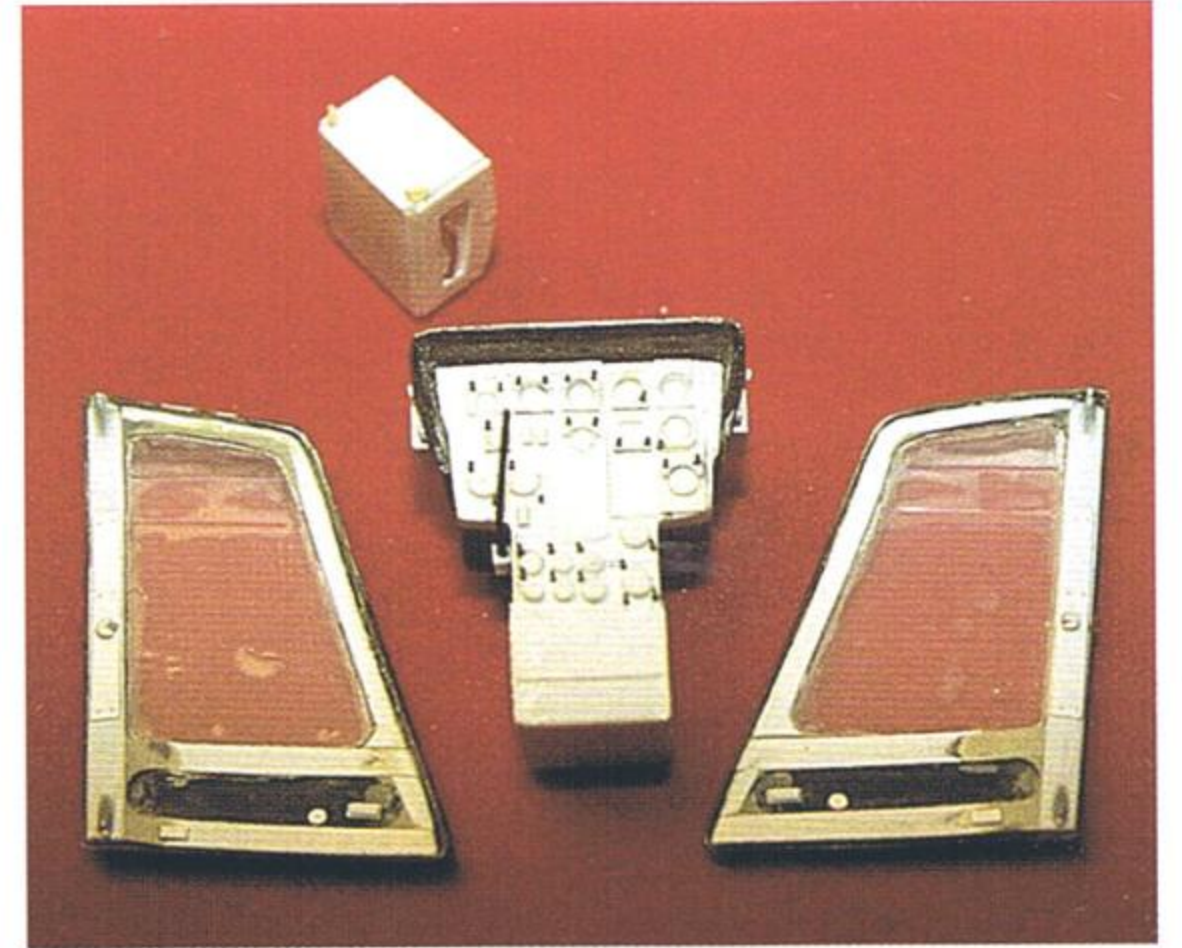
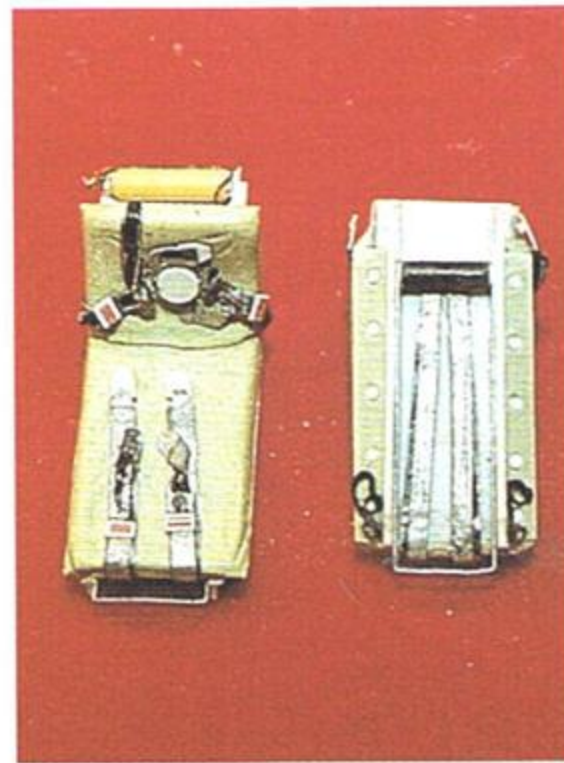
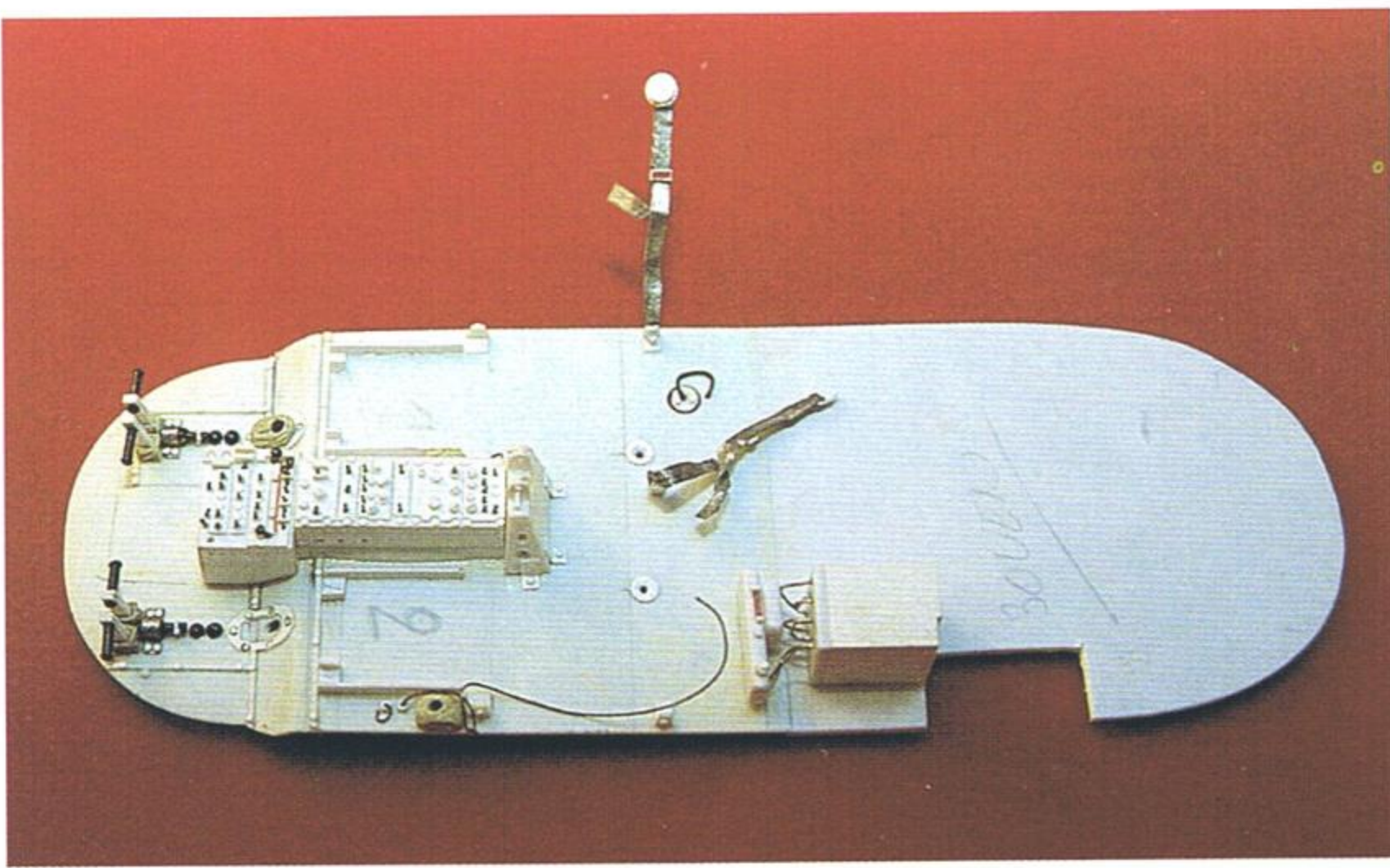
Every carrier has an extensive number of these carts which are always painted bright yellow, like the ones shown here on deck of the USS FORRESTAL.

different types of adapters to fit any missile.

A heavy duty platform with rear extension can be hooked up to carry the AIM-54 Phoenix missile and its fins (page 50, top) which is 4 meters long. AIM-9M Sidewinder missiles can be hauled per pair with fins installed (top) and secured with straps.

The bodies of the AIM-7 Sparrow are





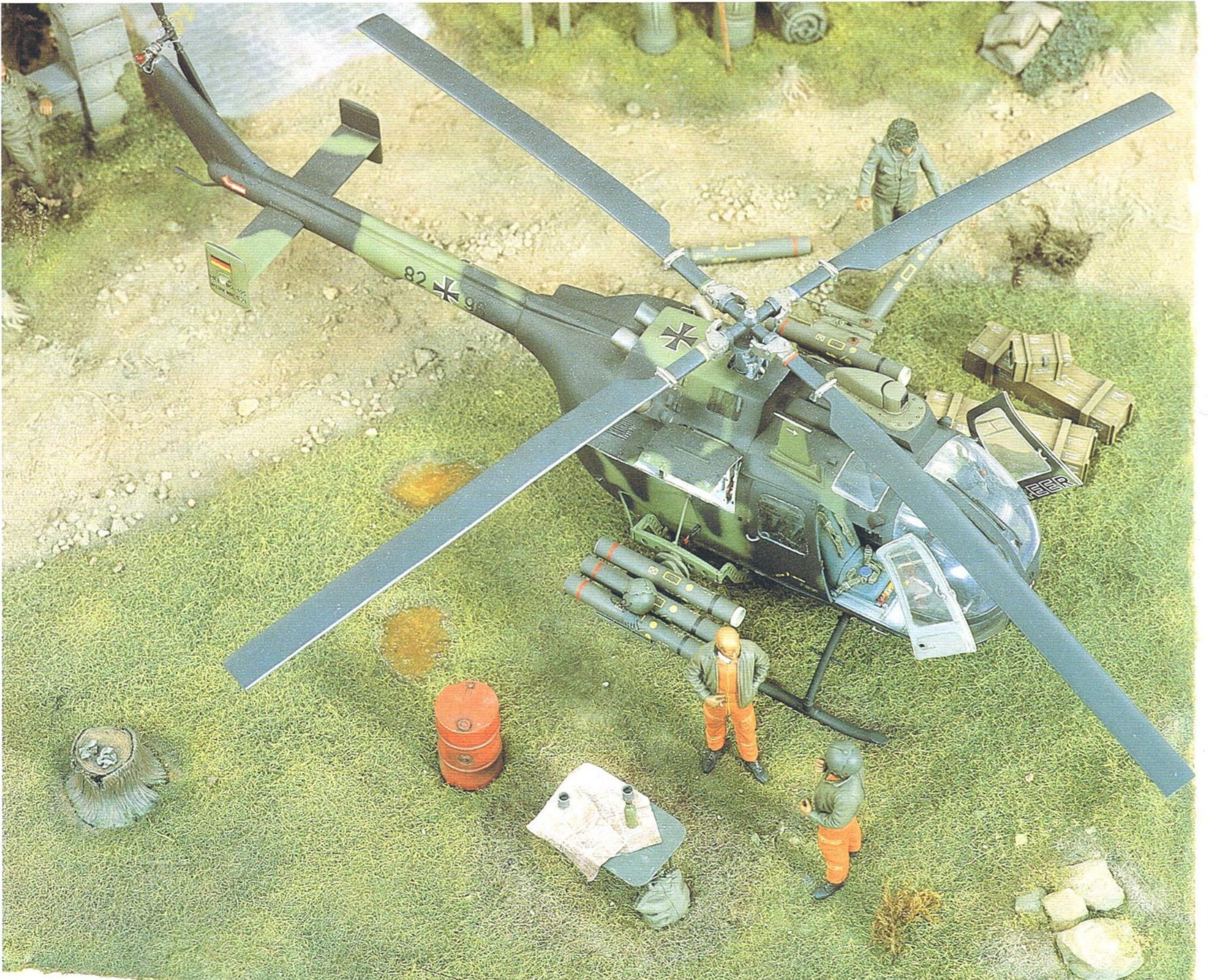
"Facelift"

Revell's 1:32
MBB Bo-105P
"Bolköw"

Edited by



The Revell model company targets the mass market and as a result, their kits are not as high-tech as other, more specialized manufacturers. However, their kits are good basically and with some detailing can be made into nice replicas. This diorama by Dirk VAN GEEL, Belgium, is featuring one of many 1:32nd Revell kits, the Bo-105P Bolköw (extensively updated), some nicely converted 1:35th VP figures and some 1:35th military accessories (also VP), which all fitted-in perfectly. Looks great, Dirk !



WELCOME TO MASTERCON



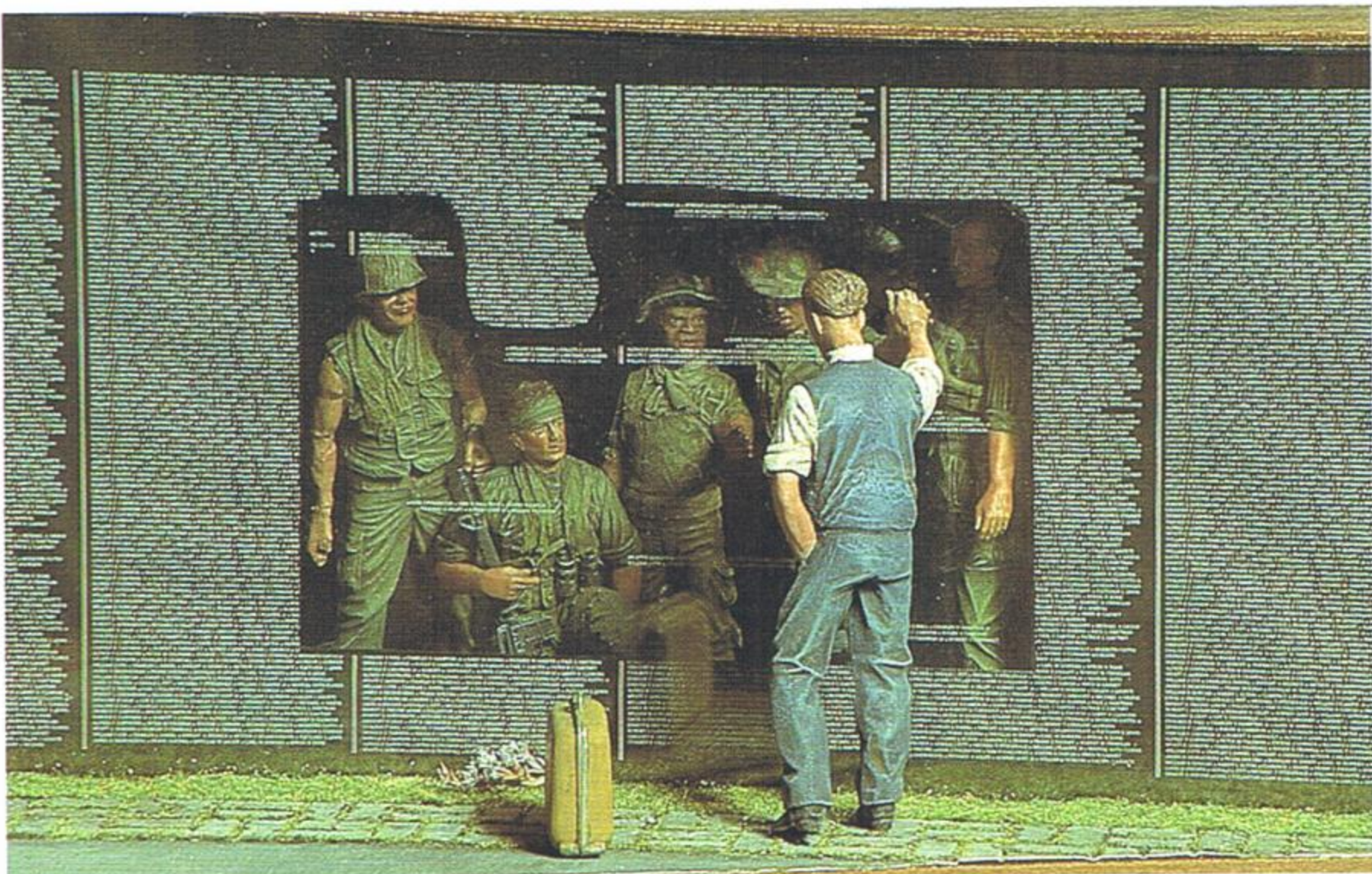
Special Report MASTERCON I

On September 5th, 1992, the first annual Masters Group Convention was held in Lake St. Louis, Missouri, USA. The Masters Group is a 5 year old VLS organization with over a 1000 members from all over the world. The turnout for the show was great, there were over 300 models entered in the competition and the most remarkable aspect was the lack of dental mirrors, magnifying glasses and sour attitudes. Even the hotel staff which has handled conventions for twenty years said this was the most pleasant group of people they had ever served. Many fantastic models were entered by members who had never been to a model show. Many were show veterans who seemed very pleased by the atmosphere

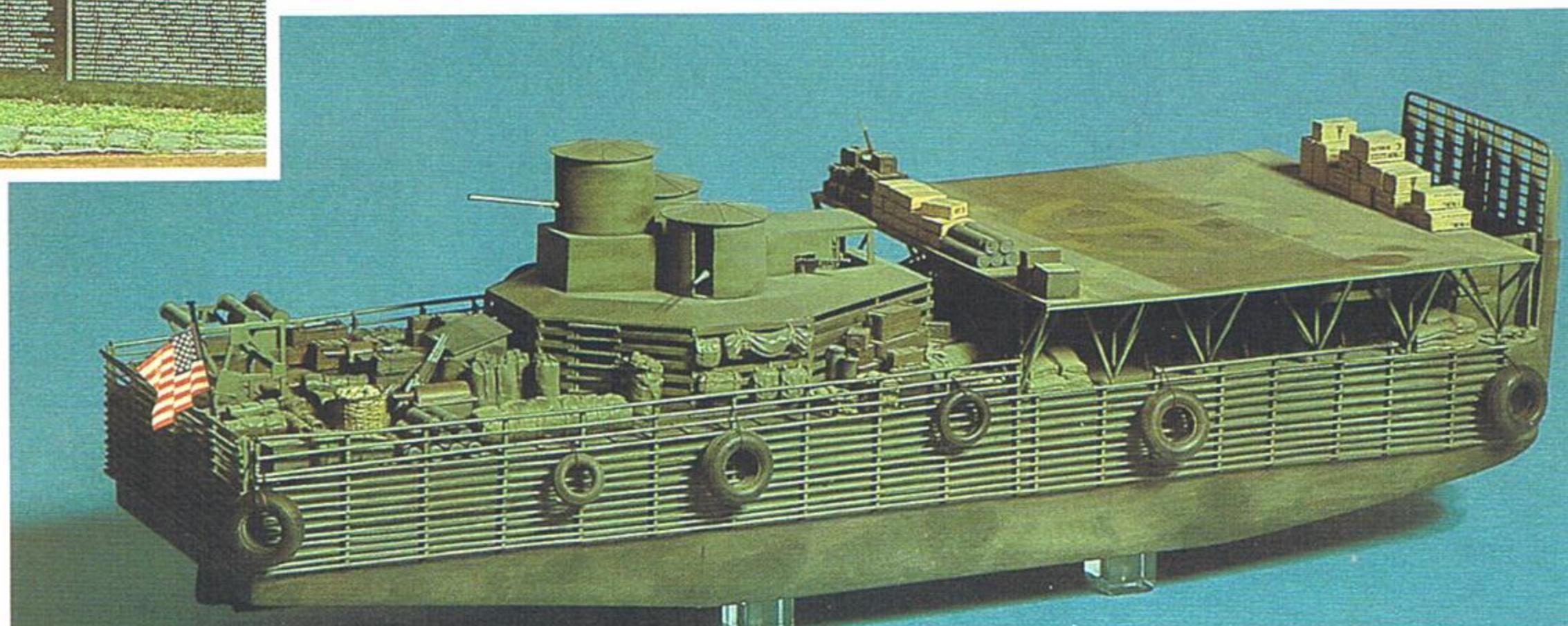
Above : Joe Porter of Houston, TX "Last stand at El Alamein". Gold Medal.

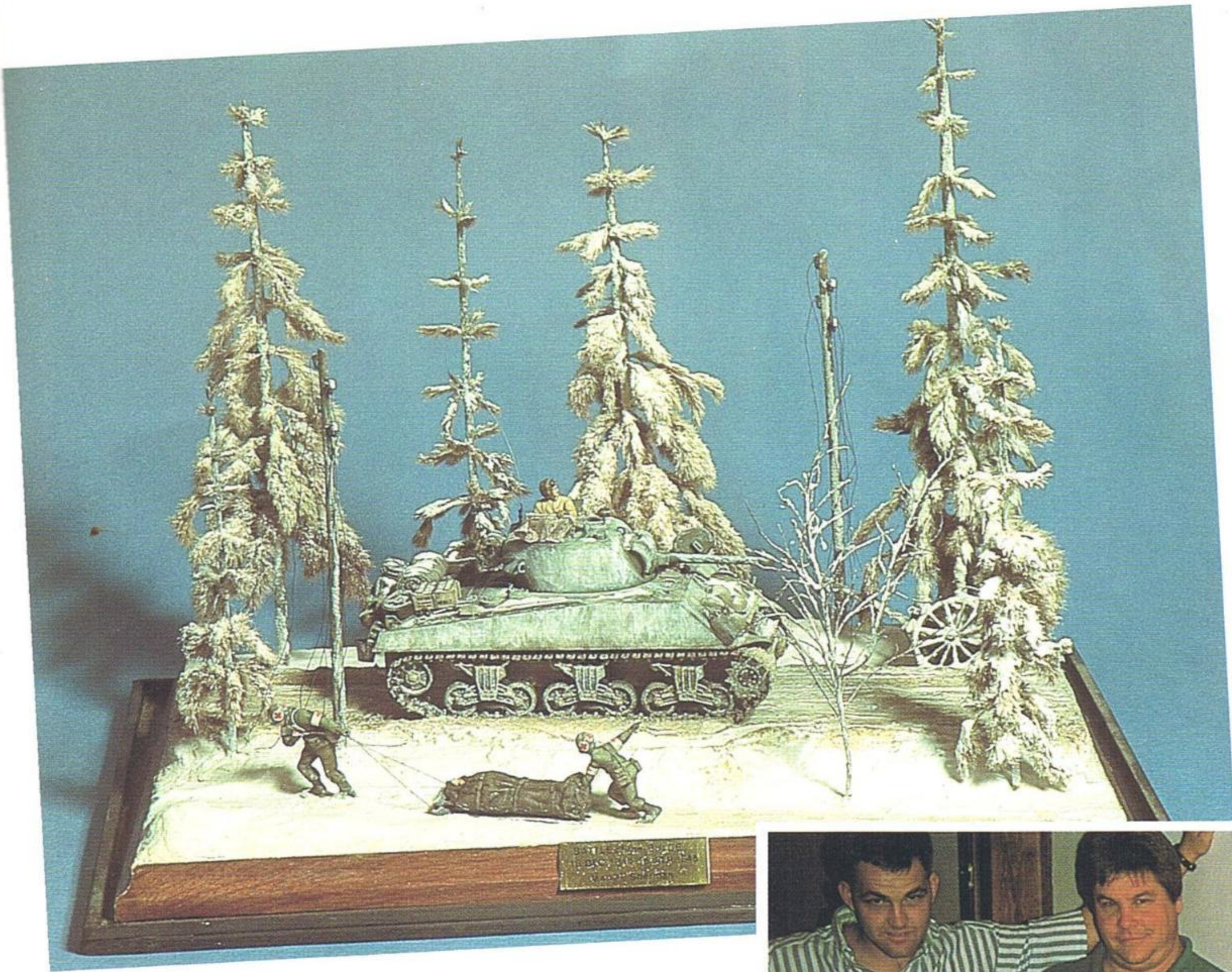
Below : Alleyn Kinney of Salt Lake City, Utah entered this scratchbuilt 1/35 LCM. Alleyn left with several awards including 2 Golds.

The Grand Master Award went to Tracy McCrary of Huntsville, Alabama for his beautiful 1/48 AH-1 helicopter.



Larry LeBeda of St. Louis, Mo. won the Peoples Choice award for this highly imaginative Viet Nam Memorial diorama in 120 mm entitled "Reflections".





Clockwise: Richard Felton of Maryville, Missouri took a Bronze with his "Sherman in the Snow". Richard won numerous other medals including Gold and Silver in several categories; David Peschke took a Bronze with his "Rottenführer"; François and Jef Verswijvel giving demonstrations; James Campbell of Americus, Georgia took a Gold for his "Semper Fi" diorama.

which was unusually positive. There was much interaction at the demonstrations, the competition, the banquet and the seminar. Many attendees have already made reservations for next year, September 4th & 5th, 1993, and expectations are that it will at least double in size. For information about joining contact: : VLS (Mastercon)
811 Lone Star Dr.
O'Fallon, Mo 63366 USA



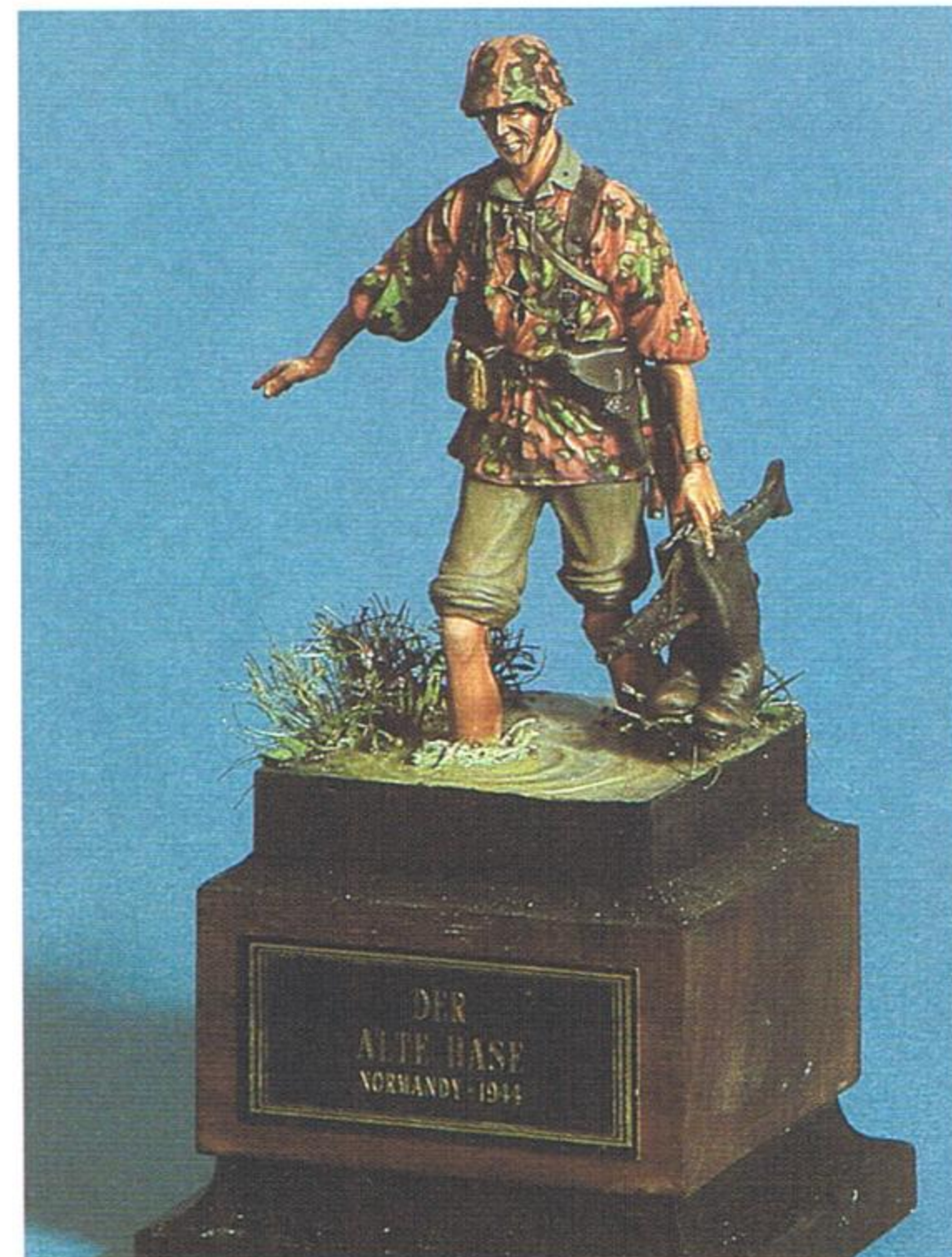
The demonstrations proved to be one of the highlights of the show and we plan to expand this type of activity at Mastercon II.

Excerpts from letters about the first Mastercon:

"I am a 17 year old Masters member who attended the super successful Mastercon 92 with my father; I must point out that before this show he never truly understood what could drive a person to build models as I do, and in turn never truly understood me. I must thank you and your staff very much for showing him what modeling is all about and bringing us closer together."
Mike Bird, Howell, New Jersey



The head table at the banquet and Awards ceremony. The hotel staff prepares for the onslaught of hungry modelers, impatient to chow down and get on with the award presentations.



Dave Peschke of Grays Lake, Illinois won a Silver with this 120 mm "Der Alte Hase".

"The demonstrations were awe inspiring, tour of the facilities and sales area were super, the round table discussions most rewarding, banquet and award ceremonies fantastic, I'm out of superlatives, thanks".
Gerald Paddack, Fuquay-Varina, North Carolina

"Your organization continues to set the standard, I was truly delighted to participate in Mastercon 92".
Joe Porter, Houston, Texas

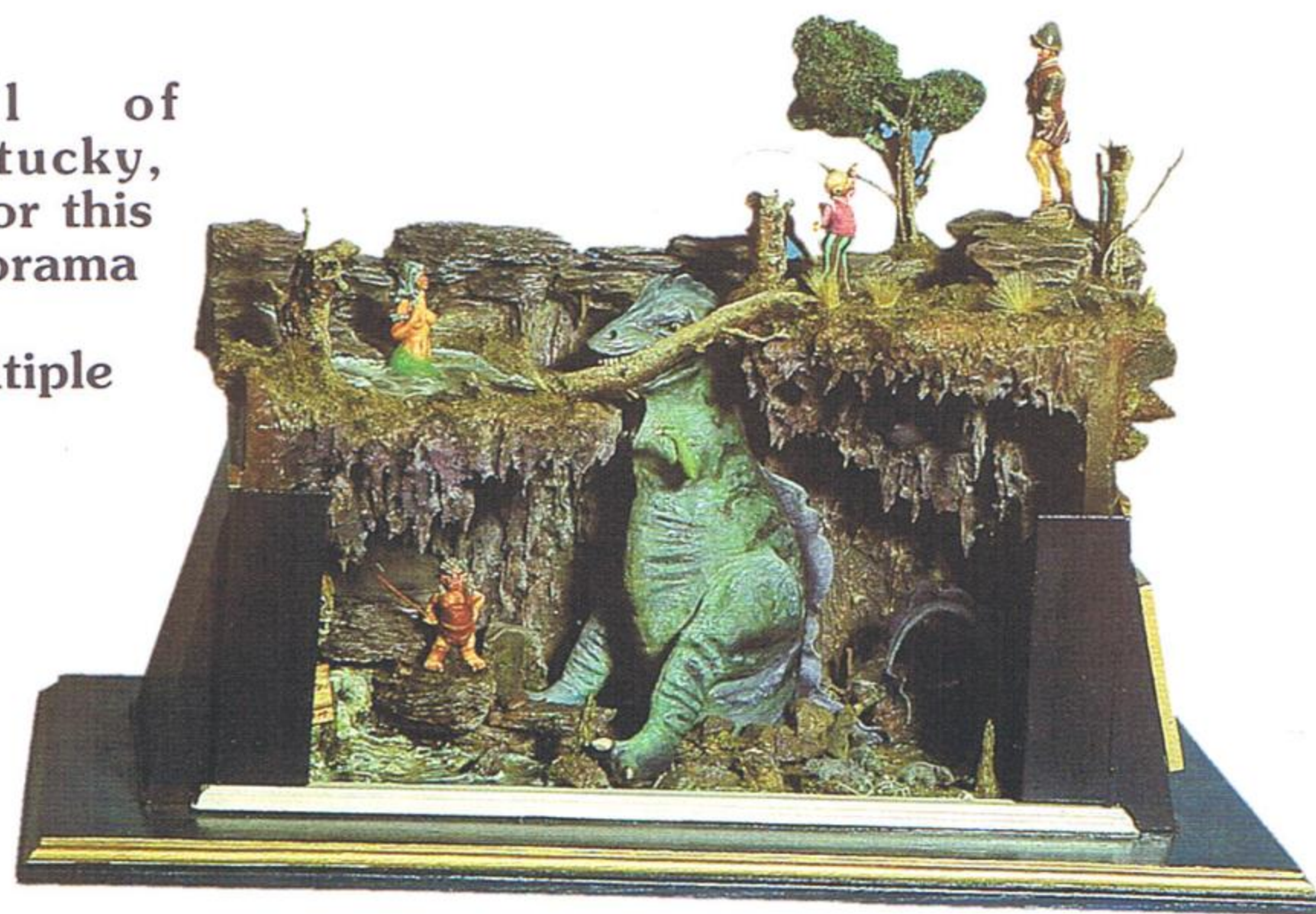
"I have attended many contests, none of which can compare with the atmosphere fostered by VLS Mastercon".
Bob Langenberg, Montgomery, Alabama

"I can't begin to tell you what a great time I had at Mastercon, I had no idea I would leave with an award, not to mention two!"
Victor Nico, Goose Creek, South Carolina

"Congratulations on a convention well done. Every facet was well orchestrated and truly enjoyable. You succeeded in bringing together a really enthusiastic group of people with similar interests."
Steve Wikle, Reading, Pennsylvania

"Thanks for a great show, we know you have heard it from so many sources, but we believe you should hear it again; Let's hope that as the word spreads about the competition system some of those sanctified groups will begin to realize that if they don't change they will become dinosaurs":
Don Kanaval, Nicholasville, Kentucky

Donald Kanaval of Nicholasville, Kentucky, won a Gold Medal for this beautiful fantasy diorama called "Mermaid". Don also was a Multiple winner.

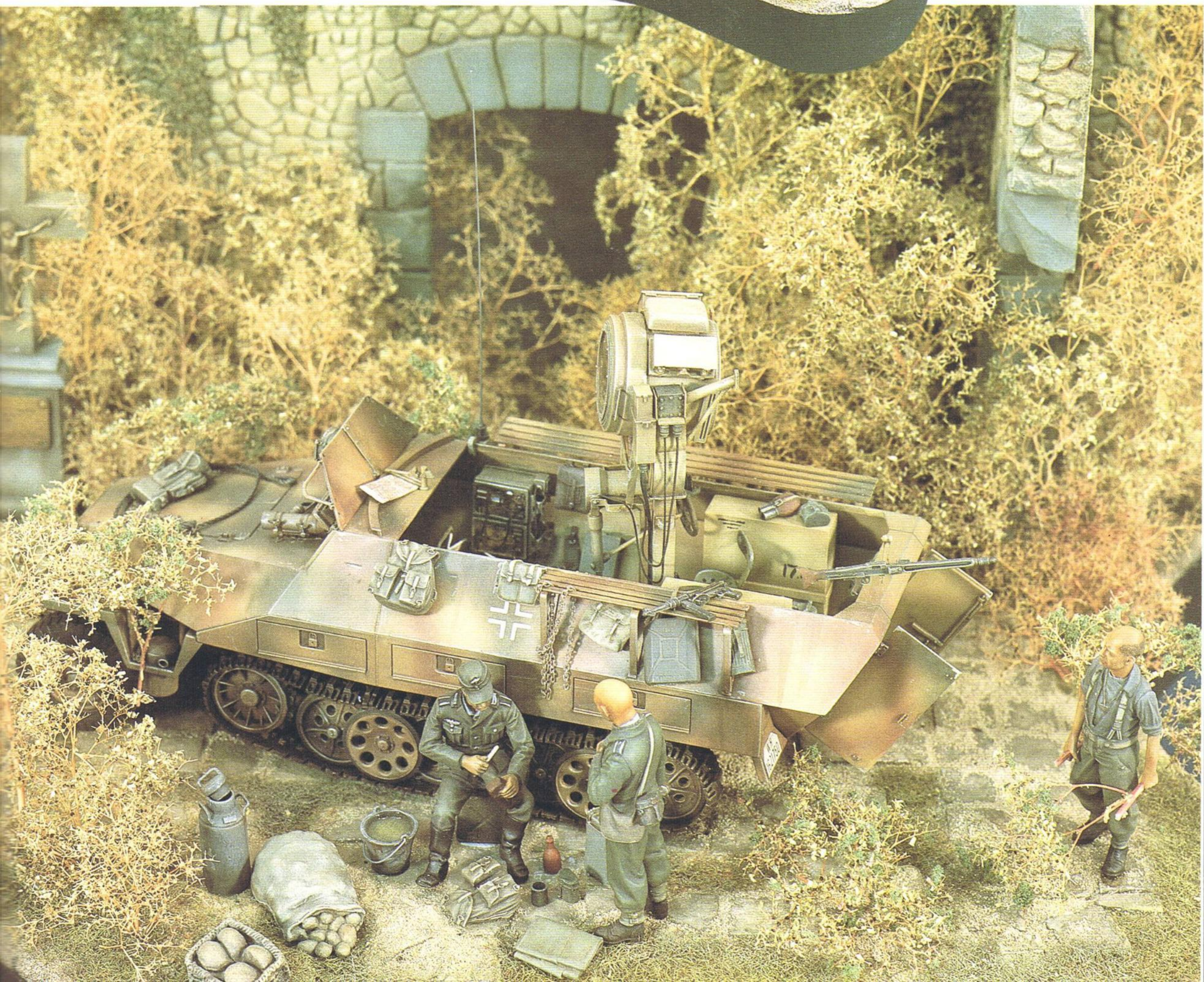


Left to right: Bob Letterman and François Verlinden awarding Larry LeBeda the "Peoples Choice Award" for "Reflections".



The SdKfz 251/20 "UHU"

Nightvision infra red
searchlight
conversion
in 1/35



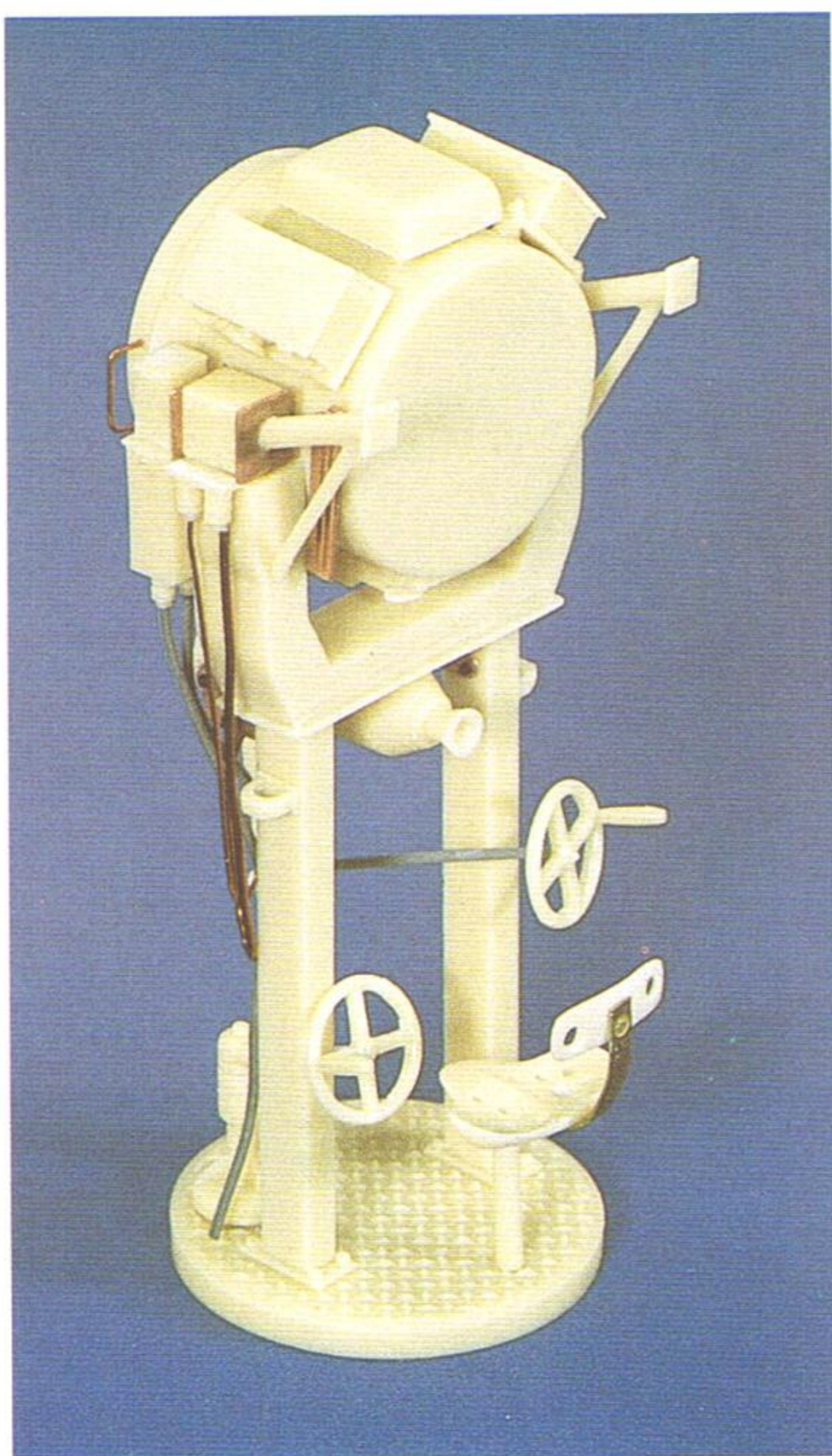


Fig.3 The 60cm infra red searchlight assembly now ready to be installed in the halftrack. Note the lifelike treadplate and seat.

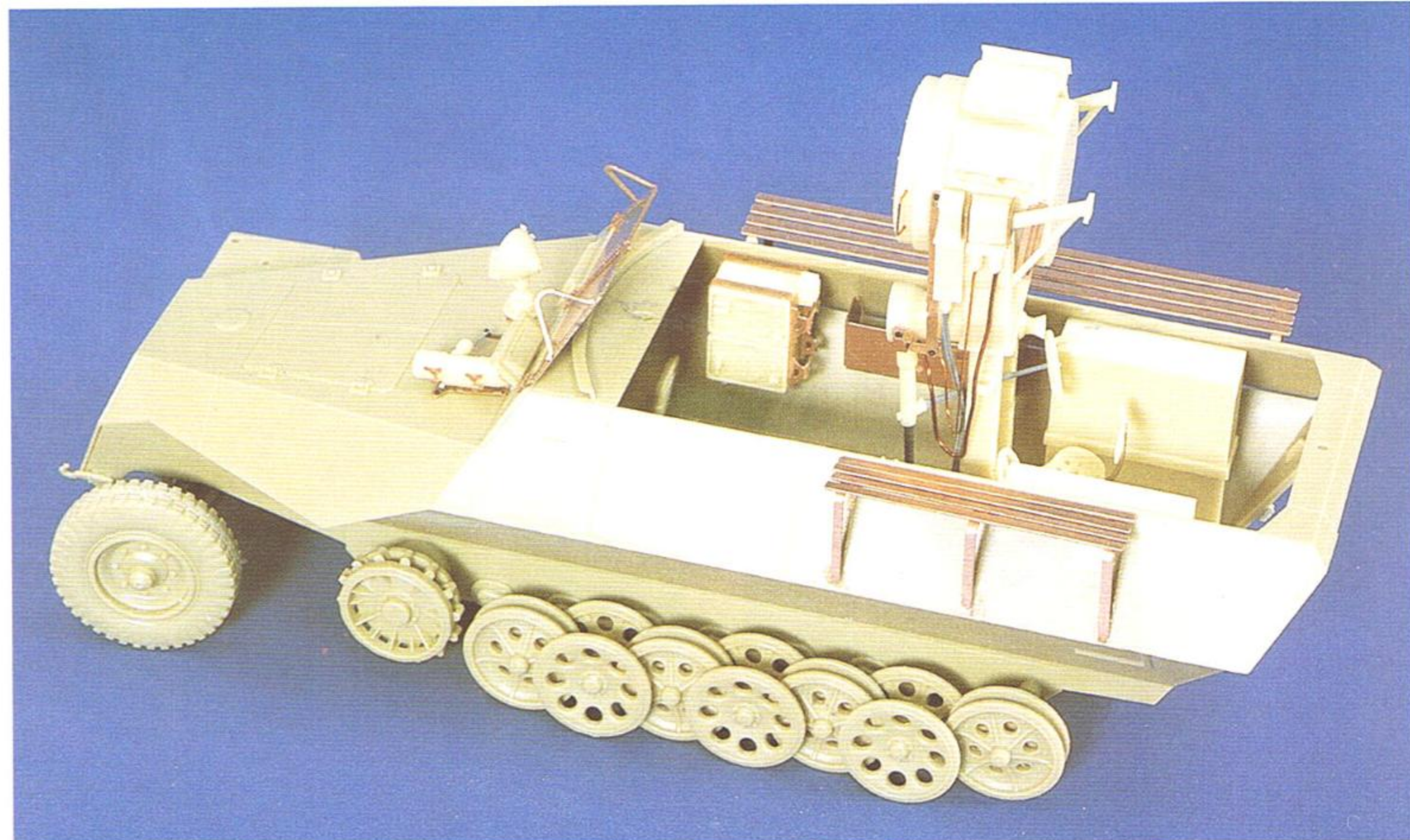


Fig.4 The nearly complete "Uhu" prior to painting. The conversion parts are clearly distinguishable.

Late in 1944 the Germans introduced specialized Panther tank units equipped with night vision infra red telescopes. To provide these units with a better illumination of the battlefield, a 60 cm infra red searchlight unit was mounted on the versatile SdKfz 251 halftrack vehicle redesignated SdKfz 251/20 and referred to as "Uhu" (Owl).

VP has provided a complete conversion kit for the Tamiya SdKfz 251/1 (Kit No. 35151). The conversion kit contains the complete searchlight unit, interior storage boxes, a new floor, new radio equipment, walkways at the side of the superstructure and full night sight equipment for the driver. Combining these two high quality kits is a relatively simple operation and results in a unique piece of military history.

The diorama represents a typical scene in late autumn, 1944 at daybreak. The crew is preparing a quick breakfast as they camouflage their vehicle before the Allied fighter bombers make their daily run. The diorama was first layed out on a piece of marine styrofoam, an outline made to the shape and the styrofoam was then cut to shape. This method leaves no hard to

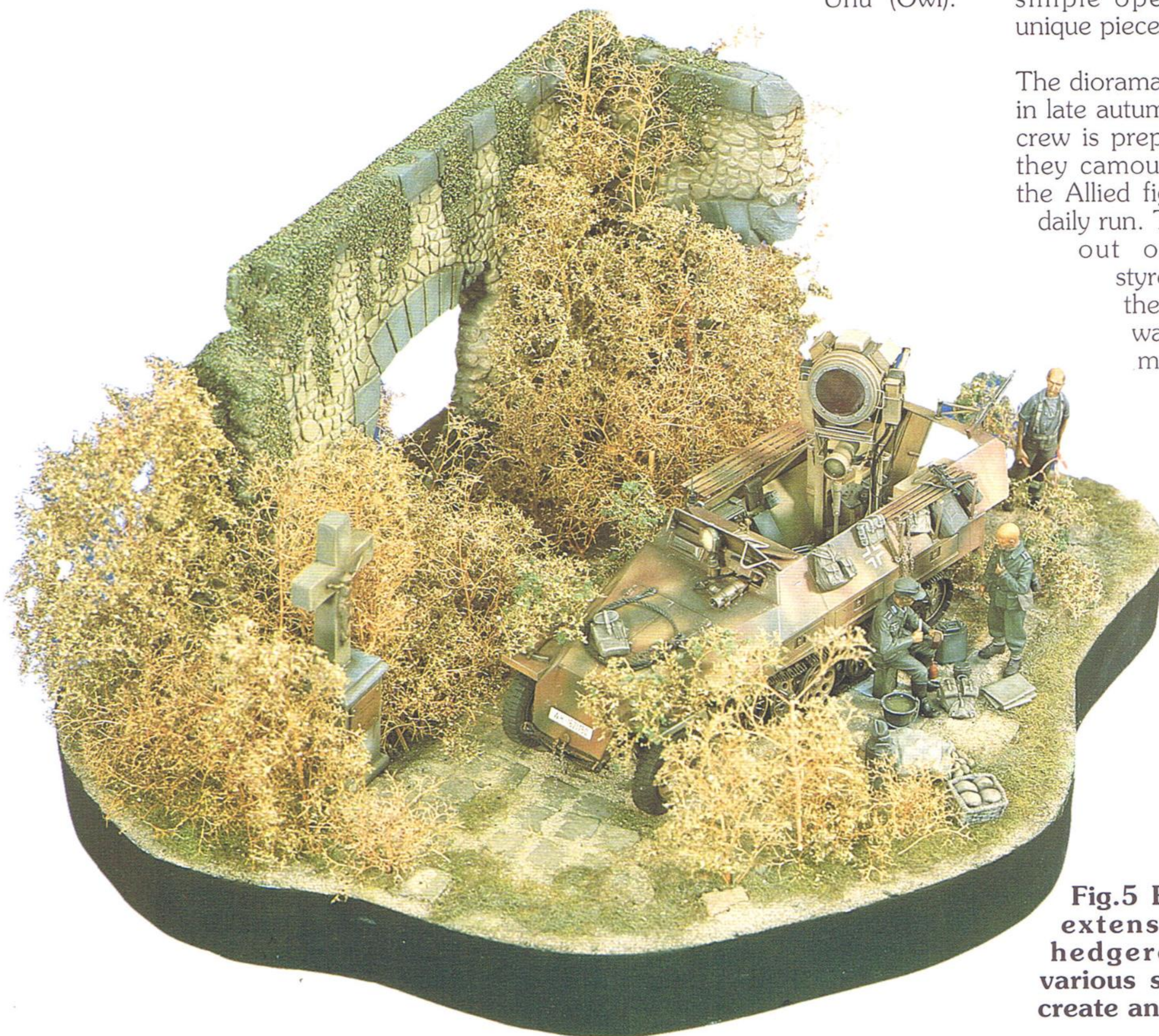


Fig.5 Birdseye view. Note the extensive use of the VP hedgerows airbrushed in various shades of red brown to create an autumn mood.



balance corners. The shape of the base perfectly fits the layout. The Trophy Old Ruin was used as a backdrop. The VP Hedgerows were selected and airbrushed in autumn colors, (various shades of red brown), the groundwork was made of Porion and Trophy gray and red tiles, with static grass growing around and up through the tiles.

The vehicle was laden with tools, weapons and equipment from various VP accessory sets. Sets 569 German Tool & Ammo Boxes and 637 German Infantry Equipment WW II were naturals for this layout. All figures are VP, 676 German Engineers, 662 German Resting and 634 German POWs. A roadside shrine from VP 722 was slightly converted to fit its environment and the foliage to give it the appearance of being overgrown with brush and weeds.

A simple, easy to build diorama, with professional results.

Fig.6 A roadside shrine partially overgrown as a final touch (VP 722).

Fig.7 A closer look at the crew as they prepare breakfast and attend to the camouflage routine.





"Flakstand"

Looking for a new challenge in 120mm



The constant flow of new 120 mm figures by VP during the past several years has created a revolution in the figure market. The VP range has exploded in a short time to almost a hundred figures creating a tremendous potential for conversions and posing.

More recently, accessories and equipment have been released increasing the possibilities even more. This phenomenon has pulled modelers of armor and aircraft into the fold that previously never had an interest in figures and created a demand for heavy weapons and vehicles in the 120mm or 1/15th scale.

There are a few 1/16 scale kits on the market and may possibly be used in some instances but are generally too small for 120 mm. With the release of the Nebelwerfer, 2cm Flak, and 37mm PAK, dioramas are springing up everywhere in this scale.

By the time this issue goes to press, a Kubelwagen will already be widely distributed and who knows what the next year will bring.

The Flakcrewman on watch scans the skies for enemy aircraft.



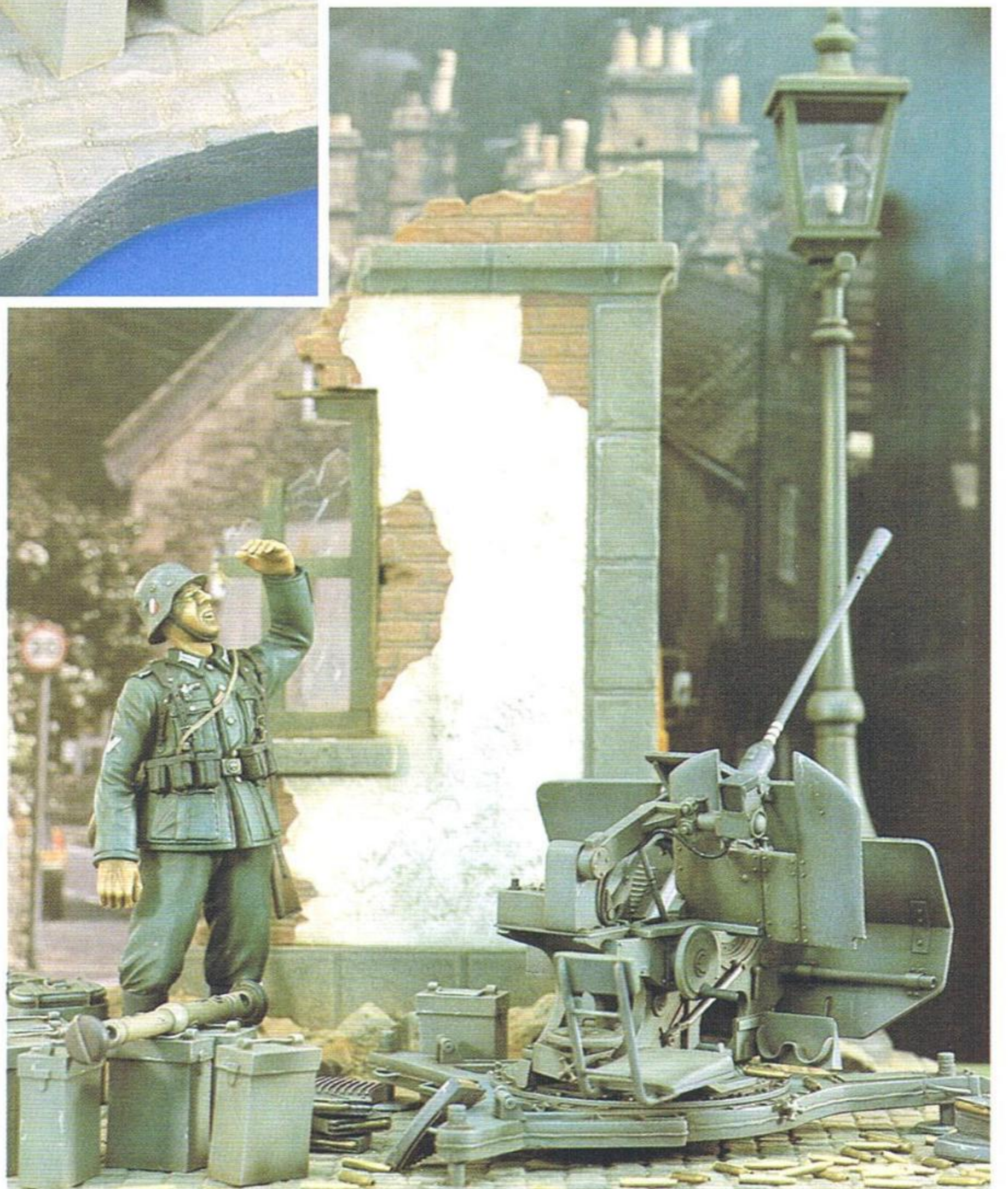
The 2 cm Flak with ammo placed strategically for quick access in the event of an air raid. Also note the extensive use of pastels throughout the groundwork, street and debris.

With this in mind, VP has released a large 120 mm diorama base depicting a cobblestone street corner with the remains of a battle damaged house complete with debris that can be used for any WW II diorama of Western Europe. The kit contains only 3 parts, base and 2 walls, making construction simple and straightforward.

For our scene we used VP's 2 cm Flak, Flakcrewman and a selection of items from various accessory sets, the new 2 cm ammo set with ammo clips, ammo boxes and cartridge cases. VP's Lamp Post filled an empty corner perfectly.

Painting was done with Humbrol enamels and using the tried and true system of washes and drybrushing repeatedly discussed in our books and magazines. Pastels were also used liberally throughout.

The 1/15th scale diorama compared to a 1/35th is awesome and has a dramatic impact on both modelers as well as the general public.



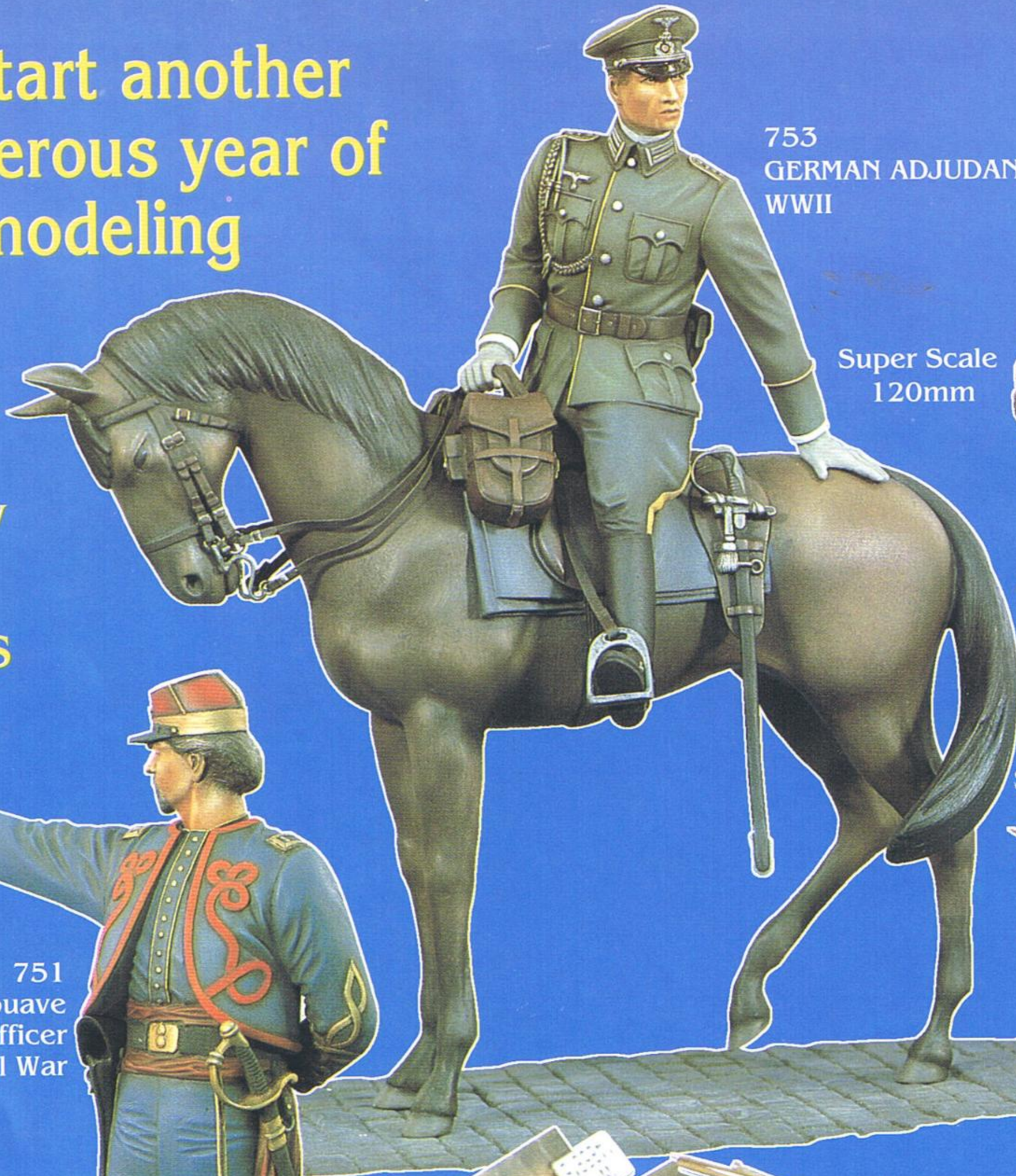
To start another prosperous year of modeling



VERLINDEN PRODUCTIONS

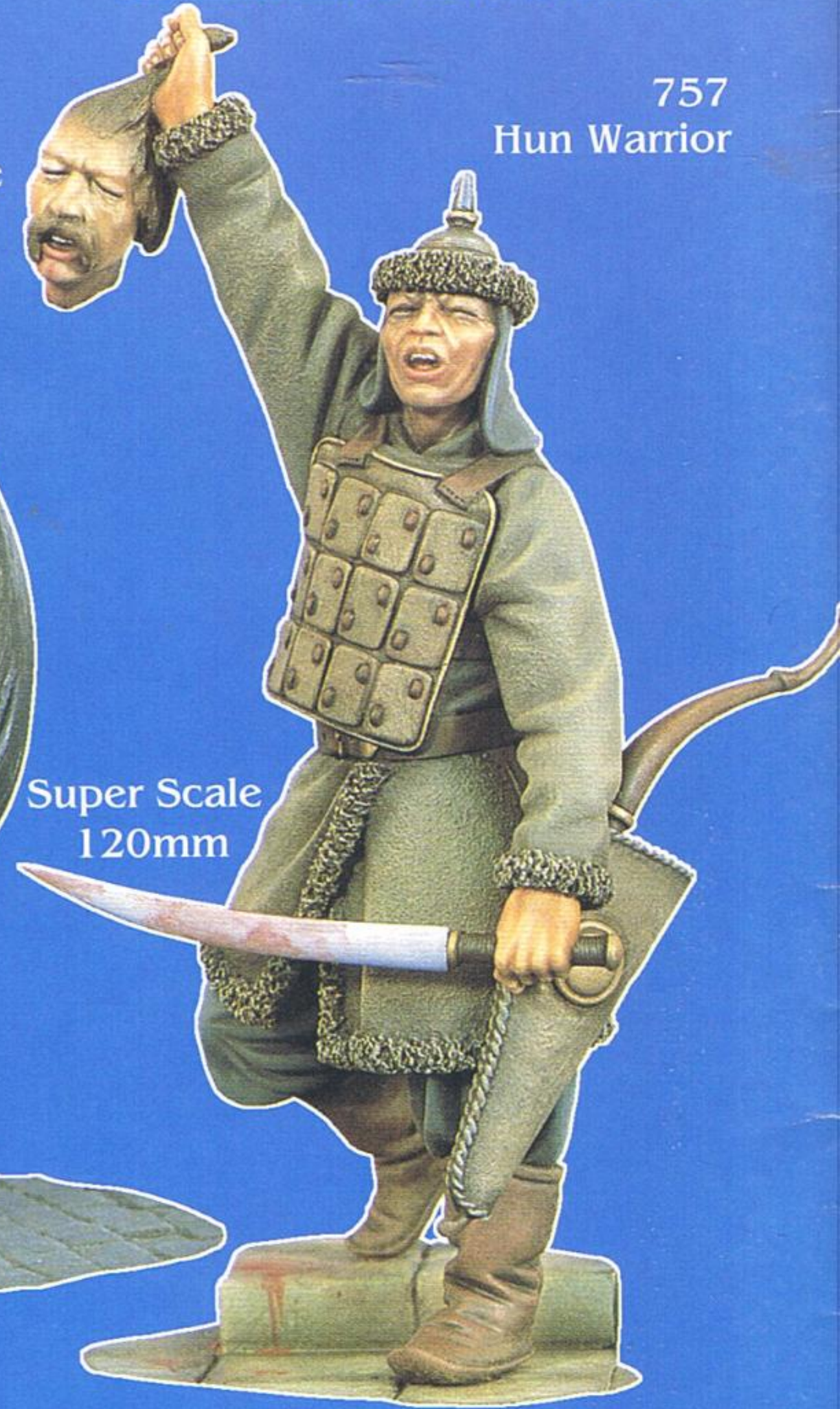
(some) January 1993 releases

753 GERMAN ADJUDANT WWII



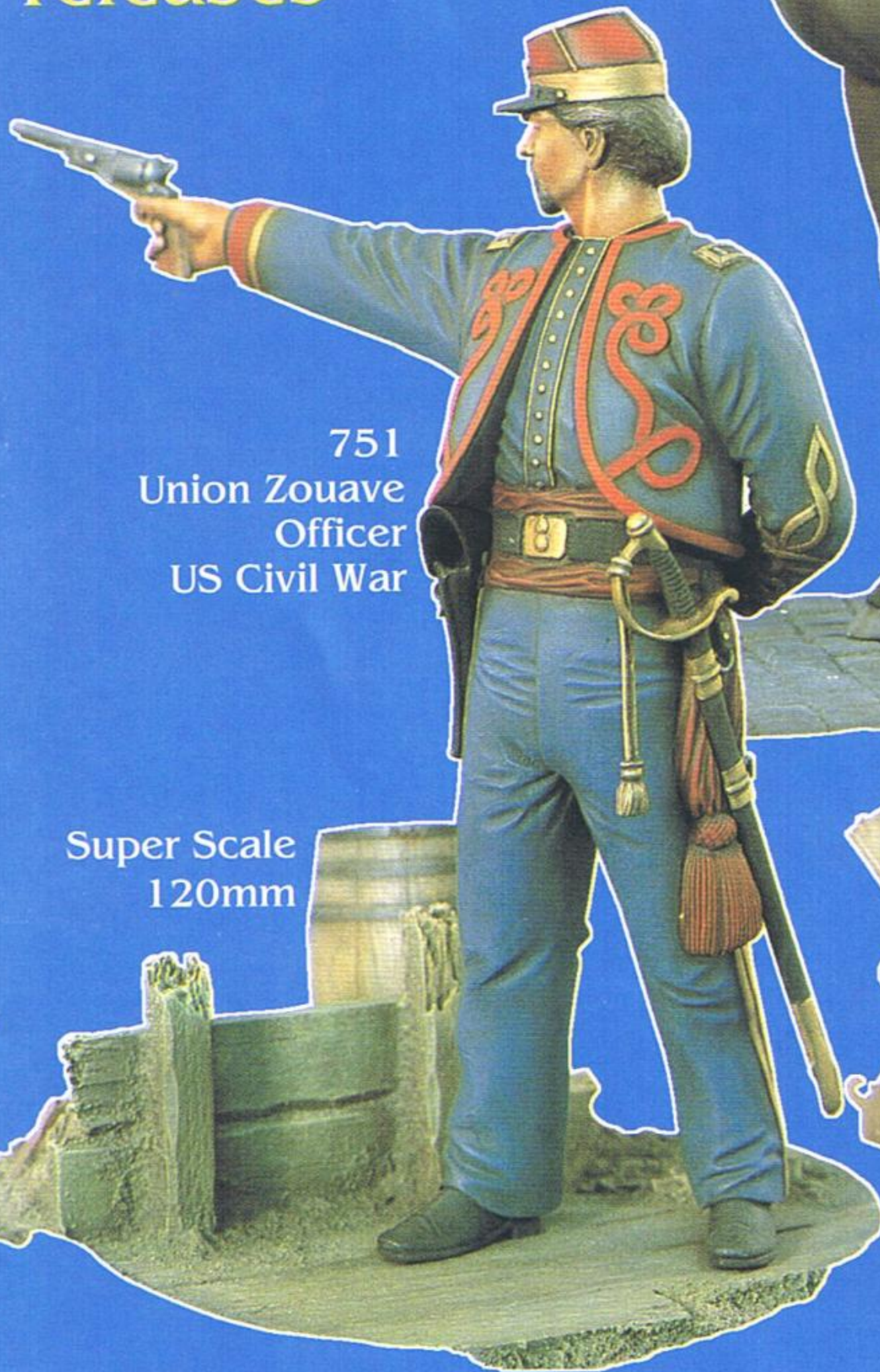
Super Scale 120mm

757 Hun Warrior



Super Scale 120mm

751 Union Zouave Officer US Civil War



Super Scale 120mm

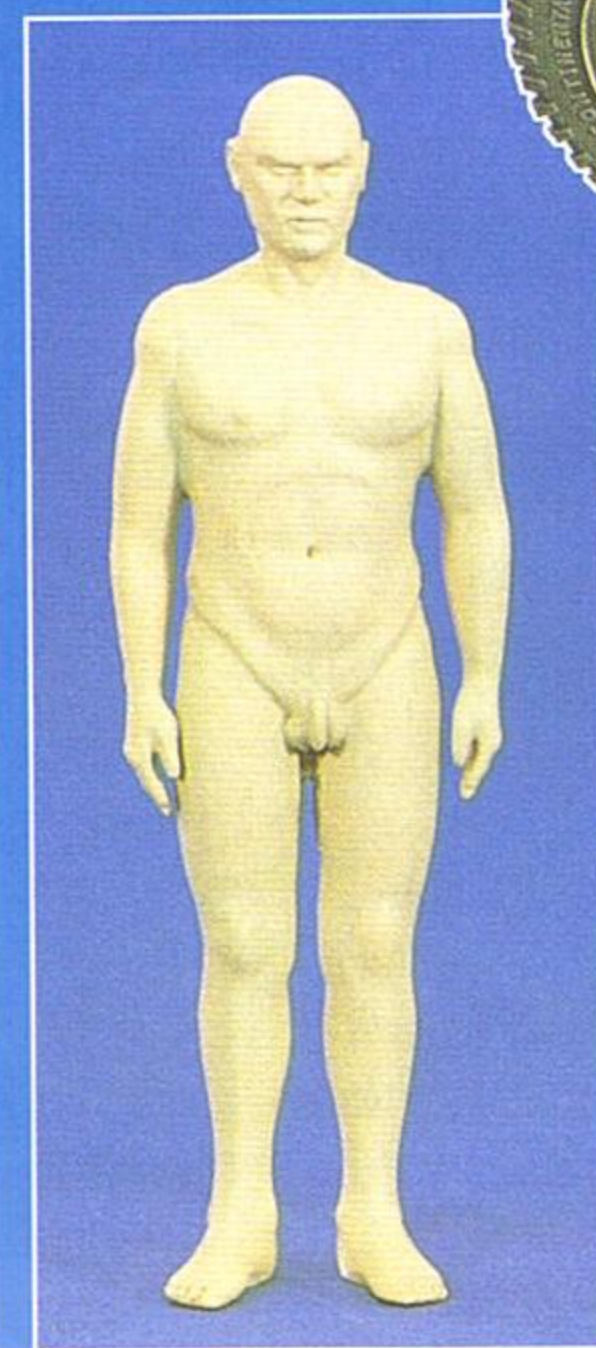
749 WWII German Kubelwagen



754 US Cal.30 Machinegun Team

1:35

758 Germans WWII Cold/Wet Dress

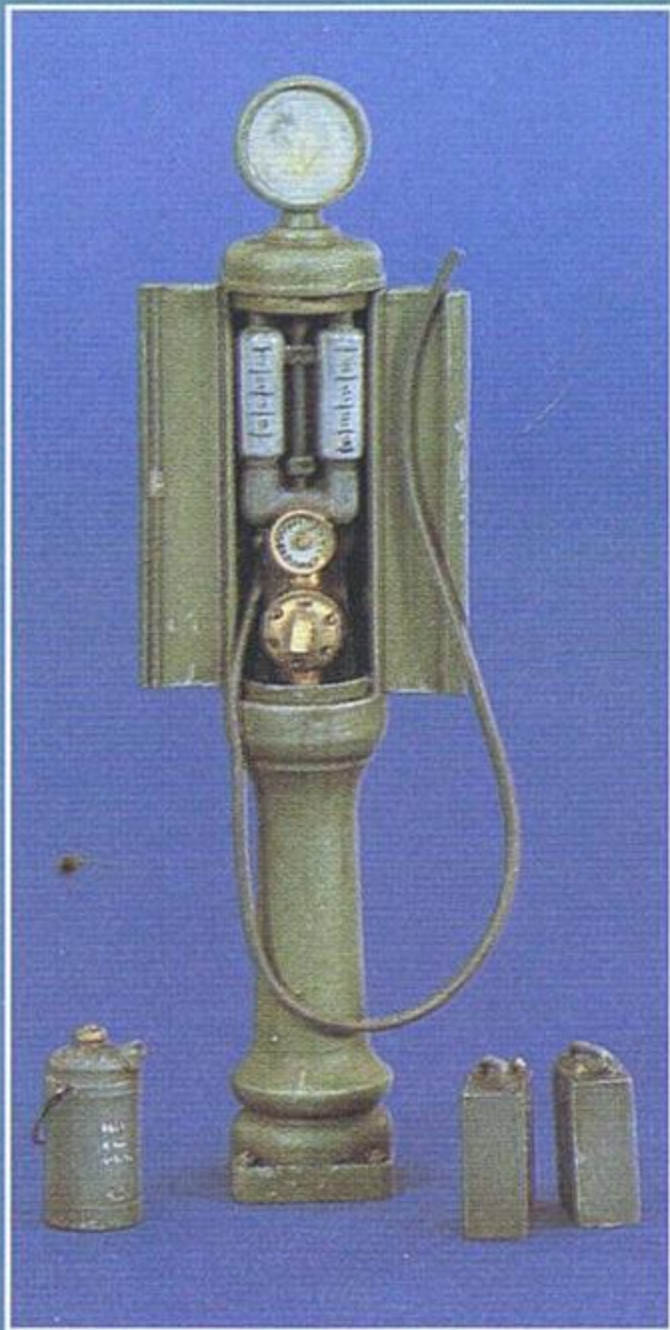


1:15 Super Scale

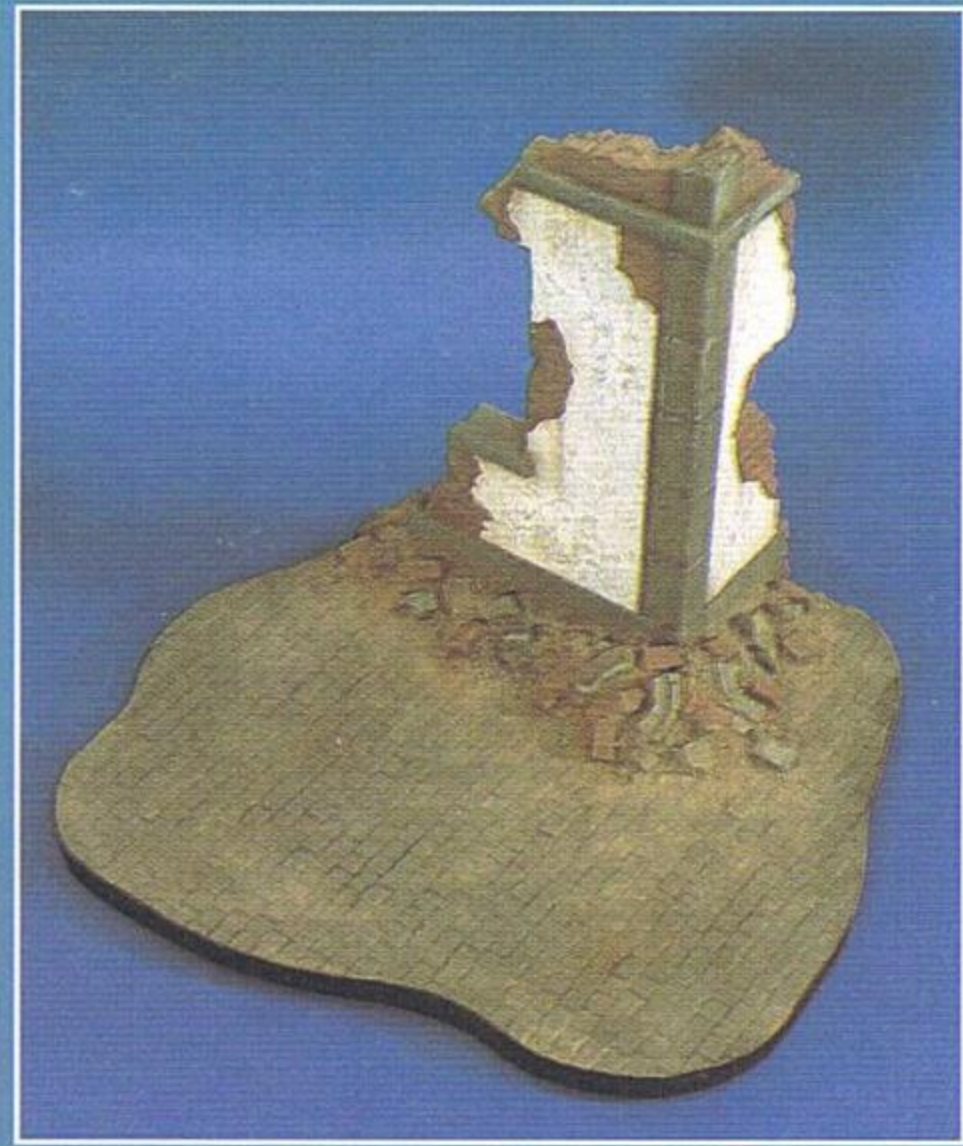
759 1:35 Academy Figures

752 Super Scale 120mm Academy Figure

VERLINDEN PRODUCTIONS
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B-2500 Lier/Belgium
Fax: 03/489.29.26



Gas Station 1930-'40's
Scale 1:35



Diorama Base / Street Corner

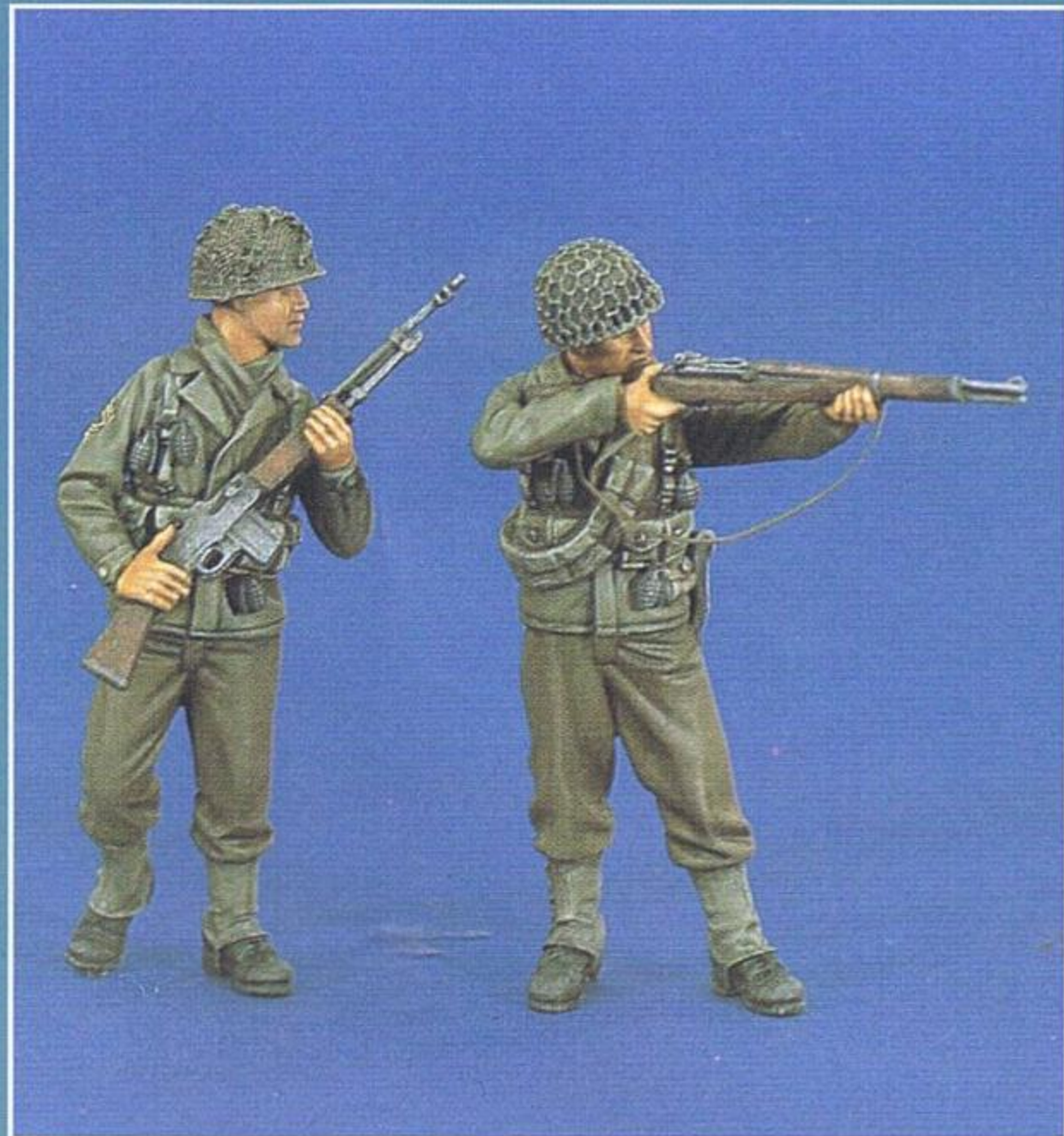
Super Scale 120mm

**Our Winter 1992/1993
Catalog has arrived!
Order Now!**



US Riflemen WWII

Scale 1:35



106mm Recoilless Rifle/M151 Conversion

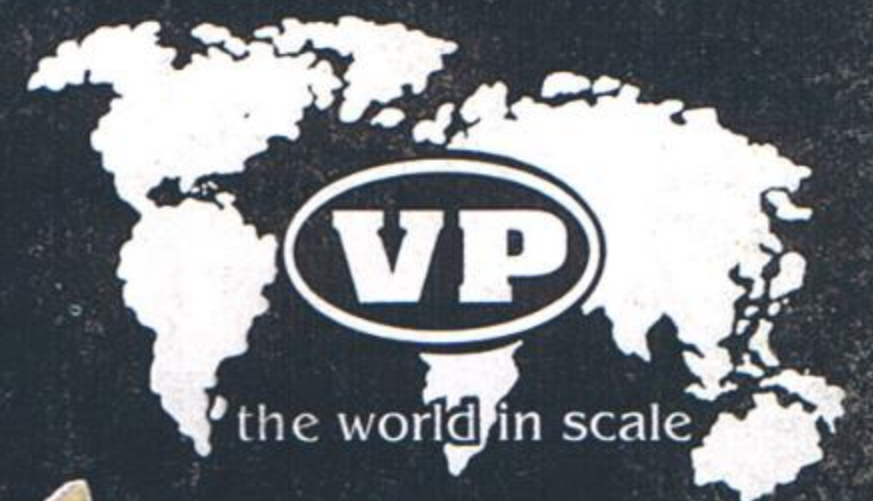
Scale 1:35

FN P90 Submachinegun

Scale 1:4

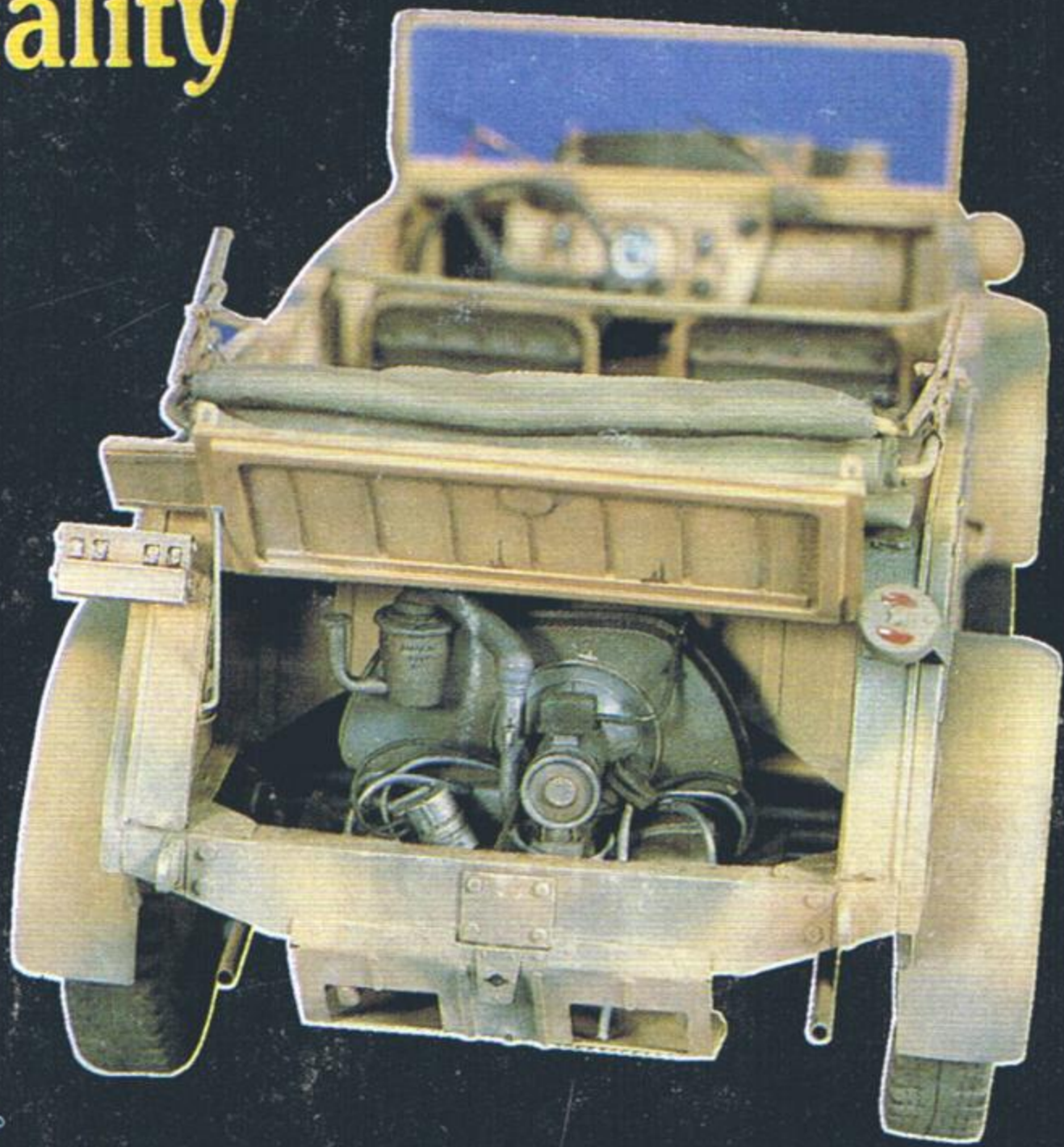


VP



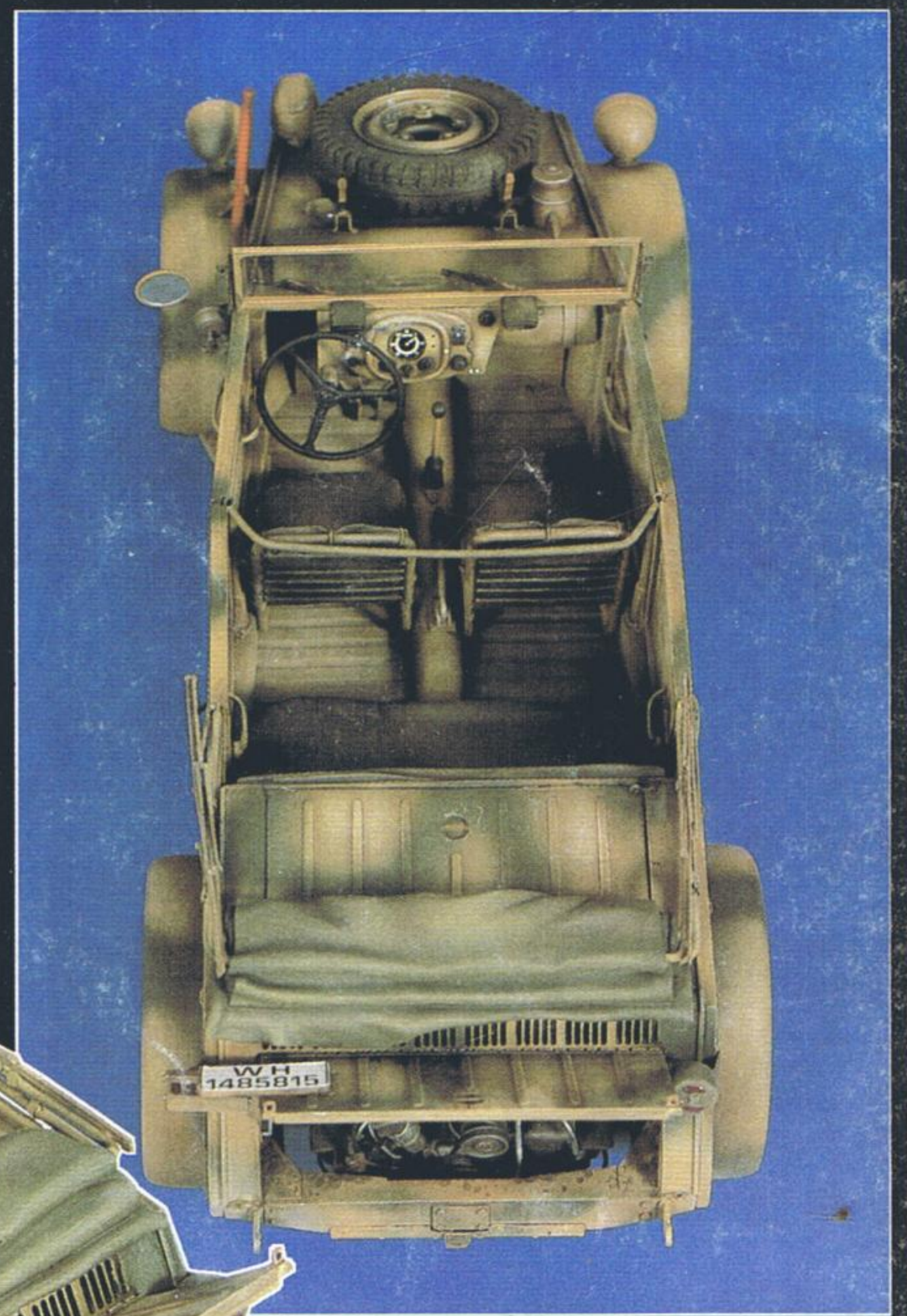
the sign
of
Quality

1:15
Super Scale



Complete
with
detailed
engine &
interior !

Markings
included !



Super
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Kubelwagen

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