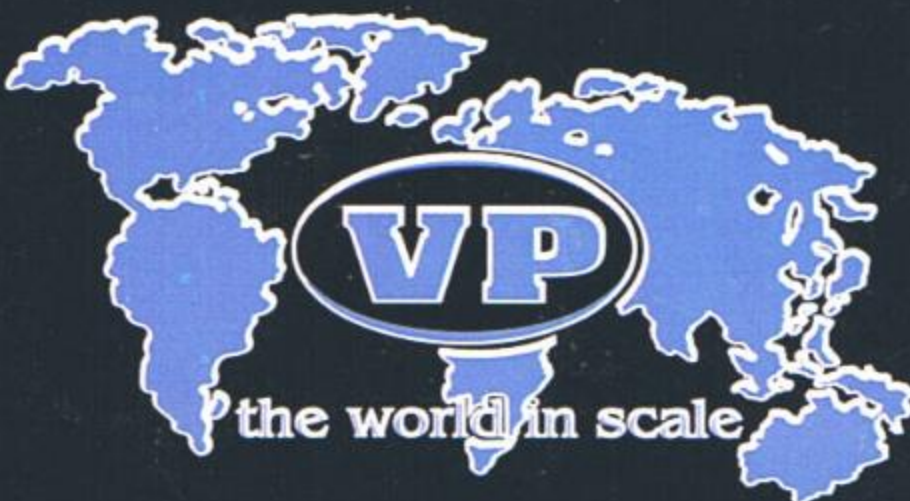


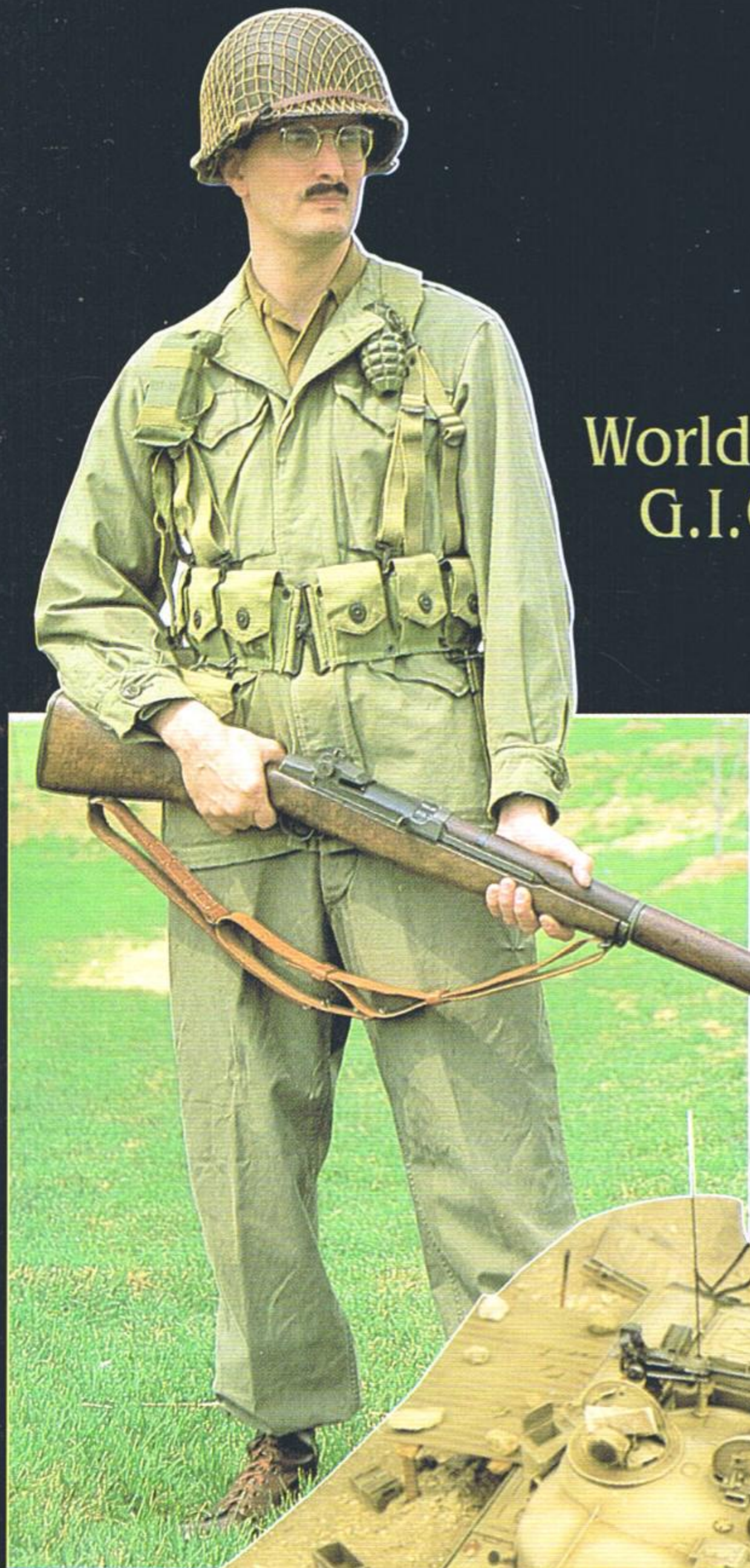
VERLINDEN PRODUCTIONS

Modeling



Magazine

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G.I. Gear

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a diorama by
KURT SENN

Sunset over
the Atlantic
by Charles ROBBINS

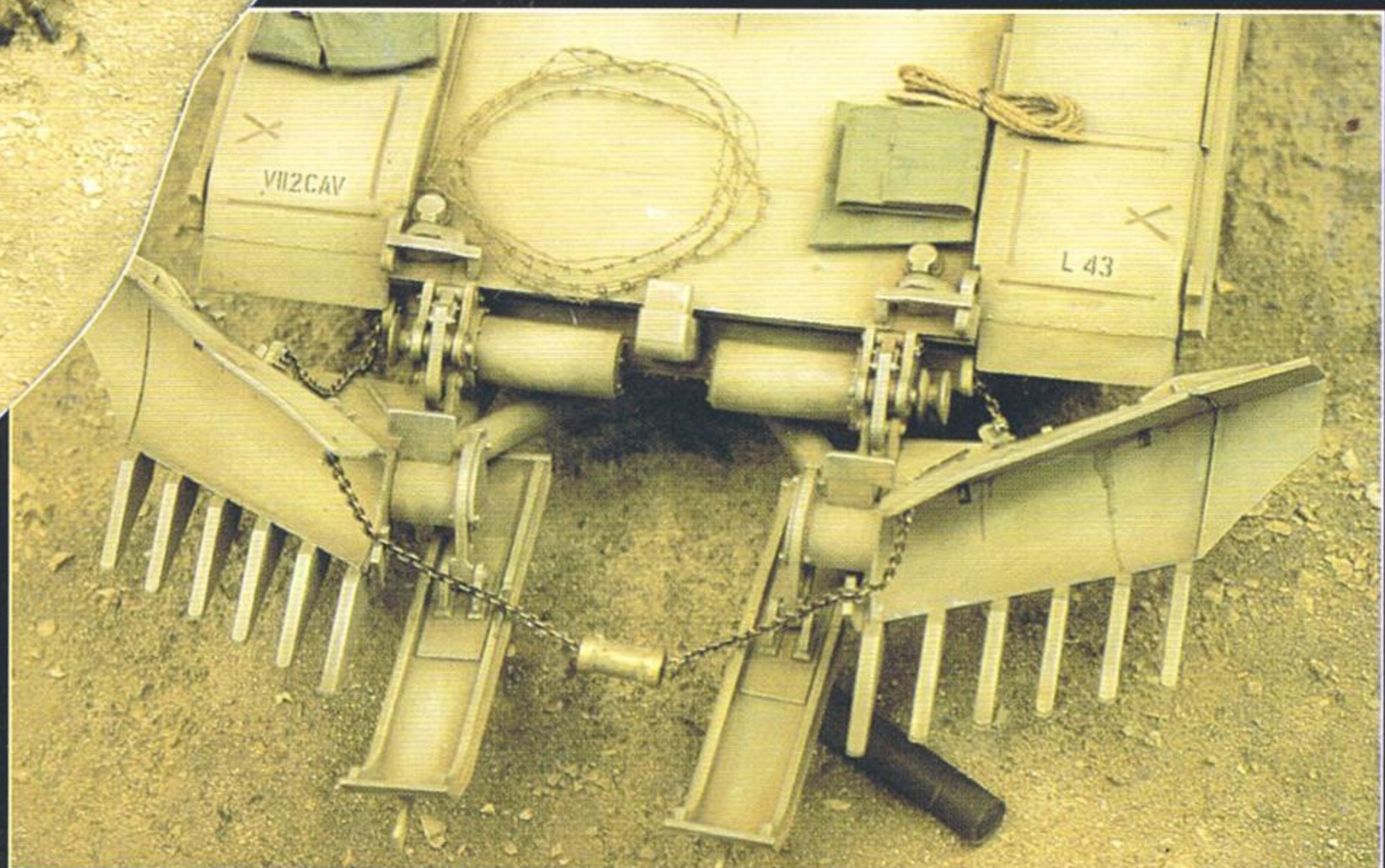
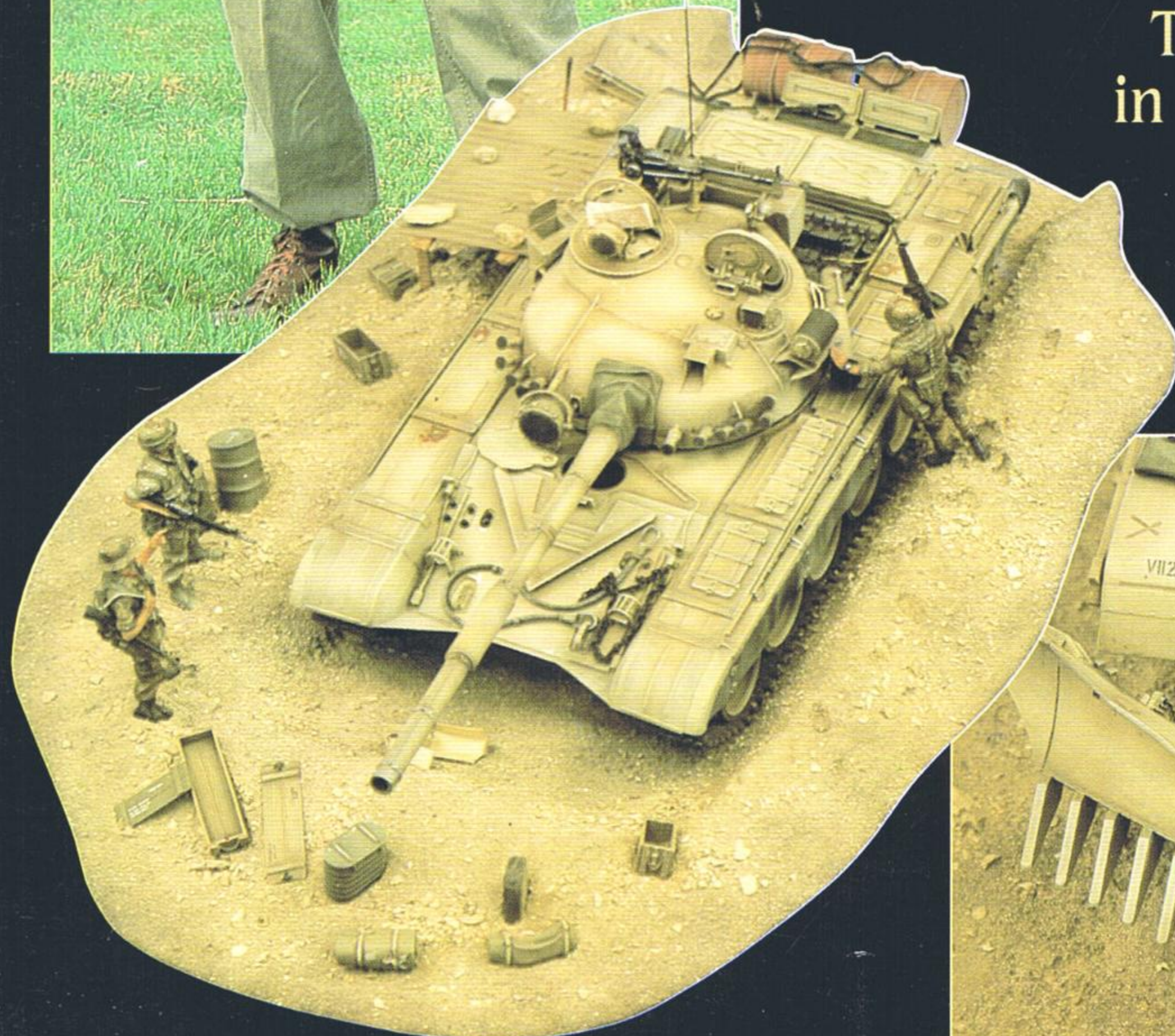
In focus :
more U.S.A.F.
auxiliary
equipment

T-72 M
in detail



1/15 TIGER I Preview

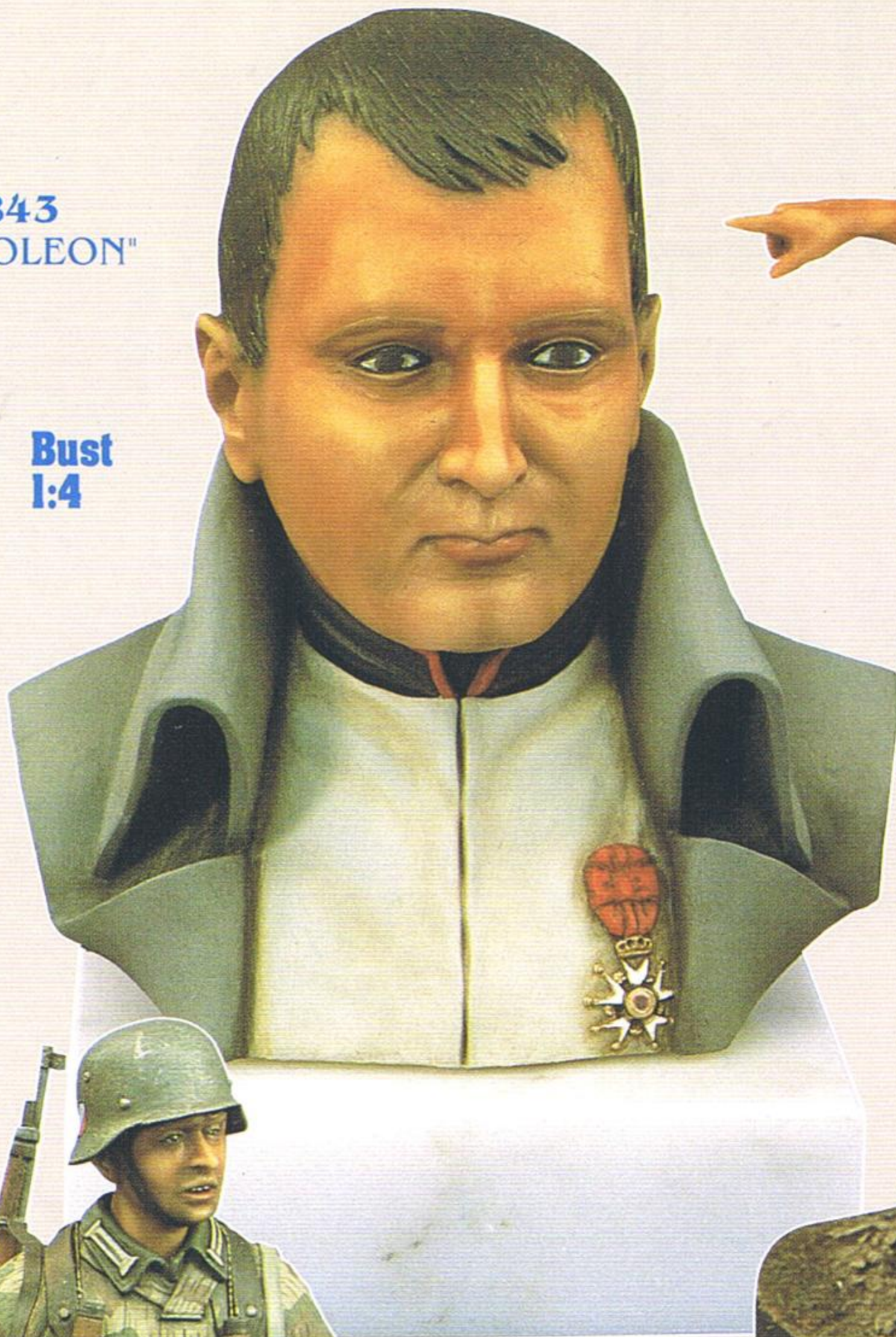
M1A1 HA ABRAMS
Turret interior & mine plow in detail



Desert Storm Impressions

843
"NAPOLEON"

Bust
1:4



842
Roman
Cavalry

Super Scale
120mm



839
German Tank Hunter
Normandy 1944

Super
Scale
120mm



845 M4 Sherman HVSS Suspension 1:35

844
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& Priest
France 1944

1:35



Looking
forward to
your
Xmas
holiday ?



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Modeling books & accessories

Volume 5 Number 1

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From the editor

In 1987, VLS (USA) initiated a unique concept. The Masters Group was born to bring together serious modelers that were tired of the nit-picking, sour attitudes, and the politics of some of the clubs in their country. It was unique because it was the first time a commercial approach to a model club had been tried. Frankly, many people thought it wouldn't work. They were wrong! It is now 6 years old and nearing 2000 membership.

From all indications it is developing a life of its own and promises to make its presence felt in the modeling community.

This year, the Verlinden Club was launched in Germany, not exactly the same organization as the Masters Group, but loosely based on the same idea. At about the same time, Club Verlinden France and another in Belgium began accepting applications for their new organizations. From the start, all were immediately successful. So successful, in fact that their founders were overwhelmed.

The acceptance of all four organizations is so promising that I feel confident they will spread to other countries. If that occurs, the possibilities could be exciting. Imagine, in years to come, having an international organization which would bring together all the clubs under one umbrella. Perhaps even a **truly International** Convention.

I can hear the detractors already. Yeah, another commercial ploy to make money. In one sense, they're right, but only indirectly. The idea is not to make a profit on the membership itself, but to organize a serious group of dedicated modelers who are given opportunities not available to others who in turn make up a loyal customer base. Let's face it, are the non-commercial clubs a roaring success? Not from the letters we receive. It's regrettable, but so many modelers are turning away from modeling clubs for the simple reason they are no longer fun! When the club is commercially based, the business sponsoring it is obligated to see that its customers are enjoying themselves. Think about it. I am biased, of course, but I have always believed that what is good for our customers is good for VP.

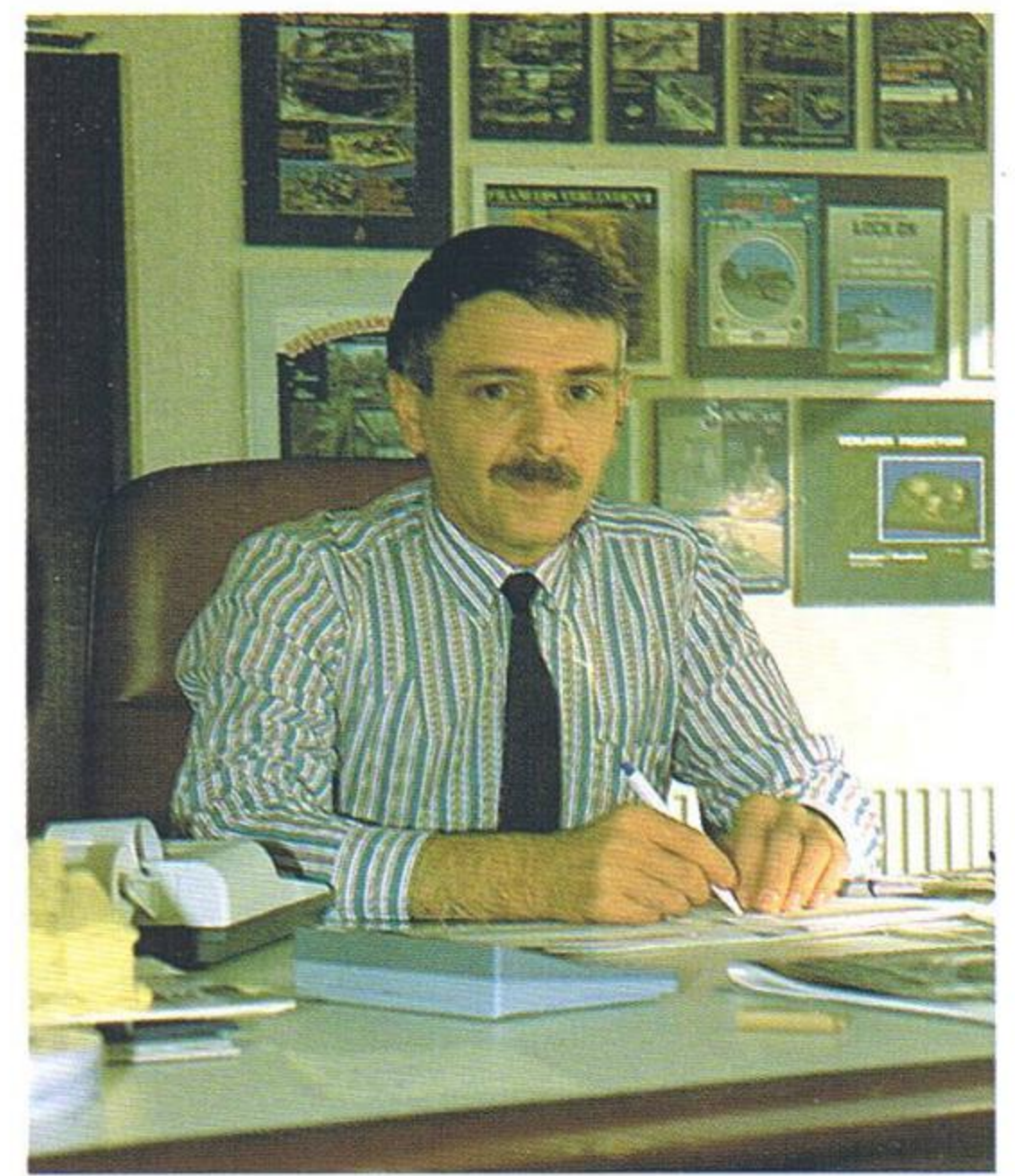
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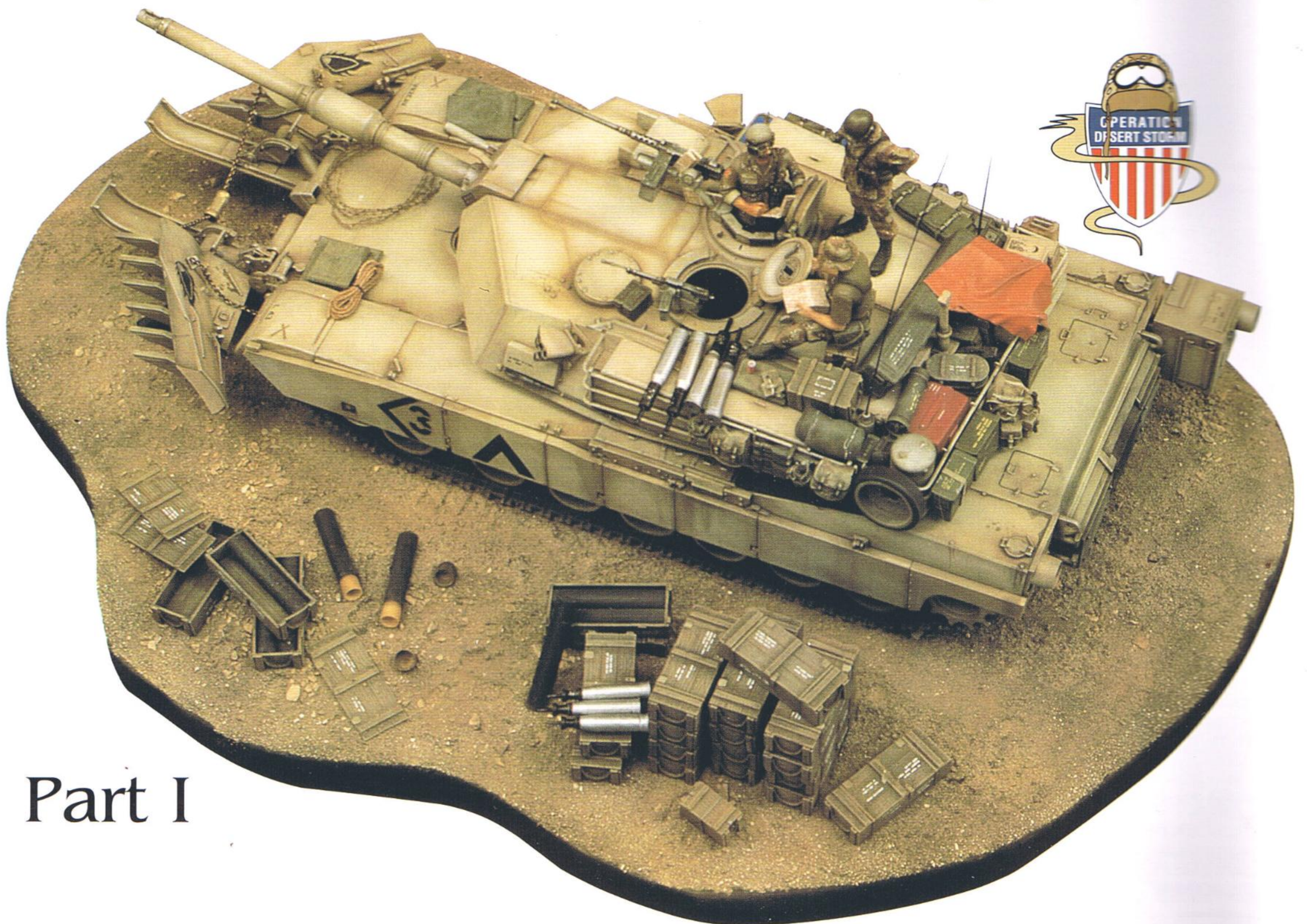
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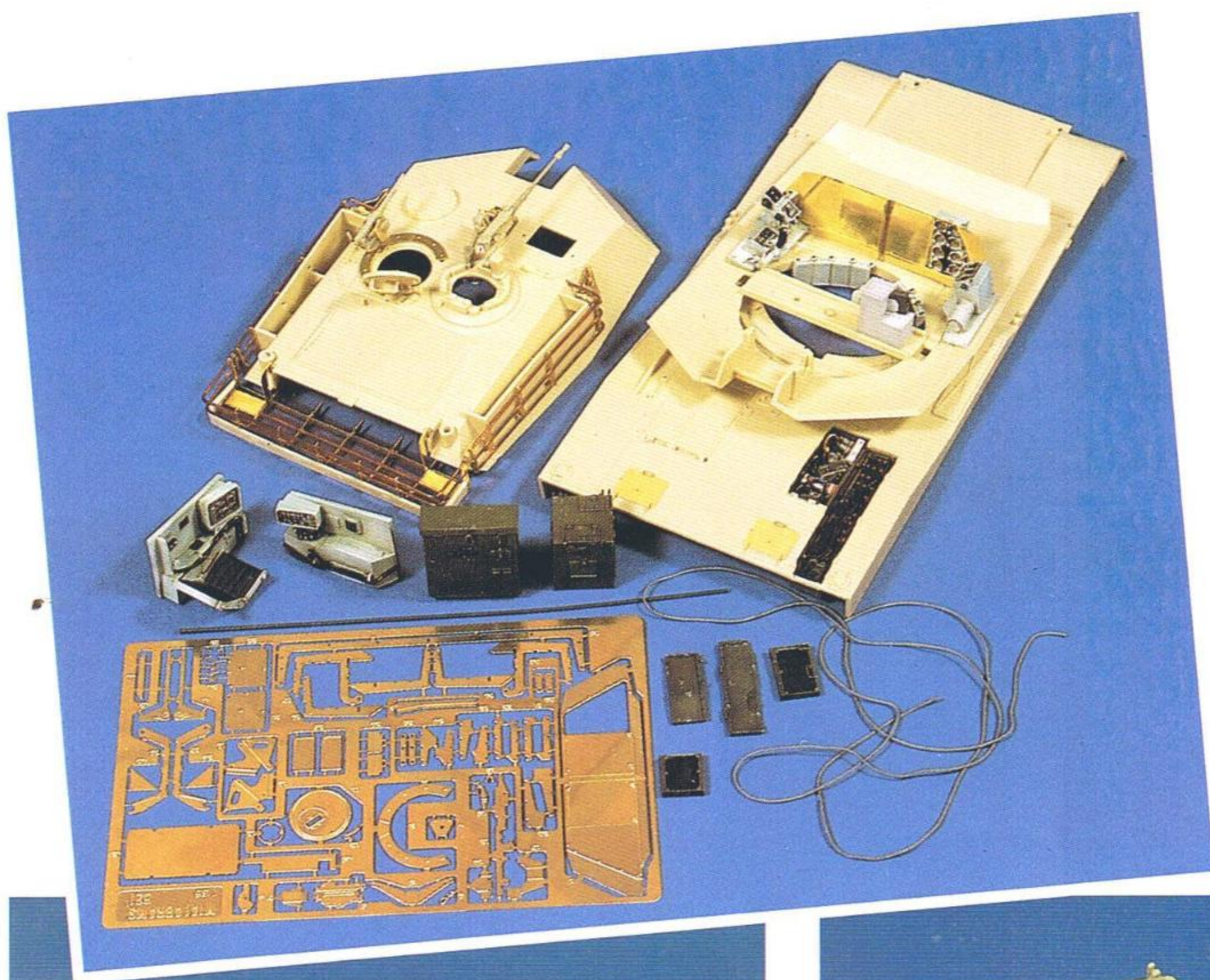
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Desert Storm Impressions

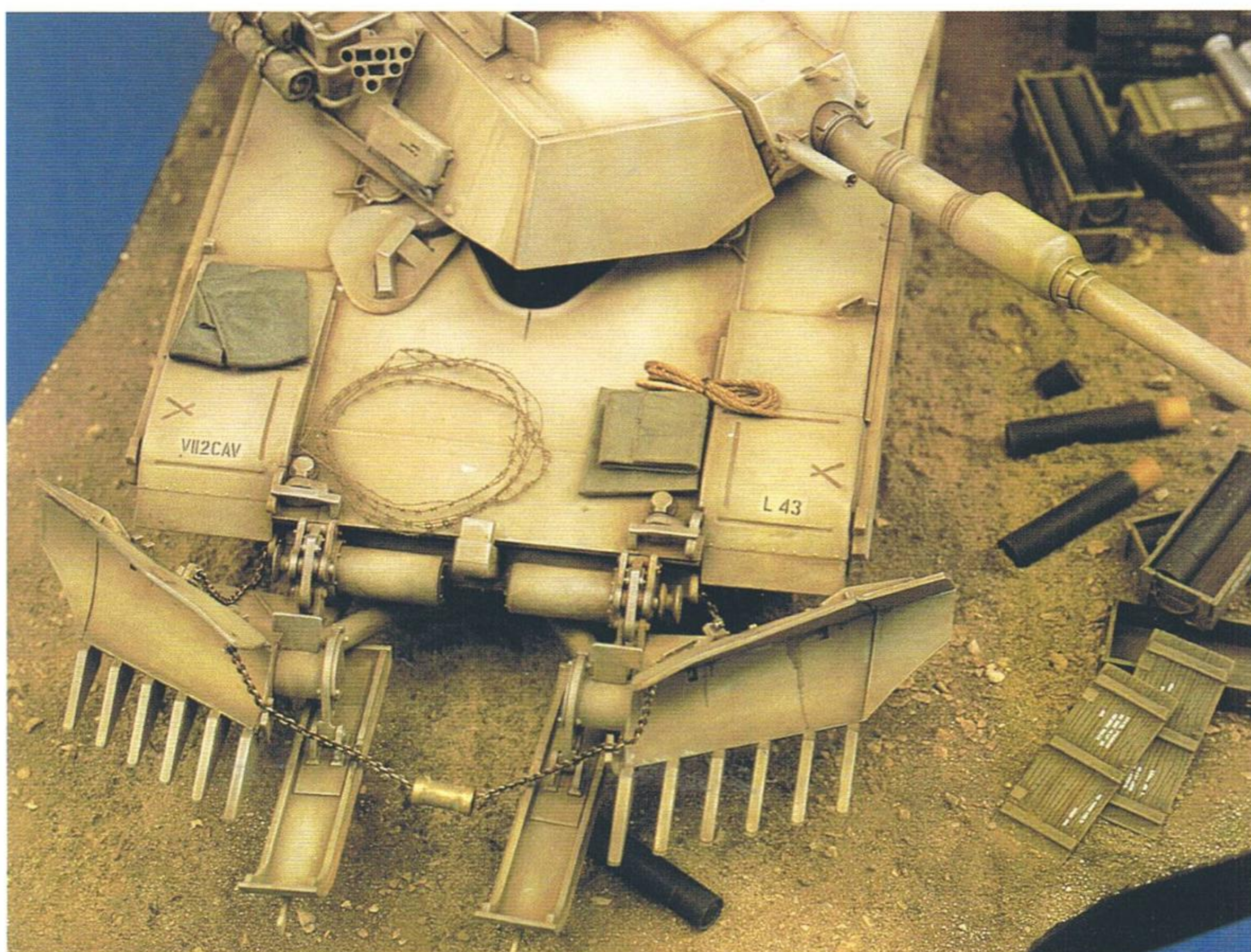
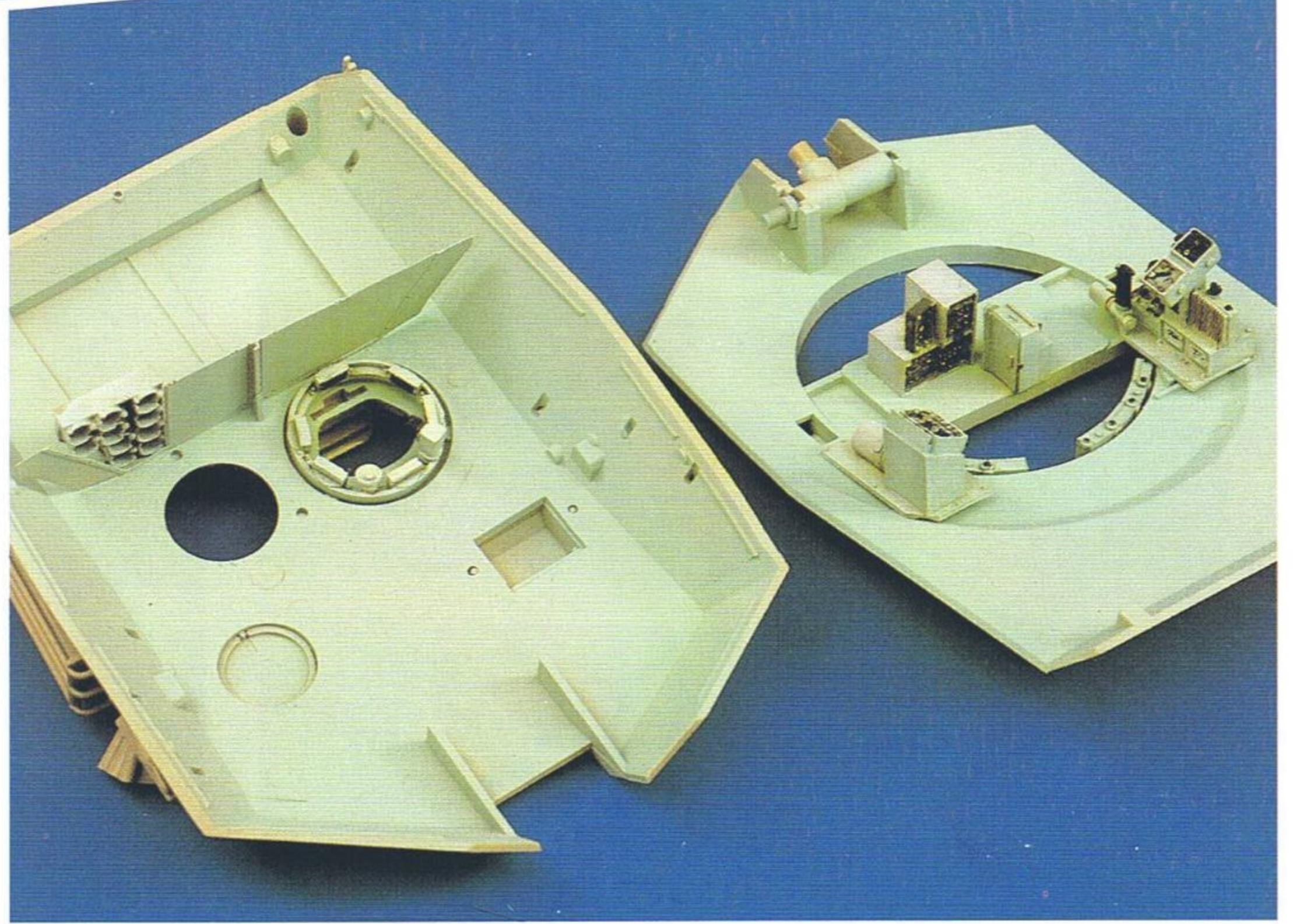
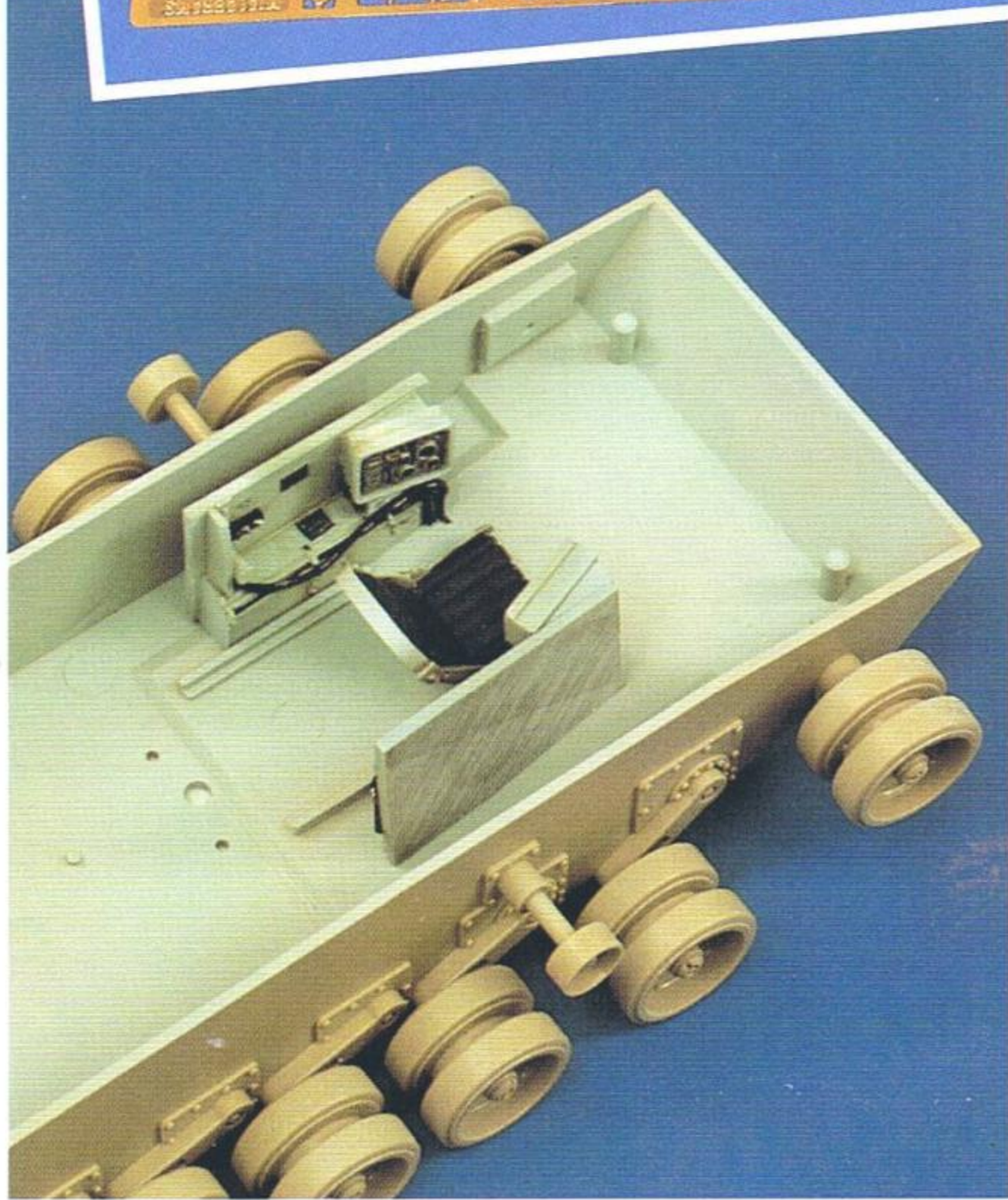


Part I



The first of our two Desert Storm Dioramas depicts an M1 Abrams fitted with a mine plough whose crew is taking a break while being resupplied during the final drive into southern Iraq. The basic kit is one of Tamiya's latest releases and built straight from the box with the exception of interior and exterior details provided by the VP M1 update kit (N°621). M1A1 interior detail photos are provided on page 6 and 7 for the purists and as a painting guide.

Fig.1 &2 Two photos of the driver's compartment and turret interior which can be seen through the open hatches.



PAINTING AND WEATHERING

Airbrushing - Humbrol Matt 29 with a cloud pattern overspray of matt 63 Sand.

Washing - Mixture of Raw Umber oil paint and Humbrol matt Black.

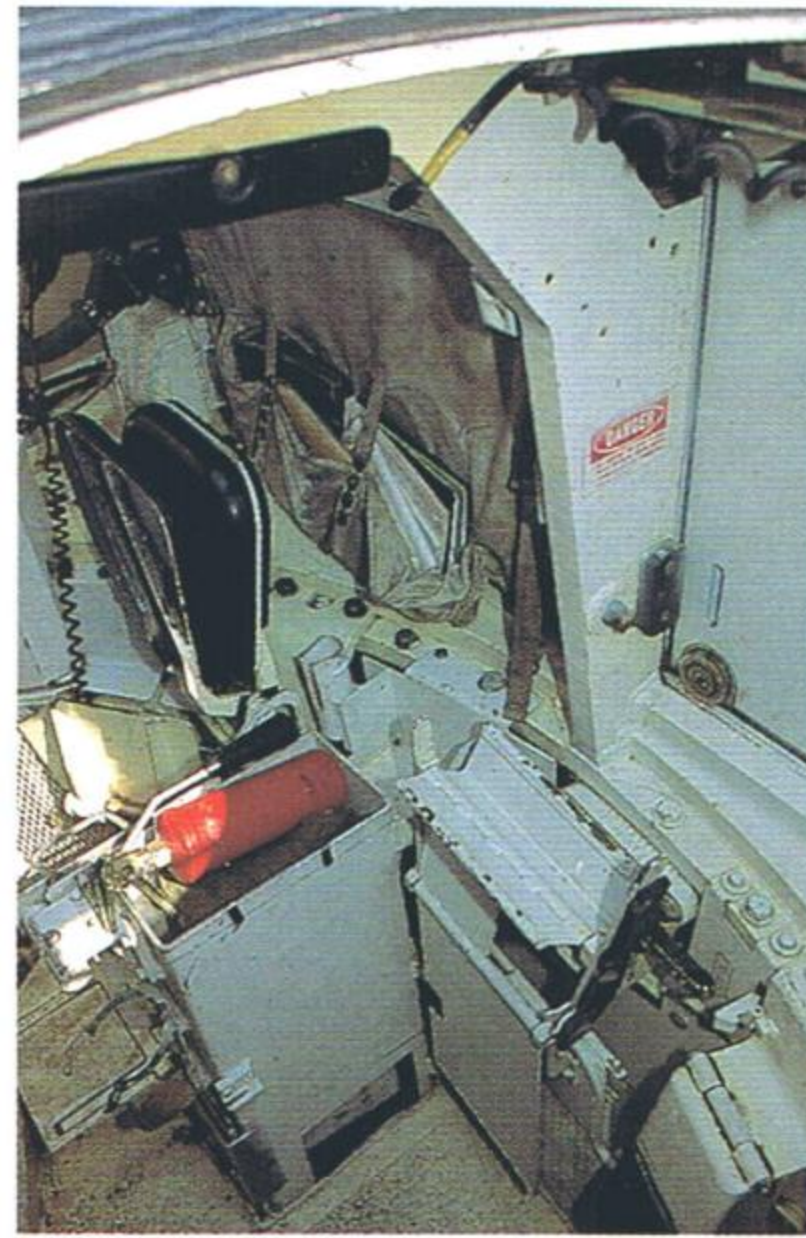
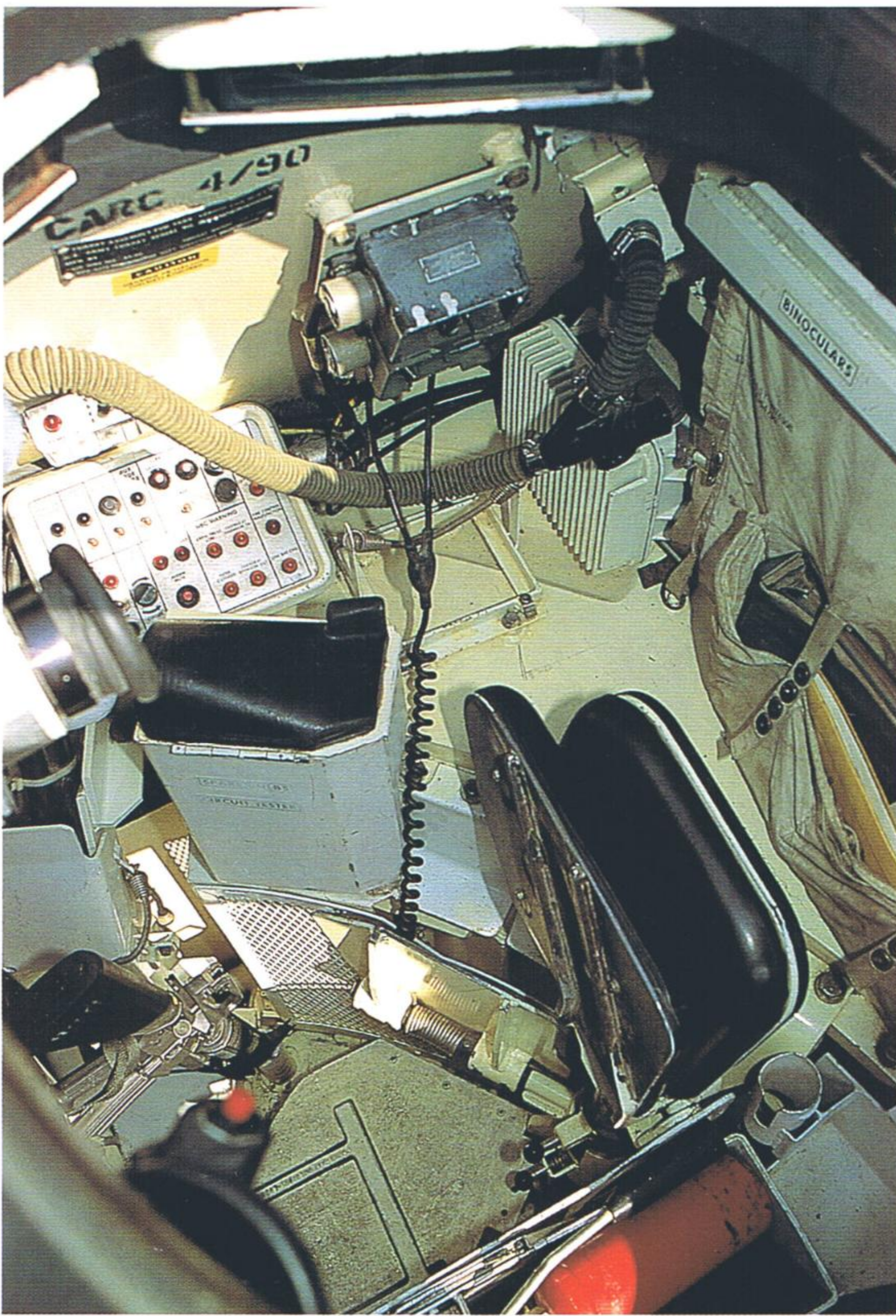
Dry brushing - Humbrol Sand 63 - Sand 63 plus White.

After painting and weathering the tank, various gear and figures were selected from the VP range.

The figures were converted by interchanging the heads, arms and legs. Several sets of VP 120mm ammo were needed to create the stockpile next to the tank. These can be obtained ordering n°89.

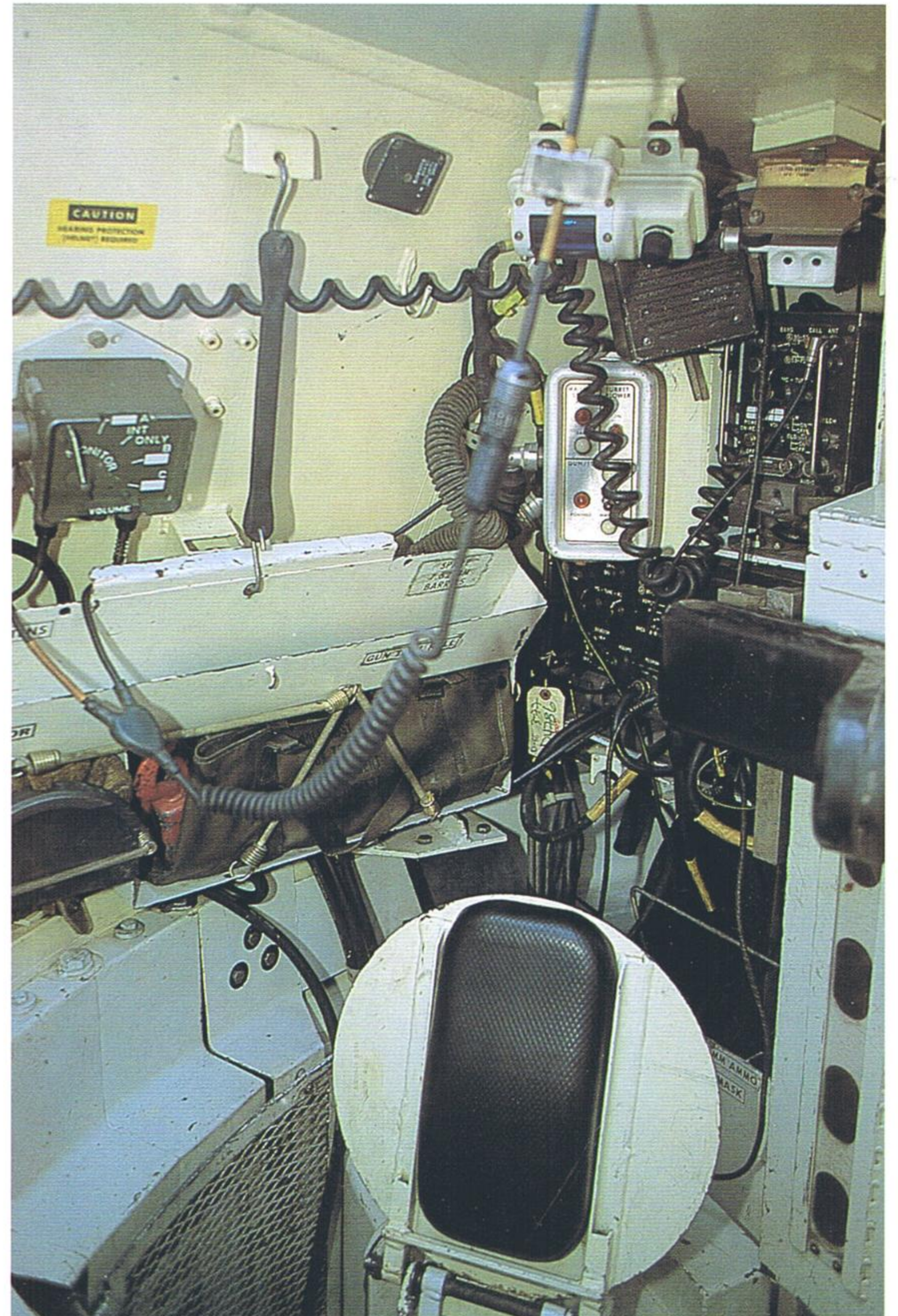
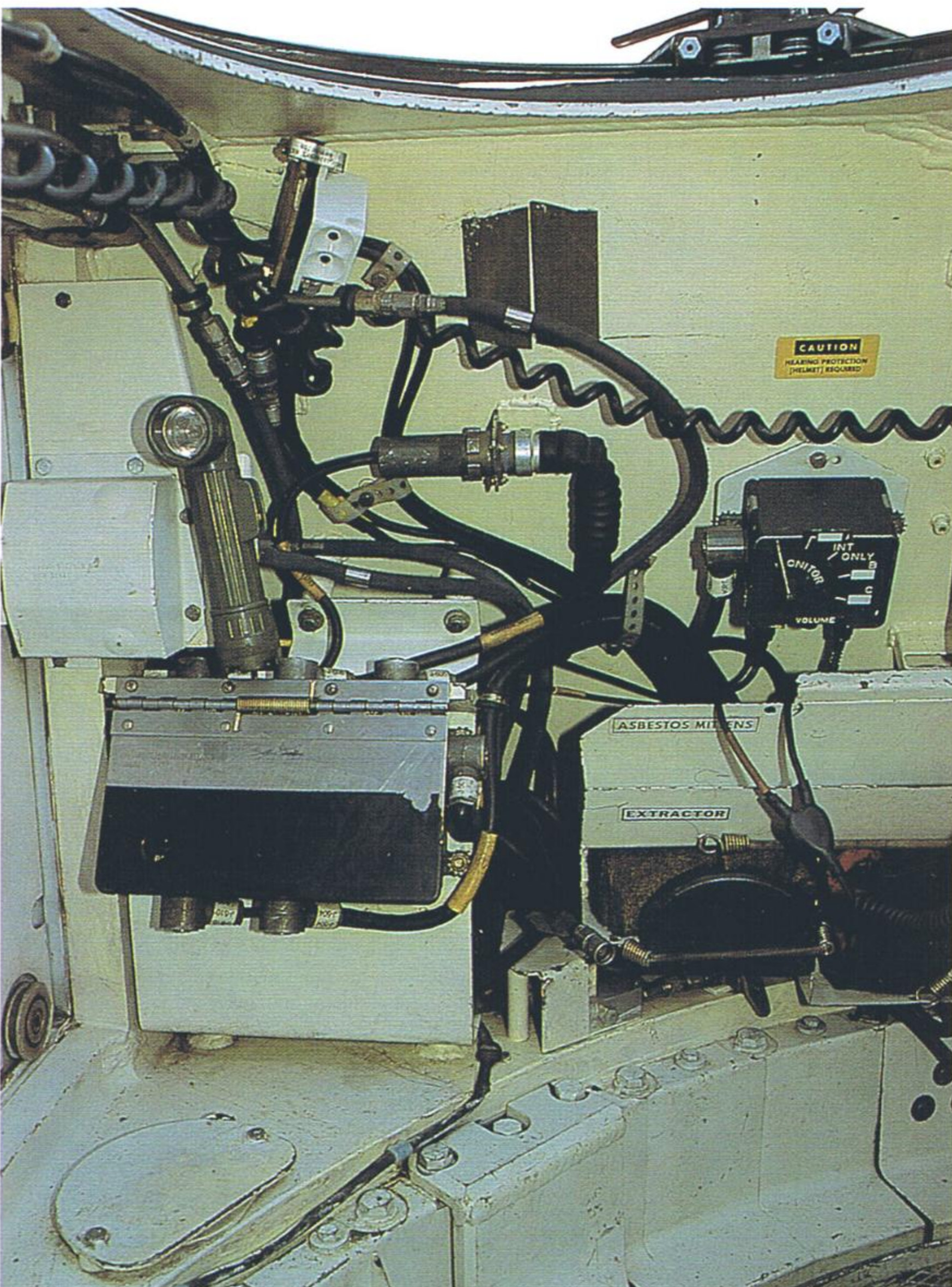
Fig.3 Detail of the mine plough which is faithfully reproduced and is almost a kit in itself.

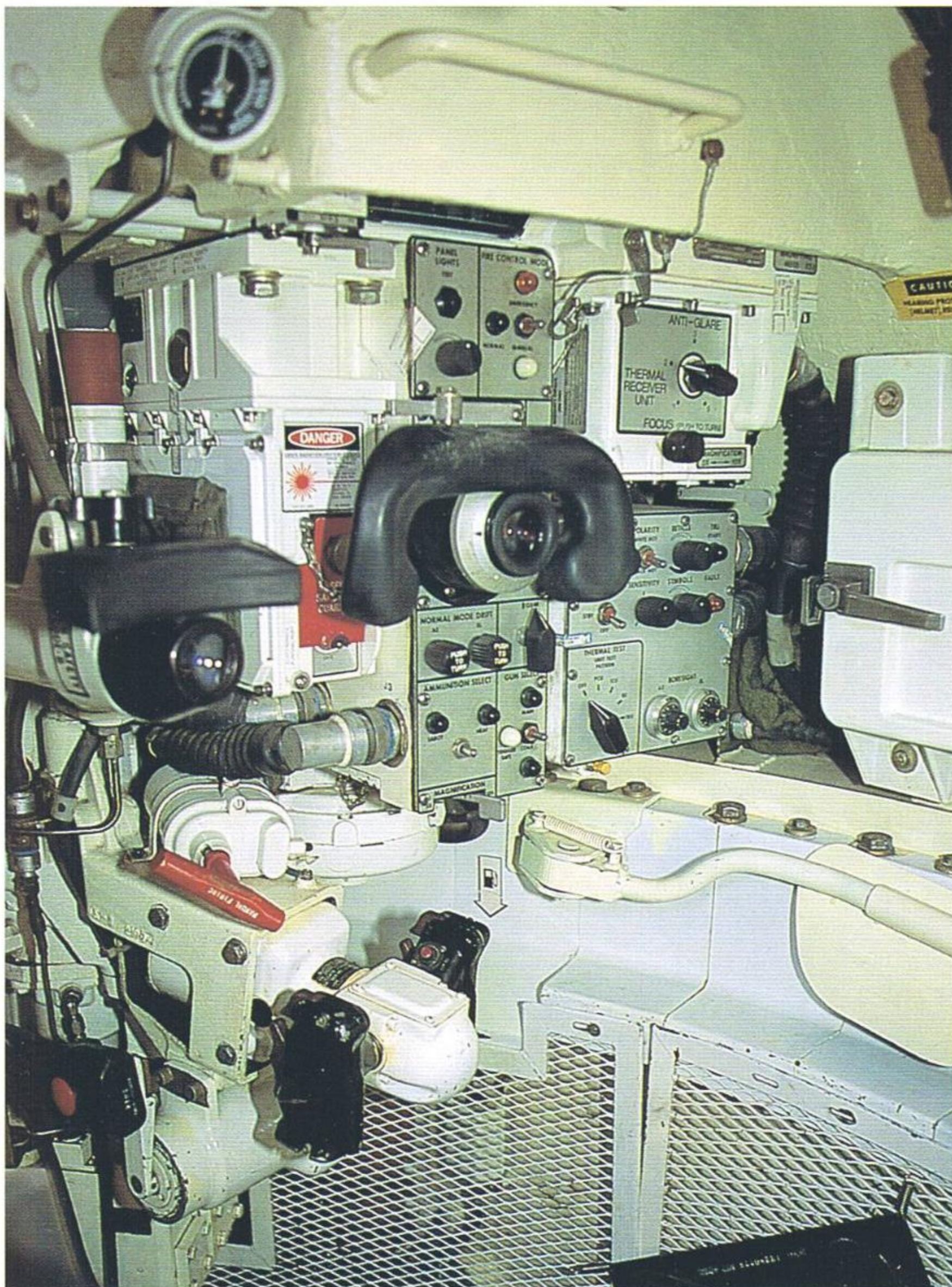
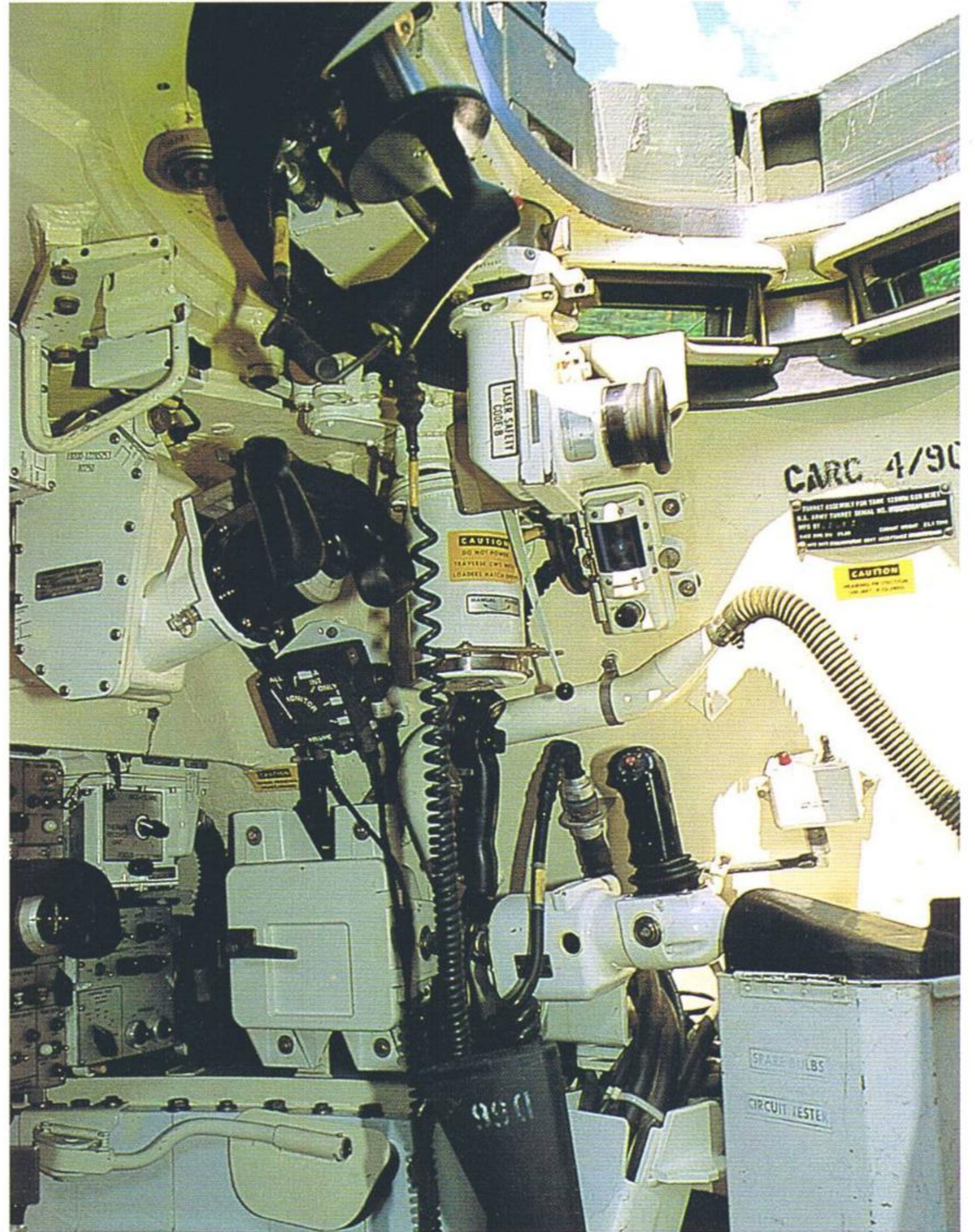
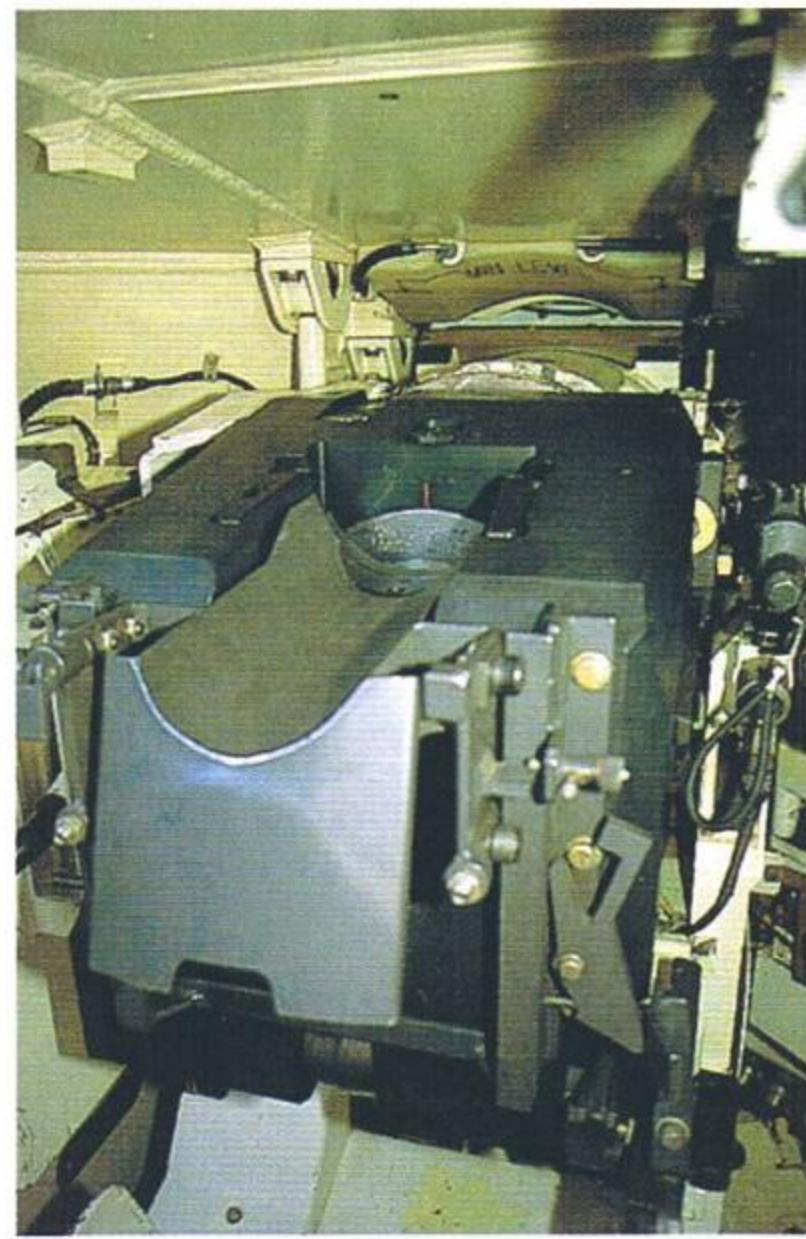
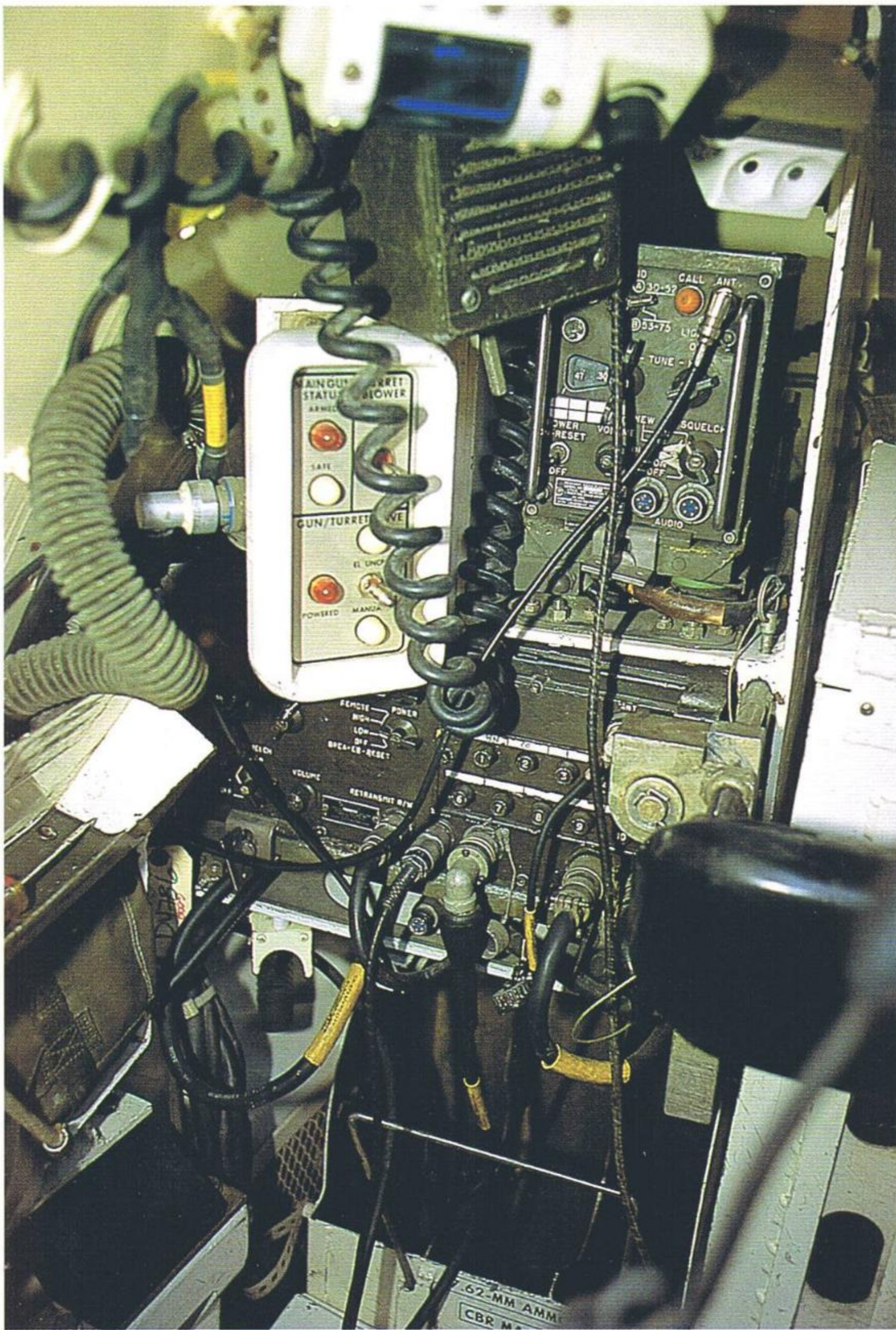
M1A1 ABRAMS Turret Interior Detail



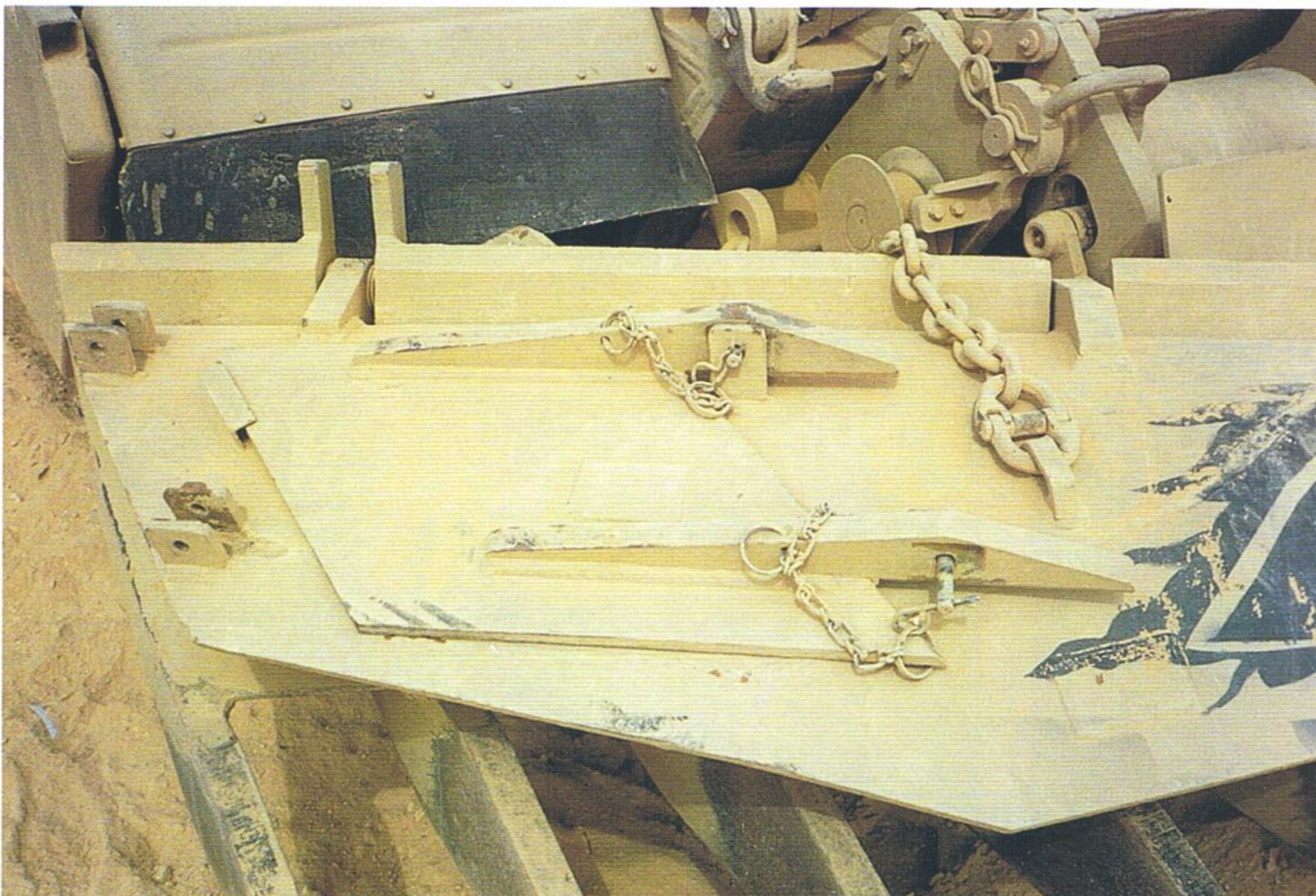
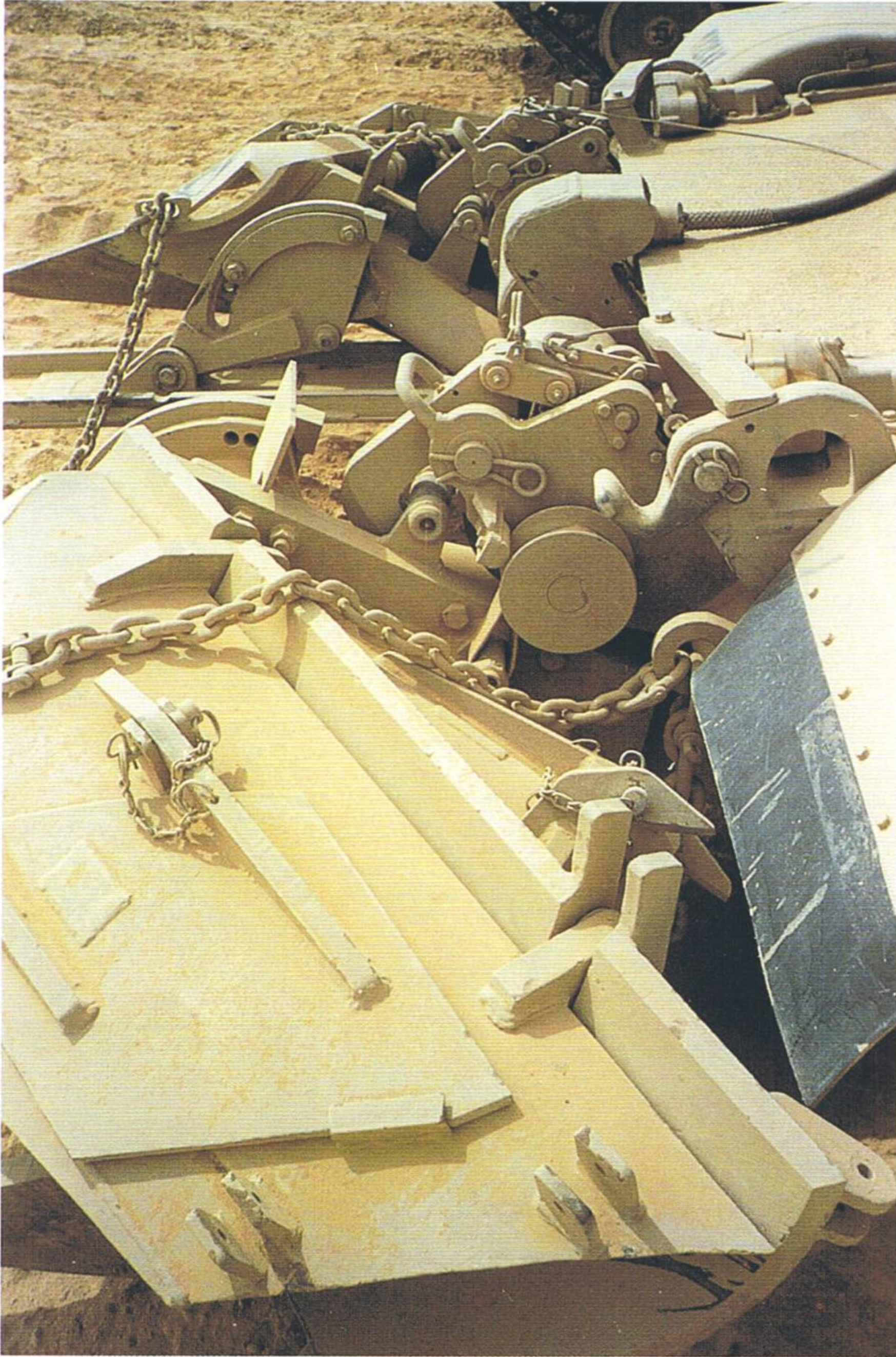
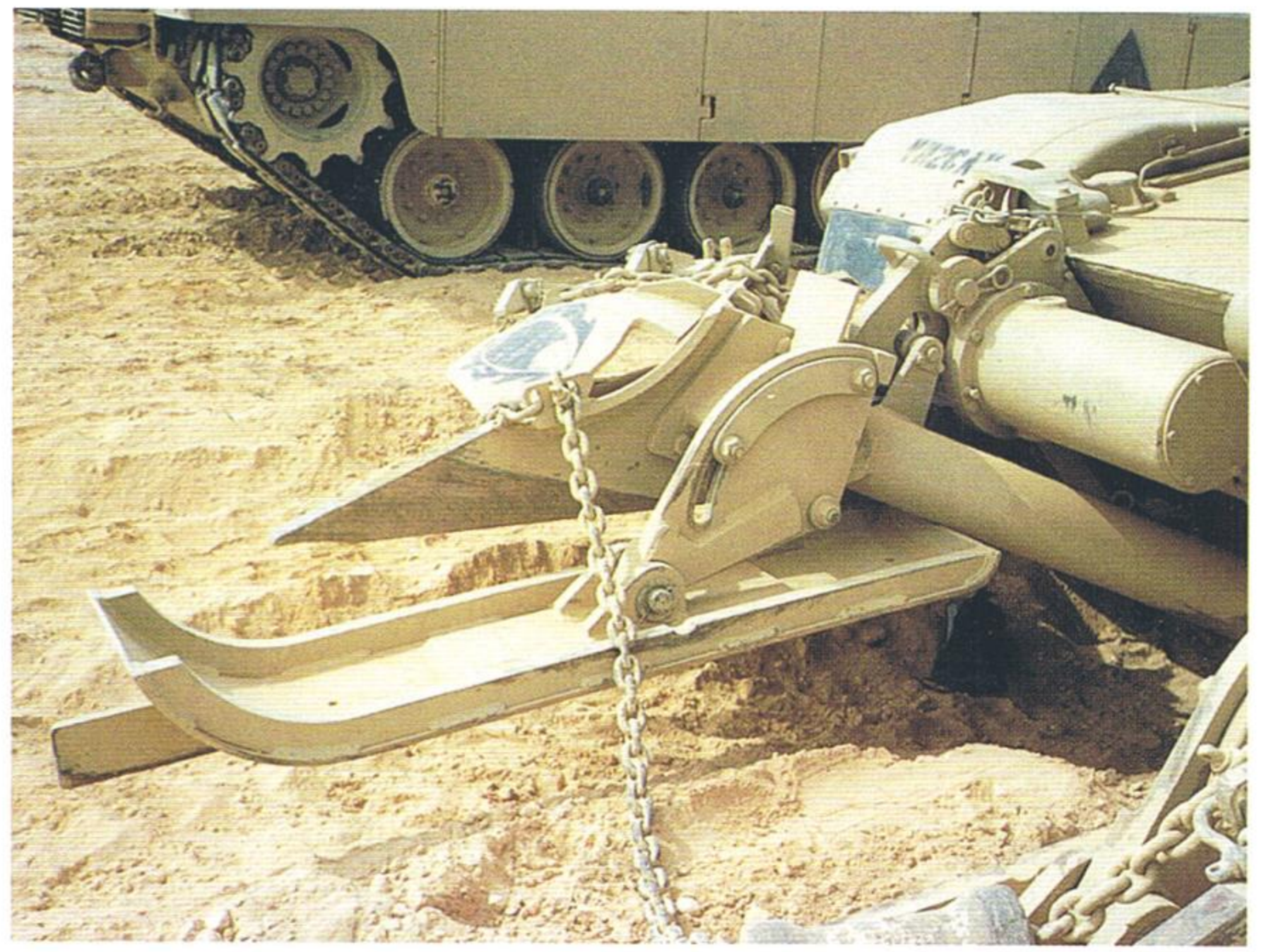
Survey starts with a view on the commander's station and the ammo rounds storage compartment to the rear. Bottom left photo shows the loader's station, continued on the next page.

Gunner's station is next (right side of the gun breech block) to finish with a photo of the gunner's seat in front of the commander's station.





M1A1 HA ABRAMS w/ Mine Plow in detail



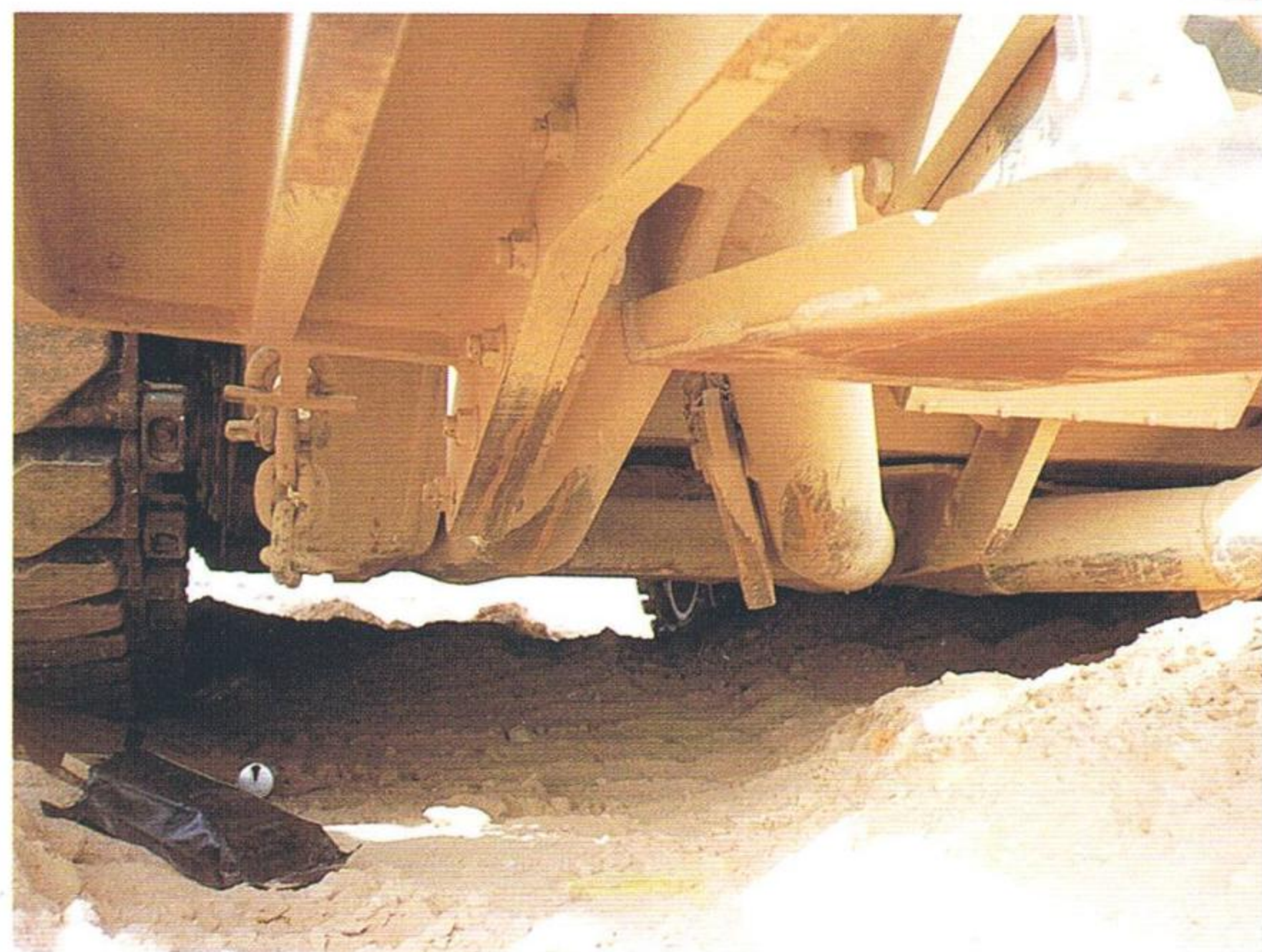
Photos by
Fritz W. SWANSON

The photo at right shows an M1A1 HA of the 2nd Marine Tk Bn. with brandnew T156 tracks installed, probably following contact with a ground mine (indicated by the damage to hull and skirt). Note the upper roller wheel is without a rubber surface.

The middle right photo reveals graffiti on an M1A1 HA belonging to 2.USAD (Fwd) 3-66Arw Regiment.

Finally, again a 2. Marine Tk Bn tank with some parts of the mine plough assembly on the rear deck. Note the extensive grafitti.

(All three photos by Walter Böhm).



(Photo by Fritz W. SWANSON)

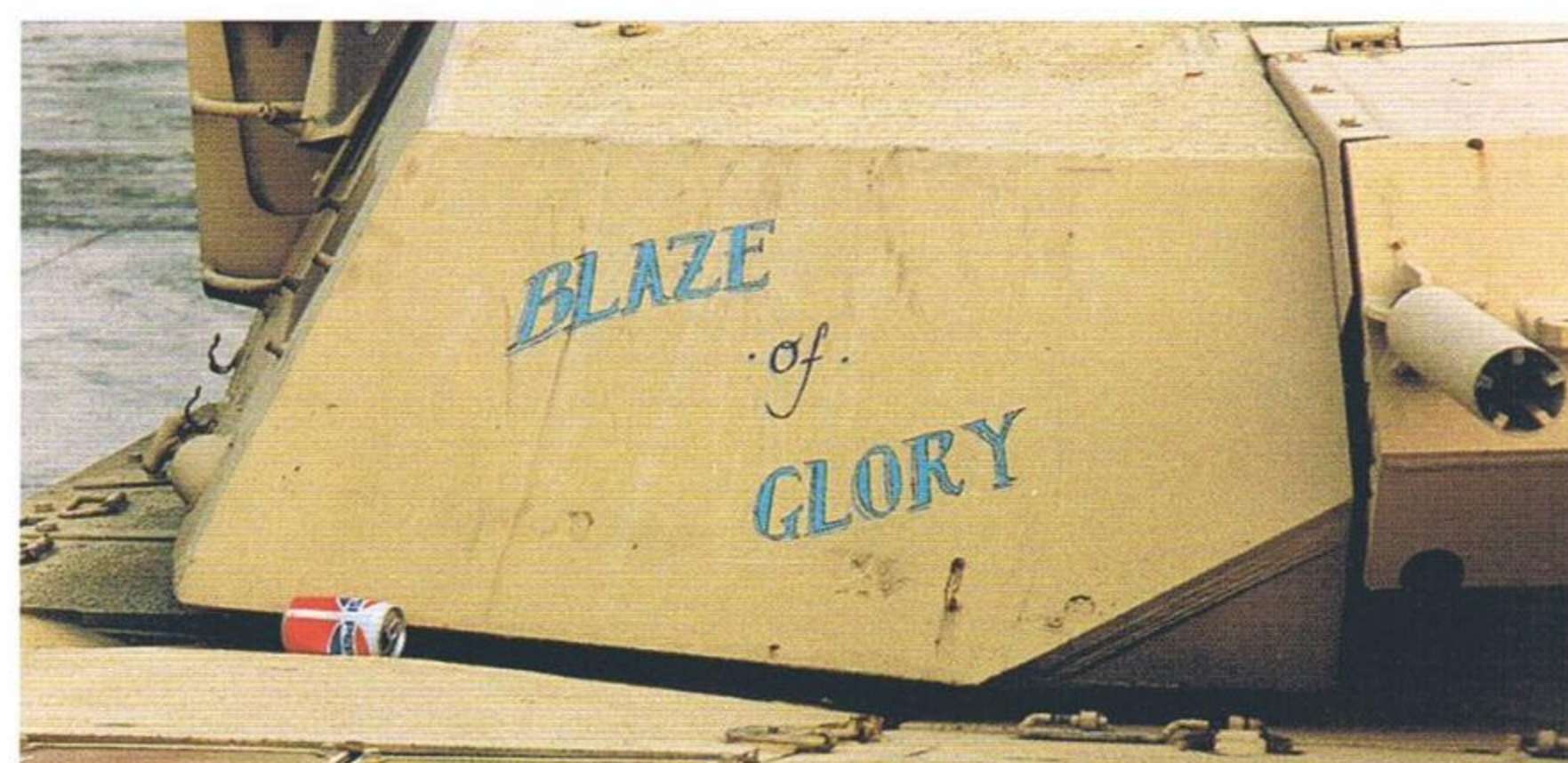


Fig.4 Turret in detail shows the crew and stowed personal gear and equipment.

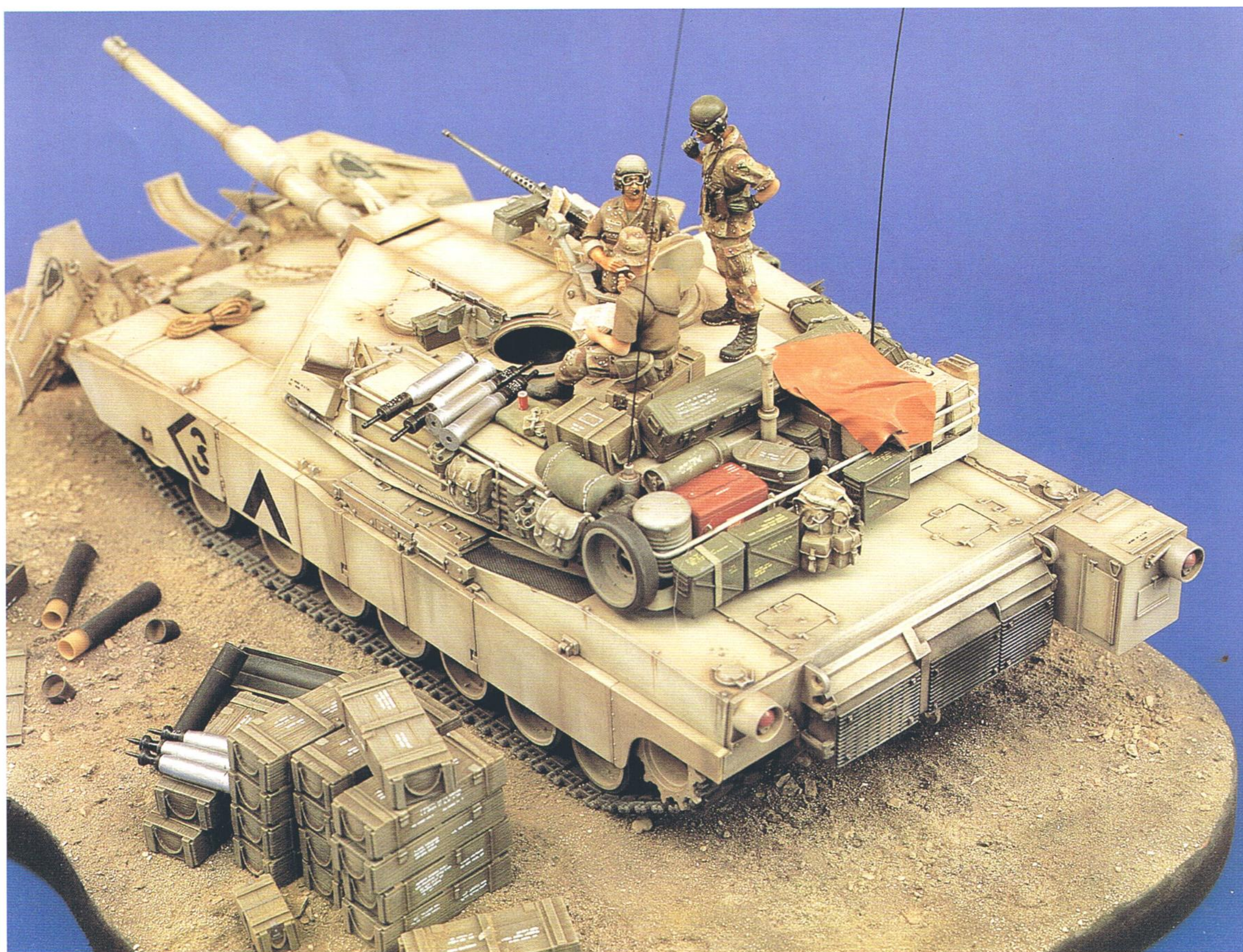
The base was cut from marine styrofoam, sanded smooth with fine sandpaper, and edges painted flat black with waterbased paint. Groundwork was formed with Porion putty, sprinkled with fine sand and small pebbles to simulate the desert surface. The vehicle and accessories were put in place while the groundwork was still wet in order to attain the proper "Sit".



RECOMMENDED REFERENCES :

WARMACHINES N° 6 -M1 /M1A1
ABRAMS
WARMACHINES N° 8 -A Gulf War
Eyewitness Report
WARMACHINES N°13 -On the Road
to Kuwait

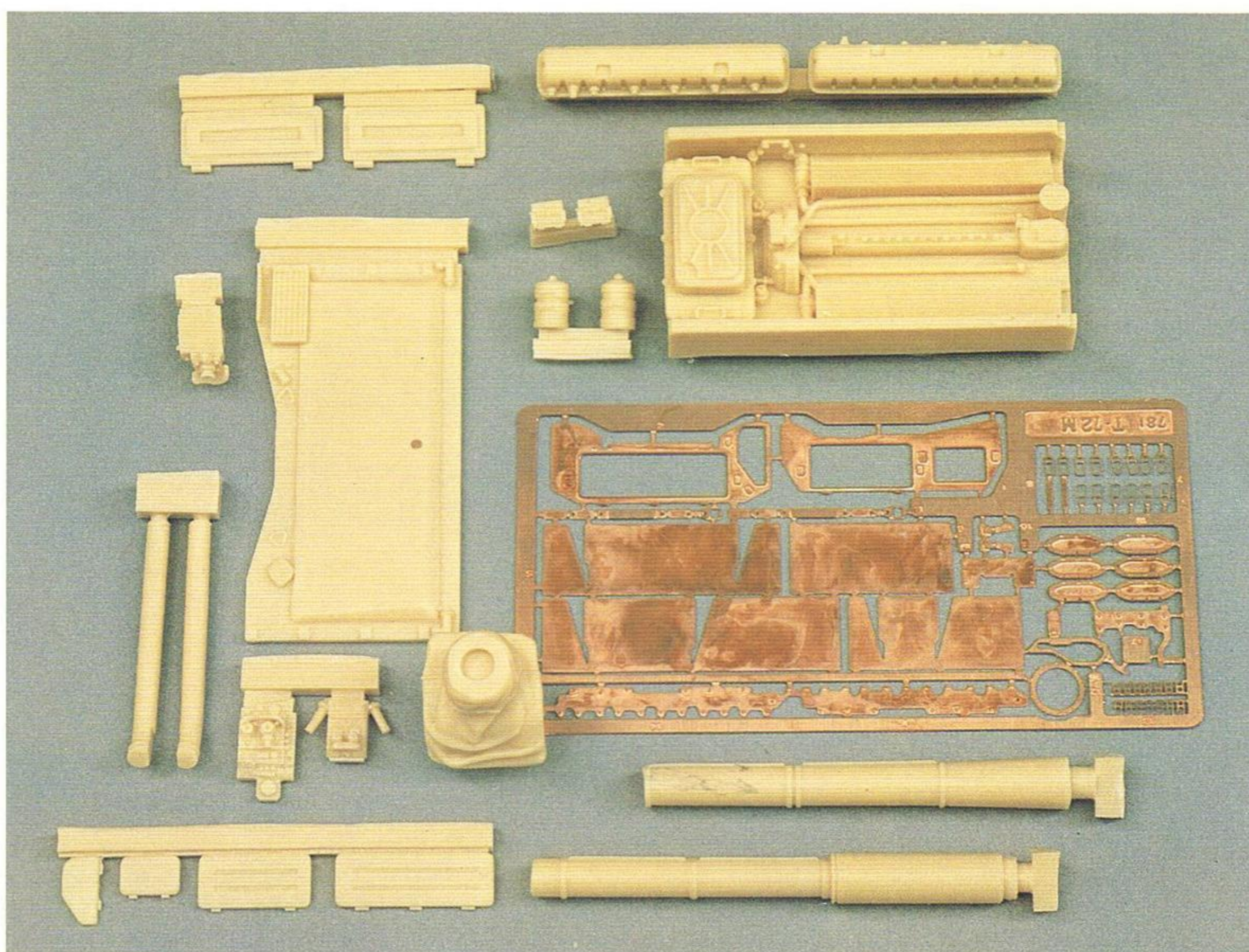
Fig.5 The rear view shows the loaded storage rack. Note the orange aerial recognition flag fashioned from VP Lead foil. Also note the black exhaust stains accomplished with black pastels.





Desert Storm Impressions

Part II



Anyone studying photographs from Operation Desert Storm has seen this picture a hundred times over. Both during and after the "Mother of all Battles", the Iraqi defensive positions simply overrun or abandoned because of lack of fuel, mechanical breakdowns, or perhaps lack of backbone on the part of the crew, who took only that gear they were able to carry with them.

The storyline of this diorama is no exception and depicts an abandoned T-72 tank in a dugout desert position. Having never fired a shot, the rear hull compartment opened, its engine failed and presumably crewmembers made an attempt to repair it.

Fig.1 The VP Update layout of parts.

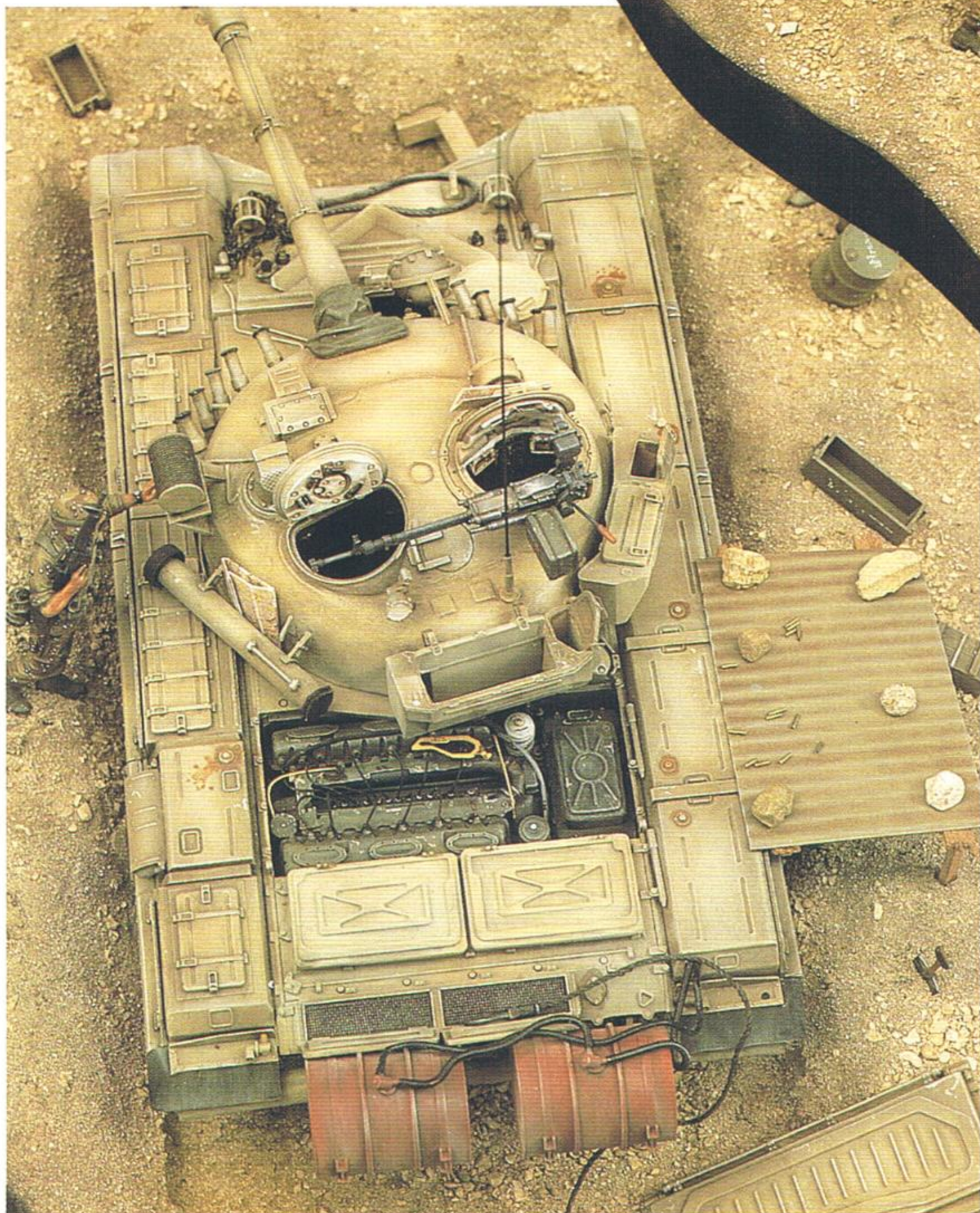
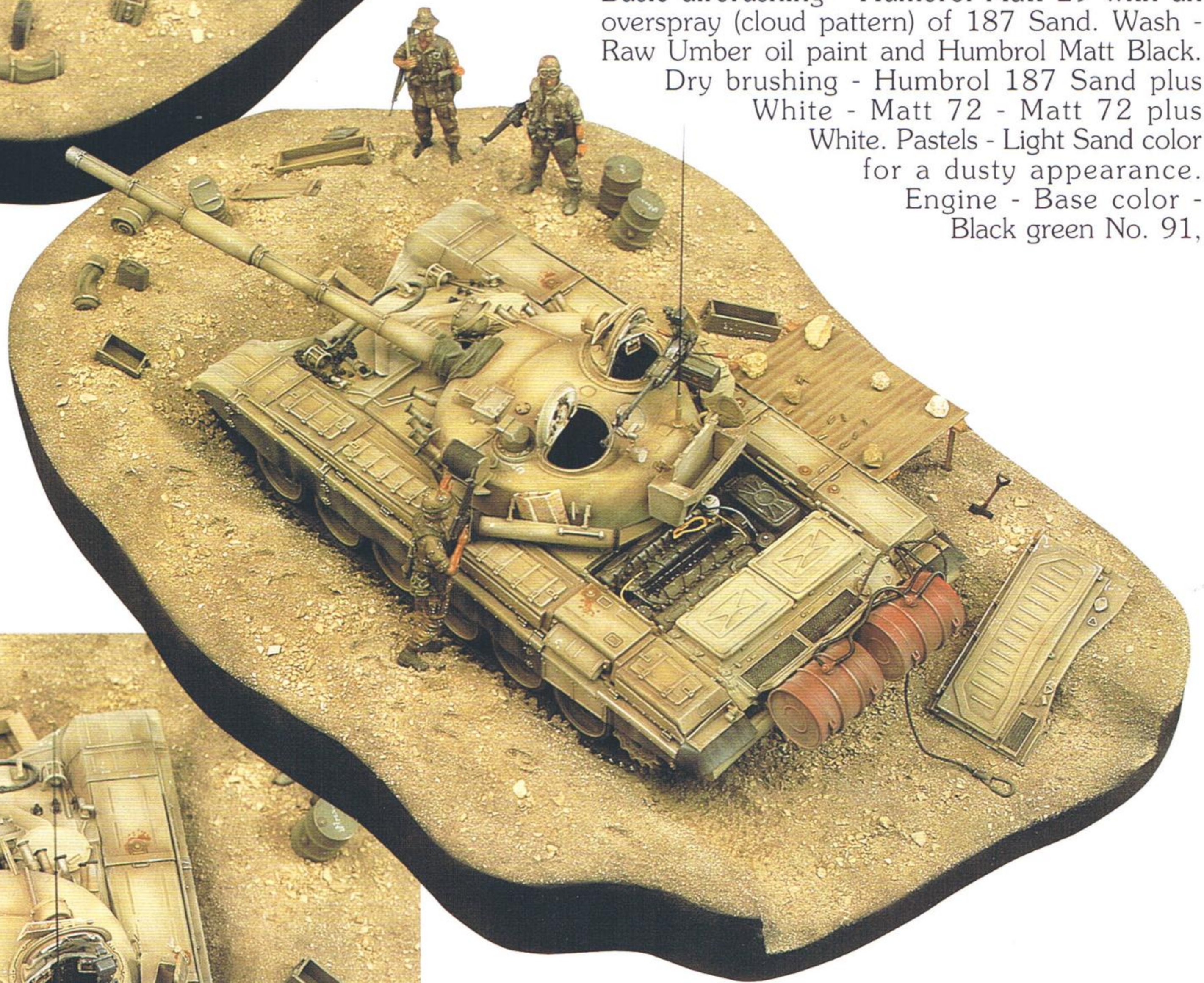


The model used is a perfect combination of an already excellent plastic kit and a resin photoetched update and detailing set. Tamiya's T-72 kit goes beyond expectations of quality, detail and fit. It certainly surpasses all its competition and although more expensive, it is well worth even more than the difference in price. It was so good, in fact, that VP had a difficult time to find details to improve it. Most of the update set involves added parts such as the simulated engine, engine covers, dust covers, open storage bin, interior hatch periscopes and gunsights. The only parts replaced were the gun barrel and canvas gun cover and the VP Dushka machine gun kit was used to replace the kit assembly which, due to the limitations of the injection process, was lacking some detail.

PAINTING AND WEATHERING

Basic airbrushing - Humbrol Matt 29 with an overspray (cloud pattern) of 187 Sand. Wash - Raw Umber oil paint and Humbrol Matt Black.

Dry brushing - Humbrol 187 Sand plus White - Matt 72 - Matt 72 plus White. Pastels - Light Sand color for a dusty appearance.
 Engine - Base color - Black green No. 91,



then Raw Umber wash and drybrush with a mixture of Raw Umber and a little silver hobby paint.

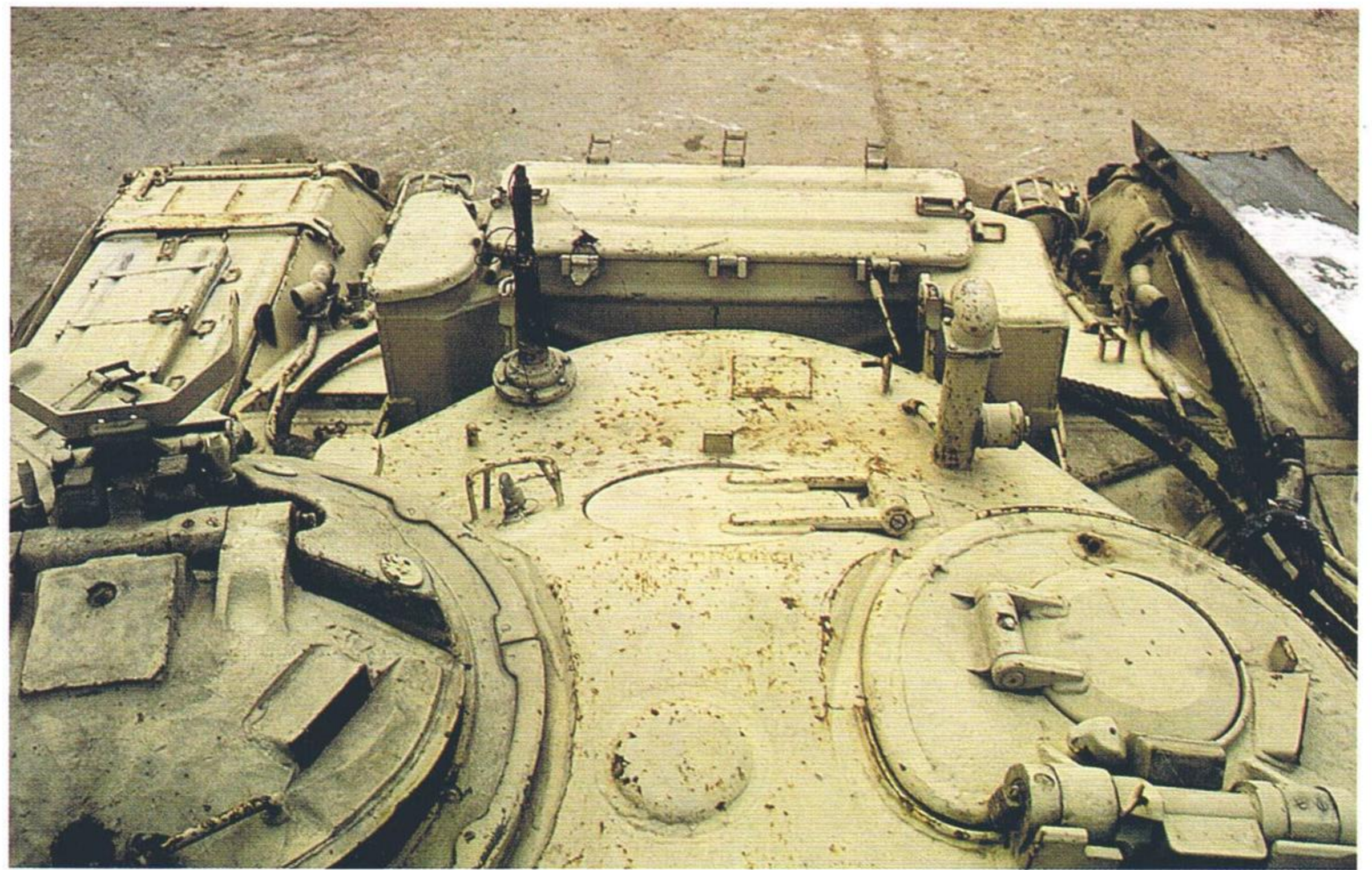
All figures and accessories are from various VP sets. Base and groundwork are the same as the M1 Abrams diorama.

Fig.2 Overall top view shows clearly the heavy weathering and illustrates the effectiveness of the VP Update Set combined with the Tamiya kit. Also note the makeshift shelter from the Trophy corrugated sheet.

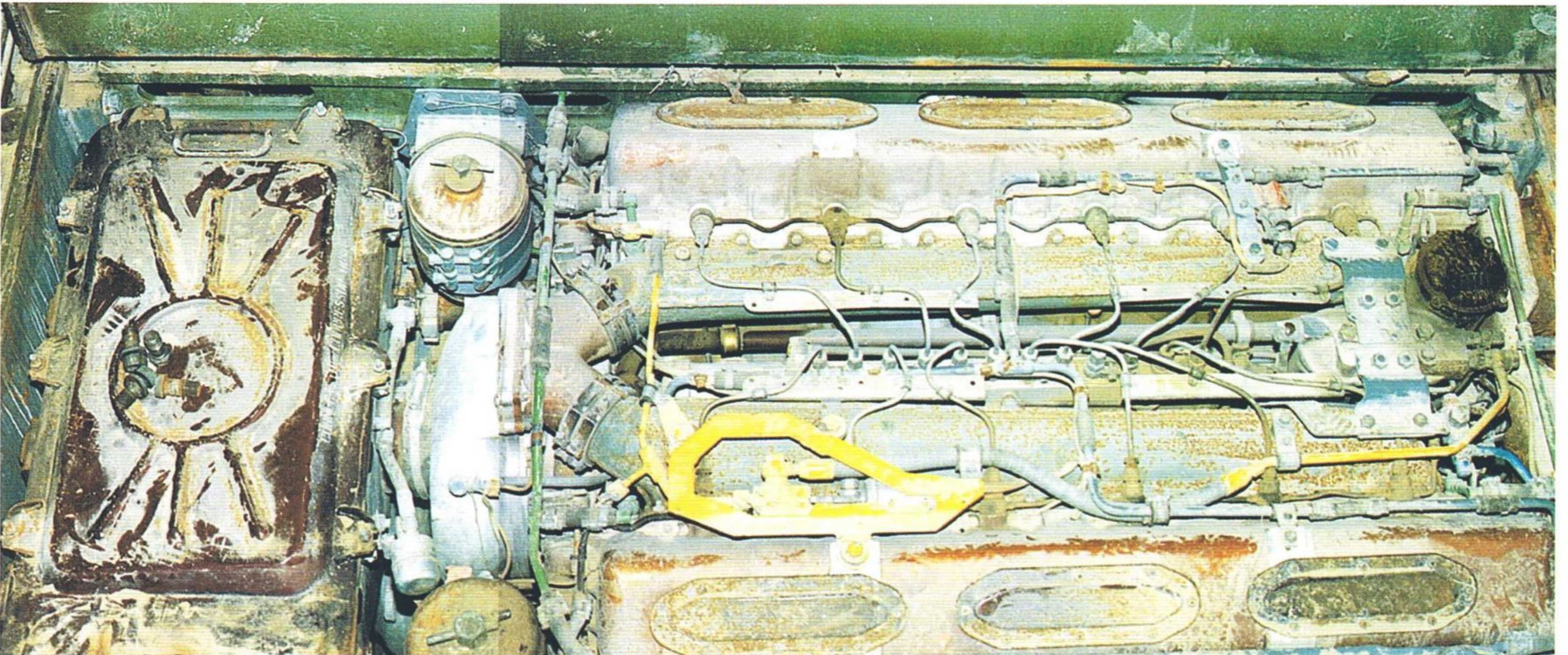
T-72 M in detail



(Photo Ernst BEYERMANN)



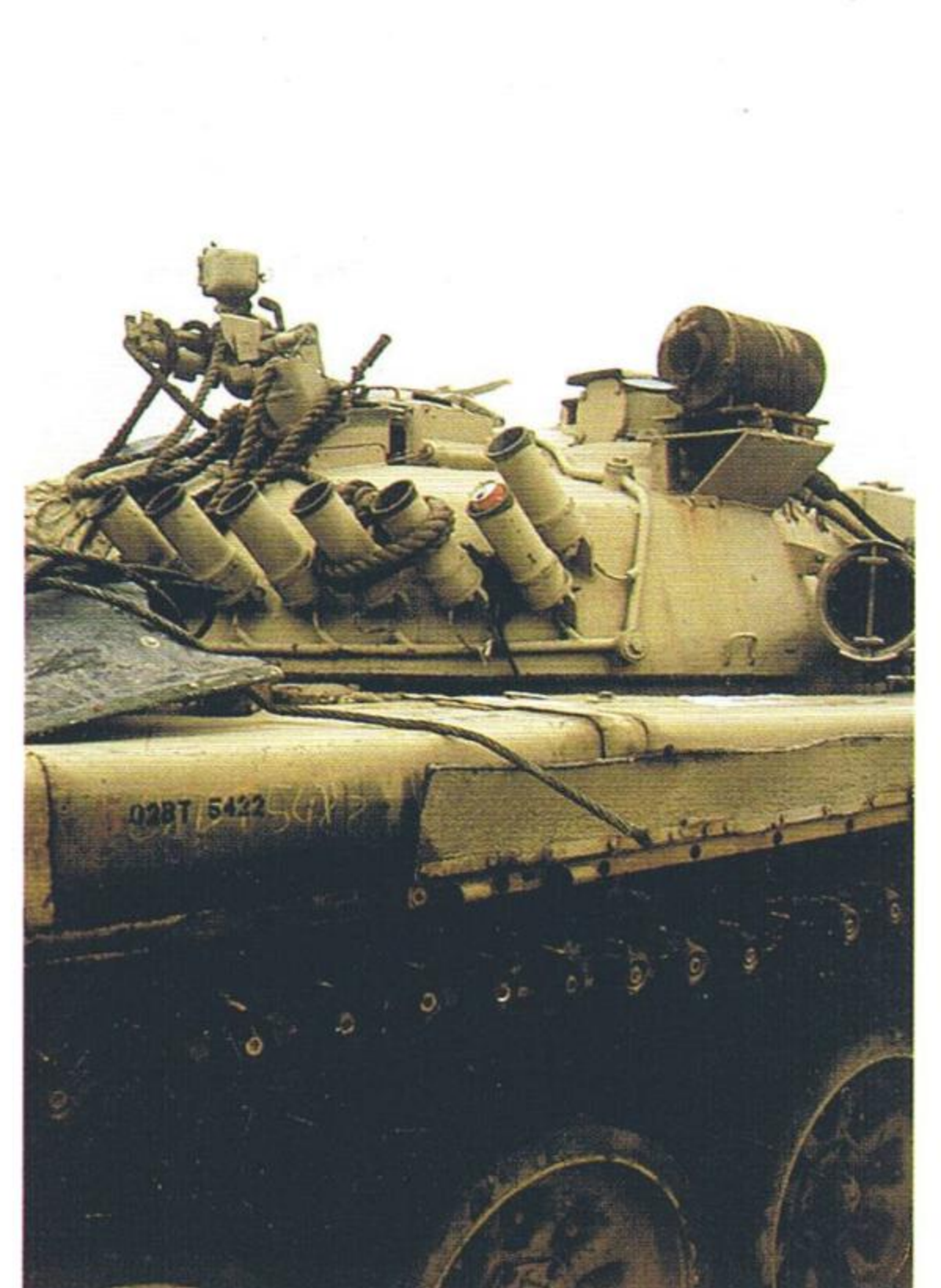
(Photo Ernst BEYERMANN)



(Photo Patrick J.COONEY)



(Photo Ernst BEYERMANN)



(Photo Ernst BEYERMANN)



" Buun Tchokyu "

A diorama by Kurt SENN,
Switzerland

Edited by



Not satisfied with jungle dioramas I encountered at model contests I decided to put my best efforts in creating my own.

It may not come as a surprise I dedicated most of my leisure time for one year and a half constructing, painting and weathering this fairly

small diorama. All well considered, it was time well spent because the scene came out exactly as I had planned.

This diorama has been named " Buun Tchokyu ", referring to the family crest on the soldier's rifle, commissioned by his family and friends as a safeguard against all evil.

To create the base a piece of Styropor (styrofoam) was glued inside a custom frame, painted black. The stairs were roughly cut with a hobby knife and finished with plaster as was the hollow road leading to the stairs.

Most of the vegetation was taken from nature itself which in combination with

VP's assortment of palm trees, jungle plants (both plastic and photo-etched) allowed me to make it as realistic as it turned out to be.

Figures are from the Airfix Multipose series with heads from VP's Japanese warriors (N° 356 & 361). Small details were added from VP lead foil like belts and neck veil. The same material was used for the crest which was completely handpainted. The temple ruin is an old DCS kit (former VP, long disappeared from the market but occasionally sold at meetings).

Fig.2 The position of each figure has carefully been chosen after moving them across.

Fig.3 Three large VP palm trees give the scene some depth and clearly situates it in the Orient.



WORLD WAR II G.I. Gear

At the outbreak of WWII the American soldier went to war in a uniform inherited from the first World War. As expected, many complaints reached the Quartermaster Corps which prompted their clothing experts to design new gear, using better fabrics for both summer and winter uniforms. The Model 1943 field jacket, cotton pants and combat boots were first tested in the spring of 1943. The standard M1 steel helmet showing here is covered with a cloth net to hold camouflage and reduce glare.



Model:

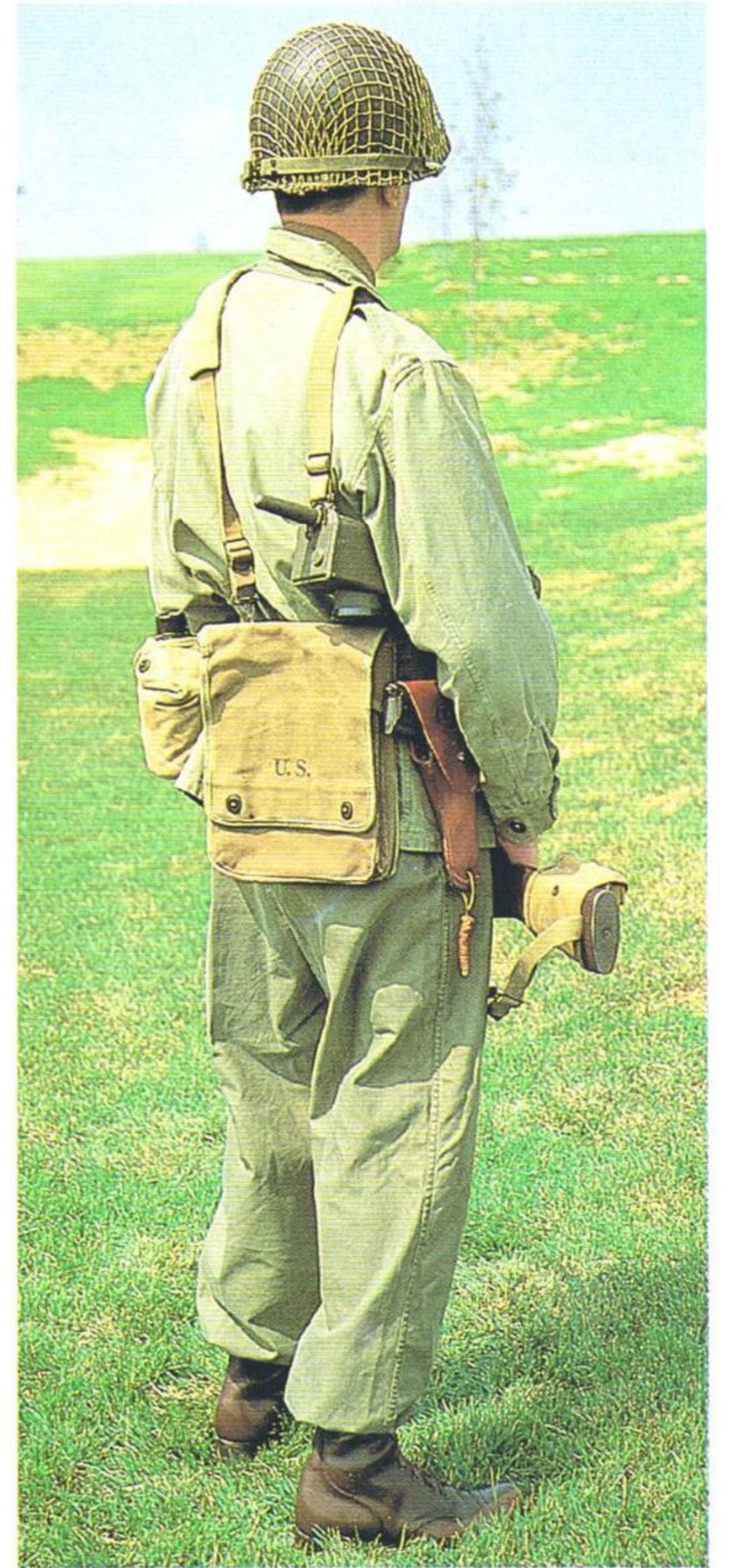
Bob SAXTON
WWII Historical
Reenactment Group
St. Louis, Mo

Photographed by
François VERLINDEN

Same outfit but different weapon, a .30cal M1 Garand rifle with bayonet and Model 1907 leather sling. The Model 1936 ammo belt suspender holds 10 8-round ammo clips.



Anyone interested in building and painting VP's WWII Sergeant /Europe (N°531), will find set 576 very useful. Weapons include the .30 cal M1 Garand rifle, M1 carbine and .45cal M3A1 sub machine gun or "grease gun" to replace the .45 cal Thompson sub machine gun furnished with the kit.



Model 1938 dispatch bag and regular U.S.Army canteen are carried on the back, attached to the Model 1936 pistol belt. The felt-lined cover provided insulation to the stainless steel canteen. The .45 cal automatic pistol is carried inside the standard issue russet leather holster with loops and hanger.

Bob Saxton proudly posing in one of the finest outfits ever made by the Quartermaster Corps. The olive drab Model 1943 field jacket was wind and water repellent. He is holding a .30 cal. semi-automatic M1 carbine. Brown-leather service shoes with laces protect his feet.



The most important weapons used by the U.S. infantryman in WWII, from top to bottom : M1 Carbine, M1 Garand, Thompson, another M1 Carbine and finally a .30 cal machinegun. All, except the Thompson, use the same .30 ammo.

In focus : U.S. Air Force Hydraulic Test Stand

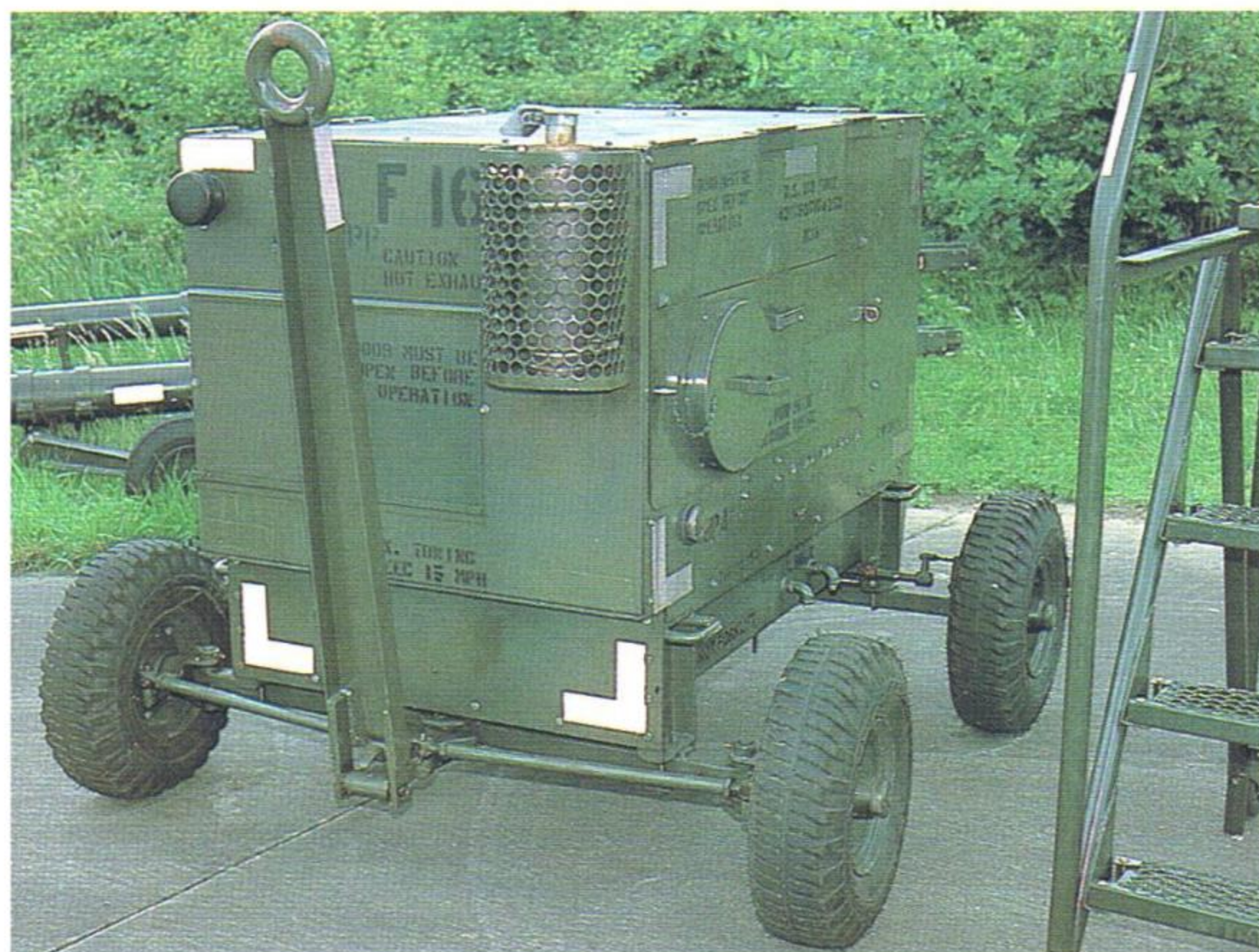
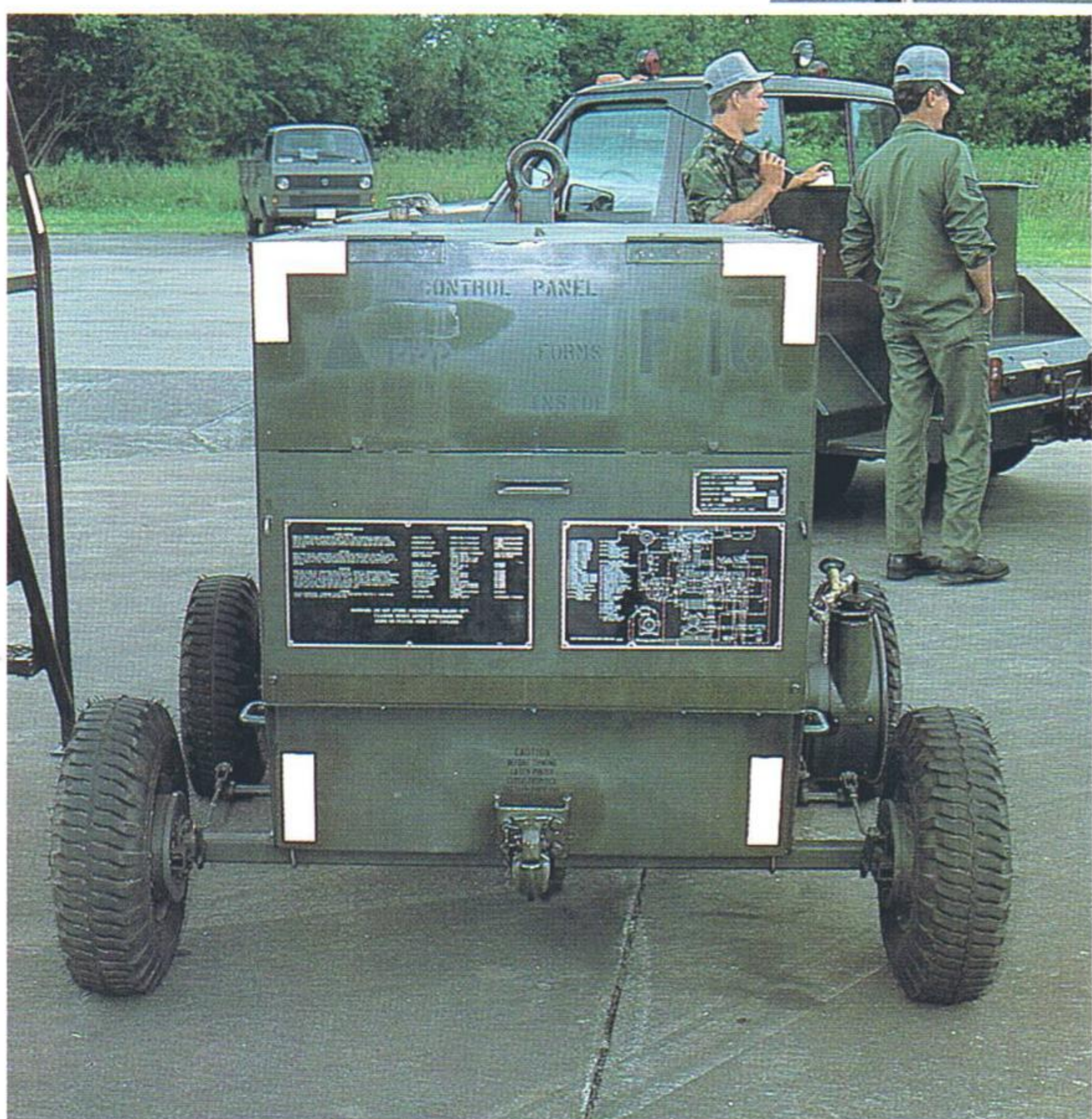
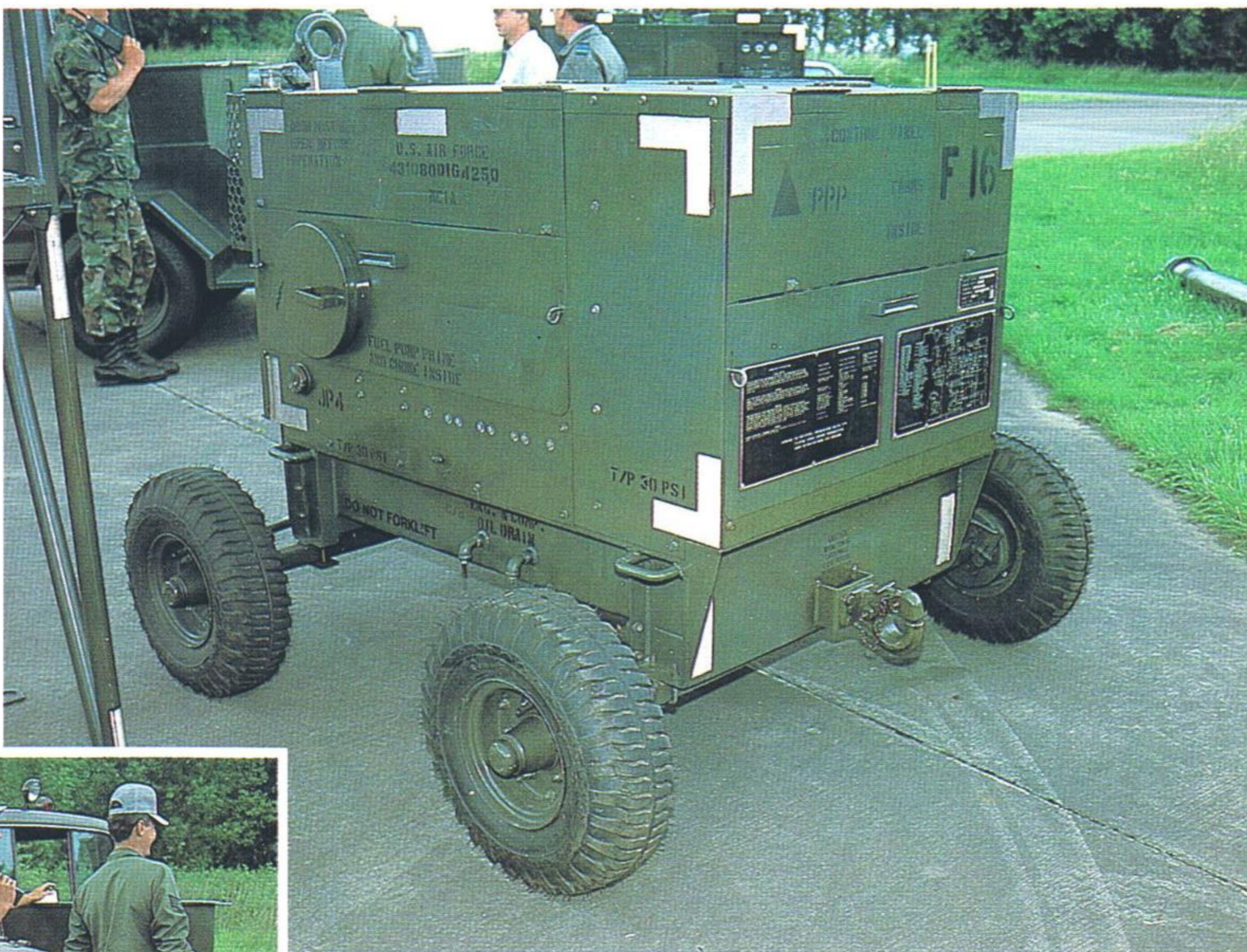
Continuing where we left off in the previous issue, here is more U.S. Air Force auxiliary equipment which is, of course, also used by foreign air forces operating US designed aircraft.

When comparing these photos with the model available from Hasegawa (in both 1/72nd and 1/48th scale) one will notice some minor difference in position and size of the side doors (both sides). This particular unit is providing hydraulic pressure for hydraulic system checkouts.



In focus : U.S. Air Force Low Pressure Air Compressor

One more auxiliary equipment cart readily available in kit form (1/72nd only) from Hasegawa is the High Pressure Air Compressor. The one shown here is a Low Pressure Air Compressor and differs in some aspects from the kit. Converting the kit into this Low Pressure model is not difficult but one should not forget to add the small exhaust muffler with



protective screen to the front. The mark F-16 does not mean it is only used for that type of aircraft because the one shown here serviced the A-7D Corsair.

Important detail on this cart, which is not present on the Hasegawa model, are two drain pipes on the bottom left side.

Compare stenciling with the one provided on the Hasegawa decal sheet and eventually complete them with those from VP dry transfer sheet N°167 or 172.

Both carts in this articles are painted Olive Drab overall, which seems to be a standard color for equipment with western air forces.

"Sunset over the Atlantic"

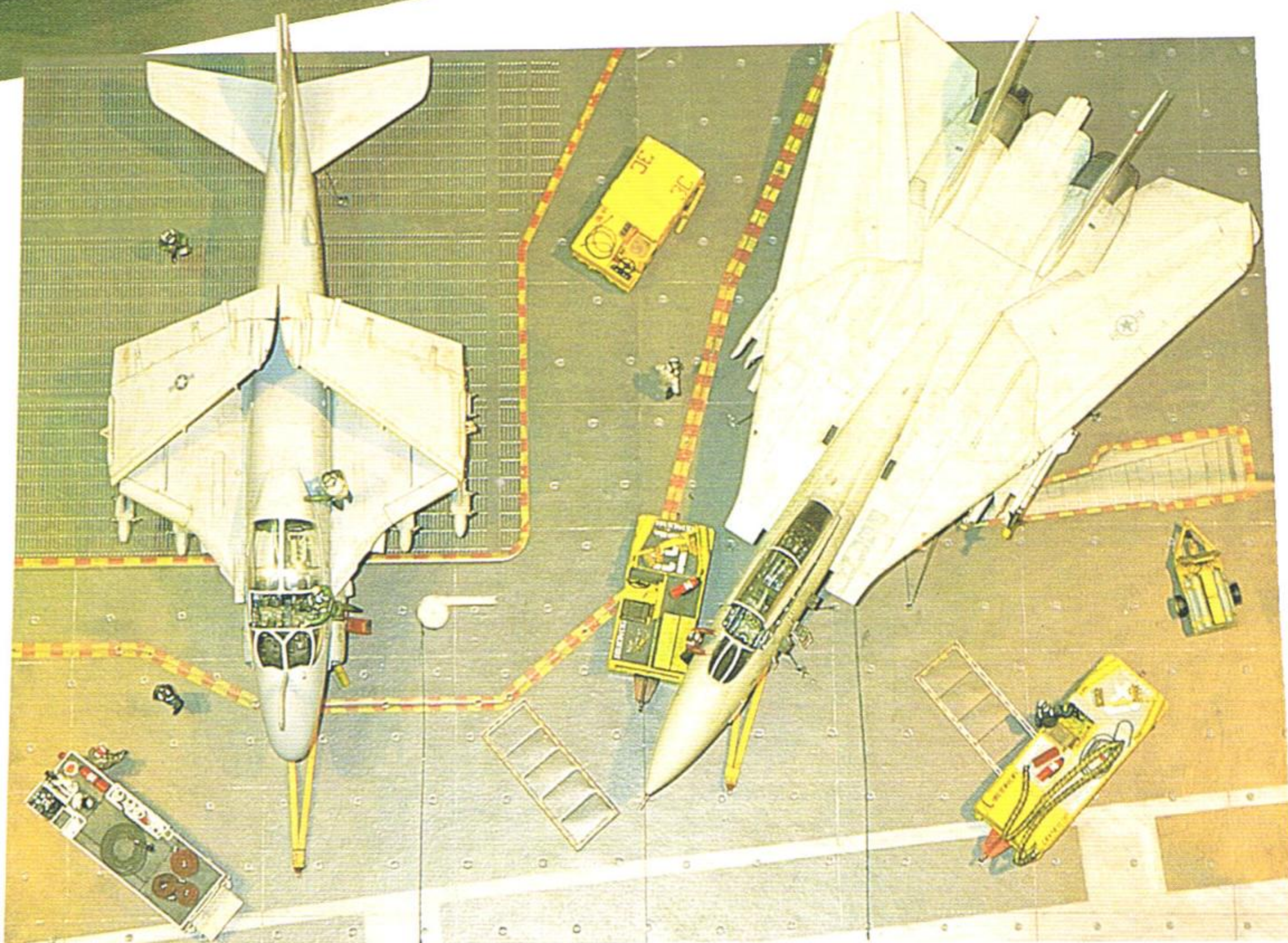
a diorama by Charles ROBBINS,
Cornwall, England

Being a keen waterline ship modeler I decided to attempt a large scale aircraft diorama. After arming myself with the knowledge from "The Verlinden Way" Vol. 3-On Plastic Wings, I decided on a scene from a large carrier deck.



THE TOMCAT

After close study of many publications on the F-14 I decided to model a Tomcat with a very weathered look, typical of aircraft on sea. The kit was Hasegawa's 1/48th scale F-14A constructed as per instructions but with VP's cockpit update set, scratchbuilt detailing in the wheel wells and small additional detail on the undercarriage. I encountered a problem with some nasty cracks in the forward cockpit glazing, which was solved with the crew chief's polishing cloth. Overall color was XTricolor X137/FS36440 followed by a light polish and application of Superscale decals. No need for a gloss coat as



XTricolor leaves a gloss finish. Three coats of flat varnish were then applied and left to harden. Weathering started by polishing different panels to different degrees to give divergent surface textures. A Raw Umber oil wash was applied to all panels. Then a mixed of varying shades of oil washes from dirty grey to off white was applied to each individual panel,

following the patterns shown on actual aircraft in my now extensive F-14 library (LOCK ON N° 18 on the F-14 Tomcat was not yet released). A light drybrushing followed to finish.

THE INTRUDER

I was impressed with the detail of the Revell kit, but not with the warped fuselage and wing. I detailed the

cockpit using the A-6E TRAM update set by Airwaves (VP's A-6E Update Set now available, Set N°828, Ed.). The kit ejector seats were replaced by VP's F-14 GRU-7A seats modified to A-6 standard (GRE-7 seats now available in set N° 820, Ed.). The wing fold mechanism was scratchbuilt, cutting the wing sections and installing wing ribs. Detail of the mechanism was



faithfully duplicated with a lot of plastic sheet, strip and rod. Extra detail was also added to the underside of the canopy. Using Lock On N°20 as a guide. The Intruder is finished in XTricolor X135/FS 36320 upper surfaces and X136/FS 36375 lower surfaces. Decals are once again from Superscale. The same technique of weathering was used, although close inspection of reference material showed subtle differences in weathering on the A-6 airframe.

The Intruder represents an aircraft of VA-176 THUNDERBOLTS while the F-14 flies with VF-14 TOPHATTERS, both attached to Carrier Air Wing Six on board the carrier USS INDEPENDANCE in the early eighties.

THE VEHICLES

Two tow tractors, one mule and one "huffer", a deuce EPU tractor, a large type fire tractor and a nitrogen cart are randomly placed around the deck. All from VP with added pipe work to the nitrogen cart and a steering box to the EPU tractor. Finished in Hi-Viz yellow and heavily weathered.

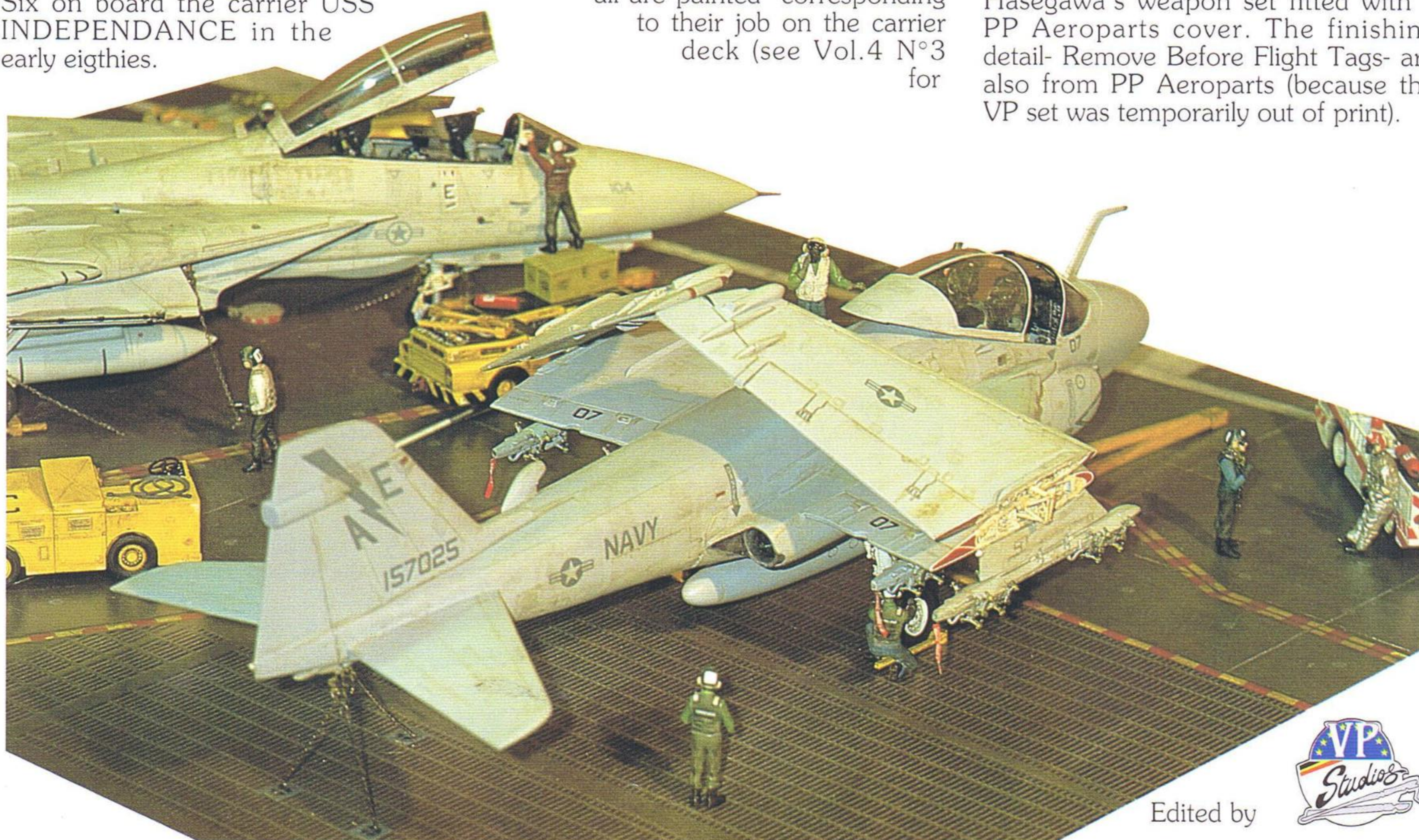
THE FIGURES

Once again, all from VP except for two lower body parts from the Hasegawa deck crew set. The crisp detail on the VP resin figures is far superior to the injection molded figures, although all are painted corresponding to their job on the carrier deck (see Vol.4 N°3 for

reference, Ed.). A heavy wash with Raw Umber oils simulates the filth and grease on their clothes. Subtle drybrushing finished the job.

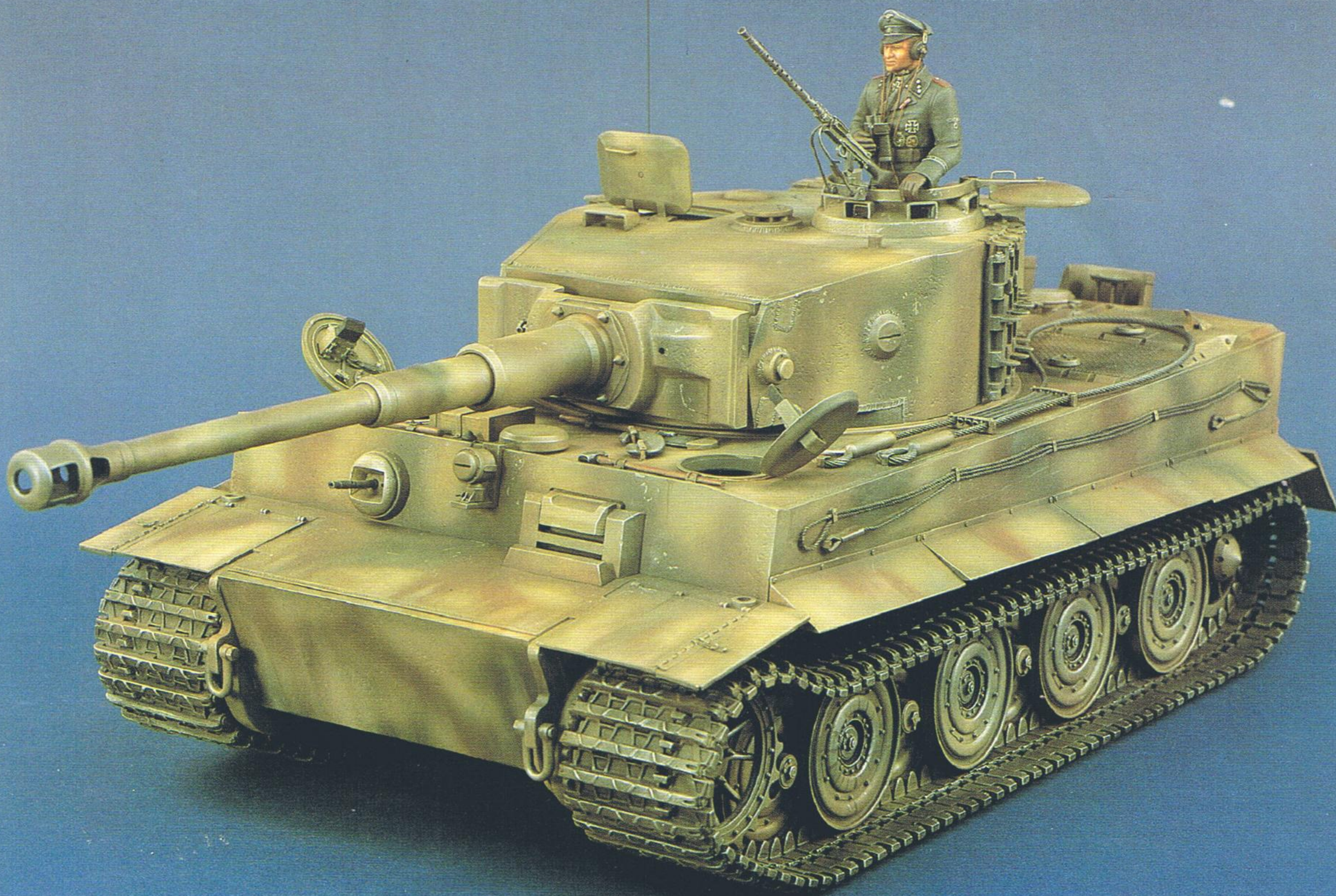
THE FLIGHT DECK

VP's 1/48th carrier deck sections were secured to veneered base board using double-sided carpet tape. Arrestor wires and their housings were scratchbuilt and added. The wheel chocks and tow bars are again VP. Tie-down chain and tensioners taken from PP Aeroparts. The Sidewinder is from Hasegawa's weapon set fitted with a PP Aeroparts cover. The finishing detail- Remove Before Flight Tags- are also from PP Aeroparts (because the VP set was temporarily out of print).



Edited by





Milestones in Military Modeling

Introducing the largest resin kit ever produced.



In 1988, Verlinden Productions broke new ground when they began developing 120 mm figures molded entirely from resin. The concept caught fire with modelers world wide and has resulted in a range of well over 100 figures, by far the largest on the market. As the range has grown, there were more and more requests for accessories to enable modelers to enhance their figures and to produce vignettes.

The 120 mm, (1/15th), scale is truly a revolution in modeling, as no scale other than 1/35th has been successful with armor builders in the 30 plus years they have been popular. It brought modelers into figure painting who had never before attempted this

aspect of their hobby. It was inevitable that the demand for vehicles and equipment would arise and in the summer of 1991, VP began research and development to fill the void. Of course, anyone with a good master can produce such items, but to produce them in the quantities required for the Verlinden market and maintain the quality its customers have come to expect is something else altogether.

The already vast production facilities at VP had to be expanded and new technology introduced. Even the resin manufacturers were amazed when they were allowed to visit the production lines, at the efficiency and complexity of the super high tech factory. The machines (& systems) being one of a

kind, designed and built specifically for VP. As a result, the products now flowing forth in such volume would have been considered impossible only a few years before. No other resin manufacturer even approaches the capabilities of the VP plant and given the degree of security in place, it is doubtful they ever will.

The initial results are shown on the following pages. Another surprising aspect of this revolution is that prices are more than competitive when compared to the few injection models in comparable scales available from the plastic manufacturers. As plastic kits continue to increase in price and the resin production at VP becomes more and more efficient, the pricing curves are narrowing.

TIGER I Ausf.E (Sd.Kfz.181) Abschlußausf.

Subject of this winter 1993 release is the final version of the TIGER I as used by Hauptsturmführer Michael Wittmann in 1944. The VP kit has over 350 parts, including a steel cable fitting 1/15 scale, two photoetched frames for mudguards and tool brackets, a complete MG34 machinegun and the tank commander itself. To top it all off a 24-page WARMACHINES Special on the TIGER I is included as a bonus, allowing to turn this kit into a "piece de resistance".



Fig.2 Road wheels assembly parts.

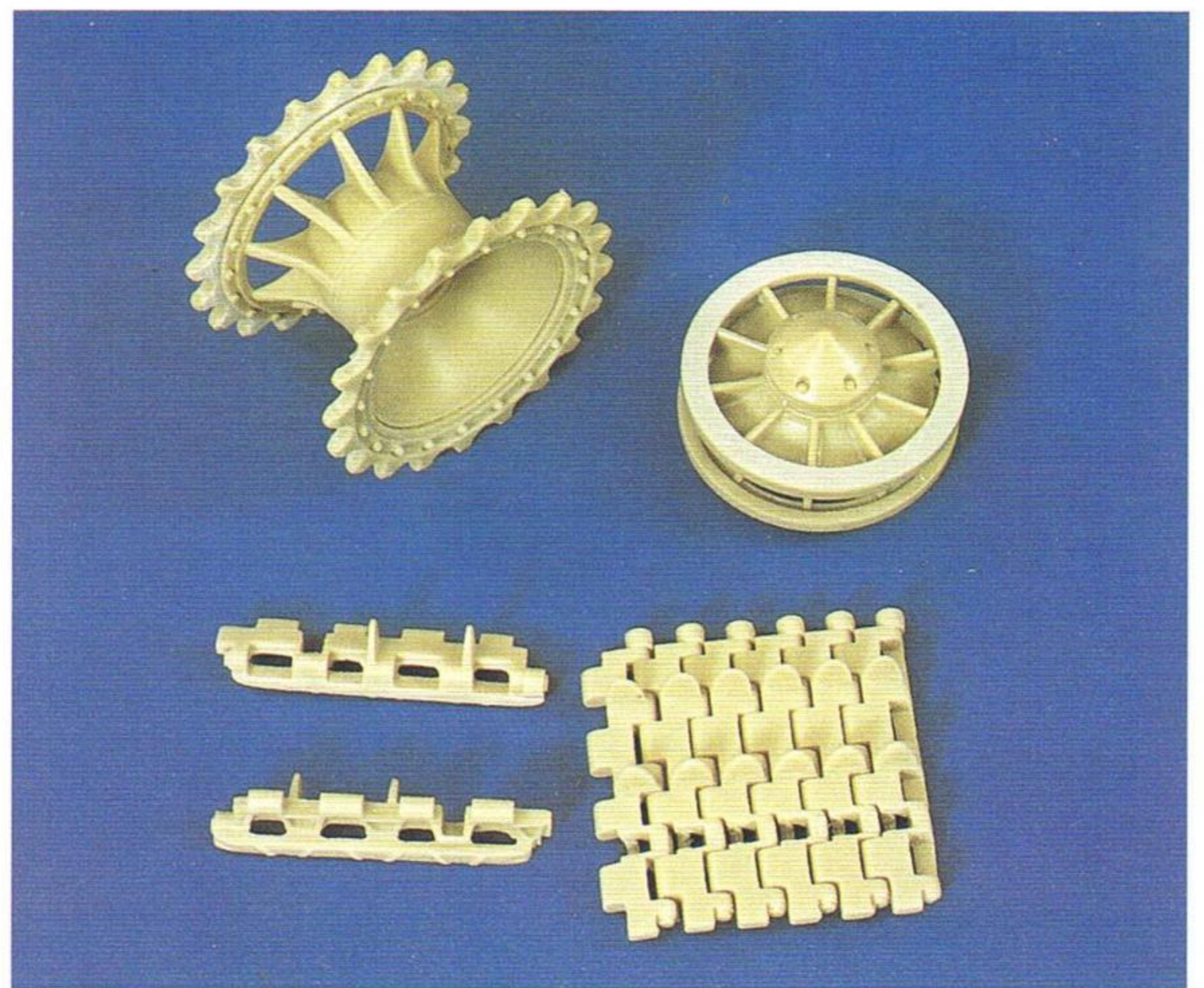


Fig.1 Sprocket and idler wheels are masterpieces of engineering. Note the massive individual track links.

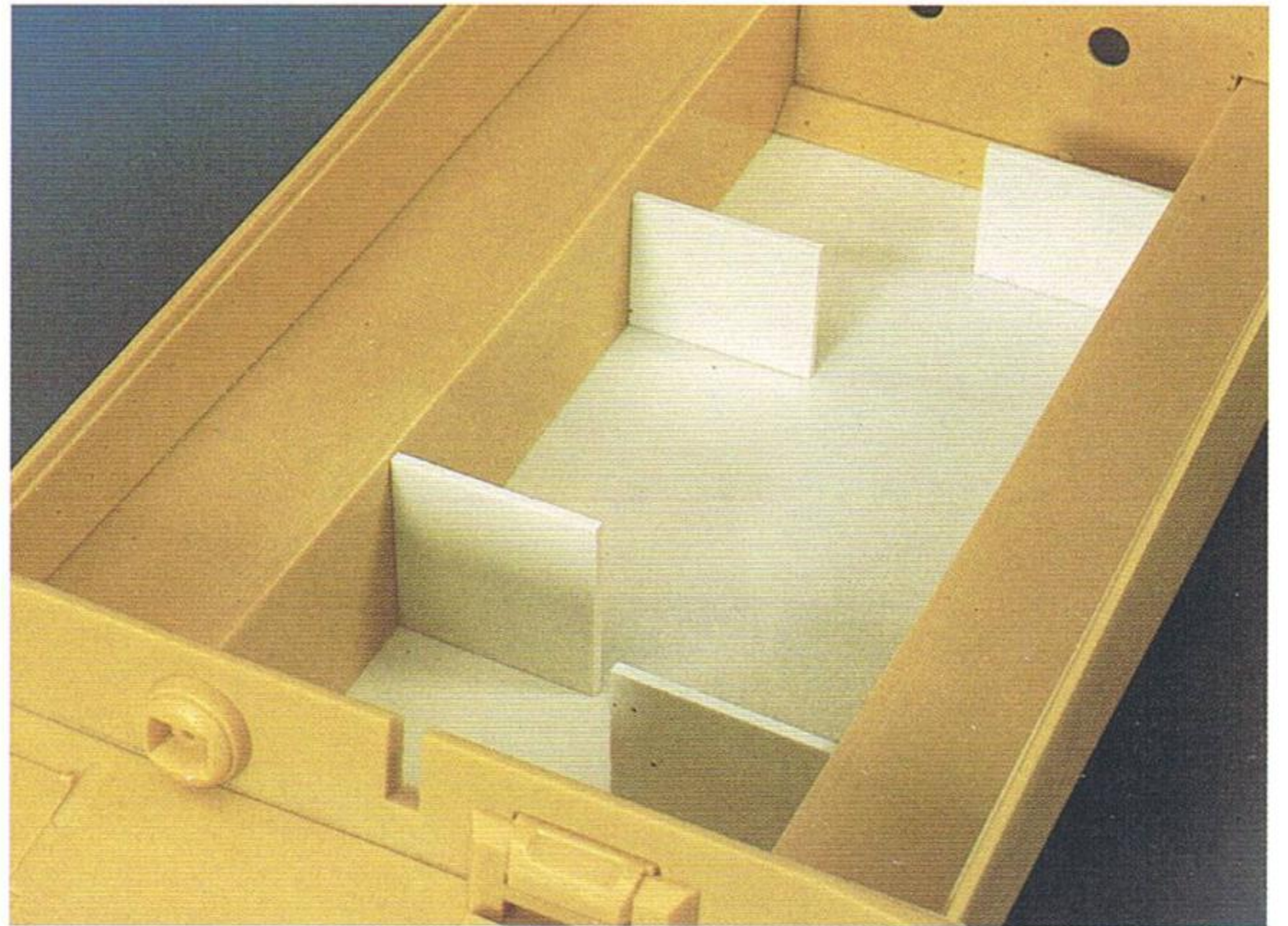


Fig.3 Build up of the hull assembly. Note plastic sheet bottom plate and reinforcement.

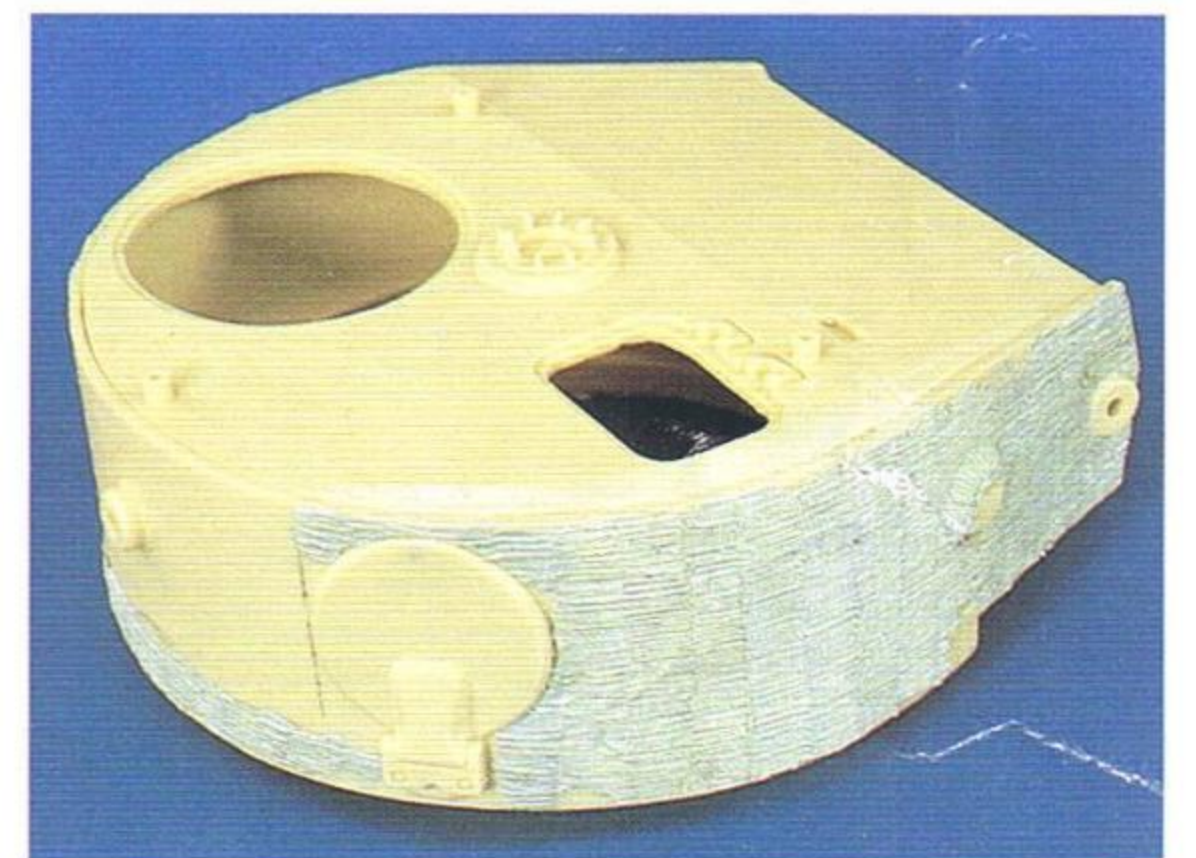
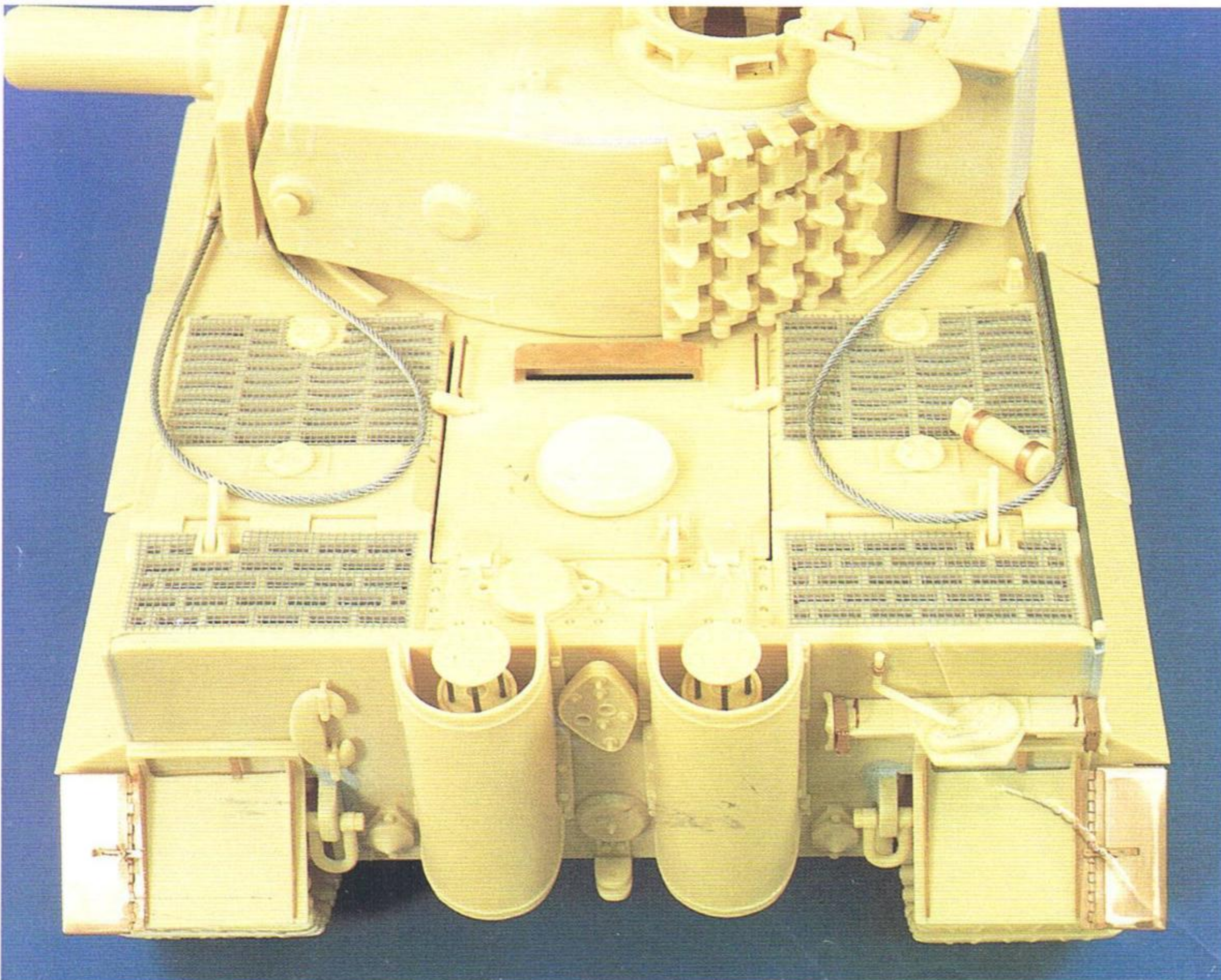
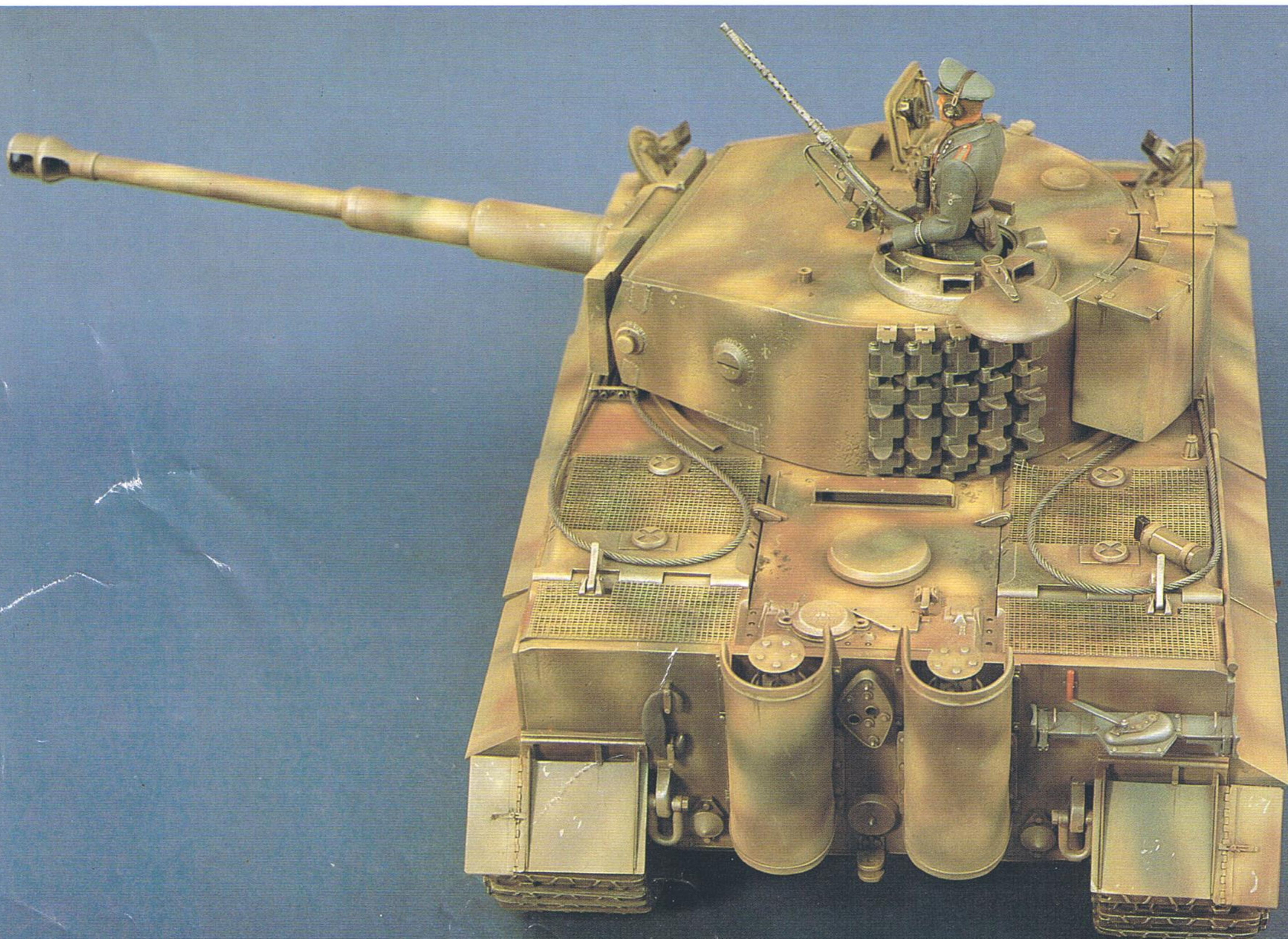


Fig.4 The VP model team could not resist tackling a second Tiger, zimmerit was applied using epoxy putty. More on this in a later issue.

Fig.5 Engine deck prior to painting. Mesh wire and the real steel towing cables all provided in the kit.



Fig.6 The tank commander and the MG34, both included in the kit. Note the lifelike appearance of the towing cable on the upper deck.



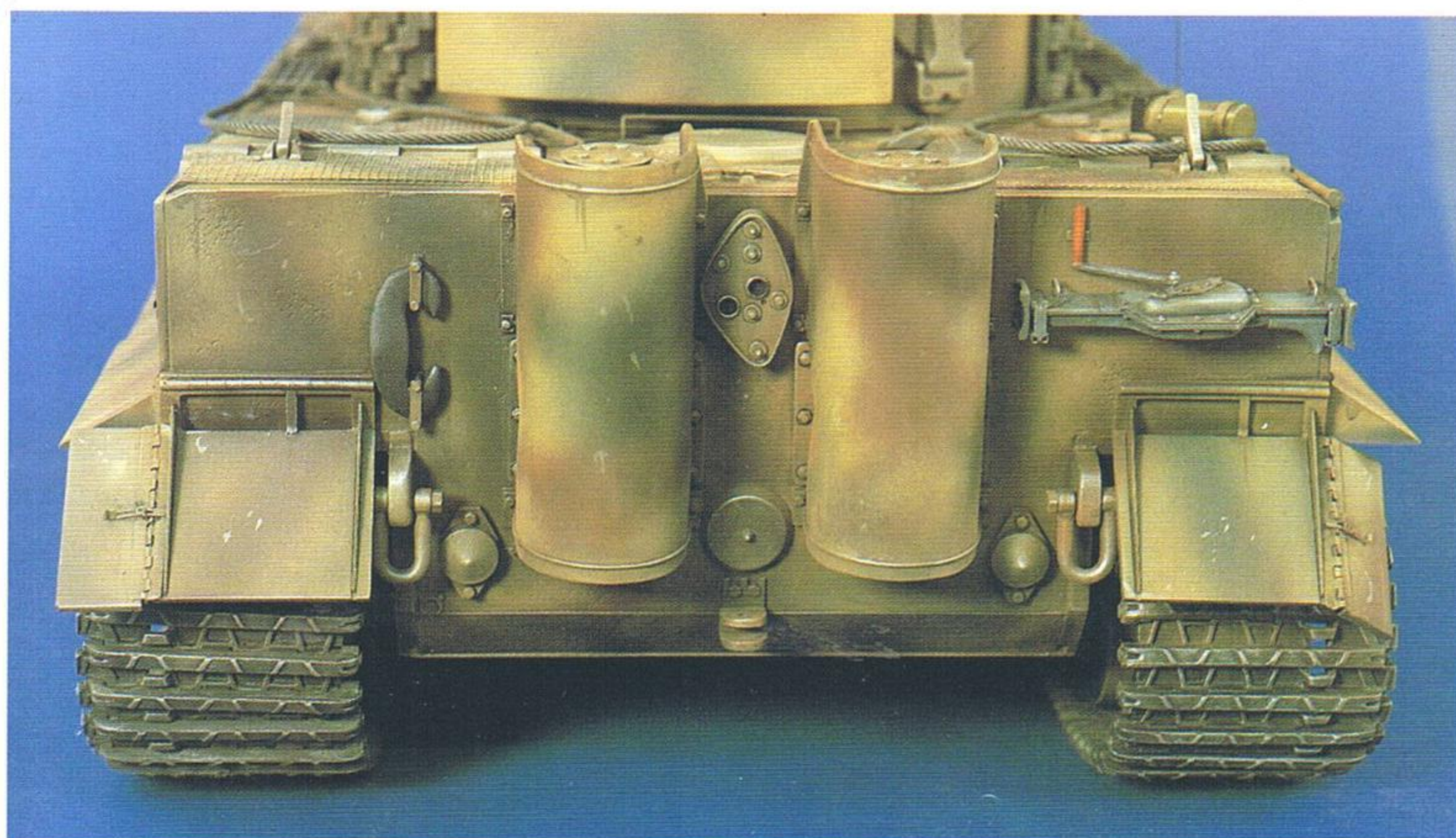
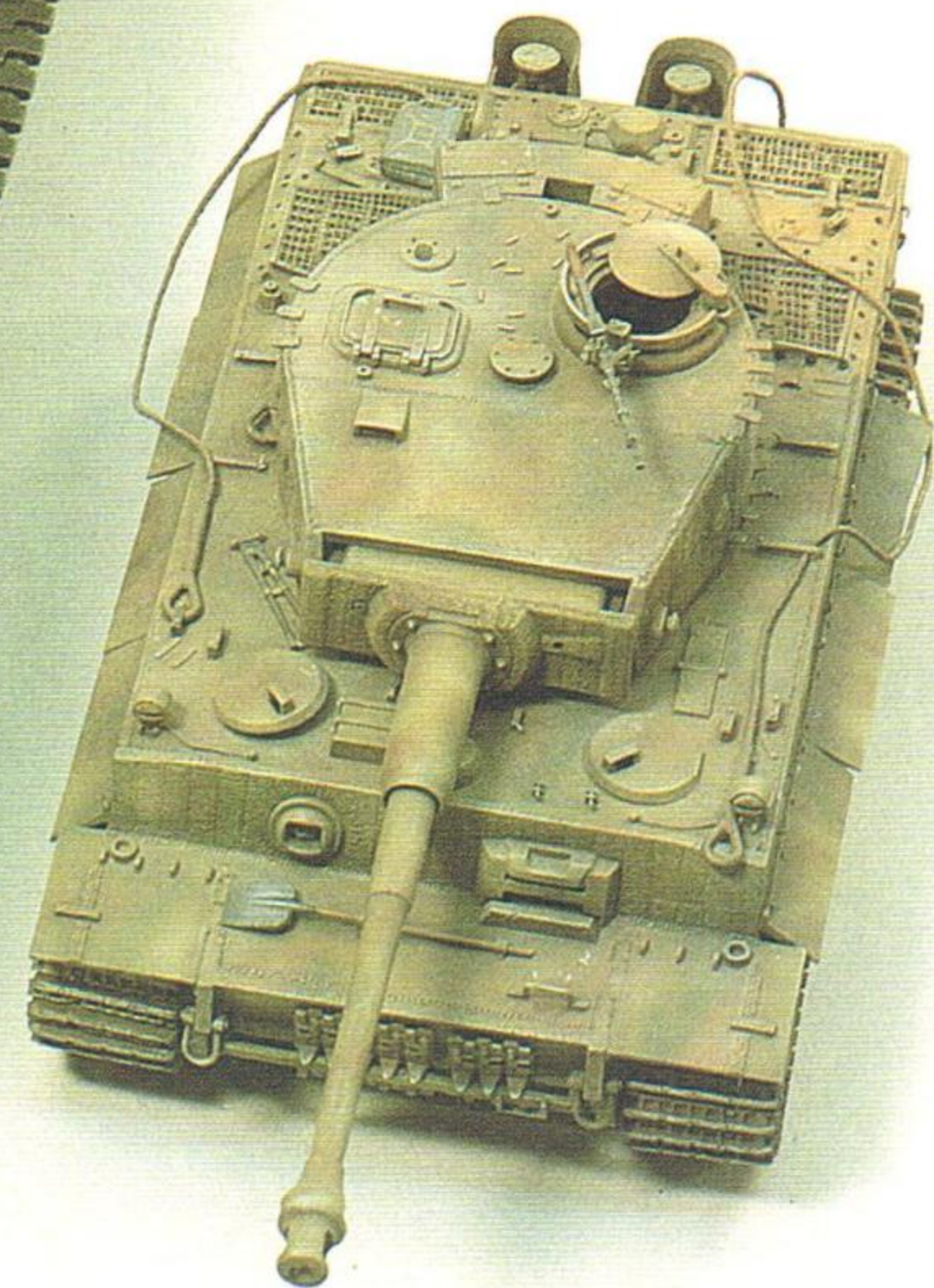
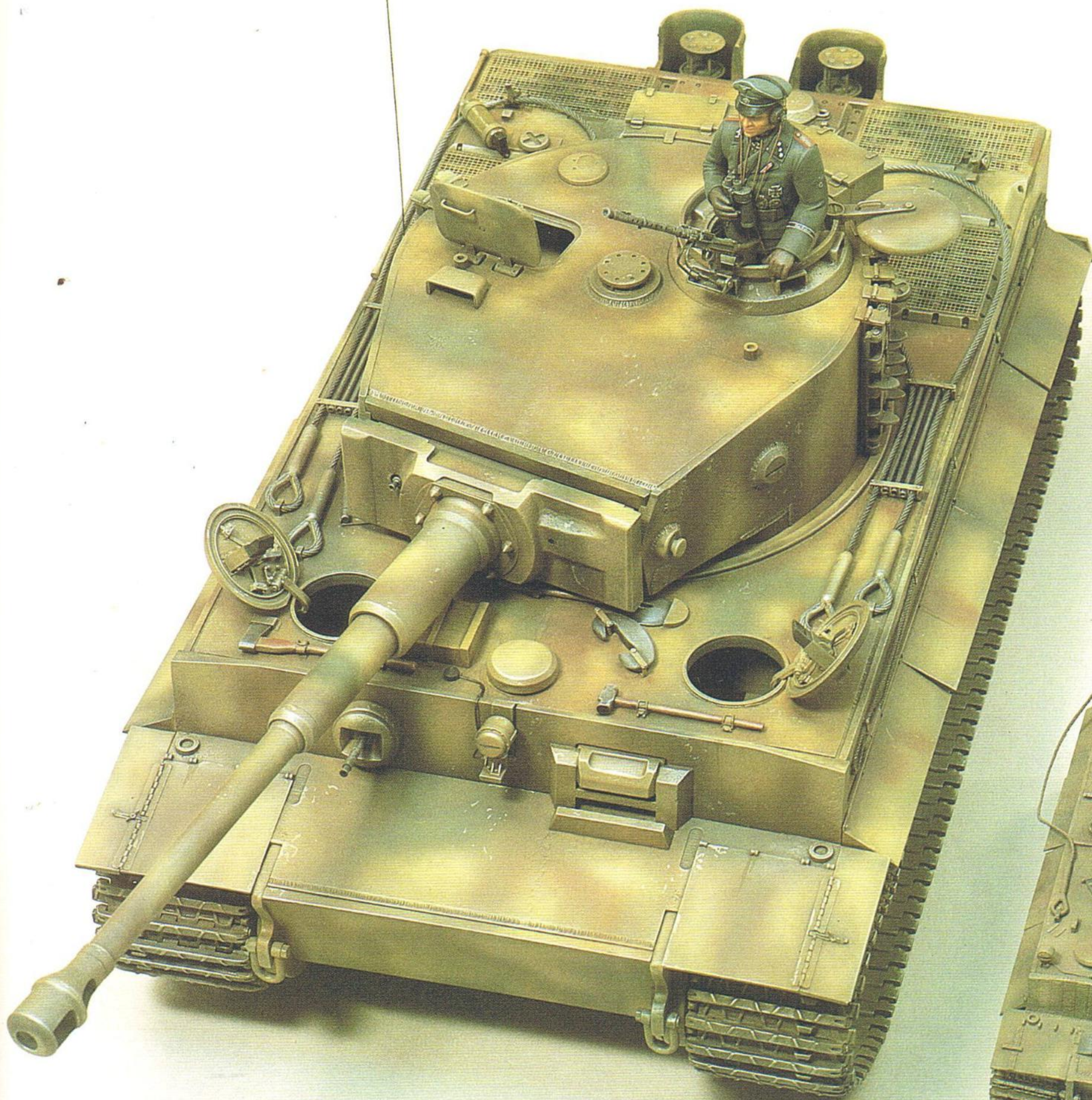


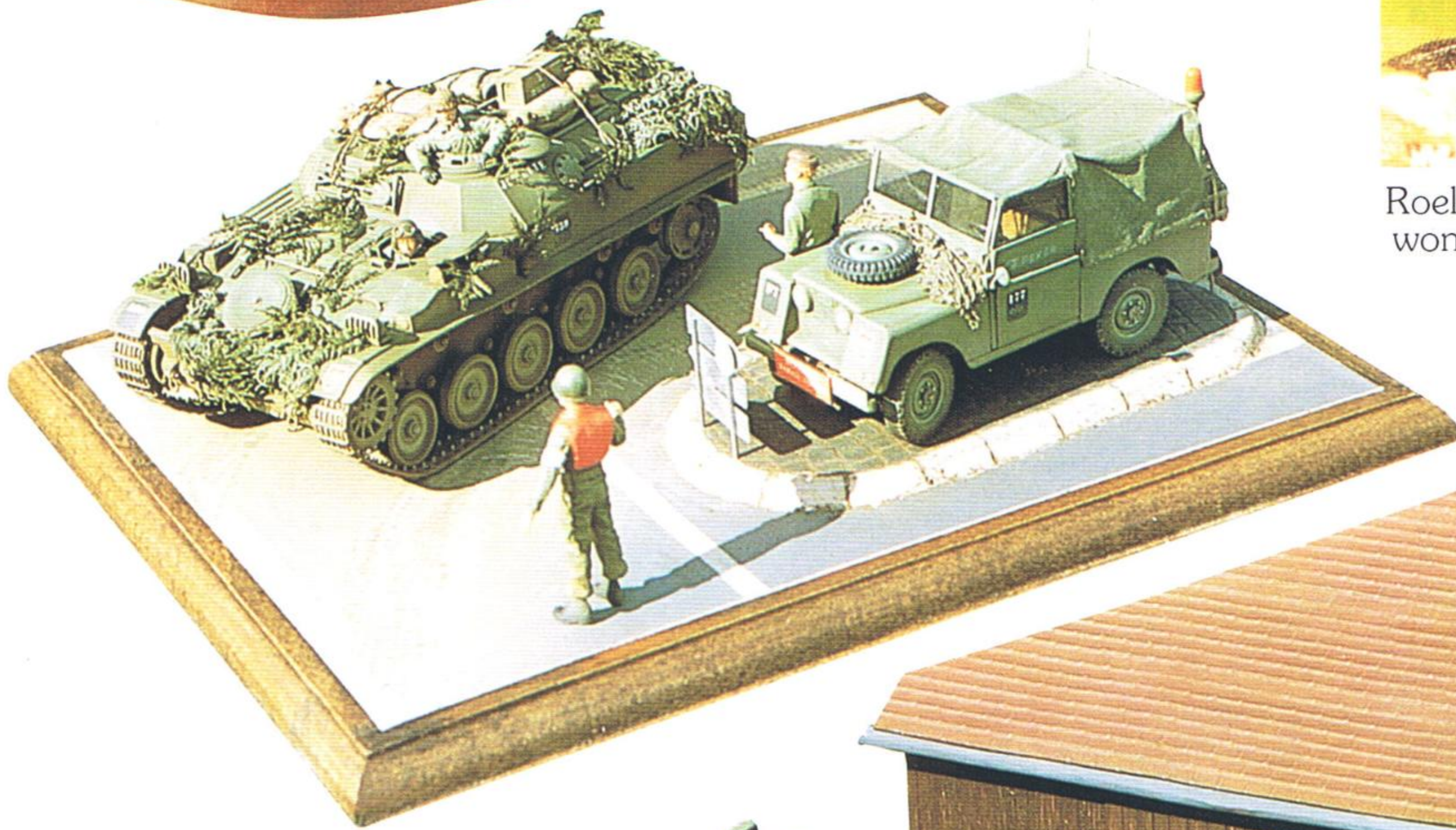
Fig.7 Tamiya 1/35th Tiger next to the 1/15th clearly illustrates the awesome impact of this scale.

Fig.8 Rear hull plate with exhaust, accurate to the last detail.

Bart CUSUMANO of Tampa, FL is becoming a regular contributor to this chapter, sharing his figure painting skills with readers of VP Magazine.



Roel N. CARPIO of San Juan, Philippines won a prize with his debut 120mm, a VP Israeli Golani captain.



Burkhard GEPPERT, housing in Warburg, Germany combined an AMX-13 Typ56 and a Belgian-built Minerva jeep of the same unit on the diorama above which looks very nice. His other scene has a German Flakpanzer Gepard as main attraction.



Reforger '91
 The Night is over



Two nice figures from Kevin ANDERSON, Los Angeles, Ca.



Li-Ban CHIU of Iowa City, IA painted this VP British Tank Commander.



Some can not withstand the temptation and start building actual dioramas in 120mm scale, like Claude MESSMER of Marseille, France who used quite a lot of VP figures in this beautifully executed setting.



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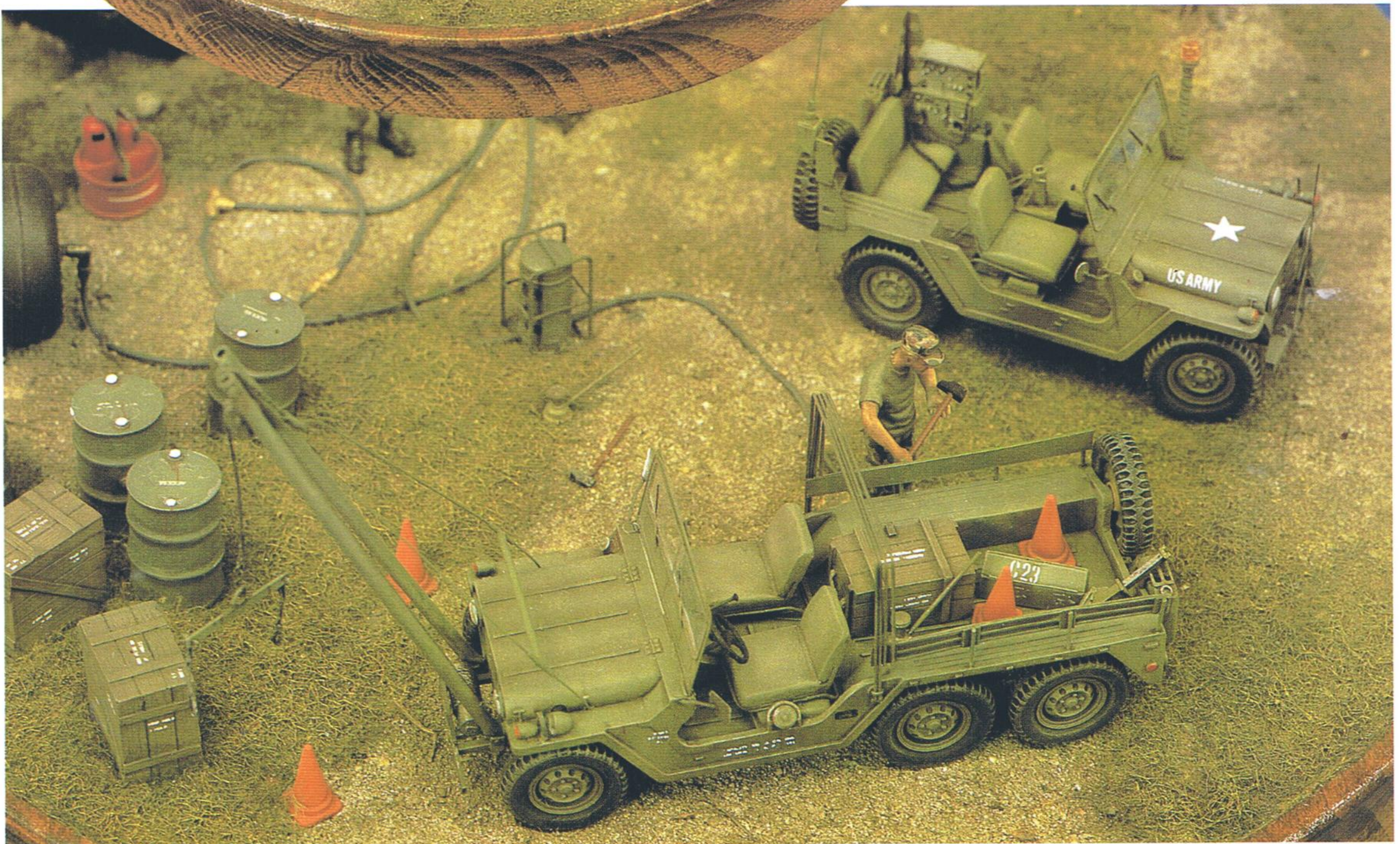
"Fill 'er up!"

A
complete VP
diorama
in 1:48 scale

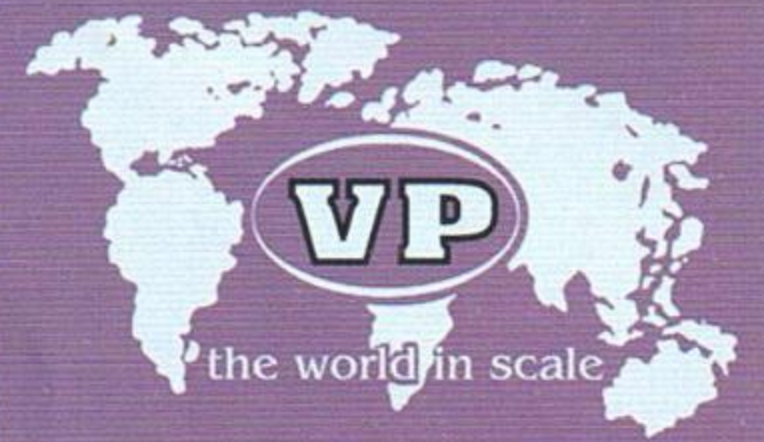


It's a misconception to assume a diorama should be big to be beautiful. Small vignettes frequently win out over larger dioramas at competitions, mainly because of an original approach or a magnificent paint job.

It is true that smaller objects need better skills to construct and convert and it is also true that special care needs to be taken when enhancing the tiniest of detail while painting. What can be achieved with some simple 1:48 VP kits is displayed here by Belgian modeler Dirk VANGEEL, who combined two M151 Ford MUTT's (one converted with scratchbuilt cargo extension) and US Army Collapsible Fuel Drums. Some US Army/Air Force Personnel are servicing the vehicles.



More VP goodies to keep you busy



VERLINDEN PRODUCTIONS
 Ondernemersstraat 4
 2500 - Lier / Belgium



**Bust
 1:4**

853 "WINSTON"

848 East European Viking 12th C



**851
 Aztec
 Jaguar
 Warrior**



**850 US Tankers / Sherman
 1:35**

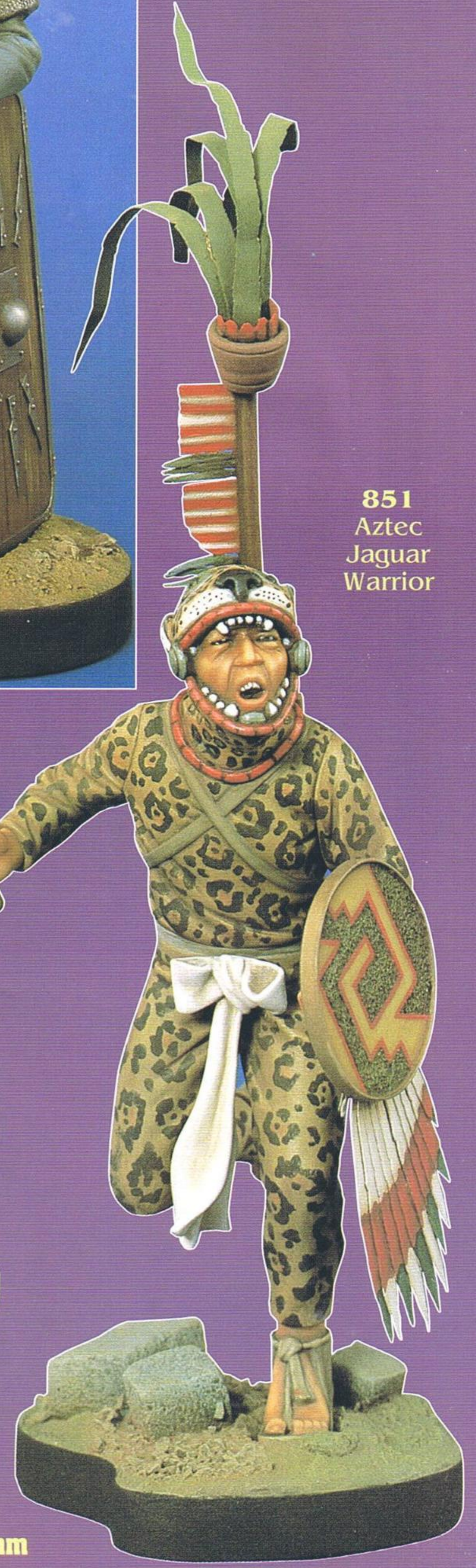


**852
 "Alte Kameraden"**

847 Jerry Cans



**Super Scale
 120mm**



**Super
 Scale 120mm**

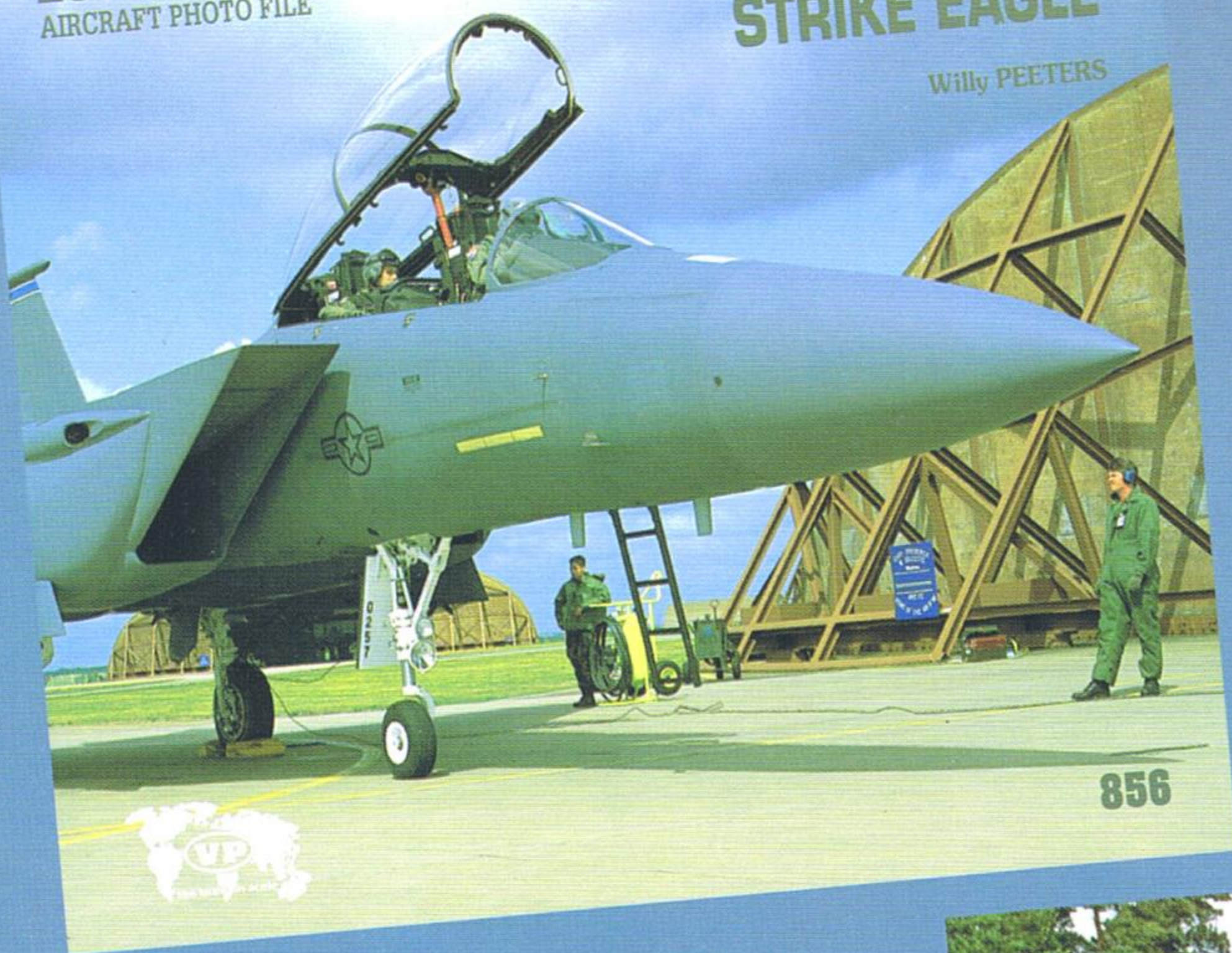
LOCK ON N°22
AIRCRAFT PHOTO FILE

McDonnell Douglas
F-15 E
STRIKE EAGLE

Willy PEETERS



VERLINDEN PUBLICATIONS

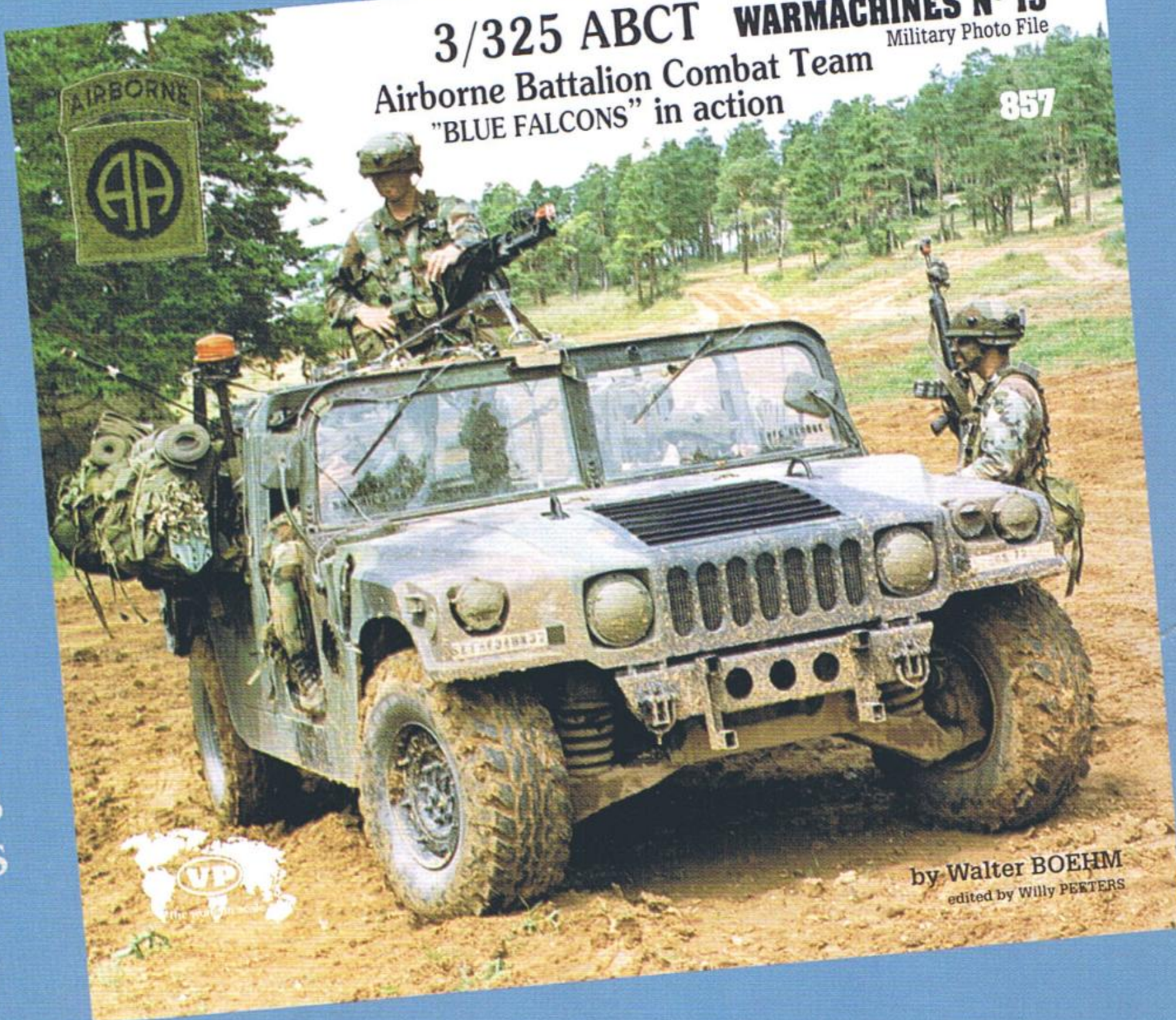


A VP release to match the superb Tamiya 1:32nd F-15E STRIKE EAGLE. Make more of your kit by using the 86 full color photos covering all details of this magnificent fighter!

3/325 ABCT WARMACHINES N° 15
Military Photo File

Airborne Battalion Combat Team
"BLUE FALCONS" in action

857

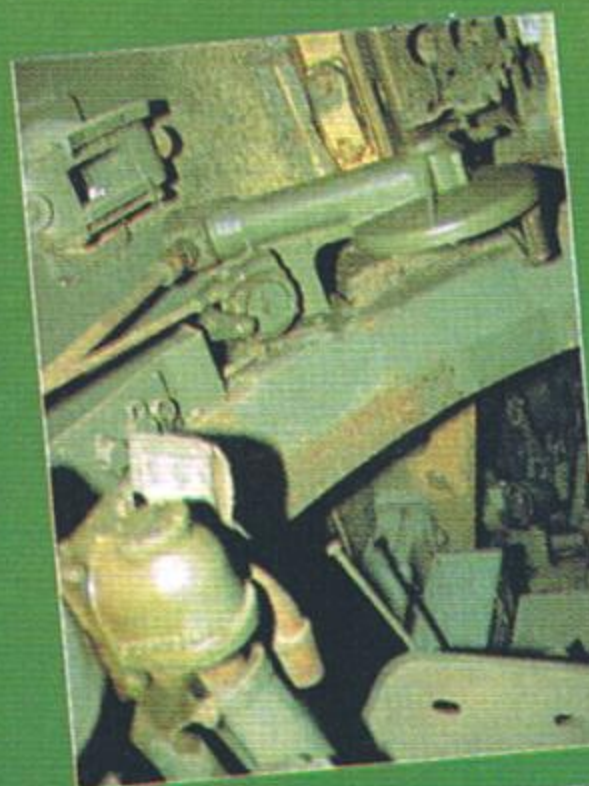


by Walter BOEHM
edited by Willy PEETERS

A VP release to take a break from an unending flow of DESERT STORM books. The 82nd AIRBORNE elite team "Blue Falcons" photographed while on training at the Hohenfels Training facilities

Armor in detail n° 1 :
TIGER I Ausf. E (Sd.Kfz. 181)

858



A VP release to match their superb 1:15th Scale TIGER I Ausf.E. With this book, containing over 60 color photos, you will have no problems turning your resin kit into a masterpiece.

"THE SYSTEM"

Volume I : Figure painting



By
François VERLINDEN
& Bob LETTERMAN



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