

# VERLINDEN PRODUCTIONS

## Modeling

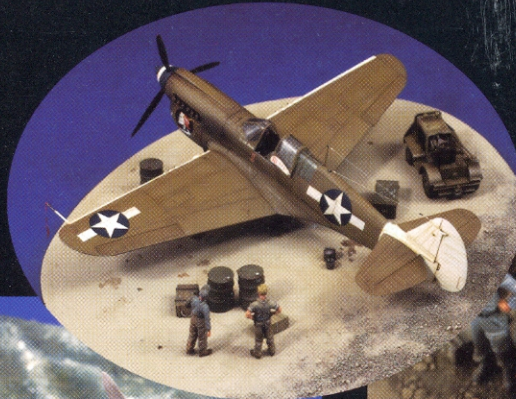


## Magazine

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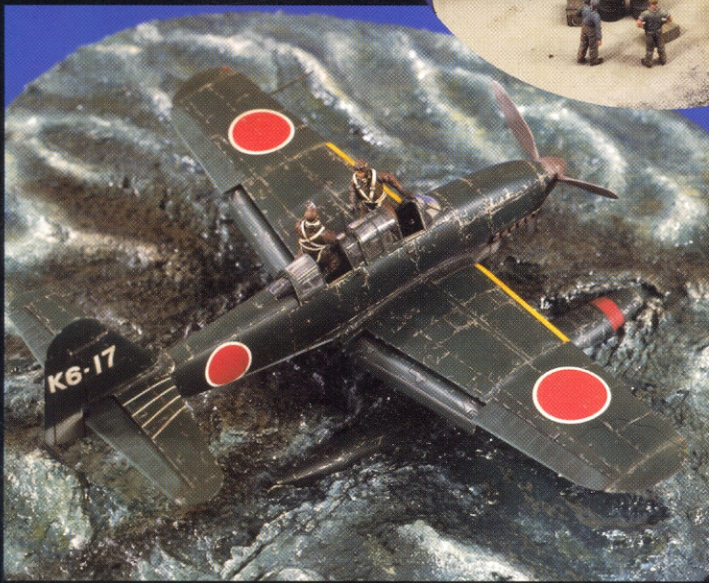
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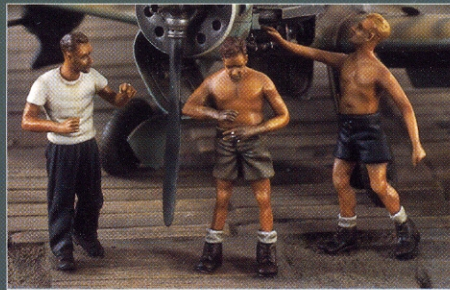
VP 1335 General William T. Sherman 200mm Bust



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May 1998 Releases

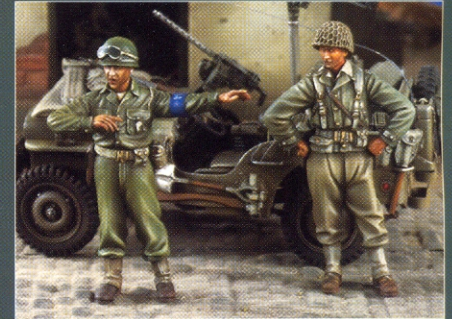


VP 1332 Luftwaffe Ground Crew WWII Summer (3 Fig.) 1:48 Scale

VP 1334 The Pirates: "Greed" 120mm (2 figure vignette)



VP 1337 German Assault Infantry (3) 1:35



VP 1336 US MPs WWII (2) 1:35

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VP 1338 Skeleton Warrior 150mm



VP 1339 Luftwaffe Fighter Pilots WWII (3 Fig) 1:48





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## From the editor

Through customer mail and the annual Masters survey, VP receives all kinds of requests for the release of specific kits, updates, figures, etc. The vast majority of those requests concerns items that are not available on the market.

A typical letter I received makes remarks (not complaints) about the proliferation of WWII German items like figures, updates, kits, and accessories. This modeler, like most, has specific interests, and is getting tired of seeing so many new WWII German products and wonders why we are not producing more non-German and U.S. subjects, like British, French, Gulf War, and others. He also claims that there are many others who agree with him. To be honest, I am one of them. This may come as a surprise to you when you look at what we release each month, but I too would like to see a better variety of subject matter spread all across the spectrum of modeling interests. I'll explain why we do not release products in this manner, and why the other manufacturers, including those of plastic kits, have the same policies.



Every item that we place on the market represents a considerable investment in time, money, research, initial production of the masters, assembly, painting, photography, moldmaking, casting, graphics, printing, packaging, marketing, and sales. The items have to be produced in sufficient quantities to meet the initial short term demand. Three months ahead and an average of 8 to 10 new items a month means an investment sitting in the warehouse and capital that can not be recovered before the release date. Upon release, each and every item has to amortise its total investment within a relatively short period of time in order to enable us to use the returned capital to pay for the 25 people working here, as well as to reinvest all over again in more high quality new and exciting products to release in the future.

If the monthly release contains 3 or 4 items that are not meeting the goals set for quantity, the amortisation and profits are delayed or even lost, which puts the company in the uncomfortable position of being short of capital and thus unable to reinvest in future products. Believe me, I tried it. We released some of those low selling items, and we ended up discontinuing most of them because sales ran so low that it was no longer responsible of us to keep them in inventory. Many other manufacturers and individual idealists have tried to do this as well (and I respect their courage), but all of them, like us, were forced to return to the main drive of the market.

I know that it is very frustrating as a modeler to see his or her favorite subjects being ignored by the manufacturers. Verlinden Productions became what it is out of the same frustration, so I started to make the products myself that nobody else did at that time. Unfortunately, we still can not satisfy every one (I wish that we could). The sales of these individual requests just will not be enough to amortise, keep the business running, and ensure the future release of so many more great new products. Sure, there is some paranoia involved in this policy, that's for sure, and there are also exceptions to every rule, but playing safe within acceptable and reasonable limits is the key to success.

François Verlinden

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Back issues available direct by mail order (not by subscription), or through your local hobbyshop or local dealers. As of Vol.7 No.2 there is no longer a French version; some countries will supply a translation. The Italian and German versions stopped with Vol. 7 No.3. The Verlinden Catalogue No.15 gives an indication to the availability of all the issues and languages, although some issues may have sold out since the printing of the catalogue. Check with your supplier for availability on back issues.

# IS ANYBODY IN THERE? - Viet Nam, 1967

1/35 Diorama by Young Jin Won



Although World War II is practically everyone's favorite modeling subject, it is sometimes fun to branch off into other conflicts. My other favorite is Viet Nam, and I set out to build a scene of a U.S. Army LRRP unit investigating a UH-1 "Huey" which has been downed by NVA small arms fire.

The chopper engine was superdetailed with various wiring. Heavy damage from small arms fire was created with a motor tool and a pin vise.



A kit as large as the Huey requires that you complete the model before deciding on your base size. Then I had to decide how to go about the groundwork. Working among tall trees is difficult, so the groundwork starts from the ground up. The riverbed was laid in and filled with E-Z Water from Woodland Scenics.

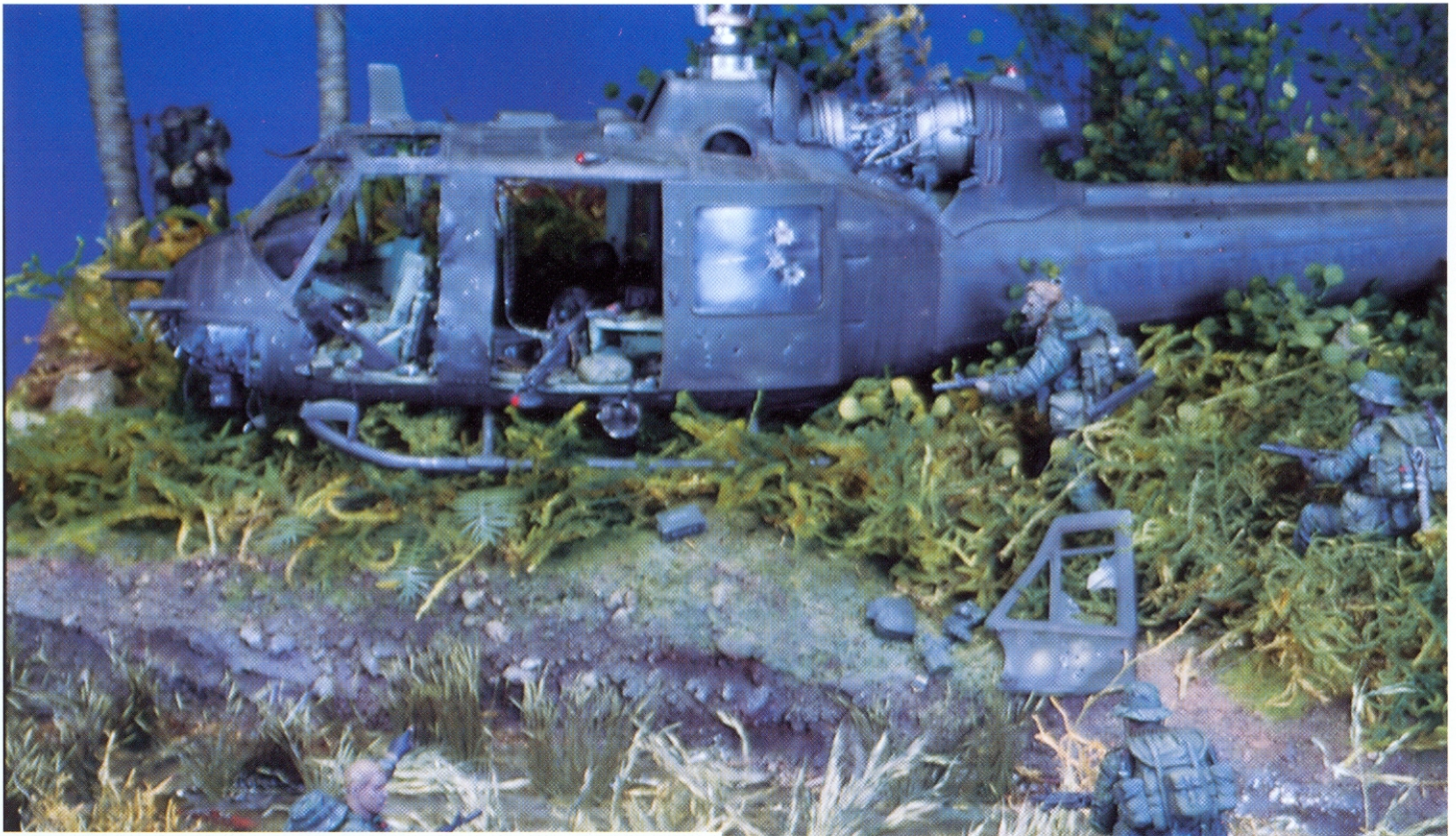
Next, the jungle floor was laid in using VP Static Grass, a heavy layer of dried flowers called Petticoat Lace, some dried moss, and a mixture of other bits of dried plants. A higher layer of VP's Trees and Hedgerows, Palm Plants, and more dried flowers was then applied. Scratchbuilt palm trees were planted last.

I started with a UH-1B from Semina. An excellent source for crashed aircraft is Squadron/Signal's "Bent and Battered Rotors". Scattered combat equipment came from several VP sets (0231, 0305, 0368, 0374, and 0420).

Plastic figures from DML and Tamiya were modified with VP and Hornet heads. A LRRP team normally consists of 6 soldiers, but my scene has 7.



**Jungle scenes require a lot of groundwork in many varieties. A heavy combination of dried flowers and VP photo-etched plants add realism to the scene.**



The tortured rotors were created using VP Lead Foil and household aluminum foil reinforced with plastic strip.



The extra gear strewn throughout the scene came from various VP sets. The crew helmet hanging above the landing skid is off of a Dragon/DML figure, carefully drilled out and rebuilt with copper wire and putty.



The frog in the lower right hand corner was salvaged from a Tamiya dinosaur set.

# LAST CALL

A 1:35 scale Diorama by Greg Cihlar

As the Allied advance closes in, German tankers setting up an ambush in the countryside are given a chance to have a final toast to victory.



Five figures from VP and Warriors are featured in the scene. Transposing heads can instantly transform figures. The Kettenkraftrad driver is a more extensive conversion.

A final toast to victory. Note the scratchbuilt rifle racks on the back of the Kettenkraftrad.

THE VEHICLES

Tamiya's Jagdpanzer IV L/70 Lang (#35088) is the centerpiece here. The Jagdpanzer was a tank destroyer built on a Panzerkampfwagen IV chassis and mounting a 7.5 cm Stuk 42 cannon. Its low silhouette and heavy firepower made it ideally suited for defensive and ambush postures. This kit is a fine model right out of the box. Minor details such as grab handles and hooks were fashioned from lead foil and wire, and the muffler was replaced with twin pipes - not an uncommon field modification for mufflers that were easily torn off.

Tamiya's Kettenkraftrad (#35029) is a one-of-a-kind vehicle widely used on all fronts, and currently enjoying limited rerelease. Clutch and brake cables were added along with rifle racks on the rear grab handles, made from lead foil and VP bolts. Both vehicles were airbrushed with Polly S acrylics in varying shades of German yellow plus the red and green camouflage colors. The vehicles were washed with Raw Umber artist oils



An effective hedgerow was achieved by spraying roots and twigs with Elmer's Spray Adhesive and sprinkling on various spices and dried moss.





**Realistic stowage is required for vehicles in combat. The missing muffler on the Jagdpanzer has been field modified with twin pipes.**

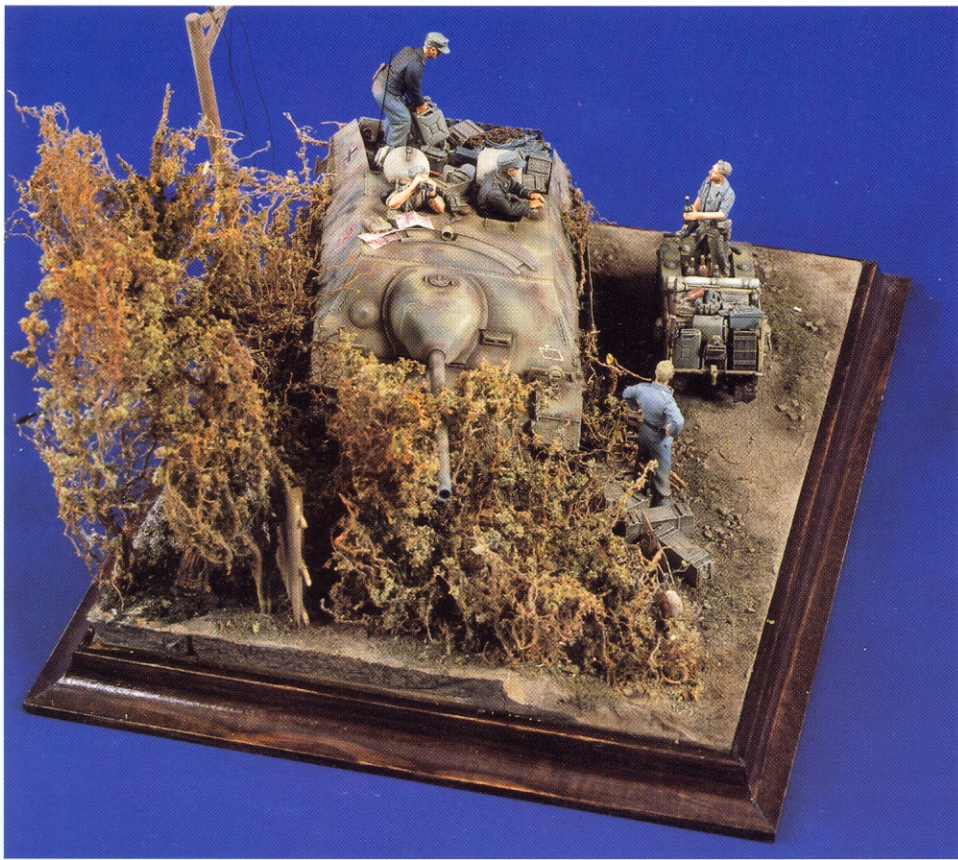
and drybrushed with Humbrol enamels. Testors Dullcote was then sprayed on, and bits of foliage and sand sprinkled onto fenders and side skirts. Dried mud on the lower areas was created with Celluclay.

#### THE FIGURES

I decided on five figures for this scene - the four man tank crew and a passing Kettenkraftrad driver. The tanker with the jerry cans is from VP 1157, German Tankers Refueling, with a new head. The Kettenkraftrad driver was modified from VP 0676, German Engineers. The four-man tank crew of VP 0538 provided the standing figure, with a bare head taken from the parts box. The two tankers in the hatches are from Warriors; the commander from 35030 and the loader with the binoculars from 35096. Both received new heads.



**A light coat of Testors Dullcote sprinkled with bits of dried plants helps create the muck and debris on the vehicles.**

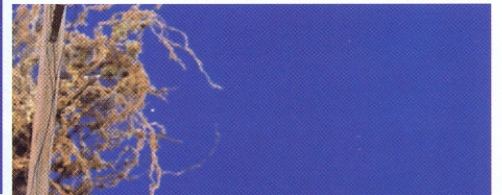


**The low silhouette of the Jagdpanzer made it an effective ambush weapon, as evidenced here.**

The figures were painted with Polly S acrylics, washed with Raw Umber artist oils and drybrushed with Humbrol enamels.

#### THE BASE

An appropriately sized picture frame was picked out and a piece of 5/8" plywood cut to fit. The ground surface was then built up with Celluclay, rocks, and sand. Roots and twigs were "planted" while the Celluclay was still wet, along with a scratchbuilt fence section and telephone pole. The groundwork was painted with acrylics. A selection of roots and twigs were sprayed with Elmer's Spray Adhesive and quickly sprinkled with various spices and dried moss. Next, the edge was masked off, and the entire scene was dusted with an airbrush. Plenty of VP accessories and stowage items from the parts box were individually painted and attached to the vehicles.



# GPA AMPHIBIOUS JEEP

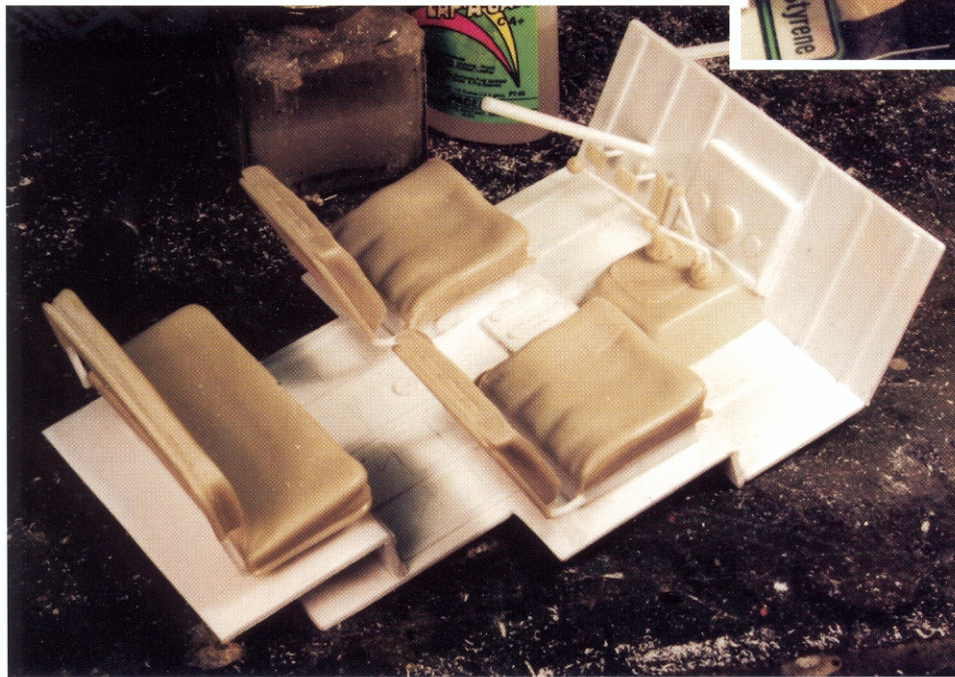
A 120mm Scale Project by Duane Pfister



The Amphibious Jeep was built by Ford during World War Two, and although it was a unique idea, the amphibian never really found a practical use with the Army. Production was halted in 1943. I was trying to think of a use for a large number of Verlinden 120mm Willys Jeep parts I had acquired, and came up with the idea of building this vehicle. I had all the important parts in resin (tires, lights, seats, jerry can, etc.), but just about everything else would require scratchbuilding from sheet styrene and Evergreen rod, tube, and strip. First, drawings were prepared in 120mm using assorted photos and the Tamiya 1/35 scale kit for reference. Then the cutting of plastic began!

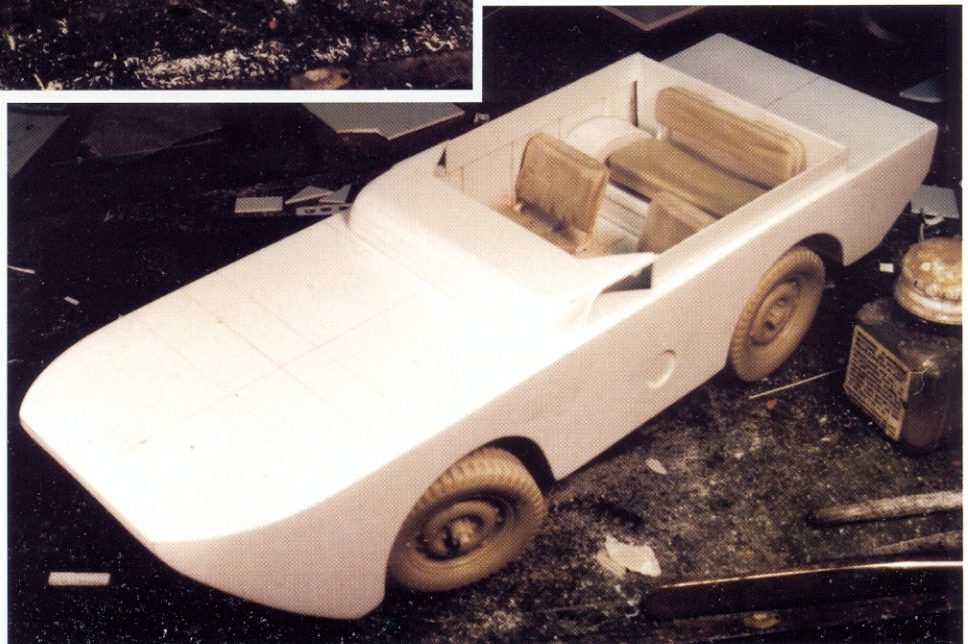
**Nestled safely on Duane's workbench, the GPA is taking form.**

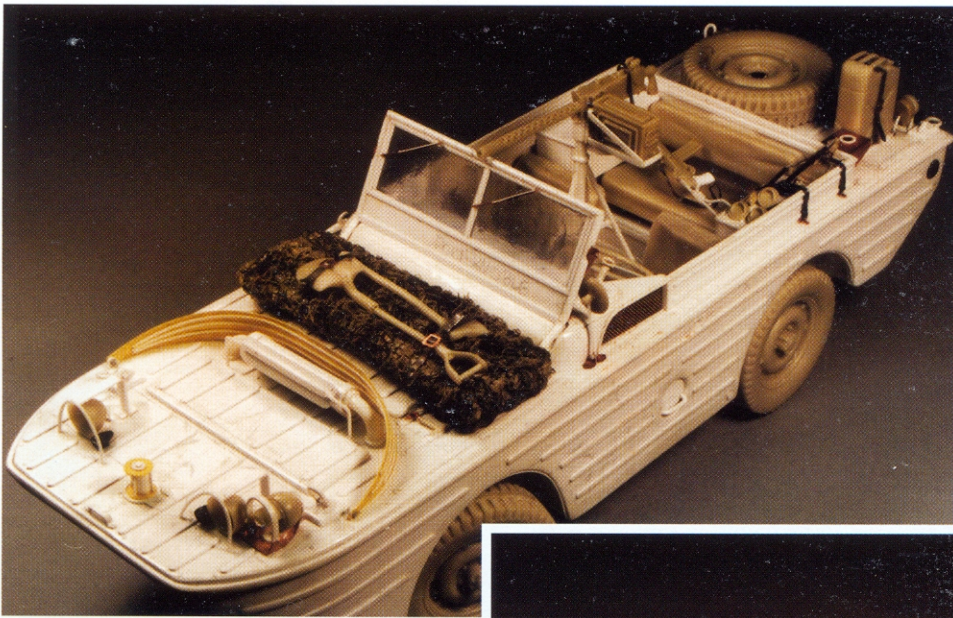
**The tub under construction. Seats and transmission cover are from the VP Willys, and everything else was fashioned from sheet and strip plastic.**



A great deal of Evergreen strip plastic was now cut and cemented onto the model with liquid cement to represent the corrugated material used on the actual amphibian. Also at this point I built the exhaust system and added the scratchbuilt surf shield onto the hood of the model. The final detailing now began with the construction of the windshield, dashboard, tow and lifting hooks, headlight guards, winch, machine gun tripod, and other items. Finally, I added the .45 cal grease guns, .30 cal folded tripod, jerry can, camo net, and hand tools, then fashioned straps for all of these using Verlinden lead foil and photo-etched buckles.

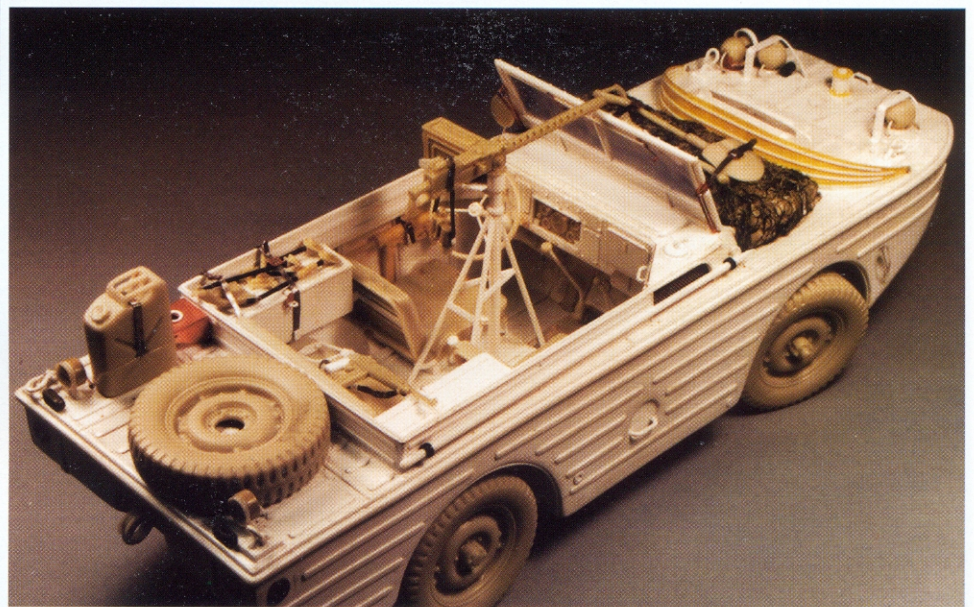
First, the hull was built using sheet styrene in .020", with the wheel weels and prop tunnel constructed with .010" stock. The interior tub was built up using the Jeep kit seats, transmission cover, pedals, and steering wheel. With this tub glued inside the hull, I continued the detailing of the interior walls, storage boxes, etc., until everything except the weapons and personal equipment was securely in place. Next came the dashboard cowl, which was made from three pieces of 1/8" plastic laminated together and then cut and sanded into the proper shape. The cowl was glued into position, then I added the side and rear splash panels. The underside was assembled at this stage, with the installation of the four Jeep wheels. Now it was starting to look like something!





The tail light reflectors are headlight lenses taken from a number of Tamiya 1/35 scale T-34 kits. The air intake screening was made from photo-etched sheet.

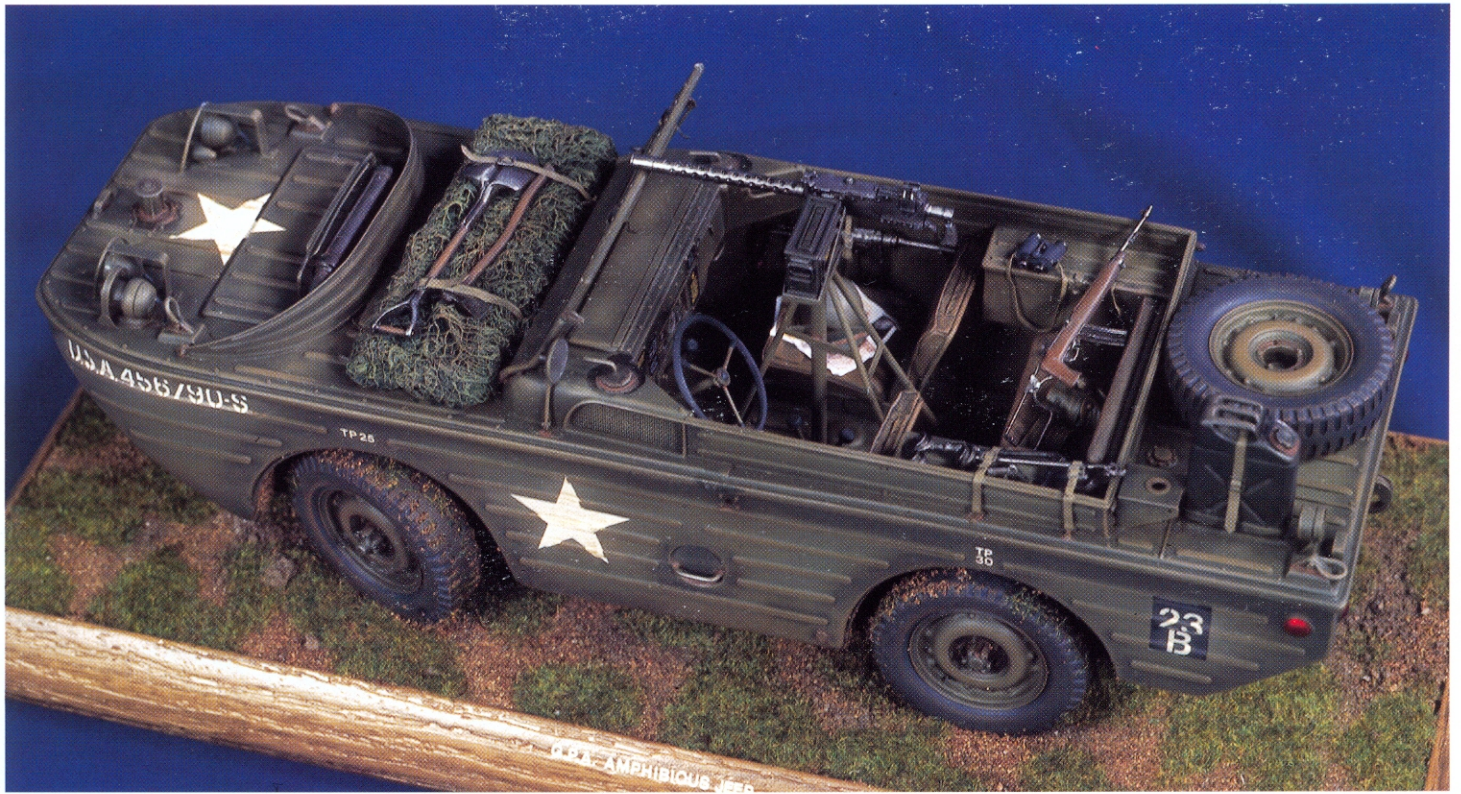
With everything securely glued in place except for the .30 cal, steering wheel, and spare tire, I began painting. The base coat of Tamiya Olive Drab lightened with White was airbrushed over the model after masking off the clear plastic windshield panels. After this base coat had dried, I "shadow painted" the model with dark O.D., then drybrushed with Tamiya Khaki, Buff, and Deck Tan. The camo net, seats, tires, etc. were brushpainted in the appropriate colors.



I then added markings using decals from the parts box and dry transfer lettering. A coat of Polly-S Dull Coat was airbrushed on. The windshield was then unmasked, headlight lenses added, and personal equipment and small arms carefully glued in place.

This model gave me a number of problems in construction (cowl, bow, surf guard, and windshield) but the end result was well worth all the trouble. The best part of the project is that I'm quite sure I have the only 120mm GPA in the world, and I suspect that no manufacturer is ever going to release this obscure vehicle in this huge "nearly a foot long" scale!





(Editor's Note: While Duane Pfister is well known to the modeling community for his many years of work with Military Modeler and other magazines, this is his first (of many, we hope!) contribution to the Verlinden Magazine. Duane's efforts on this project culminated in the top Gold Medal in the 120mm Armor category at Mastercon VI.)



# SURROUNDED!

A 1:35 scale Diorama by Greg Cihlar

Effective dioramas don't always call for huge bases and large amounts of figures and vehicles. With attention to detail and the right figures, a smaller scene with dramatic impact can easily be achieved.

Here we have four German grenadiers desperately radioing for help while Russian troops close in on the Eastern front.



Tamiya's venerable 251/1 Hanomag is the centerpiece of the diorama, carefully painted to blend right in with the surroundings.

Lots of stowage dresses up the half-track. The grenade case on the side is from Tamiya's German Infantry Weapons (#35111). Other accessories are from the VP range and the parts box. Note the scratchbuilt commo wire pool.

#### THE VEHICLE

Tamiya's SdKfz. 251/1 Hanomag (#35020) was the vehicle of choice here. Released over 20 years ago, it still bears up under today's standards and is the definitive kit of the early half-track. It is easily differentiated from Tamiya's more recent 251/9 by its protruding rear doors, as opposed to the flat doors of the later versions. Some minor superdetailing was added, such as dressing up the machine gun mounts and adding grab handles and brackets fashioned from wire.

The entire vehicle was airbrushed with a mix of Polly S yellow and grey acrylics. German national markings were then added to the sides. The fighting compartment was masked off with a sheet of paper, and Polly S flat white was sprayed onto the upper exterior surfaces. Next, a greyish mix of artist oils was used to drybrush over the white, where the white camouflage would wear off and reveal the base color. Plenty of stowage was then added to the vehicle both inside and out, with several selections from VP 0916, German Communications and Medical Equipment, and VP 1312, Super Value German WWII Soldiers Equipment.

Other items came from the parts box. A small bit of Celluclay was mixed and packed onto the wheels and tracks to simulate mud and muck.





### THE FIGURES

With the proliferation of excellent German figures on the market, it's not difficult to find just the right soldiers to achieve the effect you're after. VP's German WWII Radio Team (#1240) has a perfect pair of winter Germans crouched by a field radio. The kneeling figure received a new head from VP 1186, Super Value German Heads; otherwise, the two figures are stock.

The other pair of soldiers is Warriors #35134, SS Panzerjager Team, again used right out of the box to round out the scene. The figures were painted with Polly S acrylics, depicting several different camouflage patterns to add color and variety to the diorama.

### THE BASE

With the main elements completed, I was able to pick the appropriate base, a decoupage board from a craft store. This was stained and sealed, and several small blocks of styrofoam were attached. The ground surface was then built up with Celluclay, rocks, and sand. Roots and twigs were "planted" while the Celluclay was still wet, and the figures and halftrack were temporarily positioned. The groundwork was washed with Polly S black. Next, the edge was masked off, and the entire scene was airbrushed with earth tones. After thorough drying, diluted white glue was brushed over the groundwork, and baking soda was sprinkled on to create snow.



# SOUTH PACIFIC WARHAWK

A 1/48th scale Diorama by Gordon Stronach

## THE MODEL:

Mauve's P-40N Warhawk is a simple kit of one of the classic WWII fighters. The detail is nicely molded and the fit of the parts is excellent. Assembly started as per instructions with only a few breaks here and there.

To begin with, the cockpit area was detailed with a P-47 seat, throttle quadrant, and control column from VP set no 1212. The sidewall detail was left stock as well as the instrument panel.

Next, the cockpit was brush painted and set aside to dry overnight. Next day a wash of Raw Umber was added for depth. After the wash had dried, I drybrushed the cockpit with a lighter, more yellow shade. A few scuff marks and stains were added and detail painting wrapped up the cockpit. After the interior had thoroughly cured, the cockpit was closed up and the rest of the kit was assembled.



Sand and pebbles were pressed into a groundwork basecoat of thick acrylic paint. Note the effective stains and weathering.



**The engine received several dirty washes using flat black enamel plus Raw Umber and Burnt Sienna oils.**

**PAINTING:**

The color scheme I chose needed careful planning in masking the white areas. To start, I masked the canopy with Bare Metal Foil and white-glued the canopy in place to seal the cockpit. Next, I chose to spray the white first, and then masked the white portions. This also was done with Bare Metal Foil. I prefer this foil for masking because it cuts nice and sharp and lays skintight, and detail shows through nicely. Olive Drab was sprayed over all the uppers, and Neutral Gray on the lowers. After the basecoat dried overnight, the masks were lifted (except for the canopy mask) and flat varnish was sprayed, then allowed to dry for 48 hours.

The spinner was also sprayed white and covered with Bare Metal Foil. To cut the foil so as it will leave a white ring, I put the covered spinner in a pin vise and with a new #11 X-Acto blade in my other hand, turned the spinner one revolution in two areas, leaving two clean parallel incisions in the foil. The foil was then removed and the exposed areas painted blue.

After the varnish had set, weathering was performed in the 'wash, drybrush, and metalize' method. First, thin washes of Burnt Sienna and Raw Umber were applied to the non-white areas of the aircraft.

I wanted to open the cowl flaps and did so using a razor saw and cut them out individually. I next glued a strip of lead foil to the inside of each flap and glued the assembly to the rear of the radiator. This allowed me to move them where I wanted them to be positioned, and when satisfied glued them permanently with super thin super glue.

The only quirk of this kit is the drop tank, which has four oversized attachment posts. I replaced these with stretched sprue.

**Note the opened cowl flaps. Also seen in this photo is the nice execution of the blue and white spinner.**



**A wash of Burnt Sienna was applied to the underside.**

White areas received a thin wash of Yellow Ochre. Next, a Raw Umber wash was applied to the panel lines and the excess carefully removed. Next, all areas were drybrushed in slightly lighter shades than the base color to highlight raised detail. Finally, metalizing with silver printer's ink and Burnt Sienna was applied to show wear and tear.

Final details were added to the airplane such as stretched sprue aerial, muzzle caps, pitot tube and cover, landing gear, and exhaust stacks.

**The proper figures and accessories add a scale perspective to the scene.**





**Note the chipped paint around the access panels, accomplished with a fine brush and silver printer's ink cut with Raw Umber.**

**BASE:**

A diorama base was cut from a slab of Polyfoam exterior home insulation ('marine styrofoam') and jig-sawed around the outline of the airplane. The simple groundwork consists of sand and pebbles sprinkled in the the groundwork basecoat. Oil stains and skid marks tell of an active airstrip. Various accessories were scavenged from the parts box and from the VP Luftwaffe Maintenance Corner no. 1132. The two figures were composed using various VP 1/48 airmen. The tractor is from Revell-Monogram's WWII Ground Support Equipment (#5930), painted in the same fashion as the aircraft. Markings on the P-40N Warhawk depict the actual aircraft of LT Joel B. Paris.

**The antenna is made from clear stretched sprue.**

**White portions of the Warhawk were weathered using a thin wash of Yellow Ochre artist oil paint.**

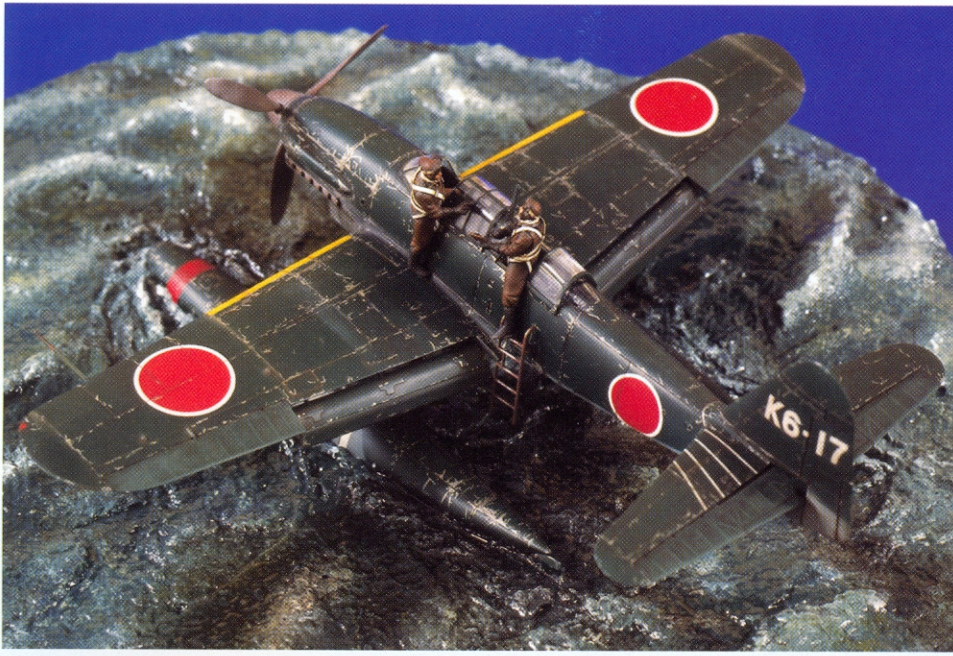


# SEIRAN

Tamiya's float plane kit - the Seiran is a well designed and thought out model. The only problem was that the canopy was one piece. I built this straight from the box with the only modification to the canopy. Assembly started with the cockpit and it builds up to a nicely detailed interior. With all it's detail it was a dry brushers dream. The cockpit was washed, weathered and dry brushed. The canopy was cut and separated very carefully. It was then masked and prepped for painting. The main body was assembled without any problems and scrubbed with Scotch-Brite.

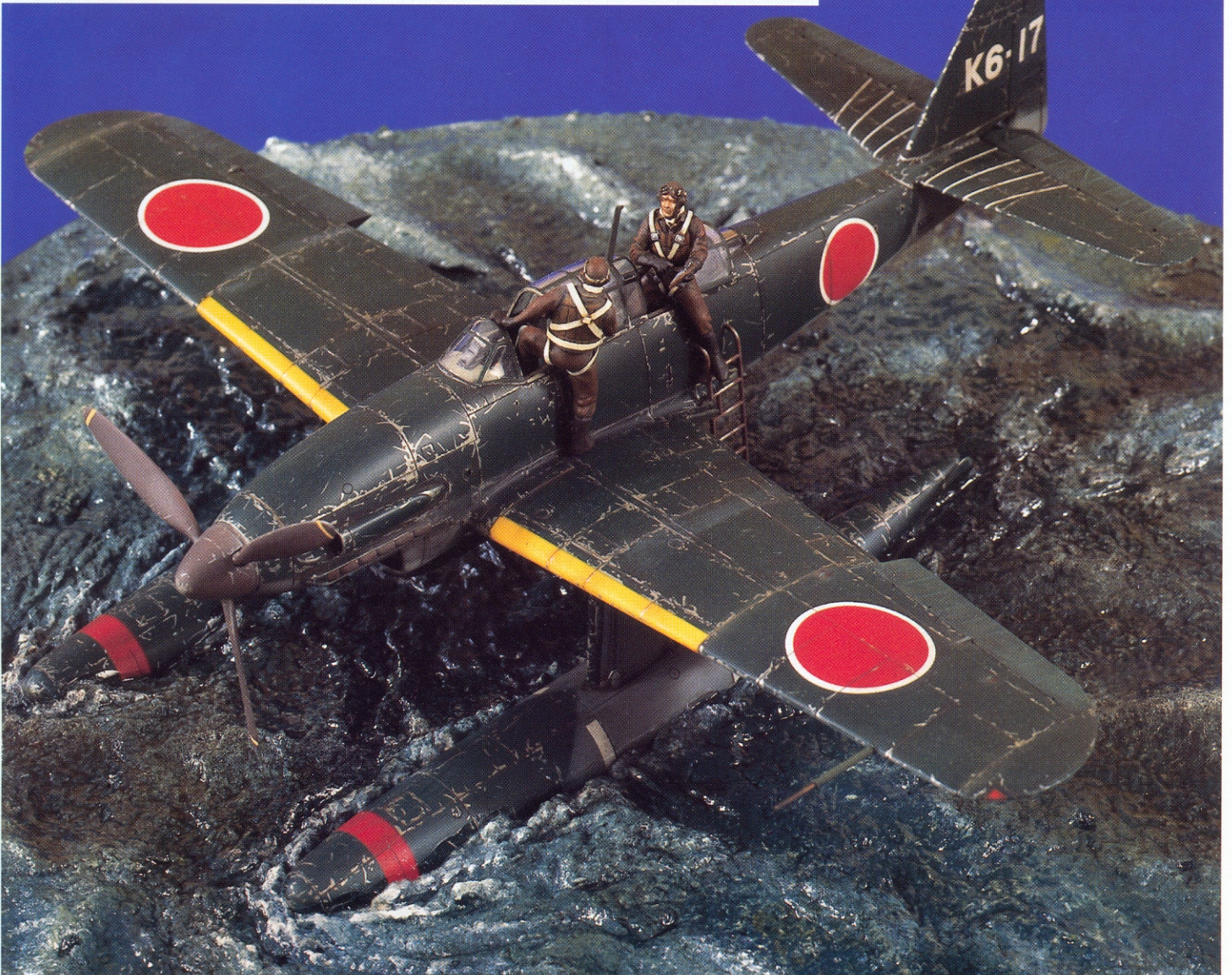


Using sculpt-a-mold is quick and effective for making ocean water. Sculpt-a-mold adheres well to the foam and most surfaces. It dries very rapidly, does not crack, shrink or peel and takes paint very well.



Figures were converted from VP 1289, with straps added from lead foil. Note the lightened fabric control surfaces, by dry brushing with a lighter shade of green.

A coat of Testors 2117 IJN sky grey was applied to the upper surfaces. Since these colors were gloss, the decals were applied after the paint was dry. A sealing coat of matte varnish was applied and set aside for 48 hours. To start with a wash of Raw Umber/Burnt Sienna/matte black was used since the green paint was so dark a little more Burnt Sienna was added to the mixed for extra content.



Water was painted with a mixture of Cerulean Blue oil paint, Raw Umber and Cadmium Yellow. White caps were painted with white with a touch of yellow.

A dry brushing with a light shade of green was done any raised detail and fabric covered surfaces. An extra heavy wash was done more extensively around the cowling. Next came the metalizing. A metalizing mix was made of silver printers ink toned down with Raw Umber, this mixture alone is thick almost like toothpaste which is an excellent consistency for dry brushing. A paint brush dipped in this thick mixture and wiped off very thoroughly is perfect for dry brushing a worn metal look, not chipped but worn, this was applied to the prop blades and cockpit and high traffic areas. A little turpentine with this thick mixture makes it thinner and more appropriate for paint chips. Too much turpentine and it becomes transparent. With this thin silver mixture paint chips were added randomly around stress areas and wind beaten areas. This was done excessively in understanding that the Japanese had poor quality paint during WWII.

With the airplane complete, two pilot figures from VP 1298 were slightly converted to make Japanese pilots conferring about their situation. Their leather suits were painted with brown enamels, then dry brushed with Burnt Sienna for a leather sheen. Straps were painted white while the flesh tones were painted with Burnt Sienna and Yellow Ochre mixed together and spread thinly on the bare resin. This transparent "stain" makes quick flesh tone effective since paint remains in the recesses on the face and hands, while the bare resin is visible for highlights, the color of the resin doesn't make a difference.

A styrofoam base was penciled around the airplane and cut. Two small troughs were cut into the foam to accept the planes floats. The plane was then hot glued into place. For the water, a material called sculpt a mold was used, this is similar to



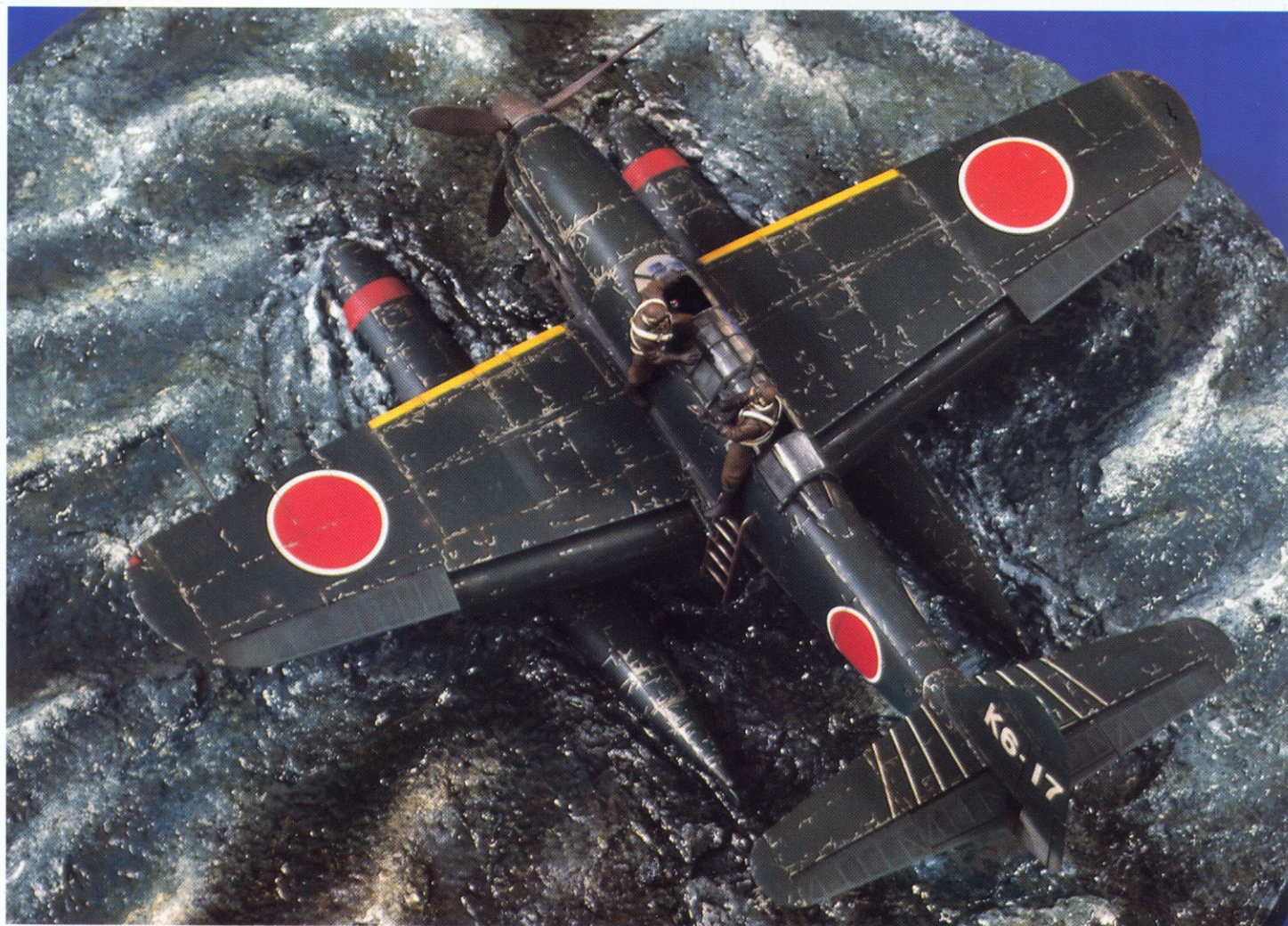
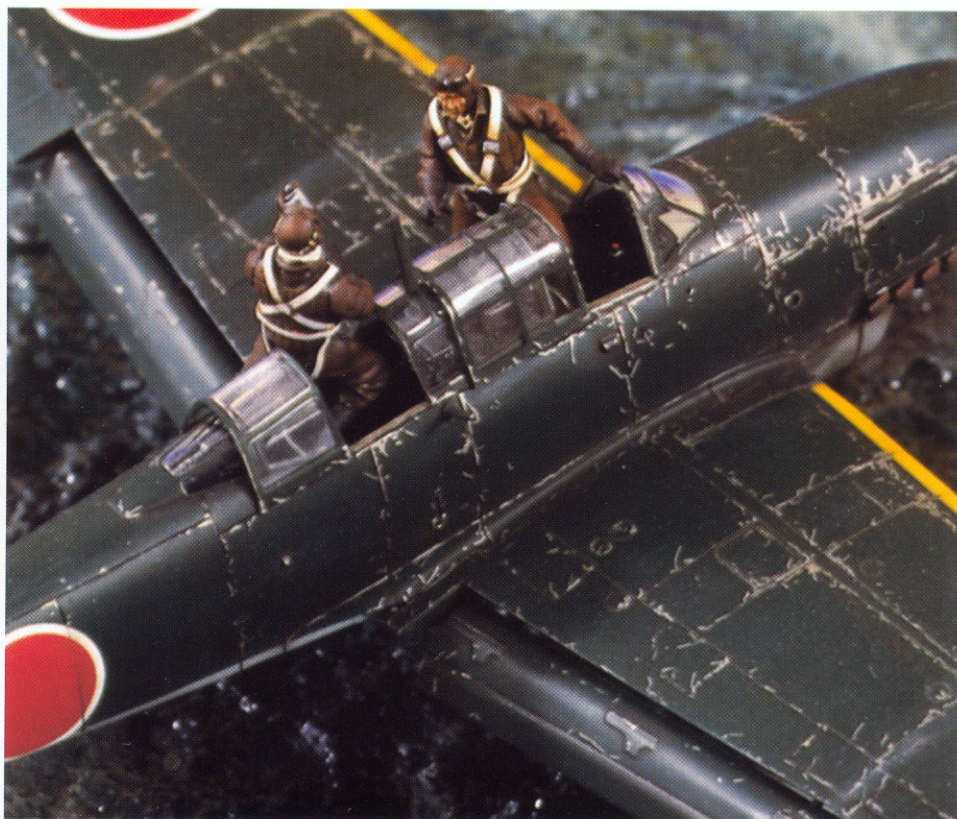
Lots and lots of chipped paint! Any Japanese plane is good practice for painting chipped paint.



Celluclay but does not shrink and hardens in about an hour. After being mixed with water in an old container it is spread around with a butter knife onto the foam and the around the plane. It is very simple to use, there is no magic or fairy dust, it's like icing a cake.

The motions with the knife create natural wave like sculptings. For areas touching the plane, a damp brush pushes it up right next to it. If there is a mistake, it can be wiped away with a moistened cloth or paint brush. After the sculpt-a-mold sets, painting begins with these oil paints; Cerulean blue, Raw Umber, Cadmium Yellow and Titanium White. These colors were applied in generous amounts onto a paper plate. For the deep pacific sea, a greenish blue was mixed using these colors, then mixed with turpentine and applied generously to the base.

For the white caps and foam around the plane, white oil paint with a touch of yellow was added. Creating water isn't as difficult as it seems, it is a matter of creating the right surface with the sculpt-a-mold and choosing the right colors for the water.



## "OPERATION ZITADELLE (CITADEL)" KURSK 1943

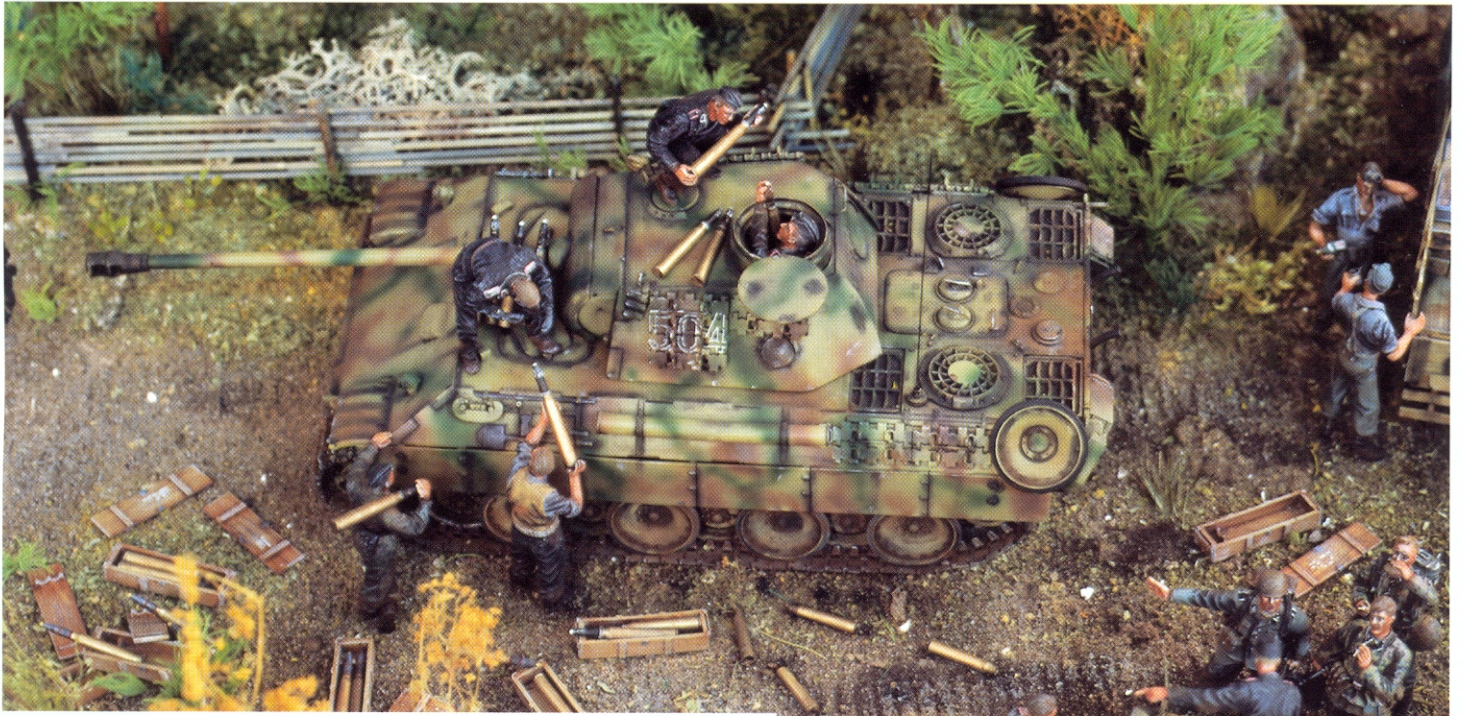
A diorama by Dieter Metzdorf,  
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On 4 July 1943, the German Army launched its largest offensive in the East in an effort to destroy Soviet resistance once and for all. Labeled "Unternehmen Zitadelle", this engagement went into history as the battle of Kursk. As part of this campaign, the largest tank battle ever staged was fought near Prochorowka. Thousands of tanks and armored vehicles clashed, and waged a bloody battle for 10 solid days.

When the German forces withdrew on 15 July, their casualties were an estimated 1500 tanks, 2500 guns, and 1500 aircraft.

This diorama depicts a brief scene during this period. A Panther tank has withdrawn to be resupplied by an Opel Blitz, and will soon return to the fighting. Also on hand is a SdKfz. 250/9, its crew enjoying a brief respite with passing infantry.







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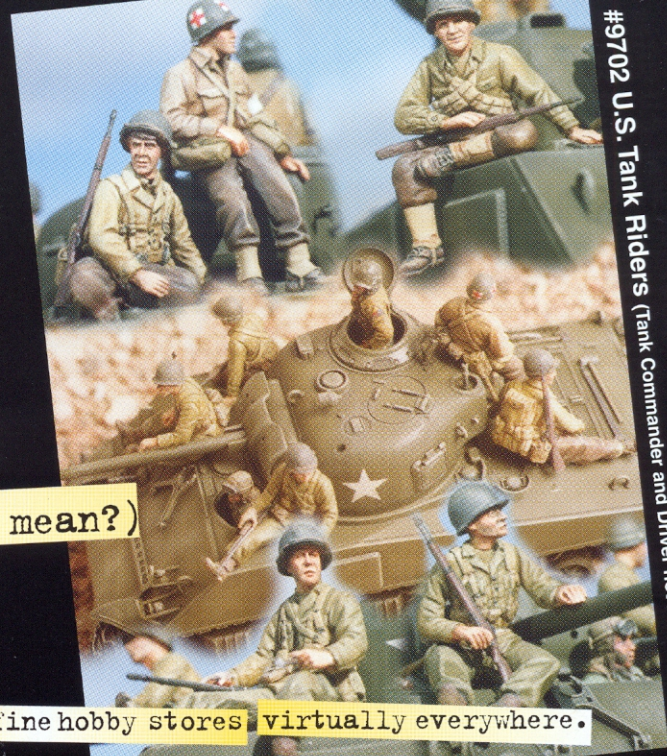
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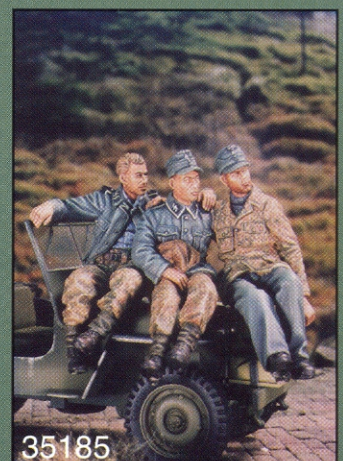
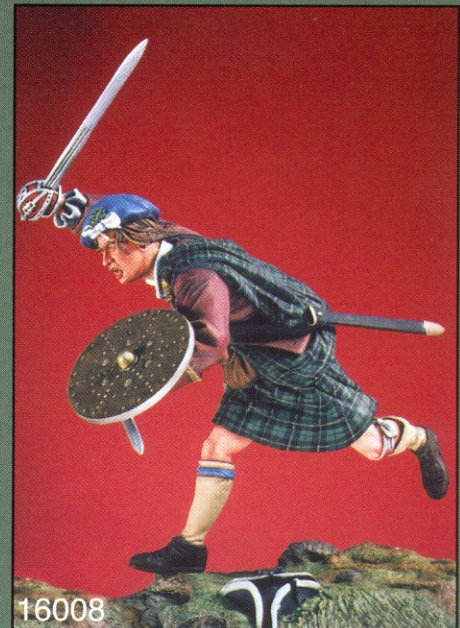
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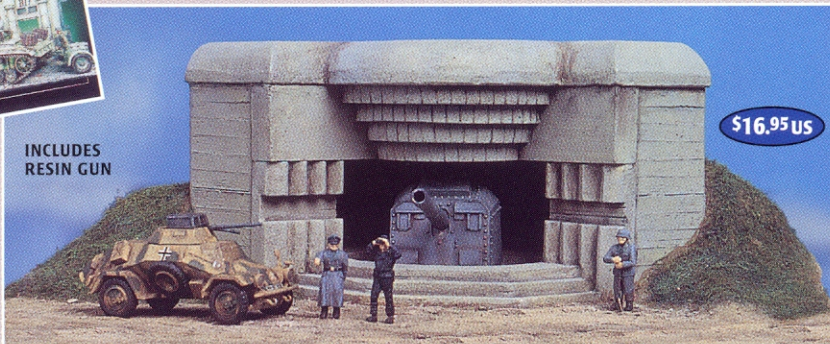


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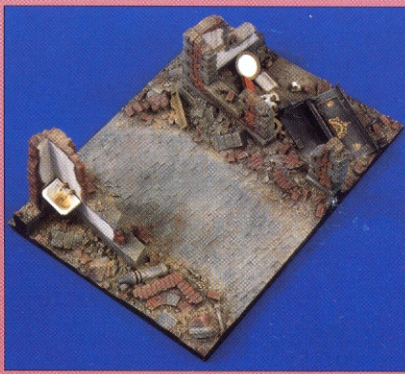
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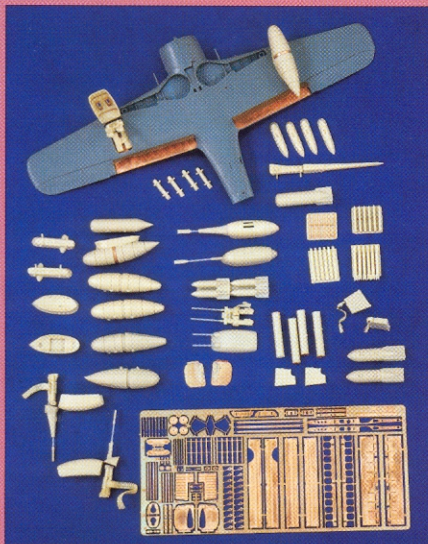
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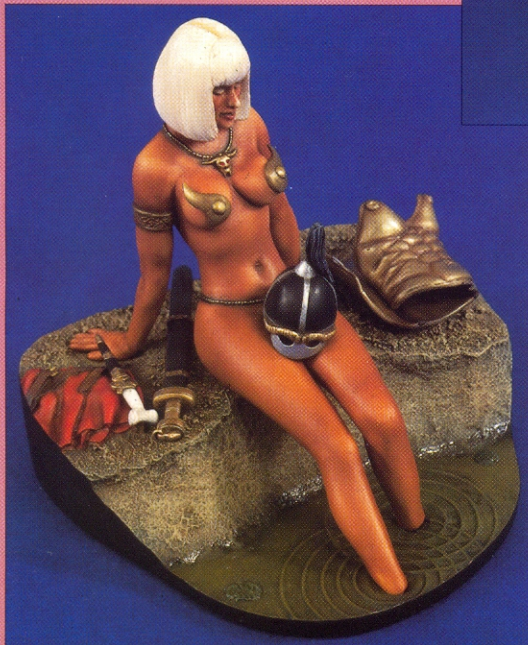
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