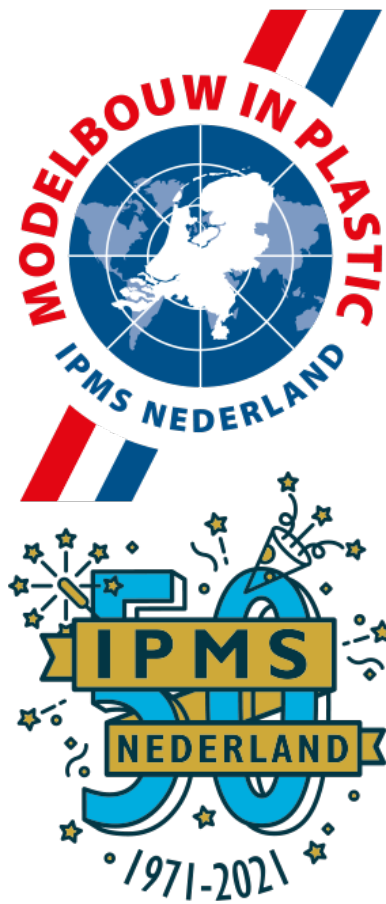


IPMS NEDERLAND 50 YEARS



Translation annex

MIP Special Edition 2021

IPMS Nederland 50 Years – Special edition (P3)



Editorial

By Geert Heijl and Gert Vlaanderen, Editors

IPMS Nederland 50 years – an Anniversary “Modelbouw In Plastic” (MIP).

50 years, half a century, a golden Jubilee, certainly an amount of time to commemorate. But how? An extra magazine issue certainly has its place, but with what contents? Proposals came and went. At previous anniversaries we had written about everything that was new, special, curious, memorable or applaud-able. What about the Anglo-Saxon alternative, all former board members in a picture gallery, that would not do either as even if there had been pictures available there were doubts about their photo-genic quality.

Back to basics, “for members, by members” a collection of previous special, typical or pioneering articles? But that was “old news”. In the end we re-examined the name of our Society and there we had it: “INTERNATIONAL Plastic Modellers Society”!

Unfortunately, Euro Scale Modelling 2020, our major annual event had existed only as a virtual competition, but it did boast world-wide participation. Our virtual competition was one of the first to welcome international participants, and they certainly participated. Spontaneous mails arrived telling how pleased modellers were to be able to show their creations somewhere and how live contacts were sorely missed.

There were many models among the entries that were simply gorgeous. We asked prize-winning participants to write articles about their models for our jubilee. A large number of you sent reactions ranging from surprised, to nice, yes please and honoured. All authors sent their articles in English, which we translated into Dutch. We received articles of various sizes, telling about the history of the original, the build of the models, necessary materials, in many articles you will find tricks, tips, skills, ranging from the use of clothespins to 3D printing of parts, and the main thing: the enthusiasm is contagious.

This is a different MIP than usual, but it complies to the essential values of the IPMS, international plastic modellers who like to build beautiful models, like to show them but also like to share their modelling secrets with other builders. A large variety in all categories, every modeller will find something or other in this anniversary issue.

We, the editorial team, enjoyed the stories and the beauty of the models. We wish you an equal enjoyment in reading, and new building inspiration just like we felt.



From the IPMS Nederland Board (P4)

By Jan de Haan, President IPMS Nederland

It is 2021, our society exists fifty years.

Why are scale models being build? Because it gives a general view from something big and unclear, according a scientific explanation. For us, plastic modellers, also because it is fun and you can build a collection of objects that have your special interest. Your own museum. Modelling has been done since a very long time. There are models, found in Egypt, of ships and birds dating from 2.000 years before Christ. Later, during the years of the voyages of discovery and thereafter, ship models were built for the ship owners and scale models of fortresses were used to instruct soldiers. Model building is of all times.

My first model was a FROG Typhoon, it was given to me when I was seven. Together with my father it was put together, decals added, no paint and just play. A couple of years later it became more serious, there was paint and together with some friends from school building and collecting was done passionately.

And we are still building. In 1985, IPMS already existed, I became a member of this society of more or less similar interested hobbyists. At that time there was an Airfix Lancaster in 1/72 scale with approx. 120 parts. Now the Lancaster of Revell has 257 and the Airfix Lancaster B.II has 239 parts.

Because the technic of making the moulds and the injection moulding is becoming more and more accurate a very fine detailing became possible. The use of delicate photo-etched metal -parts becomes unnecessary for newer models. Sometimes it looks like the model manufacturer has copied the spare parts book of a vehicle one on one, somebody told me. The small parts are almost impossible to handle at 1/35 scale, they are too small. The 3D printing technique has entered into modelling as well, complete interiors and small details can be produced in this way.

There are multiple types and brands of paint, devices and special tools available on the market for finishing. And new material is still coming out. How a model should look like, being finished, many books have been written and the opinions are very much divided. Once there was the Verlinden method, now there are artists that follow the MIG method (also the so called Spanish school). Panel lines, weathering, yes or no or something in between sometimes results in fierce discussions. My advice is: look at the pictures of the original.

What I find great of our society is that people with the most diverse professions get together through the hobby and help each other with exchanging knowledge and ideas. There is an enormous amount of technical- and historical knowledge within our society available. Therefore we have exhibited during several years at the "Ijssellinie" Foundation during the Open Monuments Days in the Netherlands, they had vehicles and bunkers but no planes from the Cold War period. Also in "Fort Veldhuis" and at several other hobby demonstrations. I do remember a show in 1998 in a horse riding school in Balkbrug, in the evening you had to "dust off" your models. Now we build models for a museum with components from planes crashed during WW II which have been dug up from crash sites.



Of course our Nationals, meanwhile expanded to the international Euro Scale Modelling, are an annual returning benchmark. The event became bigger each time, Zoetermeer was my first, then via Hazerswoude-Rijndijk and Nieuwegein to Houten (10.000 m²). We visit shows abroad, we get visitors from all continents and many contacts are being made between visitors and exhibitors.

I do not know how our hobby will look like after another fifty years, I do believe that it will still exist. At present you can order whatever you want and need through internet and it will be delivered at your doorstep. May be within a couple of years everyone has a 3D printer and you can download your model through an app. Although I do hope that the local model store will still be there for the conversations and to hold the box in your hands..

Anyhow I wish You a lot of fun by looking through this jubilee edition of the MIP and with building your next model. Modelling is of all times !

Gift for members (P5)

by Michel Heuveling

On the occasion of the 50-th anniversary of our society each member will receive, together with this MIP Special Edition, a small present.

After many deliberations it has been decided to give something that can be used, whatever you build, by all members. The choice fell on a “seam scraper” as invented and produced by IPMS (UK) some years ago.

With this seam scraper various seams, such as casting seams or seams resulting from gluing, can be made smooth. Due to the different fixed angles and the curves in the 0.25 mm thick stainless steel material all seams can be removed by a simple move of the scraper. In case of damage to a corner or a curve or a filled up dividing seam this can be easily repaired with this small tool.

The seam scraper has been realized in cooperation with our sister society IPMS (UK).

The tool design, on request of IPMS(UK) and IPMS Nederland, comes from Amos Ayre Creative.

Attention!

The tool has sharp edges and corners. Caution at using it is necessary to prevent injuries. Using the tool by young children should only be done under supervision of an adult.



Skyville (P6)

1/87 scale diorama

By Ognyan Stefanov, Bulgaria

I'm 40 years old, an aviation photographer from Bulgaria, but for the last 4 years I've been the official cameraman of the President of the Republic of Bulgaria. I started scale modelling more than 20 years ago with rescue and civil aviation (1/72 and 1/144), but barely 3 years ago I found the pleasure of dioramas and already have a lot of ideas for the next ones.

Skyville (*Небесма* in Bulgarian) is a scale model of a small village-utopia, which is located high in the sky and far away from the modern crazy world. It is a detailed 1/87 scale diorama with all the things needed for a whole village. Skyville is surrounded by greenery and gardens, nothing reminds us of our gray everyday life today. The meadow at this great height, with its fountain and lake completes the utopia, and the local inn offers a traditional atmosphere of hospitality. An interesting staircase, which has a two-story gazebo, leads us high to the knowledge of the library. Every detail of the village, such as the "Round House", the "artist's house", library, store, the hanging pots, trees in the sky, heated chicken coop, the sprinkler system, bird houses, cradles, etc. take us to a more magical and natural world. To complement the realism most of the houses, apartments, store, barn, inn, are furnished with detailed interiors. A curious fact is that I have never drawn any part of the model on a paper. The whole idea was born and grew only in my mind. Each element was imagined and designed in my head. Maybe this is the reason for the necessary changes to one of the homes and the library tower. The diorama contains many very precise, small details specially designed for Skyville. Some of them are made with photo-etch, but other parts were designed and made by high quality print technology. Only the trees, bushes, figures and few interior parts are commercial items.

The idea of Skyville came in late 2017, when I bought a hot glue for my daughter. She was 9 years old then and tried to make a mini house from toothpicks. The result was good, but the house was very small and heavy, because it took a lot of glue. I decided to show her how to make a big structure with a much smaller amount of sticks and less glue. We therefore made a tall toothpicks tower, about one meter high, with a few small houses on top of it, plus an elevator, swing and so on. At that time I visited a scale model exhibition in Sofia in Bulgaria and saw some very interesting dioramas and the idea came to my mind - to make something similar to my daughter's village, but much more realistic. In the beginning of December I started Skyville with the base. The base was ready soon and I continued with the house on the lowest level, then the inn and spiral stairs, after that the next level with a lot of apartments, warehouse and terraces. In February 2018 I started the real tower and in the end of March I finished it, plus the playground, which is under the house of the lowest level. The next step was the basic landscape. I applied the grass (with a homemade applicator) and the trees and made the barn with its interior. I finished that stage at the end of May 2018.

All summer I was busy with many travels, so the progress was really slow and until October I made only two unsuccessful projects of the house on the upper meadow. I just prepared all the walls of the first one, but the style was very different from all the rest and I left that project. Unfortunately the second one was very nice, but too big compared to the whole Skyville. At the same time I drew some special vector files of many small details, and ordered the items in photo-etch.

When they were ready I could start with finishing all the interiors and in February 2019 they were finished and I could close them. So at that time I shaped the base of the upper meadow and kept doing a lot of finishing touches of the upper house, such as many small terraces, stairs, chimney,



wind indicator, railings, ivy, flowers, pots and so on. It took me a few months, till the summer, when I halted working on the project again, because of many travels. In October I began work on the library and its mini tower with a special two-storied pavilion. Again I had a problem with the first one, so I should destroy it and start again, but I liked the final result and in December 2019 finished the library. In January and February I made the biggest two pots for the trees. The idea about one of them grew into a pot-house.

I decided that strange home should be of an artist, with huge windows and a comprehensive interior. At that time I was inspired by the “Art Nouveau” style so I made many details, such as windows, props, lamps, etc. that look like wrought iron in that style. In the next two months I assembled all the things into one and on 8 of May 2020 Skyville was finished. In all it took me about 2 years and 5 months to build that village.

The main construction of Skyville was made of wooden coffee stirrers and ice cream wooden sticks. These materials are very cheap and easy to find. It is very easy and even a pleasure to process and touch the wood. I usually use a very sharp blade, scalpel, sandpaper, saw and mini drill, with many different dental lab tools. I designed and made a lot of specific tools for many unusual parts. For all the wooden details I used a water-resistant wood glue named 'Moment'. It dries very quickly and makes a strong bond. Skyville has some bent wooden parts, which I made using boiling water and a mold in the shape I need. I glue these parts after allowing them to dry fully. For all the rest parts of Skyville I used different types of cyanoacrylate glues, such as liquid, gel and two-component.

For most of the house's boards I cut wooden coffee stirrers into two equal parts. But all the railings are much more difficult to make, because each stirrer needs to be divided in 6 parts, and then shaped with sandpaper. All the village walls are made of these boards, glued and applied with wood filler between them. After sandpapering they look great. Some details, such as lighting pole, gutters, wine barrel, bells, telescope, wind indicator, saucepan, stovepipes with their lids, lamps, round table, column, pots are turned and formed on a mini drill. For these items I used wooden toothpicks, skewers and some slightly wider sticks. For the lamps I used light guides of 2mm diameter.

The base was made from XPS ODE boards, covered with plaster. For the rocks I used some real, tiny stone flakes, with plaster between them again. All of them were painted grey. Also I used plaster for the chimney and some stone paths. The river was the biggest challenge for me. Probably, because it was my first river. In the beginning I tried to fill the river with layers of AK Still Water (AK8008), but the result was very disappointing. After more than ten layers the river was less than 2mm thick. And the worst of all was that in many places it destroyed the river banks. This material shrinks a lot and lifts the paint and plaster off the base, so I had to fix all the problem spots and start looking for some other river filler. Finally I found a clear resin of very high viscosity. For the waves I used an AK Water Gel (AK8002) on the top of the glossy and level resin surface and finished with paint and AK Water Foam (AK8036).

Skyville diorama has won a few scale model competitions in its category: IPMS Italia, NovoSlet Digital (Russia) and IPMS Peru, ARME virtual 2020 (Argentina).

The next project is already in my head and just waiting for the more lazy part of the year. I can say only that it is going to be a small village, again, in a different and interesting place. Again it will have few elements, such as a high rise, water and greenery and again it will be interesting from all sides.



Tenodera Aridifolia (P12)

Japanese Giant Mantis

Fujimi kit 170824 Living Thing No.23

By Carolin Müller, Germany

My name is Carolin Müller, I live in Germany between „Sauerland“ and „Ruhrgebiet“. I started with figure painting in 2018 as a kind of „collateral effect“ in accompanying my husband to model exhibitions. This way I got fascinated by miniatures and became friends with great modellers and painters. My special interest is about animal figures and dioramas but I do historic figures, fantasy and other themes as well. Since 2019 I'm a member of the model club „PMC Dortmund“.

The giant praying mantis is a Fujimi kit from the „Living Thing“ series. I instantly fell in love with this creepy critter when I saw it. No scale is given by the producer (or maybe in Japanese?). It may be somewhere between 1:2 and 1:1. Several sources give different sizes of the living animal. One gave me the idea this female *may* be 1:1.

Details are super realistic but some movable joints are visible. The kit is an easy to build „plug in kit“. Gluing is not absolutely necessary so it remains movable! It can be built with open or closed wings and two different sets of legs. I chose the open wings for a more dramatic look.

First of all I assembled the whole animal to get an impression of the size. Really! This is a Giant! Excluding the wings, all parts were primed with Tamiya primer in light grey. Maybe there is a better solution, because this product does not adhere perfectly to the slightly flexible plastic. It does not last well on the movable joints. Next I started with acrylic paint (Vallejo). Additional oil paints were used to obtain several washes, shadows and highlights. The wings were quite challenging for me. The plastic showed a reaction to the citrus turpentine I used for the oil paint and lost its shine. To get a more transparent appearance to the matted wings I painted squares of clear „Fiebings Acrylic Resolene“ (a leather sealing product).

Some thinner antennas were added to the Mantis. Nylon coated wire looks much better. A bit of Apoxie Sculpt closed the unnecessary holes, should have done that before painting! Now a bit of green make-up was needed.

This animal is really a fun build and gives a million of expressions if you make photos because it is still partly movable. As said before, the primer does not hold very well on the slightly flexible plastic, so the joints may have to be moved with care after painting. I had better done that earlier.

Unfortunately the kit is not easy to find. If you see one, get it!



Hitachi Zaxis 135US (P14)

Hasegawa 1/35

By Rudi Lenearts, Belgium

My name is Rudi Lenearts, I was born in 1963 and live in Belgium, in Houthalen-Helchteren. My modelling life started when I was 12 years old, with a radio controlled balsa glider. When I was 18, like most of us, I met my wife, Carine, which caused the hobby to be forgotten. Until as a fortunate side effect of an accident, I returned to the hobby when I was 51. I had an operation on my back and had to avoid exertion for three months. Well, I thought, 3 months at home doing nothing, that will be a disaster and that brought me back to plastic modelling. Joining forums on Facebook encouraged the growth of the hobby to the point where I am now. A separate hobby room, fully equipped with all accessories that I dreamt of as a modeller. My preference in models is mainly motorcycles, Formula 1 and race cars. I've come to the point that I purchase all top quality upgrades, that makes the models more expensive, but I don't mind.

But about the Hasegawa Zaxis 135US. I bought the model to practice weathering techniques and washes. On the cabin I used the hairspray method. I first airbrush a coat of primer all over, followed by a first coat of Tamiya black. Next I coat the entire cabin with hairspray and allow this to dry for 10 minutes. After airbrushing a coat of Tamiya white, another coat of hairspray followed with the original Hitachi orange shade, allowing all this to dry for approximately 30 minutes.

Then comes the fun part. Using tepid water and a small brush for dry brushing rub the cabin until you go through the orange coat and through the white coat. The water dissolves the hairspray which means you can continue rubbing until you are happy with the result. Use plenty of water with the brush! You may also scratch the cabin with a toothpick or the blade of a knife, using a scratching motion on the paint.

In my opinion the result is fair, and makes me proud. I would like to thank IPMS Nederland for awarding me Gold in your virtual IPMS Euro Scale Modelling competition for this model. This gives me much pleasure and the inspiration to do even better. Unfortunately I did not take any pictures during the build but I added some more pictures of the finished model.

Regards from Belgium!



SdKfz 184 Ferdinand (P18)

Dragon 1/35,

By Ted Botter, The Netherlands

Hello, my name is Ted Botter. I was born in 1957. Currently I live in Kijkduin The Hague, The Netherlands. I am married and the father of two sons (who have reached adulthood by now). Since 1982 I have been employed in the oil & gas/petrochemicals industry. My hobbies are architecture of the Interbellum, World War II, the Korean War, the Vietnam War and, of course, plastic modelling. The latter being my lifelong favourite hobby.

I grew up in the mid-1960s in the town of Voorburg. I took my swimming lessons in the local swimming pool called "de Vliegermolen". Walking home after these lessons, I used to stop by at the window of the "Mechanical Toyshop". In addition to Meccano boxes, Märklin train sets and Faller train scenery models I have a vivid memory of seeing large RC Tamiya kits of the Tiger and the Panther. In those days, these Tamiya kits were roughly priced at 100 guilders each. With these prices, those kits were perfectly unattainable to me. Instead, I used to buy the type of Airfix kits that were wrapped in plastic bags and that were sold for the price of fl. 1,95 each.

In the late 1960s and early 1970s I lived in the town of Zoeterwoude-Dorp, near the city of Leiden. In Leiden, the toy shop called "Groesz" was "the Walhalla of model making" to me. The shop was run by a sort of wild looking hippie. But he turned out to be a great storyteller. And he was very kind to the customers of the shop. On top of that he had the admirable ability to build beautiful models. Each and every week he placed a new stunning model he had built in the shop's window.

As for me, I haven't stopped building kits since I started at the age of 7. Even when drafted in the military service (1978-1979, A-cie 41st PaInfBat, Ermelo), I was still able to practice the gentle art of kit building and painting during the weekends. For those of you who are interested, the battalion I was in was the last Dutch battalion to be equipped with the French AMX-PRI self-propelled piece of artillery. Last year, I paid a visit to the Dutch "National Military Museum" and saw the AMX-PRI on display there. And suddenly it occurred to me how the years had flown by.

In the early eighties, I moved back to Voorburg. At regular intervals I went to the hobby shop called "Akkermans" which was located in "de Passage" (Note by the editor: the Passage is the only remaining example in the Netherlands of a covered shopping street, popular in major European and American cities during the 19th century) in the nearby city of The Hague. In its basement this shop had a large section that was fully devoted to plastic modelling. During one of my visits to the shop I happened to notice an IPMS-flyer. Before reading that flyer, the very existence of something like the IPMS was unknown to me. I rang the telephone number that was mentioned in the flyer that very evening. After a very pleasant and lengthy telephone conversation with the late Wim de Jong, I immediately became an IPMS-member. At the time, the regular IPMS regional meetings were held in the primary school of which Wim was the headmaster. To this day I remember the pleasant atmosphere associated with the relatively small size of the "Nationals"-contests in Hazerswoude. Those were the good old days!

Since early youth I have been fascinated by the SdKfz 184 "Ferdinand" tank destroyer. The shape of the Ferdinand, in my view at least, combines an elegant design with clumsy looks. Undeniably the dubious merit of Dr. Ing. h.c. *Ferdinand* Porsche.



The real-life colossus weighed approximately 70 tons. It was armed with the dreaded 88mm PaK 43 L/71 gun and had a maximum speed of 20 km/h. The Ferdinand was mainly deployed on the Eastern Front. Most bridges there could not bear the Ferdinand's weight. Which of course caused major problems to the Germans. The Ferdinand is perhaps best known for its role in the Battle of Kursk in the summer of 1943. Opinions on the Ferdinand's combat performance were divided. This was partly due to the fact that on the first morning of the battle a minefield (which the Germans had apparently forgotten to clear) disabled a significant number of the Ferdinands deployed. Furthermore, because the large shape of the Ferdinand attracted an enormous amount of enemy fire from every direction, as an infantryman you were well advised to stay clear of the Ferdinand. And that lack of infantry protection made the Ferdinand extra vulnerable to enemy attack.

Taking all this into consideration, the Ferdinand was non-effective in the offensive role. But without a doubt, the Ferdinand was deadly effective in a defensive role.

About a decade ago, I finally bought me a Dragon 1/35 Ferdinand. At the time of the purchase I didn't have a clue that it was the start of an adventure that would take me more than 10 years. At first I had no intention to include interior details. But after having seen a number of pictures of the achievements of Johann Schneider (a German modeller working on the same subject), I got the fever. Never had I seen anything so beautiful and interesting and thought... I can do that, and just maybe I will be able to outperform him.

As a reference starting point, I used the detailed photos that I found in the book "Schwere Jagdpanzer, Entwicklung, Fertigung, Einsatz" by Walter J. Spielberger, published by Motorbuchverlag. But I needed many more. At first, I could hardly find any picture of the interior on the internet. After months of searching I finally managed to find a fairly extensive photo report by Ron Wood. Ron had been granted permission to take pictures of one of the two surviving museum specimens (this particular one is located in the Aberdeen tank museum, USA). This report turned out to be precisely what I needed. For reference, I also used photos taken by Johann Schneider and Leon Shoot (who was also in the process of building a model of an Elefant/Ferdinand with a scratch built interior).

The model has a fully detailed combat compartment, driver compartment, engine compartment, air cooling/cooling fans compartment with electric generators and electric motors. And all the trimmings, including the cabling. I have represented these as closely as possible to the items I could see in the reference photos. This proved to be quite a challenge. The compartments for the engine, the driver, the cooling fans and the electric generators are literally packed and the information available on the internet does not contain any data on these items. For one thing, the Tamiya company has earned a fortune if only by selling to me all the sandpaper I needed. In many cases I had to sand away several millimetres of plastic.

My initial plan was to build a fully closed model of the Ferdinand. Any interior detail would only be visible through the hatches and with the help of some lighting. But then little of all of the beauty inside would have been visible. So I changed my mind and decided to build a cut away model. The reader should know that the moment I applied my saw to the top of the combat compartment I felt very anxious. This truly felt like "a point of no return". Looking back now though, I'm really glad that I went on with it.

About 70 % of the interior of the Ferdinand has been scratch built. Basically, most of the light grey plastic that is visible comes straight from the Dragon kit. The white plastic is Evergreen. The yellow plastic is from a resin interior set that was produced by Verlinden. Most of the Verlinden set was pretty much useless to me by the way. I used only the largest parts. I have also used quite a number



of PE sets. Personally I prefer to heat PE before bending and gluing. To me, the advantage is that the PE colour changes to dark grey, which is less flashy than the nickel colour. In order to position parts I always use wood glue. To this day I am very grateful to Rob de Jong for this tip. I use Bison superglue for permanent fixation. I have completed the model with Archer decals. In retrospect, I regret that I did not take pictures during the construction phase.

Specific details that I am really proud of and to which I would like to draw your attention:

- The springs at the front of the driver's seat;
- The walnut shell holders;
- The buckles on the fastening straps for the shells;
- The electrical cabling in the cable duct running across the floor from front to back;
- The oil reservoir dipsticks for the Maybach engines, which are unfortunately hardly visible (only visible with extra lighting);
- The functional lighting in the driver's compartment;
- The 100% scratch built electric motors (at the very back end side of the Ferdinand).

The good thing about electric motors is that I could benefit from the large number of pictures that were taken on the subject during the 1930s and the 1940s. And that these pictures are easily to be found on the internet. I have thankfully made use of those pictures as a reference for detailing the electric motors of the model.

Just before finishing my Ferdinand I was shocked when I learnt that the company Amusing Hobby had just released a kit of a Ferdinand with full interior underneath a Strabokran. To me, this didn't feel "amusing" at all. However, having seen a number of detailed photos of their model, I realised that the Amusing Hobby kit was not up to par to my model.

After having finished my Ferdinand I decided that it would be nice position the Ferdinand on a "SSyms 80 T Schwere Plattformwagen" of the Deutsche Reichsbahn. So I bought the Trumpeter model of this flatbed railroad car. But alas: Trumpeter got the measurements all wrong and besides that the model lacks detail. As I applied the saw to the Trumpeter model and got more irritated by the minute, I happened to note another "SSyms 80 T" kit, this time from "Sabre Model". A great model rand!! I was overjoyed when I opened the box. Seldom did I see a kit as beautifully packaged as this one. And the building instructions are a sight to behold too! This model is very, very detailed and a fantastic build. Highly recommended!

I decided that the level of detailing of the railroad car should be at the same level of detail I applied to the Ferdinand. I therefore purchased an after-market detail set of the Hildebrand-Knorr brake system from LZ Models. Unfortunately this set turned out to be a bit of a disappointment. Therefore approximately 50% of the brake system of my railroad car has been scratch built. Just like the Ferdinand, I didn't paint the SSyms (but for a handful of small details, which I only did in order to highlight them). I sanded down almost 70% of the top of the deck of the flatbed car. Next, I sawed some walnut slats to size and applied these slats on top of the sanded down deck. Alas, the result of my efforts resembled a domestic laminate flooring rather than a flatbed railroad car deck. So I ended up applying a light "burnt umber" wash to the walnut wood.



I worried about placing the model of the Ferdinand on top of the railroad car for months. The model of the Ferdinand weighs almost 500 grams, mainly due to the weight of the metal tracks from “Friul Modellismo” and the brass shells. As a precaution, I bought replacement plastic tracks from Modelkasten. And I contacted Saber Model. The designer of their “SSyms 80 T” was very confident that his model could handle the weight of my Ferdinand. As a test, he was kind enough to place four smartphones weighing 700 grams in total on top of the deck of his own model for one night. The test turned out fine. His explanation for this result was that, when designing the model, he closely followed the technical design of the original SSyms, at least in as far as the construction of the girders and profiles was concerned. Obviously, the man was very proud of his design of the model!

I must say that I really enjoyed building the model of the Ferdinand and the railroad car in this setup. The combination has a prominent place in my display cabinet. To me, this model stands out on my “modelling resume” and I’m convinced that I will never be able to match this accomplishment again, ever. For one thing, I am convinced that I will never, ever undertake such a lengthy project again. In recent years, a large number of new and beautiful models have been produced which I would like to build someday. Therefore I made a resolve to allow two years at most for the completion of my next build.

Currently I’m building a model of a USMC LVT(A)-4, intending to portray it as it was deployed during the Battle of Iwo Jima (February 1945).

I congratulate the IPMS Nederland on its 50th anniversary!

Beelphegör Fire Wings (P24)

Andrea Miniaturen

By Jens Dunger, Germany

My name is Jens Dunger and I live near Kassel in Germany. I started modelling in 1991 building a 1/87 model of the English flagship HMS Victory. Slowly my interest moved to military vehicles of the Second World War. But soon busy with other things, it wasn't until 2006 that I picked up modelling again, particularly painting figures in scale 1/35 or 54 mm. In 2019 I came into contact with the club “Modelbau Wölfe Wachtendonk” and became a member of this modelling group. With the help of experienced members I was able to improve my modelling skills significantly and also became interested in other subjects. Please have a look at our club's website: www.modelbau-woelfe.de

When in 2015 I saw the dragon called “Beelphegör Fire Wings” by Andrea Miniaturen, it was clear this kit WSS-03 in 54 mm (1/32) had to be built! The kit has a number of resin and white metal parts. The rock the dragon stands on is also included. While the kit is not cheap, the quality of the parts is very good and after filling a few air bubbles in the parts, assembly gave no problems.

As primer coat, I always use Tamiya XF-02 matt white paint and Tamiya paints are my preference for many models. Next was a red colour, Tamiya XF-07 Flat Red, 50/50 mixed with XF-09 Hull Red. For the shadows, the colour was darkened with XF-10 Flat Brown, and later again with XF-01 Flat Black. For the highlights, XF-57 Buff was added first, and later XF-02 Flat White. The shadows were applied



a bit wider to prepare for later dry brushing. After four airbrushed coats, the figurine already started to look good.

I continued with dry brushing using Schminke oil paint. Starting with light red, followed by increasingly lighter colours with some details in pure white. Finally, the spines on the dragon's back were painted, again with XF-01 and dry brushed with XF-02. The next step was the rock of the base and its "inhabitants" applying similar techniques. Apart from the primer, the dragon rider was completely painted with oil paints. For the metal effects oil paints from "Abteilung 502" work very well. The scene was finished with a few dried plants and all set on a wooden base made in my father's workshop with name plate. All in all, it took about 40 hours to complete and I really enjoyed this build.

At the Euro Scale Modelling 2020 online competition I won Bronze with my dragon in the Science Fiction/ Fantasy category, and the Fellow Award. I am very proud of this result and a big thank you to the ESM team for making this online competition possible.

Bf-109 car (P26)

Scratch built , 1/45

By Datria Thiago, Brazil

My name is Datria Thiago and I live in Porto Alegre in Rio Grande do Sul state in the South of Brazil. I have been building models for 23 years now and I like to make figures, dioramas, aircraft and militaria. I am the founding member of the Modeling Datory Office, which started 3 years ago.

The model

Well, a long time ago I was given the Tamiya kit of the Bf-109 by a friend. It was already in the scrap box. As I like the Mad Max movies, I thought, let's make a Bf-109 car that looks like the cars that feature in these movies. So I started collecting parts from other models, such as tires, and other materials like plastic card, copper pipe, chain and springs.

Building and painting

Pictures from the Mad Max movies were used as a reference and for inspiration. It took a lot of filling and sanding to get the shapes I wanted. Many details were scratch built. The model was painted with acrylic paints. The main colours used were RLM70 and RLM74. The model was finished with acryl gloss varnish in preparation for the decals. They were from the Tamiya kit and decal softener Tamiya Mark Fit was used to ensure they embedded into the surface details. The model was heavily weathered, to obtain the look of the cars in the Mad Max movies. A final coat of acryl matt varnish finished the model.

Conclusion

It was a great learning experience and great fun to build and it took me 6 months to finish the model. I'm very happy with it and it also generated a lot of interest outside Brazil.



John Deere 8520 tractor combination with ROS Grimme Compacta GL860 seeder and scratch Grimme GF800 tiller (P30)

Scratch 1/32

By Luca Cavicchi, Italy

First let me introduce myself, my name is Luca Cavicchi and I am Italian. I've been modelling for 25 years. Like everyone else I started with plastic kits, then the desire to have something different pushed me to start making changes. My passion has always been racing cars in 1/24. I am fascinated by the mechanical aspects down to the smallest details. I have a preference for rally and track cars up to the '90s. Over time I acquired more and more dexterity and experience and I started building more and more complex models. One day an artisan manufacturer of model car kits noticed me and this was my turning point, I started building prototypes for his kits.

Since then I have always improved my construction techniques, and I have come to the point of being able to build any subject from scratch. I am a model maker with an "ancient" philosophy, I think that modelling is an art and giving the maximum satisfaction by shaping details with your own hands.

For my models, I mainly use Evergreen plastic and for the more delicate parts or for those that have to move I use brass or aluminium.

One day at a fair dedicated to agricultural modelling I met a great collector of this kind of models. While talking to him, the idea of creating a "unique" model was born. His desire was to create a combination that struck him during one of his travels to Belgium and the Netherlands. From here began the first step, the search for a possible die cast model that could be modified.

The combination consisted of the Grimme GF800 tiller, the Grimme Compacta GL860 seeder and a tractor that he loves very much, the John Deere 8520, all in the royal scale for agricultural models, 1/32. We evaluated which die cast models were available on the market suitable for modification. For the tractor the choice was easy because at that time I was building that very model that he loved so much. For the seeder the choice was the ROS model which was heavily modified and for the milling machine I had to resort to a complete scratch build.

The second step was the search for documentation. Since this equipment is not present in Italy, I started my research on the internet. I found interesting photos from which I was able to derive some measurements that helped me to determine the dimensions of the models. On YouTube I found more videos about this combination which provided me with many details. And finally, a French friend provided me with a catalogue with images of the parts that make up the milling machine. Although without dimensions it was a great help.

First step: The tractor

The model is practically made from scratch. From my master I had the parts cast. The result is a model completely in resin with details in brass and aluminium. Only the cabin frame was taken from a die cast and the particular tires are an aftermarket accessory. The most complex part was building the rear towing system. For that I used Evergreen for the fixed part, aluminium for the removable



arm and brass for the smaller details. A big challenge was to build the articulated protection that contains all the hydraulic connections which must be lengthened and shortened together with the arm, which I made entirely in Evergreen. After obtaining all the parts of the model, I started to paint and assemble them. The decals were specially made for this model.

Second step: the milling machine

It was the most beautiful and engaging challenge of this combination. Knowing only the total width and a few other dimensions, I had to scale all the components just by looking at pictures. In the end I got a very satisfying result. The model is completely built from Evergreen and closes like the real one. I made the finest details in brass and tried to get the most realistic detail possible.

All the hardware is made from resin, the hoses are made from black silicone tubing. For particular metal details I had some photo-etched metal parts specially made. Also in this case all the decals have been specially made.

Third step: the seeder

The ROS model was disassembled and stripped. modified and detailed the parts that could be reused and built the tow system and the whole rear from scratch. For the special containers on the upper part I used a transparent rigid material that I machined on the lathe and then painted in order to obtain the semi-transparent effect as in real life. I have used resin bolts and black silicone tubing for the detail, and the photo-etched metal parts came from the specially made set.

Fourth step: the frontal barrels

Initially, this accessory was not foreseen, but while I was doing my research on the internet I came across some videos in which it appeared. Since then I had the desire to add it to the model. So, after having found some material on the net, I started with scratch building. The model is in resin and Evergreen, black silicone tubing and some metal details.

All the models were primed in 2K primer to highlight construction imperfections, then filling and sanding followed by a second layer of 2K primer, then finishing sanding with 400 and 600 grit sandpaper. Finally three coats of matt-based acrylic paint, and three thin coats of 2K clear coat to protect everything. To be able to handle the complete set of models safely, we decided to place it on a base with a simple setting simulating the "delivery of the vehicle".

Conclusion

It was a very long job, about 1000 hours to build everything. It was challenging because almost everything was built from scratch, but these are the challenges I'm looking for, because they push you to always improve yourself. In the end, the result gave immense satisfaction, certainly it was the most difficult and most beautiful model I have made in all these years.

Now I am embarking on another "adventure" even more complex, we will see what will emerge from that.

A warm greeting to all readers!



Husky Mk III Vehicle Mounted Mine Detector (VMMD) (P38)

AFV Club 1/35

By Roy Francis Perez, Gibraltar

My name is Roy Francis Perez and I live in Gibraltar. My main specialty is building armoured vehicles and dioramas, lately dedicating more time to modern military vehicles but sometimes I like to build something different.

After a long break due to work, I regained my modelling enthusiasm about 6 years ago. I am currently President of the Gibraltar Scale Model Society which has been a branch of IPMS UK since 2018.

The model

The box contains 8 sprues of molded plastic parts, 1 clear sprue, 4 vinyl tires, a vinyl rubber sprue, a photo-etched fret and a decal set. They parts are excellent with little or no flash but unfortunately clearly visible ejector pin marks on the larger parts. But it looked like most of these would end up hidden after assembly.

The cabin is quite small in the model but I still think the interior is well captured with decent parts such as the air conditioning and the fire extinguisher. Unlike other vehicles of this type, there are no side doors for the driver, he has to gain entry through a twin door hatch on the roof.

The mine detecting system can be mounted lowered or raised, the model is provided with the cabling and hoses in vinyl rubber and quite delicate therefore I replaced these with different gauges of thin black wire.

The Husky's uncovered suspension and axles are nicely replicated, including the hydraulic lines, but again I replaced those with thin wire. The mudguards are highly detailed both inside and out as are the vinyl tires.

Building and painting

Prior to building the model I spent a few hours (days) roaming the Internet researching the vehicle, as well as models produced by fellow modellers, apparently this unique vehicle is attracting a great deal of interest.

Building commenced with the cabin. The windows were masked and glued with PVA white glue. For this model I chose Mission Model paint and started with a thin coat of Tan Primer (MMS 006). Next the cabin was painted in stages, first the floor and centre console in tire black with the dials and switches in different shades of red, orange, blue and green to represent the different lights. The interior walls were then painted the US Desert Tan (MMP 038) base colour. The cabin was assembled and the top hatch glued in the open position. The windows were protected with masking tape.

Assembly continued with the 6-piece main hull section. Once dry, the cabin was attached to the hull. The two mine detector sensors were assembled and positioned in the lowered position, exposing the intricate lines. As noted earlier, the vinyl lines are very fragile and I quickly replaced



them with thin black wire, except for the end fittings which were only added after the vehicle was painted. The hull section was completed with the addition of the engine grille, handles, clamps, mirrors, steps, antenna mounts and the exhaust system.

Assembly continued with the eye catching part of the vehicle, the front axle, mud guards and bumper. Although both axles consist of numerous parts, everything came together nicely without encountering many problems. The vinyl rubber tires had a seam in the middle, but that was easy to sand and gave the tires a more used appearance. According to the instructions, the tires should be added at this stage but I only attached the wheel hubs. The model was concluded with the attachment of both front and rear axle sections to the hull and the vehicle showed its true and unique shape.

The model received a thin layer of MMS Tan Primer and after a day of curing the base colour US Desert Tan. This was followed by highlighting the horizontal surfaces and edges with a lighter shade by mixing some white with the base colour. Some shadows were created by adding a dab of brown to the thinned mix of the base colour. Finally, the winch loops were painted brush painted red.

Completing the model

After a coat of gloss varnish the decals were applied, followed by a coat of matt varnish to seal in the decals and prepare the model for the weathering process. After studying the photos previously found on the internet and after some careful thoughts, Ammo's Chipping colour was applied in places where the paint would have worn away in real life. In order to create some streaking effect, oil paints were applied in specific locations and with a flat brush moistened in thinner the oils were dragged down to simulate a natural flow. The result gave a streaky look of wear and tear.

The model then received a pin wash using Ammo's US Modern Vehicle Enamel wash, focused around raised detail and panel lines. The excess was removed with a round brush moistened in enamel thinner. This lifted the details and produced some darkening of areas. The masks were removed from the cabin windows revealing the interior. Lenses and tail lights were replaced by Voyager Lenses.

A semi-liquid mixture of earth and sand pigments was now applied to the lower parts of the model. The wheels received the same mix and after it had dried the excess was wiped off with a damp cloth. The painting process was completed with the painting of the mirrors using Molotov Liquid Chrome paint pens.

The model was concluded with what I believe to be the most testing part, the placing the intricate wires to the mine detector sensors and the hydraulic hoses to the front and rear axles, both made from different thicknesses of black wire, securely attached with small dabs of superglue. As a focal point, I placed a length of rusted chain on the front bumper of the model.

Conclusion

I am extremely happy and impressed with this kit. This unique vehicle may not appeal to everyone, but it has been well captured in the AFV Club model.



Witch (P40)

Garage Kit 1/24,

By Greg Melikhov, Ukraine

Hi! My name is Greg Melikhov. I'm a hobbyist modeller and painter from Ukraine. Currently I live in Germany as an expat. I've come to the scale modelling in my late 30s and started with historical figures in 1/32. I also had some experience with plastic kits of vehicles, but figurines are something I am really fond of. Now I'm moving towards to single large-scale figures and busts though I experiment a lot with other formats.

"Die Kleine Hexe" is one such experiment. It is my first vignette based on the resin Garage Kit "Witch" in 1/24. I bought the figure a couple of years ago in an online store and until 2020 it was waiting in my box-of-shame. Meanwhile I was practising skin tones and blending techniques.

After I've roughly assembled the kit, it became clear that the figure has no distinct foothold. Therefore it required some kind of pivot base. In the beginning I was thinking about a transparent support or camouflage background. But then I had the idea of a small portrait-like vignette in a diorama setting.

As the plot of the composition I've used a story by German children's writer Otfried Preußler. It was about a young witch who had to choose between good and bad while reaching adulthood as a witch and as a person. I've known this story since school and for me it is a perfect example of sincere kindness, justice and selfless help to others. In my imagination the witch flies over a medieval town or a farm, heading for yet another adventure.

I've found proper buildings for my vignette in a 1/250 paper model set "Mittelalterliche Kleinstadt" from Schreiber-Bogen. This high quality print of old-style houses with tiled roofs was easy to cut and a pleasure to assemble. Unfortunately, paper models have their own flaws, so I had to correct the designs and repaint some parts. In parallel I've prepared the base for the vignette from an IKEA photo frame and homemade plastic box with a curved rear side.

The most complex part was to fix the figure in mid-air. I've made the broomstick from piano wire with a diameter of 1,5 mm. It penetrates through the diorama background and can be fixed on the other side with two little screws. This prevents the rod from moving back and forth and turning so it serves as stable support for the figure. Additionally this type of fastening allows me to dismount the figure for transportation or cleaning.

The other tricky point was to find the background picture. I've researched all available photo stocks looking for old town panoramas from above. For a certain period I became obsessed with roofs. I've evaluated them wherever my eyes could reach. I even considered travelling to some place with good medieval street views and making the photo myself or to paint the entire picture from the scratch on a small canvas. Finally, I've decided to combine several appropriate photos in a raster graphics editor. I've corrected the resulting picture to match the paper houses by colour and brightness as well as adjusting it for the curved display.

Next step was final assembly and painting the figure. The seven part resin kit of was glued with cyanoacrylate and smoothed with Tamiya epoxy putty and sandpaper. I've decided to assemble the witch completely rather than work with several parts because of her small size and simple pose.



Having everything ready I could mount the figure on a temporary base and go on with painting. Since the original kit was a Garage Kit the witch was more likely an anime hero than Preußler's character. Therefore my choice of colours were based more on classical anime pictures like "Kiki's Delivery Service", "Little Witch Academia" etc. I've made the analogue pallet of magenta-violet-blue colours for the garments and contrasting pale skin-tones to highlight the face. The brightness of the tints should be close to the paper houses and background, but the saturation was supposed to be higher. This way the figure became a part of the landscape but wasn't merged with it.

First step in the actual painting was two-colour priming. This allows creating initial volumes and determine the light direction, corresponding to the background image. All further painting was done with water-based acrylics. I've mixed basic tones according to my scheme and applied them to the model. At the same time I blocked general highlights and shadows by adding off-white and gray into the base.

The main technique at this stage was wet blending. After that I started to mix in more colours to create plausible transitions and make the volumes more realistic. At this point I've completely painted the face and eyes to estimate the prettiness of the witch. The final step was elevating the highlights from existing tones with pure white to distinguish all previously blocked shapes and add some accents. All work was done by hand with a Kolinsky brush. This approach makes the painting more time consuming but provides a lot of control as well as lot of space for experiments during the process.

The most tiresome part of the painting was the hat as it's wavy brim has several raised and lowered areas. The most interesting thing to paint was the face. It was fun to play with expressions: should the witch be curious, surprised, or even scared by something she sees ahead. In the end I decided on a more neutral look allowing a viewer think about this part of the story.

Making photos of the vignette was another challenge. I'm not an expert in photography but know some tricks with lightbox, diffusers, and reflectors. Even so, none of them allowed me to get a satisfactory picture quality. No matter how I positioned my light sources there were harsh shadows from the picture frame. Moreover, the curved background always had a patch of reflected light when using long exposure shots. To solve both problems I had to wait for a cloudy day and made the photo session using defused sunlight right on the window sill.

In general, this small vignette became a milestone of my development as a miniaturist. Supposed to be a competition entry it combined all my knowledge in materials processing, colour theory and blending techniques. It required a lot of planning as well as improvisation and experimenting with different approaches to achieve the desired result.

The total time on the project from unpacking to photography was over 50 hours in 2,5 months. After a while I see that "Die Kleine Hexe" is not complex enough to impress proficient judges at serious contests, but for me it will always remain a first claim for recognition as worthy member of the scale modellers community.



Fuso (P42)

Aoshima 1/700

By Mariusz Bejczak, Poland

My name is Mariusz Bejczak and I live in Poland. As a child I was an enthusiastic modeller. In 2017 my modelling friend Marek stopped modelling, giving me all his ship kits. I never joined a club but with a few friends have an informal club called KMA. Our goal is to have fun and encourage each other to make each model better than the previous one. One of these presented here is a model of the Japanese battleship Fuso in a diorama setting.

The 1/700 kit used is from Aoshima and quite old with rather crude parts. The hull had a twisted banana shape and took an effort to correct. To improve the model, I bought many aftermarket sets like an etched metal railing set from Flyhawk, sets from Eduard but also a deck set from Shipyard and anti-aircraft guns from Fine Molds. The superstructure was made with the kit parts but the mast was scratch built. Many details were added with the aftermarket goodies and the decks were also detailed.

The model received a base colour of Tamiya XF-77 grey acrylic paint, made a little lighter with some white. In this smaller scale I always make dark colours a bit lighter. The aft deck was covered with linoleum, for this I used Tamiya XF-79 linoleum colour paint.

In my diorama, the lower hull will not be seen, but I always try to paint every component as if it were visible. For the decks and details Van Gogh oil paints were used. Over this, Tamiya varnish was applied and a wash, again with Van Gogh oil paint, Payne's Gray Colour to be precise. The excess paint was removed with cotton buds and a brush dipped in turpentine. Rust streaks were suggested with oil paints by applying paint in vertical lines and fading them out with a brush. The final varnish coat was AK Interactive Ultra Matt.

With this, my Fuso model was almost ready. The various parts had to be attached to the hull and the crew placed, made from Eduard etched parts. But what is a ship without rigging? I used elastic thread from Ushi van der Rosten and that was fun! The railings were painted with greatly diluted grey acrylic paint.

I've chosen two tugboats from a Hasegawa set. The set is quite limited and rather crude so a few details were added to improve them. Additionally I decided to place tires on the outsides of the ships. These were made from sprue with hole drilled in the middle and cut in slices. The edges were rounded with sandpaper.

The parts of the diorama, the base and the cliffs were made from styrofoam. On the rocks, diluted plaster was applied with an old brush and this makes it easy to apply acrylic paints. Vegetation and ballast from train modelling sets was used, glued with Polish Wikol white glue. Paints on the scenery were airbrushed. When the mountains were ready it was time for the "sea and water". I started by covering the styrofoam with layers of plaster. The advantage of this method is that you have plenty time to shape the surface. During the drying process, the topmost layer becomes soft and can be shaped with a brush or a cloth. The final top layer was made with Vallejo Water Texture Gel. Finally I was able to cut a hole for the hull. I had dyed the water with different shades of blue, applied with a fine brush and two layers of glossy medium (Liquitex Gloss Medium and varnish) as bottom layer for further treatment. After a few hours the paint had dried, and then I made the foamy water along the shore. Viscose cotton wool is very handy for this. To make the foam, use a brush dipped in real



water. Set the wool where you want it and press it in shape. Then fix it with the Liquitex applied in several thin coats. Now that the water was almost ready, the Fuso and the tugboats could be placed. I filled the hole for the battleship with Wikol white glue and after it was in place the excess glue was removed. To secure the tugboats, superglue was used. Again, some foam was added as described above. Finally, two layers of Liquitex High Gloss Varnish lacquer were applied. With this the water feature was ready.

'Last but not least' the tow cable had to be made between the front tugboat and the battleship. For this I used thin wires from an old headphone. Finally, the diorama received balsa wood frame painted black.

Ferrari 340 MM SCCA Custom Race Car with figurine by Denizen (P48)

F.D.S. Automodelli 1/43

By Scott Ridley, U.S.A.

My name is Scott Ridley. I currently live in Albertville, Alabama in the U.S.A. I moved here from North Waterboro, Maine in September of 2019. I built the Ferrari while I was still living in Maine. I've been building models for about 59 years, so far. My modelling specialty is automotive. Favourite scale is 1/43rd. I also like other types of models, anything I think that looks cool.

I belong to three models clubs. The Birmingham, Alabama chapter of the IPMS since November of 2019, the ACME (Atlanta Car Modeler Enthusiasts) in Atlanta, Georgia since November of 2019 and the Classic Plastic Model Club from Lowell, Massachusetts since April 2004. I'm now a long distance member.

The model

The reason for this custom Ferrari build was to build the kit as building the actual car would have required a lot of work to detail & correct it. The kit was shelved for many years because of that. Then I had this crazy idea, the kit came back off the shelf & what you see is my idea.

The car kit and the figure were both made from white metal. The first item on the build was to remove all mould seams & block sand the body smooth. The castings were rough so there was also some filling to do. Cleaned up the wheel well openings and described all of the panel lines. Next was go into the wheel set box and find appropriate wheels for the Ferrari. I settled on a BBS set from Robustelli. After putting the aluminium rims & rubber tires together I was able to locate the axles & set the stance.

Next was the spoilers & ground effects. I used oak tag & sketched the parts out. They were modified & played with till I got what I was looking for. Using double sided tape, I laid them on some .020 sheet & cut the parts out. They were then glued to the body using CA glue. Any seams were filled with baking soda & Super Thin CA glue.

Now came the "fun" part. I first laid out a piece of masking tape over the driver's side door & burnished it down. Since the door panel line was described earlier, I used a knife to cut the door out using the panel line. The tape master was removed & put on .010 thick sheet brass. The door was cut



out using metal shears very close to the line. Files and sanding finished the door. The brass was then annealed and formed over the body to get the shape. Holes were chain drilled around the inside of the door line and a saw finished the removal. Files and sanding sticks were used to finish & smooth the opening. The body was set aside for it was interior time.

I found a resin seat in the parts bin and drilled out holes for the seatbelts. Next was designing and building of the roll cage and interior frame work using .035 Evergreen plastic rod. Constantly testing to make sure the assembly fit in the body and around the seat. Once happy with the fit, seat belts were made from wine bottle foil and seatbelt hardware from the etched parts bin. The fire bottle & computer also came from the parts bin. They were drilled for wiring & holes were drilled into chassis pan to locate them.

All the parts and assemblies were checked for fit and then the parts were mounted for paint. I started with a very light coats of automotive lacquer primer through my Paasche H-5 air brush, just enough to get a solid cover. After putty and sanding, this step was repeated till everything was smooth. A final polishing and it was time for some colour. The body was air brushed with Tamiya flat white thinned with My Hobby Levelling thinner. Next I mixed and sprayed the blue. After 24 hours to dry the body was masked off for the silver rocker panels & side skirts. After another 24 hour cure the kit decals were applied using Micro Set and Micro Sol setting solutions. An additional 48 hours for curing and the body was cleared using Dupont's Chroma Clear 2K. The interior was also air brushed with the Tamiya acrylic paint and levelling thinner. Decals from the spares were used for the belts and the dash gauges. The wire for the steering wheel was made from Detail Master spark plug wire.

The Denizen figure was up next. He had the very fine mould lines cleaned up and then was primed. It's really cool that Denizen included the removed gloves with the figure, nice touch! I used Tamiya and Vallejo acrylics to paint the figure. Since all previous figure painting was done using enamels, I needed some help! I found a book on painting figure with acrylics by Julio Cabos from Andrea press. Great book and very helpful.

An appropriate display plate was found at the local craft store. It was cleaned up and sanded. A red oak stain was used and then over sprayed with a clear semi-gloss finish. The asphalt surface was cut from some scrap illustration board & painted with Tamiya acrylics. Shades of black & greys were mixed and used. The base colour was sprayed and the rest were dabbed on with a stiff brush and a sponge. A mounting hole was drilled and a plastic tubing spacer was cut and painted black for the car. A second hole was drilled for a steel pin.

Final assembly commenced. The final touches were the steering wheel, gloves and the kit's vac-formed windshield. The windshield was cut out close to the formed area and finished with sanding sticks till I got the fitment I wanted. Five minute epoxy was used for most of the assembly. The final step was to mount the figure and the vignette was finished.

Conclusion

I had a really fun time with this build and would like to do more like it. I also like the way the figure came out for a first try at new painting techniques. I learned a lot and can do better next time.

The base kit is quite crude up to today's standards. Castings were rough and needed clean-up. I'm spoiled by the newer kits we now take for granted. To build it as the real car would have taken a lot of work to correct details. The basic shape of the Ferrari 340 mm is very well done, though.



Jagdtiger (P52)

Tamiya 1/48

By Gokay Yalçın, Turkey

My name is Gokay Yalçın and I live in Istanbul, Turkey. Since 2014, I have been interested in the plastic scale modelling hobby, though in my teenage years I made a few aircraft models. I particularly enjoy modelling armoured vehicles though I also build other categories. I am not an IPMS member but I am the moderator of a forum page called *Hobimaket.com*.

In Turkish and international competitions I have won prizes in multiple categories and because of the Covid-19 pandemic I participated in a few online competitions as well.

I was honoured that an article about my model was requested, the Jagdtiger that won a Silver medal in the 1/48 Scale Military land vehicles category at the Euro Scale Modelling 2020 online competition. I would like to thank the IPMS Nederland team for the competition and for the picture booklet they sent me.

History

The subject of my model is a German Jagdtiger tank that was urgently sent from the production line to the front. It was produced in 1945 in the "Nibelungenwerk", one of Germany's largest tank factories during World War II. The Jagdtiger was a further development of the Jagdpanzer. The Jagdtiger obtained a box-shaped superstructure built on the elongated Tiger II chassis. In early 1943, the manufacturers Porsche and Henschel began work on the Tiger II chassis. As a result, this vehicle could be heavily armoured and fitted with 128 mm L / 55 PaK 44 gun (this weapon was an improved version of the 12,8 cm FlaK 40 anti-aircraft gun). It could easily destroy any tank from 3,500 meters. Thanks to its 250 mm turret frontal armour and 150 mm inclined armour, it was invulnerable to frontal hits. However, the turret was fixed and the barrel could rotate only to an angle of 10 degrees. That's why a Jagdtiger had to turn towards the enemy to fire. The inability of its turret to rotate made this vehicle a clear target for enemy aircraft and anti-tank weapons. There were also other problems such as lack of spare parts, difficult to repair and fuel shortages.

Only two German heavy tank destroyer battalions (Schwere Panzerjäger-Abteilungen), numbered 512 and 653, were equipped with Jagdtigers. The first vehicle entered service in November 1944. Roughly 20% of them were destroyed in combat. The remaining vehicles suffered mechanical breakdown or were abandoned by their crews when they ran out of fuel. The two part ammunition had to be loaded by a two-man team. The first part to be placed consisted of the explosive-laden hood and then the launcher capsule that pushed it from behind. Because of this, the reloading process of the gun was prolonged and its firepower was reduced. The smoke that emerged after the gun was fired not only made the vehicle easy to locate, but also briefly blinded the crew.

Although 150 Jagdtigers were ordered, only 88 were produced. 11 of them with serial numbers 305001, 305003 and 305012 were produced with Porsche brand suspension and the rest with Henschel brand suspension. The production of the vehicle was started very late. Towards the end of the war, many vehicles were not completed due to lack of parts. The size of the Jagdtiger frightened Allied soldiers. Although Hitler expected a lot of these vehicles, due to their small number of production, they did not really influence the battle at the front.



On May 8, 1945, the US 259th Infantry Regiment commanded by Stanley Eric Reinhart occupied the city and liberated the Nibelungenwerk's French and Soviet prisoners of war and Czech forced labourers.

After the Red Army occupied the factory on May 9, 1945, production continued on a small scale. Today, the former Nibelungenwerk and related plots are owned by a Canadian automotive supplier.

The model

The Tamiya kit no. 32569 in 1/48 scale generally has satisfactory details. But I added a few aftermarket products and made scratch details. First of all, instead of using the two part barrel in the kit, I used the L-29 128 mm Pak 44 metal barrel that Aberin produced for this kit and the PE set of the Artwox company.

I produced holding lugs, not provided on the PE set, from thin staples and added them to the model. Although the kit does not cause a problem with the fit of the parts, it is worthwhile to improve details. Since Jagdtiger tanks are tank destroyers with stationary turrets, they are made of wide, flat cast surfaces. Therefore I wanted to increase the casting feeling on the plastic due to the small scale and the general structure of the kit. I thinned Gunze's liquid putty and applied it with a brush on the model. The model was completed quickly and smoothly, but I had to do a little research before painting it.

Painting

The model was made in a different scheme without camouflage in a factory fresh primer. As a Jagdtiger tank sent to the front immediately from the factory, there were production notes written on the tank with primer paint and chalk. I decided to model number 54, shown on the production line on 10.01.1945, which I came across on photo's.

I used a red liner colour for the overall model and a grey liner colour for the barrel. I decided to paint a few details in camouflage colours so that the model does not have a monotonous appearance. By using these colourful parts on road wheels and a few accessories, I aimed at an eye-catching image away from monotony.

I applied Tamiya's X-7, XF-7 and Gunze's H-7 coded red colours in coats using the hair spray technique throughout the model, and after each coat of paint, with the help of water and a soft brush, removed paint to create a worn undercoat of paint on these red tones.

After mixing 60% Tamiya's XF-55 and 40% X-4 colours for the barrel, I applied XF-24 to tone the light-receiving surfaces of the barrel for colour gradations.

While I used Vallejo paints to paint the accessories on the model, I used Gunze H-422 and H-403 acrylic paints for the road wheels in camouflage colours and a few accessories, and I preferred Tamiya's XF-90 coded Red Brown colour for palette painting.

After the general painting was done, after applying a glossy varnish to protect the paint, I tried to imitate the manufacturing notes written by the factory workers on the body, using the Vallejo matt white applied with a 0.04 brush.



Final finish

Next, I started the aging (naturalization) processes to increase the realism of the model, using MIG oilbrush materials. Preferably, I made the orange, yellow and white colours by placing light tones in the light parts of the surface and dark tones in the dark areas as spots. With a flat-tipped brush of appropriate moistened with white spirit I spread the oil paints on the surface in the form of dots with single and parallel brush strokes downwards to the main colour, a natural dullness on the bright main colour and in white, yellow and orange colours. I increased the sense of reality by creating different tones.

I added an ammunition box and a few tarpaulins to the model. Next, a wash added contrast on the model. I prepared a black oil paint, applied it thinned by 1/10 by touching the details such as indentations and protrusions on the model with the help of a thin brush.

In the third stage, I tried to create visual effects such as dust, rust and flow on the surface. For rust and dust currents, I applied AK's rust and dose deposit products like any other wash process, wetting a clean brush with white spirit, wiping off the excess, and trying to create rust and dust streams that will reach times on the model. AK's Gun metal pigment and a pencil were applied to increase the metallic feel on the corners, edges, cover handles, road wheels and the parts of the pallets that will be worn.

Conclusion

Modelling a tank with a factory-made red primer without camouflage for the first time was a different and fun experience. I was very happy to be able to capture the image I envisioned when starting the model.

Antarctic Snow Cruiser with Beechcraft Staggerwing (P56)

BS Design 1/144

By Marco Coldewey, Germany

My name is Marco Coldewey and I live in Delmenhorst in Germany. Since 1992 I mainly build civil aircraft in 1/144 but sometimes also cars and tanks. I'm always looking for something special, so this model of the Antarctic Snow Cruiser is right up my alley given its history, looks and the accompanying aircraft.

History

The American polar explorer Richard E. Byrd took part in polar expeditions from the mid-1920s. The supply of these expeditions was carried out with some vehicles and dog sleds. Since the vehicles



could only cope with the conditions in the Antarctic to a limited extent, Byrd and Thomas Poulter decided to develop the "Snow Cruiser", in the period 1937 to 1939. Since the German Reich was also very active in Antarctica at that time, the US Government supported this project with \$ 150,000.

The „Snow Cruiser“ was intended for Antarctica exploration. The 17x6m vehicle (roughly equivalent to 2 side-by-side articulated Lorries) housed 6 crew accommodations, a workshop and a laboratory. The tires manufactured by Goodyear had a diameter of over 3 m, the height of the wheels could be adjusted hydraulically. In addition, the snow cruiser received an on-board aircraft, which was carried on its back. The aircraft was positioned with a crane and lashed down at several locations. The on-board aircraft was a Beechcraft Model 17 “Staggerwing”. The tanks of the Snow Cruiser carried 9500 litres of diesel and 3785 litres of Avgas. The 34t heavy vehicle was powered by 4 electric motors, the electricity was generated with 2 diesel generators. During the test runs, the vehicle turned out to be inefficient. Undeterred by this, at the end of 1939 it was shipped to the Antarctic on the USCGC North Star, a coast guard ship.

At the beginning of 1940 the North Star reached the camp "Little America" which served the USA from 1929 to 1958 as a base camp for expeditions. When Poulter drove the Snow Cruiser over the wooden ramp onto the ice shelf, disaster threatened when one of the wheels broke through the ramp. On the ice it was quickly noticed that the Snow Cruiser was not suitable for use. The tires spun and sank in the snow and even small hills could not be climbed.

The crew managed to increase the traction. First, the spare wheels were mounted next to the front wheels and chains were mounted on the rear wheels. It turned out that the Snow Cruiser had more traction when driving backwards. The vehicle was driven a distance of 148km, all in reverse, and was finally converted into a stationary facility. Seismological experiments, measurements of cosmic rays and studies of ice core samples were carried out. Funding for the project was suspended during the Second World War.

In the period 1946-1947, during the US Navy mission "Operation High jump" (1946-47) in Antarctica, the Snow Cruiser was found and appeared to be in pretty good condition. Another expedition reached the vehicle in 1958 and marked the spot. Since then there has been no trace of the Snow Cruiser. In the middle of 1960, a large piece of the Ross Ice Shelf broke off, right through the area of the former camp “Little America”, and the snow cruiser probably sank to the bottom of the sea.

The Beechcraft Model 17 "Staggerwing" was produced from 1932 to 1949. The aircraft was popular as an executive transport, mainly because it was very stable in the air. The Staggerwing was used with normal landing gear, floats and runners. Despite their advanced age, around 160 of the 785 aircraft built are still in airworthy condition.

The model

What can I say? This vehicle almost defines the expression "exotic" and its large size and the added aircraft produces an impressive model. Not only in full scale but also as a model the Snow Cruiser is exotic. In the usual 1/24 truck scale the model would measure 25x71cm. Therefore, the BS Design model combination is a resin kit in 1/144 scale . The parts are of average quality and require a lot of rework. The details are also rather rudimentary. There is a lot of room for improvement. The decals for the Snow Cruiser are of good quality, so much length of the “cheatline” is available so that you don't have to work down to the last millimeter. The window decals, on the other hand, are grey and



somewhat grainy. The coloured decals on the Staggerwing don't look that great (unclean). Windows have been omitted. The landing gear of the Staggerwing is unfortunately very poorly reproduced, the propeller is also incorrectly shaped, so a lot of personal work is required. There are no assembly instructions for this kit.

Construction

I would like to start with the Snow Cruiser: the initial construction proceeded without any problems. I painted the windows, the decals were easy to work with, and the "cheatline" fitted well. Then I started adding improvements: additional brackets to the exhaust systems, the directional antenna and the searchlight on the roof, including the connection cable, followed by windscreen wipers, headlights and covers for the crane were scratch built.

The Staggerwing was of quite a different quality. Here, I painted the windows too, and I had to build the struts between the wings myself. There was some tension between the wings, which turned out to be quite tricky due to the small space between them (10mm). I scratch built the landing gear completely from wire, here and there it could have looked a bit more realistic. The propeller comes from the scrap box and still had to be reshaped a bit.

The "wedding" of both models was nerve wracking until the end. First one of my skids broke off and then I had other various things that didn't go as I had imagined. I added a few fixing points on the snow cruiser, as well as a rod for the tail skid. The Staggerwing was then "fixed" with chains in 1/144, yes, you can actually buy something like that from Shelf. Actually, I still had to bend them, but I left that out because my tweezers are too big!

Convair 440 in KLM markings (P60)

Roden 1/144

By Frank van der Voet , Canada

I have been building plastic model airplanes off and on for over 50 years. During this time, I have dabbled in many genres from Vietnam era USAF to WWII Luftwaffe but my focus has always stayed with airliners, primarily in 1/144. My 'sub-speciality' are aircraft and airlines used by Canadian and Dutch carriers although I have deviated from time to time.

I am a member of IPMS Canada and our local model club, Rocky Mountain Model Club in Calgary. Due to the pandemic, I have also been a participant in online meetings hosted by the Civil Aviation SIG of IPMS Nederland.



The build

My model was a “limited 26 models” release issued with KLM decals. Both the model (Roden kit 334), labelled as a CV-340 but has rectangular exhausts found on the later CV-440, and decals (26 Decals 144-944) are still available but separately. The model literally builds itself. On the plus side, it has fine engraved surface detailing and the builder has the option for short nose or later long radar nose. The model comes with clear windows and windscreen; I chose to fill these in and use decals instead. On the minus side, the texture of the plastic is grainy so one needs to use fine sandpaper to smooth out the panels. I also found the gear struts clunky in appearance and the detail in the main gear doors does not seem to be in scale. Also, care must be taken to align the fuselage halves and wing components since there are no pins or other alignment aids.

The only and most frustrating part of the build is that the nose wheel struts need to be inserted at the outset which means the gear is prone to breaking during construction. Care had to be taken placing the nose strut in the wheel well as it is very crowded in that space. The only add-on parts were a fresh air scoop on the lower fuselage aft of the wing trailing edge and two antennae forward of the wing. These were carved from styrene. Fine wire was used to re-fashion the ADF localizer horseshoe behind the cockpit.

Natural metal finish was done using the Vallejo metallic acryl system. Base finish was Aluminium, then sealed using ALCLAD Aquagloss. Thereafter panels were finished using different tints of the Vallejo metallics. ModelMaster gloss white enamel was used for the upper half of the fuselage followed by polishing.

Decalling was, for the most part, a breeze with the 26 Decals. The builder has a choice of registrations. I selected PH-CGF “Willem van de Velde” – a Golden Age painter noted for his seascapes. Be aware that these are inkjet decals so it is imperative that an undercoat of white is applied wherever decals are to be placed. Inkjet colours are not opaque so any overlap of decal will show as a darkened area. This became a problem in the nose region. First due to the tight contours, the decal folded over leaving a dark stripe. Second, the blue ink on the port side at the nose was slightly off compared to the starboard side. I decided to paint the entire upper nose section pale blue to eliminate both issues. Vallejo Deep Sky Blue (70.844) was a good match. Decals went on effortlessly using the Microsol and Microset decal solutions. The striped tail decals fit the empennage perfectly. There was only one error that I was aware of with the decals. The letters “KLM” should appear above the port rear door, not the forward door as shown in the decal instructions. As a final touch, black decal stripes from Xtradecal were used for the propeller blade de-icing boots.

Conclusion

This is a welcome addition to any airliner modeller’s collection without taking up too much shelf space. I had great pleasure building this model and learning more about the Convair’s role in developing KLM’s post-war European network.



Toyota GT-One TS020 (P62)

Tamiya 1/24

By Jan Merhaut, Czech Republic

My name is Jan Merhaut and I live in the small town of Hořovice. I have been building plastic models for seven years, specializing in Formula One and 24H Le Mans Series in the scales of 1/24, 1/20 and 1/12. Since 2015 I've been a member of IPMS Czech Republic (IPMSCZE). Between 2015 and 2020 I was active in the local branch KPM Zdice and since 2021 I've been in charge of GT CUP IPMSCZE, which brings together the builders of car models in the Czech Republic.

Toyota GT-One TS020 history

The year was 1999 and Toyota was trying to get a win at the famous 24H Le Mans race, having been highlighted as one of the favourites for that year. Unfortunately, two of the three Toyota cars had to withdraw from the race due to higher petrol consumption per lap compared to their BMW competitors and a different tyre design. The latter gave huge troubles for Toyota during the race and resulted in many punctures. There was only one car left in the race, race number 3, and it was fighting for first place with its BMW competitor. Mercedes was already out because of a notorious crash which forced the whole team to retire from the race. However, poor luck with the tyres dogged the Toyota team until the very end of the race and even the last car ended up with a puncture, finishing second overall. 1999 was thus another year of disappointment for Toyota at Le Mans.

Building the model

I used many photographs from the 1999 24H Le Mans race. As soon as I studied the pictures, I saw that the provided colour scheme instructions in the kit contained a mistake. I believe it was done intentionally, in an effort to avoid any signs of tobacco advertising used in reality. The white paint on the front of the car and on the roof should be in the shape of a sharp wedge but the manufacturer's instructions did not state that. However, it was probably the only mistake of this kit and the shapes and proportions look right.

The building process went really smoothly and I absolutely enjoyed it. All parts fitted and matched perfectly, something you would expect from a Tamiya model. The only thing I was not satisfied with was the relatively poor engine compartment section, which I therefore decided to revive with cabling as seen in pictures. I used 0.3mm wire from Hobby Design. Carbon decals, not included in the basic set at all, were used from SK Decals applied to a pattern I saw in pictures. As I was finishing the car, I decided to use Hobby Design rivets on the body. This all helped to make the model look even closer to the real thing.

For the colours I used series C surfacers by Gunze as the base, they are my standard paints. For the appropriate red colour I consulted Mr. René Molnár, owner of MRPaint, and received two colours (red and white) from his company, custom mixed especially for this model. Next I added 2k Super Clear varnish by MRPaint to the model.



The Tamiya decals included were fully usable, worked well and conform to the real thing. With the use of decal solutions by Gunze, they were very easy to apply and there were no problems. The absence of carbon decals was solved as described.

Conclusion

This Tamiya model required about 100 hours of work but each one of them was a source of joy for me, which should be the goal of every modeller. I would definitely recommend the model to other modellers. Tamiya confirms their qualities and good name. No part of the model needs significant sanding, cementing or other types of work. I believe that in this case it is possible to build a really nice model “straight out of the box”.

When a model is finished, modellers ask themselves if they are satisfied with the model. I think that a real fan is the biggest critic of his or her own work. At least that is what I always do: I ask myself if I could build it better, choose a different technique, etc. This doubt is the drive for starting another model and the first step for further improvement. It is my personal motivation and the direction for further growth. In this case, however, I can say that it does not depend on my own satisfaction but on something completely different. I built the model for a group of my good friends *from GT-Racing.cz*, who love sim racing. I made the model for them as my personal thank-you and they will use it as the main prize in a 24h sim racing event. If the winner is happy about the prize, I will also be satisfied. Because it is the ultimate satisfaction: bring joy to others.

IJN Kinugasa (P64)

Hasegawa 1/700,

By Vladimir Karen, Czech Republic

My name is Vladimir Karen and I live near Prague in the Czech Republic. My interest in World War 2 and specifically the Pacific Theatre of Operations and the history of ships, aircraft and people who fought on both sides of the conflict started about 45 years ago when I first heard and read about them as a boy. Soon I started building my first kits, although those of my interest were quite hard to come by in communist Czechoslovakia. After being busy with having a family and my professional life I returned to building kits in a more regular way, about 10 years ago. I realized that my life was too short to build everything I wanted so I decided to specialize in a single event, the fateful Battle of Savo Island on August 9th, 1942. My collection has grown since then to cover almost all classes of ships that participated on both sides of that engagement. Two of them took part and scored at the ESM 2020 online competition.

The ship

Kinugasa was the fourth heavy cruiser in Admiral Mikawa’s column dashing into the Savo Sound after midnight of August 9th, 1942. She joined the devastating gun-action against the HMAS Canberra and fired four torpedoes at her, none of which hit. She was the probable target of torpedoes fired by USS Bagley that might have hit Canberra’s starboard side and sealed her fate. Kinugasa briefly engaged



USS Chicago and obtained a hit on the enemy's foremast, causing light damage, and then she continued towards the Northern group. She was hit by one of the few shells fired by USS Vincennes that damaged her steering engines, so she had to steer by the main engines for a while, but paid back dearly with multiple hits on Vincennes and Astoria.

My model shows Kinugasa firing her first salvos on the American Northern Group, while her aft guns and starboard fire their last shells on the Southern Force. She has no floatplanes on board as the IJN doctrine called for flying them away before entering combat. She flies white banners on her foremast for recognition in the night battle as mentioned by several Japanese sources.

The build

I used the very nice Hasegawa kit no. 348 to build my depiction of the heavy cruiser Kinugasa. The kit is of very good quality and can be used to build a nice looking model by itself, but I've been very generously offered to test the first release of the excellent Kinugasa/Aoba Premium Update Detail Set sold by Shelf Oddity, designed by the respected Polish modeler Greg Moczko (aka blacman). The set was really extraordinary and contained almost everything a modeler could dream of – and it has even been improved since then. The set replaces most of the original Hasegawa kit with hundreds of photo-etched parts provided on 4 large brass sheets, 5 wafers packed with two hundred 3D printed parts, and additional turned brass parts for the main and secondary gun barrels and masts. PE parts are made from thin brass sheet (0.15mm) so careful work is needed. The instruction guide is in 8 pages in full colour plus a cover page showing details of a completed build. I found the guide both comprehensive and instructional, every detail is covered with the same care as on the physical parts of the set.

The 3D parts are printed using the „grey resin“ material and come carefully packed in small clear plastic boxes for protection during transport. Each part is attached to the sprue by numerous tiny supports (as required by the printing technology). The set provides parts to build either Kinugasa or Aoba in their 1942 fit or Aoba as she appeared in 1945. The only area where my model differs from the set is the aft bridge, for which I designed some custom PE parts based on the valuable input of Mutsuo Uchiyama, the author of (among others) the unbelievable 1/100 Furutaka model featured in Gakken 44 magazine.

I started by gathering pre-war and wartime photos from various sources including Model Art and Gakken magazines and the internet. I collected over 80 photos of the Aoba and Kinugasa plus additional references like drawings, etc. and studied the relevant parts of the “Japanese Cruisers of the Pacific War” book by Lacroix and Wells. Then I started by working on assembling the hull and creating the seabase. I removed most of the mold-on hull details like aft anchors, ladders, and even the upmost part of the bow carrying the imperial chrysanthemum as there are PE replacements for them in the set. I drilled out the portholes, too. Then I cut the hull shape at the waterline level from a watercolour paper and attached it to a piece of plexiglass. I also drilled 2 holes to the seabase and to the hull and glued two 3mm nuts to the inside of the hull so that I could screw the finished model to the seabase. I airbrushed the paper and plexiglass with blue colour with some streaks of green and white and applied several uneven layers of acrylic gel medium to simulate waves. The ship's wake was done by using pieces of cotton wool again with acrylic gel medium.

I removed all details from the deck to make it possible to attach the photo-etched replacement, just the plain styrene deck remained with the only the bases for #1 and #3 turrets preserved. I admit I have not used a PE replacement for an entire deck before, and I thought attaching it properly in one go might be a challenge, so I decided to drill numerous holes through the deck that would allow applying CA glue from the bottom after the PE deck is attached.



After I familiarized myself with the thin material, I attempted the most intricate parts – replacement for the main 8in turrets. I prefer soldering larger parts. After three evenings of work, the turrets were ready! The fit of the set was perfect. I only added mounting frames for the aiming-training equipment on the turret tops but not the aiming-training equipment as such. I was depicting Kinugasa in a combat situation, this equipment would be stored inside the ship.

I then started assembling the main bridge. The bottom part of the main bridge used some of the original Hasegawa parts, the rest is a combination of PE and 3D parts. The 3D parts have numerous supports from the wafer and they are very closely separated from the other parts. I first separated the wafer from the other parts and then cut through supports near the wafer with a razor blade saw. The remaining support stumps are designed to separate easily from the part if bent slightly using pincers. The last step is smoothing the bottom plane of each part with fine sandpaper laid flat and the part is ready for use – much easier than working with resin models! Careful handling is a must, the material is more brittle than ordinary resin. The level of detail of those parts is stunning!

While continuing with my work, I discussed some details on the Modelwarships.com forum that has a dedicated thread for the Aoba class, and with Dan Kaplan, a New York expert on IJN ships. Dan then put me in touch with Mutsuo Uchiyama who kindly directed my attention to some interesting details, mostly in the area of the aft bridge where additional deck-houses were added in 1941 to provide standby space for anti-aircraft gun crews aft of the funnel no. 2. These details seem to have escaped the attention of both producers and model builders in the past. As I was just experimenting with designing my own PE parts for my USS Chicago build, I decided to use the same technology to create parts for my aft bridge. The original Hasegawa kit had 2 parts for the aft bridge, mine totaled over 40. I also designed a new and more accurate representation of the aircraft handling deck, the AA platform abreast of funnel no. 2 and searchlight towers. My take on the searchlight towers is that these were rectangular in cross-section on Kinugasa - as opposed to the Furutaka class, where these were triangular. My assumption was based on one of the few remaining 1942 photos below showing the E13A floatplane hoisted onboard Aoba.

The next step was spraying the deck with the linoleum colour. I could not resist to scrub the linoleum colour off the brass strips in order to show some weathering. I then masked the deck and sprayed the hull and other parts with Kure grey and the waterline with Tamiya Hull Red. While peeling away the masking tape from the deck, some of the linoleum paint peeled with it! It showed it was a mistake to scrub the colour from attachment stripes before applying the masking tape – you're always learning while erring.

I then did the piping on funnels. This was the most obvious part that distinguished Kinugasa from Aoba. Photos show that the piping evolved in time but with the lack of clear wartime photos, some artistic licence had to be used. I used 0.3mm and 0.4mm brass tubes for the piping. Two "H" shaped parts (3D printed parts of the Shelf Oddity set) were attached to two of the tubes on the forward funnel at the very end of the build, otherwise they might be lost in handling the model. I decided to wait attaching the piping until after I airbrushed the funnels so that I could mask the top black stripe. That went quite ok, but spraying the piping before attaching it was not that good an idea as the paint succumbed to handling. Finally I even replaced some with nonpainted ones and I had to handbrush them all over again.

I spent a lot of time slowly preparing all the millions of super tiny parts of the Premium set to go on the deck, bridge, and superstructures. The amount of the tiniest details provided by the Premium set was just breathtaking!



After that the progress was quite fast with all those subassemblies already prepared. After finishing the piping details on both funnels I glued the main part of the main bridge in place and the torpedo tubes to the torpedo deck, which I also started weathering. The AA crew ready room was glued between the aft funnel and the aft bridge. Then I continued on the bridge, weathering it and adding all the binoculars and other equipment, and officers and sailors to areas that would not be accessible later. Some crew will go on the torpedo deck before the aircraft handling deck is installed on top of it. I painted around 200 sailors from four sets by 3dmodelparts.com. I had no intention to put all of them on the Kinugasa, I was just taking advantage of mass production to serve my other builds.

Painting & finalizing

Kinugasa was refitted in Kure Navy Asenal before the battle, so the so-called Kure Grey shade of IJN grey is appropriate. I used Lifecolor Kure Grey and Linoleum paints and Tamiya Hull Red for the waterline.

For weathering, I follow the techniques described by David Griffith in his “Ships from Model Kits” book. The first step is to apply a gloss coat and many modelers use Future floor polish, but I’ve had good results with diluted Tamiya Clear. Next decals are applied. I realized that the ship’s name decals provided by Hasegawa to be used on boats were a bit overscale, but I thought it was a nice detail, so I closed my eyes. Then I applied filters using artists oil paints (burnt umber, black, blue, white) heavily diluted by odor-less turpentine. Then came a pin wash using the same less diluted artists paints (umber and black) and finally dry brushing using a shade lighter than the underlying colour. I find this technique very effective and definitely much cheaper than using professionally produced washes and filters. The key is to take time and not to overdo the effect. It will all blend nicely after drying thoroughly and airbrushing the final protective coat of matt varnish.

After some touch-up here and there I populated the ship with her crew. I also added some mess on the aircraft handling platform and elsewhere on the main deck. Next came the final phase – the rigging. I’ve been using a 20 den. UNI Caenis monofilament (black and white) for the thinnest rig on my previous builds and it worked really fine for me. It is good to scale and really durable, an accidental touch will not harm it. The only disadvantage is that the lines are always straight; no realistic looking sag is possible. That’s why I decided to try using 0.06mm thin steel wire (bought from Shelf Oddity) for this build. The rigging has to be sprayed with the desired colour before application. What I like is the possibility to cut the wire to an exact length before attaching it. No need to drill holes to fasten the monofilament to funnels, etc. Also the sagging effect looks great when done properly. The slight disadvantage is that the 0.06mm wire is a bit overscale for antennae in 1/700. Corresponding to the 42mm diameter in reality it is ok for standing wires, but overscale for antenna wires that would be perhaps 10-20 millimeters in diameter. I considered combining the wire for stays with 20 den. UNI Caenis for the thinner stuff, but then decided that I’d like to try the sagging effect for the thinner wires, too.

I finished the build by attaching the completed model to her seabase just in time for the 78th anniversary of the First Battle of Savo Island. Photography of the completed model was done using a Canon EOS camera with a Sigma 70mm macro lens. Photo-stacking technique and CombineZP software was used for most photos. The whole building process took over a year and a half, but that was to a great extent due to my job and working on the Chicago, too.



Kinugasa is the 5th Japanese ship and 8th in total in my 1/700 scale collection of participants to the First Battle of Savo Island. I can only repeat myself in concluding that the Shelf Oddity set is clearly among the best and most hi-tech sets available on the market. At the same time, it is very true to being literally "extreme" as mentioned in it's title. It is not for everyone, not for people looking for a quick build with some little extra than a plain out-of-the-box. Only over a dozen original Hasegawa parts were used in this build. Quite a lot of superfluous plastic!

After-market parts:

- Shelf Oddity IJN Kinugasa/Aoba Premium Detail Set and 0.06mm Rigging Metal Wire
- 3dmodelparts Naval Figures (from various sets)
- Miscellaneous minor Flyhawk, Rainbow etc. PE parts

References:

- Modelwarships.com: [Calling all IJN Aoba \(青葉\) class fans](#)
- Pre-war and wartime photography from various sources
- Japanese Cruisers of the Pacific War by Lacroix and Wells

Special thanks to

Greg Moczko for kindly allowing me to test his Kinugasa Detail Set,
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M26 Dragon Wagon & Trumpeter LCM 3 (P72)

Academy 1/72

By Jose Antonio Gurucelain Juarros, Spain

I live in Pamplona, Spain. When I started building the 1/72 Academy M26 Dragon Wagon I wanted to add something nice to it. After looking at photos on the Internet, I saw that adding an LCM (Landing Craft Mechanized) load would be great.

The Dragon Wagon model was built according to the Academy instructions. Assembly was easy but the cabin was kept separate to paint the interior. Then I built the whole model but without the wheels fitted.

The assembly of the 1/72 Trumpeter LCM 3 also was without problems, the parts are neat and the fit is fine. I added the photo-etched parts with superglue and the model was ready for painting.

Both models received a coat of Titan primer from Ammo MIG and you immediately see where you still need to add putty and do further sanding. On the Dragon Wagon, all windows were masked off before airbrushing the base colour of Tamiya XF-58 olive green. Then I added some Tamiya XF-5 matt green to this colour to create some lighter effects. Next a coat of Vallejo gloss varnish was airbrushed before the decals were applied using Micro Set and -Sol, followed by a coat of AK Interactive matt varnish. Then allow to dry for at least 24 hours.



Various oil paints were used for weathering in several colours of Titan and Mir such as cobalt blue, leaf green, earth green, white and “burnt siena”. With these colours I put dots on the model that I spread vertically with a brush dipped in turpentine until a nice effect was created. Some AK-104 rust and Ammo MIG 1408 fresh engine oil colours were also applied. The pigment powders I used have an earth colour and a sand colour.

The base colour of the LCM 3 was Tamiya XF-18 Medium Blue, which was next mixed with XF-25 Light Sea Gray and XF-23 Light Blue to give some lighter effects that make the model look nicely weathered. I used the same oil colours as mentioned before, again with vertical brush strokes on both the inside and the outside of the model. I also applied the dirt and mud caused by the vehicles. The LCM also received some home-made camouflage nets and some crates.

To bring the two models together I used wooden sticks that, once painted, were made to fit. After all this was glued I added ropes that also tied them together. Finally a black base plate with a name plate was made. All in all, a model that I really enjoyed, and with which I want to encourage other modellers to create beautiful objects with minimal resources.

Happy modelling!

Hansa Brandenburg W12 (P74)

Wingnut Wings 1/32

By Jörn Rosener, Germany

My name is Jörn Rösener and I live in Osnabrück, Germany. Aged 56, I have been building models about 35 years. My favourite interests are armoured vehicles in 1/35 and aircraft in 1/48. Since 2017 my models are on display in my local hobby shop „P47 Thunderbolt Modellbau“ in Osnabrück. When I came across the excellent Wingnut Wings models in 1/32, the first one I built was the Fokker D.VII and this was the motivation for the project „Hansa Brandenburg W12 set in a Diorama“ also inspired by an old book I read „Seeflieger über allen Meeren“ published in 1934.

The Wingnut Wings W12 kit is very good and was built straight from the box but I used aftermarket sets such as a diorama base from Tamiya, a “Schwartzlose” MG from ICM and figures from Copper State Models. The idea was to display a factory fresh airplane with a wooden fuselage and wings in unpainted linen fabric. The kit includes an extra sprue with a complete engine, so I decided to add this to the diorama with two factory workers and a German pilot and an Austro-Hungarian officer.

Starting the kit with the excellent cockpit, the inside rigging was done with thin guitar strings. I used Vallejo colours and Clear Orange and Smoke from Tamiya. The 150 hp Benz BZ III engine was detailed with a fine brass wire ignition cable and pieces of guitar string for the valve rods. The engine received various paints and shades with Tamiya gloss black and smoke. The two Spandau 08/15 light machine guns received flash dampers from a Fokker D.VII machine gun and look fine. I left the observers parabellum MG and mount poseable.

I wanted to have a movable rudder, constructed using a small tube and rod. Hinges for the open able pilot doors to were made from thin metal foil rolled into a tube glued to the bottom and a pieces of guitar string glued in a groove in the fuselage. The radiator cowling was painted black and the



framework painted with Vallejo bright brass. After masking the fuselage, a coat of white Vallejo primer was airbrushed and the metal parts were painted with Vallejo metal colour Burnt Iron.

For this W12 float plane I picked the scheme for a Hansa Brandenburg based at Zeebrugge and „ready for assignments over the North Sea“, with registration number no.1184 but without the grey blue finish. For the wood sections I used aftermarket HGW decals with dark wood transparent patterns. On the horizontal tail plane and wing areas I suggested the linen fabric colour by airbrushing Vallejo air Ivory and the bright stripes by masking with Tamiya tape. The various struts were primed white and strips of HGW decals carefully applied. The rigging is done with fine fishing line. The floats were finished in metal colour with bright brass mounts. The float struts were treated in the same manner as the wing struts with the metal parts of the struts painted gloss silver. The propeller was painted in a colourful wood grain for which I used brown and transparent orange. The metal tips were painted in bright brass.

Finally the model received an airbrushed semi gloss clear varnish coat but the wings received a mixture of matt coat and clear varnish. The supporting trestles and trolley were built and painted dark grey. The Copper state figures were painted in various acrylics and Winsor & Newton oils and MIG oil brusher. The figures were set in realistic poses and a long ladder made from scratch. That made the display complete!

Wow, it was really fun to build this Hansa Brandenburg W12. Models from Wingnut are always very carefully researched and it is sad that the production of these kits stopped in May 2020. My model won a Gold Award and is now on proud display again at my local hobby shop together with the gold medal.

Happy modelling!

Ka-mi tank diorama (P76)

Dragon 1/72

By Ricardo Pinta de Rocha, Brazilië

My name is Ricardo Pinta de Rocha and I live in Brazil. I have been a 1/72 military scale modeller since I was about 10 years old. During my university studies I stopped for a while but picked up the hobby again and my main interest are military vehicles of the Second World War. I am not a member of a modelling club nor IPMS but I do coordinate a WhatsApp group and regularly participate in scale model competitions.

The war in the Pacific theatre has always fascinated me, maybe due to the numerous beautiful tropical islands the Japanese had invaded. Years ago I built a light Ka-mi tank (IJN type 2) with two floats from the Dragon 1/72 kit no. 7486. A very exotic kit, easy to assemble and, above all, very detailed. Between 1943 and 1944 Mitsubishi supplied the Imperial Japanese Navy with 182 tanks for use in the invasion of the Pacific islands. They saw combat at Leyte and Saipan. This tank had a 37 mm cannon and two machine guns. The design is curious as it has two tall towers, one for the engine air intake and the other for the canon. The Ka-mi model was painted in Russian green mixed with a little yellow (I used a Brazilian lacquer paint called PRColours). I also added some darker colours at

the recesses and some lighter colours at the mid surfaces to simulate wear by the sun and sea. A dark wash technique is used to show the water level line on the exterior. A well-diluted dark wash was applied to the entire model to highlight the details. The propeller mechanism was also a little rusty and received a drip of oil (A-MIG-1408). I used a coat of clear varnish on lower parts of the tank to suggest wet surfaces. The draining water effect around the model was created by the use of pieces of fishing line and white glue.

I made a diorama base measuring 185 x 105 mm. It was made from several layers of depron 1.5 mm (the styrofoam of the bakery / supermarket cold trays). I cut diagonal pieces of different lengths to simulate a slope. The depron was glued with EVA and Styrofoam glue from Acrilex (a Brazilian company). To create the sand that covers the entire diorama, I used a cement mix mixed with very fine beach sand. I added yellow Acrilex acrylic paint until the mixture reached the right consistency. It was applied with a spatula and simulated the path of the tank. After drying it was painted with Tamiya desert yellow, marking the vegetation.

One of the most fun parts of the diorama was the making the sea. I used Redelease 2001 Transparent Epoxy Resin mixed with drops of Tamiya Clear Blue until I achieved the desired colour. I did this process in a warm water bath to avoid bubbles. After mixing, I added the catalyst that hardens the resin in a 2:1 ratio. This was mixed again and then applied with a spatula. I advise to divide the process in two steps, adding the catalyst to 1/3 or less of the resin to just cover the substrate. After 30 min add the catalyst to the remainder to make the thicker layer of water. When the hardening started (+/- 10 min) I drilled holes in the resin behind and beside the vehicle, to simulate the tank propellers in operation and the waves generated by the displacement of the tank! The final touch on the waves was given with a needle perforating the resin and dry-brush with white paint from Vallejo.

On the beach, I glued dead vegetation leaves and debris with white glue to simulate the rubble brought in by the tide. The part near to the water received brushstrokes of Tamiya clear varnish to simulate wet sand. For vegetation I added a coconut tree and others of various colours but didn't add too much as the vegetation that grows on sand on islands is never very dense. The coconut tree is about 10 cm high and made from thick sewing thread glued to wire. Both in the base and in the crown, I applied silicone glue to emulate the differences in the thickness of the tree. Afterwards, I applied a thin layer of modelling paste from Acrilex to eliminate spaces between the threads. The tree was painted with Tamiya brown and dry brushed with a cream shade from Vallejo. The thirteen leaves were made with masking tape glued to wire and cut in the shape of a feather. Later I made dozens of cuts perpendicular to the axis to represent the leaves. The leaves were painted green and the edges of the leaves of the lower branches received a yellow-cream colour at the tips. With a small hand drill I drilled small holes and fixed the gains with superglue.

Finally, the diorama was enriched with three Airfix figures. One soldier carries the Japanese imperial flag, made with a computer print. The three soldiers are painted with different shades of Tamiya Khaki paint and received a dark wash to accentuate the faces and details of their uniforms.



Curtiss P-40K Warhawk (P80)

Special Hobby 1/72

By **Andreas Weber, Germany**

My name is Andreas Weber from Germany and I was created in 1961, just like the F-4 Phantom or the Mirage III. When I bought my first Revell kit in 1972, the F-4B Phantom of the "Diamondbacks", the propeller plane glory had long since faded, but since then my enthusiasm for aviation classics has grown - and everything that comes my way in between. I usually relax on a "fixed modelling day" a week, so with a little luck three models are built a year. The project of the colourful P-40K described below started more than 15 years ago with a decal sheet from Propagteam. "I'm going to build that!". Besides being a member of the PMC Dortmund club and IPMS UK, I am since 2005 also a member of the writing team of the monthly magazine Modellfan.

Pimp my P-40!

What makes the Curtiss P-40 special? Without the elegance of a P-38, without the bulkiness of a P-47 and without the speed of a P-51, it was the hard-working and robust underdog to hold the fort in the early stages of war. Its appearance in the movie "1941" with the loopy Cpt. "Wild Bill" Kelso at the controls is iconic.

This 1/72 Special Hobby kit SH72379 is a new tool and is a big leap ahead from the older Sword kit, but Special Hobby left us with some unnecessary flaws. As references, the volumes "Modelling the P-40" by Osprey and "P-40 Warhawk in World War II Color" by Motorbooks are most useful.

A matter of space

In the cockpit, I wanted to limit the work to the tried and tested, answering the question: "Is it possible to build a cockpit without resin parts?" Yes - especially because in the gentleman scale 1/72 etched parts are more useful for this kit as they are flatter. The separate sidewalls do not have refined structures and the thick sidewalls leave hardly enough space for the seat. The space problem decreases when these are sanded down as much as possible - especially when they are to be pimped with etched parts from Marabu Design.

Added was a sliding hood, Marabu Design style! Photo-etched frame on the outside, one-piece cling film on the inside. Even the thinnest, 0.13 millimetres gauge clear sheet from Evergreen is too stiff. I found a more pliable substitute in the display window of a box of really delicious marzipan chocolates. Rocket Card Glue from Deluxe Materials ran willingly between the pre-painted frame and foil and ensured a secure bond.

One photo shows Nollmeyer's P-40 with the radio compartment panel open, which looks suspiciously dark and not like a Zinc Chromate Yellow interior at all - Special Hobby may be right with Interior Green as colour suggestion. For the installation of the radio set from CMK, I not only sanded the starboard fuselage half thinner according to the CMK instructions, the port panel cut-out also gained significant realism after I courageously reduced the material thickness down to almost 1 millimetre. Admittedly, this radio set from CMK is designed for the P-40E and the K had an additional direction finding radio with a loop antenna on the back of the fuselage. With such a small panel however, it was so dark in the fuselage that even a true-to-original installation could only be guessed at.



Big improvements

Rescue Models listened to my prayer for a better solution for the facade-like air inlet part A5, which is so typical for the P-40. The inlet module does not so I thinned out the inside of the radiator trim a bit more to ensure that it could be inserted without tension and, above all, without gaps.

Imagine you buy accessories and they fit...

Under a real P-40, the main landing gear legs had a fine strut on each side. The kit has a solid strut attached to the rear, so I cut it off and used the PE fret from Marabu Design. The distinctive landing gear doors also look considerably better in the etched version. Formerly, the landing gears either remained unpainted or came in a grey underside colour, mostly Neutral Grey. Using Zinc Chromate Yellow as a corrosion protection and primer, the wheel wells as well as the main landing gear wells and flaps were painted in the underside colour as required. On the model, the wheel wells remain almost invisible from the front view: you can vaguely discern the aft section in the dark. I used the resin part with the representation of the ubiquitous fabric lining for the fun of it. The rims of the better SBS wheels, drilled out to 1.1 millimetres, fit onto the axles of the struts.

Well, the exhausts ... Sensible people confine themselves to cleaning-up and painting, as if the exhaust stubs were open at the end. The parts of REXx, on the other hand, are indeed open at the end pipe and made of such thin metal that I promptly bent my first set irretrievably. Your obsessed author spent a fortune on his second Europe-wide search for this REXx grail - the parts are as delicate as they are rare. Correct resin replacements were not available at the time.

“Let me hear your guns!”

Sorry, folks, but this is a quotation from “1941”. Special Hobby placed the machine-gun muzzles too high and I found the correction “a must” as it is a very peculiar feature of the wing armament installation in the P-40. I inserted the delicately turned brass muzzles and outboard a pitot tube from Air Master. It was a better idea to place the muzzles of the machine guns onto the lower wing section, “but”: the muzzles protruded from the lower wing below the line where the upper and lower wing halves meet.

Hold the course!

In order to liven up the K-5, I chose to deflect the elevator slightly downwards. Despite the control horn and angled edge curve, I cut off the elevators with a razor saw and cutter. To add some more detail, I replaced the “sheet metal arch” on the port side of the rudder horn with the bracket from the PE fret. Alas, a sharp wing trailing edge does not come with the kit - only the ailerons were cleverly designed because they were cast as part of the upper wing.

The odds and ends continue

In the middle of the rear fuselage, the antenna wire disappears 26.5 millimetres behind the headrest in a short tube, in that era probably a ceramic insulator and therefore white. The assembly instruction shows the position of the loop antenna base only half-correct; it should be moved slightly to port otherwise the loop antenna collides with the antenna wire. In my next life, I will paint the aluminium coloured ring first and mask it all around with 0.4 millimetres kabuki tape. The fuel drain under the fuselage below the radio compartment is missing, though P-40 photographs in profile reveal this detail clearly. Photos also show different tank types under the P-40, the assembly instruction specifies parts B24 / 25 with filler neck B48. This type displays details such as striking



rivets and a pointed end – though it seems, that among the P-40s from Lt. Nollmeyer's unit, this type was not used. Rather, there was a drop tank type with a blunt end like the tank parts B61 / 62. Their sprues connect directly to the surrounding narrow edge and were removed with surgical precision, after which I rewarded myself with a photo-etched fuel cap from Brengun. Contrary to the assembly instruction, I first glued the sway braces B30/31/33/34 under the belly, that made aligning the entire installation with the tank was easier.

Just how British can you get?

No, the US-made P-40s were NOT painted in RAF colours - neither inside nor outside! Rather, Curtiss & Co. used available US shades for the colours. Although it was agreed with the British that Dark Green should be replaced by (Dark) Olive Drab, the equivalent colour could vary depending on manufacturer and factory. Therefore, the colours in the paint guide are not spot on. You get very close to the original colours with these (very differentiated) FS shades: 36622 / US Camouflage Grey or 36440 / Light Gull Grey on the underside; 30219 / Tan (also: US Khaki); 34079 / Forest Green. The painting guide gives more information about camouflage pattern than my internet research suggested. After all, the areas painted in Dark Olive Drab (?) provide additional and obvious splashes of colour. The camouflage mask from AML for the P-40K deviates from this colour scheme in a few places, which increases the consumption of nerves, maskol and kabuki tape by the metres! The "Stars & Bars" with the attractive red border were officially in use only for three months until August 1943, afterwards the units painted shades of blue over them according to taste and availability. Oh, I nearly forgot: mask the positions of the "Stars & Bars" in white - the decals will cover better then.

The usual final works

Some old colour photographs inspired me to add an anti-slip mat from Airmodel. Cartograf refines the kit with individual markings and plenty of stencils on a large sheet of decals. As usual, they are very sharp, high-gloss and precisely printed; with "DACO Strong" fluid they conform very well. With a lot of work I put the upper painting into the slightly spotted state shown in the photos: Spotty (Model Master Wood, Humbrol Khaki Drab) lightened basic colours, pastel chalk and pigments, followed by darker accents in sponge technique, washes - almost finished.

Crystal clear is not enough

The windshield part H1 is slightly too narrow, which leaves us with a step of more than 0.25 millimetre after installation on the port side. It needed repair though details of the rivets were lost and I had to re-manufacture the sliding cover stop. The aft windows G4 / G5 are much too thick and could only be aligned with the fuselage curvature after carefully sanding the edges. At the top, the fine gap at the window-cut-out had to be filled in. So "New tool" does not always mean a better model!

Conclusion

Yes, I enjoyed the build and love the result though it took somewhere beyond 50 hours. It is a pity that the Special Hobby kit needed some extra work to make it a really contemporary P-40. In my eyes, obviously visible features deserve special attention: intake, exhausts, machine-guns, wheels and seat can help to make a Warhawk a decent Warhawk – with just one figure to enhance the presentation of a single-engine fighter.



Westinghouse Chicken Cannon, 1943 (P84)

Scratch build 1/48

By Johan "Donair" Dorn

In early 2018, a colleague of mine told a story about a cannon that fired chickens. At first I thought it was a joke, but because he told a second, even more dramatic story about it, I went to investigate. The oldest documentation of such a Chicken Cannon that I could find on the Internet was a May 1943 article about the American Westinghouse High-Power Testing Laboratories in East Pittsburgh. What could be better than, exactly 75 years later, in May 2018, as a kind of tribute to this first publication, to have a model ready, in which the two stories were incorporated?

The Chicken Cannon, also called Chicken Gun, Chicken Launcher, Bird Gun or even Turkey Gun, is officially called Flight Impact Simulator (FIS). The Chicken Cannon was originally used to test how thick windscreens of trains needed to be to withstand collisions with large birds. After that, they were also used to simulate bird strikes on cars and airplanes. Because chickens have about the same mass as the larger birds that fly at low altitudes over train tracks, highways and runways, they proved to be the ideal projectiles for these tests. Later on Chicken Cannons were also used to test the strength of jet engines, fuel tanks, leading edges of airplane wings and propellers, stabilizers, flight data recorders, cockpit voice recorders and even the insulation material of the Space Shuttle.

The gun was loaded with a dead chicken, which had been bought from a farmer (later in a supermarket). Using compressed air from 10 (0,6 bar) to 200 psi (13,7 bar), the cannon fired the chicken toward the test window at the same speed that the mock target would actually hit a flying bird. This ranged from 290 km/h for train and car windows, to 1400 km/h for combat aircraft.

Discussions and jokes were made about whether the chickens should be frozen, like the ones from the supermarket, or fresh (but dead), like the farmer's. My colleague's first story was about a British team who borrowed a Chicken Gun from the American inventors, but failed to keep a single test pane intact, no matter how thick that pane was. When the British team asked Americans what they were doing wrong, the British got a short but strong answer: "Thaw out those chickens!".

In 2004, the TV-show Myth busters showed with their own version of a Chicken Cannon that there is no substantial difference between the devastating effect of an un plucked chicken and that of a frozen chicken of the same weight. Today, this discussion has become obsolete because the real birds have been replaced by projectiles made of clay, gelatine, plastic and fibrous material.

Because the windows of vehicles can be hit by birds at different angles and in different places in daily life, the window in the test rig could be rotated, tilted and moved, while the stainless steel barrel of the gun could be adjusted in height. Multiple high-speed cameras recorded the chicken's flight and its impact with the test window. The control panel and personnel were protected from flying fragments (etc.) by a transparent screen. Some Chicken Cannons were set up in the open air, such as the Westinghouse machine, but because of the noise, more and more were placed in buildings. My model consists of a combination: the original Westinghouse Chicken Cannon in a closed (glass) environment.

To determine the dimensions of the model, I assumed that the operator in the photo of Westinghouse was approximately 1.75 m tall. By calculating all the items in the photo back to that size, I arrived at a barrel diameter of 26 cm, which corresponded well with the 10" I had found in the technical data of the Chicken Cannon. In order not to make the model too long, I made the barrel



shorter than calculated, partly because later Chicken Cannons also had shorter barrels. In the end everything fit on a base plate of 145 x 45 x 1.5 mm. That base plate and the walls were the first parts to be built. In order to keep a good view of all parts of the model later, I built pillars with slots, in which transparent plates could be placed, with a top edge securing the structure. This also immediately solved the problem that the transparent plastic is very difficult to glue with standard plastic glue.

The next object was the gimbal in which the windows to be tested can be set. Here too a U-shaped holder for a glass pane, the inclination of which can be adjusted by means of pins in the side supports. The gimbal can also be rotated about its vertical axis.

The rack of a Vosper gun became the support for the compressor and the air tank. The air tank itself I made from a round piece of balsa wood, the barrel from soda straws of different diameters, the air pressure gauges and connecting pipes from pieces of plastic casting frame, and the hose and cables from electrical wire. As suspension for the barrel I mounted two halves of a wheel on a rack of strips of plastic card.

Unfortunately, the Westinghouse photos do not show the compressor, the firing mechanism, or the control panel. So that needed improvisation. Fortunately, I found pictures of a nice control panel on other websites, with this I could make a decal that I could print myself. Two ship telescopes were converted into high-speed cameras and these were mounted on supports, together with two flood lights. Furthermore, some loose parts were added, such as oil drums, a storage cupboard and a chair.

Now that the Chicken Cannon was ready, it was time to make a chicken. But first let me tell you my colleague's second story. One bad day, the staff had already loaded the cannon with a chicken when they decided to have lunch first. After they came back from the cafeteria, they started the next test. There was a huge bang, the test window was completely shattered and almost the entire test room was smeared. Since no one knew what had happened, the images from the high-speed cameras were immediately examined. It turned out that during the lunch break a cat had entered the barrel, attracted by the smell of that delicious chicken.

So I made not only a chicken, but also a cat, using a fox and a pheasant from the H0 scale Merten box 2126. After some painting and adding some real down feathers, the chicken could be mounted in a hole in the window.

Finally, to avoid any discussion or complaint, the chicken in my model was already dead (but unplucked and not frozen) before being loaded into the cannon, and my cat was rescued. And all this well before the 75th anniversary.

Grumman S-2T Turbo Tracker (P88)

Kinetic 1/48

By Jürgen Jaacks, Germany

My name is Jürgen Jaacks and I live in Düren located between Köln and Aachen in Germany. I started modelling very early as a young boy and have been active ever since. Over the years my pile of kits has grown to a considerable size, which will take about 200 years to complete.... I am a member of the Kölner Piraten, a small informal group of modellers. We regularly have club displays at modelling shows in Germany, The Netherlands and Belgium and regularly participate in the Scale Model World



in Telford and I am a member of IPMS UK as well. Most of my models are aircraft in 1/48 from WW II to modern times but sometimes I also build models in 1/72 and 1/32, often complete with airfield equipment. Since my retirement last year, I usually finish about 10-15 models each year.

I became aware of IPMS Euro Scale Modelling during a holiday in Nijmegen in 2010. I looked for shows in the vicinity and became enthusiastic about the ESM show in Houten. Since 2011, the Kölner Piraten are a regular participant. We enjoy the spirit and shopping opportunities at the ESM and have won various prizes in the competition over the years. The Grumman S-2T Turbo Tracker, subject of this article is one of them.

About the S-2T

The Grumman S-2 Tracker was the standard carrier based submarine hunter of the US Navy in the late 1950s and early 60s and was also used by various other countries. The US Navy also used a cargo version called the Trader and Airborne Early Warning versions called Tracer of the basic design. During one of my regular visits to the standard modelling sites in the internet I stumbled over a S-2T in a blue Taiwanese finish. That is a modernised Taiwanese S-2 with two turboprop engines instead of the regular piston engines. This would be a nice exotic model to have in my collection.

So I bought the 1/48 scale Kinetic S-2A/E/G kit no. K48074 to start with. For the conversion I used a resin set of Robin Model and decals from Bestfong from Taiwan. Both are available from the internet shop of Bestfong (www.bestfong.com). They offer a good coverage of aircraft flown by the Taiwanese Air Force. As the conversion set from Robin Model does not include decals for the S-2T, I additionally purchased Bestfong S-2T decalset 48084 and ordering and shipping was straight forward. The resin set includes two complete inner wings with each turboprop engine nacelle and gear well as two big and very detailed resin blocks. And the set provides additional parts to convert the S-2E to a Taiwanese S-2T such as two nice resin seats for the cockpit, propellers, six pylons and the massive new exhausts for the turboprop engines. A comprehensive set that is of very good quality. The Bestfong decal set includes 3 different blue Taiwanese schemes with standard and low-vis national markings and shark mouth special scheme. You also get a lot of stencilling.

Building the model

The fuselage was assembled as per Kinetic instructions but the resin seats were used. As the overall interior detailing in the kit is rather basic, I closed the weapon bay doors and the crew entry door. The correct colour of the transparent upper cockpit windows was difficult to ascertain after examining photos but I decided on blue. The fit of all parts was OK but do not forget to add a plenty of weight in the nose (more on that later on....). The inner resin wings fit like a dream to the kit fuselage using super glue. The landing gear was further detailed with some lead wire brake lines. I opted for a folded wing, as the inner ends of the wing parts are well detailed on both sides and the fit for an unfolded wing would have been problematic due to some serious gaps in this area. It is best to fit the outer wing sections at the end of the build. The kit does not provide any separate parts for the rudders or flaps, and I left it that way.

Next was applying the camouflage. Normally I use XtraColour from Hannants and despite some colour density flaws in their range, I like them. And with the Xtra accelerator the paints dry within a few hours. The Bestfong decal instructions only indicate Gunze Sangyo numbers for the Taiwanese S-2T colours. If you follow some conversion tables on the internet you end up with weird colours that don't look correct compared with photos. I therefore looked at my XtraColour paint tinlets and decided on X121 for the dark blue, X118 for the green, Testors light blue for the light blue and X150



for the grey. I always start airbrushing the light colours first and move on to darker colours. The demarcation of the underside grey was sharp so was masked with tape. The upper camouflage pattern was airbrushed free hand and final masking was of the black panels like leading edges and so on.

Before applying the decals, a gloss coat of Future was airbrushed. I also used Future when applying the decals onto the surface. A bit tricky was the big shark mouth decal, which had to be cut for a satisfactory fit and be persuaded with Microscale Sol. The panel lines followed next, applying a wash of black water based colour and wiping off any surplus with a damp cloth. A gloss undercoat is essential here and if you are not happy with how it looks, you can immediately redo it again. Some other colours for weathering were also used.

The extensive antenna wiring and all static dischargers were added using elastic wire thread from Prym, which is normally meant for socks or pullovers, but works perfect for wire antennas! The smaller antennas were also installed as were the red support rods for the wing.

I found that despite all the nose weight installed earlier, I still had a tail sitter! What to do? The rescue was found in the "magnet technique". I bought some neodymium magnets of just 2 mm size. A hole was drilled in one of the nose wheel flats and a hole in the ground base at nose location. One magnet was glued into each hole and that did the job. My S-2T model sits well now on its exclusive base. The base itself was made from plywood and an airfield ground pattern was painted on.

My end conclusion is that the Kinetic kit is fine, but overall lacks a bit detailing. The fit of the parts was OK. The Bestfong decals are fine and the resin conversion kit from Robin Model was first class, complete and well designed. Those modellers who want even more details can buy additional sets for Taiwanese ordnance for the S-2T from Robin. Overall this was a fun project resulting in another exotic bird and again testing and improving my techniques.



Romfell Panzerwagen (P92)

CSM 1/35

By Jesus Diaz Arricivita, Spain

My name is Jesus Diaz Arricivita and I live in Pamplona (Navarra) in Spain. As a child, I made many models but I picked up the hobby again 12 years ago thanks to my friend Jose Antonio Gurucelain, a great modeller, also from Pamplona. Here in Navarra there is no real model club but we usually meet in a local hall on Saturdays.

The Romfell armoured car “panzerwagen” was built in 1915 in Austria-Hungary. It had a curved body that was supposed to make bullets bounce off when hit. The elegant design was very advanced for its time. It carried a “Schwarzlose” M1907/ 12 machine gun, had a range between 100 and 150 km and could achieve a maximum speed of 26 km/hr. The history of the original is largely unknown. I could find just a few photos on the internet.

The 1/35 scale model is from CSM Models (kit 35002). The boxart is spectacular and the kit has a clear and excellent manual. The injection moulded parts are highly detailed and sharp. I added a few extra's to my model such as crates, sandbags, buckets and a 3D printed machine gun.

The kit fits perfectly and practically no putty nor sanding was needed. I primed the model with AK interactive grey primer. I prefer acrylic paints and for the base colour I used A-MIG 0019. The paint lightened with yellow and white to highlight the details. The black colour used is A-MIG 0046. Before adding the decals a gloss AK interactive varnish was applied. The decals of the model are good but I used Microsol and -set especially on the crosses. Next at the decal locations I applied a matt AK interactive varnish in thin coats followed by a coat of satin varnish from AK interactive. For the washes, I used the dark brown and green wash from AK interactive, using white spirit to remove any excess. The streaks were made using AK024 grime and AK013 rust. For chipping I used the 70822 from Vallejo applying it both with a brush and with a small sponge. The rust effects were obtained using AK013 and Rembrandt oil paints such as transparent rouge oxide but also green, yellow, ochre, and burnt sienna. For the powder I used various pigments mixed together such as A-MIG 3004, 3018 and AK042 Earth.

I had a lot of fun with this Romfell kit, it is easy to assemble and can be built in a couple of afternoons. Painting and weathering takes more time but is not difficult because it does not have a difficult camouflage scheme. I highly recommend this kit and I also built CSM's Lanchester armoured car. There are not that many kits of the WW I period and those that exist are often made of resin and very expensive.



Snowplow (P94)

AMT 1/25

By Keith Russell, U.S.A.

My name is Keith Russell and I live in the town of Dover Plains, New York State. I've lived here for my entire life and even worked for the Highway Department in the town for 31 years before retiring in 2017. I was a mechanic, welder/fabricator, equipment operator and a truck driver.

I started building models in the 1970's as a teenager up until the mid-80's and then I took time off to work and raise a family. After I retired, I had picked up model building again in 2018. All of my previous models, except for one, got destroyed when I moved into my current house back in 2001 and sadly ended up in the trash. The one model that survived is a replica of Frink Snowplough's 30 foot Runway plow that I built for a magazine advertisement. I received a check and a plaque with the original ad on it. Frink Snowploughs went out of business in 2000 and they donated my model to the museum in Clayton, NY for their Frink exhibit. It is now a part of the town of Clayton's history and apart of Frink Snowplough's legacy.

All the models I build now are highway department/municipality trucks. I have 5 trucks with snowploughs and sanders on them, a 10 wheel dump truck, and a service truck with tools on it. I now only build these types of trucks, some of them are replicas of actual trucks we had or that I had driven at the highway department. The model that I am writing about is a truck that was inspired by an actual vehicle that was at the highway department.

This model is in 1/25th scale and is a kit made by the AMT Model Company. I used the Autocar 10 wheel dump truck kit and converted it into a four wheel drive snowplough truck with a front plow, wing plow, and a v-box hopper/sander mounted on the truck frame. I used the cab, hood, frame, engine, and transmission from the kit, and I made the hood assembly fully functional so it could be opened like the real truck. Inside of the cab, I installed scratch built snowplow controls and sander controls. The snowploughs, hitches, and sander are resin cast, made by Ryan Pedone, who is a friend of mine that lives in California who also builds snowplough truck models. All I had to do was modify the resin parts to fit the Autocar kit. All the plows work just like the real ones, they move up and down and I manufactured cables that allow the wing to be put in different positions. The sander has scratch built grates on top that actually open. The conveyor chain is also scratch built using jewellery chain and plastic pieces, and it is what brings the sand to the back of the sander to dump it onto the spinner assembly. The wheels, the front drive axle, and the four wheel drive transfer case are resin parts that I bought from Dave Natale and his aftermarket company, American Industrial Truck Models.

The custom built parts I made from Evergreen Styrene plastic pieces, like round tubing, square tubing, round rods, square rods, angle pieces, and plastic styrene sheets. The hydraulic cylinders I custom made using tube and round stock pieces. I used data sheets from a local truck snowplough distributor for references for my build, as well as my experience building and driving actual snowplough trucks for the highway department.

This build was challenging for me as I had to do a lot of modifications to the actual Autocar truck kit. A lot of modifications had to be made to the parts I installed onto the truck kit. I scratched built the rear fenders, the ladder on the sander, the step on the front bumper, and the lights on the plow frame and sander. There was a lot of fitting of parts, modifying them to fit, and painting them before



assembling the model together that I had to do. The snowploughs, sander, cab, and the hood were all painted with Testors Competition Orange and the frame, and other components were painted with Testors Gloss Black. All of these were enamel paints. I made some of the decals on my model using my computer and my printer, and the Town of Dover decals on the doors were made by a woman who lives in the state of Washington who makes custom decals. Some of the other challenges were waiting for warmer weather and sunny days so I could spray paint my parts outside, as well as gluing everything together using Testors model glue and Gorilla glue.

This was a fun model to build as it was my first attempt of using resin parts and making parts that were actually functional on the model. It took me approximately 5 months to build, paint, and to assemble and it came out better than I had anticipated. In the 70's, I did not have access to aftermarket or resin parts and was not able to build a model of this calibre. But today, with the internet and an abundance of aftermarket parts that are available, there is no limit as to what you can build or add to your model kits. In closing, thank you for the opportunity to show my model and to have it be part of your club's 50th Anniversary Edition magazine.

“Need Fuel” (P96)

By Sascha Müller, Germany

My name is Sascha Müller and I was born in 1972. With my wife Carolin I live in Germany in the Sauerland region East of the Ruhrgebiete. After a long break from modelling I found my way back to plastic modelling in 2004. My interests here are prototypes, GT cars from the Le Mans series, tuned road cars and dioramas. I have been a member of the PMC Dortmund for a few years and am the vice-chairman.

For our PMC Dortmund club display at the big Intermodellbau show in Dortmund, I built this small diorama scene on a base of 210x150mm. As the base was quite small, I immediately had an idea „Need Fuel“ showing the small Fiat 595 in 1/24 scale. The Gunze Sanyo was refined with parts from "Scale Production". I chose the matching colour from "Zero Paint", with "Suzuka Grey" from Audi. The painting was completed quickly, the decals were applied and everything was sealed with "Standex 2K" clear varnish. It has to be said that this little Fiat is a cute little car.

For the diorama road surface I thought about using "concrete stones". For this I used a mould that I had made out of acrylic glass some time ago. I filled the mould with some plaster and after hardening I could take out the stones and build them up for the road. I glued the plate to the base plate with wood glue, adjusted it and painted it with various "Vallejo" acrylic colours. A little wood and grit adds a little variety to the roadside. A small piece of crash barrier was added (from Italeri) that creates a little background for the whole scene.

Two figures were added from the manufacturer "Model Master". After assembly I had primed them and painted them with with "Vallejo“.

The last step was to fix the car and the figures with super glue to the base plate. A self-made sign, petrol cans and of course the reworked palm complete the small diorama.



Piggyback (P98)

By Simon Mart, Germany

My name is Simon Mart and I live at the lower Rhine in Wachtendonk in Germany. I have been building models for 30 years now. I build what I like and am a member of the Modellbau-Wölfe-Wachtendonk club and the IPMS UK.

The diorama in 1/24 scale was created after a prototype photo gave me the idea. A Citroen 2CV was made building the Revell kit. The dog is from „Doozy“ and some small parts were found in the leftover spares box. The container, the house and the road are all scratch built.

The 1/24 Revell 2CV kit was rebuilt and scratch parts were added. Here I used aluminium and plastic card. Plastic card was used to build the container. The house, the wall and the street are made of cork, plastic profiles and balsa wood as well as a straw and aluminium for the rain gutter. Plastic profiles and transparent plastic were used for the windows. The roof comes from a vacuum part found in the spares box. The metal plate at the end of the gutter I cut from a cream cheese package.

For the painting and aging acrylic and oil paints as well as pigments were used. The materials for the nature seen come from the garden! Except for a fern plant made of paper from Yen Models.

I have built this project in 3 months and am happy with the result, although I always try to remain self-critical. The Revell 2CV kit is recommended.

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