

VERLINDEN

PRODUCTIONS

Modeling



Magazine

In this issue

"Souvenirs"
The spoils of war

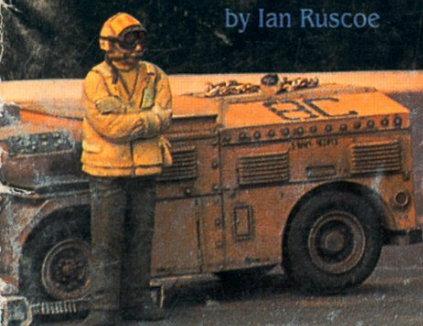
"Eastern Front Breakfast"
A new 1/35 VP scene

**German 15cm
Nebelwerfer**
in 120mm
Super Scale



US NAVY Fire tractor in detail
In focus : IDF Tank crewman
Tools & Techniques :
Copper wire & lead foil

Two 1/48 NAVY
dioramas
by Ian Ruscoe



OVER and OVER AGAIN...



Super Scale 120mm



*Our June
releases !*

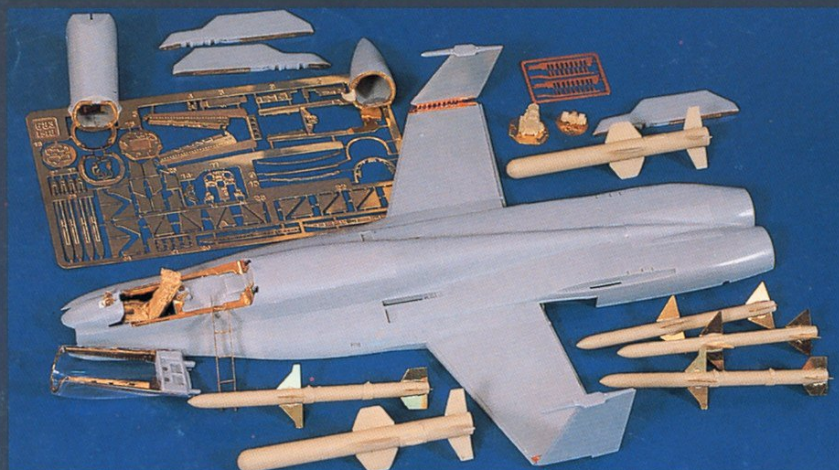
Super Scale 120mm



1:35



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1:48



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Volume 3 Number 3

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From the editor

In years past we have all seen the copying that goes on in our hobby. In a previous editorial we covered the copying from an existing kit of one manufacturer by another. This is, of course, illegal as well as unethical. Not illegal or even unethical, but all the same just as detrimental is the practice of concept copying. For example, a book publisher develops a unique style and format and then others, seeing its success, produces clones, hoping to capitalize on the popularity of the original. A plastic kit manufacturer does well with an F-14 in a particular scale, and then here comes six more of the same thing from as many other manufacturers. Now, instead of seven new, different releases, the modelers options are limited to which F-14 to buy, the market is split seven ways and the manufacturers are afraid to invest in the next releases because they lost money or broke even on the last. And... if they do, the price is increased to cover their losses. So, who loses? Everybody, especially the modeler!

At VP, we have always tried to be innovative. That always involves a risk, of course, but we don't want to do what others are doing. When we first produced resin figures, other manufacturers laughed at us and said it would never work, the same with the half figures for tank crews, again with the 120 mm figure range, the resin/photo-etch update sets, the 1/4 scale weapons, and now with the 120mm kits and accessories. Are they still laughing? No, they're attempting to do them as well. Now a plastic kit manufacturer is trying to move in our direction. No problem, we can handle the competition, but wouldn't it be nice if more people had an imagination and would develop their own concepts. Then the variety of kits, kit materials and mediums would benefit all. By the way, recently we have seen a company doing update sets for our update sets. Well, at least it's original!

With this proliferation of imitators, our only advise to you is to look before you leap. Not just for the VP concept copiers, but for other established manufacturers too. Examine and compare and then go for the quality. If you do that, you will never be disappointed!!

François Verlinden

CORRECTION

The author of WARMACHINES N°8 "A GULF WAR eyewitness report" was incorrectly stated Frederick W. SWANSON. With all due respect to his father this should have read Fritz W. SWANSON.

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OSTFRONT FRÜHSTUCK (Eastern Front Breakfast)



A very crisp morning signals the oncoming fury of the Russian winter. In the second year of "Operation Barbarossa" these Wehrmacht troops are well aware of the suffering it will bring them. This morning, their vehicle broke down and, unable to repair it themselves, await a maintenance team to get them roadworthy. While waiting, keeping warm with a makeshift brazier is high on the priority list and as long as it is there, why not früstuck?

The vehicle is the basic Tamiya Hanomag halftrack SdKfz 251/9, already an excellent kit on its own, superdetailed using VP Update set, which has all the parts for refining details; full engine and compartment; ammo for the 75mm gun; ammo cannisters and baskets. Other items from various VP accessory sets, small arms, infantry equipment, etc., complete the realism of the Hanomag.





Fig.3 & 4 The radio command post inside the barn was built using crates, barrels and VP's German Radio Set WWII (249). The hay sheaves are simple paint bristles tied together and dyed yellow/brown. Note the elaborate use of Trophy debris.

The structure is the Trophy "Old Russian Barn", built and painted "out of the box", the only detailing being the plastic sheet window shutters and a ceiling from basswood. The scrapbox and parts from VP accessory kits; Fuel Barrels; German Radio Set; Jerry Cans; Wooden Barrels; Ammo Boxes; Food Containers, etc., came in handy for creating a "busy" appearance to the setting.

The figures are stock from VP Ostfront Breakfast and German Infantry/Overcoat WWII. Painting was accomplished using artists oils for the flesh areas and Humbrols for uniforms and equipment.

The base was made by cutting a freeform shape from 2 cm (3/4 Inch) thick marine styrofoam board. The edges were sanded with fine grade sandpaper and painted matt black with water based paint. Groundwork from Porion or Cellucly, some ordinary sand, pebbles and static grass, and a selection of debris from Trophy Bricks (Red and Gray). After drying, the static grass was drybrushed with browns and greens to the shades of autumn. Pastels were applied over the debris to create a dusty appearance.





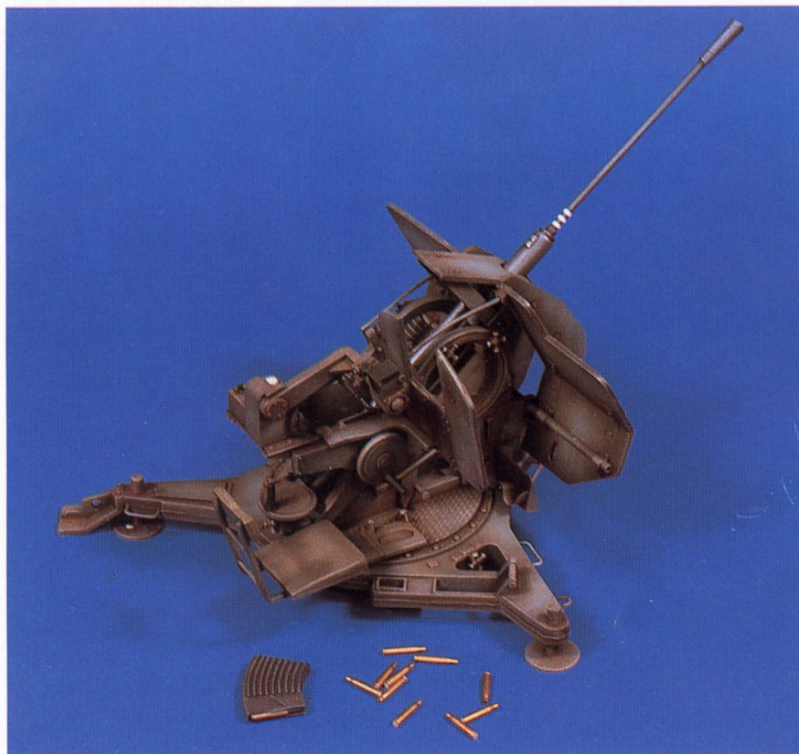
Fig.5 The fourmanship gathered around the brazier are all VP releases. So are all 1/35 accessories (from various sets) used to decorate figures and halftrack which would otherwise look too clean. Note the realistic wooden blocks next to the spade.

Fig.6 The SdKfz 251/9 and its open engine compartment creating a new dimension. So does all gear stowed in the rear. Be careful when stowing small items, they should not interfere with normal vehicle operations.



German 2cm FLAK 38 WWII

The first VP kit in Super Scale 120mm



With the appearance of the first 120mm figures on the regular model market it was clear the demand for accessories was next. Obstinate figure painters (still preferring die cast copies) rarely add small items to their vignette to keep the attention on the figure itself. Modelers however (who never painted a large figure before but liked the resin castings so much) consider figures an addition to their models, something to bring more life into the scene.

Many of those modelers even shifted completely to the big scale (and the extra detail) but found themselves with little or no models to match their figures.

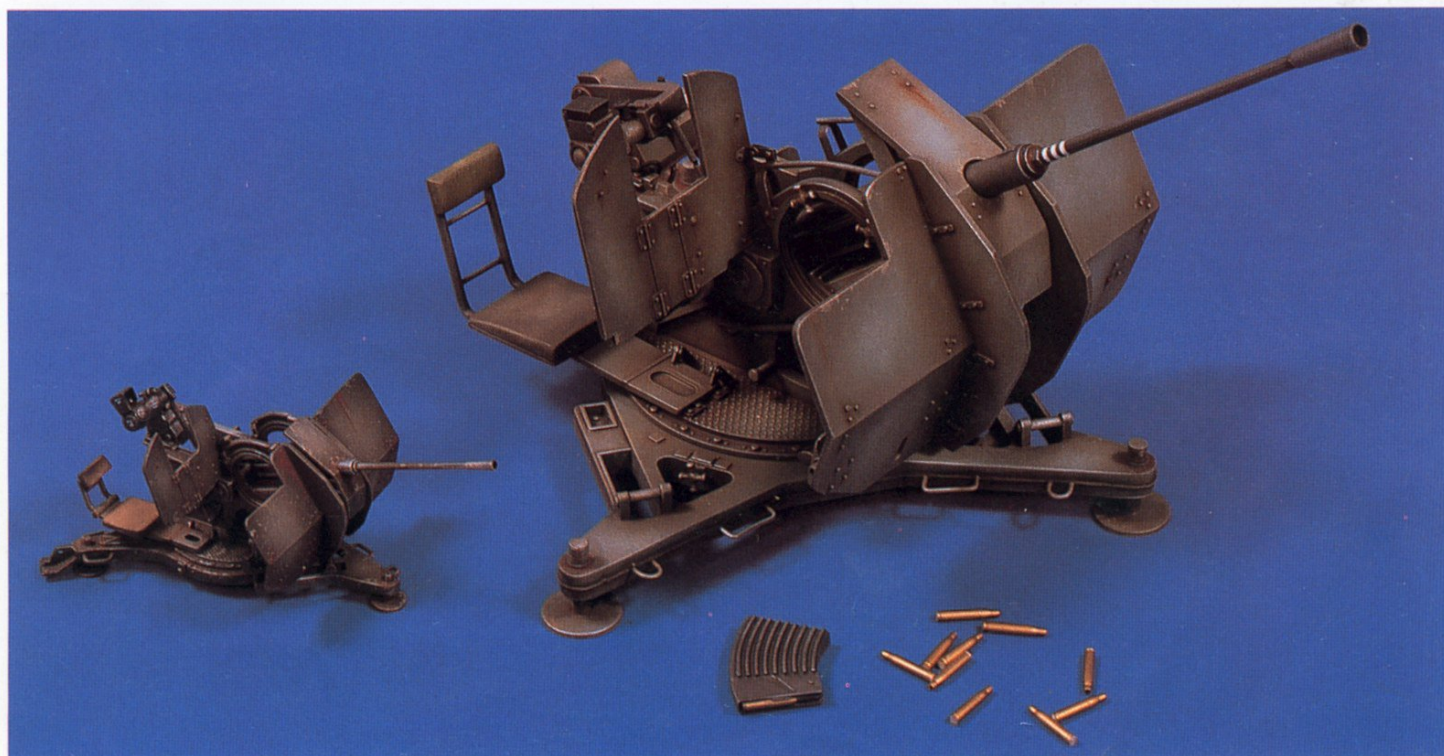
Starting the range of 120mm (or 1:15 scale) replicas VP opted for the relatively small 2cm Flak 38 which, once finished, turned out to be an impressive model.

Construction was done in subassemblies (like the real thing which could be split into 9 or 15 pieces for man-carrying), to allow easy painting in hard to reach places.

All these subassemblies were Superglued together in the final assembly stage. Overall color depended on the theater it was used in and could range from a light sand to Panzer Gray.

In winter, when snow was covering the surroundings, these anti aircraft guns (like most guns and vehicles) were tarnished in the field with white paint or lime applied by brush.

When placing this Flak on a diorama base keep in mind its 360° arc of action, so any objects interfering with the field of fire should be eliminated. Also, alignment of the vizzor (in front of the gunner's seat) was only correct when the platform was level, controlled by a water level glass in the left front support arm. Each support arm could be vertically and independently adjusted by rotating the disc. Vertical line of fire ranges from -20° to +90° requiring one rotation of the side-mounted wheel for every 4° in fine adjustment and one rotation for every 12° in regular adjustment mode.



SOUVENIRS,

"The spoils of War" in 120mm

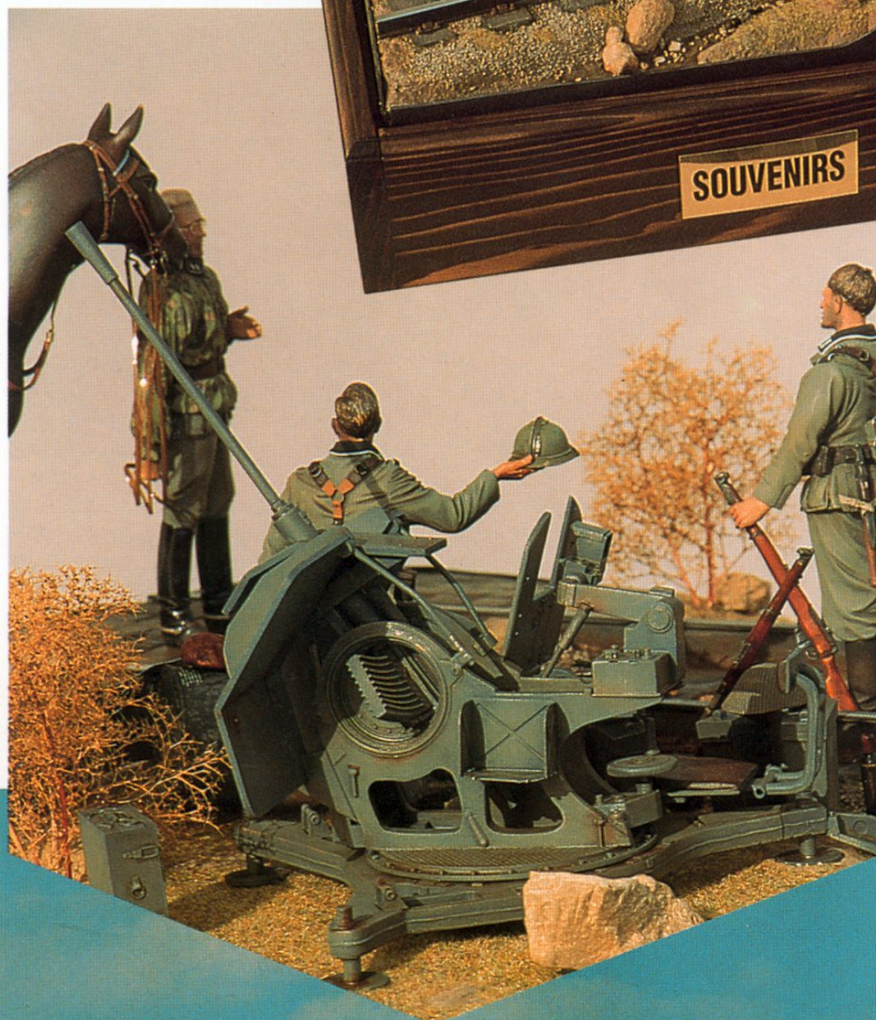
By Bob Letterman

Adjacent to a railroad crossing, a 2cm flak crew, during the early occupation of France, attempts to sell or trade some of their "spoils of war", French and British helmets, equipment, weapons, and even the roundel from a downed British fighter, to a passing SS cavalry officer. The flak gunners, having seen little action other than a brief passing of an enemy aircraft or two, have failed to notice the Knights cross worn by the officer who has obviously seen a lot of action, and he is probably displeased with their attitude...



THE DIORAMA BASE

The base was constructed of plywood with Cellu-clay ground cover which formed the high points of the road and railroad track bed. The cobblestones are Trophy tiles, affixed and grouted, and washed with raw umber. The railroad ties are basswood with Plastruct I-beam rails and tie downs from plastic sheet. The ballast, (gravel), is VP Assorted Debris, passed through a kitchen flour sifter, to obtain only the fine grains. After painting the groundwork with Dark Earth, VP Static Grass and Trees and Hedgerows completed the base.



THE FIGURES

Two VP 120 mm WWII German Grenadiers/France were used for the Flak crew.

The standing figure basically out of the box except for different hands and head while the seated was a conversion using the lower half of the VP British Desert Rat. After grinding the two figure halves at a 45 degree angle to fit, epoxy putty was used to re-form the lower portion of the tunic and pockets. Again different hands and head completed the conversion.

The third figure and horse from VP SS Florian Geyer was changed using



different arms from other SS smocked VP figures and different hands.

All three figures have heads from the VP Character Heads set. The glasses are from the 120mm Figure Detail accessory set.

The uniforms were painted with a mixture of French Artillery green, medium gray and black, raw umber wash and drybrushed with a lighter mixture of the same colors, using less matt black.

THE GUN AND ACCESSORIES

The Gun is an out of the box VP 2cm Flak 38 painted with panzer grey and weathered with raw umber wash and drybrushed with panzer gray mixed with khaki drill. The equipment and accessories are from various 120 mm figure kits and from the German miscellaneous equipment set. The aircraft skin is lead foil with insignia from an old decal sheet in the scrap box.





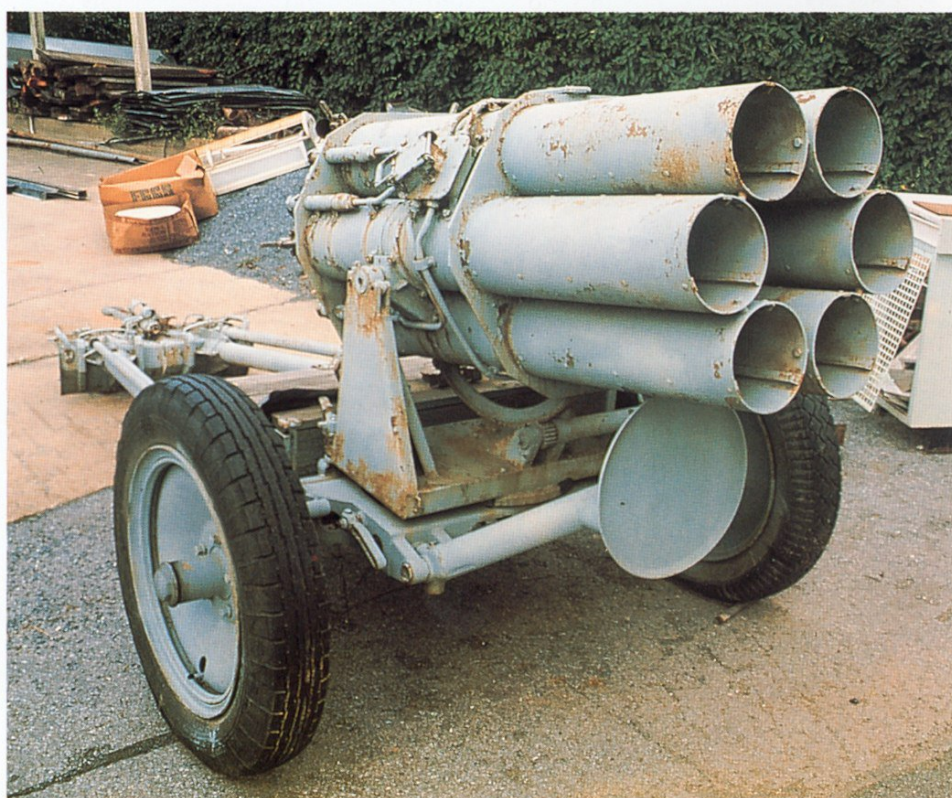
15 cm NEBELWERFER "Preparing for the offensive"

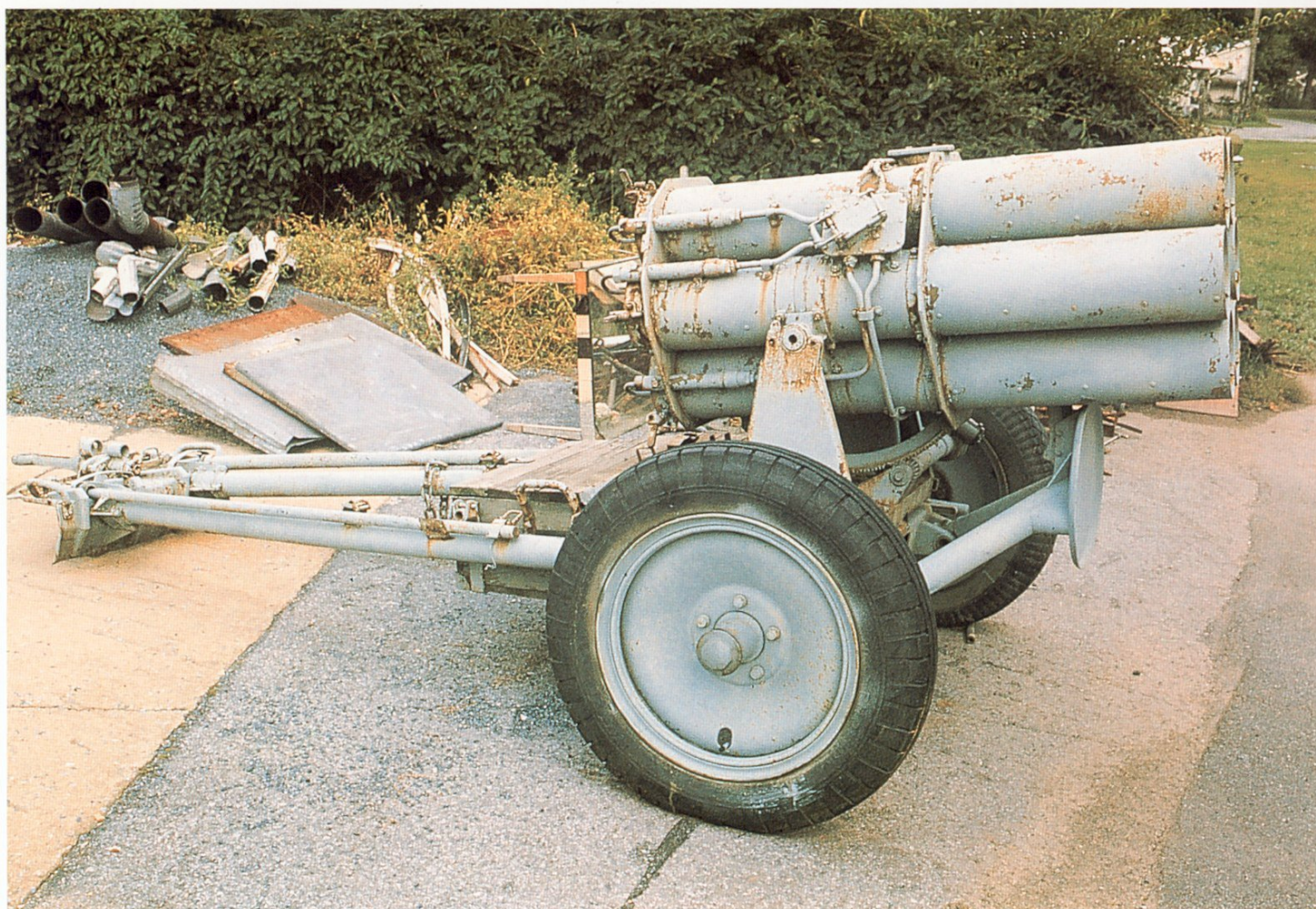
Life photos by Michael F. IMHOFF / USA

The allied infantryman in WWII faced many devastating weapons, the 150mm NEBELWERFER (or Do-Werfer after its designer) being one of the most fierce.

Contrary to popular opinion, this six-barrel artillery piece was not named after Ing. Rudolf NEBEL, WWII engineer, but was given that name because the Germans did not want to have it confused with other rocket launcher systems. Nevertheless, the engineer responsible for its development, Dr. Ing. Walter R. DORNBERGER (an authority in rocket science who joined Dr Von BRAUN in the US after the war) designated it as the first "salvo rocket launcher".

It consisted of six launching tubes, hexagonally mounted on a wheeled





trolley which were loaded with Diglykol propelled, high explosive grenades which were electrically fired from a safe 30 meter distance. To avoid toppling of the unit the "rockets" were fired in sequence (but all within eight seconds) starting with the top right one. The one fired next was diagonally opposite on the bottom row. The upper left and bottom right ones were then fired before the outer left and

finally outer right tubes were emptied. The ear-piercing, screaming sound which could be heard when the 150mm rockets were fired soon earned it nicknames such as "Sobbing Sisters" and "Moaning Minnie" with the British and "Screaming Meemies" with the US soldiers. Additionally, the tremendous clouds of trailing smoke could be spotted miles away, making it easy for allied artillery

units to determine the exact location of each battery. This forced the Germans to move the launchers after each salvo. Each division carried 20 salvos of high explosives and 5 salvos of smoke grenades.

As was custom during the war, most of the Nebelwerfer were produced in civilian factories such as the Fram-Werken at Hainichen and the Sächs. Textilmaschinen-Fabrik at Chemnitz.

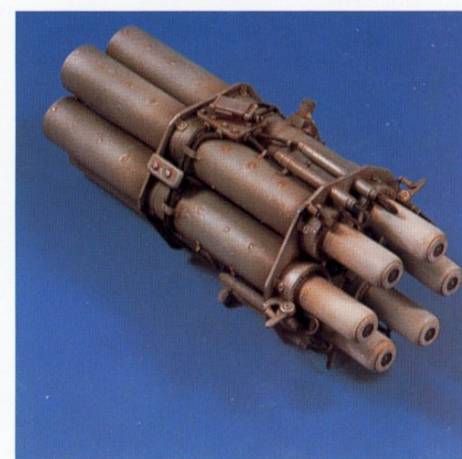
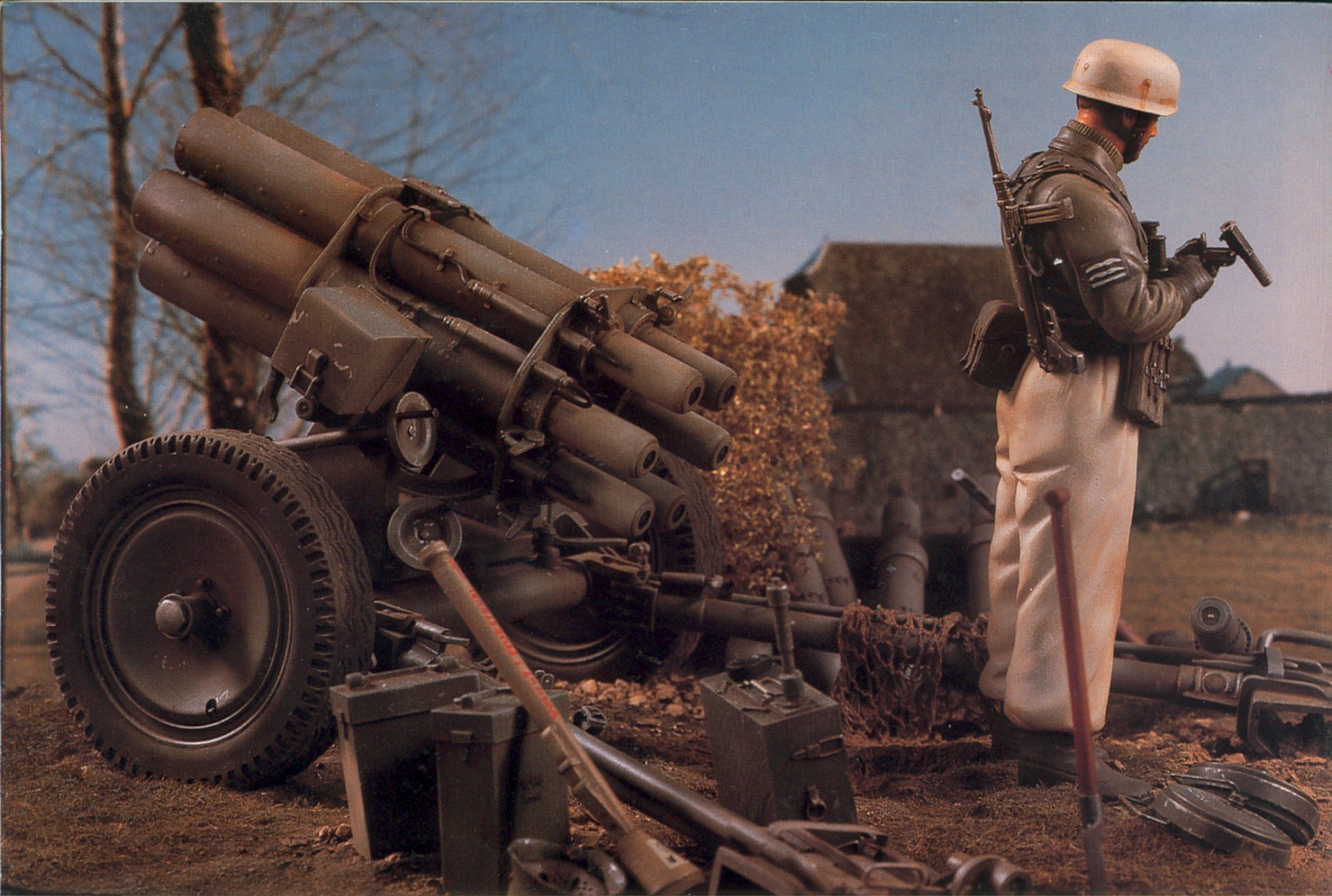


Fig.5 The launching tube assembly completed, painted and weathered. The grenades were usually painted light gray or light green, depending on the factory responsible for their production.



THE MODEL

About three years ago, Verlinden Productions released their first 120mm figure. The acceptance was, to say the least, more than expected.

Now, with dozens of figures and more and more accessories we are seeing vignettes and even dioramas popping up at shows in this scale. Now our readers and customers are requesting guns, equipment and even tanks in 120mm.

Being modelers, we seem to get these ideas about the same time as our customers, and when we want something and our customers confirm it, we know we have a winner!

We have always prided ourselves on our quick response time to customers requests. This time it resulted in a 2cm Flak 38 and a 15 cm Nebelwerfer 41 being released recently. These will be followed shortly by other 120 mm subjects and who knows?, perhaps even a tank.

This diorama depicts a Fallschirmjäger loading his very pistol which will soon signal the opening of the barrage. A simple yet impressive diorama due to the large scale.

Fig.7 A custom made wooden storage box is nudged between the trailing arms of this Nebelwerfer, believed to be a post-war addition because no further photographic evidence exists. Modelers who feel like scratchbuilding will appreciate the photo at left.

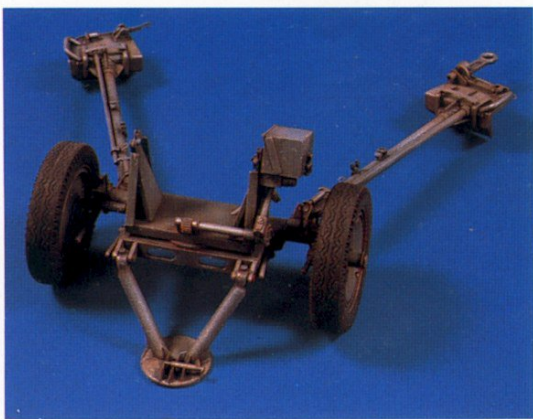
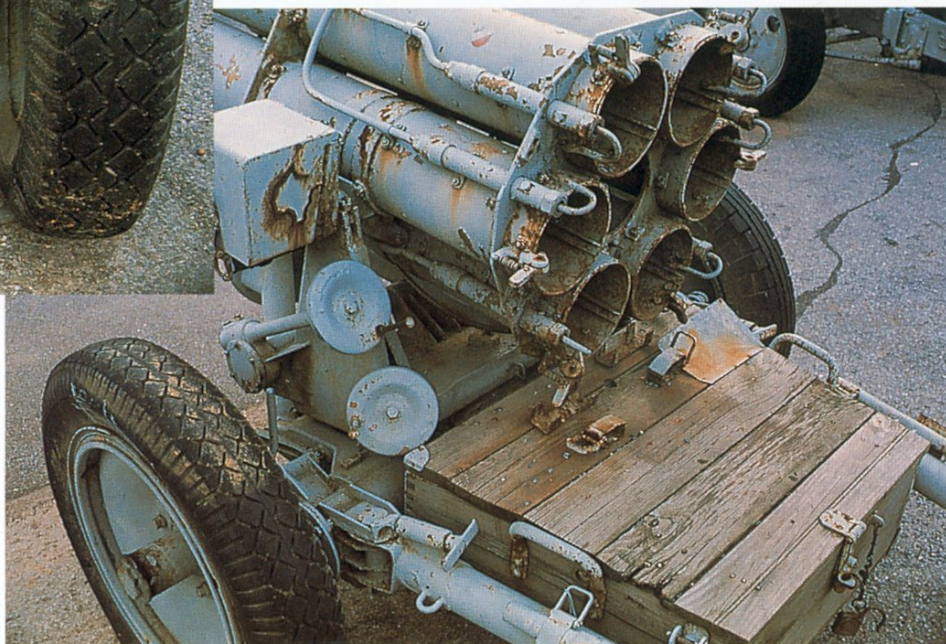


Fig.8 & 9 The carriage subassembly after finishing, ready to take the launching tubes. Intended to be shown in a stand-by launching position, the support at the front was secured in the down position, the stowed position is shown at right.



Fig.10 & 11 Details of the launcher tubes elevation and traversing mechanism as well as the complicated wheel suspension. Photos show several different thread patterns occurred on the tires throughout the war. Tires, too, may have varied in size. Note the upright launch assembly support is strengthened on the inside with a welded steel plate wedge.



Assembly of the Nebelwerfer began by carefully removing the carriers from the parts. Then cleaning any remains of the carrier with sandpaper and/or Scotchbrite. After this step was complete, it was washed with soap and water, rinsed and allowed to dry thoroughly.

Construction was straightforward, but keep in mind that you should always test fit the parts with a tiny portion of superglue and when satisfied secure permanently. We built our sample in two sub assemblies, the launching tubes and the carriage. The purpose being ease of painting and weathering. A word of caution : This is not a simple kit! It requires some experience with resin and photo-etching. We certainly don't want to scare you away, but just as a beginner in plastic kits will have problems, the same holds true with any resin and/or photo-etched kit. The best advise is to go slow, test fit and careful attention to step by step instructions and refer to the reference photos of a real Nebelwerfer that are printed on these pages.

The subassemblies were airbrushed with Panzer Gray and a second coat lightened with a little white was misted on. After drying, a sealer coat of matt varnish was applied and again

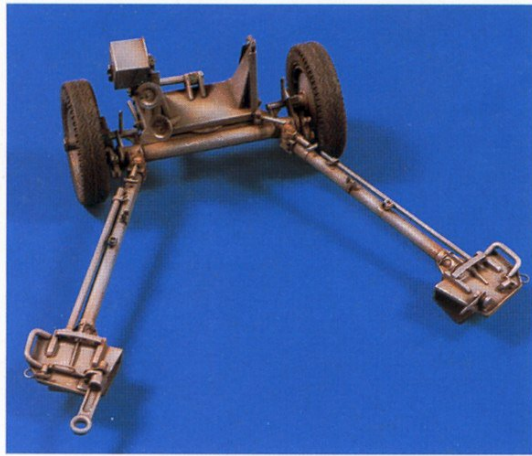
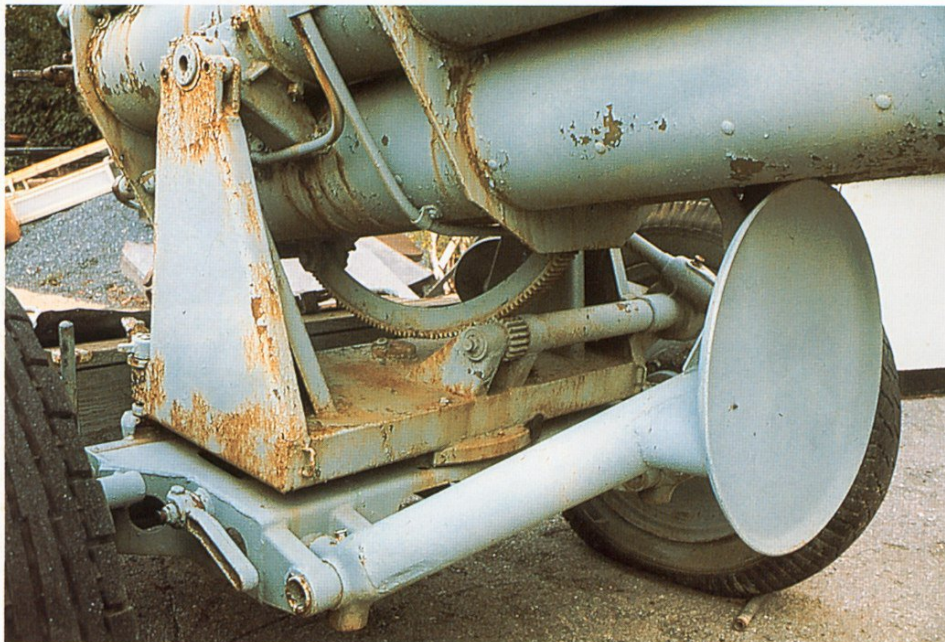
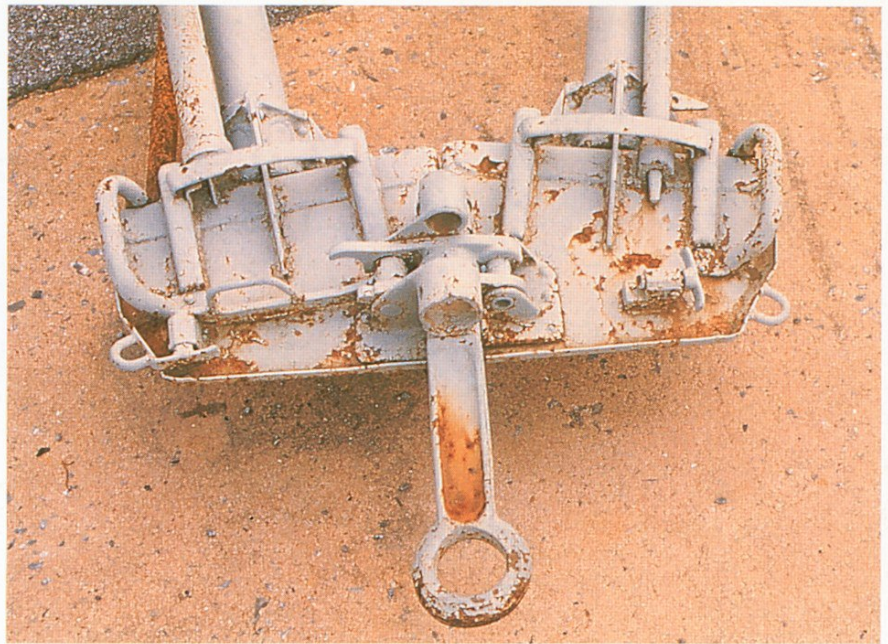


Fig.12 & 13 A massive spade assembly is attached to the rear of the trailing arms. When the arms are folded a locking lever secures both spade halves together as shown at right. The Nebelwerfer can then be hooked up to any transport vehicle.



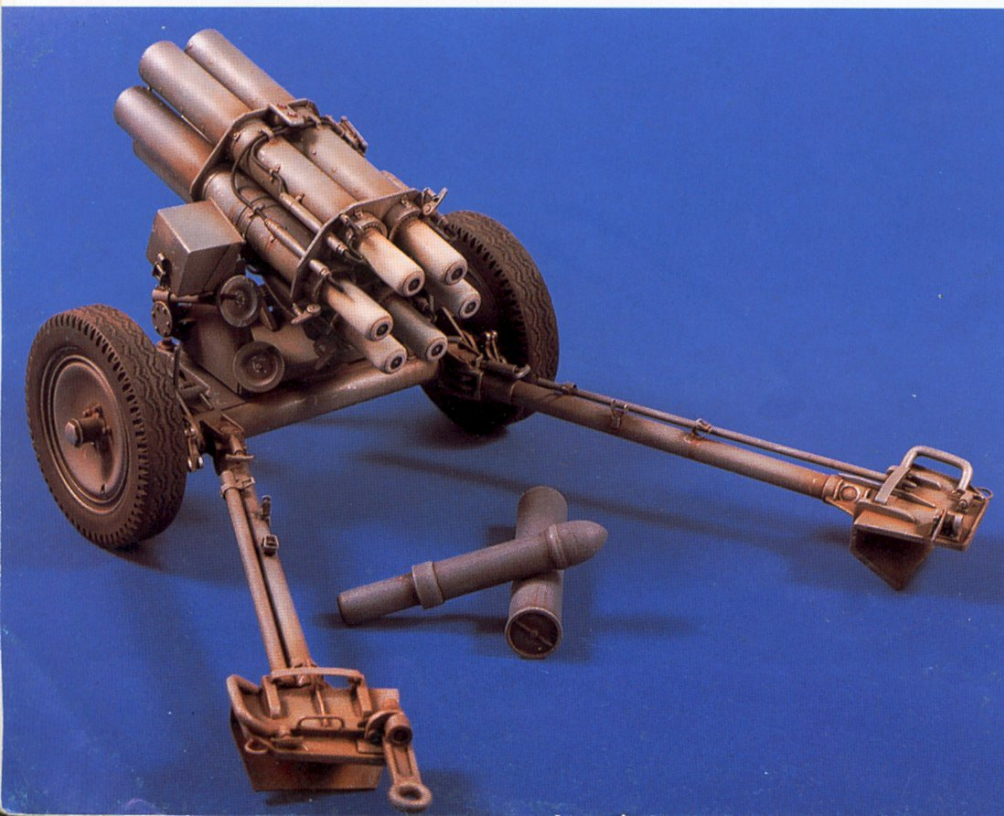
allowed to dry, this time for a few days. A Burnt Sienna artists oil and matt black enamel wash was then applied. Then airbrush a few mist coats of varying shades of lighter greys and you are ready to metalize with a mixture of Raw Umber artists oil and silver enamel.

Although this multi-medium kit is challenging, with patience the reward is an amazingly impressive model that you will be very proud of. These 120mm "gems" bring a totally new dimension to modeling!

We felt this model was so realistic that it deserved a diorama to lend even more realism. As we were building this scene as with others previously published in 120mm, we realized the need for more accessories and equipment. We have never understood how someone can manufacture models that never build them, and we apologize for this short editorial, and return you to our diorama. A 120 diorama, even as small as this one uses space equal to that of a midsize 1/35th scale, but it all worked out as we didn't want to draw attention away from the Nebelwerfer.

We chose the VP German Paratrooper to accent this layout, with the addition of parts from other German figures and accessory sets. The extra rockets and cannisters came from a not yet released accessory set, (one each is included with the Nebelwerfer Kit). The diorama was completed with some hedgerows from the VP Trees and Hedgerows set.

After 30 years of military modeling, this project certainly gave complete satisfaction and has opened the door for ideas on future releases. You can be sure there are many more in the VP pipeline.





In focus : IDF Tank Crewman

Photos kindly provided by Michael MASS



Successful figure painting starts with a good base, which always seems insufficient. True, a lot is printed in black and white, both of little value to the painter. Because of its constant updates on the IDF still is one of the more valuable. demand for IDF related info and centerfold we like to add more value.

ing starts with good reference material
ufficient or hard to find the moment you
rinted about the front of the uniforms or
of little help to the modeler or figure

ates of vehicles, uniforms and weapons,
more interesting subjects, justifying the
o and modeling accessories. With this
re valuable reference to your files.





In Focus : The US NAVY's Fire Tractor



Following the "In Focus" article on the US Navy mules in the previous issue, this photo coverage concentrates on a similar craft used on US Navy aircraft carriers. With numerous aircraft, topped up with hazardous liquids and fuel, moving about the confined space of the carrier deck, accidents are more likely to happen than on a city parking lot. Not only do these aircraft roll and turn within inches of each other when preparing for launch, but they are also "thrown on the deck" every time they return from a mission, increasing the risk of ending up in the middle of some parked aircraft or the superstructure on the right of the deck. With some two hundred men and some 30 aircraft present on deck during launch and retrieval operations any accident can cause severe havoc and even fatalities, as has been demonstrated in the past.

To replace the large yellow OSHKOSH fire truck used when the F-4 Phantom was still operational, the navy developed a "small" low-profile tractor operated by a single fire-fighter and fitted with a number of different foams and fluids (both internally and in easy to handle canisters on the side). It is obvious these smaller tractors are

easier to maneuver on the flight deck and are much easier to fit between parked aircraft. Unlike the big trucks and the small improvised tow/fire-fighting tractor (in the previous article) these small crafts have always been painted white with a clearly visible red band running across the side from bottom front to top rear.



Fig.3 The small foldable platform and handhold bar at the rear of the tractor. Note the engine deck does not fit tightly and is held in place with rubber tie-downs.



Fig.4 The driver's position with steering wheel and operating pedals. Note the way the steering wheel is attached to the control column and the operating lever on the right.

As mentioned before, a single crewman can operate the various systems but a foldable platform and handhold bar at the rear is fitted to carry two more fire-fighters in protective clothing. Their only objective is to challenge the flames and save pilots and personnel from the blaze.

A number of hoses are usually carried on top as well as some fire extinguishers mounted on top of the halon tank at front. Most, but not all, have a call sign painted on the top deck (in white) as well as on the driver's protective shield.

The photos on these pages will enable you to finish the Verlinden tractor's in 1/48th and 1/72nd, both readily available to decorate your carrier deck dioramas.

VERLINDEN PRODUCTIONS would like to express their gratitude to Rear Admiral Walter J.DAVIS, Jr., Commander Carrier Group Six, CPT.Stanley F.BLOYER Commander Air Wing Six, CPT. Robert S. COLE Forrestal CO and Lt. John F.KIRBY for their assistance.



Fig.6 Layout and markings of the front including the red painted V and bumper stripes as well as the black 56 on the driver's protective shield. Also note the reflectors (for nighttime operations) and the tie-down rings.

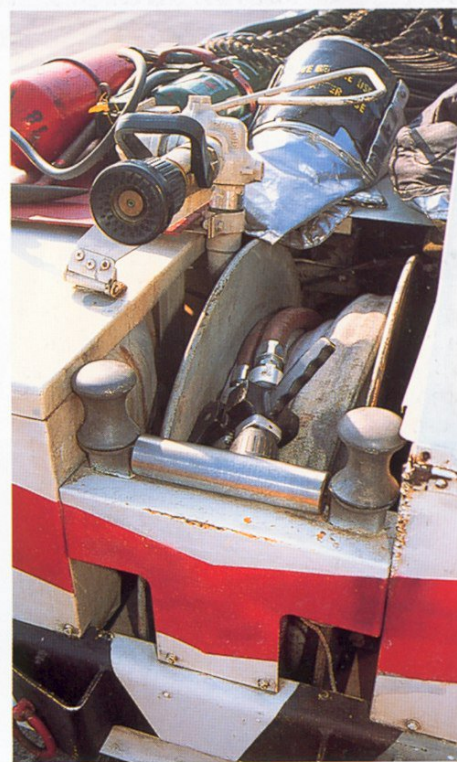


Fig.7 A large reel is located in the middle and is flanked by rollers to guide the hose while unwinding.



edited by



"VIKING STRIKE" & "GREEN INK IN LEBANON"

2 new US NAVY dioramas by
Ian RUSCOE.



INTRODUCTION

Regular readers of this magazine will remember the carrier diorama "Maintenance at Sea" in Volume 2 Number 2 by Ian Ruscoe of England which illustrated his fascination for the US Navy and aircraft carriers.

We are pleased to present to you two more carrier related dioramas and the story of how they were constructed.

GREEN INK IN LEBANON

STORY

On 4 december 1983 an attack force of 28 aircraft was launched from the US Navy aircraft carriers USS INDEPENDENCE and USS JOHN F. KENNEDY and directed to Syrian positions 19 miles east of Beirut. The strike was led by the carrier air wing commander (CAG) of the Independence, Commander Edward K. ANDREWS, flying an A-7E (Bu N°160738), side number AE-300, belonging to the "Vallions" of VA-15. As they crossed the beach and rolled in, the attack pilots faced some of the heaviest missile and AAA fire Americans ever encountered at that time.

A back-up force of F-14A Tomcats was led by the Kennedy's CAG, Commander J.J. MAZACH, although no Syrian MIG's rose to the challenge. An A-6E Intruder of VA-85 was hit by a SAM (Surface to Air Missile) forcing the pilot Lt. Mark LANGE and navigator/bombardier Lt. Bobby GOODMAN to eject over Syrian territory. Unfortunately, the pilot died from injuries sustained while "bailing out" while his buddy, who safely parachuted, was captured and held until his release weeks later.

Despite withering gunfire and criss-crossing SAM7's, CAG Andrews kept his aircraft in the region for some time and attempted to mount a search and rescue effort for Lange and Goodman while continuing to pound Syrian emplacements. Once out of ordnance, Andrews defied the Syrians by zooming down over their heads again and



Fig.3 Two "green shirts" at work to fix whatever is wrong with the left outer wing leading edge flap. Placing figures on top of the aircraft creates a point of interest.

again and "popping off" short bursts from his 20mm M-61A1 gun. Then, Andrews too was hit. He banked toward Beirut and went down in the village of Zuk Mkayel, northeast of Beirut. The Corsair crashed into a villa where a mother, her three daughters and two sons were sleeping. A villager explained: "There was a horrific noise, as if the devil was coming to visit." Fortunately, no one was hurt and Andrews' parachute was picked up by the wind which carried him out to sea within eyesight of Beirut's Casino Du Luban where he ditched and was soon rescued.

The diorama depicts CAG Andrews' A-7E Corsair being prepared for its fateful mission by the deck crew.

THE AIRCRAFT

The kit, manufactured by Hasegawa in 1:48th scale, is beautifully molded. However, because of the restrictions of injection molding it needs a little extra detail. Unfortunately, at the time this kit was constructed VP's A-7 Corsair Update Set was not yet available (from which parts could have been used for this A-7E) so all detail was scratchbuilt except for the ejection seat which Verlinden released earlier as a separate kit.

It was painted and weathered separately while the cockpit panels received some minor detailing using small pieces of plastic sheet.

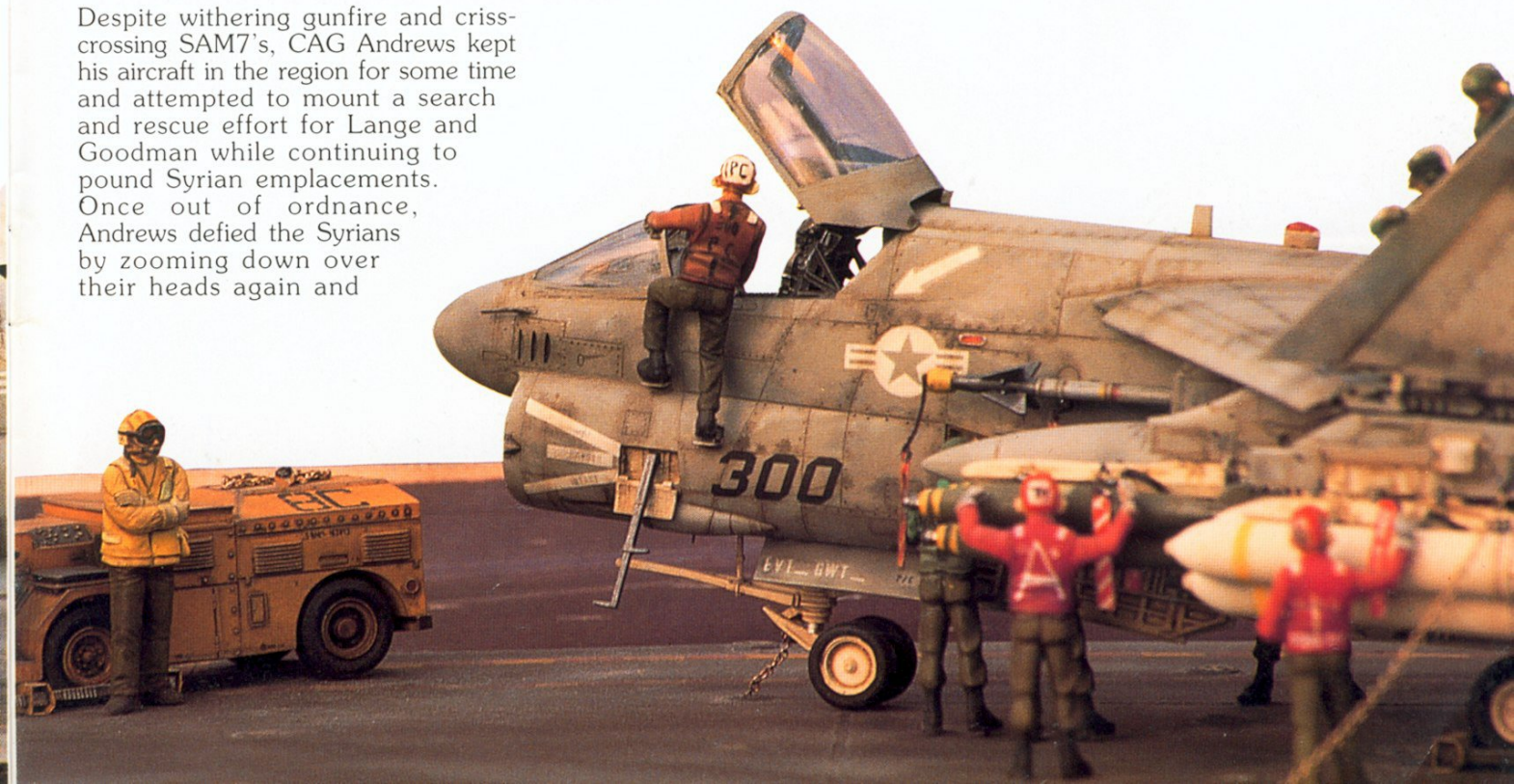
Once satisfied, it was sprayed Humbrol Light Gray and when dry it received a light wash of Raw Umber oil color.

It was then carefully drybrushed using the following colors: base color- light gray, white and silver.

Finally the cockpit panels were carefully lined using a Raw Umber wash and pastels gave it the "lived in" look.

The main canopy was given a new set of mirrors and handles to replace the oversized kit components. The windscreen and main canopy frame were painted matt black on the inside. Once dry, they too were drybrushed with silver for a worn appearance.

The outside frames were painted Light Aircraft Gray, then washed with Raw Umber and drybrushed with the cockpit color. The front windscreen was painted in Tamiya Clear Blue acrylic paint, to simulate the anti-glare coating. When the rest of the A-7E had been finished the canopy parts were glued into place.



The kit comes with several optional parts, some of which are the avionics bay along the side.

I chose to have it open, requiring additional detail in the form of various thicknesses of "stretched sprue" and Verlinden flexible tubing.

The outer wing sections were glued in the raised position. The wing fold mechanism practically had to be scratchbuilt from plastic sheet and wire and stretched sprue.

The pylons come complete with sway braces which basically prevent whatever is attached from moving while in flight.

These were built according to instructions, with the exception of the two outer pylons. Both received a scratchbuilt "chaff and flare" dispenser (the Goodyear AN/ALE-39), entirely made of plastic sheet. The port outer pylon also received some additional detailing by showing the pylons access panels in the open position.

After carefully masking the cockpit, engine intake, undercarriage bays, engine exhaust and avionics bays, the Corsair was sprayed Light Aircraft Gray first, followed by various shades of gray carefully applied using the extra fine needle of the airbrush.

This way the "scratchy" appearance was obtained. The Raw Umber wash

again preceded the drybrushing with light aircraft gray, white and silver.

After application of the decals and Verlinden dry transfer stencilling the panels were lined out using a thin wash of Raw Umber and a fine tipped sable brush.

Ordnance used is from one of Hasegawa's weapons sets and were constructed, painted and finished separately.

THE FIGURES

The majority of the figures are Verlinden US Carrier Deck Crew except for two. The flight deck director in yellow shirt and the plane captain in brown are Fujimi's. Almost all of them had alterations done involving cutting and swopping of limbs, hands and heads to suit the required pose. Removing material with a knife, gluing in place, filling and sanding is not hard to learn.

All figures were painted with Humbrol colors and blended with artist oils.

FLIGHT DECK AND ACCESSORIES

The flight deck is made from plastic sheet with the weld seams done with a pyrograph etching tool.

The tie-down points, chains and tensioners come in two bits, produced by P.P.Aeroparts. First of all the tie-down points were marked out on the plastic sheet with a soft pencil and using a 6.5mm drill, carefully drilled deep enough to allow the "dimpled" cast metal discs to fit flush with the deck. These were then glued in place along with the etched tie-down spiders on top.

The deck surface was sprayed

Matt Gray/Black and allowed to dry where upon it was drybrushed in Gray, Desert Sand and some Silver.

A wash of Raw Umber and pastels was next.

The chains and tensioners come in bit form and need a great deal of patience as the brass etched parts are extremely fiddly. Painting was done after both the chains and A-7E were glued to the base.

DECK VEHICLES

The deck tractor and utility cart are from Verlinden and were constructed as indicated on the instruction sheet. Weathering was similar to the aircraft.

The piping on the deck is VP flexible tubing painted and weathered in desert sand and various shades of pastels. The wheel chocks from P.P.Aeroparts were painted yellow and bare metal and pastelled.

Again, at the time I built this diorama, most of Verlinden's US Navy models and accessories were not available. If they had, it would have saved me a lot of time.

VIKING STRIKE

STORY

You may wonder what a dedicated anti-submarine warfare aircraft like the S-3A Viking does during the airwing's 3-week stay at NAS Fallon, Nevada (Naval Strike Weapons Center; the strike version of "TOPGUN"), an air station which is definitely "waterless".

Well, for one, armorers are busy mounting triple ejector racks onto the single underwing hardpoints enabling the S-3 boys to go out and cause



Fig.6 The model viewed from the left. Aft of the wing are the contents of VP kit N°286 NAS Flight Line Equipment which, besides the EPU ground units, comprises some Navy type wheel chocks and a tow bar.

havoc on the nearby weapons range. Although the Viking was never designed to be a dive bomber and as a result no sophisticated weapons delivery radar is fitted, the crew will be able to deliver the ordnance, relying on the "Mark One Eyeball" and a trusty grease pencil line strategically placed on the windscreen.

This unlikely combination, together with the S-3's excellent flying characteristics, make the Viking "strike team" a formidable force, as some crews have scored direct hits on the smoke flare marking the target on the weapons range.

The diorama depicts such a mission about to start with the Viking's aircrew walking to the aircraft and being



The two ends were blocked off with plastic sheet and the hinge mechanism was scratchbuilt from plastic sheet, stretched sprue and small aluminum tubing. It is advised to check with photographs of the actual aircraft, as each wing folds slightly different from the other.

Several good photos can be found in the Osprey series of books on US

outlined the panel lines using a further wash of Raw Umber.

Very light drybrushing with light gray, matt white and Humbrol silver preceded the final finish with pastels.

FIGURES AND GROUND EQUIPMENT

All figures in this diorama were converted slightly by re-arranging their



welcomed by the female crewchief (which are a common sight on naval air stations but not on carriers).

THE MODEL

The model is Hasegawa's 1:72nd scale S-3A Viking, a nicely detailed and not so small kit. It was constructed as per kit instructions with the exception of the wings which were to be depicted in the "folded" position. This was accomplished by first carefully cutting along the wing fold join using a fine-toothed hand saw.

Naval Aviation and in the Verlinden Publications Lock On's on the USS FORRESTAL.

Once construction was completed the Viking was sprayed Humbrol Light Gray on its upper fuselage and Matt White on the undersides and inside the wing fold mechanism.

This was then given a light overall wash of Raw Umber oil color and when dry was lightly drybrushed using the base colors Light Gray and Matt White. After the decals were applied and painted over in matt varnish, I

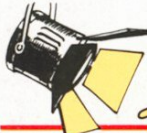
heads and arms for the necessary pose. The four aircrew are from Hasegawa while the female crew chief can be found in a Fujimi box.

The equipment is manufactured from Hasegawa for the fire extinguisher and by Verlinden Productions for the flight line equipment, NAS EPU tractor and airfield tarmac.

Painting and weathering was done similar to the method used on the aircraft but with different colors.

Finally, all items were layed out untill a satisfactory composition was achieved.




Modelers
in focus
 from the readers of VP magazine



These three top quality photos, sent in by Swiss modeler Kurt SENN from Gossau of a little Vietnam bush diorama and a road segment with Sherman clearly show his modeling skills. Both models with a lot of scratchbuilt details are well made, nicely painted and beautifully weathered, using some of the Verlinden techniques and adapting them to his own style. Modelers hesitating to use oils can follow Kurt's method who only uses Humbrol enamels on his figures.



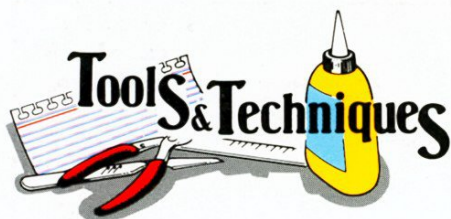
Like so many before him Belgian modeler Jan GOOS from Geel admitted his reluctance to have his modeling efforts photographed for use in this magazine, fearing the quality of his first ever big diorama would be considered below standard.

Verlinden products are numerous in this scene which layout obviously tells a story. Small detail on the vehicles, yet overwhelming is nowhere out of place and is nicely counteracted by the spartan baseplate. Clearly, a lot of time and effort went into creating this scene, which we consider up to our standards. We look forward to his next project.



Joe RUNDELL of Aurora, Co wanted to share the results of his painting skills and furnished this slide of a 120mm SS Infantryman of the 2nd SS Panzer Division DAS REICH. He replaced kit supplied head with one of the 120mm Bare Heads. Very nice paintwork on a face full of character.





Using Copper/Brass wire and Lead Foil

A few tips to get you started

Many modelers have never learned the uses and techniques of these materials which can be an invaluable aid to modeling whether it be Armor, Aircraft, Figures, Structures or Cars and Trucks. We know from the letters we receive that many modelers don't recognize these materials when viewed as a finished application. The uses are virtually endless. When compiling the material for this article, we were surprised ourselves at the versatility of these materials and we have not begun to cover all uses in this article. With some basic tools such as Nippers, Needle nose pliers, Hobby Knife, Straight Edge,

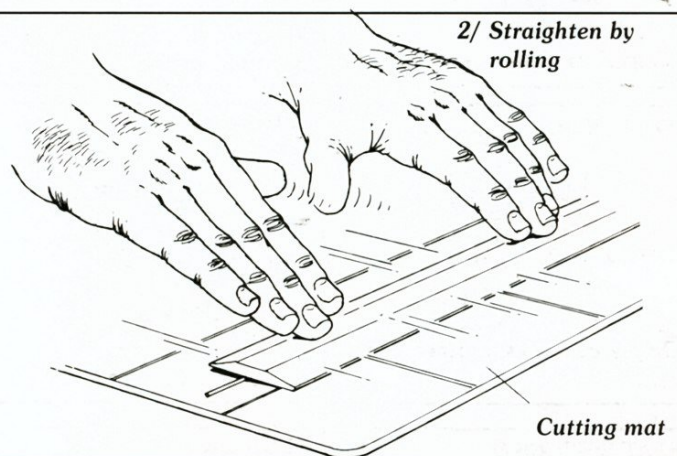
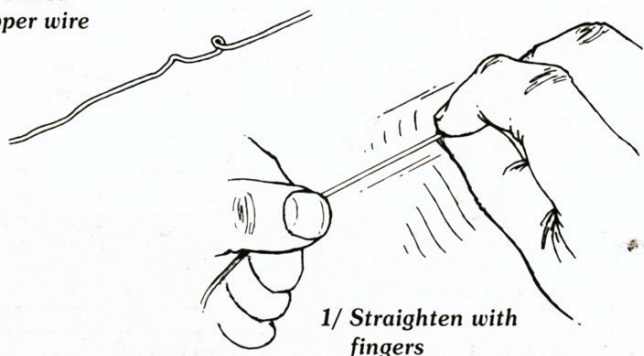
etc. one can literally perform miracles using some creativity and practice.

COPPER/BRASS WIRE

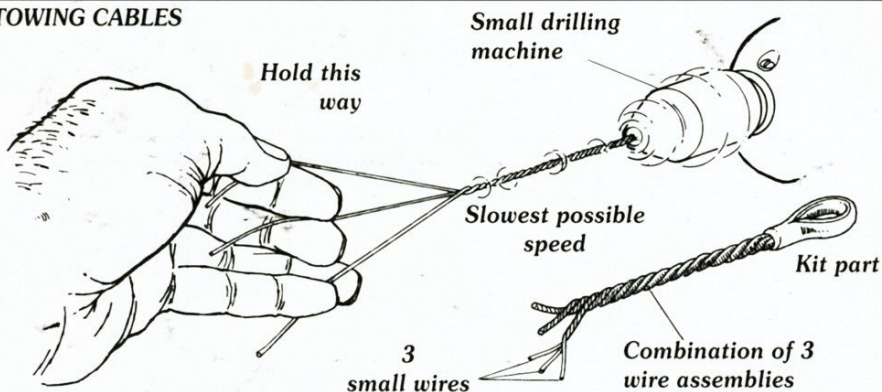
The applications of Copper or Brass wire, (Copper is preferred as it is more flexible, however Brass may be heated to remove the temper with an ordinary candle or match), are too numerous to list in their entirety, but some examples are; buckles; grabhandles; lift rings; periscope & headlight guards; wiring; antennas; railings; rifle attachment rings; coil springs, and so on.

STRAIGHTEN OF COPPER/BRASS WIRE

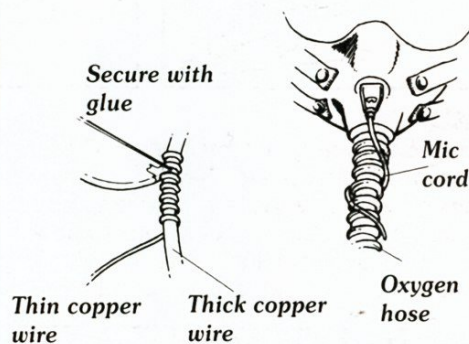
Deformed copper wire



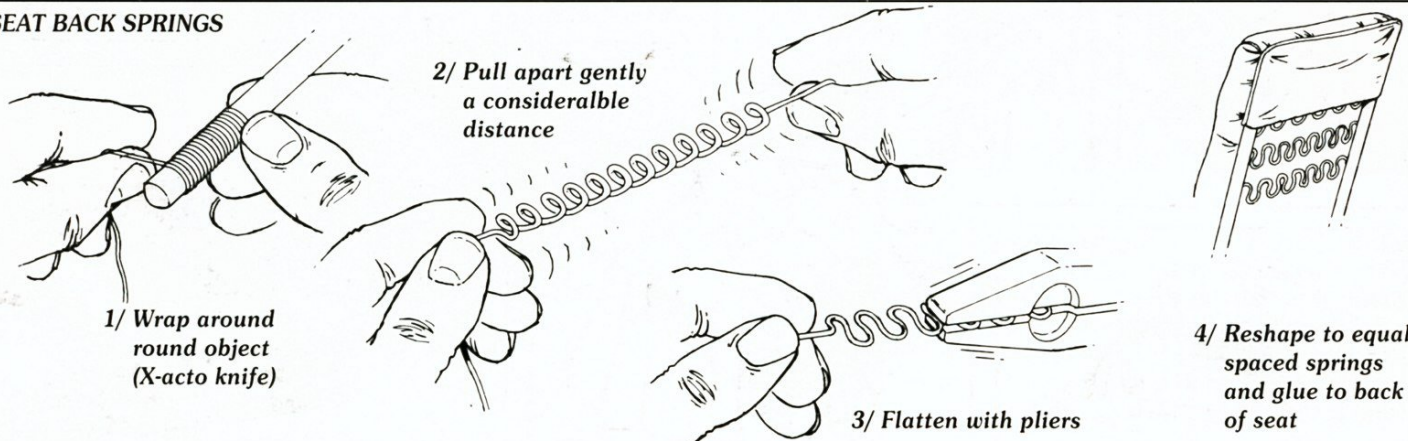
TOWING CABLES



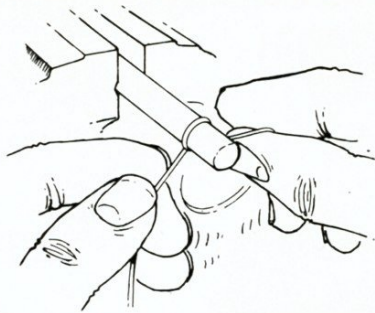
PILOT'S OXYGEN HOSE & MIC CORD



SEAT BACK SPRINGS



CONSTRUCTION OF TIE-DOWN RINGS



1/ Wrap around round object



2/ Fold as shown and cut through both wires at a time

3/ Glue with cutted ends behind ring



TRANSMITTER CORDS



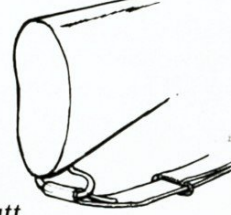
Shaped as shown previously

BURNT-OFF TIRE WIRING



To simulate the steel wire of a rubber tire

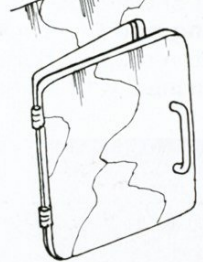
RIFLE ATTACHMENT RINGS



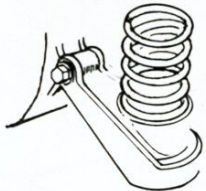
To butt

On belt

GRABHANDLES



SUSPENSION SPRINGS



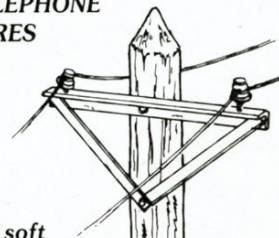
On jeeps, trucks, motorcycles, etc...

LAMPGUARDS



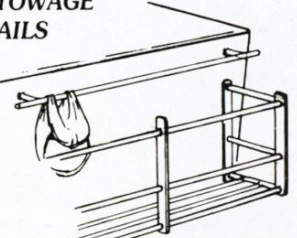
Glued or soldered

TELEPHONE WIRES



Use soft wire for natural appearance

STOWAGE RAILS



STOWAGE RACKS

SEAT SPRINGS & FRAMINGS



BUCKLES



PERISCOPE COVERS



LIFTING RINGS



LEAD FOIL

Some of the many uses of Lead Foil are; straps on uniforms, equipment, weapons, horses gear, seat belts, etc. For figures; labels, epaulets, pockets, overcoats, raincoats, dresses, hats, etc. For cloth applications; tarps, bedrolls, blankets, flags, curtains. For buildings; gutters, drainpipe brackets, roof edging, and on and on.

SIDE FENDERS & SKIRTS



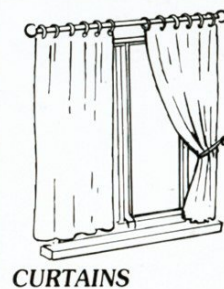
Shape with knife

STRAPS & BELTS

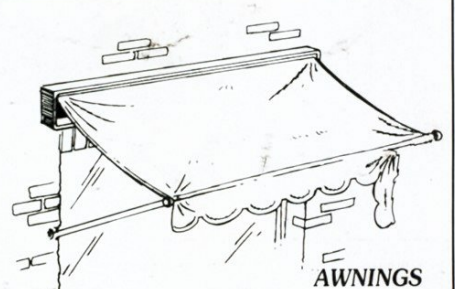


Shape with rod

HATS & CAPS

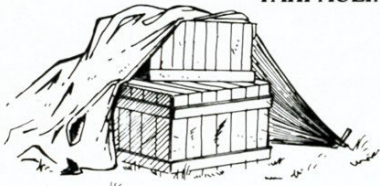


CURTAINS

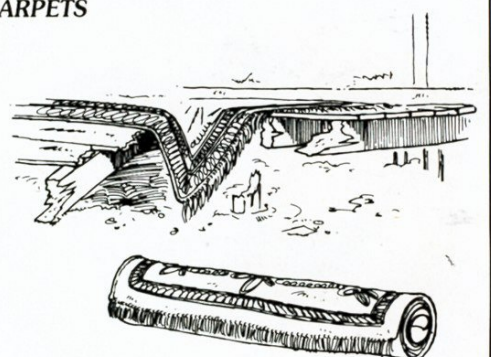


AWNINGS

TARPAULINS



CARPETS



GI 82nd AIRBORNE /VIETNAM

200 mm GIANT SCALE figure

Painting guide

Flesh parts : Burnt Sienna, Raw Umber, White, Red and Ochre mixed to personal taste.

Uniforms : Because oils take a while to dry, Humbrol enamels were taken for the uniform and equipment. Start with Dark Green for base color, and highlight with Light Green and Olive Green (or a mix). Weathering is done using dirty brown and red brown pastels (to resemble the Vietnam dust) over a thoroughly dry coat of water base varnish.

Webbing and pouches : are painted with a base color of Khaki Drill and a drop of Black and highlighted with the same mixture supplemented with a little more Khaki Drill and some white.



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DOUBLE TROUBLE
GERMAN SS WITH HORSE

674
1:35

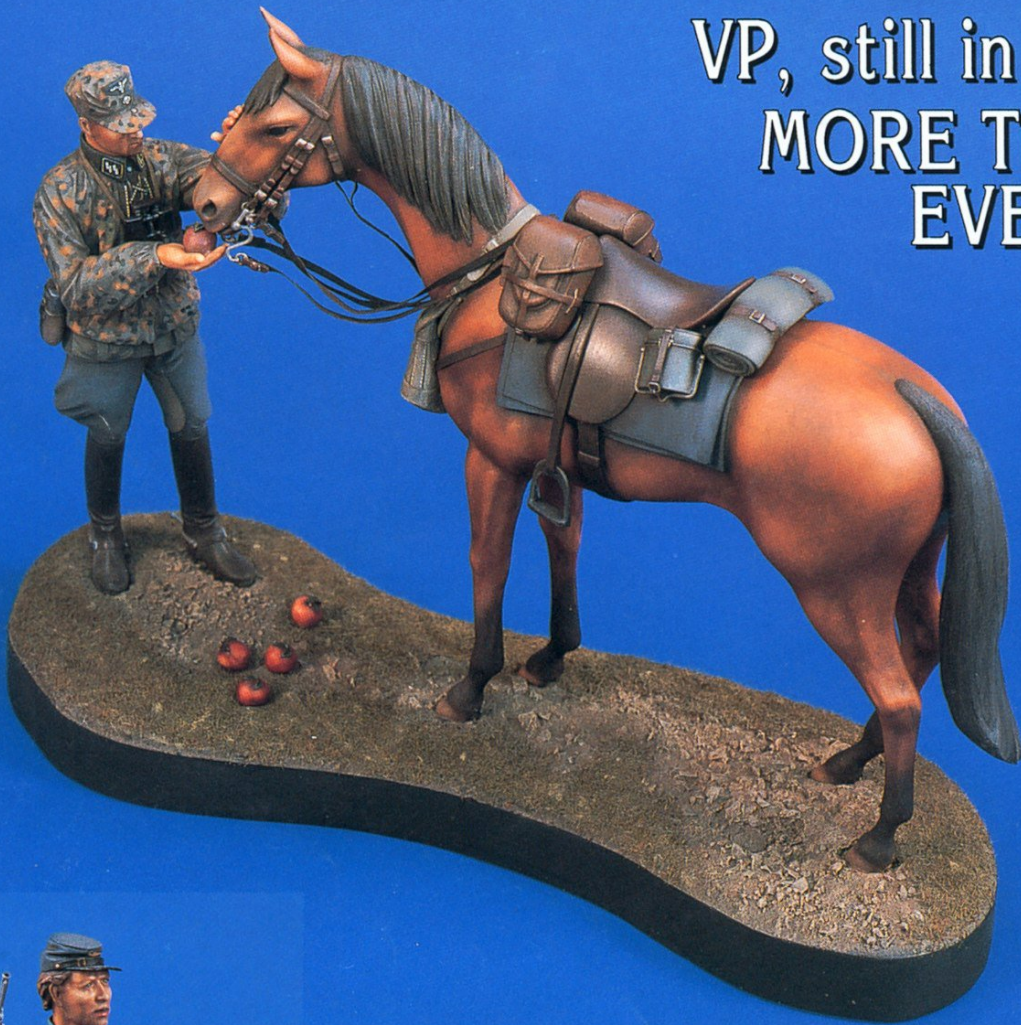
CE MADE IN BELGIUM

AGE 14 AND UP/ ET PLUS



DOUBLE
TROUBLE

VP, still in charge,
MORE THAN
EVER



SS CAVALRY WITH HORSE
"FLORIAN GEYER"

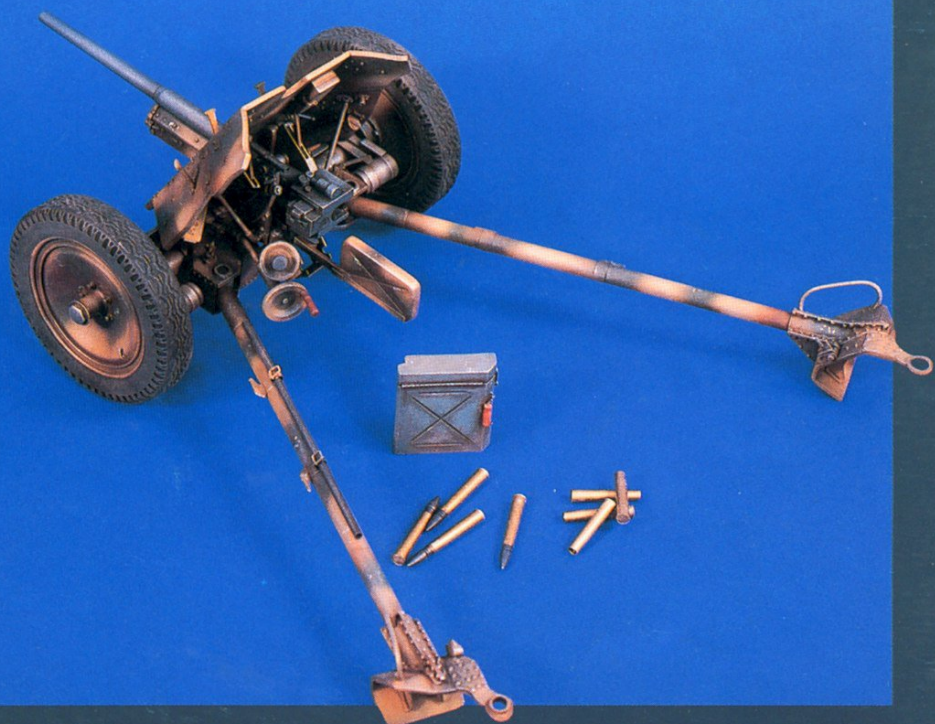
3,7 CM PAK36 WWII

VP's SPRING COUNTER OFFENSIVE

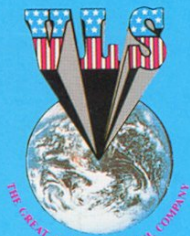


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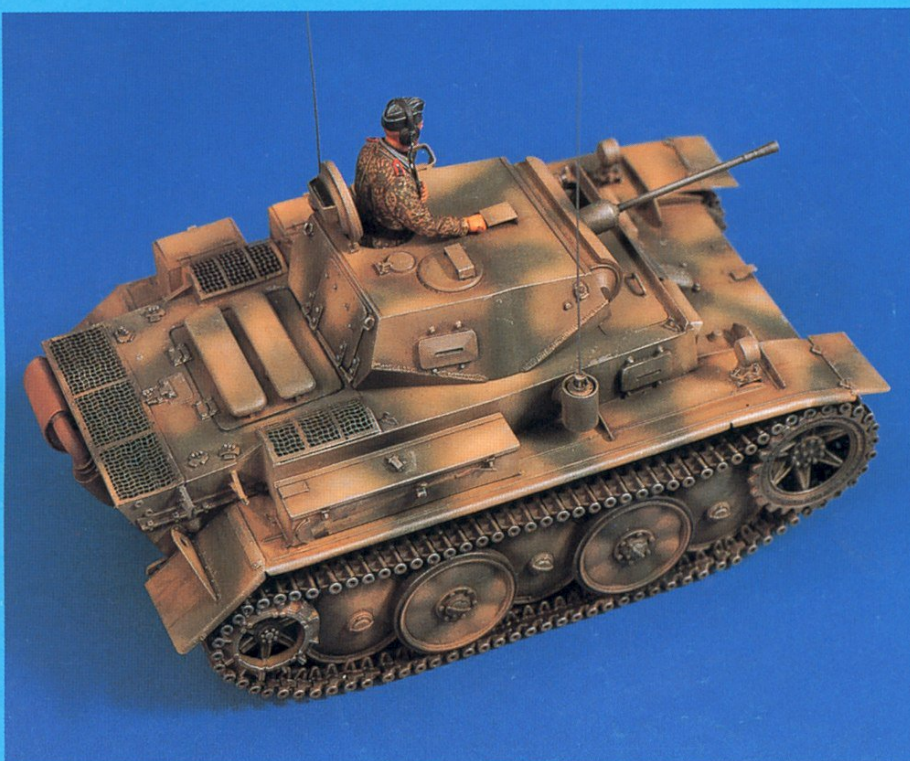
DOUBLE TROUBLE GERMAN SS WITH HORSE



BRITISH TANK CREW 1980's/ 1990's



GERMAN TANK CREW EARLY WWII PERIOD



GERMAN ENGINEERS WWII

1:35

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