

WAR PAINTS MAG'



N°01

MAY 2015 - FIRST YEAR
FREE WEBZINE/FRENCH VERSION AVAILABLE



HISTORY : THE GERMAN ARMY
AMMUNITION BOX FOR THE MG



TUTORIAL :
FRIULMODEL TRACKS

MODELISM, BY MODELERS, FOR MODELERS

T-55

Enigma

Iraq 2003

Trumpeter

1:72



Sd.Kfz.184

FERDINAND

Dragon

1:35



E-75 - 1:35 | YW 750 - 1:35 | SS-15 SCROOGE - 1:35 | JOSE LUIS LOPEZ

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**MODELISM,
BY MODELERS,
FOR MODELERS.**



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EDITORIAL

by Max **LEMAIRE**

Fruit of a long thought, it finally is complete. Designed as an extension of the newly created discussion group, War Paints Mag' is a webzine realized by passionate people for passionate people.

Designed by a small team of volunteers, it is downloadable for free and, icing on the cake, it is available in English as well.

We wanted it as a showcase designed for all the forum members. If in this first issue, you will see authors' names that are famous here and there, the design of the magazine aims all of you.

We wish that anyone willing to show one's realizations or share articles, whether they are kits or anything else, can find here a platform. So do not hesitate any longer! Feel free to share your ideas and proposals.

Along your reading, you will notice the great care paid to the layout and the design. Indeed, a comfortable and pleasant reading goes through this way. Besides, in this first editorial I especially would like to thank my friend Jean Charles who did an outstanding job, not counting his time, and also the people who took in charge the English version of the Mag': Sébastien, Alexandre and Olivier.

Of course, this first issue is perfectible and we already are thinking to improvements. Again, do not hesitate to make your own contribution.

This being said, I wish you a pleasant reading and look forward to seeing you at the end of this year for the issue number 2.



Happy Modeling
Max **LEMAIRE**

WARPAINTS Mag n°02 : december 2015

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WAR N°01
PAINTS MAG'

Free magazine

BUILDING Sd.Kfz.184 "Ferdinand" Dragon 6133

Ferdinand

Sd.Kfz.184

1:35



Text and pictures
Max **Lemaire**

Short history

Based on the Porsche chassis developed for the Tiger, the Ferdinand (after the surname of its designer Ferdinand Porsche) was delivered to frontline units on the Eastern front starting May 1943. It was manufactured by the Nibelungenwerke works and armed with the famous 88 KwK L/71 which was the most powerful gun of the time. Intended to take part to operation "Zitadelle", aimed at eliminating the Kursk salient, 89 Ferdinand tank hunters will be delivered to Panzerjäger-Régiment 656, itself composed of 2 battalions:

- 45 allocated to Panzerjäger-Abteilung 653.
- 44 allocated to Panzerjäger-Abteilung 654.

Designed to engage armoured vehicles at a long range, the Ferdinand showed rapidly its limits during the Kursk battle. It was plagued with breakdowns due to insufficient time to solve its technical issue as it was rushed into service. It also suffered from too fragile an undercarriage to withstand its whopping 65 metric tons as well as the lack of close defence weapon to face attacks from soviet panzerknackers.

Despite these flaws the kill ratio of Panzerjäger-Régiment 656 was impressive some sources state that it would have destroyed close to 500 enemy tanks for the loss of 39 Ferdinands. These losses were mostly caused by the absence of appropriate wreckers. The crews had then to abandon and destroy their mounts. The 50 remaining machines will be regrouped into Panzerjäger-Abteilung 653 and will carry on fighting on the Eastern front where it will lose 4 more tank hunters.

At the end of 1943, the remaining Ferdinands will be transferred to Austria where they will be overhauled based on the return of experience of their early frontline career. They will get a new name in the process: Elefant.

They will be used on the Italian front and again on the Eastern front. A small number of Elefants will take part to the defence of Berlin in 1945 as part of the Schwere Heeres Panzerjäger-Kompanie 614.

Fournitures used for this kit :

Model:	Dragon ref 6133
Tracks:	Friul ref ATL 62
Transfers:	Archer ref 35176
PE :	Aber ref 35122
Mudguards :	Aber ref 35124
Gun barrel :	Aber ref 35L14

The Model

The Dragon kit is really accurate and the moulding is sharp. Very few improvements are required in order to obtain a very accurate replica and mainly consist in thinning or replacing parts that are not true to scale because of the limitations of the injection process.

I chose to represent a vehicle from 2. Kompanie / Panzerjäger-Abteilung 653 at Kursk that bore a camouflage composed of irregular green spots on a dark yellow base. The Ferdinands were delivered to frontline units painted in dark yellow and the camo was applied in the units. It seems that there was no standard camouflage pattern for these vehicles although we can see similar patterns on vehicles belonging to the same Abteilung.





01

Assembly starts as usual with the undercarriage by following the first steps of the instructions.

We advise you to sand B13-B14 and E24 so that they do not touch the drive sprockets.

I left the bogies arms mobile so as to ease the painting stage. The kit tracks are changed for Friuls. We do like their quality, the fact that they are working tracks and the realistic natural sagging effect induced by their weight.

02

The springs are made of steel wire coming from steel wire coming from a TV coaxial cable.

These wires are thinner than copper wire and one of these will be more than enough to last a modeller's life! The wire is wrapped around a wire that has the proper diameter and then cut to length. Both ends are bent so has to obtain small hooks which are then fixed to pins made of copper wire glued on the mudguard flap side. This operation albeit a little tedious will allow you to obtain very sharp parts.



02

Still the Dragon tracks look nice. Should you opt for them, we advise you to assemble them in several sections. It will make it easier for yourself when you want to install them after painting, without the mudguards interfering too much.

At the junction of parts B5-B6 and B5-B7 (step 8) the weld seam is not complete. It is rebuilt using a 25W soldering iron of

which the end bit was replaced for micro tube cut at an angle.

Once the hull front is assembled (steps 10 and 11), the mudguards coming from an Aber set can be fitted.

They are remarkably thin and well detailed. Their assembly requires care and attention. So take your time and proceed by assembling small sections whilst ma-

king sure of their proper alignment. Any part that is not lined up properly will be difficult to disassemble for the parts are so thin.

The mobile parts of the mudguards are fixed using hinges coming from the Aber PE set for the Ferdinand. The ridge at their base is represented with the help of copper wire shaped around the PE parts.

At this stage, a mixture of Tamiya putty, pigments and acetone is brushed on the lower hull and undercarriage. This mixture is aimed at easing the future step of adding dust and mud to the model during the weathering

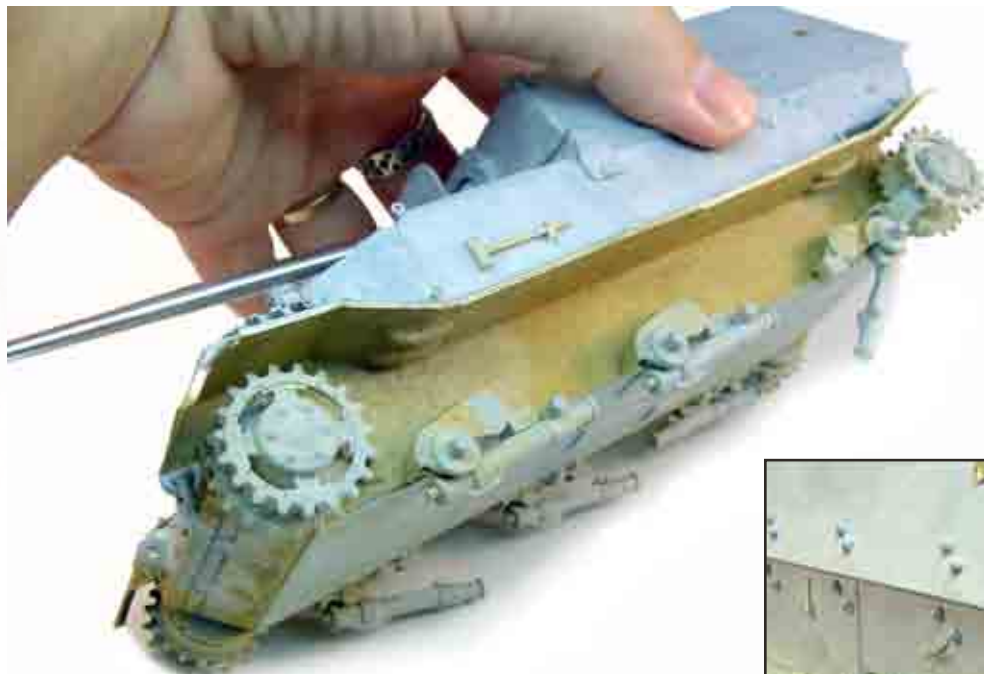
phase whilst giving more depth to the mud effects.

Using pigments in the mixture has a double benefit. It makes easier the correct application of the mixture as its gives

it a colour different from that of the plastic. And it gives it the required texture.

The hull parts above the mudguards are textured using Tamiya putty diluted with acetone applied with an old brush. This technique allows reproducing the uneven texture of rolled steel plates. The effect has to remain light as rolled steel plates on German tanks did not have that rough cast armour texture common to Soviets tanks.

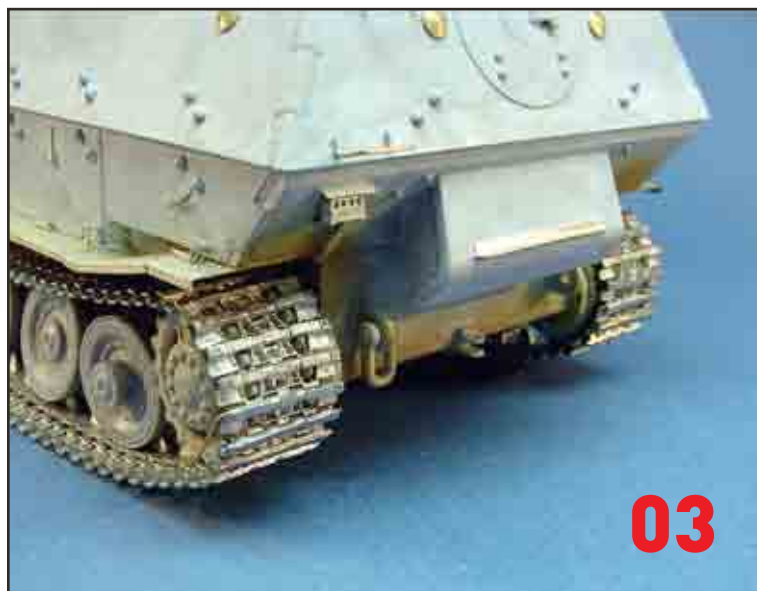
The side of all armour plates are grated using a conical mill fitted on a mini drill to reproduce the torch cutting marks. Once again the effect needs to remain soft. These two steps are repeated on the fighting compartment panels.



03

The back of the hull is detailed using the Aber PE set. Parts B10 and A29 are changed for their PE equivalent. The rear light and its cable (made in copper wire) cover are detailed using PE.

Do not follow the instructions when assembling the tow hook as part B24 is upside down. The pin should actually face upwards.



03



04

04

The headlight plates were considerably sanded down so as to be true to scale. On the real thing these were thin metal plates on which the headlights were bolted. The headlight cover brackets were sanded off and replaced by PE parts. A piece of copper wire bent at 90° finishes the job. The cables were made of copper wire.

05

The hammer on the left hand side was replaced by its Tamiya equivalent and its brackets made in PE as well as the brackets for the tow hook cables.



The front will also be detailed using PE parts. The spare track links supports are of the factory standard type. The Aber set offers several variants originated from frontline modifications but these seem posterior to Kursk.

The brackets for the 20t jack and the jack block are made using the Aber PE set. Although I had scratch built the jack and its block, I chose not to install them as

they were often missing on pictures taken at the time of the Kursk battle. They were added to the spares box!

On the right hand side, the toolbox made using the ABER PE set is a very nice alternative to the kit A25 part.

The container that was used to store spare antennas and was fixed to the mud-guard just under the toolbox is replaced by Evergreen plastic tube cut to length

using the kit part and detailed using Aber PE parts.

The hull top is detailed by adding a bolt on the hinges of parts A19-A20-A21. A bolt also needs to be added on the hinges of the driver and radio-operator hatches. The handles on part E29 are replaced by PE parts.

The antenna base (part A18) is modified by cutting the vertical part and replacing it by micro tube cut to length.

The gun travel lock is modified to represent it folded. Some Aber parts will help detailing it. The ring that goes around the gun barrel is made of copper strip, using the Aber parts as a master. It is then shaped around Evergreen tube that has the same diameter as the barrel.

I found this easier than using the Aber parts that proved quite rigid and difficult to shape. The locking system is made with small plastic card pieces. The lock itself is salvaged from the kit part C3.



06

Detailing of the fighting compartment starts with the aiming device protection plate. It is sanded down on the model and replaced by a Royal Model PE part that was preferred to the more complicated Aber part.

The glass on the aiming sight is drilled out. The commander's hatch is left open. The axle on part E26 is replaced by copper wire.

A bolt is added to parts A32-A33-A34-A35.



The handles are made of copper wire. A pin made of stretched sprue is added at the end of the hatch locking system (part E27) so as to stop the rotation of the hatch. The improvements made to the other roof hatch are similar to those of the commander's hatch.

The gun barrel is replaced by the barrel coming from the Aber Elephant/Ferdinand

set. It is a model in itself and it features the rifling.

It is composed of cast brass parts, PE brass parts and lathed aluminium barrel. Take care to fit the kit part C25 by inserting the barrel inside it before you start assembling the muzzle brake. The gutters on either side of the barrel are replaced by Aber PE parts.

The armoured pistol port caps are sanded off and replaced by their Aber equivalent. The ladder fixed at the rear (parts A16 and E18) are replaced by parts made of copper wire.

A bolt is added on either side of part A13 hinge.



The parts are rinsed directly under the tap.

07

The assembly is now over. After a last check, all sub-assemblies are taken apart and cleaned in a mild soapy water bath. This is aimed at removing traces of release agent on the kit plastic parts and the dust generated by the sanding of parts.



BUILDING Sd.Kfz.184 "Ferdinand" Dragon 6133

08

THE PAINTING AND WEATHERING PHASES ARE EXPLAINED STEP BY STEP USING PICTURES.

A coat of Citadel can primer is sprayed on the model. This allows uniformising the elements of the kit made of various materials and allowing for a perfect adhesion of the subsequent coats of paint. We can only advise you to use a real primer instead of standard white or grey paint as it will not adhere correctly on brass or white metal.



09



09

The painting process starts with the pre-shading with Tamiya XF9. It is followed by a base coat made with a mix of XF59 and XF2 in various proportions. Highly diluted XF10 is sprayed gently on the lower hull and wheels to deepen the shadows in these areas that are most exposed to projections of mud and dust accumulation.

10

The camouflage spots are sprayed on the model with Tamiya XF26. In order to bring more depth to the model the centre of the spots is lightened with a mix of XF5, XF59 and XF2. In order to bring more depth to the model the centre of the spots is lightened with a mix of XF5, XF59 and XF2.



10

11



11

The model then receives two successive washes made with Windsor and Newton oil paints diluted with lighter fluid:

1. Burnt sienna + Yellow ochre
2. Burnt sienna in larger quantities + yellow ochre.



I do not use filter as I think they do not cover enough the base coat. I prefer using controlled washes more or less diluted depending on the desired effect. The excess wash is removed using a brush in a top to bot-

tom motion on flat surfaces and making sure it is often cleaned on paper towel. At the end of this phase, the overall model is slightly darker and the recesses start to be more defined.

Now it is time to start the first highlights that will give more volume to the model. I exclusively use oils applied using the fresh brush technique.

This implies a slight dilution of oil paints with lighter fluid. The brush is dipped into the mix and then dried so as to leave little paint on it. It is then brushed on the model in a very light coat making sure that the details do not suffer from paint accumulation.

No proportions will be given for the mixes as they vary depending on the desired final aspect. You must allow 24

hour drying time between each coat and it is better to work on small areas. This is done both on the dark yellow base coat and on the green spots.

1. Dark yellow base coat: Naples, including the lower hull and undercarriage.
2. Camouflage: Green earth + Clear Naples yellow.
3. Whole model: Naples yellow + clear Naples yellow
4. Dark yellow base coat : clear Naples yellow.
5. Lower hull : Naples yellow



Once this is done, a wash composed of burnt umber and yellow ochre is applied on the model.

The purpose of this wash is more to act like a filter as often used by Spanish modellers and blend the various weathering effects together and compensate for a brushing mishap or too sharp colour differences.

After this phase, the markings coming from an Archer transfer sheet are applied on the model, a camouflage net is fitted to the fighting compartment and a chain added to the front glacis.

The tactical symbol dedicated to 2. Kp seems bigger than on the pictures of the real vehicle. I decided to use it nonetheless as the decal proposed by Dragon was much too thick and did not resist to the application of Microscale products.

The Archer transfer is touched up using white and red paint especially in the areas close to the pistol ports, the rear door and the weld seam on the edge of the fighting compartment.



12

12

The next step consists in a dry brush with a mix of Humbrol 103 and 94.

13



13

The chips are then made using Vallejo German grey 995

14

In order to give more depth to the model a wash is applied in the recesses and around all the superstructures of the vehicle.

14



14



14

It consists in a mix of Payne's grey and transparent orange oxide. It varies in proportions and will be darker for the weld seams and browner around the rivets for example. Rain marks are done using the same colours. A light mapping is done using transparent orange oxide.

15

The tracks are painted in Humbrol matt black and then dusted. Graphite gives a metallic aspect to the roadwheels which are then dusted.

The glass on the aiming sight is made using translucent epoxy glue. The driver's episcopes receive a coat of gloss varnish mixed with Humbrol metallic blue 52.

15



The handle of the hammer is painted with oils and the wood grain is represented. The muzzle brake is blackened using dried pastels. The mud that was first shaped during the assembly stage is covered with pigments mixed with lighter fluid. The chain is

painted in grey in order to enhance the links. A water jerrycan (dark grey with a white cross painted on each side) is placed on the front glacis. Areas that are most prone to heavy wear (e.g. the edge of the hatches) are rubbed using a graphite pencil.



FIGURE

The figure is a mix and match of various parts. The head and the arms come from Royal Models, the torso is from Verlinden and the legs from MK35. The hands were salvaged from the spares box. All these elements are assembled

and puttied whilst making sure it fits perfectly into the commander's hatch. Painting is done using oils. The mixes are shown in the following table. The simplicity of the uniform makes the process rather quick and simple.





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This set offers the modeller the six colours essential for replicating the camouflage patterns that are most commonly seen on the vehicles of the Russian army and armed forces of many of the post-Soviet states. These colours are also valid for the vehicles used in the late Soviet era. Our acrylics are manufactured by AK-Interactive, and are made to our own formula, which prevents problems with them drying in the airbrush, causing potential blockages.

AK 4130 Modern Russian Colors Vol. 1

MODERN RUSSIAN COLORS VOL. 1



This set is not only an add-on to the first set, with additional colours that you may use to reproduce even more camouflage patterns, but it also offers the three colours indispensable for recreating the attractive hard-edge camouflage scheme. Our acrylics are manufactured by AK-Interactive, and are made to our own formula, which prevents problems with them drying in the airbrush, causing potential blockages.

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MODERN RUSSIAN COLORS VOL. 2



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an ambulance

in Kōweīt

Short history

Type 63, YW531 is a Chinese armoured personal carrier that entered service in the sixties. Produced by NORINCO and sometimes called BTR 63 or K63, it was the first Chinese vehicle that was designed without the assistance of the Soviet Union. Circa 3000 vehicles were built and over 2000 are still in service these days.

It is motorised by an 8 cylinder air-cooled turbocharged diesel engine that delivers 320 hp at 2500 rpm, allowing a maximum speed of 65 km/h on the roads and 50 km/h off-road. It is equipped with a Type 54 0,50" machine gun which is a copy of the famous Soviet DSHK.

The armour has a maximum thickness of 14mm, protecting the crew from small arms fire and shrapnel. The vehicle is amphibious and a folding trim board stowed at the front of the hull needs to be raised.

This APC was widely exported and could be found in such places as Viet-Nam, Democratic Republic of Congo or Pakistan. Iran and of course Iraq also received these vehicles. It was used in combat in Viet-Nam, during the Iran-Iraq war and more recently during the Gulf wars.

The main variants were:

- YW 701: a command vehicle with higher troop compartment.
- YW 750: the ambulance variant with higher roof line. And aeration and ventilation systems on the roof side.

The variant depicted in the following pages is a YW750 used by Saddam Hussein's army abandoned in the desert by its former owners



The model

Once again, Bronco offers a nice model moulded in a light beige plastic that is easy to work with.

The plastic being soft it is necessary to remove the smaller parts with

a small saw in order to avoid breaking them. A small PE fret contains the all the grids.

The winch cable however is cheap as it is a simple piece of cord. Bronco could have supplied a proper piece of metal cable.

The tracks are composed of individual links. They are workable and quick to assemble but care is required as the links break easily.

At the end of the day, it is advised the glue the links together!



YW 750



Text and pictures
Pascal **RENAULT**

The side skirts will have to be painted and weathered prior to finishing the assembly of the model.

The decals are thin, react very well to softeners and offer very good adhesion. They represent the red crescents that are characteristic of ambu-

lances in some areas of the world.

2 decorations are proposed. The model shown here is painted in sand while the other vehicle proposed is sand and green.

This latter vehicle was heavily

Picturegraphed in 1991 lying on its side after being destroyed by the coalition.

BUILDING YW 750 Bronco models CB35083

01 BUILDING

Overall view of the model. The side skirts are held by masking tape for the need of the picture.



02

The side skirts are slightly distorted using a pair of pliers and a piece of cable will replace the cheap piece of cord...



03

03

The protections of the lights are made of bent copper wire, glued using CA and puttied.

04



04

The mudguard flap is done using aluminium foil.



➤05

The trim board is also bent using pliers.

06



↙06

Some skirts are removed on both sides of the vehicle.

08



↙07 and 08↘

The machine gun looks nice once assembled.



09

The rear of the APC is well detailed using PE. Although Bronco proposes hatches detailed on the inside, the interior is desperately empty! The doors will therefore remain closed. A chain is added to the model to give it some life.



10 and 11

Although the hatches can be left open, this is of no use as the interior is completely empty.



12

The wiring of the lights is made using thin electric wire. The model is now ready for painting.



PAINTING

The assembly is straightforward and painting will be done in several steps, starting with the bottom of the hull and the tracks so as to fit them to the model before continuing the assembly.

These parts will then be masked in order to paint the side skirts and the vehicle itself.

It is painted using Tamiya acrylics diluted with alcohol. A drop of water is added to the mix in order to avoid the orange peel effect that can sometimes be observed when using these paints.

The hairspray technique is used on the model. Painting will start with the deeper 'damages' then going more and more to a paint that is not degraded but faded by the weather conditions.

Rusty colours ranging from orange to pure rust and red are sprayed. This is then protected by a layer of hairspray.

Then we spray dark grey colours. The grey paint is removed using a thin flat brush soaked into water over the areas that are most prone to alterations and wear.

The work is protected by a coat of PEBEO varnish and left to dry overnight. The base coat is then applied over a coat of hairspray. We then reproduce the wear and scratches using a flat wet brush and protect the work with a coat of varnish.

Finally, the base colour mixed with white paint is sprayed over a third layer of hairspray on the areas of the model that are most exposed to light. This layer is again scratched in places.

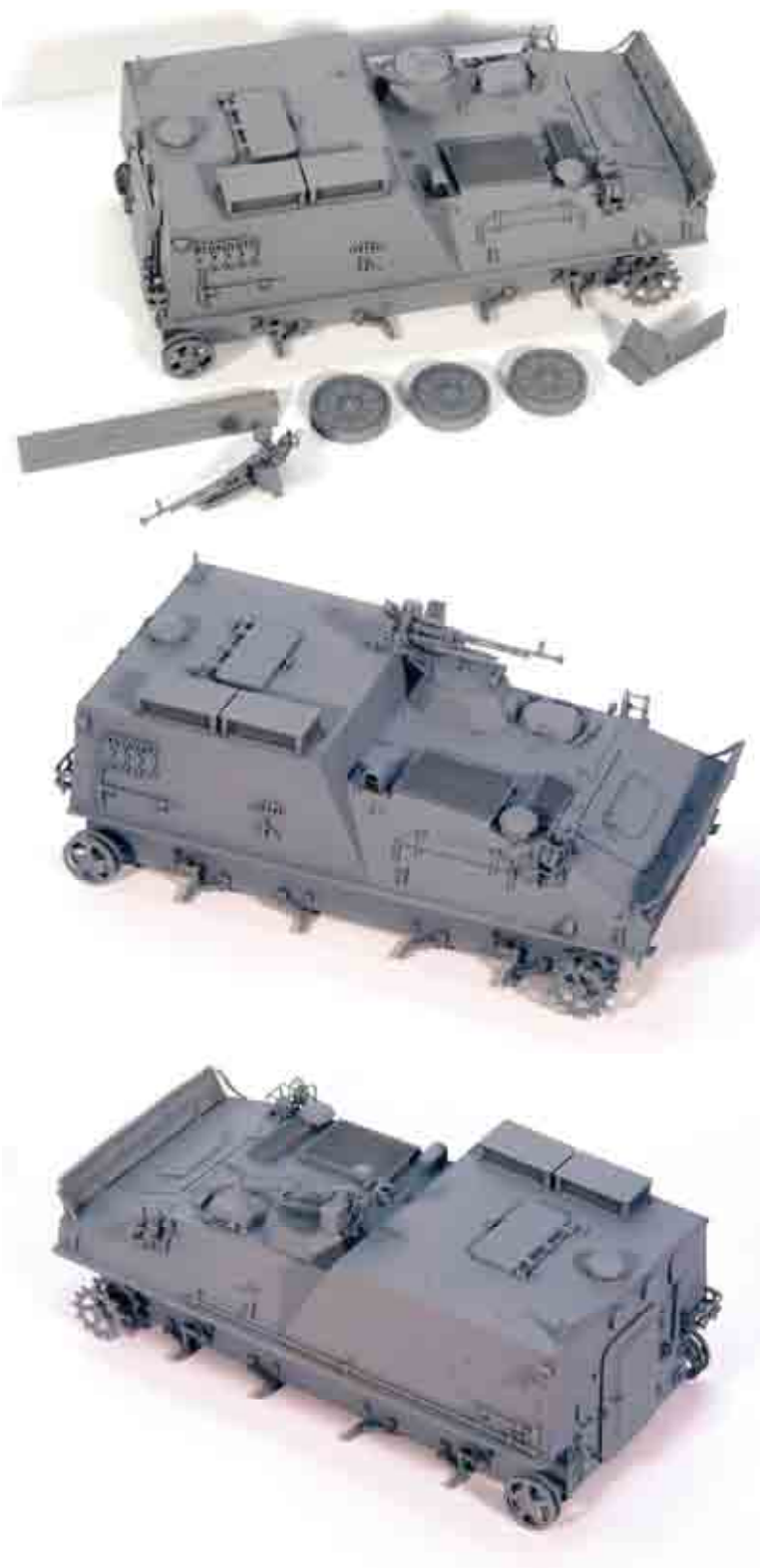
The decals are applied over a coat of satin varnish and softened using Microsol and Microset products.

A coat of varnish will protect the model.

Weathering starts with the application of a dark wash in all recesses. Then oil paint spots (Burnt sienna and yellow ochre) are drawn down using a small flat brush dipped into lighter oil.

The final steps will consist into a dry brush with Humbrol H53 steel and graphite on the edges and other area that are most exposed to regular heavy wear.

Sand pigments are applied here and there.



13, 14 and 15

A dark grey primer is applied on the whole model. It does not matter if this is not perfect.



✓ 22

The winch cable is replaced with a part coming from the spare box. We let it hang at the front of the vehicle. The exhaust outlet is darkened using "dark smoke" CMK pigments.

23 ▽

Note the tricky position of the crescent decal at the front on the trim board. It needs to correspond with the part placed on the engine hatch and it needs to adhere perfectly to the reliefs of the part. The softeners played their role perfectly there!



24, 25 and 26 ▽

The rear of the vehicle also receive a decal that is not easy to place. It looks like the mudguard flaps should be painted in black. The instructions however do not make this an absolute necessity. Therefore they were treated like bent and worn pieces of steel.



27

The optics guards were brushed with steel, the edges of the saw are polished with graphite. The cable receives several washes ranging from rust to black. The engine grids are dusted using sand pigments. Note the decal on the engine deck.



28

The result of the combination of hairspray technique and micropainting is clearly visible here. The light was deliberately forgotten.

29

The nice 12,7mm machine gun is well enhanced here. The metal parts are painted in matt black and then receive a Prussian blue wash to represent heated metal.



30

The handles are treated with wood colours. The ammunition case is painted in dark grey and its edges brushed with steel. Bullets are painted in brass.



∟ **31** and **32**

Seen from above the model presents a massive and clumsy aspect.

10 questions to José Luis Lopez Ruiz

English

Ten questions to : José Luis Lopez Ruiz

• **Hello José Luis, can you introduce yourself in a few words ?**

Not easy! Next question please! Lol ... !!

I'm just a quiet and family man who really enjoys everything related to modelling's world.

• **How long have you been practicing kit modeling ?**

My father is a modeler too and I started making kits really young. But due to university, girls, first work, girls, my wife ... kids ... I started to make kits again in 2008, just when my child were old enough and needn't my care all day.

• **Which were the reasons why you were attracted by kit modeling ?**

Looking to my father working on his kits was fascinating. I spent hours and hours watching him making his models with care and patience.

And play with little kits of airplanes and tanks was absolutely thrilling for me. I loved war movies and I was able to reproduce them in my room! What else!

• **Your main focus area is Did you or have you been practicing in some other areas of modeling ?**

I love every kind of modelling, but actually I'm focused on AFV. I must say that I've got a nice bunch of kits at home Including many airplanes, sci fi, ships So, be sure that I'll start making them soon!

How much time a week do you spend on modeling ?

I'm not a professional modeler but I really spend many hours on modelling per week. Maybe 12 to 14 hours or even more I've got any special project in my schedule. And as I get more experience, I need less time per kit ... my hands sometimes work without any control from me!

• **Is painting phase, eg the final look, more important than building/detailing phase or are both equal ?**

I like to make attractive looking kits overall. This is just my way, not the best, just one way more in the large list of what make us happy with this hobby. Extra detailing is out of my skills (and patience) and I do not enjoy it... and I just look for fun when modelling! Anyway, the real equilibrium is a detailed kit with a nice paint. That's the reason why I use to collaborate with other modelers, to be able to paint really accurate and detailed kits.



• **When you start a kit, do you gather technical and historical material first, or is building/painting the kit your only interest ?**

I buy and make kits by impulse. If I like the vehicle, the shapes and the painting camos I make the kit. I'm a really easy man about it!. No matter if it's a WWI, WWII or modern era vehicle. If I like the look of the kit, I make it. I just study a little bit the places where my vehicle fought; look for information about the soil and vegetation, weather and battle damage, anything I need for weathering. Never look if any rivet is missing or any dimension is not accurate.

• **Who are your "masters" in the modeling hobby ?**

Every single modeler in the world is someone you can learn from. I'm lucky as I'm able to travel around the world and visit many contest and I can meet many many modelers. And believe me, looking to their kits and talking with them you always learn something interesting and useful. If you're asking me for my favorites "well known" modelers ... there're so many of them that I do not want to make a list and missing one by mistake.

• **Do you think kit modeling should have mostly an artistic approach, or more reflecting reality without caring much about other aspects?**

Kit modeling MUST make you happy, that's all. You must like your own work above all and feel proud of it. There's not an "official way" of modelling, not the right or the wrong way. Whatever you do, there'll be always people whom do not like your work. We must respect all opinions but as I said, above all, enjoy our hobby the way we like it. I've friends that really enjoy scratch-building kits, others just reading dozens of historical and technical books, some of them just painting. What is really important and nice to me is to see their happiness and satisfaction faces!

• **How do you think of the future of our hobby, from manufacturers perspective as well as modeler one ?**

There's an important generational problem with modelling as I do not see many young people on shops and forum. I made many kits to play with them in my room in bloody battles until my mother called me for dinner! But actually, you can play a real battle with your Play Station, X-Box or similar ... why should they waste hours making a kit for playing when they can switch on a PS and play with an awesome Tiger I or fight like a SEAL's soldier in minutes?. War, violence and history continue being interesting for young people but not in the same way. There's not an easy solution for this. Anyway, we're living golden days with our hobby and thanks to the increasing number of modelers in Asia and South America, manufacturers will continue providing to the old Europe with many new kits and aftermarkets. We're lucky after all!

• **Thanks for participating to this exercise and answering those questions which now help us, if that was necessary, to better know you.**

My pleasure!



T-55 ENIGMA IRAQ 2003

Short history

The T-55 Enigma is a conversion made by the Iraqi army before the 1st Gulf War in 1991, in order to protect its armor but the inconvenient was a higher weight, symbolized by the counterweight mounted on the back of the turret to compensate the overweight on the front, making these T-55s less mobile.

As a matter of fact, most of them would be partly buried and used as bunkers, the others suffering breakdowns or eliminated by the coalition forces...

So despite their impressive look made of concrete poured in metal blocks, their efficiency will remain doubtful and the influence of these modern tracked knights will not last long in history.

Some different versions of this Enigma conversion exist – probably because they mainly result from some kind of DIY – represented by the position of the front armor blocks or the shape and the supports of those on the turret.

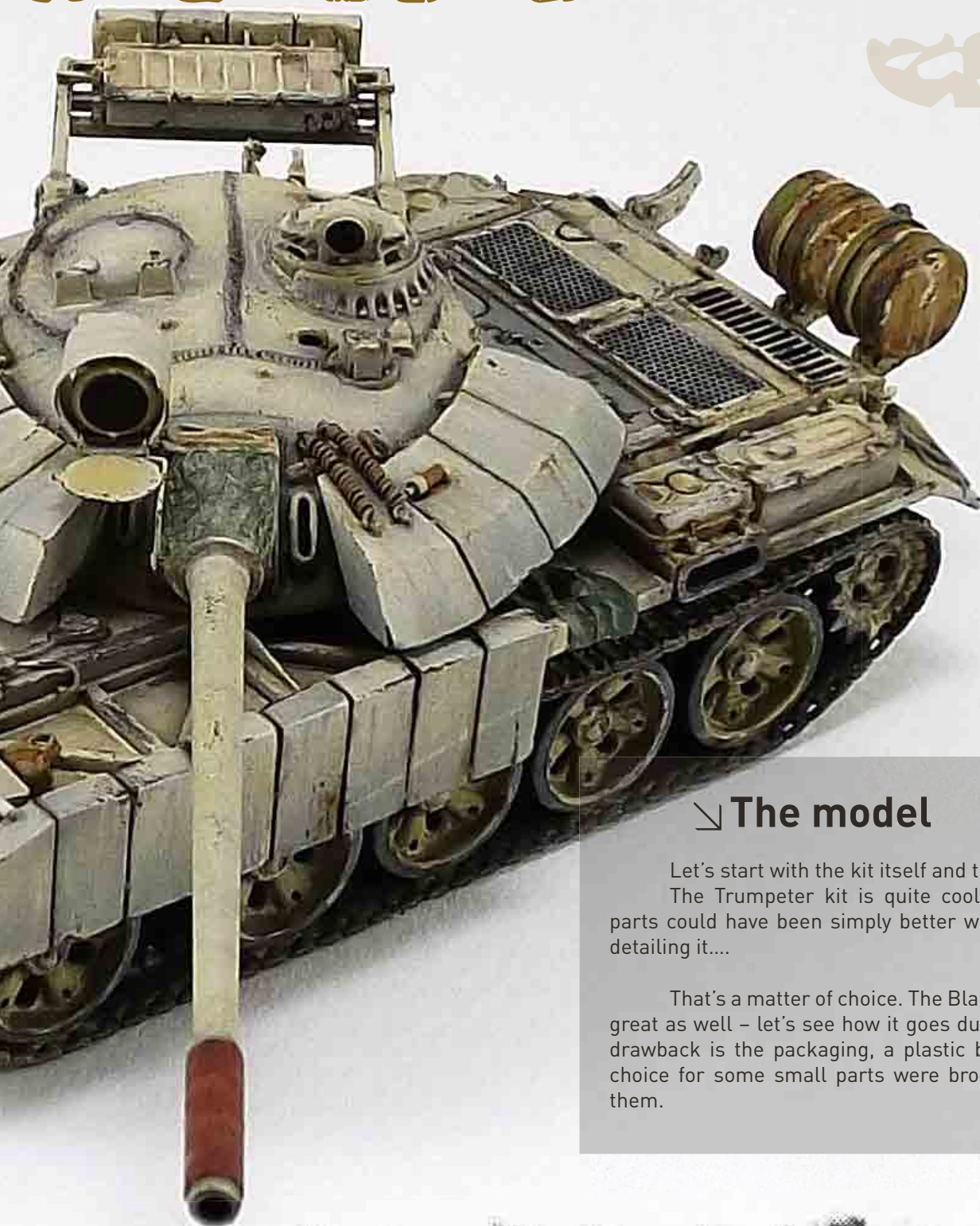
Fourtitures for this kit :

Trumpeter T-55 M1958 1:72	07282
BlackDog T-55 Enigma	T72047
Zvezda 1:72 US motorized infantry	7407



Text and pictures
Yvan **Garnier**

GMA



▾ The model

Let's start with the kit itself and the conversion:

The Trumpeter kit is quite cool, detailed even if some parts could have been simply better without getting into over-detailing it....

That's a matter of choice. The Blackdog conversion seems great as well – let's see how it goes during the build – the only drawback is the packaging, a plastic bag is not a really good choice for some small parts were broken, but I could rebuild them.

BUILDING T-55 M1958 Trumpeter 07282



BUILDING

It starts with the lower hull, and particularly the running gear: first remove the molding seals on the rubber bands, for these marks do exist in reality, but they are overdone by Trumpeter and would be invisible in 1/72.

Otherwise there is some work to be done on the hull: rather than removing the mudguards to include some conversion parts, I found it easier to build some support frames in plastic card.

Then I replaced the support frames of the mud-

guards, I made another one on the rear and removed one of the front.

The tracks are washed with soap and fixed using superglue even if this needed time to hold properly.

I worked some parts like the exhaust (building the metal hoop, thinning the opening), I also added a gas tank over it and the cables on the others (typical detailing of the external tanks on the T-55/62), the grills on the engine deck and some missing bolts on the KMT anti-mine system on the front.

The rear mudguards were shortened since the extensions seem to be missing on the reference photos of the Enigma.

I nearly died when I watched some walk-around photos, for the more you look at them more you get things to build!





So I made new bolts on the front armor plates, added lights with their cable and their protections as well as the windshield washer pipes for the driver's episcopes.

The hull is finished with the supports of the barrels done in plastic card, and I chose to keep only on barrel.

Building the turret was quite tough, since I had to rebuild the support pads for the armor blocks like on the real Enigma, the Blackdog conversion

being simplified and even fitting the turret was quite messy.

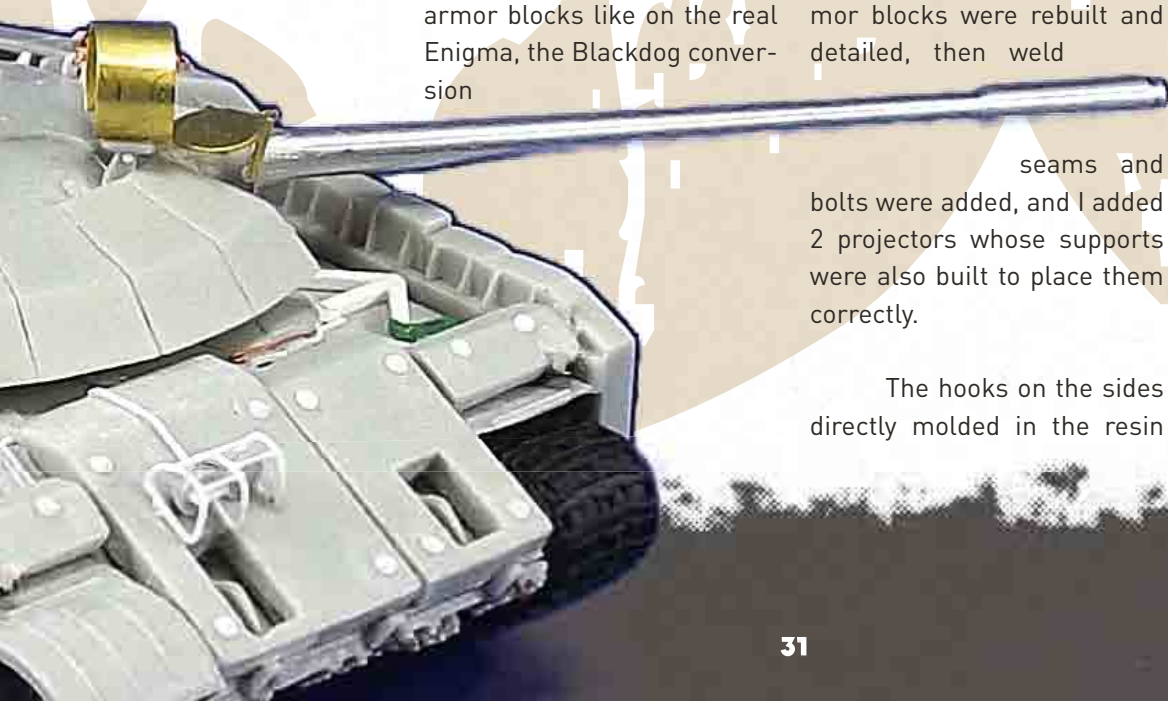
The springs in front of the shooting window, as well as the hinge system on the front and right-hand side armor blocks were rebuilt and detailed, then weld

seams and bolts were added, and I added 2 projectors whose supports were also built to place them correctly.

The hooks on the sides directly molded in the resin

parts are replaced by new ones made in brass, the bolts all around are the cupola and on the counter-weight are added or replaced and I finally scratch-built a support for the schnorkel tube on the rear.

I'm quite disappointed by the BlackDog conversion, which is not really accurate or its dimensions are incorrect mixing parts from different versions of the Enigma, according to what I saw on the reference photos.



BUILDING T-55 M1958 Trumpeter 07282



PAINTING

Painting the beast starts with a Black and White base : I must confess that the task was not really easy in 1/72. There is more work to do with a brush because it is harder to do with an airbrush... or at least it was a first in 1/72, and I've practiced the technique a little more with the next kits. This base is then weathered with some white chipping and washes and streaks using black.

The basecoat is also a discovery and made using multiple layers of AMMO Mig (but that would be just the same with Vallejo, Prince August or AK Interactive). The B&W technique is still visible through the basecoat but has to be neither too transparent nor too opaque. The paint is thinned with the brand thinner (40% paint for 60% thinner) under a constant pressure of 1 to 1.2 bars. These acrylic paints tend to dry quite quickly

and the low pressure (normally recommended 1.5 to 2 bars) makes the paint clog, so I advise you to have 10-15 minutes work sessions and clean your airbrush in between (just water under a 3 to 4 bars pressure will be enough). Thus it is very important to note the proportions of the different paints and thinner to go through another session – that is usually performed right after cleaning the airbrush.

Then a coat of Klir (or Future) is used as a protective coat. I must say, that

since this model, I've been using a rather satin varnish, the VA/PA/AK/MA acrylics being more opaque than Tamiya, which is working very fine with Klir.





The basecoat is then tinted with a sepia filter (creating a first step in the weathering) and a dark wash of Burnt Sienna. To get a new challenge, I'm now experimenting weathering using only acrylics for the filters and washes from Vallejo.

Then the projector, the canvas, etc. and the rear barrel, using acrylics exclusively.



BUILDING T-55 M1958 Trumpeter 07282



This step is then followed by some chipping, either with a brush and some brown or some Chipping Color from AK/MA (this is the same color really), or using the mapping technique thanks to the highlighted surfaces made by the

previous white chips from the B&W base. The streaks are then applied using the Wash from Vallejo.

A coat of satin varnish seals the whole model before applying some dirt

to the logic places (engine deck, barrels, tanks, etc.) and some graphite is the brushed on the protruding metallic parts. I finish the model with a slight dusting using different pigments from MIG/CMK that I apply and fix with water.



1:72



BUILDING T-55 M1958 Trumpeter 07282



The minimalistic diorama sets the abandoned Enigma on an oval base, in the desert near a road like you can see on some photos.

The 3 figures are Zvezda recent references for War-game, and they are good quality with very fine details, with some hard and easy-to-work

plastic. The squatting soldier with the camera is a transformation of a soldier holding a rocket-launcher AT4. Here again, the figures are exclu-

sively painted with VA/PA/AK/MA acrylic paints.



WALK AROUND T-55 Enigma

T-55 Enigma

Pictures
Olivier **Carneau**





WALK AROUND T-55 Enigma





BLITZ

14
18

39
40

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BUILDING
SS-15 - Panzershop PS35C160HT

COLD WAR INT

8K99 - RT-20P
SOVIET MOBILE ICBM

SS-15

SC



IMIDATION

ROCKE

Short history

The SS-15 was the first mobile ICBM designed by the Soviets. Designed in 1964, it was a 2-stage type missile (solid propergol for the first stage and liquid for the second).

During its development, three different basing modes were considered: road-mobile, railway and silo.

In its road-mobile version, the missile was placed into a transport-launch canister and fired a T-YUM motorised launcher derived from the IS3 heavy tank. The missile was fired using the mortar launch technique.

The missile weighed 30.2 metric tons and could carry a 550kt nuclear head over 11 000km. Alternatively, it could send a 1,5Mt warhead up to 8 000 km.

Its first appeared to the public at the Moscow military parade in November 1965 although the first flight tests were only carried out between 1967 and 1968.

The program was put on hold in October 1969 and it was never deployed.

Fouritures used for this kit:

SS-15 - Panzershop	ref PS35C160HT
Tracks Friul	ref AWS-122



Text and pictures
Laurent **STANKOWIAK**



▮ The model

Panzershop offered the post WWII Soviet armour fans a superb Christmas gift at the end of last year when they issued this 55cm long monster!

Upon opening the box, no less than 200 parts are found along with a gigantic single-piece missile.

The quality of the resin parts is good with very few defects other than on the more complex parts depending on their position inside the mould, e.g. the cradle.

The sprues and sockets are placed intelligently and removing the parts will remain relatively easy.

Care should be taken when dealing with the bigger parts (no more than a dozen).

Most parts are straight and this goes to prove the care and attention that was brought to the moulding and resin curing process. No short shots or sink marks were noticed.

The missile is a one-piece block. Its design is clever: a fiberglass frame made of two halves that were cold welded and finished with wall coating. To sum it up, it is perfect and just needs to sand the small seam on the whole length.

The PE fret provides the items necessary for detailing the missile and its launcher: circling, wire support, engine grids...

It is of good quality and easy to work with and shape.

The Friulmodel track links are included in the box with 20 additional links so as to obtain 2 tracks of 100 links each. Although there are right hand and left hand links, the 20 additional links are right hand. This will need to be corrected later.

The first 10 customers also benefitted from Friulmodel white metal road wheels. Although I came in 19th position, I still replaced the resin parts with their white metal equivalent because of the weight they have to bear.

A pre-cut piece of cardboard will be used as a gauge for positioning the elements of the undercarriage.

Once assembled it provides a base on which to place the lower hull so as to position the road wheels at the correct height and also a gauge for positioning the missile. Well thought!

A plate of clear plastic is provided for the windcreens and windows along with masks for the painting stage.

No interior is supplied for it will be invisible once the model is assembled.

A 4 m long nylon thread will be used for the wiring and cabling on the missile.

4 metal wire are also contained in the box although no use was made of them.

The assembly instructions made of pictures and drawings are the weak point

of this kit as it is not clear from the instructions where some of the parts actually fit.

The process I always follow is to clean all parts in advance so that I can later fully concentrate on assembly.

After studying the assembly instructions, I selected and sorted the parts for each step. I then started to clean, sand and prepare all parts. After that I cleaned the parts with hot soapy water.

This phase is long and tedious but allows a quick building without losing time and focus.

Very few references exist and the pictures that can be found are of a mediocre quality. I detailed a few areas like the cylinders, the steps at the front and the hydraulics but it is difficult to do more given the lack of the references.

The biggest difficulty of the kit lies in the 20 cables and their positioning. I will go back to this later.

The key for succeeding in assembling this model is to prepare the work ahead. I could see the difficulty with cables and through preparation I managed to assemble them in 2 hours.

However, the positioning of the structures without any kind of guide and hazy instructions was rather time-consuming



As a conclusion, Panzershop offers an exceptional model like their P40, the 2S7 PION or the upcoming 2A3 Kondensator. The assembly is complex but provided a good preparation work it is no mountain to climb.



Though an overall complete multimedia kit it would be a good idea to include the white metal road wheels and sprockets, as a replacement for the resin parts.

The quality of moulding is very good with very few defects to be noticed.

Finally, in terms of originality, this is a masterpiece in a showcase or on a contest table.



01

01

The SS-15 at the end of the assembly phase. This picture gives a good idea of the huge size of the model. It is 55cm long and will cause some handling issues during the painting phase. The missile is not fixed to its launcher so as to handle it separately.

The building

02

The rear part of the model with the cylinders deployed. These were scratchbuilt in aluminium tube to place them on the floor. The cylinder support are made of plastic tubes.



02

➤03

The various resin parts are placed on the missile rather easily. The strappings are closed using Grandt Line bolts. The missile cabling is the most complex and most visible part of the missile. A good preparation is necessary and will consist in drilling the 20 housings for the top connectors several mm deep in order to have a proper resistance to the tension of the cables.

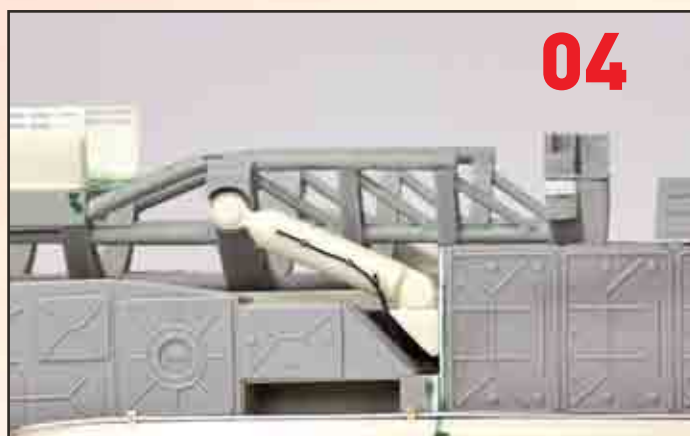
The PE part that will receive the cables must be absolutely straight. The part is incorrect as it has 14 housings for locking the cables when it should only have 13. It is necessary to remove this last section. Otherwise the cables will be blocked between the cradle and the missile instead of going into through their housing.

Once this is done, the first cable to position is the bottom one, number 20. It is utterly important to position it accurately as it will guide the following cables that will be laid above it. Once the eleventh cable is laid it is possible to lock the first section of 10 cables as the curve of the cables and the position of the 10 next cables will make it impossible afterwards.

The second section that houses the 20 cables can be locked once the 20th cable is positioned. The closing of the next eleven sections will not be a problem. I added a Grandt Line bolt to the top and the bottom of each strap.

Positioning of the cables

03 06 09 12 15 18 20
02 05 08 11 14 17
01 04 07 10 13 16 19



➤04

A rear view showing the lifting cylinder to which the hydraulic system was added. The cable is made of very thin copper wire. The ties are made of lead foil. A bit of resin was missing from the front support, this was re-shaped using plastic card. It receives a straight part that will then block the missile. The rear part of the support was sanded off so as to hollow out the vents.



➤05

The rear cylinders are rebuilt using plastic tube. All the hydraulics was rebuilt too. The cable was placed in its housing and then locked with a metal pin with a Grandt Line bolt at the front. The towing cable hooks are replaced by those made by SP Design.



➤06

View of the rear with the 2 cylinders and their hydraulics. The large empty space is for storing the cylinder bases. These are normally placed on the sloped part during transport. The axle holding pins are missing on the picture. The cradle support was unfortunately slightly torn and heating was required to straighten it up and position it on the correct axis.

07



➤ 07

The two top rear supports were splayed by one or two degrees in order to hold the missile without blocking it for ease of handling.

The rear plate of the front structure was replaced with plasticard because of the damage done to the part when cutting off the huge injection socket.

08



➤ 08

The correct positioning of the mudguards on the whole length of the vehicle is essential as they have to be perfectly straight in their housing. The top part lies over them without any guiding device. To compensate for that I used two 2mm square tubes that I temporarily fixed with cello tape on the whole length.

09



➤ 09

Fitting the cradle and the reinforcement bars is easy enough. I used Games Workshop liquid green stuff to fill the gaps. It has the advantage of drying quickly as well as being waterborne. I added the steps in copper wire. The towing hooks were replaced for SP Design parts. A plasticard plate was added to the front allowing a decent finish at all junctions.

The windows are placed and protected with Tamiya masking tape. Wipers taken from an Eduard PE fret will then be added.

10



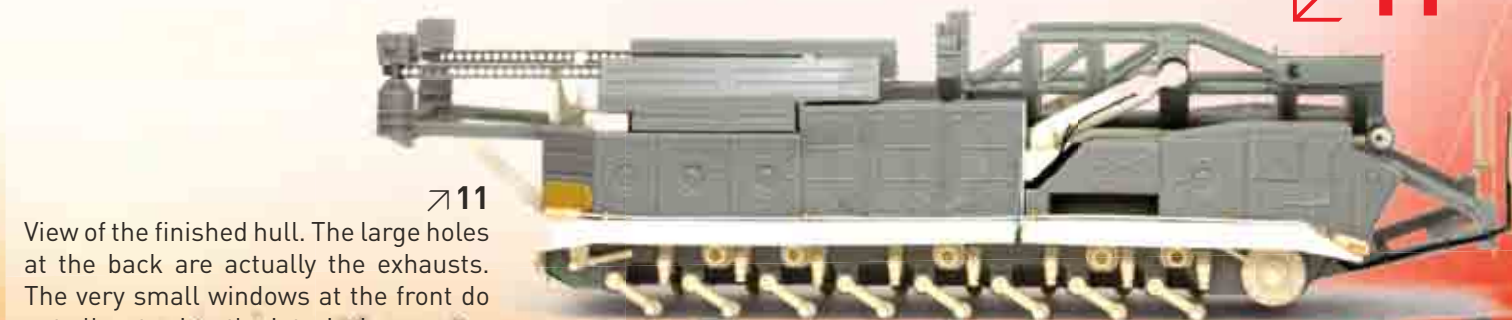
➤ 10

The mudguards once the bigger elements are fitted to the hull. It is necessary to position them very accurately as any deviation will be highly visible given the length of the parts.

The rails are carved and placed on their receiving studs. I did not strengthen the attachment as the weight is mostly at the rear of the vehicle.

11

➤ 11



View of the finished hull. The large holes at the back are actually the exhausts. The very small windows at the front do not allow to view the interior!

The overall look of the vehicle will change once the undercarriage is fitted enhancing its massive aspect.

12



➤12

All parts are ready to receive the missile. The assembly started from back to front in order to keep proper symmetry, hence keeping the missile in line. The top of the cradle demanded more filling, probably because of its position at the bottom of the mould.

You can see the receiving connection box for the 20 cables. The housings were drilled.



13

➤13

All PE grids in place. The cylinders were drilled in order to have access to the bottom of the cradle. These parts will be invisible once the missile is positioned on the vehicle. The axles at the cylinder ends received a plastic pin in order to lock their position.

14



➤14

The one-piece lower hull looks fantastic. I had to drill all the axles supporting the return rollers so that they came fully in their housing. The junction plate at the front was added to link properly the cabin and the lower hull.

3 holes are drilled that will receive the pins that will secure the vehicle to its base.



➤15

The undercarriage is composed of 2 x 8 road wheels, 2 x 4 return rollers, 2 idlers and 2 drive sprockets.

Those are modified to replace the resin parts. Their centre part is salvaged from the resin parts and glued in place on the white metal sprockets. Given the weight of the complete vehicle and the fragility of the resin parts, this replacement for Friulmodel parts is imperative.





The SS-15 being a vehicle that never entered production, I wanted to represent it at the end of its short « career », in 1969, once all trials and tests were finished. A worn vehicle stored away somewhere in the USSR still trying to avoid excessive weathering.

Painting the SS15 happens to be a long and somewhat tedious job. The large smooth surfaces of the missile need to be carefully studied before starting the modulation process. This will be followed by numerous successive washes in order to obtain different degrees of wear.

Once the model is cleaned up, it receives a coat of Tamiya surface primer that will provide a good grip to the paint on the resin. Tamiya's superfine airbrush allows an accurate position of the various nuances of paints and is very easy to clean.

Paints are diluted using Tamiya X20-A thinner.



16

Painting of the hull is done using AK Interactive 4B0 modulation set.

This allows to highlight the areas that are more exposed to light and makes a sound base for the washes of various colours that will follow.

For more information on this technique you can refer to SteelMaster HS #21.

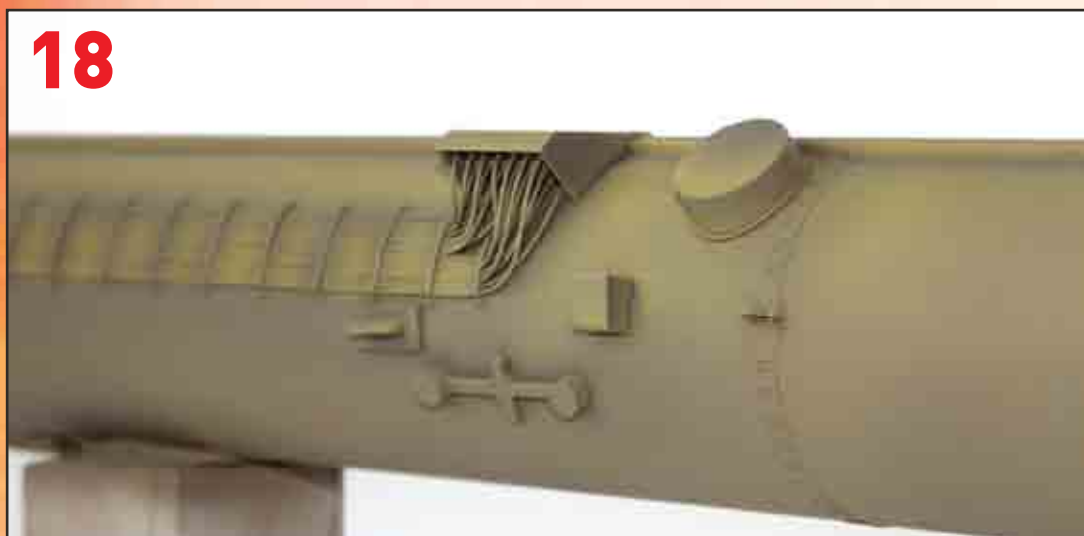
17

The missile is also painted using the modulation technique, this time lighter and using 3 different Tamiya references: XF57 khaki drab for the base colour highlighted with XF49 Khaki and XF4 yellow green. Numerous coats were necessary to highlight the volumes on the massive missile. The base colour different from that of the vehicle allows to break an otherwise monotonous camouflage.



17

18



18

The modulation was forced on the areas that mostly attracts the light on the outside elements of the missile like the cables. This area that is one of the main features of the model will take more volume once finished. Final highlights made with XF4 Yellow green are kept to the minimum in order to avoid excessive contrasts on the missile.

19

19

The road wheels are painted using the same colour as on the missile. Highlights are applied to the front of the road wheels using a mix of XF4 and XF49.



20

The drive sprockets are highlighted using XF49 Khaki on the flanges and XF4 Yellow green on the details. The contrasts will be softened with the successive washes.



21 ↘

The parts that are most exposed to light are painted with the AK033 colour from the 4B0 modulation set. This will give more depth and add contrast to the reliefs.

A coat of Vallejo 70-250 Matt varnish was sprayed on the whole model to protect the base coat from the numerous successive washes that will follow.

A first filter (P244 Green for light green) is applied to the whole model to start blending the colours.



22 ↓

The weathering starts with 502 Abteilung oils using the oil dots technique, using the following references: 155 German Three Tone Fading, 094 Green Grass, 050 Old Green and 070 Dark Rust. These are blended with a brush moistened with lighter oil.

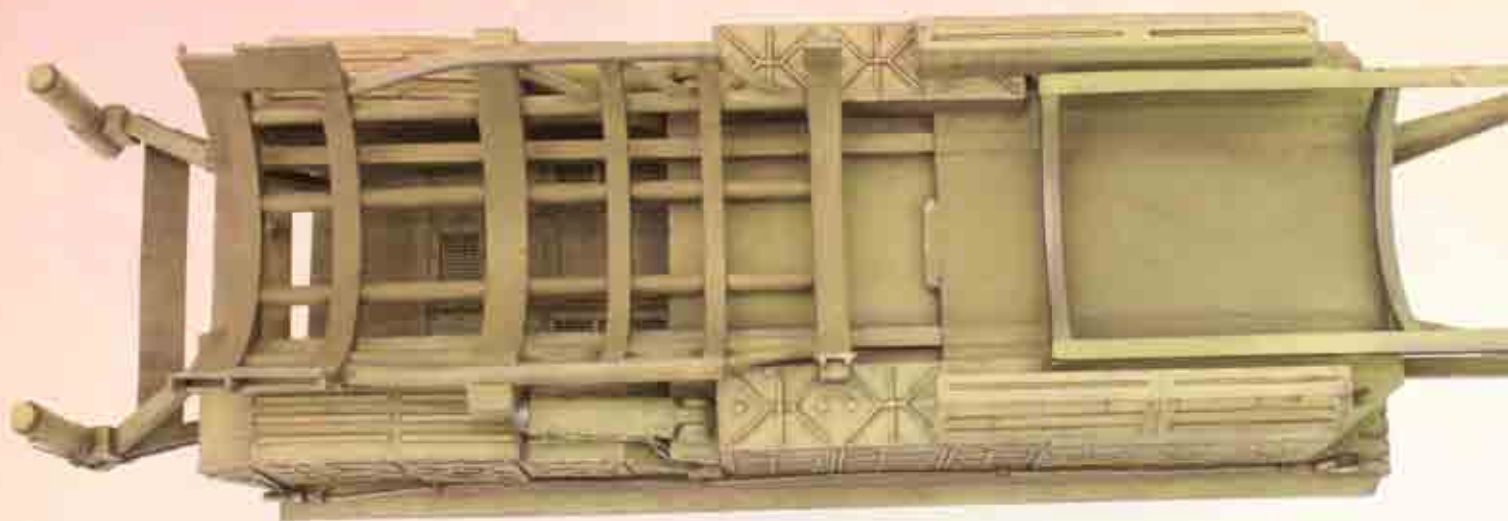


↑ 23

Once the paint has dried another P244 filter is applied to the model. I then gave more depth with AK045 Dark Wash for green vehicles faded with a small brush moistened in lighter oil.

24

At this stage a first wash will finish blending all the colours by modifying the base colour. In order to achieve this result I used sparingly MIG P305 Moss green wash. Several coats are applied varying the dilution to add nuances.



25

Chipping is done with a fine brush and a sponge using the AK033 colour from the 4B0 modulation set. It is recommended to keep it soft for a modern vehicle that never was used extensively. The chipping is finished with touches of AK711 applied over the previous chips.

The towing cable is painted in Prince August greased steel and receives an AK083 track wash. The work is finished with graphite powder.



25

26



26

Painting of the cylinders starts with a coat of Prince August Greased steel. A wash of MIG Oil and Grease is applied to both ends of each cylinder.

The mud effect is obtained with a mixture of AK08 Kursk earth, AK017 Earth effect, gypsum, sand and flocking sprayed with an air-brush.

Both cylinder bases are more heavily worn using AK 711 Chipping Colour and graphite powder. The same mud mixture was then applied.



27

The cupola at the front end was worn with graphite powder. Scratches with 4B0 AK033 and AK711 Chipping Colour are done and washes of AK045 Dark Wash for Green vehicles are applied.

Remnants of red paint remind that this vehicle took part to the 1965 Moscow military parade. It is applied with a sponge.

28

The worn aspect of the cables is done with AK711 Chipping Colour applied with a thin brush and a sponge. Again, pigments are used to dust the vehicle.

The antenna is painted in black and added at the very end of the weathering process.

The lifting hook is scratched and worn using the sponge technique and AK0711 Shipping Colour.



29

The tracks receive a coat of Games Workshop black primer. A veil of XF52 Flat Earth (75%) and XF57 Buff (25%) is then airbrushed on the tracks.

A wash of thinned AK083 Track wash is applied. Once this is dry, we apply various pigments (Standard Rust, Light Rust, Russian Earth, Dark Mud and Concrete) fixed with Pigment fixer. MIG P231 burnt metal is applied on the lower side of the track whilst graphite powder is applied on the inside of the track on the road wheel path and blurred with a stump.



30 ▽

The top areas are dusted with pigments MIG Dry mud 232, Concrete 026 and Russian Earth 034 which receive a wash of lighter oil. Once dry the pigments are blurred and push inside the recesses of the model.

The colour difference between the vehicle and the missile are clearly visible on the cradle.



30

31 ▽

The cylinders are painted with Prince August Greased steel and a wash of MIG Oil and Grease. Some small drops are put randomly under the cylinders and on the axles.

The missile receives numerous washes of MIG P305 Moss green wash diluted with lighter oil or white spirit. The scratches are done with a sponge and a thin brush with AK033 and AK711 greens.



31

32 ▽

The running surface of the road wheels are painted with MIG P231 Gun Metal. A graphite pencil is run on the return rollers.

The window seals are painted in black with a fine brush.



32

33 ▽

The exhaust receives some MIG P023 Black smoke pigments. Some touches of rust are represented with AK013 paint.

Mud is sprayed with an airbrush on the side panels.



33



34

✓ 34

The road wheels are dusted and the axle flasks receive some grease streaks applied with MIG Oil and grease.

35 ∨

The fresh mud is a mixture of AK016 fresh mud, gypsum and lighter oil applied with an air-brush.

This requires some practice so as not to have uncontrolled ugly lugs. The whole lower hull is dealt with this way.



35

36 ∨

The streaks and rain marks on the missile are done with AK 045 Dark wash for green vehicles and MIG standard rust blended with a small flat brush moistened in lighter oil.



36

37 ↓

The missile dusting follows the same process as for the vehicle using the same mixture diluted in lighter oil and faded.

The edges are slightly brushed with graphite.

MIG standard rust and light rust are used softly.

37

38

38 ↗

The rear receives a few streaks using AK045 Dark wash for green vehicles and a bit of rust.



39→

The different shades of green are clearly visible on the finished model. Starting from a modulation helps the application of successive washes until you obtain the desired effect.

39



40↘

Like the vehicle the missile colour is faded using 502 Abteilung oils. Numerous washes of P302 Deep green wash P302 and P305 Moss green wash are applied to the model.

40

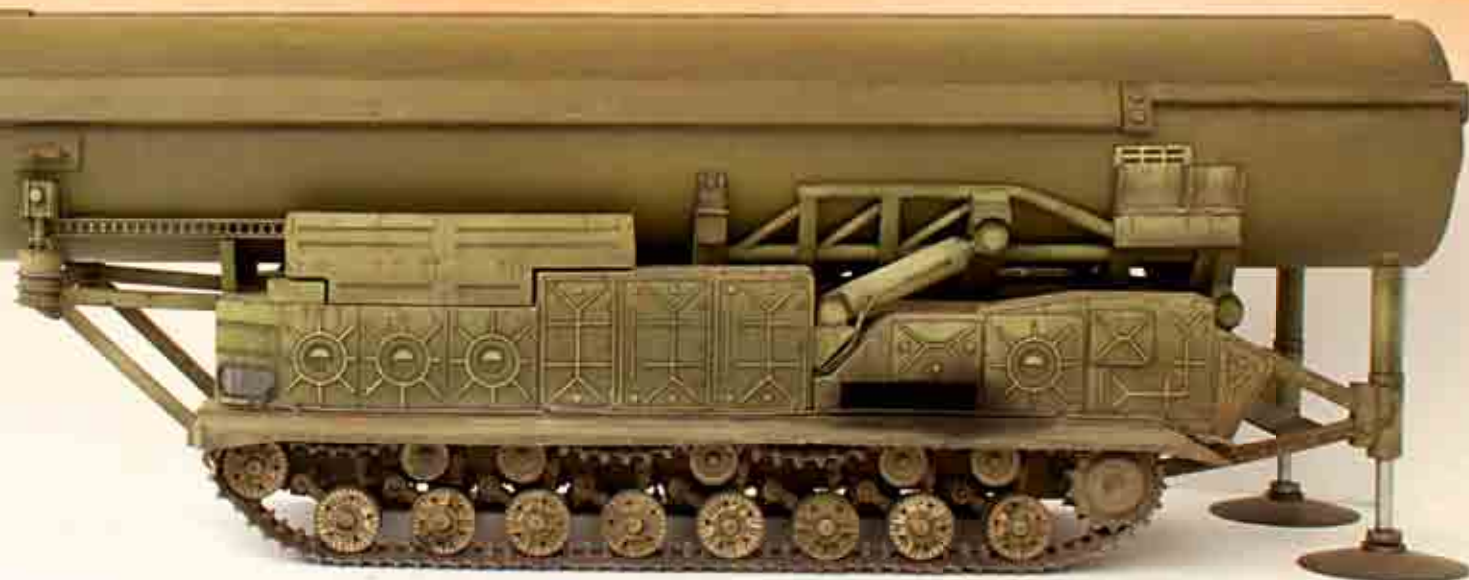


↖ 41

Streaks of AK045 Dark wash for green vehicles and AK013 Dark rust are stumped using a flat brush moistened in lighter oil. At this stage the shape of the missile does not allow for a uniform finish. The application of diluted MIG P306 Allied green pigments will remedy to that issue.

41





42



42
Graphite on the edges and some streaks of MIG P412 Light rust effect will give more depth to this massive part.

43



43
The surface of the missile is sanded with 800 sand paper to obtain a smooth paint finish and make a good base for the following stages.



44
The different shades of green of the missile and its launcher break the uniformity of this massive piece.

EXPOSITION Bonningues 2015

Text and pictures Merrill **Will**



On Feb 15, 2015 we held our 3rd modelling and figure show and contest in Tournehem sur la Hem, 25km south of Calais.

As for the 2 previous happenings the good weather was there. No less than 40 stands were installed in the 800 m² room that benefited from good lighting. This year's themes were Indochina and Viet-Nam Wars and Victory in 1945.

Exhibitions are a good occasion to meet with fellow modellers, chat together whilst enjoying a drink or coffee and make new friends.

Having had an accident a few days before the exhibition, I could count on the help of our friends, neighbours, all the club members and the parents of our younger members.

This year, the judges of the contest were supervised by Olivier Pouilly. I would like to thank them from the bottom of my heart for the excellent work they did judging over 168 works, of which half were military vehicles.

The best in show this year was awarded to Sébastien Follet, aka Zebulon, for his Hornethopter that competed in the "Fantasy" category.

The "Victory in 1945" award was granted to Dominique Berson for his "Stalin organ"

Then "Indochina wars" award was granted Mickaël Laethem for his "Red Baron"

Fabrice Favaux and his "AMX30BD" were awarded the "Abrams Squad" special prize.

The "Ammo-Mig" special prize was awarded to Dominique Berson for his "Stalin organ"

Our next edition will take place over 2 days, on Feb 12 and 13, 2017. We will spend the next 2 years thinking about animations and ideas that will make this week-end a must in the Northern part of France.



15





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E-75

Entwicklungen

Short history

E-75 mit Fahrgerät FG1250 "Nachtjäger"
The Entwicklungstypen genesis

As soon as 1942, the German military industry had to increase the production and build vehicles more reliable, less complicated to build and repair and less demanding concerning the precious raw materials. To meet these requirements, Oberbaurat Heinrich Ernst Kniepkamp, the chief engineer coordinating the Waffenprüfam 6, set up a standardization plan for numerous armored vehicles used by the Reich at the time. Known under the name Entwicklungstypen (standard types) or Einheitsfahrgerstell (multipurpose chassis), the new generation of armored vehicles were to give a solution to those numerous logistical problems.

The E series was to enter production from 1945 and develop into 6 types of armored vehicles: E5 Rutscher, E-10 Hetzer, E-25 Jaguar, E-50, E-75 and the super heavy E-100. The figures correspond to the weight class.

continued on page 66



Text and pictures
Alain **Drèze**

1:35



BUILDING Trumpeter E-75 - Standardpanzer 01538

The E-75

Heavy version of the E-50 (standard-panzer) the E-75 is designed to replace the Tiger II in the Schwere Panzer-Abteilungen units. This tank of the 75-80 ton class shares its chassis with the E-50 but is fitted with a thicker armor and the 900HP Maybach HL234 engine. In order to cope with the weight increase, the running gear has 8 roadwheels instead of 6 on the E-50. Initially it was designed with a 88mm KwK 43 L/100 gun pending the arrival of a long 105mm gun.

The turret was the late Tiger II tur-

ret improved with a stereoscopic range-finder. In late 1944, the chassis developed for the E-50 and E-75 was trialled but the outcomes unfortunately remain unknown.

The night vision device "Sperber"

The infrared vision device "Sperber" has to equip the tanks of the programme Entwicklungstypen E-50, E-75 and E-100. This disposal is composed of a 200 watts infrared projector and a Biwa FG 1250 conversion sight which converts the IR light into a visible light.

Having a range of approximately 500 meters, this disposal is fitted to the cupola of the tank commander who led the driver and the gunner. A second disposal could be fitted for the driver (known as "solution B").

It appears that at least 44 Panthers were fitted that way and probably saw combat in 1945 in units utilizing other night vision devices such as the SdKfz. 251/20 "Uhu" featuring a powerful infrared projector to increase the range of the visible zone.

↳ Fournitures use for this kit :

Model Trumpeter E-75
Tracks Hobby Boss Tiger II late
Gun barrel RB Model

ref 6133
ref 81002
ref 35B108



↳ THE MODEL

The kit issued by Trumpeter is generally good and presents no particular difficulty for the assembly. The fit is very good and the details are quite good although some parts need to be replaced by more detailed ones.

The look of the armor being poorly depicted, I thought necessary to give some texture to the turret and hull armor plates by applying some Mr Surface 500 which then was reworked with a stiff brush and finally slightly sanded. It is a simple and quite quick operation which enhances the realism of the model.

↳ BUILDING

The chassis of the E-75 was slightly different from the Tiger II one, it was expected to consist of four bogies connected to torsion bars, each one being fitted with two roadwheels. This modular system would allow a simplified maintenance and a quicker replacement in case of damage. It is hard to know if the roadwheels were of the dual or single type as no chassis was ever found back but Trumpeter chose single roadwheels which I think are a bit light to support the 75 tons of the tank! One can replace them with those of a Tiger II running gear.

I decided not to modify any feature of the model running gear. The tracks being molded as a single part and lacking fineness, I chose to replace them with Hobby Boss late Tiger II individual link tracks. They perfectly fit to the model.

On the glacis, the Bosch light has been replaced by a better detailed one from Tamiya, the wiring has been redone with thin copper wire. I fitted the driver night vision device coming from the Dragon SdKfz. 251 kit.

Two ventilation protection domes are troublesome: the one located between the driver and the radio operator hatches which must be relocated a bit more forward and the one on the engine hatch close to the turret, they both prevent the turret from traversing 360°! Unfortunately I noticed this problem a bit late but I suggest to only install two domes on the engine hatch instead of the three normally present.

As I chose to depict a night hunter version, it was necessary to fit the exhaust pipes with flash suppressors which were made by gluing the bent exhaust pipes of a Tamiya Panther auf. G to plastic rods of the appropriate diameter.

A tube for a spare antenna has been added and the tanks air valves have been realized with some copper wire and tin foil.

The turret was assembled straight from the box with the exception of the armor texture, the gun barrel replacement by a RB model reference and the relocation of the spare links brackets to match the Hobby Boss links. The Sperber fitted to the tank commander cupola comes from the Tamiya Panther ausf. G « Steel Wheels ».

Caution: never paint the optics of the Sperber in red as is too often seen, instead it must be painted gloss black.



BUILDING Trumpeter E-75 - Standardpanzer 01538

THE PAINTING

01 and 02

I sprayed a coat of Vallejo RAL 8012 (German Red Brown) as a primer then I preshaded the model with a mix of Tamiya XF-61 and a bit of XF-1.

The tracks and the running gear were painted prior to their installation.

01



02



03 and 04

Several light coats of Lifecolor Dark Green RLM 82 (ref. UA 054) were applied without covering the initial preshading. Details were highlighted with various Vallejo green references.

03



04



07

**05 and 06** ▽

The camouflage is a personal adaptation of the ambush type with some sand yellow. It is a simplified type with two tones like the one used in the last months of the war by the SS-Panzer Brigade « Westphalen ». The barrel is painted in the factory dark grey.

The decals come from a Tamiya reference. The project being uchronic, I allowed myself a "historical license" as I attributed this E-75 to the Schwer Panzer Abteilung 502 which was the first operational unit to be equipped with the Tiger and sent to the Eastern front in August 1942 in the Leningrad sector.



05



06

07

The weathering was done with various AK-Interactive references as well as some oil washes and pigments of different shades.



E-75



Erweiterungen

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- PPP35001: 10,5cm Rückstoßfreie Raketen Werfer 'Der Hammer'
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- PPP35003: E-50 wheel set
- PPP35004: E-75 wheel set
- PPP35005: Panther D Initial Radiator Fan Covers
- PPP35006: Sd.Kfz. 250Neu/Sd.Kfz. 251D Hammer conversion
- PPP35007: Einheitsturm E-50/E-75, also fits DML Panther and King Tiger
- PPP35008P: Panther 'mystery brackets'
- PPP35008T: Tiger I 'mystery brackets'
- PPP35009: Panzer IV welded return roller supports
- PPP35010: Jagdpanzer IV (V) final conversion
- PPP35012: Casting Symbols incl. German factory markings (1.5mm, 1mm, 0.75mm)
- PPP35015: Panzer Crew 1946

Le but primaire de Paper Panzer Productions est de sortir des kits, améliorations et conversions intéressants et 'fun'. La marque ne se limitera pas aux paper panzers. Nous nous concentrons sur des véhicules et armements historiques de la seconde guerre mondiale, avec une nette préférence pour de l'équipement expérimental et fin de guerre. Un autre domaine d'activités est le monde du « What if ». Et si la guerre avait persisté et vu l'introduction de nouvelles technologies et armes qui étaient en développement ? Paper Panzer Productions vous présentera ses interprétations des tels développements. Dans un premier temps nos sorties seront pour l'échelle 1/35. Nous considérons d'autres échelles comme 1/48, 1/72 et même 1/16 pour certains projets dans le futur.

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➤ **TRUMPETER** **RÉF : 05511** **BRDM-2 EARLY** **1:35**

Text and Pictures
Max **Lemaire**



➤ **01**

Picture 01

Trumpeter having specialised in Russian armour, it was no surprise to see them release a kit of the so famous BRDM-2. The "early" variant is the topic of this review knowing that other variants have been released since. These vehicles having been issued to so many different armies throughout the world, these models offer countless possibilities. The assembly and painting of this vehicle bearing the Russian colours will be explained in a later issue of the Webzine. BRDM-2 is an amphibious 4-wheel drive vehicle that entered production at the beginning of the 1960s. It has 4 smaller retractable wheels located between the main road wheels in order to help crossing. It is armed with the KVPT 14,5mm heavy machine gun and a PKT 7,62mm coaxial light machine gun. It is fitted with an IR light and NBC capability.

Picture 02

The model is composed of 229 parts moulded crisply in a light grey plastic, 18 clear plastic parts, 8 vinyl tyres and a small 12 part PE fret, a piece of cord and a length of copper wire. The small decal sheet allows for 3 different decorations all painted in 4B0 (Russian green)



➤ **02**

Picture 03

Some PE parts coming from a Voyager PE set will help enhancing the details on that model, most notably on the hull. Most parts from the fret are far from being essential as will be explained further on. Notably the very nice links for the transmission chain to the retractable wheels that will be perfectly invisible once fitted. The parts that will allow detailing the hull such as the very nice barrel for the KPVT machine gun or the headlight guards will be the only ones used on the model.



➤ **03**

Picture 04

An SKP set will be installed on the kit. The finish of the parts is very realistic as shown on these headlights and reflector and they come at a very reasonable cost.



➤ **04**

Picture 05

E.T. Models wheels end the list of aftermarket for this kit. It is a must have in so far that the moulding is perfect, the structure of the tyre tread is perfectly rendered and the tyres are slightly flattened to show the weight they bear.



➤ **05**

The assembly, painting and weathering of this nice model will be detailed in a further issue of J Warpaints Mag'.

➤ **INDUSTRIA MECHANICA**
RÉF: IMFF013
DEATH'S-HEAD
HAWKMOTH
1:35

Text and pictures
 Sebastien **Follet**



Death'S-HEAD HAWKMOTH

Materials: resin, photo-etched brass, clear plastic, wood, paper.

This is the latest « steampunk » flying machine fresh out of the prolific imagination of Michael Fichtenmayer, aka « Fichtenfoo ». The kit is available on their website :

<http://industriamechanika.com/shop/>

This is a very good multimedia kit. (photo contenu boite) Although the box is full very little will be left once the model is assembled. Moulding is sharp and on my sample no bubbles could be found on the resin. The details are well defined even though the rivets on the abdomen are too shallow for my own liking. (photo abdomen)

The figures could do with a better definition of the details. I suppose this is linked to the fact that the master was a 3D print.

In summary, this kit will leave you wanting to build it immediately and let your mind fly away!



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↳ **MINIART RÉF. 35162** **PZ.KPFW. III AUSF.B** **1:35**

Text and pictures

Alex **Benvenutti**



01



02



03



04



05

Studying the kit

When I got news from the recent release of the Panzer III Ausf.B from Miniart, I quickly jumped on this opportunity. An imposing and stiff look, interesting tooling and camouflage possibilities, this kit had everything to please me. For about fifty euros – the price to pay for a good Dragon or Tamiya kit – I was expecting a lot from this model. I know Miniart is quite asking, but I've always been confident in the quality of their plastic parts, and correctness of their instructions. The truth was so different.

Picture 1

I was directly attracted by the art-box. This ¾ view really hit a chord. I've always liked their illustration and this argument costs what it costs but I couldn't resist buying it.

Picture 2

First surprised when I opened the box. All the parts are under one blister. Even if, for economic or ecological reasons, this is not a problem per se, I was still fearing that some parts would be broken. Fortunately, the sprues were fine and no part was torn off or broken.

Picture 3

Another argument to buy this kit was the tracks assembly system. A guide to place the individual tracks on (that are to be cut and sanded), and some small parts to glue in. Miniart promise to provide workable tracks.

Picture 4

The quality of the plastic seems faithful to Miniart. Neither too hard nor too smooth. The turret is what seems to be what is expected.

Picture 5

A few Picture-etched parts, some translucent parts and decals are in a separated bag. It looks fine to me.

Pictures 6, 7, 8, 9, 10

The sprues are conform to what I'm looking for.

Picture 11

The upper parts of the hull are separated and you can think that they are perfect. Cutting them and sanding them will be enough. So let's hope for a smooth build.

Picture 12

First look, no problem with this sprue, but this sprue is actually made of various sprues bound together. I'm still trying to understand why.

Picture 13 et 14

I hadn't notice dit before starting to build, but you still have to reckon these parts that you have to remove are quite thick. This shouldn't be a problem, but when you are working with some curved parts, the sanding process gets harder. These parts here are quite thick and solid, but even the thinnest parts are "sprued" this way.

When things go wrong

I am not an assembly specialist, nor a detail freak. So my point of view will be absolutely personal and what you are about to read is my entire opinion on this kit. I gave up building the kit! Unspruing the smallest parts was chaos: A5 parts for instance systematically broke. I used my cutting pliers, thought about the pressure applied by my tool, I even tried to heat my blade to fix the problem, and nothing worked.

Building the lower hull was more than tedious. There is no guide to glue these parts, so you have to caliber the angle of the parts while gluing and using the next parts as a guide. A lower hull in one part would have been much easier!

Also note that most parts have no guiding holes and points to place the part correctly, or these holes are so small that you never know if you're correctly placed. So, I found it hard to make the whole straight, like on the suspension system (in my opinion). I had to sand and widen the holes.

The running gear is workable... if you can manage to glue the parts together without gluing the others



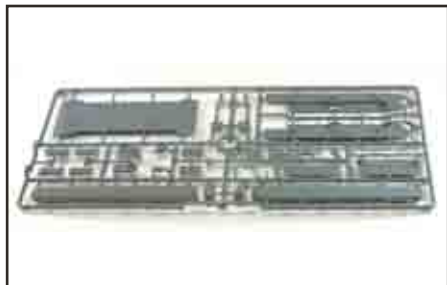
06



07



08



09



10



11

around. When I decided to build the running gear, the guides were placed such as each boggy was not horizontal. I had to cut these parts that I glued hoping to be on the right height and correct angle.

The instruction sheet is full of mistakes. The same numbers of parts are given to the parts playing the same role but being on the opposite side, for instance.

Once I painfully finished the lower hull, I really thought the worst was done. Mistake... The engine and driver's hatches are not in the correct size. I simply couldn't close the hatches. Cutting, sanding, I lost patience... I gave up.

I'm usually very patient and I rarely get mad at a model, but I must confess that this one was got numerous names and nearly went through my windows.

But as I said, this is just my opinion. Having to decipher the instructions fearing to make mistakes, cutting the parts with much care and gluing them with even more fear to avoid breaking them to finally understand the size was incorrect was just too much for me and I cannot recommend buying this Panzer III Ausf.B.

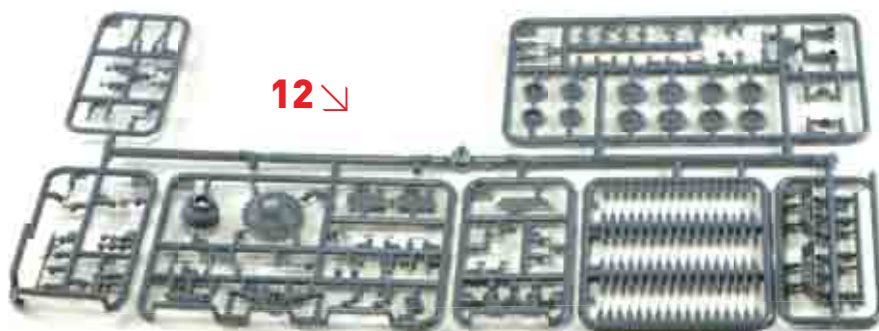
I will finish it, later, but I will never be able to show such a model.



13



14

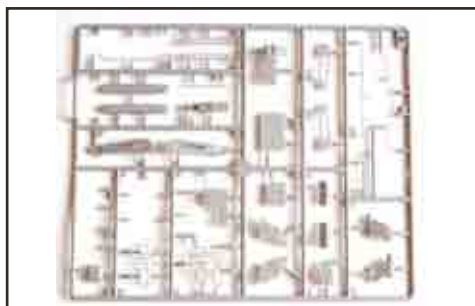
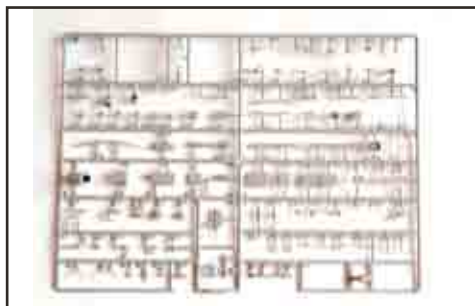


12

TRUMPETER RÉF 05592 2S7 M PION 1:35

Text and pictures

Laurent **Stankoviak**

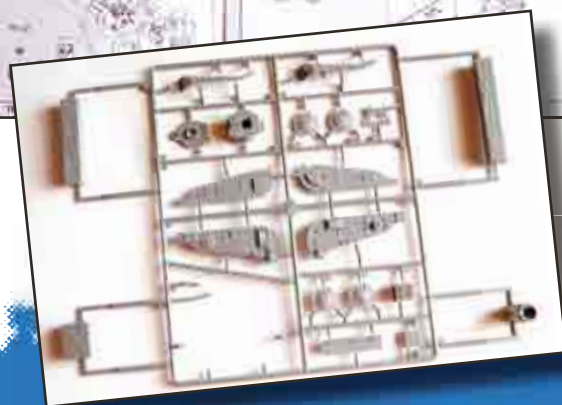
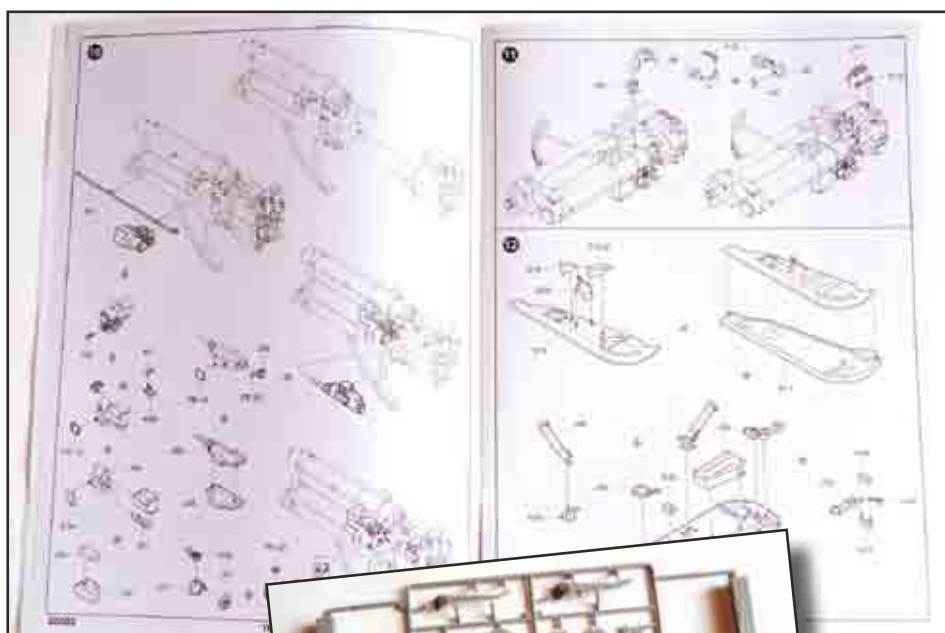


Trumpeter begins to show some interest in the production of Russian stuff from 1945 to nowadays which will enable us to build totally unreleased and original models such as this Pion which was till now only available as a resin kit.

At the box opening we face again the Trumpeter know-how with 25 individually wrapped sprues in grey plastic and brown plastic for the tracks. The cast is really good, the ejection pin marks as well as the attachment

points to the sprues are well located. A high goes for the tracks where no pin marks are visible as they are co-located with the 4 sprue attachments.

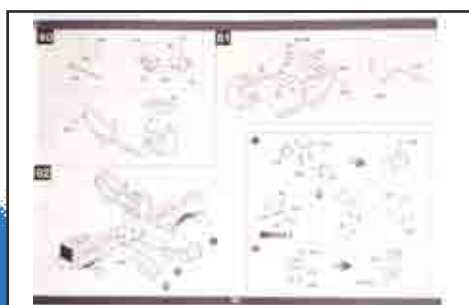
The instructions are clear and do not generate any specific trouble, they are complemented by a small sheet of decals. A sheet of photoetched parts is provided to represent the grilles and create finer parts. Enough to spend a couple of hours to build this huge self-propelled gun.



➤ **TAKOM RÉF 2019** **KRAZ 6446** **W/CHMZAP-5247G** **1:35**

Text and pictures

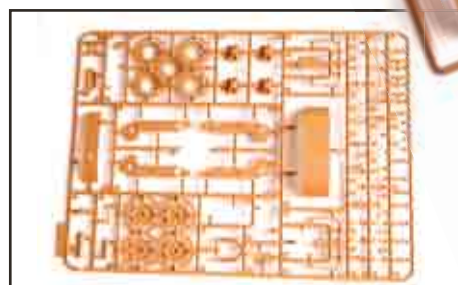
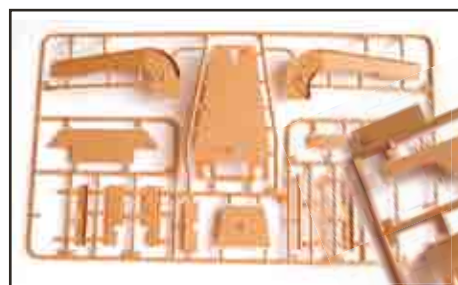
Laurent **Stankoviak**



Takom provides us with a nice surprise with this Kraz 6446, a Ukrainian tank transporter which perfectly sticks to the news. This truck mainly used by Ukraine will give ideas to modelers willing to depict it in the current conflict.

The truck tractor is provided with the 50 tons ChMzap-5247G trailer which has already been released by Trumpeter. It would have been wiser to make the 65 tons ChMzap-9990 trailer which would have enabled to depict larger trailer hitches and widened the diversity of products.

The kit is composed by about 30 high quality sprues with well thought injection spots. The beige plastic is easy to work with and the fit during the assembly is neat. The instructions are divided into 82 steps which unfold



without too much difficulty. Takom has added two photoetched parts sheets, one for the tractor and the other for the trailer, which will enable you to get a finer kit. The very high quality vinyl tires present a fine and detailed engraving.

A nice build which will require some time but will enable you to realize an original news issue. This kit very pleasant to assemble is up to the current major brands standard in terms of quality, it can be built straight from the box and present a already high level of details.



Acknowledgement to Ammo of Mig for the sample model.

Open days at a 10 question visit. BLITZ

➤ **Hello, first of all thank you for welcoming us and presenting your company and products to the Warpaints Mag' readers.**

Thank you for the interest you show to us.

➤ **Could tell us how long has your company been in activity?**

Blitz has been in the business for 7 years (Sept 2008), after one year of scale-up, we opened to the public August 2009.

➤ **What led you to make resin kits?**

Well, it is quite unbelievable and unexpected... In 2008, after a time in the Army, I already "moved" into childhood. Simultaneously, within our hobby, I sympathized with François Simenel, the well-known creator and scratchbuilder with whom we made some common realizations. During the 2008 summer holidays, we evoked the production of his realizations. There existed a true request among the passionate modelers but as no craftsman got interested in his works, I proposed him: "and if we did it ourselves". Thus the adventure kicked off, and the start of the new school year did not occur at school...!

➤ **Do have a favorite period or do you intend to have a wide range?**

Our choice only goes to French materiel of the two World Wars, a theme dear to our heart (in off: we became experts on these topics). Few materiel being available in 1/35, thus the creators who are fully independent for their choices have extraordinary possibilities. The only true constraint is the minimum amount of documentation which is necessary to create the master.

➤ **How do you select the subjects you put into production?**

We are led by our desires only; we are in a community mindset: I am not driven by "the customers and the business". I simply make available what we do for us...

➤ **How do you make the research prior to designing a model? Who is in charge of this step?**

At best, the documentation can be: historical plans and manuals, then real materiel preserved in museum or private collections which allows taking measurements, walkarounds etc... Only the master creator can tell from which amount of documentation he can start working. Thus he is in the core of the research work, but in the team, everyone being aware of the buddies' projects, can help and contribute to the data gathering, sometimes from our friends/customers...

➤ **How is your company organized? Who creates the masters? Who creates the molds and proceed with the casting? Who is in charge of the boxing?**

The masters are created by true friends who already have their own job, so they are independent creators. They are François SIMENEL, Lionel GONNET, Jérôme MARINACCI and from time to time Jérôme TROMBETTA. There is neither timing, nor constraint. They are free of their choice even if we discuss them together. As we share the same vision, things are really easy...

In terms of administration, I am the only member of this micro-company; I operate the molding workshop and the boxing. There also is a big computer work with the programming of the website (done by my godson François TANCHON) and the realization of the instructions and the packaging design with computer graphics. This includes the photo laboratory... and of course the assembly and the painting of the models!

And finally the company administration, accounting, invoicing etc...

➤ **Could you describe your production processes? How do you make your molds? Which material are they made from? How do proceed with the casting (for resin products)? What type of materiel do you use?**

The resin molding is a fully manual work; I create the molds with silicon and cast the resin (uncharged) with a vacuum pump. Nothing is new in the process.

Concerning this topic, I strongly advise your readers to get the SteelMasters Special Issue n°25 which presents in the DVD a visit of the workshop and a molding demonstration.



➤ **Do you attend shows? If yes, could you tell us the next dates when we can meet you?**

We will attend the show in the Saumur Tank Museum like every year during the Pentecost week-end, it is a must-attend. We are also present in Belgium in Fleurus and Ransart ... then we try to give a positive answer to at least one club request but this is pretty complicated.

➤ **If a few words, as a craftsman, what is your vision of the modeling market in the current difficult economic environment?**

Concerning our hobby, I think it is had the advantage of being affordable in comparison with other leisure activities ... what is the cost of a winter sport week? I was a biker, this is an expensive passion... and our family is very sporty. In this field again it is terrible: licenses, equipment, travel... (not to speak of sky-jumping or car tuning !)

So we have to put things into perspective, choices are important and can adapt to everyone's budget. One kit can be sufficient in itself without all the AM which can double the price... A very well worked plastic figure can replace a resin one (I make the second category!)

In this field, the customer-friendliness also is a reference for Blitz: at the beginning this was designed for the assembly, concerning resin kits we wanted that less experienced modelers could build our models to avoid frustration among French materiel enthusiasts being beginners... that meant a simple design, a limited number of parts allowing an easy and quick build. This concept also enabled reasonable prices for a manual processing and a France based company.

➤ **Could you lift the veil on some of your future projects, what are your ambitions?**

... Ambitions? ...Concerning the company, well let us stay like we are. Wisdom leads me and it is useless to want to do too much. Anyway, I'd rather be modest than ambitious as far as the structure is concerned, even if I dream of a US-like showroom!! (Laughing)

Concerning the kits: In 2013 we had anticipated the centennial of the World War One with the autocannon DE DION BOUTON, then on more and more kits of the WWI followed; little by little we will go back to more 1940 oriented materiel. I still have many prototypes which are ready to be marketed... so as you could see it, we can take an interest in "everything", just like the 60 gauge track range.

par exemple la gamme en voie de 60... Il faudrait préciser de quoi il parle. J'ai imaginé qu'il s'agissait de voies de chemin de fer.

To conclude, prototypes are not out of our scope and do not scare us, as the presence on our site of the Saute-Mine and the Citroën Kégresse P14 DCA testifies it. For the purists and also to allow the modeler to escape from the sometimes gagging historical accuracy, it is interesting ??? I called it "a few more weeks" which is intended as a counterpart to paperpanzers and what-ifs. So stay tuned!

Acknowledgements

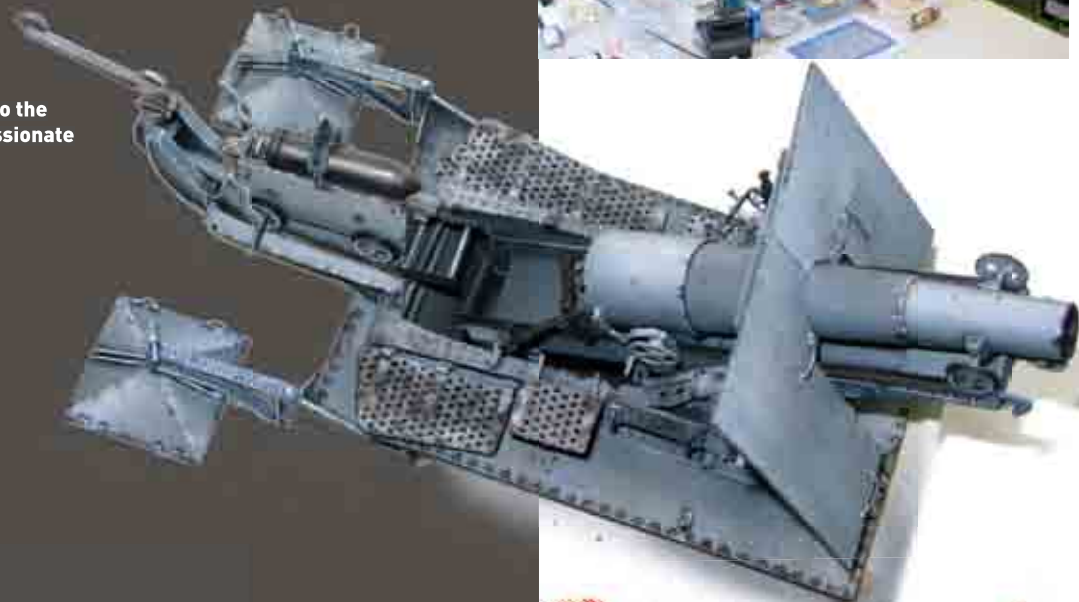
I would like to thank (as well as probably the modelers loving the French subjects): My friend François SIMENEL, the creator, and my godson François TANCHON, the computer programmer, without whom BLITZ would not exist; they were the roots of the project: François created a valuable collection which he keeps growing. My godson created the website and taught me computer programming and computer graphics. He remains available if need be.

Jérôme MARINACCI joined us in the very first hours with his figures and accessories. Lionel GONNET joined the "gang" with the Laffly S45 and the whole range of 60 gauge track and other references to release. Once in a while, Jérôme TROMBETTA is still present as well as Histopic for the decals.

Lastly, my wife and my children who are living in the core of the company and occasionally help me (as you have noticed, BLITZ is based in my home). This situation is not always easy.

➤ **Thanks again for accepting to welcome us and let us know the steps which contribute to the "birth" of a kit for the greatest joy of the passionate modelers.**

Thanks to you for your visit.



HISTORY The German army ammunition box for the MG

For the Web magazine Warpaints #1, I propose to make a series of articles on the soldier's gear during WWII. These presentations are meant to give you more information about the equipment in order to avoid some mistakes on our dioramas that only some specialists will detect. I will go further by giving you additional ideas to give a touch of originality in your creations. Are we not looking for a diorama that is 100% realistic? As an inauguration of this series, I invite to discover:

THE GERMAN ARMY AMMUNITION BOX FOR THE MG

Text and pictures
Renaud **BOSC**

This ammo box is an emblem of the German army. This one is a must-have if you wish to show a scene with a MG42/34 machinegun position, or two soldiers working in pair: a shooter and a supplier.

Waterproof small steel box for 300 bullets of 7.92mm ammunition strip for MG 34 or 42. A hook is used to close it. One hinge by rod. One transportation handle made of metal. Two lateral fixing systems. There are different models of small boxes : the Patronenkasten 41 especially made for WWII, waterproof with an articulated hinge or with a rod; the Patronenkasten 15/34 in metal or aluminum has the same shape than the one from WWI. This one is only impermeable.

Dimensions : 39 x 9 x 17,5

There are 3 main models.

MG M41 Box (M41 stands for 1941)

Easily recognizable thanks to the right side of its lid, mostly painted in factory sand yellow but it also exists in blue grey.



Published with the consentment of whermach kisten website

MG 15/34 Box (15/34 for M 1915 modified 1934) made of aluminum more rarely made of iron. Notice : this model shows a broken handle and

comes from the battlefield for the liberation of Paris.



Collection Titan1987

MG 1915 Box

WWI MG box supplying the MG08/15. This one's only difference from the 3rd Reich lies in its curved handle.



Collection Titan1987



Collection Titan1987



Curved handle



Full handle

For your realisations

You cannot historically show a MG M41 box on a WWI battlefield or during May-June 1940. Still, the opposite is possible, since the German Army equipped many of their so-called second zone units (occupation troops for instance) with 14-18 equipment some being captured on the enemy. So it possible to find boxes from 14-18 or a MG08/15 in 1940 for example in France in fortifications of the Atlantic coast.

Here is reused box : Czech MG box.



Collection Titan1987

Camouflage

We can notice two types of camouflage.

Field camouflage.

After the Allies' air supremacy in 1944, the German army became expert in disguise and camouflage. As a matter of fact some camouflage schemes appeared on many military equipment, like helmets and gas masks boxes. These were truly artwork.

The MG box follows the same rule. These masterpieces are mostly done on the battlefield on campaign workbenches using a brush or an air-brush.

Sample of camouflage



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Camouflage sand and green using a brush



Collection Titan1987

Camouflage green and red on sand base coat



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Camouflage 3 tones camouflage using a brush



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Camouflage 3 tones camouflage with airbrush



Collection Titan1987



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Camouflage 3 tones with airbrush brown/ochre/green



Collection Titan1987

Camouflage 'sand'

Factory camouflage or Reichswehr camouflage

This camouflage made in factory always has the same scheme being brown/ochre/green. They were made the whole time during which the German army was called the Reichswehr until 1935. Still this type of camouflage is still visible until 1937-38.



Collection Titan1987

For your work: if you want to apply a camouflage on an MG box, the only rule to follow for the camouflage is that there is no rule. As it was made on the field, they were born from the imagination of the soldiers and had thus no limits. It's up to you, now!



Collection Titan1987

Markings

Diverse markings can be applied on boxes to associate them to a weapon number, a unit, a specific equipment, etc... :



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MG aluminum box 3-tone camouflage from the Vosges. The name of a soldier, maybe at the head of a unit or a machine-gun crew. This box also shows a number. A weapon number



Red Cross box for a medic.

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Sample of a number on the lid of a camouflaged MG box

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Toolbox for the MG.

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Box for transporting 2 oil cans to maintain the MG Marked MG Oel

Sample of a box with many upgrades.

Here is a box from my collection that went through many upgrades during its life. This box is coming from the factory with a Reichswehr camouflage and was supposed to contain 2 oil cans. We can clearly see the MG Oel marking. It was then camouflaged a second time on a battlefield workbench. On the area protected by the lid, the original Reichswehr camouflage is still visible. I cannot give explain why a second camouflage was applied. You can see the Roman numeral III on the box.



On-the-field photographs for diorama ideas



Publié avec l'autorisation du site whermach kisten

If this article has inspired you for your future works, then my goal is reached. I don't pretend to be a military equipment expert, the mistake being human, I beg your pardon if any mistake slipped through these lines. The next article will deal with ammunition boxes and what's inside.



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UKRAINE CONFLICT COLORS

New

A.MIG 7125
UKRAINE ATO COLORS



In 2014 the eastern regions of Ukraine, Donetsk and Lugansk (Donbas), part of the New Russia territories, rebelled against the central government and began a protracted war mainly supported by the Russians, providing armored vehicles to separatists. Although initially the "rebels" used vehicles captured from the Ukrainian army, with time new vehicles of Russian origin began to appear. As the Ukrainian army used many colors in common with the Russian army and everything was mixed in the battlefield, the rebels decided to use a highly visible and common green, the color A.MIG-054, to identify and distinguish their vehicles from Ukrainians.

A.MIG 7126
NOVOROSSIIYA COLORS

- A.MIG-053 PROTECTIVE NC 1200
- A.MIG-054 SIGNAL GREEN
- A.MIG-057 YELLOW GREY PKHV 4
- A.MIG-070 MEDIUM BROWN
- A.MIG-911 GREY SHINE PKHV 23
- A.MIG-932 RUSSIAN BASE ZIS 508

New



The war in eastern Ukraine or "Anti Terrorist Operation ATO" of 2014 and 2015 has become one of the most popular worldwide modeling issues. The large amount of photos and information about the vehicles that are participating here has made many modelers choose this topic. The many color systems of all vehicles used there are indeed complex and multitudes of standardized colors are mixed with others improvised on the battlefield. This set brings together a small selection of the most common colors used on combat vehicles.

- A.MIG-048 YELLOW
- A.MIG-051 LIGHT GREEN KHV-553M
- A.MIG-052 DEEP GREEN
- A.MIG-083 ZASHCHITNIY ZELENO KHV 518
- A.MIG-086 BLUE (RAL 5019)
- A.MIG-914 RED BROWN LIGHT



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Assembling Friulmodel tracks, my technic...

**I will show you my technic for
assembling friul tracks**

└ **01**

The content of a Friulmodel box:
2 bags of links and steel wire for the track pins. You will find
enough links and wire to assemble 2 tracks and still
have a decent number of spare links.

The track assembly begins with the assembly of sections
of ca 20 links each. This will ease handling at further stages.
Before assembly you will need to do a tedious job: sanding
each link so as to remove injection spots
and moulding seams.



02



└ **02**

The sections are then assembled together until the
correct track length is obtained. Dry trials on the
model will need to be made frequently at the end
of assembly in order to have the adequate length
(and sagging whenever required).

└ **03**

The holes on the axles will have to be
drilled using a very thin drill bit.

03



Text and pictures
Max **Lemaire**





04

✍ 04

The track pins are cut to the correct length with the help of a guide made with a length of tube and plastic card (leftovers will do nicely for that purpose).



05

✍ 05

Once you have obtained the desired track length, you can close the track using a longer than normal track pin. This will make removing the pin easier in order to fine tune the positioning of the track. The pins will be cut to the correct length once the track is finished.



06

✍ 06

Once you are happy with the track length you can glue the pins using CA glue.

✍ 07

Once the glue has dried you can rub it using a scrubbing pad in order to improve its finish.



07



The end result :
a very realistic
looking track

THE WARPAINTERS MODELS



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THE WARPAINTERS MODELS



Sherman
M4A1 76mm
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Tiger 1
✍️ Jean-Charles Windels



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✍️ Jean-Charles Windels

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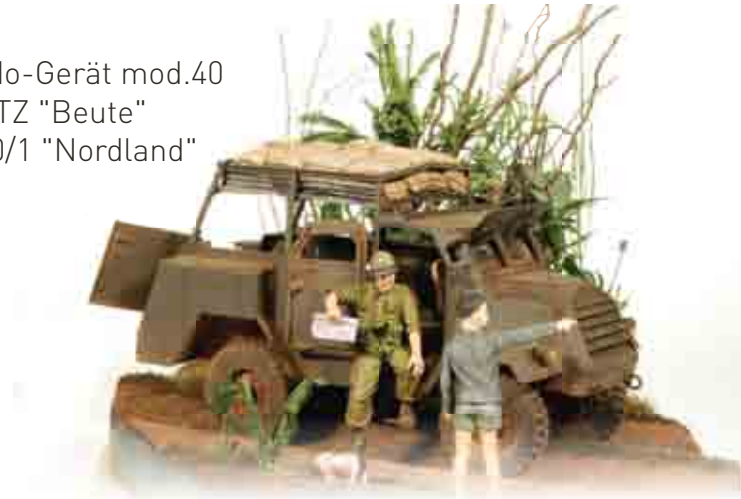
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THE WARPAINTERS MODELS



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BATTLE OF THE BULL

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