

Building and Painting an
Sd.Kfz 250/10
in 1/48 Scale



Armor Modeling Vol# 2
by **Kevin Townsend**

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Building and Painting an Sd.Kfz 250/10



INTRODUCTION

This work documents the methods I used to finish Tamiya's Sd.Kfz 250 model in 1/48th scale. This article is not intended as a stand-alone work. It does not cover my basic vehicle, figure, or groundwork methods and techniques. These methods are detailed in my booklet describing the creation of my Sturmgeschutz III Ausf G. This supplemental work merely shows how those methods were applied to this unique modeling project—especially making the stowage and painting the worn winter whitewash—useful subjects regardless of the vehicle. That said, I hope this work can be of assistance to others trying to achieve the same effects regardless of subject and scale.

This particular model came about as part of my "Project 251" - my efforts to model many of the Sd.Kfz 251 variants in 1/48th scale. It is, quite literally, a tale of left-over kits and parts. I had purchased Tamiya's kit of the Sd.Kfz 250/3 radio vehicle (specifically Rommel's "Greif") to pose with my Sd.Kfz 251/6. In the end, I decided not to do this, but I did use a few parts from the 250/3—notably the radios and antenna mounts—in the 251/6 conversion. While it would be easy enough to make more and build the leftover kit as a 250/3, I decided to take another road. When I built my 251/10, I used the gun and mount from the Gaso.line conversion kit (representing the factory install kit) with the Tamiya shield and appropriate mounting parts from the Krupp Protze kit. That left me a mix of Gaso and Tamiya gun and mount parts. I decided to make a 250/10 by combining the kit with the left-over guns parts and a bit of scratch-building.

Readers desiring to create a 250/10 of their own should note that Gaso.line markets a 250/10 conversion kit to mount on the Tamiya vehicle.

Modeling, Graphics, Charts, Booklet Design, and Model Photography by the author unless credited otherwise.

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Sd.Kfz 250/10



The obligatory shot of the model held in the palm of the hand shows how small these quarter scale kits are. They are still large enough to contain as much detail as the modeler wants to add. The kits are also generally somewhat less expensive, smaller, and simpler than their larger 1/35th scale counterparts. These factors, combined with their compatibility with popular model aircraft and model railroad scales, make 1/48th an ideal armor modeling scale.

While the model itself is certainly the “main point” in this small vignette, notice how the addition of a figure, signs, and basic groundwork transforms the model into a piece that tells a simple story—a hard worn vehicle on a cold winter day in a not very nice place. A simple and attractive base holds the composition and a similarly simple nameplate identifies the vehicle.



The base is a simple wooden pedestal. The nameplate was made on the computer, printed on quality heavy paper, and attached to the base with double-sided tape.



Sd.Kfz 250:

Length: 4.56m

Width: 1.95m

Height: 1.66m

Combat Weight: 5.8 metric tons

Max Speed: 65 km/hr

Road Speed: 30-45 km/hr

Cross Country: Dependent upon terrain

Fuel Capacity: 140 Liters

Range: 300-320 km road/180-200 km cross country

Grade Climbing: 24°

Trench Crossing: 1.7m

Fording Depth: 70cm

Ground Clearance: 28.5cm

Powerplant: Maybach HL 42 TRKM 6 cyl. Water-cooled 4.170 liter gasoline. 100 HP @ 2800

Steering: Front Wheel and Differential

Drive: Front Sprocket

Suspension: Torsion Bar

Track: Lubricated Needle Bearing, 38 links each side.

Armament: By Variant

Armor: 5.5mm—14.5mm

References:

-Panzer Tracts 15-1,
Leichter Schützenpanzerwagen Sd.Kfz 250 Ausf A & B: Thomas L Jentz and Hilary Louis Doyle

-Wikipedia: The historical data on these pages was extracted from the Wikipedia article on the Sd.Kfz 250.

The **Sd.Kfz. 250** was a light armored halftrack, very similar in appearance to the larger Hanomag-designed Sd.Kfz. 251. Demag, the designer of the smallest half-track in service, the Sd.Kfz. 10, was selected to develop the "light armored troop carrier" or Sd.Kfz. 250. To this end, the Sd.Kfz. 10 hull was shortened by one road wheel station, and an armored hull constructed around the truncated running gear. While intended as a derivative of a standard inventory item, eventually virtually every component was redesigned and specific to the Sd.Kfz. 250. The Sd.Kfz. 250 (and its parent, the Sd.Kfz. 10) were unique among German half-track designs as they used a hull rather than a frame or chassis. Most variants were open-topped and had a single access door in the rear. The vehicle was adopted in 1939 to supplement the standard halftrack. Production delays meant that the first vehicle did not appear until mid-1941.

The vehicle was used in a wide variety of roles throughout World War II. The basic troop carrier version was used as an armored personnel carrier for reconnaissance units, carrying scout sections. This basic variant usually mounted one or two MG34 machineguns. Later variants carried heavy weapons to provide support. Several special-purpose variants were also developed. The very similar Sd.Kfz. 253 was fully enclosed, and was used by artillery forward observers to accompany tank and mechanized infantry units.

Variants:

Sd.Kfz. 250/1: The standard troop carrier.

Sd.Kfz. 250/2: Telephone communications vehicle equipped with telephone cable-laying gear.

Sd.Kfz. 250/3: Command/Communications variant which carried radio equipment and associated aerials.

Sd.Kfz. 250/4: Antiaircraft variant armed with a dual MG 34 machine gun that never reached production.

Sd.Kfz. 250/5: Artillery observation vehicle with additional radio equipment.

Sd.Kfz. 250/6: Ammunition carrier for assault guns.

Sd.Kfz. 250/7: A support vehicle which mounted an 81mm mortar.

Sd.Kfz. 250/8: Support variant armed with a 7.5cm KwK 37 L/24 gun and an MG 34.

Sd.Kfz. 250/9: Reconnaissance variant with a 2 cm KwK 38 autocannon and a coaxial MG (MG 34 or MG 42) in a low, open-topped turret identical to that of the Sd.Kfz. 222 armored car.

Sd.Kfz. 250/10: Reconnaissance platoon leader's variant with 3.7 cm PaK 35/36.

Sd.Kfz. 250/11: Similar to the 250/10, this vehicle was fitted with a 2.8 cm sPzB 41 heavy anti-tank rifle.

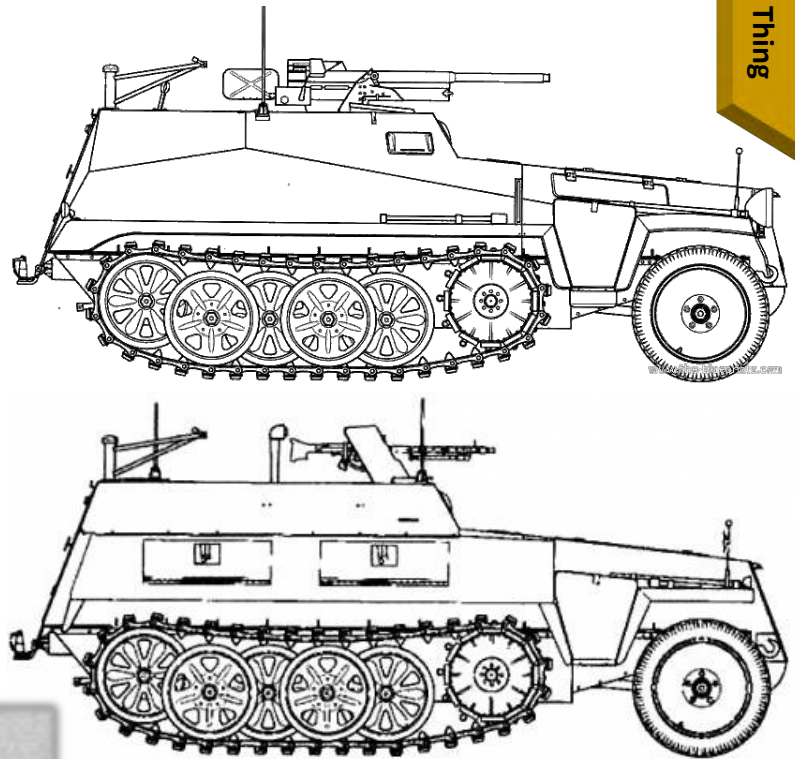
Sd.Kfz. 250/12: Survey and artillery range spotting vehicle.



This photo of a stowed Sd.Kfz 250/10 Ausf A was one of the primary inspirations for this model.

The initial design, the Ausf A, had a multi-faceted armored body constructed from multiple plates, which gave good protection against small arms fire but was both slow and costly to manufacture, and resulted in a cramped interior.

Production of this early version stopped in October 1943 with some 4,200 built and the complex body-shape dropped in favor of the Ausf B with flattened crew compartment sides made from a single piece of armour. This greatly simplified manufacture but in both variants the level of protection was minimal above rifle-calibre small-arms fire and small artillery fragments: heavy machine guns, anti-tank rifles and virtually any form of artillery could perforate the Sd.Kfz. 250, even at long range.



Above: Drawings, from Blueprints.com, of an Ausf A (top) and Ausf B (bottom). The Ausf A drawing represents the most common E-Series hull. Note the simpler slab-sided shape of the Ausf B. Please note that no evidence has been found indicating the use of the terms "Alt" and "Neu" to identify the earlier Ausf A and later Ausf B respectively.

If modeling an Ausf A, please note there were very slight detail between the O, Z, and E series hulls. Checking reliable references is a must. The Tamiya kit represents the Z-Hull design. Some of its distinguishing features include:

- A Riveted lower hull
- Driver's visors with two slits
- Driver's front plate slanted at 21 degrees
- Four lifting hooks on the engine deck
- Four lifting hooks on the crew compartment
- View port in the rear door
- Headlights mounted at the sides of the engine compartment
- Armored plug in the antenna mount hull at the upper right rear of the superstructure (the Z-Hull served as the basis for the Sd.Kfz 253)
- Shorter tail plate at 26 degree with reverse angle filler

Left: Two more photos that served as inspiration for my build. At top we see a vehicle displaying very worn winter whitewash. The vehicle at the bottom is missing a portion of its right rear fender. Note how the mud has been through up on the vehicle.

The Kit

I used the Tamiya Sd.Kfz 250/3 "Greif" kit (#32550). There's really no need for an in-depth review. The thing is typical Tamiya: reasonable accuracy, good detail, and nearly perfect molding and fit—a simple kit that be built into a great model straight from the box or used as a basis for super-detailing. (The photo is from a review on the web.)

To make a 250/10, Gaso.line markets a conversion kit for the Tamiya halftrack. However, I did not use this as I had left-over parts of both an appropriate gun and shield from an earlier Sd.Kfz 251/10 conversion I had done.

Tamiya's kit represents Field Marshall Erwin Rommel's command Sd.Kfz.250/3 "Greif". It's a very nice kit, consisting of 148 parts on 4 sprue trees. This interior is fairly complete with appropriate radios – it's actually more detailed inside than Tamiya's 251 offerings. The kit also features link-and-length tracks. These are quite nice, but there are a bunch of annoying little ejector pin marks that should be removed. It includes the die-cast metal lower hull that folks either love or hate. Other than providing a welcome bit of weight, it serves no special purpose. The only markings included are for Rommel's vehicle. In short, this is a little gem of a kit, great for both the novice and the pro.

There are three figures in the kit including a little Rommel. Being typical Tamiya figures (soft detail and a bit under scale) these are actually the weakest point of the kit.



Left: Gaso.line's photo of their 250/10 conversion kit (#48060K). I did not use this kit as I already had a suitable gun and shield, but it is probably the best option for those wanting to make this vehicle. Right: Here is my photo of the parts for the 251/10 conversion set prior to clear-up. I have used several Gaso conversion kits in this scale, and my experience is that the kits are well detailed, designed, engineered, and cast. Clean-up of excess resin left from the molding process is simple, the instructions complete, and assembly straightforward. I can recommend Gaso kits without reservation.

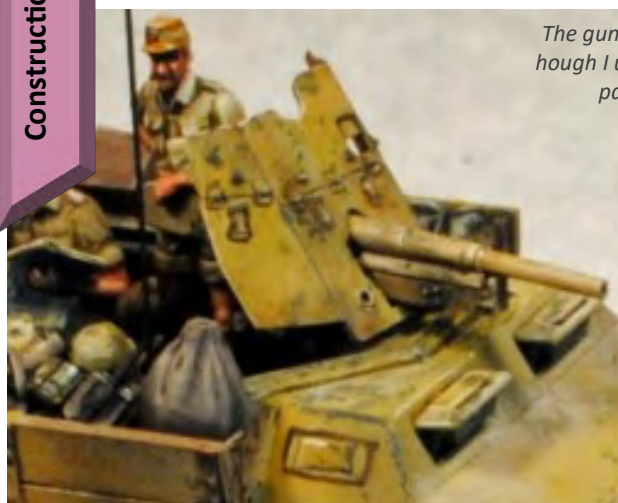
Construction and Detailing



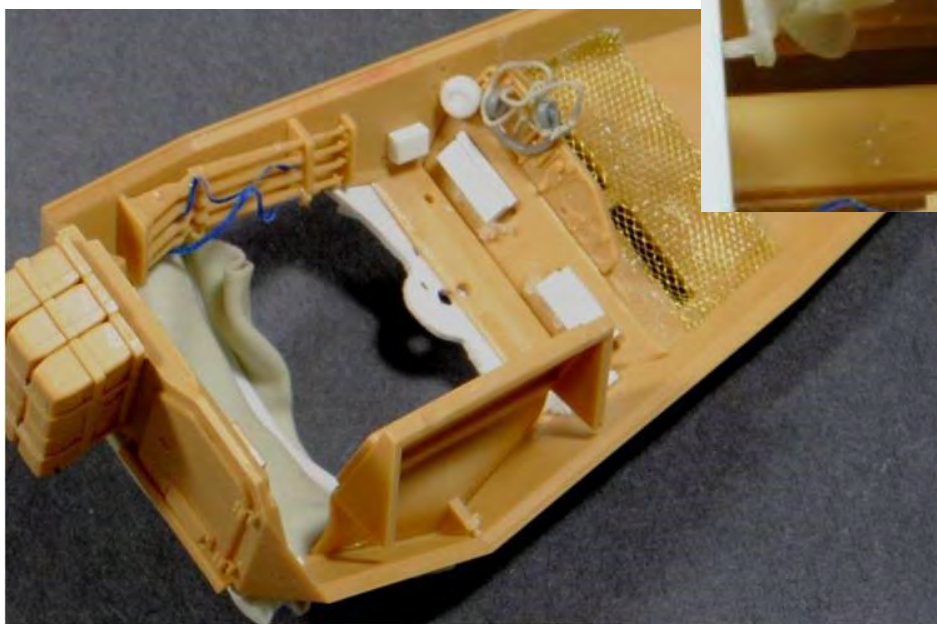
My methods for building and detailing models were covered in-depth in my StuG III Ausf G build book. Let's look at how those same methods were applied to this build.

These photos show the model after assembly but prior to painting. Many of the parts, including the hull halves, gun and shield, stowage, front wheels, and track/road wheel assemblies are not yet permanently glued in place. After the interior is painted, the hull halves will be joined and missing pieces (such as the nose plate) will be attached. The suspension parts, stowage, and gun will only be fixed in place after all painting and weathering are complete. These photos clearly show the amount of work done on this model and the parts that have been added or replaced. One thing to note is that prior to assembly, the insides of all the wheels and track links were sprayed black. That way any area I can't reach for later painting will be in a suitable dark shadow color.

Sd.Kfz 250/10



The gun on my 251/10 represents a field modified version using the standard Pak 36. Although I used the Gaso gun and parts of the mount, the shield is Tamiya. That left plenty of parts to model the factory-supplied gun and shield for this 250/10 conversion.



Above: My conversion used the Tamiya gun with Gaso gun mount and shield. The cradle holding the elevation and traversing wheels was fashioned from styrene strip and rod stock. The wheels themselves are from the Gaso kit. The new fighting compartment roof was made from sheet plastic with a bullet splash rail fashion from "L" strip. The rivets are tiny glass beads (for sandblasting, I believe) placed into countersunk holes.

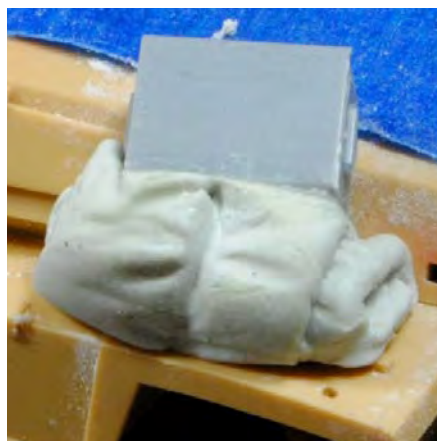


Left: Although not very visible on the finished model, several details were added to the interior. An ammunition locker made from plastic replaced the radios. The ammunition rack and cans is a cast copy of the Gaso part. Other added details include vision blocks made from plastic strip, a speaker for the radio made from plastic rod, a fuel filler spout also made from plastic rod, a rack for the MG34 made from plastic bits, Tamiya headphones with epoxy putty string wiring, and rifle slings made from blue Painter's Tape. The rucksack and ration canister are Black Dog pieces.

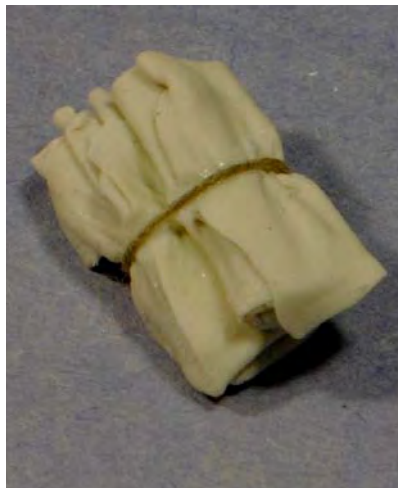


This photo gives us a good view of the fighting compartment roof. We will see how the tarp was made on the next pages.

While the Tamiya kit represents the Z-Hull design of the Ausf A, it is missing the lifting eyes on the fighting compartment and the armored plug on the upper right rear superstructure. These were made from plastic bits. Visible in this photo are the two front lifting eyes (the rear ones are concealed by the tarp) and the round armored plug. The molded in vent screens were cut out and replaced with photo-etched brass items (from a generic sheet of brass mesh).



There are several ways to make rolled and folded tarps and such. At left we see one method. Far Left: A blob of putty is stuck in place (using plenty of talc to avoid sticking—I wanted to be able to remove the part). A box that presses into the roll is glued to the putty at this point. Near Left: While the putty is still soft, the various folds, rolls, and wrinkles are pressed in using my toothpick sculpting tool. A “channel” for the rope tie is also added. Once the putty cured, the rope was added using the same methods we see below.



Here is another method. Two folded tarps were made from putty that had been rolled-out thin. The putty was folded and the pieces stacked and glued together. Further folds and wrinkles, including the tie down rope channel, were teased and pressed into the putty using my toothpick tool. When sculpting, we don't have to recreate reality, only the impression of reality. The tie ropes were added by gluing lengths of model ship rigging thread into place. The knots were then added from other bits of thread, suitably knotted.



Above we see a combination of the two methods. The loosely rolled ends of the blanket roll were made from rolled-out putty. These were joined by a blob of putty with appropriate wrinkles and other details pressed in. Finally, the rope ties were added.

Left: The tarp will overhang some of the stowage, so the stowage bits were temporarily fitted to the vehicle using pieces of poster putty (Blue Tac). On the far side is a Black Dog piece. On the near side is a single large piece of stowage made from two blobs of epoxy putty (the bags) glued to a Black Dog assault pack. The Russian haversack is a Tamiya piece with straps made from blue Painter's Tape. The tape has a nice texture which replicates scale web gear to perfection. The tarp bows are lengths of styrene strip glued into place. While they are over scale thickness, they will not be visible under the tarp. The extra thickness provides strength to support the putty.

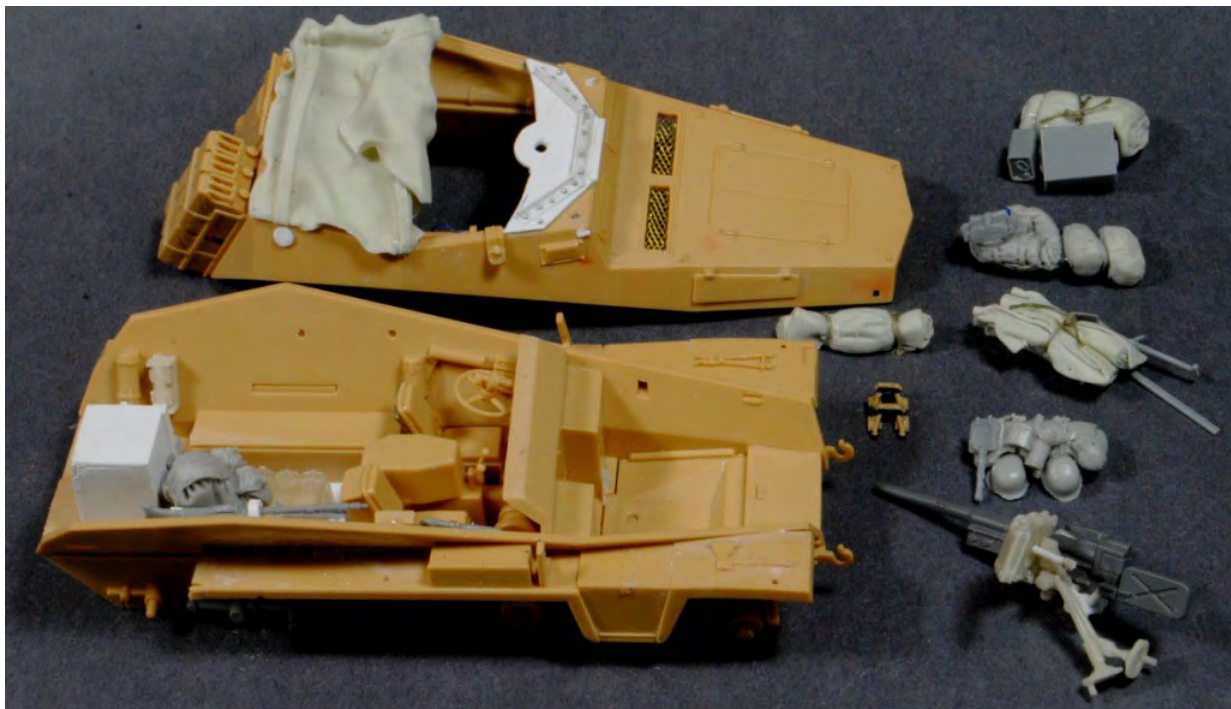
To make the tarp, Magic Sculpt epoxy putty was rolled-out thin. It was allowed to sit for about a half hour to start to cure. At this point it is still very workable, but it holds shapes better than freshly mixed putty. It was fixed to the rear tarp bow with a bit of superglue and then it was teased into place using my toothpick tool, a rubber cone brush (shown), and a damp paintbrush.



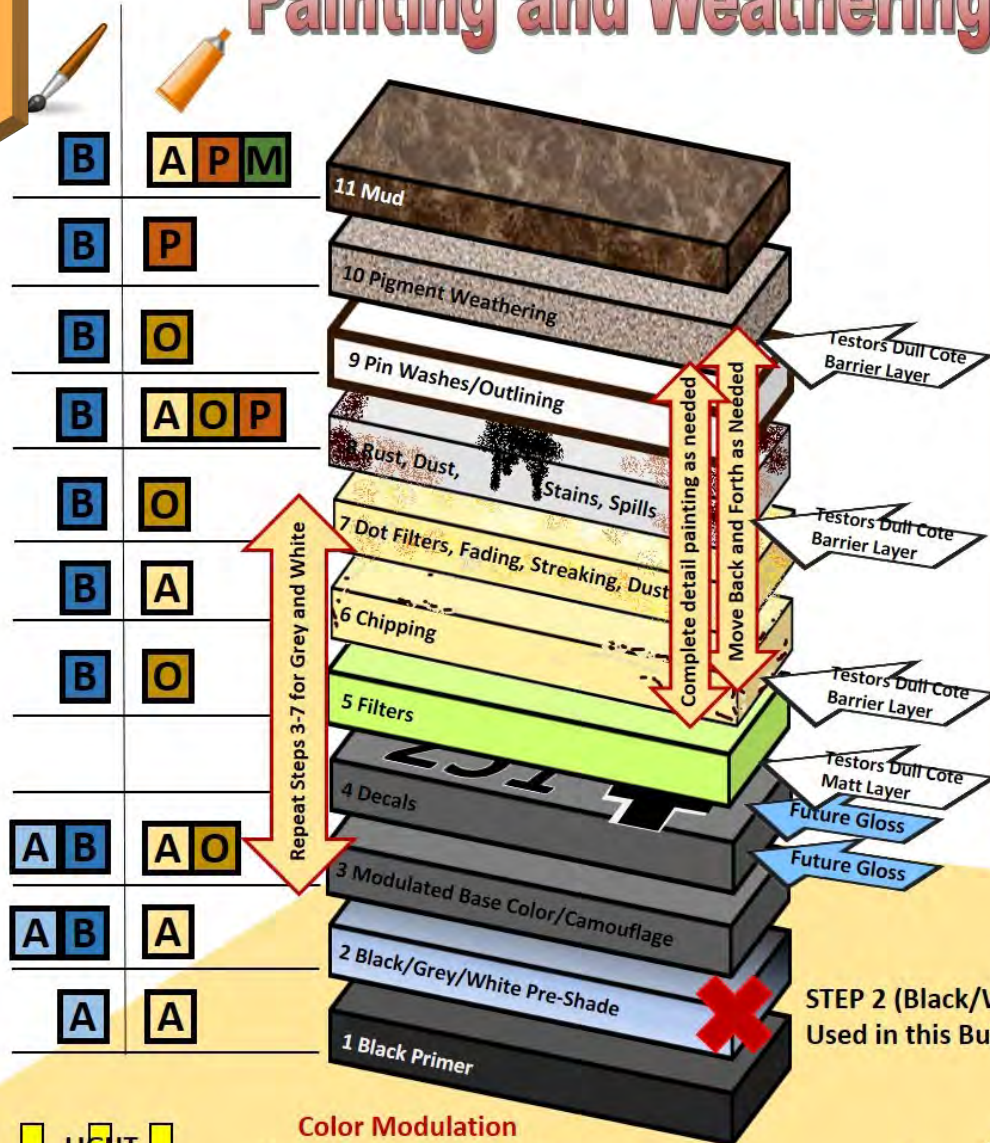
The photos at right show the realistic result we can get with this method. Once the putty cured, additional details (such as seams) were added with more putty.



Below: This shot shows the vehicle hull, gun, and stowage broken down for painting. Not shown are the front wheels and the track assemblies. This photo shows the left side of the gun with sight, elevation, and traversing wheels to good effect. Two spare track links (all that are included in the Tamiya kit), were added to the stowage as well.



Painting and Weathering

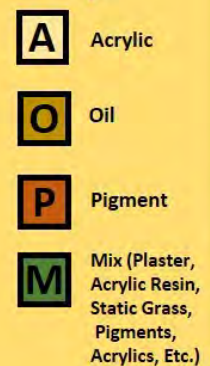


KEY

Method of Application



Type of Paint



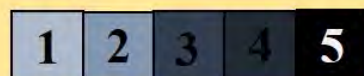
1. Highest Highlight

2. Highlight

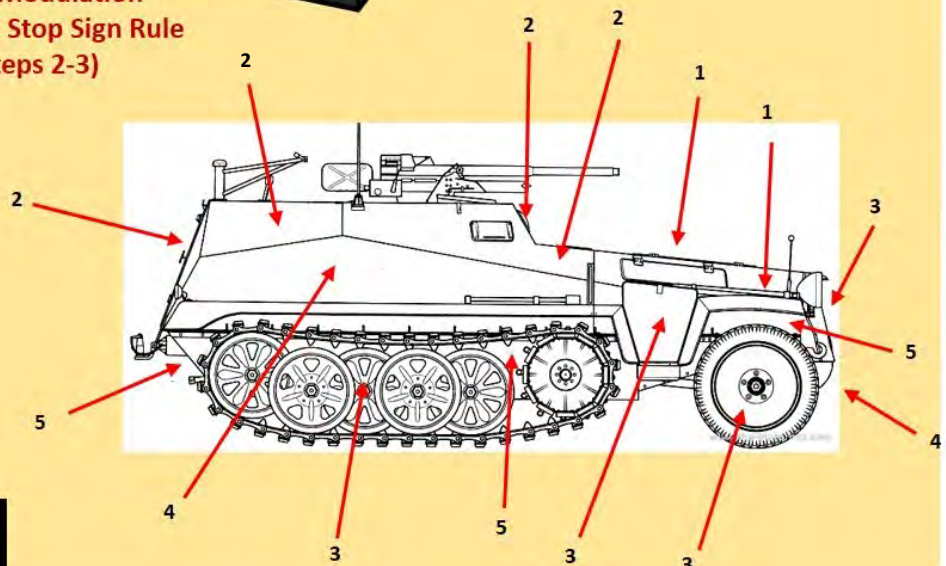
3. Base Color

4. Shadow

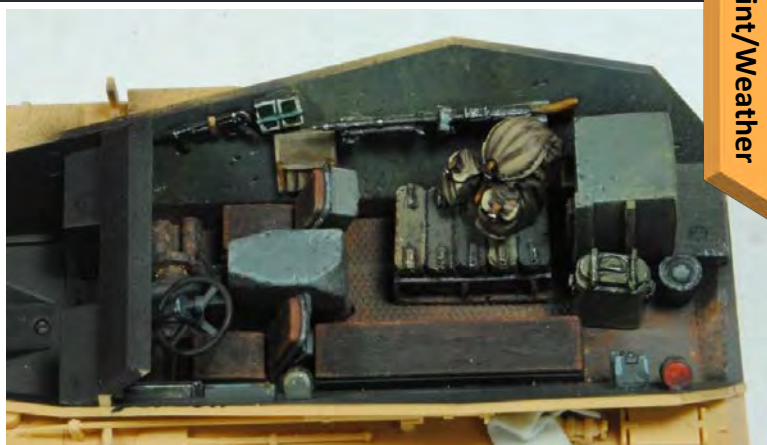
5. Deepest Shadow



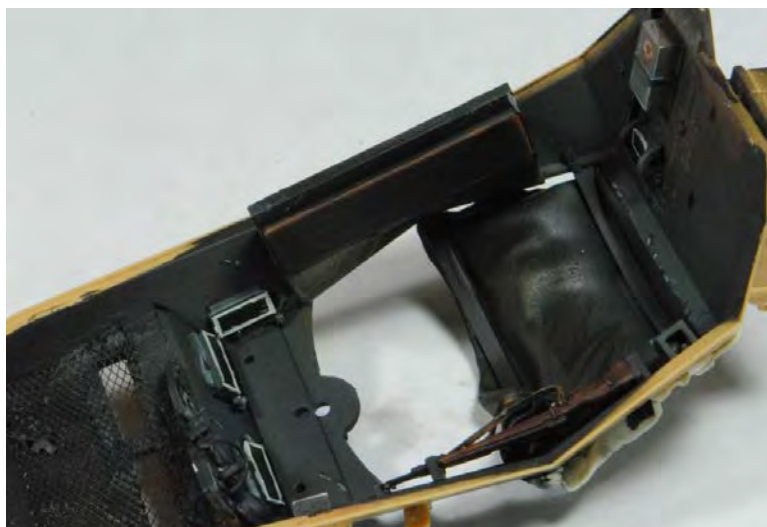
Color Modulation
Using the Stop Sign Rule
(Steps 2-3)



The chart on the facing page shows my normal 11-Step painting process modified for this build. While I often paint my models with a black and white pre-shade, in this instance with the winter whitewash over the grey there will be so many layers of color that the pre-shade would be rendered largely invisible. Building up the modulated layers of Panzer Grey over the Black primer served the same purpose. Often the grey was in place and suitably weathered (steps 1 through 7), I adding the worn white. This was added using the salt/hairspray method. Let's see how it was done.



Right: Prior to permanently joining the hull halves, the interior must be painted. This was painted and weathered using my normal methods. The Panzer Grey used was the same mix used on the exterior of the vehicle (see below and the next page). Colors used for gear and equipment are the same as we saw in the StuG III booklet. As little of the interior will be fully visible once the hull halves are joined, weathering was kept simple, consisting of an overall dark wash, dot filters, some chipping, and pigments added to the floor plates.



The colors used to create the various basic modulated Panzer Greys on the vehicle—Black, Panzer Dark Grey, Intermediate Blue, Pale Grey Blue, and USAF Grey Light.

Painting and Weathering the Grey: Steps 1-7

As previously mentioned, pre-shading was not done on this build. I built up the modulated grey on top of the Black primer. I used three different mixes of grey to simulate parts from different sources, newer pre-placement parts, or parts that not originally on the vehicle. While the vehicle itself was painted one color, the gun was painted a slightly different color. The last couple road wheels near the missing fender section were painted a third color, perhaps indicating a mine was responsible for the damage and the wheels had to be replaced. While little of this is noticeable on the finished model, it is one more little detail that combined with all the others helps add realism to the piece. As we saw with the StuG build, a monotone color scheme does not have to mean boring—the grey consists of numerous colors, tones, and shades, all adding visual interest.

Sd.Kfz 250/10

After priming in Black, the mixes used for the basic vehicle were:

-Dark Shadow (Value #5): Panzer Dark Grey + Black

-Shadow (Value #4): Panzer Dark Grey

-Mid Tone (Value #3): Panzer Dark Grey + Intermedi-
Blue

-Highlight (Value #2): Value #3 + USAF Grey Light

-High Highlight (Value #1): Value #2 +
USAF Grey Light

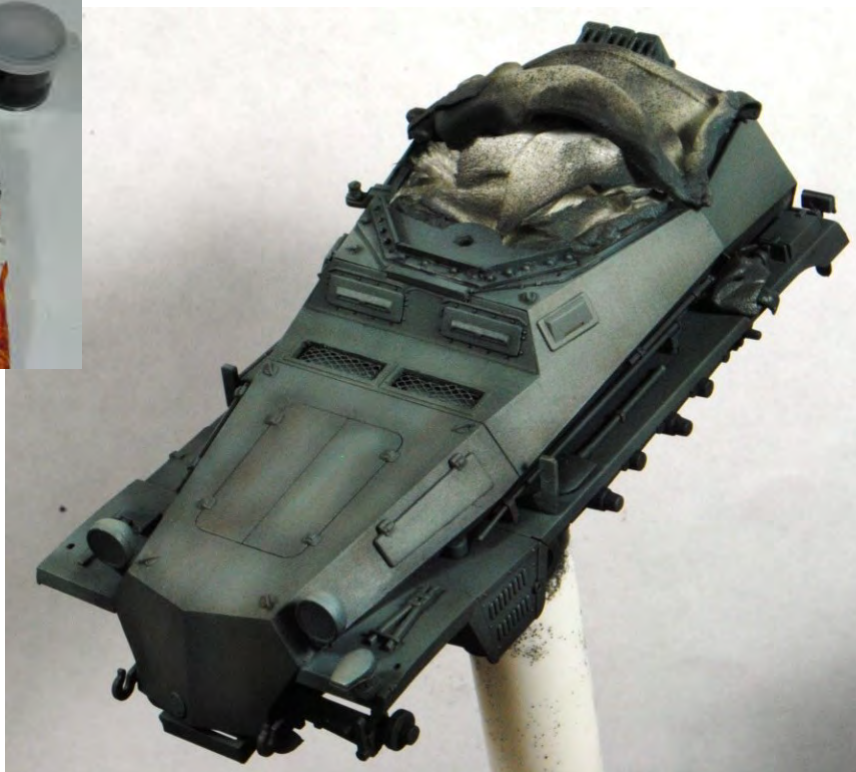
No pre-shading had been done, but the darker layers of color were allowed to show through the lighter layers around panels lines, thus achieving the same effect.



The gun was painted a slightly darker color, indicating perhaps newer paint not as faded or weathered. Value #5 is Black, value #4 is Black + Panzer Dark Grey, value #3 is Panzer Dark Grey, value #2 is Panzer Dark Grey + Pale Grey Blue, and finally value #1 is the same with more Pale Grey Blue added. The last three road wheels on the right were painted using the same colors as the vehicle, but were only painted using values #5 and #4.



After the grey was modulated, but prior to the application of decals (not all models follow all my steps in order), various filters of oil paint were added using the colors shown above—orange, green, and very dark blue. These filters are very thin coats that serve to slightly vary the colors of different panels. The dark blue filter was applied primarily in shadow areas to reinforce the modulations. The other filters were randomly applied to different panels on the vertical and horizontal surfaces.



The decals (a mix of left-overs from other 1/48 scale kits) were applied, followed by various dot filters and streaking. As large amounts of the underlying grey will be visible under the worn winter whitewash, it was necessary to paint and weather the grey prior to the application of white. **IN ORDER TO PROTECT THE FINISH FROM DAMAGE IN THE NEXT STEPS, A BARRIER COAT OF DULLCOTE WAS PUT IN PLACE!**

If you modeling a vehicle with new or intact whitewash, the vehicle could simply be painted using modulated white and any grey showing through could be added using normal chipping or even dry-brushing techniques.



Painting and Weathering the White: Steps 3-11

The overlying white color was added using the same modulation methods. However, to be able to chip, wear, and distress the white, a mask of salt and hairspray was put in place. This creates a soluble layer under the white that can be easily removed with water. Let's see how it's done:



At left we see the colors used to create the white. As normal, darker colors were used in shadow areas and lighter colors in highlight areas. To represent ground-in dirt and mud, a small amount of earth colors were added to the white in lower surfaces.

Above: For the salt and hairspray methods, I use any inexpensive hairspray (make sure it doesn't have glitter or color) and sea salt. I like the sea salt as the grains are irregular in size and shape resulting in irregular chips.

In preparation for the white, the vehicle was given a coat of hairspray. While this was still wet, sea salt was sprinkled on high wear areas and areas where a good deal of chipping would occur.

The hairspray will serve as a water soluble layer between the grey and white making the white fairly easy to remove. While I often combine the salt and hairspray methods, they can be used by themselves – either hairspray alone or salt added to a water damp surface on the model. I like sea salt simply because of the irregular sizes and shapes. Even when, as in this case, most of the white will be removed, I still add at least some salt. While probably not necessary, the salt will provide “holes” in the white coat that water can pass through to reach the hairspray layer.

Areas I didn't want painted white were masked, and the white applied. This was applied thinly in some areas and thicker in others. Multiple whites were used including white, white grey, US grey light, and pale grey blue. The light grey used on the wheels, tracks, and lowest surfaces was slightly “dirtied” my mixing in a small amount of sandy brown.

Facing Page Top: Using a stiff brush, the salt was knocked off. Then, using a variety of old worn out brushes (stiff/soft/flat/round) and a varying amount of water (depending on fast/slow/much/little) of the white I wanted to removed, I attacked the white finish. The water softened and dissolved the hairspray allowing the white to be rubbed away. Additional scratches and chipped can be done with the brushes and even other tools like damp toothpicks.

Once satisfied with the result, allow the model to thoroughly dry and then lock everything in place with another layer of Dullcote. Now, additional weathering (more filters/dot filters/streaking/chipping/etc.) will be applied on top of the white. All this was done using my normal methods.

For the buildup of mud, I used a variety of pigments (from various manufacturers) and pastel chalks. One great thing





about the chalks, is that you can create different "grades" by grinding them up on different grit sandpapers. The mud was added in layers. Pigments and chalks, of various colors and grades, were simply piled on the appropriate areas. To fix them in place, I used rubbing alcohol (isopropyl). I was able to do this since the Dullcote layer forms a barrier over the acrylic colors which the alcohol would attack. I've also used mineral spirits as a fixer. A brush loaded with this fixer was put in place next to the mud and allowed to wick into the mixture. Once dry, excess was removed. Multiple layers were added until I was happy with the result. Note the mud splashed up on the hull where the fender is missing (and built-up on the edge of the fender). Once all was dry, the wheels and tracks were put in place. Stowage was also painted and added.

Note the various colors of the jerry cans and the fact some have been given a coat of whitewash (applied with a brush) while others have been left free of white.



*Two views of the finished vehicle.
Stowage was painted using the same
colors and methods we saw in the StuG
booklet.*

Creating the Figure

In my Sd.Kfz 251 project, I created my figures using Tamiya pieces almost exclusively. I made that choice simply based on numbers and availability—my plan was to display all the models as a set so I wanted uniformity. Needing well over 100 figures, the Tamiya pieces were the best option. Since this little halftrack is meant to be a stand-alone piece, there is no need for that standardization. Hence, I chose to make my own figures. As luck would have it, I have an old Model Cellar 1/48 WWI pilot in my grey army - as I don't do 1/48 WWI airplanes or 148 scale figures as stand-alones, it would never be built. Hence, it becomes a German WWII sentry. In my booklet on the StuG III build, I covered figure sculpting methods in detail. Here's the same processes applied to this figure:

Numerous photos and color plates, including these, were used as inspiration. I really like the straw over boots. I also decided to arm him with a captured Soviet PPSH 41.

Below is the figure complete:



This Excellent Model Cellar figure of Lothar Richtofen served as the basis for my conversion.



1) I cared away all unneeded detail, which was most of it. I attached the head on a length of wire and repositioned the legs. The pose is very slightly changed. He is standing with most weight on the right leg, which has been moved inward. The left leg has been moved slightly forward and out. When removing detail, the left shoulder was left slightly higher than the right. The top of the head was sliced off and a Tamiya helmet added.

2) I work in tiny increments. Not from necessity (the putty has a good 45 min-working time) but simply so I can hold the figure without risking sticking my finger or thumb in still soft putty while working the next area. So, one thing at a time, allowing the putty to cure in between. My process is always the same - putty applied and shaped, smoothed with a damp brush, folds and wrinkles added, smoothed again. Here the left pocket flap and slash pocket have been added. So has the helmet strap (I latered replace this with metal foil as the thin strap is just too fragile). The kit's left arm was put in place.

3) The size difference compared to Tamiya. The Model Cellar figure is exactly 1.5 inches tall—six feet tall in 1/48th. The Tamiya figure is too small.

4) The left sleeve cuff and the wool scarf wrapped around the head and neck.

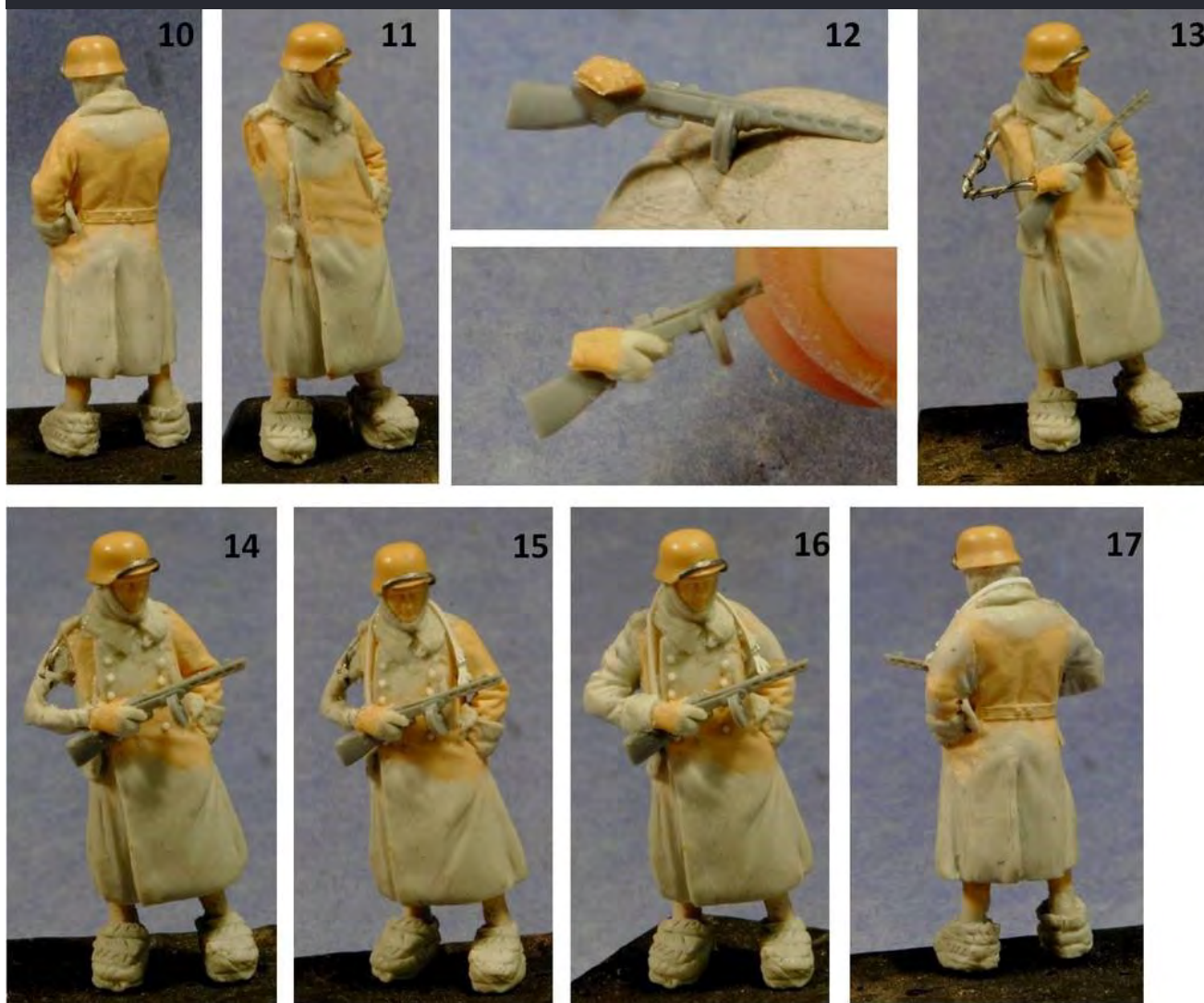
5) The shoulder straps and the top front of the coat.

6) The collar and collar tab. Soles of the boots have been added from flattened putty allowed to cure and cut to rough shape.

7) The left over boot. The right was added once this dried. Putty was put in place and texture added with the tip of a hobby knife.

8) A foundation for the coat skirts was put in place. This gave a firm base so I could work the putty skirts without pushing them off the figure.

9) The jacket skirts.



10) A rear view.

11) The right side slash pocket and pocket flap.

12) A Tamiya PPSH 41 was used. This scales out precisely at 1/48th. I used a Tamiya gloved right hand (from one of their winter figures which had the correct bulk) with fingers and thumb cut away. The hand was glued in place and the mitten thumb and fingers were added with tiny bits of putty, ensuring it properly gripped the gun.

13) The arm is a length of metal wire wrapped with fine wire (to give the putty something to adhere to). Once the wire and hand was glued in place, it can be bent into the final pose.

14) Once happy with the pose, it is locked in place with a bare arm made from putty. I always add the body part under the cloths. This ensures it has the correct shape and wrinkles/folds cannot be pressed in too far. Deep wrinkles and folds then show the shape of the body part underneath.

15) The sling was added with thin plastic card. The buckle was made from a tiny blob of putty.

16) The right sleeve and cuff were sculpted.

17) The left arm, too thin for the bulky coat, has been slightly bulked up.

The figure was then painted using my normal methods and the same colors shown in the StuG III book.

BASE AND GROUNDWORK

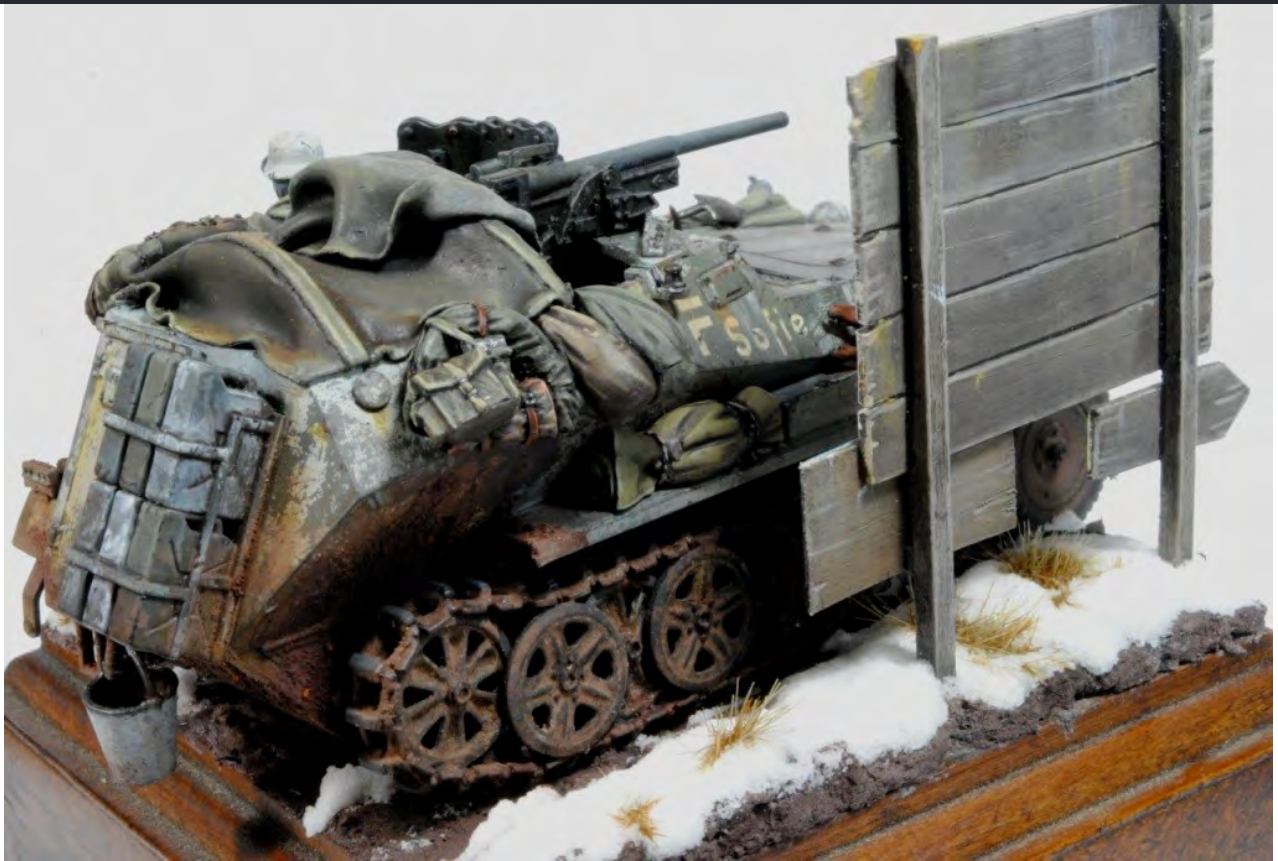
A simple wooden pedestal base, just large enough to hold the vehicle and figure and with an attractive finish, was selected.

The signs were made from sheet plastic with woodgrain and individual boards scribed in. The poles are styrene bar stock. Lettering is a combination of rub-on letters and hand painting. The partisan sign is printed on card stock.

The groundwork was made of Celluclay using my normal methods. Snow is a mix of water, white glue, Woodland Scenics "Snow" and a bit of the old Hudson & Allen "Snow". (This product is now out of production - it is similar to the Woodland Scenics stuff with a bit of "spraklies" added to make the snow glitter in the light.) This makes a paste that was slopped on in the appropriate parts. It's self-leveling so it doesn't need a lot of work once in place.

The vehicle and figure were attached to the base and the vignette was complete.





Building and Painting a
Sd.Kfz 250/10
in 1/48 Scale



**This Supplement to Kevin's Booklet on His
StuG III Ausf G Build Shows How Those Methods
Were Applied to Create This Model of an Sd.Kfz
250/10**

by Kevin Townsend