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## CONSTRUCTION OF THE WeCoHe PANTHER AUSFÜHRUNG G PART 1

### Background

After years of waiting, a 1/16 Panther has not only arrived, but arrived by two separate manufacturers, furthermore, each is the base kit of the same vehicle which is a later production Ausführung G (version/type or model G). There's a separate story behind the reasoning for this, but for a different time. The Ausf. G was developed mainly to correct some of the short-comings of the Ausf. A, the big difference was in the shape of the upper hull which facilitated producing them more rapidly as well as changing some of the thicknesses in the hull. Unlike what both of the manufacturers provided (a Panther produced in the late fall of 1944), my intention is to back-date it to one that was produced in the early summer of 1944. There were basically 3 manufacturers producing the Panther, and another one that assembled them for a short time. These manufacturers; Daimler-Benz, MNH, MAN, and Henschel & Sohn all had differences, and I've settled on one produced by MAN. The vehicle will have the typical zimmerit pattern produced by MAN as well as converting to the standard production mantlet. The production mantlet was supplied along with the 'chin'-mantlet to the end of the war. It was a good decision by both WeCoHe and Tamiya in choosing to produce the Panther Ausf. G vice an earlier version is that it will be a piece of cake to convert a second Panther to another much desired AFV, the Jagdpanther.

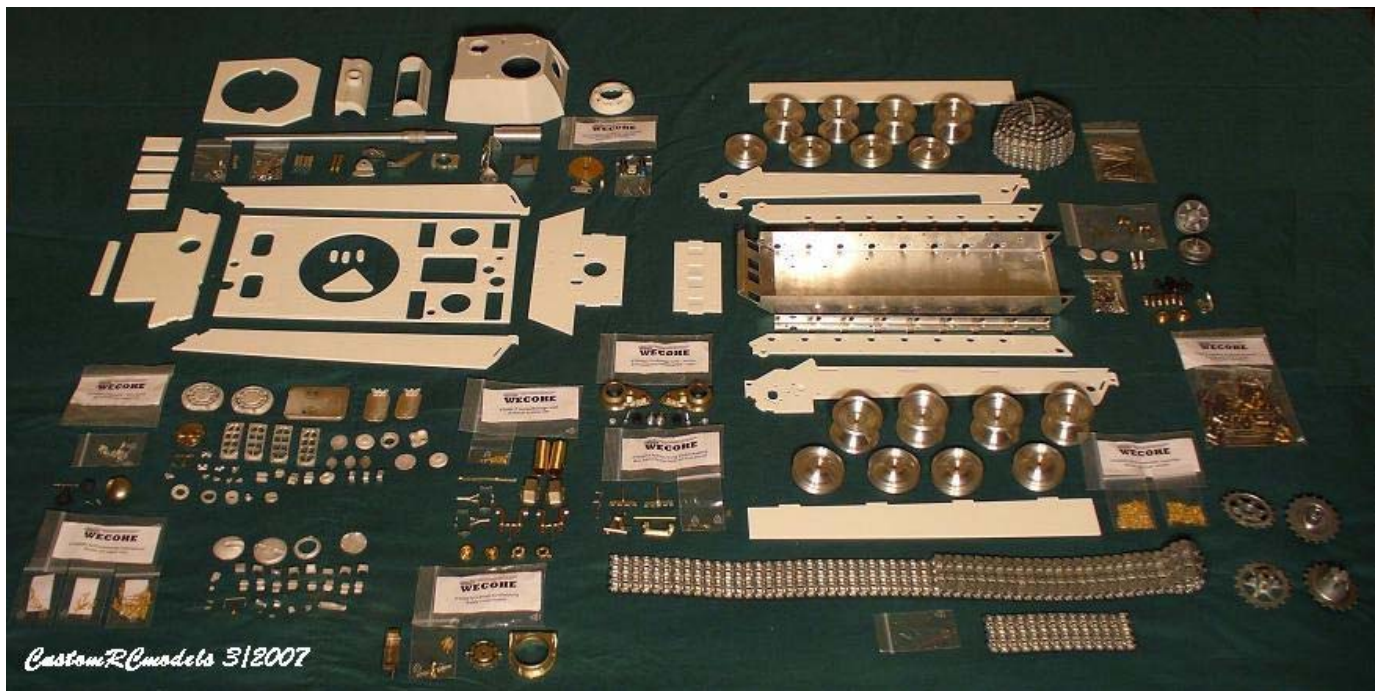
WeCoHe has been in the works producing this kit for almost two years. They wound up needing to issue it early, as Tamiya dropped the bomb and issued theirs. For now, you receive from WeCoHe almost all of the kit, as a few of the parts are still being produced, but should arrive soon. What you don't get yet are a complete set of instructions, but WeCoHe hasn't left it's buyers in a lurch totally, as they've provided the instructions that have been produced thus far which are of the lower hull and a guide on how to make each angle on the armor plates that require beveling. Additionally, they've provided some CAD drawings for the questionable areas.

I will say having seen both of the kits from WeCoHe and Tamiya, the Tamiya is lacking in detail even by Tamiya's standards, but with some work can be upgraded, especially utilizing the detail sets from WeCoHe. Unlike Tamiya's previous 1/16 AFV, the Panther is essentially a repackaged Tiger I/ King Tiger, and like them, no PE sets, etc. The tank has no casting texture, no commander, or the MG. The WeCoHe Panther utilizes some stuff from the Tamiya Tiger I in its build, such as all the electronics, rubber tires, and swing arms. Within about 6-8 months, I assume there'll be a rainstorm of after-market items for the Panther, including a slew of conversion kits.

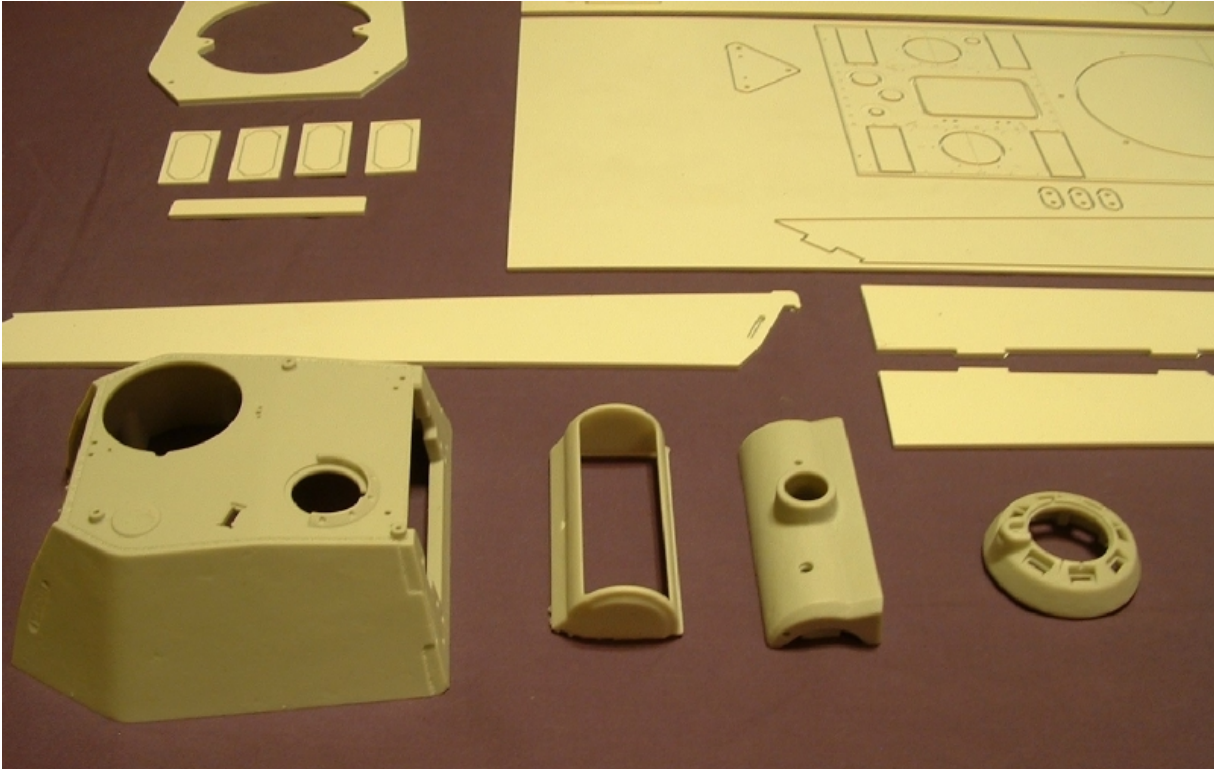
One last thing, this Panther was developed solely by the desires of Bob Hearne, a fellow hobbyist who saw the overwhelming need for such a kit in the hobby, then went about

communicating and funding most of the project. Thanks Bob, you truly walk the walk (or snow over there in Sevastopol).

What you receive with the WeCoHe kit now is pretty much what is seen in the photo, plus some of the new photo-etch pieces. Some things have yet to be developed or delivered such as the fenders or the muzzle brake, but I'm told they'll be coming soon. The photos below were provided by Willy Loewer, and more photos can be seen at his website link at the bottom of the page. Lastly, this kit is not a kit-assemblers paradise that can be put together and painted over a weekend. Advanced modeling skills are definitely necessary to tackle this one (the sub guys are probably laughing as this is usually more than what they regularly get). Hopefully, the series of articles being written can alleviate some of these headaches and deliver a much superior and rugged product. The pieces are there, it's just a matter of figuring the puzzle out. Time to bake the cake.



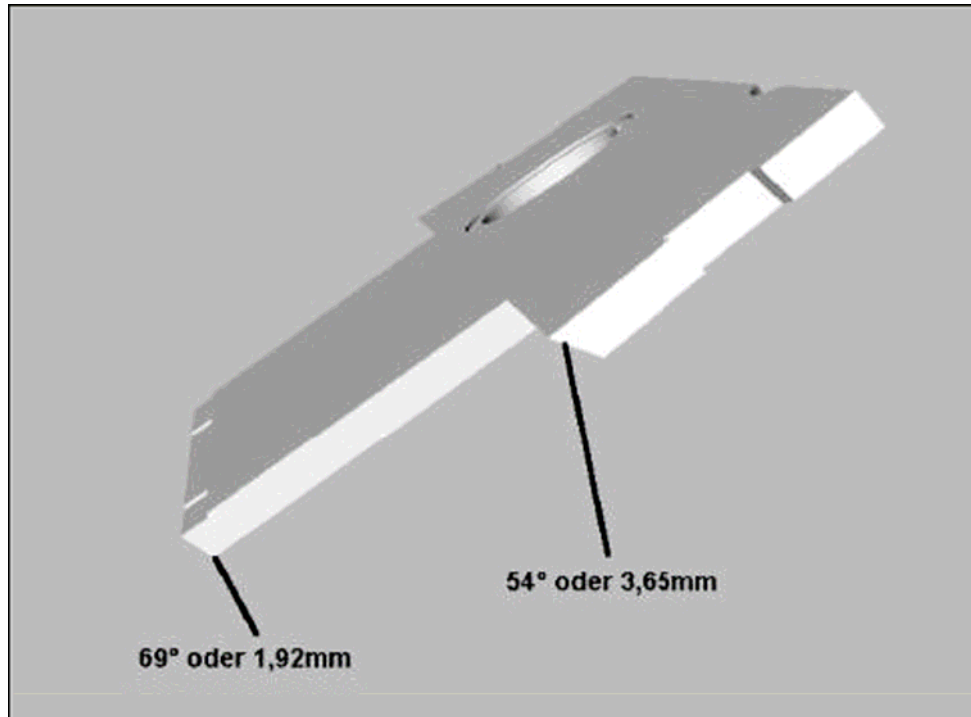
**A picture of most of my Panther as Willy Loewer at CustomRCmodels received it, and is most of what is provided by WeCoHe. The amount of metal makes for one heavy running vehicle. It will need some additional beefing up of the chassis, drive train, and running gear, but definitely won't be a 3-5 pound running, bouncing toy.**



**Notice that the hull pieces were produced by CNC which means most of the angles will have to have a bevel sanded on them prior to assembly. Notice the 'chin' mantlet at the lower right, this will have to have the squared off portion removed in order to make the earlier production mantlet. Not a problem.**

## **Sanding Angles**

The first order of business with this kit is to get the various angles sanded down to their proper angle, in order that the upper hull pieces can be assembled. This isn't a hard task, but it's one that close attention must be paid or you'll wind up learning how to use fillers correcting them. With earlier kits from this manufacturer, not much was provided to aid the builder, it was pretty much, 'here ya go, figure it out'. This time around they provided a set of 'pre-instructions' that makes the process much easier by providing angles and distance for each hull edge that will need to be sanded. Below is an example of one of the CAD drawings from the instruction showing the base angles and measurements:

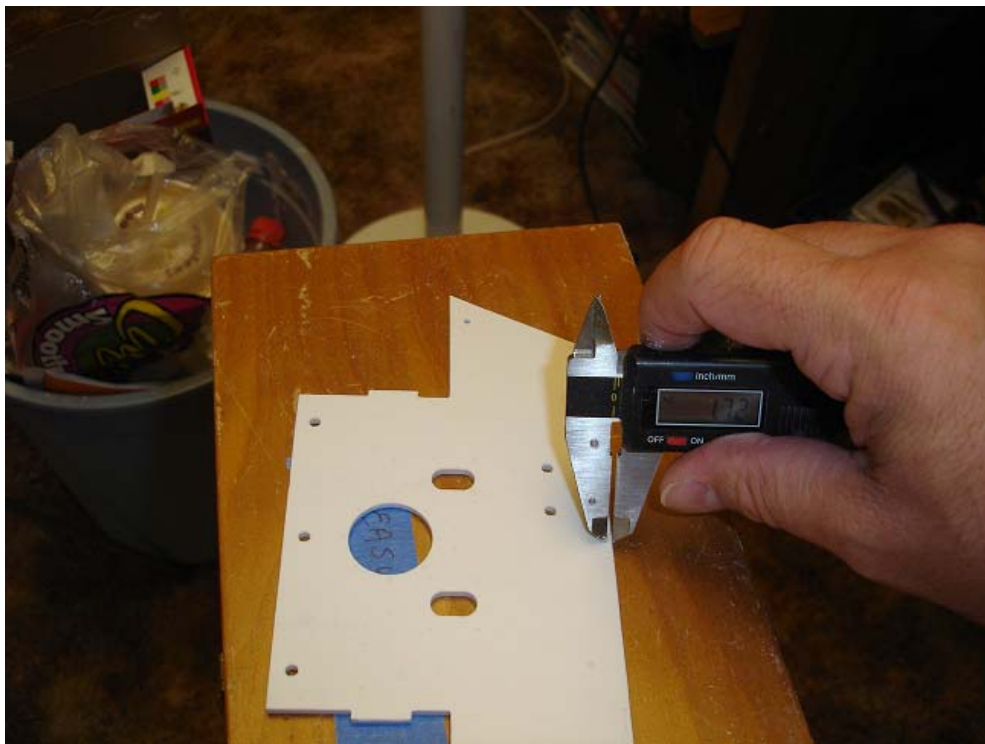


**This is a CAD drawing of the Panther's upper glaciis provided by WeCoHe showing two of the angles to be cut. Provided are the angle and the distance from the edge measurements. 'Oder' translates to 'or'.**

The process of sanding angles is fairly simple, especially when given two parameters (angle and distance). Some individuals aren't comfortable with this hurdle, so hopefully this all will help out. Below are some of the tools that helped me. The tools not in that photo are the sanding blocks and steel angle maker. Throughout the sanding process I used wet/dry 220 grit and sanded dry the whole time. Shown are the processes in sequence, sometimes being conducted on different pieces, but the process is the same.

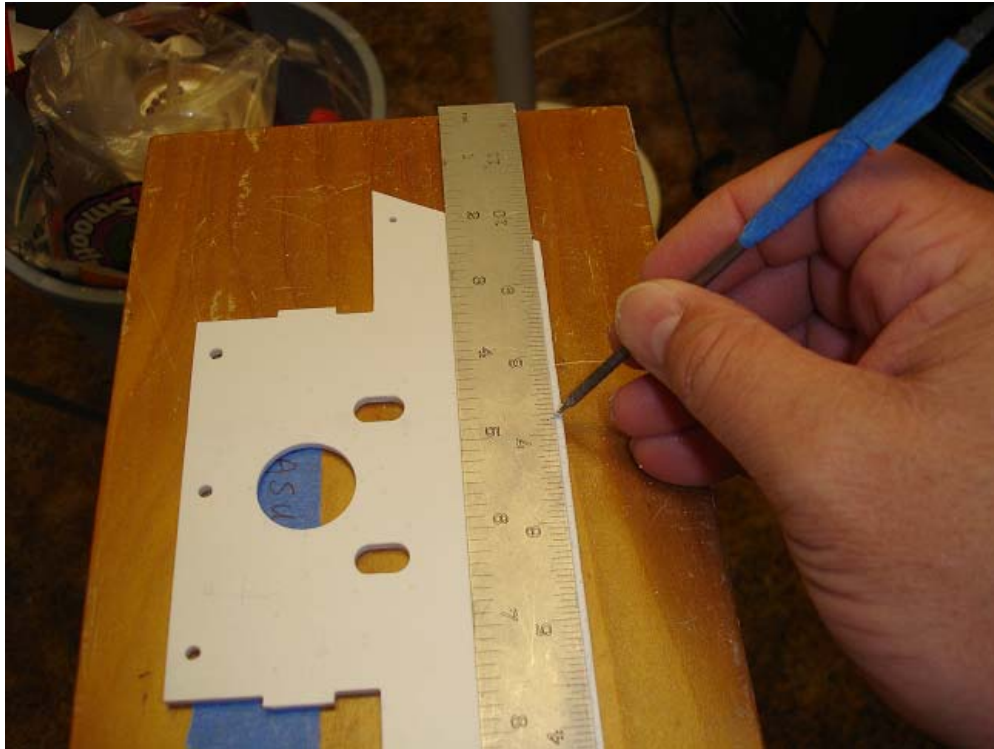


Above are seen from the top, the bottom side of the upper deck with a measurement of 1.73mm drawn on the inside of the lower edge, digital vernier caliper, permanent marker, metal scribe, steel ruler, and off to the right the angle guide provided by WeCoHe.



First step is to determine which side the angle is going to be sanded on. If necessary, mock up the pieces (they won't perfectly fit of course, but you'll be able to see the angle to be

made). Then with the vernier caliper set to the required measurement, scratch in a line following the edge of the piece. It only has to be deep enough to see.



Next, take the steel ruler and metal scribe and cut the line previously made by the vernier caliper deeper.

As this is getting long in tooth, and people on dial-up will start sending me mail bombs, I'm dividing this one up into two parts.

***Jake***

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