



After Action Review

NORTHEAST MILITARY MODELING ASSOCIATION

FEBRUARY, 2009

VOLUME 1, ISSUE 2

President-Matt Toms

matt@militarymodelers.org

VP-John Gazzola

john@militarymodelers.org

Secretary-Tom Ivancso

thom@militarymodelers.org

Treasurer-Bill Schmidt

bill@militarymodelers.org

Newsletter Editor

Jose.T.Rodriguez

jose@militarymodelers.org

Chapter Contact

Bill Wiseman

doc@militarymodelers.org

Web Master

Chris Keeling

chris@militarymodelers.org

<http://militarymodelers.org/>

Welcome to NMMA's newsletter

The Prez Sez

Well fellow tread heads, it's a short 6 weeks until the spring show season starts! I hope all of you have been spending the hibernation months building! In a stroke of self preservation, I moved the February meeting from the 14th to the 21st so we all had a pleasant Valentine's Day with our SO's. So, the February meeting is coming up on the 21st. In March we will be back to our regular second Saturday schedule.

Show season is something we all always look forward to and is the best part of the year. Of course we all enjoy the show, do some shopping and get some great deals, and show our models. It's nice if some of us win something, too! But the best part about going to a show is the road trip with friends, meeting up with more friends at the show, and shooting the breeze talking models, families, and such. Then there is the group lunch at the closest Chili's or Ruby Tuesday, which is usually the highlight of the day! We haven't been thrown out of anyplace yet but we've come close! It is always the kind of day with good friends that you remember fondly and look forward to the next time; a great day out of the house, out with the guys. So, get a model done, box it up, get off your butt, and we'll see you at the next show!

Cheers,

Matt

Inside this issue:

<i>Welcome to NMMA</i>	2
<i>Inside Story</i>	3
<i>Minuteman Models Figs</i>	4
<i>M198, 155mm Howitzer</i>	5
<i>Weathering Heresies</i>	6
<i>Weathering Heresies</i>	7
<i>Weathering Heresies</i>	8
<i>Weathering Heresies</i>	9
<i>Iraqi T-55 Painting Guide</i>	10
<i>Iraqi T-55 Painting Guide</i>	11
<i>Members Profile</i>	12
<i>IPMS JaxCon 2009 Show</i>	13
<i>Atlanta Fig/AMPS Show</i>	13
<i>DML Pontoon Bridge Set</i>	14
<i>Show Flyers/Cartoons</i>	15

Upcoming Shows

3/28/09-Freeport, LI, NY
Region 1, RepLIcon XXIV
Freeport Recreation Center
130 East Merrick Road
IPMS LI SMS
Bob DeMaio 631-707-3442

3/29/09-Chicopee, MA
Region 1, ValleyCon 19
Knights of Columbus
460 Granby Road
IPMS Wings & Wheels
Al LaFleche 413-733-9247

4/4/09-Wayne, NJ
Region 2 MosquitoCon
Wayne PAL
PAL Drive
IPMS New Jersey
Bill Schwarz
732-567-3724

Welcome to NMMA

First let me introduce myself. My name is Jose.T.Rodriguez, most friends call me “panzer”. I have been part of the modeling scene in one way or another for over 25 years. I started out as a modeler, graduated to being a book, model distributor, and finally ended up running my own part-time cottage industry company. I have been a member of several IPMS modeling clubs and joined AMPS over 10 years ago. The most joy I have had in the hobby has being part of a great group of modelers and friends that was called AMPSCT. You know us, don’t you? The guys who run and put on AMPS East every year? Due to different reasons many of us are now in different states or different countries, but that physical separation does not prevent us from still being a great group of friend and modelers. No matter where we are, we will all continue to help run, and/or support AMPS East one way or another. Below is a message from our President and resident *Mahārāja* Matt Toms.

Northeast Military Modelers Association

AMPSCT, the Connecticut chapter of **AMPS**, the ***Armor Modeling and Preservation Society***, is expanding and improving. **AMPSCT** is hereby changing its name to **Northeast Military Modelers Association**. We wish to reach more modelers in a larger geographic area and associate small groups of two or three which are scattered about the region.

Northeast Military Modelers Association will be the same **AMPS** chapter, with no change in organization. We simply want to establish a network of communication and organization with **AMPS** and **IPMS** military vehicle builders in the Northeast states. We have no intention of merging, annexing, or superseding any existing chapters. Our intention is to simply associate all of the military vehicle builders that we already are friends with and see at area shows on a constant basis.

Northeast Military Modelers Association has also submitted a charter application to become a military vehicle dedicated **IPMS/USA** chapter. We feel that our dual chapter membership will best serve our club members, our show, and our parent organizations. We hope that **IPMS** members will feel invited to join our chapter and expand our membership.

AMPSEast, our Northeast Regional **AMPS** show, will not change in the least. As ***AMPSEast*** has grown exponentially, the imperative need for more volunteer on-site staff has arisen. We believe that an expanded membership will provide us with the show personnel needed to make ***AMPSEast*** even bigger and better with each future show.

Northeast Military Modelers Association will, as a chapter, have no dues, no politics, no egos, no officers, no elections, no criticism, no pressure, and no bull. Anyone who joins will still meet in their local groups and is invited to attend meetings in Naugatuck, CT. Attending meetings will not be required for membership and long distance members can keep in touch through the club e-newsletter and the club forums on the club website. We plan on all meeting together twice a year, at the July cookout and at the September ***AMPSEast*** show. Membership in the parent organizations is not mandatory. However, we encourage all members to join the **AMPS** and **IPMS/USA** National organizations.

Anyone interested in joining **Northeast Military Modelers Association** should contact **Matthew Toms** at matt@ampseast.org. Please visit our club website (under construction) at www.militarymodelers.org.

Joining the club forums is open to all. As always, stop by www.ampseast.org for all the latest on ***AMPSEast***.

Best Wishes,
Matt

The Armor Modeling and Preservation Society (AMPS) is an independent organization dedicated to serving those interested in the modeling of armor and military models. *Boresight* is the official publication of AMPS and features articles that are submitted by its members.

Membership in the Society is for a one-year period. Membership includes a one-year subscription to *Boresight*, access to the member's only areas of this website, and voting rights at the annual meeting, among other privileges. *Boresight* is published six-times per year and mailed to members using Third Class Bulk mail in the U.S. and Printed Matter rates for all foreign locations.

Continental US:	\$25.00
Canada/Mexico	\$30.00
The rest of the World:	\$35.00

All payments must be in U.S. funds, by check or money-order. All foreign payments must be made by bank-draft or money-order drawn on a U.S. bank. Membership begins with the first issue after the membership application is received.

New! You can now pay for your membership using Visa or MasterCard through PayPal. Just click on one of the button below and follow the instructions:

<http://www.amps-armor.org/ampssite/membership.aspx>

If paying by check, send your membership dues, along with name and address information, to:

AMPS
Membership Department
PO Box 373
Elma, NY 14059-0373

AMPS is run by member volunteers - just like you. Please allow two weeks for your membership or renewal to be processed.

If you want to volunteer to improve AMPS, please contact your regional VP.

<http://www.amps-armor.org/ampssite/sendMail.aspx?Who=14&Subject=AMPS%20Membership>

IPMS/USA NEW MEMBER APPLICATION			
IPMS No.: _____ (leave blank)	Name: _____ FIRST M LAST		
Address: _____			
City: _____	State: _____	Zip: _____	
Phone: _____	email: _____		
VISA/MasterCard _____	Account # _____	-	-
Exp. Date: _____			
Signature: _____			
<input type="checkbox"/> Adult: \$25	<input type="checkbox"/> Junior (17 years old or younger): \$12	DOB: _____	
<input type="checkbox"/> Canada & Mexico: \$30	<input type="checkbox"/> Other Foreign: \$32	<input type="checkbox"/> Foreign Air Mail: \$55	
<input type="checkbox"/> Family (Adult dues + \$5, one set magazines, # of membership cards required: _____)			
<input type="checkbox"/> If recommended by an IPMS member, list his/her name and member number _____ (name) _____ (IPMS#)			
IPMS/USA		P.O. Box: 2475 North Canton, OH 44720-0475	
Check out our web page: www.ipmsusa.org			

Hobby Shops who give our
members discounts



<http://www.tigerdio.com>- 20% discount to
NMMA & AMPS members.

This space is empty, help
me fill it.

This space is empty, please help me fill it up with your information or submissions.

Introducing A New Figure Company

Minuteman Models

While we will be manufacturing and distributing 120mm resin figures & Busts in 200mm of mostly American Historical periods from Colonial to current times. We also plan to release a few other figures based on different world historical periods, including W.W.I, W.W.II, Russian Revolution, French Indian Wars, European subjects, Roman, Greek, etc. Our figures will mostly be in 120mm, & 200mm Busts, but from time to time we will also release some 75mm, 54mm, and 1/35 scale figures also based on different historical time periods.

Our first two figures will be available at the Atlanta Figure/AMPS show on February 21-22.

MM-001 Highlander 200mm Bust

MM-002 Rodgers Ranger 120mm Bust

Masters By David P Ackerman. Production/Distribution by Jose.T.Rodriguez

Web site is under construction at the current time. It will be <http://www.minutemanmodels.com>

Our e-mail is minutemanmodels@comcast.net

We welcome your comments, suggestions, advise, photos, help with research for new figures, etc. We will strive to give you great service, and products.

Hope to see you in Pensacola, FL IPMS Show.

Minuteman Models



M198 155mm Towed Howitzer

M198 155mm Medium Towed Howitzer (Early Version) by: Mike Del Vecchio

Introduction

The M198 155mm towed howitzer was first developed and introduced during the late 1970s to replace the aging M114 155mm towed howitzer, which had its origins to WWII. The main design concept of the M198 was to greatly increase the range over the M114 while still providing a 155mm towed using the current inventory of ammunition.

The M198 was fielded to the US Army and to the US Marine Corps where it replaced the aging M101A1 105mm howitzer, thus not only giving more range, but more firepower. The M198 has also been fielded by some US allies such as Australia and Canada.

The main drawback of the M198 was its size and weight. For mobile or air assault units, it was difficult to transport and required a large crew.

Currently the US Army and Marine Corps are in the process of replacing the M198 with the new M777 which is lighter and more automated, but still carries the big punch. The M198 served well in Operation Desert Storm and Iraqi Freedom. The M198 is usually paired with an M923/925 5 ton truck as the prime mover.

Plastic Parts:

Upon opening the box you are presented with 4 sprues, A, B and 2 x C. The A sprue contains the large base parts of the howitzer while the B sprue has the barrel and panels for the trails, mountings for the barrel, sights and other miscellaneous parts. The C sprue is the tire rims, suspension, hand wheels, handles, ammunition and powder.

All of the sprues appear to be molded very well. The details appear to be crisp with no flash and what ejector pin marks do exist, are placed in places where they will not show on the finished model.

The gun trails are molded from styrene, and the big box channel molding appears excellent with no molding imperfections.

Added Parts and Accessories:

Other parts included are two rubber main tires and two smaller auxiliary tires. They again are crisp with the proper tread pattern and molded markings.

A small photo etch sheet is included for the large rounded cover on the rear of the weapon. Also on the sheet are some other small detail parts for the main carriage. Covers which are pre rounded and made from photo etch are included for the covers on the equilibrators.

Lastly there is a small sheet of decals and string included for the lanyard.

Instructions:

The kit includes a 12 page instruction booklet. There are 17 total steps to the assembly of the kit. The last two steps are a choice which allows the modeler to either portray the weapon in travel mode or in firing mode. The instructions appear clear and are in the normal "picture" mode.

Also included with the instructions is a separate gloss sheet which is two sided and gives either camouflage or all green paint pattern and shows where the small set of decals are placed.

Conclusion

This kit appears to make a good addition to any 1/35 firing battery and will pair up well with an Italeri M923 or M925 as its prime mover.





Weathering 1/35th Scale AFVs

The basic idea behind weathering an AFV model is to make it look used. It is not, as some modelers allege, an antidote for shoddy construction. The "standard" AFV weathering today consists of a dark wash followed with dry-brushing successively lighter shades of the model's base coat to "bring out detail."

The resulting model looks very pretty indeed, but is it realistic? And what process occurs in Nature that leaves lighter paint on an AFV's raised surfaces and edges? None! To realistically weather a model we must mimic Nature -- we must simulate, in scale, what happens to an AFV in the field.

Introduction

The key to a good weathering job is, like everything in modeling, good research. Vehicles in the desert will not be caked in mud while those on the Russian front will be. So in determining what effects to portray it is essential to know the subject's location and time of year and then determine the conditions. The best references for studying environmental effects on vehicles are real vehicles. I used to work around heavy forestry equipment that resemble AFVs in construction (in fact some fellers are based on old Sherman chassis)! Although the reader may not get the chance to go out to an active cut-block he or she may see similar vehicles on construction sites and industrial yards. Even cars and trucks can be a useful guide -- just look how that old rusted wreck in the neighbor's back yard has bleached in the sun!

The "Standard" method of weathering an AFV model today is to apply an overall dark wash followed by dry-brushing with successively lighter shades of the model's base color. This method is so ingrained as to be the accepted standard at model shows, while modelers who have actually put some thought into weathering their vehicles are often passed over as amateurs at shows. I have actually witnessed this at a show a few years ago; I was listening to the judges discussing the AFV models in contest, one stated "This one looks as it should.", (he was referring to my Jagdpanther model), the other judge responded, "It's not dry-brushed, how about this one?", he was pointing to a Pz. I in over-all dark Gray, dry-brushed with white! So no one who weathers a model with any intelligence will stand a chance of winning.

All the problems which model builders seem to have with realistic weathering and the single reason the "standard" method is so popular is that modelers have confused technique with effect. What I mean by this is a modeler will mindlessly dry-brush a model, because this is what he (or she) is supposed to do, without thinking of the effect produced. I take a different approach. Rather than describe the various methods used, such as washes, dry brushing, etc., it is far more logical to describe a weathering effect and how to replicate it in scale.

Chronology of Weathering

By this I mean when did each "weathering event" occur in relation to the other ones. Did the vehicle get muddy before the crew spilled petrol on it or after, was it dusty before driving through a bog? A history of the vehicles weathering should be worked out beforehand and the weathering effects applied in this order. In general it is best to apply the effects as I have listed them in this article. Shadows, faded paint, field applied secondary camouflage and winter white wash are actually part of the painting process so are obviously the first effects, in that order, to be modeled. Long term effects such as worn paint and old heavy dust should be next. Topical effects including rust and fuel spills are next. Finally mud, snow and new dust should be applied last.

It is worth mentioning that some of the materials used for later effects may damage a previous effect. For instance, a water based wash used to simulate dust will destroy the secondary camouflage effect created with artist's tube water col-

ors. To prevent this from occurring it is best to use dissimilar based paints, in the case cited it would be better to use enamel based washes instead.

Weathering Effects

Below are all the weathering effects that I can think of which can be simulated on a AFV. For good results, patience and practice are important for good execution. I keep an old junked model around to practice on (an old Tamiya Matilda, which now has all kinds of mud, snow and even white wash all over it)!

Damaged Parts

An often overlooked aspect in depicting weathering is the daily wear and tear the vehicles are subjected to. Everything from a small dent in a fender to it being completely torn off can add considerably to a vehicle's looking used. The key to realistic looking battle damage is to, again, simulate Nature. This means do not heat the parts up first and melt them into shape. Instead it better to thin out the parts to scale thickness first, and then bend them with tweezers. After all this is how it happens in the field. The parts which are usually subjected to damage are the thin sheet metal parts such as fenders and storage bins, and frame storage brackets.

Thinning these parts down is not difficult, however, it is quite tedious. I tape sand paper to a piece of glass with double sided sticky tape and make small handles from masking tape to hold the part while sanding. This is much the same method that vacu-form aero plane model builders use. Work slowly and check often to see if the surface is being reduced evenly; the best way to do this is to hold the part up to a strong light and see if the part is consistently translucent - if not, concentrate on the thicker areas. The finished product should be almost paper thin. For parts which are not flat, hand sanding will have to be used. Sometimes, however, it is best to completely replace the part with a new scratch built item. I prefer to use 0.0050" plastic stock, but sheet brass can be used too.

Now that the part is thin enough it can be damaged. Do this logically: for dings and dents, lay the part down on a semi-hard surface (a hard back book is good) and push the part with a hard blunt tool; for bends, simply bend the part with tweezers. Sometime I chew (yes, with my teeth!) on the part a bit - looks great! Under no circumstances subject the parts to open flame or a hot-knife -- the part will look melted and not bent. This is just a general outline for battle damage, the details are best discovered through experimentation.

Shadows

While not weathering, accentuating the shadows of a model goes a long way into making it look realistic. Usually this is accomplished with a dark wash. Washes are notoriously difficult to apply with success, I have developed an alternative, however. Apply an overall of base of the shadow color, use a complimentary to the final base color, such as dark brown for dark yellow, dark olive drab for dark green and so on. Now, with an airbrush, apply several thin coats of the final base. Note how the darker color will stay in the crevices and rivet holes. Practice is important with for this effect to be completely successful.

Faded Paint

Due to many hours of exposure to the sun's UV radiation the paint will lighten and in extreme cases bleach and completely flake off. This is most obvious in tropical and desert regions and well as the Steppes on Russia. These effects are more pronounced in the Summer months, so checking references as to time of year and location is important. For simple everyday fading add about 10% (by volume) of white to the base color and gently apply a fog coat to the upper surfaces of the model. For extreme fading, such as for vehicles used in the desert, scrub into the paint some ground up white chalk dust using a stiff short bristled paint brush (be careful not to break any pieces on the model). For those who use Tamiya paints, add about 20% Flat base and 10% flat white thinned by 20% and gently fog this mixture over the model. The results with Tamiya paints are incredibly realistic.

Winter White Wash

Usually in snow conditions AFVs are camouflaged in white. This was, in the case of the Germans in WW2, a water based lime/salt mixture which was easily washed off with water. Mostly this was brushed on with paintbrushes, mops, brooms, rags and even thrown on direct from the bucket! The best method for simulating this is with white artist's tube water color paint, thinned out and applied with a brush which best matches the prototype pattern. Occasionally an air-gun was used. To simulate this, thin the mixture further and apply with the finest setting on an airbrush. The key to realistic results with an airbrush is to gradually build up the finish, leaving bare and thin patches. The reason I prefer a water soluble paint is to facilitate the weathering process. To simulate areas of wear the paint can be rubbed off using a slightly

moistened Q-Tip. For scratches a moist tooth pick can be used. Experimentation and practice with wearing off white wash paint is very important as it very easy to goof and end up with a terrible looking model.

Water Based Secondary Camouflage

For field applied, brushed on secondary camouflage (such as the dark green/red brown schemes used by the German Panzer forces in WW2,) it is often better to use water color paints to depict this. Not acrylic model paints but artist's tube water colors. Suitably thinned and brushed on, these paints, due to their inherent translucent qualities, look chalky and faded just like the real thing.

It is important to seal the two former cases, as further weathering with water-based paints will destroy them. However, most enamel and lacquer based sealers will obliterate the subtle effects rendered with the unique qualities of the paints used, so it is important to test first.

Worn Paint

Simulating worn paint realistically requires advanced planning: worn paint is just that -- the paint has been worn off revealing the bare metal and primer underneath. So before the base color is applied, these areas must first be painted in bare metal and primer colors. Referring to figure 1, a typical worn area consists of -- from center out -- bare metal, rusty metal, primer and the unworn base paint. To achieve this, follow these steps:

1. Paint the area to show wear with a shiny metal color (use whatever your favorite is). Mask the section that is to remain shiny metal with a liquid masking agent.
2. Paint the area with rusty metal next (do not remove the mask covering the paint below). Mask over this again, leaving a rim of rusty metal around the shiny metal.
3. Repeat step 2 for the primer color. For WW2 German AFVs this should be Red-Oxide, (I do not know what color primers were used by other nationalities at this time).
4. Finally apply the base color. Let dry and remove all the masking (three layers).

Most modelers, including myself, are far too impatient to do this for all worn paint. And its not practical for small areas and scratches. So dry-brushing can be used. Start with the primer color over the base color, followed by rusty metal and finish with shiny metal. Its important to be subtle with dry brushing worn paint.

Rust

For light rust dry-brush with enamel paint, I find Testors Rust the most realistic. Restraint is important here, a little bit goes a long way. For heavy rust, first paint the rusted area with a slurry of diluted white glue and abrasive cleanser (Comet or Ajax, etc.), Undercoat this area with dark brown and gradually dry brush the area with successively lighter shades of rust.

Rust streaks can be applied with pastels. However, only in extreme cases where an AFV has been left sitting in the rain for weeks will such streaks be evident - in other words, even though rust streaks may look very pretty indeed, do not apply them.

Grime

First of all, by grime I mean that black, greasy sludge that usually builds up on engines and things which get lubricated a lot. It is basically a mixture of oil and dirt. The best way to simulate this is with a heavy wash of black, with a hint of grey and green, paint. For extreme cases mix in a bit of dark brown chalk dust.

Mud

A convincing mud job is a little tricky to do; a bad application can ruin a model. However, by close inspection of references and a little practice, mud-slinging is one of the most satisfying aspects of weathering. I have concocted a good recipe for mud. The mixture consists of roughly equal proportions of the following:

1. Tamiya paint (color depends on what color of mud is desired - usually I use Flat Earth).
2. Tube water based paint (see previous brackets).
3. Dry bulking agent such as Polyfilla, finely sifted earth or even coffee grinds, the desired consistency should determine which.

4. Static Grass, (add an amount to suite your references).
5. White glue - add only a few drops.
6. Add water to the mix to reach the desired consistency, which should be about that of toothpaste.

Now that you have this mud-mixture, find a good reference photo of the vehicle you are weathering and apply the mud just like in the photo using a paintbrush. Dip the brush in water occasionally to help the mud flow a little easier. Let the mud dry. To simulate wet mud paint the muddy areas with a diluted white glue mixture. For dry mud grind up some earth colored pastel chalks and apply to the mud with a brush -- use a lot and really grind it in. The results are incredible.

Snow

A paste of baking soda and white glue can be painted on to simulate wet snow. For dry snow, use the same mixture but sprinkle on more baking soda. For thin, frozen snow, dry-brushing thick flat pure white paint works well; build up the layers and try not to get too much on the raised detail.

Dust

- **Old Heavy Dust:** Using successively built up layers of thinned earth colored paint. I prefer Tamiya Flat Buff and Flat Earth with some white tube water paint, mixed with water and a drop on Windex as a wetting agent. brush this mixture on, letting it collect around rivets and in crevices. This is the exact opposite to the "standard" dry brushing method of accentuating raised detail with lighter colored paint. However, it is far more realistic - when dust is blown or rubbed off an AFV it tends to stay around rivets and in crevices and not on raised surfaces. Use a hairdryer to dry the model off fast - but be very careful not to melt the model.
- **New heavy Dust:** Spray the above mixture with an airbrush. For a thicker application, thin the paint less. It is important to refer to reference photographs and to work slowly as it is easy to end up with a model that looks as if it has been sprayed with earth colored paint and not road dust!
- **Light Dust:** Pastel chalks, ground up and applied with a large (round no. 6) red sable brush. The final coat should be blown on. Always apply chalk dust except for AFV in winter, jungle and other extreme wet conditions. To simulate a recent, light rainfall spray the dusty model with water from a mister bottle - the effect is quite stunning.
- **Chalk Brands:** Its worth noting what pastel chalks are. They are not the standard black-board chalks but artist's quality colored drawing chalks. Get several earth colors. They will last for literally years of intensive weathering.
- **Fixing With Clear Coats:** This is not recommended. Applying any clear top coat, whether it be enamel or water base will ruin the subtle effect created by the chalks. Also the color will be darkened. The only way to avoid fingerprints is to either fix the model to a base or handle the model with extreme care. If finger prints do get on the model, however, they can be easily brushed out with a little more chalk.

Oil And Fuel Stains

These are best replicated with washes. Its debatable as to what color petrol, if any, should be. However, a slight green tinge to the wash looks pretty good. The trick to a good gas stain, however, is not to color the model, but to affect the previous weathering. Therefore gas and oil stains should be the last effect applied. Oil of course should be a medium wash of dark brown-black. The wash will stain any chalk dust and end up looking just like the real thing. For older stains, reapply chalk dust just before the wash dries, but don't use a brush as it will leave streaks, just blow it on. The dust will collect on the wet wash and when dry look most realistic.

Conclusion

While none of these techniques are ground breaking new, I think the philosophy of effect over technique is - keep this in mind when you weather your next model. And have fun!



By Jim Shearer

Armorama

Introduction

I saw an article by Marcus Nicholls in Tamiya Modeling Magazine International some years ago of his T55 in Iraqi camouflage. The way it was painted and weathered was truly stunning. There and then I wanted to emulate the techniques used. However I was just coming back to this wonderful hobby of ours after many years in the wilderness and did not have the skills or the equipment to attempt it. Now I have the equipment, although nowhere near the skills required, I thought it was time to give it a go.

The Build

The kit is Tamiya's fantastic T55. As this was to be an exercise in painting and weathering, the build was straight out of the box. Anyway, that's my excuse for not making any efforts to add fuel lines or P.E. sets, and I'm sticking to it! The only things changed were the removal of the mud guard and lowering of the suspension. Other than that the build was completely straight forward.

The Camouflage

Base color is a mix of Tamiya XF-59 Desert Yellow and XF-2 White with probably a touch more white than yellow. The green is actually Tamiya XF-65 Field Grey done freehand using an Aztec A470 airbrush with the grey general use nozzle. I tend to thin my paint about 50-50 paint to thinner using Tamiya's X-20A acrylic thinner. I usually spray at 20-25 psi. Luckily I had kept plenty of the original color as there was much overspray to correct. I just took it slowly and, over a few sessions and many changes back and forth of colors, got it done. I have just recently purchased an Iwata HPCB and boy do I wish I had it for this job.

Post Shading

Using Tamiya XF-10 Brown thinned very heavily, to almost a wash like consistency, the recesses, bolts, catches etc. were shaded and some vertical streaks added using the airbrush at around 15 psi. This is a difficult procedure but if the paint is thin enough then the build up of color can be controlled. I would advise experimenting on an old kit. The exhaust outlet and aux fuel drums were painted with this mix as well, which took blooming ages as the paint was so thin!

This technique meant I could dispense with using a wash. Also, as I was painting on the markings, there was no need for a gloss coat which meant I could keep the nice matt finish the Tamiya paint gives. Some filters were made using Windsor and Newton raw umber and burnt sienna which made a very slight difference to the finish, almost imperceptible, but better too little than too much!

Chipping

Vallejo Model Color paints were used for the chipping. Desert Yellow lightened with White to match original Tamiya color and Field Grey. These were applied with a red sable 4/0 brush and thinned with a little bit of water. I will be investing in some acrylic retardant, which increases the drying time of the paint, for my next chipping project. Once again I used a few sessions to do this step as it can't be rushed. Plus I have the attention span of a six month old Labrador!

Details

The mantlet cover is painted a mix of Vallejo Russian Uniform Green and a little bit of Tamiya X21 flat base for a super matt finish. The ammo boxes are Tamiya XF-61 Dark Green with same color as mantlet for the straps. The muzzle suppressor was masked and sprayed white, then the small white stripe masked and sprayed Tamiya X-8 Lemon Yellow. As this is a gloss color Vallejo matt varnish was then sprayed over it. The DshK gun is painted black enamel and then rubbed with graphite from an HB pencil. The tow cables were painted Tamiya XF-10 Brown and rubbed with the same graphite. The tracks were painted black then the contact points with the road wheels were masked and that same brown was painted on again. I think using a color like this can help to bring a model together, or maybe I'm just a lazy sod!

I would also like to thank all the staff and members of Armorama for a wonderful site which encourages people of all abilities to get better and better.

Pigments

The excellent Mig Productions pigments were used on this project. Before this a light misting of Tamiya XF-55 Deck Tan was sprayed on the lower parts of the model to represent dust. A 50-50 mix of Europe Dust and Beach Sand was then made into a paste with Humbrol enamel thinners and applied to the lower hull, running gear, tow cables and tracks. Some of this slurry was picked up with a number 8 brush and the airbrush used to splatter it onto the front of the hull. You must be careful when doing this as it is easy to get too much onto the model. Once again practice on an old model.

Once dry the pigments were removed from the high points on the tracks, running gear and tow cables. I would not use the enamel thinners on the kit tracks again as it seemed to somehow attack the vinyl. The track high points were dry brushed with Humbrol enamel 11 Silver. The track contact points of the road wheels were rubbed with Black Smoke pigment to represent the rubber.

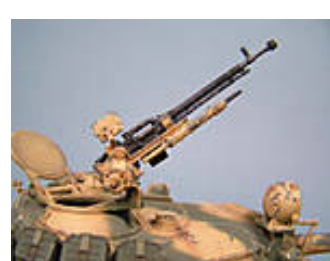
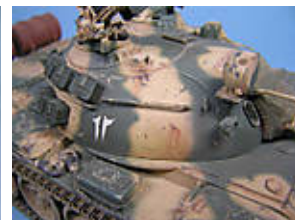
I applied and blended the oils on one part of the turret at a time starting with the turret sides. You can see how I applied the lighter oils toward the top of the sides while placing the darker colors onto the lower parts. Use vertical strokes with the brush when blending the oils on the sides. You can add more colors again immediately after the first set and blend them again for added tones if you choose.

Use a tapping motion to blend the oils on the horizontal surfaces. Note how I placed the darker oils onto the areas where more shadows will be apparent. Photo 22 displays the layout of the oils on the rear turret wall prior to blending. Again, note the placement of the dark oils on the darker areas.

Now I applied the rust pigments. I used Standard Rust, Light Rust, Old Rust and a touch of Black Smoke. This was mixed in different ratios to create many different shades. I applied the mixes by wetting the part with enamel thinner and dabbing on randomly. I admit that I got a bit carried away with the aux' fuel tanks but I just really liked the effect. As I said at the beginning, this project is all about practising technique. The markings were hand painted with Vallejo White.

Conclusion

I must thank Marcus Nicholls for supplying the inspiration and technical explanations to allow me to attempt this homage to his true work of art. They do say that imitation is the sincerest form of flattery, although I don't know if pale imitations count!



Members Profile

Bill Schmidt

Bill Schmidt is 57 year old and has lived in Ansonia, Connecticut with his wife Julie for 30 years. Bill is a retired District Department Chairperson of Applied Education from the Amity Regional School District. He worked in the school system for 34 fun filled years.

Bill's education includes an Associates Degrees in Arts and Sciences from the University of New Haven, a Bachelor of Science Degree from CCSU in Industrial Arts, a Masters Degree from SCSU in Traffic Safety and Education, and a Sixth Year Degree in Intermediate Administration from SCSU.

He has two daughters he is very proud of, Nicole, who is a senior temporary staffing manager for Accountants Inc., and Catherine, who is a biology teacher in the Amity School District.

Besides armor modeling Bill likes to play his pedal steel guitar and electric guitar. He has raced cars for many years, now retired from the sport, and he has drag raced and built engines for asphalt modifieds. He also likes to hit the golf links once in a while.



Show Report
IPMS JaxCon 2009
By
Jose.T.Rodriguez

JaxCon 2009 was held on February 14th at the University of Northern Florida Campus. The show was well attended, and there were many deals to be had. Most of the vendors where your usual IPMS show mix with figures, cars, planes, and ships. This is a nice local show, it is well planned and executed by Gil Hodges, and his crew from IPMS Jacksonville. I took 2 firsts in 1/72 scale armor, and 2 first in figures/vignettes.



The facility has a cafeteria/lunch room, and a snack/food court that was opened for us. The event rooms comprised over 5,000 sq feet combined, and cost only \$400.00 to rent.



Compare that to what we pay in the North-east. And to top it all off, the facility set up "all" of the tables the night before (Friday)

Jose

Atlanta AMPS/Figure show

February 21-22, photos by Chris Mrosko. I attended this show, and was amazed by the level of the figure work. Both shows had their own competition and judging with two separate venues within the same hotel.. Very well done!



Bridging a Gap - DML's Pontoon Bridge Set in 1/35th

By JIM RAE-Armorama

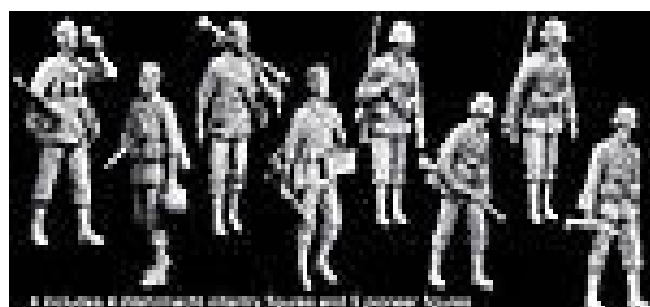
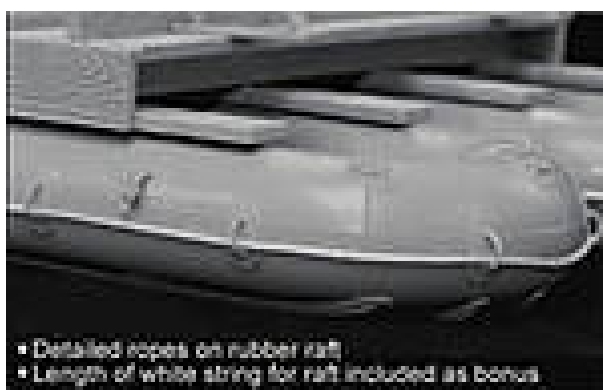
Even with the extraordinary work being done in new releases, there still remains a shortage of the 'ancillary' items such as trailers. Here's a reworked release from **DML** which should be pretty useful.

DRA6532 - German Pontoon Set

Combining pontoon bridge elements, bridging engineers and crossing infantry, this promises to be a useful and interesting set.

Now, the pontoon bridge units were previously available, but under the company's 'Premium Edition' policy, older models are getting a bit of TLC and re-released. In this set, two bridge sections and 4 pontoon rafts are included. As to the figures themselves, a total of THIRTEEN figures are included - four infantrymen & nine engineers. Two useful 'bonuses' are included - the personal equipment is 'Gen2'. Secondly, five 'extra' hands (or pairs?), to vary pose a bit, are also included.

No word on release date as yet.

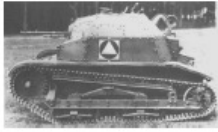


AMPS EAST 2009

10th ANNUAL ARMOR MODELING EXTRAVAGANZA!!!
THE LARGEST ARMOR MODELING SHOW IN THE NORTHEAST!!!

Show Theme

"1939: The Dawn of War"
 (Any AFV in Service During 1939)



SATURDAY, SEPTEMBER 26, 2009

DANBURY PLAZA HOTEL

18 Old Ridgebury Road, Danbury, CT
 1-84 exit 2A westbound, exit 2 eastbound
www.danburyplaza.com

AMPS EAST Discount Rooms Available!!!

Just call (203) 794-0600 by August 26, 2009.
 Inform the desk that you're with AMPS EAST.
 Rooms are only \$99.00 per night!!!



80 VENDOR TABLES!!!

HUGE RAFFLE WITH HUNDREDS OF PRIZES!!!
RESEARCH & MODELING SEMINARS!!!
SPECIAL FREE JUNIORS MAKE-N-TAKE!!!



Sponsored By:
 The Armor Modeling and
 Preservation Society
 Connecticut Chapter
 "AMPSCT"

<http://groups.yahoo.com/group/ampsct>

**For More Information
 About the Contest or
 Exhibition Contact:**

Bill Schmidt
 24 Hotchkiss Terrace
 Amenia, CT 06001
 (203) 755-0014
bills@ampsct.org

John Gazola
 188 Laurel Point Road
 Dayville, CT 06241-1522
 (860) 437-4413
johng@ampsct.org

**For Vendor
 Reservations
 Contact:**

Matt Toms
 68 Morris Street
 Naugatuck, CT 06470
 (203) 437-2290
matt@ampsct.org

For Complete, Up-To-Date Information on AMPS EAST 2009, Go To:

<http://www.ampseast.org>

AMPS 2009

International Armor Modeling Contest and Exhibition



www.amps-armor.org

North America's largest Armor only
 modeling convention!

Over 80 Vendor Tables!

Models Contest Judged with AMPS
 Open System!

Research and Modeling Seminars By
 Some of the Foremost Authorities!

Huge Raffle With Hundreds of Prizes!



Show Theme:

"Last of the Line"

Final Production Variants

Thursday, April 16 thru Saturday, 18 April
 at the

Havre de Grace Community Center
 100 Largent Drive, Havre de Grace MD

On Thursday, 16 April

AMPS in conjunction with the US Army Ordnance
 Museum Present:

The Ultimate Ordnance Museum Tour



Over 300 Vehicles on Display

See the Entire Collection

Tour The Restoration Facility

www.ordmusfound.org

Please note: The tour will begin at the Havre de Grace
 Community Center at 8:00 am. We will car pool over to
 the Aberdeen Proving Grounds (APG) Main Gate. A
 Photo ID is required to enter the APG. Please contact
 Mark Corbett at corbett59@comcast.net before 1 April
 2009 if you will be attending. For more information see
 the Museum website. Please consider a donation to
 the Museum to help maintain the vehicle collection.

For Vendor Reservations at AMPS 2009,

Contact:

Patrick Keenan
patrx@sbcbglobal.net

For more information on AMPS 2009

See the AMPS webpage
 (www.amps-armor.org)

Or

John Charvat
 (j_charvat@cox.net)



21ST CENTURY JOURNALISM IN THE 20TH CENTURY

