



"STICKY FINGERS"

Magazine.



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Peters Prattling

Next month – June 2007 – To be decided tonight

Tonight is the annual bun fight at the Methodist Church hall or the Annual General Meeting (AGM). I have printed the agenda a few pages below. Provided we can get through the AGM bit fairly sharpish we should have time for Alan Wright to give a talk on a flying boat model he has been recently building.

Forthcoming Shows in 2007

Shows with **highlight** have been booked for us to attend. If you wish to attend any of the shows with the club stand please let me know so I can attempt to book space for the club.

2007	
26 th May (Saturday)	IPMS Torbay Show to be held at the Torquay Town Hall
2 nd June (Saturday)	IPMS Salisbury Show. Wyvern College, Church Road, Laverstock, Salisbury.
5 th August (Sunday)	“Great Midlands Kit Swap”, St. Mary’s Hall, Hinkley, Leicester
18 th August (Saturday)	“Present Arms” MAFVA Essex. Marshalls Park School. Petits Lane, Romford.
1 st & 2 nd September (Saturday and Sunday)	Medway Modelling Club Exhibition, Royal Engineers Museum, Gillingham, Kent
16 th September (Sunday)	Sutton Coldfield’s 31st Model Spectacular at Sutton Coldfield Town Hall, West Midlands. Doors open 10 am to 4.30 pm
30 th September (Sunday)	IPMS Brampton, The Burgess Hall, St.Ives, Cambridgeshire. Note this is a new venue and date. I’ve requested space for this one.
November 10 th & 11 th (Saturday and Sunday)	IPMS Scale Modelworld 2007 to be held at the Telford International Centre. The branch return has been sent off so we “ should ” have some space booked.

Also whilst on the subject of model shows the following has been announced by the new Scale Modelworld organiser.

The most important change will be that the selling of kits from branch and SIG stands is now forbidden due to health and safety concerns and the increasing risk of litigation if an accident occurs, however the Kit Swap is back! The kit swap will be for IPMS members only and the registration fee is 50 pence per kit. The kit swap will be in hall 3 so you early birds will have something to do before the main halls open, details will follow in a later update.

We shall see whether they get the required number of volunteers to run this!

Industry News

Hobbico Acquires Revell Monogram

Champaign, Illinois, May 2, 2007 - Hobbico, Inc. announced today that it has acquired Revell-Monogram. Revell will continue to operate from its Northbrook, Illinois headquarters and will be led by Jim Foster, the company's President since 2002 and a hobby industry veteran for over 40 years.

Revell is a world wide leader in detailed, scale model kits including cars, trucks, ships, and planes. Founded over 60 years ago, the company markets under the brands of Revell and Monogram which were combined in 1986. In September 2006, Revell's European business was sold to a group led by Revell GmbH management.

Hobbico is the world's leading manufacturer, distributor and retailer of model hobby products, including radio controlled models, plastic model kits, trains and other hobby products. The employee-owned company sells products through hobby shops, toy stores, chain stores as well as its retail subsidiary, Tower Hobbies.

"Revell has had seven different owners over the last 37 years," said Jim Foster, "but this new combination with Hobbico represents a unique partnership that provides stability for the company's dedicated staff and the resources they need to create exciting new models. Hobbico understands what's important to serious modellers. Joining the strengths of the two companies will lead to products that modellers will really appreciate."

Revell's research and development staff includes many talented professionals who have been with the company for as long as five decades. They will continue to manage the creation and manufacturing of all new and existing products from their facility in the Chicago area.

"Many modellers who fly or drive R/C got their start in the hobby by building a plastic model kit," said Wayne Hemming, President of Hobbico. "Plastic kits are the foundation of model building. We are committed to giving Revell the support it needs to continue its 60-year tradition of quality and excellence in plastic models."

The Revell and Monogram brands both originated in 1945. Revell started out with plastic toys. Their first plastic model kits sold in 1951 were a series of vintage cars called Revell Highway Pioneers. The first model was a 1913 Maxwell, a car made famous by comedian Jack Benny.

Monogram started with wooden ship models and progressed to flying control-line and free flight airplanes as well as CO2-powered cars. Their first all-plastic kit, a midget racing car, came in 1954 and sold for 98¢. Next came a Hot Rod and a Racing Speedboat which both were sold as "Snap-Fit and Press-Fit for Jiffy Assembly."

"Both Revell and Monogram have produced literally thousands of different models over their long history," said Jim Foster. "Every effort has been made to preserve the production tooling for possible future re-releases. Over the coming years, we will work to not only create exciting new releases, but also bring back many classic favourites from years gone by."

Club Contact Address List

Can you all study the address list and update if appropriate?

Peter

Robins Ruminations

A day at the seaside or The Lancing Model Show.

On Saturday the twelfth of May, Peter Bagshaw and I set off under grey skies and spots of rain for the annual pilgrimage to Lancing. The journey down was fast and clear of traffic and when we reached Lancing the sun broke through the clouds, see, the sun does shine on the righteous!

The club was allocated twelve feet of single width table just inside the door, very nice. After setting up we had a quick wander around hoping to sniff out a few bargains, which we did at LSA Models. LSA were disposing of the dregs of collections that had been bought in. I bought a Hasegawa F-16 two seater for £5, no instructions and a Tamiya limited edition "Frank" for the same price, no canopy. I have a single seat F-16 in my loft that will supply the needed instructions and a Falcon canopy set on my shelf has the relevant canopy for the "Frank". I also bought a Hasegawa Strike Eagle for a pound, canopy, instructions and a few other parts missing. However the weapons and M.E.R.'s were all there and given the price of Hasegawa's weapons sets, a bargain. However the Wife took some convincing that I only paid a quid for such a large model when I got home!

Peter also bought a couple of bits, including a motorised bright green translucent turtle kit, don't ask. Still, Peter enjoyed putting it together at the show, but was felled at the last hurdle by a lack of AAA batteries. I have since been told that the model does "walk" around quite well and that Peter's Wife has upped his medication!

The call for bacon rolls produced the normal stampede to the food room; we tested a couple just to be polite, no pleasure involved at all of course. This coupled with a table full of homemade savouries and cakes for sale resulted in me bringing home my sandwiches, well; you've got to show support to the ladies doing the baking haven't you? Well that's my story anyway.

The competition ended up with over 50 entries after a slow start, with some excellent models on the table. We spoke to more of the public at the show in the five and a half hours it was open than in the whole weekend at Telford, most strange. After a few more small purchases the show wrapped up at four o'clock on the dot and we were on the way home by a half past four. Again the drive home was in bright sunshine until we crossed under the Thames and then the rain started. After dropping Peter off, I was home at ten past six, very civilised.

I hope to attend next years Lancing show if invited as it is held in a very friendly atmosphere very similar to Expo, but of course on a much smaller scale.

Second trip to the seaside or Southend judging

Last Wednesday evening saw Peter and I returning the favour to the members of IPMS South-East Essex by doing a bit of judging for them. The evening was very pleasant with soft drinks, nibbles, and tea and coffee supplied, most civilised. The judging was fairly easy with only a few classes giving us problems. Twenty-seven normal classes and three trophy classes later the job was done.

Although a lot of models were on the table, it was noticeable that there were far fewer numbers than in previous years. This seems to be the trend as far as competitions are concerned, whether it's at the Nationals or small clubs and nobody seems to know why exactly, most strange, as people all seem to enjoy the competitions, but fewer and fewer are entering them.

My "official" hat is now, ON.

As the club Competition Secretary my report is fairly brief. (Deep sighs of relief being heard).

As far as I am aware, there were no major problems or hassles regarding the competitions. If you feel that there were any, *irregularities*, please speak up now, tonight is your opportunity to change things or air any grievances.

In my official capacity and personally, I would like to see more models on the tables on competition nights, but then I don't know of any club secretary that doesn't say the same. However I can't put a gun to member's heads and make them enter, the ball is well and truly in your court. However, thank you to all the members that did enter their models.

When I looked back at the numbers of models entered over the year, I was almost stunned by the lack of entries in the Modeller of the Year competition. To labour a point, any model that is entered in any club competition throughout that year is eligible to enter in the Modeller of the Year competition.

I will shortly be ordering the awards for the next year, are you all happy with the current flip-top case with the medal inside?

I will end this report by offering my congratulations to John Bennett for winning the Wally Arrowsmith Trophy for the aircraft section and Danny Alvisse for winning the IPMS Hornchurch Trophy for the miscellaneous section.

Robin.

Modeller of the Year Competition Winner.

Robin Bellamy with his 1/48th scale P-51 Mustang



Well done Robin.

Ha! Ha!



A look at two different approaches in finishing powders MIG Pigments and MMP's Weathering Powders

By Vince Pedulla, Modeller V Studios

I have always approached modelling as an art form, an unconventional one perhaps, but one just as rewarding to me as sculpting or painting on canvas. As a result, I have always tended to use artist's tools in my work: colour pencils, oil paints, gel media, and artist's pastel chalks. Until recently, I used these chalks to do some weathering and shading, but art pastels often do not have appropriate colours for military applications, so their use was somewhat limited. They are also extremely fragile and do not tolerate much handling. I tended to use them mainly to create surface rust or dust, and continued to use traditional dry brushing and wash for other effects. But I recently had an opportunity to try out two new and different products used in the weathering and finishing of military models.

A LITTLE HISTORY

The current movement in military modelling is away from the "wash and dry brush" method espoused by Shep Paine and Francois Verlinden, and toward a more natural finish, emphasizing shading, tone, and the effects of nature and "wear and tear" on the subject. Also prevalent in the past few years is the creation of chipped paint and other surface imperfections. While there is photographic evidence upholding the use of this technique, I have seen it overdone to varying degrees, sometimes making the models look like something left in a junk heap or a museum for many years. Military vehicle crews live and work in their mounts, and tend to take the best care possible of them. While a garrison unit of Abrams tanks in Germany will certainly be lovingly (or grudgingly) maintained and have little wear and tear, a late war or desert based WWII German Army unit would not have this luxury, and would show a stronger degree of wear. I appreciate this technique, but personally limit this effect to a realistic level. If you consider that the average life span of most wartime military vehicles was measured in months, there would not be much time for severe weathering to take place.

When people ask me my basic goal in creating a model, I tell them I try to create "depth" in the kit. What this means is that the model has the realistic shadow and highlight fall which real world subjects exhibit. Of course, the scale effect of lighting prohibits one from simply spraying a coat of paint on the model and letting nature take its course. Shadows and highlights must be exaggerated to reproduce the scale effect of light and dark. This is achieved by using washes to simulate shadows, and dry brush or airbrush shading to create highlights. And now we have a new type of product to help this effort... weathering powders!

A few years ago, Hudson & Allen, makers of diorama accessories, released several different shading powders, in medium sized plastic bags. To be honest, I'm not sure what material these consisted of, but I found them useful as colours to be mixed with gel media, mostly to make mud. H&A's line was restricted to earth tones and is meant, apparently, for groundwork in dioramas.

The first commercially produced powders widely aimed at the modelling crowd were created by MIG Productions of Spain, and are marketed as "pigments", meaning they consist of pure artist's powdered pigments. They come in 20ml. jars with flip-top lids, in 10 different shades. These powders are not pastels, but consist of very finely ground artist's pigments. When these pigments are mixed with the appropriate medium, they form the basis for most paints.

Now on the market are a line of colours made by MMP productions, which are labelled as "weathering powders". This product is packaged in one ounce screw top jars. The line has 16 colours and is still expanding. MMP tells me that their line of powders differs from MIG's in that their pigment is mixed with an acrylic binder, making it better attach to the surface, especially when mixed with a liquid medium.

TEXTURE

First, let's compare the two textures. Both are very finely ground, tending to become airborne when used dry, so wear a mask. The MIG pigments strike me as being *slightly* finer than the MMP version, but the difference is negligible. This may be because MMP's powders have the binder in them. They both mix easily with any medium, and can be freely intermixed to produce other colours.

COLORS

MIG's colours are very strong, especially the rusts, and sometimes require mixing with black, white, or grey to avoid over-saturation. MMP's tones are more muted, and can be more appropriate for shading, especially with such colours as "Worn Panzer Grey", and "Faded Armour Green". MMP's line also has many more earth tones than MIG's, nine compared to MIG's five. Earth tones are especially important when modelling vehicles. From the almost white dust of North Africa or Iraq, the rich dark earth of Europe, or the red clay of Vietnam, tanks and trucks will pick up the colour of their environment. MMP's line is more extensive than MIG's for earth tones. I especially liked the "Mud" and "Earth/Dirt" tones in the MMP line. MMP's nine-colour earth tone line ranges from almost white to very dark brown, while MIG offers five earth tones, with "Europe Dust" being an especially pleasing colour. Look for more expansion to MMP's line. MMP offer several other tones that will be

especially useful in shading models, including "Worn Panzer Grey" and "Armour Green", along with "White" and "Soot Black" powder. The Soot tone is very nice, basically a dark grey, used to create exhaust stains or burn marks on models.

TECHNIQUE

I use these powders in three ways, dry, wet and mixed. Basically, when used dry, the product is not mixed with any other medium and is applied directly to the surface. This can be a light dusting or with a hard scrubbing action. This method produces pleasing dust tones, but is fragile and can be rather flat, sometimes evening out shadows and recesses. Also, you need to use the product over a matte surface, not a glossy one. The glossy surface tends to lack the "tooth" flat paint has, and gives the powders very little to grab onto. MMPs powder, having the binder, seems to grab better on matte surfaces. (See the pics below)

METHOD TO THE MADNESS

Mixing the powders with a liquid medium, such as water, paint thinner, or alcohol produces a range of "washes" from a weak tint to thick slurry, depending on the ratio of powder to liquid. I use alcohol as a medium, as it tends to dry quickly. Be careful though, as it will sometimes craze the surface paint, causing a whitish area that can be sometimes removed with thinner. By mixing the powder with liquid, it causes it to bind better with the surface, but you can still reduce the effect after it dries, either with a dry paint brush to dust away the powder, or with a wet brush or cloth, for a more contrasty, dramatic effect. Keep in mind, the solution looks very strong when wet, but will fade somewhat after drying. You can also chose to use paint thinner or water as a medium



Let's use my Buessing NAG Flak truck as an example of this. I did not want a muddy truck, but one that had travelled a many a dusty mile on back roads in Normandy. I used a thin wash of MMP Medium Earth on the underside of the truck, the fenders, splash guards, and other flat surfaces to simulate dust being thrown up while driving. I then mixed a thicker solution and applied it to the wheel wells, tires, lower frame and superstructure for a heavier dusting. After allowing the powder to dry thoroughly, I used a wide brush to feather the dust into the model, for a more natural look. I then created a very thick mix of powder and alcohol and carefully applied thick deposits of dust where they would naturally build up, such as along the fender bottoms, ladder steps, and in deep crevices. By feathering upwards, it creates the look of slow build up of dust over many miles. A particularly nice effect is to heavily apply a thicker mix all over the tires and wheels, than after drying, wiping the tires down with a damp cloth, particularly on the road contact areas and sides, but away from the recesses. This gives the effect of a dusty but recently used tire. You can also use a short stiff brush, like an old toothbrush or hog hair paintbrush to create spatter and splash marks. Be careful, it is all too easy to overdo this effect.

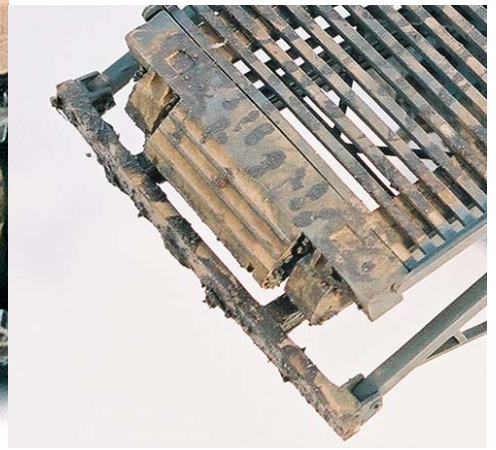


THE DEPTH ISSUE

One problem inherent with these types of powders is they usually cannot be built up to any depth or thickness, as they are still fragile when dry. To create thick mud or dust deposits, it was necessary to bind them with another medium. I've used acrylic gel medium, available in art stores, which is a thick paste that dries opaque. But MMP's powder dries very hard when mixed with water, and can be built up to a substantial depth. Doing the same with other types resulted in a fragile mound that would disintegrate when touched. I still like to use some acrylic gel medium when making thick mud, because it dries with a slight sheen and I like the way it "handles". This is purely an artistic preference, however. On my Bergepanther A, pictured right, I liberally applied MMP powder, mixed with gel medium, to the front fenders, glacis plate, spade, under the sponsons; anywhere that mud would naturally accumulate. You can also go "wet and dry", first applying the powder wet and letting it dry to a flat finish, then creating a wet mix, using the gel medium, and placing it on top of the dry. This creates a nice multi level effect, like on my Leopard pictured below.

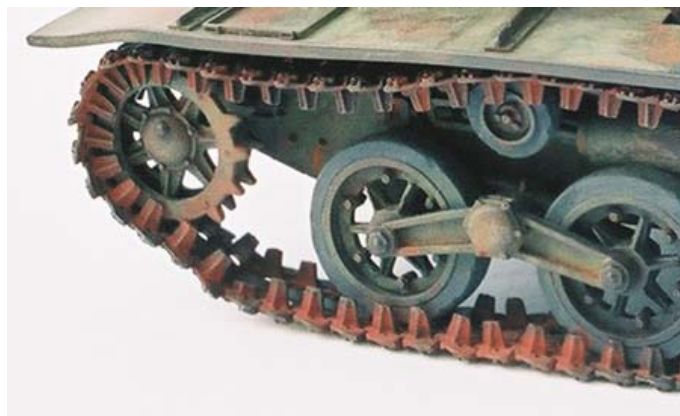


I mixed the MMP Dark Earth and Mud colours with the gel medium to create a nice thick muddy gunk. I avoided mud on the upper surfaces, as the slow speed of this vehicle would generally preclude this, unlike a faster or lighter vehicle like a Jeep. My own experience with mudding in my Jeep showed me the difference between what might get on a slow vehicle as opposed to one tearing through a mud pit! On the tracks and undersides I applied a thicker powder/alcohol mix, which was wiped away from the protruding surface features after drying. In the past, I have chopped up H&A foliage or added static grass, sand, or other natural items to make the mud more interesting. I did this on the PanzerIV Bridgelayer pictured below, along with muddy footprints.



RUST

These powders are very effective in creating rust on surfaces, particularly on exhausts and track links. I undercoat with a dark brown, followed by a series of dry brush passes. I start by using a dark metal in a heavy drybrush, and end light pass of a mix of gunmetal and aluminium. I do not use a straight aluminium or bright silver colour on track, as the natural metal tone of steel worn by contact with road or earth surfaces will not polish the metal very brightly. After allowing sufficient time for drying, I'll mix up a rust solution and liberally apply it into the recesses of the track. After drying, use a moistened paintbrush or rag to wipe the rust from the surface area. This can be followed by an earth-tone wash. A few of the other effects that can be created are smoke or soot from exhausts or fire, blackened and burned paint, water stains, or muddy footprints (by using Calibre 35's resin boot stamps). The powders can also be used to create faded and varied paint tones.



A very experimental technique I have begun trying is to mix some powder with alcohol and create another mix with paint thinner, then using both solutions on the same surface at the same time. Of course, water and oil don't mix, and the pigments tend to interact in interesting ways. I think this will be good for creating heavily rusted surfaces or decaying paint. One of my upcoming projects is a whitewashed tank, and I plan on using MMP's "White" powder to create this effect. I am going to test using alcohol, water, thinner and a heavily thinned matt varnish medium to see what varied effects can be created. You could create a tint that could be sprayed through an airbrush, or the powders could be mixed with a more permanent medium, like thinned varnish or clear lacquers. The great thing about these new products is that experimentation is still wide open!

So what can't you do with these powders? Well, I tried spraying clear coat (Dullcote) on one kit after using the powders, which tends to vastly diminish the effect! Although they stand up to handling much better than pastels or the pigments, I would still avoid too much touching of the model. The MMP powders tend to be much tougher than others I've used, and really do stick very well dry. They can be used dry over acrylic, enamel, or lacquer paint without affecting the surface, but be careful when mixing the powders with a liquid, as it could affect the surface underneath. Allow sufficient drying time for your base coat, and it's not a bad idea to use a sealing agent, like Dullcoat or other clear surface **before** applying the powders. However, depending on the

base medium used, you can always just wipe or wash away the powders if you don't like the effect. Try that with oils!

THE LAST WORD

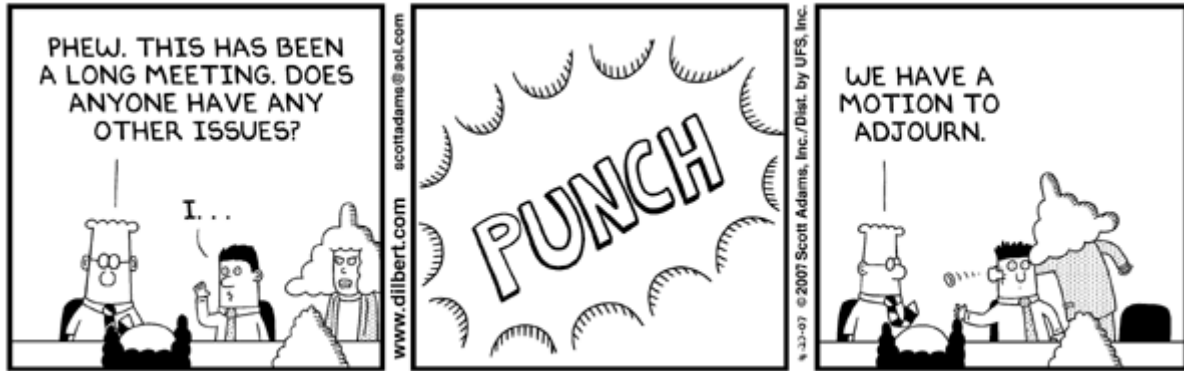
So how do both products stack up against each other? I'd say that MMP has the definite edge, with a greater range of colours and better value for the buck. Both powders have similarities in texture and how they are used, and both are good to have on your desktop. The binder used in MMP's powders make it bind much better to surfaces, and allow it to built up to depth, precluding the necessity for gel medium. Neither product will, for me, replace oil paints for basic weathering and creating depth, but they add a surface feel that can be very realistic. If you have unlimited funds, get both, but the MMP powders are the definitely the better value. There is still much room for expansion in the line, and I'd like to perhaps see some metallic colours. These products are not just for military vehicle models, but can be used on aircraft, figures, even model cars. I've used real life construction equipment, heavy trucks, muddy 4x4's, even common passenger cars as inspiration and for new ideas. As always, your imagination is the only limitation.

On my Japanese tankette, I was creating a vehicle abandoned in the jungle. I used a very strong, almost over exaggerated rust colour, and pooled the wash to simulate the natural way rust settles.

A FEW MORE EXAMPLES OF WHAT CAN BE DONE WITH THESE WEATHERING POWDERS



IPMS Hornchurch AGM 2007 Agenda



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1. Committee Reports
 - i) Secretary's report – Peter Bagshaw
 - ii) Treasurer's report – Bob Plumridge
 - iii) Assistant & Competition Secretary's report – Robin Bellamy
 - iv) Club Magazine Editor's report – Danny Alvisse
2. Election of Officers
 - i) Secretary
 - ii) Assistant Secretary
 - iii) Treasurer
 - iv) Competition Secretary
 - v) Club newsletter Editor
3. Club Competitions
 - a) Announcement of winners for 2006/2007 competitions
 - i) Wally Arrowsmith Trophy (Aircraft) – John Bennett
 - ii) IPMS Hornchurch Trophy (Miscellaneous) – Danny Alvisse
 - iii) Modeller of the Year – Robin Bellamy
 - b) Competition rules
Clarification of classes

I have some proposals to discuss for the competition.

Proposal 1 - We currently present the runner up of the competition with a small medal; I would like to propose that we discontinue this practice. The reasoning is partly to save the club some money but also I am not convinced that many members actually want to keep these tokens. What does the club think, keep or drop?

Proposal 2 Update to the competition rules to clarify the position with regard to the "Modeller of the Year" competition. I would like to propose that we add the following to the club competition rules:-

All models entered into any of the 4 competition rounds qualify for entry into the "Modeller of the Year" competition. The number of models entered to the "Modeller of the Year" competition is at the discretion of the individual.

4. Formulation of outstanding monthly dates for 2007/2008
5. Any Other Business

Current Club Competition Rules

- The competitions are split into 2, the Wally Arrowsmith Trophy for Aircraft subjects and the IPMS Hornchurch Trophy for Miscellaneous subjects.
- Each competition will be run over 4 rounds.
- The schedule and any “Themes” for the competitions are decided at the AGM in May.
- All models must have been completed after 1st May for that competition year.
- Each competition has been split into 2 categories.

	Category 1	Category 2
Aircraft	1/72 nd scale or less	Greater than 1/72 nd scale
Miscellaneous	Military vehicles any scale	Anything else, i.e. not an aircraft or military vehicle subject.

- Registration of models must be made before 20:15 to allow voting to start at this time.
- Members vote for the winning models in order of preference from 1st to 5th places in each category and competition.
- For each competition round a maximum of 2 models per category may be entered, i.e. 2 models in Category 1 and 2 models in Category 2 are the maximum allowed per round.
- Modellers may enter either or both competitions and categories, Aircraft and Miscellaneous.
- A model may only be entered into any competition once.
- Dioramas count as 1 model.
- Two models on one base, but not a diorama, count as 2 models.
- Modellers are **not** expected to vote for their own entries.
- The person with the highest overall number of points in each competition (Aircraft or Miscellaneous) after the 4th round will be the club champion.
- In the event of a tie on points the number of 1st and 2nd places etc. will be the deciding factor.
- **In the event of a dispute the Competition Secretary’s’ decision is final.**

Scoring

Every model entered in each competition scores 5 points.

The following points will be awarded for the 1st five places in each competition category.

1 st place	20 points
2 nd place	18 points
3 rd place	16 points
4 th place	14 points
5 th place	12 points

i.e. a person entering 1 model that comes 3rd will score 5 points for entry plus 16 points for 3rd place, giving a total of 21 points.

2007/2008 Schedule Template

This is a provisional plan based on last year's events – please note that the AGM today may change this.

June 18 th	
July 16 th	Competition Night
August 20 th	
September 17 th	
October 15 th	Competition Night
November 19 th	
December 17 th	Quiz and nibbles
January 21 st	Competition Night
February 18 th	
March 17 th	Competition Night
April 21 st	Competition: Modeller of the Year
May 19 th	AGM