THE Crooked Line

The Crooked Line is the official publication of Fort Crook IPMS/USA © 2018

Its that time of the year again…

- Each member is may bring up to 5 individual models or products or up to 5 lots consisting of 2 to 5-models which must be grouped together as one package.
- Each group or individual model must have the sellers name and starting bid clearly marked on the item(s)
- Bids will start on the asking price and proceed in 50-cent increments up to $10 where the bids will become $1.00 increments.
- At the conclusion of the auction buying and selling members will settle their account.
- 10% of the auction sales will go to the chapter.

Fort Crook IPMS/USA

Scale Modeling Club

NEXT MEETING
Wednesday October 17
at 6:30 PM

Meetings are held at the Nebraska NRD Headquarters located in West Omaha at 154th & Giles Road

It’s Not the Airbrush… It’s the User!

By: Jon Bius

If you’ve been a participant on any scale model forum- and I mean ANY of them- you’ve seen topics

basically asking “what is the best airbrush?” Inevitably, users will offer answers about this brand, that brand, this needle size, that needle size. The discussion often degenerates into something that looks like a childhood playground argument, with charges of being a “poopy head” or some similar characterization.

Eventually, a few people will come along with some news that tends to make most folks step back and say “Yeah, that’s true.” And the discussion ends. That news? It’s not the airbrush.

When I first returned to scale modeling in 2006, I was brush painting my models. In a most horrible fashion. Yet I’d see these wonderful works of painting skills on the model forums, and I’d ask “how did you do that?” Simple, my boy- buy an airbrush! Of course, the next question would be, “Which one?” After a lively discussion, and several charges of poopy-headedness, I’d come to the conclusion that there was no good answer.

What I did notice was most airbrushes were expensive, at least by my definition. (Anything over $20 is expensive by my definition….) And then one day I went to the Walmart….

I found a cheap, double action airbrush. Cheap being about $30. (So yes…. a bit expensive in my book…) The airbrush was called the Aztek 370.

Of course, the one airbrush most everyone poo-poo’d was the Aztek line. Awful, I was told. Cheap junk. And to be honest, the 370 did look cheap. But I thought it was worth a try. A kind friend gave me a nice hobby compressor, and away I went.

Most folks who start into airbrushing go in with high expectations, and on their first attempt, are usually sorely disappointed. And I was no exception.

It's not the airbrush, it's the user! *Continued…*

But I also don't give up on problems like that easily. So I started reading, and experimenting. And the more I worked with it, the better results I achieved. At some point, people actually started complementing me on my work. And they'd always ask 'what airbrush did you use?" And I'd smile and say "An Aztek 370." And they'd call me a poopy head and run away.

So what's the moral of this long, drawn out, story? It's not the airbrush.

Certainly, a really cheap airbrush won't give the best results. And by cheap I don't mean money, but rather in its design and construction. But what few modelers want to admit, when the topic of airbrushing comes up, is that factors external to the airbrush make far more of a difference than the price of an airbrush, and the size of its needle. So before you decide on an airbrush, here are some things to know about airbrushing that have little to do with the airbrush itself.

Air Pressure

One of the two biggest breakthrough discoveries for me was understanding how the air pressure affects the results. A good regulator will help your airbrushing out immensely. And there is no "correct" air pressure. Some folks shoot all their paint at 8-12 psi, others 15-18, other higher than that. In general, when you want to cover large areas, higher pressure is appropriate. Doing finer detail usually needs lower air pressure.

Air pressure that is too high can cause bad over-spray, while too low may result in splattering. And there is a relationship between air pressure and the distance you hold the brush from the model too. High air pressure close up may cause such air disturbance that it fouls things up.

A great set-up for spraying with an airbrush should include a pressure regulator and an inline water trap which will eliminate inline condensation and help make it easier to adjust air pressure.

The takeaway is to experiment with a variety of air pressures in a variety of conditions with the paints you use. Even the type of paint you use can perform differently at certain air pressures than another brand. And going hand in hand with air pressure was the second big thing I discovered, which was….

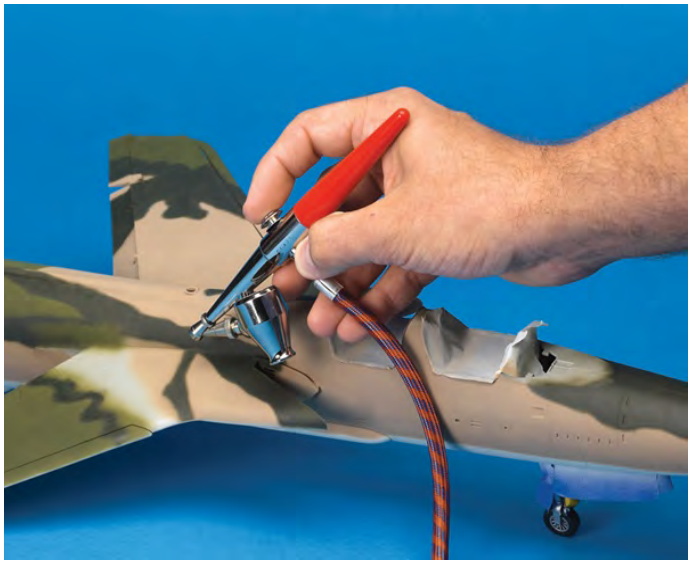
Paint Thinning

I struggled and struggled with airbrushing at first. And folks would always suggest I check if it was thinned properly. A few suggested thinning it to the consistency of 2% milk. I thought "what are you talking about- what does milk have to do with it?" I finally had a light go on and I decided to actually put some milk in my airbrush- the 2% stuff.

And then it all made sense. My paint had been too thick. In fact, way too thick. Though I thinned it an amount I thought was enough, and to my eye it looked thin, it wasn't enough.

Of course, after telling folks this, the next question- and it's a logical one- is "so how much do you thin it?" The best answer I can give is- it depends.

It depends on what you're trying to accomplish, basically. If it is wide coverage of an area, the paint may not need as much thinning as paint being used for fine lines or detailing. If it needs to be slightly translucent, it may require a lot more thinning. (Skim milk!)



It's hard even say a good percentage. The best I can tell you, from my own painting, which is mostly Tamiya acrylics, is to start at about 50/50 paint and thinner. And then adjust from there. How do you know how much to adjust? Well my friend, that simply requires…

Practice Makes Perfect

This is the one that you just can't get around. You might be able to get by with some odd air pressure settings, or some thinning that is not quite up to snuff. But if you want to airbrush *well*– it takes practice. A lot of folks recommend practicing on cardboard, plastic milk jugs and other material like that. And that does have its place.

But the best way you can get good at airbrushing a scale model is to build a scale model and airbrush it. Plain and simple. Practice covering large areas, small areas, making squiggly lines, shading, fading and everything else you can think of. Sitting and planning and researching a build for six months will not replicate building models for six months and airbrushing them.

Eventually, you get to a point that someone can put any airbrush in your hand, and aside from minor feel differences, etc., you'll realize that it's not the airbrush...It's you.

Airbrush Selection

Now if you have read this far and are still thinking "Yeah, but I don't have an airbrush, and I want to get one, so what do you recommend?" Badger Air Brush Companies Patriot Model 105.

I'll only recommend one: Badger Air Brush Company's Patriot Model 105. There are other brands and models (Iwata, Grex, Paasche, Harder Steinbach) that would do a great job, certainly. But this is the one I use. And every technique anyone has suggested or I have thought up has worked fine with it. Wide area, fine lines, shading, fading. I can do it all with this airbrush. Because it's a good airbrush.

But more than that- I've learned to understand that air pressure, thinning and practice make far more of a difference than the piece of equipment.

So even if you choose another airbrush, I can guarantee you that if you don't pay attention to the fundamentals, and then put them to practice, there isn't an airbrush made that will make up for it. No matter how much you pay, or how many opinions you get about brands and models.

Fort Crook Meeting

October 17th, 2018 starting at 6:30 PM

Meeting Kicks Off

Welcome New Modelers and Guests

No October Raffle due to the Annual Kit Auction

Nomination of 2019 Officers

November Spitfire Contest Overview

Scott Hackney

Quick 10-Minute Break

Annual Kit Auction

- Each member is may bring up to 5 individual models or products or up to 5 lots consisting of 2 to 5-models which must be grouped together as one package.
- Each group or individual model must have the sellers name and starting bid clearly marked on the item(s)
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Auction: Final Payment and Proceeds

Meeting Adjourns

After meeting get together TBD

Members are invited to an after-meeting get together at the Cracker Barrel Restaurant just off 144th and I-80

For more information visit the Fort Crook website at http://www.fortcrookipms.com/

FORT CROOK IPMS/USA is a modeling club consisting of scale modelers who get together once a month to trade ideas and just have fun.

We meet at 6:30 P.M. on the THIRD Wednesday of each month in Omaha at the NRD Headquarters located at 154th and Giles Road.

Our membership runs the full gambit of modeling. We have aircraft, armor, ship, auto, sci-fi, and figure modelers with skill levels from the beginner to the expert and all levels in between…

Most of all, we are a group of modelers who get together each month to talk modeling and most of all just have fun.

Membership in IPMS/USA is encouraged, but it is not required.

Calendar Of Events

Upcoming Local Chapter and Regional Events

Wednesday, October 17

Meeting: 6:30 PM at NRD
Annual Kit Auction
Nominations for 2019 Chapter Officers
Nominations for Chapter Member(s) of the Year

Thursday, October 25

Business Meeting: 7:00, Papillion Sump Memorial Library

MAJOR MEETING NIGHT CHANGE

Because Thanksgiving is November 22 this year we have decided to move our meeting to the fourth Wednesday evening of November…

Wednesday, November 28th

Meeting: 6:30 PM at NRD

Contest: We have 3 contests this meeting: World War I, Spitfire Same Kit Contest and Model of the Year

We will have a short Business Meeting at the conclusion of our normal meeting

Wednesday, December 19

Annual Christmas Party and Gift Exchange
At Valentino's Buffet, 108th and L Street at 6:30 PM

2019

Wednesday, January 16

Meeting: 6:30 PM at NRD

Contest: Strange Taste in Modeling and Unfinished Symphonies (any model not finished in 2018)

Thursday, January 31

Business Meeting: 7:00, Papillion Sump Memorial Library

Airbrushing Armor…a Tiger 1

by Eric Christianson *IPMS Seattle Chapter*

I build an armor model almost completely before painting. For example, the only items I left off the Tamiya Tiger I (Mid- Production) in the photographs below are the machine gun, antenna, re extinguisher and hatches. The first two items are too vulnerable to the frequent handling the model goes through when laying down the finish and weathering. The re extinguisher (in this case) will receive a stencil that I don't want painted over, and the hatches will receive paint on both sides since I want to pose them in the open position with figures. All of these items are painted along with the rest of the tank – they just aren't permanently attached yet. With armor sporting photo- etch grill covers I will hand- paint the heavy engine grills (I use Floquil Engine Black) before attaching the photo- etch covers. This is because even paint airbrushed at 20lbs will not penetrate the photo-etch enough to color the grills underneath – and bare plastic may end up showing on the fully

completed model. I painted the exhaust stacks and added a rust pigment at this stage because the stacks are difficult to get to after the photo-etch covers are added. The bright rust color will be toned down during the finishing process.

The Tiger has exposed tracks (they are not covered by fenders, etc.), so I will paint the tracks separately and attach them later after all the airbrushing is done. Otherwise, I would attach the tracks before I start to paint. I find I can paint the wheels and surrounding areas with an airbrush without messing up the tracks and visa-versa. Tanks are filthy. Any slight over-sprays can easily be hidden by weathering later on. If I am building a kit that has individual links, such as Dragon's Magic-Track, I will always attach the tracks before painting. I used an after- market set of all metal tracks for this Tiger.

All tools, cables and other combat paraphernalia are attached to the model before painting. The only exceptions to this are items that will be attached on top of decals or markings, such as on the Dragon JagdTiger in the following photograph. In my experience, however, this is unusual. Before Painting: Will I spray on a primer coat or wash the surface to remove oils and mold release agents.

Most models, especially resin kits/parts, have a considerable amount of mold-release agent that is still present on the surface of the parts. Add to that all the fingerprints and other assorted oils introduced during assembly and you end up with a surface that will tend to resist most paints, at least in spots. There are two alternatives for removing this stuff: Spray a primer coat on the model, or clean the surface of the model. Both alternatives will produce a good surface for the camouflage paint to grip on to.

If my model has been assembled using a bunch of different materials, such as with the Tiger I above (styrene, resin, photo-etch, aluminum, lead foil, steel, brass - even latex rubber!), I will spray on a coat of Gunze Mr. Surfacer 1200, thinned 50/50 with Gunze Self Leveling Thinner.

If I build my model right out of the box and it is mostly plastic, I will wash the surface – but probably in a different way than most. Rather than submersing my model in soapy water and scrubbing the surfaces (risking damage to the delicate parts attached), I use a tire-cleaning spray-foam product which seems to do the trick without me having to touch the model.

After assembly, I place the model in a plastic tub and cover it entirely with foam. I let the foam evaporate and then rinse it thoroughly with warm water and let it dry. The paint adheres to the plastic just fine after that.

Painting the Tiger I

Base Coat

Once I have a good surface, I begin by giving the entire vehicle (and tracks) a dark base coat to deepen the shadows and crevices all over the model. This sets the tone for the overall armor finish dark, menacing, heavy.

Most of the time I use Tamiya NATO Black, but sometimes (as in the case of WWII American and Russian armor greens and drabs), I will use a dark brown if I think the final coats will blend better with brown. I thin Tamiya paints with a 50/50 mix of paint and Gunze Self Leveling Thinner. I want complete coverage –all the nooks and crannies, top bottom, wheels and sides.

I find my airbrush can hit whatever my eyes can see if I get the right angle with the airbrush. To get complete coverage I will spray an entire side without turning the model.

Once everything I can see is painted, I turn the model 45 degrees to expose all the surfaces that were missed. Once these are painted, I turn the model another 45 degrees, and so on, until no more of the original surface is showing – top, bottom, sides, everything. Don't forget the hatches and antennas and anything else left off the model.

Tracks

When the base coat is dry, I spray the tracks with a mixture ratio of 70/30 XF-68 NATO Brown and Tamiya XF-9 Hull Red. I thin this mix 50/50 with Self Leveling Thinner. Unlike the base coat, I do not want complete coverage. I want nothing to appear consistent, as if the tracks have just been out in nature doing what tracks do.

If the tracks are attached to the vehicle already, I dial the pressure down a little (about 15lbs) and try to avoid the surrounding hull and bogies/ wheels, but any overspray can be fixed later with the post-shading coat. If the tracks are separate I crank up the pressure to about 30lbs – there are a lot of little nooks and crannies in the track. I find hitting tank tracks with paint under low pressure takes forever.

Camouflage Coat

After the base coat has dried I give the model the first camouflage coat. I use Tamiya XF-60 Dark Yellow for late-war German armor. I lay it on with light coats until just enough of the base coat is covered, but not all of it. I spray downwards on the sides of the chassis and turret, and I try to spray

any detail from directly above or in front – which allows a little shadow of the dark base coat to remain beneath (the detail). Remember – the dark base coat is there to fill in the shadows, but also to provide depth to the detail on the surface of the model. I try to stay away from edges of anything and from the crevices – and I will paint downwards in bands on the barrel concentrating on the areas between the demarcation lines.

Post Shading Coat

Once the camouflage coat has dried I will lighten that color a little and spray a thin 'post-shading' coat to give the surface depth and scale effect. I mix the base color 50/50 with a lighter color (in this case, Tamiya XF-55 Deck Tan), and thin that with 25/75 paint/Self Leveling Thinner. I spray light coats on each panel or exposed section from the middle outwards – staying away from the edges and crevices. I spray wherever the sun or weather might hit the vehicle's surface. The thin paint allows me to build the color up slowly. When complete, the vehicle should be lighter, but still show some of the original camouflage coat as well as enough of the dark base coat to make things interesting. Again – don't forget the items left off the model. I could stop here, but this Tiger will receive two additional camouflage colors before it is done.

Hatches

Before applying a second camouflage color I temporarily attach the hatches that I had left off the vehicle. This is because I need to match the camouflage pattern across the outside of these hatches even though they will be open on the completed model. I could have done this earlier but I wanted to see (and mark with paint) the parts of the interior that can be seen from outside of the tank. I do this by shooting the airbrush directly down into the open hatch. Later (with the turret off), when I am painting the inside of the hatches (Model Master Panzer Interior Buff), I will be able to see (and paint) the areas marked beforehand.

Additional Camouflage Coats

Each additional camouflage color was lightened up using a compatible color. The following picture shows the tank with a patterned coat of Tamiya XF-10 Flat Brown mixed with a few drops of Tamiya XF-64 Red Brown and a few drops of Tamiya XF-15 Flat Flesh over the entire tank, followed bya Tamiya XF-61 Dark Green also lightened with Flat Flesh applied directly over the brown. Next will I apply dry transfers and hand-paint all of the on- board tools and paraphernalia.

Clear Acrylic Coat

Once that is done, I spray a heavy, undiluted coat of Future Floor Polish, an acrylic, over the entire model (avoiding the tracks, if they are attached, as best I can). Future provides a tough, smooth surface that protects the underlying coats of paint from the washes and weathering to come.

If I am applying decals, the Future also prepares the surface for the decals to 'take' without silvering – although I recommend using dry transfers for armor that sports a coat of zimmerit anti-magnetic paste, as is the case with this Tiger I. I let the Future dry for (at least) TWO days before doing anything.

If I apply decals, once they are dry, I spray an additional coat of undiluted Future – but just to the areas that received decals. I then let this coat dry for another two days. At this stage I will apply various washes to the glossy surface by hand and then dry brush the vehicle.

Tone-Down Coat

Once dry I spray the vehicle with a thin, light dusting of the (lightened) base camouflage color. I mix it with Self Leveling Thinner using a 25/75% ratio, paint-to-thinner. This 'tones down' camouflage/decals/ markings/ hand-painted detail and blends everything together.

Road Dust Coat

I then use heavily thinned Tamiya XF-52 Flat Earth (25/75% paint-to-thinner ratio) and build up just a little color from the bottom up, around the fenders and lightly streaking several areas. I want it to look like rain has washed some of the filth off the sides of the tank and left subtle streaks. Use this color very lightly and build it up until you can just barely distinguish it from the background colors. Then STOP!

Final Flat Coat and Ready for Weathering

Once I am happy with the look, I will spray the entire tank with a generous coat of Testor's Dullcoat thinned with Gunze Mr. Color 110 Thinner to deaden the finish to just above dead- flat. Testor's own Airbrush Thinner works well here too. This produces a surface that will more readily receive an application of various pigments and final detail.

Now that the airbrush can be put away, I will attach the tracks and get to work dirtying up my perfectly painted beast.

Wingnut Wings Announces Its First WW-II Aircraft
The 1/32 Scale Avro Lancaster B.Mk.III Dambuster

The famous WW-II Lancaster in 1/32nd scale will be released in late 2019 with the first version being B.Mk.III Dambuster. and will mark the company's first foray into WW-II aircraft kits. From the look of the images, the model will include a great deal of detail, including the "bouncing bomb" used for the raid, which saw 19 Lancasters of 617 Squadron attack a number of German dams, resulting in severe flooding that destroyed or damaged power stations, factories and mines. Price…*Expensive!!*