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## NEXT MEETING

Tuesday 19th December  
Leys Institute (upstairs)  
20 Saint Marys Road  
Ponsonby

## COMMITTEE

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Secretary - Brett Peacock	Lance Whitford
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Link from the IPMS Auckland Website

## The Chairman's Bit

Folks it's the last Scale mail for 2017 and what an interesting year it's been for IPMS Auckland in its 50<sup>th</sup> Year. We had lots of models on the tables at the monthly meetings. A great turn out of Silver Subjects last month for our build the same theme contest. We've attended several shows and events over the course of the year with a great turn out of models at the 50<sup>th</sup> show at MOTAT. Model X the nationals and the AiC show to name a few. We have the Military theme day coming up at MOTAT in March which we can display at. I'll remind you all in the new year.

We'll also have to think of a new theme for the club build for 2018.

I hope the festive season treats you all well, and Santa is kind and you get some modelling time in over the holidays.

Cheers

## From The Editor

2017 has been a very good year from my perspective. I have had enough support from a number willing contributors to keep this newsletter alive and well and full of useful content. My thanks goes out to those who have contributed that content as I realise that it means that you take time and effort away from other important things. It is a cliché but there would be no newsletter worth reading without you.

On another note, my current circumstances have allowed me to start attending a few events outside Auckland this year. The camaraderie and good times I experienced on these trips confirmed to me that modeling need not be a lonely unsociable pursuit as some would have it. I have made a number of new friendships and resurrected a few old ones during my travels in 2017. When looking at what is going on around the country these days there are many opportunities to visit other places for a modelling event and I believe that there have never been more opportunities do so than ever before. For those who have not taken the plunge and attended a show or competition out of town I would thoroughly recommend that you try it. My key takeaway is that like minded people talking s%\*t over a few beers is never a bad thing!

Merry Christmas  
Lance

# BULLETIN BOARD

**NEW MEMBERS AND SUBS \*\*\*\*\* 2017/18 PAST DUE \*\*\*\*\***

**Subs for 2017/18 now past DUE - see below for club account details or see the club secretary  
at the next club meeting.**

<b>Membership Type</b>	<b>Description</b>	<b>Cost</b>
Full	Living in the Auckland Metropolitan Area	NZ\$45
Out Of Town	Living 75km or more from central Auckland	NZ\$30
Junior	Same rights as full membership for those under 16	NZ\$25

**IPMS BANK ACCOUNT NUMBER**

**03 0162 0012960 00**

***Please add your name and details  
so we know who has paid!***

## EVENTS

### CLUB NIGHT EVENTS

**IPMS Auckland Meet on the 3rd Tuesday of every Month at the Leys Institute (upstairs), 20 Saint Marys Road, Ponsonby**

- **December** Social Event, Venue TBC.
- **January** One Night Quick Build
- **February** Basic and advanced Masking tutorial.  
**NOTE. DUE TO BOOKING DIFFICULTIES  
THE FEBRUARY MEETING WILL BE ON  
THE 4TH TUESDAY OF THE MONTH  
27-Feb-2018**

### MODELLING EVENTS

Nothing to report this month

## CLUB SUPPORT

The following retailers have kindly agreed to offer IPMS Auckland club members a discount on their purchases upon presentation of their current IPMS Auckland Membership card.

The discount only applies on selected product lines and remains at the discretion of the retailer.



### ModelAir

349 Dominion Road  
Mount Eden  
Auckland  
p: 09 520 1236



### Stoker Models

Cnr Market Rd & Gt South Rd  
Auckland  
p: 09 520 1737  
10% on kits and modelling supplies



### TOYWORLD

Toyworld Henderson  
56 Railside Rd, Henderson  
Toyworld Westgate  
1 Fernhill Dve, Westgate

15% Off the normal retail price on:

- All models and modeling accessories
- All Hornby
- All Siku
- All Schleich & Collecta figures and accessories
- All Meccano
- Lego (Excludes Lego Mindstorm's they will be 10% if available as most have already been pre-ordered)

(Note: not in conjunction with any other promotion)



### Merv Smith Hobbies

27 Davis Crescent  
Newmarket  
Auckland

10% off most items on presentation of IPMS Auckland Membership Card.

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### Avetek Limited

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# TAMIYA'S 1:32 F4U-1D CORSAIR KIT (KIT NO.60327)

Notes on how to build a 'KIWI' Corsair from the kit

BY PETE M.



**VOUGHT F4U-1D CORSAIR®**

1/32 AIRCRAFT SERIES NO.27 \*WINGSPAN 390mm. FUSELAGE LENGTH 318mm.  
\*HIGHLY DETAILED STATIC DISPLAY MODEL. \*FAITHFULLY CAPTURES IMPROVING FORM WITH SPECIFIC F4U-1D FEATURES SUCH AS FRAMELESS SEMI-BUBBLE CANOPY AND BROAD PROPELLER ROOT SECTIONS \*CAN BE CONSTRUCTED WITH FOLDED OR EXTENDED INVERTED GULL WING \*PARTS INCLUDED TO RECREATE 1,000lb BOMBS & 5-INCH ROCKETS  
\*2-PIECE ENGINE COWLING CAN BE REMOVED AFTER ASSEMBLY \*DEPICT AIRCRAFT PARKED OR IN FLIGHT \*2 MARKING OPTIONS & 2 FIGURES INCLUDED  
\*READY TO ASSEMBLE PROGRESS MODEL SET \*SUGGESTED SCALE MODEL FOR HOBBYISTS AGE 14 AND ABOVE. THIS IS NOT A TOY MODEL, NOT SUIT FOR BASES OR BOX \*CORSET AND PART NOT INCLUDED

Reference Manual w/Images Included (68 Pages, 1.7 Pages, Full Color) 解説資料集付き (71ページ、1.7ページ、フルカラー)

1/32 エアークラフトシリーズ NO.27  
ヴォート F4U-1D コルセア

\*航空資料と立ち姿の搭乗員の人数2体、マーキング2種類付き。  
\*主翼は展開状態と折り込んだ状態で裏面に組み立てられます。  
\*F&W No.2025エンジンマウント内蔵(組み立て後、塗装後、組み立て)

**TAMIYA**

Firstly this is not a full review of this kit boxing, as there are plenty of those out there on-line. It is intended to help anyone build an RNZAF operated Corsair based in the Pacific Islands or back in New



NZ5410 (Bu50561). (Pics from the Air Force Museum of New Zealand)

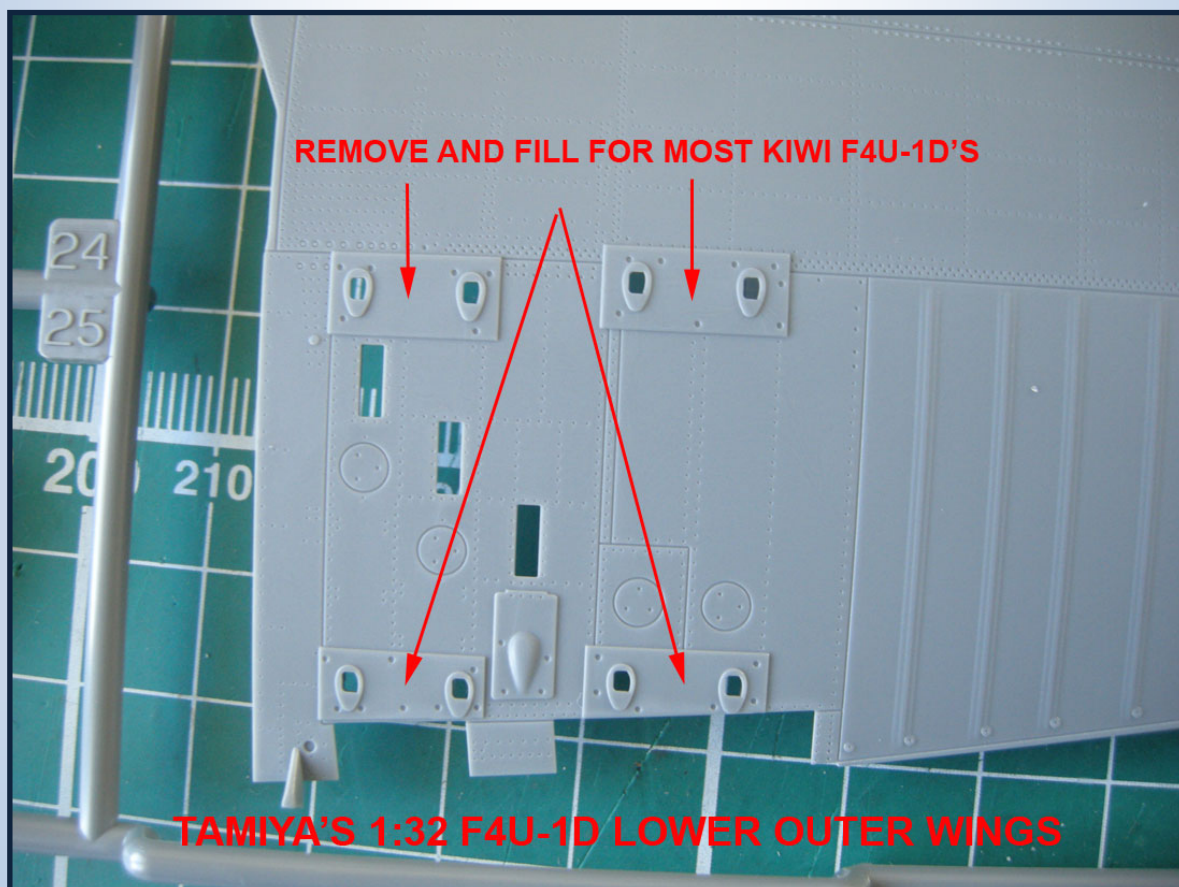


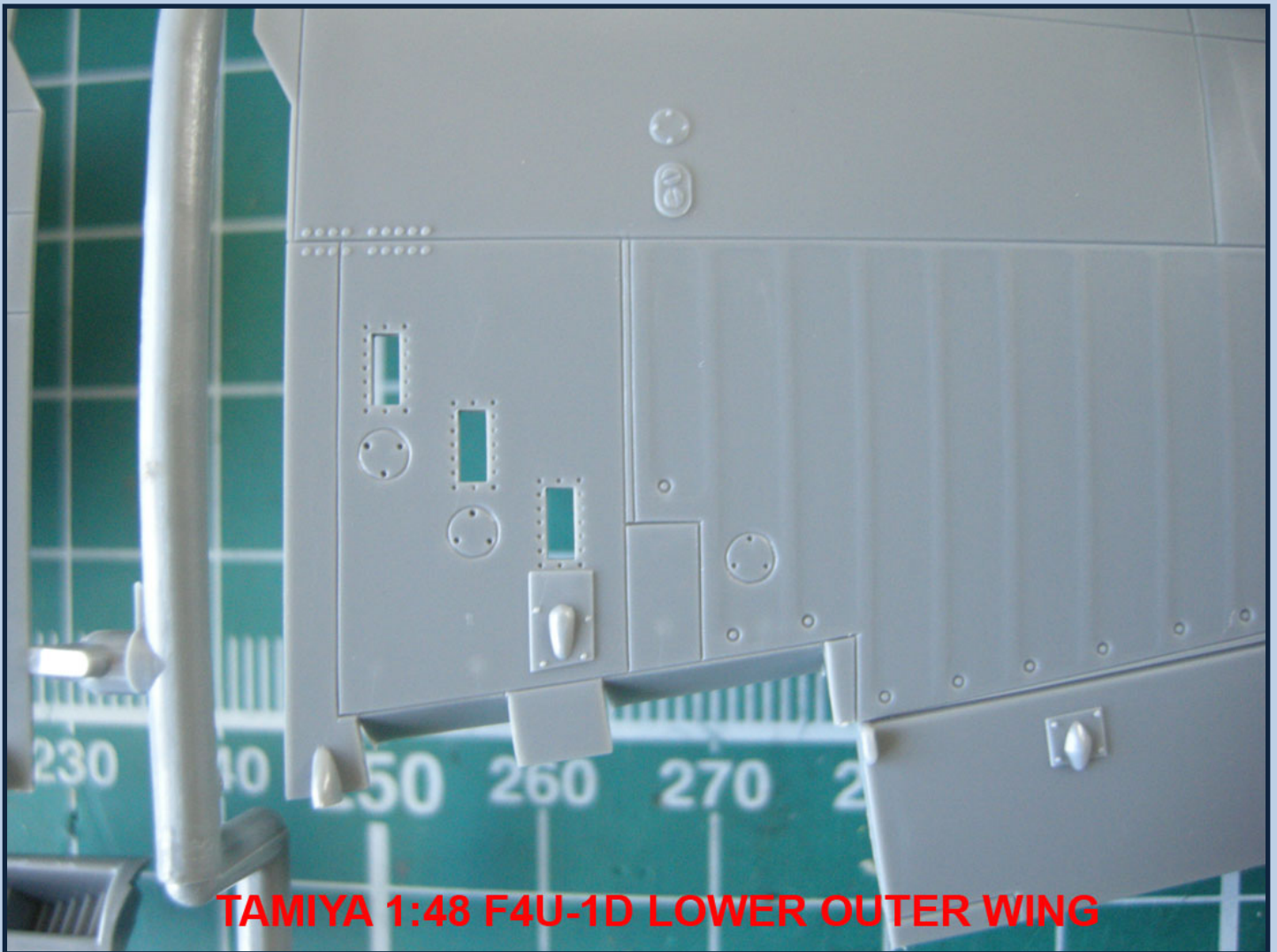
I recently obtained this latest 1:32 scale Corsair kit by Tamiya, and I was very disappointed to find all that can be built from the kit as supplied is either a very late production Vought built F4U-1D, or a Goodyear built FG-1D. Unlike their 1:48 scale kit, they have moulded on the 'Zero length' rocket stub bases to the undersides of the outer wings, and have only provided the full 'blown' style of canopy. These were all provided as extras in their smaller scale kit, making it far more versatile to my mind!



NZ5440 (Bu50459). (Pics from the Air Force Museum of New Zealand)

To represent one of these earlier batch airframes, the rocket launching stub bases will have to be removed from the kit's lower outer wings, the holes plugged, and the original panel lines restored as per the 1:48 kit examples.





One other option is to obtain the lower wing sprue (sprue A) from the 1:32 F4U-1a kit.

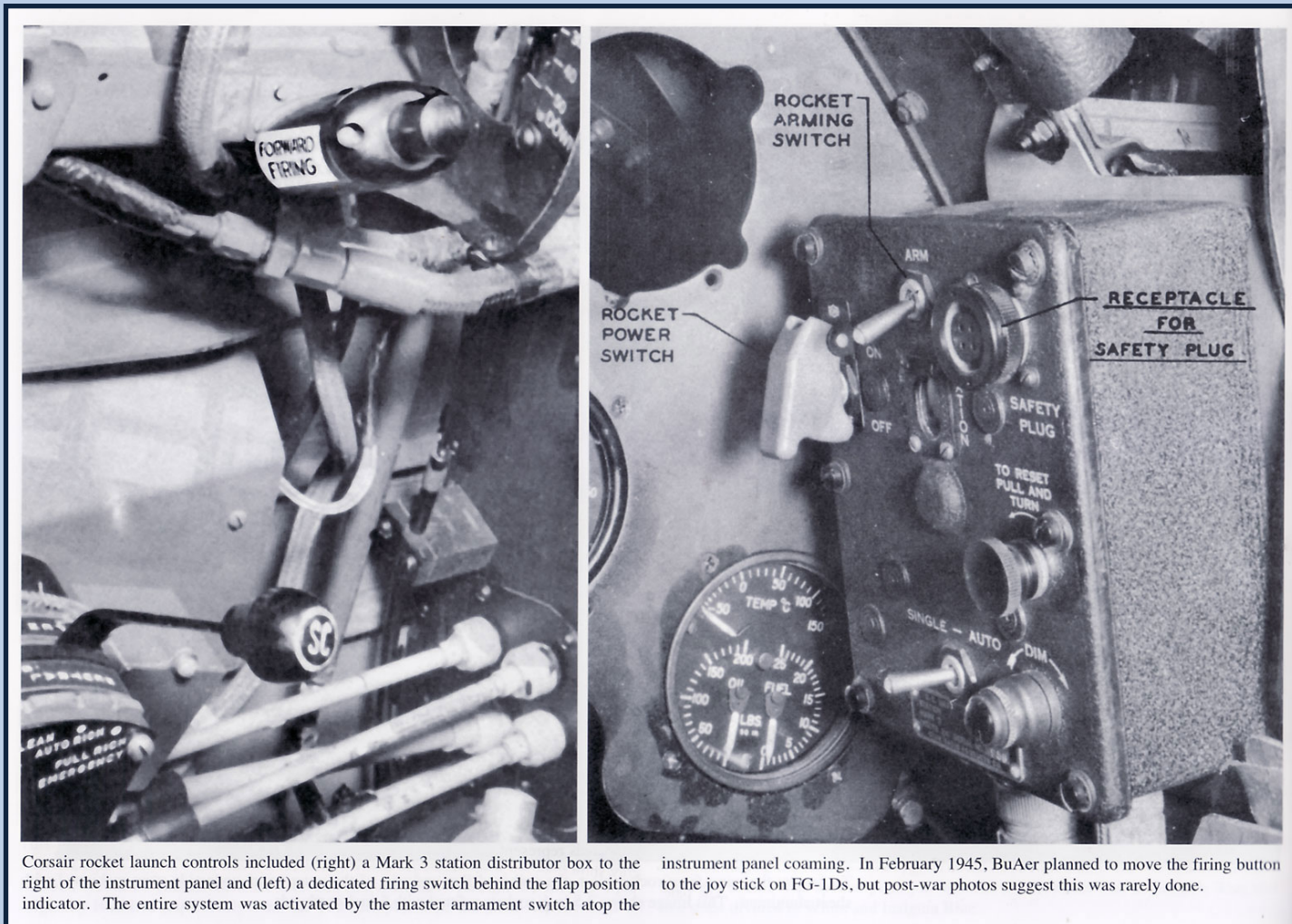
Also required is the 'barred' type canopy, either from the Tamiya F4U-1a kit (sprue P) or from Squadron/Falcon's vacform SQ9404 (designed for the old Revell kit but may work on the Tamiya kit - I've yet to check this out).

And for all Kiwi Corsairs, once again, fill the cut out step in the R/H flap, and no arrestor hooks.

All's well though if one intends to build a post war No.14 Squadron FG-1D aircraft in Japan or a very late F4U-1D assembled at Los Negros, with just a few small modifications required.

Tamiya appear to have missed the rocket control box on the starboard cockpit side just in front of the instrument sub panel, and the rocket firing button positioned on the port side in front of the flap selector quadrant. (pics from Dana Bell's F4U-1 Corsair Vol 2.)





Corsair rocket launch controls included (right) a Mark 3 station distributor box to the right of the instrument panel and (left) a dedicated firing switch behind the flap position indicator. The entire system was activated by the master armament switch atop the

instrument panel coaming. In February 1945, BuAer planned to move the firing button to the joy stick on FG-1Ds, but post-war photos suggest this was rarely done.

Kiwi F4U-1D/FG-1D decals are available in 1:32 scale from Ventura, V3269 for NZ5416 (TUTAE WERA), a Glossy Sea Blue overall F4U-1D, and V3282 covers two Glossy Sea Blue aircraft, an F4U-1D Corsair NZ5485 (KOHIMARAMA IX , Los Negros, August 1945, and FG-ID NZ5617 (Verna) from No.14 Squadron in Japan. Roundels are only supplied for NZ5485, those for NZ5617 will have to be found elsewhere. Using these sets, and either black or white 8" serials and letters, most of the Kiwi F4U-1D/FG-1D fleet can be modelled.

# Airfix 1/48 North American P-51D Mustang

By Brett Peacock



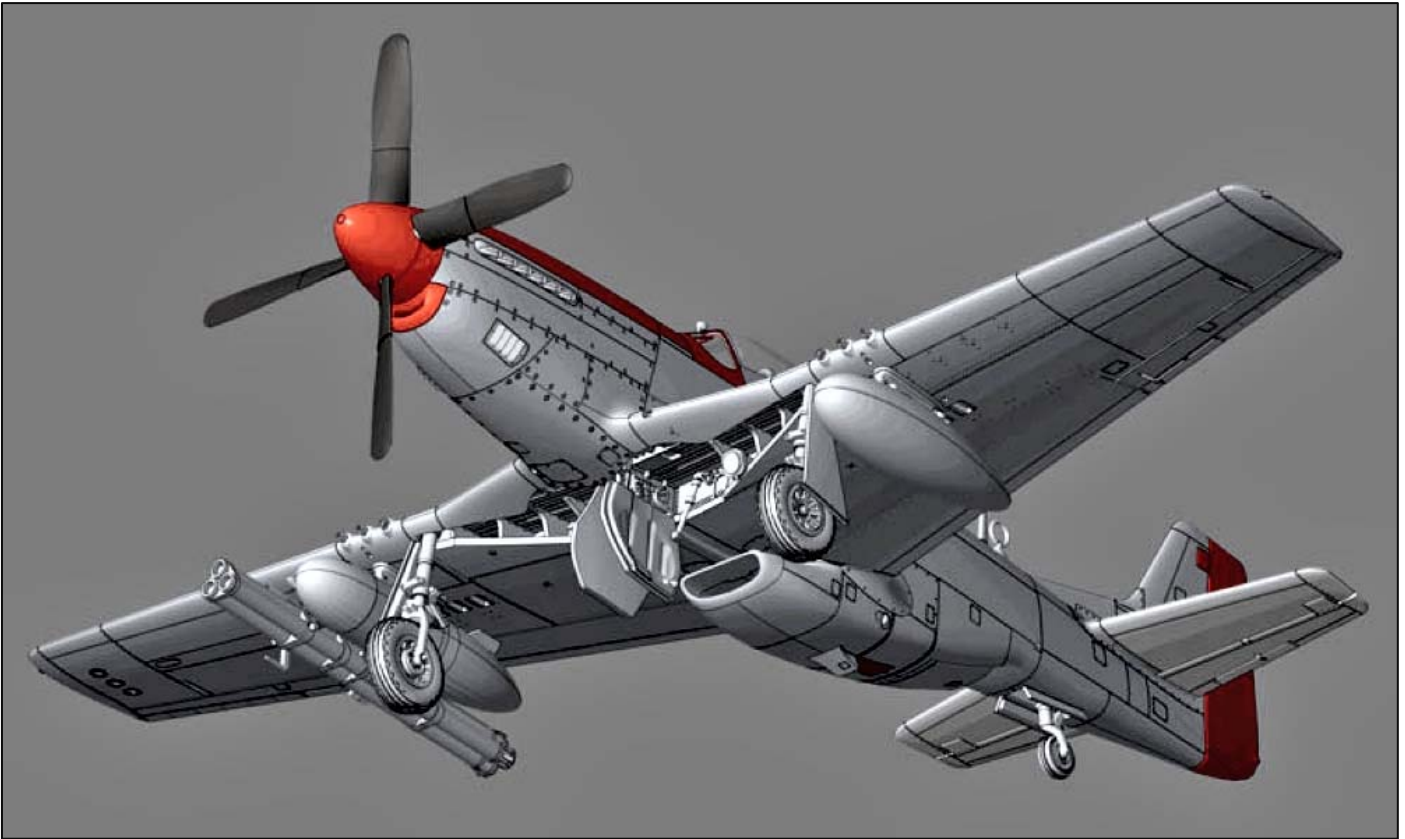
## 1:48 NORTH AMERICAN P-51D MUSTANG™

A05131 MODEL KIT • MAQUETTE A MONTER • MODELLBAUSATZ • MODELLO A SCALA • BOUWMODEL • MAQUETA PARA MONTAR • PLASTBYGGESATS • RAKENNUSARJA • MODELO PARA CONSTRUIR • MODELBYGGESÆT • ΣΥΝΑΡΜΟΛΟΓΟΥΜΕΝΟ ΜΟΝΤΕΛΟ

- 147 Parts
- kit A05131
- 2 marking options.
- 20.99 GBP (less VAT) plus P&P from Airfix UK.

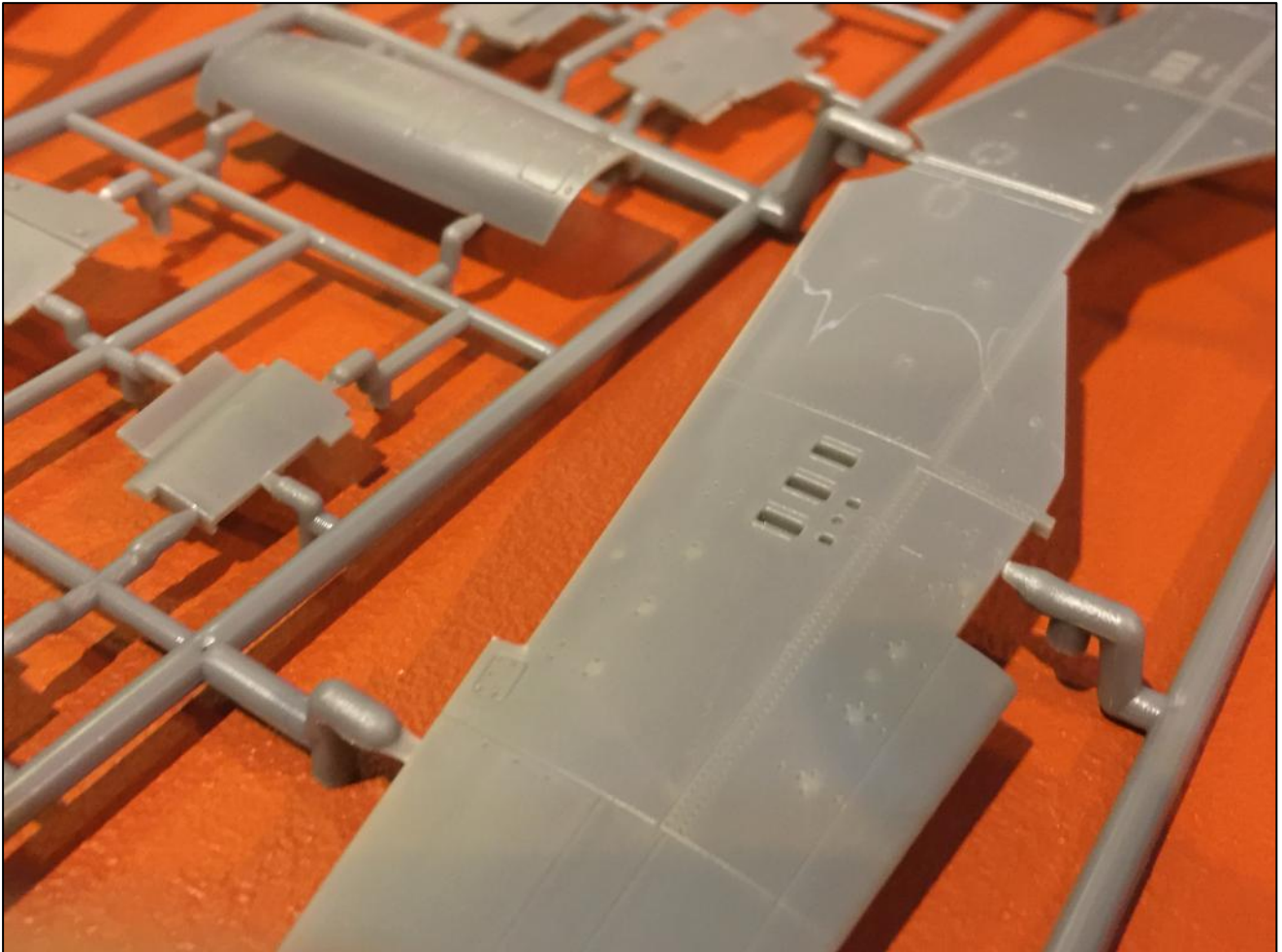
Contrary to most people's belief this is actually not the first 1/48 scale P51D that Airfix has released. Many years ago (the 90s\_) Airfix re-boxed the old Otaki kit of the P51 under their name and it was on the market for a short time (3 years?) This is NOT that kit. This is new Airfix and an all new kit. And when I say "All new" that includes the design and engineering of this kit, which is rather radically different from what has been before in 1/48 scale, much as their new Hurricane differed in many ways from the old in engineering. And it shows, because in many ways this now supplants the Meng snapfit kit as the best Mustang kit in 1/48 scale. The wheel well is accurately portrayed with the rear wall being the wing spar. The cockpit insert builds to become a complete interior space between the engine firewall and the tailwheel bay, including a very nice depiction of the main radiator bay and oil cooler intake. The wings provide fairly fine engraved detail (no filled/taped panels!) but changing that it a matter for an evening with filler and sandpaper and a bit of patience.





The plastic in the kit is very reminiscent of the classic pale blue Airfix plastic of years gone by and seems to be equally easy to work and amenable to the modeller. (I did not realise how much I missed that kind of plastic until I picked up this kit!) But gone are the heavy, clumsy moldings it came in. This kit is very finely molded to very close tolerances. (I made a start on the kit at the IPMS Display at MOTAT on the 5th of November, and basically had the fuselage ready to insert the interior after painting by the end of the day, the wings 90% done, again needing a bit of interior paint before final assembly. And everything fit almost perfectly, I do not see much filler being needed for the rest, if at all.

The kit comes in 5 pale blue sprues and 1 clear sprue, with all three bubble canopies provided. The windscreen is separate and, like the Tamiya 1/32 kit, has part of the upper cowling included, so easing joint nightmares. Stores provided are 75 and 108 gallon drop tanks, 250lb bombs and triple bazooka tubes. Flashed-over cut-outs in the lower wing indicate 5" Rocket stubs and rockets to put on them, will be in a future boxing of the kit, as may 110 gallon overload tanks. Other options include faired and un-faired exhaust stubs, 2 styles of engine vents under the nose and the layout of the lower wing with separate undercarriage bay hints that a P51B/C may be in planning. Last option: you can build it with the undercarriage raised and use a stand! (Available separately!)



Given how good this kit is, we can hope for a matching B/C model? We live in a golden age!

The kit only provides the Hamilton Standard propeller with cuffs, but the layout of the sprues does not preclude other propeller options in future boxing. And the separate tail surfaces also hint that the early tail (without the fin fillet) may also appear. As it is you have 2 options for the fin fillet,



and though they do look very, very similar, there is a difference between them, and you will need a good photo of the subjects' fin fillet to decide which option you need.

The instructions are in the-now standard new Airfix style, and I strongly recommend studying them closely before committing to glue and the two marking options need to be finalised early, less so for the raised U/C but still in the first 15 steps.



The marking options are:

A: "Little Indian" 2<sup>nd</sup> Air Commando Group, 10<sup>th</sup> AF, USAAF, Kalaikunda India, 1945 (Box art version)

B: "Jersey Jerk" Capt Donald Strait, 361<sup>st</sup> FS, 56<sup>th</sup> FG, 8<sup>th</sup> AF, USAAF, Martlesham Heath, Suffolk, UK, 1945 (below)



Both are in overall Natural metal with individual and Squadron ID markings. Decals, as usual with Airfix now, are by Cartograf of Italy. The last page of the instruction booklet is a stencil guide for the rather extensive stencils provided on the decal sheet.

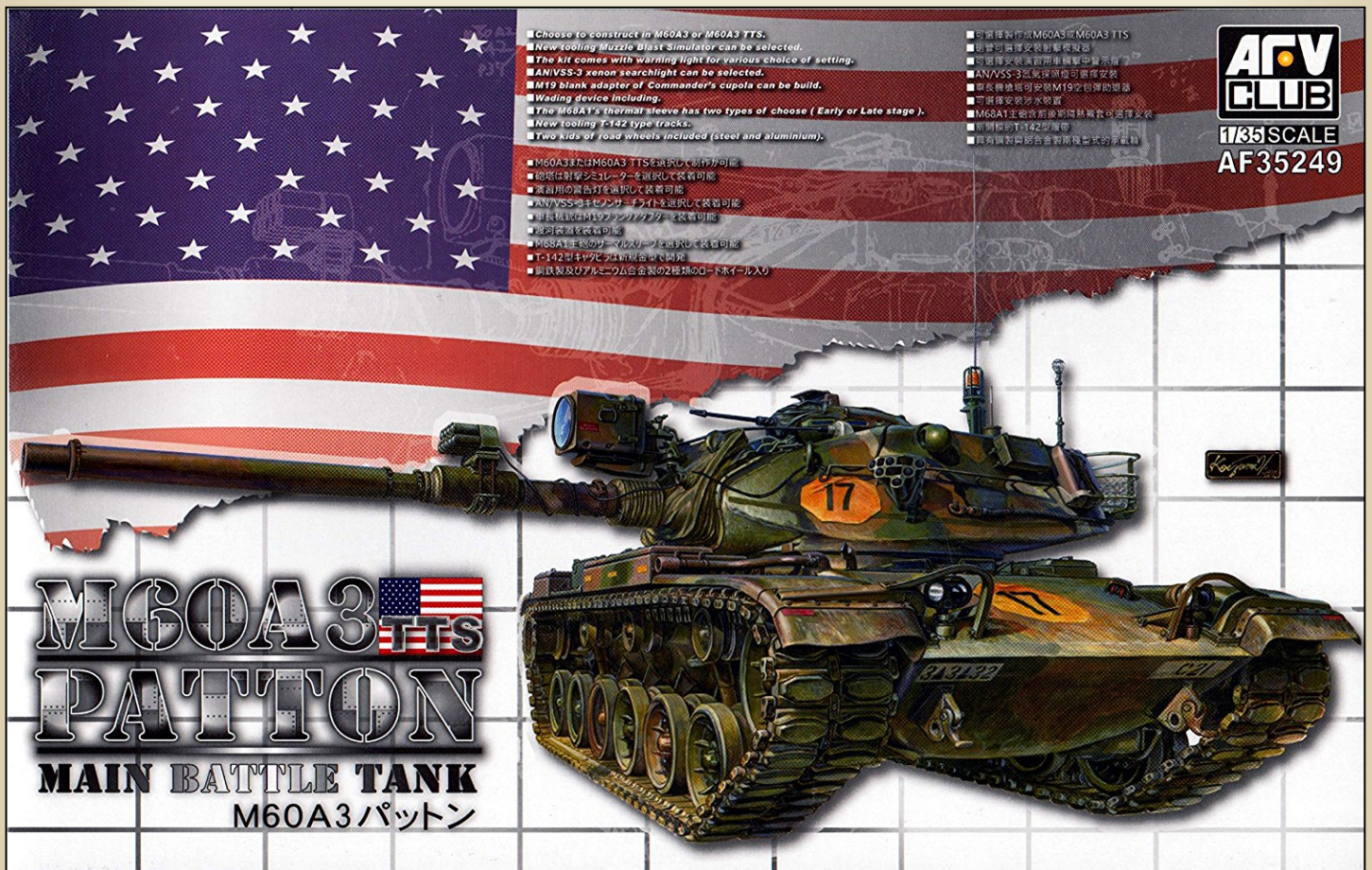
After showing the kit to a number of the members manning our display at MOTAT, the consensus was along the lines of..."I might have to buy that one, when it gets to NZ." I know I will be getting at least 2 more of this boxing, even though the markings provided are not one I would make, but as a canvas for an RAF Mustang IV or a RNZAF machine it is close to perfect. If they release an Early version (d-5 series) or a VLR Pacific machine, I'll be getting a couple of those, also.

Dear Tamiya... the King (Your P-51D) is dead, Long live the new King!



# AFV Club M60A3 "Patton" Main Battle Tank

By Andrew Birkbeck



## Background

The M60 series of tanks replaced the M48 as the main combat tank of frontline US armored combat units, first entering production in 1960. Instead of the 90mm main gun of the M48, the M60 introduced a 105mm gun. This was deemed necessary to defeat the latest Soviet T-54/55 tanks that entered service with Warsaw Pact forces in the mid to late 1950's. With the introduction of the more powerfully armed Soviet T-62 (an upgrade of the T-55), the M60 received an upgrade to provide it with better ballistic protection, including a newly designed turret: the M60A1. More improvements were made to the M60 after the failure of the joint West Germany/USA MBT-70 main battle tank project. This resulted in the M60A3, including the introduction of a laser rangefinder and a thermal sleeve for the 105mm M68 gun, the combination of which resulted in greatly improved first round hits on targets. This version of the M60 entered service with U.S. forces in 1979, with M60 production ending in 1987. The M60 series of tanks was widely distributed to U.S. allies, including large deliveries to the armed forces of Turkey, Egypt and Israel.



## What's in the AFV Club Box

- 11 sprues large and small of injection molded green plastic parts
- 2 sprues of clear injection plastic parts
- 2 small frets of photo etched brass parts
- Rubberized plastic parts including 2 “rubber band” style tracks plus gun mantlet covers
- Various bits and pieces such as a small metal spring, string, etc.
- 1 sheet of water slide decals with 5 different marking options
- 1 booklet, with 16 pages of black and white assembly instructions covering 44 assembly steps and incorporating a color 4-page markings and painting guide, together with a sprue map.



## Before You Start Construction

The green plastic parts included in my kit appeared to come coated in some very heavy and slimy mold release agent. I felt that this would be very detrimental to paint adhesion once the model was built, as well as feeling weird to the touch as construction of the kit proceeded. So, I gave the sprues thus affected a lengthy bath in concentrated “Simple Green” brand cleaner. I used a large soft bristled model paint brush to “scrub” the parts. Then I thoroughly rinsed off the cleaner in back to back baths of warm water, and left the sprues to air dry. This did the trick, and the parts were now contamination free. Check your parts before construction as I am not sure if this is a rare event on the M60A3 kits? I have experienced such mold release before on AFV Club kits I have built in the past, though not to the same degree as with this M60A3 kit. Other than the mold release issue, the quality of the injection molded parts contained in this kit are first rate: detail on them is to a very high standard, they were flash free, and ejection pin marks were to a minimum. I did not find any parts in my kit that had sink marks.

Construction of the kit starts with the lower hull and the road wheel suspension parts. There is nicely done casting mark detail on the main lower hull tub, part "H". The model is designed with "workable" suspension, but never being a big fan of such things, once I got the parts lined up, utilizing a metal straight edged ruler, I glued everything firmly in place. There are lots of parts, and the suspension looks suitably busy, but if you take your time, carefully study the instructions, and test fit before applying glue, all should go smoothly. Assembly Sequences 1 through 7.

AFV Club offers the modeler the choice of two-part aluminum road wheels or four-part steel road wheels. The real tank's road wheels had mold lines on the rubber areas, but those that appear on the kit parts are not to scale, so I sanded them all off. On the real vehicle these mold lines wore off fairly rapidly anyway. It is my understanding that the M60A3 initially came with the aluminum road wheels, but that they weren't "substantial" enough to handle the rigors of military maneuvers and so were replaced on the production line with the steel wheels. I am reliably informed by a tanker friend of mine that it wasn't uncommon for M60A3s to be seen with a mixture of aluminum and steel road wheels, all steel or all aluminum. If you are building a specific vehicle, obviously you will refer to your reference photos to get the correct layout. Me? I went with mostly steel wheels, but tossed in a couple of aluminum ones just to show that they existed.



The kit comes with interior hull details covering the driver's area, Assembly Sequence 10 through 12. For the front hull interior floor, you get various pieces, including foot pedals, gear shift levers, seat mechanism etc. For the same area, but attached to the interior hull roof, the kit supplies parts for various control consoles, viewing prisms etc.

Assembly Sequences 13 and 14 deal with the construction of the rear engine deck. The main deck part, K47, has some nicely cast detail on it. The various armored louvers that festoon the rear deck all fit exceedingly well, while all the lifting handles for the rear deck (over 20 of them) are delicately molded separate parts.



Assembly Sequence 15 deals with the tank's tracks, and these as e old style one piece "rubber band" type tracks. The detail is quite good for this sort of track, and they glued up nicely with superglue. I scrubbed them thoroughly with detergent as I did with the other plastic parts. The fit to the sprockets/road wheels/ idler wheel was excellent. And later during the painting stages, the paint I used adhered well to the rubber parts.

Next came the fenders. These are separately molded parts, three on the left side of the vehicle, two on the right side, and are commendably thin. They attach neatly to the hull sidewalls. There are four fender lockers for tools etc., and these are very nicely molded, with separate delicate handle parts. The fender braces are very thin, giving a good scale appearance.



AFV Club gives the modeler a choice of main gun barrel types: an M67A1 "early type" or a "late type". Whichever the modeler chooses, the barrel tubes are five pieces each, split into two plastic halves times two, plus an aluminum barrel tip piece. Despite all this, the parts clean up nicely (removal of the seam line) with a little care and patience utilizing sandpaper and steel wool. The barrel then plugs into a cylindrical rubber accordion shaped part, T5, which in turn is plugged into another rubberized part, T2, representing the canvas mantlet cover. These two rubberized parts are nicely molded, and fit well. The one issue is the cylindrical accordion shaped part, which has some difficult to remove mold lines. Again, with care and time, these can be removed with sand paper fairly well. There are some rudimentary gun breach details for the turret interior. Included among these parts is a metal spring, the use of which complicates (or it did for me) the assembly of the breach area. The purpose of this spring I can only assume is to give the model some sort of "recoil" ability which on a model of this quality and fidelity of detail seemed completely out of place? Toy-like rather than high quality scale model?

Turning to the turret, the two main parts A6 and A7, fit together with superb precision. AFV Club has provided "cast texture" to these parts, but I believe it is both slightly overdone, and too uniform in texture. I took a piece of sandpaper to these parts, and rubbed out the more exaggerated areas. In the end I got it looking decent. Regarding the various exterior turret fastenings, Assembly Sequences 32 and 33, there are various optional parts provided for either a standard M60A3 or an M60A3 TTS. So be sure to check the instructions carefully to avoid mixing up the parts. For the tow cables that wrap around the turret, I discarded the "cable" material AFV Club provides, and replaced it with twisted wire cabling from Eureka XXL Model Accessories, while utilizing the AFV Club parts for the two cable ends. This all worked extremely well, following the measurements for the cables as listed in the kit instructions. As for the turret basket, the kit includes nicely rendered photo etched brass parts for the basket mesh. If one is careful all the parts for the basket, both plastic and PE, fit together nicely, though it would have been helpful to have an extra pair of hands when trying to hold it all together and apply the super glue!

Next comes the machine gun cupola atop the main turret. The shell of the cupola is molded in clear plastic. I must admit I am not a fan of using clear plastic. Why? Well, clear plastic has properties that are different than the rest of the plastic in the kit, including the fact that it doesn't glue together as well. However, this isn't too difficult to overcome, and is to me a minor issue. The cupola has some excellent casting detail molded onto the exposed outer surfaces. The machinegun in the cupola has a nicely molded dust cover molded out of a rubber compound, the same as the 105mm gun mantlet cover. AFV Club includes alternative parts for the machine gun cupola, either a live machine gun, or one that is a blank firing system.

Next comes the installation of the Xenon searchlight, which mounts atop the main gun mantlet. Assembly Sequences 41-42. The kit allows for construction of a searchlight with the glass lens deployed, or buttoned up, and includes the cabling from the side of the searchlight box to the turret roof. Then in Assembly Sequence 43 and 44 comes the final attachment of parts, these for the muzzle blast simulator and combat vehicle kill indicator. The former mounts atop the main gun barrel, while the latter mounts atop the rear of the turret. None of these parts appear on my model, as they were not present on the Egyptian tank I chose to depict.

Which leads me to the color and marking schemes available in this kit, of which there are five.

Option A is an Egyptian Army vehicle, listed as "Cairo, January 2011". This was the time period of the Egyptian popular uprising against the government of Hosni Mubarak leading to the fall of this government the next month. The vehicle is overall sand yellow.

Option B: 4th Battalion, 69th Armored Regiment, Hesse, Germany January 1985 (Reforger '85) in a three-tone scheme of green, dark earth and black.

Option C: 5th Battalion, 68th Armored Regiment, Bad Kreuznach, Germany September 1988 (Reforger '88) in a four-color scheme: black, hemp, dark earth, green.

Option D: Republic of Taiwan Army, no date given. A 3 color scheme: Brown, Green and Black

Option E: 3rd Battalion, 32nd Amored Regiment, Germany January 1985 (Reforger '85) in a four-color scheme, same as Option C.

The decals provided by AFV Club are what you would expect in a modern kit: perfectly useable. They are printed in register, with good color saturation, and with a thin carrier film. However, I chose to utilize some decals I had in my collection, that covered an Egyptian M60A3 from the same time period as the AFV Club decals, apparently from the same unit, but which came with additional Arabic writing that appeared on the gun barrel, fender tool boxes and front of the hull. These decals were from Echelon Fine Details: "M60A3's in the Middle East", sheet #356240.

The model was painted utilizing the Mission Models line of acrylic paints, over a base of Tamiya rattle can fine gray lacquer primer. The Tamiya paint adheres extremely well to both photo etched brass and injection molded plastic, thus providing an even base for the follow on acrylic colors. Once the primer had cured for a few days, the entire model received a coat of Mission Models black primer. After a 24-hour cure period, I then airbrushed on Mission Models MMP-038 US Desert Tan Modern 2, FS 33446. Then the base color was mixed 50/50 with Mission Models MMP-019 Dunkelgelb Late 1944 RAL 7028, as a way of lightening the Desert Tan. This was airbrushed onto various flat surfaces and raised surfaces all over the model as a "panel fade".



After 24 hours, Tamiya X-22 acrylic clear was airbrushed over the entire model to give it a nice gloss coat. The decals were then successfully applied utilizing Gunze Sangyo's two-part decal system, with the blue and green topped bottles of setting solutions. The decals settled down nicely in all instances, and once dry, were given a few light coats of Tamiya X-22 clear to seal them.

I then utilized a suitable dark sienna colored oil paint, and mixed it with Mona Lisa brand odorless mineral spirits to provide me with a "wash". This was applied across the entire model, concentrating on the recessed and raised detail and wiped away where appropriate with Qtips dipped in mineral spirits. This was then allowed to dry for a week, given the long drying times common to oil paints. Then the model was airbrushed with multiple light coats of my favorite matt clear, AK Interactive's "Ultra Matt Varnish AK 183", the "matt-est" matt on the market. I airbrush this without thinning it, straight from the bottle. All my paints are airbrushed utilizing an Iwata HP-C and the paint is sprayed at between 12 and 15PSI depending on the consistency of the paint (if thin for post shading, then 12PSI, but otherwise 15PSI for most applications).

I then took a suitably dark gray color from the Vallejo range of acrylic paints and mixed a couple of drops with a drop of distilled water, plus a dab of Vallejo airbrush thinner to break the surface tension. I snipped off a small piece of sponge from a sheet I have of this material, and dipped the sponge material in the paint utilizing some tweezers. I then wicked most of the paint off on a paper towel, and then proceeded to dab the paint-covered piece of sponge randomly about the model, "chipping" the Desert Tan paint. I then repeated this process using a dark rust color, only less so. I added to the "chipping" using both these colors, and a fine tipped brush, making scratch marks etc.









# GALLERY

CLUB NIGHT MODELS

Check out our Website gallery for photos taken of models at our monthly meetings

<http://ipmsauckland.hobbyvista.com>



And as usual - check out the IPMS Auckland website as we're trying to keep the content a bit more dynamic. We won't be regurgitating content found on other websites but will provide links to sites we think are of interest to members.

