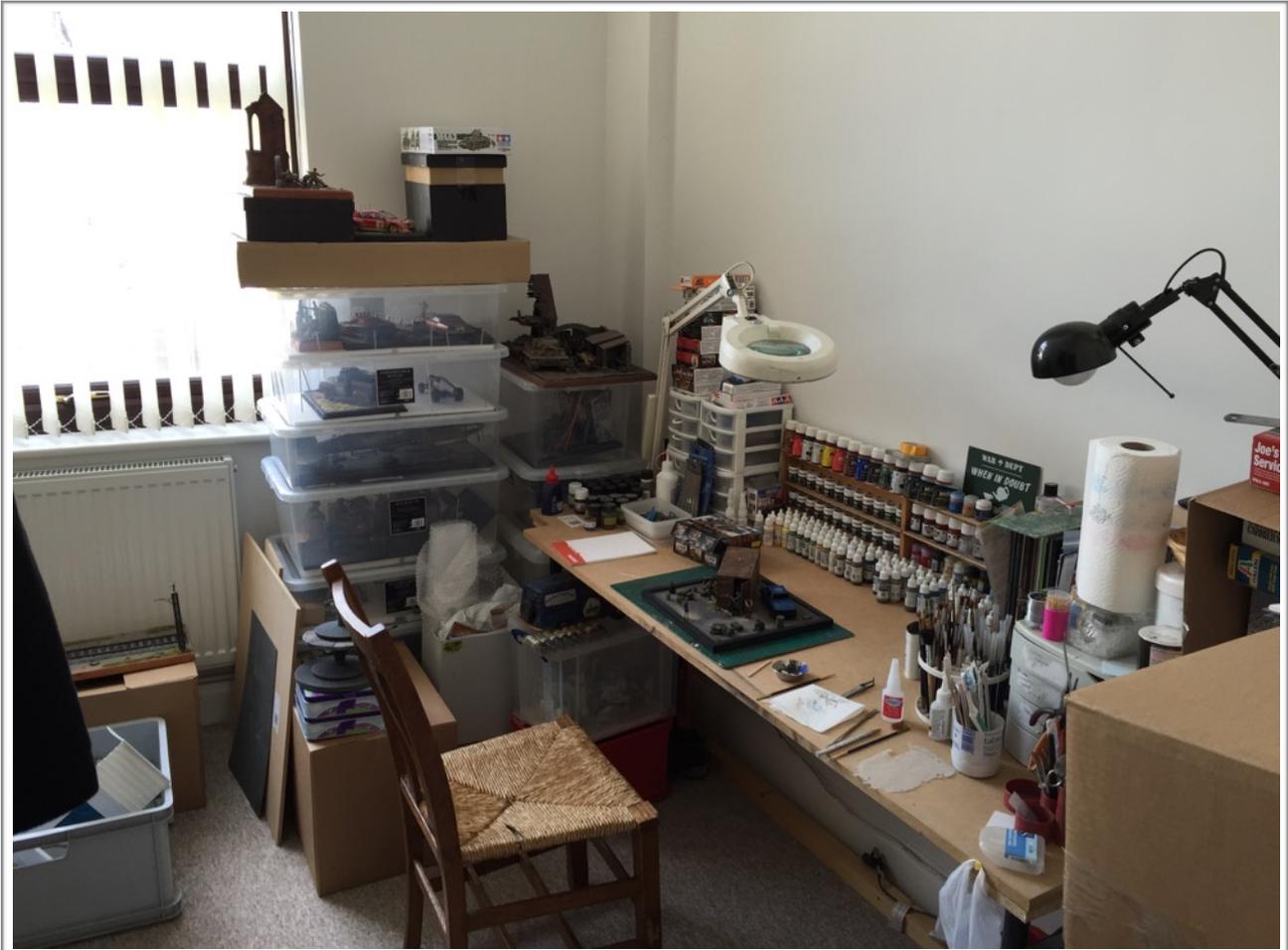


APRIL 2016



New Work Room



As you may know I have moved to Warminster and as such have had to set up a new work bench for my modelling. I must confess I haven't done any modelling as yet. But I have managed to get the room sorted as best I can. Do you have a space that you can call your own where great things happen? Lets have your pics of the setup you have and we can have a gallery of your rooms of inspiration.

My new setup, not as comprehensive as the last one, but I think it will help focus the mind to only do one model at a time.

Please Note:

Articles and news are always welcome for inclusion in this newsletter. BUT views and information thus expressed are solely those of the author(s) and do not necessarily represent the views of the editor or the club as a whole. **Editor: Richard Clarke**

Articles for the June 2016 Issue to me please by May 25th 2016 - Hard or Soft copy. Soft copy please email me clarker@godolphin.wilts.sch.uk - Hard copy in my hand on a club night.

Club News

Club Nights - Round Up

22 Mar 16 An interesting night on Tuesday as we were treated to a slide show of some very unusual aircraft types from America courtesy of Tony.



On the Completed table was a Panzer III on a GNR base from Chris, an Academy F1STV from Sib0. Nick Williamson brought along a 1/48 Grumman Martlett Mk V by Hobbyboss. There was more on display as works in progress. Mike Hobbs had an Arado E555 in an early stage, Mark brought along some large Tornado's and Brian had two projects continuing his IDF themed builds, Takom's AMX 13 and Academy's Magach. Sib0 brought along some silicon moulds for a model in 1/76 scale and Don lots of reference material regarding a 2CV van in Royal Marine service, odd and interesting. Chris had his Wellington build ready for next months themed evening 'Creatures of the Night'. Not quite done requiring some figures to complete and looking good on his scratch built base.

Wellington build ready for next months themed evening 'Creatures of the Night'. Not quite done requiring some figures to complete and looking good on his scratch built base.



Other interesting items on display.

22 Feb 16 The club put in an appearance at the Fleet Air Arm museum this past Saturday, a well attended show in an excellent venue, though it can be a bit dark if displaying under the wing of some of the exhibits. Last club night on the 16th was a brief affair with most members leaving straight after Sib0's presentation. Was it something he said? The talk was a change to advertised and focused on Op Calicle and Op Valero, with accompanying pictures of UN vehicles in Kosovo.



2 Rust or Not 2 Rust

Part 2 Rusting

Ok, the rusting process, this is where the fun begins. There are several techniques you can use, some of you who model armour will have heard of some of these and may have used them...

- Salt
- Hairspray
- Colour Modulation

There are products that reproduce the hairspray technique in a bottle, for example Vallejo's Chipping Medium which can be airbrushed onto specific areas of the model to be chipped/faded, once dry apply a coat of the body colour. Hairspray can be applied all over the model. Let both of these dry overnight, then using a cocktail stick and a stiff paint brush dipped in warm water, carefully remove the top coat of paint from the areas the Chipping Medium or hairspray was applied.

I have listed the Colour Modulation technique, but it's not one I shall be using as I feel it's a bit arty and too much work to achieve an affect that can be easy created with washes.

For this article I will be using the Salt Technique. I have never used this technique before so it will be fun to learn together. I have used the Hairspray and the Vallejo method in the past, but felt the effect I want on this model would be a best archived using the Salt method. Something like the image the above.

The Salt method:

First step is to apply a couple coats of your favourite matt varnish to seal the model so that the water and salt does not remove the base/rust paint work you have already applied. Allow this to dry thoroughly. Lightly spray water over the model; I used my airbrush for this. Sprinkle the salt over the model in onto the areas that you want the rust to appear. I used Rock Salt and Table salt for this. The Rock Salt will give you a single large area of rust and the table salt gives you the effect of individual scratches also large areas of fading/rust.



I could have applied more salt the bottom of the car but as this is a test I will do better next time.

As you can see I have a mixture of Rock & Table salt, again more salt would have been better, but I was able to correct this latter on whilst painting.

Allow the water and salt to dry, best to give it 24 hours. You can speed up the drying time by using a hairdryer set on cold and at a low speed. Also best to hold the dry as far away from the car as possible, you don't want to blow the salt off.

Once it had dried I sprayed several thin coats of the body colour over the car. Again make sure you do not blow the salt off as the wet paint will make the salt

come lose. I set the air compressor to between 5-10 psi. Once the salt was cover I turned up the pressure and applied additional coats.



The body colour isn't that yellow in real life, see pics below.



Once everything had dried overnight I carefully removed the salt using a soft brush and my finger to rub the salt off. If you make a mistake here you can always overspray again with the rust colour and add some more salt and repeat the above process.

The effect was not bad for a first attempt but I wanted a bit more rust showing through. I knew I could fix this during the painting and weathering stages so wasn't too worried.

At this stage in the proceedings I started to think about the setting for the car, I didn't want to overpower the car with too much detail in the setting, like with the Revell 1/24 Scale Mercedes-Benz I did recently...

More on that next, where I will look at the base and discuss other techniques I use to make the finished model.

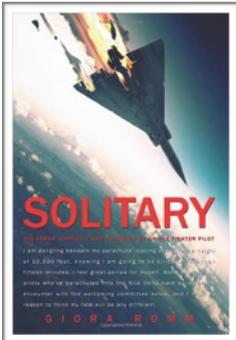
Richard Clarke

Book Reviews

Solitary

Author: Giora Romm

Publisher: Black Irish Ent.

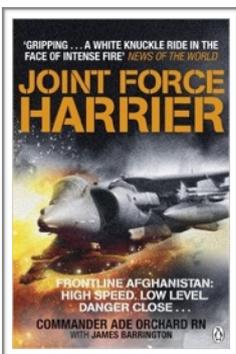


Giora Romm was the Israeli Air Force's first fighter ace. As a twenty two year-old Lieutenant, he shot down five Migs during the Six Day War of 1967. Fourteen months later over the Nile Delta, he was hit by a SAM. Within moments, Romm found himself hanging by the straps of his parachute, with a broken arm and a leg shattered in a dozen, looking down from ten thousand feet. He was captured by a group of Egyptian farmers who he thought would hack him to death, but they handed him over to the Egyptian military. No other Israeli pilot had survived capture in Egypt or any other Arab state. Solitary is Romm's story of his imprisonment, torture, interrogation, release and return to service and his subsequent operations in the Yom Kippur war of 1973. Personal stories by Israeli pilots are rare so it was unusual to obtain a book like this.

Joint Force Harrier

Author: Commander Ade Orchard RN

Publisher: Penguin

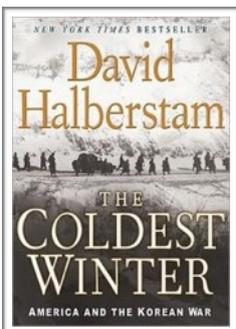


This book relates the story of the deployment, written by the C.O. of 800 Naval Air Squadron, of the six months of operations in Afghanistan in 2006. When the squadron arrived in theatre, they knew there could be no slip-ups. Day and night, the Fleet Air Arm crews were on constant alert, ready to scramble their heavily armed Harriers at a moments notice in support of the troops on the ground. Not many books, as far as I am aware have been written exclusively about the air war, so this one gives a unique insight into that aspect of operations, and I have a better understanding of the meaning of "danger close".

The Coldest Winter

Author: David Halberstam

Publisher: MacMillan



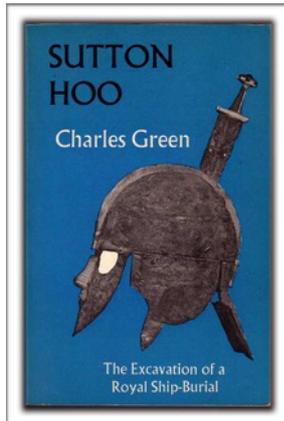
I had read one of the best books on Vietnam by this Author so when I saw this one, I had to buy it. A weighty tome of almost seven hundred pages, and for some reason, I got it into my head that it covered the whole of the Korean War. After about four hundred pages, the realisation dawned that it dealt only with the first winter of the war' from the North Korean invasion of South Korea until just after the amphibious landing at Inchon, the Chinese entry into the war and the sacking , by President Truman of General MacArthur who was a legend in his own mind. A very enjoyable and insightful book that I thoroughly enjoyed.

Bill Allen

Sutton Hoo - The excavation of a Royal Ship Burial

Author: Charles Green

Published: 1st. 1963 -2nd. 1988



Don Spence (Mendip Modellers) and I share a common interest in the Anglo Saxon period (Dark Age) of history. We both like to make and paint figures from this period. Following one of our conversations over a beer in the 'Rose and Crown' Warminster where we meet up every fourth Thursday of the month (advertisement over!) Don lent me this book to read. At first glance I thought no this is going to be dry and geeky for me. However I thought I will give it a go. What a surprise it really is a good read. Not only does it go into the back ground of the dig, but there are very good explanations to the background of the period, with detailed information about the ship, the people who made the burial, and who the burial was likely for.

For a start, the ship is not a Viking boat; it's an Anglo Saxon ship. Very influenced by the Vikings but it is not a sea worthy ship and was never intended to go to sea at all and was many years old before it was buried. It is one of the largest ships ever found , some 89feet long and is located in Woodbridge, Suffolk in the Parish of Sutton, some way in land from the sea , and surrounded by 13 to 17 other burial mounds as yet unexcavated – no funds available!

East Anglia was one of the largest Anglo Saxon kingdoms, with the Brits. Being pushed into deepest Wales and their surviving Kingdom pushed into Cornwall. The Anglo Saxon people came over from Denmark and Germany as other tribes expanded into their land and making a living became too difficult with so many others trying to take your land. The Brits were a push over and so invasion became easier and settlements gradually crept inland.

The land in Sutton Parish originally belonged to a Mrs. E.M.Petty who was very interested in what might lie under these mounds or barrows. In 1938 she asked a Mr. Brown of the British archaeology department if he would like to come down and take a look. So the barrow was opened up in the May of 1938 and continued to be excavated until well into the early 1940's.

At long last the outline of the boat and the extent of the burial goods and the importance of the site were recognised. Many items came to light, including, shields, weapons, and gold and silver items of clothing, copper and bronze pots, cauldrons and associated items. The grave or burial confirmed that these people had contact from very distant lands and traded with others far from Europe. After the ship was exposed containing all these things there was no sign of a body. So whose burial or memorial site was it.

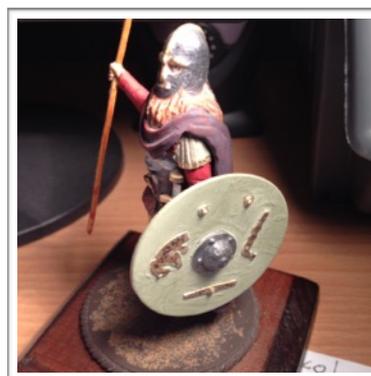
Why bury all this stuff in a ship?

The excavations were taken up again over 1966 to 1967 with more evidence and more modern techniques the conclusion was that the site was a shrine or memorial to a great King or warrior. Most thoughts were that the shrine was to King Raedwald who died in 624. He was a great warrior King who defeated the surrounding kings, expanding his own kingdom and was heralded as 'Bretwalda ' – great King of kings – in other words the first King of Britain with underling kingdoms recognising his over lordship.

continued overleaf...

Why did Don and I find this book so interesting? Well both of us have over the years collected models sculpted by John Tassel who sold his kits under the "Sovereign" label through the 1980's then selling the company on which sadly dropped his model figures and now sells only metal armour tanks etc.

Don and I completed 'Sovereign's' model of the Sutton Hoo warrior and compared models, photos under. Don's is the one on the left and mine on the right. Don's model has an incorrect shield and by an absolute flook mine is right. Both models were a delight to make and paint and are well out of production and very hard to come by today. No other manufacturer that we know has made a complete model of the "Sutton Hoo" warrior other than John Tassel. If you know different let us know.



Mike Hobbs

Ready for Inspection

Hasegawa Boeing F/A 18E Super Hornet.

I have had this kit stashed away in the loft for some time, but acquiring the Furball decal sheet entitled "Airwing All-Stars" plus a cockpit update set gave me the impetus to make a start. Although somewhat over-engineered and complex, Hasegawa's kits are still the best available, and of course this is reflected in the price.



Construction as usual started with the cockpit/ front fuselage area and this was fairly straight forward although I found that the cockpit update set was not without issues. Once happy, the cockpit/front fuselage was set aside and I started on the main fuselage assembly. The instructions suggest that the upper and lower main wings are fixed together then glued into the upper half of the main fuselage, but I decided to build the main fuselage/engine intake trunking first before adding the wings. Once this stage was completed, the front fuselage assembly was attached to the main body then left to set overnight. I built up the twin-fin/rudder parts and fixed them to the upper rear

fuselage, but did not, as the instructions suggest, attach the tailplanes leaving them until after the painting stage. The engine exhausts, minus the nozzles were also attached to the fuselage. The kit offers the choice of raised or lowered leading edge slats and trailing edge flaps and I chose the latter option. The slats and flaps were assembled, filled and tidied up and set aside for the painting stage, and the appropriate actuators for the flaps were fixed to the wing undersides.

Continued overleaf...

I moved onto the undercarriage assembly which comprises in total forty four parts including the gear doors. However, at this stage only the undercarriage legs are built up, although I did remove all ten of the gear doors, and tidied them up where necessary. It was now that I had to decide the stores configuration. The particular aircraft I was modelling had a black belly tank, with an orange nose cone and the logo—"ANY TIME.....ANY PLACE" also in orange, and I wanted to show this, so decided to fit the underwing tank pylons but not the tanks, and tool up the aircraft in the air defence fit with two AIM-120 Amraams and two AIM-9X Sidewinders. Choosing this fit was a bit of a trial as the missile bodies and fins are separate pieces, so I had to fit thirty two small fins to the missile bodies!!! I also assembled the fuselage mounted AN/ASQ228 ATFLIR. The various antenna and missile launch rails were left off to be fitted after the painting stage .I also wanted to fit intake blanks to the model, so I made an accurate pattern of the intakes in balsa wood, sealed them with Klear, wrapped toilet tissue around them and applied numerous coats of thinned PVA to the tissue paper. When dry, the blanks were trimmed to shape and given a couple of coats of matt red. The cockpit canopy was improved with the bits from the update set and set aside for the painting stage.



The main airframe and all the ancillary bits and pieces were washed with warm soapy water, rinsed with distilled water and set aside to dry. Tamiya white acrylic was applied from a can, and after it dried, any restorative work was carried out, followed by more Tamiya acrylic. The nose of the belly tank was masked off and given four coats of thinned International Orange. The afterburner cans were painted with various metallic colours, then various shades of graphite were applied to them with cotton buds to give a "burnt" look. Xtracrylix light compass grey was airbrushed over the lower surfaces, outer faces of the gear doors, lower faces of the missile launch rails etc and they were set aside to dry for a couple of days. The lower surfaces were masked off, and the upper surfaces were airbrushed with Xtracrylix dark compass grey. When dry, the masking tape was removed, and although I had used Tamiya low tack masking tape wetted with saliva, some of the undersurface paint lifted off!! So it was out with the light compass grey to carry out some restorative work on the under surfaces.

I left the model in the airing cupboard for a few days, then masked off the spine and tail fins, ready for the application of Tamiya gloss black. Wary of using too much masking tape, I coated the rest of the upper surfaces with Maskol prior to applying the black. On removing the Maskol after a few days, I found the Tamiya black had bled through the Maskol!!! I was getting near my sod it point. However, out with the airbrush and the dark compass grey again and at last I achieved an acceptable result. The final painting stage involved hand painting the edge of the gear doors insignia red, missile fins grey etc. The main airframe, belly tank, tailplanes, gear doors, missiles etc were given a couple of airbrushed coats of Klear in preparation for decal application. The scheme decided on was perhaps the most complicated of the five on the Furball sheet, and there was no information as to whether the decals were compatible with Micro-Set and Sol, so I decided to err on the side of caution, and only use water. The decalling took four nights to complete but was problem free, although I cut three of the larger decals into two pieces to ease application .Once completed, Xtracrylix flat varnish was airbrushed over the main airframe and ancillary parts. Once dry and happy with the finish, all the ancillary bits such as undercarriage legs and doors, belly tank, slats, flaps ,missiles, tailplanes, burner cans and cockpit canopy were added to complete a challenging project.

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Bill Allen

What's in the Box?

Classy Hobby is a new name on the plastic kit scene although the products do have a familiar feel about them, reminiscent of Bronco in the style of instruction and Dragon on the box art, the first release is treading new ground in subject and scale, kit MC16001 a 1/16 Luchs (Sdkfz. 123). However this first review is concentrating on kit MC16002, ' WWII GERMAN 20L JERRY CAN & 200L FUEL DRUM SET'. Being a much smaller set of contents, I expected to be able to scribe a review in quick time, but even the briefest of internet searching will reveal what a diverse subject German jerry cans are with a very active collectors market and therefore an equally active fake market in attendance. This has been a double edged sword as it has allowed me to be meticulous in comparison of the kit to the real thing, yet also caused some queries to the exact type portrayed. More on that as we build the kit, firstly the box itself, a stout end opening box with colour artwork on the front showing the full four 200L drums and eight 20L cans that can be built from the contents. The reverse has simple construction diagrams removing the need for any printed instructions inside, and line drawings of the sprues and photo etch fret with the total number of sprues indicated. The sprues break down simply, two halves and two ends with two filler caps for each drum. There are four parts on the jerry can sprue, left and right sides, a filler cap and the three rung handle. The photo etched (PE) sheet (which has a film surrounding the parts that easily peels off) gives the characteristic lip that runs around the centre of each jerry can.



The reverse also has a painting guide and a table of suggested colours quoting Hobby color, Mr Hobby, Humbrol and Tamiya. A useful pan world selection of colours except Humbrol 92 is not currently manufactured so use your own preference when matching the dark yellow, German gray and white that the table lists.

It is coloration that brought about the first query as the box art shows the kit supplied jerry cans with white crosses as used by the Germans in WWII to indicate the contents was drinking water. The left side of the jerry can part has some wonderfully precise engraving along the top section: ' Kraftstoff 20L Feuergefährlich 1321' translated as [motor] fuel 20l Flammable 1321.

Dedicated water cans had this area stamped with 'Wasser 20L' and it seems very unlikely that fuel cans would have been used as alternative water storage containers. Having been on the receiving end of drinking water stored in a supposedly cleaned out fuel container I can attest it is not something that can be simply achieved by a quick rinse and remarking with a white cross. Therefore treat the painting guide with caution. I filled the engraving on the cans I painted with white crosses so they at least didn't say fuel.

Continued overleaf....

While looking at the top lines of engraving replicating the stamped information found on the real things I could not find the reasoning for the four figure number selection: 1321. All the references I have seen of this type of can have dates from 1940, 1942 and 1943 in that location.

The centre of the left hand side has a triangle shaped motif replicating the logo of ABP one of a number of manufactures who produced 20L cans. ABP is Ambi-Budd Presswerk of Berlin a metal pressing company who made 20L Wasser and feuergefährlich cans from 1940 to 43.

The lower part of the kit part has two further lines, '1938' and 'Whermacht'. The Whermacht inscription is common enough but this lower date seems to be incorrect and where numbers do appear (as many cans do not have this extra line of text), it appears as a 3 digit code.

Over all the engraving does give a very good simulation of the stamping found on the real thing. It is easy to fill those words that you have doubts about, engraving new text of your own if careful.

The Jerry cans go together with ease, I used Tamiya extra fine cement throughout though you may prefer super glue to stick the PE in place. I found that the locating pegs were large and long enough to hold everything securely with the plastic sides trapping the PE in place like the filling of a sandwich. The 3 rung handle locates with ease and don't be put off by the joint line as the picture shows; the real cans had a prominent gap where the handle was attached. The filler cap fits well enough though I was surprised by how simply it was rendered in this scale. The kit part has smooth side were in reality curved hooks swing over to lock into metal loops to securely close the fuel cap. I mimicked this on one can by reaming out the smooth plastic to give the curved area above the hook and then a small rectangle of plastic card on each side to replicate the loops once the cap was glued in place. I used normal painting techniques to finish, you all have your own methods, but did heat a couple of cans gently over a flame before denting and deforming, and painted the creased areas suitably in rusty reds and brown. The inside of these cans was a deep primer red, that could appear almost orange and this was often also evident on the bottom of the cans where camouflage paint failed to reach. There really is a huge amount of possible colour schemes to choose from as a Google search will reveal, but do remember that many current 'replicas' have been worn to appear older than they are and that on your model these Jerry cans would have been nearly new, not 75 years old with the aged look they have now gained.

The 200 litre Drums are even simpler than the Jerry cans but care is needed to remove one of the joint lines, the real things did exhibit a weld join on one side. The top and bottom (kit parts 1 and 4) are similar

with one end having a filler cap. When building, ensure the writing on the end cap is at right angles to the side mounted filler cap, or put another way, if your barrel was laid on its side with the side cap uppermost, the you should be able to read the German text left to right with the end filler cap at the bottom. As there are no locating pins it is easy to place the lids in any and possibly wrong direction.

The raised writing on the kit parts is a little too precise in profile so to simulate



the look of stamped metal I painted Plastiweld liquid cement over the whole face which rounded of the sharp edges. Once dry you can paint in the normal way. For the review I left one in a clean state and weathered the other, but you could easily go further by adding dents, more heavy rust effects as well as unit stamps to signify where a drum was destined. Many Jerry cans ended up with identification marks tying the can to a particular vehicle as part of its CES as is often done today by modern units. These cans would have the same paint applied as that of the host vehicle.

Sibo

Hasegawa - Hitachi Double Arm Working Machine

Part of their "Science World" collection

Product No: SW04

Scale: 1/35

I purchased this on a whim, I know I shouldn't have, but we have all been there, haven't we?



I have not done any modelling for a few months and as you all know I am pretty prolific with my work flow, but things have happen that have stopped this flow. So I have been looking for a project to reignite my modelling mojo.

I have repaired a few models that got broken when I moved, this sort of got the fire rekindled, but it wasn't enough to tear me away from other things, as would happen before, wild horses couldn't keep me away from modelling.

During a visit to my local model shop, yes Salisbury is my local shopping venue, I happened upon the **Hasegawa - Hitachi Double Arm Working Machine**, it was stashed away at the back of the shop. Not that was any reason to buy it, just thought I'd mention it.

It caught my eye as it looked so mean, the sort of post apocalyptic vehicle I have come to love, well the double arms really. I could see the tracks on the machine fitting onto another purchase I made (from the same shop) a before christmas. But more of that later.

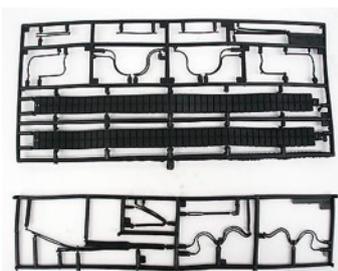
So what do you get in the box?

You get two clear plastic bags of sprue, two rubber spures, a decal sheet, instruction sheet and a reference card, this last item is in Japanese but an educated guess it would be a fact sheet on the workings of the machine.

In the first plastic bag are six spures, two in orange (the arms), one in light grey (this has some of the cab interior), one medium grey (figure of the driver) and three dark grey (the bulk of the model).

The other plastic bag contains the windows, a length of tube (for the hydraulic arms), two springs & a piece of plastic mesh.

The two rubber spures are the tracks and sorted hydraulic lines.



Continued overleaf...

A quick look at the sprues show that they are very clean, not a lot cleaning will be required so the build should be very easy.

So what of the other purchase?

Takom - T3 Transporter Bus

Product No: 2013

Scale: 1/35

As you can see from the image it looks very similar to a VW Samba Bus. I had an idea for this kit but that didn't come to anything, so ended up in the stash. But having got the Double Arm Machine, I will use the tracks on the Bus, convert it to a tracked vehicle, keeping the front wheels, may have to put bigger wheels on the front but wont really know until I have the two parts built to see how they will go together.

So what do you get in the box?

You get seven clear plastic bags, containing the following:



- Body of bus & tyres
- A figure
- Windows
- Chassis, some interior & engine parts
- Rear & side doors & more interior parts
- Wheel hubs, suspensions, front doors & bumpers etc
- Instruction manual , paint guide & decals

All of the vehicles parts are in green plastic, and like the Hasegewa kit very clean moulding, so not much cleaning up to do.

I wont be using the figure from the kit, but will be using the following single figure:

Black Dog - Post Apocalyptic Woman

Product No: F35155

Scale: 1/35

and one, possibly two from:

Master Box Desert Battle Series - Skull Clan Death Angels.

Product No: MB35122

Scale: 1/35



Richard Clarke

Trivia Quiz:

What is the village of Battle famous for?

Answer on page 15.

Forthcoming Events

April *	TUES 5TH	THEME NIGHT – “Creatures of the Night”
	SAT 9TH	POOLE VIKINGS MODEL SHOW
	TUES 19TH	Club Night - Bring along those finished, started & new purchases
	SUN 24TH	MILTON KEYNES MODEL SHOW
May	TUES 3RD	Club Night - Bring along those finished, started & new purchases
	SUN 8TH	IPMS GLOUCESTER MODEL SHOW
	TUES 17TH	Club Night - Bring along those finished, started & new purchases
	WED 25TH	LAST CALL FOR NEWSLETTER ARTICLES

Theme Nights

April 5th

Creatures of the night - Anything that has night fighting capabilities

June 21st

Korean War/Suez Crisis - Anything that had seen action in these conflicts.

Korean War June 1950 - July 1953 - Combatants: Both Koreas, America, China, USSR, UK & over 20 more countries involved

Suez War October 1956 - Combatants: Egypt, Britain, France & Israel

Sept 20th

Any Animal - Anything that is named after an animal - *“a living organism which feeds on organic matter, typically having specialized sense organs and nervous system and able to respond rapidly to stimuli.”*

These events only work if everyone contributes something to them, you don't have to build a model for each night, but I'm sure you can think of something to build for at least one of the nights. Its an opportunity to possibly build something outside your comfort zone, if tracked vehicles are your thing then why not try an aeroplane. Let your imagination free.

I have an idea brewing for Korean/Suez War night and a possible idea for Any Animal, watch this space.

Trivia Quiz answer:

Site of the of Battle of Hastings in 1066

IPMS Salisbury proudly presents it's annual

Scale Model Show



2016

Saturday 4th June

Wyvern College Sports Hall,
Church Road, Laverstock, Salisbury, SP1 1RE
Doors Open: 9.30am – 4.30pm

Admissions: Adults £3.50 | Children U16 Free
(if accompanied by an Adult)
other wise £1

- ◆ Club Displays
- ◆ Traders
- ◆ Open Competition
- ◆ Tombola
- ◆ Demonstrations
- ◆ Refreshments



www.salisburymodelshow.co.uk

