

APRIL 2017



Display Cabinets



Our new display cabinets, kindly donated by IPMS UK, installed at the Boscombe Down Aviation Collection at Old Sarum Airfield.

Thanks to Tony, Bill & Steve for their help in getting this off the ground.

If you have a model that depicts activity on or around Boscombe, then let Bill or Steve know and arrange deliver to the museum.

Image was taken on Sunday 26th, so shows a few empty spaces, these have been filled, but a still room for a few more models.

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 2017 Issue to me please by May 30th 2017 - Hard or Soft copy. Soft copy please email me clarker@godolphin.wilts.sch.uk - Hard copy in my hand at a club night.

Club News

Theme Nights, Our Annual Show, Calendar etc..

Dear members, thank you for your articles for February's issue and April's issue, collectively they make great reading.

Theme Nights

Our theme nights are proving to be a great success, some imaginary connections to the theme, our next theme is this coming Tuesday 4th April - Trainers.

Theme nights to come:

May	Tuesday 2nd	Rotary
June	Tuesday 6th	Steam
July	Tuesday 4th	Peace Keeping
August	Tuesday 1st	Never Seen Before
September	Tuesday 5th	Silver Screen
October	Tuesday 3rd	Artillery
December	Tuesday 19th	Wacky Racers

Our Show

Our annual show is fast approaching, invites have gone out to Clubs & Traders, replies slowly trickling in. As always the show wont happen with out your support, so start thinking of cakes/goodies for the refreshment stand, prizes (modelling as well as non-modelling) for the Tom-bola, assistance on the refreshment stand, Tom bola, FoH and Car Parking.

We always need help setting up, so put Friday June 2nd 1pm in your calendar, and of course breaking down at the end of show, then off to the pub for a well earned drink.

Calendar

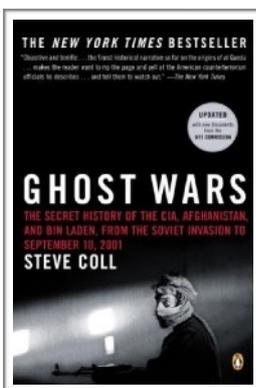
We still have plenty of spaces for the third week of the month club nights, so if you want to give a demo or a slide show, or have a modelling technique you want to highlight, let me know and I will add it to the calendar of events.

Book Reviews

Ghost Wars

Author: Steve Coll

Publisher: Penguin Press



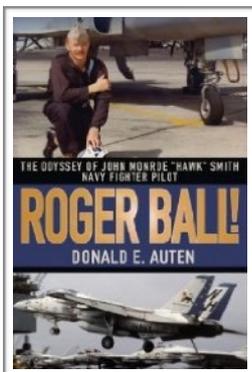
The Pulitzer Prize winning journalist tells the secret history of the CIA's role in Afghanistan, including its covert program against Soviet troops from 1979 to 1989, and examines the rise of the Taliban, the emergence of bin Laden in Afghanistan and the secret efforts by CIA officers and their agents to capture or kill him after 1998. Based on extensive firsthand accounts, Ghost Wars is the inside story that goes beyond anything previously published on US involvement in that benighted country. It chronicles the roles of mid-level CIA officers, their Afghan allies and top spy masters such as Bill Casey, Saudi Arabia's Prince Turki al Faisal and George Tenet. Ghost Wars answers the questions so many have asked since the horrors of 9/11. To what extent did America's best intelligence analysts grasp the rising threat of Islamic radicalism? Who tried to stop Bin Laden and why did they fail?

Bill Allen

Roger Ball

Author: Donald E. Auten

Publisher: Universe



This is one of the best books I have read on a US Navy subject, which is to be expected, since the author is an ex-US Naval Aviator who went through Top Gun, and became an adversary instructor. The subject of the book, John Monroe “Hawk” Smith joined the US Navy via the Aviation Officer Candidate School (An Officer and a Gentleman), and on graduation, was selected for training as a Radar Intercept Officer, and after basic training, was converted on to the F-4 Phantom, and then joined VF-102 Diamondbacks at NAS Oceana. After a sixth month deployment on a typical Mediterranean cruise, Hawk learned he had been selected for pilot training, and on returning to the USA, returned to the training pipeline. Starting on T-34 Mentors, then upgrading to the T2-A Buckeye, F11-F Tiger and on to the F9F Cougar, he gained his pilot's wings and returned to the Phantom, but this time in the front-seat.

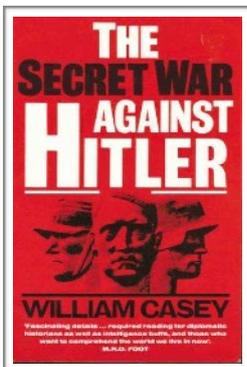
Having checked out in the F-4, he joined VF-103, and after work-up, the squadron boarded the USS Saratoga for a six month Pacific deployment. On completion of the cruise, Hawk moved again to VX-4, the navy's test and development squadron. Further postings took him on the F-14 Tomcat, another Pacific cruise, this time on the “Starship” Enterprise on his return from which, he joined the Naval Fighter Weapons School more commonly known as ‘Top-gun’ eventually ending up as the CO. This is one of the best books on Naval Aviation that I have read, and as usual, is available on loan for a large fee.

Bill Allen

The Secret War Against Hitler

Author: William Casey.

Publisher: Barnes & Noble



I came across this book on a second hand shelf in our local museum. It has a red colour dust jacket and I thought that looks interesting and it was. The book tells the story of how the American OSS was begun and just how difficult it was to become established and recognised as an Intelligence gathering and leading member of the allied secret operations units.

Neither the American nor any of the allied Services wanted to share intelligence between themselves so there was no combined intelligence gathering or overall plan for analysing combat effort.

The British SOE, French Dutch, Belgium and especially the Soviet intelligence services did not want to divulge their war effort plans. The OSS convinced Churchill and especially the General in charge of services (President Roosevelt)

that their information and expertise would be vital in coordinating the war plans. If

the head of armed forces in America had listened to the OSS they would have been well prepared for the attack on Pearl Harbour. Despite this there were some spectacular successes and some grave mistakes. William Casey was chief of the London OSS headquarters during World War II and chief of secret Intelligence for General Dwight D. Eisenhower's European Operations. He was awarded the Bronze star. In 1981 Mr. Casey became director of the CIA and died in May 6th. 1987.

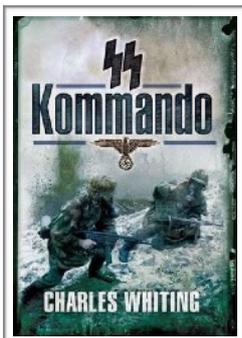
A fantastic and intriguing read, probably well out of print – published in 1988 – but if you come across it buy it and read it.

Mike Hobbs

Kommando

Author: Charles Whiting

Publisher: Pen & Sword



A factual book about the beginning's and set up of the German SS Kommando unit. Don't run away with the idea it is all about SS atrocities, it isn't. The Kommando unit was for most of its time under the command of Admiral Canaris who was head of the German Abwehr, Intelligence section. The Kommando unit began life as the Brandenburg Regiment changing name around 1943 / 1944 and was not manned by the SS until late in the war – 1944 onwards.

The Brandenburgers were the German 'Special Forces' and were formed long before the British Commandos or American Rangers were thought of. Their daring deeds are based on interviews by actual survivors of this special unit.

The book explains the formation and the use of this special unit and the many daring raids carried out by them. Not only were there German soldiers in the regiment but, Poles, Russians, Lithuanians, Italians and even Jews. All dedicated to the fascist cause. Canaris had something on Himmler who was reluctant to replace him despite the efforts of Heydrich, head of the SS, Muller, head of the Gestapo and finally General Schellenberg who replaced Heydrich after he was assassinated.

However they had their way and Canaris was found guilty of treason and was executed. He was in fact through his agents in Sweden, Switzerland and Spain trying to negotiate an end to the war hoping the allies would allow Germany to join them in a fight against Soviet Russia. Eisenhower however would not allow a general surrender and America would not negotiate anything less than unconditional surrender.

The SS under General Schellenberg took command of the Kommando and appointed Colonel Skorzeny as head of the Kommando in late 1944 /45 during the 'Battle of the Bulge'. Skorzeny in his turn saw what was coming and through the Werewolf organisation was smuggled to America.

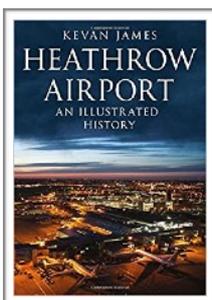
A really enjoyable read and insight into Germany's Intelligence services as told from their side of the war. Should still be in print or I am prepared to lend it out – as long as I get it back !!

Mike Hobbs

Heathrow Airport - An Illustrated History

Author: Kevan James

Publisher: Font Hill media.



This book was released for the 70th anniversary of Heathrow and covers the history of London's premier civil airport. This card back book has over 400 pages and is thoroughly illustrated throughout the book. All the pictures are in black and white and this fits in with the history that it tells.

The book also covers some tales from people who worked in and around the airport now, and in the past. Having known Kevan for a few years through the IPMS I was approached by Kevan to contribute a chapter for the book and to give some insight into how life was for those who worked on the ramp of the terminals. The chapter I contributed does not give away many secrets and no names were revealed.

Am I biased because I contributed to this book of course I am, but I do find this book a very easy read and it is informative for anyone wishing to know a little bit of history on this country's famous international airport. This book was published before the announcement of the third runway and another edition may follow but the first few chapters will inform you that the original plan for Heathrow was for several runways and even plans for expansion into the proposed new site. So in the 1940's there were plans for expansion. I heartily recommend this book for an easy read and would be ideal as a holiday read as well.

Tony Horton.

Kit Review

1/35th Humber Scout Car Mk 1 Kit No. CB-35009

Bronco Models released this kit a number of years ago. It retails for around £33.00, give or take a penny or two. The box art shows a Humber in front of a column of Fireflies. The illustration looks like a still from the film *A Bridge too Far*.



The box itself is a bit of a mixed bag. The top is rather flimsy cardboard, the bottom is moderately sturdy. My biggest complaint about the box, it's much bigger than it needs to be given the size of the sprues.

Which takes us to the sprues, there are four sprues moulded in light olive green, lower and upper hull, five vinyl tyres and a small sheet of photo etch. The parts show no sign of flash, and the detail on the parts is sharp. The vinyl tyres display no nasty seam to clean. The decal sheet contains markings for six vehicles, three from WW II and three post war vehicles.

According to Bronco the spare tyre/wheel was only mounted on post war vehicles. Anyone have photos of Humbers in action during WW II with the spare? My boxing also contained a resin well moulded resin figure, said to bear a striking resemblance to Michael Caine from the afore mentioned film.

Bronco includes a well detailed interior with driver's station, commander's position, radio and stowage. Behind the crew compartment firewall sits a well detailed engine (just add some hoses and wires) and fuel tank. Crew compartment hatches and windows can be posed opened or closed, same with the engine cover.

I have other Bronco kits, most notably there Panzer 35(t). The 35(t) is complex and over-engineered. In contrast this kit looks as though it will be a straight-forward build.

One kit anomaly, amongst the radios and weapons to be stowed in the crew compartment are ammo drums for a Lewis or Vickers machine gun. But, upon examining the sprues no such gun is included (there is a nicely detailed Bren gun). Given the limited space in a small armoured car, I cannot imagine the crew carrying ammo drums for a weapon they don't have!

Note, there are no packs or bedrolls included in the kit.

When complete, this armoured scout car will nestle comfortably in your hand, it is not a big model in 1/35th scale.

In my opinion, it's a little overpriced at £33.00, I think £20-£25 would be more reasonable, that said, a great representation of this iconic Humber. I look forward to the build and recommend it highly.

Tod Gobledale

Revell Stearman PT-17 Kaydet Kit 5264



Revell released a Stearman trainer sometime last year and many of us assumed it was a re-pop of the old Lindberg kit—yawn! What a delight to open the box and discover an all new, carefully engineered and well-detailed Stearman for the princely price of £17.00 give or take a penny or two.

Sibo sourced a U.S. moulding of the kit which comes in a top-opening, fairly sturdy box with an attractive illustration on the cover. The Revell Germany edition comes in an end-opening box and is moulded in bright yellow plastic (not as pleasing to the eye as the white plastic, in my opinion).

Continued overleaf

The US version of the kit has markings for an US Army yellow and blue trainer, and a US Navy all yellow trainer. I'm not sure of the markings in the Revell Germany kit.

The two place cockpit is well appointed with seats, sticks, rudder pedals, throttles, interior framing and instrument panels. The instrument panels are adequate, but could stand replacing with Eduard photo etch. Have a look at them before spending the money on Eduard.

There's heaps of detail around the engine, too. Leave off a couple of panels and one has an engine maintenance scene in the making.

One of the kit's highlights is the solution to the alignment of the upper wing. Revell has moulded the cabane struts (and the landing gear struts) to the fuselage. Glue the fuselage halves together and the cabane struts are in alignment ready to receive the upper wing. This makes building a cinch.

Being a bi-plane, there is rigging involved, not too much, but it will keep you busy for a couple of evenings. Your patience in rigging will reward you with an eye catching model.

This is an attractive, reasonably priced kit of the aircraft that trained heaps of US Army Air Corps, Navy and Marines pilots. Highly recommended.

Tod Gobledale

Build Report

Wolfpack 1/48 Northrop T-38A Talon



I spotted this model finished in the colours of the United States Navy Test Pilots School on a club stand about eighteen months ago, and felt I had to build one. Although the kit was readily available, the decal sheet was very rare, but after a lot of persuasion, I persuaded the builder, who was a friend of mine, to sell me his spare one. I also purchased a pair of resin Martin Baker Mk 17s' to enhance the cockpit. As usual, construction started with the cockpit area, which after painting went together easily. When dry, the completed cockpit bath together with the nose-wheel bay were glued into the starboard half, and when set

the two front fuselage halves were glued together, followed by the lower forward fuselage. When set, the lower rear fuselage with attached lower wings were glued in place. Further work saw the fin, upper wings and engine intakes, tail-planes and exhausts attached. After a little bit of filling and sanding, It was looking like a T-38 and I must say that so far, it was one of the quickest and easiest builds I have ever experienced. The undercarriage legs, doors, and wheels and the canopy components plus the baggage pod were removed from the sprues, tidied up and set aside prior to washing. After rinsing, the model was left to dry overnight ready for painting.



The main airframe and all ancillary components were treated to a coat of Tamiya flat white acrylic from a can and set aside to dry. The anti-glare panel ahead of the windscreen was masked off and given two coats of Tamiya flat black acrylic, and the rear airframe and jet pipes treated to various shades of metallic. When these areas were dry, they were masked off, then Tamiya gloss white was airbrushed over the flat white areas of the airframe and component pieces. When dry, the model was checked, but no aberrations were found and I was ready for decal application.

Continued overleaf...



I decided to start with the long orange and black stripe which runs from the tip of the nose aft to the Port air intake. When the decal was put into the water it broke into a thousand bits!!! Well, that was the end of the project as no replacement sheet was available. The model was boxed, and with much regret placed on the shelf, and I retired to lick my wounds. The HH-60J as will be seen above didn't fit the bill.

However, in early September, a friend advised me that Wolfpack had released a sheet for the aircraft, he was ordering one, and would I like him to get one for me, yes please.

Once I had finished the HH-60J (see *below*), I returned to this kit.

The new decals were perfect, and apart from fiddling with the one around the top rear fuselage cooling scoops, application was trouble free. When dry, a coat of Tamiya flat acrylic varnish was applied to the main airframe and components. All the ancillary bits were added to the airframe to finish a really enjoyable project. If you want an easy project, I would have no hesitation in recommending the Wolfpack series of F5-T38 kits.

Bill Allen

1/48 Italeri Sikorsky HH60J Coast Guard

I received this kit some time ago, but the recent release of the Black Dog resin update set for the cabin and cockpit gave me the impetus to start construction. The latter is a kit in it's own right, so it turned out to be a long and involved process. On opening the latter, immediate



problems were apparent, as some of the more delicate parts such as the overhead cockpit window and cabin and cockpit seat legs were broken, which I decided to repair rather than try to obtain replacements from the manufacturer, and the instruction sheets were rather vague to say the least. I washed all the resin parts in warm soapy water, then rinsed and left them to dry, then given a coat of Tamiya gray primer. There is no information as regards colour for the resin parts, so most of the structural items were painted in dark gull

grey ,matt black for the instrument and overhead panels olive drab for seat cushions, and metal for the rescue basket, with the seat harnesses in blue. Once satisfied that I had done my best with the detailing, I attached the roof and sidewalls to the main structure then realised that very little of the involved and time-consuming work could be seen!

The main rotor assembly was completed and fixed to the cabin roof, then the cabin/cockpit assembly was glued in place in the starboard fuselage half, then the fuselage halves were glued together. The port and starboard engine intakes were attached as were the main undercarriage spats, and then came the worst part of the build, partly self-inflicted. The kit is supplied with a fixed door on the starboard side of the cockpit ,and a separate door for the port side, giving the option of having that one open or closed. Two resin doors are supplied in the update set, so hoping to show more of the internal work in the cockpit, I removed the starboard door prior to joining the two fuselage halves together—big mistake! I then tried to fit the overhead window frame above the cockpit, and this took three attempts over three nights before I managed it, but during the course of the work, I managed to crack the windscreen I phoned the importers to obtain a replacement only to be advised that they had no examples of any marks of UH 60 series in stock, Luckily, A fellow US Navy nut had one in his spares box which saved the day After a lot of test fitting and adjustment, the windscreen was eventually glued in place.

Continued overleaf

The next step was to attach engine covers, tailplane, FLIR housing etc, build the drop tanks and clean up the main rotor blades and hub, and tail rotor ready for painting. All the glazing was left off until the painting stage was complete. The fuselage, fuel tanks, undercarriage legs, window frames etc were given an undercoat of Tamiya white surface primer and the main and tail rotor parts treated with Tamiya light grey. Any aberrations that showed were corrected and touched up ready for the final stage. The tail rotor and undersides of the main rotor blades were painted with Tamiya flat black and the upper surfaces of the main blades light ghost grey.



Bill Allen

Museum Report

My trip to the rarely opened Fleet Air Arm Reserve collection at Yeovilton, 02/03/17

I finally got around to deciding to visit the Reserve collection and hence, Bill Allan and myself arrived at



Cobham Hall near Yeovilton museum. The Reserve collection is housed in a modern single building, which most museums would be proud to have to house their collections. The visit was for an hour 'guided' tour, which was the only option. There were around 20 visitors for the hour we chose. At £12 for this hour it did seem a bit pricey but it's a rare chance to view here.

After an introduction by the museum curator, where it was explained that the building housed items now centralised from outlying collections, we were led into the vast hall. We had

the option of guided tour or to move around individually. We were limited to the central roped off section of the hall where most of the airframes and larger items were easily visible. However, behind these were alcoves and floor to ceiling shelves with tantalising glimpses of smaller items. These included various missiles and drop tanks, models (large perhaps wind tunnel type), unusual propeller assemblies etc. There were also at least 5 vehicles partly hidden in the alcoves.

Back to the larger items there are various Wessex, Whirlwind, Sea King,, Wasp, Augusta B109, Lynx and Gazelle helicopters. There are 3 Harriers, a FA2, a 2 seat T8 in all black and lastly a GR9. This latter was, in the words of the curator, chosen from a hanger full of them. Pick which one you want, what an option. The one chosen was straight off the line back from Afghanistan, dirty and full of sand.



Of the older aircraft there are the only surviving Wyvern, an Albacore, Sea Prince (think this used to be next to Culdrose at Flambards), a Gannet, Firefly and a Sky-raider. There are a couple of development aircraft in the Supermarine 510 and the Hawker P1052. The 510 was flown at Boscombe Down and was the first swept wing aircraft to land on a carrier. The P1052 was similar to a Sea Hawk but with swept wings. Other aircraft present were the Blackburn NA39 Buccaneer, Nf11 meteor, FAW1 Sea Vixen, Jet Provost and a Sea Venom.

Continued Overleaf..



A lot of the aircraft do rotate into the main museum so what is present here is always changing. They also come into here for repair, restoration and maintenance. The largest project at this time is creating a Fairey Barracuda from a pile of wreckage. This seems an impossible task but they are confident that it can be done.

A non flying exhibit was the first aircraft carrier. It is a steel towed sledge which a biplane was launched via a ramp. This was found rusting away on the banks of the Thames and restored.

A surprise item was a Japanese Yokosuka OHKA suicide rocket plane on a pallet. This was not visible close up but from a distance. A little chilling to see it and then think about it's purpose. The US always seem more to have more involvement with kamikazi attacks and this is a good reminder that RN was also heavily involved.



Finally, having the Link trainer D4 at Boscombe Down Aviation collection I recognised a similar one in an alcove from afar. I asked the curator if he could take a few photos which he did. It looks a different model from the former above, could be a ANT18. Later, when I viewed the photos he had taken, there was one of the controllers desk which wasn't visible from my position.

So, a good visit but seemed to be an impossible taster for what could be seen if you could have all day and a free rein. All those artefacts hidden away probably never to be seen. It should also be noted that photography is difficult as lighting is bright and items are crammed in. A separate section of this hall contains all the paperwork, records, medals and other small fragile items which is not open to the public.

Steve Saville

Forthcoming Events

Month	Date	Event
Apr*	TUE 4TH	THEME NIGHT: "TRAINERS"
	TUE 18TH	
	SUN 23RD	MODELKRAFT MILTON KEYNES
	TUE 16TH	

Theme Nights

February	Tuesday 5th	Animals Night
March	Tuesday 7th	Disasters
April	Tuesday 4th	Trainers
May	Tuesday 2nd	Rotary
June	Tuesday 6th	Steam
July	Tuesday 4th	Peace Keeping
August	Tuesday 1st	Never Seen Before
September	Tuesday 5th	Silver Screen
October	Tuesday 3rd	Artillery
December	Tuesday 19th	Wacky Racers

IPMS Salisbury presents it's annual



Scale Model Show 2017



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



Saturday 3rd June 2017

FREE Parking

Wyvern College Sports Hall,
Church Road, Laverstock, Salisbury, SP1 1RE

Doors Open: 9.30am – 4.30pm

Admission: Adults £4.00 | Children U16 £1




www.salisburymodelshow.co.uk