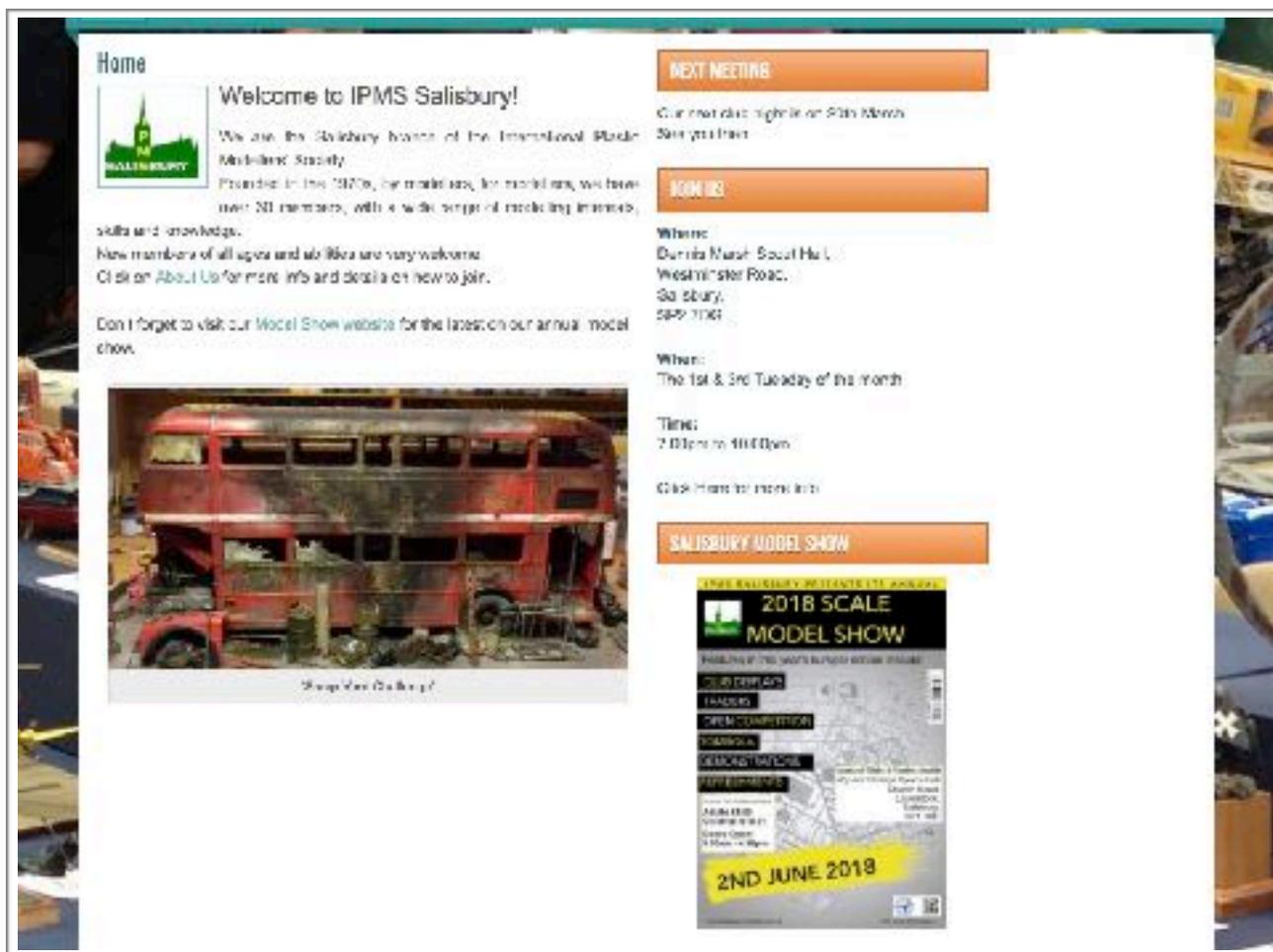


APRIL 2018



IPMS Salisbury's latest addition



We have a dedicated club website.

<https://ipmssalisbury.co.uk>

Features include: Calendar of Events, Blog, Model Shows, past, present & future Newsletters. We hope you like it.

I must say a huge thank you to Sibor for hosting and keeping a club presence via his shops website.

New Website

IPMS Salisbury gets a dedicated club website.

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 2018 Issue to me please by May 24th 2018 - 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

Club Night 15th May - Club Mini Model Show

We are going to resurrect the Mini Club Show. - What is this I hear you say?

Well, it is your chance to have a table or two at the club night to display your models, it will be as if you were at a model show.

With this in mind, setup from 6.45pm, show starts at 7.30pm so get down early to claim your pitch.

Can you let me know if you will be partaking in this event so we can lay out the appropriate number of tables.

For those of you who do not display at model shows this is your opportunity to show your wares.

Bring along a cloth to cover the table and display your finished or WIP models.

Under table sales are encouraged, so grab a bargain or get some extra cash before our official club show on the 2nd of June.

Give yourself a name for your stand, for example, "Paul's Miniature Marvels".

There will be a prize for the best display voted by the club members on the night.

Also we will have two birthdays to celebrate that night as well.

Theme Nights

Our theme nights are proving to be a great success, some imaginary connections to the theme, here is a list of the themes we have to date:

April	Tuesday 3rd	TWINS
May	Tuesday 1st	100 YEARS OF THE RAF
June	Tuesday 5th	MISSILES
July	Tuesday 3rd	SCI-FI plus a Slideshow from Sibor
August	Tuesday 7th	CAPTURED
September	Tuesday 4th	SPECIAL RELATIONSHIP
October	Tuesday 2nd	WWI
November	NO THEME THIS MONTH - AGM INSTEAD	
December	Tuesday 18th	WACKY RACES

Website

All of the above is on our website.

I shall be updating this regularly, so will be the go to place for info on what we are doing. You will also find a list of the model shows we will be attending.

Plus, if you have missed an issue of this publication, you can get all the back issues via the website as well.

I will post the latest newsletter on the website first of all before emailing out.

If you have any ideas for additional content for the website please let me know.

Richard C.

Pop Quiz:

Who was the character Sibor was 'modelling' in this photo?

Answer

Jon Snow, born Aegon Targaryen, is the son of Lyanna Stark and Rhaegar Targaryen, the late Prince of Dragonstone. Character from the hit TV series 'Game of Thrones'

Winner

Mick E



Airfix 1/48 Sea Hurricane

I've always been a fan of the Hurricane. It's rugged looks and reputation as the aeroplane that *really* won the Battle of Britain are big attractions. For me, of course, the naval version is the most interesting of the lot - so although there are one or two Hasegawa kits still lurking in the stash, when Airfix released it's new tool version as a Sea Hurricane in 1:48 I couldn't resist.

My plan for this one was to model a Sea Hurricane Mk 1a - essentially these were ex RAF machines that were passed to the Admiralty with minimal modifications - so it won't have an arrestor hook. What it will have is my favourite Sea Hurricane scheme - Extra Dark Sea Grey and Dark Slate Grey over Sky Grey with a sharp demarcation line about half way down the fuselage - I think these colours are usually referred to as scheme "S1E". There is some debate about whether this scheme ever existed on the Hurricane - the lower colour could be Sky - but I have a (black and white) photo that looks like Sky Grey to me and I have a profile and a decal scheme with these colours on it so that's good enough for me.

So let us begin...

Contrary to the instructions, reviews I've read suggest that gluing the spars to the lower, full span wing, is a good idea and so this is what I did. Some care is required to make sure that the spars sit properly in the recesses moulded into the lower wing - again reviews suggest that if they are not seated properly then the upper wings don't fit.

The cockpit is built up onto these spars, and a nice looking rendition of the



tubular structure of the Hurricane, with the armoured backplate, footboards and control column is the result.

More internet research suggested that the seat, tubular framework and sections of the interior were silver, with green for the armour and panels on the sidewalls. I didn't fit any harness, as I was planning to install the pilot.



Before joining the fuselage halves, I painted the instrument panel and added the very good decal. It needed plenty of setting solution to conform to the raised detail - but looked great once in place. There is also a bulkhead/firewall forward of the cockpit that fitted very neatly into a slot moulded into the fuselage.

The fuselage halves went together very well - with almost all of the underside being attached later as separate parts it was not the most rigid of structures - but the fit was good.

The fuselage halves went together very well - with almost all of the underside being attached later as separate parts it was not the most rigid of structures - but the fit was good.

And then my troubles began...

First, the fuselage is supposed to drop over the cockpit and onto the lower wing. I'm not sure where I went wrong, but the two did not want to go together. Something in the cockpit, or perhaps the front bulkhead, was preventing the fuselage from sitting down onto the lower wing. If I joined the two at the front, there was a massive gap at the back, or vice versa.



It was as if the fuselage halves were too narrow, and the cockpit framework would not fit inside. There was much creaking and groaning from the plastic as I tried to cajole them into place. Eventually I had to break out a couple of clamps and force the issue - which popped open the top fuselage seam ahead of the cockpit by about a millimetre and made the fuselage too wide where it meets the leading edge of the wing. Filler and sanding helped to restore the situation, but some detail was lost and I was worried the windscreen might not fit over the widened fuselage...

Thinking I could move quickly on with fitting the upper halves of each wing, my best efforts to seat the spars correctly were clearly in vain, as the fit here was awful as well. The spars were either too tall, or the upper wing parts not sufficiently curved to allow them to meet the lower wing at leading and trailing edges. Were I building the kit again, and, like this one, not displaying the gun bays open, I would cut the spars much shorter in the hope of avoiding this problem.

Out came the clamps again, and with force duly applied I have to accept that the wing did follow the curve of the fuselage at the root quite well - although the trailing edge is very thick by modern kit standards.

Also less than perfect were the deep sink marks on the fillets where the tailplanes join the rear fuselage, and smaller ones ahead of the cockpit.

I fixed the various control surfaces to complete the basic airframe, and it was time to add some colour.

First I primed the model using The Army Painter "Uniform Grey" straight from the rattle can. I am a sucker for pre-shading the panel lines - I think it looks particularly effective under light grey - so that was the next step.

A coat of Tamiya XF19 Sky Grey, thinned with their own product, came next. I like to try and apply several light coats, so have stuck to a ratio of about 50:50 paint to thinner.



Once happy with the grey, the masking tape came out and I covered off the lower half of the fuselage and other underside areas that might be vulnerable to overspray.

For the upper surface colours I used the Vallejo brand, from a Coastal Command set that has the ubiquitous Extra Dark Sea Grey and Dark Slate Grey included.

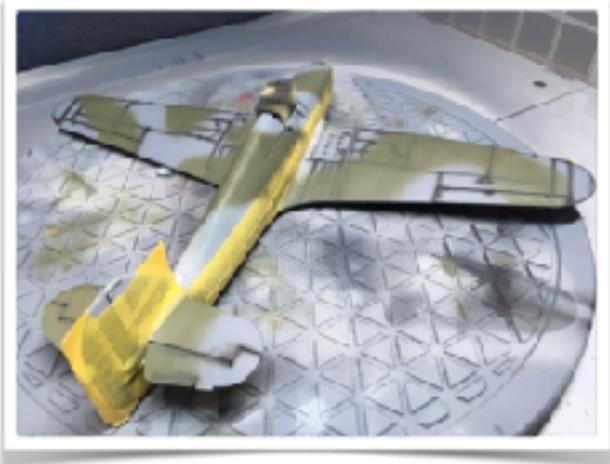


I thinned these with "flow improver" - also Vallejo - as in the past these paints have tended to clog the needle of my airbrush. As with the light grey lower surfaces, I aimed for a gradual build up of density via several light coats, allowing some of the pre-shading to show through.



For the softer demarcation between the two upper colours, I used the “Blue-Tak sausage” method.

I assembled the radiator housing - again the fit to the belly was less than stella - I had to use another clamp to hold the assembly in place - cracking the joint between the front and rear parts in the process. This kit felt like it was fighting me all the way...



In readiness for applying the decals, I coated the model with “Klear” floor polish, sprayed through the airbrush. For the decals themselves, I used the kit markings for the stencils and all the roundels and fin flashes - these behaved very well and settled nicely into the panel lines with the help of some Micro Sol.



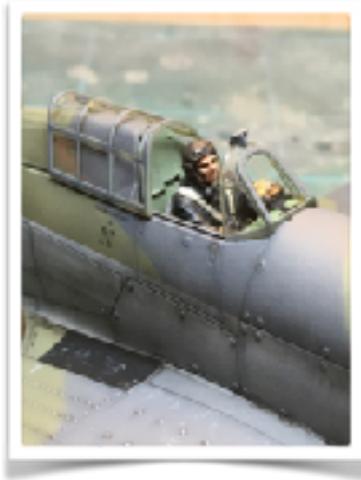
For the serial number I used a sheet of generic letters and numbers from Xtradecals - invaluable for building schemes that are not “out of the box”.

Final assembly was relatively straightforward, especially by comparison with the earlier issues. The wheels/tyres are, in my view, a little large in diameter. I also had to repaint the area around the base of the fin as, looking at my reference photo, the way I had initially done it was clearly wrong.

The same photo also revealed that this Hurricane did not have the small De Havilland spinner and narrow chord propeller, but rather the larger, pointed Rotol type with broad chord props. A quick call to our friendly local model shop and a Quickboost resin replacement for the kit part was on its way.

I drilled and carved out the ends of the exhausts and made an aerial wire from some elasticated thread from Uschi.

Final weathering was done with a panel line wash, using Flory Models “Dark Dirt” and pastels for the exhaust stains.



I painted the pilot using Humbrol enamels - apart from the face where the best I can manage is a combination of Vallejo "Flat Flesh" washed over with their "Flesh Wash" product to give some highlights and shadow.

And so I now have a Sea Hurricane in the display cabinet in the scheme I love. It certainly looks like a Hurricane to me, and I will defiantly build another one of these Airfix kits at some point in the future - if for no other reason than to see if the difficulties in construction repeat themselves - others have reported the kit as almost falling together...

Will I be selling off the Hasegawa ones in the stash though?

No way!

Nick W.



Thank you Nick for sharing this build review with us, yet another example of your excellent work, look forward to seeing this in the flesh, but for the time being Nick has supplied an image of the finished Sea Hurricane - see above.

Interesting to read of your shading technique, something I have toyed with over the years, not so much on planes, but I think can be used on other types & genres of models, will certainly give it a go. What to build to try this on.. A plane perhaps?

Do you have a build review you want to share, or have used a new technique on a model?

Then let us know, learning from others is a great way of improving our modelling skills, I for one have learnt a lot from this build.

Great stuff.

Richard C.

Not so much Mad Max, more Angry Allah

Part 1 - Light Weights & VBIEDs

Richard's run of rusty zombie hunting cars may not have been to everyone's taste but there was no denying the skilful portrayal of corroded metal and torch cut armour plate, it was perhaps just the 'Walking Dead' genre that many traditional club members find hard to relate to.

What if there were cars just like his but in the real world? Well search no more, the 7 years of conflict in Syria has opened up a lot of modern modelling possibilities and a wealth of weathering reference. While the armour is my interest I'll start with the cars as fits my introduction.

The weapon of choice for terror groups and resistance fighters these days is the IED and as more and more effort is put into protection of Military bases, patrol vehicles and soldiers in general, so the size and sophistication of the Improvised Explosive Device (IED) has grown. The VB-IED (Vehicle borne IED) has gone from fertiliser filled vans of the IRA to much more deadly vehicles in use by ISIS. The humble saloon car is now subject to extensive modification, stripping out weight to allow carriage of large amounts of explosive as well as armour fitted to the frontal area. This armour is designed to protect the



engine compartment and driver, often extending to cover the tyres to stop the car being immobilised by rifle fire from a check point. The limited steering this armour causes is not an issue as flat bed lorries are used to move the VBIEDs close to an attack area. With rifle fire being of little effect over 600 to 800m, the driver only has to keep in a reasonable straight line for about a kilometre. The Dodge Charger pictured below is

such an example showing the traits off to good effect. With so many years in conflict practice of this type of improvisation means it is now done to a high standard with dedicated workshops spread throughout Syria, with the car below probably having been done at Wilayat al-Khayr, a known ISIS workshop.

It is not only cars that have been 'customised' for a more deadly purpose. Lorries are extensively armoured to serve as VBIEDs or gun trucks. Due to the limited materials available these trucks are often so over weight with armour that as soon as battle is joined and the insurgents are engaged the fighters flee leaving the poorly manoeuvrable lorry behind. Even more unwieldy are 'up armoured' bulldozers that have been deployed on at least 3 occasions as VBIED but all have failed to reach the detonation point due to their size and speed. You would be forgiven for thinking all this effort is a laughable waste of time and resources but these DIY workshops have turned their hand also to modifying captured Soviet supplied equipment for use as VBIED, fire support vehicles or just for propaganda videos.

The successes using AFVs have been more spectacular. The readily available BMP-1 has a good turn of speed, and a crew compartment for troops that can be filled easily with explosive packed oil drums.



Turrets are nearly always removed as are the fuel filled rear doors to save weight and lower the silhouette, the weight re-added as spaced armour to the front and sides. The driver and often a second machine gunner/ lookout is all the crew the BMP needs once tasked to be a bomb. There expectations are solely about delivering the VBIED so other comforts are also removed including periscopes. Nothing is



wasted so the BMP Turrets that are removed often turn up on overladen pick-up trucks.

Weight is far less of an issue when tank's are converted to IED's, the weight of a removed turret being far more than the explosives subsequently carried. T55s have been used in the VBIED role, some with extended superstructures added to allow the carriage of more explosives (though some news reel footage show these extended topped T55 and T72 being used as open topped APCs with crude slits cut into the metal plates that make up the box that sits above the hull).



As well as plate or sheet steel, mesh is also used as well as bar armour, all of an improvised nature. While it looks very competent it is likely to have limited protective value. The workshops have a good engineering ability but lack the 'scientific' knowledge that is a massive part of layered vehicle defence. One such anecdotal story proves this when a BMP-1 was covered in ex T72 ERA tiles (Explosive Reactive Armour, individual metal tiles or bricks that surround an explosive core. On penetration the tile detonates disrupting the incoming round thus reducing its effect on the main armour). The skin of a BMP is so much thinner than tank armour that when the ERA functioned the rear blast from the tile itself penetrated and killed the crew, doing the same job the incoming round would have done.



Massive armoured bulldozer of limited tactical value.

This is by no means an exhaustive account of ISIS or Syrian field improvisation but a skimming of information taken from the internet written as a modeller. The varied and isolated locations that the conversions are done at means the variety of type is extensive and with the finished product usually being blown to pieces not much in the way of reference pictures will surface. It does allow modelling such vehicles easier, rivet counters will be stuck for authoritative manuals to compare with! I hope this article was of enough interest to allow me to submit a second part focused on ISIS and other no government forces use of more conventional non-IED forms of armour and the modifications made to them.

Sibo

Part 2 in June's issue

9mm Sterling Sub Machine Gun

The Sterling Sub-Machine Gun was considered one of the most famous sub-machine guns ever produced. Designed at the end of WW2, it saw limited use on a trial basis. Carried by paratroopers during the Battle of Arnhem. But since the British Forces had plenty of Sten Guns at the time, it was not until 1953 that with a few modifications the weapon was formally adopted by the British Army. Within the confines of its pistol ammunition, it has rifle-like accuracy, and was extremely useful in confined, urban and jungle warfare alike, and is still regarded as one of the most reliable sub-machine guns in the world. A total of 400,000 were made and although it was withdrawn from service in 1988.



The Sterling Armament Company built this sturdy and reliable weapon for the British Government and for overseas sales in over ninety countries and is still being used today such was its reputation of being proven in battle.

Even today it carries film star status being used in the mega popular films of Star Wars.

Ray R.

Did you know?

At the battle of Waterloo, Wellington's specialist troops The Royal Horse Artillery, all gunners over a 12 hour period gave a continued barrage of gun fire in support of ground troops and in doing so rendered themselves (gun team detachments) totally deaf.

The gun teams were:

Ramsey's Troop - RHA

Mercer's Troop - RHA

Bull's Troop - RHA

Rocket Troop - RHA

Ray R.



Flash Mod - Result

We had another excellent day at our, now, annual Flash Mod.

We assembled at Godolphin School and made our way to the school's Art Block, where we set up ready for the start time.

As the hour approached we settled down to start on our selected models.

Richard chose a Meng Toon Tank Tiger I, Sibbo a Revell GMC Pickup, Nick a British Light Utility Car by Tamiya, Mick had a Hawk MIM-23 by ATF, Chris an Airfix HMS Victory, Brian a South African Rooikat AVF by Trumpeter & Paul a Soviet Heavy Tank Object 279 by Panda.

Lots of banter (supplied by Sibbo) ensued, a few items were handed out by fellow modellers, it's easy to condense one modelling workshop into a tool box.

At the end of an enjoyable day modelling, we presented our finished items. Chris, Nick & Richard were the only ones to actually finish, Sibbo was close, but Mick, Brian and Paul used the opportunity to do some modelling in the company of fellow modellers.

After a quick vote the winner was drawn from the hat and it was Richard's Meng Tiger I.

Another great day drew to a close and we made our way home vowing to do the same again soon.

We are planning another Flash Mod, favourite day seems to be Sunday 8th April.





Calendar of Events

Month	Date	Event
Apr*		
	TUE 3 rd	THEME NIGHT: "TWINS"
	SAT 14 th	POOLE VIKINGS MODEL SHOW
	TUE 17 TH	Club Night
	SUN 22 nd	MILTON KEYNES MODEL SHOW
May		
	TUE 1 st	THEME NIGHT: "100 YEARS OF THE RAF"
	TUE 15 TH	Club Night
	WED 24 TH	LAST CALL FOR NEWSLETTER ITEMS
Jun*		
	SAT 2 nd	SALISBURY MODEL SHOW
	TUE 5 TH	THEME NIGHT: "MISSILES"
	TUE 19 TH	Club Night

IPMS SALISBURY PRESENTS ITS ANNUAL



2018 SCALE MODEL SHOW

Features in this year's bumper edition include:

CLUB DISPLAYS

TRADERS

OPEN COMPETITION

TOMBOLA

DEMONSTRATIONS

REFRESHMENTS

Special 2018 Edition Price:

Adults £4.00

Children U16 £1

Doors Open:

9.30am - 4.30pm



Loads of Clubs & Traders inside

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

2ND JUNE 2018



www.salisburymodelshow.co.uk

2nd June 2018 Issue

