

FEBRUARY 2016



Wacky Races



Competitors lineup for our inaugural “Wacky Races” competition run on Tuesday 15th December.

Competition organised by Sib0 and Don.

Chris S failed to get his tracked vehicle running, but with a little help he was able to cross the line.

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 April 2016 Issue to me please by March 29th 2016 - 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

Race Night

On the final club night of 2015 the scout hall became a hub of highly tuned vehicles, all fussed over by enthusiastic and focused pit crew/drivers eager to draw the last ounce of energy from their rides.

To a degree that is certainly no exaggeration, though the rides were all scale models and the pit crews had little to do apart from Richard Clarke and his Tamiya 4x4. But i'm getting ahead of myself...



Back in the summer Sib0 and Don were contemplating the oddness of Don's latest build, a clockwork Humber Hornet complete with Malkara missiles. This model was from an age where having a working motor be it battery or clockwork was part of the course as models were aimed at children so needed to work. This element was particularly strong in Japan where racing of models was a pastime enjoyed by teenagers. As no doubt most modellers will have had or seen one of these motorised kits

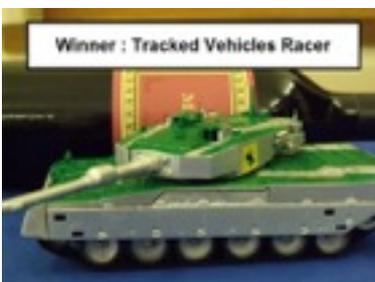
from the likes of Nitto or Tamiya the challenge was put out to all club members to build a motorized vehicle to race at the Christmas club meeting.

So it was, fuelled with mulled wine, that 10 members went head to head in their respective categories; wheels or tracks over a 7 meter sprint course. The tracked group was the smaller group and saw a final bout between Mick Ellis with a 1/48 type 90 Japanese tank finished in go faster green and silver trim against Mike Hobbs also with a 1/48 tank, this time a warry looking M60. The type 90 won. Chris Southwood came 3rd despite not passing the finishing line with his M109 in Captain America colours.

Wheels saw a wide range of entrants, many with interesting back stories. Steve Saville built a 1/35 US truck from a kit with out instructions, soldering an on off switch into the circuit. Brian Smart deployed a saltwater powered car that worked in his laboratory but failed to travel more than a few millimetres on race night. Don's clockwork Hornet did well but as it moved through the heats suffered from having a quick drop off to the power received from the clock work motor's spring. The battery cars gave a sustained amount of speed so were quick right to the



finish line. Very quickly it became apparent that the strongest vehicles would be Richard Clarke's Tamiya 4x4, Sib0's Chinese 6 wheeled APC and Nick Williamson's Lamborghini.



Sib0's 1/35 vehicle had already picked up the members vote for best looking vehicle and certainly sounded the part when it's motor was running but Richard and Nick had the advantage as both their cars were sporting real rubber tyres and thus transferring a lot more speed due to grip onto the smooth wooden floor. But in a sudden unexpected turn of events Richard's car shed a gear as it was set off at the semi-final, a horrible noise followed by a crawling pace meant

that the final would be between Sib0 and Nick, despite Richards best attempts to affect repairs. Nick Williamson's Lambo' was in a class of it's own at the final, shooting across the finishing line well ahead of the APC.

The night was great fun and looks set to be repeated, Richard has vowed to repair his model as he feels cheated from the podium, and all members who attended found it more fun than expected, so expect a higher number of contestants next year. Time to look for those old motorised kits...

Sib0

2 Rust or Not 2 Rust

This is the first instalment of my how to rust tutorial, additional steps will appear in future issues of our newsletter.



Not exactly Shakespeare, but a valid question nonetheless. Rust gets everywhere, eventually, so it will appear on anything that can be modelled.

Some of you may have noticed my interest in this field of modelling recently and the attempts I have made to rust a few cars, and the odd tank, so I thought I'd give a little tutorial on it which some of you may find interesting or might inspire you to have a go,.

So where do you start? Like any modelling project it goes without saying, choice a subject, something that floats your boat and or, that will look good with a bit or a lot of rust on it. I have chosen cars as they are known for being potential rust buckets. I especially like 50s & 60s America cars, they are so big and the potential for rusting is huge, also the internet is awash with images of these classics in various stages of rust and dereliction so getting reference material is pretty easy.

Ok you have chosen your subject, and collected reference material on the subject and you have an idea forming as to the setting it will be in, Junkyard, side of the road etc. – so what's next? Depending on the amount of rusting or dereliction you want on the model. If it's a slightly rusted look you want then you can get straight on to the build. If on the other hand you want damage and rusted through panels etc, then get out your trusty Drimmel and start some destruction. The best way I have found to create the appearance of rusted through panels, is to thin the plastic behind the area to be rusted then come in from the other side, this way you get a more natural look, and any melting of the plastic is in areas that are not seen on the model.

Rusting cars is great as 90% of the rust is on the body, so you can quickly get a model built in a day and primed and ready for the next day's painting or rusting. If you want to show it with the bonnet up or off then some work on the engine is need. Talking of the engine, modelling a derelict long forgotten car you don't have to worry about aftermarket photo etch and resin kits to make the engine look real. Because, the engine would have had items stripped from it in real life, so cables, manifold covers, battery, anything that can be reused will have gone, in some cases the engine itself.



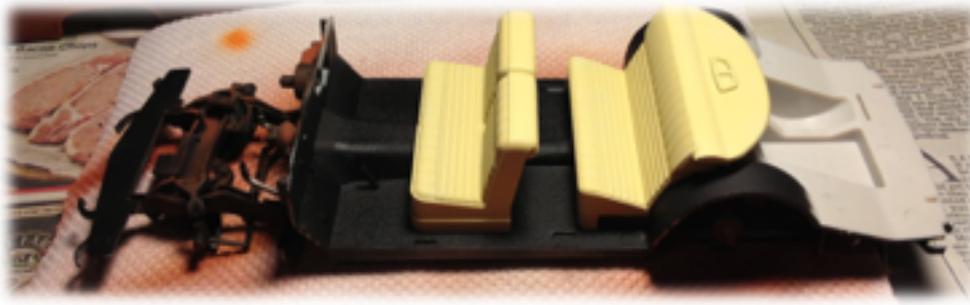
Right, you have your kit made, added some destruction and its primed and ready to go, now what?

For this article I will use a 1955 Chrysler C300 by Moebius.

The build was straight forward; some cleaning up to be done with flash lines, fit is good so there should be no surprises when it all goes together at the end. I have left the engine out to paint and weather before fitting, had a few dry runs to make sure I could do this. On this model I will have the bonnet open so a bit of time spent on the engine at this stage is worth it.



continued...



Interior painted and assembled. Haven't done too much detail painting of the interior as the windows will be dusted with grime so you wouldn't be able to see too much

of what's inside – I might do a bit of weathering of the seats and put some rubbish inside.

The body of the car will be a combination of rust and faded paint with no rust damage, so no need to take the Drimmel to it.

I primed the model with Vallejo Grey Surface Primer via my trusty airbrush. I like this primer as it dries very quickly and in about an hour is ready for the base coat of rust.

For the rust colours I use LifeColour's Rust and Dust set. This set includes:

- UA 701 **Rust Dark Shadow**
- UA 702 **Rust Base Colour**
- UA 703 **Rust Light Shadow 1**
- UA 704 **Rust Light shadow 2**
- UA 705 **Dust Type 1**
- UA 706 **Dust Type 2**

First of all I sprayed several thin coats of the Rust Base colour, and then sprayed on patches of Rust Light Shadow 1 & 2 onto areas of the car to give a patchy feel to the rust; I then sprayed Rust Dark Shadow into recessed areas on the car.

You can see the areas of light and dark on the Base Coat in the picture below. The body will get a coat of Vallejo "Ice Yellow White" for the body colour.



In the next issue we will look at the rusting process starting with the Salt technique.

Richard Clarke

Magazine Corner

Weathering Magazine

AIRCRAFT - ISSUE 1 - PANELS



The weathering magazine, is the only modelling magazine in the world devoted to painting and the effects of weathering, now has a new addition to the family: The Weathering Aircraft. This magazine will follow the same concept from its big brother magazine but is 100% focused on aircraft.

Through its 68 pages, you will discover all aspects of Panels: how to scribe panel and rivet lines, highlight panels, and apply washes to panel lines. This first issue explains with detailed “step by step” articles how to preform every technique from some of the best modellers in the world and covers in depth the different products, techniques, and results available to todays’ modeller. This inaugural issue also explains how to integrate panel techniques with the other contemporary techniques needed for aircraft, teaching the entire process to obtain the best results on your kits. The definitive guide for learning everything related to aircraft panels in an easy and concise way.

Richard Clarke



Weathering Magazine

HEAVY METAL



This issue examines how to paint all kinds of metals including a golden C3PO, aluminium aircraft, jet exhausts, rusty metal plates, and much more. You will also find how to use different types of paints and techniques such as lacquers, acrylics, and enamels to obtain realistic metallic surfaces. Although the focus will be on HEAVY METAL, this world class compilation of modellers offers a wide range of techniques and tips for all manner of techniques. As always, there are detailed “step by step” articles, how to perform every technique illustrated with high quality photos and concise descriptions by some of the finest modeller in the world.

Richard Clarke



You can purchase the Weathering Magazine as either a glossy mag or on a smart phone via their app. I use the app version on my iPhone and iPad, each issue cost under £5 and once purchased I can download it to as many devices as I want, I have a copy on the iPhone and on the iPad, so I have the magazine with me were ever I am. Also very handy when modelling to open the app on the iPhone and have the pages there whilst I model.
Glossy version retails at around £9.00

Ready for inspection

Viking Marauder by Design Construction Products

Here is my first write up on a model I have made straight from the box. This is a 1/16 scale figure in light grey resin with over 33 parts, two different head combinations to make either a Saxon or a Viking, I have gone for the later, clue in the title of the article.

The figure comes in a cardboard box with a photocopy of an image of the completed figure, unpainted, on the top.

The parts come in several plastic bags of various sizes, the legs, torso, cloak and base are wrapped in bubble wrap along with the plastic bags, so pretty safe from being damaged.

The 33 parts contain, a base, legs, torso, cloak, two heads, three helmets (one goes on the base), four arms, one holds a shield (left arm) and the other three (right arm) you can have the figure holding either a sword, axe or a spear. I choose the axe as I was making the Viking and also it didn't protrude to far beyond the circumference of the base, unlike the sword arm which stuck out a mile. You also get a broken sword to go on the base plus you can use some of the seven arrows you get, two of these are used on the shield. There is a dagger in a sheaf which hangs of a belt, a scabbard without a sword, but as there is a broken sword on the base, the subject has lost the sword and has resorted to the axe. To make the spear there is a metal tube into which you can insert two different spear heads, there is also a thin strip of copper (not sure what this is for but it has gone into the spares box so will find a use for it eventually), finally there are three belt ends to be attached, why three I do not know as there is on two belts being worn, glad I had the three though as one broke as I was removing the surplus resin off it, may be thats why there are three of them.



There wasn't much in the way of flash to clean off, it was pretty clean to begin with. After the initial first dry fit, I was able to work out which items could be left off to paint separately with out causing to much trouble when gluing them on after painting.

Here are the parts I used lay out before dry fitting and cleaning up.

The figure went together really well, unlike some figures I have had in the past that need some modifications before arms or legs fitted.

After a wash in warm soapy water and 24 hours to dry, I primed the torso in "Chaos Black" from Games Workshop and the rest of the parts in light "Modeller Grey Primer" available from Sibo.

I used the black on the torso as most of it was covered in chain mail and I find its easier to get the chainmail effect with several light coats of dry brushed silver in various hues.

Once complete this is then treated to a watered down black ink wash, finishing off with a brown ink wash.



continued...

As with all the figures I paint, I started with the face, once I have this right the rest of the figure comes together very easily. I was lucky with this head as most of it is covered by a helmet, so not much detail went into the finished head.

After the head I painted the arms with Vallejo Flat Flesh, areas where shadows appear in creases where the elbow is bent, where the fingers grip the weapon, or where arm meets clothing was painted with dark flesh. Once dried I gave it a light wash with Vallejo Flesh Wash.

I then started on getting the base colours down so that I could have the model covered before I started on the shading and weathering.



Once the base colours were down, gave the figure a light spray of matt varnish to seal the paint as I didn't want to destroy the base coats when weathering.

I started on the shadows first using mig dark wash and AK brown wash.

Highlights were done using a lighter colour of the base coat dry brushed on.

I then followed this up with mig pigments for the dust and grime working it especially into the folds of the trousers around the ankles and shoes.

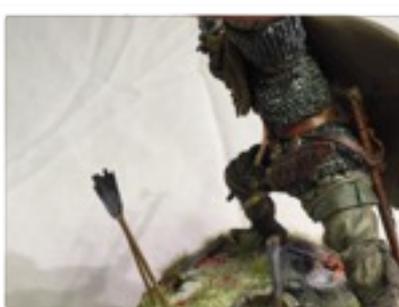
I decide to put some snow on the base to give it a cold feel as the cloak was billowing out behind the figure. Snow was a combination of Delux snow and bicarbonate of soda.

Added some Citadel Red Gore for the blood, of course.

Well satisfied with the finished figure, nice to get back in the saddle with a figure.

Now to do some more zombies, and a rail yard full of long forgotten rusted trains.

Richard Clarke



Revell Avro Lancaster Mk1 04300.

I'm an armour modeller, dioramas specifically and often i'll knock up a sci-fi project so for me to say that the best kit I built in 2015 was an airplane will be a surprise, however the 1/72 Revell Lancaster Mk1 /III truly was a joy to build. Touted for years (it was released in 2007) as the best 1/72 Lancaster kit on the market it recently has been overshadowed by Airfix'es new Lancaster releases. I'd have to say though, in my book the Revell version still wins as at £18.99 it is £8.00 cheaper and and doesn't suffer in anyway from the lower value. The model boasts 257 parts, but a few of them are duplicates to allow the different marks to be made. The higher count is also due to having a very well rendered undercarriage and two complete engines that can be shown off by cutting through inscribed lines on the reverse of the inboard engine covers.

I built the model up as per the kit instructions, the main deviation being to leave the wings as sub assemblies. The fit of these parts was so good that I could complete painting of the fuselage and wings separate and match them up with out any trace of filler or retouching of paint. In fact I did not use any filler at all apart from a nip I'd accidentally made with my sprue cutters. The model was destined for someone's railway layout, flying in a BBMF style formation so the complex struts for the wheels and all the engine details were un-required, speeding things up. I did however have to find some flight crew figures as none are provided, something all to common these days.

Spray cans also helped keep the build pace up. This model only took 3 weeks from start to finish. I primed the whole thing in Army Painter Black, then, after masking, all the top surfaces in Humbrol dark earth, then masked again before drawing the disruptive pattern onto the wings and upper fuselage. A new scalpel was used to cut through the tape but not into the existing paint and this resulted in a clean hard edged pattern that matched perfectly when it came to fitting all the sub assemblies together.

I'm happy that Lanc' experts will find fault in the markings, I could only find one picture of a Lancaster with red spinners and it wasn't a Mk1. But this was destined for a hobby room layout not Telford so looking a bit nice was important, the red spinners were thus incorporated as well as leaving of any antenna wire. I really enjoyed this build and the model was a nice size once completed 29.5cm long with a 49cm wing span. I recall building the older Airfix Lancaster as a child so this brought back some nostalgia, plane kits did seem bigger then.

Sibo



Balls ! Something new at Salisbury Model Centre.

The simplest ideas are always the best. Ball bearings in a jar from AK. Add one or two to your paint to agitate, much quicker and neater than stirring. May also be a good source for weight to prevent tail sitters. £2.75 a jar.

What's in the Box?

HobbyBoss FW190D-12/R14 - 1/48th. Scale



There have been several offerings of the Long Nosed Dora in 1/48th, but this one is the best by several counts.

First was Fujimi, with a basic, but accurate model. Then came Trimaster, with expensive, poor fitting, but accurate models and stainless steel photo etch. These were rereleased by Dragon and later Revell / Italeri. Next was Tamiya. This had too small main wheels – easily replaced – and an inaccurate wing. To be fair, when Tamiya examined the remaining D-9, it had D-13 wings on it by mistake! Finally there was Eduard, with beautiful, over complicated kits.

Now we have this series. They are the pinnacle of models and I am sure will become the standard kits of this airframe.

This particular kit is of a planned, but not flown torpedo carrying version. The torpedo bomber was tested using a FW190F-8, but the D version was not completed. Never the less, it is an excellent value model as there are no less than three versions in the box, although this is not readily apparent.

Moulded in light grey plastic with engraved panel lines and a small sheet of etch, but no seat belts, the kit assembles as follows.

First there is a twelve part cockpit, with the choice or dry brushing or decaling the instrument panel. The rear engine firewall, complete with the supercharger adds another eight parts and finally separate exhaust stubs plus a four part tailwheel assembly complete the fuselage ready for joining the two halves. The upper engine cowling panels are separate and this is where most of the variations in sub types occur, so further variants are obviously in the pipe line.

The cockpit canopy is in two parts with a headrest assembly and ejection strut, the rear cockpit deck is photo etch and a separate rudder completes the fuselage assembly.

Moving on to the wings, you are instructed to open out holes for the bomb racks. Do not do this if you are fitting the torpedo! (See later.) A one piece lower wing features well detailed wheel bays, cannon barrels, separate flaps and ailerons. This means that on attaching the wing to the fuselage, the rear detail on the engine is visible through the wheel bays. Now the jury is still out on this, as the only two remaining examples featured this, but many D series airframes were conversions of incomplete A & F series fuselages, which would have had the heat shield roof to the wheel wells, so far always kitted. There are no clear photographs yet discovered of the underside of D series airframes either proving or disproving this. But well done HB for at least featuring it. The lower wing also extends back along the fuselage, so you do not have a seam in the middle of the MW tank access to fill either.

Undercarriage is very nice, as is the three part propeller, but do choose the correct spinner – there are two! Engine cowls offer either closed or open flaps.

Finally, choose your armament. My reference books are currently packed awaiting house moving, but to the best of my memory you could have either a D-11 (no bombs), a D-12 (25kg wing stores as supplied), a D-12/R14 (torpedo) or you could add either a drop tank or a 250kg bomb on the centreline rack. This explains the variations possible in the box.

There is a simple decal sheet offering fictitious, but plausible markings for one aircraft, yellow 1 of JG53. (The Pik-As symbol should be that small on FW190D's by the way!) A four view colour drawing shows a scheme of RLM75 /83, with RLM 83 correctly identified as dark green!

To sum up, a superb and versatile kit. I see that the D-13 variant is now out as well.

At £13.99, Tamiya eat your heart out – these kits are the best yet!

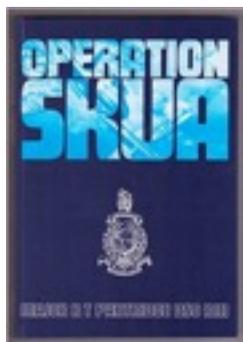
Review kit courtesy of my wallet and Salisbury Model Centre.

Peter James

Book Reviews

Operation Skua

by Major Richard Partridge RM - ISBN 0 902633 86 4



My spontaneous purchase of this book was the result of finding myself, last October, at Yeovilton with the club for the Autumn Model Show. The museum has an exhibition, now rather dated and looking a little scruffy, dedicated to the recovery from a lake in Norway of what was, at the time, the only surviving example of a Blackburn Skua. (I use the word “surviving” advisedly - the author and his observer succeeded in setting fire to quite a big bit of it after force landing, and so it is far from intact...) Not the best known, nor best liked and certainly not the best looking aeroplane to see service during WW 2 with the Fleet Air Arm, the story of this particular aircraft and more importantly the pilot who flew it are truly remarkable.

So when I stumbled across the book whilst doing a spot of browsing on Amazon the other day it did not take much persuading for me to hit the “order now with one click” button - what a dangerous and potentially costly feature that is....

The book runs to 156 pages and, as is typical of so many first hand WW 2 accounts from the front line, is written in a generally humorous and self deprecating, if slightly old fashioned style.

The early years of the author’s life and flying training are dealt with fairly quickly and the meat of the book concentrates on the often overlooked Norwegian campaign in which the Skua was heavily involved. The high point, from the author’s and the aircraft’s point of view, is the beautifully executed attack on the German cruiser *Konigsberg* at Bergen. I had no idea that such operations were often conceived, planned and executed at very short notice.

After this attack, and perhaps having given the Admiralty a falsely encouraging impression of the Skua’s capabilities, the war becomes altogether more challenging for the author and his colleagues. Two missions in particular feature. The first is, I think, well known and so I trust I won’t spoil the read for anyone who might pick the book up by referring to it. Flying a patrol over Norway, Partridge encounters an He 111. Barely able to catch up with it in his “state of the art fighter”, in the ensuing combat the two crews manage to shoot each other down and, after making their respective forced landings, all find themselves sheltering in the same hut high in the Norwegian mountains. (This Skua is the airframe that now resides at Yeovilton). Luckily for the Brits, the area they have come down in is still in Norwegian hands and they are able to work their way back, in the face of the German advance, to the Shetlands - with appropriate adventures along the way.

Within days the author is back in action. After covering the withdrawal of ground forces and RAF Hurricanes from northern Norway he is despatched on what he knows is highly likely to be a one way mission, to attack the German fleet at Trondheim, which has just sunk HMS *Glorious*. One has to be impressed by the calm way in which Partridge accepts the orders and sets off, perched high up in the cockpit of his completely un-armoured Skua, sandwiched between three un-armoured, non-self-sealing fuel tanks, knowing that there will be no element of surprise and a ferocious defence of both anti-aircraft artillery and, more terrifying still, Me 109 and 110 fighters. He nearly makes good his escape, but needless to say his is not one of the five Skuas, out of seventeen sent off from Ark Royal, to return to the carrier.

His survival from being shot down, and subsequent five years as a PoW are covered briefly, and then the book moves on to look at the recovery of the airframe now in the FAA museum and his (second) meeting, post-war, with the pilot of the He 111 he shot down.

Club members will not be surprised that I enjoyed this book, given its Fleet Air Arm subject matter. Given that one of the things that most appeals to me about the FAA is the incredible tasks it so often performed, usually with inadequate, strange and ugly aeroplanes, it is true that this book “hits the spot” for me. But I would really recommend (and am happy to lend) it to anyone who enjoys reading first hand accounts of warfare in general and WW 2 in particular.

My build for the club’s “named for an animal” theme night this year? A Skua of course!

Nick Williamson

Blakes 7 - Lucifer Trilogy

Can you remember Blakes 7? – Then you are older than you think you are!

Blakes 7 the BBC sci-fi series ended in a dramatic shoot out with only the one standing – Ker Avon . Can you ever forget the others; Villa, Gan, Cally, Jenna agh ! Jena those tight fitting silver costumes! Roj Blake and the computer Zen – “Confirm “ and later on the super computer ORAC . Orac was not an acronym it was just shortened from Oracle. Do you remember the later crew members? Tarrant, Dana and Glynis Barber as Soolin. What about the villains, Travis, the one eyed psychopath, and of course the inimitable and ably sexy Sevelan. Sevalan played by Jacqueline Pearce, who said in her autobiography how she enjoyed being the queen of so many male fantasies!

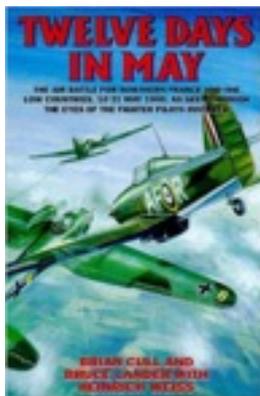
Well Paul Darrow who played Avon all those years ago has finally written a trilogy on what followed on from the last of the series. He has explained just how Avon survived and what he has been doing for the last thirty years. I finished the three books over about six months' worth of reading and thoroughly enjoyed them. I cannot recommend them enough to anyone who saw the series and wanted an explanation. What happened and what is happening to ORAC and Avon well ---- Read the books!

So what has Blakes 7 got to do with modelling? I bought the Comet kit of the Liberator a long, long, time ago and have never got around to making it. Just as well really as the kit now is very collectable and sells between £150 and £200 . A very good investment only sadly I shall not make it now as it is worth more of a kit than a model. Perhaps some kit manufacturer might in the future release another kit. All sorts of garage resin kits of the props. Such as the transmat bracelets, federation trooper's guns, helmets and other paraphernalia can be found on E Bay at reasonable prices if you're interested.

Michael Hobbs



Twelve Days in May



I recently spotted on Amazon a book co-authored by Brian Cull, who many of you will recognise as an authority on certain aspects of RAF WW2 history. The book's title Twelve Days in May sums up what the book is about. It covers the air battles fought during the Battle of France in May 1940, an aspect of history often overshadowed by the Battle of Britain.

I found the book to be very detailed covering mostly fighter operations on a day to day (indeed hour by hour) basis, losses and victories. From a modellers perspective the book ties up aircraft serials with squadron codes and aircraft letters, together with the names of the pilots. It also tracks down the opposition and is again a very useful source of type, serial/code and unit, crew. It is how ever short on illustrations and you will have to look elsewhere for those.

My copy came via Amazon's market place supplied by gingerkitty. This turns out to be a code name for the author Brian Cull and my copy was duly signed by him before despatch. Worth a read by those of us with an interest in this period.

Richard Lane

Model Room Organisation - The Polish Way

Trawling through my various modelling sites I came across Hobby Zone, a Polish company who offers solutions to the storage/Display problems.

The product is made of MDF, self assembly. think of it as IKEA for modellers.

All you need is a strong wood glue and clamps.

The instructions are a doddle to understand and all you have to do really, is to read them throughly. I made a couple of mistakes in my haste to assemble the six draw storage unit, my daughter ordered 2 x Draw sets and 2 x storage boxes on a Saturday and they arrived on the following Wednesday - Hows that for service?

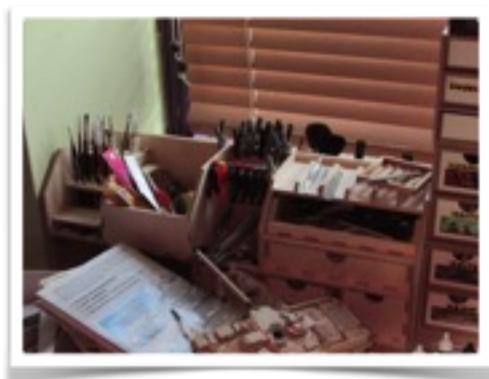
If you are interested in this product then list their website:

www.hobbyzone.pl

Prices are very affordable.

I assembled 2 x Draw units and 2 x Box Units in one evening, small strong agents hold the assembled units together.

Brian Rose



Trivia Quiz:

Which three countries were launched into space on Tuesday 15th December 2015?

Answer on page 15.

Forthcoming Events

	February *	TUES 2 nd	CLUB MEAL - Venue: George & Dragon 7pm - eat at 7.30pm
		TUES 16 th	"Mr. Metals" talk by Sib0
		SAT 20 th	FLEET AIR ARM MODEL SHOW
	March	TUES 1 st	
		TUES 15 th	
		WED 30 th	<u>LAST CALL FOR NEWSLETTER ARTICLES</u>

Theme Nights

We held a little in house vote for some theme nights and the winners, you can say where:

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.

Model Show Update

Our annual model show will be on **Saturday 4th June**

Sib0 has managed to revive the Revell competition, this will be in addition to our annual pre show model competition which will be held on Tuesday 17th May.

The Revell competition will be judged during the model show.

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

Trivia Quiz answer:

Britain, America & Russia