



DECEMBER 2019



The “Bling King” award goes to Paul C, who walked away with two golds at Telford this year, as well as the “Best in Show” award from IPMS Gunpla & Mecha SIG.

BLING KING

Paul with his “Best in Show” IPMS Gunpla & Mecha SIG award.

Congratulations to Paul on his haul.
More photos can be found on our website in the [Telford 2019](#) blog post.



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 Feb 2020 Issue to me please by January 27th 2020 - Hard or Soft copy. Soft copy please email me clarker@godolphin.org - Hard copy in my hand at a club night.



Club News



MERRY CHRISTMAS & A HAPPY MODELLING NEW YEAR
to all our readers



Next year we will be celebrating 30 years of Modelling Excellence, we all need to get our thinking caps on to come up with ideas on how we can celebrate this.

The main focus will be our Annual Model Show on 30th May, ideas for a theme or anything else please to the committee.

Clothing should be on top of the list, a revamp of the clothing line would be a good first step.

Calendar of Events 2020

As you know we are at the end of 2019, and what a year it has been for the club, plenty to do and our presence at model shows has increased, long may this continue.

So we need ideas for theme nights for 2020, demo suggestions as well please.

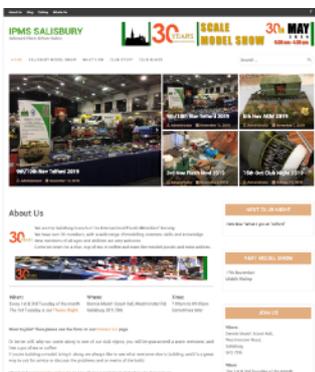
Do you want to go on a museum trip, we have had this raised before but open to ideas.

How about 24 hour model building challenge in aid of Models for Heroes?

Newsletter Articles

Let's make 2020 a bumper year for newsletter articles, large or small, model or non-model related articles are very welcome.

Website Update



Some of you may have seen the new look to our website, I have put images on the blog posts to make them stand out, there is a slider of blog posts on the front page plus some other little tweaks here and there.

I have access to a photographic light box, so will be calling on members in the new year, to bring in their top 10 models to be featured on the website in a members gallery.

Over the coming month I will take photos of my models (*need them for my website anyway*), so watch out for this new feature **Members Gallery online Now!**

Members win in Belgium

Sibo and Nick spent a weekend in Belgium in October at the IPMS Belgium "Plastic and Steel 2019" model show. Nick won Bronze for his Fairey Barracuda and Sibbo won Silver for his "Stral".

Congratulations guys. See page 8 for Sibbo's full report.



Enfield Short Rifle Talk

Our only talk/demonstration this year was by Ray on this recently acquired Enfield Short Rifle.

Designed for the Cavalry by the RSA (Royal Small Arms Factory) it saw action in WW1.

The rifle takes its name from the designer of the rifle's bolt system James Paris **Lee** and the factory in which it was designed in **Enfield**.

This is a fine example of its kind and it had a fascinating history, first appearing at the Battle of Mons.

For more info on the Enfield Rifle check out this [website](#).



MG42 - Hitler's Saw

When the first MG42 was captured by Western Allies, ordnance experts were amazed. The US Army attempted to have two T24's MG42's type made but these guns would only fire a few shots and then jam, quite unlike three German counter-types.

In 1944 each MG42 cost an estimated 250 Reichmarks, compared with 312 marks for a MG34 and production time was similarly reduced. Dimensional tolerances were much wider and extensive use was made of stampings, pressing and welding. Compared to the MG34 the 42 looked crude, yet its utilitarian appearance belied its effectiveness. It was extremely sturdy and had an exceptional simple barrel change system.

The usual high-rate of fire between 1200 rounds and 1500 rounds per minute gained the nicknames of "Hitler's Saw" and "the Devil's Saw" and rarely failed to impress the men who faced the MG42, whether in North Africa, Italy on D-Day and at Arnhem. Allied soldiers likened the noise of the weapon firing to that of ripping linoleum.

The excessive fire-rate not only placed great strain on logistics but also made the MG42 very difficult to control. Widespread availability of 42 allowed German units to maintain a wall of fire.

German machine gunners were trained to fire short bursts of between 7 to 10 rounds. However even this practice rapidly depleted the 250 round belts, and allied troops soon learned to wait for the inevitable barrel change, which took between 5 to 10 seconds before launching an attack.

The MG42 is considered by the specialists as the best heavy machine gun of the Second World War, and even of all time.



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TOP TRUMPS

MG-42 Maschinengewehr

Specifications:

Country of Origin	- Germany
Maker	- Mauser Werke AG
Number Built	- 423,500 (during WW2)
Fire Mode	- Automatic
Caliber	- 7.92x57mm Mauser
Feed System	- 50 to 250 round belt
Firing Range	- 4,700m
Weight	- 11.57kgs
Length	- 1225mm
Barrel length	- 533mm

German military forces of the Bundeswehr now use the MG-3, a heavy machine gun inspired by the MG-42, and many armies around the world have adopted it, and is still used to this day.

When the Soviet Army kept pushing back the German Wehrmacht they over ran German field armourer's workshops and captured MG-42 blueprints this allowed Yugoslavia to make extremely good copies called the M53 by the Zavodi Crvena Zastave company..

It is my intention to purchase the MG-42 with all its relative fittings when funds permit.

On doing so, I will have bring it along to a club night to talk about it.

Ray



Life Saving Lancaster

Lancaster ASR Mk.III w/Lifeboat



In 2005 Hasegawa released a new tool 1:72 Avro Lancaster. In typical Hasegawa fashion, there then followed a series of different boxings, some featuring alternative or additional parts, to allow a number of versions of this versatile aircraft to be modelled.

2009 saw the release of the "Air Sea Rescue" edition - complete with a resin rendition of an air dropped lifeboat mounted on the belly.

A number of things drew me to this kit: I liked the post-war grey and white scheme; the deleted mid-upper turret; the option for the Lincoln type rudders; and of course that lifeboat.

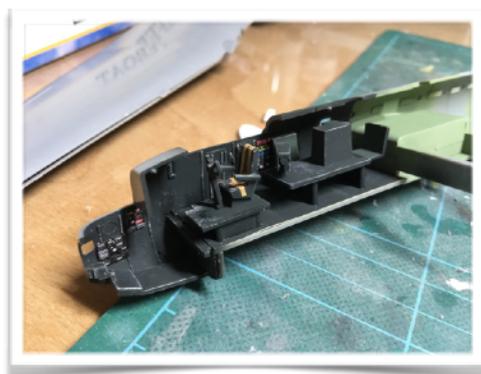
I hesitated to buy the kit, however. It does not fit with my usual theme of the Fleet Air Arm in 1:48 scale,

and it wasn't cheap. As a result, I missed out on one when they were initially released, and I watched the price of examples on eBay creep ever higher - most recently to £120.

At our show this year, I spotted one for sale on a club stand. It still wasn't cheap, but it was significantly less than the eBay prices and so I relented and bought it.

Perhaps driven by the amount I had spent, or that I had just finished the long, long build of a 1:48 Barracuda, I decided to promote the Lanc to the top of the build pile, and made a start.

The Hasegawa Lanc has been criticised for having a relatively basic interior. That did not bother me too much as it is largely black, and the numerous small panes of the greenhouse canopy make seeing interior detail quite difficult. There were a series of unrealistic moulded holes in the cockpit floor, so I covered this with a thin sheet of plastic card - I even riveted this, but you really cannot see it.



I added some basic seatbelts and armrests to the pilots seat; I also removed the armoured headrest as I imagine these would not have been fitted to a post-war aircraft. I thought the instrument and flight engineer's panels might be visible, and are quite colourful, so I did splash out on some pre-painted Eduard photo-etch versions of these.

This post-war version did not have the row of small, oblong windows down the fuselage side. I made a mistake here - instead of gluing the hard, clear plastic windows in and then using a small amount of filler over the top, for some inexplicable reason I decided to glue strips of plastic card to the inside of the fuselage and fill the apertures with filler. The result was that the filler was deeper, and tended to shrink, requiring several applications before I could say that all traces of the windows were gone. The repeated sanding of the filler meant that some of the panel lines were lost; the re-scribing of the lines resulted in some mistakes and so more filler - it became something of a vicious circle...

I was more successful in opening up the observers' windows in the rear fuselage - after drilling round the guide moulded on the inside, I enlarged the apertures slowly with a file and was able to ensure a tight press fit for the clear parts.



Assembly of the model then proceeded quickly. The overall fit of the kit is superb and required very little work on the seams. The wings slot over two spars, and the wing root slots into a recess in the fuselage sides, so it is possible to build and paint them separately and assemble the model later.

With all the work that had gone on with the windows, the fuselage was a patchwork of primer, white paint and bare plastic. I therefore primed the fuselage (but not the wings), and then pre-shaded the panel lines with NATO black. I used Tamiya paints for both the white (XF2) and the Medium Sea Grey (XF83). Masking was relatively straightforward given the straight lines involved - an Eduard masking set for the canopy and assorted other clear parts

saved a lot of time.

Once the main colours were on, I first mixed up a shade of darker grey and emphasised the panel lines that would be affected by the exhausts. Likewise, on the underside, I used a shade of pale brown to the same effect.

I decided to try Xtracolor gloss varnish to prepare the surface for the decals. It did impart a bit of shine, but remained tacky for weeks after application (in fact the model still feels very slightly sticky even now...) A really good gloss coat is still one area of model making that definitely escapes me. I polished the airframe with some new sanding pads to try and obtain a really smooth surface - I was very concerned about the "walk here" decals on the wings silvering and spoiling the whole model.

I used a panel line wash: a darker colour on top and a paler grey on the white, both from Flory. More by accident than design, I ended up with an airframe that captured what I was after - a well used and somewhat grubby look.

The decals are a mix. From the kit came the serial numbers, squadron codes and crests, wing walk stencils and tail flashes. I would have used aftermarket decals for the tail flashes, but they are surrounded by a thin black outline and I could not see how I could reproduce this easily.

On the whole the kit decals behaved really well, although they took a long time to separate from the backing sheet. The "walk here" stencils were tricky - in my impatience to apply one of them I broke it into four pieces - but I did manage to avoid most of the dreaded silvering - they're not perfect, but they are good enough for me. I thought the kit roundels were too bright, and the white part of them was more ivory in colour and looked odd against the white parts of the airframe. So I used aftermarket ones for these. As a result the red and blue of the roundels does not quite match the same colours on the tail flashes...



Once the decals were on I applied my tried and tested Xtracolor matt varnish thinned with white spirit, which imparted a flat finish (and reduced somewhat the stickiness of the model!) and I then turned my attention to the very distinctive exhaust stains. I mixed up some dark grey and, again, concentrated on emphasising the panel lines that are in the path of the exhaust as it streams across the wings (and to a lesser extent the tail planes) to suggest a build up of dirt in these lines. Once the dark grey had dried, I added a little very pale grey to the airbrush and added some paler lines to the

centre of the exhaust streaks. My references showed that Lancasters did have really heavy exhaust staining in many cases - and that the outermost exhaust on each side tended to flow more under the wing than over. Against the Medium Sea Grey and white the effect is quite stark - but I am pleased with how it turned out.

The resin lifeboat was primed with Tamiya white primer from a spray can. Initially I painted it pure yellow (XF3) - but it looked too bright. I therefore added some dark yellow (XF60) into the mix and went over it again - as well as painting the "seal" around the top where it joins the bomb-bay in a dark green. It fitted beautifully - I used a two part epoxy to ensure I had time to position it correctly.

For the props and spinners I first primed them and then painted them with Alclad "White Aluminum". After applying a black coat to the props (Humbrol enamel - no.33 of course!), I was then able to gently scratch and scrape them to reveal some of the silver colour underneath. The spinners were painted with Tamiya's red (XF7), but, like the lifeboat, I didn't think a really bright colour would look right - so I added a drop of grey to darken the shade a bit.

I am told that post-war Lancs used block tread tyres - so I ordered some resin ones from Freightdog - they were ok - there was a bit of a seam that needed rubbing down which removed some of the tread and there was no attempt to recreate a weighted look which is quite prominent on such large, low pressure tyres. The Hasegawa tail wheel is strangely large - a rare inaccuracy - and so I replaced it with one from the old Airfix kit that was in my spares box. (The other well reported inaccuracy with Hasegawa's Lancaster kits is that the escape hatch in the canopy above the pilot is too far forward - I was not about to start attacking this clear part with sanding sticks and scribes so have left it as is...)

I left the guns out of the front turret as it seems that few, if any, Maritime Reconnaissance or Air Sea Rescue Lancs flew with them. I filled the slots with Microscale's Krystal Klear (i.e. white glue) and then painted them

dark earth. I decided to leave the tail turret guns in place and used some lovely brass barrels for these. Unfortunately some paint crept into the rear turret during the build, and having glued the turret together, there is no way I can dismantle it to try and clean it out - so that is another blemish I will have to live with.

My overall impressions of this kit are very favourable. The fit of the parts is generally excellent and that makes it a pleasure to build. The quality of the plastic, the moulding, and the panel lines, are up to Hasegawa's usual high standard. I haven't built Airfix's newer kit, nor the most recent of Revell's versions, so cannot make a comparison with them, but this one from Hasegawa is a quality product.



Nick W



Flash Mod Nov 2019 - Return of the Sophie

The club plus one attended another irregular 'Flashmod' in November, held at the Art rooms of Godolphin school, organised by Richard Clarke, with doughnuts brought along by Sib0. Attendees were Richard C, Mike M, John K, Sib0, Paul C and Colin C.

The plus one was Sophie, Sib0's daughter who surprised everyone attending including her dad when she came along and took part. A further surprise was to come but initially the event followed tested practice with everyone breaking open something to work on. Richard accepted he would be out of the voting by bringing in a partly started build of a WWI tank. He did some excellent scratch building on the day. Building was slower than at previous Flashmods for a range of reasons.

John forgot his glasses so worked at arm's length to build a Tamiya Stuart. Colin had more cleaning up to do than planned on an old school Airfix 1/48 Stuka. Mike made good progress but the double coats of paint that were needed slowed him down. Sib0 had an ambitious and complex model that proved to be anything but enjoyable. That will feature as a build article in the next club newsletter. Only Paul and Sophie seemed to get

anywhere fast. Paul did a great job on his Toon Scharnhorst ship; it looked brilliantly done, definitely putting him in the running when voting came. Sophie brought along a Revell mini kit of the Millennium Falcon from Starwars. No novice to kit building she used spray cans, dry brushing, inks and even some pastels to finish well before the end of the session. It was her model that also was in contention. Those who took part placed their ballots and on revealing the outcome, Sophie's Falcon came first. Paul's ship second, only dropping a vote or two as it wasn't quite finished. A surprise to all including Sophie, but justified and a fun and rewarding day overall.

Sib0



Harlow Local News features Sib0's Work

The Airfix Do17Z I built and wrote an article for the club in Nov 2018 has appeared again in a couple of local newspapers including a lengthy piece in the Harlow Local. The model was made and mounted alongside a part of the tail wing, wreckage found at the crash site when it was excavated years after the Second World War. The article, abridged follows:-

"A PIECE of wreckage from a German bomber which was shot down during a mission to destroy homes in Britain during the Second World War is to be auctioned to raise money for the more peaceful and constructive purpose of helping today's homeless.

The 35cm long piece of airframe from the Dornier bomber has been mounted on a base with a plaque and a model depicting what the plane looked like before it met its end in 1940. It will be sold in aid of Salisbury Trust for the Homeless, the city's local charity for the homeless, by Woolley & Wallis in Salisbury on 20 November 2019.

The Dornier Do17z aircraft with the number FI BT 76 on its fuselage was shot down by anti-aircraft fire and RAF fighters during a raid on London on the night of 15-16 November 1940. It crashed near Harlow and all its five crew were killed. The bodies of four of them were found and given a respectful burial.

The crash site was on Latton Hall Priory Farm, just off the A414 across from the Hastingwood roundabout.

The crash site has been excavated by aviation historians on two occasions and a number of pieces of wreckage recovered. One of these – believed to come from the tailplane – was later given by one of the excavating team to a Salisbury man who has an interest in the home front during the Second World War.

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“I recently decided that this historic piece of wreckage should be used to raise money for a constructive purpose,” he said. “Selling it to help STFH’s campaign to rebuild people’s lives and get them out of the cycle of homelessness is the absolute opposite of the Dornier’s original destructive mission when it took off bound for London.”



He approached Declan Sibley, who runs the Salisbury Model Centre in Fisherton Street, who mounted the piece.

Salisbury-based Woolley & Wallis agreed to auction the piece of Dornier in its sale of Medals, Coins, Arms, Armour & Militaria on 20 November waiving the fee it normally charges vendors. The lot is estimated at £100 to £150.

Gordon Parry, STFH’s Head of Fundraising, said: “We are extremely grateful to Woolley and Wallis for auctioning this piece of memorabilia on our behalf and for waiving their charges. Salisbury Trust for the Homeless receives no financial support from either central or local government and so we are very dependent on the generosity of individuals and companies in Salisbury and South Wiltshire.”

A combination of fighter attack and anti-aircraft (AA) fire are thought to have been the cause for the demise of a Dornier Do.17Z, werke number 2798 (FI+BT), in the North Weald area. North Weald Airfield Museum Archives 17 Crashes and Mishaps 3

At 2355hrs on the night of November 15/16. 1940 this Dornier from 9/KG76 crashed with its crew of five into a field some 200 yards west of Latton Priory Farm, Rye Hill, Harlow. The crew, consisting of Lt 8 Wagner, Fw R Grommer, Fw A Hans, Gefr F Heilig and Auffz W Hockendorf all died in the crash.

When, in the 1970s, the site of the crash was investigated by the London Air Museum a number of items were recovered. These included a damaged Iron Cross medal, some bank notes and coins. A further dig in 1984 turned up a number of further items, including the sole of a boot.

Sibo



Plastic & Steel 2019 - Affligem, Belgium

Over the weekend of 12th and 13th October 2019, Plastic and Steel, the excellent model show held in Affligem ran in its usual location. Me and my wife Tammy attended, my 6th time as did Nick Williamson and his wife. I actually travelled across earlier than normal so spent some time in Brugge and also in Ghent on the way home. Just to ring the changes I left the Land rover at home and crossed by Ferry to Dunkirk. It was a longer journey over all but less actual driving and being able to have a short sleep on the boat made it feel less tiring. It did mean less room for purchases but we managed to squeeze a few things in to the boot as well as some models to enter in the competition. I even got lumbered with bring Nick’s 1/48 airplane entries home for him too.

53 traders this year, down by 5 from 2018 but it didn’t feel lacking and some of these were new, I found an excellent Dutch firm selling Plaster Diorama buildings which was an excuse to buy (as well as dropping the wife a few Xmas present hints for another one). Due to arriving at a different time and being refreshed I felt I saw nearly everything, including an interesting stand that had a gigantic U-Boat model that was being used in a new Belgian cinema Film called ‘Torpedo’. In some respects it was coarse but that was so it’s details like rivets would stand out on film underwater.

Nick and I both put some models in the contest, and we both managed to place. Being honest Nick’s category was very well represented with some high standards, he did well to get a Bronze for his 1/48 Barracuda. I entered only one thing this year as my modelling output has been so low. But it was a silver winner in the sci-fi category, a 1/35 Maschinen Krieger diorama using Trumpeter’s E100 Stug.

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Nick gained bronze in 1/48 aircraft. A great achievement as the standard in the category was very high.



Sibo's Sliver wining 'Strahl' E100 Ma.K diorama using two 1/35 Hasegawa figures, a F.O.G building with some scratch built elements, with rotting radar.



Sample of the beers available in Belgium, of which I partook.

I talked at length with the traders many were worried about the implications of brexit at that time expected to be implemented on Oct 31st. Some were not planning on going to Telford. Thankfully the renewed delay meant a surge of applications to attend from both traders and punters. I'm sure Tony H was not so happy about the last minute rush of booking requests. Once more it was a great show. Nick and Suzanne had headed of early to travel back to Britain leaving me to bring home his models. He was surprised when I texted him of his award, he might have stayed around to collect it. Instead I sent Tammy up to collect his prize; therefore any online photos may not make sense. We stopped of overnight on the way home and experienced the worst rain I've ever seen and some of the best beer I've ever tasted. Next year's show falls on the 10th and 11th October 2020.

Sibo



Photographic Light Box



I purchased a photographic light box from Amazon and spent a few hours on Sunday last, going through by back catalogue of models taking photos of them to update by own little website. Run out of time, so have a few more hours to go to finish.

By the time this newsletter hits the shelves, or your inbox, I will have made a start on the members gallery on our website, of course starting with my models, then will start to roll it out to include all our members.

So be prepared to bring in your top ten models on a club night, I should be able to do four possibly five sets of models of an evening. You can see the size of the box as demonstrated by Frankie, one of my cats

Wait for the call in the new year.

See page 11 for a few examples of the images I took, better still check out my website [RustnStuff](#).



Bugle Call Show Report

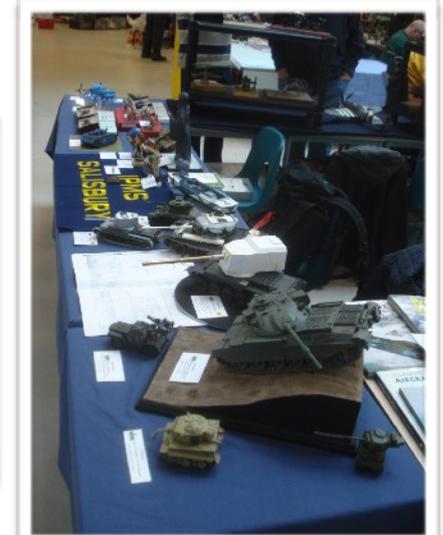
Don and I arrived at 8.30am and found a good parking space only a short walk from the school entrance. No one was on the reception desk to tell us where our stand was to be. Fortunately I had the show layout and found our stand. We had one of the best places in the hall, nice and warm and a few steps from the food and drink area. Now to the stand. Absolute chaos, the tables were laid out the wrong way round and the table numbers just did not relate to the show layout that had been sent to me. The club had run out of six foot tables and had laid out small desk type tables that did not relate to the two six foot tables allocated to us and we found out our area was on an angle. The other clubs and ourselves sorted this out and agreed our own layout. We gave up part of our stand to Mendip Modellers who were next to us, as their stand area was quite constrained and again did not relate to the 12 foot rule. Sitting space was extremely tight. Don and I took it in turns to sit behind the stand whilst the other person perused the hall (Buying stuff!!)

Don and I had more than enough models to show as we had both brought quite a few work in progress models to show. This unusual display was complemented on by a lot of punters, as they all said it was nice to just see what members of clubs are up to. Not a great footfall throughout the day and I suspect the traders that were there, and not that many, did not sell very much.

It was very nice that both Don and I caught up with lots of old friends and we both left the show with bag fulls of goodies. Not only were there some excellent models on show, and a competition, we both felt it was a very good day out, despite the chaos at the start of the show.

Will we go next year? I am not sure.

Mike and Don



Vote for the Model Shop of the Year!



Model Rail is on the hunt for the nation's favourite high street model shop and they need your help. They want you to vote for your favourite as they look to celebrate the high street shop and have chosen five categories to help you choose: best range, best shopping experience, best team, best aftermarket support and best atmosphere.

Your local model shop, Salisbury Model Centre, has been listed in the five categories, so get yourself over to the **Model Rail website** and cast your vote.

I have voted in three categories. Get those mice clicking and cast your vote, of course you can vote for a model shop near you.



IPMS SALISBURY 30 YEARS

SCALE MODEL SHOW

MODELLING EXCELLENCE



"the friendliest model show ever"

"the best model show in the south"



30TH MAY
2020
9.30 am - 4.30 pm

Displays

Traders

Competition

Tombola

Refreshments

Adults:

£4.00

Children U16:

£1

Wyvern College Sports Hall
 Church Street
 Laverstock
 Salisbury
 SP1 1RE



www.ipmssalisbury.co.uk