

# APRIL 2020



What a difference a couple of months make. We were all looking forward to 2020, our 30th Anniversary year, showing at Chalk Valley History Festival, how cool would that have been, what a year it was shaping up to be.

But 2020 will be remembered for something entirely different.

Never, in our life times have we had to endure anything like this, and I hope never again.

But we have technology at our disposal, so we will continue to meet as a club during these momentous times, more on that below.

Keep safe everyone, model, and model and model some more.

## Zoom Meet

Testing a Virtual Club Meeting. Come and join us for one on 7th April, download Zoom, works across all platforms.

### 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 2020 Issue to me please by May 26th 2020 - Hard or Soft copy.

Email me [clarker@godolphin.org](mailto:clarker@godolphin.org) - Or hand it in at a club night.



## Club News

### VCN - Virtual Club Nights

Our lives are somewhat on hold at the moment, shows have been cancelled, we have not, at the time of writing this, as yet cancelled ours, but it is looking highly likely that it will.

We have all had a week of staying at home in an attempt to “flatten the curve” (*so many new phrases have come out at this time*), “Social Distancing”, “Stay at Home”, “Only go out if it is essential” and “Self-Isolation”.

Myself, I have been training for this for years, modelling is self-isolation in its purist form, we modellers only go out to get supplies, or to meet at shows and display the fruits of our isolationist behaviour.

But this does not stop us from meeting. From the comfort of our own homes we can reach out to each other and talk via technology.



We had a test run of this on Friday 27th March, using an online platform (*favoured by world leaders around the world*) called **Zoom**. The beauty of Zoom is that it works on all platforms, and on any device.

You can download it no to your computer/laptop, or install the app on your phone/tablet. ITS FREE!

Useful tips on using Zoom can be found [here](#). We will hold our regular Tuesday meetings via this medium until such time we are allowed to meet physically.

First full Virtual Club Meet will be on 7th April starting at 7pm. We get 40 minutes as part of the free sign on, more than enough time to say hello and catch up.

The theme night is “Invasion”  
Keep in touch, and stay safe.

Look forward to seeing/speaking to you on the 7th April.



**Richard**

### VFM - Virtual Flash Mod

Continuing with the virtual theme, Sib0 will be arranging a Virtual Flash Mod.

How will this work?

At an agreed time and date you will start modelling. Prior to this you will email Richard a pic, or tell him the model you will be making, he will then create a page for each Flash Modeller on our website where your chosen kit will be displayed, then every hour you will email richard a pic of the work done, this will continue until the VFM finishes.

You will be able to comment on each others builds via the comments section on each of the pages.

Once all the finished models are posted, you will be able to vote on the one you like the best.

Sib0 will send out more info on this at a later date.

**Editor**



## Calendar of Events

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**CANCELLED**



### (Virtual) Theme Nights 2020

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- **April Tuesday 7th** – Invasion
- **May Tuesday 5th** – Civilian Vehicles
- **June Tuesday 2nd** – Helicopters



### Up Coming Model Shows

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- 15th Feb** - South West Model Show Bovington (Saturday)
- 21st March** - Yeovil Model Show (Saturday)
- 18th April** - Poole Vikings (Saturday)
- 10th May** - Milton Keynes (Sunday)

**CANCELLED**



### Lost in Translation

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Trumpeter's model kits have come a long way since they debuted, and are considered highly among builders and researchers. One less obvious improvement that has come with time is the standard of the box translation. This interesting yet nonsensical paragraph came directly from an early 1941 KV-2 box....

'Produce at the same time in the M1941 KV-1 type, the KV-2 (Also be called the year in M1941 KV-2 type) also threw in the production. The KV-2 characteristic is its quick-fried tower shape. The quick-fried tower that equip 152 millimetres of howitzers reports the hexagon keeps the square form, resembling an enormous box.

continued...

But, it is said because of the excess, if not on the horizontal plane, dry by heat the tower connect to revolve all and very difficult. Because of such weakness, KV-2 is in actual battle, only used for proceeding to the virtuous soldier the thermodynamic power inhibit, but need not in the battlefield that hour of backstroke break war.'

Sibo



## Speed Building an Unexpected 'What if'

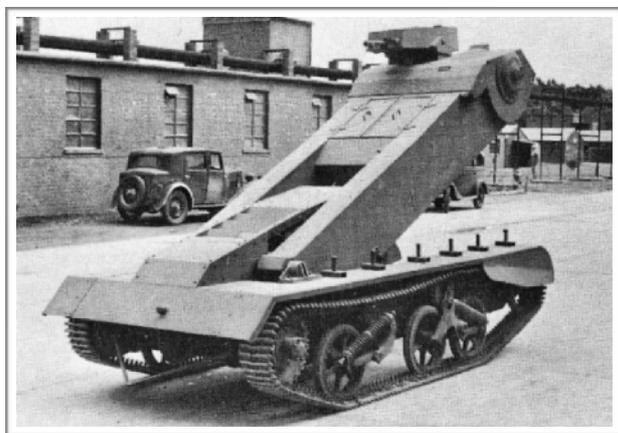
7th of March 2020 and only a few months to go until the great Spitfire reveal with my entry still in an unopened box. So what better to do on a Saturday night than.... Start a totally different model, one that hasn't even got all the parts in the box!

The story goes like this, back in November 2019 Salisbury Model Centre had amongst its routine deliveries kit number 03276 'Kanonenjagdpanzer (KaJaPz)'. It later turned out that this box was subject to a packing error – double sprues of rear and deck detail, no sprue containing gun barrel and stowage.

Normally Revell are quick to get replacement parts sent out, but for some reason (blame Brexit?) by March 2020 nothing had been dispatched, and no order for parts had been raised so I took the decision to write the kit off. But now what to do? It was cluttering the stock room, but due to missing parts I couldn't give it to 'Models for Heroes'. I really didn't want to add it to landfill, my environmentally aware daughter would not have been happy. So I took it home and just built it, more to pass an evening, seeing how quick I could make the kit up and find out what was actually missing- I thought of it as 'Flash Mod' training.

Interestingly as I got over half way through it became apparent the nature of kit manufacture, (to have the bulk of a kit over a few sprues then specific details for individual types allocated to extra sprues) meant that I had a complete chassis and basic hull. At this point a search of the internet to flesh out some ideas allowed this passing fancy to become a fully fledged 'what if'.

The Kanonenjagdpanzer chassis in real life was used on a number of Anti-tank missile armed tank destroyers - the Raketenjagdpanzer 2 (or Raketenjagdpanzer SS-11) was developed at the same time as the Kanonenjagdpanzer. Later the Jaguar series followed with HOT (Jaguar 1) and TOW (Jaguar 2)\*. My take on a Missile armed tank destroyer would combine this history with the current 'Giraffe type systems', elevated platforms used for surveillance, intelligence gathering, weapons and access. In the observation category the Israelis used Sherman tanks with turrets removed but installed with a hydraulic system capable of raising an observation device to a height of over 27m. The IDF employed this vehicle for use as a mobile look-out post along the Suez Canal during the War of Attrition up to the 1973 War of Yom Kippur.



British Praying Mantis 1937

As a weapons platform we can look back to the WWII British 'Praying Mantis' based on the engine, suspension and tracks of a Universal Carrier whose armoured body could be elevated to a height of 3.5m to allow engaging with twin MGs. Trials showed that the design was impractical and it was never pursued, one of the prototypes is on display in the Tank Museum. The idea though was sound and has resulted in all manner of elevated platform being suggested (and in some cases fielded) today.

With the basic hull built I added a raised super structure 6mm high, partly to hide the fact that no hatches were present and also to give a flat mounting area for the elevating arm. I then cut from an old Leopard II kit it's commanders hatch complete with sights and added them forward of normal station to give as large a clear area as possible on the hull top. The reason for ensuring so much clearance was I intended to have the arm able to raise and also rotate. A toy fire engine sacrificed its hydraulic access arm which I clad in Plasticard and then used the hubs from the previous Leopard II to cover all the articulation points (10 in total). A screw and washer through the hull top allowed rotation as well as a good tight fit. A blast of primer proved some filler necessary but over all great progress. Total time on task I don't know but the summary I've explained above was all done over 2 days, starting the model at 21.00hrs Saturday. Why can't I normally build that quickly? I'll save the remainder of the build for the next newsletter as much time was spent researching a suitable weapons system as I wanted the model to look plausible and fit into the time period of Cold War development of Anti Tank weapon systems.

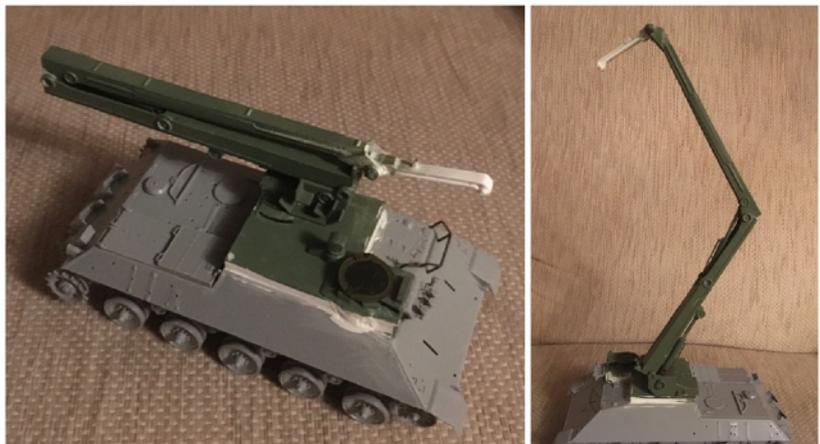
\*HOT = A joint French / German anti tank missile (French: *Haut subsonique Optiquement Téléguidé Tiré d'un Tube*, or High Subsonic, Optical, Remote-Guided, Tube-Launched).

TOW = The **BGM-71 TOW** ("Tube-launched, Optically tracked, Wire-guided") is an American anti-tank missile.

Sibo



West German Elevated Weapons platform on Marder, trial vehicle only, not adopted for service. The turret has 4x HOT tubes fitted.



My build so far. The grey plastic is original parts with numerous holes showing what was missing. White and Green is added parts for conversion.



## Group Build - 1/32 Spitfire

I do hope you are all getting on with your Spitfire builds. Please send me your pics and write ups as your build progress. I have finished the Revell "Iron Maiden" Spitfire. My Tamiya Spitfire is nearly finished, look out for pics and updates on my [Spitfire pages](#).

Richard





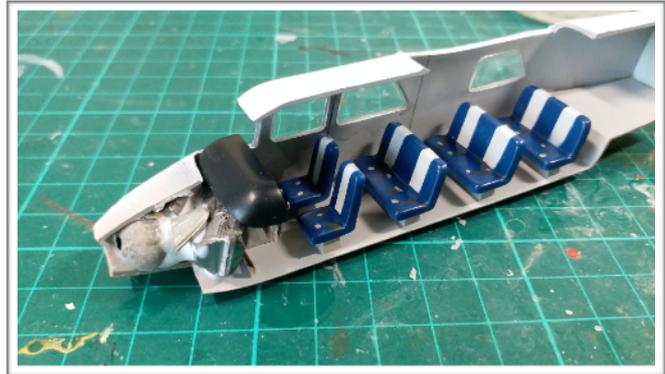
## Britain Norman BN2 Islander

### Mount Cook Airlines, Queenstown, 1988.

### Valom 1/48; Thailand 2019

First flown in 1965 the Islander is still in production in 2019 having served in a wide variety of countries and schemes. Quite a few served in New Zealand but I decided to go with this Mount Cook scheme from one of New Zealand's oldest airlines.

A limited run kit issued by Valom in 2018, this is typical of the modern short run kits. No locating pins, thick mouldings and vague locations but quite good external details. Construction was simple enough as a basic interior is supplied supplemented by PE seat belts and a fantastic 3 layer instrument panel. The interior was done in light grey with blue and grey seats which was a standard BN scheme. The PE lap belts were discarded for painted ones but I did replace the tiny control wheels with better examples from the spares box. The windows were dipped in Future and then fitted in the fuselage sides but were not as clear as I would have liked. As much lead as possible was pressed into and under the nose as recommended to avoid a tail sitter. For ease of final painting I decided to make it in 2 sub-assemblies of fuselage with tail and wings, joining them at the end.



Wings were a simple assembly with main undercarriage legs and engines added. Each section was assembled and painted with a coat of Mr Surfacer white and a top coat of Mr Colour 107 Character White. This was masked and the fuselage stripes and red wing panels painted. Colours White 107, Blue 110, yellow 58, Red 68 were used. I made decals for the Mount Cook lettering and the Lilly on the fin. Sections of clear decal film were painted the main colours and used to make the stripes on the engines. The stripes came out quite well and only needed a little touching up before a coat of future and application of the rest of the decals. Once all was completed I joined the wing and fuselage. Only a quick touch up was needed at the front of the join.

Final details were added, nose undercarriage and pitot being kit parts, aileron mass balances and aerials were made from brass wire. The kit main wheels were joined by a brass rod which joined onto another brass rod passing through the undercarriage leg into the wing. Plenty of strength to cope with all the weight needed to sit on the nose wheel.

The Islander makes a good Airliner to sit with the Southern Scenic Rapide.

**Colin W**





## SAAB Viggen

### Somewhere in Sweden, 1993 Special Hobby 1/48; Thailand 2020

Inspired by Roy Chadwick's artwork on the Airfix boxing I always had a desire to build the Viggen. Somehow I never got the 1/72 Airfix kit, eventually buying the Airfix / Esci 1/48 release. This was quite disappointing so never made it to the top of the pile. Taurangus released their kit which looked better but by the time I got round to purchasing one, Special Hobby had also released theirs. I inspected both at Hannants and concluded they were the same but the Special Hobby was significantly cheaper so bought this. It might have been a mistake as there were errors on the original kit and the Taurangus boxing seems to have some corrected sprues and parts for other variants.

Following a good build on Britmodeller, the 2020 Nordic group build brought the Viggen to the top of the pile. Construction started with the cockpit where I chose to use the kit parts. Some pre-painted PE is included but the plastic was well enough detailed and came out with a little paint and dry brushing. Seat belts were from an old Aeroclub seat in the parts bin and I found a bit of detail for the rear bulkhead. Parts were painted 308 and assembled.

Viggen's droop when hydraulics are powered off so airbrakes, flaps and thrust reverser should be lowered. The kit contains separate airbrakes and thrust reverser while no allowance is made for the more obvious flaps on canards and elevons. On my kit the flaps are moulded to the canards and the join line for the flap is in the wrong place. This is where the improved kit comes in with the flaps being the correct shape and separate items. However it only solves half the problem since the flaps still need to be cut from the main wing. Cutting and lowering all 4 flaps therefore solved 3 issues with 1 job. I used brass pins to strengthen the flaperons as I expected to be handling the model a lot getting that camouflage done. The lower speed brakes were drilled out with 45 0.2mm holes each to give the perforated appearance.

Wheel bays were glued onto the wing lower surface and the leading edge trimmed to get the wing to join correctly. The closed main wheel doors were also added at assembly stage. These droop but only marginally. The instructions were then followed to assemble the fuselage and attach wings etc. Getting the diameter of the rear fuselage opened to the same as the front part is essential to avoiding a lot of filling. I was test fitting the wing when a loud crack locked them in place. A run of liquid glue sealed it for good. Some filler was needed on the sides of the nose and intakes with Mr Surfacer run into the wing and tail joints. With hindsight a plan to cut intake trunks in half vertically and attach intake mouth to each half the trunk seems to be a better idea. The fuselage joint can then be supported with card and sprue. A large ball bearing was sealed into the nose for balance.

continued...

All pylons were added but the ventral fin omitted to let the model sit flat on the bench for painting. Filler was used to reshape the wing pylons to give the correct forward taper.

The underside was pre-shaded with Mr Colour 137 then painted with 308. Upper surface was painted German Grey 40 as an 'almost black'. I enlarged the kit painting instructions to 1/48 scale and cut out the black colours, allowing for the curvature of the fuselage. These were then stuck on with latex adhesive. An overall coat of brown 310 followed which was masked in the same way, followed by the light green 314 and finally dark green 319. The light green was a good tonal match for the instruction but might be a bit light.

I loved the Viggen with RB04 ASMs so I decided to add these. Starting with 2 Hunter drop tanks, a plasticard plan of the wings was sandwiched between 2 lower tank halves and trimmed to shape. Sharpened rod was used to make the small bullet fairings and the wing tip fins were added to grooves cut in the rods. The saddle was made from 20' card. Missile rears were done in 115 white, wings in 308 and the fronts in 40 with Baremetal foil used for the rings as per the main scheme. Pylons were laminated from card and 4mm square rod rounded at the front. Sidewinders and their pylon shoes were from the spare box.

The kit wheels are extremely thin so I sandwiched a disc of 0.040" card between each half which made a big difference. The under carriage was built in situ to ensure all the wheels were on the ground. This was painted in aluminium but probably should have been light grey. Once the undercarriages were attached the ventral fin was added along with minor aerials, lights, RWR receiver etc. The probe was replaced with a needle super glued into the nose as usual.

Before sealing I highlighted some panels and faded the surface slightly. Decals were from Two Bobs, bought for the Esci kit many years ago and these were OK, just the blue being slightly out of register. The sheet contains a myriad of stencils for the weapons pylons but wording is replaced by grey blocks limiting their value. I only used some of these. Decals were applied over a coat of future and another was applied as a sealant. Once the decals were done the seat was added and last minor parts fitted. Finally the 4 missiles were fitted.

A very enjoyable build, postponed for many years over the fear of the camouflage which in the end was just fun. Now I'm tempted to do another!

**Colin W**





# Airfix Hawker Hunter F.4/F.5 1/48th Scale

This new edition of the Hunter in this scale from Airfix covers the early versions of this versatile aircraft. The main difference between this and the previous issue is mainly the wing leading edge and we will cover this in detail later. Also on the F4 there is a different engine which is covered by the extra sprues in the kit.

Airfix have not addressed the faults from the original issue from last year and these have been highlighted by previous reviews of the kit. We know that it difficult for a kit manufacturer to alter a original tooling after such a short term since the first issue, we will come to those faults as we progress through the build.

The options in this issue are for three different marks of early Hunter and the kit includes parts for these options.



Photo 1

nice with some setting solution.

A stage 15 through to 19 deals with the intakes and it is important that the instructions are followed as this will set the fuselage up so that the wings fit nicely over the intakes. The locations of the intakes are clearly defined and they fit very well as we have come to expect from the latest releases from Airfix.

Stage 20 again is an important stage as this deals with the amount of weight needed in the nose to stop a tail sitter. Airfix suggest that the weight goes just behind the cockpit bulkhead, and this is a sensible place for any weight.

Stages 26 through to 37 deals with the modifications needed to the wing to convert it from the extended leading edge as this is moulded to the wing to a straight leading edge using the parts provided to make this version of the Hunter (photo 3).

My preference on this kit was to go for option A (photo 1) on the instruction. This is for a F.5 from No 1 squadron and was based in Cyprus during the Suez crisis of 1956.

The first few stages of the build deal with the cockpit and seat and as previously stated in the review of the F.6 this area is a little vague and is an ideal place for the aftermarket companies to detail (photo 2). I used the kit decals for the instrument panel and found this settled down



Photo 2



Photo 3

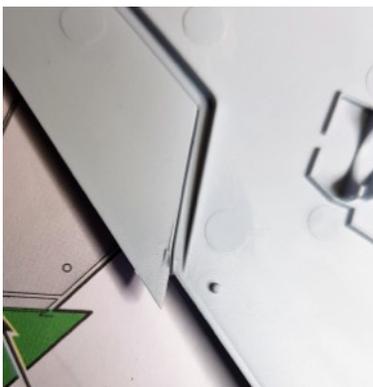


Photo 4

As with any cutting of large parts from a kit care is needed if using a scalpel knife please be careful and use the old adage of measure twice cut once. Airfix have moulded into the wing a groove where the cutting needs to take place they also highlight this on the instruction (photo 4). Both the upper and lower parts need to be cut and this is best done without the parts being joined at this stage. I performed the cut one side with a scalpel and one side with a fine razor saw. I can say that the safest route is to use a razor saw as this gives greater control should a blade slip.



Photo 5

If the groove is followed and cut correctly you will leave a fine raised edge on the main part of the wing and this just needed a swipe with a sanding stick to remove this and any other burrs that maybe left behind (**photo 5**). With the parts removed the next stage states that the upper wing

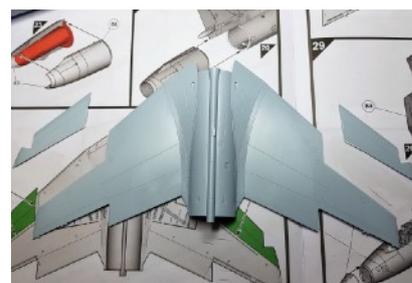


Photo 6

works well with just a minimal amount of sanding to get the wing to fit and to have the correct profile over the intakes (**photo 6**).

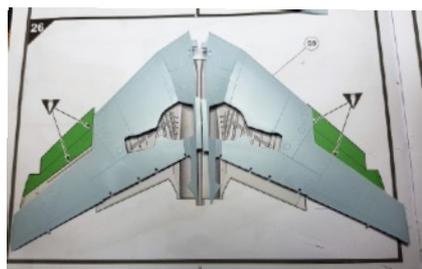


Photo 7

Stages 31 and 32 deal with the building of the undercarriage bays and carefully removing the parts need for the correct side is always advisable (measure twice cut once again). With the undercarriage nicely built up it was time for the lower part of the wing and again the fit is very tight and some of the matting parts may just need a swipe with a sanding stick to

get a nice tight fit (**photo 7**).



Photo 8

Now we have a nicely fitting wing with the leading edges removed (**photo 8**), the instructions suggest that the new leading edge is built first then applied to the wing.

I tried this method on one side first (**photo 9**). I thought it may be easier if I tried fitting the lower part first then adding the upper part afterwards as this may give a better option to align the parts correctly (**photo 10**).



Photo 9



Photo 10

I can honestly say that the way the instructions say to fit these parts was the easiest and again just a few swipes of a sanding stick and a nice tight fit was achieved. Airfix have thought this process through and with a small amount of skill a good fit can be achieved, just a word of warning to some younger members that if you carry out this surgery always seek the advice of a responsible adult when dealing with the cutting out of the wing parts.

The rest of the airframe goes together very easily and it was time for paint.

I primed the whole model first to highlight any unsightly seams around the new wing leading edge and I was pleasantly surprised that the wing fit was very good.

My first choices of paints are always the Mr Hobby range and recently they have introduced into the UK a new solvent based acrylic range under the Mr Color range. These paints are very user friendly and if used in conjunction with Mr Color thinner they provide in my opinion the best range of paints available. Colours used on the Hunter were Super silver and Dark sea grey from the Mr Color range and the best colour for the dark green I reverted back to the aqueous range (**photo 11**).

When painting any post war British aircraft from around the 1950's if the colour on the underside states silver this is actually a silver paint and not bare metal. The RAF painted this colour mainly on the undersides and the official colour was High speed silver, this is a common mistake which is seen all the time on aircraft from this period.



Photo 11



Photo 12

With the paints all finished and dried it was time to look at the decals and those Suez stripes of yellow and black (**photo 12**). I can honestly say that the decals behaved well and once in place they reacted to some setting solution and shrunk down onto the model (**photo 13 and 14**). Being an old cynic I thought that the fuselage stripes which comes in two pieces was not going to fit and there would be a gap somewhere, I was proving wrong as the decals are slightly larger than needed and As Eric Morecambe used to say you can't see the join (**photo 15**).



Photo 15

The last part of the build was to attach all the other parts like the undercarriage and flaps etc. As stated earlier Airfix have not addressed the minor gripes that this kits has received which are the lack of detail in the flap bay area, again hoping that the aftermarket companies will fill this void, and the bracing strut on the front undercarriage door

still has only one strut where as all hunter had two (**photo16**). This new issue of the venerable Hunter from Airfix is a natural progression of this kit and it is good to see that they have addressed the wing issue in a sensible way, with that it is always advisable to carry this out with care and attention and if a younger person was attempting to do this conversion then some adult supervision will be required.



Photo 13



Photo 14



Photo 16

Similar if a novice builder was going to have a go at this build some advice from an old hand at building models would be advised. This is where branches come into their own here as advise is always available at clubs.

Review sample kindly supplied by Hornby.

Tony H





# COVID-19

# STAY HOME & MODEL

[www.ipmssalisbury.co.uk](http://www.ipmssalisbury.co.uk)

