



We will be continuing with our Zoom meetings for the foreseeable future. It is great to see so many of you joining in the conversations and keeping us all abreast of what you are doing, especially modelling during the current restrictions.

We have another Virtual Flash Mod organised by Sib0, see info on this in the pages of this newsletter.

Started 26th Sept runs until the 5th October, still plenty of time to get your submissions in.

Zoom Meetings

Virtual Club Meetings.
Come and join us on the 1st & 3rd Tuesday of the month, details on our website & via email.

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.

Articles for the Dec 2020 Issue to me please by Nov 24th 2020

Email me impssalisbury@outlook.com

Club News



Calendar of Events

Of course our calendar of events have been curtailed somewhat, but we are trying to carry on as best we can with the technology at our finger tips. Zoom meetings continue to grow with more members joining all the time, we have our second Virtual Flash Mod, see below for more details. We will not be meeting this side of Christmas, so hope for better news in the new year.



(Virtual) Theme Nights 2020

- **Oct 6th** - Red Arrows 55 Years Young
- **Nov 3rd** - AGM & Gulf War
- **Dec 1st** - Xmas Meal - **Cancelled**



Up Coming Model Shows

Looks very likely that there will not be any model shows in 2020 or possible well into 2021. Having said that there is a slim chance that there might be a model show at Boscombe Down Aviation Museum in November. We will keep informed of this as more info becomes available.



Flash Mod 26th Sept to 5th Oct

At the time of the club newsletter going to press the latest VIRTUAL FLASHMOD is already underway and I've received some interesting build logs so far. Still lots of time to take part with the same format of traditional FLASHMOD event, 6 hours focused building/painting. Any kit so long as it's un-started at the beginning of the 6 hours. One picture at the start point and then a pic each and every hour till you arrive at the 6-hour point.

You can start anytime of the day as long as you continue for the 6 hours. This can be done from your phone directly to my E-mail address.

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April's Flashmod Winner by Tony Horton

Once finished I'll coordinate with Richard for a web/newsletter article as well as putting the beauty shots on a dedicated page on the IPMS Salisbury website so that all members can vote. Virtual FLASHMOD contributions can be submitted from 26th Sept to 5th Oct.

Sibo



Deluxe Materials ‘Brush Magic’



I wasn't planning on doing a product test but events led me to having an open bottle of Deluxe Materials Brush Magic. I'd read the blurb before and was sceptical it could achieve the results boasted, especially with a cleaner that can be washed out with water. So here it is, and I'm pretty impressed.

I had a brush that was in poor condition, my own fault as it should have only been used for painting but I'd grabbed it at some point for pigment application and it had become matted with a mix of powder and glue, probably PVA. The very tip was spread apart and had some hard spots.

The Brush Magic advised on what containers to decant into as it will eat certain plastics. I opted for a small glass jar and poured in about an inch in depth. Simply popped the brush in and left it for about 8 min.

The first wipe off was amazing taking a lot of paint from the hairs, feral and handle. The hairs were soft again but still spread apart so back into the solution for 5 min, this time I worked it into the base of the feral and colour visibly started to leach out both in the jar and on the kitchen roll. Once more this was done then cleaned with soap under the tap.



Verdict:
Excellent. The hairs are very clean having the paint, pigment and hard spots removed. It has restored shape to a degree, though the tip is not a perfect point which I'm not surprised as the brush has been in use for a couple of years. It is however much better than before and good enough to resume painting duties. At around £10.00 a

bottle it's not cheap when compared to a bottle of thinners, but if it can restore your expensive brushes rather than forcing you to buy a new one it will soon be saving you money.

Sibo



“I Love Kit”

A new name but that has entered the modelling market ‘ I LOVE KIT’ is a catch all brand from the house of TRUMPETER. It brings together kits previously available from Trumpeter but not necessarily of their original ownership. Predominately larger sized kits, we have 1/18 Flak 36 88mm gun with trailer (former 21st Century Toys), 1/24 SE5a and Dr1 Triplane (former Merit) 1/35 RN Midget X Craft submarine (former Trumpeter) to name a few. One new kit announced that will be in the I LOVE KIT line up is a 1/35 Atomic Annie, totally new tooling at £189.99 for 18 sprues plus tyres.

Sibo

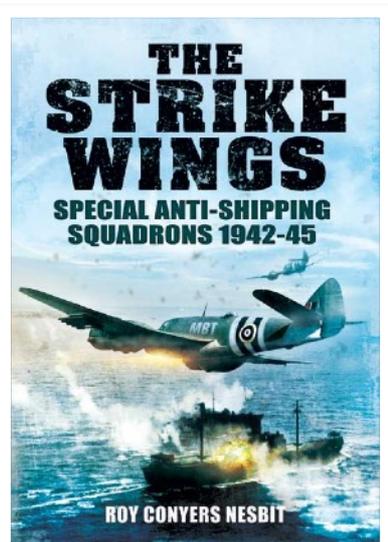


The Strike Wings

Special Anti-Shipping Squadrons 1942-45

Published by: Pen and Sword

Author: Roy Conyers Nesbit



A conversation with an IPMS friend in Cornwall about Mosquitos and the arrival of two of Nick's Beaufighter's at our Club meeting took my mind to Coastal Command and Strike Wings. A quick search on the Internet led me to this book. Written by a former member of Coastal Command the book covers the key battles, the aircraft, tactics and techniques used, the view from German records and personal accounts of those involved. The strategic impact on the German economy is also recounted.

This latest edition, from Pen and Sword, focuses on the nine RAF, RCAF, RAAF and RNZAF squadrons involved and the associated 333 (Norwegian) Squadron. In this hardback edition of 288 pages are 11 Chapters and 3 Appendices. As we may expect the first Chapter covers the need for and the formation of the first Strike Wing at RAF North Coates on the exposed North Lincolnshire coast. The effective, and sometimes less effective, use of the

early Beaufighter variants is covered, as is an insight into the use and crucial development of the air dropped torpedo. The ability to drop the improved torpedoes at a higher speed was instrumental in the success of the Strike Wing whilst also saving the lives of the dedicated aircrew.

The development of the Rocket Projectile is an important element of Chapter 3. The ability to use this weapon and which type to use for what mission was to some degree by trial and error, perhaps even counter intuitive.

Following a chronological approach, the subsequent Chapters cover the creation of subsequent Strike Wings, the gradual introduction of the Mosquito, the Tsetses and the many complex battles in which they fought.

Appendix 1 details the locations and squadrons of the Strike Wings. The second lists the Kriegsmarine (German Navy) ships attacked whilst the third Appendix covers the very many ships sunk by the Wings. The book closes with an extensive bibliography and index. There are 8 maps and diagrams and very many period black and white photographs. The latter are not always clear sometimes being action shots whilst the overall reproduction also detracts from them.

The book is not aimed at the modeller, but it is inspirational and motivational to reach into the stash to reproduce aircraft of this often overlooked force.

I bought both the book and the paper back version, so can offer the unread paper book to the first club member to email me for it.

Richard L



Khaki Uniforms - Part 1

Rudyard Kipling wrote and was the first to address the British Army as "The Gentlemen in Khaki". By the time he wrote this addressing it to the Infantry going to the Boer War the British Army had been campaigning in this Uniform for some time.

During the 18th. And 19th. Centuries the traditional infantry uniform was scarlet and blue. The Cavalry also dressed in scarlet and blue and even more gaudy colours, to the preference of their commanding officer.

The scarlet uniform was adopted for two reasons. One it was thought that an advancing army in scarlet would frighten the enemy by being reckless in their advance, totally visible and fearless. Secondly the colour red of a uniform would disguise any wounds. Their mates would not stop advancing or fighting. Not stop or hesitate on the battlefield. An advance would advance regardless of any casualties.

The word Khaki, (or Kharkee, Karkee, Kharki, or Khakee – take your pick!) comes from the Persian and Urdu language. It interprets to the meaning of dust or dust colour. Accordingly the use of Khaki originated in India, when Sir Henry Lumsden raised a Corps of Guides at Peshawur in 1846, 11 years before India came into the British Empire. India was still under the direction of the East India Company and the 'Indian Mutiny did not happen until 1857 when the British Government took over from the East India Company – that's another story.

The East India Company gave Lumsden the authority to clothe his new unit in the way he saw fit. Lumsden wanted his men to be comfortable, and the uniform to be utilised in the field. These were his main objective of his new unit.



Sir Henry Lumsden & Corps of guides



Punjabi Regiment

He dressed his men in a mud coloured material. Produced by dyeing it with 'Mazari', which is a dye made from a dwarf palm. The colour was more a grey, then a mud colour. The idea being that the Guides would blend in with the surrounding areas and not be visible to the Tribesmen. The Guides were also to wear a sheepskin jacket called 'Poshteens', however the jackets would not take the 'Mazari' dye, so he used a Mulberry juice instead. This produced a very drab yellow colour – recognisable as a shade of 'Khaki'.

Lumsden's experiment went down well with the Company on the Indian Frontier. Five of the Companies six battalions of the Punjab infantry raised in 1849 wore this new coloured uniform. Retaining their Colourful dress uniforms.



Native Corps of Guides 1898



1st. Madras Light Cavalry

In 1835 some British military opinion was in favour of adopting a less conspicuous colour other than scarlet. As when in that year the 43rd., 71st., and 85th. Regiments were ordered to Canada a directive was issued that the troops' are to be clothed in grey – a cloth very much coloured like the bark of a tree'. This was a step in the right direction and very popular with the troops, who were easy targets in their scarlet uniforms.

However the troops had to wait. The first regular British regiment to be issued with the Khaki was during the 8th. Kaffir war of 1851 -1852 when the 74th. Foot were issued with Khaki Holland bush shirts to wear over their trews.



Regular Infantry Regiment
uniform on service

During the Crimean War, 1854 , the Army reverted back to the traditional scarlet and blue, and it required the shock of the Indian Mutiny to secure further changes. The change came because of the Indian climate and the prolonged campaign season. The Punjabis khaki Uniform of the Bengal Presidents bodyguard , for one inspired some of the British Units to think about changing into the lighter Khaki uniforms. For instance the 52nd. Regiment improvised a khaki dye of their own and elsewhere in India other regiments did the same. The 61st. and 32nd. Regiments used a variety of substances to create their own dyes, which included, mud, coffee, curry powder and tea. So during the Indian Mutiny the British Soldier appeared in a motley variety of uniform colours, with scarlet, rifle green, white and home made khaki on the battlefield!

I found out that when the 91st. regiment left Corfu in 1858 for duty in India, the men were issued white frocks. Trousers and forage cap covers, and by the November after they had arrived in India they were seen wearing suits of cotton twill, loose tunics and trousers of a light drab colour. One interesting fact concerning all these self made dyes is that the khaki appeared to have a slight blue or purple tinge.

All these homespun uniform colours were regarded by the Army Authorities as 'Highly Irregular'. After the suppression of the Mutiny and a return to normality in which saw the end of the East India Company and India now ruled by the British Government in London appointing its very own Governors and inclusion within the British Empire. Only the Punjab Irregular Force continued to wear khaki and an order was issued by the Bombay (now the capital of India Empire – Delhi was not declared Capital of India until 1903) which left no doubt about the wearing of the khaki. Khaki uniform originally intended as a fatigue dress is more adaptable to field service in the hot season than the respective cloth uniforms of the different arms, and as a general rule must be restricted. The system of wearing it at all seasons of the year is disapproved, as the practice has introduced into the Army very slovenly habits, at variance with the proverbial correct and neat appearance of the Officers and men of the British Army in India. You have been told!



In 1861 the Army authority changed its mind again ! as it reintroduced khaki as its service dress, then three years later they abolished this order again! The normal Indian uniform for the British troops at this time was white tunic, trousers and a sun helmet, officers wearing trousers and scarlet cotton jumper. In 1868 yet another change happened. Troops sent from India to take part in General Napier's Abyssinian campaign were in khaki!

Mike H



Aoshima HMS Kent

This Aoshima kit was passed to me via the Editor from Expotools.com. Who are the importers of these Aoshima kits into the UK. Aoshima water line series covers a good spectrum of ship kits in this popular scale of 1:700 for water line ship models. The levels of detail in these kits are extremely good and may only need a little extra detail to enhance an already finely detailed kit. Many ship modellers would enhance any kit

with the addition of some railings and maybe some other detail parts which in this scale would be in photo-etch form. This kit does contain a small photo etch sheet which gives the builder the option of using these or the plastic parts. Also in the box are additional parts for building other ships of this class namely HMS Norfolk and HMS Dorsetshire. These have also been released separately by Aoshima and are currently available.



For a kit of a small subject the box was crammed full of sprues for all the parts needed and some that were not for the extra versions. Care will be needed when removing some of these parts as the finer detail parts are tiny and a good pair of sprue cutters would be required. After looking and examining all the sprues and trying to identify the correct parts for HMS Kent I discovered that also in this kit are several aircraft options as a bonus. There are sprues for the ship's aircraft in a Supermarine Walrus, this has two aircraft one with the wings spread out and one with the wings folded. Also the extras are a pair of Shorts Sunderland flying boats and three Italian SM.79, which is shown on the box art attacking HMS Kent.

The build started by drilling out all the port holes in the hull and this needs care when undertaken as the holes are tiny and a 0.05mm drill was required, actually several 0.05mm drills were needed as they do tend to snap very easy.

Once the hull was built and the decking was in place I concentrated on the superstructure and built up the levels of these items as subassemblies. They included the funnels and the aft structures as well. When all these items were set, and ready to receive some paint, it was time to choose which era the ship would be portrayed. The one option in the kit was for when HMS Kent was transferred to the Mediterranean fleet and was involved in several battles with the Italian air force, hence the inclusion of the SM.79 aircraft (photo 5). The ship at this time carried an all over grey scheme. But additional research showed that the ship carried in November 1940, a camouflage scheme of two colours of grey separated by a thin strip of medium grey, so this was the scheme I was aiming to produce.

The main colour of the hull was sprayed with light grey from a Tamiya rattle can (TS-81) with the additional camouflage pattern being Tamiya paints XF-17 and XF-18, and these were hand painted. At the same time the main decks were painted with XF-55 deck tan, and then the whole deck was given a dark wash to highlight the caulking in between the decking stripes.

The main armament was addressed next and the four main turrets build up from several parts which again care needs to be taken as the parts for the turrets are very delicate. This is also for the secondary armament as well. All the sub assemblies came together at this time and a suitable wash was applied to given to those parts once in place and this wash was subtle to just highlight all the fine detail of this kit.

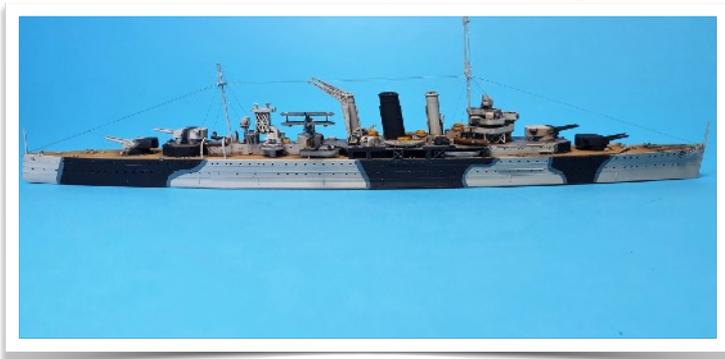
The kit is supplied with a very small decal sheet and these are mainly decals for the aircraft included in the kit, but you do get several options of flags as well, which can be placed on the main mast.

This was a very interesting build using the parts in the kit and the whole model would benefit greatly with the addition of some photo-etched details. These kits can be obtained from most model shops and online retailers as Expotools.com supply to many in the hobby. Thanks again to Expotools.com for supplying this review kit.

These kits can be obtained from Declan at Salisbury Model Centre.

(See finished model overleaf)

Tony H





Sinkhole Diorama

Having finished my fourth aircraft, three Spitfires & a Mosquito, and facing the possibility of a fourth 1/24 scale aircraft, a Hobby Specials Tempest, I was in need of a change of direction.

Not wanting to give in to the dark arts of aircraft modelling, I returned to my roots, the weird and wonderful world of my imagination, a place to feel safe in, like a warm blanket on a cold day.

So, what to do?

My wife and I were binge watching a series called “Bones” on Amazon Prime, one of the episodes centred around a body being found when a car fell into a sinkhole.



Well, that’s it I shouted, the next model. Well, it sounded like a shout in my head as I thought about it, and the more I worked out the build and the over all look of the diorama the more it seemed doable.

After some research on the inter web into sinkholes, I came up with a scenario that would work.

I purchased a block of Styrofoam and a foam cutter, always wanted one of these, I had a Revell Trabant in my stash, from the local model shop, cheers Sibö.

Everything in place I set to work.



First consideration was the size of the finished diorama, it had to fit into a plastic box, just in case we ever get back to having model shows, I need to be able to transport it.

Dimensions worked out, I cut up the styrofoam block, marked out where the hole would be, leaving some room for the road. I cut a section from the top of the block as I thought it would be easier to carve out the under cutting of the road. I lined the inside of the hole with clay then inserted the broken pipes and electrically conduit. Then I poured a layer of plaster on the



bottom. Setting this aside to dry I started work on the car. The kit was easy to put together, and went together very quickly. As the main area of interest for me was building the diorama base, I wasn’t too concerned in taking pics whilst I was building the car.

Once the plaster had dried, I laid down a layer of AK Interactive “Light Earth” acrylic paste (AK8021) over the side walls of the hole.

The top section of road I cut out earlier, was covered in a thin layer of Polyfilla to simulate the road surface. Once this had dried I cut out the road where it had fallen into the hole.

A few coats of black primer later, I then cut out the transfer sheet “Stop” lettering from the Italeri Guard Rail & Road Section set, used this as a template to air brush the white “Stop” lettering on the road, masked off to paint yellow lines down the centre of the road.

I then applied a wash with Flory Grime Weathering Wash.

Added the curb and guard rails from said Italeri kit. I then started to airbrush layers of dirt colour to the sides of the hole, starting with a light earth then slowly increasing the depth of colour with different shades of earth colours.



Once I was happy with the overall effect, I could turn my attention to the water.

I used the road section I cut out earlier for the car to sit on, add a few other bits of road to fill in some of the gaps around it. Glued these in place then applied a layer of Deluxe materials "Scenic Water" lightly colour with Burnt Amber. This was poured around the fallen road sections.

While this was drying I finished off the car, this was lightly weathered first with Flory Dark wash then with Grime.

The car completed and the scenic water dry, I fixed the car in place. I now came to the tricky part, creating the flowing water from the pipes.

After looking at a few YouTube videos on making running water I had a plan for how to create the effect.

I poured out a line of AK "Still Water" onto a sheet of plastic, any nonporous material will do.

Once this had dried, I cut out a few strips and glued these in place inside the pipes. As the still water is quite flexible once dried I was able to bend it into



the shape of water flowing out of the pipes. I attached one end to the car bonnet with some white glue.

Once the glue had set I then applied layers of Vallejo "Water Texture" to simulate the ripple effect of the water flowing out of the pipe and on the water at the bottom of the hole.

I spread some of this over the bonnet of the car and down the side onto the road section.

When these layers had dried I added a final layer of Water Texture tinted with Vallejo Off White to get the foam look.

To finish off the diorama I add some electrical cables, starch built a ladder then added some grass and dirt to the road and some Mig dust.

This was a quick and easy diorama to make and was a nice distraction from the dark side.

Richard C

