



DECEMBER 2021



For those of us lucky enough to get up to Telford this year we had a great time and for the most part spent a little too much on plastic & resin and other modelling items.

If you havent already seen it please check out the video I made of the weekend, click or tap [here](#) to view it.

Congratulations to Colin W and Tony H on their competition wins, see images on next page.

Many thanks to Colin W for putting together a new calendar of events for the coming year, this has been emailed out to your all, but you can see all the events on our website:

<https://ipmssalisbury.co.uk/whats-on/calendar-of-events/>

Our first theme night of 2021 is Pacific War (Tuesday 7th Dec), anything to do with the campaigns in the Pacific during WWII, fitting as it will be the 80th anniversary of the attack on Pearl Harbour on the 7th December.

Our final meeting of 2021 will be on Tuesday 21st Dec and this will be our annual in-house model show, a change for you to display your lockdown models, or if you have a theme you want to display, this will be your opportunity.

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 Feb 2022 Issue to me please by Jan 25th 2022

Email me modelclub@ipmssalisbury.co.uk

Club News

I must apologise for the lateness of this newsletter, I had an impromptu weekend away courtesy of Farley Ward, at Salisbury District Hospital a few weeks ago. Many thanks for your best wishes, I'm feeling better each day, so have been a bit slow in getting my head back to normal, nothing new there you might say.

As mentioned previously Tony H & Colin W walked away from Telford with a few goons between them, apologise to them both but I have lost the piece of paper where I wrote down what categories they won in, but you might be able to guess from the images what they are.



COLIN W



COLIN W



TONY H



Calendar of Events

What's happening early 2022?

- January 4th - What I got for Xmas
- 18th - Photo session for those new models you have been making.
- February 1st - 80th Anniversary of the Fall of Singapore
- 15th - Same kit Build - Another group build, what will it be?
- March 1st - Slide Show (Subject TBC)



Long Range Desert Group

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(NOT BY STRENGTH BY GUILÉ)

The Long Range Desert Group (LRDG) was born from the enthusiasm of one man. Major Ralph Bagnold who had made an academic study of the Western Desert before the war, and actually visited and travelled to all regions and areas in the desert, and mapped them.

He also suggested that a number of patrols (long Range) could be raised and carried out. His ideas were inaugurated in September 1940.

At first the majority of the men were from New Zealand, but were soon joined by British and Southern Rhodesian volunteers, where upon new sub-units were formed. The LRDG numbers never exceeded 350 men, all of whom were all volunteers.

The LRDG was formed specifically to carry out deep penetration, covert reconnaissance, and intelligence missions from behind Italian lines.

Being experts in desert navigation they were also assigned to guide other units, including the SAS in its infancy and secret agents across the desert. The LRDG's nickname was the "Libyan Dessert Taxi Service" to allied forces. To the Italians they were known as the "Ghost Patrol".

Vehicles of the LRDG were Canadian military pattern Chevrolet trucks two wheel drive, chosen because they



were lighter and used less fuel than the four wheel drive vehicles of the time. They were stripped of all non-essentials, including doors, roofs and windscreens. They were fitted with a larger radiator, a condenser system, built up leaf springs for the harsh rocky terrain, wide low pressure desert tyres, sand mats and channels, plus map containers and a sun compass devised by its founder Ralph Bagnold.

All men of the LRDG carried the standard British Second World War small arms, the Lee-Enfield No1 MK III rifle. Other small arms carried were the Lewis Gun, the Boss Anti-Tank rifle, the Bren Gun, and the Thompson Sub-Machine Gun. These were also enhanced with captured weapons, like the P08 Luger, MP40, ME34 and M42 were also used.

In the LRDG all signallers were from the Royal Signals all skilled in comms and were able to maintain and repair their equipment without any outside help.

Each truck had a specific role and their men included a medic, a navigator, a radio operator and a mechanic with a truck fitted for this purpose, and role.

In addition a heavy section used to provide logistical support by transporting supply to bases and setting up (RP's) Replenishment points at a pre-arranged location, also there was an air section using Wald ZGC-7 and YKC Biplanes that transported key personnel, and evacuated wounded or sick soldiers.

When the LRDG was bad in Swia they took part in a continual operation called "Road Watch" along the Tripoli to Benghazi road. Three patrols were engaged on road watch duties at any one time, with one watching the road for a week to 10 days, another would be en route to relieve them and the third was returning to Siwa after having been relieved. The site of the road watch was about 5 miles (8.0 km) from the Marble Arch monument.

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The road watch patrol would park about 2 miles away from the road and the trucks would be camouflaged using camouflage nets, any local foliage and sand. Before dawn each day two men would move into a well camouflaged position about 350 yards (320 m) from the road. By day they would record the details of all vehicles and troop movements, and at night they would move to about 30 yards (27 m) from the road and guess what type of vehicles were passing by their sound and outline. At daylight they were relieved by another pair of men who took over that day's road watch.

If tanks or a large number of troops were seen passing, they would radio the LRDG headquarters at Siwa immediately so that by the time the enemy reached the front line, GHQ at Cairo would know they were coming.

The last operations of 1941 were in December, when the LRDG twice ferried the SAS to and from raids on the Axis airfields, attacking the airfields at Sirte (twice), El-Agheila, Ajdabiya, Nofaliya and Tamit, destroying 151 aircraft and 30 vehicles.

During the second raid at Sirte, the SAS devised a new method of destroying parked aircraft. They drove the trucks between the rows of aircraft, which were then engaged by heavy machine guns and hand grenades. Prior to this method of attack, they had been the procedure to quietly infiltrate an airfield and place explosive devices on aircraft and vehicles and leaving before all the bombs exploded.

With the surrender of then Axis forces in Tunisia in May 1943, the LRDG changed roles and moved operations to the Eastern Mediterranean, carrying out missions in the Greek Islands, Italy and the Balkans. After the war in Europe, the leaders of the LRDG made a request to the War Office for the unit to be transferred to the Far East to conduct operations against the Japanese. Their request was declined and the LRDG was disbanded in August 1945.

Ray R



A Tiggy in the Navy



Building Airfix's 1:48 Tiger Moth

In 2019 Airfix delighted many fans of 1:48 scale by "upsizing" their 1:72 Tiger Moth model. Fellow club member Phil very kindly bought me a kit for a birthday (I think) and with my discovery of some very attractive Royal Navy schemes from ModelArt decals, the time seemed right to build it.

The kit is a typical Airfix offering - which I mean as a compliment.

The box art is lovely, the parts are

cleanly moulded in pale blue-grey plastic, the instructions are clear and the decals look to be very good quality.

The kit includes a representation of most of the engine, with the option to pose the starboard side cowling in the open position. Likewise, the starboard crew access doors can be cut out and alternative parts are provided to model them open.

I think I am right in saying that almost all British military Tiger Moths had the anti-spin strakes fitted to the rear fuselage. To this end the kit provides you with a jig - NOT to be glued to the model - that helps you remove a section of the fuselage to allow the fitting of the tailplane complete with the strakes in place. Before doing anything else, therefore, I taped the fuselage halves together, placed the jig in position, and attacked the relevant area with a file, sanding stick and knife. The result was not perfect - a small amount of filler was needed in due course - but I thought this was a neat and thoughtful touch from Airfix.

Conventional construction then starts in the cockpit. The fuselage halves have good interior detail moulded into them and a convincing replica can be built straight from the box. I think it is a shame that Airfix have given up their old habit of always including pilots in their kits - there are none here - and as this is an open cockpit aeroplane the lack of seatbelts for the unoccupied seats is rather obvious.

I therefore splashed out on an etched metal set from a Hungarian company called SBS - primarily for the belts - but ended up using their instrument panels, throttle quadrants and crew access doors as well.

Following my usual practice, I sprayed the interior parts black before going over them with Tamiya's Cockpit Green - XF71. This darkens the green, and creates areas of deeper shadow.

Bringing the fuselage halves together, I struggled to hide the seam along the top behind the cockpits - silver is an unforgiving colour in this regard - but I feel the fit could have been a bit better.



This is a delicate model, even before moving onto the upper wings. The undercarriage comprises a number of thin parts, the engine cowlings (which I left off until after paint and decals) don't have very robust contact points (in Airfix's defence this is to create the prototypical look) and there are various little parts that are prime candidates for being knocked off the model whilst the build progresses.

Like the cowlings, I left off the upper wings until after paint and decals were applied. For the main silver colour I used a Tamiya spray can - TS17 - decanted into my airbrush for spraying to give as fine a texture as possible. This is great paint and dries quickly to a smooth hard surface that resists finger prints and allows the use of Tamiya Extra Thin glue.

As mentioned, the decals came from ModelArt - not a company that I am familiar with - but which seem to have a particular passion for Fleet Air Arm (and French) subjects. I am always nervous of day-glo orange - but these performed very well. There are a couple of minor issues - the shape of some of the decals did not quite fit the contours of the model and the orange stripes on the upper wing should fit around the roundels, leaving a thin silver outline, rather than going underneath them. To resolve this I bought a circle cutter and, with some trepidation, cut circles out of the stripes of about the right diameter. They are not perfect, but I think it was worth it.

Fitting the upper wing is straightforward thanks to the good engineering of the kit.

Rigging the model was not straightforward, however.

I thought I would start with the tail controls. These comprise two parallel wires per side, that run from almost the front of the fuselage to the rudder. Once fitted the model becomes almost impossible to touch without snagging - I was lucky that the superglue and elasticated Uschi thread held tight for these.

The elevator controls emerge from the fuselage just ahead of the tailplane, with two going to the upper surface of the elevator and two to the lower. I

used the smallest drill bit I had to make the fuselage holes, and then tried to insert superglue dipped elastic thread into each one to secure them. This was not a success. Even at 0.5mm, the holes were too large, and the thread kept "letting go". In addition, when I tried to dip the thread in the superglue, it would immediately curl into a hockey stick shape. My eyesight was seriously challenged trying to insert a tiny black thread into a tiny black hole. Eventually all four elevator control wires were fitted, but the job is far from neat and does not really stand up to close scrutiny.



For the “flying wires” I again resorted to SBS and bought their etched rigging set. I had drilled the recommended holes before assembling the wings and set about trying to glue each end of the various etched wires into place. There is not much margin for error with a length of etched metal - it is a good job that there are spares included in the set. After much trial and error I eventually landed on a method that involved gluing one end to the model with PVA glue and leaving it for a few minutes. This gave the glue enough time to bond the wire with the model, but was still flexible enough to allow me to then manoeuvre the other end into the right place, where another dab of PVA secured it. All the glue was applied in the smallest quantities I could manage using a cocktail stick and as it dries clear it is hard to see once set. I suspect that at any moment any number of the wires or rigging could ping off. Once fully assembled the model is a nightmare to handle - grabbing it by the nose is about the only way I could find of not flexing the wings or snagging one of the tail controls.

I added some resin wheels from Eduard as the Royal Navy machines seem not to have the De Havilland branded hubs that come in the kit.

With all assembly finally complete, I dusted the tyres with some weathering powder and added, by my usual standards, a very restrained wash into the control surface panel lines and called it done.

In summary, this is a small (even in 1:48 scale) and very delicate little model. It certainly tested my patience with the rigging - but I cannot deny that, looking at it (from a distance and in the safety of my display case) it gives me great pleasure to have added a Tiger Moth to my collection. If you fancy a challenge, then I would say give it a go!

Nick W.

