

**IPMS** Jan - Feb 23  
**SALISBURY**



# IPMS SALISBURY



Colin Whitehouse (Right) receiving the in house award for his 'table display' from the new Club Sec'. Titled 'Experimental', a themed collection of models. Report in latest news.

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**H**appy New Year to you all (which is current as I write but may seem a little past tense when this February issue of the IPMS Salisbury newsletter arrives). I hope you all had a great festive break and rested start to 2023. I hope this first edition of the IPMS Salisbury Newsletter for 2023 as well as the first under new editorship is enjoyed and met with pleased interest. You will note it has a different look and layout but that doesn't mean it is set in stone so please speak to me by email or on club nights if you have any ideas you would like to see incorporated.

For now the contents list should give an idea of what has changed but before focusing on the new I wish to thank in spades the work Richard Clarke has previously done in producing a newsletter bi-monthly.

So let's flesh out the content of this newsletter (Right) and at the same time invite all club members to contribute in any area that they might wish.

**C**lub nights have been well supported especially considering the other festive requirements

families have and that many members had cold and flu bugs that they didn't want to spread at the club. In December the in house model show was won by Colin W with an interesting range of experimental types.

**Editor's hello and latest:** tying up club night info and passing on news gathered.

**Reviews:** Club members' in box or deeper reviews of kits, products, books and tools.

**Articles:** In depth build articles, general interest and features.

**Weather report:** Weathering reference.

**Events calendar:** Club nights. in house and external shows and events.

**Your Club:** Bi-monthly chance to get to know your fellow members and what makes them model .

**Comms check:** Use the club newsletter to ask questions, swap info, borrow or buy from each other.



IPMS Salisbury supports the aims and endeavours of Models for Heroes. Donations received at Salisbury Model Centre on behalf of M4H or bring to club evening to arrange handover.



His model of the EAP was a highlight in an impressive array of models. It was a fine example of melding model parts and a lot of Milliput. The tail was converted from a Tornado, and the wing element came from a Revell Typhoon. These two parts were then blended together with the versatile epoxy and a lot of sanding and scribing. The clear long canopy was done using the smash mould technique over a formed plug.

Other examples of interesting displays were a huge number of 1/76 figures from Airfix all painted and displayed covering not just current examples but some old and rare sets including Tarzan all collected by Chris Marston. Richard took up a lot of space with his continually growing collection of 1/32 aircraft.

Themes are often a thread in the 'in house' displays and Chris Southwood had added a few more vehicles to his Arnhem models' collection which he delivered a good overview of to the club. Tod was last years winner with his Vietnam display but sadly not able to be present so the trophy was presented to Colin Whitehouse by Colin Christopher.

As can be imagined the first night of 2023 saw a lot of new kits and accessories as all club members' Christmas present gains were brought in. The 1/24 Airfix Spitfire was on many peoples wish list it and Dave Berryman already had a lot done in the building of his. The families of modellers do not realise how easy we make Xmas buying for them.

A small number of completed models also appeared. Tony Horton had a 1/48 Resin Firebrand, Paul Capon brought in a couple of small figure pieces. Richard surprised us all with a sci-fi model that made effective use of left over kits in his stash.



The Experimental Aircraft Programme (EAP) was a British technology demonstrator aircraft developed by British Aerospace (BAe) as a private venture. It was designed to research technologies to be used for a future agile European combat aircraft, and became the basis for the multinational Eurofighter resulting in the Typhoon.



17th of January was the second meet of the year and as well as allowing Richard the chance to update the galleries by photographing the members models with his professional equipment, it let Dave reveal how much further he had progressed with Airfix's new 1/24 Spitfire.

In addition he brought along his colourful (in its raw state) 1/72 Lincoln conversion based on Revell's Lancaster kit with a host of resin parts and filler galore.

It was good to see Tony H again although that is due to delays with his house move.



He had more examples of aircraft, with some outstanding and subtle weathering on his Vengeance. Shame he is leaving as it would have made an excellent demo night.



Nick Williamson as well as bringing along a squadron's worth of Fleet Air Arm models for the club Gallery also had a very interesting piece of artwork by esteemed artist Roy Cross. A pre-painting sketch of the classic Do 17 kit by Airfix. More on that in the future. Oz even managed to do a little bit of modelling on his Academy Sturmovik.



Bill Allan also appeared, it was great to see him in better health enjoying the hobby. Tod traveling from Liverpool popped in to see Sibb and showed off a couple of completed models started while with IPMS Salisbury but now completed. He sends his regards and hopes to see the club again. (Pics at back page)

Looking toward February and the club will decide on the Group Build which regardless of what is decided on will hopefully have a lot of the club taking part. Don't be surprised if I start asking on individual progress at club nights.

Sibb.





Amazing to see this rare Airfix set courtesy of Chris M. Tarzan set with natives and animals from 1968.

## Review: NEW WARE Masks F4

One of the jobs I find most difficult when modelling is cutting my own masks for canopies and windscreens - especially if there is no pronounced raised framing to guide a knife. Complex curves also make the job tricky. The plan for my long term 1/48 Phantom is to have the two opening canopy sections raised, so detail inside and out will be visible on display.

I therefore hold my hands up to buying, whenever possible, pre-cut canopy masking sets and the Phantom is no exception.

A quick search of Hannants website produced a huge range of masking sets for various different makes and marks of F4 from "New Ware" - a Czech business I think.

Focusing my search on British Phantoms (the sets are labelled for FGR.2 but I think would be identical for an FG.1), there appeared to be three levels of sets available - Basic (£5.30), Advanced (£10.60) and Expert (curiously, also £10.60).

Basic provides one set of masks for the outside of the canopies, as well as for wheels and a couple of other smaller parts. Advanced seems to include extra masks for the metal areas around the rear fuselage/jet exhausts, masks for the metal areas on the tailplanes, and two sets of external canopy masks that allows you to reproduce the seal between the glass and the canopy frames.

Expert contains all that is the Advanced set, plus an additional set of masks for the inside of the canopies yet retails for the same price. To be on the safe side, however, I ordered the Expert set, via our most excellent local model shop.

The masks are pre-cut in the familiar yellow "kabuki tape". There is a page akin to a parts diagram, identifying which mask is which, and a page of instructions showing where each mask goes, and in what order. Whilst it is slightly annoying to have to keep cross referring to two sheets, and the sequence in which you are instructed to apply the masks is not the same as the order in which they appear on the kabuki sheet, I can confirm that the fit is excellent.

The main canopy masks are the outline type - requiring you to fill in the centres - but they seem strong and are able to withstand being applied and then removed to reposition them into precisely the right place.

Given my wish to pose the canopies open and have them painted from the inside, I think these will have been a worthwhile investment.



Nick Williamson.

# Classic Airframes 1:48 Sea Venom

In the 2000s, if you were a Fleet Air Arm fan and modelling in 1:48 scale, Classic Airframes was just about your favourite kit producer.

Their products were “limited run” in nature - combining hard, shiny plastic parts with lovely resin details. Some canopies were vac form, later kits had injection moulded plastic.

Fit was not always perfect and the resin was usually attached to substantial casting blocks. Smaller parts needed cleaning up to remove mould seams and sharpen the detail, but the decals were always excellent. 2007 saw the release of a series of kits of the De Havilland Venom, and included the quirky but characterful Sea Venom.

My kit had languished in the stash for many years - but was always near the top of the “model I must build next” list and in 2022 I finally decided to get on with it. The fact that examples of the model were being advertised for sale on eBay for £175 did make me somewhat nervous to start attacking the plastic, but I had bought the model to build it rather than as an investment and so made a start.

The cockpit is all resin and after removal from the casting blocks it assembles nicely into a detailed representation of this cramped space. The instructions are not as clear as mainstream kit brands, so lots of trial fitting and dry runs are a good idea. Most of the cockpit is black - I followed the tried and tested technique of using a dark grey (Tamiya XF-69 Nato Black) that still leaves some scope for highlights and shadows.

There is a resin tailpipe that has a rather vague fit in the rear of the fuselage pod - I also painted this with some metallic shades before closing up the fuselage halves. There is plenty of space in the bulbous nose to add some weight and avoid a tail sitter.

I seem to recall that when these kits were first released there was some criticism of the fit of the resin air intakes into the wing roots and there was some filler needed here. I also drilled out a hole to represent the means by which air entered the engine - the intakes are quite shallow and it might otherwise look quite obvious that the air would have nowhere to go.

The wings and wing tip fuel tanks built up nicely. The twin tail booms were not so easy - they were a slightly larger diameter than the stubs to which they mount and so some tricky filling and sanding was needed here. As with any twin boom aircraft, aligning the wings, booms and horizontal tail surfaces requires a little more care than a more conventional design but was not too difficult.

One area that did require a good deal of care and patience was the fairing in of the windscreen to the fuselage with putty to achieve a smooth transition.

With the basic airframe complete I could turn my attention to paint. Sea Venoms were usually found in one of two colour schemes - both of which have upper surfaces in Extra Dark Sea Grey; the earlier scheme had Sky undersurfaces, subsequently replaced with white.

I had always intended to model the box top scheme - I love the shark mouth and eyes briefly applied by 894 Naval Air Squadron during a cruise aboard HMS Albion in the late 1950s. This meant white undersides as well as black and red chequered tip tanks.



I began with a coat of Medium Sea Grey (XF-83) to act as a primer and to check that the various joints were presentable and patches of filler invisible. Over this I then used Nato Black to highlight the panel lines, and a thin mottle of Extra Dark Sea Grey was also applied to the upper surfaces. The nose was painted with a mix of black and red/brown to move away from the starkness of pure black.



Next, Tamiya flat white (XF-2) was sprayed onto the undersides and the tip tanks. I decided to paint the rest of the tip tanks next - it was a bit of a masking marathon - first to protect the white from a coat of red and then to create the black chequers. There is a decal for the black chequers, but I was sceptical about how easily it would conform to the compound curves and thought a painted finish would look better.

Masking off the white was another patience tester - the twin booms and the



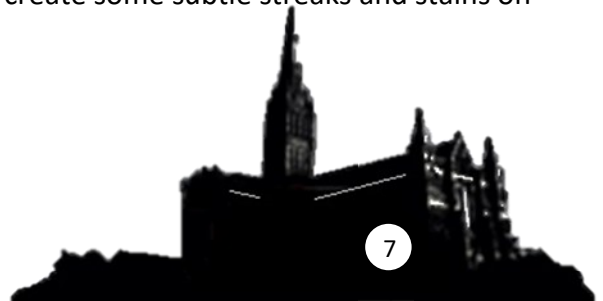
Fleet Air Arm's habit of wrapping the upper surface colour around the leading edges of the wings and tailplane made the job a fiddly and laborious one.

For the Extra Dark Sea Grey I used Vallejo "US Dark Grey" (71.110) - which they state are one and the same colour. For a WW2 scheme, I think the colour is fine. But for a post war jet I wanted a little more blue, and so added a drop of Tamiya Royal Blue (X3) into the mix. This was applied thinly over the mottled medium grey base coat and although most of the mottling disappeared the final finish has a pleasing, slightly faded but not overdone look to it - to my eye at least.



Decals went on ok. The shark mouth was a little too big and had to have some judicious trimming. There is a little silvering in one or two places which is a shame.

I then applied a Flory "Dark Dirt" wash and used some oil paints to create some subtle streaks and stains on the underside.



Final touches included painting the lovely resin wheels and adding them to the slightly crude kit legs; following the kit instructions to scratch up a small curved door to attach to the front undercarriage leg and making a windscreen wiper; and masking and painting the prominent white seal around the canopy glazing - which is correctly bulged over the pilots head only.

There is no doubt that if you want an easy modelling life, then Classic Airframes kits are not really the way to go - there is a definite element of "some modelling skill required" with their kits. But as of right now, the strange, quirky, ugly, stop-gap Sea Venom is officially my favourite Fleet Air Arm aeroplane and where else am I going to get a kit of one from?

Nick Williamson



Nick's completed Sea Venom. More pictures appear in his gallery on the IPMS Salisbury website.



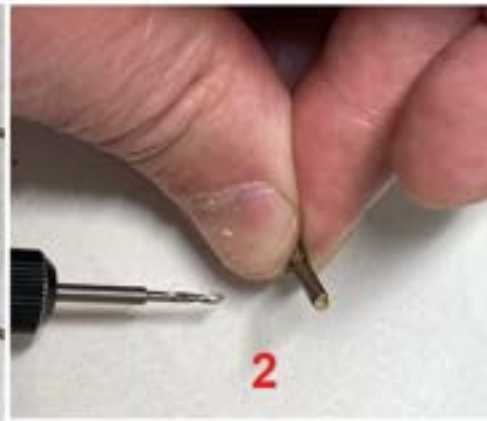
# Simple Fix : Tamiya 1/35 Tow Cables

Tamiya supply tow cables in most of their 1/35 kits. Some come with string to represent the cable and plastic ends but a large number come as injected moulded lengths. Appearing slightly overscale and resistant to bending it seemed a good idea to improve them. Many aftermarket options are available but it is simple to mimic the string method. The main criteria is choosing a thick enough string, with a pronounced plait and of nylon so that the 'hairiness' that some string has is not an issue. The first thing is to remove the plastic cable length leaving just the eye and 'wrist' of the shackle. Keep the part as this will be used to measure the new string length. A word on German Tow cable: -

Tow ropes will vary but specifically for the Panther the initial Ausf.D to mid Ausf.A had a cable only 4.85m in length, with longer 5.5m types fitted to late Ausf.A and very early Ausf.G. Jagdpanthers and late Panther G tow cables were 8.2 meters long resulting in differing locating lugs being fitted on those marks. But it should be noted that often a different tow cable would end up being fitted as part of the tank's equipment schedule than prescribed and then a temporary lug or using a shackle to attach the cable to another part of the tank was common.



Back to the simple fix. Once the ends are removed and the end flattened, drill a recess the same diameter as the string. Measure the removed plastic length adding a couple of mm each end to account for the newly drilled recess. Superglue the string in place – job done. I painted the cables a dark oxide brown then used HB pencil graphite to completely rub the whole length of the string. Fit as instructions suggest or as your own photo reference show.



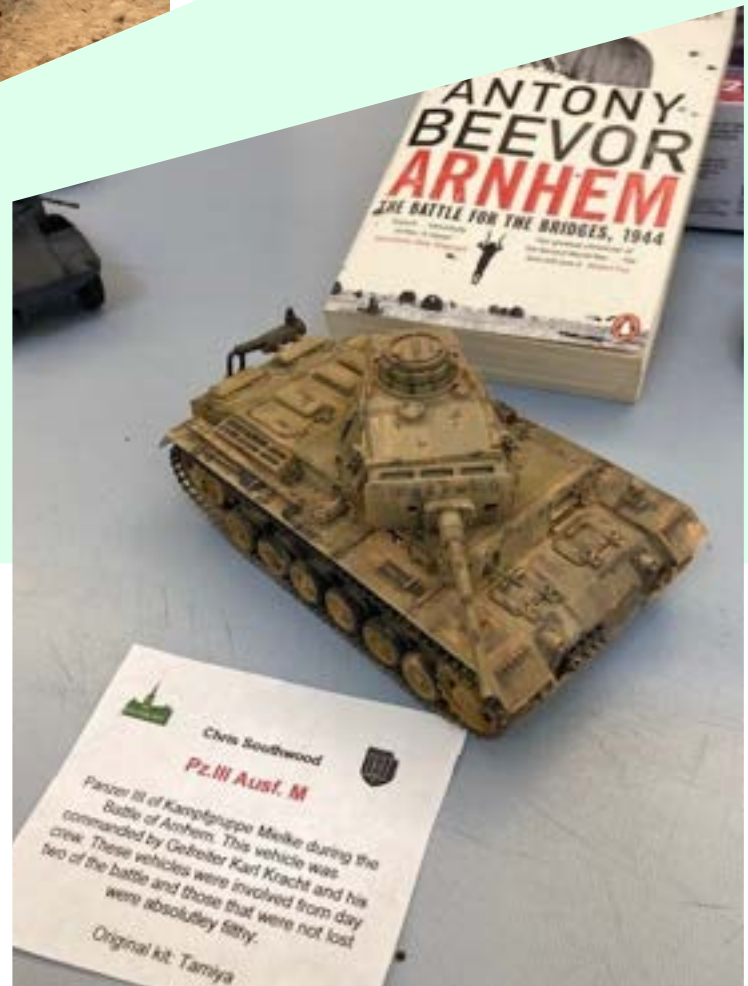
# Weather report

A little fun with real world inspiration, tips and useful product information.



**A 45 gallon oil drum shows beautiful rust but don't be lulled into replicating this on your WWII diorama. This particular one sits just 30m from the sea front and is now a waste bin. It has not moved for approx' 30 years but does get the odd lick of paint. While it would add interest to a dio; in reality military institutions don't tend to let things get too worn out and there is always someone being told to 'paint that barrel'! However in the money short world of industry this type of weathering is much more likely to be seen. Not to mention a post apocalyptic scene or washed up on a beach.**

Chris Southwood's entry in December's members themed display was another look at his progress in relation to the many combatants involved in Arnhem. As well as showing the models he has built during the last year he was able to give a potted history of the event linked to the models on display. More to come no doubt.



# EVENTS CALENDAR

<u>Month</u>	<u>Date</u>	<u>Event</u>
February	7th	Agree subject for Group build for Sept completion
	11th/12th	Tank Museum Model Show Club attending
	21st	Theme Night – Eastern European, Czech repression & Ukraine Invasion
March	7th	TBC
	21st	Theme Night – 20th Anniversary Gulf War 2
April	2nd	Yeovil Model Show Club attending
	4th	Demo Night Subject Sibos 'Tough stuff'
	15th	Poole Vikings Show Club attending
	18th	Theme Night – Space & Sci-fi
May	2nd	Miniature Figure Modelling Night
	14th	DeHavilland museum model show
	16th	Annual Memorial Shield Competition & Model Show briefing
	21st	IPMS Gloucestershire Show Club attending
June	3rd	Our Annual Model Show
	6th	Model Show de-brief
	20th	Theme Night – Civilian Schemes – Any model not in a military Scheme
July	4th	Demo Night subject TBD
	16th	Romsey Model Show Club attendance TBC
	18th	Theme Night – 70th Anniversary end of Korean War
August	1st	Club Summer BBQ
	15th	Theme Night – VJ Day – Anything Pacific War related
September	5th	Quiz Night
	19th	Completion of "Group Build"
October	3rd	Slide Show – Subject TBD
	17th	Theme Night – Yom Kipur & Middle East
November	7th	AGM & Telford Preparation
	11th/12th	Scale Model World – Telford
	21st	Telford de-brief & goodies purchased
December	6th	Individual Table Model Show Display
	20th	Mince Pie Night

Detail correct as 25 Jan 23

Chairman - Colin W: [modelclub@ipmssalisbury.co.uk](mailto:modelclub@ipmssalisbury.co.uk)

Branch Secretary - Colin C : [secretary@ipmssalisbury.co.uk](mailto:secretary@ipmssalisbury.co.uk)

Show Organiser- Chris M

Newsletter - Sibos: [newsletter@ipmssalisbury.co.uk](mailto:newsletter@ipmssalisbury.co.uk)

Website Custodian - Richard C



# Your Club - Mick Ellis

Hello Mick,

Well known as you are in the club, thanks for re-introducing your self to the members and answering the questions below.

**1. How did you start off model making and what keeps you at it now?**

I started as a kid way back and my interest in modelling was re-awakened in my thirties. Joining the club has cemented my love of modelling as I enjoy the banter at club meetings and also displaying at shows

**2. Do you have a particular modelling interest?**

My main modelling interest is building modern anti-aircraft systems, both guns and missile but only operational systems.

**3. What has been one of your favourite builds and why?**

Actually it was a ship subject, a section of a generic Napoleonic era Ship of the Line. It is a metal and wood construction and required a different set of modelling skills to build it. so made a change from plastic kits (Pic pg 13 Ed)

**4. What is your day job and does modelling help switch off from work?**

I am an aircraft engineer and I normally assess modifications to aircraft or new Marks with respect to interference from Radio Frequency energy sources. Modelling, model aircraft flying and reading do help switch off

**5. How long have you been a club member?**

Now you are asking. I think I have been a member since about 2005, about 18 years.

**6. What are you currently working on?**

I generally have an aircraft and a vehicle on the go.  
At the moment I am working on a 1/35 Type 59 Chinese Main Battle Tank, a 1/35 KrAZ-260B Tractor With 5P85TE TEL S-300PMU (SA-20 AA missile system) and the new Airfix 1/48 Buccaneer S.2C/D.

**Thanks  
Mick, Ed**

**WANTED:**

Airfix 1/600 Canberra Ship, will pay£40.00. Part started OK, but must be complete/decent– POC Sib0.

**WANTED Your Thoughts:**

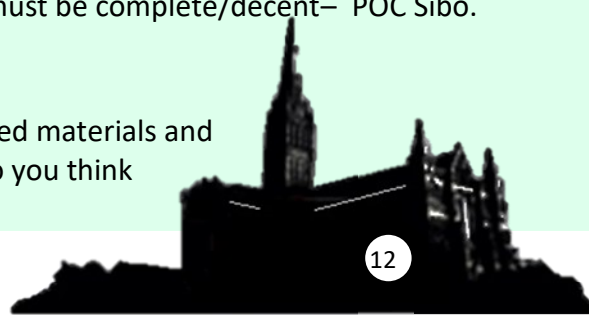
A certain well know model shop is canvassing interest on 3D printed materials and Devices for home printing. What are your thoughts, and what do you think of 3D printing as it effects the hobby? Send to address above.



## Comms Check

The club is a source that you should be using. We all have kits we don't want anymore or have kits we desperately are looking for. An article in a magazine or some left over decals. Even a place to ask a random question. All can be done through the newsletter and will be bounced back and forth here. Send Requests, Answers, Offers and Rants to :

[newsletter@ipmssalisbury.co.uk](mailto:newsletter@ipmssalisbury.co.uk)





1/35 Scale Russian ship board air defence missiles by Mick Ellis

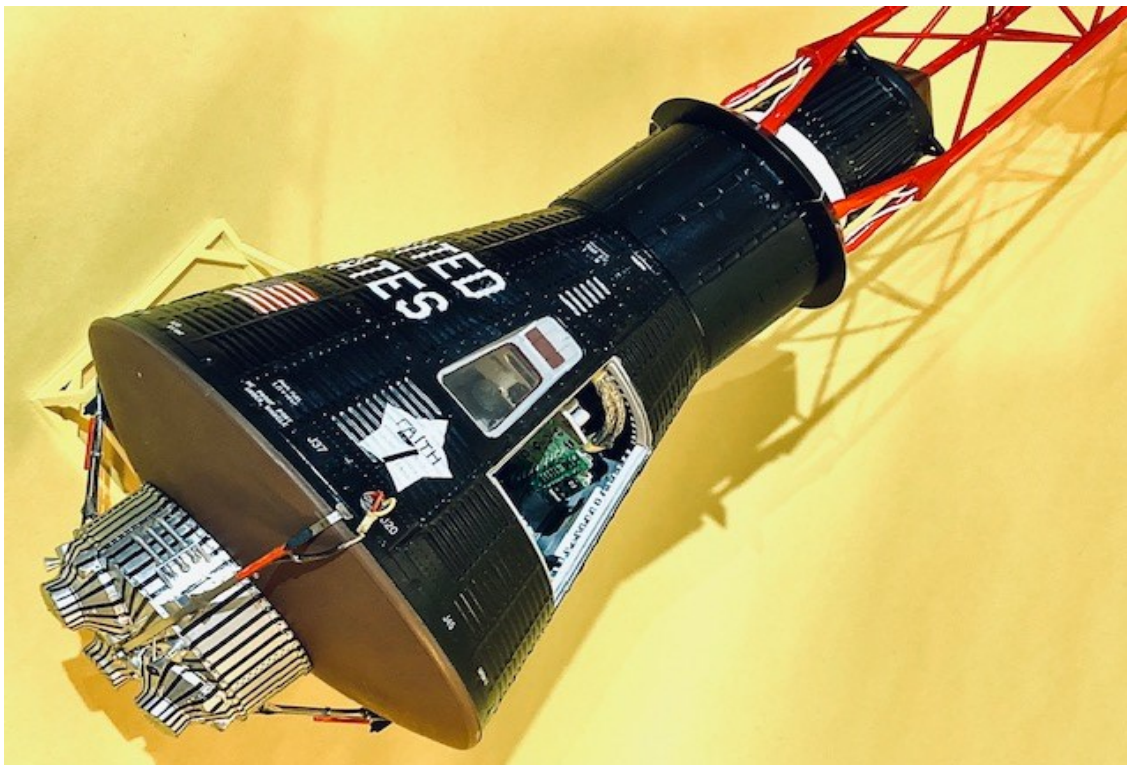


Above: Multi media modelling by Mick. Gun Deck of a Napoleonic era ship of which every element of the model has been built from suitable materials. A great learning experience about the ship as well as fun.



The final flight of Project Mercury launched on May 15th 1963 from Cape Canaveral, Florida. Gordon Cooper, the pilot of Mercury 9, named his capsule Faith 7. The number 7 recognized his status as one of the Original 7 astronauts.

Tod's model was begun here in Salisbury when a member but completed in Liverpool. Evergreen strip was used to make a gantry in order to support the model. The stripes on the retro rocket assembly were provided as decals and were the most challenging aspect of the build. Extra details were added to the dials including wiring the backs.



Articles and news are always welcome for inclusion in the club newsletter. Views and information thus expressed are solely those of the author and will only be printed if a name is attached.

Articles and observations do not necessarily represent the views of the editor or the club as a whole but as long as not offensive will be published though the editor has final discretion.

Email: [newsletter@impssalisbury.co.uk](mailto:newsletter@impssalisbury.co.uk) with any questions, concerns or content. Thanks the Editor