

IPMS Jan-Feb24 SALISBURY



IPMS SALISBURY



Above: Pete Weston completes another great helicopter. 1/48 Wessex HAS Mk3 by Revell. Top: Richard Clarke built the Gecko Scimitar II in quick time as a prop for his M4H film.

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A good start to 2024 with members all receiving or starting new and exciting projects including once more the IPMS Salisbury Group Build. This year the slightly yucky title 'Floaters' is the common link. See Pg 4

Hopefully you enjoyed the longer read in the Xmas Xtra. Geoff, the Halifax Navigator whose memoirs were featured, celebrated reaching his 100th birthday at the start of December. An Officer from the Royal Canadian Air Force attended the event. Why RCAF and not RAF? Turns out that the Halifax mentioned in Geoff's memoir was a Canadian crewed machine, and relatively inexperienced so Geoff had stepped up to navigate it's mission that fateful day. Impressive.

Also impressive is the build article by Colin on page 8 of this edition, enjoy. Sib0.



Editor's hello and latest: tying up club night info.

Group build details on page 4

Reviews: Book review by Sib0.

Articles: Inspired by a book review, Sib0 makes PM models' Me-328 plus awesome Kestrel Conversion by Colin W.

Weather report: Weathering reference.

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

Your Club: Chance to know your fellow members better and what makes them model. Clive Osbaldeston

Comms check: Ask questions, swap info, borrow or buy, even have a rant. Includes Chairmans open letter to IPMS after discussion with club in November.



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.

Club nights in January seemed to be upon us before the icing sugar dust had settled from mince pie night on the 19th of December! The New Year brought many returning faces to the club, Alan Mackenzie was welcomed after a long absence, Richard Hooker started 2024 with a visit after dipping his modelling toe into club matters at the end of 2023 and Paul capon was free from work commitments to be able to bring along many of his award winning builds that had done so well at Telford. A large amount of new items appeared on the tables, mostly still un-started as they had only just been received at Christmas with the Airfix Gannet appearing in many a wish list to Santa as well as high end tools and a 1/16 Halftrack. It will be interesting to see what gets built this year from such a decent Christmas haul, members were obviously on the good list.





Phil had used his festive time off to complete his Saturn 5, another model to add to the space flight theme he has going on. Despite it being such an excessively windy night the first night's turn out was amazing, hopefully a good omen for the rest of the year. The wind really caused chaos around the area as the flipped Apache helicopter shows, a local diorama idea if ever I saw one.



The weather continued to be a problem, this time due to flooding as the second club night of the year had restricted access to the hall. That didn't stop a big turn out encouraged no doubt by the 'Gallery Update' event that saw some professional camera setups in place to record members models for the website. Once that was completed the rest of the evening had us watching Richard's new documentary on 'Models for heroes', an impressive piece that has been a year in the making. The wonderful models from the night appear in members individual gallery's that are found here:

[Members Gallery – IPMS Salisbury](https://ipmssalisbury.co.uk/members-gallery/)

<https://ipmssalisbury.co.uk/members-gallery/>



But a few pictures give the flavour of the night. Bob has already completed 2 models in January and Colin brought along some 1/48 VTOL aircraft, a completed

Harrier and a WIP Kestrel made using old school conversion techniques with Milliput and plasticard to transform Tamiya's early Harrier kit.



With so much going on it was easy to overlook some of the models moving toward completion.

Jon Stanwix had a couple of 1/72 ship turrets, small scale but large models looking impressive. And both Andy and Dave had a wide range of kits all seeming to be finished.



After the film presentation a quick summary of club activity at forthcoming shows and preliminary planning for our own show in June followed. A busy year is shaping up. The Club Chairman also reminded everyone present that next evening is decision time for the Group Build.

Above left: Bob's latest builds with a Trojan looking great in a light scheme with detailed panelling. Left: Richard C introduces his M4H film that can now be seen on YouTube too, with a cameo from Oz. - [M4H - Building Lives Peace By Piece - YouTube](#)

Below: Kestrel Work in progress from Colin W alongside a completed Harrier.





February was upon us in quick order. And the cold nights with reduced outside activity had proved conducive to model making as we saw more progress and new items from many. Chris M had completed the new 1/48 Sea King by Airfix and displayed it alongside a 1/72 version in the same scheme, and proving what the tag line top says, Mick E had a wooden submarine underway.

Approx 22 members attended though Richard Clarke will be away for a couple of months in Agatha Christie's "Love From A Stranger" (playing Bruce). Discussion was had and votes taken for the **Group Build**. This will Run from now till **October 1st 2024**.



Once a general consensus was arrived on 5 subjects a

vote was taken and **'Floaters'** has become the odd title for this years Group Build.

So over the next 8 months members will build anything that floats on or just under the surface of the sea (or freshwater equivalent). Float planes and flying boats are included but not anything that just passes over the sea. (So that's **Yes** to a Walrus but **No** to a FRS1. **Yes** to a DD Sherman but **No** to a Calliope Sherman, a hovercraft is **Yes**, an Apache AH64 is a **No— you get it I'm sure**). Enjoy!

Above clockwise from Top: Dave B build's shown in January, Chris W had a near finished 234/1 with Bob L's 1/35 Tamiya BSA dispatch rider parked alongside. Mick Ellis with a wooden model underway of Efim Nikonov, an early Russian vessel. Para WIP by Chris S.

As well as the GB, two participation events were tabled, one a visit to the Historic Helicopter collection on 29th February 2024,

the other a 3.5-ish mile walk conducted by Richard Lane to visit the dummy U boat pens and 'tallboy' craters alongside Ashley Walk.

Ashley Walk on the north of the New Forest has beautiful views and free-roaming animals. But also of interest in this part of the Forest are historical links with World War II which Richard Lane is able to enlighten club members while on a nice stroll that can be combined with a pub visit for those who feel inclined.

The first walking tour is 20th May 2024 and provision should be made to dress appropriately for the weather conditions in May.

Distance: 3.6 miles (5.8 km)

Start: Ashley Walk, Roger Penny Way, Godshill, SP6 2LN

Point of Contact is Richard Lane who will provide full details on times, RV and other important information:



Exactly the same but in two scales, Airfix Sea Kings by Chris M.

The first excursion will be Monday 20th May but Richard aims to have a trip on a different day in 2024. See full details in box left.

That rounded of the night with Jon S needing some time to pack his Panthers as he'd been modelling with his son, and Mike Hobbs to take away the stack of Meteors he had gained.

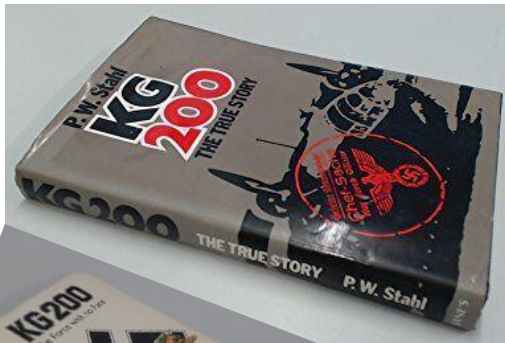


A whisker away from being finished Nick's Civil DC3 right and left, Bob's Nichimo KL-45 Kai Toryu.



Review: KG 200 the true story. P W Stahl. And the rest...

It could be said that we are living in the most enlightened times where information can be obtained in a few key taps on even the remotest of subjects. But I have found that in many ways the opposite is now true, too much information exists that often is a rehash of existing facts but like a game of Chinese whispers it has become altered. It only takes one outlandish statement on the internet to gain root and like a weed, keep appearing. The way algorithms work mean that even if it is receiving counter claims, the resultant volume of traffic on the Internet can mean a bogus fact becomes more viewable than a less contentious truth.



So it was while I searched for a little extra info on the Me-328 (article on page 6) I was surprised how much was written on what was an ineffectual design. I learned* of versions that could be launched from U Boats, with retractable wings, The Leonidas Squadron of German Kamikaze pilots and Atomic bomb carrying B-17s flown by Luftwaffe Special groups.



***No I did not 'Learn' of these things, but I sure did read about such flights of fancy that now pass as 'fact' in the Fake News kind of way.**

Chatting with Colin W we discovered that many years ago we had both read 'KG200 –the force with no face' a fictional story using some knowledge of KG 200 by J Clive and J Gilman. In fairness it is a fun read with one of KG 200's B-17s crash landing in Britain, the pilot happens to be the key player in Operation Ulysses so he is allowed to escape while under the watch of British intelligence to find out what the secret mission for Hitler is all about and once discovered they attempt to thwart the plan. I'm intentionally vague, no spoilers, but it has the normal run of heroes, honourable German pilots and Resistance love interests. And it was massively popular when released in the 70's with thousands sold.

But P W Stahl's 'KG 200 The True Story' is the book to buy for less Luft 46 fiction and much more of the true operational diversity and routine of KG 200's employment, Stahl in fact wrote the book to counter the fantastical fiction that was being written at the time, he is well placed to do so as he was the final commander of detachment OLGA I./KG 200 (it would seem that at one time four detachments were part of KG 200, IV./KG 200 however was a training and instructional unit so disbanded as the war progressed further against the Axis). His book became available as an English language version in 1981.

As well as interesting text there are many photos in the book showing captured Allied aircraft in Luftwaffe colours and insignia. Repairable Allied aircraft were pressed into transport roles with KG 200, not in the familiarisation and research role that the captured aircraft of *Zirkus Rosarius* had and thus painted up in more conventional night time colours as seen on most Luftwaffe aircraft of that time. Stahl explains the reasoning and use in detail.

It might be argued that since the 1970's more information has come to light than Stahl had, and that he only truly had access to his detachments records. Wikipedia only reference Stahl's book once in its KG 200 entry. But as Wiki references the fictions of J Gilman I think Wiki is just as erroneous in it's attribution of factual evidence, in fact it refers to further reading of a newspaper article in the US from 1977. I checked it out– it's a bloody article based on an interview with the author J Gilman (real name Jack Fishman) about his book! Hardly independent intelligence sourcing is it Wikipedia?

I came across in Stahl's book mention of 'SELBST-OPFERUNG, the 'Self Sacrifice' men as I had myself started to invest in the *Leonidas Squadron*, formally known as "5th Staffel of KG 200" according to Wiki. Once again I think this a latter day name invention, especially as no 5th Detachment was ever listed by Stahl and more importantly, the suicide aircraft would be piggy backed to the operational area so would more likely be part of I./KG 200 who flew *Mistel* Composites.

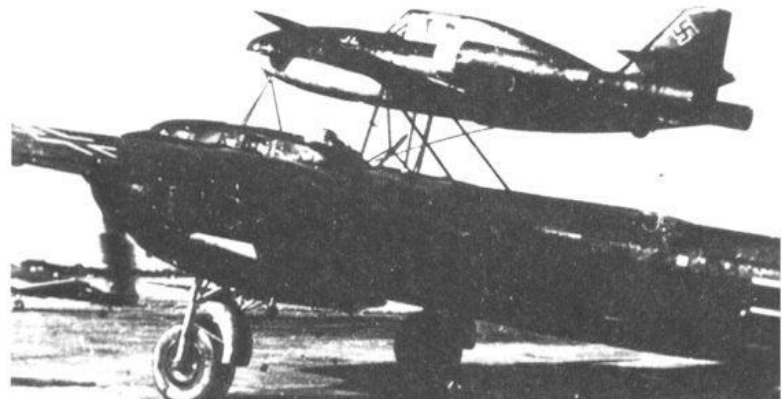


References to Me-328 are contained in Stahl's book but I cross referenced these with books by Dieter Hertwig and Heinz Rode to ensure I did not stray far away from reality while modelling at the edge of Luft 46 territory.



...the rest is... Me-328 Build and background.

I fear that combined with the previous page more will be written on the Me-328 than ever invested into it as a model. The kit itself is by Turkish company PM, one of those cheap kits that retail for less than £6.00. But before running through the model and despite my ramblings on KG 200, I have yet more to add regarding the Messerschmitt 328 and its still birth.



The Me-328 has appeared in a number of versions and marks within each version, but fewer than the number that appear on an internet search. Using the beautiful **Midland Press** books on **Secret Luftwaffe Projects (Ground attack and special purpose-Authors Herwig and Rode, Fighters-Schick and Meyer)** it becomes apparent that the reason the 328 appears often in German reports is that the design was submitted for many of the changing priorities that the RLM decreed for the war effort. Therefore we have the Me-328 appearing under project number P1079/16 as a light weight fighter of low cost, Messerschmitt used the same basic design in meeting an attempt to provide an aircraft powered by Argus pulse jets, project P/1095.

Using wood, a cheap and available material, and requiring glide testing of full-scale test beds meant on 16th March 1941 the design was passed to DFS (the German Sailplane research institute) and Messerschmitt's involvement slowed dramatically, it can be seen how development would now increase the variation. The V1 pulse jet proved unworkable for propulsion due to vibration but was tried in many configurations, and number of engines fitted. Having it as a parasite glider released into bomber formations was investigated and trialled in July 1941. From that a proposal to use it as a suicide glider dispatched in a reversal of the *Mistel* set up where a Ju88 or similar would launch the manned glider from its back rather than the Ju88 being the glide bomb with a piggyback Me109 as was employed by KG 200 Det' Olga. I could add more to this, but would never arrive at the building part of this article, but if interested Chapter 9 of Stahl's book has details of testing as well as referencing the books listed above.

1/72 Me-328 Build.

Okay, we are finally here, building the thing! The PM kit is basic, the kit states options for both the Me-328 V1 and V2, the only difference being the wings. I can say definitely that the V1 version was a glider so the long wings would be appropriate, but other than mention of 328B having a listed shorter wingspan and the fact that a suicide fighter would be launched more like a guided bomb, I have found no definitive V2 version.



However I decided to use the short stubby wings for the very reason I first started this project, when I thought the Leonidas Squadron was a real thing, as a 'Selbst Opferung' mounted on an Arado 240. Please note: this is pure 'what iftery!' There are no reports of the Ar240 being used as a *Mistel*, but the Ar240 was an underperforming twin engine aircraft that was built in small numbers to fill the Do17 and Ju88 dive bombing tasks. It was a flop so to my mind an ideal candidate for the suicide combination aircraft.

The single sprue of light grey plastic includes a frame for the *Mistel* set up, the parts have a slightly pebbly texture and a bit of flash around the edges. Separately bagged is a clear 1 part canopy and small decal sheet. As well as the (unmentioned frame), a simple support cradle is also on the sprue and that is shown in the instructions. I recall in the '90s this kit in an Airfix Do17 box as a *Mistel* using the frame, and I will of course be making use of it. I assembled the cradle though as it made for a display stand while waiting for the Arado Ar240 carrier plane to be built.



The cockpit is a one part floor with moulded seat and pedals, just add the control stick. The cockpit fits onto tabs inside the fuselage halves. There's room for improvement so I added a circular head rest as described in test notes and a simple seat harness. Spare decals for the dash board, 2 dials and 6 switches though that is probably 2 switches too many as launch and most of the flight's control was done from the carrier plane. The assembly of the rest of the kit was so simple it would be an insult to all club members to explain how



the 6 parts went together. The tailplanes were on the thick side, and a little sanding was needed to remove the joint line on the nose with a lot of sanding required on the belly to remove traces of a stepped joint.

The canopy was crystal clear, but very thick. It also had 3 locating pips that did not have

any holes to locate into so I sanded them off. The thickness of the canopy glazing prevented it sitting over the headrest so careful sanding using a drum in a Dremel removed a trough of plastic which I painted as internal framing once it cleared the inner parts. Period photos show different canopies having been used on the Me-328 and no framing is defined on the supplied part so I painted some Sellotape black and cut a very thin strip to make the break between canopy hatch at the front windscreen. Subsequently painting it the green of the complete airframe. If the suicide version had ever gone into production the forward canopy was expected to have been bullet proof and the canopy rearward opening to possibly allow the pilot to bail out; the German leadership psyche never fully committed to unconditional suicide so built in certain mechanisms despite improbability of success in achieving escape at the last minute from the plunging manned missile. It is also interesting to note; Germans did not know of the term *Kamikaze* until after the war had ended.

The 3 part cradle was scrapped with a razor saw to give texture and painted and washed to bring out the wood grain effect. Here some deviation becomes necessary. The kit decals were useless as the white was out of register. I ended up using 1/35 decals from Tamiya, Trumpeter and Revell to come up with suitable markings. Revell provided the red and yellow stripe on the green segment of the nose. I took this from an often seen warhead on V1's where the explosive segment was added and painted differently to show crews the dangerous nature of the warhead. The 'What If' element of the build caused me to add tiny swastika shields along side the cockpit as it occurred to me only a fanatic would likely pilot such a mission and would appreciate such heraldic devices. These came from Tamiya 1/35 helmet decals.

The final detail took the longest to make, a scratch built tiny twin bladed propeller at the nose similar to the timing device on a V1, used to prime the fuse on the warhead after so many revolutions during flight, a basic safety measure.

Sibo.





KESTREL: 1/48 Harrier conversion.

Hawker Kestrel conversion by Colin Whitehouse. With Thanks to Nick G and Tony L for input.

Nominally this started life as a Tamiya kit but there's not much of that left now other than the nose and some of the tail. Talking with Nick G at SMW in 2022 about his excellent Gold medal winning Kestrel, I decided to finally build this model which has an important place in my British prototypes collection.

Following his advice I sought out a Tamiya GR3 kit which has the best overall shape of the early Harriers. The main difference between the production GR3, the earlier prototype P1127 and intermediate Kestrels was the forward fuselage. The shape of the latter was based on the engine with different intake configurations which tried to ensure sufficient air is ingested at the hover while the engine is not choked at high speed. The final solution of course was the 'suck in doors' with a larger diameter fuselage we are so familiar with on the final Harriers. Pictures at the head of the page show some of the variation.

The fin, tail, wing, undercarriage and nozzles all needed to be changed to get to the Kestrel. Following the discussion at SMW I got a kit and started in an unconventional manner as I usually do when making a major conversion. Tackling the hard part first I filled the intakes and fuselage sides with Milliput. This allowed me to cut away the more bulbous fuselage while retaining the nose and tail in roughly the correct positions relative to each other.



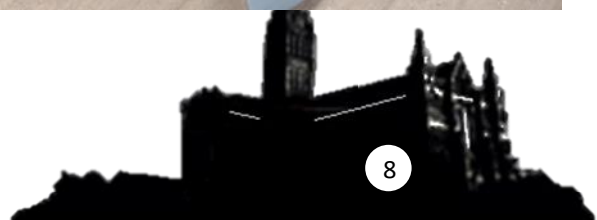
The Tamiya kit comes with a 'complete' engine and the fuselage has a removable panel to allow this to be seen in situ. The 4 part wings fit into each side of the kits fuselage meaning getting the dihedral correct without much fuselage left would be a challenge. To make things easier I used a spare wing from the Kinetic GR3 kit I had already built. I'm not sure why Kinetic give 2 wings but I had a wing with the correct dihedral just no flaps or ailerons. The wing assembly allowed me to work on the fuselage fit and to keep test fitting the wing during the process.

To get the fuselage symmetrical with parallel sides I thought a belt sander was the ideal tool. Unfortunately the belt sander in my 'Man Shed' was under repair so I was forced to pause while it was repaired. It took until October when I was finally able to get the model on the sander and in about an hour I was able to grind away most of the original fuselage and upper wing plus quite a bit of Milliput until I arrived at the required shape.

I took the rough model to SMW for another discussion with Nick in November 2023. Re-enthused I cracked on to get it finished. New motto, '*Never build a major conversion in a natural metal scheme*'. I lost count of the number of rounds of paint, sand, fill, paint sand fill etc required to get the fuselage smooth enough for a natural metal finish. Eventually I got there and fitted the wing ready for another few rounds of sand and fill before it blended in correctly.

While the work on the fuselage was drying I built the other parts. The nose undercarriage came from the Tamiya kit while the main bogie came from an Airfix FA2 with wheels from the spares bin.

The outriggers were spares from the Kinetic GR3 but with the covers cut away.





The Tamiya horizontal stabilisers did not have the inner plates but I had a pair of resin ones from Heritage aviation. When I tried to fit these I realised the pack contained 2 starboard ones so I was obliged to make the plates from card and fit them to the Tamiya parts after all.

The nozzles were a major headache since none of the several sets I had looked anything like the Kestrels'. The early ones had a lot more louvers than the production ones and after much deliberation and experimentation I finally got there by cutting the louvers away from a resin set and adding new ones made from a PE fret.

Other changes to the airframe included removal of the small intake at the base of the fin, slight change in fin profile with pitot tube installed near the top.



Fairings for the front nozzles were made from drop tanks in the Tamiya kit. MB 3 ejector seat came from PJ products and sits in a cockpit tub from Neomega. The Tamiya canopy still fitted although the rear vents had to be filled in. The wing tips were cut away since the Kestrel had the short span wing with the outrigger wheels at the tip. This is strange since the P1127 had the wing tip extension of the later GR3. While Kinetic provide a spare wing, you only get 1 set of flaps which I had already used. The Kestrels' were cut from the Airfix FA2 wing and modified to fit. Following all the filling, the vents in the upper fuselage were cut in and the other scoops added. Nose undercarriage door is from the Tamiya kit with the main door based on the Airfix airbrake. A Swarovski crystal provided the landing light while another replicates the camera lens in the extreme nose.

After many test colours for the final finish I settled on Alclad aluminium over white as the base coat with the bronze shaded areas done with Alclad 'Pale Burned Metal' and 'dark Aluminium for the wing upper surfaces. The last challenge was

the decals which are of course unavailable. A couple of nights on the PC gave the basic shapes which were digitally 'cut up' and re-assembled to give the roundels and the bar code like fin flash. These were printed by Tony L since my printer couldn't manage it!



Simple Fix : The opposite of kit building.

I'm not sure how common it is, but I've done it once or twice; bought an old part built kit, usually of something extremely hard to find in the belief that I can strip it down and make a go of it.

Truth is it's a lot harder to disassemble a model than it sounds. We build styrene kits so for the most part it is styrene cement we are trying to undermine in order to separate the plastic parts.

Joints glued with modern liquid glues (Mr S, Tamiya Extra Thin, MEK-Plastiweld) are 'fused'. The solvent softens the plastic parts and when brought together the pieces fuse into one, if you have applied the glue heavily you may see the softened plastic ooze out of the joint. No counter solvent such as Acetone will remove the glue as it has become a single part. Sawing or cutting is the only option but you may be lucky if parts shear at the joint line due to ineffective 'welding'. Thicker tube glue or older style cements often applied to joints sparingly and used to stick rather than weld the plastic may be more successfully separated. Freezing the assembly makes the bond brittle and with applied pressure can split along the joint. An old model glued with tube glue may also 'fall apart' due to the glue becoming brittle with age.



If you are ungluing a recent join try and use the same glue to soften the attachment point as the solvent re-activates the first application. All these suggestions are messy and have varied results so beware and plan accordingly. I have had some success with freezing but scoring with a scalpel was also required for the stubborn areas. Note: This article is for Styrene cement only. Other glues deserve a separate 'fix', article.

Simple Fix 2 : Don't be a Mug Monster.



It is great to enjoy a tea or coffee on club night, all free with no hassle. But nothing is more of a pain on a club evening than for the last members who are finishing the close down of the hall to find a lone mug left on the window ledge or on a radiator cover.

In this, the most simple of simple fixes I have edited so far, a request to ensure if you have enjoyed a brew then please take it back to the kitchen. Normally the sink is a bit crowded so you may not be able to clean it yourself but it really helps not to just leave a mug on the fold up tables for someone else to sort.



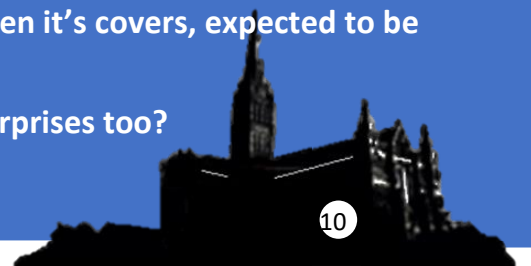
It seems paper catalogues are a rarer thing these days. Revell stopped distributing catalogues a few years ago and Bachmann combined all their railway ranges into one in 2022, while stopping altogether the Pocket bond sheets. Airfix though continue to produce a colourful catalogue alongside their Hornby sister, both available at Salisbury Model Centre.



Some tempting new tools announced between it's covers, expected to be released through-out the year.

And maybe like 2023 some un-announced surprises too?

(More on REVELL over Page)



2024 Revell Sneak Peek.

Wow! I feel like a real editor as I was invited to the London Olympia to visit the Carrera Revell stand at the London Toy Fair in January 2024. While not a hobby fair (and those are almost a thing of the past now) Revell are part of a bigger group that has a number of toy ranges hence them being collocated at the venue. I was mightily excited with what I saw and hopefully can relate a lot of that to you. Even the things that were not yet fully developed for release.



Firstly a few things I noticed overall regarding Revell. Their pricing has stabilised after seeing some increases that didn't always appear to jive with the content, this reportedly due to Brexit. The RRP on many of the releases of existing Revell tools showed less increase than expected and some of these kits were big. Examples? 1/144 Airbus A300-600 'Beluga' £36.99. " Kit set ' Air Defender 23' which includes a 1/144 A400m and a Tornado both in German markings but with unique American stars and stripes tails to mark the NATO exercise, £49.99. Biggest of all the 6 engine BV222 in 1/72 at £49.99. All the 1/24 car kits have been brought down to below the £40.00 price point.

But Revell have also embarked on a different modelling tact, one that has been tried by other companies before, the Exclusive Edition. The high price point on these has nothing to do with the basic plastic kit, but the boxing will have exclusive artwork and lavish decals, a full colour photo reference book and details of the actual example portrayed as a model, the Typhoon at top right being an example. This exclusivity is reflected in a £99.99 price tag, aimed at the collector as much as the model maker.

Outside of military subjects Revell continue to offer variety. 1/16 Fantasy figures, re-release of HMS Beagle (Darwin's Ship), new Star Wars models of their own tooling design alongside the higher fidelity Bandai kits Revell distribute. This year I expect their 'Speeder bike' to do well, probably in contention with Airfix's Chinook as 'kit of the year' in sales alone. Also previewed were the 3-D puzzle style models, some being quite sizable.

Simplistic in realism but clever in design, these may be a gateway into proper plastic modelling for many. Revell kits are stocked by Salisbury Model Centre.



Weather report

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

Wood appears everywhere, both in natural form or when fashioned as a building material and the variations of coating means it can look a multitude of ways, often seeming to be something other than wood itself. With that in mind in this issue only one type of weathering is looked at; exposure to damp conditions on wood. Not painted wood, or rusty due to nails in the wood or even rotten trees, just good old building timber as you'd find in use on a Russian peasant house on the Eastern front, a quay side mooring, discarded rowing boat or even a dug up Mosquito aircraft wreck. Two things directly relate to how the wood will look, the age and time of exposure and the amount of wetness the wood has been exposed to. The weathered state is compounded if other factors have been able to exploit these 2 elements such as insect infestation, moss and algae growth, fungus and 'Checking'* These dramatic effects are of most use to buildings in Dioramas but it's good to experiment and show the club your ideas.



Above: German troops in SdKfz. 251 halftrack vehicle, Russia, Aug 1943 Picture credit Etzhold: German Federal Archive. Bottom left: Candle stick holder recovered from the 'Mary Rose' in amazing condition as air and fungus was prevented from attacking the wood due to its complete submergence. Danger now comes from the wood drying and cracking as it shrinks as well as acids forming that were unable to when in water.

A- Exposed timber that has been treated with preservative. Sun exposure has faded this allowing some fine algae growth to turn wood green.

B- Damp wood that has been burrowed into by insects.

C- Old wood that has minimal damp.

D- Same age as C but excessive damp from rain and water exposure making it look burnt.

E- Good timber that has 'Silvered' from sun and rain, not sat in damp conditions so still strong. The colour change is due to the degraded lignin being washed out of the wood. The fibres that remain on the wood surface are high in cellulose content and are whitish to grey in colour, and are more resistant to leaching and degradation from sunlight.

F- New untreated wood that has a tan appearance compared to the look of older, but sound timber seen at E.

A

B

C

D

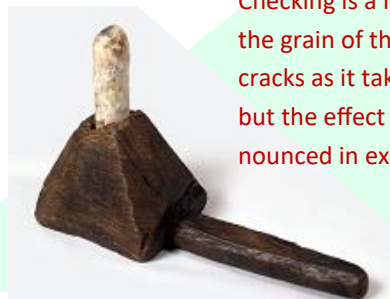
E

F



*** Checking...**

Checking is a length ways fissure in the grain of the wood. All timber cracks as it takes on and loses water, but the effect is more likely and pronounced in exposed areas.



EVENTS CALENDAR

<u>February: 2024</u>	
6th	Agree topic for 'Same kit' Group build for September completion.
10th	Tank Musuem Model Show.
20th	Demo night; 3d Printing. Colin W
29th	Historic Helicopter collection Visit POC Colin W
<u>March: 2024</u>	
5th	Talk by Brian Rose, Israeli Merkava Tank.
19th	Helicopter night; Anything rotary wing
<u>April: 2024</u>	
2nd	Demo night, 'Making it pop'. Achieving IPMS standard finishes Paul Capon.
7th	Yeovil Model Show BA21 3EP
13th	Poole Vikings Model Show. Club attending.
16th	NATO 75 th Anniversary models, Talk 'Soviet Tactical Advance' by Sib0.
<u>May: 2024</u>	
7th	Club Kit sales. Internal kit swap in advance of June show. Paul Capon
12th	Model Show Tangmere Village hall. PO18 OEE
21st	Annual Memorial Shield Competition and Model Show briefing
<u>June: 2024</u>	
1st	IPMS Salisbury Annual Model Show
4th	Model Show debrief. Chris M
18th	D-Day 80 th Anniversary theme night
<u>July: 2024</u>	
2nd	Demo night; Dioramas Sib0
16th	Swingers 50 th Anniversary swing wing Aircraft.
<u>August: 2024</u>	
6th	Club Summer BBQ or Pizza night
20th	Demo Night, Resin Kit building, Colin W
<u>September: 2024</u>	
3rd	Militaria presentation by Ray Rodda
17th	Final of Group Build and votes. Alternate date if required.
<u>October: 2024</u>	
1st	A Bridge too far; Arnhem Evening C Southwood. GB Reveal and votes.
15th	Chairman's Quiz night
<u>November: 2024</u>	
5th	AGM and Telford preparation
8,9,10th	IPMS Scale Model World Telford
19th	Telford debrief and goodies bought
<u>December: 2024</u>	
3rd	Night at the model shop & Club Dinner
17th	Individual Table Model Shows & Mince Pies night.

Richard Lane brought to my attention that the **Museum of Army Flying** are still conducting **on line lectures**. The link below takes you to a booking portal.
[Buy Online Lecture Series Tickets online - Army Flying Museum \(digitickets.co.uk\)](https://www.digitickets.co.uk)
 Recent lectures include female Chinook crew, Balkans Heli Ops and a Spitfire named Connie.



Your Club - Clive 'Oz' Osbaldeston



Hi Oz, thanks for re-introducing yourself to the club as a fellow modeller and local model shop owner.

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

My first memory of model making was watching my Dad build an Airfix 1/72 Stirling, I think I was even allowed to stick some bits together. Initially I worked through the Airfix/ Matchbox range with my pocket money and a big 4 engine build for Birthday and Christmas. My uncle would build me a model for my birthday and when I got to the age of 8 or 9 he would send me a kit to build myself.

Through my early and teenage modelling years like most I became a modelling junkie, doing odd jobs to buy the next kit from either the local 'Bagnals Models' in Walsall or the newsagents near my Nan's to buy my next plastic fix. As I moved away and started my Military career I continued to build, this is when I moved from aircraft to armour. The reason? As a 'room inspection' distraction. The inspecting officer would be drawn to the kits as apposed to the beer in the fridge. We are definitely living in the golden age of modelling with the availability of subjects that we could have only wished for as teenagers, this is what keeps me coming back for more and I've gotten a little better at building since my plastic junkie days of finishing a build and painting it within a couple of hours.

2. Do you have a particular modelling interest?

My main interest is WW2 Dioramas as I find modern armour a little boring. Due to limited space in my Army Quarter, I couldn't be building lots of kits. Popping it on a diorama would increase the build time and also allow me to add figures, buildings, trees etc. Diorama's allowed me to recreate photos from books or at least use them as inspiration to do something similar. Additional research into units, vehicles, the people in the photos and location was also enjoyable. A build could take anywhere from a month to three years (depending on my OP's cycle).

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

Pick a favourite? This one is difficult as I have enjoyed all my builds, if pushed then out of two, my Miniart European tram or the Trumpeter BR86 scene. The tram was a really interesting build as you don't see many at shows that aren't blown up or have 88's sticking through them. I did mine in working order with the additional set of civilian figure, it allowed me to break from the usual field grey or olive drab paint. The BR86 scene grew arms and legs as it started out as a Command Tiger tank from the Grossdeutschland Division in a siding in Romania I had seen in a picture, I then added the BR86 (this may not be historically correct) but didn't stop there I added a second stretch of track with a 50 ton platform wagon with a Panzer IV H and a general railway gondola. There was going to be a latrine in the middle but it didn't quit fit so I opted for a German Shepard and guard walking between the tracks.

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

These days you will find me behind the counter at the best model shop on Fisherton Street as I now own the Salisbury Model Centre (2nd dream job). Previously I spent 26 years with the Royal Artillery (1st dream job) initially firing rockets with MLRS (definitely the coolest thing a 17 year old can do in the Army) and later I remotely flew Unmanned Air Vehicles (UAVs), more commonly known as Drones. The benefits of model making are well known. Maybe because I have been model making for years and have always used it to relax it seemed obvious until I started volunteering for Models For Heroes (M4H) in 2017, it was only at that point did I see the benefits in others. I do enjoy modelling prior to shop opening, I will come in slightly earlier to do a bit on a kit and it sets me up for the day; maybe its down to exposure to the various solvents?

5. How long have you been a club member?

I'm not 100% sure when I joined the club? It may have been after a conversation with Malcolm Childs (M4H Founder) who thought it odd as a model maker I wasn't part of a club. I had been to the Salisbury show a few times and even entered the competition receiving a highly commended, Even though I lived in Larkhill for years it was due to work commitments that I hadn't joined earlier.

6. What are you currently working on?

Last year I've been working on a large project with 2 builds, the 1/35 Thunder Models Scammell Pioneer tank transporter and the 1/35 Miniart Grant Mk II, this is a simple diorama of the tank being loaded onto the transporter with the tank crew brewing up while they wait. Set just before the second battle of Al Alamein in October 1942.

The build is finished,

I'm just working on the figure positions and general addition of various bits and bobs.

Thanks Oz, Ed

Background: Oz's 1/48 Harrier, further pictures of Clive's models on page 16.



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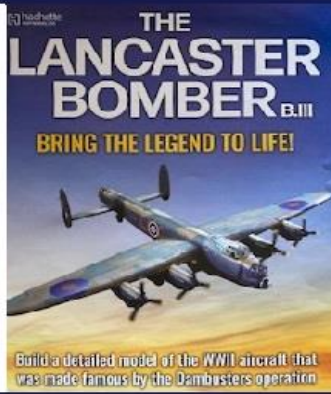
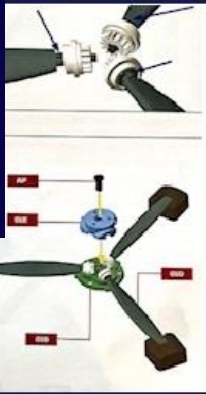
'The Lancaster Bomber' magazine published by Hachette Partworks as a weekly magazine, recently available again over 130 issues, allows the builder to make a 1/32 scale model of an Avro Lancaster, previously S for Sugar, This release is the Lancaster B Mk III as piloted by Guy Gibson, the Dam Buster. It seems that the resulting cost of this partworks is at odds to what you can get as a kit by Border Models or HK but it is worth highlighting what is so different.

Instead of familiar styrene the part-works is made of pre coloured Diecast metal, with plastic for fine details, steel screws to assemble and a host of features such as retractable landing gear, lights and sound effects. As an example the detail below shows intricate gearing that allows all the props to be feathered simultaneously.

But this results in a model that looks less refined than a plastic construction kit more like a diecast collectable when finished with gaps in panels.

Which brings me to the crux of this article, do modellers look down on part-works? I know that a few years ago a model submitted in the Contest at our show was looked on poorly by other contestants, yet many of the skills used in kit construction would have been used and as Richard Clarke can attest with the large automobiles he has made, these models can be made to look very impressive with a skilled modeller really improving what is supplied. I am making the Millenium Falcon, refining it as well as completely repainting, easily as much effort as an Airfix kit.

Value for money is a personal choice and we don't judge people on what kits they buy, should we judge them on the type?



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 & Rants to : newsletter@ipmssalisbury.co.uk

From: IPMS Salisbury Chairman.

To: Paul Regan, IPMS National President.

08 December 2023

Feedback on Branch and SiG leaders Meeting at SMW 2023

Dear Paul,

Many thanks for your address to the Branch and SiG leaders at this year's SMW and the prelude last year. Your comments from the member questionnaire were enlightening and we look forward to the full results. While we await these and the feedback from this year's SMW regarding income and footfall, I thought I would share feedback from our members on the topics raised.

You noted that 58% of IPMS national members did not belong to a branch or Sig which surprised us all. However of the 36 members of IPMS Salisbury, only 25 are members of the national body. The activities of IPMS Salisbury must therefore be suited to both national members and non members. At our AGM in November prior to SMW we had a discussion based on the 2022 Branch leaders meeting. This was followed up by another discussion after SMW, the outcomes of which are below.

Firstly the members were against IPMS Salisbury subsidising the National body or SMW since it does not benefit all our members. Our club has to be self funding and receives little from the National body other than some insurance which is primarily for the individuals not the club.

Secondly was the view that without the clubs there would be no SMW. However with your comment about most members joining just to attend SMW and receive the magazine, then this argument loses weight. It then becomes more about whether SMW should be a trade fair paid by the vendors or a model show paid for by the visitors. It would be interesting to know whether people visit SMW for the traders or to see the models?

The outcome of our discussion was that the current situation of receiving 1 table free while paying for the other from our club funds is acceptable. The price of the 2nd table is less contentious but with only 200 clubs and Sigs, even charging an extra £5 would only generate you an extra £1,000.

So if the national body requires more funds for SMW and the bulk of the members are only joining for SMW, then we believe the membership fee and entrance price to SMW should increase rather than charging clubs more to participate.



(IPMS Feedback Cont')

Based on the numbers mentioned in the meeting, 5,000 members paying an extra £5 would generate the £25,000 necessary to fill the gap required to hire hall 3. Given the choice of paying £28 to see 2 halls of SMW or £33 for 3, then the latter would be our preferred option. We would therefore prefer an increase in member costs rather than more fees for clubs.

We were not in favour of paying competition entry fees, even though we accept this is normal for smaller club shows, including our own, where £1 per entry pays for the prizes. The competition is a big draw and charging might reduce the number of entries and hence it's attraction.

The other topic discussed concerned the magazine. Although the members accepted the option of having a the magazine as a soft copy, almost everyone said they would pay a higher fee to receive a hard copy. We therefore would not support the split fee option proposed. With most modelling magazines costing £55-£65 for 12 issues, the current IPMS annual membership fee actually covers the cost of 6 issues of the IPMS magazine alone.

Note; Dave Berryman, although a member of IPMS Salisbury, was not at the meeting when we discussed these points!

I hope you find this interesting and useful. Should you require any more comment please feel free to follow up.

Regards

Colin Whitehouse

Member 10999

Chairman IPMS Salisbury

Chairman - Colin W: modelclub@ipmssalisbury.co.uk

Branch Secretary - Tony L : secretary@ipmssalisbury.co.uk

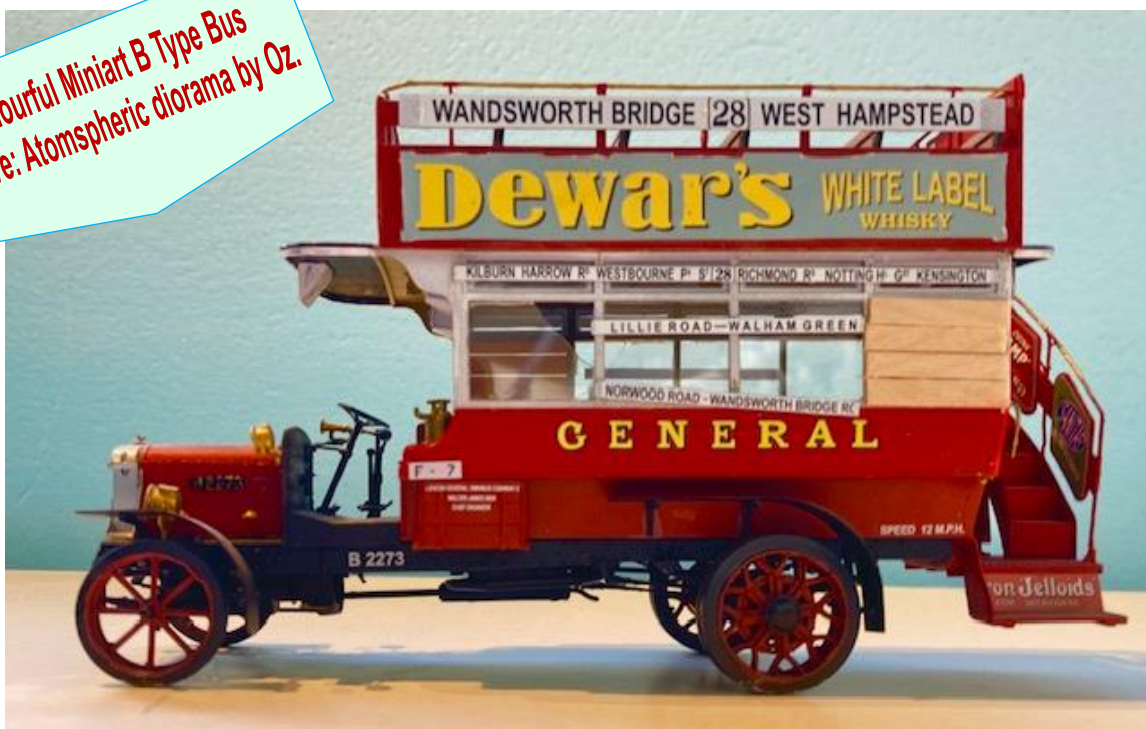
Show Organiser- Chris M

Newsletter - Sib0: newsletter@ipmssalisbury.co.uk

Website Custodian - Richard C: webmaster@ipmssalisbury.co.uk



Colourful Miniart B Type Bus
Above: Atmospheric diorama by Oz.



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@ipmssalisbury.co.uk with any questions, concerns or content. Thanks, the Editor

Your Health.

The Club Chairman sent me details obtained from an ill New Zealand modelling friend that he thinks prudent to be disseminated to all.

We all are aware that certain chemicals in paints, solvents and resins can be harmful and you are encouraged to use the protective equipment that best suits what you are doing at your work bench as well as taking breaks away from the confined area that most modelling takes place in. But I still lick my fingers and smooth away Milliput (to list just one bad habit) so read on.

A new study has identified increasing levels of nanoplastic pollution in the environment, (nanoplastics are less than 1 µm in size ie dust or smaller) with tests on mice highlighting a potential link deemed worthy of exploration between nanoplastic pollution and the propagation of fibres in the brain which can cause Parkinson’s disease and related dementias. The Parkinson’s foundation has abridged the study down to a semi-scientific document. Grim reading but can be found here:

<https://www.parkinson.org/blog/science-news/plastic-waste>

Major Model Show at the NEC in April 2024.



“Brand-new for 2024, Model World LIVE is brought to you by the organisers of the Great Electric Train Show to bring together railway and scale modellers at the National Exhibition Centre in Birmingham.”

Held at the NEC Birmingham for 2024 it is an evolution from the Great Electric Train Show held later in the year with host and organiser Key Publishing expanding the scale modelling side with sponsorship from Bachmann and their model kit subsidiary Pocketbond as well as others in the hobby and model railway industry.

In part it will fill a gap on the railway calendar as premier show ‘Warley’ will not be happening in 2024 but it’s embrace of scale modelling is also welcome. It could become something big in the world of modelling exhibitions?

Key Publishing produce Hornby Magazine and Airfix Model World so are well connected to all aspects of the hobby which hopefully means a good show with a decent report to follow in the April Newsletter.

Event runs 10am-5pm Saturday and 10am-4pm Sunday April 27th and 28th.
Sibo



Mil Mi-24P 1M. An evolved Hind gunship.

Looking like it’s made from Lego blocks rather than a modern digital cam scheme, I had to look twice when I spotted this Mi-24P 1M. A modernization of Mi-24P helicopters, fitted with a new modular direct infrared countermeasures system, autopilot able to conduct landings, improved power supply unit and OPS-24N-1L navigation and targeting station. It has also an option for an active electronically scanned array radar. This type of scheme is common at trade shows to grab attention.

On page 61 of this months Airfix Magazine is an advert for COBI– a brick building system akin to LEGO. Unlike Lego, Cobi do military models. Impressive as Lego and similar are I can’t find the same enthusiasm for them and don’t feel it’s right to call them models, they lack that extra level of skill and artistry required by a kit. Maybe this picture enables both worlds to come together?

