

IPMS SALISBURY

Nov -Dec 24



TAKE A DEEP BREATH...

IT'S THE

CHRISTMAS

EDITION

Xmas Joke: A hyphenated word and a non-hyphenated word walk into a bar and the bartender nearly chokes on the irony.

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Tempest in 1/72 by Nick and top
1/48 Tomahawk by Chris S.

FREE GIFT INSIDE!

Really? The final edition of the year? And 2 years worth of newsletters done? It is true what they say, time does fly when you are having fun. But the cry for next year is the same: the newsletter is better with your contributions so if you are teetering on the edge of writing something why not make 2025 the year you do?



It doesn't have to be perfect as it's the editors job to tweak what arrives and pictures can be taken at club nights if you don't have the ability. Even handwritten submissions are welcome (and have already featured once typed up as the MG-34 article by Ray Rodda (Apr 24) proves). But that's for next year. This end of year edition is as packed as always. In fact I ran out of room as content kept arriving so the reference pictures I gained (while enjoying some exposure to awesome military equipment - above) will have to wait for a suitable issue.

I hope you enjoy this Christmas Edition it's slightly longer than last year as rather than do an extra issue of brain teasers and longer reads, it is all here instead.



Club news, articles and regulars but from Comms Check onwards a few in depth articles for the quiet part of the season including more from last years real history piece on Geoff Bushell and a couple of puzzles to amuse. Happy Xmas to you all:- Sibo

Novemeber 5th was an intimate club night with a lot less in attendance than normal, but that meant good conversation was easy and the models brought in were viewed in detail. Bob actually did not have his latest build, the 1/72 Revell Lancaster but brought along some old school photos of it. It was a gift so given away but the photos looked so good I asked him to send me a digital copy. Also present but I skipped on taking a picture, were Nick's Sea Harriers along with his gold from SMC. It was nice to see



them in the flesh but you'll have to check the Oct newsletter to see his prize winning FA2. He did have a Tempest WIP on the go, with other WIP's on show from Richard Clarke (a big 1/24-1/25 combo of truck unit and car transporter trailer, ideal for displaying the large number of cars he has



built over the last few years), Paul Capon and Mike Hobbs

Editor's hello and latest: Tying up club night info and a note on what the in house show had to offer.

Articles: In depth build from Nick W, Airfix Tempest.

Weather report: Weathering reference, followed by a free gift (of sorts).

Events calendar: All of 2025 Club night events and show dates.

Your Club: Get to know Tony Levitt.

Comms check: All the stuff that makes for a great club newsletter, December's Flashmod, a further article on G Bushell and some Xmas puzzle fun for the brain.



MODELS FOR HEROES

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.



built over the last few years), Paul Capon and Mike Hobbs





both had interesting and challenging looking builds in progress. Paul's was an odd resin material from a Soviet manufacturer of an early armoured car. Paint merits were in discussion as Tony Hawkins has used his recent increase in output to also try some different brands and types. His 3rd build in quick succession is another new style Airfix kit, a P-51 Mustang, this time using Mr Hobby paint.

While the first night of November was quiet, the opposite was true of the 19th as it was post Telford and also the return of the Chairman with a rather good raffle. Steve was also busy renewing membership.

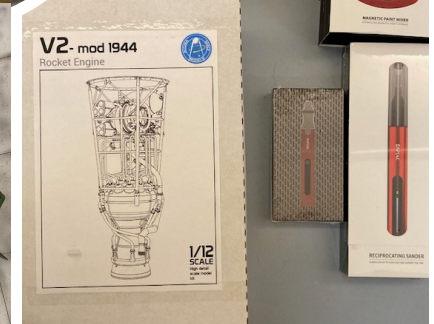
8 members won from a variety of items and club funds were increased. The higher numbers in attendance meant a lot more tables were needed to display works in progress, purchases, completed models and just things brought along for interest. Ray was also sorting the annual Christmas meal out for the members wishing to attend. Jon Stanwix had 3 builds on the go that will come together as one piece once completed. His fine work on the 1/35 Border Models SdKfz 251 D was evident.

Chris S had a few finished models (his Tomahawk is on the cover) as did Bob of course with more aircraft. Phill seemed to have his F35B from Tamiya built in double quick time, but of even more interest was his Telford 1/12 purchase of a V2 engine. Don also had cast a wide net at Telford with 1/24 SAS figures and tools aplenty.

The club started December in busy fashion with a Virtual Flashmod running 30th, 1st and 2nd that 8 members took part in, then the 3rd was club Xmas dinner at the Everest Nepalese Curry house. It was a really good night, and food was plentiful. The staff were kept busy serving, trying to match the pre-orders with what actually came out. Only Tony never got a desert that he had ordered. Good news; it did arrive and as he had left Sibbo took one for the team and ate it. The club also raised £130 for Indian Micks Charity event. Richard followed up the evening on the 4th by opening a voting page for the Flashmod, a twist to normal in having everyone able to vote on the 6 hour builds. More on page 13.

Final club night of 2024 was the customary mince pies and yule log accompanying the members own table shows. 8 tables of models with a wide range of ideas and themes. This year the in house award went to Paul C for a display of medal winning models. Colin Christopher was unable to present the trophy but had left it with Oz. A fuller account is over leaf with more of the night's pictures on the website too.

See you in 2025 for more model goodness, events and club activity.



Top left: Richard's neat looking 'Honey M3' tank. Above and left: club events and models as discussed.

Club in house show 17th December.

Final club night of the year and a couple of traditional events plus the Flashmod vote reveal (see last page). The in house show had slightly less tables this year, but 7 members brought in model collections with 6 submitting their tables for judging.

Table density varied, Paul Capon and Nick Williamson had covered their cloths, Nick with a FAA Jet assortment and Paul a range of 1/35 tanks, figures, busts; even a building. But for sheer volume off models, all aircraft, Bob Leach had 45 models on display all built in 2024. At the other end of the scale was Sib0 with just one model on show, still representing his year's effort though. Richard Clarke brought along a few of his larger scale



model dioramas to highlight his favoured direction in taking a standard idea and doing something different. The Chairman's display was backed up with a lot of interesting information regarding the progress of aircraft development and the increase in 'World speed records'. Lastly Tony Levitt went through his year's activity showing the headway he had made in learning about his new 3D printer.

The show was one part of the tradition, the mince pies went down well as the second part, along with some chocolates on Richard's stand. Nice touch Richard but it didn't effect voting as Paul Capon gained best stand for 2024.

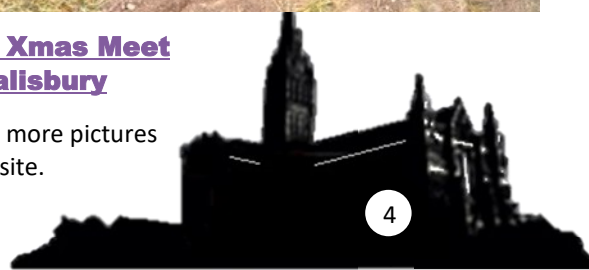


The recent Flashmod builds also made an appearance, some having been continued to be worked on by the participants. Colin's Bug was a bright spot on the table.



**16th Dec Xmas Meet
- IPMS Salisbury**

This Links to more pictures
on club website.



Article: Roland "Bee" Beamont's Hawker Tempest.

Building the Airfix 1/72 Tempest by Nick Williamson



I imagine that Roland "Bee" Beamont needs little introduction. His exploits as a WW2 fighter pilot are well known, spanning almost the entire conflict from deployment as a Pilot Officer to France in 1939 with 87 Squadron, to chasing V1 flying bombs as a Wing Commander in the summer of 1944. In between he spent a period of time as a test pilot with Hawker and oversaw the introduction of both the Typhoon and then the Tempest to RAF service. Post war he worked for English Electric and test flew the Canberra, Lightning and TSR2.

What I didn't know about him until relatively recently was that he used to own a house in the village of Pentridge, between Salisbury and Blandford - where a friend of mine (with a keen interest in military history) now lives. As model makers I think we sometimes like an excuse to build something for someone else, and this seemed like an ideal opportunity to put a model of one of Roland Beamont's aircraft into the house where he used to live.

Airfix made the task significantly easier for me by releasing, in 2022, a new tool 1:72 kit of the Tempest Mk V including s/n JN751 in Roland Beamont's markings. As a Wing Commander his aircraft carried his initials rather than squadron codes.

My copy of the kit came cleanly moulded in Airfix's now older style pale grey plastic. There are options for wartime and post war wheels and tyres, drop tanks in clear plastic - also a post war option I think - a choice of two spinners and a pilot figure. The builder also has the choice of "gear up" if they prefer. The total parts count is 72.

Building the kit is relatively straightforward. The cockpit features a seat with a nicely quilted backrest but no harness. The compass and gunsight are a single clear piece that attaches to the rear of the instrument panel - but I found the gunsight interfered with the fit of the windscreen later in the build and some of it had to be snipped off. There is a decal for the instruments. With the cockpit opening of a Tempest being particularly small and most of the interior being black, you will see very little.



A small amount of fettling was required to get the large chin radiator to fit snugly into the lower nose. I was happy with the fit of the wing roots to the fuselage on the upper side. Underneath there is a bit of a step behind the trailing edge of the flap on one side, but not the other. Viewed from head on I did have to manipulate the tail planes a bit to get everything looking "square" - but overall I would say that construction was pretty simple.

I'm not the most diligent of researchers, but a quick Google of JN751 revealed that it was from the first batch of 50 Tempests built. As such, its fuselage had been constructed as a Typhoon and would have had the distinctive reinforcing "fishplates" around the rear fuselage. I cut some micro strip into tiny rectangles, glued them on and then sanded them until they almost vanished. Another quirk resulting from the Typhoon fuselage was that the mating point where the main wing spar meets the fuselage was designed for the much thicker Typhoon wing. As a result there was a bulge at the wing root on each side that covered this attachment. I reproduced these with a blob of carefully applied Krystal Clear. With these modifications done it was time to apply some paint.

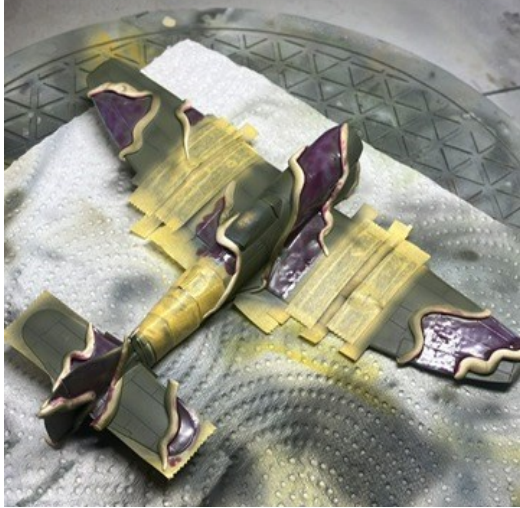
Recreating Beamont's aircraft means D-Day stripes. Airfix provide these as decals - but such large areas of pristine decal never strike me as looking quite right so I decided to paint them. When added to the sky fuselage band, the three main camouflage colours and the yellow identification stripes on the wing leading edges (which Airfix also supply as decals, but which I also elected to paint) and the spinner, it makes for quite a complex scheme!

After my usual pre-shade of the panel lines with Tamiya Nato Black, I started with the Sky fuselage band as I felt it would be easier to mask this off first.



After the Sky came the white, with which I covered the whole area of the D-Day stripes and used this as an undercoat for the yellow wing leading edges. It is very convenient that Tamiya 6mm masking tape is exactly the correct width for the D-day stripes, although the tapered shape of the fuselage meant that I used their 2mm tape for curves to set the edges for these. (As Airfix note in their instructions, the foremost white fuselage stripe is slightly wider than the others).

Once the white sections of the stripes were masked, I sprayed Nato Black, taking care not to apply too much paint and allowing some contrast between the panel lines and panel centres. With the stripes complete, I masked out the black and then moved on to the yellow leading edges. I toned down XF3 (yellow) with a little XF60 (dark yellow) for these. 2mm masking tape was used to cover the yellow and I moved on to the main camouflage colours. Once again it was Tamiya paints, starting with XF83 Medium Sea Grey for the undersides. The superb fit of the "gear up" optional undercarriage doors provided a ready made mask for the wheel bays. Yet more masking tape set the sharp demarcation between the underside colour and the upper surfaces. The curve from the front of the wing leading edge down and across the chin radiator was the only tricky part of this exercise.



Next up was XF82 Ocean Grey, with which I covered all of the relatively small area of the upper surfaces that weren't already painted. After leaving this for at least 48 hours, I broke out the White Tac and rolled numerous thin sausages that I used to mask the curves of the upper camouflage scheme, following Airfix's instructions as closely as I could. I infilled the parts I wanted to remain grey with Humbrol Maskol. The final colour was XF81 RAF Dark Green. I tried to spray this at a right angle to the White Tac sausages to create a tight border between colours - I wanted a sharp but not razor sharp line. As the green was being painted over the Ocean Grey the pre-shading was largely lost and so I darkened the green a little with some Nato black and went over the panel lines again to reintroduce some contrast.

At this point the model looked a mess, being covered in tape, White Tac sausages, purple Maskol and green over-spray. But that made it all the more satisfying to start removing all the various masking and reveal the finished scheme. There were one or two inevitable touch ups before I glossed the model with a 50:50 mix of Mr Color Self-Levelling Thinner and Tamiya X22. As is usually the case with Airfix decals these days, they were superb. There was a surprisingly large number of stencil type markings to add. All came away from the carrier paper quickly and easily and with a little Micro Sol they all settled into the panel lines.

After the decals I followed my usual procedure of applying a Flory panel line wash. Some will say that the effect is too stark and unrealistic - but I just really like the way it looks. Perhaps, on the white sections, I could have used a paler wash...? Before applying a matt varnish I decided to add the undercarriage (this was well designed if fiddly to install) and the most satisfying part of many a model aeroplane, the prop and spinner. The matt finish was my usual 50:50 mix of Xtracolor matt varnish and white spirit.

I really wanted to add "Bee" to the cockpit. Airfix's instructions suggest the pilot can be added at the very end - but this is not as easy as they suggest. His arms were too wide for the cockpit opening and it required some rather drastic surgery to allow him to be inserted at an angle and then rotated to face forward, but he did eventually go in. I applied some exhaust stains with black and white pastels, added the ariels and the sliding canopy and it was done! I loved this kit.



The fit was pretty good and although the paint scheme was quite involved, it just went well and was one of those kits where things came out as I hoped. I would thoroughly recommend it.



Weather Report: EXHAUSTED!

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

Don't worry, the title doesn't mean I've run out of ideas for the 'Weather Report' (though you are welcome to submit your ideas and observations too— the usual address— Ed) but a more focused look at exhaust staining .



DISCLAIMER: *I'm not an engineer or even a petrol head so my technical descriptions in the article may be overly simplified. Hopefully it won't detract from the weathering info.*

When fuel is burned, it undergoes a chemical reaction resulting in energy. The reaction is not totally efficient however, and some of the un-burnt fuel is ejected through the exhaust system as soot, as the AMX-10P below. The amount of soot produced is determined by the type of fuel being burned, as well as the engine's age, design and tuning.



At it's most basic the soot will be an exceedingly dark brown stain such as the T-34 above, affected by the force, direction and surface it lands on. However that soot colour may be subtly different, aside from whitening when more air enters the mix (see next page) synthetic fuels such as used late in WWII by Germany can give a black tint as they were coal derived. The heat of the exhaust can burn the painted surfaces especially aircraft skins that are thinner so heat quickly, the burnt surface will change the colour of the plume where it lays on the surface. Consideration should also be made when viewing photographs of the underlying colour especially if the surface has become rusted due to heat damaged exhaust outlets or pipes. Also a light fuselage will make a difference to how the plume appears. A lighter stain will seem darker on a pale scheme.

Aircraft receive more 'care' than AFVs, in that ensuring serviceability and checking minor faults has bigger implications if overlooked and in general aircraft are far more complex and fragile. The point being that removal of stains and cleaning off of dirt on aircraft is far more routine and therefore the amount and density of exhaust staining on an aircraft, especially a civil or memorial airplane, will be less than seen on a ground vehicle, yet the length of the plume on a ground vehicle will be short in comparison as the speed and airflow of an aircraft will leave a more elongated stain.

Military vehicles can receive hard treatment and once in combat minimal care. Maintenance to keep them effective is all that can be expected, engines get abused and this can result in other effects becoming apparent at the exhaust.

Oil entering the engine system will result in a blue-ish smoke, in-fact Soviet tanks had the ability to inject oil into the system to create dense smoke screens. Oil entering elsewhere due to damaged valves or pistons will smoke, and droplets will be ejected as on the same T-34 above and right. The cloud of smoke indicates an old engine in need of servicing as this had only been running a short while.



Weather Report: EXHAUSTED cont'

While oil discharge and smoke are one thing, if oil builds up on the hot manifold it can catch fire.

Another pollutant that can enter the combustion system is water and that too will be ejected from the exhaust. Sometimes water is just from condensation but it can be as a result of cracks caused by engine overheating. Likely in combat when a tank is being thrashed. Additionally if water is being used in place of coolant due to correct supplies running out, the water itself freezes, to be expected on the Eastern front. This ice expands in the engine and helps cause those same cracks that heat can create.

Weathering wise the emitted water can run down the hull, removing the soot in its wake. Rain and scrapes too can remove soot stains.

Paint applied by airbrush or scrubbed on in a 'dry brush' motion can create exhaust stains with good effect. An airbrush in particular enabling a build up of colour layers such as the Lancaster exhibits. Pastels though should be considered. Not only is the medium, a dust, similar to soot itself, but pastels are forgiving if a mistake is made. Adding water run off marks is also easier with pastels as the picture top right shows.

As the disclaimer said, this isn't meant to be an exhaustive look at how the stains on your aircraft or AFV will be (see what I did there?) but a pointer to what can affect the plume that streaks out from the exhaust port or grille.

The best and most useful advice is try and look at photographic evidence as that will be the most telling, not just for colour, but placement, shape and length.



Why white exhaust stains?

'Rich' refers to a higher ratio of fuel in the air-fuel mixture, while 'lean' signifies a higher amount of air to fuel. A rich mixture can provide more power and acceleration, it also leads to increased fuel consumption. A lean engine can result in less fuel consumption, better range, but less usable power. Lower emissions of carbon monoxide come from running lean. When the engines are trimmed to burn minimal fuel (such as when the RAF Lancasters flew long distances to bomb Germany) the whiter exhaust stain over the wing appears. Under that white staining you'll see the dark black soot deposits seen while running rich. This would have been emitted during take off when a higher power output is required; achieved when more fuel is burnt.



Oz has a wide range of products that can be used to simulate exhaust stains, both paints and powders. Have a look next time you're in town.



Lanc you very much:

With talk on Lancasters the previous page it seems nice to have a spread of members 1/72 Lancasters here.



Nick Williamson



Sibo



Bob Leach

Simple Fix : FREE GIFT!

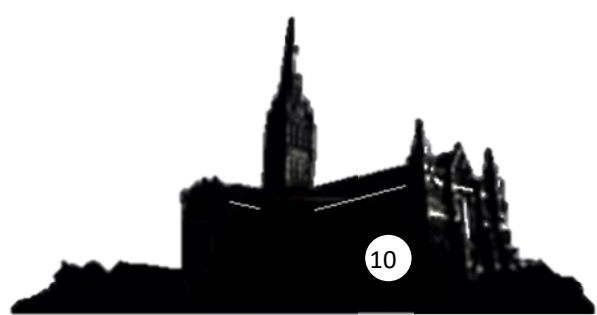
Do you remember as a child how many comics would have on occasion 'free gift' emblazoned on the cover? It would be a flexible frisbee, rub down transfers or, as the economy tightened just a pull out poster. Well it's Christmas and I just love giving presents! So what about our own 'pull out free gift.'



Well I did say it's 'a sort of' free gift. You will have to use your own printer and ink...But... I hope this page might be useful to all you diorama, railway layout or sci-fi builders as it is a host of data placards and warnings as found around any modern building. In fact some can be seen inside aircraft holds or crew compartments so even the wingsy members of the club can benefit.

While the sheets are presented here in 3 different sizes you may want to scale them differently yourself. I've used them on paper with a mild PVA adhesive so as not to over wet the back and cause the ink to run. You may want to try and put them onto decals instead. Totally up to you. But if anyone does use them I'd love to know.

HAPPY CHRISTMAS from Sib0



EVENTS CALENDAR

January	
7th	What Santa brought.
21st	Photographing for web site, Bring up to 5 of your 2024 builds.
February	
4th	Agree topic for 'Same Topic' build for September completion (Group Build).
18th	Soviet advance to contact' Talk by Declan Sibley, part 2. Projector required.
March	
4th	Space and Sci Fi Theme night.
18th	Talk by Paul Capon CW. Projector required.
April	
1st	Club Kit sales. Internal kit swap in advance of June show. Bring Cash.
10th	Thursday night Royal Artillery Museum visit.
15th	Sweden Night; Anything from Sweden with slide show of Swedish Air museums by Colin W.
May	
6th	80th anniversary VE Day. Any model from Europe 1945.
20th	Annual Memorial Shield Competition and Model Show briefing.
31st	IPMS SALISBURY Show—Laverstock.
June	
3rd	Model Show debrief.
17th	French night. Anything French (no snails?)
July	
1st	Open modelling night; bring along some WIP and spend a couple of hours actually modelling.
15th	80th Anniversary VJ Day. Any Pacific theatre model.
August	
5th	Club Summer BBQ or Pizza night.
19th	The Fleet Air Arm. Talk by Nick W.
September	
2nd	Chairmans quiz.
16th	200 years of rail. Any railway related models.
October	
7th	Final presentation and voting for 2025 Group Build.
21st	AGM
November	
4th	Telford preparation.
7th	7/8/9th IPMS Scale Model World Telford.
18th	Telford debrief and reveal of purchases, wins and WIPs.
December	
2nd	Night at the model shop & Club Dinner . Venue TBC
16th	In house club show, Mince pies.

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

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

Show Organiser-

Newsletter - Sib0: newsletter@ipmssalisbury.co.uk

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

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 questions, concerns or content. Thanks, the Editor.

Your Club - TONY LEVITT

Hi Tony, Happy Christmas and thank you for introducing yourself to the club.

1. How did you start making models and what keeps you at it?

I first started with aircraft models as a youngster in Cambridge. Many of these ended up gathering dust suspended from fishing lines strung across the bedroom ceiling.

I recently discovered a scan of an old colour slide of some of these efforts, with a piece of painted hardboard as backdrop.

I recall only making one car (an Itala Grand Prix car in red and gold) and a solitary motorcycle - a Yamaha Z650 LTD in red. Funnily enough, several years later I sold my first motorcycle (a Honda CB125 Twin) to the girlfriend of a guy who owned one. He gave me a lift home on it, after his girlfriend handed over the cash in a rock pub on Mill Road in Cambridge. Happy days.

The Itala followed me around a few abodes, but eventually succumbed to the vagaries of one too many moves & general neglect, having dropped the hobby once I discovered motorcycles, beer, cars and women. Different times.

2. Do you have a particular modelling interest?

I got back into modelling during the Covid Pandemic lockdown, when all my contractor work projects were cancelled or postponed. I remembered a Lamborghini Countach kit, untouched in the garage since the 1980's when I guess I thought I'd make a return to modelling, but never got past the box. The Lamborghini was painted with left over rattle cans and ancient artists acrylics. From here, I've made a few cars, and the club inspired me to get back into aircraft. My build rate is shockingly slow though!

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

I would say the Countach was memorable, as much owing to the circumstances as the kit. Otherwise, the Airfix Vintage Jaguar turned into an epic project and even a small book. So that sticks in my mind.

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

I've spent my career working in manufacturing, from speciality chemicals to food and drinks. Eventually I ended up in senior operations management before a sideways move into project management.

After several years running my own IT project management and consultancy business, a stroke in 2020 (oh the timing) prompted a re-evaluation of life. So two more years of flat out work, saving and lifestyle changes allowed me to retire early - much earlier than I had ever planned. Modelling really helped with the stresses of work and provided an element of continuity when that all suddenly stopped.



5. How long have you been a club member?

I've been a club member since spotting an ad for the 2022 annual show in Airfix magazine, and then meeting Bob there, who worked with Paula (Mrs Levitt), It's a small world in every sense, and much better for it.

6. What are you currently working on?

I'm currently working on an Alfa Romeo Giulia 1600 Spider, bought from Salisbury Model Centre. The vehicle is almost complete, awaiting a small, very basic diorama. The concept is done, but a new 3D printer is currently occupying all my modelling time, mostly learning 3D CAD.



Comms Check:

The club newsletter is a source that you should be using. We all have kits we don't want anymore or kits we are looking for, an article in a magazine or some left over decals. A place to ask a random question or rant. All can be done through the newsletter.

Send Requests, Answers, Offers and Rants to :

newsletter@ipmssalisbury.co.uk

FLASHMOD Dec 24

Spread over the first weekend of December the event was done Virtually as the normal venue was temporarily unavailable. Club members who took part could choose to commit on Saturday, Sunday or Monday, so some flexibility compared to the physical Flashmods but lacking in the banter and cake (unless of course you tucked in at home which I did).

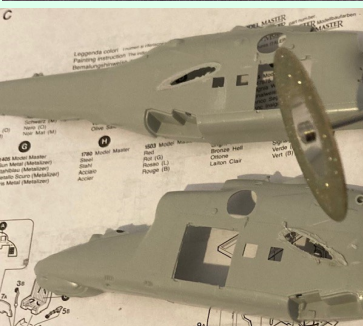
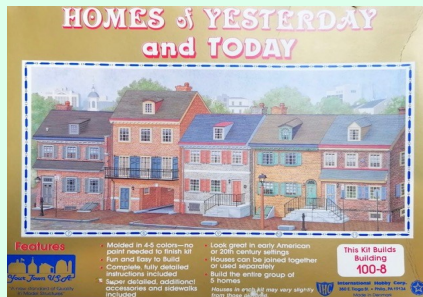
Saturday was well attended, 5 club members submitting their builds over the 6 hour standard Flashmod period. Start times varied and the last update arrived at 19.45hrs. Sunday saw Paul Capon and the Chairman with Andy D on Monday.

It was Tony's first Flashmod and like many of us regulars he found it a fun and yet slightly stressful challenge to build well and quickly in the 6 hours. He informs me that he certainly learnt a lot about speed building and will be ready for the next one. I saw his updates and was impressed with his concurrent activity when spraying so that the silver of the car body had maximum drying time.

Chris attempted two 1/144 Mustangs, one of which had a very unusual scheme. He says 'The Meatball Mustang 'Evalina' was with 51st FG in India then SE Asia. She was captured by the Japanese, the only P51 they captured in an airworthy state, and was used for evaluation and familiarisation. Evalina scared the Japanese, it was an evolutionary jump from the Boomerangs and P40s they had been used too.'

To ensure accountability (I was after all co-ordinating the hourly updates) I sent pictures on WhatsApp. The initial remark that was received after admitting I was doing a 1/72 Mi24 Hind was 'Insane', but I thought it possible as I was matching a photo and intended it as a lorry load so knew I had no interior to worry about. I should have done a check though as I didn't expect to need to start by cutting away the winglet lugs. Thankfully things sped up after that. Colin too had extra work due to a short shot Bug parcel shelf, though he was able to scratch one. Andy worked on a Classic too, the Beach Buggy. Figure painting slowed him down but he enjoyed the day and didn't have much left to do to finish the kit.

And the winner is....? Well done Paul Capon. Picture on final page.



It's official and to prove it; below is the club poster for our show in 2025. I'm apprehensive just thinking about it!



December 2024 FLASHMOD entrants:

Chris Southwood:-1/144 Mustangs.

Mick Ellis:- Toon Chinese carrier.

Roisin Southwood:- Sewer Mermaid 28mm.

Dec 'Sibo' Sibley:- Mi24 Hind

Tony Levitt:- Shelby Cobra

Paul Capon:- HO House

Colin Whitehouse:- Bond Bug

Andy Dunning:- Beach buggy

The completed entry models can all be seen here:
[Flash Mod Nov 2024 Voting – IPMS Salisbury](#)

Christmas Brain Teaser

A Tale of Sixty Cities

Here's an exclusive murder mystery story for you, but with a twist. Hidden in the text are the names of 14 British cities and 46 other cities from around the world. So 60 in all. Write them down on a scorecard if found. Some are smuggled across two or three words (for example, I just inexpertly hid 'Cardiff' in 'scorecard if found', though that doesn't count as one of your answers). They are all at least 4 letters long, (sorry 'Ely') and all are cities (so no 'Battle' for example). They will all be cities you have heard of, but –warning – this is not easy, even though all the answers are written down in front of you... **Richard Osmand**

Mabel eyes Carl from her table directly across the room. Every year his team wins the village Christmas Quiz, so Carl will be hoping for as normal a game as possible, pulling away, round by round, ever so slowly, until the quiz is won and, success ensured. He can then go home and watch *Star Wars*, a winner's medal safely in his hand. In his car, a case awaits the trophy.

Not this year though, thinks Mabel, not this year. This year, Mabel has a surprise for him. Carl thinks he can rely on his general knowledge? No. A very different challenge awaits him this year. Perhaps Mabel can pull off an under-the-radar win? Perhaps. But if not, only Carl's death ensures that Mabel can win the quiz. Therefore, if he is leading going into the final round, Carl must die. Last year Carl had called Mabel a bimbo. Big mistake.

The quiz is always a serious affair, played in a climate of extreme competitiveness. People come from all over the town to play at the village hall. So Fiats and Fords and even the odd Ferrari fill the car park. It's become so big, one day they are going to have to hire out a bar instead.

Everyone is here for different reasons. Some have an amazing grip on general knowledge, though a good number never answer a single question. Some love to cause a hullabaloo about contested answers, while some are here to simply mouth incorrect answers to opposing teams. It is, admittedly, an older crowd, the kids staying at home to play Nintendo and watch Tik-Tok. (Youth are so predictable.) There are so many teams willing to give the whole ordeal a go (some are less motivated, every year Brigadier Watkins has a nap). Lesley and Ronald Smith are a formidable team: Lesley knows her music and turns to Ron to answer all the sports questions. Even the local Alpaca Pet Owners Club has a team. The Mayor, Keith, is only here for the drink, though he sees it as raising village spirits rather than over-indulging. There is also a supper, that the local WI arranges.

The action begins, the questions coming thick and fast. 'Which musical number links Carousel and Gerry & The Pacemakers?' 'Who stars as Ivan Drago in Rocky IV?' 'How many shots under-par is an albatross?' 'Pashtun is the primary language of which country?'

Mabel fast becomes drunk as she sees Carl is leading the quiz all too easily. It is, to be frank, a rather embarrassing situation for the other teams. Mabel feels like an ignoramus. Catching Carl is going to be impossible. As she had known, in her heart, it would be.

Mabel watches, terrified, as his team pulls further and further ahead, drawing annoyed stares from everyone. She knows she must commit the murder by the start of the final round. She must focus totally. Only murder on her mind, an ice-blood running through her veins, thicker than oil.

Mabel looks at the knife in her bag. She has practised with it, a rehearsal for death.

There is a pause before the final round, as scores are totted up. For everyone else, just a normal moment, but for Mabel, it is the moment of truth.

The arrogant Carl has had this coming for a long time. Educated at Hallam Uni, chummy with the great and good of the village, he's semi-landed gentry for goodness' sake. Whereas Mabel is a simple shopkeeper, her husband a groom on a country estate.

From the corner of her eye, she sees Carl visit the toilet. She follows with the knife, ready to take a wild stab at him. Perhaps she should enter the room in ski mask and gloves? But, no, Carl will be the only witness, and no-one will ever suspect Mabel, will ever believe that the softly spoken shopkeeper is not at all innocent.

But what's this? Just as Mabel draws her knife, ready for a battle, she notices that Carl is on his phone, Googling answers to the round they've just played on The Archers.

'I think you'll find the answer is c) Ambridge,' says Mabel 'You lousy cheat.' Carl looks up, knowing he has been caught. The blood drains from his face, giving it a paler, mottled look. A look of death, without Mabel ever having to use the knife.

Mabel laughs. 'To think you once called me a bimbo! Got a nerve, haven't you Carl?' Please,' pleads Carl, with a manic air of desperation. 'Don't tell them I cheated. My reputation! I'm innocent! I am, I am, I am.'

Mabel gives a derisive snort. 'I ran a pub quiz once, and everyone knows a quiz cheat is the worst kind of cheat. You're finished in this village.'

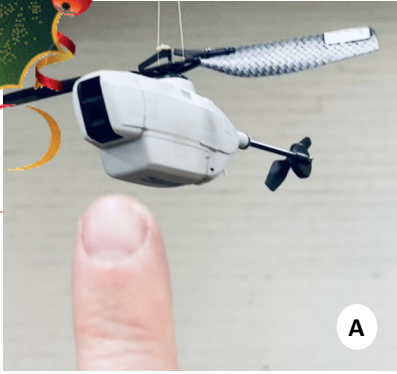
Mabel puts her knife away, there will be no murder today. She has been saved the effort. Worthless fool that Carl is, he has sealed his own fate. She is relieved. In her heart she is no maniac, crazed with bloodlust.

Carl, the former quiz supreme, scowls and then starts to weep. He knows his poor sportsmanship is a crime that will never be forgiven.

No, Carl will not bleed slowly to death this evening, but he will be banned from the village Christmas quiz for life, and Carl and Mabel both know that is a fate worse than death.

This excellent puzzle was brought to my attention by Chris Marston and has caused me to spend a fair few hours searching out the locations. If you want the full set of answers email me at 'newsletter@ipmssalisbury.co.uk' Ed

Christmas Brain Teaser #2



A

It's fair to say that most modelling falls into pretty standard categories: Aircraft, military dioramas, railway, figures, ships, AFVs etc. But the range of things modelled is almost infinite and it always amazes me when I see something that I would normally not expect. So here's another Xmas brain teaser just for fun, the answers are on the last page.

What are these 5 pictures of?

None are Sci-fi, so it's safe to have a think. You might however be surprised.



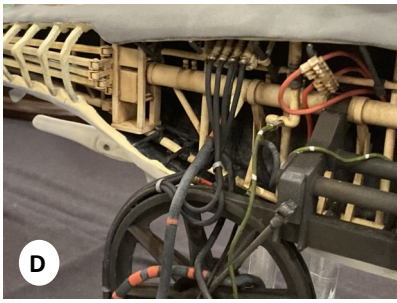
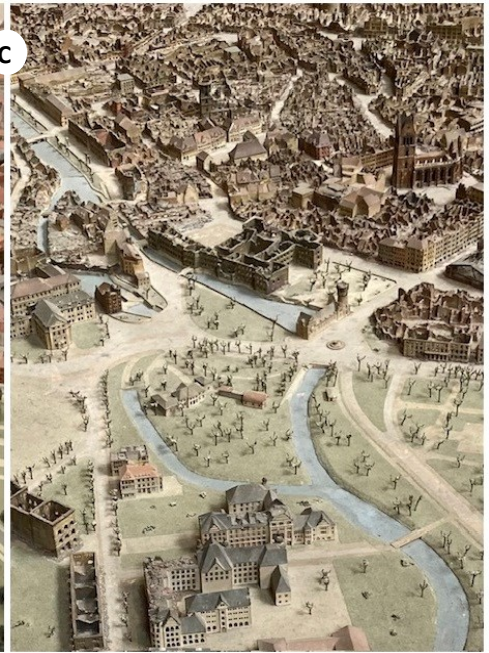
E



B



C



D

A Christmas read: More about RAF Flight Engineer F G Bushell.

Last Christmas in the extra edition I was able to write the memoirs of Flight Engineer Bushell as his daughter had taken notes by his bedside as he neared 100 years old. She allowed me to share them with you and since he passed away in February 2024 was presented with more information regarding his time in captivity during WWII. She once again allowed me to look through it and share some of it with club members.

The item pictured below is a single page taken from FG Bushell's NAVIGATOR'S, AIR BOMBER AND AIR GUNNER'S FLYING LOG BOOK. All the entries had been reproduced, they showed training flights, aircraft testing, Operations and after a gap due to P.O.W status, flights in post war aircraft as described in last years newsletter. Interestingly the layout of the log book (Form 1767) did not change it's layout yet the way it was filled in (ie what was written in each column) changed. Whether this was due to the officers filling the log out having different ideas on what the headings meant or by direction from the RAF I don't know but 'Duty' (column 5) was initially the role that Bushell was conducting (Engineer). Later 'Duty' becomes the activity that the entry is in relation to. On the page pictured here the final duty above the red line is 'Ops Berlin' with 'Ops Frankfurt' 2 days before. I chose this entry as it was the date of the ill fated flight that resulted in Bushell being shot down.

Date	Time	Aircraft	Position	Duty	Remarks	Hours
SUMMARY						
TOTAL No. OF OPERATIONS 2						
TOTAL No. OF OPERATIONAL HRS. 114.5						
SUMMARY						
OPS FRANKFURT 120 SQDN						
HALIFAX DAY						
HALIFAX NIGHT 10.30						
OPS BERLIN 34.15						
OPS BERLIN 02.15						
OPS BERLIN 02.15						
14-04-44	21.00	R	F/O RICE	ENGINEER	OPS BERLIN	2.45
15-04-44	11.00	R	F/O RICE	ENGINEER	OPS BERLIN	7.25
16-04-44	11.00	R	F/O RICE	ENGINEER	OPS BERLIN	1.30
17-04-44	11.00	R	F/O RICE	ENGINEER	OPS BERLIN	1.30
18-04-44	11.00	R	F/O RICE	ENGINEER	OPS BERLIN	1.30
19-04-44	11.00	R	F/O RICE	ENGINEER	OPS BERLIN	1.30
20-04-44	11.00	R	F/O RICE	ENGINEER	OPS BERLIN	1.30
21-04-44	11.00	R	F/O RICE	ENGINEER	OPS BERLIN	1.30
22-04-44	11.00	R	F/O RICE	ENGINEER	OPS BERLIN	1.30
23-04-44	11.00	R	F/O RICE	ENGINEER	OPS BERLIN	1.30
24-04-44	11.00	R	F/O RICE	ENGINEER	OPS BERLIN	1.30
GRAND TOTAL 2020 24.45						
TOTAL OPS (16) 33.45						
OPERATIONS 75.45 91.20						
TOTAL HRS 75.45 91.20						

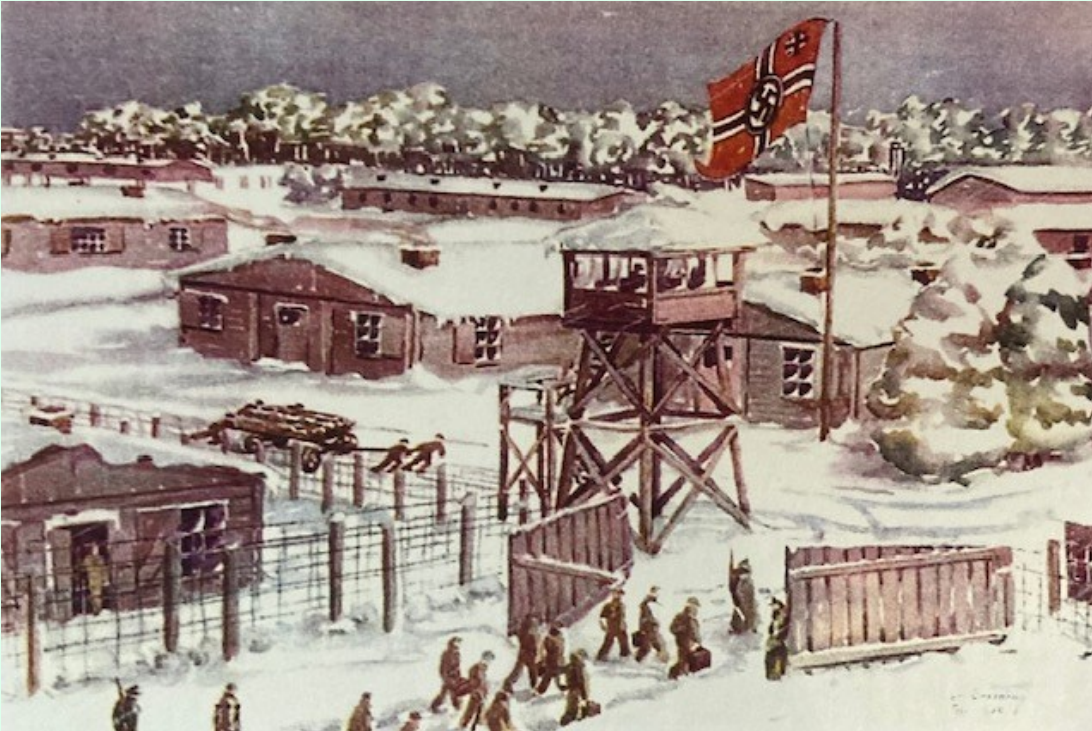
He took off at 18.45 on his 6th operational sortie for March 1944. The pilot of the Halifax was F/O Rice. While the pilot would have been familiar the aircraft was not as 'R—Romeo' was listed for all previous ops that month. 'W—Whisky' was used on the 24th.

As was noted, this was mostly a Canadian crew. When Geoff reached his 100th birthday it was

Canadian Officers from the RCAF who attended his small party at the care home along with proud family members, the RAF attending his funeral latter that year.

Jumping forward to where F G Bushell finally ended up in captivity, the images here and written documents I have lifted text from are not all from Geoff himself but do originate from RAF crews who were located at STALAG LUFT 1 near BARTH in North east Germany. This was the final stage of his long journey, departing RAF Tholthorpe bound for Berlin, he bailed out near Erfort, near central Germany and travelled by train, initially southwards to Wurzburg. It was here that the railway was bounced by night fighters and some of the captured crew attempted to escape. Northwards after this to the Baltic coast and full internment at Stalag Luft 1.

A large complex, twice the size of the nearby Flak School and housing airmen from all allied nations, Geoff recounted a few notable memories last year. Here though we have another inmates watercolour.



It seems that Stalag Luft 1 was not the harshest of German P.O.W camps, though he noted Russians got far harsher treatment than American and British flyers, but there was still the expected enforced discipline and penal servitude that captivity would have. The camp had solitary confinement areas which meant no toothbrush, razor, towel or soap. No exercise or books and no view from windows. Breakfast was '2 slices of bread with marg', lunch a soup and tea, 2 slices of bread and jam. Outside the 'cooler' feeding was better until the situation really deteriorated as the war closed, the Russians finally liberating Stalag Luft 1.

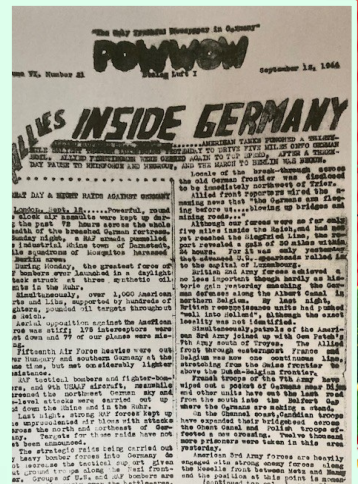
For entertainment the Prisoners were allowed to visit the local church under escort, and (defiantly not allowed), a prison produced newspaper called 'POWWOW'. Giving humour, news gleaned from newly arrived prisoners or overheard from guards and civilians as well as cartoons drawn by the interned servicemen, it was an impressive sheet. The image below shows a typical page but it's age and reproduction makes it hard to read. I have extracted some interesting lines from it:- The very top states,



BARTH - MARKET-PLACE AND CHURCH

'THIS EDITION TO BE READ SILENTLY, QUICKLY, IN GROUPS OF THREE' an indication of the danger associated with this underground news sheet.

'London, Sept 12.....Powerful, round the clock air assaults were kept up during the past 72 hours across the whole breadth of the breached German fortress'. No doubt the aircrews in prison could relate to this information but thoughts of release and freedom would have been heartened by the final paragraph. *'American 3rd Army forces are heavily engaged with strong enemy forces along Meselle front between Metz* (remainder unreadable). -Ed

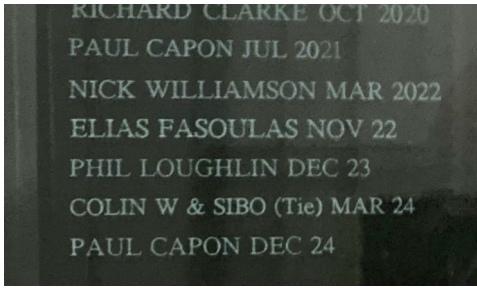




Answers to page 15 pictures. A) Not a model, an actual drone in use by British Army. The BLACK HORNET is a Norwegian/US military Nano drone in use by the UK who part funded development, to transmit imagery from 3 cameras upto 6km away. 6x1 inches in size. B) Not real size, hopefully the legs gave it away. Model Village in Boughton on the Water in the Cotswolds.



C) Composite picture of 2 from 5 gigantic models of Hannover in Germany that sit on the ground floor of the Town Hall. These show Hannover as it started in 1689 to it's present form. The pic in this edition shows 1939 alongside 1945. D) A model of a model, the 1:1 scale animatronic shark from JAWS but nicknamed Bruce by the operators was one of 3 used by Spielberg to make his film. Fledgling technology back then but the forerunner of so much else in use today. E) The set of FRASIER, the US Comedy modelled by a fan to 1:12 scale. The coffee shop and radio station are also built.



Right: Tony has been experimenting with 3D printing and showed developments to the club. Paul received one of 2 trophies on the night from the Chairman. Paul has had a winning year.



Beautiful HO scale building by Paul Capon that was voted first place by club members for the December Virtual Flashmod. Amazing to think he achieved what is pictured here in just 6 hours of continuous modelling. A deserved winner. The full results are below, but regardless of votes everyone who took part thoroughly enjoyed the event.

FLASHMOD results out of 17 votes cast:

Chris Southwood:-1/144 Mustangs.	2
Mick Ellis:- Toon Chinese carrier.	1
Roisin Southwood:- Sewer Mermaid 28mm.	1
Dec 'Sibo' Sibley:- Mi24 Hind	0
Tony Levitt:- Shelby Cobra	2
Paul Capon:- HO House	10
Colin Whitehouse:- Bond Bug	1
Andy Dunning:- Beach buggy	0

Look forward to more FLASHMODs in 2025 and another GB. During the holiday why not drop the Chairman an Email if you have a GB suggestion?