

IPMS May - Jun
2025
SALISBURY



IPMS SALISBURY

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Nick Williamson's completed Sea Vampire swoops in, his build covered inside. Also, 'what if' fiction 'Resurrection bomber', keeping Concorde in service.





If there's a theme to this issue then you should already have guessed it. British Air Power would seem to be fitting and we have a host of reviews and articles to reinforce the theme. An easy conversion of the Vampire by Nick is our main build article, a couple

of reviews plus a 'What if' with backstory for the Concorde that links nicely to our French cousins who make a splash on page 4 after the club night devoted to the blue white and red as much as this issue is all about the red white and blue.

I don't set out to make the newsletter thematic, though our own club theme nights do influence the newsletter. Your submissions do effect how each issue develops, so if you would like to see more armour, get a build article over to me. More civil aviation? Same answer and so on.

On chatting at club evenings I've learnt that not every member likes to write or formulate an article but some would like to contribute. I'm happy to assist, so if you have a new kit and want to see your thoughts expressed in a review, let me know. You can bring it along to club night, I'll get a few photos and take notes directly from you and type it up.

Reference to our Club show is made in these pages, but as before, a dedicated 'Show Special' has already been produced. This issue has another show to report on that just made it in time for June



Quite a lot in these pages, enjoy! - Ed

VE

Day has featured in the national media, our club's contribution was a theme night on the 6th May with models relevant to the assault to free Europe and end the War against Germany. There was a lot on display and a lot of talking. One sad element was learning that Malcom Cox had passed away. A

club member for some years, his health had always been fragile so his attendance had been occasional. He was an avid modeller of real space items and I often had to look into supplying him odd 1/144 items that he would be aiming to modify to match a 1960's research photo from NASA. Alongside is his version of Glencoe's 2 stage ferry rocket. Sadley I don't have other pictures to share but our thoughts and condolences are here.



Right: Chris S and Colin W brought models in for VE day that have been dropped here into a period newspaper. Colin's Meteor heads the page also from VE day below which is another 3D experiment from Tony L and Airfix.

Editor's hello and Latest: Tying up club night info.

Reviews: North Somerset Model Show and a pre-view of Revell's 1/32 Meteor new tool.

Articles: Not a hint of armour, Nick W and Sibb both have aircraft build articles this issue.

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

Weather report: A simple colour photo set this issue with no camouflage schemes.

Your Club: Meet Andy Dunning.

Comms check: Ponderings, wants and wishes. Rants excepted but short and sharp. Offers to club, anything of interest.



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.



The following Tuesday a large number of club members met up at the Duck in Laverstock to run through the last details for the club show. It was a jovial evening, almost an extra club night.



The sun was shining on the final meet of May, enough to enable the windows to be opened for a change as normally, conserving heat in the hall is the order of the day.

Numbers were a little low as the holiday season takes hold, and Tony Levitt stood in for the Chairman. The main event of the night was the judging on the Memorial Shield Trophy. Oz had the largest model on the table with a D-Day diorama, though in scale Chris S and Richard C had the largest with 120mm (approx. 1/16) figures as entries. Nick Williamson won the trophy for a second time with his 1/48 SHAR 2 which appears on page 5. Chris Southwood placed 2nd with his 120mm Para and Bob Leach had a lovely 1/48 Seiran taking 3rd place. Last years winner Phil, handed over the trophy which has become filled with club names. There is still room for a few more so I look forward to next years models.

As most show matters have been discussed away from club nights only a small amount of time was devoted to the last few reminders for Saturday 31st.

The show went well and as normal a dedicated 'Show Special' newsletter has been produced. Our post show evening was dealt with by Steve S and Richard C and discussion was swiftly dealt with as many elements from the day had already been disseminated by email amongst the committee. As mentioned in the 'Show Overview' in the additional Newsletter, the decision to continue with a multiheaded show committee will continue but a little tightening up is probably needed and a few extra cross checks will not go amiss. Once the Chairman returns final deliberations and a statement of intent for the 2026 show will no doubt follow. Until then thank you all who helped make the day a success and worked hard in a variety of ways to support the show.



What's this then?

COMBAT KITS



BAe Systems MANTIS

1/72 Scale Resin Kit ©2020

KCR-007

Dave Berriman brought along a kit of an unusual aircraft that was unknown to many.

The BAe Systems Mantis Unmanned Autonomous System Advanced Concept Technology Demonstrator was unveiled as a mock up in 2008 at Farnborough with 2009 seeing a prototype undertake trials in Australia. 2013 marked the arrival of a development aircraft over the UK, it being used to support advancement in projects for future UCAVs.

Not just a show case for this type of Unmanned Combat Air Vehicle it also utilised new technology being fielded by BAe for rapid prototyping. The Mantis uses Rolls Royce turbo props but other engines are also envisaged for the platform as future types mature. The faux cockpit houses a satellite communications system and other optics are mounted underside. Armed versions are likely to be developed too.



The Early Risers received the best club show award on 31st May and Nick receives the club trophy from Phil surrounded by pictures of models also entered for consideration for the Club trophy.



17 Jun 25 le plaisir de la maquette

All aspects of modelling appeared on the tables at French night.

Aircraft, armour, figures and cars. Naval? Yes as Don had a Royal Marine 2CV with RN number plates.

Even Sci-fi as despite the stipulation that no snails should appear a Xenomorph snail did slide up alongside Andy's iconic 2CV. Colin had a number of eccentric French jets but Richard L. led with a large total of Mirages lined up. Paul's figure translates to 'Irish Legion' who fought for the French 1803-1815. Bob L. had some vignettes featuring vehicles but Julian failed to get his French Spitfire done, maybe next time.



SPAAG by Mick Ellis on AMX chassis





Left:

Nick Williamson has worked hard and long on this 1/48 Sea Harrier so it was no surprise to see it win the 2025 Memorial shield. A deserved addition to the medals gained by this impressive model.



1:32 Gloster Meteor F8/FR9 "First Edition" New Tool Revell Pre-review:

Revell has confirmed the set contents for their New Tool release **1:32 Gloster Meteor F.8/FR.9** as it will appear in a limited "**First Edition**" boxing.

Containing plastic parts to build either F.8 fighter or FR.9 photo reconnaissance version (and will probably have parts included for various other build options yet to be confirmed by Revell)

The First edition will have pre-coloured **Photoetch** for Cockpit (Including instruments and seat harness. Kit will include seat parts with harness moulded in, seat parts without harness to accept the "First Edition" photoetch and seat parts designed to work in conjunction with kit-inclusive **pilot** figure including moulded harness, in a sense 3 seat options)



A window **Mask** (will include both inside and outside masks, including versions for the two main-canopy types that the kit will include), Five Decal options (4x F.8/1x FR.9), these sheets will be manufactured by Cartograph

Gloster Meteor **book** produced by Duke Hawkins. Book will focus on F.8 with some FR.9 detail included as much of the airframe was identical between the two versions.

An A3-size reproduction 1950s-era **Gloster poster** for the Meteor Limited Edition. With 3,000pcs it sound more than a limited release but remember this amount is for distribution world wide. Item code : 03779.

Expected retail price **£109.99** with a planned Launch/first release in **November 2025**. Oz stocks Revell and pre-ordering might be a good idea if you want the First Edition with all the extras listed above and club preference.



Reveiw: North Somerset Model Society Show at Helicopter museum.



Sunday 22nd June and two of IPMS Salisbury travelled to the Helicopter museum at Weston-Super-Mare for NSMS's show. Held this year in a brand new hanger that only had it's floor completed the same week of the show it meant the helicopter exhibits in the remaining part of the museum were free to roam and photograph. Next year the show will return to being fitted around the airframes, but for me and Colin it was a great way to kill 2 birds with 1 stone. 35 clubs* and SIGs plus an assortment of traders had dedicated space in a well lit area. The hanger stayed cool as the weather all week had been hot, but by the afternoon as the wind got up it remained a pleasant place to be.

Our stand was at the very end, opposite a trader which caused us some unnecessary concern as it felt exposed but by staying alert nothing amiss happened and we spent a lot of time chatting. The host club paid everyone a lot of attention and our stand seemed to have more than it's fair share of visitors. A competition was advertised but no entry tickets sold, NSMS run there contest differently and it soon became clear how. As the day progressed it became apparent that NSMS awarded models that they deem worthy across the board regardless of if it has been 'entered' into any sort of contest. The club talk to the builders as well as admire the model and award medals that the presenter has specifically chosen as their personal favourite on the day.

This did give the show a very friendly and personalised feel that removed the competitive element but still allowed for a sense of achievement. It also meant engagement could happen to really get into the detail of the builds on show. NSMS had there own stand with some lovely models, many seen at Salisbury in the past. The journey north (nearly 2 hours) meant we met clubs who had come the same distance southwards so not just seeing the same catchment as Wilts, Hants & Dorset which added to the lively conversation. Dave B came to visit for most of the day so between us the stand stayed manned while we also visited the museum. Recommended— Ed



Colin brought along a few helicopter models including 3 Sea Kings as it seemed like the right place to display them as well as his unusual French jet designs as we'd seen at the club the previous week. Sibo had dioramas on show in 1/35 of WWII and Sci-fi as well as 1/16, 1/24 and 1/35 individual Military vehicles. NSMS must have liked our display as Colin's Wessex gained an award and Sibo picked up 3, his 1/35 Sci-fi walker dio, the Mistel combo and his 1/16 SdKfz 251D -7 (Front of picture left) all getting a medal too. To keep us grounded we both managed to break models when packing away.



* Sadley a couple of clubs failed to turn up leaving empty tables.

Article: Airfix's 1:48 De Havilland Vampire FB5/9

A Vampire Guinea Pig in Royal Navy uniform by Nick W.

A little background. The Vampire holds a significant place in the history of the Royal Navy and indeed naval aviation in the wider context. On 3 December 1945 it was a Vampire that became the first jet aircraft in the world to land aboard and take off from an aircraft carrier, in the hands of the incomparable Eric "Winkle" Brown.

Although single seat Vampires did not serve the Royal Navy in large numbers, or in frontline squadrons, they were used to familiarise the Navy with operating jet aircraft. 18 Vampire FB5s were modified by English Electric to become the Sea Vampire Mk 20. External differences from the FB5 were modest. The flaps and dive brakes were enlarged - from studying photos it seems this was achieved by adding thin extensions to their trailing edges. Photos also show an additional curved section of flap, under the tail booms, linking the inboard and outboard flaps in much the same way as on the later Sea Vixen.



Some, but not all, Sea Vampires had an A frame type arrester hook that latched above the jet exhaust in a modified rear fuselage housing.

In terms of making a model of a Sea Vampire, therefore, it seemed a relatively simple task to convert the recent Airfix kit. By choosing to model an aircraft without the arrester hook and with the flaps in the raised position it would only require some thin plasticard additions to the trailing edges of the flaps and dive brakes, and a naval paint job.

The kit. In 2023 Airfix re-released their 1:48 Vampire as an FB5/9 which had originated in 2021 as the FB3.



This is my first experience of Airfix's new dark grey plastic and it certainly looks very impressive in the box with smooth surface textures and very clean and consistent panel lines. There are three kit schemes - two RAF and one French - two of which are largely silver and one camouflage over silver.

There is a choice of raised or lowered undercarriage and flaps/dive brakes and optional drop tanks. For the FB9 there is an extended star-board intake fairing. As is usual with Airfix kits now the decals look excellent and include comprehensive airframe stencils as well as cockpit instruments. There is a pilot figure, and the control surfaces are all separate.

The build. I won't go into all the details of the construction but will focus on those aspects that I thought worthy of note and some of the new techniques that I wanted to trial on this model.

Whilst the plastic looks a bit like Tamiya in the box, the fit is not quite to Tamiya standard. As has been said in lots of reviews, the tolerances between parts is now very tight and I recommend test fitting - quite a number of pieces required some minor sanding or adjusting to go together properly.

The very first thing I did was to create, from Tamiya tape, the curved additional flap sections under the tail booms. With the flaps in the raised position these would be virtually flush with the airframe and so the thickness of the tape (and ease of application) seemed preferable to trying to

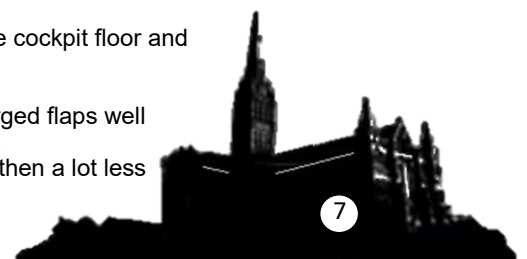
make them from plasticard. The seat (there are two, one with moulded belts for an unoccupied cockpit and one without) is very basic and looks crude compared to the level of detail on the rest of the kit. Hiding it was one reason why I decided to add the pilot.

Given the design of the Vampire, Airfix has split the stubby fuselage horizontally, with each half moulded integrally with the one piece upper and lower wings. This creates a seam running more or less horizontally from the engine intakes along each side of the fuselage towards the nose. To my mind this was the key seam to try and get right. I don't think there is a panel line along this join (the real Vampire forward fuselages being skinned in plywood) and it will be very visible on the finished model. After building up the intake and exhaust and adding them to their respective bulkheads and completing the cockpit there is quite a lot going on inside the fuselage when it came to mating the top and bottom halves.

One of the side consoles has three "cables" moulded exiting from underneath and running aft. These foul the cockpit floor and I had to trim them. I also had to do a bit of sanding to the various bulkheads. Despite my best efforts the above mentioned seam did not close as neatly as I had hoped. I tried what is, for me, a new method of filling the seam, using talc mixed with superglue as I wanted this joint to be strong as well as invisible. I *almost* succeeded...

Nose weight is needed and this was my first use of "Liquid Gravity", poured under the cockpit floor and secured with CA glue. As it turned out it wasn't *quite* enough.

I found a photo of a Sea Vampire on the lift of HMS Theseus which showed the enlarged flaps well and I used this as a basis for the thin plasticard extensions that I added to the model. The fit of the nose cap was one of those where it seemed to fit well on a dry run and then a lot less well with glue applied.



Adding some colour. For the painting I wanted to try something a little different to my usual approach. Inspired by the book "Airplanes in Scale - the Greatest Guide" I abandoned a pre-shade and began with a solid coat of Tamiya XF21 Sky to the lower surfaces. Once dry, I created a new, fairly thin 50:50 mix of Sky and white. I then concentrated on trying to lighten the panel center's and specifically apply the lighter shade in a series of "fore and aft" streaks on the wings and "top to bottom" on the fuselage. This involved holding the airbrush close to the surface of the model and making rapid back and forth strokes to build up a streaked appearance. Once this was done, an equally thin but slightly darker shade was mixed and used to go over the panel lines. I repeated this process for the upper surfaces using a base colour of Tamiya XF24 Dark Gray with a drop of X3 Royal Blue added.



Once satisfied with this "post shaded" effect, I tried another new technique - creating some chipping around hatches and latches using a piece of sponge dipped in a slightly paler shade of the base colour that was then dabbed onto the surface. I glossed the model and applied the decals. The stencils and wing roundels came from the kit. The serials and boom roundels were from the decal dungeon. These largely went on without issue. With the model still glossy, I moved on to another new technique - oil dots. Using an old set of Daler-Rowney oil paints, I put some blobs of green, blue, brown, yellow and white on a piece of cardboard and then, using a cocktail stick and working in sections of the airframe at a time, I applied random small dots of the oil paint. On the paler lower surfaces I used more white, yellow and green (the green turned out to be a bit too strong a colour) and on the topsides I went for more of the dark blue and dark brown.



Using a wide, flat brush dampened in "Sansodor" solvent, I then streaked the oil paint across the aircraft - again in a "fore and aft" direction on the wings and tailplane and an "up and down" direction on the fuselage. As is so often the case when applying finishes to a model that are intended to be subtle, it felt that I was removing virtually all the oil paint I had just applied, but it is possible to leave delicate streaks and stains that, in my view, make it worthwhile. Next up was a panel line wash - I used "Dark Dirt" on the top and the paler "Grime" on the bottom. Finally all these various finishes were sealed in with a coat of my favourite Xtracolor matt varnish, thinned 50:50 with White Spirit.



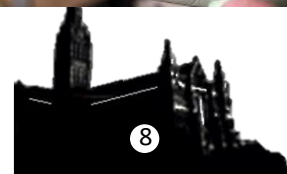
Finishing touches. Photos suggested that the Sea Vampires had block tread tyres fitted, so a set of AIMS resin replacements were procured via our most excellent local model shop. With much excitement and anticipation I placed the model on its undercarriage and it promptly sat on its tail. This was disappointing as all my efforts to assess the centre of gravity as I was building it suggested I had added enough nose weight.

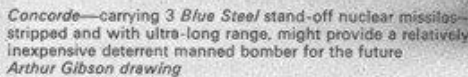
By this point I was in that "I really want to get this one finished so I can start the next one" frame of mind. Weighing up the options I decided to add some more Liquid Gravity to the nose gear bay. Not attractive when looking at the underside, it seemed the least worst solution. I made a real mess of pouring in some superglue to hold the Liquid Gravity in place, damaging the large nose gear door and getting glue on the surrounding fuselage... After a few deep breaths and walking away for a few hours I repaired the damage as best I could, but it was a frustrating end to the build.

Conclusions. The kit is very good - a sign of how well Airfix are doing in more recent times and long may that continue! As a straightforward build upon which to practice some new ideas it was perfect - just make sure there's enough nose weight!

Photos of the Sea Vampires show them to be pretty clean, shiny and uniform in colour. I suspect that my example is probably a little too streaky, dirty and weathered. The techniques I tried are probably better suited to a hard working, war weary WWII aircraft than what was a cutting edge jet.

Save for the last few minutes, I really enjoyed the build and do like how it's turned out. I will definitely be using some of these new ideas on future builds as I continue to strive for that elusive "perfect model".





RESURRECTION BOMBER

as development of a suitable long range launch platform would not only cost, but take time and possibly alert any journalist or spy that something was wrong with the RN element of deterrent. While Concorde had only recently been withdrawn from civil operation at that point it was not tabled as worthy of investigation. Enter the French who having withdrawn their Concorde earlier than the UK, and concerned with fatigue issues on the Mirage fleet* had investigated using other airframes to launch a Nuclear adapted SCALP EG. With both nations having the same start point in airframes, and weapon (the UK Storm Shadow/French SCALP once adapted for nuclear delivery) the costs were halved and the British government's 'need' could be hidden by the joint nature of development.

*That's my What if pre-amble. (*means all fake news) but the SCALP EG / Storm Shadow could possibly be converted as the war head capacity in it's current guise is 450kg and a suitable Nuke warhead would weigh less. The existing SCALP EG is designated as an Air Launched Cruise Missile and can be carried by Mirage 2000 and Rafale, Tornado, Typhoon and Gripen as well as the Su-24 as seen in Ukraine. The reason to attach it to Concorde is solely range and speed. Fast as all the listed aircraft above are, to continuously fly at speed severely reduces range and this is the key aspect that gives a Concorde bomber some element of plausibly.*

The build

All the back story had been forefront in my mind when this model was started in 2011, but now 14 years later in 2025 it was the club resolution to complete 3 stalled projects that forced me to pick Concorde back up and get stuck in. Within days I was reminded why I had stopped building it in the first place.

This has not been a fun build !



A number of times fellow modellers at club and even my wife said 'Why not just bin it?' But if I binned every kit I found challenging I'd probably switch to LEGO.

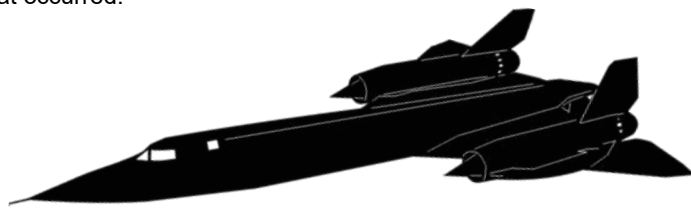
The kit is simple, and Revell do a far more involved model in 1/144 of Concorde. I didn't need the complex model complete with drop nose option so thought the old 'Airfix Skyking' would suit. From the start the poor fit was shocking, and it's no surprise that the constant flitting between putty and sanding removed a lot of the raised panel line detail. I decided to remove the lot at the same time as filling every window including the cockpit and closing off half the doors. I removed a centimetre of fuselage at the neck between the wings and cockpit. I reasoned that the bomber version of Concorde would benefit from less flexibility in the structure as it would pull more manoeuvres than the civil version and a shorter body would help. The windows would also be a weak point and redundant if the internal area was given over to fuel tanks.

A bomb bay would have been easier, but the widely seen illustration by Arthur Gibson had pylons with stand off missiles fitted. As a compromise (I doubted continued supersonic flight with externally mounted weapons would be able to withstand buffeting and the heat generated) 2 recessed bays, one behind the other just forward of

'Paint your wagon?'



While many aircraft can fly faster than sound it is sustained supersonic flying rather than bursts of speed that creates excessive heat and expansion of the airframe. A lot of experiments were carried out with paint for Concorde until the right one was identified. Anecdotal when G-BOAD was first delivered sheets of paint had delaminated in flight (she stretched nearly 6 inches in flight). Eventually a polyurethane paint was found that was resistant to the heat and 'stretching' that occurred.



But this is not unique to Concorde as the SR-71 has a similar issue yet rather than a gloss white has a matt black finish. The difference in colour scheme is predominately due to the materials of construction used in each airframe and how they absorb or emit heat. Concorde was skinned in aluminium alloy while the SR-71 is 85% Titanium. The properties of each results in their choice for each aircraft. Aluminium is lighter for the same amount than Titanium, but for that amount Titanium is stronger. A civil aircraft that needs to be profitable through loads carried will want to be as light as possible, the military SR-71 needs its strength as it will be employing greater speeds and therefore experience greater stress as well as potential manoeuvring to avoid threats that will put strain on the metals of the fuselage.

Aluminium is a good heat dissipating metal (so will disperse the heat built up at the buffering edge of the wing and nose over a wider surface area) and White paint releases the heat, absorption of heat by the metal is lessened which is important as, at a temperature point higher than Concorde would generate Aluminium easily distorts (becomes ductile).

Titanium, while stronger is not good at dissipating heat added to which, the SR-71 flew much faster, so the heat build-up was even more excessive. Black paint is, as a colour, useful in dissipating heat so in this case superior. Other factors also influenced the choice for the SR-71, the special paint was an early attempt at a radar absorbent coating, and the colour helped in a camouflage role as the plane flew so near to space and operated out of airfields at night.

For my 'What Iftery', I have factored in the advancement in paint technology that the passage of time would have seen both in elasticity and heat proofing to allow the choice of Hemp top surface and Light Grey underside, a Nimrod scheme. It should be noted that in reality Concorde did appear in a 'coloured scheme', Pepsi, but during those flights her top speed was limited so less heat and expansion were introduced to the painted airframe.

A wrap around green/grey DPM, may look good, but the irregularity of shape would have caused un-even heat change and to my mind that is not something a delicate airframe would want.



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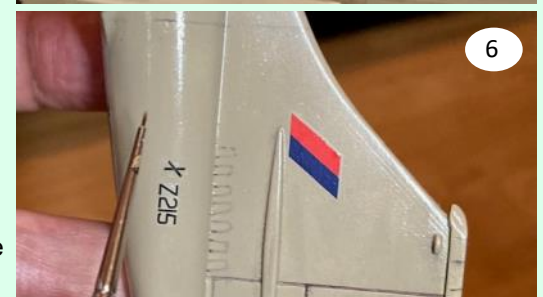
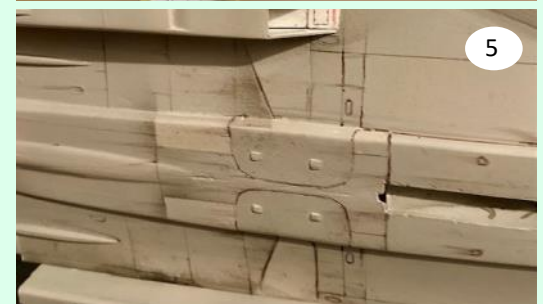


the main undercarriage bay. The real Concorde has small strakes just below the cockpit sides, here I added canards once again reflecting the requirement for manoeuvrability. These proved delicate and pinged off constantly while masking and painting. Other additions were an RWR pod on the tail tip and a pitot on the nose, offset as I like how that appears on the 'Blinder' so copied it. The Stormshadow missiles came from Revells twin seat 1/144 Typhoon and were made up and decaled from the kit. The outlay for the kit just to get two missiles was worth it, but in the end I have decided to mount both aircraft on a bespoke base I have made from polished wood and using clear rod, have the Typhoon escorting the bomber.

The panel (pg 10) on painting Concorde explains what colour route I chose. In addition to the main colour I did the engine interior in white. Prior to using Xtracolor Gloss for top and bottom I primed the airframe in white, then with a HB pencil drew on panel lines that were allowed to faintly show through. This was repeated a lot of times as the gloss finish revealed a lot of areas that warranted more sanding and filling. Did I say I did not enjoy this build?

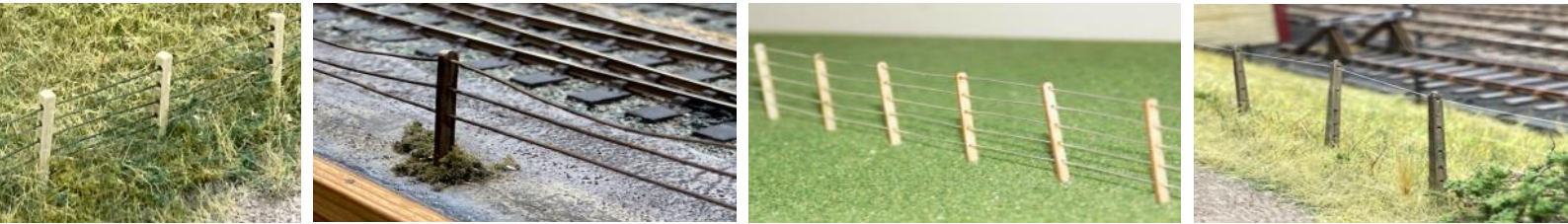
Eventually I called it a day, redrew panels lines a final time and resprayed again. The only real bonus was subtle changes were incorporated by adding a touch of white or dark grey to every spray session and using post-it notes to alter different panels. Once dry, oil paints were used to add light streaks from the pencil panel lines. I raided the decal box for Vulcan, Nimrod and C17 leftovers to decal the model and then more weathering was applied very lightly. Using left over decals was less fun than might be imagined as lining up individual serials was frustrating. If you want to know why the black squares appear on the serial codes ask me at club, there's the 'What iftery' answer and then the truth. I tried a new Acrylic Varnish from Ammo that promised quick and easy results. It was quick being ready to use from the bottle, and easy to clean up but it's water based formula did not like the high gloss surface and beaded. I wiped it all off in the direction of airflow and left it 24 hours. I'm glad to say the tiny 'key' that the wiped of surface left was enough to allow a second attempt to behave better and I did the airframe in a satin finish. Only one decal silvered and an x-acto helped to correct that. You'll note I added an anti-glare panel and fake cockpit decal underneath to confuse adversaries, the nose being painted by hand. Two round cockpit windows were drilled and then Krystal Klear used, this was a nod to the cockpit of a Vulcan.

The end was in sight. Using plasticine as a holding device I painted the supersonic screen and managed to line it with black. An unflattering mobile phone photo made me do it again, sometimes a close up picture can be brutal. The forward edges of the wings were painted black, I don't know if Concorde needed de-icing boots but it did allow me to neaten the edge. The missiles were fitted with sprue spaces and the exhaust outlets glued in place, one of which was slid over the rod mount. These look crude but a check of the real aircraft shows how bulky the movable cups are. Tiny silver chips were added after viewing the real exhaust area. Are we done yet? I think so. Touch ups to the grey nose finished this long winded build. But I'm still not calling it finished until the Typhoon is flying alongside, mounted on the same base. However I can say the 2nd of my 'shelf queens' for 2025 has been completed. That's a good feeling.



1. Reduced length of fuselage. 2. Terrible gaps and fit. 3. Recessed bays for Storm-shadows. 4. Drawn on panel lines. 5. Underside. 6. Decals bit by bit.

Simple Fix : In preperation for the Dark Side!



As September 16th looms and we go dark on that particular club night with all things railway I though I'd reveal a so often wrongly modelled feature of the railway landscape and its pretty simple fix. The top band of pictures shows posts, concrete and wooden, on various model railways that have been wired. You'll see the wires run through holes on the posts. I recall myself doing the same when building a cattle pen as a youngster. Even then I wondered what would happen if a wire was cut and needed replacing and how the wires were fed through umpteen holes over yards of fields.

As the real pictures below show, the error stems from putting the wires through the holes. In fact the wires run alongside the post and ties are what pass through the holes. Any repairs will be far easier and rather than pulling a wire through numerous holes along a fence line in fact each post is dealt with in turn. Even when the holes are in line with the wire strands they pass behind and short wire ties are used to secure. It certainly makes dealing with barbed wire fence strand much easier though from a modelling point of view modelling this accurately would take more effort.



EVENTS CALENDAR

17th	French night. Anything French (no snails?)
22nd	North Somerset model show
JULY 1st	Open modelling night; bring along some WIP and spend a couple of hours actually modelling.
6th	Romsey Model Show
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.
27th	BDAC model show
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.



Weather report.

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



**B
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With Nick's subtle weathering on his Sea Venom, he has shown the variations in colour that age and sun rays can cause. Rather than dwell on any specific weathering details in this edition, a collection here of single coloured bodies all exhibiting faded panels and age related wear. A nice change is the fact the 3 vehicles are all civil and in blue rather than the drab military greens normally featured to show a weathered surface. Airbrushing lightened paint coats is effective, but have you thought of using a fibreglass scratch pen to remove layers and lighten the colour? This can create interesting tones, especially when sympathetic undercoats and primers are used.

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

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

Show Organiser-

Newsletter - Sibo: 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 - Andy Dunning



1. How did you start off modelling and what keeps you at it?

I started modelling in the late 1960's with kits bought as presents or with my pocket money. From memory, early build kits were cars, planes and the like but very rarely painted. Modelling in my early teens added boats and planes fitted with compression engines then moved on to gliders. In my late teens I took on and successfully completed a 1:1 project, a Mini Scamp kit car from the Mini traveller that had rusted through at the rear sub-frame mounts. In my 30s I spent a few years building and racing 1:10 radio controlled cars.

About 15 years ago my son got me a Revell 1:24 Shelby Mustang GT 350 kit for my birthday. This gift re-ignited my interest and from there I started acquiring a stock of kits and equipment. Building was very slow though due to other commitments and I soon had more kits to build than the time I could spare. I was buying Dragon kits that were reduced in sales. The owner of the shop opposite the bingo hall (Endless Models) in Salisbury even commented one time that I only ever bought stuff from him that was on sale!



I like to build & fix things, whether in the garden, around the house or on the modelling table. Modelling provides a cheaper and less messy means of satisfaction rather than another 1:1 car project.

2. Do you have a particular modelling interest?

My main interest might be cars, but I'm still dabbling as I find interest in many other areas. I have kits in my stash covering Sci-fi, armour, planes, boats and of course many cars. As I progress I find that I am researching the model more than before but it is becoming more important.

3. What has been a favourite build and why?

I don't have a particular favourite that stands out but have enjoyed the Bandai A-wing for the seeming perfection of parts and fit, and the challenges of the Classic Airfix Jaguar for the opposite!

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



I work with cad software to design timber roofs for domestic and commercial buildings. The work involves producing quotes, layout drawings for site and final details for manufacture. This is a bit like a kit producer, drawing up plans to put a series of components together to form a roof. Modelling definitely helps switch off.

5. How long have you been a club member?

I joined the club a few meetings before Covid shut everything down, so since 2020.

Cont' over page.



Your Club cont'



6. What are you currently working on?

In my WIPs there are several kits ranging from just started to almost finished, an RSO3 with gun, 8-ton half track and Elefant all from Dragon, a Peugeot 205 rally car, Isuzu Trooper. Plus I must also get going on the IPMS Salisbury group build.

Thank You Andy—Ed

Previous page: Andy's builds are varied. A Snow-speeder from Star Wars VI alongside his photo where he holds a modern German Puma APC made in 1/35 scale. The Airfix Jaguar Vintage Classic was prompted by a group build. Dragon 88mm gun also in 1/35 above two 1/24 sports cars.

This page: Leopard II MBT.

Comms Check

The club is a source you should be using: Kits you don't want anymore or kits you are desperately looking for. A magazine article or missing decals, even to ask a random question or get it off your chest. All can be done through the newsletter and will be bounced back and forth here. Be brief and to the point. Send your Requests, Answers, Offers and Rants to : newsletter@ipmssalisbury.co.uk



NOT SAFE BUT SAFE?

A couple of months ago you may have received a notice via Amazon that your recent online purchase of AK paint needed to be returned as a dangerous product recall notice had been served.

If you had bought the same item from Oz at Salisbury model centre or any other physical shop you would not have been requested to return the paint though. And a check on UKGOV website on current recall notices would show nothing regarding AK had been declared by British Trading standards. So why did some UK modellers get this recall notice?

In these clever AI times (where your web browser tries to do the thinking for you) issues that are country specific can be high jacked by global sellers such as Amazon. A recall notice in one European country was issued as the labelling did not meet that country's requirement for warnings. Amazon sales of AK paint in that country would automatically send out the warning and return request, but as AI and the web is less compartmentalised than a country's borders, pretty soon anyone who had purchased AK paint via Amazon was getting the recall notice and a warning of a non-safe product.



The irony is the product was not being changed, only the label. Once the label clearly stated the 'warning' the product was then deemed safe to sell.

This situation where a potentially dangerous substance can be sold as long as it tells you of the danger often results in products disappearing for months or years at a time. When new UK law meant Tamiya spray-cans no longer had the correct information on the tin for the UK market they disappeared for over a year. The cans only reappeared once a programme of applying a sticky label was introduced at the UK importers end. This cured the problem in the UK and did not need Tamiya to rework the printing on their cans but the effort of opening every imported box to re-label was considerable and slowed the chain of supply. It seems Canada are dealing with the same problem now.



TURN UP THE HEAT!

It's certainly been hot of late. Most of us know that it's not a good time to be painting acrylics by hand if you don't want brush marks, but this heat effects modelling in other ways too. None of them helpful.

Those loft sores stashes get exceedingly hot and a check on your resin kits is probably worth doing, built and in boxes. Many of the club can relate to droopy wings and rotors or warped body shells.

Dried paint is one thing but exploding paint and glue is another as the heat can cause expansion resulting in a small 'pop' and a drip of glue flying from the bottle tip to a seam bursting on a rattle can with more dramatic results.

Recently AK released a paint effect intended to mimic frost— It was featured in a review in the newsletter. Sadly it is not stable in hot temperatures and literally disappears leaving a watery clear residue in its place.

One of the oddest heat induced issues was told to me by the Chairman who has often modelled in hotter countries. The homes in Thailand, China and other areas of Asia all had air conditioning to help with the heat and humidity. He noted his superglue (CA) was taking a long time to set, a surprise in a humid country as CA reacts with moisture in the air to set. Finally Colin realised it was due to the way in which the Aircon was processing the air, removing humidity and moisture before ejecting it cooled but dry into the room.

It should also be acknowledged that our own needs will be effected by the heat. Improve your ventilation, take on water and have breaks from the fumes. I guess the garden chores also vie for attention when good weather is present, another negative to add. Pasty skinned modellers rejoice!



MORE HEAT!

**1st July, Club
build night.
Bring along a
WIP, some tools
and have
2+ hours of
modelling.**



That One Use Tool

After unbuilt kits and paint I'd guess tools are the other modeller's 'stash'. And like so many unbuilt kits, tools that seemed like the must have device when purchasing are now forgotten in the bottom of a draw as you have returned to the tried and tested few items that always sit on your modelling desk.

Approx. 5 years ago I gained Master tool's (part of the Trumpeter family) 0,2mm Filmic Gauge-Silver. Item No. 09941. It has remained un-used as for the most part a conventional ruler does exactly the same thing. Until now— I'm glad to say the money was well spent* as the thin nature of the filmic (their word not mine) allowed the straight edge to be rolled around the fuselage of the Concorde when I was drawing the panel lines onto the primed surface. Not sure when I'll next need it, 2036 possibly? Perhaps it wasn't a selling success for Trumpeter as it is hard to find now.

**I have to write well spent in case wife reads this, Dymotape can do the same task.*

