

IPMS SALISBURY

Jul-Aug 25



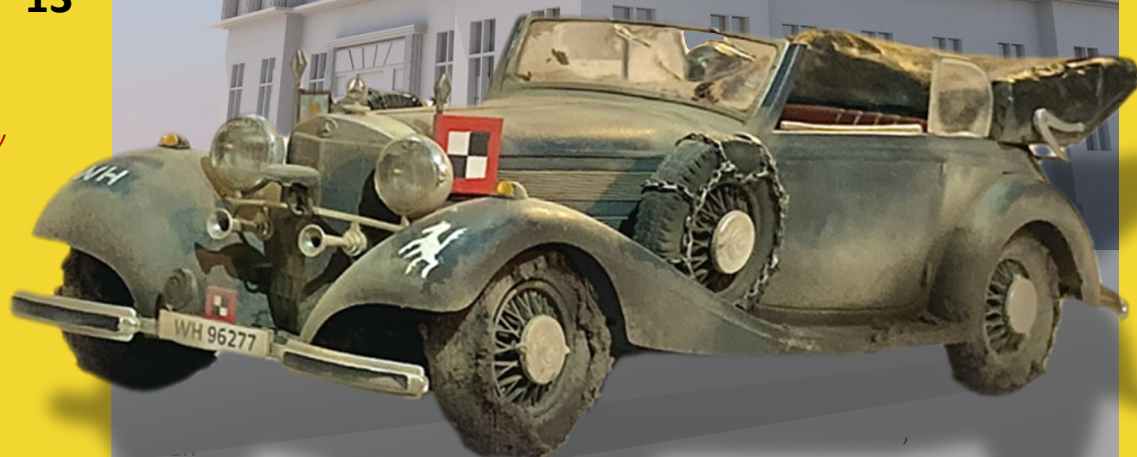
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IPMS SALISBURY

Top: Restored Kubel at Capel Military Show, a reminder that the club GB 'Soft Skin vehicles' approaches.

Right: 'Better late than Never' 540K from 2021 Group Build. Final build instalment not inside but posted on Club Website.



GUTEN TAG meine Modellbau-freunde !

Another German leaning issue that should help anyone embarking on WWI modelling.

Like the 'German issue' in 2024, it was the researching of colour that caused me to have a lot of info that I thought you would like to share. So once again I've embraced the subject with this issue's article. Not all armour, you'll see we also have some aviation representation with BDAC and RIAT; something for everyone I hope with important extras in 'Comms Check'. Remember each issue reflects what I receive so get writing figure buffs and boat builders! It is show time too making up for a lack of build articles.

Enjoy your summer and this issue— Ed



Editor's hello and Latest: Intro and club night info.

Reviews: A couple of show reports and a Sci-fi in box review.

Articles: Imperial German Army Colours from Sib0.

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

Weather report: Armour specific this issue, lets roll!

Your Club: Meet Tony Hawkins in his own words.

Comms check: Wants and wishes. Rants excepted if short and sharp. Offers to club, anything extra of interest. We even squeezed some Wingsy stuff in at the end.

Top: 1/35 StuG by Toz



One of Bob's Aircraft from VJ Night

WIP

, we talk of these a lot and routinely show off the progress. The 1st night of July really embraced WsIP (works in progress, its an odd thing to pluralise) with model building being undertaken at the club hall. You would have expected a quiet night as everyone knuckled down to work on their kits but it was an incredibly chatty night that was very enjoyable and hopefully to be repeated.

The chairman's son popped in to model with us, it has been a long time since Ross last visited the club but his modelling has obviously continued and he worked on a large 'Baneblade' 40K Tank from the Warhammer universe, while his dad had an XF91 on the table in 1/48 scale.

Other models under way included a 1/16 German SdKfz 251 in the hands of Ray who everyone was pleased to see. Andy had a bright pink set of sprues for his SAS Landrover, the Italeri kit. Sib0 had a Camel, not the bi-plane but a 2 legged sci-fi walker. Don of course had a large Centurion conversion underway, Dave B a Vespid 1/72 kit while Tony L worked on the Vintage Classic Airfix Buggy. New members had projects, Toz a 1/35 Panther and Julian a resin 1/48 Royal Navy deck tug. Apologies to Steve and anyone else who's WIP I missed noting.

I was not present at club VJ night but Tony Levitt was able to send a paragraph to start the next page...



**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.





*It's over for Japan,
or is it? Pg13.*

'There was a wide range of subjects, all aircraft, showing American, British and Japanese equipment. Colin Whitehouse bought a great selection including the tandem cockpit Douglas SBD 5E and an RAF Curtis P-40N. Tony Levitt bought a Mustang P-51D but in a later NACA incarnation from 1950, adapted from the type operated in the Pacific theatre. Bob Leach bought an amazing collection of over 30 aircraft, requiring nine large crates to transport! The collection comprised everything from unmanned aerial vehicles, biplanes, floatplanes, mid-engined planes, radial engine, V12 engine, pusher style, single engine and twin engine. Bob also wore the best t-shirt of the night emblazoned with a Japanese fighter. Hope some of the pictures here give a flavour of the night - one that everyone enjoyed.'



It was all happening inside and outside the hall on the first meet of August. Nick arrived in a fetching Riley Elf that would have been missed by club members who entered the hall via the rear fire exit, not least due to it running very well as opposed to the normal clatter a classic car makes (or Sibbo's Land rover). Inside it was food frenzy after the Chairman, Treasurer and Hon Sec' ensured numerous Pizzas were available on the night. Just as well as club numbers were high on the 5th... wait , is that a coincidence? Even a few beers were consumed. The lively atmosphere went one notch higher when Tony Horten and Chris Marston dropped in to say hello and reveal their intent to return to the Salisbury area. That's the gossip but what of the models? The editor,



太平洋戦区



Sibo had asked a couple of future 'Meet the Modeller' stars from the 'Your Club' feature to bring along models for photographing so Tony Hawkins and Tom had lots on show, some of which will appear in the newsletter. Additionally WIPs and new purchases were plentiful too. Don, always partial to a well made tool had some recent acquisitions including a very specialist tool that enabled drilling into tubes perpendicularly. It will be interesting to see how he uses it.

Chris Southwood continues to build intricate 1/700 waterline ships for his Op Pedestal theme and had two on show, yet to receive paint, the abundance of PE was easy to see.

Also on display but appearing to be completed were a couple of 1/48 vehicles from Dave Berriman, Land rovers from the now discontinued Airfix Herrick range finished as a Snatch and WMIK version in sand yellow.

A short notice FLASHMOD was arranged for the 10th August to be held in Andover and 8 members indicated they would be attending (Pg 13) before the night finished with a look forward to the next few events on the calendar including a presentation on FAA by Nick W.



Chris S



Dave B



Tony H

It seems car sharing has really taken off in the club, a good thing too as even with a number of members absent on the final August club night it was still a pretty full hall for Nick's presentation.

He brought along 10 of his models and using sets of clues got the club to guess which aircraft certain facts applied to. It was a lively interactive evening, and a different style of presentation which everyone enjoyed. Chris S, Dave B, Tony H and Bob L all rose to the British Naval aviation theme and brought along completed models, Tony H had a lovely grey Sea Fang though it's Bob's that is pictured here; it's lineage to the Spitfire clear to see.

Returning to the fold after surgery was Mike Hobbs whose knowledge of Meteor matters had not diminished while away, good to have him back. He reported feeling well and as keen to get building as before.

Some trading was also seen on the night too between members and Toz showed of a 3D print he had designed of the Ajax IFV. The evening was swiftly concluded as Parish notices were skipped and in their place some admin was conducted as Nick W was reunited with the memorial shield that now has been updated and Paul C was handed the engraved FLASHMOD trophy.



STOP PRESS

More detail next newsletter, but just in is the news that Revell are to copy Airfix in creating a parallel kit range of older tooling's and are clearly marketing them as vintage kits.
'Revell Classics' is the (not too surprising) name of this range.

Review: BDAC model show.

Clockwise: Hi Vis vests on 1/72 ground crew look the part on the Aircraft diorama SIG. Dave and Steve enjoying the busy day. Our club stand with Bob and Richard. Chris setting up. Best of show figure and top, C130-K 'Snoopy' model.

27th July Boscombe Down Aviation Collection had their IPMS Club's model show in the aircraft collection of the same name (BDAC). A busy event with a host of clubs and traders squeezed in around the exhibits, in fact the space was so tight that nomad modellers who wished to enter the model contest were pushed to find space to present their models, the entries from clubs stayed on the club tables with an entry slip alongside. Thankfully IPMS BDAC were quick to provide space on their own club table for the overspill. IPMS Salisbury attended with a large number of members displaying, to be expected as it's a local event. Richard C, Chris S, Bob L joined Colin W and Tony L behind the stand with Tony's wife spending the day at the show too as well as Colin's son Ross. Having not expected to be around on the 27th Sibbald and Paul C both came as paying punters, and with IPMS BDAC having so many modellers who frequent Salisbury too it was a very chatty day, probably more catching up done than a club night. 10 Classes were catered for in the contest with just a 'Best of class' award for each as well as Best in Show and Best club. Early Riser repeated May's win at Laverstock with Best Club again at Old Sarum. The Best In Show, picked from class winners was a Resin 1/16 German Tanker figure -1944 from Royal Models (left). As well as the models, and an outside running display of 1:6 R/C tanks by 'Independent Amour', the museum ran as normal and I had a fascinating chat about survival equipment from a volunteer in the hall. All told the combination of show and museum was good value, club attendees enjoyed displaying, competing (though no gongs this time) and buying. - Ed



Review: Hasegawa 1/20 Ma.K CAMEL

Seen being started at the July WIP build session this is Hasegawa's tool of the CAMEL, a one man biped Recce' machine for use on the moon, so obviously part of the Ma.K universe* and nothing to do with the WWI biplane.

A short review will aid those who didn't know what it was. The kit is Injection-moulded, 260 parts (of which 51 are vinyl poly caps in varied shapes for a high level of articulation plus some wire). I have started building the kit so I'm just presenting an in box review with some extra details. The parts are large and the fit amazing, it is almost a clip together. The plastic is silver which I don't like, but hardly a fault. Understanding the size will be hard as it is a sci-fi model but you can see an average head in 1/20 scale alongside a ruler, he is the pilot and fits fully in the ball like cockpit. Each leg has 9 points of rotation or sliding joints, the engineering alone is impressive though care will be needed when building the multi jointed legs which take up nearly half the instructions. The body is an odd set of shapes with an open front to



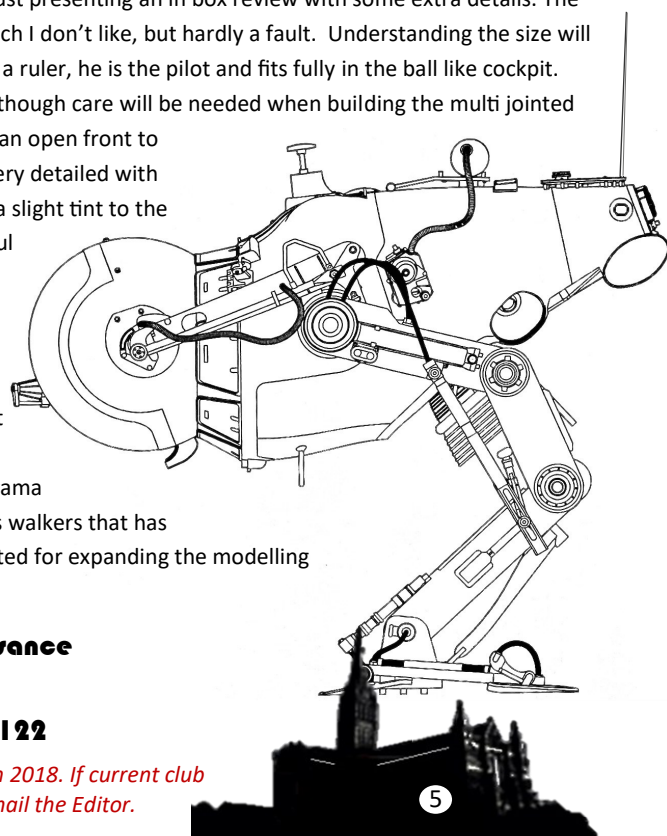
house the jettisonable ball cockpit. This area is very detailed with plastic parts and vinyl hoses. The orb glazing has a slight tint to the plastic. While the decal sheet is large and colourful offering a number of versions the only variation apart from colour schemes is an armoured collar that can be added between the cockpit and the body.

I have a different direction in mind for the cockpit anyway.

The model captures the odd design of Kow Yokoyama perfectly and represents in model form one of his walkers that has not been kitted before. Hasegawa are congratulated for expanding the modelling options available from the Ma.K universe.

**CAMEL luna Tactical Reconnaissance
Machine LUM-168. Merc' Forces
1/20 scale. Hasegawa Series 64122**

**A previous presentation night examined Ma.K in 2018. If current club members would like similar in the Newsletter e-mail the Editor.*



Review: Capel Military Show



I reviewed Capel Military Show last year after 'discovering' it. It seems unknown compared to Tankfest or War and Peace yet with over 25000 attendees across the 3 days you can see it is no small event.

I spent 4 days there helping set up on Thursday then working till Sunday. It was hot and dusty compared to last year's rain which allowed more vehicles to take part in the arena but obscured decent action photos.

Unlike Chalke Valley (which is as much about history and education) Capel is more of a military vehicle enthusiasts event, celebrating engineering and the majesty of powerful vehicles. In addition a huge number of re-enactors set up camps spread between wood and field that visitors can walk through. There are no scheduled talks or presentations. The top field has an encampment where personal vehicles are parked that can be viewed but this is more akin to a showroom with owners sat alongside enjoying the day and chatting with passers by. Landrovers were plentiful, but surprises did nestle amongst the common 4x4. A Volvo Radio Car, a Dingo, CVR(T) and Polish Fire engines along with Russian and German WWII motorbikes all in private ownership. Even a Gazelle, Lynx and Scout helicopter flew in, all 3 also privately owned.

The show has MOD support so a RAF Chinook was parked in the Heli field along with recruiting stands and a Stormer vehicle. Great to have MOD support but due to societies overly sensitive nature now it meant hardly any German WWII re-enactment as the MOD will not display at shows with SS re-enactors involved after bad publicity in the past.

Capel had withdrawn some invites to the German themed clubs but a small group of Heer and Volkssturm did attend and engaged in a loud display in the arena that had the last stand of Germans fired on from 25 pounder artillery then advanced on by M10 and Shermans before finally assaulted by British infantry. Also in the arena was a Conqueror ARV along with its specialised transport vehicle, a long and awkward beast, and something I've not seen before. In fact there were a number of vehicles I'd not seen in the flesh before that were not just present but in running order too. I've added these 'rare breeds' into the Comms check at the end of the newsletter. While not rare, the Leopard 1 in private hands was a thrill and ran sweetly, perhaps the best turned out AFV (along with the AS90) at Capel.

Other nations are given attention, a big set up with a US Loach, Humvee and destroyed Landrover technical along with Somalian shop façades and even part of the downed Blackhawk feature in the 'Blackhawk down' display. WWII Russians occupy half the woodland with a crash landed Horsa opposite central to the Airbourne living history.

Families are catered to with a small funfair, beer tent, evening entertainment and camping if you book early. A fair number of trade tents too, (I was good, didn't buy a thing but noted the kits on sale were cheaper than at a model show, Dragon 1/35 T34 = £15). It's about 1 hour 50 to Capel from Salisbury, but recommended.



IMPERIAL GERMAN ARMY CAMOUFLAGE COLOURS



Noting an authentic 7.58cm Minenwerfer still in original but faded camouflage sat in the Belgium Military museum in Brussels during a visit I was keen to learn some more about the scheme, hopefully to apply it to a restored 7.58cm in Larkhill. I started my journey knowing that the colours of the day would have been in use by the Germans in WWI and I could cross reference them with the hundreds available to us as hobbyists.

The common term 'Turtle cam' would cover the various geometric patterns. However **this was far to much**

assumption on my part: So I am going to lay out my findings. It will hopefully not only be interesting but give a little bit of foundation to any choices you make when finishing German equipment. Not just in WWI but right up to the invasion of Poland in 1939.

Until 1918, all camouflage patterns used in the German army were improvised and non standardized. To understand why we need to put down some facts that have been absorbed by the simpler accounting of Germany and it's Axis partners actions in WWI.

The Imperial German Army (1871–1919), referred to as the German Army (Deutsches Heer), was the unified ground and air force of the German Empire. It was established in 1871 with the political unification of Germany under the leadership of Prussia, and was dissolved in 1919, after the defeat of the German Empire in World War I, so when we say Germany we are actually referring to all the states that made up the German confederation, that is the Prussian led Northern German Confederation as well as Saxony, Bavaria and Württemberg who provided armies but kept there own Staff command and Ministries of war. The Prussian model was followed by all who aligned with Germany, with the Prussian Army controlling training, doctrine and development of equipment but the Ministries behaved as separate entities with distinct identities. Different ranks were used, numbering and naming of units as well as using manufacturing and resources of the Duchies and States that made up the Imperial German Army was allowed to continue. Even with my simplification of players listed above you can see how standardization would not have been achieved.

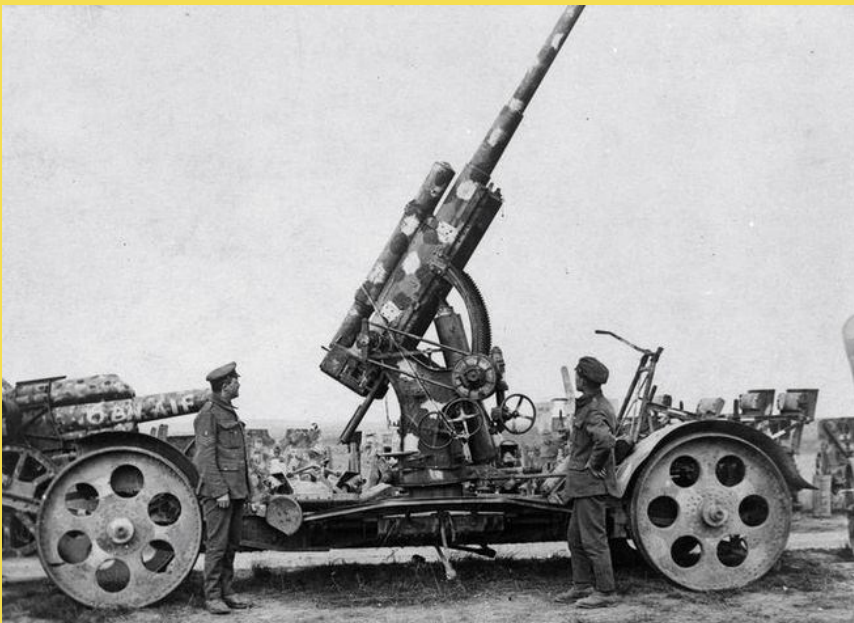


The next element is actually referencing the colours we are wanting to interpret regardless of seeing an old picture or wishing to buy a modern tin of paint. The RAL paint numbering system has become a standard way of sourcing the colour you need but **Reichsausschuss für Lieferbedingungen**, (**RAL** as we commonly say) was only developed as a system in Germany in **1927**, after the time the items we are discussing were in use. Even saying 'Turtle Cam' is sloppy as the correct term is "**Buntfarbenanstrich 1918**", officially introduced in the Imperial Army - both the Field Army and the Air Arm from 1918. Once adopted as standard, large sharp-cornered patches in 'rust brown', 'ochre yellow' and 'green' were applied, separated by black lines. The quotes are intentional as with no standard paint recipe the

paint colours would have to be distributed, and we already know how different manufactures either mis-interpreted or deliberately used stock of similar colours already held. Like almost all war material of this time, storage and fading would also have had an impact, the colours were matt and applied by brush as the technology for spray painting was still in development in Germany. The Scheme was applied to all large equipment but even applied to ammo boxes and helmets. Thus again some variety would creep in, the sharper patterns applied at the factory gave way to looser interpretations at the front with more or less colours used and the black lines being omitted.

Buntfarbenanstrich 1918 simply means 'Colour painting 1918' and is meant to be a disruptive pattern as apposed to mimicking the colour of the terrain.

With that all taken onboard let's start to identify some colours with a stab at accuracy on the following page...



As shades varied during the almost 10 years from when Buntfarbenanstrich 1918 was used, and the first RAL colour table was drawn up it is difficult to reconstruct the original values of the Buntfarbenanstrich 1918. However many of the WWI colours were used for the period between 1935 and 1937 for the painting of German equipment before the standardization of Panzer grey was introduced.



The picture left in black and white shows the hard edged multi coloured scheme using colours from 1918 applied to vehicles in use up to 1939, allowing, by reverse referencing against the RAL codes from 1927, identification of the tones. (Right: A restored 1930 Army example found in Russia 70 years later from only 456 built.)

RAL 6007 Bottle Green
RAL 8002 Earth yellow
RAL 8014 Sepia brown



Graphic interpretation of 4 colour geometric scheme over field grey.

The table alongside right is a list of colours that sources have identified as being available for camouflage painting in WWI. I have translated the German into English and the RAL code obviously remains the same. By typing the RAL into Google you will get a colour match, that should help you determine if it is the colour you want.

Some things to consider: In the picture top left, the car body is RAL 6007 but unless you knew that beforehand, Panzer grey might be your first thought. Interpreting colour from B & W prints is very hard.

The list alongside is as accurate as I've been able to piece together but by no means do I think 100% complete. This belief is in part due to the re-naming of colours in the RAL table and increase in codes from the 'Classic' 1927 set to what we use today. I have used only modern numbers and names so you can find the right paint bottles from your favourite brand but realise that takes it a step away from authentic identification of colours in use during WWI. I should also remind you that real paint tone will look different to the colour you see on any screen picture due to the way colour is made of light on the VDU. And to frustrate even more, printing ink combinations to create colour are different to pigment combinations to make the same colour.

So then, why no Feldgrau (Field Grey)? It's such a common colour that it should be on the list, it was in use during WWI and right through WWII till present day. Read on...

Schwarz (9005)	Black (9005)
Resedagrün (6011)	Reseda Green (6011)
Farngrün (6025)	Fern Green (6025)
Moosgrün (6005)	Moss Green (6005)
Olivgrün (6003)	Olive Green (6003)
Flaschengrün (6007)	Bottle Green (6007)
Grüngrau (7009)	Green-gray (7009)
Zementgrau (7033)	Cement Grey (7033)
Braungrau (7013)	Brown-grey (7013)
Umbragrau (7022)	Umbra Grey (7022)
Nußgrau (8011)	Nut Grey (8011)
Braun (8010)	Brown (8010)
Blaßgrau (8025)	Pale Gray (8025)
Ockergrau (8001)	Ochre Grey (8001)
Kupfergrau (8004)	Copper Grey (8004)
Olivbraun (8008)	Olive Brown (8008)
Lehmbraun (8003)	Clay Brown (8003)
Sandgelb (1002)	Sand Yellow (1002)
Erdegelb	Earth Yellow (8002)
Gelboliv (6014)	Yellow Olive (6014)
Sepia-Braun (8014)	Sepia brown (8014)
Oxidgelb (1034)	Oxide Yellow (1034)
Oxidrot (3009)	Oxide Red (3009)



IMPERIAL GERMAN ARMY COLOURS cont'

The application of multi coloured paint schemes was initiated in 1918 but in 1920 Supreme Army Command issued an order to standardise the application. *'Only motor tractors, special motor vehicles of the artillery and armoured motor vehicles should receive the Buntfarbenanstrich. All other vehicles should receive a one-colour coat in Feldgrau'.* This regulation was further amended in 1923 reflecting the changing, more modern German Army equipment schedule *'The three tone Buntfarbenanstrich should be applied on the combat vehicles, cannons, pontoons, rubber dinghies, tractors, tank dummies, ammunition boxes and accessory boxes for machine-guns, motor vehicles and horse-drawn vehicles'* Motorbikes for example would be field grey as would higher formation staff cars away from the front.



With the remainder painted Field Grey (feldgrau) and reference made to this tone of colour, it would be expected to be standardised too. The reason it was not listed in 1927 or referred to by it's RAL number is the nature of its employment and familiarity. The grey-green colour we all are familiar with as feldgrau was initially the basic Prussian uniform (with coloured cuffs). This literally became uniform for all non Prussian elements of the German confederation but changes in region and experience in combat use meant the colour varied while still called feldgrau. Some areas had a distinct green tone, others more blue. Shortages during war time meant a brown toned feldgrau was also seen.

Code	Name	Notes
Pre 1927	Field grey	Basic Feldgrau of the Reichsheer and Reichswehr 1907-1935
RAL 6006	Field grey	Wehrmacht 1937-45
RAL 7008	Khaki-green	A distinctly grey brown version
RAL 7009	Field grey #2	Despite having the description as uniform 'Grey Green' this version is more like mid grey dependant on interpretation.
RAL 7013	Field grey	But more akin to Stone grey, used from 1929 till today by Austrian Army

At the same time, other nations were watching with interest how the 'Modern' German army was changing the art of warfare so copied the same types of uniform. Austria, Portugal and Sweden were early adopters of Feldgrau with WWII bringing Finland to the list plus all those countries that aligned themselves with the Wehrmacht being influenced by the German uniform. Even today many nations have Field Grey as a ceremonial outfit as apposed to DPM fatigues for war fighting. Interestingly, while the majority of Soviet forces adopted the Russian uniform, in 1956 the NVA formed in East Germany and adopted a uniform



more akin to its Wehrmacht predecessor, in another shade of Field Grey, a more brown version. So we can see that it is not a lack of RAL but too many derivatives we have for the colour known as 'Field Grey' that perhaps is the issue. - Sibo

Right: The famous collection of Feldgrau tunics showing how wide a catch all name like Field Grey is. All are WWII but the 'error' goes back to pre 1927.

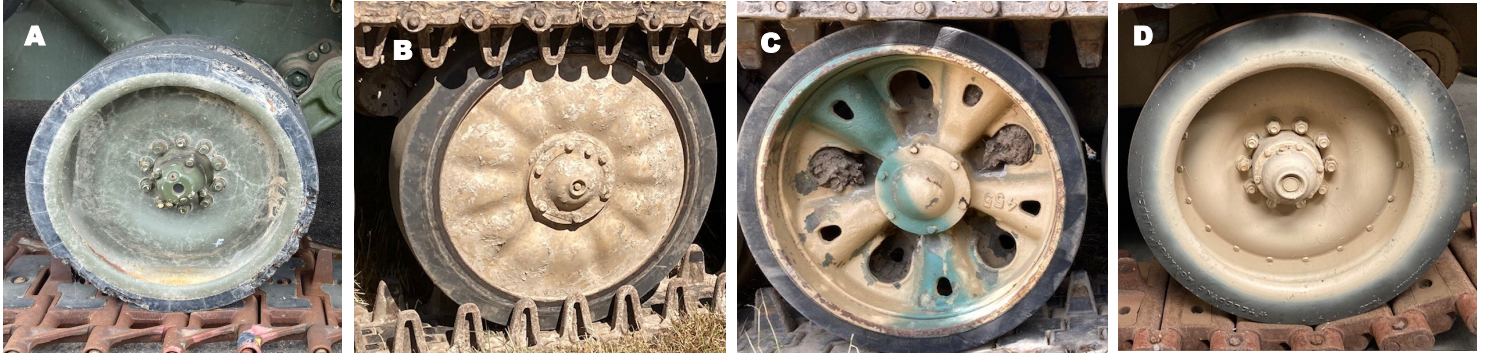
EVENTS CALENDAR

SEPTEMBER 2nd	Quiz cancelled and WIP night at club hall repeated.
13 -14th	South West Model Show Autumn at Tank Museum.
16th	200 years of rail. Any railway related models.
OCTOBER 7th	Final presentation and voting for 2025 Group Build.
11th	REME Museum Model Show .
21st	AGM
26th	Model Show Yeovil
NOVEMBER 4th	Telford preparation.
7th	7/8/9th IPMS Scale Model World Telford.
18th	Telford debrief and reveal of purchases, wins and WIPs.
23rd	Museum of Army Flying Model Show, Middle Wallop.
DECEMBER 2nd	Night at the model shop & Club Dinner . Venue TBC
16th	In house club show, Mince pies.
MAY 2026 29th	Show set up.
30th	IPMS Salisbury 2026 Model Show.



WEATHER REPORT: AFV ROAD WHEELS

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



A whole industry of wheel masks has sprung up to simplify the painting of rubber tyre rims on AFV road wheels. It's up to you to decide if they're worth it. The top picture this issue serves to show variation in rims, that despite being in a muddy environment the edges where wheel meets rubber tyre can still remain clear, and neatness in paint application is not always a given. If you want to test yourself the answers to what vehicle each wheel is from appears on the final page, But the real weathering insight is how in normal use the rims degrade and chunks of rubber literally fly off during transit. Unlike a punctured tyre, the wheel can continue in use and only after a significant amount of gouges and nicks have been made does the remaining rubber fail and shed leaving a rimless metal wheel that still functions but is more prone to wear and noise.



Simple fix- Rim damage

You may wish to keep the un-scuffed look to your rubber rimmed road wheels, but do check even then as some kit manufacturing companies have misinterpreted photographic evidence to make remedial work still relevant. Examples include Sherman rims that can in reality be smooth or have 1, 3 or 5 grooves. These tyres when new also could exhibit a seam, and this is common on many tanks even today. A new rim may have moulding marks that quickly diminish as the tank is run in. In the T-55 series Trumpeter have moulded radial lines on the sides of the rim, even in their smaller scale kits. While these marks do appear on newly moulded rubber rims, they are far too prominent in these kits and hardly able to be seen on in service vehicles.

Adding gauge marks and nicks is very simple. Either use a Dremel type tool with a burr or disc and randomly nick the edge of the wheels only on the simulated rubber rim or do the same using a sharp knife. There is not even much requirement to sand smooth afterwards. Note the nicks and gouges made by a blade look different to those made with a motor tool so choose what suits best.

Right: Tiger wheel with damage added, below: painted and drybrushed to dramatically show effect. Factory seams can be over done as this Trumpeter T-62 shows, left.



Your Club - Tony Hawkins

How did you start making models and what keeps you at it? I started with aeroplane models aged about 9 years. These were usually Airfix kits bought from a local wool shop called Hannants. My interest is not in owning a model of a particular prototype but in understanding its shape and its details. This is closely associated with a study of aerodynamics and a career in aviation. For many years I built models to order for collectors which forced me to use any kit available including some dreadful vacuum formed ones, scratch building, using plunge and vacuum moulding and casting in resin and white metal. My first attempt to build a vacform kit was a 1/72nd Rareplanes FJ-1 in 1976 which I still have.

Do you have a particular modelling interest? My primary interest is and has always been in aeroplanes. These days the models are 1/72nd scale for the larger types and 1/48th scale for the smaller ones with space and tired old eyes being limiting factors. Periodically I build static wooden ships as I have always enjoyed the material and all that string.

In the past my modelling interests have ranged widely across vehicles, architectural models, spacecraft and masters for 1/350th scale resin ships and aftermarket parts.

I have also used my modelling skills in work. I built spatial models of the ETPS fleet to plan spotting of the real aeroplanes for a group photo and I used my models for explaining stability and control to students. I built models of foreign military aeroplanes to assist our analysis of their performance whilst working for a government department.

What has been one of your favourite builds and why? I think my favourite was the challenge of scratch building a TSR2 in 1/72nd scale. In 1976 the problem was lack of reliable information. The project was kicked off by an article in Airfix magazine which turned out to be hopelessly oversimplified and wildly inaccurate. The model was on its third iteration when I arrived at the Cranfield College of Aeronautics for more study and "found" XR222. This and a copy of an original drawing provided by Professor Howe enabled me to complete a satisfactory model.

What is your day job and does modelling help you switch off from work? Since I am now retired modelling is used for the opposite purpose to provide challenging new problems to solve. I wonder how I ever found time for a day job.

How long have you been a club member? I must have joined Salisbury Model club about 1995 but I have attended other clubs previously as I moved about the country with jobs. I have been in IPMS on and off for 50 years.

What are you currently working on? I am currently building HMS Snake, a 100-foot 382-ton brig sloop with 18 carronades to 1/64th scale in wood from the Caldercraft kit as well as

trying to address the embarrassing gaggle of stalled projects languishing in boxes.

Left: The Mk XVIII Spitfire started off as the 1980 issue Mk V from Airfix. Tony cast his own parts in resin and from whitemetal to make a much more accurate (as well as heavy) model.



Airfix P-51 with a Pinnacle, a type of light boat, in wood.



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

Tasteful scratch built aeroplanes

I did promise some aircraft modelling in this edition. Thankfully the Club chairman has been working on a scratch build that he has shared with me. Is it a Seven Ate Seven? Hard to tell but the wing de-icing has not worked as the whole thing is covered in frosting. In real life the plane was not a success as pilots complained of spongy controls and strong tail winds after eating. Enough puns... If you want to scratch build one here are the instructions.



Chairman Colin Whitehouse lands a tasty looking freelance model.

Ingredients

200g caster sugar
200g softened butter
4 eggs, beaten
200g self-raising flour
1 tsp baking powder
2 tbsp milk

For the filling/covering

100g butter, softened
140g icing sugar, sifted
drop vanilla extract
(Alternatively ignore plane shape and swamp it in jam, fresh whipped double cream and strawberries then chill)

Method

1. Heat oven to 190C/fan 170C/gas 5. Line two 20cm sandwich tins with baking paper or greaseproof paper.
2. In large bowl, beat 200g caster sugar, 200g soft butter, 4 beaten eggs, 200g self-raising flour, 1 tsp baking powder and 2 tbsp milk together till you have a smooth consistency.
3. Divide the mixture between the tins and smooth surface.
4. Bake for about 20 mins until golden and the surface springs back when pressed.
5. Turn onto a cooling rack and leave to cool completely.
6. For the filling, beat the 100g softened butter until smooth and creamy, then gradually beat in 140g sifted icing sugar and a drop of vanilla extract.
7. Time to adopt the modelling touch. Cut out a plane form on one sponge of wings and fuselage, and just a fuselage on the second. With left over cake from second sponge make your tailplane. Spread the buttercream over the bottom sponge and join body on top, do again for tail. Thinly coat the whole cake in butter cream and use sweets for windows, cake rolls for engines or try other ideas.
8. Bring in to club for everyone to devourer. And rivet count.

Workbench WIPs

Not every Work In Progress gets brought along to club night so as editor I keep my eyes open and ears alert in order to update the readership on the unseen projects going on in the homes of club members.

Right, and looking close to completion, is ICM's 1/48 B26B Marauder being built by Oz in between his Group build and Railway item for club nights, this is very much a personal project. Below from Nick is an experiment in pre-shading a white finish on Airfix's 1/72 Whitley. It will be interesting to see more as he has used brown for the metallised areas and yellow for pre-shading the fabric covered parts of the wing. Left in 1/144 is Revell's twin seat Typhoon being done in RAF markings having had white metal pilots added to the cockpit by Sib0.



FLASHMOD August 2025



It was a very short notice Flashmod announced for 10th August, but that's why it's called Flash, and this one was initiated by a chance conversation between Phil and Sibö.

Phil's modelling has been limited of late so after a quick check on dates and ensuring the Club Chairman was able to facilitate use of Andover's Men's Shed it was set.

On the day 9 members were present, 8 at 09.30 all keen to get started with Mick arriving just in time to start at 10.00 ready for 6 solid hours of modelling. Tony Hawkins was not only present but worked on the cannons for HMS Snake mentioned in this issue.

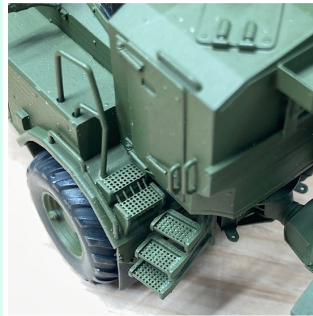
Mick had a 1/72 Archer, Bob a Mig 3, first timer for Flashmoder, Toz had a Tamiya Sherman, Paul a 1/72 UM Models SU-76. Colin brought a model and his son Ross who also took part. Colin had a Vintage Morris and Bofors by Airfix, Ross painted a couple of Games Workshop figures.

Phil dived back into modelling with a 1/700 HMS Victory which had such fine and tiny details and Sibö enjoyed a less hurried day on a 1/20 Mecha cat figure with out trying to finish in 6 hours.

Interestingly the range of materials being modelled with was wide with Sibö's piece in resin, Tony working in metal, Mick's kit was a beautiful 3D print that had such fine detail (see the open mesh on the steps in the picture) that it was hard to believe it was 1/72. While plastic was the majority medium it wasn't plain sailing and Bob admitted defeat after struggling for nearly 5 hours to get his Mig to fit together. It went into the bin instead.

Toz cracked through his 1/35 kit but realised early on that Flashmod needs a certain kind of model tackled so happily stopped early to tidy away rather than try to start painting with less than an hour left. Phil on the other hand was painting from the off and the progress made on his Victory was amazing though no surprise he only got as far as the hull in 6 hours. Sibö also got further than normal after doing a lot of resin clean up; the painting was a joy but only the body assembly was done, leaving the legs for home.

Phil Capon though achieved the most, an almost completely finished SU-76, though it looked done to all who voted, he also made a base for it from plasticard and grit in the 6 hours. A worthy winner on the day for Paul, and fun for all who attended.



That is a 1 pence piece.



TAMIYA NEWS

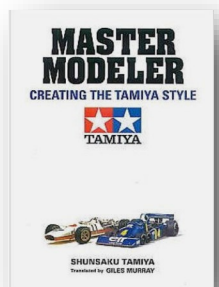
appointed President in 1977 and was instrumental in creating the idea of 'Tamiya quality'. I read some years ago, the book 'Master Modeler' which gave real insight into the Tamiya story, how it started in the timber business making furniture, diversifying into wooden toys, and then simple models until in time, from their Shizuoka base the company turned to plastic injection mouldings of kits, RC and educational toys.

Mr Shunsaku always had a clear idea of what he wanted to see his company making and the need to be known for quality. I recommend the book, but it is a bed side read, not a 'how to book'. Born on 19 December 1934 and effected by what WWII did to his world he initially worked in the family business before slowly changing it's direction. In 1958 he joined Tamiya Shoji Limited Partnership and within 2 years was appointed General Manager, Planning Department of Tamiya Corp', 9 years more and he is appointed Managing Director of Tamiya Mokei. On 31 May 1977 he is appointed President and Representative Director, Tamiya Corporation, the pinnacle of his time involved with the company of his name. Further appointments followed and in later years preparations ensured the Tamiya name will stay in the family as the reigns were handed over to the next generation.

To reinforce the message that things will continue as normal despite the sad loss, Tamiya have released details of items due in September. Military modellers will like the new tool Pak-38. All club members will have a fondness for Tamiya and it's not an overstatement to say the models from Tamiya were inspirational in every kit builders' formative years.



Tamiya's Chairman, Mr Shunsaku Tamiya passed away on 18 July 25 at the age of 90. He had been the figurehead since being



Another Leopard debuts

German WWII tanks dominate modelling but it would seem the modern Leopard design really is an over represented AFV as a single type. Here the 2A7A1 is the latest version of the German MBT 's evolution of the Leopard II family destined to enter service.

Building on the already battle-proven Leopard 2 platform, this latest variant includes further improvements over previous versions. New storage boxes, electronic monitoring systems, remote screens for crew awareness, rear side skirts, modified smoke dischargers, frontal cover plate, new APU, "SPECTUS" front/rear mounted driver's low-light thermal imaging sight system and "TROPHY" Active Protection System as fielded by the IDF. All these mods' have been added by Revell to their basic A6 kit to produce the Leopard 2 A7A1.

Expected in December '25 this kit has an anticipated RRP of £41.99.

Oz at Salisbury Model Centre can pre-order Revell kits so if armour is your thing you know where to go.

Alongside is a small table of just 1/35 Leopard 2 kits that have been created for the market. It's a crowded market place.

Company	Kit Notes	Company	Kit Notes
Heller	Probably Italeri early Leo 2	RFM	Detailed 2A7 with interior kit
ICM	2A6 Ukrainian version by Revell	Tiger Models	Leo 2 with 130mm gun prototype
Esci	Still available up to A3 version	Border Model	A5/A6 new tool in 2023
Italeri	2A5, Moulds used by Academy	Amusing Hobby	2A8 but could be A7+ identified as 2A8
Tamiya	2A6 German and Ukraine type	Hobby Boss	Massive amount of versions including export types for Spain, and Canadian MEXAS, including slat armour. A4 to A6M
Revell	Multiple marks, good value		
Meng	2A7+ is latest type, also A4	Others	Brands use moulds of those listed here.



Alternative History or just Denial?



Modelcollect have a range of legged tanks under the Fist of War name as well as some 1/35 1946 Armour. The design alongside is the German Sd.Kfz.553 Ausf. Vierfüßler KaiserKafer but re-boxed as Tactical SPG 'Kabuto-Kai' though you wouldn't know it as the box is 99% Japanese text. The box art is certainly an interesting take on history, the walker tank that is supplied in the box is shown sentry like over a Japanese EOD team defusing the A Bomb retrieved from the wreck of 'Enola Gay'. The kit can be found on Ebay and comes with metal gun barrels.

I guess it's just another type of 'what if' but as Revell found when releasing a what if Luftwaffe Flying saucer that had box art of it shooting down US jets, some interpretations of alternate history don't sit well with everyone.

Photo spread: RIAT 2025

Greek two-seat Mirage 2000-5BG.



SAAB Gripen from Czech 211 Sqn.



Ilyushin Il-78 MP



AH-64E Apache Guardian, Qatar.



Pakistan Air Force JF-17 Thunder



An-74T Coaler of the Egyptian Air Force





The vehicles pictured here may be familiar to some of the club, but are by no means common. Some description might be welcome. Top is a Scammell Contractor hauling a Conqueror FV222 Tank Recovery Vehicle on a multi bogie rig. Owned by the REME museum it is not often seen running and even less deploying it's ARV to run separately as it takes the assistance of a Foden to unload the Recovery AFV.

The Landrover is an Australian version that saw service in Vietnam, but fitted out as a workshop vehicle in 1966, a modification that was limited to 250 vehicles and included tent extension and welding kit.

DD equipped Valentines did not see service on D-Day and were used for training prior to crews switching to Sherman DDs.

A Mutt sporting the less common "Dual-Tex" vehicle pattern trailed in 1977 and used by 2nd Armoured Cav in 1979. This application was ahead of its time though based on the same theory employed today with modern Digital cam schemes.

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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.

Answers from page 10. A= MLRS B= 2S1 C= T55 D= M110 E= AS90 F= 2S3