

SHOW REVIEWS FROM UK AND SWEDEN

IPMS Sept - Oct
2025
SALISBURY



IPMS SALISBURY

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Italeri M47 by Paul Capon

Firstly an apology to start my intro as I left out thanking Phil Laughlin from the previous newsletter. His wonderful pictures from RIAT ensured the July/August newsletter was not totally free from aircraft. Below is a double Hawk shot he took at RIAT that ensures I'm acknowledging his great eye for a picture twice!

Hello also to Ruari (pronounced Rory if you have yet to meet him) from Warminster area. He is a 1/48 US jet modeller though for the time he is with us it will be interesting to see what else he can be tempted to model as this issue sees some of the off beat topics the club has encouraged our members to try. As well as the GB reveal we have 'Railway night' a first with more than a page dedicated to what that evening had to offer.

Thank you contributors to this issue.

Editor.



Editor's hello and latest: Autumn club night news from September and October.

Reviews: Show and shop reports.

Articles: Airfix Whitley in a beautiful scheme by Nick W.

Weather report: Weathering reference and ideas.

Events Calendar: Back page to be forewarned for 2026

Your Club: Meet fellow modeller Tom Hindness.

Comms check: Ask questions, swap info, borrow or buy from each other. Revell news. Flashmod announced. General interest news.



**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.

Club chairman, Colin was away for the first night of September so his quiz was replaced with another 'build' night. Once again a wide range of projects were on the table, what was odd to note was only one club member was working on

the same model that had been brought along the previous builders night, that was Julian with his resin 1/48 tug. There was a lot of variety on the table so I've done a list, but if this build night is to become regular I might not keep listing the models brought along. And it would seem from listening to the members talking on the night that build nights are enjoyed so maybe something to discuss at the AGM? It would need no additional organisation to make the non-theme

night of the month a building night for those who want to work on something along side the normal banter. Don and Sibb were sat side by side happily working on repetitive tasks, those things that need doing but don't always entice you to the modelling bench, much nicer to be sat chatting and almost absent minded be cleaning road wheels from flash or snipping track links.



BRAND	PROJECT	BUILDER
Airfx	Meat Wagon rolling stock 00 gauge	Tom Hindness
Special Hobby	High Speed Record setting Meteor 1/72	Mike Hobbs
Dora Wings	Fairy Delta 2	Tony Levitt
Dragon	8 ton German halftrack	Andy
Tamiya	Pilot figures for 'Betty' aircraft	Bob
Special Hobby	1/32 AH-1G Cobra Helicopter	John Stanwix
Gecko	1/16 Universal Carrier Mk2	Richard Clarke
Airfix	1/48 Gannet COD4	Chris Southwood
Tamiya	F14A	Ruari
Brengun	Royal Navy Deck tug	Julian
PST	1/72 PARM Field aircraft repair workshop truck	Paul Capon
AFV Club	LVT-4	Don
3D Print	1/87 German soldiers	Sibo



It wasn't just in house building on the 2nd Sept,



Bob had a couple more Japanese aircraft to show, with Hasegawa's 1/48 Nakajima C6N1 'Saiun' waiting for the 'Higashi-Karorin Flying Group' crew he was working on during the WIP night. These plus other WIPs are on the club site blog.

The club committee met at the Duck for the first preliminary planning for the 2026 model show which was useful and will be built on at the next show meeting in January.

The 16th was a theme night, Railway modelling which was perhaps slightly out of kilter for an IPMS Club, but in truth many members also enjoy railway modelling and from a military modelling point of view the last few years have seen a mass of railway linked models in 1/35. A whole page of pictures is devoted to the night on Page 5. Other models were on display too including some that were in progress such as a large and gangly looking Belvedere helicopter. Chris S had more Op Pedestal ships which looked very striking in their Western Approaches Scheme and as a change of pace, a large Sniper figure. Phill also had his wonderful ship on display. HMS Hood in a case to protect it's delicate etched railings.

On Page 6 are a number of photos from the Group Build (GB) reveal night of the 7th October. By no means every model appears here and additional pictures are on the club website. It was well supported, one of the best supported GB's we have held with most of the models on show built in the last 8 months. My favourite appears below from Oz an excellent conversion using scratch building techniques, copious amounts of plasticard and a little PE. It even floats at the correct plimsol line as I witnessed in a giant clear tub of water.

Ruari brought along the F18 pictured

in progress on the previous page but it was finished by the 7th and we had a prospective new member, James from Salisbury whose modelling interest are wide ranging also turn up for the night. Returning to the GB, scales were predominately 1/72 and 1/48 but that didn't mean the models all turned out similar in size, Mick Ellis had a 1/35 US



tank transporter that took up considerable space, while Sibo's Russian Tank transporter had in addition, a load, the Mi-24 helicopter but being 1/72 took less table space. Tony Levitt went for 1/24 scale and a lovely technical pick-up. It seems that the aircraft modellers all found a novel way to build for the GB theme and a few aeroplane tractor tugs appeared from Colin (the largest of the 3), Julian had a bright yellow RN tug with Gannet tow bar and Nick a tiny blue Light Flight deck Tractor from the late 40 to 1950's period. All 3 in 1/48. Colin also had a trio of Modern British Army vehicles, again in 1/48 from Airfix in Afghan theatre finish. British vehicles were on display from Dave Berriman with multiple Land Rovers, Andy with a 1/35 Pink Panther and a handful of Bedford Lorries from Richard Lane. The final British classic was a Stalwart from Steve Savile, not the new Airfix one! The box left has a few words from him on the



My First and Definitely last Accurate Armour kit!

Aircraft are the majority subject I make but I find it refreshing to do other subjects such as ships, cars and armour. Not so with this kit, talk about a kit to question whether you even like modelling. A first time working with resin for me, parts were hard to remove and brittle needing repair with superglue. Some parts were microscopic and the instructions was more like a parts list showing how the parts should look. Search as much as you like, some parts didn't appear in the instruction photos. I look forward to seeing how the Airfix version compares.

Steve S

the resin model he built. Dave also brought along a very soft skinned vehicle, an American air-cushion landing craft, an enormous flat open decked hovercraft for landing tanks and APCs.

Russian Second World War vehicles were Paul Capon's contribution with some nice examples of poor eastern block kits brought up to a lovely standard ranging from the PMZ-2 Fire engine based on the US vehicle to a GAZ-AAA mobile Airfield radio station. Also Russian was Chris Southwood's Chernobyl diorama that I've only taken a small photo to illustrate. I look forward to seeing it again once he considers it fully finished. A range of Russian support vehicles sit alongside an abandoned Hook Helicopter and really look the part.

AGM

Oct 21st was the annual IPMS meeting for the club, for all members not just those signed up to IPMS. A productive meeting with some interesting exchanges that certainly focused the evening. Everyone should have had the post meeting report returning to post of chairman, Colin W. Tony L as Hon Sec and Steve S as treasurer. I think I can speak for all the club in stating how welcome that news is as all 3 have done sterling work during the previous 12 months and give renewed confidence of a further year of stable club activity.

Closer ties between BDAC and IPMS Salisbury were

worked out too which will be good for 2026 and onwards. Below is a draft info-sign for the cabinets held at BDAC to allow visitors quick access to information about IPMS Salisbury. Tony has done a neat job on this graphic so let him know that you approve. The events list for 2026 was discussed and will feature in the Jan Newsletter but the Theme nights are included at the back of this newsletter to allow those inclined to get building for a future date.

Photos from autumn theme nights on the following 2 pages.



Colin W, the returning club Chairman, had a model of his wife's red Toyota Celica GTR that she used in Napier-Hastings, New Zealand in 1996 recreated in 1/24 using the Tamiya kit. New member Paul also brought along a Toyota, in Castrol markings, again using a Tamiya's kit.



INTERESTED?
Are you interested in making scale models?

1

2

ARE YOU?
Are you already making scale models?

WHO ARE WE?

We are the Salisbury branch of the International Plastic Modellers' Society.

3

4

WHAT WE DO
We build models of all subjects, not just the aircraft on display here.

LIKE TO KNOW MORE?
Just scan or photograph the QR Code below.

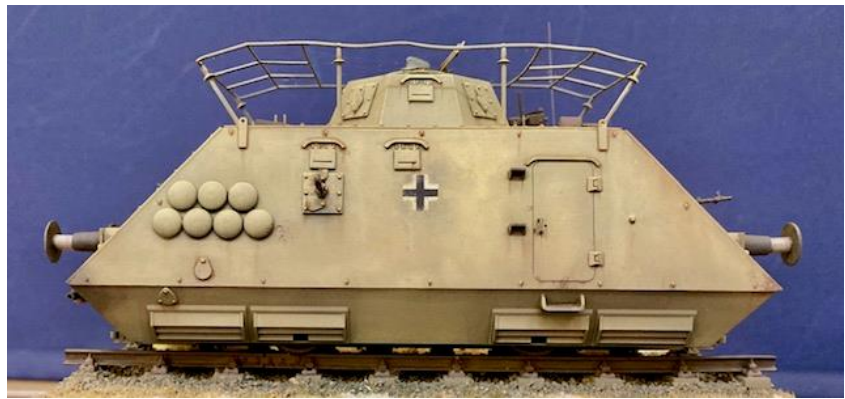
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[HTTPS://IPMSSALISBURY.CO.UK](https://ipmssalisbury.co.uk)

Phill has begun the newly released 1/144 rocket kit from Airfix of SLS Artemis.

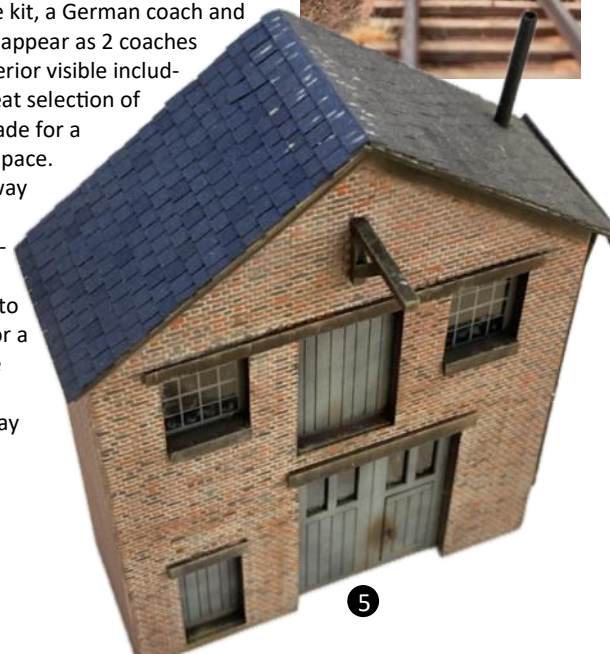




Railway theme night was a revelation, much to the delight of the chairman who was doubtful that there would be enough interpretation of the theme to warrant a devoted night. Military models in a railway setting dominated but Nick and Don had solely model rail builds. Nick in 00 and Don in 7mm. In 1/87 (continental HO) Paul and Sibb brought along models based around buildings with Sibb's diorama over 2 foot in length. Oz and Richard went for 1/35 scale models as did Paul. Richard, a linear diorama of US Army soldiers and vehicles using a railway line as its axis. Oz took one kit, a German coach and spilt it carefully to make it appear as 2 coaches end to end with all the interior visible including the WC. All in all a great selection of interesting models that made for a



change of pace. If the railway buildings have interested you then look to page 18 for a little more modelling with railway leanings.



B VEHICLES



A huge turnout of "Soft Skin" B Vehicles for this year's Group Build. I have not been able to fit every model in so also check out the club website, and apologies to those not included here (mine too- Ed).



Descriptions for the photos are in the text on page 4.



Pictures here are NOT to scale. The deck tractor was tiny, the resin Stalwart, big.



Review: Tank Museum Model Show, Sept 25

Couples Day at The Museum, a report from Tony Levitt



Sunday 14th September dawned uncharacteristically cold and grey after the stunningly hot and dry summer. Happily the overnight rain had cleared, leaving the roads wet but us hopeful of unloading in the dry.

Arriving early, we were pleased to find the back gate entrance open and we were able to drive through the mud right up to the fire exit masquerading as a registration door. Yep, when your primary exhibits have tracks, you don't need to worry too much about an inch of mud.

The Reception was warm and welcoming and amazingly so was the Tank Story Hall where the IPMS Salisbury stand was tucked away in a corner. The welcome wasn't quite as warm nearer the 8:30am door deadline, as the fire exit was locked early, leaving Chris and Roisin standing out in the mud. I think the museum clock was running fast, as it opened up early again ahead of closing time. Saturday had seen a relatively large contingent of club members manning the stand, but Sunday was couples day with Chris and Roisin joined by Tony & Paula, marking our first time out at a show beyond ours and BDAC's. Consequently we had an eclectic mix of models to display between us and we comfortably took the (sadly imaginary) award for "most diverse show stand".



Roisin produced a broad selection of miniature figures, all beautifully hand painted, including a couple of imposing dragons, which took pride of place on the stand above Chris' selection of perfectly finished miniature ships. At the other end of the stand Paula's crocheted wizard and dragon stood guard behind a row of brightly coloured cars from Tony. In between, we had a wide selection of miniature illuminated buildings, military vehicles and aircraft, including Chris' Hawker Hurricane which proved very popular. His exploding doughnuts less so! (A tale for club night? -Ed)

After lunch we were treated to a drive-by visit from the Daleks, supervised by people in white coats. It wasn't clear why. Perhaps it was to encourage us to brave the torrential rain and run across to The Vehicle Conservation Centre. The balcony viewing platform was open and free to everyone with a wrist-band, and was very popular even in the storm. We all got a good opportunity to wander around, talk to some clubs (all of whom were exceedingly friendly), and pick up some goodies from the traders. The traders had a surprisingly wide selection of subject matter on offer, almost matching our own stand. Despite feeling like we were tucked away, we had a nicely paced stream of visitors drop by to admire our display and stop for



a chat. If one of our aims is to attract a broader demographic to the modelling hobby, then we all felt our stand over achieved. The colourful selection of subjects drew in everyone that passed by, including the very youngest and very oldest. I think we inspired quite a few people who perhaps wouldn't normally be modellers to pick up some simple tools, a nice model or kit and have a go too. A great time was had by all, and we're certainly looking forward to next year.

Tony Levitt.



Review: Abingdon Model Show, Oct 4th 25

Clockwise from left: A large scale F15 in the contest. Roisin's 28mm spiders looked very realistic on the stand. A carrier deck hanger diorama of the F18 was excellent and awarded a bronze in the

diorama category. Aircraft were plentiful. 1/35 Saladin from Dragon on IPMS Gloucester stand. Me-109 display. Club member Mick's models. Sibbo behind the club stand. Chris being awarded bronze,



It had seemed like the Club might not be able to attend IPMS Abingdon's show but thankfully with some car sharing 4 people were on hand to represent Salisbury on 4th October at the venue with a wide range of exhibits as well as a couple of entries into the competition.

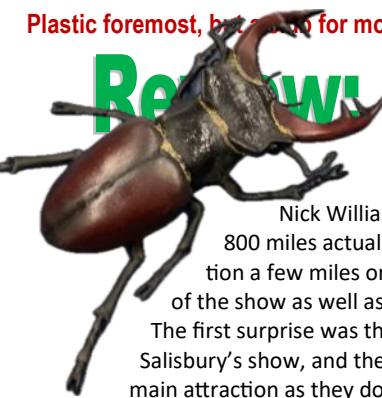
The 3 tables were soon filled as the depth of the school tables was less than the normal 6 footers. The clear elevated stand was put to use which, as well as giving more usable space, raised some of Roisin's

smaller figures for better viewing and allowed Mick's impressive but long USS Saratoga to take pride of place. We were in the main hall, actually the smaller of the two halls which were linked by a long corridor. Off the same corridor was a large classroom for the contest while at the entrance foyer, more club stands, traders and a burger van outside. There was a good number of traders and everyone present did some buying. Many clubs displaying at the school were familiar but it was heartening to see new models on most stands and not just the same items from this year. Dave B was also at Abingdon with BDAC and exchanged chat with his Salisbury compatriots.

IPMS Salisbury had 2 models in the contest, both of which achieved some success. Chris S gained Bronze for his 1/16 Arnhem Sniper, Sibbo Silver for his 1/35 Stalingrad diorama.

An interesting life-size Me109 cockpit dashboard was on display but I was unable to speak to the owner, a lot of talking was done elsewhere. After a quiet start to Saturday it soon became a buzzing show as visitors arrived. A really nice day out for those who attended and a credit to IPMS Abingdon for a well run show.





Review: C4-OPEN Baltiska hallen Malmö.

C4-open model show at Malmo, Sweden 25th and 26th October.

Nick Williamson and Dec 'Sibo' Sibley along with there long suffering wives, travelled the 686 miles (in a straight line so closer to 800 miles actually travelled) to take part in Sweden's biggest and as billed , friendliest model show. Car, plane and train not to mention a few miles on foot delivered us to C4-OPEN held in the Baltiska hall in the green space near central Malmo. The review gives a feel of the show as well as appraising it in case other club members wish to undertake the significant journey.

The first surprise was the size of the event, despite being the 'biggest show in Sweden', the allocated area for the event was no larger than Salisbury's show, and the number of traders in the hall quite low. A small number of club tables dotted the hall but they did not make up the main attraction as they do at UK shows. What C4 was built around was its contest area. And that was most certainly well served. We chatted with Emil Juhl, the floor manager to get more detail. Firstly the lack of traders represented the sparseness of developed areas in Sweden so model retailers are few, some in fact present from Germany. Clubs also suffer for the same reason with many modellers in remote and solitary locations it is only the bigger cities that can draw on numbers to produce a club. Therefore having a big show allows isolated modellers to come together and show their unseen work and enter it for recognition— the contest is open system with as many golds etc issued as the judges think worthy. Because of the breadth of modellers and range of interests all coming to Malmo the classes were wide spread with 92, 94 if you add the Theme and junior class. Most classes had advanced or standard entry fields though we felt it wasn't always clear if the right models were in each with some apparently OOB builds in the advanced groups. 630 models were entered with 40 judges needed, and hence the floor manager who oversaw the judges to try and keep the standards fair and consistent. Judging always provokes but our own Nick Williamson's work had no cause for doubt and he gained a Gold for his Whitley (pg11), Sibbo had a couple of Highly commended too. The 1/700 HMS Belfast passing under Tower Bridge only placed bronze , yet quite rightly was the peoples choice as it was lovely. Despite the appearance of a small show you can see how important it is regarded in Sweden and is expected to grow. It is not an IPMS show (it includes wooden R/C boats and War Hammer) but there are lots of ties with IPMS, especially SIGs. Theme class changes every year and is a nice idea to entice fresh ideas and builds, 1945 was the theme and a non-military model won.



While traders were limited, the fact that C4 is sponsored by well known brands meant products from ARMA, Hataka, IBG and tens of smaller Swedish companies were available. If you wanted a detail for any Swedish aircraft you'd find it here as 3D printers had a lot on show. I even

bought some 3D printed cats. We flew into Copenhagen and then into Sweden by train. It is expensive in Denmark but great fun with lots to do as a tourist. Malmo is more compact with a better exchange rate for your money but not cheap either, food and shopping were it's highlights. Combining the show with visiting 2 new countries was worth it, but planning is needed for cost and luggage space especially if you plan on taking a model.



Shop Review: Crewkerne Models



I know it sounds silly but if I walk into a model shop and it has well made models on display or hanging from the ceiling I immediately feel that I'm in a place that is going to reward me or perhaps I should say deprive me of money, as part of my hobby interest.

And so it was when I found Crewkerne Models during a trip to meet a friend in Somerset.

Crewkerne itself is a modest town with some old world charm as well as a small modern shopping complex for the supermarket and

carparking. If you enjoy browsing antique stores then Market Street will hold your attention for a while, added to which it is also the location for the model shop. All the people I encountered were very friendly, not just the shop tenders but just passing by in the street. That I have written that shows how much it stood out, I really did enjoy the place and took advantage of the atmosphere to sink a beer or two in the Crooked Swan.

The model shop is pretty new, I spoke to the owner, Adam who had set it up 17 months ago and was slowly devoting more time to it. I had looked in before the previous year but found it closed as at that time opening hours were limited, in part due to Adam being employed as a Paramedic. He intends the shop to be the next stage of his life after a career in the RCT as a driver (he served in the 1st Gulf War) then as a Paramedic in the NHS. Currently his opening hours are 10am to 5pm Monday to Saturday with occasional days closed that are listed on Facebook. If any club member is looking to take a detour and visit then ringing to check on 07703 056575 is advisable. -Address: Crewkerne Models, Unit 2, Pollards House, Market St, Somerset TA18 7LA.-

So what of the contents? Unlike our local SMC which caters to wider hobby interests such as model railways, Crewkerne is solely about plastic kit building with shelves full of kit boxes from all the major brands as well as less well know such as Dora Wings, Border, Das Werk and Amusing Hobby. A good selection of paint brands was on show from Tamiya, Vallejo, SMS and Humbrol. Tools were plentiful and a selection of plastic extrusions and metals by Albion Alloys was also present. Brands were varied as were genres on sale, though it was 1/35 military heavy with aircraft and cars following up in allocated shelf space. Best of all though was seeing little displays here and there of the unusual accessories that diorama builders love from Model Scene including some lovely trees. The shop is very bright and clean but space is tight so you'd soon feel restricted with a pram and dog in tow. Best visit on your own so you can spend freely both in time and money. And yes I did buy a couple of items. There was a small 2nd Hand area that focused on older kits rather than 2nd hand bargains. Shop prices overall were current with the odd discounted temptation. Paint prices were slightly below RRP.

Verdict, A lovely shop that is at the beginning of its journey to grow, the owner is great to talk to, an IPMS modeller and keen on making his dream work. Crewkerne is worth a visit as a day out and sits close to Dorset so any holiday in the area can take advantage of a small detour. - Editor



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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.

War Weary Whitley



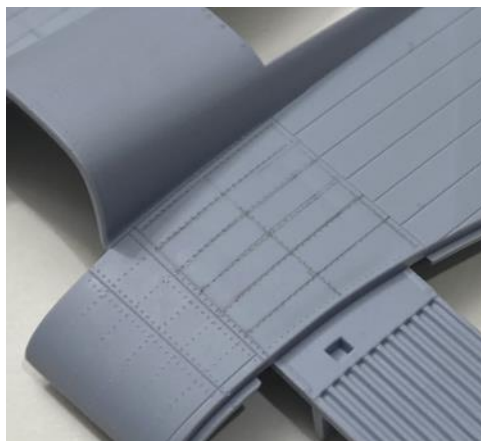
Airfix 1:72 Armstrong Whitworth Whitley GR Mk VII. By Nick Williamson

This is a build that was definitely inspired by a great example of Airfix's superb box art, a well weathered Coastal Command Whitley is flying over a surfaced U boat, its white fuselage and engine nacelles streaked with dirt and exhaust stains. The quirkiness of the aircraft and the Coastal Command scheme were too appealing to resist.

Having opened the box and taken a look at the parts I identified two main objectives for this build.

First, I wanted to have a go at adding rivets to the airframe. I have had a "Rivet-R" tool in the drawer for some time and this seemed like a good opportunity to see what it could do. The box art clearly suggested lines of rivets that are not present on the plastic and I felt that a riveted effect was vital to the overall look I was hoping to achieve.

Second, I wanted to highlight the different surface materials used on the real Whitley. The fuselage and leading halves of the wings were skinned in metal, whilst the tail and trailing halves of the wings were fabric covered. Some photos of the real aircraft showed a marked contrast between the two - especially on the wings - and I felt this would also be a key component of the finish I was after. Both of these would help towards trying to achieve that distinctive, heavily weathered look.



Rivets: Before any glue was applied I started with the process of adding the rivets to the metal skinned areas of the airframe, one part at a time. I didn't have any drawings or plans for the Whitley that were detailed enough to show where the actual lines of rivets should be, so I simply divided each panel up into more-or less equal sections using a small metal ruler. I then used some tape, similar to Dymo, that gave me just enough of an edge to run the riveting tool along. It was a time consuming process; each line of rivets required three or four passes of the tool and each piece of tape was good enough for four or five lines before it lost its adhesion. Once applied, it was quite difficult to see the effect on the bare plastic and I was not sure whether all the effort was going to be worth it.

Construction: Airfix include a lot of interior detail in this kit, including options for the position of the co-pilot/navigator's seat and folding chart table (complete with decal map). The floor and bomb bay structures are really nice and the crew access door in the left fuselage and hatch under the nose can both be posed open. The flaps can be dropped (although I didn't find many photos showing this for aircraft on the ground) and there is an option of a BOAC operated example with the turrets faired over.



I followed my established method for painting the internals of first spraying black before adding Tamiya's cockpit green (XF-71). There is a decal for the instrument panel and my only additions to the cockpit were some belts for the seats from a generic RAF set from Eduard. The breakdown of the five part fuselage is unusual. Forward of the wing there is a conventional split into right and left halves. Aft of the wing the fuselage comprises sides, but with a separate, long top piece that extends forward all the way to the cockpit glazing. As the joints for this top piece are on panel lines and it avoids the need to have to sand and perfect a long top seam I liked this approach.

Whilst the construction was fiddly in places, I found the fit of the kit to be generally very good and very little filler was needed. Contrary to the kit instructions I built the whole fuselage into one unit and then added the completed wings, sliding them into position from below. I felt that masking and painting the tail could be tricky. The vertical fins are braced to the fuselage and they, and the rudders, are white but sit on camouflaged horizontal tail planes. A test fit revealed that they should assemble and fit to the fuselage neatly after painting and so I left the tail off and in it's various components to add later. With the airframe otherwise complete and the numerous windows masked with an Eduard set, it was time to paint.

Painting: I had recently read an article in Airfix Model World magazine by editor Stu Fone in which he tackled a largely white Bristol Beaufort and talked a bit about using what can be quite a difficult colour to get right. He showed a technique in which, somewhat counter-intuitively, a base coat of dark brown was applied before the white top coats.

Deciding to mimic his methods, I therefore sprayed all the metal skinned parts of the Whitley with Tamiya Hull Red (XF-9). As part of trying to achieve my second objective, of distinguishing the metal and fabric covered areas, I used Tamiya's Dark Yellow (XF-60) on the tail surfaces and rear halves of the wings. Next, using Deck Tan (XF-55) I pre-shaded the panels. This was something of a labour of love as I tried to pre-shade in between all the lines of rivets that I had created, resulting in a sort of chequer-board effect. The result, at this stage, looked a million miles from a Coastal Command scheme...

Then came the white itself - a 50:50 mix of gloss (X-2) and matt (XF-2), which I built up gradually in layers. To my eyes the effort was worthwhile and a subtle, weathered appearance slowly emerged showing not only the numerous small panels created by the rivets but also a distinctly different shade of white between the metal and fabric covered areas.



Once the white was masked I moved on to the Extra Dark Sea Grey and Dark Slate Grey uppers. For these colours I used Vallejo paints and, despite using a 50-50 mix with the same brand's "Flow Improver" they tended to clog the needle of my airbrush and were just not as nice to use as the Tamiya paints.

The decals were applied over a gloss varnish and settled really nicely into the panel lines and even the rivets. Being darker colours, the distinction on the upper wings between metal and fabric areas was rather lost. In an effort to remedy this, I added a drop or two of a pale tan colour to my matt varnish mix and used this as a sort of filter to impart some fading to the fabric covered parts. Unfortunately my first attempt was overdone and so I had to break out the main camouflage colours again and reduce the contrast, but in the end I arrived somewhere close to where I hoped to be.



Weathering: The exhaust stains were a key feature of the box art and so I tried to reproduce them with airbrushed NATO black and then some Deck Tan for the lead deposits. These were then enhanced a bit with some black pastel. The whole airframe was treated to various applications of Flory washes - using Grime and Dark Dirt mainly. When applied over the gloss varnish too much of the effect was lost and so some was cautiously applied over the matt finish too. In some areas this resulted in a pleasing “ground in dirt” effect - especially on the white.

Final bits and pieces: There were a lot of fiddly bits to add to this aircraft. The undercarriage is pretty simple and sturdy. I wanted to vary the bomb load (Airfix does supply specific “anti-submarine bombs” with the kit) and so bought (via our most excellent local model shop) a set of air dropped depth charges that were painted, had decals applied, were weathered and added to the two fuselage bomb bays. The doors for these bomb bays were very tricky to attach. The tail, turrets, crew access hatches, exhausts and propellers were all then added in turn.

The antenna array for the radar required some patience and a steady hand - there are 16 short masts on the fuselage sides, 4 taller ones on the spine (plus the two radio masts) one under each wing and one under the nose - and not forgetting the pitot.



With all these additions the model has become virtually impossible to pick up.

Conclusion: This is a great kit. The fit is generally very good and it captures the ungainly but purposeful lines of the Whitley really well. Did I achieve my two main objectives?

I am very pleased with the rivets - they are clearly visible and help break up the otherwise large and somewhat blank panels, giving texture and adding interest to the surface of the model. They were time consuming to apply and it was repetitive work. I’m not saying that I will be adding rivets to every model I build from now on, but I think they were definitely worth it and a useful technique to have tried.

The distinction between the metal and fabric areas has worked ok. I think I could improve on the finish on the fabric sections, and having applied too much of a filter and having to correct this with the original paint colours has compromised the roundels a bit, which is a shame. But overall I am happy with the outcome. It does capture the look that I was hoping to re-create from the box top art work and the Whitley makes a nice addition to my small but growing collection of 1:72 Coastal Command models.



Fragile and ungainly, Nick managed to transport it to Sweden and gain Gold.

Your Club -Tom Hindness



1. Hello Tom, thanks for reintroducing yourself to the club. How did you start off modelling and what keeps you at it?

I can't really remember not being interested in modelling. My Dad was in the RAF during the war and he talked to me about aeroplanes when I was little.

I remember pestering my mother to buy and my dad to build my first Airfix kit (the original Westland Lysander from 1959) when I was about 4 years old and the fascination has never left.

2. Do you have a particular modelling interest?

I am interested in the "paper Luftwaffe" aeroplanes that the Germans would have built if the war had dragged on into 1946 and beyond, but actually I've got the attention span of a woodpecker.

The kits I had planned to build in 2023 are still at the front of the stash and the 2024 building programme is sitting in the modelling cave in a box. Something catches my attention and I just run with it.

3. What has been a favourite build and why?

I think my favourite build is always the one that I've just finished - because it means that I can start the next one!

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

I spent 28 years in the navy, but even then when I was in my cabin in the base rather than on the boat, I was building models. I'm retired now but I still find that modelling helps you to switch off from the world, because you're in a world that you're building for yourself.

5. How long have you been a club member?

I honestly can't remember when I joined the club but I don't remember not being a member. I think I got introduced to the club by chatting at the Nationals in about 2006.

6. What are you currently working on?

I'm currently lurching towards the completion of a project to build a representative of every Messerschmitt '09 from the Me109A in Spain 1938 to the paper Me 609 of 1946. I'm also trying to finish a little railway model so I can actually show something at a scheduled club meeting for once. After that, I have plans...



Clockwise from above: Me309, the 3 engined BV P-170 constructed by Tom from 3 Revell P-194 and an Me109 kit. Boeing Peashooter with a Miles Magister above, finished in the bright colours of the central flying school aerobatic team of 1937.



Thank You Tom—Ed





*Real world inspiration, tips and
useful product information.*



ARCHER The Archer System is based on the Bofors FH77 field howitzer consisting of a 155 mm 52-calibre gun mounted on an 6x6 Volvo articulated chassis. With a firing range over 50 km dependant on shell; the gun has all loading, laying and firing able to be initiated from inside the armoured cab. When in transit the gun is stowed completely from view. The British Army acquired 14 guns (a number that may increase) to replace (in the short term) AS90s that were donated to Ukraine. The UK is expected to field the new RCT155 in the future, a joint German UK project mounted on the Boxer family of chassis.

Archer is a big vehicle so as you'd expect the **weathering** photo shows some big effects. The top end of an evergreen tree has become jammed into the underside of the Volvo. The vehicle comes into service with the same kit as needed in the Artic so snow chains dangle ahead of the wheel station on the main body and oversize snow shovels are stowed on the rear outriggers. Painted white to spot easily on the green vehicle but lose when digging in the snow!



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

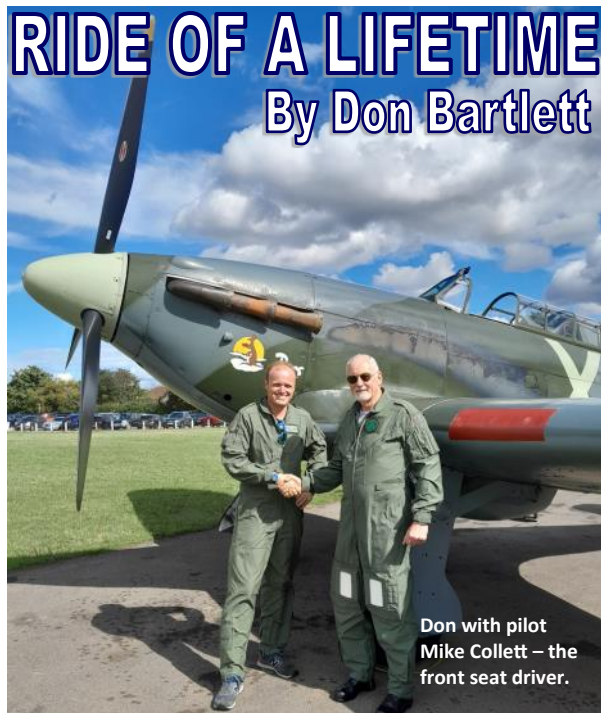


WANTED!

Nick Williamson is after an Airfix Wellington GR Mk VIII. Can you help? Do you have an unwanted one in your stash to sell? Let him Know.

RIIDE OF A LIFETIME

By Don Bartlett



Don with pilot
Mike Collett – the
front seat driver.



The Poseur and Kate.

I finally retired from the world of paid employment at the end of March this year. My wife Kate was casting around for a way of marking this significant life event and again asked me if I fancied a flight in a Spitfire. Having previously declined I relented and started trawling online to see what the options were. It was during one of these searches that I happened upon the world's only two-seat Hurricane: I had absolutely no idea one existed, let alone that it operates from White Waltham on the west side of London. As the Hurricane is right up there in my all-time pantheon of favourite aircraft I was hooked. I reasoned that with quite a few two-seat Spitfires but only on two-seater Hurricane, I had to go for the Hurricane as if it became long-term U/S, that would be the end of that dream.

The booked date for the Hurricane flight was the 4th of September. As this date drew near the weather forecast was awful and the options for a re-scheduled date were all problematical. Luckily, leaving the go/no-go decision to the eleventh hour revealed a limited window in the weather on the chosen day, albeit that the flight was brought forward by a couple of hours to 13.00 hours.

Kate and I travelled through rain showers on the way to White Waltham, but the Met was right, it began to clear up with blue skies and fluffy white clouds. We met the pilot, Mike Collett, in the clubhouse bar (very much WW2 in ambience) and chatted things through. He wanted to know what my hopes for the flight were and I said that I'd like to pole it if possible (always his call) and to do a few aeros. I gave him a potted history of my flying experience including all that I had done in Service, my flying as an Air Cadet and gaining my PPL at seventeen courtesy of an RAF Flying Scholarship.

With the scene set, once they had weighed me in my flying gear (I'd been dieting for this and easily made the weight of under the boggie 100kg fully kitted) we walked over the aircraft for a quick walkround before they strapped me in the rear seat of BE505, a Canadian built MkIIb. With my parachute nice and tight, the ground crew walked me through the emergency procedures and got me to demonstrate my understanding by pulling back of my portion of the canopy and releasing my seat harness. From my time in Chipmunks as an air cadet, I already knew to aim for the trailing edge of the wing if I needed to jump as by the time I got there the gap between wing and tail would have materialised!

With his pre-flight checks completed, Mike fired up that lovely Merlin and the fun really began.

The power of the engine was very apparent as we lined up for take-off and roared down the grass runway. The run was a little bumpy until the wheels left the ground after which my teeth stopped rattling. I couldn't see the instruments to gauge rate of climb etc as there was a pilot in the way of my view, although the passenger does have an airspeed indicator (ASI). We cleared the circuit and headed for open sky away from London at which point Mike handed control of the aircraft to me – oh yeah.

For the backseat driver, the rudder pedals were locked off and became merely footrests, however the control column worked just fine. A clear blue sky would have been boring, but as it was, I was left to weave amongst the clouds, climbing and descending as Mike required. The Hurricane handled beautifully, and I was able to use some serious banking to stay in VMC (Visual Meteorological Conditions). Not being up front, the view ahead wasn't as good as the pilot's and so I did go into cloud for a few seconds but we don't talk about that. Mike demonstrated a victory roll and wingover and I did a few of my own. We covered quite a bit of ground and passed over Henley on Thames, Medmenham, Benson and Abingdon to name but a few. A distant view of the Needles showed how clear the visibility was. Mike threw a loop into the mix as we started the journey back to Waltham. All of this was captured

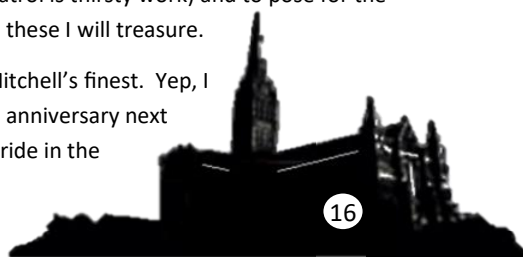


in glorious technicolour on the GoPro which looks back at the passenger – its weird to see yourself candidly 'off guard' on the playback. The video record showed that we had about 30 minutes in the air.

Back at base, it was time to take a well-earned celebratory bottle of water (yes, flying combat air patrol is thirsty work) and to pose for the obligatory photographs, these I will treasure.

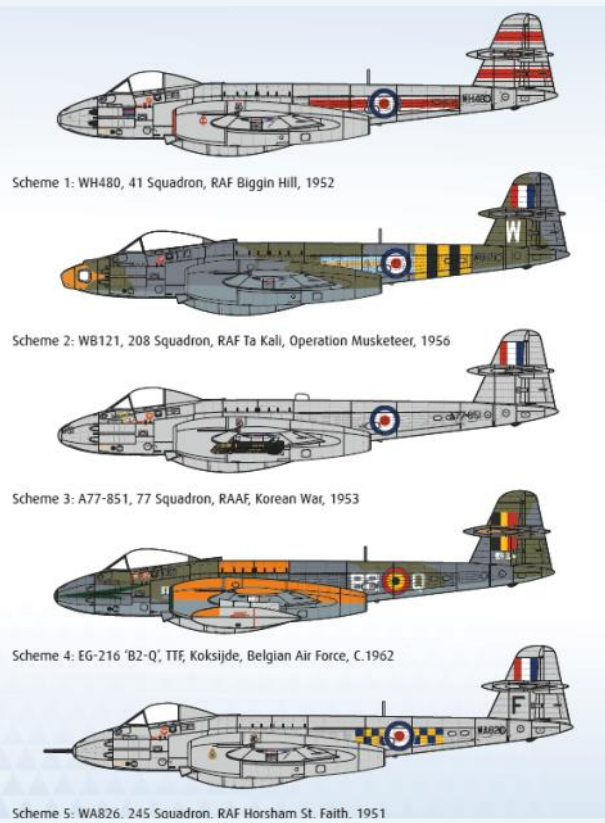
So what about Reggie Mitchell's finest. Yep, I have another significant anniversary next year and that calls for a ride in the Spitfire.

- Don



More Revell updates - 1/32 METEOR

By the time the next Newsletter drops Revell's new tool 1/32 Meteor should be out on sale. Revell has just released the box art which looks stunning as do the finishing options, all RAF except one Belgian version from 1962 which is my favourite. I'm guessing Mike will do all 5 versions.



Revell Classics

Last newsletter an announcement was squeezed in regarding Revell's decision to adopt a 'Vintage Classic' parallel branding to their modern kit range to identify older kits. The following is direct from Revell...

Revell is excited to announce that we are introducing Revell Classics, a carefully curated collection that pays tribute to some of the most iconic kits in our storied history, giving enthusiasts old and new the opportunity to experience legendary models that have stood the test of time.

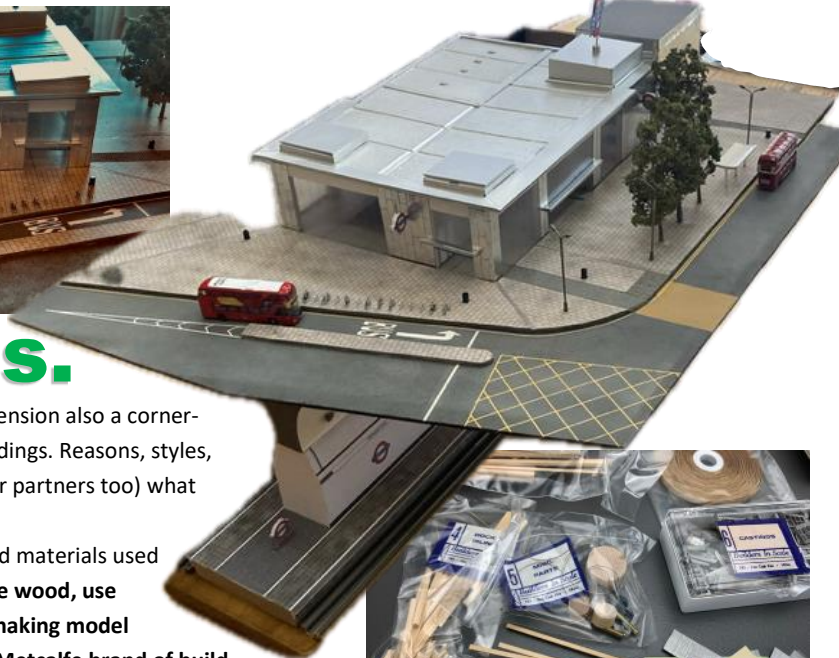


golden age of modelling, Revell Classics kits offer a unique blend of nostalgia, value and timeless appeal. The first Revell Classics kits are available now, comprising the 1:305 U.S.S. Nautilus (05184) & 1:253 S.S.B. Abraham Lincoln with visible interior (05185). As part of our packaging updates, a number of existing SKU's will also transition to Revell Classics format over the coming months, on a rolling basis. In addition, we have some exciting releases planned for the range in 2026! Re-discover the icons. Build the Classics!

One wonders if these kits are met with the same nostalgia that Airfix Vintage Classics have had? I expect many Revell USA (a subsidiary that no longer exists) kits will appear under this revamp as well as Renwal. How Ex-Matchbox are treated will also be interesting. SMC will of course be in a position to obtain kits as they are revealed.

While these kits retain their original charm, we want to be transparent with our customers and the tooling for Revell Classics kits reflects their heritage. That means that they may not feature the latest in modern engineering, but they more than make up for it in historical value, character, nostalgia and build satisfaction. Each Revell Classics kit will be clearly marked on its packaging to reflect its legacy status, so consumers know that they are purchasing a piece of modelling history. Whether you're a long-time fan revisiting a beloved kit or a new builder curious to explore the





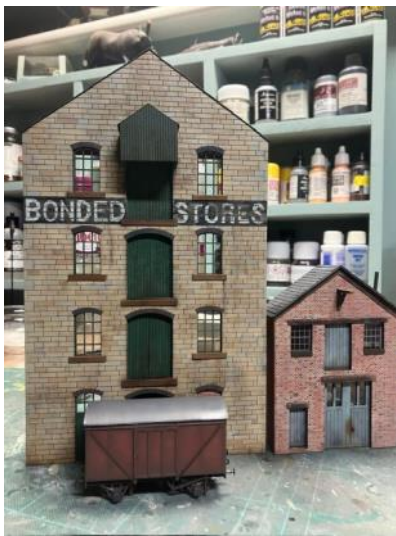
Building buildings.

A noted area of enjoyment seen at the Railway theme night (but by extension also a corner-stone in diorama construction) was the attraction of making model buildings. Reasons, styles, materials and results vary so asking a cross section of the club (and their partners too) what attracts them to modelling buildings has proved interesting.

The first obvious pattern at odds with the 'P' in IPMS is how wide ranged materials used are. Paul Capon uses **"All materials – if you want something to look like wood, use wood!"** where as Paula Levitt prefers **"using paper, card, or wood for making model buildings."** citing the ease of construction using card, referencing **"the Metcalfe brand of buildings as they have a great range, the kits are a good price and well put together. I may add some other elements or very slightly change the design depending on how I'm feeling – may add plants etc and tend to paint the joins/folds when the model is finished. [I've] Never made a building from scratch, this is not something that currently appeals to me "**

Card is a staple in scratch building and the pre-coloured nature of card kits used in railway modelling do have a charm, though it is best to stick to one style as the smoother texture of card kits becomes more apparent when a more pronounced plastic kit is put alongside. Paul C has found a range from the US that supplies the multi media components - **" I enjoy the American 'Craftsman Kits', which are produced by a number of manufacturers in the US. They present their own challenge, as they are typically a box full of wood and other materials accompanied by drawing plans. "** This will of course make them H0 or 1/87 scale though he says **"Scale isn't important (though I prefer OO/HO), but for me I love an interesting building, be it run down, old, decrepit, or just with interesting features. "** Scale is important to Nick Williamson as he is building with a long term vision. **"I have always wanted a model railway, but never quite got round to building one. In the hope that some buildings will give me inspiration and some incentive to get on with creating a model railway, I would say that the buildings I have been working on are definitely intended for railway use, but there is no railway for them yet...**

I don't think I would make a model building for its own sake - it is for the specific purpose of installing them on a model railway....one day. [therefore] scale is important as I am thinking of a "OO gauge" model railway and so the buildings need to fit with that. " His current favoured brand? **"I really like the style and character of the "Petite Properties" brand - but that may be because they seem to produce kits of buildings that I think would look good on the particular model railway that I have in mind. They tend to be small buildings both domestic and light industrial. They go together really well and provide a certain amount of detail - but the surface finishes do require more work as they come as plain MDF and card**



and need texture and painting to complete". Adding more, Nick says...

"Some of these provide a basic shell onto which surface finishes are added. It is all a bit experimental for me at the moment so I have finished one with brick embossed plastic card and another with card "stone work". A third building came with surface details (large stone block work) already in situ and so just needed painting.

I like the degree of individuality that these kits allow and have more experiments to make." Moving fully toward scratch building, while I presented a H0 Plastic 'FALLER' building as the central part of my German platform diorama I have also gone down the full scratch build route. Made to N scale (approx. 1/148) It was for a wedding table display representing the ground level station building and concourse of SHEPARD'S BUSH UNDERGROUND elevated over an underground platform with curved roof and numerous tiles along with the famous logo. What may be of interest is I used Google maps to measure the footprint and then a scale programme to convert these measurements to 1/148 to draw up my model, street view helped gain details. - Ed



FLASHMOD 29TH NOV

It is intended to run a FLASHMOD event on 29th November 2025, this time in Amesbury at the scout hall. Cake, tea and coffee will be plentiful as will banter but a contribution of £2.50 will be asked for each attendee. A full invite will be sent out by email, those who wish to attend are asked to let Sibbald know along with handing over £2.50 at either club night in November 2025 (4th or 18th).

Set to run along the same lines as previous, after coming together around 09.30hrs the build clock will start at 10.00 and stop at 16.00 with an informal vote on whose effort has been most successful. Parking is free and directions will be emailed, but to plan; 1st Amesbury Scout Group, George Kingshott Hall, Church Street, Amesbury, SP4 7EU is the address.



Above; Entrance to new venue for 29th. Perhaps the task of Swedish Splinter cam can entice you to a 6 hour challenge?

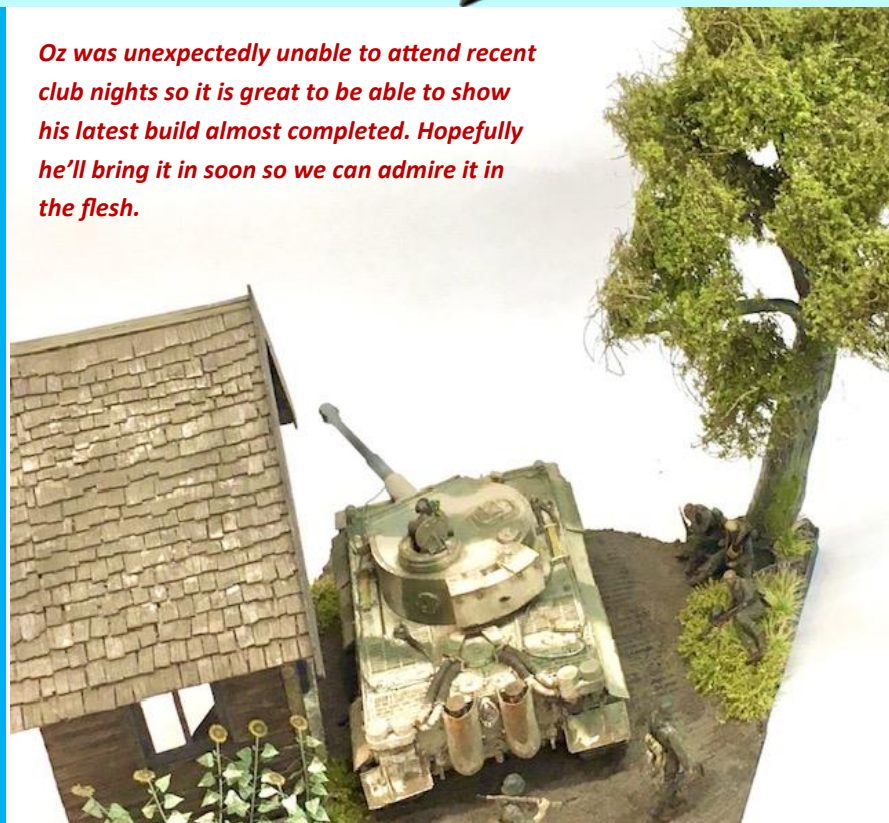


If it's not broken...

Happy with the technique of applying brown as a base for a white finish Nick W has started another new Royal Navy aircraft in distinctive white colour scheme, a Sea Hurricane in 1/48 scale from ARMA. Judging by the speed of construction it must be a dream kit, as you can see the scheme is being applied already using the technique that gained him Gold for his Whitley.



Oz was unexpectedly unable to attend recent club nights so it is great to be able to show his latest build almost completed. Hopefully he'll bring it in soon so we can admire it in the flesh.



ICM Fights on.

While the war in Ukraine no longer garners headlines and appears forgotten in the media, the effect of Russia's invasion is still a daily concern to the people of Ukraine and occasionally to those closer to home in Salisbury too.

Oz was informed of delays to ICM supply after a recent missile strike hit the plastic kit manufacturer. Unbowed, ICM has not curtailed activities and continues to release new items monthly, but do be aware of the hardship they are facing. Oz relies on a number of Eastern European suppliers to SMC and sent me the picture of ICM's offices after the missile attack.



Future Themes

Look ahead and get building (if you want to of course).

Germany Theme night; anything German inc VW's.	March 3rd 2026
Asia Night, Models with an Asian theme.	May 5th 2026
Larger Model Night. Something Big or Models bigger than the 'Normal Scales'.	June 16th 2026
Conversions. Anything built not from the box. New decals don't count.	August 18th 2026



If you think this Viggen is tiny you may want to build big for June 2026.