

Plastic foremost, but a club for modellers also using Resin, Wood & Metal to create Figures, Tanks, Aircraft, Sci-fi & Boats. Pretty much anything!

IPMS Nov-Dec 25
SALISBURY

IPMS SALISBURY
HAPPY CHRISTMAS



メリークリスマス

You will I hope be having a very メリークリスマス or Merry Christmas as the cover says under one of Bob's Japanese aircraft, a Ki-21 Sally, one of an impressive run of models by Bob this year. This edition follows previous Xmas newsletters in that it has a few longer features to enjoy reading during the holiday, a couple of brain teasers and all the normal club related reporting with photos.



In lieu of a Jan edition now is the time to look back and forward. In January 2025 many club members pledged a model related resolution. Next month we will see who achieved their target. Hopefully the commitment was enjoyable, often New Year's resolutions become a chore; 'I want to loose 3Kg' or 'give up Vaping', but this one for me really motivated my modelling and while I'd identified 3 stalled projects that I pledged to complete in the end 4 switched from shelf queen to presentable and I still had time for some fresh projects. I'm looking forward to seeing who in the club has felt the same way.

*Happy Christmas modelling friends,
and best wishes for 2026 - Editor.*

A packed hall started November, with no specific theme either. The talk around the tables was plentiful and many WIPs were present as well as a couple of unexpected finished models too. It was great seeing Richard Lane, Richard Clarke and Brian Rose back in the fold, Richard having a bright blue pair of 1/24 vehicles underway. A WIP that I did not picture was Nick's ARMA Hurricane as I anticipate it being finished well before the next club night so a better photo opportunity. He is obviously enjoying it as from opening the box to fully finished can be measured in weeks.

Bob had a surprise for everyone, no new aircraft, but a large scale bust of an RAF pilot from WWII. As he is recovering from an operation on his hand he has switched to painting instead of assembling. Other WIPs on view came from Chris S (the Airfix 1/48 Gannet COD), Dave B (New Airfix 1/48 Spitfire), Phil (3D printed V2 Engine) Mick E (Academy Martin Mariner and a wooden sailing ship) and Oz (CH53 in 1/48). I expected to write more on all these in 2026. Finished models included a Panther from Toz, Paul had a dinky Soviet light tank and Phill a Volvo Rally touring car in 1/24 by Nu Nu.



Editor's hello and latest: tying up club night info and passing on news from November and December.

Reviews: SMW report from Nick W, 1/700 HMS Victory by Phill L. Last page extra report from Bugle Call, Chris S.

Weather report: Useful reference.

Your Club: Bi-monthly chat with your fellow modeller. You've waited long enough. It's Sibbo. Plus more.

Events List: Club nights and show list for 2026

Article: Big read for Christmas - 'Thirsty for firsts' By Sibbo with input from Nick and Mike.

Comms check: Ask questions, swap info, borrow or buy from each other. Xmas puzzles, answers and other bits.



**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.





Primarily the night was devoted to any final admin needed for Telford and the club's representation at Scale Model World. The event was a success and a full review has been provided on page 6 by Nick W. It is no surprise that the next club night on the 18th was dominated with talk concerning the show. Paul was able to add to his medals haul, that is something of a tradition at Telford. This year he gained a Silver for a diminutive Russian tracked artillery piece and 2 Bronzes. One for a lovely Gnome with mushroom sunshade and one for a most interesting boxed figure of a potter at work.



Other items on show from club members reinforced the fact that we are a club of varied interests. Bob having temporarily switched away from aircraft brought along some large scale recent busts. Rauri another 1/48 US jet that he is making very quick progress on by using Mr Hobby paints. Jim purchased the Zoukei Mura Horton at Telford and showed of the innards that he had constructed so far.

Two particular things stood out to me on the night. Firstly Tony Hawking brought along some of his illustrations made long before computers made such endeavours a little easier. On tracing paper and fine graph paper he had many scale details to support the models he had made in the past.

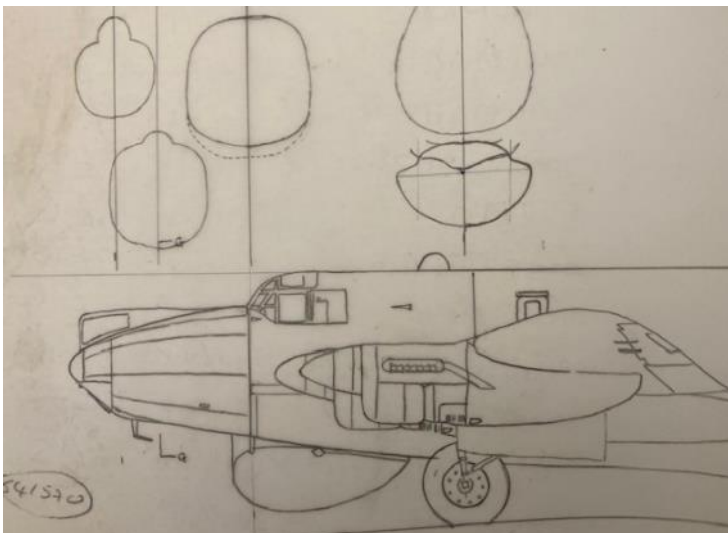
Chris Southwood brought along the dated Italeri He-111 kit in 1/72. Many of us took a second glance as his exquisite paint work lifted this older kit to new heights. If it wasn't for the raised panel lines it would have passed as a far newer tooling. The masking was sharp and colour choices spot on.

The end of November brought about a well supported FALSHMOD event (see next page) that was enjoyed by many of the club, with only days later another club event, the Xmas dinner night at the Everest Nepalese restaurant, also well supported. This year the Chairman suggested meeting earlier than normal for those inclined, at the Ox Row inn for some additional chat and downing of beer. I don't think anyone objected and it was a good way to start proceedings followed with a short stop at the model shop then the meal.

The Chairman met the first group comfortably established in the Ox Row, though the slack door meant it wasn't just draft behind the bar. Tony H was kept busy, preventing the cold wind entering the premises as an improvised doorman. From there a short stroll up Fisherton street to SMC where the majority of members met and a few purchases made, before heading to the restaurant. Hopefully everyone had a good night and there certainly was enough food— more at times than seemed to have been ordered. While there is always room for an extra Naan, I'm not sure the restaurant was keeping to Ray's ordering plan.



And so to the 16th, with table displays from members who wanted to take the opportunity to explain a little more about what they have worked on either the previous year or on a theme they are engaged in. Plus mince pies and sausage rolls of course. The final night always produces a good batch of excellent models, more to show than can be fitted into the newsletter, however page 5 does attempt to show a healthy cross section of what was on offer. Colin was not present as he was under the weather but as you'll recall the Club Chairman initiated a small award for best Table display some years ago and this year it went to Sibbo. The vote was in the form of the old kids TV programme 'run around' and once the dust settled the tables of Chris and Sibbo had the highest numbers assembled with Sibbo and his dioramas just beating Chris and his amazing 1/700 scale Op Pedestal fleet.





Modelling Royalty? Lord Clive with Clive 'Oz' Osbaldeston and Phil with Queen Elizabeth. But Phill the Geek, not Phil the Greek. —Ed



Everest restaurant was the club dinner venue. Split between two tables to accommodate numbers, turn out was good and merry. Sibbo and Paul even donned bright



festive shirts to match those prevalent Xmas jumpers of Mick, Toz, Oz and Chris.



A



**FLASHMOD
29 Nov 25.**



B



November's FLASMOD was at a different venue, with thanks to 1st Amesbury Scouts for hall hire as our previous venue was not available. The excellent lighting and decent space was well needed with 14 builders on parade (an additional few were unable to attend at the last minute) and Tony Hawkins came along too, electing to draw plans for a future model rather than glue parts. Once set up he looked like he was Invigilating the event, making sure no-one was cheating or having too many cakes.

The day proceeded as has become routine, at 10.00 everyone knuckled down for 6 hours of building. There was cake from Sibbo, Chocolates from Roisin, tea, coffee, even Hot Choc for Nick available and Reeves was only 2min walk from the hall. Everyone seemed incredibly focused, the normal banter, advice, cajoling, frustrated yelling and laughter was constant,

along with the rumble of compressors and the odd head-scratching sound as instructions were mullied over. Nick found that having two identical kits did not mean 2 identical builds. Paul found an unexplained hole in his T-12 tank and Toz struggled to straighten the MG barrel on the bust he was working on. Wives and pets came by to view husband's progress and urge them on or slow them down dependant on view.

At the end of 6 hours of intense modelling the table showing what everyone had achieved was full. A wide range of models; from Aircraft, Tanks and Artillery, Tractor tugs and Railway stock through Figures to 1/1 birds and Sci-fi suits. Obviously as Sibbo was taking part it also displayed a half built aircraft kit at odds with what Richard, Julian and Chris had done with Aircraft in the same time span.

The FALSHMOD vote was very close in the top 3, but all who took part can be proud of what was achieved in 6 hours, it was a very enjoyable day as always.



More pictures and results Pg 8



More on club blog Flash



**The Face of Concentration
Followed by
The Face of Achievement.**



PLEASE NOTE: Contrary to popular belief. Pictures A and B are not the same person.

December finale!

A number of displays to accompany the mince pies for the final night of 2025 meant lots to photograph. A cross section appears here with apologies to those not represented. All were good but there's only so much space in each newsletter and this one is at 21 pages already!

Ray brought along his bold rendition of a Ju87 that really captures the eye below which are more large scale aircraft, these from Richard C who has plans for 2026 to add more. The bright Vampire wears Mexican markings, something not seen before by many club members. Dave B had a table full of aircraft linked to the 85th anniversary of the Battle of Britain, his Stuka from that period is bottom right. Centre is a small but perfectly painted Japanese Okami Spirit Boar painted by Roisin S. Bob L covered his area in Japanese aeroplanes but found room for a few busts and saucy figurines, Mike H would have been proud.



Steve had a second original 1/48 Airfix Buccaneer in 803 Sqn colours on show and I've combined it with Julians RN Tug. Undaunted by repetition, Steve aims to complete a 3rd Buc' in 2026 . Chris S shared a table with Roisin's fantasy subjects but his models were far more intricate as the 1/700 ships sported PE handrails and brass masts along with researched colour schemes all beautifully applied. This project will continue in 2026 also. Sibio had many dioramas on show, this one representing his display that had both 1/35 military and 1/20 Ma.K Sci-fi to view. A close vote at the evening's end gave Sibio the win just ahead of Chris.



Review: SMW- TELFORD by N Williamson

The 8th and 9th November witnessed the annual gathering of (mostly) men of a certain age, (mostly) bearded and bespectacled to gaze in wonder at (mostly) various tank and aeroplane shaped pieces of plastic, that is known as Scale Model World.

IPMS Salisbury's contribution to this throng comprised Don, Paul, Richard (L), Phill and me, with visits from Chris and Tom. It was a great pleasure to also have Paul's wife Tracey with us for some of the time and to meet Tom's wife, Gill. Dave B was also close by, fulfilling three roles as a representative of IPMS Salisbury, IPMS BDAC and an IPMS committee member. The show occupied the usual three halls at the International Centre in Telford and the competition, whose location has moved around over the years, was held in a separate room off one of the entrance lobbies next to the main catering space.

Speaking of the competition, Paul maintained his impressive run of medal winning entries with a silver and two bronzes, whilst I was very flattered to receive a commendation from the JaguHAR (formerly just Harrier) SIG for my Sea Harrier FRS1. I felt that the competition entries this year showed a greater diversity of model making talent and I was pleased that the "best in show" was awarded to a "conventional" model - a Zoukei Mura 1:48 Phantom - rather than some fantastical large scale steam punk creation - but other's may have a different view...

Boasting our usual broad range of subjects, the Salisbury club display looked great. Paul's beautifully built and weathered armour was supported by smaller scale soft skins and three Cobra helicopters from Richard. Contrary to popular myth, Don has been doing some modelling, and his incredible research, attention to detail and scratch building skills were all in evidence on his range of 1:25 Centurion based vehicles and completed Chieftain. Taking matters into orbit Phill had a selection of real space models including his Apollo 13 capsule that won gold two years ago, as well as a selection from his diverse range of other interests - from a Volvo S40 touring car to 1:700 HMS Hood and Bismarck via some 1:48 aircraft in some very fancy schemes. I took along my recently completed Whitley and Sea Hurricane as well as the aforementioned Sea Harrier and it's FA2 relation. Colin's work was also represented

with his 1:48 Belvedere helicopter from The Dorset Print Man. The questions "what is that?" and "what kit is that?" were asked in equal measure. The prize for the model that attracted by far the most attention and photographs, however, (indeed it stopped people in their tracks to take a closer look) was Dave B's "Landing Craft Air Cushion" - or hovercraft to you and me - beautifully built and complemented by a cargo of US military vehicles on it's "roll on, roll off" deck. Dave's 1:72 Bristol Superfreighter also caught the eye.

The show itself was none the worse for following its familiar formula with a superb mix of branch and SIG displays, traders and dealers. I didn't see any 1:1 items this year and can't say that I missed them. There was a huge and extremely impressive display from the Battle of Britain SIG to mark the 85th anniversary of the event. Airfix were in attendance with beautifully built and finished examples of their just announced 1:24 Me 109 G and the latest release of the 1:72 Mosquito with the very appealing target tug markings, as well as all the other recent items from their range.

There seemed to be brisk business being done by the traders - largely thanks to Don who disappeared every few minutes before returning with another bag full of goodies. One item I could not resist was a pair of "God Hand Ultimate Nippers" - or sprue snips to most of us. A trial snip was enough to convince me that, despite the hefty price tag, these are a beautiful precision tool for one of the most

fundamental of model making jobs. They were selling in their dozens...

Club members will know that shows are not the centre of my modelling world, but I was really pleased to have made the trip to Telford. The show was inspiring and very enjoyable and it was great to spend a bit of time with some of my club colleagues.

Bottom to top: Gnorman by Paul C, A controlled view achieved in this boxed diorama of German soldiers with other vehicles partly in view. A segment of the club stand with Dave's LCA and Nicks aircraft. 1/72 Russian artillery gained silver for Paul. Top, our club at SMW.



Review: 1/700 HMS VICTORY

HMS Victory by Neverland Hobby.

Reviewed by Phill Lauglin

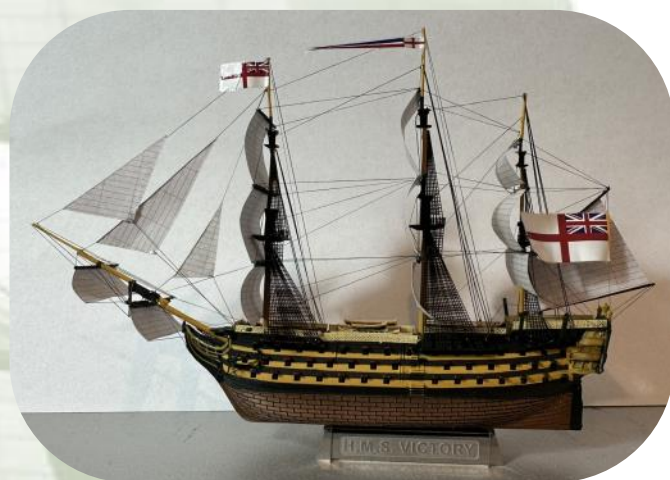
Having done a few 1/700 WW2 era ships over the past couple of years, this kit took my fancy as a good way to compare ship sizes of different eras. Neverland Hobby are a new manufacturer who became active in 2023 and have released models of 2 subjects; a multi-coloured snap-kit of a seemingly generic German WW2 U-Boat and HMS Victory with a third series based off the Mercedes-Benz Wolf to be released soon.

The HMS Victory comes in 2 versions. Both have full interiors and a set of sails. The 'elite' edition (the review kit) comes with PE parts for interior bulkheads, railings, shrouds, ratlines and some of the mast stays and a small selection of 3-D printed parts including Lord Admiral Nelsons cot.

Upon opening the box, the modeller is welcomed with tan coloured plastic sprues with crisply moulded parts. These include all 104 cannons and carronades. The instructions are on 2 concertina strips of paper with the second instruction sheet including the colour callouts and the paper sails. Unfortunately, no jib or stay sails are included in the kit. The construction starts with each of the deck getting detailed with various parts before being slotted into place on one side of the hull. The ribs of the other half are added before the hull halves are closed together, nicely hiding all the careful detailing and painting that the modeller has included! Maybe a clear hull side would provide a better display method... After this the main and quarterdeck details are added before the bowsprit, masts and yards are constructed and added to the model.

The fit of the entire kit was almost flawless, especially the holes for the masts, which had to be lined up through 5 decks and did so perfectly. PE parts are added for the netting, some railings and the aforementioned rigging. Obviously there is a lot more rigging to be added and the modeller can decide how much they want to add within the limitation of the scale. Decals are included for the flags and the decoration on the stern.

Overall, this is a great kit to build and produces an impressive, if rather small, representation of the famous flagship. The PE of the 'elite' version, saves the modeller a tedious (and potentially impossible) job of creating the shrouds and ratlines which would be conspicuous in their absence. I'll definitely keep Neverland Hobby on my radar for future releases.





Weather Report

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

Red bolt heads are often seen on finished models, they add a touch of colour to otherwise drab bodies. They do have a reason for being, not always reflected in the modellers application. As is often the case Red is used as a warning, here to show that the wheel is of split rim (aka Split Wheel) type and needs more care when handling. Split rims are multi-piece wheels commonly fitted to military vehicles, but also on civilian heavy-duty vehicles such as lorries, tractors, forklifts, construction and mining equipment. Unlike one-piece wheels, the tire is held in place by a locking ring between two rim halves. This allows for easier separation of the outer rim from the central hub making repair or replacement easier, an important factor for a vehicle away from garage facilities. However the immense pressures involved in the heavy duty tyres makes the changing process a little risky if strict steps are not followed.

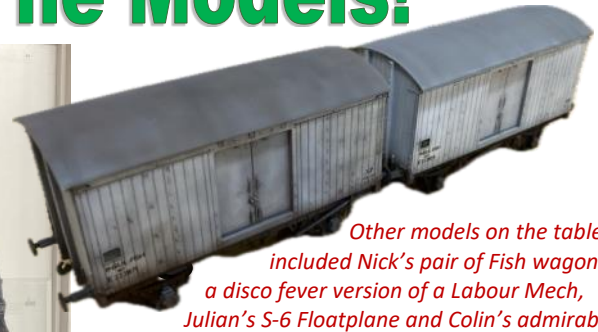
To aid in recognising the risk potential wheel nuts are often painted red to indicate they are securing the split rim, white ones are employed to hold the wheel to the axle. The UN Ferret (left) shows this red warning is not mandatory.



FLASHMOD 29 Nov- The Models!



*For the win, Jet Provost by Chris S.
2nd in votes, Tammy's Airfix robin.
75mm Artillery piece by Aaron placed
3rd and Richard C was 4th with the
Typhoon.*



*Other models on the table
included Nick's pair of Fish wagons,
a disco fever version of a Labour Mech,
Julian's S-6 Floatplane and Colin's admirable
modelling turnout in just 6 hours. 2x
1/48 Tractor tugs. Not
pictured are a Viking,
an Su33, a MG-42
gunner bust and a
Fokker Eendecker.*



Your Club - Dec 'Sibo' Sibley.

I've put off reintroducing myself to the club for 3 years so I can not be accused of 'Peacocking' but as it's Xmas, here's your editor's time in the spotlight.



1. How did you start modelling and what keeps you at it? My introduction to model kits was aged about 7 or 8 while me and my brother were in care. My dad was totally blind from childhood and once my mum died me and my brother were removed from our home on 2 occasions by social services. During the second stint I noted with fascination a teenager who was allowed to store made models in a cupboard in the hall, I started to save my tiny weekly allowance (coppers) to buy a model from the nearby general store in Wandsworth, obviously never reaching the amount for anything. But when my Grandparents came to take me and my brother back to the family home they asked if I'd like a present and thus my first model was an Airfix Triceratops and a tube of cement. Not as nice

a memory as it sounds as the care home was definitely 'Lord of the flies' and the cupboard in the hall was set on fire one night during our stay. That Airfix dinosaur became the start of a stash as I didn't make it straight away and put my saved coppers plus real pocket money to a Matchbox Hurricane that was started immediately. I remember my dad used to make amazing models using plasticine, that while a random mix of colours, were full of detail. It was a treat to come down to breakfast and find a big elephant with rider in the middle of the table. Years later in return I would make models of Concorde and the Space shuttle so he could feel what things 'looked like' as his own visual memories ended with Meteors and Spitfires. It might sound odd but habit keeps me at it as I can not imagine not making something. Being creative is part of what makes me tick. While I have preferred interests I'll build pretty much anything.



2. Do you have a particular modelling interest?

I find interest in anything miniature but dioramas probably are what I'm known for. Themes within that are armour or sci-fi with SF3D (Maschinen Krieger ZbV3000 or just Ma.K as modern version is known) probably my favourite subject.

3. What has been a favourite build and why?

Two answers spring to mind. For achievement in research and scratch building it's the recent 1/16 Sd.Kfz 251 by Trumpeter which I remodelled as a Pioneer version. A present from my wife, it is not perfect (the kit or my work) but I loved the journey. And I have a soft spot for Tamiya's 1/35 Riveted Sd.Kfz 251 ausf C as it was one of a bundle of Tamiya German Military miniature kits I got for a 13th birthday. It made me feel like a 'proper' model maker. The smell on opening a Tamiya kit box still to this day transports me back.

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

After a full career in the Army I ran the local model shop so I was kind of immersed in modelling continuously from the start. As a Milan Missile operator knowledge of current tanks was important so I built tank models while serving then while having the shop would build mostly for others which meant a lot of varied topics and repairs. Now, semi retired, I can just indulge myself and that is nice.

5. How long have you been a club member?

Oh that was a long while ago, maybe 1998? I have been a continual member since then but often away from Salisbury so had a paper copy of the old newsletter sent out to Northern Ireland or Iraq.

6. What are you currently working on?

I'm also known for having lots of unfinished projects on the go so it would be a bit of a list to answer 'What is current?' though I've finished 4 shelf queens this year as well as completing 2 fresh projects. Putting aside Flashmod choices I think the next thing I want to undertake is another detailed diorama as well as making sure I contribute to a couple of next year's club Theme nights.

Varied interests indeed. Clockwise, the Do17z in specific markings was built for a charity auction, mounted along with a fragment of tail spar from the aircraft. 1/9 Motorbike done as a barn find. Built while posted to Cyprus 1993 Tamiya's older Jagdpanther with Milliput zimmerit. Darth Maul skull conversion above a 3D printed Liberator from Blake's 7 and the 1/16 251 -7. Right: AFS from SF3D in 1/20 (if you know you know).





Your Club - Your Inspiration.

Sibo.

While I've already stated that I was interested in models of all types it wasn't until a particular publication came into my possession with some of the most inspiring models I'd ever seen spread amongst the kit listings that I found my calling. That was the 1983 Tamiya catalogue and the specific model was Tamiya's Flak 36/37 or more readily the '88'. Set in the ruins of a church with masterly placed figures it got me hooked onto the idea of the diorama, intricate set pieces that put a model into context and made it look alive. It was many years before I could make what I was building

match my ideas (and it is still not a given for each new idea) but it is model dioramas that give me the most pleasure.

The featured 88mm diorama was by Sheperd Paine and titled 'A wolf in sheep's clothing'. Built for Tamiya who were very impressed with it and Shep's work. it went on to cause controversy. In his words, '....Tamiya proudly took the Flak 88 diorama... to a trade show in Germany and were surprised and embarrassed when they were asked to remove it from their exhibit. Someone found it offensive.'

After that Tamiya stopped calling on Shep to build for the company. The organisers of the Nuremberg trade show have very strict ideas on what can be displayed in the trade booths with companies having to remove items if asked. Speculation on why this 88 diorama was removed is that Catholicism is strong within Germany and some may have insisted that German soldiers would not use a church in such a way. Then, as now 'offense' is a varied diet.

Diorama accessories have bloomed since 1983 but I still think Shep's 88 stands up and I hope one day to re-create it as recognition of its modelling significance to me.



'A Wolf in sheep's clothing'

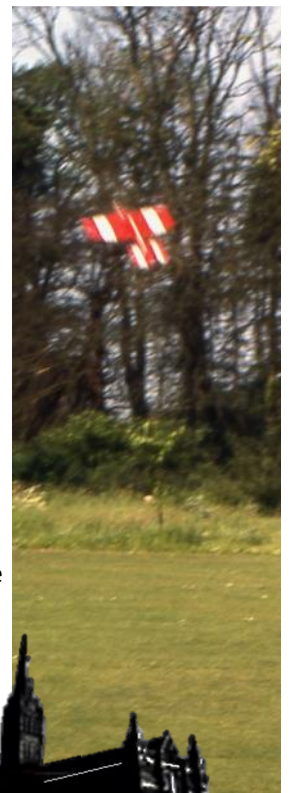
Tony Levitt.

Sibo first asked me about writing a piece on model making inspiration at a club night back in the summer, when the days were long and the nights were warm, and I didn't hesitate to agree. Like all good media concepts, and indeed models, these things don't just pop into existence fully formed. At least for me they don't!

Although I didn't have the answer immediately to hand, I knew there was a story to be told. I think it would be safe to say there are three primary contributors to the early days of my modelling journey, starting with a big name in the world of model making, none other than Ray Harryhausen. Of course Ray Harryhausen is famous for the stop motion animation in many iconic films, but at the core is model making. Who cannot fail to be impressed by the Children of the Hydra's Teeth scene in "Jason and the Argonauts" or the dinosaurs in "One Million Years BC"? Yes, definitely the dinosaurs. Anyway, I guess Harryhausen was the initial inspiration that model making could capture a different world, and made it seem cool. Secondly, is another movie centric inspiration, Star Trek The Motion Picture and the iconic scene where the newly refitted starship Enterprise appears in and then leaves dry dock. Model making brilliance with a magic that CGI has yet to capture!

Finally, a real world model from back in the mid 1970's when Dad and I built, painted and frequently flew a wooden control line aircraft. Fitted with a compression ignition engine and painted bright red with white racing stripes, this was an introduction to engines, as well as a different slant on model making. I recall us flying it together in a Cambridge public park, back in those halcyon days before the country became so risk-averse. Maybe I should build another one and we could fly it together once more.

Right: The only clear photo I have of the aircraft- this was actually taken flying in the garden of a stately home in Cambridgeshire. My mum's aunt was a housekeeper (and former nanny) to the owners. — Tony.



Inspiration continued.



Nick Williamson.

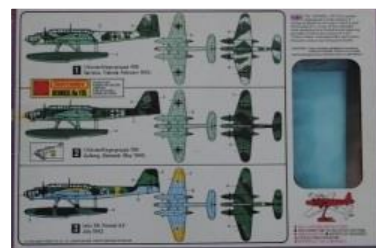
As a child I grew up in South West London and my family home, from age 2 until my mid twenties, was 68, Charlwood Road in Putney. In the early years our next door neighbour was an elderly lady called Grace Bell - a widow I think whose husband had some connection to Bell aerospace - but that could be a figment of my imagination...

As well as an African Grey parrot called Ben (who was superb at mimicking a Dalek saying "EXTERMINATE!") Grace had a son, also called Nick, who must have been about 12 or 15 years older than me. Not long after dad and I built my first model, we learned that Nick was also a model maker - and a very good one.

From time to time he would pop round with his latest creation - always 1:72 model aeroplanes and mostly from WW2 - and I would marvel at the absence of visible glue, the beautiful weathered finishes, painted canopy frames and faultless decals.

When I was about 10, Nick left home and he very kindly gave me his entire collection of models. In particular I remember a heavily weathered B17, a fully rigged Supermarine Stranraer and a Sunderland. Over the years many succumbed to being played with. My own progression through childhood, school and university means that this collection now numbers just two - a Matchbox Heinkel He 115 and an Airfix Grumman Avenger - but I still have them and they hang from the ceiling in my study to this day. When looking at them I sometimes wonder whether he ever continued with the hobby and built more or if they are the last two survivors of all the models he ever made.

They were a wonderful inspiration to try and improve on my own model making - to be patient, bring out detail, build better and make the finishes more realistic. I owe him a great deal.



Don Bartlett.

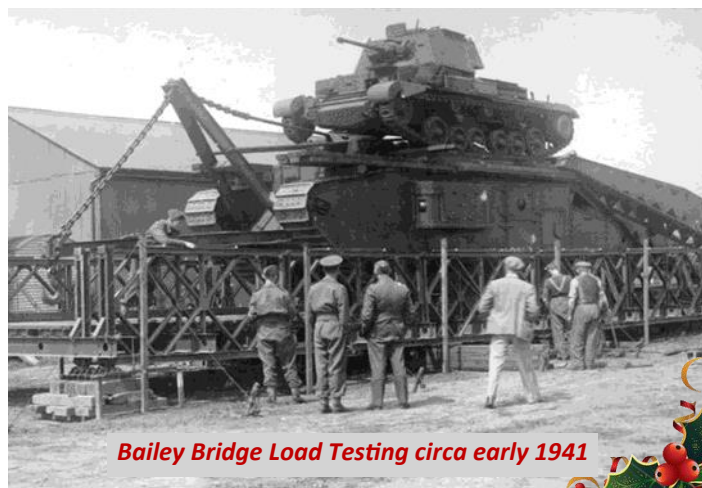
Many of you will know that I have a slightly off beat obsession with the British Armed Forces (land, maritime and air), pretty much at the exclusion of all other nations' equivalent efforts. I mainly attribute this to the influence of my father, my paternal grandfather and my father-in-law, all of whom are, and were when alive, proud Britons. They were all, to a man, engineers of one sort or another and this I suspect is where my bent towards the technical largely originates. Also, as if to consolidate this burgeoning interest, as a child I would often play with my uncle (only 6 months older than me!) fighting our own battles with our newly built Airfix tanks (then 2 shillings in a bag from the local newsagent - days long gone). Naturally, I was always on the allied side inventing new (actually, unrealistic and incredible) weapons for the British Army, never for the Germans. Fast forward past puberty and not much has really changed. I guess boyhood infatuations sometimes colour beliefs in adulthood and so it was that joined the Army at 18 and stayed there until I retired. Thus, with my particular/peculiar cerebral inputs I tend to look beyond the aesthetic to the why and the how. Such is my interest in the Armed Forces of this nation that I have always kidded myself that with so much to choose from, I don't have time to stray far from the home team when it comes to items I'd like to model.

Not being able to model or read newsprint (including books) in the house due to my wife's chemical allergies, I have to resort to surfing the interweb in the name of research. I'm not inspired by the WWW in and of itself, but rather I find lots there to inspire me courtesy of the likes of Google Images, Alamy, Pathé News short films, videos from the IWM collection and more besides. One example of such inspiration is the image below which I happened upon doing a random search for something completely different (for the avoidance of doubt, a military subject).

This (to me) inspirational photo depicts an unusual or little-known event and concerns the acceptance load testing of the original Bailey Bridge design. Having flicked a switch in my brain, this led me into a frenzy of research activity which continues to this day. I have collected a wealth of information around the various aspects of this event and now know that a second piggyback tank was added to the A10 Cruiser MkII already pictured there. The presence of the tank bridge at the rear of the MkV** clearly illustrates that both piggyback tanks were driven on top of the MkV** - brave drivers indeed. What a fascinating model this would make.

I have now amassed the separate elements that I need to build a diorama of the final test configuration inspired by this scene, apart from the big beast (a MkV**). Those of you with long memories might recall that I started scratch building the MkV** some time ago and now (as of Telford this year) have the bits to hopefully finally finish it. The Bronco Bailey Bridge will also need conversion to replicate the prototype. Oh, I need to scratch the tank bridge at the back of the MkV** as well - back to buying more shares in Evergreen Styrene! At least the piggyback tanks are available as kits.

So, this is one of the many subjects that inspires me to get out the glue and start sniffing plastic - Influenced not just from the joy of research, but those formative memories.



Bailey Bridge Load Testing circa early 1941



Events Calendar 2026

JAN 6th	2025 New Years Resolutions finished, started or still in the box.	All
29th	Photographing for the web site, Bring up to 5 of your 2025 builds.	All, Richard and Phill to organise Photo shoot.
FEB 3rd	Agree topic for 'Same Topic' build for October completion.	All
17th	Demo Night TBC.	
MAR 3rd	Germany Theme night; anything German including VW's.	Theme night
17th	Presentation, Museums of Canada.	Colin Whitehouse presents.
APR 7th	Open modelling night; bring some WIP and spend a couple of hours modelling.	All
21st	Internal kit swap/sales. Bring Cash.	All
MAY 5th	Asia Night, Models with an Asian theme.	Theme night
19th	Annual Memorial Shield Competition and Model Show briefing.	All
30th	IPMS Salisbury Annual Model Show.	To be tasked
JUN 2nd	Model Show debrief.	All
16th	Large Model Night. Big or Models bigger than the 'Normal Scale', Aircraft bigger than 1/48, Military Vehicles bigger than 1/35, Ships >1/350.	
JUL 7th	Open modelling night; bring some WIP and spend a couple of hours modelling.	All
21st	Presentation 'Ost Munster Panzer Museum'.	Sibo presents.
AUG 4th	Club Summer BBQ / Pizza night.	All
18th	Conversions. Anything built not from the box. New decals don't count.	All
SEPT 1st	Quiz Night	All
15th	Open modelling night; bring some WIP and spend a couple of hours modelling.	All
OCT 6th	Final presentation and voting for 2026 Group Build	All
20th	AGM	Committee And Members.
NOV 3rd	Telford preparation	TBC
6.7. 8th	IPMS Scale Model World Telford	TBC
17th	Telford debrief and goodies night	All
DEC 1st	Night at the model shop & Club Dinner	TBC
15th	Individual Table Model Shows & Mince Pies night. Inc under table sales.	All



Chairman - Colin W: modelclub@ipmssalisbury.co.uk
 Branch Secretary - Tony L : secretary@ipmssalisbury.co.uk
 Show Organiser-
 Newsletter - Sibbo: 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.

The Big Xmas read: Thirsty for firsts.

The fastest steam train in the world is the LNER A4 Class 'Mallard' built by Nigel Gresley. Uncontested, this fact is easily found on Google and Hornby have released a few train sets built around this notable event. The Mallard secured this first on 3rd July 1938, when it broke the world record. Under the control of driver J Duddington and fireman T Bray, Mallard achieved a noted speed of **126 miles per hour** on a length of track between Grantham and Peterborough, England during a long distance journey made to include a specially organized speed trial, with the locomotive pulling 6 coaches as well as a dynamometer car to record the speed. It should be so obvious from even this small paragraph that this achievement is unequivocal.

Yes But No But.

As with many firsts, the framing of the statement and boundaries of the data can push a narrative that investigation might give a different view to; as was seen during a club presentation about jet aircraft and carrier trials, aired in August 2025. But before we return to jet aircraft, what more is to be said about the Mallard?



Like so many firsts the prestige of the claim was deliberately or not, against the backdrop of national pride as the world looked to emerging superpowers, showing of their industrial prowess in lieu of belligerence. The running of Steam powered locomotives hauling passenger coaches was an area of contest between Germany, Great Britain and to a degree USA, as well as a contest against the limits of physical possibilities of the time. Germany and Britain took this pursuit very seriously and thus the limits of locomotive power were pushed. **And Britain won.** But that bold line doesn't acknowledge other aspects of the drive to secure the title.

05 001 and 05 002 were streamlined 4-6-4 locos' built by Borsig in 1935. 05 001 was preserved, in the German Railway Museum at Nürnberg and can be viewed. It was however it's sister, 05 002 that had the fastest recorded speeds of the two locos' running between Hamburg and Berlin. Comparing scheduled high speed runs between the British Mallard and German 05 002 engines, the German locomotive is logged five times over 115mph, the Mallard only once. Speeds over 120mph, 05 002 is logged twice with only one logged for Mallard. 05 002 also ran the world's fastest ever authenticated start to stop journey for a steam locomotive with respected British railway engineer, technical journalist and writer Cecil J Allen (1886– 1973) on board. The maximum speed was kept reduced to 103.5mph, and the loco was eased back to around 90mph 20 miles from the end of the journey. A dynamometer car was fitted (a carriage that measures speed and output as horsepower) and the event reported by C J Allen. *(As an aside, many club members will know of Ian Allan publishing and shop of its day, centred around railway history and modelling reference. Ian and Cecil were not related despite having the same sounding surname, but in a twist of coincidence C J Allen wrote for Ian Allan and C J's son was to become a Managing director of Ian Allan Publishing)* What should be noted here is that the German high speed runs were done on near level track over longer distances, while in the UK the recorded track stretch had the benefit of a downhill gradient at the section where the top speed was clocked. The records from the dynamometer when coupled to 05 002 still exist. From 7th June 1935 to 30 May 1936 and show 05 02 passing 100mph on 10 occasions while operating on the Berlin-Hamburg (or Hamburg-Berlin) route. In this same time frame two of the runs are over 120mph.

121.6mph is recorded on July 26th 1935 and a staggering 124.5mph on 11th May 1936 while pulling 197 Tonnes. What is even more telling is the location for reading the highest speeds are taken from all over the route and not in one dedicated recording section. 121.6mph Near Bergerdamm and 124.5mph at Friesack.

But that is still 1.5mph slower than the Mallard!



LOCOMOTIVE PRACTICE AND PERFORMANCE IN THE TWENTIETH CENTURY

by
CECIL J. ALLEN
Illustrated by A. L. Loe



The last line at the end the previous page should be the clincher.

Returning though to the track levels that the speed recordings were being done at in the UK it is noted in C J Allen's book how much variation in gradient was on the stretch of line that Mallard's record was clocked, in fact he recorded in his book (left) how varied the majority of the line throughout Britain was in terms of incline and drop.

The Mallard had a generally downhill route, with some sections termed 'steep and long'. A map check would show that from the height of 'Stoke Summit' right till the steam valve was shut off as either downhill or level. A steep down section ran for 3 miles at 1 in 178 gradient before levelling off for 1.5 miles, returning to downhill at 1 in 330, then once more after a short level it runs more than four and a half miles at 1 in 200, an excellent precursor for the high speed attempt which was clocked at the 1 in 240 stretch after Little Bytham. The Mallard was pulling a heavier train weight than the 197t of 05 002 but going downhill this would not be a disadvantage.

Would a 1 in 200 downhill gradient give enough extra help to gain a mile and a half of speed? That is some mathematics outside of my ability, but what if 05 002 didn't need to gain 1.5mph?

We know the respected C J Allen was able to view and interpret the results shown to him from the LNER Dynamometer that was pulled on the record run of July 1938. He has it logged as 125mph with a pencil foot note of 126mph seen for 1 second. The meters in the carriage were not the digital variety we see today and minor movements or fluctuations could be observed due to vibration. Sir Nigel Gressley himself who designed the A4 accepted 125 mph as the maximum rather than the momentary observed reading of 126mph.

But even then the Mallard is still half a mile faster in speed. Newspapers of the day would have seized on this new 'Top Speed' and it only takes one mention of 126mph for that to become the accepted truth, and who cares about gradients?

Is that the end of our comparison? The Mallard's record breaking run started North of Grantham on the East Coast main line ending at Peterborough (about 40 miles) later. Here the locomotive was failed, the smell of overheated machinery was obvious, coming from an overheated middle 'big end' bearing. It was taken out of service in need of workshop time to restore it to running. Those German 05's ran similar speeds continuously so here we face the nub of our interpretation.

Mallard in York station (Credit:
National Railway Museum)



Do we consider Mallard as the fastest Steam locomotive of all time, forgetting it broke itself while attempting the title and that it was not travelling over the same length of rails that its opponent was using? Do we question why the German train had a British observer on board but this exchange was not extended for the LNER sponsored run? All interesting questions that would perhaps be scrutinized more if this was the modern Olympics rather than an era of steam nostalgia. So the facts with out interpretation stand and the Mallard is the Record holder.

That's the trains covered, hopefully illustrative of how a fact while using statistics can appear, but not always be, so clear cut. But what about the aeroplanes mentioned in August 2025?

Continued next page.

Mallard references are plentiful on the web, some written with more hyperbole than others, for the 05 002 comparison the following is an excellent site. germansteam.co.uk



As we enter the second part of the article, inspired by the desire to find out more on the 'firsts' associated with jets and introduction to Royal Navy ships after our resident Meteor expert and resident FAA expert put forward differing POV about particular firsts in the field of jets transitioning from land to sea operations,

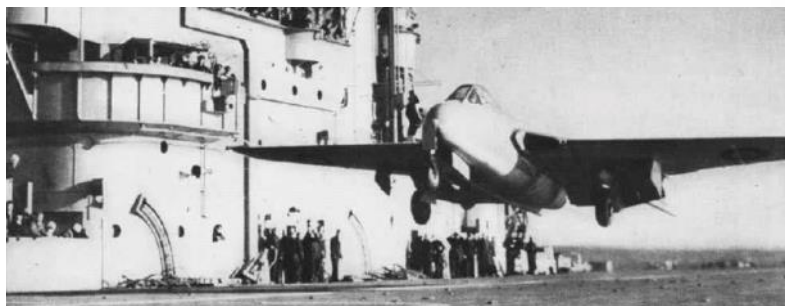


Sea Meteor EE337 in later scheme by Mike Hobbs.

I need to ask a question. Who has heard of 'Sea Jesus'? I'll come back to that name in a moment and assure all that it is not an attempt to divert the Holy importance of Christmas with a silly joke.

I chatted with Nick and Mike about the events each had referred to, in effect 'the first Jet landing on an Aircraft Carrier'. Then went off to do my research with as much 'due diligence' as possible and remembering the golden rules I had learnt doing Intel training, **Check all sources and verify using independent sources!**

Nick had explained during his presentation that the first landing of a jet aircraft on a carrier deck was the third prototype Vampire serving as a test and trials airframe with modification. On **3rd December 1945** this aeroplane conducted the first jet landing on a ship at sea when it landed on HMS Ocean with Eric "Winkle" Brown at the controls. Mike contested that as Meteors were recorded as being aboard HMS Pretoria Castle between **11 August 1945 and 11 October 1945** (the date an official photo was published showing Meteors on deck) that predated the HMS Ocean event by a month or so minimum. A quick Google check would sort it out. The date of 3rd December 45 with Eric, a Vampire (LZ551) and HMS Ocean all tallying up, this is the accepted truth, the first Jet landing on a carrier. Then what of Mike's claims? It is only fair to look into those too.



But first; a disclaimer of sorts, and hopefully you'll appreciate the depth of trawling I have done that Don B will only too well understand. Rabbit holes all need following. I mentioned in the Jan 25 club newsletter how it feels more and more difficult to do research using the internet and felt it again as I worked on this article, though it is offset by the degree of speed that trawling through books finds hard to match. Sea Vampires and Sea Meteors are the main players here but googling those terms does not give the fullest picture. 'Navalised' Meteors and Vampires along with 'Modified' and 'Prototype' pro words help search out facts. Even then it's not always a given that a clear answer will reveal itself.

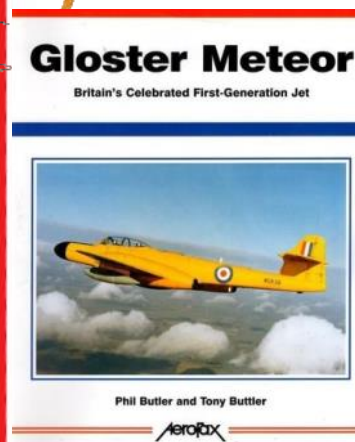
As an example, the modified aircraft landed and then flown off HMS Ocean on the 3rd was indeed a Vampire with tail code LZ551, one of 3 prototypes. Whether it was the 2nd prototype or 3rd is not clear from sources but it was developed from the DH.100 Vampire which first flew **17 March 1944**. The airplane was used for flight testing and then in 1945, was modified for operation from carriers most importantly an arrestor hook added. It was named "Sea Vampire" and reclassified as Mk.10. Two original airframes were modified in such a way and unsurprisingly then referred to as 'Sea Vampires'. But they are not THE Sea Vampire, the name of the aircraft taken into service. Only in **1947** did the Royal Navy place its order for a navalised variant of the Vampire FB.5, ordered by the Air Ministry, this navalised version was given the name Sea Vampire flying in October 1948, 3 years on from development of the type by de Havilland in anticipation. The 18 subsequent airframes became Mk 20 (F20). The Mk21 (F21) version of the Sea Vampire was a dead-end having a strengthened underbelly and used to test the possibility of belly landing on 'rubber decked' aircraft carriers, HMS Warrior was used for flexible flight deck trials and IWM has a good number of photos of F21's being landed on their bellies. (Link:- [de Havilland Sea Vampire - Destination's Journey](#))

This source also shows the Sea Vampire variant that Nick W modelled (See June 25 Newsletter) with out the arrestor hook as design work progressed on the variant aimed at the Royal Navy well before Eric Brown's exploits or Ministry interest.

The Vampire's twin boom design allowed a short fuselage and jet exhaust pipe to reduce loss of power from the jet engines of the time.



Despite single engine jets having appeared already during WWII, it was generally thought that useful power could only be achieved by having a pair of engines as seen in the Me262 or Meteor. Carrier operated aircraft need more reserves of power due to the less forgiving nature of sea board operations and this resulted in a slower commitment to jet aircraft than the land based RAF, It also meant that the RN looked to the Meteor as it's expected choice for a naval aircraft with its twin engines. Advancement in engine development would quickly make this reasoning redundant.



But defence can't wait for new ideas to mature so navalised Meteors were ordered and produced. These were converted from F3 Meteors which started to be produced in August 1944, before switching to F4 in 1945. And this is where difficulties in pinning events attributable to the Meteor start as in documentation of the day or lay men captioning a photo of the time will view a Meteor at sea and thus call it a 'Sea Meteor', the same as the 'Sea Vampires' that existed before the formal Sea Vampire had been ordered. Sloppy writing, miss-quotes and misidentification also adds to fog and quickly you will find too much contradictory info. Mike H sent me some of the statements he's found to assert his view that the Meteor was the holder of the first jet aircraft to land on a carrier. Wikipedia uses the AeroFax title as a reference to many facts contained on it's page. To ensure I was doing all the due diligence I could and not relying on the internet alone I bought a copy to help with writing this article. It is very detailed but lacking in RN coverage other than the T.7. My sacrifice was noted (by my wallet, you are welcome fellow IPMS Salisbury members), now lets see why Nick and Mike were at modelling odds?

If we take the 3rd Dec 45 as our datum then any date before that event, as long as verifiable, will contest LZ551 and Nick in the claim of first jet landing.

Mike quite rightly pointed out that the first Meteors on ship were not Sea Meteors but standard **F.9/40** types under development, (Full name Gloster F.9/40 Gloster twin-jet interceptor. 'Meteor' as a name arrived after loosing it's code name 'Rampage' and unofficial 'Thunderbolt' in early 1942). He gave the code DG202 stating "...landed on H.M.S. Pretoria (Castle) and [] an unconfirmed landing on H.M.S. Ravager both anchored in the Clyde. Both ships had been Ocean Liners converted to Aircraft Carriers.." HMS Ravager was a US converted Cargo ship, HMS Pretoria Castle, a Belfast converted liner both destined to serve as training vessels though HMS Ravager conducted some convoy escorts duties at the start of her short service life.



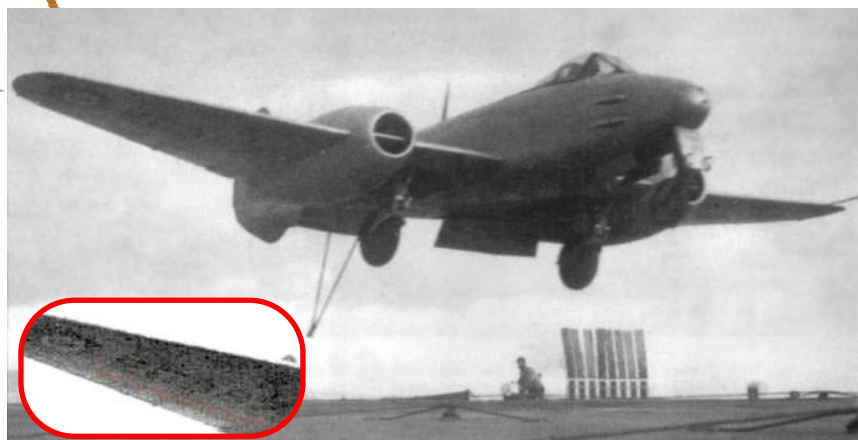
Information on both these ships is available on line (see [HMS Ravager \(D70\) - Wikipedia](#) and [HMS Pretoria Castle - Wikipedia](#)) but these Wiki entries do contain inaccuracies. For me the source I give most credence to is the RAF Museum's complete history log for A/C SERIAL NO.DG202/G SECTION 2B (see [A/C SERIAL NO](#)) that runs from 7 Feb 1941 to 26 Sept 2011. The logged events from 14 May to 18 Aug 1945 correspond to dates that HMS Pretoria Castle was in the Clyde as a trials and training carrier (her role through WWII, never conducting combat operations). Butler and Buttler's Areofax confirms.

- | | |
|-------------|---|
| 14 May 1945 | Repairs complete and pronounced serviceable. |
| 11 Aug 1945 | <p>Flown to Abbotsinch by Squadron Leader Eric Greenwood, Glosters new chief test pilot for sea trials.</p> <p>Dismantled and taken by road to the Clyde and transferred to a lighter following reassembly.</p> <p>Loaded onto HMS Pretoria Castle, lying in the Firth of Clyde, for engine running, taxiing and deck handling trials to test the suitability of jet aircraft for carrier work. Photos - Gloster Aircraft (Putnam) p.246; The Gloster Meteor (002062) p.27; Flight Oct 11th 1945 p.407; The Aeroplane Oct 12th 1945 p.406. By now fitted with side-ways opening canopy, torpedo fairing and housing for anti - spin parachute aft of the tailplane. The trials proved there were no problems in handling jet aircraft aboard an aircraft carrier.</p> |
| 18 Aug 1945 | Recorded in station control tower logbook as visiting HMS Ringtail (RNAS Burscough), flown by Lt. Morrell, departing from RAF Silloth, Cumbria at 14.27pm, arriving at Burscough, Lancashire at 14.55, and staying overnight - presumably en route south to Glosters. |



The reference to a lighter, (a lighter being a flat-bottomed vessel used to transfer large cargo) shows that at this date DG202 was not flying onto the carrier despite being capable of flight. Her onward journey on 18th indicates flying between ground locations.

Several sources show a number of Meteor F.3s were converted into navalised Meteors. The adaptations included a strengthened undercarriage and arrestor hook (taken from a Sea Hornet). Operational trials of the type took place with HMS Implacable and HMS Illustrious using airframes **EE337** and **EE387**, the picture below gives an indication of the events, corroborated by the same Winkle Brown mentioned on the proceeding pages. **Eric's EE337** landed and took off from HMS Implacable **8 June 48** another first for him, landing a twin jet. (Picture below is probably Illustrious with EE387).



Performance of these naval prototype Meteors proved to be favourable, mostly due to the improved engines now fitted, F.3's having the more powerful Derwent. This meant a rolling take-off could be achieved before catapults became standard. However this was not an easy task and engines would be run up with brakes on to ensure max power was gained without sacrificing flight deck distance. The speed of the ship and wind over deck helped, and these test Meteors were not fitted out for combat or full tanks so less weight was being carried. Reportedly this led to further trials with a

modified Meteor F.4 (EE531) fitted with folding wings but I have not found anything to support this. A shortened square tipped main wing was however adopted (made for improved flight performance not for deck space). Interesting as this all is, the dates for these trials **start in April 1948** with experimental landings on RAF strips before committing to ship landings, approximately 28 months after the first jet landing by Eric. The RN did go on to use both types of aircraft, but the Meteors were not ship borne with 12 naval air squadrons having either F.3, T.7 jet trainers or TT.20 target tugs. There is further reading in plentiful supply on the net and book form, as well as preserved airframes, so I will round off there as I want to save some space for the models club members have made related to the events discussed here. But before we close the book and state - 3rd Dec 45 by LZ551 is the holder of 'First' : a surprising late contender.....



That desire to be first leads many Americans to put forward that a **Ryan FR-1 FIREBALL** should hold the title (example FR-1 right). On November 6th 1945 (almost a month before Eric's landing) Ensign Jake West was flying a composite-powered aircraft, equipped with separate piston and jet engines; the Fireball. He began the approach pattern to land on '**USS Wake Island**' when his piston-engine failed. He managed to air-start the Fireball's General Electric I-16 (J31) jet engine and using that completed his landing under jet power alone, catching the last arrestor wire before hitting the first safety barrier that had been raised as soon as an alert sounded that an emergency landing was underway.



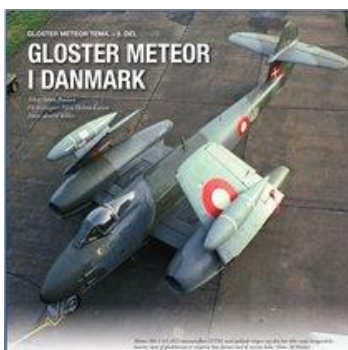
West's aircraft went into the barrier, a controlled crash landing that should disqualify it from the title, but wait; remember the Mallard? That too was broken after it secured the title. That point aside, there are other cited reasons that this should not be recorded as the first jet landing on a carrier, from the true definition of a jet powered aeroplane to whether the engine had fully spooled up or the piston engine fully stopped producing power. Room prevents more elaboration here but a link below will take you to a detailed American write up. Regardless we should not overlook the brilliance of the events described here and the risk to all who took part.

But as we close, two extra things thrown up during research for this article. Firstly, the statement about an F.4 having a folding wing. As said, I've found no pictures and read a statement from a Gloster employee who states

[de Havilland DH.100 Vampire](#) = BAe Heritage Page. [The Forgotten Fireball Carrier Landing incident](#) = Fireball DH.100 Sea Vampire Mk.10 | [This Day in Aviation](#) = E W Brown.
[Prototypes and trials, HMS Illustrious](#) | [Naval Air History](#) = General and Meteor.

You might search for 778 Sqn who developed operations on HMS Pretoria Castle.

he never saw any such modifications or heard of them. The fact the Butler and Buttler's incredibly detailed book has many photos and line drawings of unique works planned or built it seems strange not to have such a significant modification recorded unless it did not take place? Perhaps the pictures below can shed some light on the quote 'folding wings were fitted'?



The first picture is EE531 the airframe quoted in Areofax as being sent to Heston Aircraft for modification. This picture was taken in 1973 as the aircraft was prepared for one of a number of moves before ending up with the Midland Air Museum—MAM (a story worth searching for in itself and explaining why this Meteor sat on a roadside garage forecourt for many weeks) You can see that with the removed wing no mechanism for wing folding is on view, verified by conservationists at MAM. The folded wings of the Danish version are also the result of museum life. Translated from the Danish Aviation Historical society...*'it is not an aircraft carrier, but a practical measure at the Technical Museum when the aircraft needs to be moved around. Photo: Alf Blume'*. The third picture is meant as a warning when doing your own research. This is how DG202 we have talked about in this article appeared in 1958, since then DG202's importance to the history of aviation has meant it is now in museum care and has a restored scheme applied. The big question is.... Is the scheme it now holds the same as that which it wore during trials on HMS Pretoria Castle? Over to you club members (my money is on No).



Left is Nick W's T.7 in RN service with Mike's EE455 below it, one of two aircraft converted to become Record breaking air speed holders. Here it is in a scheme that is more likely to reflect what DG202 wore while conducting handling trials rather than the Dark Earth and Green that DG202 is finished in for current display. Right Colin W's black and white photo has Eric 'Winkle' Brown catching the wire in 1/48 for the first landing on deck by a Jet aircraft.



The Sea Meteor has had a far more prestigious career aboard ship in 'War Thunder', the gaming platform gaining the nickname **Sea Jesus**. Sadly some of these fictitious exploits have entered the sampling. AI uses so watchout for bogus stories.



Comms Check

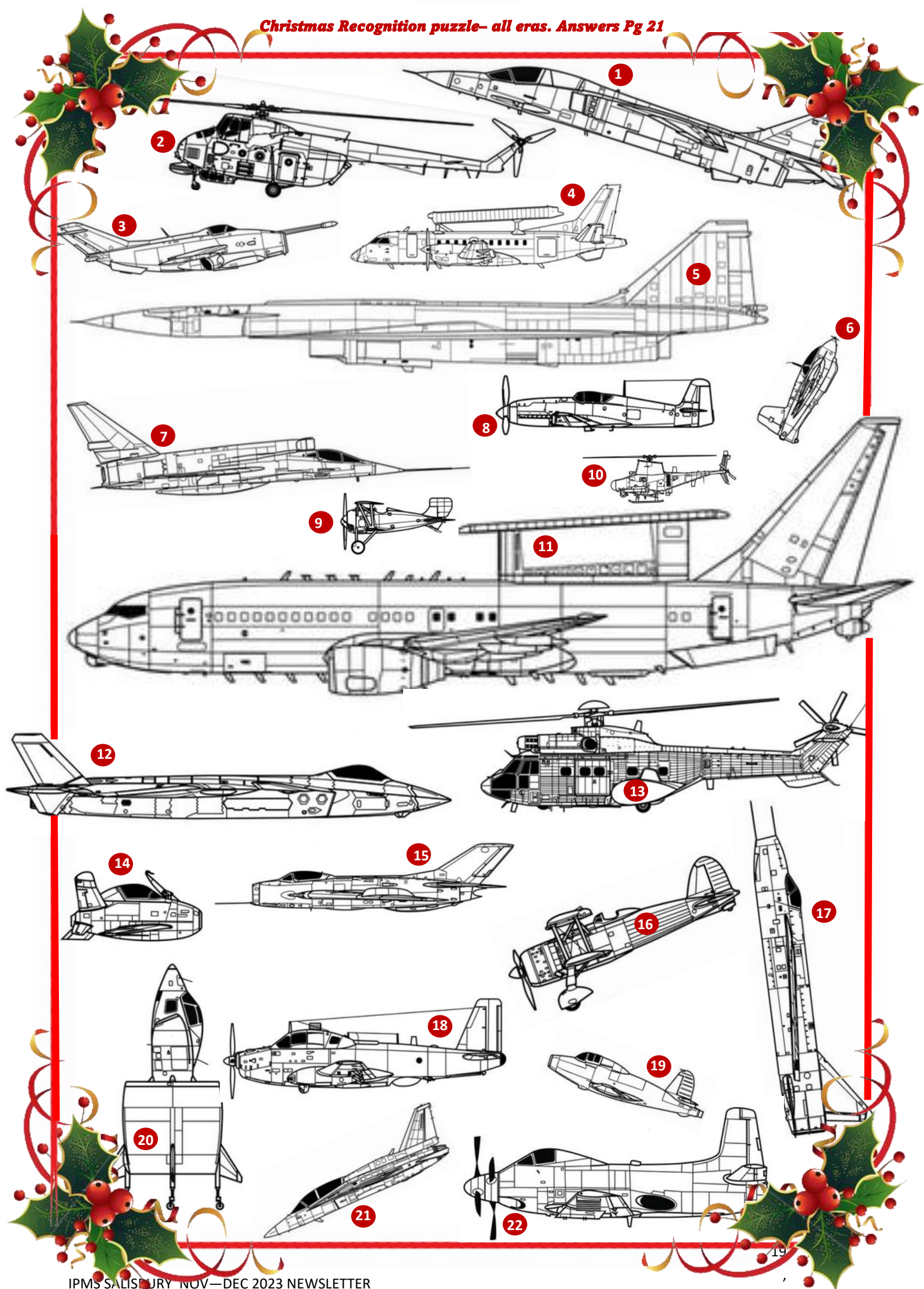
The club is a source you should be using: Kits you don't want anymore or kits you are desperately looking for. A magazine article or missing decals, even to ask a random question or get it off your chest. All can be done through the newsletter and will be bounced back and forth here. Be brief and to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

F-4 Phantom 1/48 underwing fuel tanks. Ideally Hasegawa but any 1/48 will be welcomed.

Wanted!

Please contact Club chairman.







ALVIS UNIPOWER RIV.

Not SANTA - But Red and seldom seen!

The Alvis Unipower, 4x4, Rapid Intervention Vehicle (RIV) is an Aircraft Crash Rescue and Fire Fighting foam appliance that was designed to provide medium size capability for modern aircraft fire fighting duties at bases of the RAF as well as Army and Royal Navy forces sharing an environment with aircraft such as helicopters, drones or parachute embarking. The vehicle is designed to be air transportable and is regularly seen overseas, built to fit inside the Lockheed Hercules C-130 aircraft. It can deploy to remote bases and is completely self contained. Designed in the 1990's with an anticipated 20 year life a number have been sold off as surplus and are employed at civil airfields around the UK and in Europe.

The roof lance is capable of spraying 1000 litres per minute while the smaller jet mounted on the front bumper is 500 litres a minute. A top speed of 120Km Per Hour is possible using turbo charger, though this should only be engaged when responding to emergencies and the normal high cruise speed recommended is 95km delivered via a Detroit diesel. Acceleration is 0-80 Km in 23 seconds.

Christmas updates from Salisbury Model Centre

Xmas Eve 24th – 10 to 14.00
 25th and 26th - Closed
 Sat 27th— 09 to 15.00
 Sun 28th—10 to 15.00
 Mon 29th—10 to 17.00
 Tue 30th—10 to 17.00
 Wed 31st—10 to 14.00
 1st and 2nd Jan— Closed.
 Sat 3rd Jan- 09 to 15.00

Paint pens have been hit and miss in the past so it brings anticipation to hear from Oz that AK have produced paint pens using AK's formula and that he is stocking the 3 pen sets.

Some club members have already tried them out and I am looking forward to properly review them in the next newsletter (and welcome thoughts from other users).

The 3 pen sets' RRP is £6.75 with restocks expected early in 2026.



HAPPY CHRISTMAS FROM OZ



STOP PRESS! An expedition to Bugle Call

Having not been to Bugle Call in a very long time I had volunteered believing it was still in Bath and not realising it was a good 45 minutes further on. With the A36 closed for resurfacing...or whatever it is that curses that particular stretch of tarmac, Roisin and I set off with a very early start to make sure we got there in time for our 8am RV. We met Don at the site, arriving about the same time on a crisp sunny day.

We grabbed the gear from the cars and headed inside from the car park entrance. Despite this being an entranceway there were no visible staff available and the tables had not been marked to show who was supposed to be where. We found our way to the entrance desk, which was on the other side of the building, and located a plan which informed us that our table was in the entrance area we initially arrived in. We then headed back only to find that ISCA had misinterpreted the plans (the tables on the plan were 6ft lengths and the tables at the site were 12ft) and had helped themselves to our tables and had started to worry they didn't have enough models to cover 48 ft of tables! Luckily we were able to relieve them of this burden and set up shop. I have since found out that this may well have been the final Bugle Call show, as the staff running it were very few in number and their membership was not large enough to cope with the show, a great shame if true.

Having a smaller group than usual we decided on just the three plastic cubes to give the display a little height and got to work laying out our wares. Don provided heavy armour support on the right flank (luckily it was a sturdy table!); with his selection of scratch built prototypes and large scale British Armour whilst I took care of the left with a plethora of small scale ships. Roisin's fantasy and Dungeons & Dragons style figures were dotted around the area to provide a little 'something extra' to the tanks and planes which adorn model shows in abundance. Her new diorama (largely finished but still a WIP) "Medusa's Stone Garden" managed to earn a place at the front in an attempt to turn some viewers to statues (forgive me a maniacal laugh)! We were lucky at our end of the hall, once the doors shut it was lovely and warm, and we were right by the canteen and their impressive over sized muffins. Roisin's diorama earned a lot of attention with its trailing ivy, scaly character and impressive marble effects while people were also delighted and impressed to hear that Don's conversions were 'indeed handmade' as they enjoyed educational snippets about the evolution of British AFVs

There was a strong figures, busts and vignettes undercurrent to the show, as one can expect from Bugle Call, so Roisin was very much in her element and we soon got chatting to other stands, Roisin picking up some useful hint and tips on modelling an Egyptology based scene and myself a good conversation on natural metal finishes and how to add more life to a simple vignette with just a single figure. We also had a very agreeable conversation with one stand about how our hobby does not intend to glorify war (I believe the chap on the stand had swapped words with someone on this previously who had claimed the opposite) but instead to remember those who came before us; to help honour the people who populate the rich tapestry of human history; rather than those who wish to take it apart.

The overall quality on the tables was very strong, there were some absolutely jaw-dropping figures on display. The competition was tough as a result but we decided to take plunge anyway! I had wanted to launch my "Para at Arnhem Bridge" figure at the competition (if a figure can make it at Bugle Call it can make it anywhere right?) BUT I had left him at home in a moment of madness! So I put in my 'Lifeguards of the Med' diorama with no result. Roisin managed to land a 'Highly Commended' award, entering her 'Jenny Green-teeth The Hag' figure against some startling good competition; I was a very proud husband indeed.

Purchasing went well, I managed to pick up some figures for an upcoming British Armour diorama and another Airfix Jet Provost as I had enjoyed my Flashmod one so much. Roisin broke the mould on her fantasy figures by purchasing some metal vignette figures of a Victorian couple enjoying a picnic. Don picked up a cruiser tank for his Bailey Bridge Project, some more Plasticard for his scratch building and a 3D Gizmo tank crew!

All in all an enjoyable day, so much so that our 3.5 hour trip home (with accidents-not us, tailbacks and roadworks aplenty) didn't dampen the spirits. Along with Flashmod the day before it was a great way to round off the modelling season.



Thank you Chris for that final last minute contribution to 2025, it is appreciated—Ed

ANSWERS- upside down of course!

11	Boeing 737 AEW Wedgetail C E7A	22	Douglas A2D Skyshark
10	Northrop Grumman MQ8B 'Fire scout'	21	KAI T-50 'Golden eagle'
9	Siemens Schuckert D.III	20	SNECMA C.450 Coleoptere
8	He-100 'propaganda fighter'	19	Gloster E28/39 'Pioneer'
7	F-107	18	Breguet 1050 Alize
6	Komet Me-163	17	EE P.1A
5	Sukhoi T-100	16	Fiat Falco CR42
4	ASC 890 SAAB 340 AEW/C	15	Mig 19 'Farmer'
3	Yak 36 'Freehand'	14	McDonnell F-85 'Goblin'
2	Mill Mi-4M Hound	13	AS332 Super Puma
1	Mitsubishi F1	12	Chengdu J-20

Your fingers have finger-tips but your toes don't have toetips yet you can tiptoe but not tipfinger

Christmas needs corny!

Where does a Killer whale go for braces?

An Orca—dontist.

I stay in the corner where you placed me but still managed to travel the world, what am I?

A Postage Stamp

I have a heart that does not beat what am I?

An Artichoke.

