

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

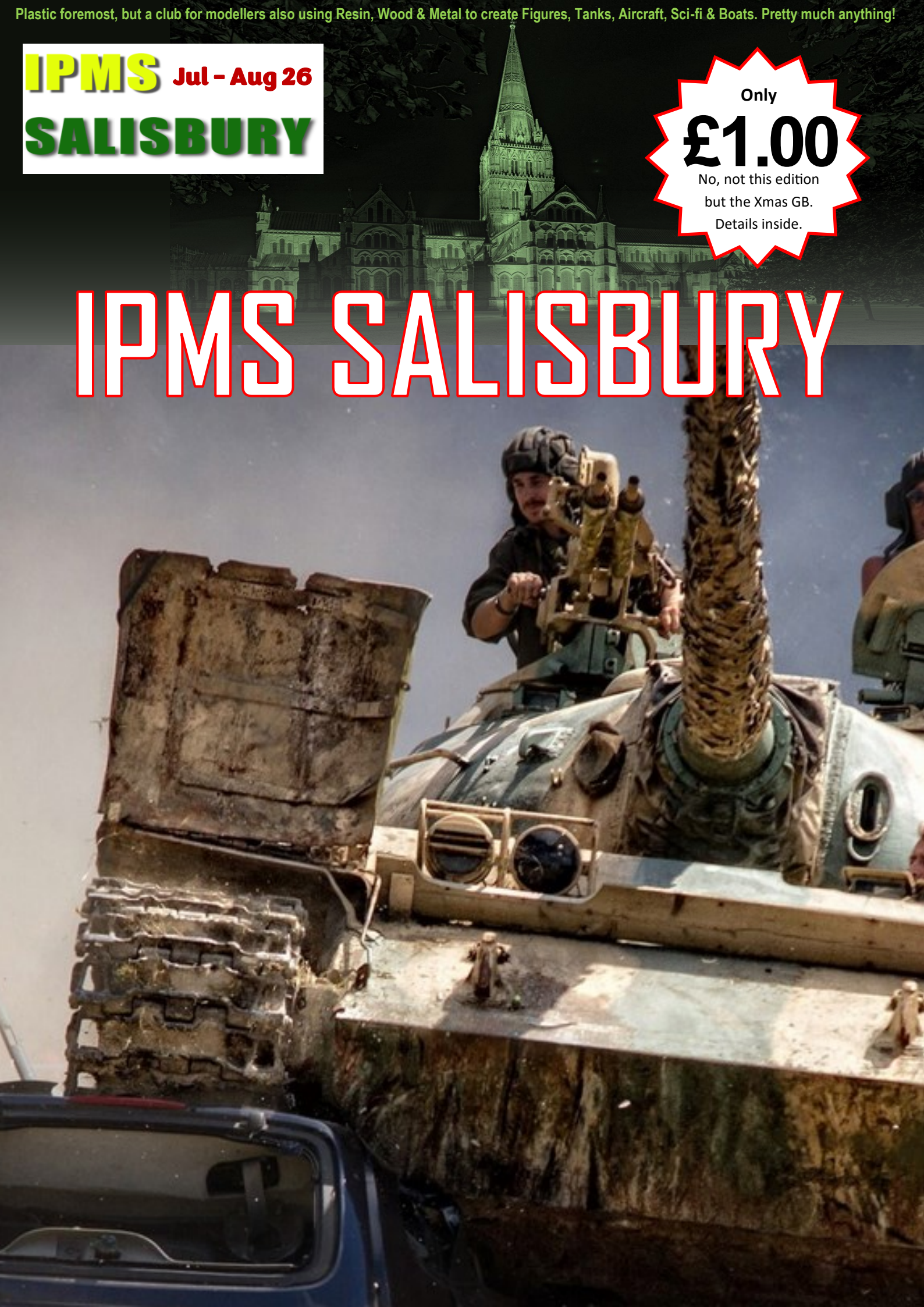
IPMS Jul - Aug 26
SALISBURY

Only

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No, not this edition
but the Xmas GB.
Details inside.

IPMS SALISBURY



This heat really has been something, and it's not like I need anything else to stop me completing something on the work bench. But the sunny weather has meant some great days out. Tank-fest at the end of June would have been a highlight for any AFV buff. I was able to get to Bovington only on the Monday afterwards but that proved to be a blessing as exhibits were marshalled back into place with access easier than normal. I wanted to see the Nashorn, a WWII German SPATG ferried over from Holland for the event. But it turns out the beast will be residing at the museum for the next year so the rush to view was not necessary, but still worth it (below).



More military might was up close and personal at Capel, the big military show near Dorking that has been featured in the newsletter before. A different slant on the show is in this year's newsletter as Nick Williamson attended with family and friends and he reviews it instead of me with his reflection on the event. Car crushing was evident, and while it won't become an Olympic sport it certainly makes for a dramatic front cover.

Also while acknowledging the Panzer Museum presentation on 21st July, it's not all tanks and AFVs in this issue with 2 build articles from club members on aircraft plus all the other stuff you have come to expect. - Editor.

Editor's hello and Latest: Tying up club night info and passing on news gathered.

Reviews: Chris S provides thoughts on recent model shows the club have attended plus events from the summer are reported on too by Nick, Colin and Sibö.

Articles: In depth build articles. A Coastal Command Wellington By Nick W and the He178 that appeared in April gets a full article from Tony Hawkins.

Weather report: Not this month, workshop time!

Events calendar: Club nights, shows and other events.

Grail Kit: By Nick Williamson this edition.

Comms check: Use the club newsletter to ask questions, swap info, borrow or buy from each other. Extra articles and Group Build updates.



**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 nights began in July with a modelling night which as always generated a lot of noise, not quite as much modelling progress and lots of fun. Sibö borrowed Don's magnifying glass as his progress was hampered through forgetting his glasses. Nick did come prepared but realised the task of riveting needs to be done in silence without a rowdy club of plastic fettlers in attendance. It was good to see Ray back at the head of the table too, he brought along some recently completed models including the USMC Cougar MRAP vehicle pictured here. Other completed models on view came from Bob, Toz and Mick.





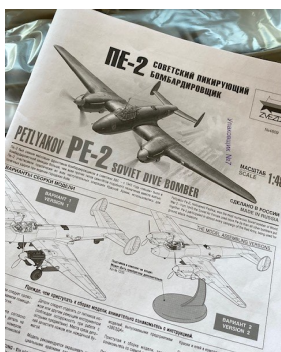
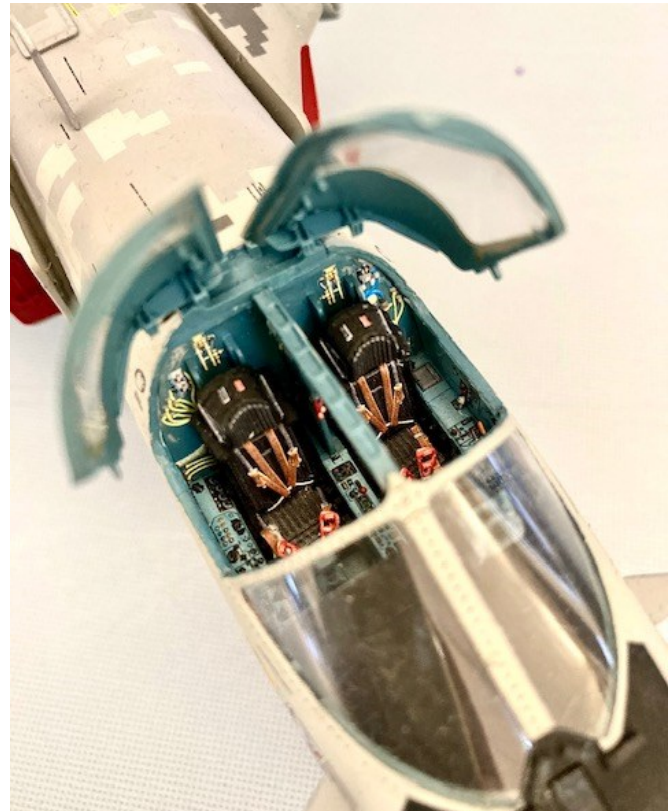
Above is Bob's Black Widow P-61, a heavy night interceptor built from the Revell kit. Also a US fighter, Toz's Thunderbolt in 1/48 was present on a self produced 3D print base. Below are 2 Speeder Bikes first seen in 'Return of the Jedi' but making a more modern appearance in 'The Mandalorian'. These large Revell versions have been made by Ray Rodda.



Tony worked on a Heller Renault R8 Gordini in 1/24, a coincidence as Rich-ard also has started one of these kits too.

An extraordinary motion had to be quickly passed on the night. Brought on behalf of the committee represented by Sib0 for the attending members, put to the vote by the Club Sec, Tony and sanctioned by the Treasurer, Steve. We found ourselves with out milk yet a surplus was cooling in the scout fridge. Tony wrote to the Scout chairman indicating we had left pay-ment for taking an amount of milk to enable beverages to be had. Both parties were happy as the milk in the fridge would have likely have gone to waste and the club conscience was clear. Phew! That was a close call. Thankfully the club chairman was back intime for the next club meeting to ensure we were suitably furnished with the white stuff.

In-between club nights for July were 2 external shows, The Helicopter mu-seum and slightly closer, Romsey. Chris Southwood attended both and has submitted a report along with medal winner details on Page 9. The club also attended BDAC model show and Avon which are also mentioned by Chris. A big thank you to him for taking the time to compile his thoughts on the shows.



15 members were present on the 21st a handful of models were brought along and are captioned on this page but the main event was a presenta-tion by Sib0 on the Deutscher Panzer Museum. It might have surprised those who know Sib0 well that only 22 photos were used in the presentation (of the 160 taken) but the theme was not to fire through an album but talk about interesting ele-ments from certain vehicles in the DPM collection. It seemed to go down well with scope for another if there is enough interest.



2 Ukrainian Aircraft on display. SU-24 by Phill and 'the Ghost of Kyiv' Mig 29 from Chris. Bob unboxed his next aircraft project on the night.



Deutsches Panzermuseum Munster Örtze

The DPM displays the history of German tanks from their origins in the 19th century to the present day. Since reviewing it's own place in relating history (World and German History) the topic of organized violence (specifically mechanized conflict) is the central theme. The DPM is the only modern museum in Germany with this thematic focus. Mostly in German text, but with effort an English visitor can access what is being addressed and will know the basic vehicle attributes already.



DPM shows off the vehicles and weapons as giant impressive exhibits and is one of the best collections in the world, in close cooperation between the Bundeswehr and the city of Münster. The collection and preservation of vehicles and weapons is the primary task of the Bundeswehr; Education and museum operation the responsibility of Münster. This means the DPM has a multifaceted feel in it's presentation. With this difficult task acknowledged it is no surprise that different visitors may find aspects of the museum at odds with others, but all in, it's a fabulous and uniquely curated collection.



I hoped that my presentation captured that and purposefully focused on just a few exhibits with added information that ranged from anecdotes to history, from technical details to comparative commentaries.

2 types of Tiger 1 were discussed looking at what they represented and the value of real against repro or fully fake, as well as the return of German armour that had been sold or captured by other countries including WWI tanks. 251's also got mentioned of course, the main reason for my visit in 2024. - Sibö



Pizza night was held at BDAC due to the Scout hall being OOB as the floor was re-surfaced. The change of venue was very enjoyable as can be seen from Phill and Oz's expression in the cockpit of a BDAC Tornado. Some WIP were brought along plus a completed Judge Dredd 3d print by Richard and an ancient Glencoe kit made by Julian. He produced a lovely model stating that 'as it was in the stash I didn't want to waste it'. Finished in silver with left over markings added to make a Swiss Tug. The kit's 36 parts built a 1/59 model. The museum also had a fair number of our models on show, many made by IPMS Club members. The late Bill Allan's 'Mig' F5 is pictured above under a hall photo. Perhaps the most unusual model on the night was the newly purchased 1/16 Burrell traction engine 3d kit from Richard C.



The final club meet of August was a well attended evening at the hall being a theme night where most of the club brought something along for 'Conversions'. Pictures appear below and on the next page but it was the Club Chairman who had the largest display of impressive 1/48 prototypes brightening the tables with their colourful finishes. It seems everyone was concentrating on the theme as few WIPs appeared on the night, the Spitfire being notable from Julian. Future builds were hinted at early on as a 'Stars and Stripes' was draped over a table signifying the start of Chris Southwood's long term Group Build project. At the end of the night after parish notices were read, Chris oversaw the drawing of names for decals sheets, thus officially the B-17 GB began! Chris consolidated a list and it is heartening to see who has signed on. Chris will be the host, updating via the club face book page progress that members make. Smaller bi-monthly updates will also appear in the newsletter. In his words 'This Group Build is not just about B-17s ... there is a Memphis Belle film component to this...the B-17s at the heart of the film and the Buchons used as the opposition' thus we have a large pledge of B-17 builders but some other models are likely to appear at the final reveal in 2028.



Chris S- B17 from Memphis Belle 1/72nd	Toby M (external to club)- 1/72 Buchon	Rich C- 1/32 B17
Rob Findlay- B17 from Memphis Belle 1/72nd	Julian H - 1/72 Buchon	Rich L - Participant Type TBC
Toz- B17 from Memphis Belle 1/72nd	Tom H - 1/72 Buchon	Tom H- Participant Type TBC
Paul Capon- B17 from Memphis Belle 1/72nd		Nick W- Possible Coastal Command B-17 TBC
Oz- B17 from Memphis Belle 1/72nd		Sibo- Participant 2 versions TBC
		Dave B- RAF version TBC

KEY

B-17 aircraft from Film
Other aircraft from Film
Other B-17 or related to US day bombing raids

For the decals and which aircraft have been chosen by the 5 members who have pledged to make film aircraft see page 17 GB update. While this one has years ahead of it don't forget that the Club GB (Tamiya) for 2026 will finish soon and the resulting models shown and photographed for the next newsletter on 6th October.

Top is Julian's Spitfire which was a WIP shown on the night. Below Paul Capon has decided to throw a lot of aftermarket at his Memphis Belle inspired B-17F GB entry.

Club Theme Night: CONVERSIONS.

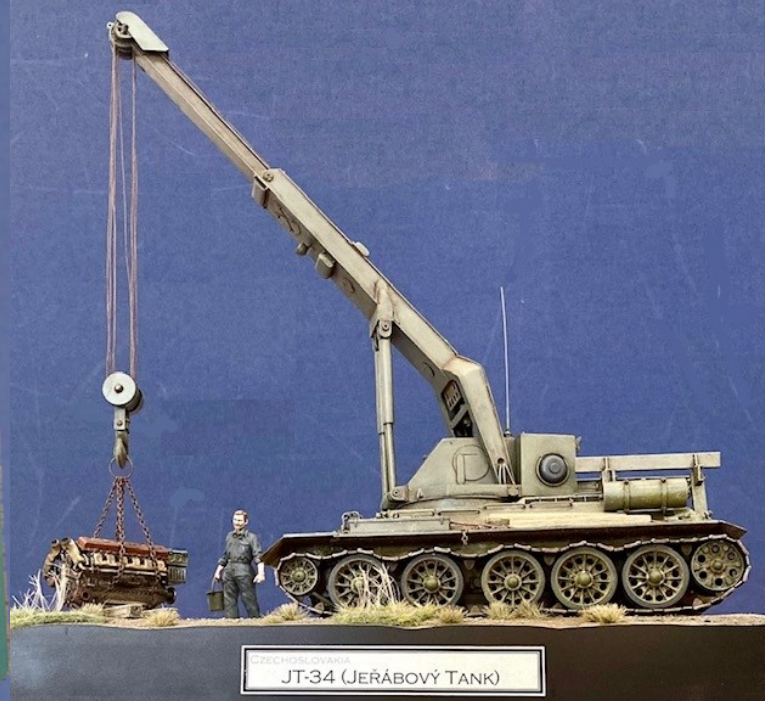
Along with a big display by Colin; Mick E, Richard C, Sib0, Tom, Tony H, Don, Tony L, Chris, Dave B and Paul C all had contributions to show on the 18th. Mick Ellis mimicked real life with his conversion of a conversion. The Sturmtiger was built on Tiger 1 hulls returned for repair converting the gun tank into a massive rocket mortar, Mick took Meng's Toon tank Tiger 1 and converted it to a Sturmtiger too. The picture far right only shows part of club chairman Colin's range of projects. Some showed real ingenuity to come up with a finished model such as the EAP with Tornado parts and a home made 'Vac-formed canopy 'Smash Moulded' over a plug. More from the night is available on the club website Blog.



CONVERSIONS Cont'

While unfinished and not on the display table there was much interest shown in two Airfix 1/72 Nimrods. Brought in by Tony Hawkins, he showed the extensive techniques he had used to correct the basic kits which he is patiently forging into accurate versions.

Bottom left is an RAF Lincoln part of the Lancaster story, a conversion by Dave Berriman. A Manchester also sat on the table converted by Tom Hines. Don had conversions in their naked form too as he continues to build 1/25 scale derivatives of the Centurion. This Mk2 hull Centurion conversion is a towing version. An oddity that could be mistaken for a double exposure with the camera, Tom's Tempest inspired Boulton and Paul BP101 concept. Colourful but not a Tornado as such, an MRCA by Colin W was one of many in his display.



Review: Muckleburgh collection. Colin W

After a career based in the south pacific, Thailand and China where do you go on holiday? Cromer of course! Added bonus includes a stop over at Lakenheath on the way there. One of the planned diversions from the glittering lights of Cromer was the Muckleburgh collection. An excellent museum of military vehicles, dioramas and memorabilia based on RAF Weybourne (former), a WW11 anti aircraft gunnery training range. The collection offers a 'Tank driving experience' but I balked at the T&C and declined to pay 100% upfront (£170 ea), by advance bank transfer (only), with no promise of a refund for any reason. As it was when I got there the 'Tank', (actually a FV432 APC) had broken down so no ride and if I had paid, no refund.

I was very impressed by the military dioramas visible as you first enter. My favourite one being the RAF Weybourne AA range depicted in full WW11 action. The diorama shows a Queen Bee, target drone about to be launched and all the guns manned. I bought an autobiography of Henry Blogg from the Cromer RNLI museum in which he describes the Cromer lifeboat being called to a plane crash which turned out to be a Queen Bee so no one to rescue. There are 5 small halls packed with military vehicles inc Tanks, WW11 soft skin trucks and APC of all eras. Tanks included T34, T55, Chieftain, Churchill, etc. Also the Stalwart, Saracen and Sultan (but no Salamander). Subjects are hard to photograph as they are so squashed in but its great for detail as you can get in close. Out of place were the Harrier and V1 but who's complaining?

There was also a lot of artillery and infantry weapons /guns from WW11 and the cold war. I particularly liked the small galleries dotted around based on subjects like SOE, Pathfinders and RADAR. I spent 3 hours having a good look round which was **well worth the £15 entry**. **If you are in the area it's essential viewing but probably best to give tank driving a miss.** Colin W



Review2: Muckleburgh collection. Sibö

Coincidentally the same week as Colin was visiting, I too was at the collection. Even though I had more time at the location I agree with the review Colin has posted. As I had more time I was able to undertake an excursion around the site and see the preserved emplacements which felt evocative even if not 100% authentic. This excursion only runs certain days in the summer and matches Colin's feeling about the 'Tank Rides', nothing seemed guaranteed. While there was lots for a nerd to see including some amazing rooms full of models, if you had something specific in mind, you might not be rewarded. I was out to see the BTR40 (excellent access and view) and the MT55 Bridge layer (that was squeezed into a corner, I could not get a decent picture at all). All the exhibits have interesting stories but the placards are often generic or wrong. The 88mm for example is Portuguese but looks German as it was used in 'Band Of Brothers', which you'd only find out from a guide, and Chieftain does not have Chobham armour. This is a great collection, and that's the nub, **it is not a museum**, expectations should be different. But it is definitely entertaining, expansive and **worth the visit**.





Review: Capel Military Show 2026.

By Nick Williamson

Apart from a mention or two from Sib0 over the last couple of years, I had never heard of “Capel” - a military show that takes place in a village of that name near Dorking in Surrey.

For this year’s event Sib0 had kindly invited Suzanne and I to join him, his wife Tammy and the crew from the Royal Artillery Museum. Without really knowing what to expect we were happy to accept. At Sib0’s suggestion we travelled by VW camper on the Friday evening and after trying to enter the site by the wrong gate soon found Sib0 who directed us to the parking field where we were able to set up camp and relax with a beer in hand and a curry on the stove.

On entering the show the following morning I don’t think anything could have prepared me for the sheer scale of what was on display. There were fields and fields absolutely full of military vehicles from a WW1 Whippet to a tracked Rapier missile system. (Personal favourites? I love a Quad Gun Tractor and anything made by Scammell). There was a “village” of stalls and traders selling everything from toys and models to Chieftain fan belts. There were recreations of camps, trenches and battlefields from Flanders to Arnheim and Vietnam to Afghanistan. There was a helicopter field, a fun fair, numerous food concessions, a bar and a live music marquee.

The Royal Artillery Museum had brought out the “big guns” for the event with an AS90, an M40, M110 and the tracked Rapier, as well as a number of small arms and other items.

A staggering number of the vehicles at the show, including all those from the Royal Artillery Museum, are in working order and displayed in a dedicated arena. The highlight for Suzanne and I was that Sib0 had kindly arranged for us to take a ride on the M110 as it charged around the field. The sheer weight and power of the vehicle was astonishing - it felt as if it would simply flatten anything in its path, but at the same time it was highly manoeuvrable and negotiated the earth ramps and ditch dug into the arena with ease. Driving around with the other museum vehicles also gave us a chance to see them close up in action and there was a well rehearsed and executed display routine that definitely impressed the crowd. Suzanne and I eventually clambered down from the 110 buzzing with the excitement of the ride - and covered in dust!



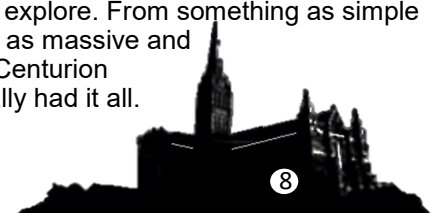
As the day turned into evening the “vibe” changed as many of the public left, leaving exhibitors and those camping at the show to enjoy the fun fair, the music and the bar.

I am amazed that I had not really heard of this huge event before. It was great to experience it - there was a fantastic atmosphere, the weather was incredible and even for an aircraft fan like myself, there was just so much of interest to see and explore. From something as simple as a beautifully preserved RAF Land Rover to something as massive and unusual as a Scammell Contractor tank transporter with Centurion BARV load (both fully functional, of course) this show really had it all.

A - Before

B - During

C - After excursion in M110 SPG.



Review: July Model Shows.

Chris Southwood "The Long Campaign". A month of back-to back model shows!



For the first time I have been lucky enough to have had an entire summer month packed with shows from the modelling calendar, and all of them well-known staples for some of our club members.

Kicking off on the 12th of July we headed Westwards to the Helicopter Museum and the IPMS North Somerset Show, I hadn't been before but after chatting to the organiser I decided to head along and I was joined by Colin W and Mick E. We set up a good table between us and attempted to enter the competition. This was interesting as there was no formal competition, but medals were handed out to models on tables along a 'best in show' format. With one or two named trophies handed out at the end of the day. Our Chairman walked away with two golds, one for his 1/24 Harrier and the other for a Helicopter he reportedly "dusted off and brought along" (Westland Dragonfly seen below) It was a very warm day but that did not seem to put off the early punters as the museum was busy throughout the morning, there were some

great models on display and it was a very interesting venue with plenty of Helicopters and exhibits to look over. Dave B and the Boscombe Down table were also present, nice to see so far from their home base and we were also tabled opposite 3D Gizmo who are always fun to chat with between talking to visitors. In the end the heat got to too much and as the main museum was not air conditioned the organiser called "End-Ex" and I was very grateful I finally got the air-con in my car working as the on-board thermometer told me it the temperature had built to about 42 degrees in direct sunlight.



The Next Sunday was the turn of the Romsey Show; I've always loved this show as it feels more like a 'fete' style event rather than a big show and I end up speaking to and spending more time with punters. Thankfully we did have air conditioning at the Crosfield Hall and you could even say it was a bit chilly! Roisin joined us for this trip and we set up the table with Bob L and Toz, deciding that we didn't need the plastic cubes as we had a good display without them. We all entered models into their competition; again this was set up as an on-table competition (a first for Romsey) and this worked out well as models got to stay on our main display (though we didn't get any awards between us). The show was well attended in the morning but as usual it dropped off after lunch, I think the heat has been getting to people these last few shows as attendance dropped below expected numbers.

Next up was the BDAC show and it was nice to spend the day as guests of our closest club, once more by the mighty Jaguar and a full table with models from myself, Bob, Richard C and Steve S. The show was again busy throughout the morning but sadly the welcome 8 minutes of drizzle seemed to have put people off as the afternoon was quiet, resulting in good chat behind the table. There was also another on-table competition, as is usual practice at the BDAC show, with a raft of entries from our ranks but again no luck on the Gongs!

The final show of the campaign was the first Sunday of August, this time returning to the West Country with the IPMS Avon show at Thornbury Leisure Centre. Another very large show and mega-busy all day we had plenty of dis-



cussions with punters and even a visit from Jadlam Models! None of us felt the desire to enter the competition this time and kept our models firmly on the table. We were fortunately quite close to a private seller who had managed to land a table amongst the exhibitors in our hall and I managed to bag a couple of "very much discounted" kits from him as did Julian. I walked away with the reasonably rare Eduard "Heavy Retro" re boxing of the Special Hobby 1/48 Savoia Marchetti SM.79 which I am chuffed to bits with, looks like I will need to make peace with the Airbrush!

While it was nice to have such a busy July I am looking forward to having weekends without shows in August!



A Wellington Over Water.

Airfix 1:72 Vickers Wellington GR Mk VIII by Nick Williamson



Some of you may recall that, on completing my build of Airfix's Whitley GR Mk VII, I was looking for their Wellington GR Mk VIII to accompany it as part of a small but growing collection of RAF Coastal Command models. A good rummage around amongst the trader's stands at Telford in November unearthed one and it wasn't long before I started building.

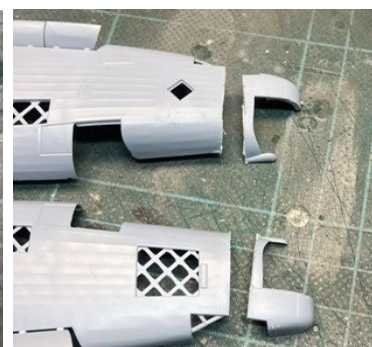
In the box. The GR version of the Wimpey was released by Airfix in 2019, and is moulded in the older style of softer, pale grey plastic. As we have some to expect from Airfix the moulding looks really good. The parts are crisp and detailed and the "fabric over geodetic structure" surface texture is very subtle. There is a full interior should the modeller be inclined to add it.

Airfix are up front about the fact that much of it will not be seen and colour code the instructions to indicate which parts to leave out if you are not a "I know it's in there" kind of modeller. This is even more relevant to the GR Mk VIII as much of the fuselage glazing is painted over and so there is even less opportunity to see what's inside. The usual options of gear up or down and crew access hatch open or closed are offered and this version has an additional sprue with the aerial array and depth charges. There are two build/decal options - the Coastal Command one in Temperate Sea Scheme with front turret deleted and a Mediterranean scheme with front turret retained. The only shortcoming I could identify is that Airfix provide one long (port) exhaust and one short (starboard) one. The only photo I could find of the specific airframe clearly showed a long exhaust on the starboard side too - so in due course I chopped the short one in two and inserted some plastic rod, melted and bent to approximately the right shape.

The build. There is not much to report here - such is the generally good quality of the kit. There are two blanking pieces for the (pentagonal?) rear fuselage windows. I think the instructions have each one fitted to the wrong fuselage side - they fitted better when swapped. Even then, however, there was a seam around each to fill and I struggled to make this properly disappear. As a result of repeated rounds of filling and sanding, the surface texture of the model at these points was lost - but this is largely hidden by the markings and aerials that come later in the build. As mentioned above, there is a lot of interior detail and texture in this kit. I added as much as I thought a careful look into the fuselage might reveal - certainly not everything Airfix provides. My only after-market addition was a harness for the pilot's seat.



A little skinny in places - not unlike its creator - but I think it will look ok once brackets have been added and it's painted...



Once the fuselage was together the front glazing (that replaces the turret) proved a little wide and required some careful sanding to blend into the nose. The engine nacelles also required a bit of care to bring together neatly.

Painting. Another aircraft with large areas of white meant another undercoat of Tamiya Hull Red - XF9. I applied this over the whole model before then painting the white. I used a mottle mask to add some variation and texture to the white. Referring again to my one photo of the real machine, it seemed that the fuselage demarcation between the white and the upper surface colours was not a neat, straight line and so I used "white-tak sausages" to mask before then free hand painting the Extra Dark Sea Grey and Dark Slate Grey.



On the wings and tailplanes Airfix indicate that the white wrapped around the leading edges - anti-icing boots perhaps - and so these were masked with tape to achieve a sharp line. I am not a huge fan of bright copper exhaust collector rings and so these were painted with dark metallic shades mixed with some brown. Various engine components and the props were painted silver before overpainting with NATO Black and then scratching the freshly applied paint to create chips and scratches. Decals and weathering. Once happy with the paint I glossed the model with my now standard mix of Tamiya X22 and Mr Color Leveling Thinner in a heavy "wet" coat and, once that was dry, the decals went on superbly. Because of the way that the real Wellington is built there are very few panel lines and so less opportunity to weather and add texture to the finish. For this reason I was keen to pick up on any opportunity to add some extra visual interest.



There were one or two square/diamond patches on the skin so I masked these off and sprayed a thin coat of Tamiya "Smoke" around the edges of the making to create a sort of hard edged shadow effect. I also used a grey wash on the white and a dark dirt wash on the greys to simulate some of the wear and tear from long over water patrols. Exhaust staining across the lower



wings was very satisfying using "Smoke" again and some dark grey. My one photo suggested that the squadron codes "WN" were very faded and partially blended into the white of the fuselage, so after applying them I over-sprayed them with some white paint. The final flat finish is white spirit thinned Xtracolor flat varnish. Airfix would instruct you to finish the undersides in gloss, but I don't think that would have looked right...

Final assembly. As with the Whitley, I was conscious that the aerial array would be extremely delicate and so I left this until the very end. Before then the undercarriage, cowlings, props and spinners were all added. Fitting the retraction arms/jacks for the main gear was fiddly as one end locates into a hole deep in the nacelle. One of these pieces also seemed to be moulded differently to the other and needed some careful bending to bring it back to the correct shape. The rear turret was a very tight fit and needed some of its base shaving off before it would click into place. Finally the plethora of aerals could be fitted and lined up and the build was done.

Verdict. This is another great kit from Airfix and I was very pleased to obtain a copy at Telford as they were becoming hard to find and, as a result, rather expensive. There is something about the Coastal Command scheme that I really like and this kit presented new challenges in terms of not having the same opportunity to apply panel line weathering and finishes as on other aircraft. It certainly makes a great pairing with the Whitley; now I just need Airfix to release a new tool Hampden.



Special Hobby Heinkel He178V2 in 1/48 Scale

By Tony Hawkins

After a short break, I thought I would do something quick and simple but unusual. What about the He 178 V2 from Special Hobby in 1/48 scale. I had forgotten about short run kits. Memory recalls soft details and fit issues with previous kits of this ilk. No matter, such challenges are the price of unusual subjects and besides, I used to be able to make such models so why not give it a go?

A search of on-line resources reveals a paucity of reliable data. A few well known contemporary but often poor-quality photographs are accompanied by a couple of general arrangement drawings of unknown provenance, some dubious digital mash-up images and a very dodgy "provisional" cutaway from an Italian motor magazine. This leaves me with little choice other than some crude scaling from photographs and what looks right. First thing is to see what the kit offering is like.



In the box is a tree runner (or do we call it a sprue) which contains parts for the V1 version featuring a short span semi-elliptical wing and fixed undercarriage. A second runner contains the high aspect ratio wing and undercarriage doors for the V2 version. A small metal fret provides seat belts, some cockpit bits including an instrument panel and a throttle assembly. Also included is a film for the instruments. There is an injection moulded (?) canopy and two identical vacuum formed canopies with different shaped windscreens. Decals consist of the manufacturers title for either side of the cockpit. A pair of resin castings represent the main undercarriage bays.

Surface detail varies from restrained to almost invisible recessed panel lines and there is no texture on the fabric covered control surfaces. Three vital tasks with short run kits are to ensure the mating surfaces are square and true, to thin down the trailing edges and to sharpen up the surface details. I didn't do a very good job on the latter.

The undercarriage bays are moulded closed as the V1 had the undercarriage locked down and faired over bays, at least for the early flights. The V2 had retractable gear so the first task is to cut openings in the fuselage and make sure the resin main and plastic tail undercarriage wells fit.

First problem: according to my shaky measurements, the mainwheels are 14.3 mm in diameter, the well can accommodate only an 11.3mm wheel, the undercarriage doors are 12.7mm across and the undercarriage bay outline marked on the fuselage is 12.9mm wide.

Drawing on the reference material to hand, I decided, rightly or wrongly, to go with the 13mm measurement and fashion new bays from stock card. Here another feature of the kit proved entertaining in that the two fuselage shells were of significantly different thicknesses and the wells are tight against the cockpit aft bulkhead so I couldn't just make a pair of boxes and drop them in. Basically, I reproduced the kit castings slightly larger. After cutting the hole in the fuselage side, I laminated card against the inside of the fuselage shells to build up the correct depth then fitted the flat inside face. The tailwheel bay requires fore and aft bulkheads added. The mainwheels were replaced with resin wheels intended for a Me109G (from Reskit) which although perhaps marginally oversized, they featured the appropriate slick tyres and pressed steel construction. These wheels had separate inner and outer hubs which proved a blessing when it came to making the undercarriage.



The tailwheel leg was replaced with a brass rod as the kit item is intended for the fixed gear V1 and hence too short. The fuselage fittings consist of a plain bulkhead inside the nose intake, a cockpit made up of a bulkhead, floor, seat, rudder pedals and instrument panel and coaming. There is no rendering of the intake interior. The aft fuselage bulkhead carried the exhaust nozzle.

The intake trunking was fashioned with a longitudinal profile, and half bulkhead in each fuselage half and I used 2-part epoxy to fair in the sides and lower fuselage shell. The shape should go from circular at the front to a rounded rectangle passing under the cockpit floor. The intake lip was given a more rounded profile.

The cockpit is passable but seemed rather shallow. A console/throttle quadrant is provided in the etched fret but it didn't account for the tapered cockpit, and the instrument panel/coaming should be more pointed rather than semi-circular but I used them because they looked good enough. The front of the cockpit opening needed some additional plastic to make it symmetrical, provide a good landing for the windscreen and to give something to support the instrument panel/coaming to prevent it falling inwards. The over-thick control column was replaced with brass wire and a grip from epoxy and I added a few bits to the cockpit walls. I discarded the rudder bar and associated brass pedals as there was very little space and they couldn't be seen anyway.

The tail aft bulkhead features a jet nozzle that looks like a representation of the turbine and exit cone which should be at the rear of the engine not at the exit to the tailpipe. It could be a bullet fairing to increase thrust but I doubt it so I removed it leaving a plain exhaust nozzle. I replaced the very aft 1mm of the fuselage with card to tidy it up and make it look like thin sheet metal.

When it came to assembling the fuselage, I could no longer ignore my feeling that the cockpit was rather shallow. Various pilot figures from the spares box confirmed that no scale full-sized man would ever fit in that space. This would also explain why there was so little room for the rudder pedals. I dismantled the cockpit and refitted it so that instead of sitting on top of the supporting ridge, it rested below gaining at least 3mm depth. Irritatingly this meant remodelling the intake trunking to match.

To fit the V2 wing requires the root fairings on the fuselage sides intended for the smaller V1 wings to be removed. Due to the differing thickness of the two fuselage shells some rebuilding with card on the inside was required to get a strong, square seating for the wing on the fuselage and a decent fit between them.

To get everything aligned, I usually fit the tailplane first ensuring that it and the fin are at right angles and that the tailplane can be used as a reference point when aligning the wing. The tailplane butt joins to the fuselage stubs. I strengthened the join with brass pins but it also requires a wedge at the leading edge to ensure the elevator hinge line is at right angles to the centreline.

The main undercarriage legs were modified to more resemble the real thing. The horizontal beam at the top of the leg had to be lengthened to match the widened undercarriage bay. I also deepened it to match the triangular sections on the fret and enlarged the leg diameter at that section with epoxy putty. The triangular sections of the fret were cut away, given a third hole and glued to the outside of the beam. The undercarriage retraction mechanism is a bit of a mystery. I cannot find sufficient information to identify exactly how the undercarriage folds into its bay. There appears to be a horizontal cylindrical fitting about halfway up the leg that looks like a hinge to allow the leg to fold on retraction. The side braces also appear to attach to this hinge. The undercarriage I've built seems to resemble the photographs I've seen so it'll have to do.



To assemble the undercarriage, I fitted the inner hub to the leg, paying attention to the angle of the wheel and built a jig to hold the two legs in the right positions. Two brass wire struts braced the leg to the undercarriage bay wall. The main undercarriage door is mounted via a brass stub axle let into the centre of the outer wheel hub ensuring the lower edge is parallel to the fuselage centreline.

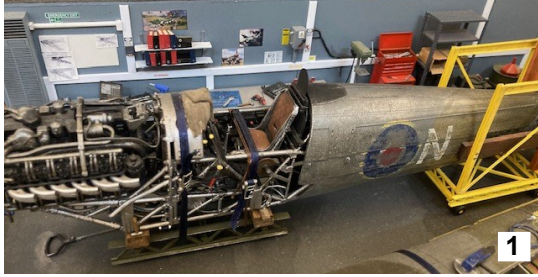
Photographic evidence seemed to favour the vacform canopy over the injection (?) moulded one for the V2. The material cut easily and allowing the canopy to overlap the fuselage at the aft end and trimming the lower edge at the rear made fitting easier.

Painting was straightforward, however my failure to deepen the panel lines on the fuselage sufficiently caused them to disappear under the paint making shading difficult. The wing root fairings marked on the upper trailing edge were asymmetric port and starboard so I removed the cast ridge towards the trailing edge and painted them back on to even things up. Just two decals are provided for the Heinkel legend under the cockpit. I couldn't confirm that it appeared on the V2 machine and the typeface looks oversized for the V1 machine. However, I chose to add them as the model looked quite bare without any markings but one decal irretrievably crumpled and shredded so the model only has one on the port side.



This kit requires some work and a few compromises to create a nice little model of an unusual subject. Perhaps we are spoiled by the precision of modern kits and forget the skills of model making. My feeling is that we shouldn't be afraid of the challenge of these kits and readily support brave manufacturers in this part of the market.

To hot for a Weather Report, stay cool in the Workshop.



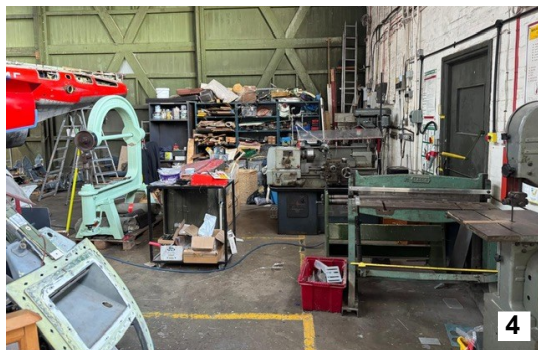
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Something a bit different for the 'Weather Report' this month. A Workshop Report. The number of workshop themed models that have passed through the IPMS SALIS-BURY club house over the last 18 months with little fanfare made me think, and I decided to group them here along with some real world examples.

Dioramas are not everyone's 'cup of tea' but a workshop is more in reach as the clutter and detail can be represented like a diorama but the story telling and figure painting, often the hardest part of the dio, can be left out. At the very least it brings some life into a static vehicle what ever the type. While some scratch building will enable an accurate garage or workshop scene, all the main scales have been catered to with accessories to use in your miniature workshop, both in styrene and by 3D print.

If you are not sure which are dioramas and those that are pictures taken from life I have put an answer box below (Upside down as normal to prevent those absent minded spoiler moments).

All the odd numbers are models, the even are real life. 1 and 9 are in 1/24 by Richard C featuring RAF airframes. 11 is also by Richard but a 1/25 US Auto shop. 7 is by Mick E in the form of a book nook garage. 3, duplicated is 1/35 scale by Sib0 and linked to the real workshop at 12 which the model is based on. 5 is in 1/6 scale, a show piece for Armourpax who make accessories for 1/6 models and R/C vehicles. I expect club members to recognise 4, it's the work area of BDAC and no doubt seen on the 4th of August club night.



7



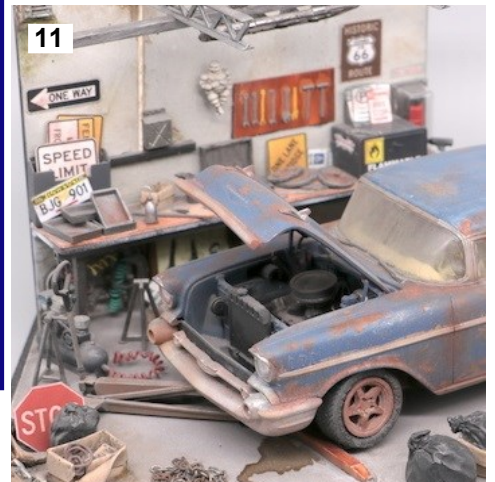
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11



12

EVENTS CALENDAR

SEPT 1st	Quiz Night	All
12th/13th	Tank Museum Model Show, Bovington	Club NOT attending see previous newsletter
15th	Open modelling night; bring a WIP and spend a couple of hours modelling.	All
OCT 3rd	Abingdon IPMS Model show	Chris & Roisin, Mick E, Bob
6th	Final presentation and voting for 2026 Group Build	All
10th	REME Museum model show	Richard C, Don, Mick E, Bob.
11th	Yeovil Model Show 2026	TBC. Venue is Taunton area.
20th	AGM	Committee and Members.
NOV 3rd	Telford preparation	TBC
6.7.8th	IPMS Scale Model World Telford	TBC
15th	Aircraft Enthusiasts' Fair & Model Show Middle Wallop	Bob, Tony L & Paula, Chris S & Roisin, Richard C, Toz, Poss Mike H
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

GRAIL KIT

What is a 'grail kit'? The term (as in Holy grail) refers to that model that is out of reach (or was) . It's reason for being your personal 'grail' can vary. Maybe a model of something that has never been issued, or a rare issue that you can't track down even though you know it exists. It could be a nostalgia driven kit from your youth that you want to find and do better, or perhaps never received despite asking at every birthday and Xmas?

So a 'grail kit' could be a rare kit or one that is now available now but you never expected to ever see. It varies but we all have one or two. Club members are invited to reveal two of their Grail Kits and why.



see rendered in plastic both have connections to the Fleet Air Arm and whilst I know both can be found in 1:72 scale, there are none that I know of in 1:48.

First up is the Handley Page HP137 (Later BAe) Jetstream. Used by the Navy in T2 configuration to train "rear seat" crew members, I think these are very attractive aircraft and would make a great subject in 1:48 scale. The military liveries are smart and with the RAF having their own (T1) version I think they would appeal to a wide selection of modellers with an interest in British military aircraft. There were also many sold to regional airlines and into the private/corporate market and so civil aircraft enthusiasts would buy kits of them too. So come on Airfix, what are you waiting for?

My second choice falls into the "ugly" category, to which so many Fleet Air Arm types belong, and is somewhat more obscure: the Short Sturgeon. This twin engined design was intended as a carrier capable torpedo bomber for the Pacific theatre, but with the end of the war less than 25 were built, re-configured for the target tug role. It isn't going to appeal to many modellers and even in my most optimistic moments I cannot see a mainstream kit maker taking this one on. But if a small scale producer were to come up with one as a vac form or in resin, I would definitely be buying one...

Nick Williamson

Whether a tug (top) or ASW version the Shorts Sturgeon is kind of ugly.



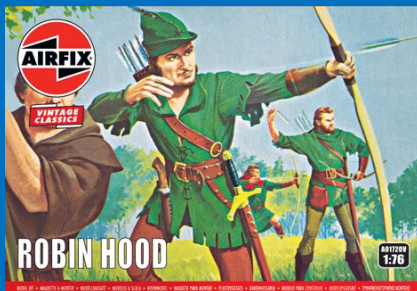
Comms Check

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

To support the efforts of Models for Heroes, Revell are offering one lucky winner the opportunity to have their chosen name added to the decal sheet of the all new 1:32 Harrier GR.1/GR.3 kit, as a pilot name, and they'll also receive a production copy of the kit when it's released. Announced on 2nd of August, the competition runs until lunchtime on Sunday 8th of November 2026, at which time the winner will be announced at SMW - IPMS Telford on the Models for Heroes stand.

The link to take part in the competition and to donate is:

<https://raffall.com/425233/enter-raffle-to-win-your-name-on-the-new-132-revell-harrier-gr1gr3-hosted-by-modelsforheroes>



I recently learnt that the main part of an injection modelling tool is called a bolster with the smaller additional parts called Insert blocks. This nugget was part of the write up from Airfix Blog to promote the latest Vintage Classic releases of 1/76 figures. Real blasts from the past as they include Robin Hood (A01720V) and Sherrif of Nottingham (A01721V) sets along with Ancient Britains (A01734V) and Romans (A01730V) sets. I wonder which artwork they will choose? Oz can let me know when the first boxes appear in his shop, but the sets have been released in two styles in the past, one appearing much more realistic than the other. Both have appeared as pre-order pictures from Airfix with the Vintage Classics range logo applied.

Airfix staff reflected that in 2018 when the idea to market old kits as 'Vintage Classics' was thought up they were unsure on how it would be received. A no brainer I'd have thought as prior to this Airfix was damaging it's modelling reputation as their 1960 toolings vied for space against state of the art models from Takom, Eduard and the like. Now their new tools can shine, clearly identifiable apart from those old classics. Not to mention destruction of extortionate E-bayers who trade in 'old' kits that are reappearing year on year from Airfixes vaults. A win win I'd say!



Review Extra: RINGO RESIN.

www.ringoresin.co.uk or find their illustrated shop on Ebay.

With the feature on workshops in this issue not to mention another recent purchase of German WWII equipment in the less common 1/24 scale it seemed an ideal time to bring Ringo Resin's range and quality

to the club's attention, I'm surprised I've not done so already as I'm a fan of their 3D Printed models.

Ringo's web site (and Ebay pages too) are very clearly laid out showing CAD imagery of the models on offer. Having bought more than 6 different items in 1/35, 1/24 and 1/16 scale I can assure you that the supplied resin model matches the CAD 100% which is not always the

case with other 3D print suppliers. The range of items is also impressive catering for 1/24 vehicle diorama builders with lots

of workshop and garage based equipment as well as 1/35, 1/32 and 1/16 military kit including modern small arms, radios and various ammo containers. Useful detail items for Urban dioramas can be printed in most scales and the staff at Ringo are easy to contact should an unspecified scale be wanted.

The basic Panzerfausts were nicely rendered ready for Peddinghaus decals and wire rings. But the **best thing I love about Ringo is** :- All the items are supplied with the **support frames already removed**. And done with care, no pits or burrs left. Check out their range, it's impressive, customer care and communication has been faultless and I think the products are great value. - Sibo

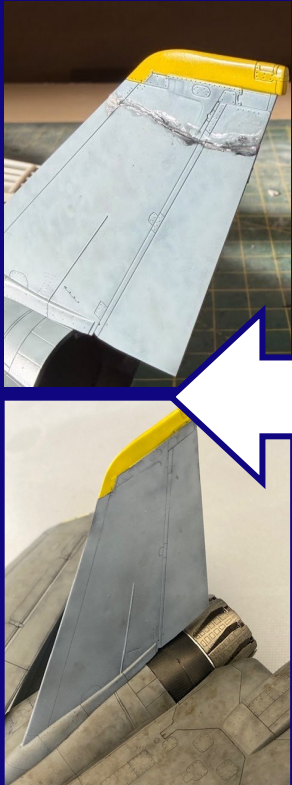


Group Build Updates

Still lots of time to pick up a bargain, literally a One Pound Bargain to enter December 's Christmas reveal £1 Group Build initiated by Paul Capon and Sib0.

Sib0 brought along a couple of £1.00 kits to sell on club night. Chris and Colin purchased in order to join in. This looks to be a low pressure GB that could throw up some interesting bargain builds on the 15th Dec. Keep your eyes peeled for show clearance boxes too.

£1



Phill has been diligently revisiting the tail of his Tamiya Group Build. A repair was needed even before being completed.

This heat is to blame. The glue used to assemble the wooden display case in which models and books are displayed that sits above his workspace softened in the heat and no longer held the shelves in place. The lot came crashing down causing lots of damage. His beautiful HMS Hood was one fatality along with the 1/12 V2 engine, some 1/24 cars and other finely rigged ships. I'm sure everyone joins me in hoping some of these can be rescued. He has done a great job in fixing the F-14 tail already.



If you want to know the B-17 names drawn on Tuesday 18th, the decals are for:-

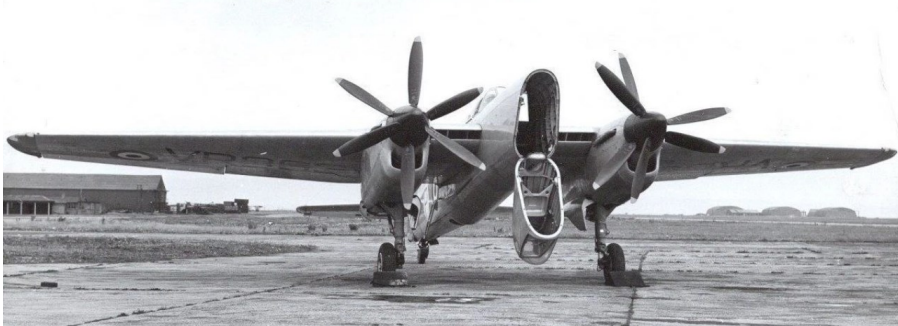
Memphis Belle: The main focal point of the film, survives mission as second replacement bomb lead. Decals drawn by Chris S, pure fluke, honest Guv.

Windy City: Flight/ bombing leader. Destroyed on mission. Paul C

C-Cup: New flight/ leader. Takes heavy damage and turns for home. Rob F

Mother and Country: Flown by the rookies, famously cut in half by a fatally damaged plunging BF109. Aircraft is on Belle's Starboard side for mission. Oz

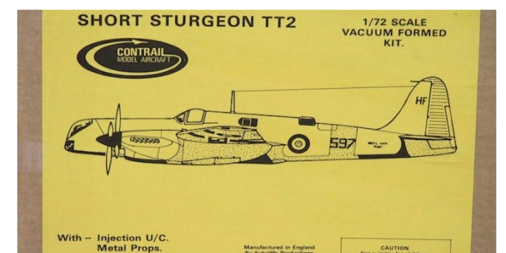
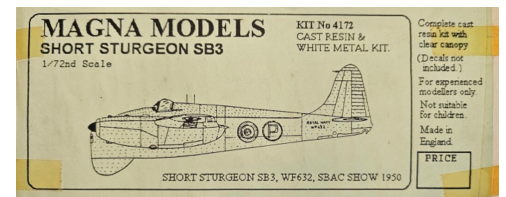
Baby Ruth: Crew are seen in briefing and aircraft seen on take off sequence. Aircraft is on Belle's port side for mission. Toz



Grail kit extra. Nick's article reflects his particular want, a 1/48 model in conventional styrene and thus correctly fits the 'Grail' ideal. Surprisingly for such an unusual aircraft there has been a number of attempts to bring the Shorts Sturgeon to the modelling masses but not in 1/48 or Styrene.

In 1996 Magana models produced a mixed media kit of the TT2 or TT3. Two alternative noses were provided in resin as was most of the kit plus white metal parts for undercarriage and props along with a sheet of clear vacformed transparencies. This base model was followed by a PR1 version and the very chinny SB3.

Also released in the 90's was Contrail's Vacformed version that had white metal props but according to the box, injection moulded undercarriage parts. I'd expect both of these 1/72 scale kits to have been challenging even if they were unique.



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

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

Show Organiser-

Newsletter - Sib0: newsletter@ipmssalisbury.co.uk

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

Articles and news are always welcome for inclusion in the club newsletter. Views and information thus expressed are solely those of the author and will only be printed if a name is attached.

Articles and observations do not necessarily represent the views of the editor or the club as a whole but as long as not offensive will be published though the editor has final discretion.

Email: newsletter@ipmssalisbury.co.uk with questions, concerns or content. Thanks, the Editor.