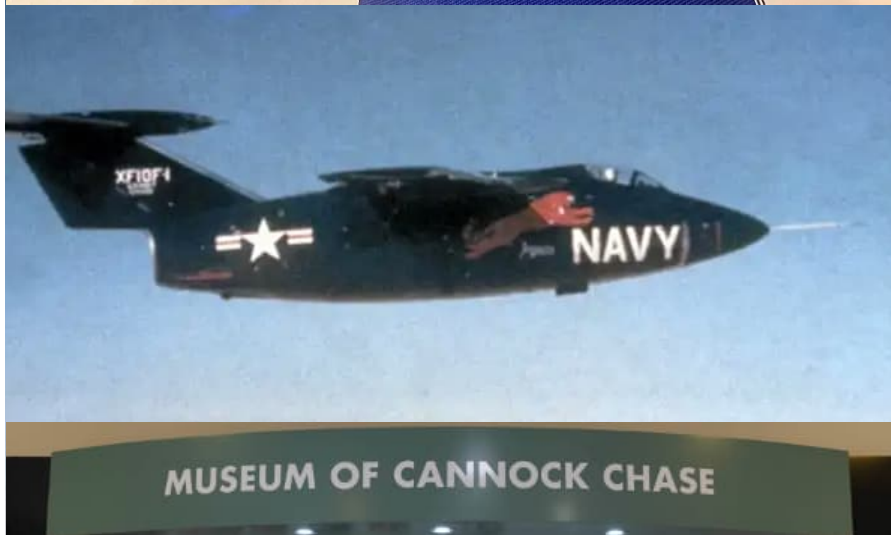


THE ROTUNDA

IPMS Birmingham Newsletter – October 2023

INTERNATIONAL PLASTIC
IPMS Birmingham
MODELLERS SOCIETY (UK)

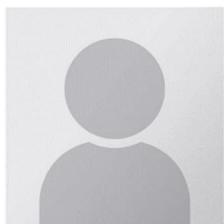
Worthy Whirly-Bird, Unique Cats & Local Event Report



MUSEUM OF CANNOCK CHASE



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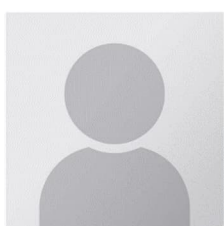
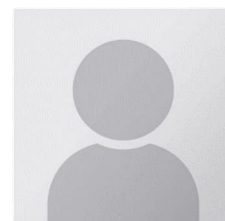


Club Chairman: Gem Atherton

Email: chairman.ipmsbirmingham@gmail.com

Branch Secretary: Stephen Baker

Email: ipmsbhambranchsec@gmail.com

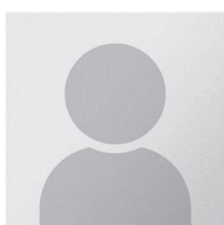
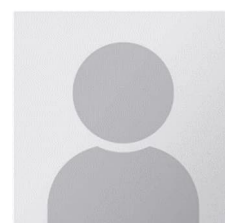


Club Treasurer: Matt Nicholls

Email: *address tbc*

Competition Secretary: George Green

Email: *address tbc*



Newsletter Editor: Martin Deakins

Email: ipmsbham.newsletter.ed@gmail.com

2023

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FROM THE CHAIR

The view 'From The Chair'

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EDITOR'S CORNER

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2 – Airfix 1/32 Bond Bug Returns

3 – Grumman XF10F Jaguar – History & Build – Martin D

4 – Mike's Kit Sale – List & Prices



From the Chair, October 2023

Greetings All,

I hope this month's newsletter finds you all well and getting as excited as I am about Scale Model World! Plans are coming together; hopefully you have all seen George's emails and have responded accordingly. Please let George know if you would like to put any kits on the club's display this year - as George has clearly stated, unless a model has a pre-printed label, it will not be put on the table display. A model will only have a pre-printed label if you have told George that you will be bringing it, so please get the details to him asap.



The Really Wild SIG has been confirmed to have a table this year as well, so if anyone has anything appropriate - animals, wildlife, nature dioramas, etc., please do bring them along for inclusion on our display as well, we would be absolutely delighted to have them! As usual I am going over the top with the wildlife and nature theme, though it does mean that quite a lot of my "mythology" entries will be needed on TRWS table... though there will still be a few on the club stand too!

My thanks to everyone who attended the Blue Lamp Expo, I have thoroughly enjoyed seeing your photographs and reading up on the show in September's newsletter. It looked absolutely amazing, well done to everyone who was involved, and it was wonderful to see an array of models in our public competition and thank you to everyone who took part and encouraged visitors to the show to do the same, you were wonderful ambassadors for our club and it was a fantastic result all around.

Let's not forget that as well as Scale Model World, November is the AGM and the judging of the Beer Mat challenge, and I am very much looking forward to seeing what this year brings. We have a track record of seeing some really amazing, inventive and downright amusing entries, and I can't wait to see what you guys have all come up with this year.

We still do not have anyone in line to take over as Newsletter Editor, so the committee would love to hear from anyone who would like to have a go at editing and producing the newsletter. If you want the newsletter to continue in its current or similar format, please consider stepping forward and offering to take the post!

Behind the scenes, despite my absences of late, I have been using some of what little free time I have to build a new website for our wonderful club. This will include information about us, meetings, show and event dates, competitions and a gallery of photographs. Past editions of the newsletter will be available to download, and potential new members will have an insight into the club as well as being able to contact us directly. If you have any ideas or suggestions about what the website should include, please email them directly to me on gem.hover@gmail.com - even if you just have a few photos to submit I will be happy to have them!

Many thanks as always to the amazing committee who work tirelessly behind the scenes to make sure that everything keeps running smoothly. Stephen, George, Matt, Martin - you guys are the absolute best and I love working with you all.

All the best and happy modelling,

Gem

IPMS Birmingham	Club Meetings Shows	Attending show
	Club meetings, Sundays, 3.30-6.00pm Midweek Build Night, Thursdays 7.00-10.00pm Longbridge Methodist Church, B45 9TY	
2023		
November 2nd	Midweek Club Meeting (Build Night)	
November 11 th /12 th	Scale Model World, Telford	Yes
November 19th	Club Meeting Beer mat challenge	
December 7 th	Midweek Club Meeting (Build Night) speed build of Airfix Sarter Kit	
December 17 th	Club Meeting-Christmas Party	
2024		
November 9 th /10th	Scale Model World, Telford	yes



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EDITOR'S CORNER

This seems to be one of those months where I don't really know what to write.

There's plenty I could talk about; be it trying to get bits finished for the various displays for Scale Model World, or the work on my Beer Mat submissions, or what might be the perfect choice for my offering for the Christmas Charity, and how Scale Model World is a great time to go looking.

We're fast approaching the end of the year Christmas Party for the December meeting, which is always a fun afternoon.

One of my recent projects is a set of four dinosaurs from a company called ARII Plastic Models, a Japanese company that a brief online search suggests is quite prolific.

However, these kits seem to have been designed by someone who had been given nothing more than a written description of what the animal looked like.



However, the point of buying them was to not get a highly-detailed kit of some dinosaurs, it was to give myself a low-expectation project to practice my painting.

One of the challenges of painting natural 'schemes' is the challenge of layering colour to give texture and depth as well as trying to not paint in unnatural straight lines.

As I often do, the box art is a source of quick inspiration that I can work from, developing the colour scheme as I go, which is all part of the learning experience.

The kits seem pretty robust and so my plan is to perhaps give them as gifts for children of friends as way to give something I've made myself but also maybe tempt them into the hobby.

And because these are low-pressure projects, I've found myself rather enjoying them. If I mess it up, then oh well, nothing ventured nothing gained, and more importantly I can learn and develop.

One thing I often try to do is to give myself a way to practice new skills and techniques without any expectations before I attempt to try a project that I *do* have expectations of, and something I'm quite pleased I've done.

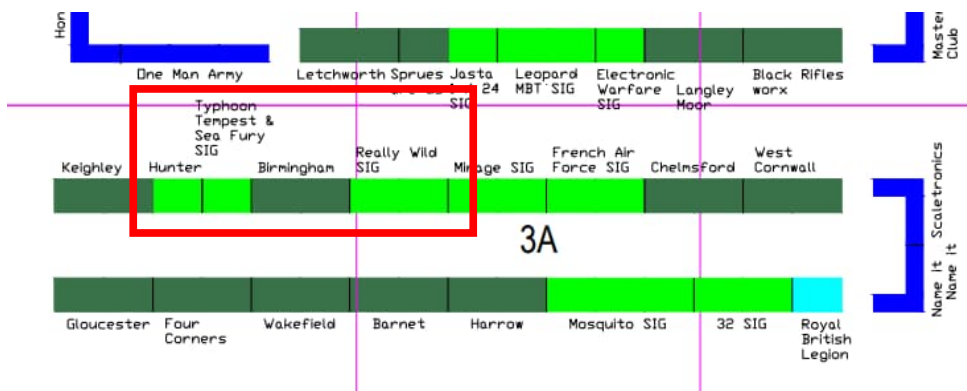
The final thing I often do is to try and set a mental idea of what I want to achieve, the vision for the build if you will. I then try to match my output to the mental idea I had before starting, with a nod to being realistic with said expectations.

Something For October



As you can imagine, the committee is focused on the preparations for Scale Model World. Between the Club Stand and the various SIGs that the Committee is either significantly involved with or supporting, we've got a lot to think about.

One thing I hadn't realised until I was looking on the IPMS UK website is this year is the 60th anniversary of the IPMS.



The provisional floor plans are out, and while they are subject to change, past experience suggests these don't change massively, so we are based in Hall 3 with the

Hunter, Typhoon and Really Wild SIGs together with the club which we request as it makes organising, setting up and packing down so much easier.

George is doing some stellar work to organise the display, preparing and printing labels for the display. We're having three categories; General Display, Theme Display and Beermat Challenge.

All of this, don't forget, while George helps to get the Air Display SIG ready as well, which he is a big part of, so we do all owe George a big thanks for his efforts. The Air Display SIG are also based in Hall 3 so we'll no doubt see the antics that they get up to...

Just as with the competition, we're asking for pre-registering of display builds so George can print the labels ahead of time and he did an update suggesting there has been a good response, which is great and very much appreciated.

Final Thoughts

The analysis for this year's theme has already started within the committee, with the engagement being less than was hoped. For a theme that was felt to be a wide-ranging and all-encompassing, there hasn't been quite the entry count that was expected and so we've already begun discussing the 2024 theme, which we all agree should be a back-to-basics kind of theme that should be as simple as possible.

There have been ideas discussed and I know there have been some conversations between members on that subject.



WhatsApp Group

We have established a Club WhatsApp Group for general chat, sharing pictures, and generally giving members another way to keep in touch on short notice.

If you want to be a part of that please get in touch with one of the committee and we can get you added.

For example, for the Friday pick-up for Scale Model World, it is a good way to update members on when you intend to arrive and also help gauge the number of people to expect.



Competition News



So 2023's competitions have now ended and I think it's safe to say it has ended on something of a high note, with a number of final mythology entries and one of the best competition tables I can think of.

In fact, I made this observation during the meeting that it would make for a really good show display, with practically every aspect of the hobby represented.

It's a shame therefore that there has to be a winning build as every kit on display was excellent, but winner there must be and that winner was Bill Mohan with his rather excellent Westland Wessex HU.5 helicopter.



Second place was Steve Newton's Pram from Vorupor boat.



Dean Whiston took third place for his Hawker Hunter F.Mk.4

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Mark Smith would round out the Top Five, taking both fourth and fifth place with his 1/72 Grumman Wildcat and his Albion AM463 Refueller builds.



As ever, thanks to everyone who submitted builds. September and October tend to be very competitive months as we hit the end of the years' competition cycle and this month was no exception. But there were so many really great builds on the table that would have been genuinely worthy winners.



2023

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2023

Saturday 23rd September 2023

Cannock Chase Museum

Hednesford Home Front Event



The Cannock Chase Museum held their annual ww2 event on 23rd September. The event had been rescheduled from earlier in the year.

The Forever Forties group and associate groups had put on a decent event at short notice.

Lydia Christian and I and Bella (family hound) had an enjoyable few hours at this event. The site reminds me of The Needles Museum. There were some good pitches for vehicles under a canopy of trees and as the day proceeded the Sun made an appearance.



In one of the covered buildings a small band with singers performed tunes and songs from the 40's era.

A cafe and mobile burger bar catered for the duration of the event. This event and the Cannock Railway museum who put on a similar show in the summer are local and well worth a visit.

'That's all Folks'

David Child



Editors Note: As a biker, I especially appreciate these two gorgeous-looking bikes, and are very much 'local' Old-Timers; the BSA is "Birmingham Small Arms" who were based in Small Heath and the Velocette was built in Hall Green.

Planet-Models 1/72 Grumman XF10F Jaguar

History and Build



Build Report:

One my favourite aircraft-related YouTube channels is one called “Ed Nash’s Military Matters” (Logo and channel link to the right). I like this channel particularly because he focuses on less well-known aircraft or more uncommon aspects of an aircraft, for example the combat (as opposed to trainer) career of the Folland Gnat...

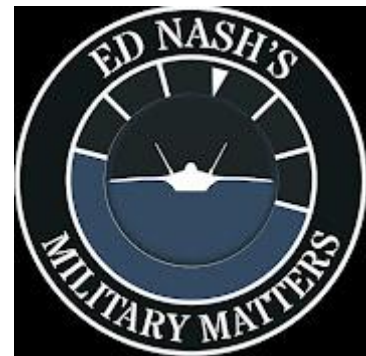
On my birthday last year he released a video that piqued my interest, partly because of the name that had me spend money; the XF10F Jaguar.

It’s a one-off prototype that was apparently an utterly awful aircraft to fly, but had one very, very crucial and innovative feature; variable geometry wings. Again video linked to the video logo to the right here.

I watched the video and immediately went to find out if any models exist of the thing. And there is one! A czech-made cast-resin kit by a company called Planet Models, who I never heard of and as I have little to zero experience of cast-resin except that it’s a infuriatingly brittle material and why-oh-why is it used for models...

But I was very taken with the ugly beast, and with the ever-green Top Gear mantra of “How hard can it be?” ringing in my ears, I bought one. When writing this, I found it a very difficult kit to find, so I may have accidentally bought a kit that is genuinely rare. And it was relatively cheap.

There is both a 1/48 and 1/72 version that have identical box art, with the only difference being the scale on the front and presumably the box size.



I bought the 1/72 version of the kit, which is an all-cast-resin kit, although there is no reason it couldn't be a standard plastic kit. Just saying. And just to make it even more fun, the canopy is a vacuum-form item, and you get two, presumably because it's expected you'll ruin one... Which I did, so well played Planet Models I guess.

Standard injection moulding is cheaper, easier and more reliable than cast-resin and can do clear parts. Just saying...

The wing design is interesting; instead of a slot in the fuselage for the wing to fit into (Presumably because the brittle resin would break at some point...), you cut the wing to the desired angle. Which was a terrifying prospect given how brittle resin is. Thankfully I managed to get both wings cut and shaped to the right angle without either shattering. Which then presented a new problem; how the heck do I glue everything?

Poly-cement I know is useless and PVA isn't strong enough. Thankfully I still had my Gorilla Glue Superglue Gel AND it was still usable. And did the job nicely, although it did take a lot of patience for the wings when trying to glue the smooth surfaces of the fuselage and wing.

I also needed several layers of primer. Normally Halfords' ubiquitous Grey Primer is superbly reliable; giving good coverage and making for an excellent paint surface without smothering fine detail, but here, it needed an extra layer to be effective. Which I blame on the resin not the primer frankly. Be less of a crap material please.

The build is quite simple; the cockpit is the most intricate part, with the tub, the nicely formed seat, control stick, panel and rear segment. The tub also forms the front landing wheel well.

Cutting the block on the back of the tub caused the one break I suffered. Thankfully it was a clean break and so I managed to reglue it with no issues.



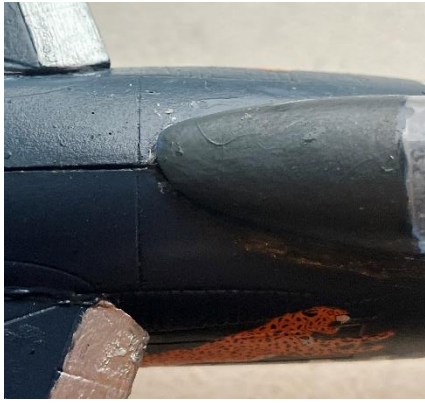
The landing gear was a bit fiddly, but the Super-Glue Gel seems far more flexible than conventional that typical super-glue and so I had a bit of time to work out the arrangement, which is a weird double hinge arrangement that looks like the double-wishbone suspension of high performance cars.

Paint-wise, I decided to use-up the last of the Tamiya 'US Navy Blue' rattle can, which is at least a nice paint and matches my F7-U Cutlass in colour.



The decals were absolute perfection. They were beautifully thin, slid really well and dried really smoothly. They are also really sharp and crisp. For what I presume is a low volume manufacturer, the decals were deeply impressive.

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Up until this point the build was going well. It wasn't the best job ever but this was my first resin aircraft and way better than the absolutely awful resin ship I did last year. However, it was too good to last.

Firstly, the paint on the tail literally started lifting off the resin. I'm pretty sure I'd primed it so I'm sure why this happened. Then my Tamiya paint ran out before I could redo the tail and spray the canopy and a paint that was supposedly the same turned out to be not. This all happened after I'd applied the decals (The canopy hadn't been glued on yet)

And then... it got knocked off the shelf it was on and broke. Thankfully the resin wasn't so brittle that it suffered any major damage, but it did mean I had to reattach a wing and the tail, as well as the rear landing gear.

Because I needed to super-glue it all, it has done a little damage to the paint, to go with the slight patchy paintwork. Oh and it's a tail sitter, because I missed the need to put a weight in the nose.

However, I'm still fairly pleased; it's my first aircraft resin kit and it overall went quite well, and Super-Glue Gel I think is going to be something I keep buying as it has been very useful.

And, as you'll read, the subject itself is very interesting.



Grumman XF10-F – History

Like the F7U Cutlass, the XF10F was screwed over by its engine, which was another under-powered, unreliable and generally crap Westinghouse engine. The F7U used a J34 engines, which were so bad they could flame out in heavy rain.

The XF10F was powered by the J40, a brand-new prototype engine that was being tested in a number of aircraft including the Jaguar.

Spoiler alert, this engine was, like the J34, underpowered, unreliable and generally crap and one has to wonder who thought it was a good idea to put a development engine into an aircraft that was testing a revolutionary concept...

But, more spoilers, the engine was not the only issue the Jaguar had.

It had been clear from the days of the ME-262 that swept wings were the best option for speed and performance in aircraft and especially jets, but the slow acceleration of jets and the high landing speed associated with swept wing designs was not ideal on any aircraft, but especially for the Navy. The ideal carrier aircraft had short take-offs and low landing speeds. Jets were also much larger and heavier than piston-powered aircraft and the Navy was not keen on having to build an entire new fleet of carriers to accommodate navy jets that could compete with land-based fighter.

Straight wings helped radically reduced this problem, but caused aircraft to be slower, less manoeuvrable and worse on fuel.

To solve this problem, Grumman decided to have their cake and eat it to by developing a swing-wing aircraft where the aircraft could have straight wings for maximum take-off performance and then sweep them back mechanically to give best combat performance. The XF10F was a one-off design ordered to test this concept.



The pilot, Corwin "Corky" Meyer, described the aircraft as one of the most fun aircraft he'd flown, but much to the designers' collective dismay, this was NOT because the Jaguar was good, but because "there was so much wrong with it".

Which begs the question how mad was Meyer that an aircraft that seemed like it was deliberately trying to kill him on every flight was "fun"...

One feature that worked very well though was the swing-wing system, in particular the hydraulic safety that was built in. The idea was that, in the event of a hydraulic failure or problem, the system automatically reverted the wings into the swept forward position in order for a pilot to make an emergency landing. Despite all the

problems the aircraft had the safety system for the wings worked every time, including one occasion where the canopy wedged open during flight and couldn't be closed. The engine then lost power but the stuck canopy prevented Meyer from ejecting.

Thankfully, he managed to land the aircraft and so it failed in its apparent mission to kill its pilot one again...

The engine was, as mentioned horribly unreliable and would never enter service, despite being intended for three other aircraft that did enter service. It was underpowered, apparently badly manufactured, and never even remotely met its promised outputs.

The tail canard was apparently awful, despite the size of it, the position made for an aircraft that apparently handled poorly; slow to respond, made for a poor aerodynamic balance and made it a rather unstable aircraft. The vertical stabiliser was of a floating-type design and made for a horrifically unstable aircraft and could be described as even dangerous. Apparently, there were plans to swap it for an already in-service design.

Some poor maintenance also caused the hydraulic system to have numerous failures, although it thoroughly tested the safety systems of the wing mechanism.



In all of this generally terrible prototype aircraft, the wing-sweep system worked exactly as it was supposed to, with Meyer describing it as excellent. The take-off length was much shorter than existing swept-wing jets and the transition was smooth and seamless. That said, the system itself was excessively complex and not likely to be field-maintenance friendly, especially on carriers.

As such the Navy did not adopt the aircraft and the single flying aircraft was used as a range target after the program was cancelled in April 1953.

Regardless the XF10F would claim the record of being the first combat aircraft to have variable geometry wings, and the Jaguar, despite its failures, left a legacy of resulting in some very successful variable-geometry designs, including its Grumman stable-mate ancestor and film-star legend; the Grumman F-14 Tomcat, with the swing-wing system developed from the lessons that Grumman took from the abject failure that was the XF10F.

Yes, one of the most famous navy aircraft is related to this weird, ugly-looking beast that was so awful only one man would fly it and he got a kick out of trying to kill him.

MD



TARGETMANS KIT SALE 'October 2023'

Scale	Manufacturer	Model Title	Ref. #	Price
1/48 th	Hobby Boss	Bf 109 G-6	81751	£5
1/48 th	Hobby Boss	Me 262 A-1b	80375	£10
1/48 th	Hobby Boss	Me 262 B-1a/U1	80379	£10
1/48 th	Hobby Boss	Me 262 A-1a/U4	80372	£10
1/48 th	Hobby Boss	Me 262 1a?U2 (V056)	80374	£10
1/48 th	Hobby Boss	Me 262 B1a		£10
1/48 th	Hobby Boss	P-47D		£5
1/35 th	MiniArt	Quad Maxim AA gun		£5
1/35 th	MiniArt	Austin AC 3 rd series	39010	£20
1/35 th	MiniArt	D8500 tractor - steel wheels		£20
1/35 th	MiniArt	BM-8-24 rocket launcher		£20
1/35 th	MiniArt	T-60		£20
1/35 th	MiniArt	AVRO 671 ROTA mk1 RAF	41008	£25
1/35 th	MiniArt	T-62 wheels set	37060	£5
1/35 th	Hobby Boss	SdKfz 184 Elephant tracks		£5
1/35 th	Hobby Boss	SdKfz 35R 731 (f)		£15
1/35 th	Hobby Boss	T-18		£10
1/35 th	Hobby Boss	T-28 conical turret		£15
1/35 th	Hobby Boss	T-30 Light Tank	83824	£10
1/35 th	Hobby Boss	BT-2 Medium	84515	£10
1/35 th	Hobby Boss	BT-2 early	84514	£10
1/35 th	Hobby Boss	D-38	84517	£10
1/35 th	Tamiya	M4 Sherman	35190	£15
1/35 th	Tamiya	M4A3 Sherman	35122	£15
1/35 th	Tamiya	Tiger I initial production	35227	£20
1/35 th	CSM	German Pz Sp Wg 12M A/Car		£20
1/35 th	CSM	Russian RB A/Car		£20

1/35 th	Revell	Star Wars TIE FIGHTER		£20
1/35 th	Revell	Ozelot AA missile version		£15
1/35 th	Italeri	AB40 A/Car rail version	6456	£20
1/35 th	Italeri	M113 ACAV		£20
1/35 th	Trumpeter	SAM-6		£15
1/35 th	Trumpeter	E-100 Krupp turret	09543	£30
1/35 th	Trumpeter	Aerosan RF/8 Gaz-98	20322	£5
1/35 th	Trumpeter	Aerosan RF/8 Gaz-98	20322	£5
1/35 th	Trumpeter	SA-2 missile + launch ramp		£7.50
1/35 th	Trumpeter	KV2 – Pz.Kfz. 754 (r)		£15
1/35 th	Takom	MQ-8B Fire Scout Drone		£20
1/35 th	Takom	DF-17 Chinese b/missile		£5
1/35 th	Zvezda	SU-122		£15
1/35 th	Zvezda	BA-10 A/Car		£15
1/35 th	IBG	Tankietta TKS		£10
1/35 th	AMG	BDT-35 early Armoured rail car		£20
1/35 th	Dragon	Schwerer Type SSy rail car + Pz III ausf. K		£30
1/35 th	Mirage	Polish T7P tank		£15
1/35 th	Tristar	Pz. 1 driver training Ohne Aufbau		£15
1/35 th	Meng	Mk A Whippet		£20

MORE TO FOLLOW

Sale due to EYE issues and the need to go to a larger scale – 1/16th Scale, oh hell!

If you would like to purchase any of the listed, contact me: Mike Gossage at:
mgossage2021@gmail.com or phone 07722242928 or at the club meeting.

The PRICES are the PRICES, except for large bulk purchase – subject to discussion.