



# “STICKY FINGERS”

## IPMS HORNCHURCH - NEWSLETTER



“Road Rage” – A Yak and a Focus have an argument over a parking space!

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### Peter's "Prattlings"

#### ***Halton Model Show***

Well I've heard favourable reviews for the Halton show on Sunday 7<sup>th</sup>, it seems the organisers had a slight mishap with the allocation of table space but apart from that the show itself was enjoyable. I had to miss it unfortunately as the sister-in-law and brood were booked to sweep in from Lincolnshire. No prizes for guessing where I'd rather have been!

#### ***St Edmundsbury Scale Model Show.***

I have included a small map and instructions on how to get to next months St. Edmundsbury model show. See the Events Schedule on page 10.

#### ***Model Reviews***

Scale Aircraft Modelling has recently passed me a couple of new (ish) Academy kits for review. The 1<sup>st</sup> review I undertook was of the Revell reissue of the Italeri Vought F4U-5 Corsair, which they seemed to be pleased with as it was published without any noticeable changes to the text.

#### **North American P-51C Mustang**

This is the same kit as their B version released a few years ago, but with a revised moulding to supply a fin fillet, which in reality was a late production B or C version. Never the less, this is a very attractively moulded kit.

As the marking options supplied for this kit are all mostly natural metal I've been using the Kit-Kat wrapping technique, which I demonstrated a couple of months ago.

#### **Republic P-47 Thunderbolt**

This is a re-release of the model issued a year or so ago, but only with different markings. On initial release this kit received favourable reviews and I can mostly agree with the comments made at the time.

This time the markings are for a Medium Green/Neutral Gray Thunderbolt called "Eileen" or a natural metal one with a "Bugs Bunny" character.

**Peter**

### Ricky's "Ramblings"

#### ***Squawk Sheets***

"Squawks" are problem listings that military pilots generally leave for maintenance crews, and are normally accompanied by a response from the maintenance worker.



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Problem: "Left inside main tyre almost needs replacement."  
Solution: "Almost replaced left inside main tyre."

Problem: "Test flight OK, except autoland very rough."  
Solution: "Autoland not installed on this aircraft."

Problem: "Something loose in cockpit."  
Solution: "Something tightened in cockpit"

Problem: "Evidence of hydraulic leak on right main gear."  
Solution: "Evidence removed."

Problem: "Number three engine missing"  
Solution: "Engine found on right wing after brief search."

Problem: "DME volume unbelievably loud"  
Solution: "Volume set to more believable level."

Problem: "Dead bugs on windshield."  
Solution: "Live bugs on order."

Problem: "Friction locks cause throttle levers to stick."  
Solution: "That's what they're there for."

### ***Tips and Techniques***

- Glue small strips of wet-dry sandpaper to round or flat toothpicks for fine detail sanding.
- The wire in twist ties is perfect for radio wires, fuel lines, etc. Just strip the plastic or paper from the wire.
- To remove dust after sanding, scrub with an old toothbrush and then use a toothpick to clean the dust from panel lines.
- When painting canopies and other clear parts, sometimes paint seeps under the mask. To remove it, wait for it to dry and then shape a chisel from clear sprue. Since the sprue is the same hardness as the part, it won't scratch as easily.
- To avoid losing those clear plastic paintbrush protectors when you drop them, first paint them a bright colour, such as day-glow orange.
- To simulate radiator hoses and other corrugated piping, bend plastic sprue to the necessary shape and then wrap it with heavy thread or thin-gauge wire and paint.

### ***Zimmerit for German Armour***

When building W.W.II German armour, one often encounters the problem of applying authentic zimmerit finish to the turret, fighting compartment and hull of the vehicle. Zimmerit was a cement-like medium intended to foil magnetic mines and "sticky" satchel charges; it was used on nearly all



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German AFV's produced after 1943. Zimmerit was generally applied at the factory but was sometimes applied in the field, usually when vehicles were brought into the maintenance shop for refitting or updating. When factory-applied zimmerit was uniform in thickness and application, but when done in the field it often appeared thick and "shaggy".

Those who have attempted to apply zimmerit to a model know what a nasty job this can be. This is where a product, trade-named Epoxybond, comes into its own. Its a two-part hobby putty that is slow-drying, rock hard when dry, and which exhibits many of the qualities of the original German zimmerit. Epoxybond is composed of two sticks of material: one stick of putty and one stick of hardener. As with epoxy cements, one must mix equal parts of each to guarantee uniform hardening. Before mixing, any discoloured area in the putty should be removed. The two parts should be kneaded together to get uniform colour and to achieve the consistency of soft modelling clay. The working time of Epoxybond is from forty-five minutes to one hour, so only mix enough to do one area at a time, an area being one side, the glacis plate driver's compartment, etc. Water will keep the putty workable, so have a bowl of it handy to wet your hands and the putty as you continue to apply it.

When spreading zimmerit, the most important thing is to keep it as thin as possible. After an even, thin coat has been applied to an entire area, take a small or medium sized flat screwdriver and make the desired pattern. Once you begin, do not stop - finish the entire area. Every so often wet the unworked area of smooth "zimmerit" to prevent it from sticking to the screwdriver. The best way to master this technique is through experience, so practice on some scrap plastic before trying it on a good model.

### ***Texturing***

Next time you purchase a nice armour kit and sit down at your work desk and start cutting parts from the sprue, STOP! Look at the hull texture. With very few exceptions, you'll see that there is a smooth plastic look to your next creation. Well, is this correct? I should say NOT!

When you see up close tanks and soft-skinned vehicles the majority of the armoured vehicles do exhibit some degree of casting texture to the turret, mantelet, upper and lower hull, rear plate and the bowplate/transmission cover. There are varying degrees of texturing due to the particular countries or manufacturers casting process. All W.W.II Russian AFV's are extremely rough and crude in their manufacturing process, thus giving very rough gouges and cuts to the turret and hull plating. Even W.W.II American tanks, Shermans and post-war AFV's (M47, M48, and M60s) have somewhat medium texturing to their casting process. As for German AFV's, I've seen Panzer III, IV and even Tigers with anywhere from a medium roughness to a very light roughness to the texture of the cast armour skin.

Keep in mind that even personnel carriers have some degree of texturing to their skin. A real German SdKfz 251 half-track has a rough texture to the armour plate both inside and outside the vehicle. Therefore, unless you are building in 1/72 or smaller, then the texturing of the armour skin should be either duplicated or enhanced.



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Let me attempt to describe a couple of approaches to duplicate cast armour texturing.

**Heavy Texture.** Use a Dremel tool to perform this task. Insert a medium-sized round dental burr into the chuck and with the tool running at slow speed, gently let the burr "bounce" off the area you wish to texture. Be careful not to hold the tool too stiffly since this will cut a deeper gouge into the plastic. If you do find that the texture is too pronounced, then take steel wool or medium grit sandpaper and rub over the area in question. This will break down some of the roughness. Remember to just let the tool go with the flow over the plastic. Use a smaller burr on areas such as mantelets, transmission covers and lower torsion arms, experiment on the inside of the model in order to see the technique and get "comfortable" with the tool.

**Medium or Light Texturing.** To achieve this effect, use liquid glue to coat the surface to be textured, then take a stiff wire or an old toothbrush and "stipple" over the liquid glue. The glue "melts" the surface of the plastic giving you a soft surface that will allow deformation caused by the brush. Also, be sure to work in small areas since the glue will evaporate quickly.

### ***The Greatest Or Not!***

For those of you who have never heard of Paul Garber, suffice it to say that without his drive and undaunted enthusiasm there would be no Air and Space Museum in America, and there wouldn't be more than a handful of old airplanes in survivable condition.

Mr. Garber's produced a list and brief explanation of what he considered to be the most significant aircraft in history. He listed thirteen airplanes and his selections were purely subjective. You may disagree or agree with him, add to or subtract from his list, but it's a pretty good starting point. You will note that there are no military aircraft on his list. His feelings were that, by nature, military aircraft must perform their functions in a tested proven "safe" manner. Don't push the envelope too far. After reading his list, see if you can come up with one military aircraft that really broke new ground and moved aviation a giant step forward. Here's his list with the explanations to why he put it on the list.

- |   |  |
|---|--|
| 1. Wright Flyer.                        | Does this really need an explanation? No.  |
| 2. Bleriot.                             | The first practical tractor engine monoplane. Most aircraft still use this configuration.  |
| 3. Curtiss Hydro.                       | First aircraft to prove the feasibility of water-based transport.  |
| 4. Junkers F-13.                        | The first stressed-skin (monocoque) aircraft. Planes are still built with this design feature.   |
| 5. Verville Racer.                      | The first aircraft to address the issue of aerodynamics, retractable gear, etc. Ever heard of it?  |
| 6. Ryan NYP<br>("Spirit of St. Louis"). | Proved the practicability of aviation. Reliable airframes and engines could move people over great distances. An enormous boost for public interest in aviation. |
| 7. Douglas DC-3.                        | Commercial aviation was born with this aircraft.   |
| 8. Piper Cub.                           | Practical, inexpensive airplanes for the masses. This plane did for  |



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9. Sikorsky R-4. aviation what the Model T Ford did for automobiles. Not the first helicopter, but the first really practical chopper. They haven't changed much since.
10. Bell X-1. This one broke more than the sound barrier. It kicked the door open for advanced aircraft design.
11. De Havilland Comet. The first passenger jet paved the way that all others followed.
12. Boeing 707. Jet transport for the masses. How many more people will fit in an aluminium tube? This one started the mass movement of people and truly opened the world to travel.
13. North American X-15. The first "space ship". This aircraft set records, advanced high speed flight to new levels and proved the concept of manned space flight.

Your mission as a modeller now is to go out and find and build models of each of these aircraft.

**Ricky**

### Steve's "Soapbox"

#### *Can't Leave It Alone Can We?*



Having just returned from two weeks sunning myself in Italy a thought occurred to me, unusual I know but I do have them now and then. The holiday was ostensibly to see the sights of Rome but even before I left I was carefully checking which, and more to the point where, aviation museums would be within our reach.

Naturally as we were driving down there getting to a museum wouldn't be too much of a problem, a thought which hadn't escaped me when we were planning the holiday...



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With this in mind I posted a request on Rec Models Scale (the Internet modelling newsgroup) for information on Italian Aviation museums and sure enough a very kind chap in the USA provided me with information by the bucket load. The most promising museum of those locations he provided me with was the Italian National Aviation Museum at Vigna di Valle on the shores of Lago Bracciano. This one seemed the most attractive as it was a little under an hour's drive from where we were and was located on the shores of one of Italy's lakes, perfect for all the family!

And attractive it was too, the day we visited there were only some 15 odd people there; the 93 degrees of heat may have had something to do with this. The Lake was very picturesque, especially with the remnants of the equipment (Cranes, tracks etc, see picture above. The crane, by the way, is the only surviving example of its type left.) left over from its time as a seaplane base.

It wasn't very big; everything was located in four large hangars along with a very small gift shop. Unfortunately for us the third and largest hangar was closed at the time we were there so we didn't get to see some of the bigger transports that are there, one reason to go back I think... What we did see there was of excellent quality, certainly there were many aircraft I had never seen, except in picture form, before.

There are the usual types of exhibits there, Tornado, Starfighter, F-86's F-84's T-33's, P-51, Spitfire along with some of Italia's indigenous types. But the star of the museum is, for me, undoubtedly the Macchi Schneider Cup racers. These included the Macchi M39 and the absolutely stunning Macchi-Castoldi M.C.72. This particular plane never actually raced in the Schneider Cup due to problems with its very intricate cooling system on the race day. It did however set a remarkable speed record of 440mph in 1933, two years after the contest was over. This record for a seaplane still stands today. Seeing it did make me question my sanity in selling my 32<sup>nd</sup> scale resin kit of the machine, we live and learn huh?



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Another aircraft that caught my eye was the Caproni-Campini N-1, Italia's first 'jet' aircraft. To be exact it wasn't a pure jet having, as it did, a composite engine. It was still an experience to see the machine in the 'flesh' as it were.



There are too many interesting aircraft there to list here but suffice to say if you ever find yourself in the Roma area the museum is well worth a visit if only for the incredible Schneider racers.

Back to the point of this ramble, even for just two weeks of the year I couldn't leave the hobby, or aviation, alone. Luckily my family are pretty understanding about this as anyone who has seen Veronica manning the stand alone at shows while I disappear in search of that illusive 'bargain' will testify! Maybe it's in the blood, maybe we're all past the point of no return, who knows?

**Steve**



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### Ken's "Korner"

#### **Waffen SS**

I should like to take this opportunity once again in thanking Steve Smith for his most interesting talk on the above subject of the Waffen SS. All members no doubt would agree that Steve sure knows his subject and for me was made all the more enjoyable, by club members remaining silent whilst Steve was talking. For those people who have talked to people or have lectured in anyway what so ever, nothing is more worse than the odd person carrying on a conversation with someone else, the person giving the talk or lecture losses their train of thought and has to keep referring to their notes. This is nothing more than bad manners to chat amongst yourselves when someone else is talking.

Perhaps Steve can be asked if he can give a follow up talk on the same or similar subject in the not too distant future. I was talking to a German friend of mine about Steve's lecture and he was most interested as during the early pre-war years he was one year too young to enlist in The Hitler Youth, and when the marching bands were going through the town he was sent to bed to keep him out of the way. However he was able to watch by looking round the curtain from his upstairs bedroom window, he said it was very impressive.

True to what Steve said that when you were drafted into the Waffen SS, Hitler did shake every members hand and looked them straight in the eye to welcome them into that branch of the SS. This is where the dedication of fighting troops came from in their belief in Hitler. The best of everything was supplied to them – food, weapons, tanks and as my friend says women also, a most interesting subject

**Ken**



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### Events Schedule 2001/2002

Items **highlighted** are where IPMS Hornchurch have space booked.

<p>Sunday 21<sup>st</sup> October</p>	<p>Chiltern Show Cancelled</p>
<p><b>Saturday 3 Sunday 4 November</b></p>	<p><b>IPMS (UK) Scale Modelworld 2001: IPMS (UK) are scheduled to hold the second World International Model Show at the Telford Exhibition Centre, Telford, Shropshire, England. IPMS Chapters from across the world are invited to attend the show which will be the biggest modelling event ever staged. E-mail: Nick Allen: <a href="mailto:nick@ipmsuk.globalnet.co.uk">nick@ipmsuk.globalnet.co.uk</a></b></p>
<p><b>Sunday 18<sup>th</sup> November</b></p>	<p><b>St Edmundsbury Scale Model Show.</b>  <b>Horringer Community Centre, Nr Bury St Edmunds, Suffolk</b></p> <p><b>We have 2 6x3 feet tables allocated.</b></p> <p><b>To get there head up the M11 and turn off on to the A11, go on to the A14 towards Bury St Edmunds and just before you get to Bury St Edmunds look for a right turn towards Horringer</b></p>  <p>The map, titled 'Horringer Village Map', shows a network of roads including Manor Lane, The Street, and Meadow Drive. Key locations marked with blue squares (to see a place) include the Community Centre &amp; Post Office (circled in black and labeled 'Show is here'), St. Leonard's Church, Ickworth House National Trust, Horringer Manor, Primary School, The Six Bells, Police Station, and The Beehive. Red dots (to see a view) are located near the Community Centre, St. Leonard's Church, and along Meadow Drive. A yellow arrow points to the A14 road towards Bury St. Edmunds.</p>
<p><b>Sunday February 3<sup>rd</sup> 2002</b></p>	<p><b>Milton Keynes ModelKraft, Bletchley Leisure Centre.</b></p>