



“STICKY FINGERS” IPMS HORNCHURCH MAGAZINE.



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Peters Prattling

Next month – September 2005

Is building night, the plan was to have a demonstration of “how to” put together a simple base for displaying an aircraft on. Are there any other volunteers who would be interested in talking/demonstrating something modelling related which may be of interest? Don't all rush at once!

Feedback Please

Perhaps it's just me but I feel that the majority of the club are not expressing whether they are interested (or not), as the case may be, in anything that is being presented to them either as an activity which has or could be organised for the club to attend, e.g. model shows or visits, or club offers like the SAMI Datafiles. It may be that you are not interested in any of these things but it would be useful for me to know.

With this in mind I've put together a feedback form which I invite you all to complete and hand back by the end of the evening.

Forthcoming Shows

Please note the date of the Stowmarket show was incorrectly shown as the 20th in last months Sticky Fingers, the date is in fact the 2nd October.

20 th August (Saturday)	South Downs Show. A new show for IPMS Hornchurch in a location not far from the Newhaven show, to be held at Lancing Parish Hall, South Street, Lancing, West Sussex.
4 th September (Sunday)	Brampton Model show at St Neots in Cambridgeshire, 2 tables booked. and also Gillingham Show in Kent at the Royal Engineers Museum. Does anyone have the booking information on this one?
18 th September (Sunday)	IPMS Gloucester Show. Stratford Park Leisure Centre, Stroud.
24 th & 25 th September (Saturday & Sunday)	South West Model Expo 2005. Tank Museum, Bovington, Dorset, BH20 6JG. Apparently LSA models will be having a sale of kits that may have some bits missing, but can be easily replaced or built, e.g. no tracks.
2 nd October (Sunday)	East Anglian Model Show at the Mid-Suffolk Leisure Centre, Gainsborough Road, Stowmarket, IP14 1LH. Door open 10 am to 4.30 pm.
19 th and 20 th November (Saturday and Sunday)	ScaleModelWorld (The Nationals). Are you thinking of attending? If so please give some thought to spending some time manning our stand. We are definitely booked for 2 tables.
6 th February 2006 (Sunday)	ModelKraft 2006, Milton Keynes show. We haven't officially booked this one yet, but we should be on the invitation list.

'Toy Soldier, War game & Military Modelling Show'

We have had an invite to the forthcoming 'Toy Soldier, War game & Military Modelling Show' to be held on Sunday 4th September 2005 at Leigh City Technical College, Dartford, Kent. Obviously this clashes with both Brampton and the show in Gillingham, but if anyone is interested please let me know and I can try to arrange a table for us.

For a printable show leaflet giving full details and a location map please follow this link:

<http://www.harfields.com/Show.html>

We would be most grateful for a mention of the show in your club journal, newssheet or website, please tell your members about the show at your next meeting. In return we would like to offer you 2 free show tickets, which allow early entry from 9 am. (Worth =A310!) To claim your tickets simply email us your postal address or send a stamped addressed envelope to the address below.

Now in it's forth year the show continues to grow and has quickly established itself as the most unique, exciting and friendly hobby event in the country!

The show will feature:

- 80+ trade stands. Including top UK traders selling products spanning all aspects of the Toy Soldier, Model Figure, War game and Military Modelling hobbies!
- Toy Soldiers/Figures: All scales; Plastic, Metal, Kit, Military, Civilian, Action Man, etc.

- War game: All types & scales of Figures, Military Vehicles, Terrain, Scale Buildings, etc.
- Military Modelling: All types of kit; Plastic, Resin, Metal, etc
- Other Items: Die Cast, Dioramas, Scenic Accessories, Model Paints, Books, Magazines, etc.
- Demonstration / Participation War games by the Old Guard, Urban War game Clubs plus other clubs to be confirmed.
- Other Attractions to be confirmed
- Leaflet table - advertise your club or event free of charge!
- Easy access from M25. See show leaflet for details.
- Large free car park!
- Cafeteria - serving beverages and snacks at reasonable prices.

“FROG Spawn” Model Lottery Competition

The idea is this.

- You pay £1 stake for each kit. Note there is no limit to the number of kits you can purchase.
- The kits are allocated via “lucky dip”. In practice this didn’t work, so just have a rummage through the box for whatever takes your fancy.
- For each kit completed by the December meeting you get 50 pence of your £1 stake back.
- The winner of the competition, judged in December, receives the rest of the stake money.
- Just to clarify you can add any aftermarket updates and decals or just build from the box, your choice.

So far the following have been brave enough to enter. Final entrants can be purchased up until the November club night.

Entrant	Model
Alan Carr	Grumman Hellcat
Alan Carr	Grumman Wildcat
Alan Wright	Westland Lysander
Danny Alvisse	Westland Lysander
Ian Brown	Miles Magister
John Huston	Hawker Typhoon
Kevin Curley	Hotspur Glider
Nick Pedley	Hawker Sea Hawk
Peter Bagshaw	Percival Proctor
Peter Collins	Fairey Barracuda
Ralph Hebron	Douglas Boston
Ralph Hebron	Miles Master
Ricky Prager	Lockheed P-38 Lightning
Robin Bellamy	Bristol Blenheim
Roy Prager	Lockheed P-38 Lightning
Wally Arrowsmith	de Havilland Hornet
Wally Arrowsmith	de Havilland Vampire

Well that’s all for now so happy modelling.

Peter

Words from Robin.

Well here I am writing another piece for the clubs’ magazine, this is beginning to become almost a habit, scary. Due to gremlins in the email system, my original piece about last club night’s competition has vanished. There is probably some poor sod wondering why I sent him an email about plastic models and the judging results, that is of course if it is in the English speaking World! Enough, I digress. I would like to thank all of you who turned up and voted on the last club night, also a big thank you to the individuals who made the effort to enter models. It is a shame that the number of entries were down on the norm, but it was still a good evening with some very good models on display. Remember, as the lottery advert says, “you’ve got to be in it to win it”, but I feel that it’s the taking part that’s really important. It’s only when your model is put into the “spotlight of competition” that you yourself can see how your model or modelling skills stack up with your fellow club members. By this comment I do not mean that if you don’t win or place in the competition you’re rubbish and don’t bother to enter in future. The club competitions should be seen as a source of shared knowledge and indeed inspiration on how to improve your skills and techniques to enable you to enjoy our shared hobby even more. On entering one of my models last month, a rare event indeed, I was asked several questions about its finish and have written an article to explain how it was achieved. However, I am also more than willing to see how you built and completed your model, which is how we all learn. So remember, the competitions are not all about who wins or loses, its about what do I like, shall I build one of those, or what can I take away from this and incorporate into my next model. Well that’s me off the soapbox for this month, sorry this article is a bit rushed and disjointed but such is the wonderful world of the internet!

More words from Robin.

A member asked me about how I had enhanced the panel lines and weathered the two models that I had entered into last month's competition, so bang goes more of my "trade secrets".

The models were completed as normal and painted in xtracolour enamel paint; this leaves the model with a high gloss, decal ready finish. You could paint the models matt and then gloss varnish or apply Johnson's Klear floor polish, whichever is your preference. The main object is to get a smooth, glossy finish. The decals are then applied as normal, for me that is using Superset and Supersol decal agents. The use of these fluids is to ensure that the decals snuggle down tightly into the panel lines to give that painted on effect. I normally leave the model to one side for a couple of days to let the decals "harden off" completely before the next step.

I then applied xtracolour steel with a very fine brush to simulate paint chipping, paying special attention to high wear areas such as entry and exit points, weapons panels and radio access areas. This was then allowed to dry fully before the next step. Washing.

The wash takes the form of acrylic ink; these are readily available from the Games Workshop store in the Quadrant Arcade, Romford. The inks are in the Citadel Miniatures range and available in all colours for about £1.75 a pot. I normally only use black, brown and chestnut inks for aircraft, but the red, yellow, blue and green inks might be useful for cars, motorbikes, figures and airliners.

I apply the ink with a small brush; diluted with about 50% with water, along the panel lines, into any rivet detail and across the decals. Work in small areas, about the size of a playing card, allowing the wash to become just touch dry. Then take a cotton bud and using it slightly damp work it **across** the panel lines. This should lift off all of the excess ink, leaving the panel line or rivet detail showing as a sharp line. If you make a mistake or the colour is wrong, work the damp cotton bud **along** the panel line, lifting out the wash and repeat until you achieve the effect you want. When you are satisfied with one section move on to the next area and repeat until all the models panel lines are coloured in. The damp discoloured cotton buds can be dabbed and pulled in line with the "airflow" to simulate exhaust staining, gunpowder stains and oil drips. When you are finished this process, a protective coat can be applied to complete the model to the correct finish.

The same techniques as above can be used to create "shadows" and simulate wear on the inside of cockpit areas, tarpaulins, wheel wells, parachutes, seat cushions and undercarriage legs.

Thinking back to last month's competition, two areas that this technique could have been used on. On the cars and motorcycle, layers of black wash over the chrome effect radiator grills, brake discs or around the wheel nuts. On the airliner, on the front engine fan, wheels and exhaust stains.

The other method that I use to simulate exhaust or weapons staining on aircraft is the use of artist's chalks. These are a cross between normal chalk and the oily pastel sticks. I purchased two sets in Woolworth's a few years ago, one with black through to white and the other with a variety of colours. I scrape the chalk with a knife over a piece of paper to obtain a small amount of coloured dust and apply it to the models with a cotton bud or brush. Seal the effect with a protective coat when you are happy with the results.

So invest in a pot of the Citadel Miniatures ink and have a go, you never know how many uses you might find for it. The one big advantage of using these methods is that if you make any mistakes or apply the wrong colour, you can wipe it away and start over again as many times as you like.

BELLAMY WARNING AND LEGAL DISCLAIMER

The only proviso to this method is don't apply the wash and go and have dinner or watch a film because when the wash dries hard, it is a bugger to get off! Hence the advice earlier, only to do a playing card sized area at a time. You have been warned.

I will, if I can remember to, bring the inks and chalks with me on club night and you can ask me any other questions then.

Happy modelling, *Robin*

Competition Standings...

Wally Arrowsmith Trophy (Aircraft).

1/72nd Scale or Less.

1st Peter Bagshaw. PKZ-2



2nd John Bennett. A330 Airbus



Greater than 1/72nd Scale.

Equal 1st Robin Bellamy. Focke Wulf FW190 D-9. And Messerschmitt Me 109 E-4.



2nd Ted Taylor. Aerospatiale Puma



3rd Phil Worth. Spitfire Vb



IPMS Hornchurch Trophy (Miscellaneous)

Military Vehicles.

1st Peter Bagshaw. Sd.Kfz 250/8 (Neu) "Stummel"



Miscellaneous.

Equal 1st Ian Brown. Suzuki GSX 1100S. And Danny Alvisse. MG TC (1945).



2nd and 3rd John Huston. Eagle Toyota. And Raynard Honda.



4th Ian Brown. MG TC (1945)



5th Danny Alvisse. Han Solo



Competition Standings after the 1st Round.

Wally Arrowsmith Trophy (Aircraft)

1/72nd Scale or Less

Position	Entrant	Model	Votes
1 st	Peter Bagshaw	PKZ-2	67
2 nd	John Bennett	A330 Airbus	56

Greater than 1/72nd Scale

Position	Entrant	Model	Votes
Equal 1 st	Robin Bellamy	Focke Wulf FW190 D-9 Messerschmitt Me109 E-4	58
2 nd	Ted Taylor	Aerospatiale Puma	49
3 rd	Phil Worth	Spitfire Vb	

Positions after 1st Round

Position	Entrant	Points
1 st	Robin Bellamy	50
2 nd	Peter Bagshaw	25
3 rd	John Bennett Ted Taylor	23
4 th	Phil Worth	21

IPMS Hornchurch Trophy (Miscellaneous)

Military Vehicles

Position	Entrant	Model	Votes
1 st	Peter Bagshaw	Sd.Kfz 250/8 (Neu) "Stummel"	

Miscellaneous

Position	Entrant	Model	Votes
Equal 1 st	Ian Brown Danny Alvisse	Suzuki GSX 1100S MG TC (1945)	53
2 nd	John Huston	Eagle Toyota	48
3 rd	John Huston	Raynard Honda	28
4 th	Ian Brown	MC TC (1945)	21
5 th	Danny Alvisse	Han Solo	20

Positions after 1st Round

Position	Entrant	Points
1 st	Ian Brown John Huston	44
2 nd	Danny Alvisse	42
3 rd	Peter Bagshaw	25

British Aircraft

The Royal Air Force was established on 1 April 1918 with a consolidation of the Royal Flying Corps and the Royal Naval Air Service, and soon became the strongest air force in the world. In the post-war years, however, budget cutbacks dramatically reduced aeronautical research, development and production. By early 1919 the RAF's combat squadrons were trimmed to 33, down from 188. This trend continued in the 1920s and by 1933 there were only 850 airplanes available for combat duty. It was not until the mid-1930s when Britain realized that Hitler's Germany would not keep the peace the Allies had fought so hard for. Many senior commanders, like General Hugh Trenchard, saw air power as a top priority in 20th century. To modernize their squadrons, from 1933 to 1936 the British placed orders for a single pilot fighter with 8 machine guns, long-range heavy bombers and four engine bombers. To simplify operations, the RAF was divided into 3 major commands: Bomber Command, Coastal Command and Fighter Command. It was also during this time that the British developed their overall airpower strategy: the fighter should be the primary air defence weapon, and the bomber should be used as a strategic offensive weapon. Fighters would defend the home island from a German invasion while the bombers would strike at the industrial and military heart of the Reich.

In pre-war Britain the main fighter was the Hawker Hurricane and the main bomber was the Bristol Blenheim, both worthy and reliable aircraft but not superior to their German counterparts. The Spitfire was already in the works but it was not ready in sufficient numbers at this time, emphasizing the need for aircraft production, especially when England would be a primary target for the *Luftwaffe*. This realistic fear also led to a series of radar installations along the southern coast, starting in 1935. By the summer of 1939 the British had 20 radar stations that could detect enemy planes at 10,000 ft. over 100 miles away. Britain's air defences seemed strong, but the Royal Navy's need for aircraft did not get the attention that the RAF did. In fact, "Fleet Air Arm" was not independently established until May 1939. When the war began, only 225 planes were available on British ships, and were not on par with the quality of the RAF. Aircraft production increased across the board in 1940 during the Battle of Britain, and once Britain no longer feared invasion, aircraft could assume a more offensive role. Fighter strength increased, and the RAF did not stop with the Spitfire as the Hawker Tempest was introduced. Newer strategic bombers like the Handley Page Halifax and Avro Lancaster decimated German cities, military installations and industrial complexes. The RAF concentrated on night bombing with incendiary weapons in conjunction with American daylight carpet bombing, in a nearly perpetual aerial assault on Germany. The RAF became the pride of

Great Britain and gave an invaluable contribution to victory. Even in the early stages of war, the British were a powerful force in aviation, thanks to the potent combination of skilled air crews and outstanding machines.

Supermarine "Spitfire"

Britain's most famous fighter began in the mid-1930s from Reginald Mitchell's Supermarine design team. Supermarine had built racing aircraft for the Schneider Trophy competition, and ironically they were better planes than what the Air Ministry was working on. The military took an interest in Mitchell's machines and the K5054 prototype was built, making it Britain's first all-metal monoplane fighter. The new bird made its debut on 5 March 1936, and the impressed Air Ministry ordered 450 within just 3 months. It was driven by a Rolls-Royce PV.12 engine, although it later became known simply as the "Merlin." Wingspan ranged from standard, 36' 10", to clipped 32' 7" and extended 40' 2". Its length ranged from 29' 11" to 34' 4", its height ranged from 11' 5" to 12' 9", and its weight ranged from 4810 lbs to 12,750 lbs. Its top speed was 355-451 mph, its climb rate was 2530-4800 feet per minute and its range was 395-460 miles.

The Spitfire was an instant success, and was the only Allied fighter in production from the beginning of the war to the end-over 20,000 planes with approximately 40 variants. This is a testament to how versatile it was, adapting to numerous roles, climates and conditions. Like their German counterparts, Spitfires in North Africa were fitted with a dust filters and for other campaigns, wing shape varied from "clipped" to elliptical. The earliest Spitfires had flat-top canopies, but this was changed to a bubble canopy after pilots complained about hitting their heads. These were just a few of the dozens of updates and upgrades the squadrons went through, but one thing never changed: this was a superior weapon. The Spitfire's natural adversary was the German Bf-109, a shadow that hung over the RAF for the entire war. The Spitfire was generally not as fast as the Bf-109, nor did its machine guns rival the German 20mm (and later 30mm) cannon. While the Spitfire was more manoeuvrable, its carburettor engine sputtered in "negative G" manoeuvres, limiting its combat performance. It was also more difficult to mass-produce because of its wings' delicate leading edges, yet these same wings allowed it to dive at speeds of nearly Mach 1. Fortunately for the British, the Spitfire was evenly matched in most areas, and gradually gained the competitive edge over the Bf-109 as the war progressed. Still, most pilots agreed that in a one-on-one dogfight, the determining factor was the pilot's skill and experience. Except for the very early stages of the war, experience was not something the RAF lacked, and many of the Allies' greatest aces earned their honours in the cockpit of a Spitfire.

MkI

The MkI was driven by a 768kW 1030 HP Merlin II or Merlin III engine, and was the most prominent Spitfire during the Battle of Britain. It had a 2 blade propeller and a meagre armament of four .303 machine guns. The MkIA had eight guns, a bulbous canopy and a new DH triple blade propeller, while the MkIB added two 20mm cannons to the original four machine guns. Quickly becoming the pride of the RAF, 1566 were produced.

MkII

Equipped with an 876kW 1175 horsepower Merlin XII engine, the second Spitfire sped through the English countryside with a Rotol propeller. The MkIIA carried eight .303 machine guns but the B packed more of a punch with two 20mm cannon and four .303 machine guns. This addition to the RAF came when it was most needed as the London Blitz reached its climax in September 1940. 920 were built and gave a substantial boost to Britain's air defences.

MkIII

Only one Mk III was built; a MkI spin off with a few modifications.

MkIV

This reconnaissance Spitfire originally had a Griffon engine but the production version had the standard Merlin, of which 229 were built.

MkV

After the Germans introduced the much-improved Bf-109F; the British hastily produced the MkV before the MkIV from MkI and MkII bodies. It entered service in 1941, some with "clipped" wingtips to improve flight performance at low altitudes, but unfortunately it did not become the superior fighter the RAF needed. It was fitted with a Rolls-Royce Merlin 45 with 1440 horsepower, making it somewhat underpowered. The MkVA had eight .303 machine guns, the MkVB had two 20mm and four .303 machine guns, while the MkVC could carry either gun configuration and two 250 lb. bombs. 6479 MkV's were produced, more than any other Spitfire.

MkVI

The sixth Spitfire had elongated wings and a pressurized cockpit to bring down Germany's high altitude aircraft thanks to its 1415 horsepower Merlin 47 engine. It packed the usual two 20mm cannon and four .303 machine gun combination and only 100 were built.

MkVII

This was another pressurized, high-altitude interceptor with long wings, but also featured a larger tail and a retractable tail wheel. It was then fitted with a two stage supercharger with twin radiators beneath the wings which boosted its 1660 horsepower Merlin 60 (or 61) engine.

MkVIII

Like its German counterpart, the Spitfire had pressurized and non-pressurized versions of the same basic fighter. The MkVIII was the non-pressurized version of the MkVII, but ended up having a weaker fuselage than originally intended. There were three subtypes: one for high altitude (HF), low altitude (LF) and standard (F) missions. Naturally, the HF had elongated wings and LF had clipped wings.

MkIX

This keystone fighter was rushed into service to counter Germany's newest fighter, the Fw-190. It was assembled from old MkV and Merlin 61 components, and much like the MkV it was intended to make a brief appearance but became a staple of the Spitfire squadrons. Its first appearance was in June 1942 and reached a production total of 5665. The MkIXE had two 20mm and two .50 caliber machine guns as armament.

MkX

The MkX was an unarmed, pressurized reconnaissance plane equipped with a Merlin 77 engine and special wings adapted for extra fuel storage. Only 16 were built.

MkXI

This was another Spitfire scout, similar to the MkX, but with a 1655 horsepower Merlin 70 or a 1760 horsepower Merlin 63A. Only 471 were built but they became a core element of Britain's aerial reconnaissance force in the last half of the war.

MkXII

While the MkIX was a very capable aircraft, the Royal Air Force still needed to keep up with the Fw-190's advanced attack capabilities. The first of the 100 built were delivered in February 1943, and used either MkV or MkVIII bodies with clipped wings. Its power plant was a Rolls-Royce Griffon, rated at 1735 horsepower.

MkXIII

Sixteen MkXIIIs were produced for low altitude reconnaissance with a light load of four .303 machine guns for its 1620 horsepower Merlin 32 engine.

MkXIV

This was the first mass produced Spitfire with a Griffon engine, specifically a 2050 horsepower Griffon 65. Aesthetically the airframe was dramatically altered, including a 5 blade propeller, larger tail, larger radiators, retractable tail wheel, and inboard ailerons. The F version carried twin 20mm cannon and quad .303 machine guns, the FXIVE had a pair of 20mm cannon and .50 caliber machine guns, and the FRXIVE was similar but was smaller and had a canopy with greater visibility, while the F24 was armed only with a camera for reconnaissance duty. The MkXIV series, of which 957 were produced, was credited with destroying more than 300 German "V rockets" or "buzz bombs."

MkXV

The XV was a hybrid of the Seafire III and Spitfire XII with a 1850 horsepower Griffon VI engine and 4 blade propeller with production reaching 390.

MkXVI

Based on the MkIX, this Spitfire came with a Packard Merlin 266 engine and was assigned to ground attack missions. Some versions had clipped wings and additional fuel capability, and in all 1054 were built.

MkXVII

This was another Spitfire with a greater fuel capacity, yet this model had a smaller body with improved canopy visibility. Production numbers reached 232 during the war.

MkXVIII

Many consider this to be the best wartime Spitfire, as it was based on the powerful XIV, but carried more fuel. 300 of these were built.

MkXIX

This Spitfire had two main variants; one with an unpressurized cockpit and a 2050 horsepower Griffon 66 engine; the other was pressurized and carried a Griffon 66. Total production was 225 aircraft.

Few aircraft can match the Spitfire in admiration for its performance and charmed reputation, which seemed to have a life of its own. Since it was such a bastion of British defence, it came to symbolize the resolute British fighting spirit, but also became a symbol of the Allied mission--liberation, freedom and victory. Its popularity circled the globe, as it was used by Australia, Canada, Czechoslovakia, Egypt, France, Italy, Netherlands, Norway, Poland, Portugal, South Africa, Soviet Union, Turkey, United Kingdom, United States and Yugoslavia. It was hardly a flawless aircraft, and it was not Britain's only fighter--it unfairly stole much of the fame from the Hurricane, Tempest, Typhoon, and Whirlwind. Yet its service record speaks for itself, and for many pilots it was and will always be their favourite. The Spitfire's last RAF sortie was 1 April 1954, but its legend carries on. When thoughts turn to the heroic efforts of the Allies, the Spitfire is an indelible image of glory, as romanticized now as it was then.

Seafire

At the onset of war, Britain's fledgling aircraft carrier force had no seaborne fighter. The Hurricane was the only readily available plane until 1941 when a Spitfire VB was pressed into naval service. Designated "Seafire," these first 166 were powered by a 1415 horsepower Merlin 46 Merlin engine and armed with two 20mm cannon and four .303 machine guns. However, a mass-produced Seafire didn't appear until July 1943 for the invasion of Sicily--the Spitfire IIB. The IIC had a 4 bladed propeller and stronger landing gear with a 1645 horsepower Merlin 32 engine. Supermarine built 262 of these while 110 were built by Westland. The III featured a folding wing to save space on aircraft carriers, a delicate invention because the wings were so thin. The plane's engine, a 1585 horsepower Merlin 55M, gave it a top speed of 352 mph, ceiling of 33,800 feet, 705 mile range (with a drop tank) and a payload of one 1500 lb bomb or two 250 lb bombs. Westland built 870 and Cunliffe-Owen built an additional 350, many of which saw combat in Salerno, Italy and Normandy, France.