



"STICKY FINGERS" Magazine.

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Next month – August 2007 – Talk by John Barfoot – Essex Airman 1910 - 1918

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I've updated the site with some of the photos taken at last months meeting. There's still time to get your models immortalised as Robin will be bringing along his camera etc to the competition nights so we can include some pictures of the competitions as the year progresses. The forum has been modified to have some new discussion categories and at least 2 members (John Huston and Danny Alvisse) appear to be hogging the bandwidth to themselves for now.

Last Months Meeting

My thanks to Phil for his quick talk about some of the ship modelling he has been undertaking at the moment. If any of you fancy giving us a quick demonstration or talk about something please let me know and I'll try and fit you into the schedule.

Theme Build for February 2008

Well I've perhaps rashly for me made a start on the F-8 Crusader. It's an old Hasegawa kit but I do have a KMC resin update which has a new cockpit/ ejection seat, dropped slats and flaps and a new section to go under the wing. I plan to model it with the wing raised and slats/flaps dropped but not have the wing tip sections raised.

Adventures in a Different Scale

I've been ignoring the P-40 Tomahawk build for a little while now, I just seemed to lose enthusiasm for some reason, however I've re-opened the box and continued with the instrument panel to which I was adding some instrument face decals from an old Reheat set I had. Once this was completed I have added a bit more weathering to the cockpit and I have now closed up the fuselage and added the wings and tailplanes.

Forthcoming Shows in 2007

Shows with **highlight** have been booked for us to attend. If you wish to attend any of the shows with the club stand please let me know so I can attempt to book space for the club.

2007	
5 th August (Sunday)	"Great Midlands Kit Swap" , St. Mary's Hall, Hinkley, Leicester
18 th August (Saturday)	"Present Arms" Essex MAFVA , Marshalls Park School, Petits Lane, Romford.
	IPMS Dundee present the 'East of Scotland' to be held at Marryat Hall, Caird Hall Complex, Dundee City Centre, Tayside DD1 3BB
1 st & 2 nd September (Saturday and Sunday)	Medway Modelling Club Exhibition , Royal Engineers Museum, Gillingham, Kent I have booked us 2 tables for Sunday 2nd September
16 th September (Sunday)	Sutton Coldfield's 31st Model Spectacular at Sutton Coldfield Town Hall, West Midlands. Doors open 10 am to 4.30 pm
23 rd September (Sunday)	IPMS Coventry / Warwickshire wish to announce their annual model show to be held at The Midland Air Museum, Coventry Airport. Bagington, Warwickshire
	IPMS Farnborough present 'Modelfest 2007' to be held at Kings International College, Watchetts Drive, Camberley GU15 3PQ
	IPMS Fenland present 'Wings and Things' to be held at Spalding Grammar School, Priory Road, Spalding Lincolnshire PE11 2XH
30 th September (Sunday)	IPMS Brampton , The Burgess Hall, St.Ives, Cambridgeshire. Note this is a new venue and date. I've requested space for this one.
13 th October (Saturday)	IPMS Glasgow , Kelvin Hall International Sports Arena, Argyle Street, Glasgow G3 8AW, adjacent to the Transport Museum
14 th October (Sunday)	IPMS Lincoln , Southwell Race Course.
	IPMS Ipswich/St Edmundsbury Scale Modellers 'The East Anglian Modelling Show' to be held at the Maidenhall Sports Centre, Ipswich, Suffolk IP2 8NZ
November 10 th & 11 th (Saturday and Sunday)	IPMS Scale Modelworld 2007 to be held at the Telford International Centre. The branch return has been sent off so we "should" have some space booked.

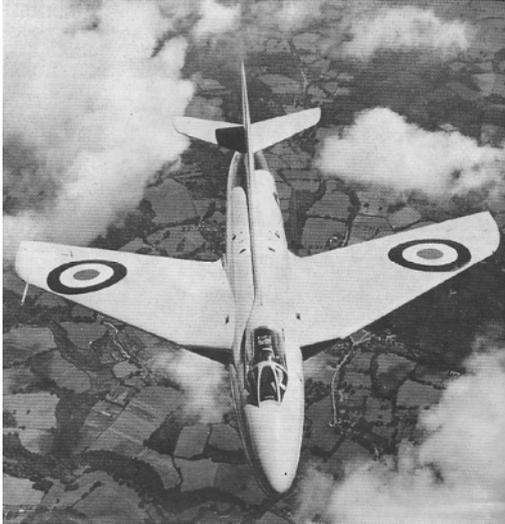
Also whilst on the subject of model shows the following has been announced by the new Scale Modelworld organiser.

The most important change will be that the selling of kits from branch and SIG stands is now forbidden due to health and safety concerns and the increasing risk of litigation if an accident occurs, however the Kit Swap is back!

The kit swap will be for IPMS members only and the registration fee is 50 pence per kit. The kit swap will be in hall 3 so you early birds will have something to do before the main halls open, details will follow in a later update.

Peter

Squadron Leader Neville Duke - By Alan Carr



Back in the fifties, my dad worked for "The Times" and every year he would bring home the annual Aviation Supplement, which used to be printed about the same time as Farnborough. At the same time I would read "The Eagle" comic, which also had articles about the modern, at the time, aviation new items. So Neville Duke and John Derry were my heroes. It came with some sadness to read that Neville Duke had passed away on 7th April at the age of 85 a true icon of the New Elizabethan Britain of the 50's. Duke's aircraft was the Hawker Hunter; he took it from its trials as the Hawker P1067 in July 1951, to a world speed record of 727.6 mph achieved at those most salubrious venues of Bognor, Littlehampton and Worthing just three months after the Coronation.

In the immediate post-war period we fleetingly held the world lead in jet technology, but soon the power of the US made its presence felt. In October 1947 Chuck Yeager piloted the rocket powered Bell X1 through the sound barrier and the F86 Sabre jet fighter achieved the same in a shallow dive. The Korean War started in 1950, by then America and Russia had high performance jet fighters in the F86 Sabre and the Mig 15, thus the Hawker Hunter and the Supermarine Swift were conceived in 1948. Billed as successors to the Spitfire and Hurricane; unfortunately the Swift failed. Luckily the Hunter was not a flop, and what set the seal on its success, and Duke's fame, was his performance at the Farnborough show in 1952. Standing in the aircraft park, Duke had watched as the test pilot John Derry, and his navigator, Anthony Richards, broke the sound barrier in their black de Havilland DH110. Then catastrophe ensued. The jet disintegrated its crew perished and 28 spectators died. Minutes later Duke took the Hunter up, he put the fighter into a 40 degree dive, descending at 50,000 feet a minute, and then the Hunter's sonic boom reverberated round Farnborough. The show had to go on.

He enlisted in the RAF as a cadet in June 1940 and later joined 92 squadron, flying Spitfires. The first plane he shot down was a Messerschmitt Bf109 over Dunkirk in 1941. Later that year he joined 112 Squadron, initially flying Curtiss Tomahawks with the Desert Airforce, then returned to later marques of the Spitfire. He ended his war in North Africa and Italy as the RAF's leading ace in the Med. having destroyed 28 enemy aircraft. He became a test pilot in 1945 and joined the Empire Test Pilots School, in June of that year he was seconded to the RAF High Speed Flight, primarily to break the sound barrier, this was fleetingly achieved when Group Captain Teddy Donaldson flew his Meteor at 615.78 mph. He had joined Hawker as an assistant chief test pilot; in 1949-50 he achieved world records on flights between London and Rome, London and Cairo and London and Karachi.

In July 1954, the Hunter entered service with the RAF, it was a major sales success with nearly 2000 produced for many countries, and was still in service for some into the 1990s. He received many awards and decorations, including the DSO, OBE, and DFC with two bars; AFC, MC (Czech) and fellowship of the Royal Aeronautical Society. Farewell to another hero.



Alan