



# "STICKY FINGERS"

Magazine

[www.sticky-fingers.org.uk](http://www.sticky-fingers.org.uk)

Issue 69 March 2010



**I think I took a wrong turn somewhere!**

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## Peters Prattling

### Next month – Competition Night

The 1<sup>st</sup> competition round of the season.

### Home Front

My thanks to all those who attended the AGM last month and were it seems happy to let the Committee bumble along in their posts. Your vote of confidence is heart warming.

Like Robin I have been running round like a headless chicken finalising bits and pieces for Expo. You always start the planning for next year's show thinking that you'll get things done much earlier but somehow you never do. Still we are on track for everything to have completed in time for the show.

### Southern Expo News and Decals

Only 4 more days to go and then Southern Expo is off and running for another year. There has been some industry feedback on the decals and it has been pleasingly supportive of the effort both Robin and myself have put into the production. All (!) we need to do now is sell enough to cover the costs and make a profit if possible. Never fear we have plans for at least another 3 or 4 years worth of subjects, not all Battle of Britain, if all goes well.

### Southdowns Show Lancing

We've had an invite from the Southdowns Model Group to attend their show in Lancing. It's Saturday 22<sup>nd</sup> May, which for many might be a bit unfortunate as the Barnet show at Hendon is the next day on Sunday 23<sup>rd</sup>. Having spoken to my wife about this almost clash, she has sort of resigned herself to me going to both as they are both really good shows, but in a different way, and depending on the weather she might even come out to one of them with me. Is anyone else interested in attending this show?

### Forthcoming Shows in 2010

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.

2010	
20 <sup>th</sup> & 21 <sup>st</sup> March (Saturday & Sunday)	Southern Expo
28 <sup>th</sup> March (Sunday)	Newbury Scale Model Club, Greenham Common Airbase
17 <sup>th</sup> April (Saturday)	Plymouth Show
24 <sup>th</sup> & 25 <sup>th</sup> April (Saturday & Sunday)	Scottish Nationals, Dewars Centre, Glover Street, Perth
16 <sup>th</sup> May (Sunday)	IPMS Tyneside, Northern Scale Model Show, Temple Park Centre, John Reid Road, South Shields, Tyne & Wear NE34 8QN
22 <sup>nd</sup> May (Saturday)	IPMS Devon (South), South Devon Model Extravaganza, Newton Abbot Race Course TQ12 3AF Southdowns Model Club Show, Lancing – we've had an invite to this show.
23 <sup>rd</sup> May (Sunday)	IPMS Barnet, RAF Museum Hendon – I've requested 2 tables
5 <sup>th</sup> June (Saturday)	IPMS Salisbury show
27 <sup>th</sup> June (Sunday)	IPMS West Norfolk, Downham Market Town Hall
26 <sup>th</sup> September (Sunday)	Brampton show - Burgess Hall, St Ives, Cambs, PE27 6WU
13 <sup>th</sup> & 14 <sup>th</sup> November	Scale Modelworld - Telford

Peter



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## Robins Ruminations

Well things are really busy on the domestic and the Expo front in the Bellamy household.

Expo and its related matters have moved into high gear and are taking up most of my time one way or another. Peter and I are busy attempting to arrange our home lives around various meetings at Harrow Lodge, one another's houses and, of course my favourite, a night time meeting in a petrol station on the A127. Picture the scene, there is Peter and myself with a brown envelope with cash in, all ready to meet another shady looking character and exchange the envelope for a plain brown box out of the boot of the other car. Of course we know that all we're doing is picking up the Expo and club sweatshirts, however what it must look like to the people in the petrol station is another thing. Ever seen Essex Boys? I swear that one of these days we're going to end up on the wrong side of the Essex police armed response unit! News at Ten here we come!

These fun activities are of course also fitting in with building the Messerschmitts and Spitfires for the decal sheet. Who said arranging model shows was a placid, relaxed pastime?

Just to add a little spice to the mix, my mother in law recently returned from her winter break in Malta. Adele and I made sure that the house was warm and everything was running fine for her return. Of course nothing quite goes to plan. To start with the Calor gas fire that we had lit in the kitchen run out of gas while we were at the airport. When we tried to put on the TV the remote control that was working before we went out, had decided to give up the ghost. New batteries needed. The next day the immersion heater element decided to blow, things were really getting good! Another phone call in the afternoon, the light bulb in the living room had blown. Of course it couldn't be a normal bulb, it is a large circular fluorescent tube, not exactly the sort of thing that you can pick up at any corner shop.

The poor mother in law must have thought that we had run her house into the ground while she had been away. So I have spent the last few days looking for the fluorescent tube, fitting a new heater element in the water cylinder, sorting out a new gas bottle and doing all the other odd jobs that keep on raising their little heads as well as taking the mother in law shopping. I wonder if my mother in law fancies to pop back to Malta for a while, like six or seven months perhaps?

My son has visited his girlfriend in Florida again recently, the only thing that bugs me about it is that he called the other night to describe the cool beer he was drinking while watching the sun set over the beach. At this point I did of course remind him that if he wanted a lift home from the airport he should discuss other things as all I had was a cup of tea in front of me and it was dark and freezing cold here. Shall we just say that the "attitude adjustment" was instantaneous! However I now have my son home and he is fighting fit and ready to be my willing slave at Expo, even if he doesn't know it yet. There is no such thing as a free airport pick-up!

It's coming springtime, not that you would think it by the weather, a time when a young man's thoughts turn to love, which lets me out on grounds of ageism. My wife's thoughts are however turning towards all things gardening, discussions about seeds and plug plants are again coming to the fore, saints preserve me! Still as long as the weather remains cold and miserable there is hope for a little extra modelling time, however I know the delay is only temporary, the lawn mower will have to be dusted off sooner or later.

### **My Official hat is now on.....**

Well not a lot to report on the official side of my club persona there being no competition this month.

I would like to thank all the membership of the club for making the A.G.M. as painless as it was and for voting me back into my position.

**Robin**



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## Wrighty's References - The Royal Navy's Lost Cover Up

In June 1943 the Government and Royal Navy carried out a major cover up of events at sea including the loss of an aircraft carrier and all its top secret aircraft, which to this day has never been revealed.

The fact that had a 20 year secret order placed on the event, it did not come to light and still fails to appear in Navy records to this day (i.e. 2009). Maybe in the '60s it was felt the loss of Russian convoy PQ17 was revealed that would be enough to take at the time.

Only 65 years later small details have been located, amongst them a senior Admirals diary. He of course is long dead, like all living interests who could have added to the story. Therefore "some conjecture" has gone into this story, to make what is our interesting tale.

### September 1943

The Escort Carrier HMS Dicer has gone missing north of Ireland, where the Irish Sea joins the Atlantic Ocean. The Admiralty were expecting a date for the loss enquiry but the memo they get was something entirely different.

From War Cabinet      To Admiralty (Liverpool)

Top Secret

1. HMS Dicer enquiry cancelled
2. Expunge all records as follows:-
  - a. Escort Carrier HMS Dicer
  - b. No. 844 Naval Air Squadron
  - c. Fairey Aircraft Ltd regarding development of A/C Sparrowhawk
  - d. To be carried with utmost urgency in cooperation with Special Executive Branch and records sent to address given in attached directive

Signed W.C  
War Cabinet

### Background

Sky Yesterday Channel December 2009, TV Program "Behind Closed Doors"

It is necessary to know a little of the backdrop of the general situation of the war against which these decisions were taken, often referred to as the "bigger picture".

Firstly Churchill, Roosevelt and Stalin had met in mid 1943, when the UK PM and the US President had to tell the Soviet Dictator (their ally) that the 2<sup>nd</sup> front he wanted would not be possible for another year. As an appeasement they offered an invasion up through Italy instead, insisting this would ease pressure on the Red Army. Stalin was furious, even the resumption of the "Arctic Convoys" with war material failed to bring any cooperation from the dictator. However his mind was now fully concentrated on his biggest ever battle "Kursk", the greatest tank battle ever, which his forces won and so started the long Nazi retreat from the USSR. Mid 1943 was the time when Allied day (USAF) and night (RAF) round the clock bombing commenced to destroy Germany. At sea things were finally coming together in the North Atlantic (see main story for details), the future was looking good, it must not be jeopardised!

### The Carrier HMS Dicer

When lease-lend carriers were being built in the USA, Canada did not want to be left out and offered to build a carrier for Britain. It was kept very low profile by the British Admiralty but it was agreed that they would accept the offer, as British built carriers were limited by the war on their doorstep. So plans of a "Bogue" class carrier (CVE) to



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be built for Britain under UK contract were given to the Canadians. In British parlance this was known as an "Attacker" class carrier.

These were of 11,800 tons (BRT), propelled by a single shaft driven by geared turbines to give a top speed of 17 knots. All armament was anti-aircraft and there was provision for a complement of 18 aircraft. Commenced in early 1942 the carrier was behind on delivery, commissioned in May 1943. She sailed in convoy to the UK in July 1943, arriving at Liverpool in early Aug 1943. She had one advantage, much of her fittings were of British Standard to meet Admiralty requirements, unlike the US lease-lend carriers which needed to be modified to British standards, (a process known as "Americanisation"), which often delayed the US carriers going into service for some 3 months.

## **The Aircraft Company Fairey**

The failure of the Albacore to replace the Swordfish and obsolescence of the Fulmar by 1942, the company needed to supply a worthwhile machine to the Royal Navy Fleet Air Arm. High hopes were held for the Firefly, the aircraft designed by Mr H Chaplin had flown in late 1941 and been under development in 1942. Although the fighter met many of the RN requirements progress was slow and the Rolls Royce Griffon engine was not available in any numbers when the aircraft began production in early 1943. However at this time lease-lend Hellcat Mk.1s were made available to the UK. Powered by the 2,000HP Pratt and Whitney double row radial engine R2800W. Spare engines were available for the lease-lend fighters and 6 of these found their way to the Fairey factory.

Chaplin directed his assistant Mr Fernaux-Latham to redesign the Firefly to accommodate the Pratt and Whitney engine, which was akin to the performance of the R.R. Griffon. From Mar 1943 6 airframes were modified to accept radial engines, Fernaux-Latham then took it upon himself to introduce a number of new components and technologies (\* for list see later) to produce a universal aircraft for the Fleet Air Arm. In fact it was no longer a Firefly and was given the new name Sparrowhawk and early tests proved well up to expectations.

\* Plans and modifications will follow in later editions of Sticky Fingers.

## **No. 844 Fleet Air Arm Squadron**

Formed in late Mar 1943 amongst other new squadrons in readiness for the lease-lend Avengers as they became available in the UK. However as 844 had a mixture of UK and Canadian pilots and crew it was chosen to work up the new Sparrowhawk as its test results had been so good. The 6 aircraft and 2 Fulmars were flown to Hatson, no doubt to maintain secrecy, from a distance they didn't look like Avengers.

The work up with the fleet went exceptionally well over Scappa in the period between Apr – Jul 1943. It had not gone unnoticed as we will see in the story that follows.

**The story will continue next month – Ed**

**Alan**



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## IPMS Hornchurch AGM 2010 Report

### Committee Reports

#### Secretary's report – Peter Bagshaw

To sum up the year, it's been another good one for the club, from what I can see we've had a steady attendance to the club meetings and some new members too. The only "fly in the ointment" was the short notice cancellation to the December meeting but I don't think that's worth going over again.

The feeling I get about the club is that it is generally very happy with what we are doing and you're not looking to change it much and let's face it if it ain't broke don't fix it.

From my point of view the only things I'd like to see change, and I know it's probably pie in the sky, are the following:-

**Attendance at shows** – I'd love to see more people turn up and display their models at the shows around the country, a case in point was the Milton Keynes show, where we had 4 other members turn up and put some models on the table, it really refreshed the display and showed off the club.

**Southern Expo and the IPMS(UK) Nationals** – These are 2 of the biggest shows of the year, but for different reasons. Southern Expo is our best chance to show off the club and entice new members to attend. If we can't put on a good display here then we might as well not bother, but also more importantly have members manning the stand and being willing to talk to people who might be interesting in joining at some point. Without new members the club could wither and become uneconomic to run. Please can you all really consider spending some time on your clubs display over the weekend? Similarly the Nationals are not everyone's cup of tea, they are a long way away and are very large physically to get round but again if you are attending the show the club stand does need your support, especially for bodies to sit behind the stand. If it wasn't for Southern Expo Robin and I, who shoulder most of the responsibility for the stand, more than likely wouldn't go along every year, frankly we either need other people to make an effort or again at some point we might as well give up having space.

I'll close on a more positive note, despite the moan above this is still a great club, I'm happy that any model being displayed will not be simply rubbished but should the modeller ask for feedback provided will be constructive and help offered without keeping techniques secret from one another. Keep up the good work that makes running the club a relatively easy job.

#### Assistant & Competition Secretary's report – Robin Bellamy

Well it's that time again, the dreaded AGM. It only seems a couple of months ago since we were sitting down having the AGM, the mind certainly play tricks with your mind.

Right, let's get straight down to business and make the AGM as painless as possible. The responsibilities of the competition secretary in this club are mercifully light and simple due to the straightforwardness and easy going nature of the membership of the club. There were no disputes or any need for myself to adjudicate on any queries or disputes in the past year.

Over the past year the membership entered a total of ninety five models into the various quarterly competitions. I'm sure that you will agree with me that the numbers, variety and quality of those models have improved yet again, doing great credit to the membership in general. All I can hope for in the coming year is for even higher model numbers, more diverse model types and even better quality models.

On a personal note there is one point that I would like to raise and that is the way in which all the members of this club are happy and comfortable in placing their models on the competition tables without fear of bad comment or ridicule. There is always help, advice and constructive discussion on all the models on the tables, but not dismissive attitude or negative comments. This I think is the real strength of our club unlike some other we have heard of or been involved with at one time or another.



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## Treasurer's report – Bob Plumridge

Presented a breakdown of the clubs accounts for the year, the club had a small net increase to its coffers over the year.

	INCOME	EXPEND HALL	EXPEND REF.	EXPEND MISC.	
BALANCE MAY 2008					£ 255.76
MAY 08	£ 43.00	£ 22.00	£ -	£ 3.96 POSTAGE 22.50 TROPHYCLAMP	
JUNE 08	£ 51.00	£ 22.00	£ -	£ -	
JULY 08	£ 44.00	£ 22.00	£ 5.00	£ -	
AUG 08	£ 44.00	£ 22.00	£ -	£ 49.00 NAME IT	
SEPT 08	£ 40.00	£ 22.00	£ -	£ -	
OCT 08	£ 44.00	£ 22.00	£ -	£ -	
NOV 08	£ 36.00	£ 22.00	£ -	£ -	
DEC 08	£ 00.00	£ 22.00	£ -	£ -	
JAN 09	£ 44.00	£ 22.00	£ 5.00	£ 35.00 COMP. PRIZES	
	£ 346.00	£ 198.00	+ £ 10.00	+ £ 110.46	= £ 318.46
TOTAL	346.00				
+ BALANCE	255.76				
	£ 601.76				
LESS	£ 318.46				
BALANCE	£ 283.30				FEB' 2009

## Election of Officers

The committee posts were then voted in. Myself, Bob and Robin were happy to continue in our roles and were re-elected as there were no other nominees for the positions.

No other posts were created.

## Club Competitions

### Announcement and presentation of trophies to the winners of the 2009/2010 competitions

I did back a slight "horlicks" of the AGM notes in Februarys Sticky Fingers, I'd left the winners of the 2 trophies as last years, below are the official winners.

- i. Wally Arrowsmith Trophy (Aircraft) – John Bennett
- ii. IPMS Hornchurch Trophy (Miscellaneous) – Peter Bagshaw
- iii. Modeller of the Year – Mick Pitts – winning with his 75/27 Cannone

The competition was then discussed. The membership was generally happy with the format and style of the competitions. The club competition rules are repeated below.

## Formulation of outstanding monthly dates for 2010/2011

See schedule later.

## Any Other Business

### Theme Build for 2011

Anything from the '50s, we were trying to think of any significant dates for 2011 but the only one we could initially think of was the Korean War period so the '50s was suggested as this would encompass this era and not disenfranchise the non aircraft or armour modellers too much.



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## Club Competition Rules

- The competitions are split into 2, the Wally Arrowsmith Trophy for Aircraft subjects and the IPMS Hornchurch Trophy for Miscellaneous subjects.
- Each competition will be run over rounds determined at the AGM (normally 4).
- The schedule and any "Themes" for the competitions are decided at the AGM.
- All models must have been completed for that competition year.
- Each competition has been split into 2 categories.

	Category 1	Category 2
Aircraft	1/72 <sup>nd</sup> scale or less	Greater than 1/72 <sup>nd</sup> scale
Miscellaneous	Military vehicles any scale	Anything else, i.e. not an aircraft or military vehicle subject.

- Registration of models must be made before 20:15 to allow voting to start at this time.
- Members vote for the winning models in order of preference from 1<sup>st</sup> to 5<sup>th</sup> places in each category and competition.
- For each competition round a competitor may enter a maximum of 2 models per category, i.e. For the Wally Arrowsmith competition (Aircraft) 2 models in Category 1 and 2 models in Category 2 are the maximum allowed per round.
- Modellers may enter models in either or both competitions and categories, Aircraft and Miscellaneous.
- A model may only be entered into any competition once.
- Dioramas count as 1 model.
- Two models on one base, but not a diorama, count as 2 models.
- Modellers are **not** expected to vote for their own entries.
- The person with the highest overall number of points in each competition (Aircraft or Miscellaneous) after the last round will be the club champion.
- In the event of a tie on points the number of 1<sup>st</sup> and 2<sup>nd</sup> places etc. will be the deciding factor.
- All models entered into any of the rounds are eligible for entry into the "Modeller of the Year" competition.
- **In the event of a dispute the Competition Secretary's' decision is final.**

### Scoring

Every model entered in each competition scores 5 points.

The following points will be awarded for the 1<sup>st</sup> five places in each competition category.

1 <sup>st</sup> place	20 points
2 <sup>nd</sup> place	18 points
3 <sup>rd</sup> place	16 points
4 <sup>th</sup> place	14 points
5 <sup>th</sup> place	12 points

i.e. a person entering 1 model who comes 3<sup>rd</sup> will score 5 points for entry plus 16 points for 3<sup>rd</sup> place, giving a total of 21 points.

## Modeller of the Year Competition

### Rules

- Judging for the competition will be performed by external judges with no association with any of the entered models.
- Any models which they have entered into the IPMS Hornchurch competition over the year are eligible for entry.
- First, second and third places are to be awarded with the following prizes being awarded.

Winner (1 <sup>st</sup> place)	£20
Runner up (2 <sup>nd</sup> place)	£10
3 <sup>rd</sup> place	£5
- **In the event of a dispute the judge's decision is final.**



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## Club Display Code of Conduct

Do not spill any food or drinks on the tablecloths; if possible avoid eating or drinking behind the stand.

Keep the language clean. Swear words may well put off families from approaching the club.

Always keep the stand manned - with 1 person in front if possible. If you are the only person there and need to leave the stand find someone else from the club and request they take over.

Be polite to the punters.

If you see someone has been manning the stand for a long period of time - offer them a break.

Be careful with the models - report any damage and arrange for repair if possible. Unless absolutely necessary let the owner of the model move it.

When setting up - make sure that the club name placard is on show, that flyers are available and that any themed displays are clearly identified.

Try not to bring along the same models time after time. Refresh your display models as often as possible.

A Display Organizer will be appointed by the Club Committee/Secretary for each show the club attends. They will be responsible for the following: -

- The club display cloths and club name plate are available and used.
- The appropriate club display bases and stands are used, note for some shows where a small number of models or modellers are in attendance you may not need all or any of the stands.
- Will have the authority to request the moving of models to provide the best possible display.
- Will have the authority to request the removal of models to make room for other club members e.g. if late attendees arrive and it is safe to do so. The aim would be to allow an equal amount of display space for all members attending and wishing to display



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## 2010/2011 Schedule

March 15 <sup>th</sup>	'70s Theme Southern Expo models & ArmourFast builds
April 19 <sup>th</sup>	Competition Night
May 17 <sup>th</sup>	Work In Progress
June 21 <sup>st</sup>	Competition Night
July 19 <sup>th</sup>	Mick's Models – Weathering Hints and Tips by Mick Pitts
August 16 <sup>th</sup>	Show & Tell – Phil Worth
September 20 <sup>th</sup>	Competition Night & Battle of Britain Themed Models extra class
October 18 <sup>th</sup>	Expo DVD night
November 15 <sup>th</sup>	Competition Night
December 20 <sup>th</sup>	Quiz and nibbles
January 17 <sup>th</sup>	Competition: Modeller of the Year
February 21 <sup>st</sup>	AGM