



"STICKY FINGERS"

Magazine

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Peters Prattling

Next month – June – Competition night

The 2nd round heats of our competition.

Home Front

Nothing much to report this month on the home front, I've mostly been up to my elbows and beyond occasionally in clearing some rather overgrown shrubs from the bit of garden to the right of my driveway. The problem is that most of the shrubs are extremely spiky and scratch you at any given opportunity, they'll even go through rubber soled shoes and normal leather gardening gloves! After at least 2 weekends my arms looked like I was self harming as they were scratched up and down, I'll show you the scars if you ask nicely!

Judging For IPMS South East Essex (Southend) Competition

As is normal, we've had a request to supply some judges (or sacrificial lambs) for the IPMS South East Essex (Southend) end of year competition. The date for this is Wednesday 19th May @ the Civic Centre.

Free Harrier Decals from Model Alliance

There are still "some", well quite a few actually!, Harrier decal sheets left if anyone wants some. The decals have a "slight" issue, as far as I can tell one of the serial numbers has a misprint on it but as this is a common letter (Z) and can be borrowed from one of the other aircraft this shouldn't be insurmountable. I had actually obtained this set of decals as an under table purchase at Brampton so I have the instruction sheets if anyone wants a copy.

Southdowns Show Lancing – Saturday 22nd May

I've accepted the invite from Southdowns Model Group to attend their show in Lancing. It's Saturday 22nd May, which for many might be a bit unfortunate as the Barnet show at Hendon is the next day on Sunday 23rd. As I've mentioned before it's a comparatively small show (compared to Southern Expo most are) but it's a really friendly one, we probably have more people stop and chat about our models at this show than any other. If the weather is kind then it can be a really nice day out for the rest of the family too as Lancing is just up the road from Brighton but has its own beach too.



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Barnet Show @ RAF Museum Hendon – Sunday 23rd May

I've booked the following peoples cars in for the Hendon show

Peter Bagshaw
Danny Alvisse
John Bennett
Ralph Hebron
Steve Crust

Robin Bellamy
Brian Thomas
Ian Brown
Steve Hide

If your name is not on the list and you are planning to take your car along please let me know ASAP as I may be able to wangle free parking for you (no guarantees though), otherwise it will cost you at least £3.50 for 6 hours to park there and you may not be able to get in until 10:00am.

Medway Show Invite

I've received an invite to the Medway show on Saturday 4th & Sunday 5th September. As usual it's at the Royal Engineers Museum in Kent. We are able to attend on either or both days depending on how much interest there is shown by the club. If you are interested in going please let me know as soon as possible so I can arrange the booking.

ArmourFast Builds and Reports

How are your ArmourFast builds coming along? I've seen quite a few of the models appear on the tables at the last meeting for the competition, but as yet I have only been handed a few reviews, thanks John & Robin!, although I'm just as guilty. I have been handed some more samples, mostly Sherman based but there are a couple of boxes of figures too.

They attended the last club meeting and were given some feedback at the time. If you want to contact them directly their details are:-

E-mail armourfast@btconnect.com
Address Unit 4 Orsett Industrial Park,
Stanford Road,
Orsett,
Grays
RM16 3BX.
Telephone & Fax 01375 677994

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	
22 nd May (Saturday)	IPMS Devon (South), South Devon Model Extravaganza, Newton Abbot Race Course TQ12 3AF
	Southdowns Model Club Show, Lancing – I've requested space for this show.
23 rd May (Sunday)	IPMS Barnet, RAF Museum Hendon – I've requested 2 tables
5 th June (Saturday)	IPMS Salisbury show
27 th June (Sunday)	IPMS West Norfolk, Downham Market Town Hall
4 th & 5 th September (Saturday & Sunday)	Medway Model show. REME Museum, Gillingham, Kent
26 th September (Sunday)	Brampton show - Burgess Hall, St Ives, Cambs, PE27 6WU
13 th & 14 th November	Scale Modelworld - Telford

Peter



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Robins Ruminations

Some time ago my Wife told me that she would like my company when going to meet some old friends of ours. However, the date clashed with this evening's club meeting. So it's a simple choice, am I master in my own household or a mouse. Given the options, pass the cheese please and I'll scamper back into my hole in the skirting board. So please accept my apologies for not attending this evening's meeting, but at least I'll be seeing you at the next meeting with all of my bodily parts attached and in working order, as long as Adele doesn't get to see this article! However I hope to see some of you before the next meeting, if not at the Lancing show, certainly at the Hendon show next Sunday.

However that my Wife only "requested" my company goes to show how much I am in my Wife's good books at the moment. The reason for this was a surprise visit I planned for us some time ago, namely a weekend in Scotland for just the two of us. I only told my Wife on the Thursday evening when she got home from work, immediate panic mode on what clothes take for the weekend. I reminded her it was only for one night, but after one of her "looks", it didn't seem sensible to argue the point. So early on Saturday morning we set off to Gatwick and caught the 07:00 Easyjet flight to Edinburgh, it only took an hour and a quarter, or only just time to drink a cup of coffee before finals over the Firth of Forth. I picked up the hire car and we then set off towards our hotel in Perth, arriving there an hour and a bit later. I booked into the hotel and suggested to Adele that as the weather was so nice, we should walk the short distance into the town centre for a look around. Do you know what? There just happened to be the IPMS Scottish Nationals model show on that weekend in Perth, cor, what am I surprise! I said to Adele that we should really just pop in for a quick look as we were there. Adele simply smiled and said "of course darling" which in married man speak translates into "fair enough, but don't push your luck sunshine".

On entering the hall I must admit to feeling a little bit envious of the bright white lighting instead of the orange cast type that the Hornchurch Sports hall has. However the hall had a bit of an odd feel about it, I soon realised that this is was because I was looking slightly down on the show from a raised walkway. I suppose in area the hall is about the same size as Southern Expo, but did not contain anything like the same number or diversity of traders and clubs seen at Southern Expo. The aisles and areas behind the stands being much larger than Expo's, also the competition area is also included in the main hall area. However to be fair I think the show organisers put on a very good show considering that Perth, which is not exactly large in itself, is around sixty miles from any other major population centre. We entered the floor of the hall via a ramp, it almost seemed to be like stepping down into an empty children's paddling pool at a park, most odd. The floor of the hall was concrete and felt pretty cold; I thought that if you were attending the show all weekend as a club member it would be a bit hard on the feet. Being an IPMS show there was no under the table kit sales, but a kit swap in a small, dark side room with about a hundred kits in all told, fairly depressing. We walked around the show and chatted with traders and club members for around an hour and a half and bought a couple of kits despite being constrained by the hand luggage restrictions and then continued our wander into town. It was while wandering into the town centre that it suddenly occurred to me why the hall had such a strange layout. In the "season", the floor of the hall is a curling rink and the step down to the floor level would be the necessary depth of ice required for the sport.

After a wander around town and grabbing a bite to eat we decided to make the most of the fine weather and returned to the hotel left Perth for a drive around the beautiful surrounding countryside. The next day we had a leisurely breakfast as it was raining, but by the time we checked out the rain had stopped and so it was off to the Trossocks for an all day large circular drive to be at Edinburgh airport for 19:00. Adele did offer to stop and we could have a look in the Black Watch museum, but I thought that this would be a bit cheeky of me as the weekend was supposed to be treat, so I declined her kind offer. We stopped at various places for coffee's and nibbles on our drive, but just after an afternoon coffee stop I saw something out of the corner of my eye that changed things. Doing a quick time and distance calculation to the airport I did a sharp stop and executed a quick three point turn in the narrow road we were on. Adele had been looking at our map at the time and was by now asking me if I had left our coats or my wallet at the last coffee stop. What I had seen was a very large, shaggy Highland bull being hand feed by a couple of people in a field adjoining a mill shops car park. Knowing Adele's love of farm animals and enjoyment of helping out on the farm we holiday on, I knew that this was right up her street. Sure enough, in the shop you could buy a bag of chopped up vegetables and apples to feed "Hamish" for a whole 30 pence. Bag of food in hand, Adele was off like a shot, only returning when the bag was empty and she had been well and truly slobbered over! After cleaning herself up Adele noticed a fleece that she liked the look of, two fleeces and a body warmer later I was busy in the car park sitting on the flight bag trying to get it to shut!



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We then completed our drive and returned to the airport to drop off the car in plenty of time for our flight home. We took off on time and with just time to drink the cup of coffee we bought before landing at Gatwick at about 22:30, with an easy exit from the airport having no hold luggage I was at home just before midnight. We had a terrific weekend in Scotland, enjoying two whole days there due to cheap flights and the right flight times. I can thoroughly recommend it to all. However one word of warning, Adele, on the way back from Gatwick casually asked me if there were any model shows that I might like to have a look at anywhere in northern Europe. I think that I'll have to keep my modelling magazines well away from my Wife in future; this could start to work out expensive!

One last word on my foray to Scotland. When returning from America, my Son has always bought me a bottle of spirits, Cognac and 12 year old Rum. So I figured that I should return the complement, so I bought him a bottle of Scotch to enjoy. Note the pound coin for scale!



Armourfast Build, part 2.

After building the Stug III, I said I was looking forward to building the Sherman Firefly from the company, so no time like the present; I got cracking on the kit. To start with the kit only numbers 19 pieces in total moulded in dark green plastic on just one spruce with sharp, clean detail. I was most impressed with the cast effect on this model, you can see it but it is restrained enough to look good in this scale, very nice. I thought that the running gear and tracks were very realistic considering they were moulded in one piece.



As with the Stug, I decided to build this kit with the minimum of tools, about the same as either a beginner to modelling or a wargamer would have. I removed all the parts from the spruce and cleaned them up with a file and some wet and dry, a simple and quick enough job given the number of parts. The kit went together quickly and easily with no real problems at all.



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The colour scheme was not exactly much of a challenge green, green or green, so I painted it and put it to one side for a night to dry. Peter had given me a sheet of decals specifically for Sherman Firefly's, after choosing a set of decals I applied them and left the model aside for the decals to dry thoroughly and then dry brushed the model with pastel dust. When I was satisfied with the result, I gave the model a blow over with matt varnish to seal the pastel dust and bring the model "together".



Again I think that in time taken the display base took longer to build than the actual model did. Well the question is did I enjoy building my second kit from this range? Simply and emphatically put, yes. The kit was simple and fun to build and gave a very good representative model of the Sherman Firefly. With two complete models in a box, these kits are very good value for money and well worth a beginner, wargamer or a non-armour modeller like me to purchase a box or two either as a first model or just for a change. Thanks to Armourcast for the review sample and more importantly, producing a good looking model that's reasonably priced and good to look at, keep them coming! Any chance of a Panzer Lang or a Stug IV?

My Official hat is now on.....

Well gentleman, but with a new prospective member, lady and gentleman, an excellent start to the first round of competition year with no less than thirty two models on the tables to be scrutinised. Very well done to all those members that entered their models, but of course special mention to the winners of their respective classes.

72nd Aircraft, Paul Bennett with his English Electric Lightning.

48th Aircraft, Steve Crust with the Phantom FGR.1.

AFV, Robert Smith with a Sherman M4A1.

Miscellaneous, Phil Worth's I.J.N. cruiser, the Choki.

Robin



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Wrighty's References - U-Boats Lost in the English Channel

Sky Yesterday Channel - 12th Feb 2010

Odyssey Salvage Company based in Florida USA is well known for searching out underwater wrecks for historic purposes and treasure hunting. They have an interesting website (<http://www.shipwreck.net/>). On this occasion it was to take on a mission to make positive ID on sunken U-Boats in the English Channel. We have of course been here previously (Sticky Fingers issue 67, January 2010), when we joined a different company of divers who located and pinpointed 3 U-Boats in the area off Padstow in Cornwall.

The reason for this story is because Odyssey have brought new and corrected other information, from the original story, so this is more of a supplement to that story.

The brief for Odyssey was to check 7 sites off Cornwall; they had the assistance of U-Boat historic expert, the Swede Mr Axel Niestlé aboard, who incidentally had been consulted by the man who was No.2 on the crew who found the Titanic.

New information stated that 11 of a number of deep trap minefields were laid in the Southern Gap, consisting of a total of 1200 Mk.17 mines, each containing 200 kilos of Torpex explosive; they were laid 20 metres below the surface so British Convoys could safely pass over them.

The first wreck visited was U.400, it was confirmed by the Mark 43 machine gun and the bridge island. Also by balcony microphones that were fitted to later U-Boats. This entailed 48 underwater microphones positioned around the area aft of the bridge (thus the name balcony). Thanks to Axel this is now confirmed as the boat with the bow sheared off.

Moving south the next boat was U.1021, with damage to the starboard aft side and pressure hull, confirmed as this vessel, with the sunken collier lying nearby.

Moving on further northbound the vessel lying on its side, the furthest north of the 3 was suspected originally as being U.400, but as we have seen this could not now be so, in fact it was U.325, with divers confirming it had the mounting for the deck gun, used by earlier boats, still in place. The gun was removed as redundant as by this time surface travel was almost impossible and the gun could not be used.

Another U-Boat on their list was U.413, as being off Lands End, but as this we know is not where U.413 lies, in fact she was attacked here on a previous patrol, but escaped and on her next patrol in the Channel she was sunk by a destroyer hunter group 25 miles south south west of Brighton almost on the Greenwich meridian line of longitude on 20th August 1944. Presumably this vessel search was cancelled.

The next target for the search was U.480, originally thought to have been sunk 42km off Penzance Cornwall. Quite why they thought this was U.480 is a mystery? Maybe our Sticky Fingers October issue story regarding the find and history of U.480 took place after this particular search?

Inspection of the wreck, a Type 7c U-Boat with the 1945 additions of periscope and snorkel, which were in the hinged down position (stowed for diving), the boat appeared undamaged, it had 4 bow and 1 stern torpedo tubes, one tube door was still open, was it an accident that caused the loss? It was thought to be one of 4 boats, but a check for the balcony phones, which were buried in the sand failed because of fishing nets snagged on the wreck and strong currents, prevented successful use of the sand filter, so the weather caused the search to be abandoned, as it was too dangerous for the divers.

Note: - An attack known as the "Tin Opener" was carried out on this area on U.480. The Tin Opener is an attack en-masse with Mk.7 depth charges, each containing 200lbs of Torpex explosive, thus causing a shockwave, that was reckoned to burst open a U-Boats pressure hull. On this occasion it seems they were off target as our Oct Sticky Fingers relates U.480 escaped, no doubt due to the "Albrecht" coating and survived, although only for a few



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days when she succumbed to the "Brazier" minefield. It would appear that this as yet unidentified boat coincidentally was accidentally lost in the same area a few days later sometime in late 44/early 45.

The final target for the search team was a wreck 22 kilometres off The Lizard Cornwall, which was believed to be either U.650 or U.1191. A dive and ROV checked that the forward deck gun mounting plate was still in place, the gun had been removed, this gun was not a feature of newer boats, and also the life raft containers (4) were located on the seabed near the hull. The U.1191 did not have these, so it was proved to be U.650. The dive also noted considerable damage to the hull caused by depth charges.

It appears that U.650 went missing around the 7th March 1945; the heavy depth charging that claimed to have sunk U.480 maybe actually destroyed this boat.

Note:- This boat was originally listed as being lost off north east Scotland, but it is clear she made it to the Channel entrance near Lands End, this journey alone via Ireland would have taken about 6 days, so could cover the time discrepancy as the 7th March 1945 was the last call date.

2nd Note: - Why U.1191 was believed to have been this wreck is unclear, in the U-Boat records she was claimed sunk by a Coastal Command Wellington on the 18th June 1944 in position 49.03N and 04.48W, a position north north east of the Brest Peninsular, some 60 miles from the wreck site!

Thus ended this series of searches, there are more to follow next month.

P.S. <http://uboot.net/> on the Internet can provide many interesting features for further study of these stories and U-Boats in general.

Alan

Competition Standings after the 1st Round.

Wally Arrowsmith Trophy (Aircraft)

1/72nd Scale or Less

Position	Entrant	Model	Votes
1 st	Paul Bennett	EE Lightning	51
2 nd	John Houston	Hawk T1	42
3 rd	Alan Wright	Fairey Sparrowhawk	35
4 th	Brian Breeze	Supermarine Swift FR5	28
5 th	Peter Bagshaw	Jet Provost	27
	Peter Bagshaw	F-86 Sabre	23
	Charles Thompson	Spitfire Vc	22
	Brian Thomas	Avro Lancaster	20
	Alan Wright	Fairey Fulmar	16
	Charles Thompson	Macchi C.202	
	Nimrod MR2	Brian Thomas	15

Greater than 1/72nd Scale

Position	Entrant	Model	Votes
1 st	Steve Crust	Phantom FGR1	79
2 nd	Brian Thomas	EE Canberra SC9	50
3 rd	Bob Smith	Grumman Avenger	47
4 th	Ian Brown	Nakajima Ki-84 "Frank"	46
5 th	Ian Brown	Curtiss P-40N	31
	Brian Thomas	EE Canberra T4	28

Positions after 1st Round

Position	Entrant	Points
1 st	Brian Thomas	43
2 nd	Ian Brown	36
3 rd	Alan Wright	26
4 th	Paul Bennett Steve Crust	25
5 th	John Houston	23
	Peter Bagshaw	22
	Bob Smith	21
	Brian Breeze	19
	Charles Thompson	10

IPMS Hornchurch Trophy (Miscellaneous)

Military Vehicles

Position	Entrant	Model	Votes
1 st	Bob Smith	Sherman M4A1	63
2 nd	Bob Smith	Panzer II	47
3 rd	Robin Bellamy	Stug III G	44
4 th	Colin McAulliffe	StuH 42	33
5 th	Ian Brown	Cromwell	23
	Colin McAulliffe	Panzer III	21
	John Houston	T34/84	20
	John Houston	Cromwell	16
	Peter Bagshaw	Sherman Firefly	11

Miscellaneous

Position	Entrant	Model	Votes
1 st	Phil Worth	IJN Chokai	65
2 nd	Malcolm Robinson	Honda Moto GP	58
3 rd	Steve Hide	Audi R8	54
4 th	Malcolm Robinson	Lamborghini Murcielago	44
5 th	Sean Gamble-Beresford	Trabant	38
	Steve Hide	Plymouth Belvedere	26

Positions after 1st Round

Position	Entrant	Points
1 st	Bob Smith	48
2 nd	Malcolm Robinson	42
3 rd =	Steve Hide	26
4 th	Phil Worth	25
5 th	Colin McAulliffe	24
	Robin Bellamy	21
	Ian Brown	17
	Sean Gamble-Beresford	17
	John Houston	10
	Peter Bagshaw	5

1/72nd Scale or less

Paul Bennett EE Lightning



John Houston Hawk T1



Alan Wright Fairey Sparrowhawk



Brian Breeze Supermarine Swift FR5



Peter Bagshaw Jet Provost



Peter Bagshaw F-86 Sabre



Charles Thompson Spitfire Vc



Brian Thomas Avro Lancaster



Alan Wright Fairey Fulmar



Charles Thompson Macchi C.202



Nimrod MR2 Brian Thomas



Greater than 1/72nd Scale

Steve Crust Phantom FGR1



Brian Thomas EE Canberra SC9



Bob Smith Grumman Avenger



Ian Brown Nakajima Ki-84 "Frank"



Ian Brown Curtiss P-40N



Brian Thomas EE Canberra T4



Miscellaneous - Armour

Bob Smith Sherman M4A1



Bob Smith Panzer II



Robin Bellamy Stug III G



Colin McAulliffe StuH 42



Ian Brown Cromwell



Colin McAulliffe Panzer III



John Houston T34/84



John Houston Cromwell



Peter Bagshaw Sherman Firefly



Miscellaneous - Other

Phil Worth IJN Chokai



Malcolm Robinson Honda Moto GP



Steve Hide Audi R8



Malcolm Robinson Lamborghini Murcielago



Sean Gamble-Beresford Trabant



Steve Hide Plymouth Belvedere



