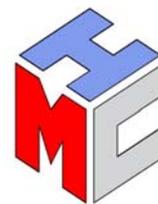




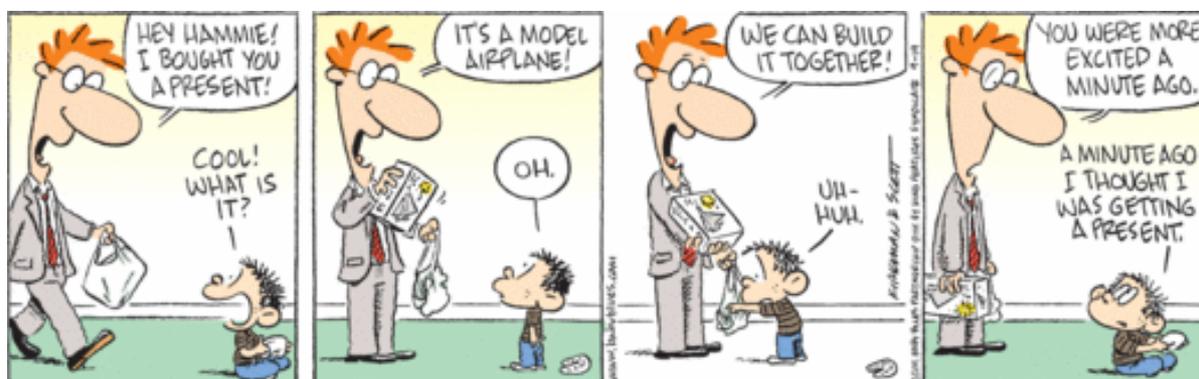
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Magazine



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Next month - November - Competition Night



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Peters Prattling

IPMS Hornchurch on Tour

Brampton Show

A very good turn out by the club, well done and thanks to all those who attended. Robin and I got there too early, somehow I'd missed seeing instructions to say that the traders would be allowed in 1st to start their setup and then the clubs would be in at 8:30. Oh well, it was a really pleasant day weather wise so standing outside to wait was no problem, apart from someone who thought that as we were from Hornchurch we should be lambasted for his model display not being allowed in Southern Expo because he wasn't a club. Thankfully we weren't in the mood for an argument so kept quiet, and I thought the main reason we didn't let people in to display was lack of space! What would I know I only organise the show with Robin!

When we were let in we setup the cloths on the stand and Steve Crust had arrived too. The sidestands were being setup but as those of you that have ever put these up or taken them down again know this can be a bit of a time consuming job, so I suggested we waited until we could see how many models were being put out, and then the deluge! John Huston, Danny Alvisse, Mick Pitts and Greg Brand all turned up with their models so the other corner stand was put up. The club stand was soon filled up and both Robin and I put our models back in the car for once. As I started, a really good turn out and club display, thanks to all those who turned up and supported the stand.

Bargains of the day were from a trader offering large discounts off some ICM kits, which if you choose wisely are very good quality. A 1/72nd Me-109E for £3? Yes please!

Hornchurch Country Park Show

The day dawned bright and sunny which was very promising. There would be nothing worse than sitting under a marquee in the pouring rain and cold. I turned up to find Ian and Robin already there. We soon had the marquee, supplied through Richard Smith, erected as it was a really good fold out one. By this time John Huston and Mick had turned up and so the gang was all there!

Unfortunately for Mick he'd noticed on the run down that one of the panniers on his bike had fallen off and had gone bouncing down the road, which was bad enough, until you realise that some of his models were stored in there. Some damage was sustained but there were a few models which had survived relatively unscathed. The damaged Hetzer had a little bit more damage but how could you tell!

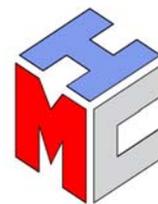
The day passed quickly with us taking guard over the models, as Robin says later in his report there were a large number of kids with grabbing hands, it's the sort of show where the non-modelling fraternity turn up so you can sort of let them off as they don't all have an appreciation of the delicacy of some of the models, but only so long as it's not your model that gets picked up for a fly around. A prize should go to John Hustons 2 seat Spitfire as that attracted most interest from that quarter.

Whether we get any new members I'm not sure but it was a good advert for the club. Again my thanks to all those turned up and put loads of models on the table.



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Under a Tenner Competition

Entrant	Subject	Status of build
Brian Breeze	EE Lightning (Hasegawa)	
Barry Brown	Gridiron Grabber (AMT)	Finished
Brian Thomas	Canadair Sabre (Airfix)	
Brian Thomas	Harrier GR3 (Esci)	
Colin McAuliffe	Sukhoi Su-27 (Italeri)	Needs more time
Danny Alvisse	Born Losers – Castro	Needs more time
Graham Hill	Mig-21 (KP)	
Greg Brand	MG TC	Late Entry
Ian Brown	Walfish (Eduard)	Finished
John Huston	Born Losers – Hitler	
Mick Pitts	Deuce ½ (Tamiya)	
Paul Bennett	Dassault Mirage (Eastern Express)	Finished
Peter Bagshaw	F-16B Fighting Fulcrum (Revell)	Needs more time
Ralph Hebron	Fokker D.VII (Roden)	
Robin Bellamy	Bristol Fighter (Eduard)	Needs more time
Robin Bellamy	Ki-43 Oscar (Fujimi)	Needs more time
Robin Bellamy	Me-110G (Monogram)	Needs more time
Wally Arrowsmith	DC-4 (Welsh Models)	

Forthcoming Shows in 2011/2012

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.

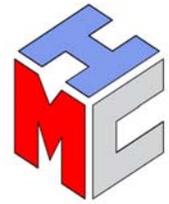
2011	
22 nd October (Saturday)	Glasgow Modelfest , Kelvin Hall Sports Arena, Argyle Street, Glasgow G3 8AW . Fleet Air Arm Museum Autumn Model Show , Fleet Air Arm Museum, RNAS Yeovilton, Ilchester, Somerset, BA22 8HW
12 th & 13 th November (Saturday & Sunday)	Scale ModelWorld, Telford International Centre, Telford, Shropshire, TF3 4JH
2012	
5 th February (Sunday)	IPMS Milton Keynes, Stantonbury Leisure Centre, Milton Keynes MK146BN
25 th February (Saturday)	On Track 2012 , Leas Cliff Hall, Folkestone
24 th & 25 th March (Saturday & Sunday)	Southern Expo
April 1 st (Sunday)	Shropshire Model Show , Royal Airforce Museum Cosford, Shifnal, Shropshire, TF11 8UP
May 20 th (Sunday)	Midland Expo 2012 , Cocks Moors Woods Leisure Centre & Golf Course, Alcester Road, Kings Heath, Birmingham , B14 6ER
November 10 th & 11 th (Saturday & Sunday)	Scale ModelWorld, Telford International Centre, Telford, Shropshire, TF3 4JH

Peter



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Robins Ruminations

While waiting to get into the Brampton show Peter was accosted by a person also waiting to get into the show and told in no uncertain terms that as a club Hornchurch shouldn't bother going to Southern Expo as it was a rubbish show with too many traders, crap parking, no food and that the organisers were an unfriendly lot! After a bit of coaxing by Peter it finally turns out that this person and his Son makes lots of models and should in his opinion be admitted to Southern Expo to display them. Although it was explained to him that space is at a premium at the show and that unfortunately there wasn't room for everybody that wanted to attend the show to be allocated table space. However this was not good enough because he had lots of models to show and off he stomped, most odd we thought.

While walking around the show later in the day we saw this mans display table and it was half empty, so much for lots of models. While discussing this with Peter during the day we do remember a letter, probably from this person, a couple of years ago and Peter replied with the standard "sorry no room available at this time but if we do get a space we will be in contact". While telling the Wife about this odd incident when I got home it struck a chord with her and she asked me to describe the person, which I did. Adele seems to think from my description that this was the person that came into Expo earlier this year and left after 20 minutes throwing his ticket at Bob, Ricky and herself and saying loudly that the show was a total con and went off in a huff. It takes all types I guess, but Lord why send them in our direction?!

Things are moving along, at long, long last!



My Son's recent upsurge of interest in modelling has been taking its toll! Most of all in the terms of my own modelling time, not to mention my tools as well. At least things are moving along at long last with his F-105, soon to be finished and boxed I hope. He has already started work on his Zero, just like his Father I guess with a couple of models on the go at once and damn slow to finish them. I was able to "assist" him to move his modelling from my desk into his own bedroom by the simple expedient of going into my loft and "borrowing" my Wife's needlework stand with lamp and magnifying glass. With this I turned the table in his room from the Black Hole of Calcutta into a pretty good workplace. With the simple addition of his old Games Workshop modelling table and a handful of my tools I have managed to liberate my desk again. Huzzah!

I have found out recently that Crane Fly's or "Daddy Longlegs" can be a right pain in the butt. As most of you know, I have to get up early in the mornings for work and so a good night's snooze is essential. However when one of these damn fly's landed on my face and decided to flutter all over me the other night it certainly woke me up and ruined my nights sleep! Worse was to follow a couple of nights later when my Wife was reading late, one of these fly's starting flitting around her reading lamp and as my Wife really hates them, the solution was definitely going to be final. So when the fly landed on the



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pillow next to Adele, she instantly decided to beat it to death with her book, one small problem, my head was also on the same pillow! I came too suddenly with the distinct thought that Adele was attempting to cash in on my life insurance. However I soon realised that a Mills & Boon book wasn't the obvious choice of blunt instrument to batter me to death with. When I tactfully asked Adele what the hell she was doing, she sheepishly admitted that she hadn't thought about me at all and was just trying to get rid of the fly. Another night's sleep ruined.

My "Official" hat is now on.

Although last month the competition entry numbers were well down, I think that this might have something to do with the postponement of the "under a tenner" competition. However the quality and diversity of the entries on the tables certainly made up for the lack of numbers. Well done to all those that took part.

Well done to our chairman, Peter Bagshaw, for coming first and joint second in the 72nd aircraft section with his Spitfire Vb and Me 109E respectively. Paul Bennett ended up sharing the second place with his G.D. YF-16. In the larger than 72nd scale Phil Worth took first place with his 32nd scale Albatros D.V. with Steve Crust a worthy runner up with his F-16 Barak.

There were only two entries in the Military section with Colin McAuliffe's KV-II just edging Phil Worth's 128mm Anti tank gun into second place. In the Miscellaneous section Colin yet again came first with his very unusual Millennium Falcon with working lighting with Greg Brand's hand painted Custom Van just being pushed into second. Greg said that it took him over thirty years to finish the van, I take great hope and inspiration from this as I now realise that there is still hope for me to finish a model before I retire!

Tonight is finally the "under a tenner competition" and I hope that quite a few of the entries will be on the table tonight. One thing I can guarantee is that the Revell Me.110 G-2 will definitely not be there, I haven't even removed the spruces from their bags unfortunately, but such is life.

Tonight is also Colin's diorama school / instructional talk and so gentlemen the best of order please and give Colin a chance as I'm sure he will be a little nervous to start with.

Show Report Number 1. The Brampton Model Show.

On Sunday the 25th of September Peter, my Son and I set off at about 07:00 in bright sunshine for the run to the leisure centre at St. Ives for the show. We landed, sorry, arrived just after 08:00 only to be told we couldn't get in until 08:30 to allow the traders time to set up. Although we were assured that this information was definitely on the emails sent to the clubs, none of the clubs seem to remember that bit! Still it was a really nice day so we stood around basking in the early morning sunshine, I perhaps think that the clubs would not have taken this as cheerfully if it had been cold and raining! However I have marked it down in the book of grudges and await Brampton's arrival at Expo with relish. It's bound to be nice and chilly in March!

The club had a really good turn out with John, Steve, Mick, Greg, Colin, Peter, my Son and I on the club stand and Bob & Wally on A.L.M. and The Airliner S.I.G. respectively. The show was as busy, friendly and lively as ever with the good lighting showing all the models on the tables off to advantage. We really had a good club stand with lots of new models on display. There were a few bargains to be had and I bought a few more kits cheaply for Expo raffle prizes. Shock, horror, my Son also actually opened his wallet and purchased a couple of kits that had taken his fancy, a Zero for the clubs Pacific theme and a Merkava because he just fancied it. I think everybody enjoyed the show and after a very good trip home a good day was had by all. Top marks for another very well organised and run show by the Brampton Model Club and I'm sure that if invited our club will be more than happy to attend again.

One funny incident did occur when I noticed a Wingnut Wings Albatros kit for sale under one of the tables. I didn't want it but I know that Phil Worth was partial to this manufacturers goodies and also that he has an almost full Pheon decal sheet of options for this aircraft. I phoned Phil and got the nod to purchase it and after a little haggling got the price reduced a little. However part of the deal was



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that I could have the model for cash and a bacon sandwich. I know I have done part exchanges for models before but a bacon sandwich was a new one on me. It turns out that the person I was buying the kit from was the only person on his club stand at the time and the smell of cooking bacon and all the people passing his stand munching bacon butties was more than flesh and blood could stand. So my Son picked up a bacon sandwich and I carried off the kit. I met Phil over the Hornchurch Country Park Show and exchanged the kit for the cash, however I'm still trying to work out how to get the bacon sandwich out of him!

Show Report Number 2. The Country Park Show.

Well it certainly turned out to be a very different show than the club members that originally agreed to attend thought it would be. John with his two lovely Daughters, Peter, Mick, Ian, Adele and I enjoyed the day basking in the sunshine and 80 degree heat rather than being bundled up against the cold as we had originally expected given the shows date. A very good tent was supplied and quickly erected for the members to take refuge from the hot sun and John supplied the three single piece tables for the club display. Thank you John, as this gave a solid base for the model display and saved a lot of time trying to get paste tables solid and level.



Peter, my Wife and a midget in the middle, alias Mick Pitts

Although the show wasn't either a fun day or a military show it fell into neither camp but was a credible first year effort by the organisers without council backing. The show started slowly but soon got very busy with a fair number of families taking advantage of the beautiful weather. The club got a lot of interest from members of the public, not all of it welcome unfortunately. I don't think I have ever seen so many small kids with grubby, sticky fingers in all the years that I have been attending shows as I have at this show. Strangely enough it was John Huston's Irish Air Corp two seat Spitfire that seemed to attract the little beasties like flies around a pile of steaming s**t! I think that John deserves two awards, one for his unfailing good humour and another for the strength of his model building. The only damage done to his Spitfire was a wheel knocked off, quite amazing given the amount of time that the model was mauled. The show wound down and we quickly packed up the models and display but didn't rush away as the day was so pleasant and it almost seemed a sin to waste the good weather. However home we all went and on reflection I think we would do the show again, but leave a little more space at the front of the stand to keep the models safer.

Robin



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Wrighty's References

The Super Hornet Success Story

The Boeing F/A 18 E/F has been a true success story for the US Navy, this claim is justified by the fact that it has replaced a variety of different aircraft types on Carrier A/C Wings over the last decade. It has also surpassed legacy Hornets (A/B & C/D) in recovering to the carrier at higher gross weights. Thus superseding the earlier Hornets, which enabled it to replace the F-14 Tomcat, no mean achievement this, also it made the S-3B Viking obsolete in the aerial tanker role, thereby providing tanker capacity for the carriers in the combat tanker role. By means of the EA.18G "Growler" the Super Hornet is replacing the EA/6B Prowler in the electronic warfare attack role.

Across the board the Super Hornets have improved the overall fleet capability, largely due to the use of advanced avionics, excellent smart weapons carriage capability and the ability to defend itself and the fleet, which all add-up to cost savings on support and logistics.

Agent Hunter (report author) goes on to describe a detailed history of the F-18 variants and its general origin and development, which is probably familiar to most of you, so I'll ignore that and offer you the book! F-18 Hornet from Airforces Monthly by Tim Senior. This offers you 100 large A3 size pages, with lots of colour photos, plus the full history etc. It was recently on sale at "The Works" bookshop in Romford for only £5, a bargain these days, when magazines cost at least £4 - £4.50 each. If they've sold out try:-

Key Publishing Ltd
PO Box 100
Stamford
Lincs
PE9 1XQ
Tel 01780 755131

Agent Hunters' report is completed by the details of Australia's recent purchase of the Super Hornet, details of which appeared in last month's Sticky Fingers.

The Black Ravens

Backing up the above article, the Black Ravens, Sq VAQ-135 Electronic attack unit, completed their recent transition from the EA-6B Prowler to the new EA-18 G Growler Super Hornet in November 2010. They were then stationed at N.A Station Whidbey Island, Washington State, thereby becoming the 4th operational unit with the new type of Hornet. (Agent Rogoway).

F-35s Grounded

Reasons for the grounding of the F-35 fleet (reported in Sticky Fingers September 2011 No.87):-

The entire fleet of test aircraft (20) was grounded on August 3rd 2011, following failure of AF 04s Honeywell integrated power package of the electrical system, which occurred during ground trials at Edwards AF Base California. It happened when 04 was undergoing an engine test, following maintenance in the preceding days. The IPP is used as a starter for the engine and a backup electrical system. A precautionary grounding was issued by the joint production office.

Operations was resumed on August 10th when that problem was located to a defective control valve in the IPP.

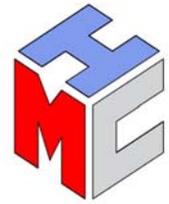
During the investigation the following flight test report was obtained:-

By the 25/07/2011 the F-35s had flown 518 missions in 2011, the breakdown was; F-35A – 250, F-35B – 187 and F-35C – 81.



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Also it was noted that the F-35C version (CF103) carried out its first steam catapult launch at the N.A. Warfare Centre, based in New Jersey on July 27th. The catapult is of the type normally installed in carriers currently with the fleet, these trials will gradually lead up to shipboard trials starting in 2013.

It was noted that A/C (CF102) had completed similar trials during July and was now ready for the 2013 carrier trials.
(Agents Dorr & Kominski)

The F.22 Raptor Grounded

Details of the grounding of the F.22 began on May 3rd 2011 and into June were very sketchy. The supposed problem was believed to be with the onboard oxygen generation system (OBOGS). Precautionary measures were taken, we heard whilst a solution was sought. A later report said that some modified F.22s were being flight tested at Edwards A.F. base, the trials involved an I-Pod based sensor being carried in the cockpit.

Further information gained (by Agent Dorr) showed that the problems are a more serious nature than the F-35. This confirmed that the (OBOGS) has it seems, a fatal flaw and possibly poisoning its pilots! Pilots complain of hypoxia and decompression sickness, at 5 of the 6 bases using the F.22, medical tests have found toxins in the blood of pilots and one pilot Capt. J. Hanley crashed and was killed (believed by oxygen deprivation). Another pilot brought his F.22 in too low and tore the cockpit cover off on trees at the cost of \$71,000 to fit a new one. Other glitches have also been noted in the F.22 (i.e. digital problems) etc. Pentagon officials say the findings of their investigation won't be available until autumn, so the F.22 remains grounded it seems until at least Sept 2011.

The upshot of these events means that the USAF has no 5th generation jet fighter available, whilst the Pentagon officials try to field questions on why no 5G jets are available for Libyan operations. We wait until our agents can find out more.

BAe Systems Bombshell

27th September 2011, BAe Systems announced approx 3,000 job losses at UK plants @ Warton, Preston and Salmesbury in Lancs, Brough in Yorks and Yeovil in Somerset, approx 2,500 and the remainder from 8 smaller establishments as part of cost cutting on defence budgets and affordability.

I don't have to tell you that BAe Systems have a very large say in the Eurofighter Typhoon.

I was about to write an agents report about the Typhoons chances against the Rafale to meet the challenges of getting the Indian order for 126 multi-role combat aircraft. If we get it what is going to happen then, the reduced capacity at BAe may not be able to cope, especially as a flood of exports orders were possibly dependant on the success of the Indian order.

Has anybody seen any crystal balls for sale on e-Bay, I was thinking of getting one for WRYSKY!

Sticky Fingers History

I see from the September edition of Scale Aircraft Modelling the Aviation Book Centre are advertising a new book on page 2, it is called "The History of British Flying Boats". This is probably the most neglected area of British aircraft history, so it may well seem good value at nearly £20. Think how many flying boat model kits can you get today? Very few, and don't bring up the old Contrail vacforms as these are virtually extinct now. You may recall all my efforts to obtain the Short Singapore came to nought. So like the man who bought the electric razor company, I had to make the whole thing from scratch, which took me 2 years. Still it ranks as one of the most graceful birds of all time.

What's all this got to do with the Sticky Fingers history you may ask? Well back in the year 2000 I was looking for subject matter on British flying boats for a new article for Sticky Fingers.



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If you didn't know the RAF used the numbers 201 to 240 for their flying boat squadrons, and with the aid of 3 books (listed below) I produced a 12 page book on the history of our pre-war and wartime flying boats and also I have the full after war history of each unit, complete with all photos and side views, though this didn't make it into Sticky Fingers.

Anyway don't waste your time on Mr Peter Londons book, it was all in Sticky Fingers in July 2000. I still have the master copy and the photos of the SAM histories of each Squadron if you're interested. OK so make another Me-109 or P-47 then!

The story was called "RAF Flying Boats of the 1930s", it comprised 12 foolscap pages detailing 9 in number flying boats, also engines, armament, range and endurance, speed and crew and even aircraft ceilings. It also has 15 photos or sketches covering each aircraft. 3 pages dedicated to a short potted history of each unit from formation dates, to bases used in the UK or abroad, throughout its history, aircraft used and dates given of periods of operational service, to final disbanding or transfer to land based types. Also all wartime Allied code letters are given for each Squadron.

The SAM Flying Boat Sq Histories

Of the 10 squadrons using flying boats 8 were covered in the magazine as full histories, all written by Andrew Thomas. I think the idea at the time was add significant parts of these stories to produce a part 2 to my own story, but upon reading the A Thomas stories I felt he had done such a good job I merely copied them on a photocopier and added the sheets to the master copy. So part 2 never materialised and I had to because of copyright. So the Sticky Fingers missed out although if a flying boat was not your thing you were probably delighted as the next thing was a large Luftwaffe project, more of that later.

Books:-

- 1 "Aircraft of the RAF Since 1918", Owen Thelford, Putnam, 1968, ISBN 0851778100
- 2 "Coastal, Support & Special Squadrons of the RAF and Their Aircraft", J.D.R. Rawlings, Janes Publications, 1982, ISBN 0710601875
- 3 "8 Squadron", histories from SAM magazine, various issues, Andrew Thomas

Breaking News 10th Oct 2010

Dodgy Fox Under Pressure Over Adam Werrity

Dr Liam Fox, Defence Secretary is fighting for his political life after his dodgy decision to use his friend in allowing him freedom of the MOD on 18 occasions (a security area!) and allowed him to present himself as the Ministers Special Advisor (which he wasn't!).

May I remind you that in the July issue of Sticky Fingers, WRYSKY agency warned you this means dodgy decisions over replacing Tornado squadrons with 5 unmanned Reaper aircraft.

Then it was backed up in the September issue when the WRYSKY agency warned of the closure of Tornado bases and weakening the aircraft available for Afghanistan and Libya commitments (more dodgy decisions by Fox!) or his fake advisor.

Well you know now "WRYSKY" gives you the real news first, the stuff they don't want you to know. I'll have to see if we can get somebody from the agency (Johnny English for example) to give real advice. Once again enough said!

Alan

Competition Results for the 3rd Round 2011

Wally Arrowsmith Trophy (Aircraft)

1/72nd scale or less

Position	Entrant	Model	Points
1 st	Peter Bagshaw	Supermarine Spitfire Vb	43
2 nd =	Paul Bennett Peter Bagshaw	General Dynamics YF-16 Messerschmitt Bf-109E	38
3 rd	Paul Bennett	Bell P-63 KingCobra	31
4 th	Charles Thompson	Vought F4-U Corsair	25
5 th	John Huston	Gloster Gladiator	22
	Charles Thompson	Grumman F6F Hellcat	7

1/72 nd scale or less		
<p>Peter Bagshaw Supermarine Spitfire Vb</p> 	<p>Paul Bennett General Dynamics YF-16</p> 	<p>Peter Bagshaw Messerschmitt Bf-109E</p> 
<p>Paul Bennett Bell P-63 KingCobra</p> 	<p>Charles Thompson Vought F4-U Corsair</p> 	<p>John Huston Gloster Gladiator</p> 
<p>Charles Thompson Grumman F6F Hellcat</p> 		

Greater than 1/72nd Scale

Position	Entrant	Model	Points
1 st	Phil Worth	Albatross D.V	66
2 nd	Steve Crust	F-16 Barak	49
3 rd	Ian Brown	Dewoutine D.520	44
4 th	Ian Brown	V-1	31

Greater than 1/72nd Scale

Phil Worth - Albatross D.V



Steve Crust - F-16 Barak



Ian Brown - Dewoutine D.520



Ian Brown - V-1



Positions After 3rd Round

Modeller	Points
Peter Bagshaw	119
Ian Brown	110
Paul Bennett	86
John Bennett	80
Steve Crust	73
Charles Thompson	32
Brian Thomas	28
Phil Worth	25
Ted Taylor	23
Mick Pitts	21
John Huston	20
Robin Bellamy	19
Alan Wright Barry Brown Colin McAuliffe	5

IPMS Hornchurch Trophy (Miscellaneous)

Military Vehicles

Position	Entrant	Model	Points
1 st	Colin McAuliffe	KV-II	69
2 nd	Phil Worth	Krupp 12.8 Pak 44	66

Military Vehicles

Colin McAuliffe – KV II



Phil Worth – Krupp 12.8 Pak 44



Miscellaneous

Position	Entrant	Model	Points
1 st	Colin McAuliffe	Millennium Falcon	67
2 nd	Greg Brand	Custom Van	63
3 rd	Paul Richardson	Coupe	44



Positions After 3rd Round

Entrant	Points
Mick Pitts	88
Colin McAuliffe Graham Hill	50
Ian Brown	48
Kevin Curley	44
Peter Bagshaw	39
Danny Alvisse Phil Worth	23
Alan Wright Greg Brand	21
Paul Richardson Ralph Hebron	19