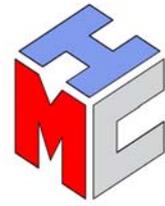




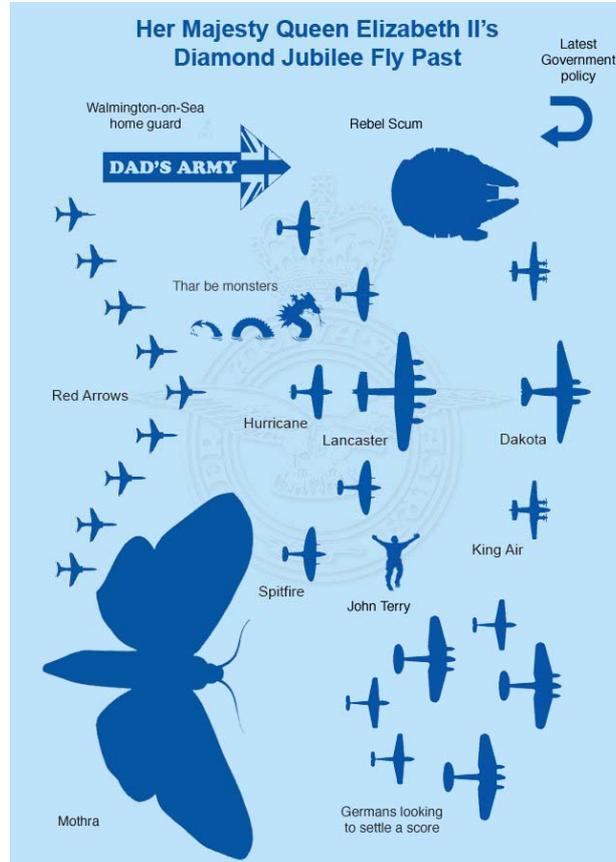
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Magazine



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Issue 96 June 2012



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Peters Prattling

Figure Painting Talk Last Month

I for one thought last months talk by John Burt from the Chelmsford model club was a very interesting and inspirational one. Whether it will get me building/painting loads more figures I'm not so sure but the few I have in mind/the stash to do will not hold quite so many terrors as before. The colours for use on some of the facial areas such as the eyes were to use the right phrase "a real eye opener"! (groan) Who'd have thought that ivory and light khaki would be used? I have asked him via email whether he could supply a list of some of the paint mixes for those that couldn't attend the meeting or have forgotten the colours.

Essex Modellers Show

The show is on and booked for Sunday 19th August. John Huston has put together a flyer and a very professional looking floor plan. We have had at least 5 traders book so far including Little Cars, Hannants (London), Freighdog Models, Pol Models and ArmourFast. 10 clubs have also booked so plans are progressing well.

Model Engineering Show @ Alexandra Palace January 2013

As it looks like there was enough potential interest to take this one forward so I've responded to the organisers to say yes, and have received the following information back.

We can set up at around 9 am. Friday 18th January morning ready for the public who enter at 10 am. on all 3 days of the show which closes to the public at 5.30 pm. Friday & Saturday and 4.0 pm. Sunday

The table space for the club will be 12 feet by 4 feet.

Passes will be given to those who will be manning the stands for the 3 days and these are fairly flexible if club members swap manning days. We will also need passes for vehicles using the unloading bay which will be given on request.

Southern Expo 2012

Just to show that the best club display award wasn't just Robin & my opinion.

Hornchurch Southern Expo Saturday 24 March

As usual Peter Bagshaw and the team (IPMS Hornchurch) put on a great show. I dropped my partner and kids off at Lakeside and then spent another hour in the horrendous Hornchurch traffic and only slightly less time trying to find a parking spot at the Sports Centre which was absolutely packed. Once inside I didn't get the chance to say hello to everyone - including the BM-ers (Britmodeller)- that I wanted to, sorry about that.

I managed to pick up some nice bits and pieces including half-price Xtradecal sheets from Hannants, Freightdog models PR.XI resin conversion for the Airfix PR. XIX, some Red Star Soviet fighter kits and ICM Spitfires for a fiver. Here's a quick look at some of the models on the tables, with the best table display IMHO going to IPMS Hornchurch's own Pacific air war grouping featured in the brief video clip below..as usual you can click on the pics for a larger image..

Forthcoming Shows in 2012

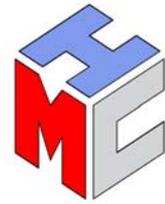
Shows with **highlight** have been booked for us to attend. If you wish to attend any of the shows with the club stand please let me know so I can attempt to book space for the club.

2012	
24 th June (Sunday)	West Norfolk IPMS, Downham Market Town Hall, Downham Market, PE38 9JS
19 th August (Sunday)	Essex Modellers Show, Hannakins Hall, Billericay Essex
(Sunday)	Medway Modelling Club Exhibition, REME Museum, Gillingham, Kent
30 th September (Sunday)	Brampton Show, Burgess Hall, St Ives, Cambs, PE27 6WU



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November 10th & 11th (Saturday & Sunday)	Scale ModelWorld, Telford International Centre, Telford, Shropshire, TF3 4JH
2013	
18th, 19th & 20th January Friday, Saturday & Sunday	Model Engineering Show, Alexandra Palace, Alexandra Palace Way, London, N22 7AY
16th & 17th March (Saturday & Sunday)	Southern Expo
21st April - (Sunday)	ModelKraft, Milton Keynes show

Peter

Robins Ruminations

Do you remember last month I said that I needed a break from building my Bristol Fighter? I had an idea for something simple and mindless. The catalyst for my "quick build" was the great amount of interest that Steve Crust's Israeli aircraft generated at the Hendon show. A thought that I've had for a long time came to the fore, it was building an Israeli A-4 Skyhawk. A simple but attractive aircraft and I just happened to know I had an old Monogram kit kicking around the top shelf in my modelling room. Job done, the kit was duly dusted off and popped onto my now cleared desk. Although a bit basic by today's standards, the Monogram kit looks the part in all areas and compares well with drawings in a book that I have. Just a little bit of scribing out a few panel lines, removing some ejector marks and its job done, no sweat. It was at this point that the wheels started to come off my cart.

My Son, bless him, picked out a very nice looking A-4 from the photos and illustrations in one of the Osprey books I have. Adele also thought the aircraft looked good because of its red and white rudder, "very pretty" I was told. That was it; the decision for which aircraft was to be made was now set in stone! Unfortunately the images were for a late "N" variant with extended jetpipe; avionics hump and squared off tail. You can see where this is going can't you? On further investigation looking in the book the aircraft at this point of time were normally equipped with two LGB,s on the outer pylons, large fuel tanks on the inner hard points and four standard bombs on a MER on the centreline pylon. Time for me to start scouring my kits for the appropriate weapons fit. Some quick build this was turning out to be!

I was lucky to find images of a couple of the units A-4's in a dump being stripped for spares. However one of the images shows that these aircraft were equipped with extra dual chaff dispensers under the rear fuselage, argh! Still, the build was coming along and I was now committed or thinking that perhaps I should be for starting this "quick" build! After the first coat of paint went on I now realised that the A-4's of this era had a different style of numbering on the fuselage and tail, more argh! I had plenty of "blocky" numbers but these were in a flowing script style. A quick trawl of the web showed that the decal sheets with this style of number were either out of stock or no longer in print. Now I was really stumped.

However my Son as well as getting me into trouble does sometimes get me out of it, in this case quite by accident. While doing some tidying up in the loft my Son found a Hobbycraft kit of an Israeli A-4N that I had forgotten I had. Lo and behold it has the extended tailpipe, hump, chaff dispensers, excellent weapons fit and multiple decal options including the correct style of numbers for the one that I'm building, phew! Now the only question I have is why didn't he find this kit three weeks ago and save me all this grief?!

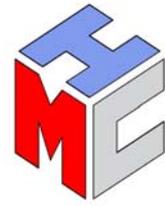
Unfortunately it's that time of year when gardening has also reared its ugly head with my body being required to mow the lawn and do all the digging, weed killing and generally do all those smelly or heavy jobs in our garden and the Mother in Laws. Of course this is between the frequent rain storms we're having this glorious summer. However Adele is kept happy by seeing the flowers and tomato plants growing in our back garden and the Mother in Law enjoys looking out at her colourful display of flowers in her front garden. Always remember, a happy and contented woman is a quiet woman. Although I dislike gardening I know what side my breads buttered!

Adele had been saying in the lead up to the Diamond Jubilee weekend that she fancied going up to London on the Tuesday just to be part of one of the events. Plans were sort of put in place but as time wore on and the weather



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forecast got worse Adele decided that there was little point in going. Fair enough, a bit more modelling time I thought. The weekend kicked off with my Mother in Law flying home from Malta on the Saturday evening, although thankfully the traffic was fairly light there and back. On the Sunday I was "asked" to go to a church flower show in the rain, how could I refuse such a kind invite? However the W.I. were there with tea and cake on offer so things didn't work out too badly. I mean you have to sample the fare, just to be sociable of course, no pleasure of course. Monday was just domestics and shopping. So on Tuesday morning with my Son at work and Adele comfortable on the sofa in front of the TV with a cup of tea, off I crept to the back bedroom. Ahh, an uninterrupted few hours of unadulterated modelling pleasure with a bit of good music on in the background, life was good. Just before mid-day Adele stuck her head around the door;

"Err, Rob".

"Yes dear, what is it?"

"Are you busy?"

"Well I'm just doing my model at the moment, why, what can I do for you?"

"Emm, you couldn't take me to London could you? You know, like to the Mall to see the procession?"

So after all the asking over the weekend and being told by Adele that she definitely didn't want to go to London, she had changed her mind. Now she just expected me to just drop everything, put my model down, abandon my plans for the day, go to London, get pushed and shoved by the crowds and probably get soaked to the skin in the process. Was she having a laugh or what? Am I not master in my own home? After all, what am I, a man or a mouse?

"Yes dear, we'd better get our skates on though if you want to get up there in time for the carriage procession"

Pass the cheese please.

The model can wait until another day, being part of a historical event can't. So off we went and had a thoroughly good time amongst the crowds in St. James's Park and The Mall, a real feel good party atmosphere. Adele had a grin from ear to ear all afternoon and even the rain couldn't put a damper on things. How bad can that be?

Hendon Show Report

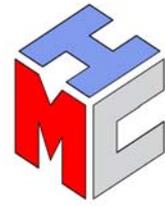
Although the show was held before last month's meeting I couldn't get the article written and added to Sticky Fingers in just one evening. So for those that didn't attend last month's meeting and at the risk of boring those that were here I go. The show was held at the Hendon R.A.F. museum on the 20th of May, Peter, Adele; I made the quick journey to the show arriving a little after eight. Although the club had been told to supply registration numbers of all the vehicles arriving early to unload, apparently the Museum management decided to change the booking-in procedures at the last minute and didn't tell anybody. Sound familiar? So it turned out that all and sundry drove straight into the car park and ended up with a total log jam of people & model boxes in the entrance hall. All very silly and a totally pointless exercise.

However we finally escaped the entrance hall and found our tables which were situated in the main hall right next to a Spitfire, can it get any better than that? With the assistance of Steve Crust and Brian Thomas we set up the stand leaving space on the tables for other members that we knew were arriving a little later. Sure enough Robert Smith and Phil Worth turned up a little later with their models filling the tables up quite nicely. On my wanderings around the halls and traders area I picked up a few interesting (and cheap), bits and pieces. A packet of turnbuckles for my Bristol Fighter, a couple of nice books on the USN and USAAC during the "silver wings" era and some decal sheets for RAF jets of the 1960's to about 2000. The shows tombola was duly attacked by my Wife and later I was also dragged in that direction and we seem to end up with a few more kits for the Expo raffle.



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Our club stand with an excellent backdrop!

On my wanderings I managed to also take another batch of photos of the Bristol Fighter and Cooper bombs. I'll get the model done one day! The day passed really quickly with loads of members of the public showing real interest in the models and asking questions about them. The thoroughly enjoyable day out was marred only by Steve dropping his Gulf War Tornado as we were beginning to pack up. If we get invited next year, attend if you possibly can as the show is fairly local with lots of interesting traders and the club displays are all nestled among the museums excellent exhibits. A show recommended to all.

My "Official" hat is now on.

Well tonight is competition night and so I'm expecting lots of models on the tables and all of them up to the same high standards. Saying that of course, I'm always pleased to see any of our member's models on the competition tables regardless of build or finish quality. It has always been one of the clubs aims to encourage people to enjoy our hobby to whatever standard that they are happy to achieve and also be there to help them improve if they want to. I certainly know that being part of the club has improved my enjoyment of the hobby on all of its levels. It's not all about winning the competition, but it is nice of course! I think that it's all about the taking part and enjoying the evening and our hobby. Have a nice evening.

Robin

Graham's "Gabblings"

Too Many Damn Holes or I was a stoker on a submarine.

Time 1914 Place Great Britain

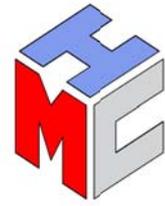
"The most fatal error imaginable would be to put steam engines in a submarine"
Lord Fisher, former First Sea Lord 1913.

The First World War saw the widespread use of submarines, German U Boats would sink much allied shipping almost bringing Britain to her knees and would cause enormous problems to the Royal Navy. The Royal Navy wanted a new type of submarine that could keep up with surface warships. Submarines at this time however were very slow. To solve this problem the stunning idea of putting a steam engine into a submarine was born. These vessels were loathed by their unfortunate crews and as one officer said "There were too many damn holes."



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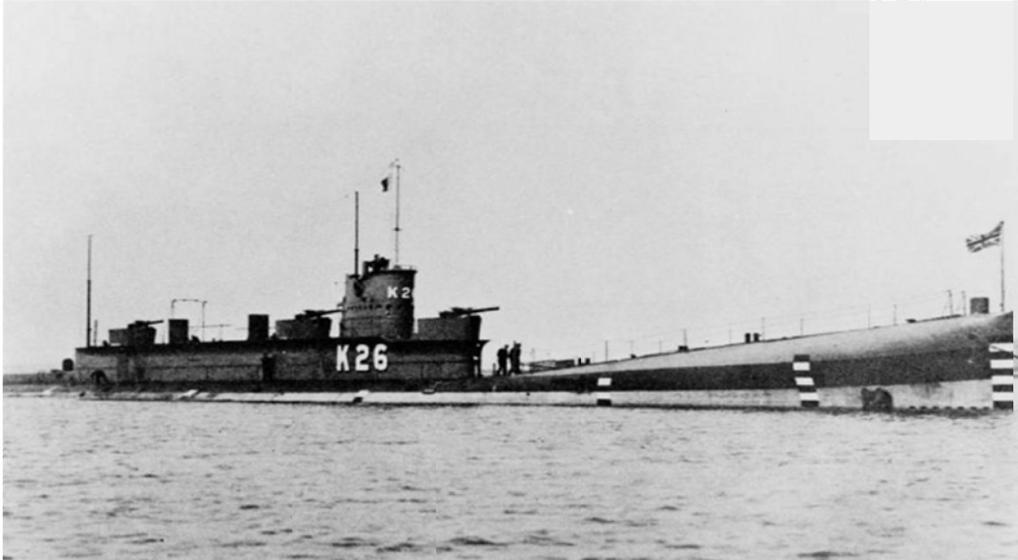
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Submarines are vulnerable if caught on the surface by aircraft or other warships and need to be able to "crash dive" or submerge in a hurry. You can imagine the fun and games trying to crash dive a K Boat.

"On average it took five minutes to shut off the boilers, retract the funnels, close the ventilators and hatches, evacuate the boiler room fill the ballast tanks and submerge".



K26, Note the two funnels behind the conning tower.

Seventeen of these "wonder weapons" were built and their war record was not exactly stunning as

K2 suffered an explosion and caught fire on its first test dive

K3 was fired at by a British patrol vessel during her sea trials. On another occasion she plunged inexplicably to the seabed with the Prince of Wales on board.

K4 ran aground during her trials.

K5 was lost on exercise of the Bay of Biscay

K6 refused to surface after its first test dive.

K11 during a crash dive oil flooded into the boiler room, caught fire and forced the vessel to the surface.

K13 sank on acceptance trials was then raised and renumbered K22

K15 sank in Portsmouth harbour.

The K Boats most infamous hour came on December 31st 1917 during an exercise with the fleet in the Firth of Forth, Scotland, which later came to be known as the Battle of May Island. During this "exercise"

K1 sank after colliding with K4

K4 sank after a collision with K6.

K6 collided with K4

K7 ran over the sinking bows of K17

K14 was rammed by K22

K17 sank when struck by HMS Fearless

K22 (exK13) rammed K14 and was then itself hit by HMS Inflexible and badly damaged.

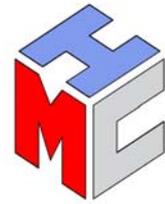
K7 was the only vessel to engage the enemy when it fired 6 torpedoes at U95. Even this did not break the K boats run of bad luck, as five missed and the only one to hit was a dud.

The remaining K class submarines were scrapped soon after the war and the last word on these terrible vessels belongs to Commander Bradshaw R.N.



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"I never met anybody who had the least affection for the K Class and they were looked on with fear and loathing. After all they murdered many of their officers and crews"

Graham

Wrighty's References

You Don't Know What You Are Doing!

Our breaking news item this month, may well be headlined by the above phrase, equally delivered by the angry crowd to inefficient football referees. However in this case it should be delivered by the British public to their government, because on 12/05/2012 the government announced in Parliament that they were backtracking on the JSF-35 aircraft and were now going for the "B" (STOL) model, which they previously cancelled, see SF 92 (February 2012) in favour of the cat & trap JSF-35C model, but now they say it's too expensive.

How strange that the "B" model was deemed unsuitable back then, "It will save the cost of altering the carriers" they say. Well we were under the impression the work on the carriers was in hand at massive expense, well on the way to completion? Also one wonders if the cock-up with the arrestor hook in the wrong place, on the F-35C had any influence on the change of heart. After all if it was a model we would pull the hook out, drill another hole and glue it in the right place, surely you can do this with electric welding can't you? As the crowd sings out "you don't know what you're doing"

Lockheed Tries to Deflect F-35C Tailhook Concerns

(Source: Defense-Aerospace.com; published Jan. 19, 2012)

Having waited a month for the dust generated by the Pentagon's Quick Look Report into the F-35 program to settle, Lockheed-Martin's celebrated Tom Burbage was back in action this week, trying to downplay the seriousness of the problems with the F-35C's tail hook.

During trials at Lakehurst, N.J., the F-35C's tailhook failed to catch the arrestor wires on the runway on all eight occasions this was attempted. Had this happened on an aircraft carrier, the airplane would have had to abort the landing and attempt to take-off again, or gone overboard. The QLR considers this "a significant issue."

Yet, in a Jan. 18 story largely based on Burbage's statements, Navy Times reports that "Efforts to fix the problem are well underway," and quotes the Lockheed executive as saying that:

"The good news is that it's fairly straight forward and isolated to the hook itself," said Tom Burbage, Lockheed program manager for the F-35 program. "It doesn't have secondary effects going into the rest of the airplane."

and that:

Moreover, the rest of the design of the tailhook system, which include the doors and bay that conceal the device and other ancillary hardware, is sound, Burbage said.

Both of these statements are demonstrably false.

Contrary to what Burbage says, the problem is not isolated to the hook itself, as the QLR report identifies not one but "three major AHS design issues:" (1) the location of the tailhook on the airframe; (2) the tailhook design, and (3)

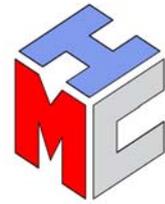


Problems with the F-35C's fully retractable tailhook are far more serious than Lockheed claims, and may even require a re-design of the rear airframe. (JSF PEO photo)



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ineffective performance of the tailhook's hold-down damper, located on the airframe. (See page 11 and Annexes A9 to A12—Ed.)

By mentioning only the "tailhook itself" while ignoring the major design issues raised by its location on the airframe, Burbage gives a seriously misleading picture – unless, of course, he knows something that the report's authors did not.

The real issue is that, if the tailhook cannot catch the arrester wire because it is located too close to the main landing gear, then the entire rear airframe will have to be redesigned to relocate the hook's attachment point. This is likely to be highly complex.

The tailhook must be completely retracted to reduce the aircraft's radar signature, and because it has to cope with the very high forces involved in arresting in only a few feet a 35,000-lb. aircraft moving at over 100kts, there are only very few places where it can be attached to the airframe without disemboweling the aircraft at each landing.

Recognizing the complexity of this problem, the QLR's report's authors say "the AHS is considered an area of major consequence" and add that "this issue represents a major concurrency risk which would have a significant retrofit impact to LRIP aircraft already delivered...(and)...in many respects, invalidate previously obtained developmental test and evaluation data."

Their conclusion: "major concurrency risk – significant redesign risk and options are unknown at this time."

Not quite the same as Burbage's claim that this "straightforward" issue is "limited to the hook itself," and that the "rest of the tailhook system's design is "sound."

Lockheed was also economical with the truth in a Jan. 12 press release proudly claiming that "F-35 Program Exceeds 2011 Flight Test Goals." The release contained this remarkably upbeat statement:

"These achievements speak to the rapid maturation of the F-35 program and to our team's commitment to performing with excellence," said J.D. McFarlan, vice president of F-35 Test and Verification. "We will now turn towards 2012, expanding the flight envelope as we continue to demonstrate the F-35's excellent flight characteristics for all three variants."

Well, Lockheed may indeed have exceeded goals as to the number of test flights, but as a conveniently-leaked report by the Pentagon's Director of Operational Test and Evaluation (DOT&E) makes clear, F-35 flight tests last year exposed many serious problems and shortfalls.

Regarding the tail hook issue, the report states "The tail-hook point is undergoing a redesign and the hold-down damper mechanism requires modifications to enable successful arrestments on the carrier. Resolution of these deficiencies is needed for testing to support F-35C ship trials in late 2013."

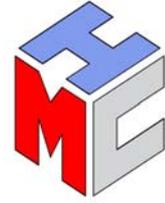
The report also found numerous other problem issues. Here is a selection:

- "Measurements of progress based on test points accomplished indicate mixed results for flight sciences of the three variant"
- "Very limited mission systems software flight testing took place in 2011."
- "significant work and flight tests remain to verify and incorporate modifications to STOVL aircraft required to correct known STOVL deficiencies and prepare the system for operational use."
- "current reliability and maintainability data indicate more attention is needed in these areas to achieve an operationally suitable system."
- "live fire tests and analyses showed the fuel tank inerting system is incapable of providing protection from threat-induced fuel tank explosions"
- "structural loads on the vertical tail fin of the F-35A aircraft...are higher than predicted and may require modifications to the tail or further changes to the flight control software to reduce these effects."
- Testers "found that fuel migrated back into the aircraft" in both the F-35A and F-35B variants, which "has the potential to create an unsafe condition."



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- The horizontal tail “sustained heat damage at the inboard trailing edge area” in an F-35A after its afterburner was used for a long time on a flight test mission. “The damage consisted of blistering of the surface and missing pieces of the trailing edge.” Similar damage was found on an F-35B.

This is not quite as rosy as picture as Burbage and his Lockheed colleagues would have us believe.

Having a manufacturer defend its products is not, per se, objectionable, and Lockheed has so far done a decent job in catching up some of the delay in the flight test program.

What is objectionable, however, is the company’s very loose grasp on the truth, and its willingness to play fast and loose with the facts.

To date, two of Lockheed’s long-standing claims regarding the F-35 program have been proven to be catastrophically wrong:

- its stubborn insistence that the aircraft would cost about \$65 million apiece has finally been put to rest, and the unit cost of the aircraft (in LRIP Lot 5) has now risen to over \$159 million – without engines.
- its repeated claims that little flight-testing was necessary, because it was able to detect any flaws and issues through simulation, has also been conveniently dropped, as flight testing has brought up one serious issue after another.

It is stunning that, a decade after the Joint Strike Fighter program first began encountering serious problems, Lockheed has still not woken up to the fact that manipulating the truth makes it an easy target for its critics, and does absolutely nothing for its credibility.

Sticky Fingers History

Luftwaffe Atlas:- As I have told you before once you complete a project (i.e. such as the Luftwaffe Atlas) it will inevitably lead to something else. In this case it was a volume 2 of the Atlas, covering Eastern Europe beyond Germany. Most of the problems were similar to those encountered in the completion of volume 1 (Germany), but with one final exception, the Polish, Czech and other European countries place names were different to the German names, this applied to the airfields as well (e.g. Konigsburg the German name was Kaliningrad in Polish). The way this was overcome was by using maps in a 96 volume W.W.II history where the names were taken from the German history of the Eastern Front. These were matched by longitude and latitude lines to position them on the Europe maps of Poland etc to determine how these sites are named in today’s road atlas and thus gaining the identity wherever possible. Then new maps No.13 to 28 were compiled in the same way as Atlas Volume 1 to encompass Germany from the eastern borders to the borders of Poland in the east, thus 15 new maps to fit onto the first 12 of Volume 1. A further alphabetical and numerical index was prepared complete with translated names to go with the maps. As before a number of these were issued to those who requested them.

A Volume 3 exists, this is for the Fall of France 1940 and the Luftwaffe in the Battle of Britain in France, Belgium, Holland etc, also includes 1944 –Day fields used by USAAF and RAF after D-Day advances. I said “exists”, because I have the only copy of it, because of typing and production problems at the time a proper copy was never produced. Maybe this could still be done, now we have the facilities to do so again.

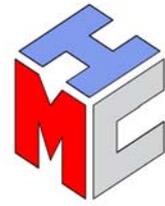
Never Say Never

Apologies, this is not about modelling, but to me May 2012 brought about some fabulous events and some sad ones. Chelsea performed miracles once again, yes against all the odds a depleted Chelsea side, i.e. 4 players suspended from the Champions League final (due to home bias referee in Barcelona) defied the odds in Munich. (Where they met Bayern Munich in the Champions League final). The venue was selected before the event, but in the event gave the German side a virtual home game and massive “home” game in front of 90,000 German fans, as you know the 1-1 scoreline and victory in a penalty shoot out, gave Chelsea the trophy in what will be known as the “Didier Drogba final”, what a grand player the man from the Ivory Coast has been in his 8 year spell at Chelsea.



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West Ham United, regain Premier Place:- on the afternoon of the same day WHU achieved promotion back to the Premier League in the play off final, they won 2-1 against Blackpool, to restore local pride after last seasons relegation from the top flight of English football.

Whilst on about football, at a town level, both Billericay and Hornchurch local non league sides achieved promotion from the Isthman (Ryman) League to the Blue Sq South League (the 2nd tier of non-league football). Well done to both of them and good luck next season to all of them.



TRAGIC: Lee Richardson.

Picture by Martin Dalton

Lakeside captain dies in accident

LAKESIDE Hammers captain Lee Richardson has died following a crash in Poland.

The 33-year-old Great Britain international was riding for Polish side Rzeszow in Warsaw on Sunday when he crashed into a safety fence.

He suffered a heavy blow to the chest and later died in hospital.

Richardson's last appearance for the Hammers was last Friday night when he scored ten points to help his side win 59-37 over former club Peterborough to continue their impressive start to the season in the Sky Sports Elite League.

Hammers co-promoter, Jon Cook, said: "I am numb and just can't take this in. Lee's loss to his family is beyond imagination and I can't see further than that at the moment."

Born in Hastings, Richardson was a former World Under-21 champion and raced in Grand Prixes between 2002 and 2006.

He featured for Coventry, King's Lynn, Poole, Reading, Swindon and Eastbourne during his 17-year career and is Great Britain's all-time top scorer in World Cup tournaments.

Hammers owner Stuart Douglas said: "Lee's death is a truly shocking piece of news. Sometimes the dangers the riders face in this sport are sidelined in the competitive spirit, but this proves just how brave speedway riders are."

"Lee is a magnificent rider, and our club, and the speedway family around the world, are left totally bereft by this tragedy."

Lakeside postponed their Elite League home match with Coventry on Monday night, but were intending to face at Poole today (Wednesday), before holding a home meeting with Swindon on Friday night as both clubs pay their tributes.

RIP Lee Richardson

As far as I know no other members of the club are Speedway supporters, therefore you are probably unfamiliar with the name Lee Richardson; I enclose a newspaper resume of his career.

Lee was one of the top three English riders and amongst one of the best ever to ride for this country. He was also the captain of our own local team Lakeside Hammers, who race at the Arena Essex Raceway by the Dartford Tunnel. Tragically killed on the race track in Poland last week, I did not know Lee personally but I watched him every week and felt that I did. You could see what a fine chap he was. Rest in peace Lee, you will be sadly missed for a long time to come.

Music's Losses

I have never been a massive "music" fan, but one thing that made a big impression on me was the song "I Feel Love" by Donna Summer in the 80's. Sadly this week Donna passed away on 16/05/2012 aged 65, how quickly that time has passed, it seems only a short while ago Donna was singing that song with the backing of the so called "Munich Machine", RIP Donna.

Another big thing in my musical memories was going to see the film "Saturday Night Fever" in the 70s, I didn't want to go and only went along to please the wife. However I was simple "blown away" by the musical score of the film and the Bee Gees, all the songs in the film were brilliant. Therefore it is with much sadness I wish Robin Gibb to RIP, I shall still always turn up the radio a couple of notches when any of the "fever" songs come on. Robin died on 20/05/2012.

P.S, I don't want to make an obituary column in the magazine, but all these 3 people meant something special to me and brought me many joyous moments

Alan