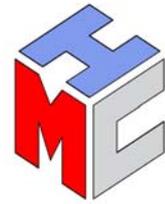




# "STICKY FINGERS"

Magazine



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

Issue 99 September 2012



## Next month - October 2012 - Slideshow by Brian Thomas

Next month – October 2012 – Slideshow by Brian Thomas.....	1
Peters Prattling .....	2
Essex Modellers Show .....	2
Hornchurch Country Park Show.....	2
Bag "A" Book.....	2
Osprey Aircraft of the Aces & Combat Aircraft Series.....	2
Royal Navy Lynx Helicopter for Scale ModelWorld 2012 .....	3
Modellers' Rules of Acquisition .....	3
Forthcoming Shows in 2012/2013 .....	5
Robins Ruminations.....	5
My "Official" hat is now on.....	7
Youngsters Yaberrings .....	7
John's "Jottings".....	9
Synopsis:.....	9
Chapter 1 What's in a Name? .....	10
Chapter 2 First Encounter .....	10
Chapter 3 Replacing the Vampire .....	10
Chapter 4 Flying the Fouga.....	10
Chapter 5 The Silver Swallows Story .....	10
Chapter 6 Maintaining the Fouga .....	10
Chapter 7 Wind-down and Replacement .....	10
Kevin's "Corrections" .....	11
Graham's "Gabblings".....	12
You want to put one of those into one of them?? .....	12
Time    9th September 1942 Place Oregon USA.....	12



# "STICKY FINGERS"

Magazine



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

## Peters Prattling

### Essex Modellers Show

I think we can safely say we held a very successful show. It was very well attended by the paying punters and feedback, certainly on web forums appears to be mostly positive. The catering, ably provided by Adele, Robin and Sue, was a big hit and they raised over £160 for St Francis. The show itself raised about £560, we have agreed that the 4 sponsor clubs will take £100 each and the rest will be donated to charity, probably St Francis or the similar Little Havens hospice for children.

I appreciate that for many you may have felt you had no role or involvement with the show but to be honest there's only so many jobs which need doing and is best kept to a small group of people, but none the less I thank the club for their eventual agreement to go ahead with the show and hopefully this will be one we can hold again next year should we be able to get the right dates.

### Hornchurch Country Park Show

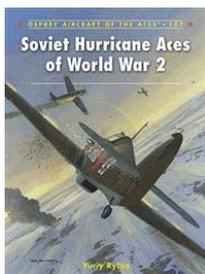
I cancelled our attendance at this show. It seemed like the emphasis of the show changed a little if only because the name changed to "Pedalling into the Past" and seemed to be concentrating on encouraging cycling! Apart from that all the regulars who normally help man the stand weren't able to make it. It would have been a very empty table or 2!

### Bag "A" Book

Can you spot a theme building here?

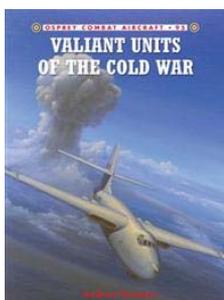
### Osprey Aircraft of the Aces & Combat Aircraft Series

Both of these books are in the well established format of some history about the campaign or units which flew the aircraft involved, interspersed with accounts from pilots giving their own experiences of combat.



**Soviet Hurricane Aces**  
ISBN: 9781849087414

Following the destruction wrought on the Red Army Air Forces during the first days of Operation Barbarossa in June 1941, the Soviet Union found itself desperately short of fighter aircraft. Premier Josef Stalin duly appealed directly to Prime Minister Winston Churchill for replacement aircraft, and in late 1941 the British delivered the first of 3360 Hurricanes that would be supplied to the Soviet Union under the Lend-Lease agreement. Specifically requested by the USSR, the Hurricanes were quickly thrown into action in early 1942 – the Soviet Air Forces' most difficult year in their opposition to the Luftwaffe. Virtually all the Hurricanes were issued to Soviet fighter regiments in the northern sector of the front, where pilots were initially trained to fly the aircraft by RAF personnel that had accompanied the early Hawker fighters to the USSR. The Hurricane proved to be an easy aircraft to master, even for the poorly trained young Soviet pilots, allowing the Red Army to form a large number of new fighter regiments quickly in the polar area. In spite of a relatively poor top speed, and only a modest rate-of-climb, the Hurricane was the mount of at least 17 Soviet aces.



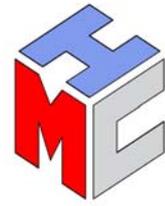
**Valiant Units of the Cold War**  
ISBN: 9781849087537

The RAF's first Cold War strategic bomber, the Vickers Valiant, was procured as an insurance measure in case either the Vulcan or Victor was found to have a serious flaw. The Valiant was the equivalent of the US B-47 Stratojet, and it blazed the trail for the British airborne nuclear deterrent as the aircraft enjoyed a far more active service career than later V-bombers. It was the launch platform for all British free fall nuclear weapons tests both in the Pacific and in central Australia, it took part in the Suez campaign in 1956 and it was the only V-bomber to drop (conventional) weapons in anger until the Falklands operation in 1982. The Valiant was modified to serve in the electronic warfare, strategic reconnaissance and airborne tanker role,



# "STICKY FINGERS"

Magazine



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

but it had to be grounded in early 1965 when the aircraft succumbed to metal fatigue.

## Royal Navy Lynx Helicopter for Scale ModelWorld 2012

The Royal Navy will be attending Scale ModelWorld this year with a fully operational Lynx Helicopter over the show weekend of 10-11th November. The Lynx will be flying into Telford International Centre and landing in the car park on Friday, 9th November before being wheeled inside where it will be on display all weekend, with the crew on hand to answer questions.

For those of you with the new Airfix kit you are unlikely to have a better chance to check it against the real thing! The attendance of the Lynx has been made possible by Airfix, who negotiated with the Royal Navy and are sponsoring the helicopter's attendance at the show. IPMS UK would like to thank Airfix and Marketing Manager Darrell Burge in particular for their continuing support for the world's premier model show.

Airfix have invited all IPMS members who have a completed model of the Lynx to bring it to the show and exhibit it on the special Airfix Lynx display in front of the actual aircraft.



© Chris Ayre/IPMS (UK)

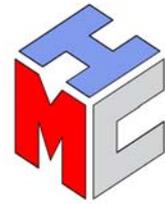
## Modellers' Rules of Acquisition

1. You want it, therefore you need it.
2. You need it, therefore you must buy it.
3. All other things you need, including food, shelter, clothing, car insurance, and lunch money, are incidental in comparison to what you need for modelling.
4. Never add up the total for what you have purchased for modelling.
5. If you're not sure you should buy something....for "whatever" reason....if someone else says they have it and "like" it....then you "have" to buy it!
6. If you are compelled to calculate total dollars spent on modelling and related items, never count things that are not actual models.
7. Never include items that cannot be traced via the receipt (i.e. office supplies are office supplies, tape is tape never mind where it ends up in your house....)
8. When writing checks from the joint checking account, always write "K.G." in the check register. You will know that this stands for "Killer Goodies" but your SO will think it is Kroger Grocery when she scans the cheque book to see where you have been shopping. And she KNOWS groceries are expensive, and you need lots of them....
9. If a member of your family discards an item that is usable for modelling, you may replace it. For example, you receive a shirt as a gift if SO throws the shirt pins and clear plastic collar tabs away you may purchase replacements. You do not have to replace them with identical articles. This applies to Nestlé Crunch candy bar wrappers that your kids throw away too, however they are not permitted to eat the replacement candy!



# "STICKY FINGERS"

Magazine



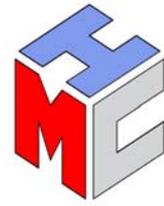
[www.sticky-fingers.org.uk](http://www.sticky-fingers.org.uk)

10. If everyone else wants it, then you must want it too even if you don't know what it is.
11. If everyone else wants it, even if you don't know what it is, and you find it on sale, buy it ALL. (Editor's note: This phenomenon is widely known as the SALE factor, and is the only situation in which the Modeller may completely ignore Rules of Acquisition #6 and #7, and announce gleefully how much money he has SAVED by purchasing said items. (This suspending of the rules is dependent upon: a) the actual percentage off, b) the total dollar amount spent c) the projected reaction of partner/other interested party. For more detailed worksheet on Rule Suspension see Modellers' Rules of Acquisition Handbook Chapter 9, Subsection C, Paragraph 14, and example on facing page.)
12. NEVER, NEVER let your SO read the Modeller's Rules of Acquisition...for reasons OBVIOUS to the seasoned modeller. For those of you who are newbies...does "the jig is up" mean anything to you?
13. Reconciling yourself early to the fact that every trip to the hobby shop costs a minimum of \$40, even if your intentions were to buy just one decal sheet, will save you much anxiety and false guilt.
14. Grab bags MUST be purchased at the time they are advertised. There very likely could be that ONE special model you cannot live without, and the others work for trades! If you don't order immediately, you may lose that special kit.
15. Keep \*everything\*, no matter how useless or ugly or small it may be. It \*will\* become absolutely essential for a model project some day.
16. When you buy something, use it before you read the directions.\* (\*Acquisition reasoning if you mess it up or break it, you get to buy another one...)
17. You can't take it with you applies only to money. Begin getting your loved ones accustomed to the fact that you intend to be buried with your models.
18. Plastic models are an inexpensive hobby. This can be proved by applying male logic to your modelling purchases. For example, no hobby where the supplies usually cost under \$10 can possibly be as expensive as the usual big ticket male hobbies such as radio controlled airplanes, restoring vintage automobiles, proteam season tickets, etc. This just makes sense.
19. Every modeller MUST own every type of glue that is on the market. However, he may restrict use to his favourites.
20. Whenever a new paint line is made available, you must immediately purchase every one of the colours in which it comes.
21. When getting a model for a particular project it is imperative that you buy the same type from a variety of companies (a minimum of 3 is recommended). Once you actually sit down to build the model you will find that it is much better that you have not limited your selection to just one option.
22. It is essential to have ALL possible tools even if you know you won't use anything but your XActo knife. You never know when having the TriTool saw blade #TT37X4a will be PERFECT!
23. Get all types of paint, don't limit your creativity to just Model Master and Aeromaster. Make sure you have a good selection of Floquil, Humbrol, Xtracolor, and even the cheap Testors you buy at Wally Mart!
24. The iron is NOT for clothes; it is for making "weighted and bulged" tires. Anyone who uses an iron for clothes is excommunicated from the Modeller's Union. (Editor's note: You may avoid excommunication by following subsection B pursuant to rule #23 which in layman's terms translates as "you may use an iron for its original perverted purpose only by purchasing an auxiliary iron. However, only the old iron may be used for household purposes. Aforementioned perverted purpose is not one that is condoned by the Modeller's Union and should be performed ONLY by support staff personnel.)
25. Tissue paper is for making tarps and for hoarding. Never use it for packing material or for wrapping packages.
26. There is absolutely NO such thing as too many modelling magazines...of any kind. Disregard nasty comments about the twenty years worth of Scale Models stashed in the boxes at the back of the garage.
27. Corollaries here are:
  - a) The complete set of Scale Models is worth the \$1500...they are actually priceless.
  - b) It is perfectly acceptable to save not only anything remotely usable, but also all the junk no one else wants...
  - c) EVERYTHING is parts box fodder and should be purchased and/or saved. Especially any broken plastic or metal toys...
  - d) "Reference Material". If you think that you will ever build a model of this airplane/car/tank/ship you must buy the book now for reference because it will not be available when you really need it.
  - e) Decals! You can never have enough decals. So what if you need 150 F4 kits or 238 Bf109 kits to use all of them. HisAirDec and ABT decals are historical items and should be cherished.



# "STICKY FINGERS"

Magazine



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

28. If you think there is a ghost of a chance that you might use it in a future project, buy it now. Cause if you need it later, you can bet
  - a) you won't be able to find it,
  - b) no one will have heard of it and
  - c) there won't be a substitute.
29. A modeller must purchase appropriate storage containers, shelves, bins, units, etc., for all modelling related purchases. A modeller has the right and responsibility to discard all previously purchased storage systems in order to purchase a new, more appropriate system at any time.
30. A corollary to number 18 above: Modelling actually saves money. Modelling promotes the do-it-yourself philosophy. This is evident in the activities of moulding, carving, and casting your own parts, and making your own toys.
31. Modelling is your civic duty. Think globally, act locally. Purchasing models and supplies is politically correct for the following reasons:
  - a) It supports a local business and reduces the number of unemployed;
  - b) it promotes creativity and cottage industry;
  - c) it supports minority owned businesses (if modellers aren't a minority, who are?);
  - d) buying expensive, imported model kits stimulates the economies of developing nations; Thus purchasing models is your civic duty. It logically follows that the world would be a better place if everyone built models. Write your congressmen today to begin the process of passing legislation making it illegal not to build models.
32. If you happen upon a super model related deal somewhere and you buy enough for you and all your friends, and your friends buy some from you the money they give you is free to be used to purchase MORE model stuff, since it has been "laundered" and isn't, technically, coming out of your pocket!
33. You must subscribe to every modeller's magazine whether or not you ever have time to read any of them. The pictures are always nice to look at and give you ideas for more model purchases you need to make.
34. You must spend thousands of dollars on a home computer, a fast modem, and an internet account so you can get online to visit all the modelling websites and get the latest hobby information. Only then will know where you can save \$1.50 on your next model acquisition. This will indeed justify the total cost of your computer.

## Forthcoming Shows in 2012/2013

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	
<b>30<sup>th</sup> September (Sunday)</b>	<b>Brampton Show, Burgess Hall, St Ives, Cambs, PE27 6WU</b>
<b>November 10<sup>th</sup> &amp; 11<sup>th</sup> (Saturday &amp; Sunday)</b>	<b>Scale ModelWorld, Telford International Centre, Telford, Shropshire, TF3 4JH</b>
2013	
<b>18<sup>th</sup>, 19<sup>th</sup> &amp; 20<sup>th</sup> January Friday, Saturday &amp; Sunday</b>	<b>Model Engineering Show, Alexandra Palace, Alexandra Palace Way, London, N22 7AY</b>
<b>16<sup>th</sup> &amp; 17<sup>th</sup> March (Saturday &amp; Sunday)</b>	<b>Southern Expo</b>
<b>21<sup>st</sup> April - (Sunday)</b>	<b>ModelKraft, Milton Keynes show</b>

Peter

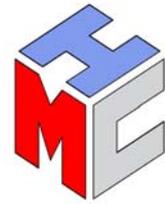
## Robins Ruminations

Where has this month gone? I can't believe that the Paralympics has come and gone, my Mother in Law has been away to Malta for a couple of weeks and is back home again, been to the Royal Engineers show at Chatham and I still haven't finished messing around with my Skyhawk. I think that I must have snoozed through a week or two somewhere down the line. So as you might have guessed the A-4 will not be gracing the competition tables this month, I just can't seem to finally get all the bits and pieces done and dusted. Every time I look through another



# "STICKY FINGERS"

Magazine



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

website or book I see something else that needs making or adjusting to make the model an Israeli variant of the A-4. Only last night while looking at a few images on the computer and lo and behold, I spotted another air intake on the dorsal spine that needs adding. I think that it is rapidly coming to the point where I simply stop looking and start slapping the paint on the damn thing! Some quick build idea this has turned out to be!

I really enjoyed my visit to Medway Model Show in the Royal Engineers Museum at Chatham earlier this month. The journey was quick and easy and Adele and I were unloading at 08:30 however it was at this point our plan for the day fell to pieces. Lots of nice, shiny kits kept on being taken past me on the way to a sales table. I tried to look away and resist but it was futile, with Adele's encouragement I went and had a look, fatal! By the time I got back to the stand to start setting up it was 09:45 and I was about £90 down! In my defence £40 of that was my Son's and a few other bits were for standing "wants" from other persons. (Names withheld to protect the guilty!) For myself I picked up a 1/48 Hasegawa late model F-16 for £15, new mould Panzer IV with a resin engine compartment for £10, a Hasegawa "Kate" for £10. I know I built the Nichimo "Kate" for the Pacific theme but the varnish went "dusty" on it but I like the look of the aircraft so much I thought for a tenner I might well have a bash with a state of art kit, this time from the box as a Battle of Midway aircraft. The other thing I bought was a 120mm resin figure of Marshal Soult for £7, I thought that it might be easier to practice my figure painting on something larger than my normal 1/48th scale.

However enough of my purchases, back to the show. I now started a fast unpack and set out the models, Colin donated some armour models that broke up my aircraft thankfully and made the stand a little more varied. Adele now left me to have a wander around a local boot sale and then onwards to visit a friend that lives local to Chatham. Happy with the stand and still ready before the public entered, I had a quick nose around the show looking at the club stands and traders. It's a shame that we do not see more members from Medway at the shows as some of the clubs models on their stands were truly impressive. The armour models and a display of Wingnut Wings were outstanding to say the least but I guess like all clubs there are only so many members of a club that can or will travel to shows. I returned to the stand and got on with a bit of modelling and base building while my wife was away, of course at no time was I fondling and sniffing my purchases from the early part of the morning! When my Wife returned I had something to eat in the upstairs café and all too soon the show wrapped up and after packing away all my models we had a fast run home, only stopping to throw the coins in the bin at the Dartford Crossing. A nice show but it could be the last for a while as the museum does not seem too interested in hosting events unfortunately, still Medway Model Club are attempting to plan another show venue, more on that when things get firmed up a bit more.

However the day had still not finished, when I picked my Son up from work he suggested that we swing by an ATM machine so that he could pay me the £40 he owed me for the purchases I made for him at the show. I almost lost control of the car I was that shocked! Needless to say that with an offer of payment from my Son still ringing in my ears I immediately swung via the nearest ATM machine and grabbed the cash while the offer was on the table as it were. So the day was not working out that expensive after all, thankfully.

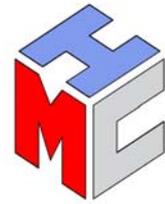
Things in the Bellamy household has recently been a little more "fraught" than normal, the reason is that my darling little boy has "misplaced" his passport. As he is going on holiday to the U.S.A. in a couple of months the passport has to be found quickly or a new one applied for. My Son's room sometimes is a little "untidy" in keeping with most young men of his age living with parents. Against my best advice, Adele "offered" to help look for the missing article in his room. I am having to be polite here and say that putting my Son and Wife in a small untidy room, add my Son's cavalier comments, mix in my Wife snapping back and you now have a recipe for critical fusion! There were times that I felt I needed a U.N. mandate and a force of peacekeeper's to keep the roof on the house! I found it "advisable" to ask Adele to look in our room and my modelling room just in case the passport had been somehow put in either place. So I have ended up looking for the passport with my Son instead of modelling, reading or watching TV. Still it's worth it for quite life. I still haven't found the damn thing but I've found missing light bulbs, (don't ask), model instruction sheets, decals, money, a load of dust and some things that I wish I hadn't! By the time you are reading this article one of the following options has occurred.

- Passport found, lots of recriminations by all concerned but peace restored, well sort of.
- Passport not found, my Son is now applying for a replacement and £90 down; such is the price of experience of putting things away where you can find them.
- Wife has beaten my Son to death with a frying pan after one of his comments went too far.
- Son has strangled Wife after one of her comments went too far.



# "STICKY FINGERS"

Magazine



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

- I have murdered both of them and stuck their bodies under the patio and am now living on beer and takeaways but making lots of models and reading books.

I feel that at this point I will email this article off to Peter for inclusion in this month's magazine. However if you see only me at the club tonight and I have a big smile on my face and smell of beer and chips, I'll let you decide which of the options was taken!

For those that didn't attend the Essex model show last month it went really well from what I saw and what I have been told since by Peter. My main concern with the show was the canteen side of things, I purchased what I hoped was enough of the right food and trusted to luck. However bacon rolls and tea or coffee simply can't fail at any model show I know of! I had arranged with my Son to assist in the kitchen and with Adele we had the canteen covered. However we had only just about lit the cooker when Wally and Sue turned up and started catching up on things. Sue kindly volunteered a couple of hours of her time to help in the kitchen while Wally had a wander around. At this point my Son disappeared like a puff of smoke in a strong wind! I ended up doing a fair bit of the cooking of bacon and Sue and Adele was doing just about everything else. Sue's "couple of hours" ended up as staying all day helping out in the roasting hot kitchen!

I did manage a few walks around the show and did it did look very good, well done to the organisers, an excellent show. On one of my walks what do I find? My son sitting behind the club stand with a cold pint in his hand, apparently my Son claimed that Graham forced the pint in his hand as he didn't want to drink alone. I just bet that that must have been a hard struggle and Peter must have resisted manfully, for about a quarter of a second! Although it was said at the last meeting, I feel I must put it in print for those who weren't. Adele volunteered and did sterling work but it was Sue that un-expectantly stood in to help on the day and stayed to the end of it in the hot kitchen. Thank you Sue, you are a true trouper! The canteen fare and prices were well received by the public on the day and apparently on internet sites. We would also like to thank the organisers for the flowers and wine as a thank you for running the kitchen on the day, they were a surprise and much appreciated. However let's cut to the chase and get to the reason why we all worked in that hot kitchen, the "profits" from the day were donated to St. Francis Hospice. £165.26, I should have the receipt with me this evening.

## My "Official" hat is now on.

Tonight is competition time again and I'm hoping to see some nice models as usual. I never cease to be impressed with the quality and quantity of the member's output, well done gentleman, keep up the good work.

**Robin**

## Youngsters Yaberrings

Another month has rapidly disappeared and it has certainly been an interesting month! Projects have come and gone and come round again and for once I have actually spent my own money on some kits! It took me a while to recover from the shock, as did my Dad!

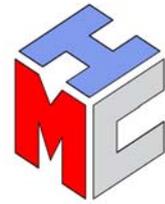
The B-17 project took a very unexpected twist. After starting the kit off nicely and everything going smoothly as reported in last month's article I was still stuck with what to do about the decals. After much searching online I was the HyperScale review of the newer Revell B-17G I saw just how much of an improvement the kit was over what I was building and also it actually had the decals that I wanted! After a consultation with my Dad it was decided that the Revell kit is far and away an improvement and would be well worth a look at next time I saw one. Now for anyone who knows me and my Father's jokes about me and spending my money isn't something that happens very often, well hardly ever if honest, but the improvements looked good enough to tempt even me in to buying a brand new kit out of my own wallet. 24 Hours later and I had a brand new Revell B-17G kit in my hands and I was 20 quid lighter for my trouble, a stiff drink was required!

It wasn't long before the clippers were out and the project was started anew! Bomb bay is now together as is most of the front cockpit and bomb aimers area are well on their way and all the engines are coming together. Things were going marvellously, I had a new kit, build was nice and smooth so far not a problem in sight, and then I attended last month's club meeting. I was talking to Peter and mentioned that had just gone and spent 20 notes on



# "STICKY FINGERS"

Magazine



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

the Revell kit. After Peter stopped choking on his coffee and checked with Dad that I had in fact spent my own money on it, looked slightly confused that I had bought one and proceeded to tell me "oh, your Dad's got one of them up in the loft, didn't he tell you?" To say that I was a little surprised at this small gem of knowledge is an understatement! A short conference ensued with me being slightly animated and dad looking rather dumbfounded as to what had just happened and what id dragged him in to. After much discussing and counter arguments flying Peter convinced Dad that he had actually got one up in loft that he had bought at the Nationals years ago. "Oh yeah I remember getting that now" Thanks Dad! Well on the plus side I now have spares if any catastrophe befalls the first build! Got to look on the bright side haven't you really!

Things were ticking over on the B-17 when I was jolted back to actually finishing off the Zero that I had got on the go from this time last year! This is/was my contribution to the 2011 Expo theme of war in the pacific; it's only 12 months late! Taking a leaf out of almost every defence contract since day one, but most importantly its only coming in about £10 over budget instead of tens of millions! If all has gone according to plan A it should be sitting over on one of the tables for the competition this evening. If all hasn't gone to plan A it's still sitting in varied pieces on my work bench with a to do list stuck to it for it to be finished in a timely fashion for Brampton model show! It's been a really nice simple build and I have actually enjoyed it, something different for me as first WW2 fighter and I'm sure it won't be the last!

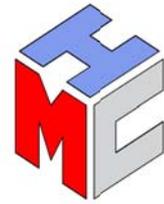
I was at the Billericay show for all those that didn't attend and I really had a good day out from start to finish. Setting up the tables though was a little surreal, getting flashbacks of Southern Expo and how quickly it's creeping up again for next year's show! Money was burning a hole in my pocket I just had to find the right kit that would interest me, saw lots of amazing kits, decals, tools and everything else could want or think might want but nothing that grabbed me, right up until came across an Apache A in 1/48. I thought to myself it's something unusual and at only a tenner I couldn't really say no to it, can't go to the cinemas for that so I was happy with my bargain! Don't worry I thought, this can be a project for after everything else is done. While pondering whether to do it is U.S. or Israeli colours Graeme sits down and we start talking about the Apache and the heat, it was a bit of a scorcher on the day, the first and only one of the year at that point, and got talking about there being a bar just round in the other hall. Well it wouldn't be right to let Graeme drink alone so with the arm bent behind my back was forced in to enjoying a couple of chilled refreshing pints in the sun relaxing having a chat. Time flew by and before you knew it, it was time to start packing up, beer + sun makes time fly by it seems! So we took our beers back with us and sat down behind the stand relaxing as started putting the kits away. My Dad had been tied to the kitchen since about 9am, makes one mean bacon roll, then walks round to see us two with a couple of cold pints, they say pictures say a thousand words, well I think my Dad's face said quite a few, most unprintable and a lot of pure envy! Not that I rubbed it in at all, I would never do that of course, well just a little! So all in all it was a really good show and really hope it can go ahead again next year as definitely worth attending.

At the start of the month there was the show at the Royal Engineers museum that due to the joys of work commitments I was unable to attend unfortunately. It is rather annoying when the real world gets in the way of the hobby but that is life it seems growing older. Though this doesn't stop me spending my hard earned pennies it seems. Every show that I can't attend I give my dad a wish / shopping list if can find these goodies under the table. You never know what might find and definitely don't want to not be there only for dad to later tell me it was there but didn't know to get it for me! On the walk to work I get a text message saying "Flanker £25 you want?" Immediately I phone dad up to give me all the spill on what it is what's in the box and see if it's really worth me parting with my cash. The news was great, perfect sealed kit and a little bit of brass in the kit. Sold! Having waited nearly a year for this kit to finally turn up I was quite excited for my shift to finish at work so I could finally get a look at the plastic for myself. Already plans and schemes were running through my head. 20 minutes later another text from dad "F-15 C/J £5" Another call to confirm what it was and scale and another kit was mine. Wasn't doing bad at this point, its 9:50 and I'm 30 quid down with nothing in my hands at time to show for it! So I make a bet, if can find me a decal sheet I'm looking for then I'll pay £40 for the lot even if comes in under. There's no way this decal sheet was going to be there as well, surely. I ended the day £40 down but with 2 brand new kits, a decal sheet and one very happy Son owing his Dad a favour down the line for collecting all the goodies for me! The boxes were opened and it was only then that we noticed a "problem" with the Flanker kit. The decals were completely wrong, a disaster! Well, not exactly, the kit is the Academy Su-27 Flanker White Knights acrobatic team, not really my taste. The decals in the box however were for the Eduard Limited edition boxing of the Flanker! This has enough data to sink a small battleship on it plus 5 complete Flanker schemes from various nations and units! A huge result for me to say the least, we couldn't believe it that we had got this lucky! We have since assumed that at some stage the seller had two Flanker boxes open and during re-boxing has crossed the decals over between the Eduard and



# "STICKY FINGERS"

Magazine



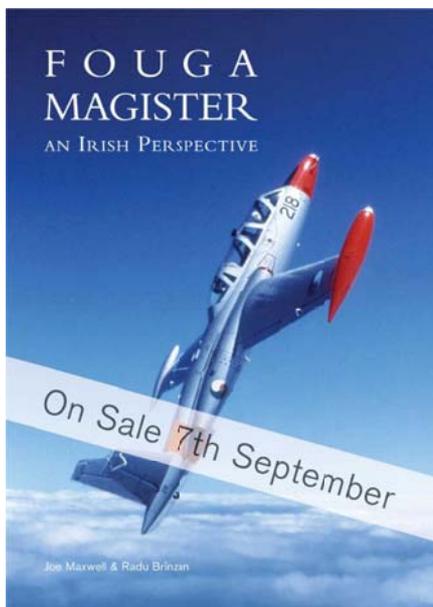
[www.sticky-fingers.org.uk](http://www.sticky-fingers.org.uk)

Academy kits. The poor person though that has got the Eduard kit, got home, opened up the box, and has White Knight decals in it. Bummer!

Time for me to sign off another article, as of right now have a finished or near finished ,depends how it has gone, Zero and am now looking at a half built Hasegawa Messerschmitt 109 K-4. But that's for another time.

**Peter (Son)**

## John's "Jottings"



Christmas has come early; it would be a simple statement of fact to say that each and every modeller is different. We all have our own wants with regards to our preferred modelling subjects and It is no secret that my own special interest is the aircraft of the Irish Air Corps. Being such a small force from a small nation the range of aircraft in service over the years is both limited and in some cases slightly eclectic. A few years back I posted an article in Sticky Fingers on a masterful tome on the history of the IAC by the author and modeller Joe Maxwell. It was, and is the first point of reference for anyone wishing to embark on building any aircraft of the IAC. Well he has now released a new book (this time in partnership with Radu Brinzan) which concentrates on one of the IAC's most loved aircraft the Fougua CM-170 'Magister'. It would be fair to say that this plane is to the IAC what the Spitfire is to the RAF. It is the aircraft of my youth and while I have come to know the extent and history of all the aircraft flown by the IAC this is by far my favourite. For any modeller of IAC subjects this aircraft is a must have in their collection To date model kits are limited to either the old Airfix/Heller 1/72nd kit (moulded in a nice fetching shade of blue) or for those who wish to build in larger scales the 1/48 Fonderie Miniature multimedia kit. (This is the kit I have had awaiting the day when I finally pluck up the nerve to build it), this timely publication had brought that day a lot, lot closer...

### Synopsis:

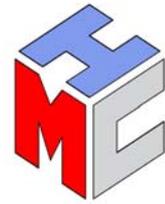
"Fougua Magister- An Irish Perspective" provides a highly detailed account of this iconic French built jet trainer in Irish Air Corps service. Starting with the development of the Fougua Magister as a light jet trainer for France and other NATO countries, the book goes on to describe the attack on Irish troops serving with UN forces in the Congo in 1961 by one of these aircraft flown by a Belgian mercenary in the Katangan Air Force. This was the first time that Irish troops had ever come under air attack. The later, and somewhat ironic, purchase by the Air Corps of two of the Fougas that had originally been destined for Katanga together with four others that had seen service with the Austrian Air Force Silver Birds Aerobatic Display Team is also covered.

Further chapters describe what it was like to fly and maintain the Fougua. The history of the Irish Air Corps Silver Swallows Aerobatic Display team is covered in some depth. The Silver Swallows became famous internationally when they were awarded the prestigious Lockheed Martin Cannestra trophy for the best display by an overseas team at the Royal International Air Tattoo at Fairford in 1997. This was an incredible achievement for a small team of instructor pilots who had to fit in practice for their routine in the evenings and at weekends. Initially the authors set out to produce a straightforward technical description and walk-around of this elegant aircraft that would satisfy the scale modeller. However, as the research trail lead tyem to unearth almost forgotten facts about this intriguing aircraft in an Irish context they just had to expand it into a more comprehensive volume which we hope will satisfy the needs of the aviation enthusiast/historian as well. Although the authors have concentrated mainly on the Irish use of the Fougua, the technical description alone should ensure that this book finds a wider international audience amongst those interested in the Fougua Magister. Granted unparalleled access to three surviving airframes, the authors have included what are considered to be the most accurate scale drawings of the Fougua ever produced in both 1/72 and 1/48 scale. Comprehensively illustrated with over 160 photos, 25 drawings and three tables packed into 108 pages this is the definitive English language guide to the Fougua Magister.



# "STICKY FINGERS"

Magazine



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

## Contents:

**Chapter 1 What's in a Name?** - describes the development of the Fouga Magister in France, the takeover of Fouga by Potez and the failed attempt by Potez to start an aircraft manufacturing business in Ireland during the 1960s.

**Chapter 2 First Encounter** - tells the story of the attack on Irish troops serving as UN peacekeepers in the Congo in 1961 by a lone Fouga of the fledgling Katangan Air Force and the subsequent embargo on further Fouga magisters being supplied to the break away province of Katanga.

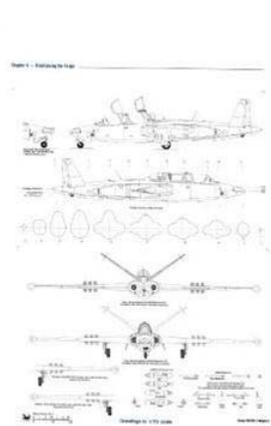
**Chapter 3 Replacing the Vampire** - looks at the various options that were considered when the Irish Air Corps had a requirement to replace their aging De Havilland Vampire jet trainers during the 1970s, the subsequent purchase of six Fouga Magisters, four of which were ex-Austrian air force machines and in an ironic twist, two from the batch that were originally destined for Katanga in 1961!

**Chapter 4 Flying the Fouga** - provides a first hand account by pilots that flew the Fouga in Irish Air Corps service, of what it was like to fly this aircraft.

**Chapter 5 The Silver Swallows Story** - traces the history of the Irish Air Corps display team that became famous throughout Ireland and abroad during the 1980s and 1990s. The Silver Swallows were awarded the prestigious Lockheed Martin Cannestra trophy for the best display by an overseas display team at the 1997 Royal International Air Tattoo at Fairford in the UK.

**Chapter 6 Maintaining the Fouga** - provides a detailed description of the airframe with over 100 photos and scale drawings. This is the largest chapter of the book is aimed at modellers and contains a comprehensive walk-around and technical description completed with very detailed scale drawings in scales 1/72 and 1/48

**Chapter 7 Wind-down and Replacement** - describes the withdrawal from service of the Fouga Magister and the various options that were looked at before the Pilatus PC-9m was chosen as a worthy successor to the Fouga in Irish Air Corps service.

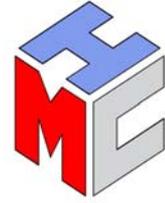




# "STICKY FINGERS"

Magazine

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



Page 1 - Flying Toys



And so it goes... the story of the flying toys... the joys of modelling... the challenges of the hobby... the camaraderie of the club...



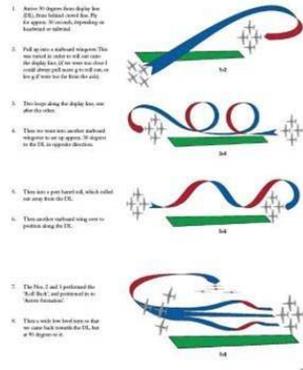
It's a beautiful sight... the model in flight... the precision of the build... the skill of the modeller...

Page 1 - The Blue Sea



The blue sea... the horizon line... the vastness of the sky... the beauty of the model in its natural environment...

The award winning 1987 sequence as described by team leader Captain Graeme Martin

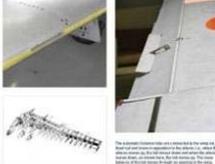


Page 1 - Building the Top

### Wings and Brackets



### Wings and Brackets



### Wings and Brackets



### Wings and Brackets



Published by Max Decals (108 Pages, 210 x 297 mm) ISBN 978-0-9562624-1-7

By John Patrick Huston Esq

## Kevin's "Corrections"

Further to John's article on the Phonetic Alphabet only the last one from 1957 was an agreed international alphabet, before that different countries did their own thing and it was the expansion of international aviation that required a single standard alphabet. The first British phonetic alphabet had its origins in the First World War when signallers talking on scratchy field telephones needed to make themselves understood, so a jargon developed known as 'signalese'. Not every letter in the alphabet was covered, just those difficult to differentiate.

A - Ack, B - Beer, D - Don, M - Emma, P - Pip, S - Esses, T - Toc, V - Vic.

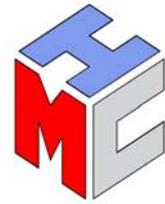
These quickly passed into Army slang so that A.M and P.M. became Ack Emma and Pip Emma (the Army didn't use the 24 hour clock when the war started) and a Trench Mortar Battery became a Toc Emma Beer. If no phonetic word existed the letter was simply pronounced so an Observation Post became an O Pip. Some of these lasted long after the Great War, such as Ack Ack for Anti Aircraft fire, Don R for Dispatch Rider and Toc H for Talbot House. To this day the Army still call Dual Insulated Overlay cable Don Ten. In 1921 the War Office issued the first official phonetic alphabet as follows;

A	Ack	N	Nuts
B	Beer	O	Orange
C	Charlie	P	Pip



# "STICKY FINGERS"

Magazine



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

D	Don	Q	Queen
E	Edward	R	Robert
F	Freddie	S	Sugar
G	George	T	Toc
H	Harry	U	Uncle
I	Ink	V	Vic
J	Johnnie	W	William
K	King	X	X-ray
L	London	Y	Yellow
M	Monkey	Z	Zebra

So Emma and Esses had to go to make way for words that all started with the letter they represented. Some time between then and WW2 Yellow changed to Yorker but apart from that, this is the phonetic alphabet with which the British armed forces began the Second World War. It lasted up until Operation Torch when the combined operation between British and US forces made a common alphabet necessary so the US alphabet was taken into use by the British. This is the alphabet given in John's article as the WWII one, the alternative words given in brackets were the ones actually used. The British used this alphabet up until the international one was agreed upon. This is often referred to as the NATO phonetic alphabet but only because NATO decided to adopt it instead of having a separate military alphabet. Anyone who watches US cop shows will know they did not follow suit.

**Kevin**

## Graham's "Gabblings"

**You want to put one of those into one of them??**

**Time** 9th September 1942 **Place** Oregon USA

In a previous "Gabblings" I covered the appalling Steam powered submarines, the dreadful K Boats. This time round I have another odd combination, the submarine aircraft carrier. This strange idea first originated in World War 1 when a Float plane was lashed to a U Boat, which then sailed out into the open sea and when within 30 miles of the English coast the U Boat submerged and the plane took off. The mission was a success but went no further due to lack of interest by the German Navy. The next idea was to have collapsible aircraft stored inside submarines, which would be assembled on the very narrow deck, flown off, the mission completed, the plane would land next to the Submarine to be recovered, dismantled and store back inside. Call me an old cynic but this sort of thing works ok in training, but when it comes to the real world it always goes horribly wrong.

Many countries tried this idea out, but only Japan actually made this bizarre idea work. The Japanese navy was faced with the problem of undertaking reconnaissance missions over huge expanse of ocean. Before the war the Japanese had developed a new monoplane floatplane and along with a new large submarine it was decided to put the two together. These aircraft/submarine combinations would provide vital information by allowing these short range planes the ability to fly over Pearl Harbour and Sydney.

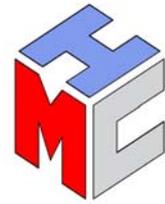


On 9th September 1942 one of these aircraft even bombed America. Flying Officer Fujita took off from Submarine I-19, his mission to bomb the defenceless forests of America. That's right boys and girls, the Japanese Navy sent a submarine thousands of miles to blow up some trees! A few small fires were started and there were hardly any casualties. The panic this was supposed to create never happened. Well there's a surprise.

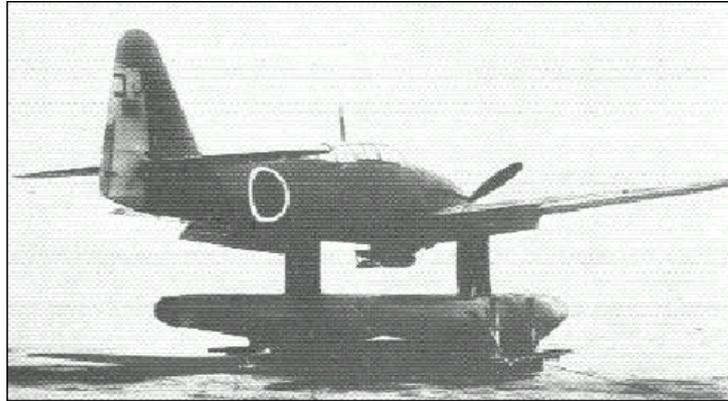


# "STICKY FINGERS"

Magazine



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



The Japanese weren't the only ones who wanted to bomb America.

In 1943 The Germans had a plan to attack the Panama Canal by storing two JU87 Stuka Dive Bombers in two U boats. They would sail to a small island near the canal, assemble the aircraft and then bomb a vital dam, thus putting the canal out of action. A replica of the dam was built and training took place with the U boat crews practising on assembling the planes and the pilots and bomb aimers perfecting their bombing runs. In late September all was ready. The planes were stored, the boats were fuelled, the crews were trained, but the Germans learned that the Americans had found out about the mission and would be waiting for them so the whole thing was called off.

The only other German Sub/plane combo was the little Focke Achgelis Fa 330. This was a rotocopter that would be towed behind a U Boat in order to be able to see "over the horizon" for targets and to give warning of approaching enemy aircraft. Now the reaction of a submarine when the enemy is near is to crash dive. Anyone spotted the fatal problem? OK here's Hans being towed 400 foot above his U Boat. He spots something. If it's a warship or an enemy plane he knows there's not enough time to get him back down. So down goes the sub and its bye bye Hans. Here's a tip don't piss off U Boat captains.



There have one or two Post war experiments, but as of today the sub/plane combo has gone down like poor Hans.

**Graham**