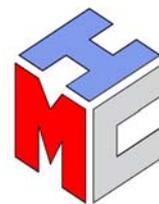




# "STICKY FINGERS"

Magazine



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

Issue 102 December 2012



## Merry Christmas

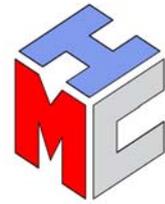
### Next month - January 2013 - Modeller of the Year Competition

Next month – January 2013 – Modeller of the Year Competition.....	1
Peters Prattling .....	2
Merry Christmas & a Happy New Year .....	2
Model Engineering Show 2013 .....	2
Medway Modelling Club Exhibition -at the Historic Dockyard, Chatham, Kent .....	2
Club Sweatshirts .....	2
Bag "A" Book.....	3
Build & Convert Airfix Aircraft Models .....	3
Forthcoming Shows in 2012/2013 .....	4
Robins Ruminations.....	4
My "Official" hat is now on.....	5
John's "Jottings".....	6
Filming At Airshows.....	6
Graham's "Gabblings".....	7
Zzzzzzaaaapppp .....	7
Time Present Place Moody Air Force Base, USA .....	7
What a guy!.....	8
Time September 22, 1940 Place New York.....	8
'Death Ray' For Planes.....	8
Doctor's notes.....	9
Wrighty's References.....	10
The Day I Blacked Out Gibraltar .....	10
Competition Results for the 4 <sup>th</sup> Round 2012.....	12
Wally Arrowsmith Trophy (Aircraft) .....	12
IPMS Hornchurch Trophy (Miscellaneous) .....	13



# "STICKY FINGERS"

Magazine



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## Peters Prattling

### Merry Christmas & a Happy New Year

It's that time of year again, so I would like to wish you and your families a very Merry Christmas and a Happy New Year.

### Model Engineering Show 2013

We are definitely booked in to this show, held between 18<sup>th</sup> & 20<sup>th</sup> January 2013 (Friday through to Sunday).

Opening times are as follows:-

	Access time for Exhibitors	Visitor Opening Times
Thursday 17 <sup>th</sup>	2:00pm to 7:00pm	
Friday 18 <sup>th</sup>	8:30am to 5:30pm	10:00am to 5:00pm
Saturday 19 <sup>th</sup>	9:00am to 5:30pm	10:00am to 5:00pm
Sunday 20 <sup>th</sup>	9:00am to 8:00pm	10:00am to 5:00pm

I've booked named tickets & parking passes for the Rose Window parking bay, for the following people who have indicated they were interested and available to attend.

	Friday	Saturday	Sunday
Robin Bellamy	Yes		
Greg Brand	Yes	Yes	
Bob Lawrence	Yes	Yes	
Allan Roffey	Yes	Yes	
Ian Brown		Yes	
Paul Bennett		Yes	Yes
Peter Bagshaw			Yes

I am still expecting 6 single use entry tickets for use by anyone else who might be interested in coming along for a morning or afternoon, but you'll need to spend some time on the stand to qualify. If a few more could make it for Sunday to spread the load that would be great.

### Medway Modelling Club Exhibition -at the Historic Dockyard, Chatham, Kent

The Medway Modelling Club is again hosting a modelling exhibition at the Historic Dockyard at Chatham during the Medway Festival of Steam and Transport on Sunday 31 March and Monday 1 April 2013.

The event will take place over the two days and clubs may exhibit on one or both days. The exhibition will be held in one of the covered slipways (ground floor this time) and exhibitors will have free entry to the Steam and Transport Fair and all dockyard attractions.

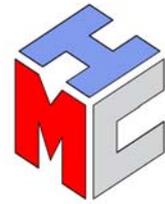
### Club Sweatshirts

I've had a few people ask about obtaining club sweatshirts. The basic answer is I don't hold a stock of them as they have to be paid for upfront. However if there was enough interest I could put another order together. The more we order the nearer we would get to the original prices. So if you want to order a club logo sweatshirt or polo shirt please let me know. Prices quoted below are the ones we got from the last purchase and may be slightly higher depending on the volume ordered.



# "STICKY FINGERS"

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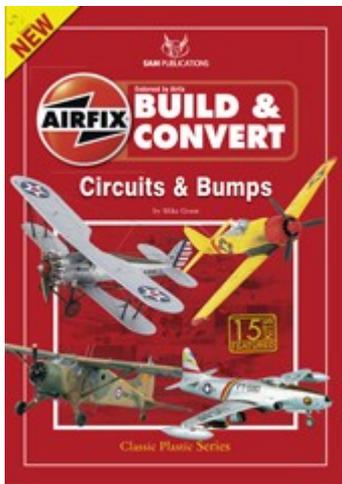
**Sweatshirt £12.85 / Polo Shirt £11.55**

Potentially interested people so far are

Name	Size	Sweatshirt	Polo Shirt
Bob Lawrence	M	1	1
Peter Bagshaw	M		1
Robin Bellamy	XL	1	

## Bag "A" Book

### Build & Convert Airfix Aircraft Models



Circuits & Bumps by Mike Grant

128 Pages

ISBN: 978-1-906959-27-2

Mike Grant's 'Circuits and Bumps' series in Scale Aviation Modeller International focused on building vintage Airfix toolings with very little recourse to aftermarket products. The step by step guides are superbly photographed, each build demonstrating a specific technique and each article summarised in a 'How To' page that is both clear and concise. The builds featured each month in the magazine, now they have been gathered together in one handy reference.

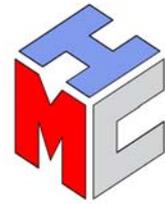
### Contents

1. De Havilland Chipmunk - Getting things straight and level with the de Havilland Chipmunk
2. Vought OS2U-3 Kingfisher - Tips on using etched brass details with this charismatic US Navy spotter
3. F-80 Shining Star - Getting a natural metal finish on the F-80 Shooting Star
4. Brewster Buffalo F2A-1 - The Buffalo gets a makeover, using Barclay's experimental camouflage scheme to demonstrate some masking and painting techniques
5. Point Defence - Filling seams on the Bristol Bloodhound missile
6. Classic Spotter Bird Dog - Getting to grips with the glazing on the Cessna 0-1 Bird Dog
7. Scaling Down Airbus - Creating your own decals for the Airbus A300
8. Angelito Henschel Hs123 - Sanding techniques with the classic ground attack machine in Spanish markings
9. Daygo Shark - Plunge moulding details for the SA 341 Gazelle
10. Roland C.II - Detailing without the aftermarket
11. Focke Wulf Fw 190F-8 - Pre-shading techniques on an unusual captured 'Butcher Bird'
12. DHC Beaver - Sweating the details – the bits that aren't in the box!
13. Taking the Pane out of Kit Canopies - De Havilland's Mosquito revisited
14. Douglas F4D-1 Skyray - Masking and painting the Killer Ray
15. Bristol Bulldog - Biplane basics with the classic inter-war fighter



# "STICKY FINGERS"

Magazine



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## 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.

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>20<sup>th</sup> January (Sunday)</b>	Bolton IPMS Modelling Bonanza, St Joseph's RC High School, Chorley New Road, Horwich, BL6 6HW
<b>9<sup>th</sup> February (Saturday)</b>	FAA Museum Yeovilton Model Show, Fleet Air Arm Museum, RNAS Yeovilton, Ilchester, Somerset, BA22 8HT
<b>16<sup>th</sup> February (Saturday)</b>	NewMod 2013, Park House School, Andover Road, Newbury, RG14 6NQ
<b>17<sup>th</sup> February (Sunday)</b>	Huddersfield Show 2013, Huddersfield Sports Centre, Southgate, Huddersfield, HD1 1TW
<b>2<sup>nd</sup> March (Saturday)</b>	North Somerset Model Show, The Campus, Highlands Lane, Locking Castle, Weston-super-Mare, BS24 7DX
<b>16<sup>th</sup> &amp; 17<sup>th</sup> March (Saturday &amp; Sunday)</b>	<b>Southern Expo</b>
31 <sup>st</sup> March & 1 <sup>st</sup> April (Sunday & Monday)	Medway Modelling Club Exhibition, Historic Dockyard, Chatham, Kent
<b>6<sup>th</sup> &amp; 7<sup>th</sup> April (Saturday &amp; Sunday)</b>	Model-Ex 2013, Windmill Primary School, Raunds, Northamptonshire
<b>7<sup>th</sup> April (Sunday)</b>	Shropshire Model Show, RAF Museum Cosford, Shifnal, Shropshire, TF11 8UP
<b>13<sup>th</sup> April (Saturday)</b>	Sword & Lance 2013, Darlington College, Haughton Road, Carlington, DL1 1DR
<b>21<sup>st</sup> April - (Sunday)</b>	<b>ModelKraft, Stantonbury Leisure Centre, Milton Keynes, MK14 6BN</b>
<b>27<sup>th</sup> &amp; 28<sup>th</sup> (Saturday &amp; Sunday)</b>	Scottish Nationals, The Dewars Centre, Glover Street, Perth, PH2 0TH
<b>25<sup>th</sup> May (Saturday)</b>	Model 2013, Torquay Town Hall
<b>1<sup>st</sup> June (Saturday)</b>	IPMS Salisbury Model Show, Wyvern College, Sports Hall, Church Street, Laverstock, Salisbury, SP1 1RE
<b>28<sup>th</sup> July (Sunday)</b>	Midland 2013 Model Expo, Cocks Moors Woods Leisure Centre & Golf Course, Alcester Road South, Kings Heath, Birmingham, B14 6ER
<b>1<sup>st</sup> September (Sunday)</b>	East Riding of Yorkshire Model Show, Driffield Showground, Kellythorpe, Driffield, East Yorkshire, YO25 9DN
<b>8<sup>th</sup> September (Sunday)</b>	Model Spectacular 2013, Sutton Coldfield Town Hall, B73 6AB
<b>22<sup>nd</sup> September (Sunday)</b>	Wings & Things 2013, Spalding High School, Spalding, Lincolnshire, PE11 2PJ
<b>9<sup>th</sup> &amp; 10<sup>th</sup> November (Saturday &amp; Sunday)</b>	Scale ModelWorld 2013 - 50th Anniversary Show, Telford International Centre, Telford, Shropshire, TF3 4JH

Peter

## Robins Ruminations

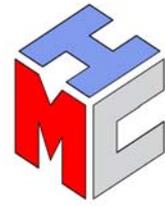
I'm sitting in my living room tapping away on my laptop "writing" my article instead of in my modelling room as normal. Well it's a fair bit warmer with the fire toasting my toes. Unfortunately I will be going out a little later on to pick up my Son from the pub, no he's not out boozing, he works there. I don't usually mind but with fog and minus three on the other side of my front door it takes a fair amount of effort to get my backside out of the chair and put my coat on. However such are the joys of parenthood, or so I'm told, mostly by my Son! I must get cracking and get this article finished before my Son calls and drags me away from the fire.

The past month has been fairly busy and even more disjointed than normal if that could ever be possible in the Bellamy household. My Son disappeared off to Florida to see his girlfriend, no prizes for guessing who had to take



# "STICKY FINGERS"

Magazine



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him to the airport? No it didn't take too much thought did it! Still he had a good time and called me a few times, mainly to tell me how warm and sunny it was in Florida, rat bag that he is. My Son even called me from the stadium where he was watching an N.F.L. game. He spent the Thanksgiving holiday with Violet's parents and shock, horror, he cooked the full traditional dinner with a bit of a British twist to it. I tend to think of my Son cooking in the U.S. as some sort of revenge for the Boston Tea Party. He did have one sticky moment though, while in the normal queue to leave the U.S. he was pulled out of line by officers of the Department of Homeland Security. Why? Did he look iffy, (well more than normal), nervous, suspicious? No, they noticed that he was wearing a Tampa Bay Buccaneers shirt and wanted to tell him the score! Still he escaped their clutches; well they take pity on all those that support the Buccaneers. My Wife picked him up from Gatwick as it was a morning arrival home and I was working that day, result! He brought me back a bottle of 19 year old single malt aged in Madeira wine barrels; he brought his Mother back a Christmas bauble, a mug and a nice Mickey Mouse throw. Just to even things up a bit he also brought his Mother home a very large suitcase of washing, how kind of him!

I have also been busy on the airport taxi side of things again recently by dropping my Mother in Law off at Heathrow airport for her winter getaway to Malta. Now there's a trip I don't mind making! Of course picking her up from the airport in a couple of month's time, I'm not so sure about but I'm sure Adele will "encourage" me! By the time you read this all of the Christmas food shopping that Adele wanted other than the fruit and veg would have been done, dusted and packed away in the fridge, freezer or cupboards. All that remains for now is for the hoards of Attila to turn up and help us eat it all!

I suppose I had better mention modelling somewhere in my article as this is supposed to be a modelling club newsletter. My pile of part finished models seems to be growing faster than weeds in my garden and believe me I have loads of weeds in my garden! I must really apply myself to one model at a time but that is always easier said than done. I seem to flit from kit to kit as the whim takes me or some outside influence takes me. Since the last club meeting I have built an Armourfast Stug.III and put a couple of coats of paint on an F-84. Unfortunately I read an article in a magazine about Baron Von Richofen, guess what? I have now dragged an Eduard Weekend Fokker Dr.I out of my loft and have it sitting on the arm of my chair next to me. So far I have resisted the urge to start snipping at the spruce but it is such a nice, simple build and I am very sorely tempted! Do you have this problem as well or is it only me? One day I will get all these models finished at once, I don't know who would be more surprised, the club members, me or the Wife?

## My "Official" hat is now on.

Well done to all those that entered the years final competition last month, especially those that won or placed in their individual classes. I can't name names unfortunately as I have left the paperwork at my works and I am at this time enjoying a week's leave. I know that the A.G.M. is seemingly a long way off but start thinking or perhaps noting down what you would like to do, see or offer to participate in during next year. Perhaps just spare it a thought or two as you are sitting in front of the fire stuffed with turkey and pudding. Also don't forget to write an article or two for Sticky Fingers during the holiday period. We would all like to know what models, books or tools Father Christmas left in you stocking. Or what you have been up to, within reason of course!

Don't forget to see Peter or myself if you intend or would like to attend the club stand at the Model Engineers show next month. That way Peter will be able to sort out the tickets and who is going on which days to hopefully even out the manning of the stand (*too late the deadline has passed – Peter*)

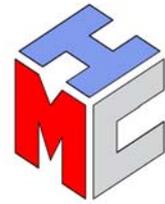
I will now sign off this final article of the year by wishing all the members of the club and their families a very Merry Christmas and a happy and prosperous New Year.

**Robin**



# "STICKY FINGERS"

Magazine



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## John's "Jottings"

### Filming At Airshows

At air shows I use a hand held camera and in order to get steady pictures I keep off coffee and beer until after the filming. I got that tip from a daily mail photographer and it certainly helps. I do sometimes use a chest pod or a mono pod, but all that has to be carried around. I use a digital HD camera because it is light but not so light that it floats around in the hand. I find it is not possible to have a steady picture at the telephoto end of the lens so I set the camera so that I cannot zoom past a focal length that will give me steady pictures.

When panning I turn from the waist keeping the head and shoulders at the same angle. I try to make sequences of pictures rather than single shots. This tells the story of the air display in pictures and makes the editing much easier. I try to have two stories running at the same time i.e. what is happening and what is going to happen next. The information is not always in the picture - sometimes it is in the commentary. I try to decide whether or not I am going to use the official commentary over the loudspeakers but I never stand too close to a loudspeaker as it will dominate the sound track and sometimes the commentary is not relevant. The commentator often talks over the sound of the aircraft; I have to be prepared to move along the flight line as the airshow goes on- this is especially true at Farnborough and Fairford and to a lesser extent at Biggin Hill. I try to decide in advance what is my most wanted shot for a particular airshow and the best place to get it - then I have to position myself to get that shot. Before the flying programme begins I look round the static displays and collect shots of aircraft, especially rare examples.

I try not to shoot against the light, though that can be difficult especially at Duxford. If I shoot against the sun, the aircraft will appear as silhouettes - of course you can always over expose the sky but that makes the video rather wishy-washy so I try not to do that. Since I began using an HD camera with a very wide angle lens I have found it necessary to pay close attention to the lens setting. When shooting propeller aircraft, I have found it necessary to use a lower shutter speed otherwise the aircraft propellers will appear to turn very slowly.

I am always striving for the highest picture quality: this is paramount at all times. Ideally the shots should get more interesting as they go along. Aircraft flying towards you get more interesting. Flying away they get less interesting so that informs the editing. I try to watch for intrusions e.g. those vehicles that go up and down the flight line. I try to vary the pace of the video - though this can be done at the editing stage if necessary. I try not to stand next to people who will spoil the sound track i.e. noisy children and the inevitable know-all who keeps up a barrage of useless and often incorrect information about the aircraft to his mate. It is not advisable to stand next to parked aircraft that are liable to start up during a display as the sound of their engines will drown the sound of the displaying aircraft. Occasionally, when the wind is strong the noise of the wind will drown the sound of the displaying aircraft. At these times the natural sound has to be taken out and a commentary or music substituted.

If the light gets poor I stop filming - videos and poor light do not go well together.

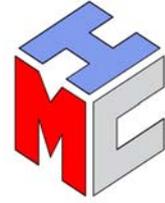
The end of the airshow marks the beginning of the job of creating a film. The editing process is long and very time consuming but very rewarding: generally taking all the processes into consideration it takes about an hour to edit every four minutes of finished product. Providing a generous amount of footage has been shot, there is opportunity for choice of shots at the editing stage. The first thing is to capture all the footage into the editing programme of the computer. Then shot by shot the film is made up. First I decide which shots are going in to the film - i.e. about 1 shot in five will be in the film - often even less. The length of the each usable shot is then determined before it is place on the timeline. Also if a shot needs colour correction this is when it is done. I decide the order of the shots in a particular sequence and this is not necessarily the order in which they were taken at the airshow. The computer programme is very flexible and shots can easily be moved or altered. Once the shots have been arranged, the live sound content of each shot is checked for amplitude and clarity and merged from one shot to another to produce and continuous flow of live sound. It may also be necessary to add subtitles showing the names of the aircraft if the audience will be unfamiliar with military aircraft.

The film will by this time have at least three visual tracks and three or four sound tracks all running in parallel. It is necessary to ensure that all tracks are running smoothly together The picture tracks are naturally cutting or fading as they play through and the sound tracks are cross faded together and the strength of each track is determined so



# "STICKY FINGERS"

Magazine



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that the live sound or commentary or music takes precedence and the others are beneath the main track at any stage. The audience are accustomed to hearing high quality sound on the television and HiFi and expect the same quality from amateur films. This is achievable if care is taken. I have given a sketchy summary of the editing process which is long and involved. I use a semi professional editing programme which enables me to get very high quality picture and sound. This, of course means that the computer must have large RAM, very large storage capacity and as much processing ability as possible. Four minutes of film will need 1Gb of storage space. Starting to operate a complex editing programme involves a steep learning curve which goes on for some months. Editing is a creative process and the programme gives tremendous scope for innovation in the production of the finished film. Once the editing is completed the next task is to burn a disc. Standard discs will take an hour of film so several projects are brought together to fit transferred to disc. The disc is then given a series of titles so that any project on the disc can be found quickly. Blu-ray discs used for High Definition film can hold more material than standard discs but the burning process is similar.

**John Bennett**

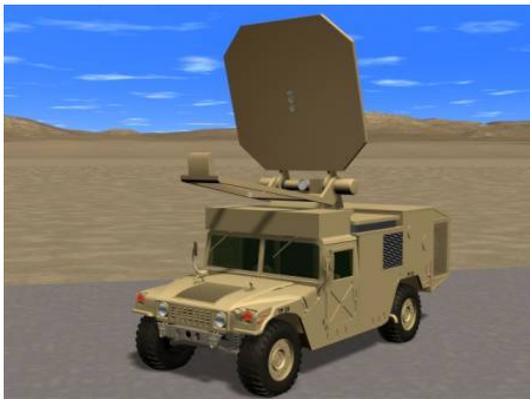
## Graham's "Gabblings"

**Zzzzzzzaaaapppp**

**Time Present**

**Place Moody Air Force Base, USA**

Any military or paramilitary force has always faced difficulties when faced with protesting crowds. Some vile regimes happily fire live rounds and drive tanks into their own population or some poor sods that they are oppressing. However "liberating" a country and then mowing down people who don't want you there is awfully bad for publicity. What to do? Well boys and girls, Uncle Sam has the answer for you. Under an initiative called Project Sheriff a system called (V-MADS) or the Vehicle-Mounted Active Denial System is under development. This "ray gun" won't actually kill you (supposedly) but it is extremely painful.



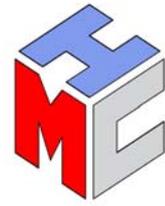
"Active Denial Technology uses a transmitter to send a narrow beam of 95-GHz millimetre waves towards an identified subject. Travelling at the speed of light, the energy reaches the subject and penetrates less than 1/64 of an inch into the skin, quickly heating up the skin's surface. The 95-GHz energy penetrates 1/64 inch into the skin and produces an intense burning sensation that stops when the transmitter is switched off or when the individual moves out of the beam. Within seconds, an individual feels an intense heating sensation that stops when the transmitter is shut off or when the individual moves out of the beam. According to reports, a 2-second burst from the system can heat the skin to a temperature of 130° F. At 50 °C, the pain reflex makes people pull away automatically in less than a second. Someone would have to stay in the beam for 250 seconds before it burnt the skin".

Well that's alright then. Holding up a metal sheet might reflect the beam and it is unclear how well it would work in rainy foggy or sea-spray conditions. Type this <http://www.youtube.com/watch?v=J1w4g2vr7B4> and you'll see some old news bloke get zapped.



# "STICKY FINGERS"

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## What a guy!

**Time** September 22, 1940

**Place** New York



One of the most remarkable people I have ever read about was the incredible Nikola Tesla. Born on the 10 July 1856 in the small village of Smiljan, in what is now Croatia, Tesla is often described as the most important scientist and inventor of the modern age.

Sadly, though he has never gained the popular recognition that his genius deserves. In the 1890's and early 20th century Tesla's fame rivalled that of Thomas Edison and it was Tesla's pioneering work on alternating current electric power (AC) systems that won the so called "war of currents" over Edison's direct current (DC) system. Unfortunately many of his ideas were considered bizarre and unbelievable and at the end of his life he was considered by many to be a "mad scientist". Sadly he died impoverished at the age of 86. Tesla's inventions and achievements are far too numerous and complex to list all of them here. However there are a number of books published on this most remarkable of men available from the usual suspects. It is this article from The New York Times published September 22, 1940 that interests us here.

### 'Death Ray' For Planes

"Nikola Tesla, one of the truly great inventors who celebrated his eighty-fourth birthday on July, 10 tells the writer that he stands ready to divulge to the United States government the secret of his "teleforce," of which he said, "airplane motors would be melted at a distance of 250 miles, so that an invisible 'Chinese Wall of Defence' would be built around the country against any enemy attack by an enemy air force, no matter how large.

This "teleforce" is based on an entirely new principle of physics, that "no one has ever dreamed about," different from the principles embodied in the in his inventions relating to the transmission of electrical power from a distance, for which he has received a number of basic patents. This new type of force Mr. Tesla said, would operate through a beam one- hundred-millionth of a square centimetre in diameter, and could be generated from special plant that would cost no more than \$2,000,000 and would take only about three months to construct.

A dozen such plants, located at strategic points along the coast, according to Mr. Tesla, would be enough to defend the country against all aerial attack. The beam would melt any engine, whether diesel or gasoline driven, and would also ignite the explosives aboard any bomber. No possible defence against it could be devised, he asserts, as the beam would be all-penetrating.

The beam, he states, involves four new inventions, two of which already have been tested. One of these is a method and apparatus "eliminating the need for a "high vacuum;" a second is a process for producing "very great electrical force;" third is a method of amplifying this force, and the fourth is a new method for producing "a tremendous repelling electrical force." This would be the projector, or the gun of the system. The voltage for propelling the beam to its objective, according to the inventor, will attain a potential of 80,000,000 volts.

With this enormous voltage, he said, microscopic electrical particles of matter will be catapulted on their mission of defensive destruction. He has been working on this invention, he added, for many years and has made a number of improvements on it.

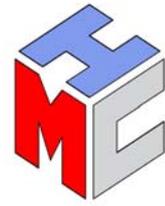
Mr. Tesla makes one important stipulation. Should the government decide to take up his offer, he would go to work on it at once, but they would have to trust him. He would suffer "no interference from experts."

In ordinary times such a condition would very likely interpose an insuperable obstacle. But times being what they are, and with the nation getting ready to spend billions on national defence, at the same time taking in consideration the reputation of Mr. Tesla as an inventor who always was many years ahead of his time, the question arises whether it may not be advisable to take Mr. Tesla at his word and commission him to go ahead with his "teleforce" plant. In ordinary times such a condition would very likely interpose an insuperable obstacle. But times being what they are, and with the nation getting ready to spend billions on national defence, at the same time taking in consideration the reputation of Mr. Tesla as an inventor who always was many years ahead of his time,



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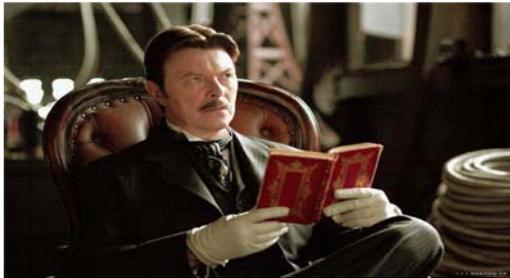
the question arises whether it may not be advisable to take Mr. Tesla at his word and commission him to go ahead with his "teleforce" plant. After all \$2,000,000 would be relatively a very small sum compared with what is at stake. If Mr. Tesla really fulfils his promise the results achieved would be truly staggering. Now only would it save billions now planned for air defence, by making the country absolutely impregnable against any air attack, but it also would save many more billions in property that would otherwise be surely destroyed no matter how strong the defences are as witness current events in England.

Take, for example, the Panama Canal. No matter how strong the defence, a suicide squadron of dive bombers, according to some experts, might succeed in getting through and cause such damage that would make the Canal unusable, in which our Navy might find itself bottled up.

Considering the probabilities in the case even if the chances were a 100,000 to 1 against Mr. Tesla the odds would still be largely in favour of taking a chance of spending \$2,000,000. In the opinion of the writer, who has known Mr. Tesla for

many years and can testify he still retains full intellectual vigour, the authorities in charge of building national defence should at once look into the matter. The sum is insignificant compared to the magnitude of the stake."

## Doctor's notes



Never mind that Nikola Tesla has been called "The Father of Physics", "The man who invented the twentieth century", a man who "shed light over the face of Earth" and "the patron saint of modern electricity, surely his greatest claim to fame must be that he was played by David Bowie in Christopher Nolan's 2006 film "The Prestige".

Tesla's inventions also make an appearance in Robert Rankin's blockbuster novel "The Witches of Chiswick"

Two excellent websites are <http://www.teslasociety.com/biography.htm> for Tesla's biography and achievements and <http://davidszondy.com/future/futurepast.htm> for wonderful retro articles

**Graham**



# "STICKY FINGERS"

Magazine



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

## Wrighty's References

### The Day I Blacked Out Gibraltar

Have you ever been looking at something on TV when something comes up to remind you of an incident in your past? I did the other day, on the Antiques Roadshow they produced an 1880 woman's spray for perfume referring to it as an atomiser. It immediately set bells ringing in my head to an incident in 1956, I had long forgotten (with good reason). The story went something like this:-

Approximately 10<sup>th</sup> to 15<sup>th</sup> December 1956, I was an Engineering Mechanic in the Royal Navy serving aboard the Destroyer Leader of the 1<sup>st</sup> D. Sq comprising of HMS Chieftain (D.36) and the destroyers HMS Chaplet (D.52) and HMS Chevron (D.51). We had just arrived in Gibraltar on our way home after 34 days at sea on patrol at Port Said and the waters in that area. This was the time of the "Suez War" and we had just been relieved by a "Daring" class Destroyer Sq fresh out from England. At that time the RN's best brand new weapon. By now the "war part" was over, some loose ends and agreements to re-open the canal, this had been blocked by ships sunk by the Egyptians, many other items were ongoing to restore normality to this area. No thanks to Sir Anthony Eden, the UK Prime Minister, who joined France to create the war in an effort to keep British Imperialism going, quite happy to sacrifice 1,000's of British National Servicemen in the process (but that's another story!), it was published from released time expired secret records of this man's betrayal in a Sky documentary some 6 months ago.

Anyway getting back to my story, the Naval Base at Gibraltar HQ wanted a big show of the 1<sup>st</sup> DS leaving for home all with crews of the 3 ships in full white tropical dress as they left harbour. This would make good reading and pictures back home. Ships of our victorious Navy etc. Good headlines for an unpopular war.

On the day of departure, everybody was up early getting ready for the parade dressed in their tropical whites. Not me though, I had been up since 3:30am as I had the morning watch (4:00 – 8:00am). With my Boiler Room colleague we were raising steam on No.1 Boiler in readiness for the 9:00am departure.

My job was to keep fuel oil sprayers on the boiler clean and charge then on the hour. There are 8 sprayers on a boiler but only 4 are used to make steam. SO I thought with only 20 minutes to the end of the watch I'd clean the 4 that hadn't been used, as they would be needed by my "chief" when the ship cleared the harbour.

To clean a sprayer, you disconnect the F.O. pipe (union fit), release the 2 clamps holding it in place and draw the sprayers clear of the burner unit. You then put it in a vice and unscrew the hexagon headed front plate and withdraw the "atomiser", all parts are then washed in diesel oil, wiped off with cotton waste and the whole lot reassembled.

It was then, just as I completed the refitting, I got a jolt in the shape of my relief had gone sick, I would have to do his watch. Unfortunately during the refitting, I had failed to replace the atomiser on one of the sprayers.

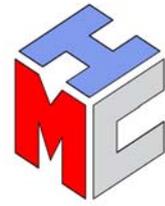
It was now 9:00am, the ship was leaving harbour, I went to the workbench to clean up, it was then, when I emptied the diesel oil, the atomiser fell out. I picked it up and whipped it into my pocket, thinking I must find out where it belongs.

Just at that moment the engine room telegraph rang "Stop Smoke", the P.O. in charge cursed as he looked in his prism periscope, "we ain't making any smoke", he yelled. However he began to struggle with the Forced Draught Fans control wheel, as smoke levels can be adjusted by the speed of the fans. "Stop Smoke" rang out 3 times on the telegraph. The P.O. yelled at Bert the 3<sup>rd</sup> member of the boiler room crew, "check the smoke valve" (this valve when open injects fuel oil direct into the furnace and burns it to make smoke), "it's OK it's closed" came Bert's reply, but then I realised the 4 clean sprayers I had just put on were now in use, one was acting as the smoke valve (without the atomiser). "I'll check the sprayers" I said, I restarted the original 4 sprayers, whipped off No. 7 & 8, luckily 8 had no atomiser, a furtive glance at the P.O., he was still busy again with the fan controls. "Stop Smoke" 4 times rang out, during which time I'd replaced the atomiser and screwed up the sprayer and replaced it with No. 7 back in the boiler, "were they OK?" the P.O. asked me, "yeah fine" I said with some relief. Just then the Chief Stoker bust in, "What are you ..... well doing?", he yelled at the P.O. "We can't find anything wrong", "You've



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bleeding well blacked out the whole harbour". He shoved the P.O. out of the way, "I can't see any smoke" he said. "You won't now", I thought as it was all working now. Check the Auxiliary F.O. Pump he shouted at Bert.

Just then the Engineering Officer came in, "What's wrong here, you've blacked out the harbour, there will be hell to pay for this!", "I think it's clear now sir, it seems that when they switched from the Aux FO Pump to the Main Fuel Pump some sort of blockage occurred Sir" the Chief Stoker mumbled in an unconvincing voice. The Eng looked scared to death, "Check it out, I want a full report on this" and scurrying away up the ladder to the airlock.

After a discussion, the ship was now at sea, I was able to get up on deck, looking back at Gibraltar the rock base looked as though it was shrouded in black fog. Some crewmen were still about in their whites, but looking like Dalmatian dogs. Looking up at the funnel not a smear of smoke could be seen.

It is obviously went to higher levels, explanations would be required, but no valid reason could be found and it was all OK now, it hadn't happened again, probably like a UFO incident, it received a "**no credible explanation**" stamped on the reports.

It reminds me of what my granny used to say "least said, soonest mended", and that's the way it stayed with me, and has done ever since, until the word atomiser popped up on the Antiques Roadshow.

That was 56 years ago when the:-

Captain was 53 years old	would now be 109
Engineer was 25 years old	would now be 81
Chief Stoker was 51 years old	would now be 107
Petty Officer was 33 years old	would now be 89
Bert was 30 years old	would now be 86

Somehow I don't think it will bother them now?

Still we had a good trip home and arrived in Chatham 3 days later, followed by weekend leave. Home for the 1<sup>st</sup> time in 18 months, boy that was good, no worries either as I never heard of the incident again, until my memory was reactivated 56 years later in 1/12/12, now I can remember it as if it was yesterday.

**Alan**

# Competition Results for the 4<sup>th</sup> Round 2012

## Wally Arrowsmith Trophy (Aircraft)

1/72<sup>nd</sup> Scale or Less

Position	Entrant	Model	Votes
1 <sup>st</sup>	Paul Bennett	He-70	46
2 <sup>nd</sup> =	Paul Bennett Peter Bagshaw	Mirage F1 Fokker DVII	41
3 <sup>rd</sup>	Peter Bagshaw	Alpha Jet	25
4 <sup>th</sup>	Peter Bagshaw	Mig 21	15
5 <sup>th</sup>	Charles Thompson	Boeing P-12	10
	Charles Thompson	Me 109 K-4	9

1/72<sup>nd</sup> Scale or less

<p>Paul Bennett He-70</p> 	<p>Paul Bennett Mirage F1</p> 	<p>Peter Bagshaw Fokker DVII</p> 
<p>Peter Bagshaw Alpha Jet</p> 	<p>Peter Bagshaw Mig 21</p> 	<p>Charles Thompson Boeing P-12</p> 
<p>Charles Thompson Me 109 K-4</p> 		

Greater than 1/72<sup>nd</sup> Scale

Position	Entrant	Model	Votes
1 <sup>st</sup>	Bob Lawrence	Cobra Racer	54
2 <sup>nd</sup>	Bob Lawrence	Seafire XVII	52
3 <sup>rd</sup>	Bob Lawrence	Spitfire 21	43
4 <sup>th</sup>	Colin McAuliffe	Zero	40

Greater than 1/72<sup>nd</sup> Scale

<p>Bob Lawrence Cobra Racer</p> 	<p>Bob Lawrence Seafire XVII</p> 
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Bob Lawrence Spitfire 21



Colin McAuliffe Zero



**Positions after 4<sup>th</sup> Round**

Position	Entrant	Points
1st	Paul Bennett	188
2 <sup>nd</sup>	Peter Bagshaw	116
3 <sup>rd</sup>	Ian Brown	113
4 <sup>th</sup>	Charles Thompson	99
5 <sup>th</sup>	Bob Lawrence	94
	John Bennett	57
	Bob Smith	44
	Alan Wright	38
	Phil Worth	25
	Peter Bellamy	23
	Brian Breeze	22
	John Huston	21
	Colin McAuliffe	19
	Robin Bellamy	17

**IPMS Hornchurch Trophy (Miscellaneous)**

**Military Vehicles**

Position	Entrant	Model	Votes
1st	Colin McAuliffe	Su-122	54
2 <sup>nd</sup>	Kevin Curley	Mk.IV Tank	43
3 <sup>rd</sup>	Bob Lawrence	M163 Vulcan	41
4 <sup>th</sup>	Peter Bagshaw	Humvee Ambulance	17
5 <sup>th</sup>	Peter Bagshaw	S-Tank	16
	Graham Hill	NKVD	13

**Miscellaneous - Armour**

Colin McAuliffe Su-122



Kevin Curley Mk.IV Tank



Bob Lawrence M163 Vulcan



Peter Bagshaw Humvee Ambulance



Peter Bagshaw S-Tank



Graham Hill NKVD



### Miscellaneous

Position	Entrant	Model	Votes
1st	Bob Lawrence	S Boat	60
2nd	Colin McAuliffe	XXI U-Boat	42
3rd	Graham Hill	Home Guard Heroes	36
4th	Robin Bellamy	V-2 Rocket	34

### Miscellaneous - Armour

<p>Bob Lawrence    S Boat</p> 	<p>Colin McAuliffe    XXI U-Boat</p> 
<p>Graham Hill    Home Guard Heroes</p> 	<p>Robin Bellamy    V-2 Rocket</p> 

### Positions after 4<sup>th</sup> Round

Position	Entrant	Points
1st	Bob Lawrence Kevin Curley	94
2nd	Peter Bagshaw	55
3 <sup>rd</sup> =	Colin McAuliffe	48
4 <sup>th</sup>	Graham Hill	26
5 <sup>th</sup>	Bob Smith	25
	Ian Brown	25
	Phil Worth	25
	Greg Brand	23
	Robin Bellamy	19