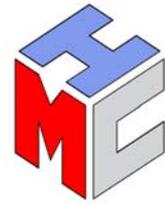




"STICKY FINGERS" Magazine



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Issue 103 January 2013

Very Important!

February Club Meeting is moving to the 25th

Next month – February 2013 – Annual General Meeting (AGM)

Next month – February 2013 – Annual General Meeting (AGM)	1
Peters Prattling	1
February Meeting is Moving.....	1
AGM Next Month.....	1
Medway Modelling Club Exhibition -at the Historic Dockyard, Chatham, Kent	2
Club Sweatshirts	2
Dornier D0-17 News Update	2
New Vickers Bren Carrier.....	3
Forthcoming Shows in 2012/2013	4
Robins Ruminations.....	4
My "Official" hat is now on.....	5
Graham's "Gablblings".....	5
Gory little devils.....	5
Time 1963 Place Colegrave school playground, London	5
Doctors Notes	6
Wally's Waffling.....	6
Does Anyone Remember This Shop?	6
Alan's Annotations	7
J79 Exhaust Nozzles.....	7
Wrighty's References.....	10
Bucket List.....	10
New Book	11
Sticky Fingers 100th Edition.....	11
WrySpy Agency.....	11
Guess Who – Answer?	11
Aussies Future Plans.....	12

Peters Prattling

February Meeting is Moving

The February club meeting is moving by a week to the 25th February. We have been asked to move our meeting date from the normal 3rd Monday as the church hall is hosting an event where they want to have the whole place to themselves. We could have had either the Monday before or after our normal slot so I've decided on the later date as this is slightly nearer to Southern Expo, hopefully we can have a run through of the club display, if only for the "Splash of Colour" bit.

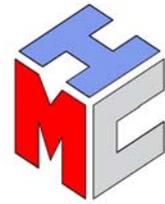
AGM Next Month

A reminder that next month is the AGM where we decide on things such as who is in charge of running the club, what the monthly meetings will consist of, the format and possible themes for competitions and anything else you can think of. Thinking caps on please for ideas for meeting subjects or people you know who may be able to give us a talk about something of interest or is there something modelling related you could demonstrate?



"STICKY FINGERS"

Magazine



www.sticky-fingers.org.uk

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.

Any interest from the club in attending?

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.

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		2
Robin Bellamy	XL	2	1
Ian Brown	XXL	1	

Dornier Do-17 News Update

Over the past twelve months progress on the Dornier project has made substantial moves forward.

Successful fundraising and technical efforts have now reached the stage where a date has been set for the aircraft to be raised from the Goodwin Sands. Subject to weather and equipment serviceability the operation to recover the Dornier will commence in May 2013 and is scheduled to take approximately four weeks. A specialist contractor has been appointed to recover the aircraft and deliver it to the Museum's Conservation Centre at Cosford.

The recovery methodology has been developed and refined and has led to the construction of a bespoke lifting frame which will be employed to retrieve the Dornier from the seabed. Of modular construction the frame will be assembled around the aircraft, the lower sections being inserted beneath the wings and rear fuselage before attachment to the upper lifting portion (once on the surface this structure will also be employed as a transport cradle).

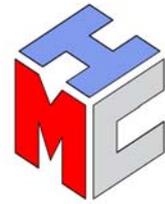
The Museum is also very grateful to Imperial College Metallurgy Department who have assigned two PhD student metallurgists to the project to conduct research into the conservation of aluminium structures recovered from salt water. Led by Dr Mary Ryan they have developed and tested an environmentally friendly solution based on citric acid. Employing optical and electron microscopy inspection methods, Imperial has successfully developed a conservation technique utilising aluminium samples retrieved from the Dornier airframe. Their objective is to develop a solution powerful enough to remove all traces of chloride from the Dornier's airframe while at the same time stabilising it for long term preservation.

Just in time for a visit after the 2013 Scale Modelworld!



"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	
2nd March (Saturday)	North Somerset Model Show, The Campus, Highlands Lane, Locking Castle, Weston-super-Mare, BS24 7DX
16th & 17th March (Saturday & Sunday)	Southern Expo
31 st March & 1 st April (Sunday & Monday)	Medway Modelling Club Exhibition, Historic Dockyard, Chatham, Kent
6th & 7th April (Saturday & Sunday)	Model-Ex 2013, Windmill Primary School, Raunds, Northamptonshire
7th April (Sunday)	Shropshire Model Show, RAF Museum Cosford, Shifnal, Shropshire, TF11 8UP
13th April (Saturday)	Sword & Lance 2013, Darlington College, Haughton Road, Carlington, DL1 1DR
21st April - (Sunday)	ModelKraft, Stantonbury Leisure Centre, Milton Keynes, MK14 6BN
27th & 28th (Saturday & Sunday)	Scottish Nationals, The Dewars Centre, Glover Street, Perth, PH2 0TH
25th May (Saturday)	Model 2013, Torquay Town Hall
1st June (Saturday)	IPMS Salisbury Model Show, Wyvern College, Sports Hall, Church Street, Laverstock, Salisbury, SP1 1RE
28th July (Sunday)	Midland 2013 Model Expo, Cocks Moors Woods Leisure Centre & Golf Course, Alcester Road South, Kings Heath, Birmingham, B14 6ER
1st September (Sunday)	East Riding of Yorkshire Model Show, Driffield Showground, Kellythorpe, Driffield, East Yorkshire, YO25 9DN
8th September (Sunday)	Model Spectacular 2013, Sutton Coldfield Town Hall, B73 6AB
22nd September (Sunday)	Wings & Things 2013, Spalding High School, Spalding, Lincolnshire, PE11 2PJ
9th & 10th November (Saturday & Sunday)	Scale ModelWorld 2013 - 50th Anniversary Show, Telford International Centre, Telford, Shropshire, TF3 4JH

Peter

Robins Ruminations

This is the first issue of this year's Sticky Fingers; the first thing is to wish all of you and your families a very Happy New Year. Yes I know it's a bit late but better late than never. Just what can we look forward to this year on the modelling front? Well, judging from the magazines and websites it looks like another bumper year for new releases and retooled classics in all areas of modelling. It would seem that modelling is bucking the World economic forecasts and trends. Long may it last! On the model show front, we'll just have to wait and see. This of course holds a special interest for many club members and Peter and myself in particular. Fingers crossed the show scene will follow the same trends as the model manufacturers and continue in a strong and vibrant direction.

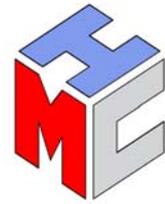
On a more sombre note it looks like you will have to put up with my ramblings regarding my domestic and modelling life, sorry about that but I've got to fill my magazine quota somehow!

By the time you are reading this article the Model Engineers Exhibition at Alexander Palace will be done and dusted. It would be the first time in many, many years since the club has exhibited at this show but I am confident that we would have put on a good display and all those members attending would have enjoyed themselves. For fuller report you'll have to wait until next month's magazine.



"STICKY FINGERS"

Magazine



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My "Official" hat is now on.

Tonight is the Modeller of the year Competition, by the time you read this Peter should have already emailed those members that choose to / can receive email with a list of eligible models for entry tonight. I hope to see lots of models on the tables to make the job of our friends from the Southend club as difficult as possible.

It's the dreaded AGM next month so I trust that you are all busy thinking about anything that you wish to raise regarding the running of or direction the club is taking. No I didn't think so but give it a little thought, if nothing else it saves time on the night if we all have some sort of idea or agenda to work on and discuss. Or do you fancy throwing your hat in the ring to take over any of the committee's positions? If so, next months meeting is your big chance. Give it some thought.

On the subject of the next "club years" events, do you want to or are you prepared to give a chat on any aspect of modelling or personal interest in a subject? Do you know of a guest speaker that wouldn't mind giving us a chat? Come along gentleman let's have some thought on the subject. One idea was mentioned to me last month regarding the 2014 Expo build theme, (it seems odd already discussing a show that is 14 months into the future), namely models of T.V. and film "stars". This can take the form of any model of an object used in film or television. As a few examples:

- The F-5's used as Mig's in the film Top Gun.
- Anybody fancy making a model of the Titanic?
- The models out of Stingray, Thunderbirds, Blake's 7 or Star Wars.
- Cars out of The Dukes of Hazard, The Italian Job or perhaps Morse.
- The AT-6 Texans used as Zero's and Val's in Tora, Tora, Tora and The Battle of Midway. Or if you really want to go silly, the Folland Gnats used as carrier aircraft in Hot Shots!
- The Patton's posing as Tigers in the Battle of the Bulge.
- The figure painters or those brave enough to attempt figures can have a field day on this theme.

Well that is just one idea forwarded to me, do you have an alternative? If not, why not? Get thinking!

Robin

Graham's "Gabblings"

Gory little devils.

Time 1963 **Place** Colegrave school playground, London

Back in the pre-internet, only two channels on the television, no PC Games and black and white days of the early Sixties how I hear you ask, did the young Doctor Hill and his friends amuse themselves? We rode bikes with dodgy brakes, fought with the kids from the next street, made our own gunpowder and stink bombs and played wars on the bomb sites that still littered the East End. We also made models of warplanes which we then set on fire when we got bored with them. Stuffing a plastic kit full of bangers and lighter fuel was a particular favourite which we used to do in our back yard until we set fire to next doors washing. Ah, the joys of youth.

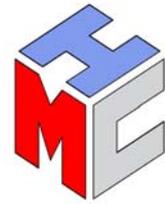
Then in 1963 the sweet shops had something new. In bright shiny packs "The Civil War News" was a set of 88 cards featuring the colourful artwork of Norm Saunders, as well as three other artists, and was characterized by vivid colours; graphic depictions of violence, death, and blood and exaggerations of warfare. These cards were produced by Topps who also made the wonderful "Mars Attacks" cards. With five cards to a pack they were an instant hit with us gory little devils. In school playgrounds and in the street we would be huddled round trading doubles and poring over these gruesome little cards. With titles like "train of doom , smashing the enemy, flaming death, suicide charge and death in the water" they were our own version of a "video nasty".

One of the most popular was number 21 "Painful death" where a soldier gets thrown off his horse on to a spike. Nice. The odd thing about these cards was although they had an extremely graphic and lurid picture on the front the reverse would have a brief history of a campaign, battle, or person presented in a newspaper article like



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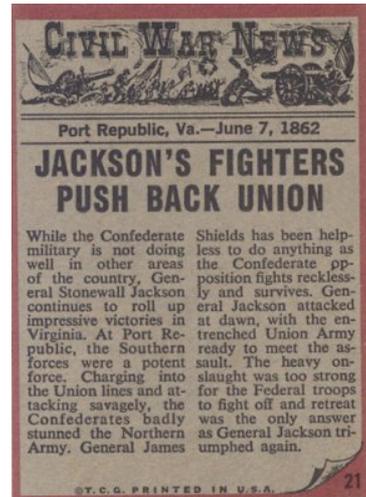
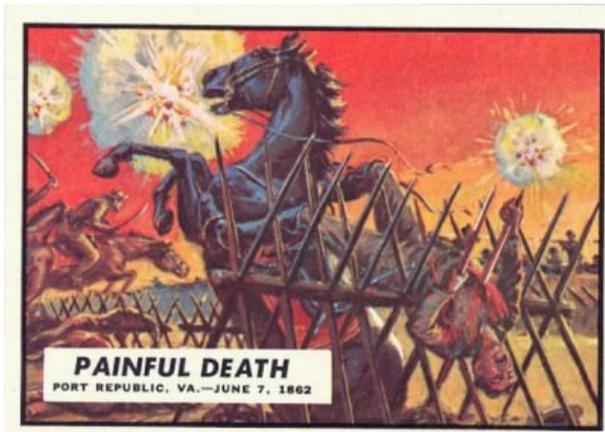
Magazine



www.sticky-fingers.org.uk

fashion, complete with headline. Sadly I no longer have my set. You can, however see the full range of these cards in all their gory at

<http://www.bobheffner.com/cwn/index.shtml>



Doctors Notes

This is an extract from an interview with Len Brown who was involved with their production in the early sixties.

"We worked with a company in England: A.B.&C. Limited, I believe their name was.They had great success with Civil War cards we were told. That surprised Woody and myself because we wouldn't have thought that British children would give a hoot about our Civil War...But I guess blood and guts and good artwork will win every time." The full interview is on the above website and makes fascinating reading

Graham

Wally's Waffling

Does Anyone Remember This Shop?

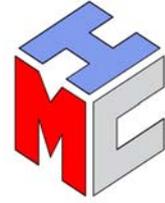
C.M.A. ACCESSORIES
Supplied only through C.M.A. Stockists

BUSHED BRASS	per dozen	NATURAL HORNER STIFF	per dozen
1/16" dia. x 1/2" long	4	1" x 1/2"	25 lengths
1/8" dia. x 1/2" long	4	2 1/4" x 1/2"	1 9
3/16" dia. x 1/2" long	4	1" x 1/2"	1 9
CELLULOSE SHEET	per sheet	PROPELLER SHAFTS	each
20" x 8"	1 9	Spring Steel	2
DOWEL 1/4" dia. x 1/2" long	4	1/2" dia. with lock	2
All metals, steel and brass	1/2	1/2" dia. with lock	2
1/4" dia. x 1/2" long	4	SPRING STEEL WIRE	per lb.
1/4" dia. x 1/2" long	4	1/2" dia. x 30" length	2
DOWELS (Steel quality)	per piece	1/2" dia. x 30" length	2
1/4" x 1/2"	1/2	TISSUE	per sheet
1/4" x 1/2"	1/2	White, Black and red	1
GARNET PAPER	per sheet	TUNING 1/4", 1/2", 3/4"	per lot
1/4" x 1/2"	1/2	Steel	9
1/4" x 1/2"	1/2	Aluminium	9
PROPELLERS	each	WHEELS (Lightweight Plastic)	per pair
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1/4" dia. x 1/2" long	1/2	75"	1 1
1/4" dia. x 1/2" long	1/2	75 1/2"	1 1
1/4" dia. x 1/2" long	1/2	76"	1 1
1/4" dia. x 1/2" long	1/2	76 1/2"	1 1
1/4" dia. x 1/2" long	1/2	77"	1 1
1/4" dia. x 1/2" long	1/2	77 1/2"	1 1
1/4" dia. x 1/2" long	1/2	78"	1 1
1/4" dia. x 1/2" long	1/2	78 1/2"	1 1
1/4" dia. x 1/2" long	1/2	79"	1 1
1/4" dia. x 1/2" long	1/2	79 1/2"	1 1
1/4" dia. x 1/2" long	1/2	80"	1 1
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1/4" dia. x 1/2" long	1/2	81"	1 1
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1/4" dia. x 1/2" long	1/2	82"	1 1
1/4" dia. x 1/2" long	1/2	82 1/2"	1 1
1/4" dia. x 1/2" long	1/2	83"	1 1
1/4" dia. x 1/2" long	1/2	83 1/2"	1 1
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1/4" dia. x 1/2" long	1/2	84 1/2"	1 1
1/4" dia. x 1/2" long	1/2	85"	1 1
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1/4" dia. x 1/2" long	1/2	86 1/2"	1 1
1/4" dia. x 1/2" long	1/2	87"	1 1
1/4" dia. x 1/2" long	1/2	87 1/2"	1 1
1/4" dia. x 1/2" long	1/2	88"	1 1
1/4" dia. x 1/2" long	1/2	88 1/2"	1 1
1/4" dia. x 1/2" long	1/2	89"	1 1
1/4" dia. x 1/2" long	1/2	89 1/2"	1 1
1/4" dia. x 1/2" long	1/2	90"	1 1
1/4" dia. x 1/2" long	1/2	90 1/2"	1 1
1/4" dia. x 1/2" long	1/2	91"	1 1
1/4" dia. x 1/2" long	1/2	91 1/2"	1 1
1/4" dia. x 1/2" long	1/2	92"	1 1
1/4" dia. x 1/2" long	1/2	92 1/2"	1 1
1/4" dia. x 1/2" long	1/2	93"	1 1
1/4" dia. x 1/2" long	1/2	93 1/2"	1 1
1/4" dia. x 1/2" long	1/2	94"	1 1
1/4" dia. x 1/2" long	1/2	94 1/2"	1 1
1/4" dia. x 1/2" long	1/2	95"	1 1
1/4" dia. x 1/2" long	1/2	95 1/2"	1 1
1/4" dia. x 1/2" long	1/2	96"	1 1
1/4" dia. x 1/2" long	1/2	96 1/2"	1 1
1/4" dia. x 1/2" long	1/2	97"	1 1
1/4" dia. x 1/2" long	1/2	97 1/2"	1 1
1/4" dia. x 1/2" long	1/2	9	



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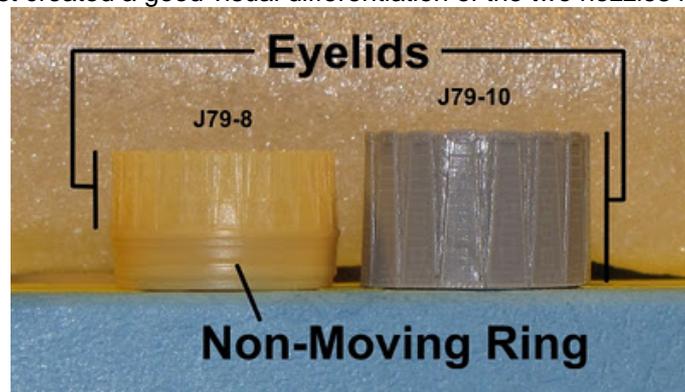
Alan's Annotations

J79 Exhaust Nozzles

By Tommy H. Thomason

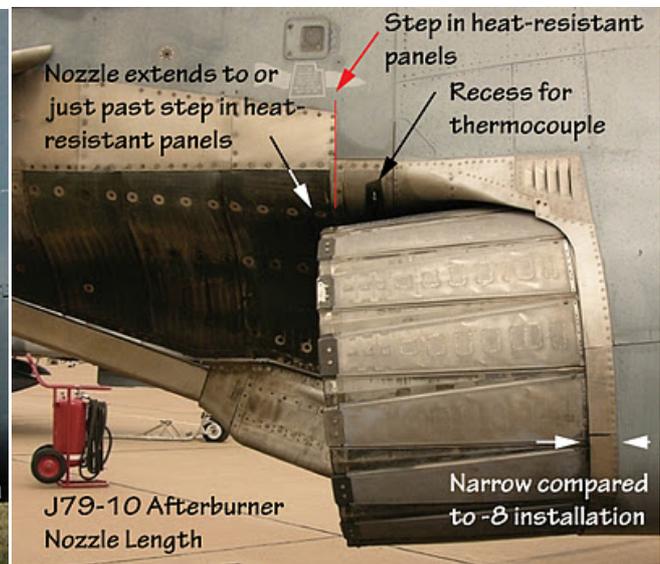
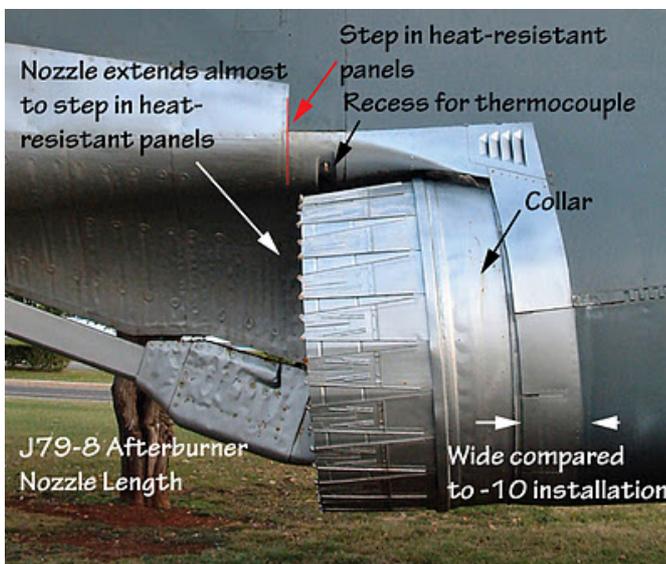
There are two different J79 afterburner nozzles, "short" and "long." The -8 engine in the F-4B/N, almost all of the Blue Angels F-4Js, A3J-1s, and some RA-5Cs; and the -15 in the F-4C/D have the short nozzle. The -10 engine in the F-4J/S (except for most of the Blue Angels F-4Js) and some RA-5Cs; and the -17 in the F-4E have the long nozzle.

Dave Aungst created a good visual differentiation of the two nozzles from kit parts:



I'll refer to the "non-moving ring" as the "collar." However, it turns out that the ring/collar does move. Also, although his illustration leaves the impression that the -8 engine is notably shorter than the -10, the engines are about the same length.*

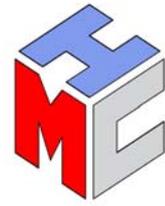
Since these two parts are for F-4 Phantom kits, the difference in length of the afterburners shown above is primarily the result of a small difference in the airframe structure if it's represented correctly on the kit: a short versus wide end to the fuselage structure at the opening for the afterburner nozzle. Note that the some of the difference relative to the "step" in the heat-resistant panels in the pictures below may be caused by the angle from which each picture was taken but according to a pretty-good McDonnell lines drawing, the aft end of the -10/17 nozzle does extend 1.28" aft of the -8/15 nozzle's. (The difference in the width of the sheet metal at the forward end of the nozzle is about 3".)





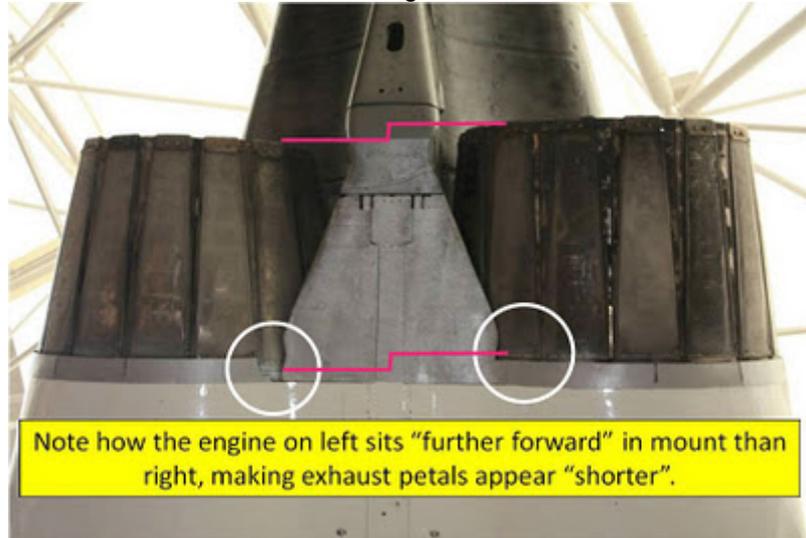
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Magazine

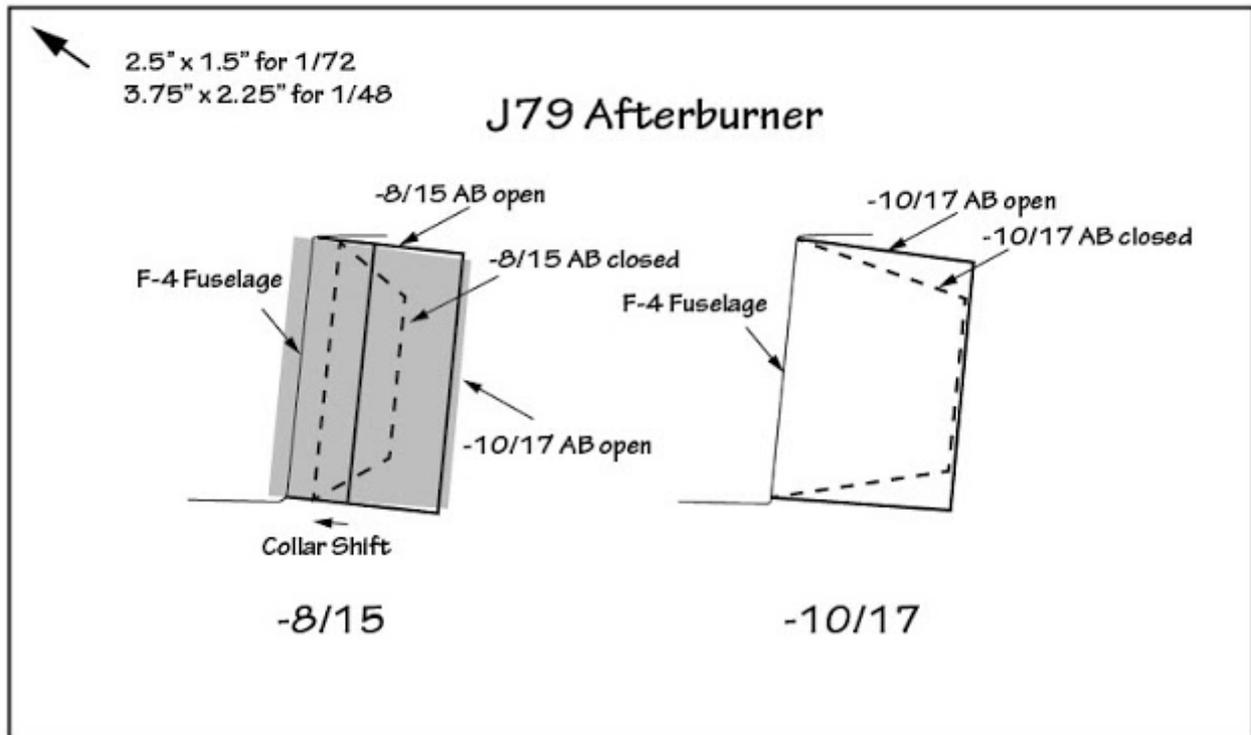


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The location of the end of the nozzle relative to the airframe is very inconsistent on static display F-4s and RA-5Cs. This appears to be more common than I would have thought, and even occurs on the same aircraft.



Some static display airplanes also have the nozzles closed down, which makes the -8/15 nozzle very different in appearance (and much shorter) and the -10/17, a bit shorter. However, a closed-down nozzle appear to be rare on flightworthy F-4s and RA-5Cs except when the engine is running.

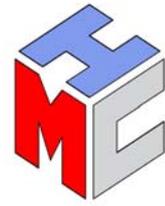


The gray rectangle on the -8/15 drawing is the location of the exposed portion of the -10/17 nozzle. The forward exposed end of the -10/17 nozzle is farther forward as shown in the photos above. Also note the movement of the collar when the -8/15 nozzle closes down for non-afterburning operation. The movement of the collar into and out of the fuselage opening results in some "polishing" of it.



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The interior of the two different nozzles is very different (the one on the left is in a museum aircraft and appears to be located much farther forward than it should be, not to mention a screen has been installed to keep birds and critters out):



J79-8/15 Nozzle Interior



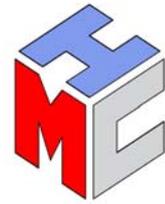
J79-10/17 Nozzle Interior

The -8/15 nozzle has longitudinal ribs on the inside of the petals whereas the -10/17 nozzle has a relatively smooth inner surface. The difference in ejectors is depicted in a Rockwell International maintenance publication:

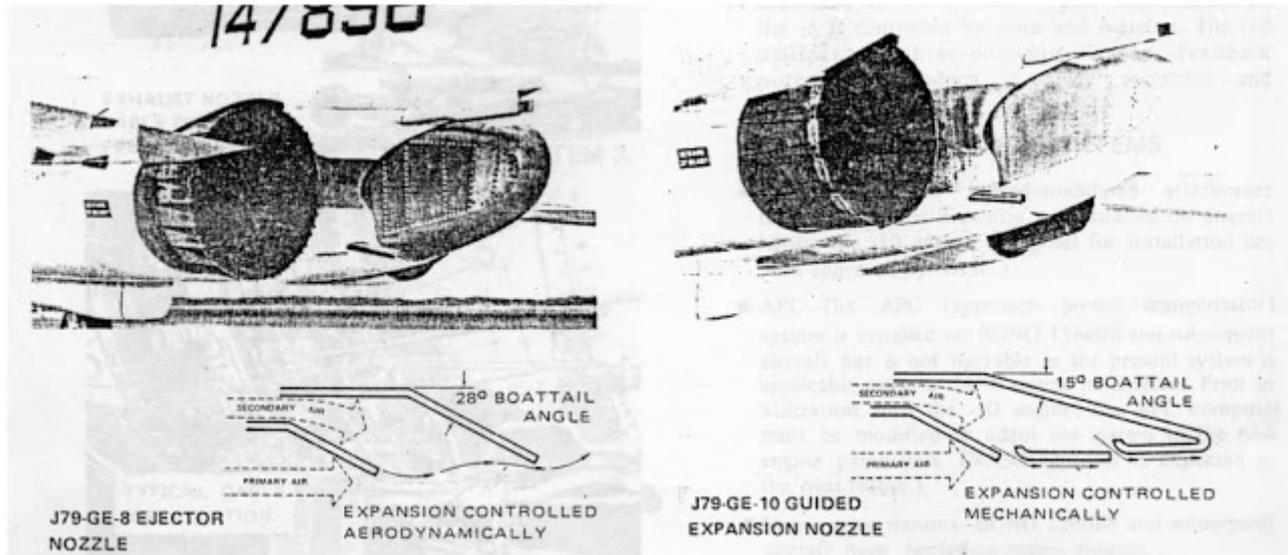


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The presence of the -8 versus the -10 in the RA-5C is much less obvious than shown above in most pictures because the collar is in the shadow of the horizontal stabilizer. As with the F-4, it appears to me that the end of both nozzles is very close to the same location relative to the airframe fairing above the nozzle. (Again, static display airplanes, particularly the RA-5C at the Pima Museum, can't be trusted in this regard.) According to Craig Kaston's research, the -10 was installed in RA-5C BuNos 156608-156643 and the same airframe change (AFC-328) was used to modify nine existing RA-5Cs of early vintage: 146702, 149276, 149287, 149298-9, 149301, 150824, 150831, and 151630. The incorporation of the change is apparent by the difference in the sides of the engine inlet and the extension of the wing inboard leading edge to the front of the inlet.

*A now defunct GE webpage listed the -8 and -10 as having exactly the same length. It may be that the -10 engine was installed slightly farther aft to help resolve a forward cg problem. One stated but perhaps apocryphal reason for the Navy F-4s not getting a nose-mounted gun like the Air Force F-4E is that it would have moved the empty cg too far forward in light of the Navy's requirement for relatively low-speed takeoffs and landings.

Thanks to Craig Kaston for his observation of the -8/15 collar position and photo and to Mark Nankivil for the pretty good McDonnell drawing that I used to depict the nozzle position.

Alan

Wrighty's References

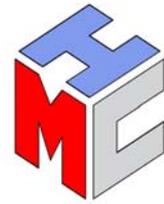
Bucket List

Have you heard of the "Bucket List"? Well if you haven't, it comprises of a list of things you want to do or must do before you die. That's most poignant to most modellers as they all have massive stashes of kits which would take till they are about 150 years old to complete. Also they have so many books to read, also magazines they will go blind before completion, see "Rules of Acquisition" by Peter last month. Now I do fall into this category having over 100 + Osprey books and 200+ aircraft and shipping books largely bought for their reference value, most of these plus selected files on magazine articles for good reference, help cover most of the RAF, Luftwaffe, USAAF of WW.II and the jet age to date. However one reference has constantly evaded me until now:-



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New Book



US Navy Air Power: Carrier Air Wing and Squadron Review 2009/2010, mainly written by a man we know well, Tony Holmes, editor of Osprey books, published by Key Publishing Ltd, for the princely sum of £4.99.

Although we have had many US Navy members over the years, my suggestions i.e. about a Squadron, carrier aircraft review, fell upon deaf ears, mostly stories of individual units or a certain type of aircraft but never a full airwing and squadron review of the whole thing including the carriers. Why didn't you do it yourself? You might ask, but as you can see from the Sticky Fingers History columns, I had my hands full with massive (all in) types of reference in the hope that somebody else would have done it.

Well finally somebody (Tony Holmes) has and he probably knows more about the subject than anybody, everything you need to know, even the Squadrons nickname (i.e. VF11 "Red Rippers"), what the tail codes refer to and all the USN carriers involved. Lads don't let this one slip away, @ £4.99 it's a steal, to me it was worth 4 times that amount, so even if you have to filch the milk money, ring this number 01780 480404, and buy it, you won't be sorry. All you closet USN fans; you'll really know what you are talking about.

Sticky Fingers 100th Edition

Well done to everybody involved in the making of this edition of Sticky Fingers, a fine 18 page effort, with a really wide range of subjects, if you include the Luftwaffe Atlas, that makes 31 pages, a true record as I believe the best previous was 29 pages. Well done if your article appeared in an earlier edition, but I'm well pleased we have so much more variety. Why not try to make the 1st 2013 edition just as good? Tanks, cars, trains, AFVs and boats still have not received a mention, so if they are your thing, how about a few lines? Once again well done everybody. Happy New Year.

WrySpy Agency

Guess Who - Answer?

How did you get on with Novembers poser re the Far East country that used the RAF style Green/Red roundel for its national insignia, with airbases @ Chuttagong and Jessore? No cheating, looking it up on the internet, only use an atlas. The answer is Bangladesh.

Note: The squadron list and base chart below appears as promised and is a de-classified item obtained by aour Indian agent.

Squadron	Bangladesh Airforce Order of Battle	
	Aircraft Type	Base
1	Mi-17, Bell-212 helicopters	Chittagong Zahurul
3	An-32	Chittagong Zahurul
5	F-7BG (Mig 21)	Dhaka Kurmitola
8	Mig-29B & UB	Dhaka Kurmitola
9	Bell 212	Dhaka Tejgaon
11	PT-6	Jessore BAF Academy
15	T-37B (now withdrawn)	Jessore BAF Academy
18	Bell 206 Long Ranger	Jessore BAF Academy
21	FT-6 (Mig 19)	Chittagong Zahurul
25	L.39Z	Chittagong Zahurul
31	M.17/171	Dhaka Tejgaon
35	F-7MB (Mig 21)	Dhaka Kurmitola
101	Various helicopters	Dhaka Tejgaon



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Aussies Future Plans

The RAAF announced it would convert 12 of its recently purchased F/A-18F Super Hornets to EA-18G Growler electronic warfare standards, thus making them the 1st foreign operator of a US electronics warfare type. As reported in Sticky Fingers No.87, September 2011, the \$6m Billion deal to purchase 24 Super Hornets was intended to bridge the gap between the retirement of their F-111s to the arrival of the F-35s, which could not be guaranteed. The Hornets were completed in 2011 and now equip 2 Squadron at RAAF base Amberley in Queensland.

Amongst plans for forming instructor training units and EW training arm in conjunction with the US Navy airbases, they quoted the retirement date for the Hornets as 2023, giving fair clearance for the employment of the F-35 if that choice becomes a reality.

Alan

(Apologies to Alan, I somehow managed to "lose" this set of articles for Wrighty's References, they should have appeared in the December issue of Sticky Fingers)