



"STICKY FINGERS"

Magazine



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Issue 129 February 2015



Next month - March 2015 - ? Who Knows ?

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Peters Prattling

Annual General Meeting Tonight

Tonight's meeting is the AGM and as such we need to decide on who will actually run the club, look after the money and run our internal club competition. In addition we also need to think about what we will actually do for our monthly meetings and is an opportunity to raise suggestions or put forward ideas which you think need discussion.

Southern Expo

Plans for the show are well underway although you will notice that a few of our regular traders are not attending this year. LSA Models are not because their owner Jason has retired and shut up shop, MDC have declined to attend as they are too busy and sadly Hannants (Lowestoft) won't be here either.

I would like to ask that some club members be available on Friday evening from 7:00pm onwards to help setup, more importantly as many as possible attend the show and help populate the stand with models (they don't have to be to the club theme of "Best of British") and just in case the message hasn't sunk in yet, **all club members are eligible to put models on display**, and man the stand throughout the show, you are the best recruiting tool for the club I can think of. Help breaking down the tables on the Sunday evening will also be most appreciated.

Will someone please "volunteer" to be the display organiser?

Shows

I've had quite a flurry of invites to various shows around the country; please let me know if any are of interest for a club booking.

5 th & 6 th April (Sunday & Monday)	Chatham Dockyard Show
26 th April (Sunday)	Milton Keynes
2 nd & 3 rd May (Saturday & Sunday)	South West Models & Hobbies Show – Shepton Mallet Somerset
21 st June (Sunday)	West Norfolk Show, Downham Market & also IPMS Ipswich
6 th December (Sunday)	London Model Show, Islington

IPMS(UK) Branch Submission & Address List

Just because it's a good time to do this, before I complete the branch return please check the current address list I have to ensure you are on there and the details are accurate & complete. I will also need to know whether you are IPMS or not and your IPMS number if you can remember it.

Forthcoming Shows in 2015

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.

2015	
1 st March (Sunday)	Peterborough Scale Model Club - Voyager Academy, MountSteven Avenue, Peterborough, Cambs, PE4 6HX
21st & 22nd March (Saturday & Sunday)	Southern Expo
29 th March (Sunday)	East Midlands Model Show , The Leisure Centre, Coventry Road, Hinckley, LE10 0JR
5 th & 6 th April (Sunday & Monday)	Medway Modelling Exhibition , Chatham Dockyard, Kent.
12 th April (Sunday)	Shropshire Scale Model Show , RAF Museum Cosford, Shifnal, Shropshire, TF11 8UP
18 th April (Saturday)	IPMS Dorset , Parkstone Grammar School, Sopers Lane, Poole, BH17 7EP
26 th April (Sunday)	ModelKraft 2015 , Stantonbury Leisure Centre, Milton Keynes, MK14 6BN
2 nd & 3 rd May (Saturday & Sunday)	South West Models & Hobbies Show – Bath and West Showground, Shepton Mallet, Somerset, BA4 6QN
9th May (Saturday)	Southdowns , The Parish Hall, South Street, Lancing, West Sussex BN15 8AJ
21 st June (Sunday)	West Norfolk IPMS , Downham Market, Norfolk



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	Ipswich Show , Tuddenham Road, Ipswich, Suffolk IP4 3QJ
27th June	Orchards Model Show , Dartford
12th July (Sunday)	Moorlands Model Show , The TA Centre, Martin Leake House, Waterloo Road, Cobridge, Stoke-on-Trent, ST6 3HJ
18th July (Saturday)	North Somerset Model Show 2015 , The Helicopter Museum, Weston Heliport, Locking Moor Road, Weston-super-Mare, Somerset, BS24 8PP
27th September (Sunday)	Brampton Show , Burgess Civic Hall, Westwood Road, St Ives, Cambridgeshire, PE27 6WU
7th & 8th November (Saturday & Sunday)	Scale ModelWorld 2015 , Telford International Centre, Telford, Shropshire, TF3 4JH
6th December (Sunday)	London Model Show , Islington

Peter

Robin's "Ruminations"

Well gentleman another month rolls by and boy has it been a month in my household since the last meeting one way or another. So let's start in some sort of chronological order from my muddled and jumbled memory.....

First up was the International Model Engineers Show at Alexander Palace I had a few days leave owing to me and so I decided to take the Thursday off to go and checkout the venue and set up the club stand. On arrival I found that the organisers had only given us two tables instead of the normal four but thankfully I was able to get a couple of extra tables and covering delivered quickly and partially set up the club stand, which turned out to be a good choice as things were to turn out. I was lucky enough to get a lift to the show from Paul Bird on the Friday and Peter on the Sunday and on the Saturday I took Adele to the show. To say that that the journeys to and from the show were "memorable" would be a bit of an understatement and all for the wrong reasons. Paul picked me up in time to get us to the show for 08:00, unfortunately a collapsed drain on the North Circular had other ideas, and to say the traffic was horrendous would be a gross understatement. Every side road and alternate route was jammed solid but after an "adventurous" ride around the back streets of east and north London we eventually reached the venue at just before 10:00, ah the joys of motoring! However Bob Lawrence, Paul Bird and Alan Roffey were on hand to help fill the club stand, which looked really good. I only bought a few glass bottles for paint and a set of airbrush reamers all day, so I think the hog roast roll I bought at the show cost more than all my purchases that day. One strange thing occurred during the afternoon and that was that the producer of The One Show wanted to borrow my model of the V-2 rocket for possible inclusion in the show. I said no problem and gave her the model. In the end it wasn't used in the show but at least it was a first for me to be asked for a model for television.

On Saturday my Wife decided that she would like to accompany me to the show for the day, unfortunately the trip to the show was almost as bad as the Friday. We encountered the aftermath of two serious accidents that delayed our arrival to the venue and just sneaked into one of the last available parking spots in the unloading area. Ian Brown, John Huston and Ralph Hebron joined us with their models, freshening up the club display. My V-2 had been returned during the night and resumed its normal place. Adele enjoyed the show (and a full English breakfast, the first purchase of the day) chatting to the other club members and the public. Attendance to the show was very noticeably up due in a major part to the previous evenings plug on "The One Show" I would think as there were a large number of families present over the weekend. I bought a couple of "daylight" bulbs for my modelling room and some small empty squeeze bottles for airbrush cleaner, thinners and paint stripper. Also a box of disposable gloves for when I'm spraying and cleaning my airbrush after use, much better than trying to scrub paint off your hands afterwards.



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If only the devil could cast his net.....seeing these three in the net, he'd give up fishing!

The journey homeward was unfortunately as "eventful" as the trip up to Alexandra palace in the morning. After getting stuck in a combination of football traffic and normal Saturday night traffic that took us fifty minutes to drive one mile we reached the North Circular Road. After a short delay due to a "fender bender" at a set of traffic lights we picked up speed and headed home, at least as far as the next underpass. I could see that there had been an "incident" on the other side of the road; as a result the drivers in the outside lane on our side of the road had slowed to a crawl to have a look. I was on the inside lane and slowed down a bit just in case anybody decided to change lanes suddenly. At this point I glanced in my mirror and saw a BMW coming up fast in the outside lane. I thought to myself he'll have to slow down a bit sharpish to fall in behind me as he was approaching the crawling traffic at a fair rate. It only dawned on me a second or two later that for whatever reason the driver hadn't registered that the traffic in front of him was almost stationary despite all the brake lights.

The BMW had almost drawn level with my car when the penny dropped to its driver, instead of hitting the brakes and diving for safety behind me, he simply tried to stop in a straight line. I'm certainly no expert but I could see that there was no chance of that, so about 10 yards behind me, in the fast lane, he ploughed into the line of almost stationary cars. Adele looked up at the noise of the impact and asked "what was that?", as calmly as I could, while glancing at the flying debris in my rear view mirror, "oh, that was just a BMW running into the line of cars next to us darling". All the time feeling distinctly nervous at how close we came to being involved in the accident. Thankfully we didn't have any more problems on the A406 and on clearing the Gants Hill roundabout our thoughts turned to what to eat when we arrived home. Adele mentioned that she could murder a cup of tea and just as I was about to agree we passed the scene of yet another accident that had only just happened. A three car pile-up with one of the cars pointing the wrong way down the carriageway with its front wheels both sticking out in different directions at ninety degrees, "sod the tea" I said, "I think I'll need something a fair bit stronger than tea at this rate". However a cup of tea was all I got when we got home.



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The club stand from the public's viewpoint, looking good I think.

Peter had kindly offered to take me to the show on the Sunday and with a slight sense of trepidation I set off for the show. I told Peter of my experiences on the previous two days on the way to the show; Peter kept his own council but must have thought that he must have offered a lift to a right Jonah! As normally happens in cases like this, the trip to the show was quick and incident free, not so much as even a slight delay. Peter even had a choice of parking places, typical!

Bob Plumridge and Wally also joined the happy band for the day. The show went really quickly I only bought a couple of bits, but I was happy to pick up a box of 50 micro drill bits I use for rigging biplanes for only £10 and a couple of packets of odd shaped scalpel blades that you don't normally see. I also picked up an A3 cutting mat for £3 or £4, I thought if these cutting mats get any cheaper they'll be paying us to take them away. After a quick pack up we loaded the car and headed home. The section of road that took me fifty minutes the day before only took us 10 minutes and we thankfully came all the way home untroubled by any incidents or problems.

Unfortunately my Mother-in-Law was taken unwell while on her annual Christmas / New Year holiday in Malta a few weeks ago and so Adele dropped everything and flew out to see what the situation was and to return home with her. The Mother-in-Law apparently hadn't been well for a couple of weeks but hadn't told us in our regular telephone calls to her because she "didn't want to worry us". Thankfully she was just a bit run down and needed a bit of building up and TLC and so Adele stayed in Malta for a week with her before flying home. Of course this did mean that I had to make sure everything was in good order in both households for their return. I seemed to be sweeping, dusting and hovering for days. Then it was shopping for both households, can't think why, we had a few bottles of beer still in the fridge and a couple of packets of crisps left, what more could anybody want? Returning with them of course, was their bags of washing which perhaps indirectly caused the next problem / disaster / angst depending whether it was from my viewpoint or my Wife's.

We had just washed the last of our normal washing and the holiday washing when the washing machines drum decided it had had enough and departed company from its springs while in spin mode. The drum then on its merry little way, ripped the rubber seal off, damaged the door lock and managed to somehow break one of its feet off! As I'm sure you all know, no washing machine = a very unhappy Wife, my comment of "well at least we caught up on all the washing before it broke" only drew a fearsome glare, time to call the insurance company a bit sharpish! As the days went by the dark cloud grew over my house. The repair man duly arrived a few days later and removed the casing, it would appear as if just about everything inside had been damaged or torn lose by the wayward drum, the repair list grew longer and longer. In the end the machine was condemned as an uneconomic repair, not because of the long list of replacement parts or the labour costs involved but one small blanking plate deep inside the machine over the top of the powder drawer, was slightly rusted and as the part was no longer produced the machine was scrapped. This brought the next problem, which replacement washing machine from the ones offered to choose? This job was given to me as Adele didn't know which one from those offered, just why my Wife thought that I could divine which washing machine to choose from an image on the computer screen I have no idea. However given the ever growing cloud of doom over my house as every day went by I decided on one almost at random, (all of the specifications were within a hairsbreadth of one another anyway), delivery was set at four days, more despondency. By the time the machine was delivered, (on time and on the right day), the cloud had grown into



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a fully-fledged hurricane with lightning bolts! My Wife's first comment, "I don't like the look of it"; by this time I was wondering if I could claim temporary insanity or justifiable homicide in court. However I plumbed it in and after reading the instructions a few times, an odd Google translation from another language, I got it running. Thankfully I didn't shrink anything or put a red sock in with the whites and so the cloud above my house started to break-up and the sun shone through the cracks! Adele still isn't entirely happy with the washing machine, it takes too long, it's not as good as the last one, it doesn't look very nice, etc. What can I say, dirty washing goes in, it makes a noise and clean clothes come out, works for me!

As time is now critically short, Peter having badgered me repeatedly and rightly so, for this article, all my other announcements will be done on the night as I can't type any faster!

My Official Hat Is Now On.

Its AGM time again gentleman, time for you all to sit in judgement of your committee and set the path on which you want the club to go down for the next year. Don't be shy, say what you want or just how you feel the club is doing or could be doing better. This is your chance to make a difference, if you don't speak up how we are going to know what you would like to see or happen within the club. So if you want to get rid of some or all of the committee, put yourself forward or vote for somebody else. Personally I'm happy to stay in post if the members want or would be happy to stand down and give another member the opportunity to run the competition secretaries position.

I can't really give you a proper report on the clubs competitions as I think the results speak for themselves, lots of really well built and finished models on the tables. The judges from Southend said that there were only fractions between the first, second and third places in the model of the year competition and others were very close behind; proof again that as a club we are doing well. It's sometimes nice to get a totally outside view of how our models stand up to scrutiny. So well done to all who entered the competitions over this past year. How can we improve? As far as I'm concerned you don't need me to tell you, you're doing it all by yourselves. Always remember when entering competitions, putting your models on the club stand or building just for yourself, it's only a hobby, not real life.

That only leaves me to congratulate Ian Brown for winning the model of the year competition and the worthy runners up Mick Pitts and Bob Lawrence. Well done gentleman.

Robin



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Wrighty's "References"



As you know WrySpy called a temporary cut back on its traditional reports due to the many war situations in the Ukraine, Middle East and Asia, Pakistan, Africa and Afghanistan etc. Many of these countries have little care for their own soldiers or civilians on the casualty list in their efforts to seize power. The supposed enemies of these countries have casualty lists much greater also lists of refugees that match anything in W.W.II.

Therefore have been unable to keep pace with these wars, apart from the dangers involved. However they have been active, by going to the USA to find out the latest classified news from over the pond, including our boss (CDR CD1.RF) see Sticky Fingers December 2014, No. 127.

USAF Get New Tucano

Talking of Tucano in last months Sticky Fingers where we compared the Tucano with the Beechcraft Texan T6C, we now know why they parted with this model (Texan) to the RNZAF. They (the USAF) have just received the A-29 Super Tucano from Embraer, who delivered to the USAF in September 2013 some 20 Super Tucano @ Moody Air Force base in Georgia, these being for the Light Air Support (LAS) role, to be passed on to the Afghan Airforce whose personnel will come to Moody to begin training prior to the handover in 2015 after full familiarisation has been achieved. Note:- the A-29 Super Tucano winning the contract in a closely fought price with the Texan T6.

F.35 Forces Its Way Into The News

I know I said a few months back around July that we would cut back on the progress of the F.35 Lockheed Lightning II, but since then so much has happened to the 3 variants. Reports are coming in daily, 8 in the last 2 weeks. So please bear with me when I produce an article for the next issue of Sticky Fingers, also my own trip to see the mock-up of the B version in the Hendon RAF Museum and my thoughts on it at close range. Don't forget there is a "bookzine" from Key Publications detailing its progress to 2014, if you would like to record the full progress on the F.35.

Australian F.35 Flies

Australia's first F.35 made its first flight in the hands of Lockheed Martins Chief Test Pilot Alan Norman at the Fort Worth facility on 29th September. The aircraft AU-1 flew for 2 hours to carry out basic tests and checks to satisfaction. The AU-1 is scheduled for delivery to the RAAF later in 2015, when it will be assigned to Luke AFB Arizona for RAAF pilots and those of other partner countries for F.35 training to prepare for involvement in the Lightning II program. (D. Watt 9/2014)

F.35 Engine Replacement

An engine failure on an F.35 in June 2014 resulted in the whole F.35 fleet being grounded. A new contract for 36 new engines was granted to Pratt & Whitney. Corrections and costs are restricted as are the terms of the "fix" which will get the fleet flying again. It appears the issue of the replacement and costs caused long term affordability and concern over sustainment of the F.35. However the contract has been signed and goes ahead, thus alleviating concerns. (W. Jamiro 10/2014)

F.35 Latest News

The F.35B carrier variant of the JSF is due to join the US Nimitz (CVN 68) for initial sea trials, 2 aircraft CF3 & CF5 are planned to deploy for the trials in the Pacific off the west coast of the US during November 2014. Some delays may be caused by the fire problems to the engine (see previous item). Many test trials and checks were performed @ Eglin AFB Florida. Some testing was scheduled for August 2014; as yet we await news this has still to happen, as far as we know the planes have still to join the ship.

Late News:- the USN has confirmed that its West Coast fleet of F.35Cs will be used @ NAS Le Moore with 100 F.35Cs replacing the existing Hornets by the start of 2016. (R. Wells 10/2014)

Norway in the Market for F35s

Norway have announced they will spend approximately 7 billion Krona (1 ½ billion \$) on the F.35 Project with Lockheed Martin Ac. Co. Listed acquisitions are for 6 additional F.35A Lightnings with delivery due to begin by the end of 2015. Norway will acquire a total of 52 F.35A. (Cmdr R Holta 10/2014)



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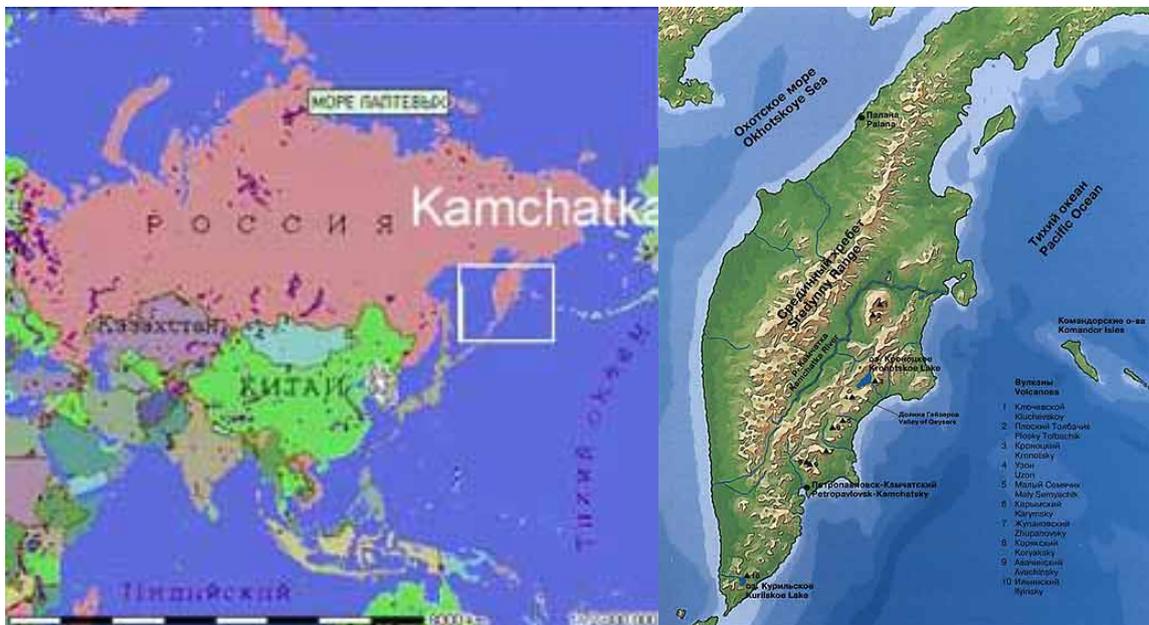
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F.35 Mock-up at the Hendon Museum

I have visited the Hendon mock-up before about 1 year ago when it was 1st painted in RAF colours and markings. I felt in view of the reports above I needed another look at it. Accompanied by Wng Cmd Bob Lawrence we made the visit in early Jan 2015. My main reaction to the F.35 was the fact of how small it seemed, little larger than the Harrier and smaller and less powerful than a Typhoon with lack of armament. Similarly the same criterion applies when compared to the F/A-18 Hornet. The cockpit is small and cramped, various underwing add on look too bulky to fit under the wings, yet it is expected to do better than these aircraft it will replace. The expectation gives rise that not all is well, but then only time will tell (A Wright 1/2015)

Russia's Far East Defenders

The Kamchatka Peninsula is approximately 1,000 miles long jutting out into the Sea of Okhotsk on its western side and the Bering Sea on its eastern side; it is divided from the USA by the Bering Strait, right geography lesson over.



Protecting Russia's eastern border has been the task of the Mig-31 interceptor fighters of the 865th Regiment from the end of the Cold War in 1989. Currently based at the 6990 Aviation Base at Yelizovo, which lies beneath the shadow of Koryasky volcano in the Koryasky mountain range.

The 856th duties take them into the Bering Sea (Pacific Ocean) to check on USAF & US Navy aircraft in this area of operations on numerous "scrambles", they also cover their own bombers and early warning aircraft offering protection as required.

A short history lesson now, the 865th have had Mig-31s since 1981 and converted entirely to Mig-31s four years later in 1985 with regular updates since then. The Mig-31 has since then been a foe the US have been more wary of, there have been fears that they could not match it or its Mach 3.5 speed. It even gave credence to a film ("Firefox" starring Clint Eastwood as a pilot sent to Russia to try and steal one). Its actual codename was Foxhound and it was based largely on the Mig-25 (the film creation of the Mig-31 was way off the real thing). All this speculation caused somewhat to the US super-secret planes developed in the '60's such as the SR-71 Blackbird and the notorious U-2 spy plane. You will no doubt remember the U-2 brought down with a surface to air missile over Russia and the capture of its pilot Gary Powers.

After the breakup of the Soviet Union in 1989, the unit suffered many problems, aircraft shortages, lack of oil, fuel and spares. These shortages all contributed to various accidents and losses, however they kept soldiering on till 1995 under these dire conditions and further budget restrictions. In 1998 a part solution was found by transferring the unit to the Navy's control, but difficulties still persisted and units were interchanged on several occasions. New bases and new unit No's etc. make little difference; it was still a big struggle into the 21st Century on limited resources, but things slowly got better and by 2013 the 865th was back. Their compliment in 2013 was based at Yelizovo was 36 Mig-31s, however only a



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maximum of 12 have been available at any one time since 2003. Other delays such as maintenance and standby has kept numbers down, also engine overhaul times were also carefully heeded, so causing more out of service periods. Also 764 Squadron @ Perm experienced similar problems and 865 provided machines on loan to keep them from folding up.

The following is a report on current affairs in the region; made up from various documents and agent obtained information, so some well maybe more guesswork etc. to show the situation in 2014/3/14.

Airbases in Region			
No. 3958	Savatiya Kotlas	Archangelsk	24
No. 6968	Khotilovo	Tver	
No. 6977	Bolshoye Savino	Perm	24
No. 6967	Kahsk	Krasnoyarsk	27
No. 6989	Tsentralnaya Uglovaya	Primdryska	
No. 6990	Yelizovo	Kamchatsky	27

In view of the Ukraine crisis and turmoil the Russian High Command ordered Vostok (East) 2014 a huge military exercise to show NATO countries a glimpse of air strength. All Army & Navy forces were supporting the airforces deployed at Yelizovo in a show of strength (an estimated list of the forces involved has been compiled, but for obvious reasons both sides want it kept secret). Estimated some 100/130 aircraft were involved with paratroops, air sea rescue, missile firing test off the East coast of the peninsular. The exercise took place between 11th & 18th September 2014. That as for timewise that we have reports for current operations, but rest assured they won't stop here!

A Visit to the Imperial War Museum (IWM)

Have you visited the IWM lately since its total refurbishment? Well I did in mid-February 2015 with Wing Cmd Lawrence, a "WrySpy" colleague who accompanied me to the RAF Museum Hendon to view the F.35 amongst other things, he enjoyed it so much he persuaded me to show him the IWM in Lambeth, nearest station is Lambeth North on the Bakerloo line.

It came as a big surprise to me as it was totally different to a previous visit some 2 ½ years ago. Basically it had been stripped out internally to leave the original buildings, external brickwork shell, the interior totally redesigned. The interior was rebuilt with 4 floors laid out gallery fashion with stairs to each gallery (or lift for the elderly or disabled). It's free to get in, although they do like you to give a small donation (optional). The entrance opens out into a cafeteria/book shop with toys and souvenir shop, wash room and WCs. The shop is well stocked with items of interest and books of all wartime events. The complex opens out into the main hall level1, which is devoted to Army tanks and vehicles of W.W.I, also a "marine" area of ships, including large models of Navy & Merchant vessels.

Level 2 is more to do with W.W.II, film shows and Army vehicles, a bit like life-sized Tamiya AFVs, also an access overlook of the V1 & V2 rockets on Level 3. Some excellent examples of Staff Cars, jeeps, ambulance and AFVs. Time will come to leave all too soon, but there is always tomorrow. Go and see for yourself, you will not be disappointed (***** 5 Stars)

Alan

IPMS Hornchurch AGM 2015 Agenda

1. Committee Reports
 - i) Secretary's report – Peter Bagshaw
 - ii) Assistant & Competition Secretary's report – Robin Bellamy
 - iii) Treasurer's report – Bob Plumridge
2. Election of Officers
 - i) Secretary
 - ii) Assistant & Competition Secretary
 - iii) Treasurer
3. Club Competitions
 - a) Announcement of winners for 2014/2015 competitions
 - i) Wally Arrowsmith Trophy (Aircraft)
 - ii) IPMS Hornchurch Trophy (Miscellaneous)
 - iii) Modeller of the Year 2014 as judged by IPMS South East Essex (Southend)



- b) Competition rules – Same as last year?

Theme-build suggestions from John Huston

25th	Operation Desert Storm Liberation of Kuwait (17th January – 28th February 1991)
60th	Suez Crisis - Invasion of Egypt by Israel, followed by Britain and France (29th October – 7th November 1956)
70th	Churchill uses the phrase "Iron Curtain" in his speech at Westminster College (5th March 1946)
75th	First flight of the Avro Lancaster (9th Jan 1941)
75th	World War II: US Jeep production begins (31st March 1941)
75th	Imperial Japanese Navy attack against the US naval base at Pearl Harbour (7th December 1941)
80th	Start of the Spanish Civil War (17th July 1936)
80th	Supermarine Spitfire prototype (K5054) maiden flight from Eastleigh Aerodrome (5th March 1936)
100th	Easter Rising - The United Kingdom declares martial law in Ireland (25th April 1916)
100th	Tanks are used for the first time in battle, at the Battle of the Somme (15th September 1916)
950th	Battle of Hastings - William the Conqueror defeats King Harold II (14th October 1066)

From a modelling point of view perhaps a "Cold War" theme for the Iron Curtain or just a W.W.I theme for the Centenary would be more "do-able".

4. Formulation of outstanding monthly dates for 2015 - 2016

5. Any Other Business
 - a) Web site – does anyone have experience or time to try and setup a more modern or professional looking website?

Club Competition Rules

- The competitions are split into 2, the Wally Arrowsmith Trophy for Aircraft subjects and the IPMS Hornchurch Trophy for Miscellaneous subjects.
- Each competition will be run over rounds determined at the AGM (normally 4).
- The schedule and any “Themes” for the competitions are decided at the AGM.
- All models must have been completed for that competition year.
- Each competition has been split into 2 categories.

	Category 1	Category 2
Aircraft	1/72 nd scale or less	Greater than 1/72 nd scale
Miscellaneous	Military vehicles any scale	Anything else, i.e. not an aircraft or military vehicle subject.

- Registration of models must be made before 20:15 to allow voting to start at this time.
- Members vote for the winning models in order of preference from 1st to 5th places in each category and competition.
- For each competition round a competitor may enter a maximum of 2 models per category, i.e. For the Wally Arrowsmith competition (Aircraft) 2 models in Category 1 and 2 models in Category 2 are the maximum allowed per round.
- Modellers may enter models in either or both competitions and categories, Aircraft and Miscellaneous.
- A model may only be entered into any competition once.
- Dioramas count as 1 model.
- Two models on one base, but not a diorama, count as 2 models.
- Modellers are not expected to vote for their own entries.
- The person with the highest overall number of points in each competition (Aircraft or Miscellaneous) after the last round will be the club champion.
- In the event of a tie on points the number of 1st and 2nd places etc. will be the deciding factor.
- All models entered into any of the rounds are eligible for entry into the “Modeller of the Year” competition.
- **In the event of a dispute the Competition Secretary’s decision is final.**

Scoring

Every model entered in each competition scores 5 points.

The following points will be awarded for the 1st five places in each competition category.

1 st place	20 points
2 nd place	18 points
3 rd place	16 points
4 th place	14 points
5 th place	12 points

i.e. a person entering 1 model who comes 3rd will score 5 points for entry plus 16 points for 3rd place, giving a total of 21 points.

Modeller of the Year Competition

Rules

- Judging for the competition will be performed by external judges with no association with any of the entered models.
- Any models which have been entered into the IPMS Hornchurch competition over the year are eligible for entry.
- First, second and third places are to be awarded with the following prizes being awarded.

Winner (1 st place)	£20
Runner up (2 nd place)	£10
3 rd place	£5

- **In the event of a dispute the judge’s decision is final.**

Template for 2015 / 2016 Meeting Schedule

March 16 th	
April 20 th	Competition Night
May 18 th	
June 15 th	Competition Night
July 20 th	
August 17 th	
September 21 st	Competition Night
October 19 th	Jan Jarzembowski Talk on Polish Armour Brigade
November 16 th	Competition Night
December 21 st	Quiz and nibbles
January 18 th	Competition: Modeller of the Year
February 15 th or 22 nd (TBC)	AGM + Theme Build Competition

Please note this can be completely changed if requested, this is just a guideline for discussion