



"STICKY FINGERS"

Magazine



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Issue 134 July 2015

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Peters Prattling

Commission Build

I received this email from David Cunningham who is the ATC leader who visited us last year, if any thinks they might be interesting in helping please let me know and I will put you in contact.

I am enquiring if you as a club do commissions?

My sister's husband died of cancer 2 weeks ago and he had started to build a Revell Marmon Conventional truck as therapy for his condition but he died before he could finish it.

My sister has asked me to complete it for her but I know from visits to your club with the air cadets that your members' expertise far exceeds my own.

If you would like to take up the challenge I am quite prepared to pay for time and materials and even coffee, biscuits etc.

I quite understand if you cannot help.



Airfix Announce 2 New Kits for 2016

Royal Aircraft Factory BE2c

The new BE2c model is due to be released in January 2016 and will be supplied with decal options to complete one of two aircraft. They will be:

1. Royal Aircraft Factory BE2c, 2693, Lt. William Leefe Robinson, Suttons Farm Airfield, Essex 3rd September 1916
This is the aircraft that Robinson used when destroying German airship SL.11, over Cuffley on 3rd September 1916. He was awarded the Victoria Cross for this action.
2. Royal Aircraft Factory BE2c, 8407, Royal Naval Air Service, East Fortune Airfield, East Lothian December 1916



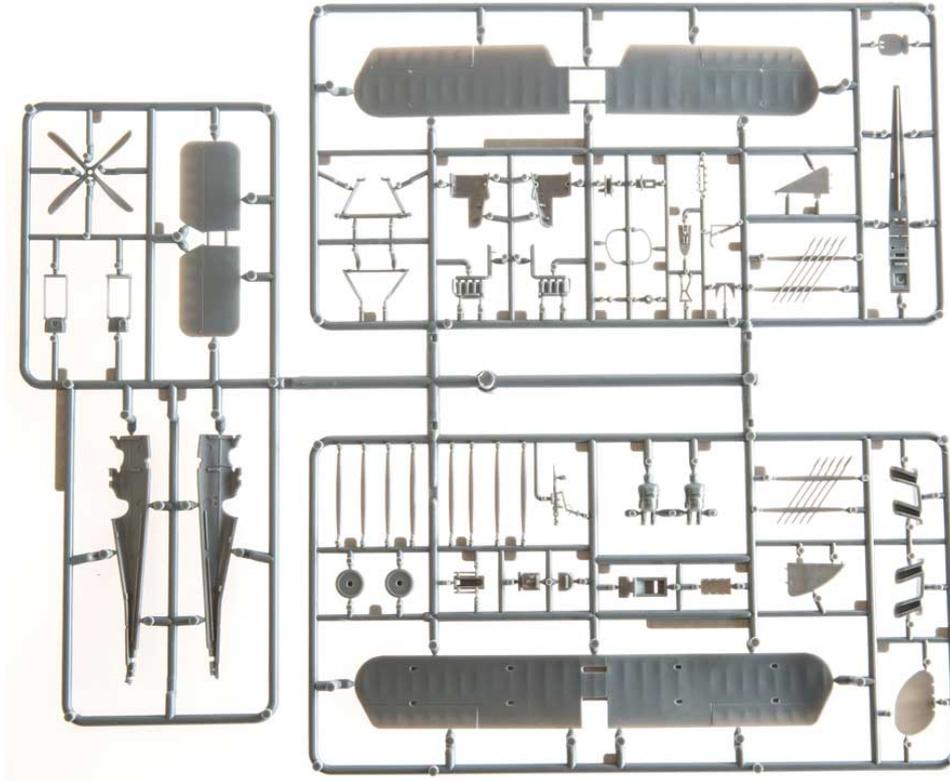
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This aircraft was fitted with ten Le Prieur rockets, which were attached to the outer wing struts of the aeroplane.



Fokker E.II/E.III Eindecker

The second new model announcement is just as appealing as the BE2c and could be described as its nemesis in the Western Front, the Fokker Eindecker. Most people would describe the Eindecker as the first purpose built fighter aircraft in the world and although it was by no means the perfect fighting machine, it was to have a huge impact on the air war over the Western Front.

The Fokker Eindecker has to be regarded as one of the most significant aircraft in the history of aerial warfare. It was the first purpose built German fighter aircraft and was unusual in being a monoplane design, at a time when most aircraft designs were of biplane configuration. It also possessed a huge technological innovation, which gave the aircraft a massive strategic advantage – it was the first aircraft to be fitted with gun synchronization gear. This significant development allowed the machine guns of the Eindecker to fire through the arc of the propeller, without the fear of hitting the blades themselves. Significantly, this allowed the machine guns to be installed in the eye-line of the pilot and made attacking another aircraft much easier, with a much higher possibility of securing a victory. This proved to be a huge advantage for Luftstreitkräfte pilots and led to a period of air superiority for the Germans, over the Western Front. In a period known as 'The Fokker Scourge', by Allied pilots, the Eindeckers enjoyed great success against their adversaries, who were so dismissive of the capabilities of their own aircraft, which they referred to them as nothing more than Fokker fodder!

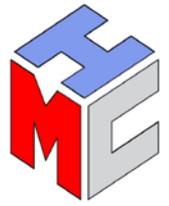
Fokker E.II Eindecker, 69/15, Lt. Baron Kurt von Crailsheim, Feldflieger Abteilung 53, Monthois Airfield, France
Late 1915

Again, this fantastic new 1/72nd scale kit is due to be released in January 2016. In addition, both of these models will be available to pre-order shortly - check back here for details. As the models near release and when we receive the latest artwork information, we will certainly share these details with you in a future edition of Workbench.

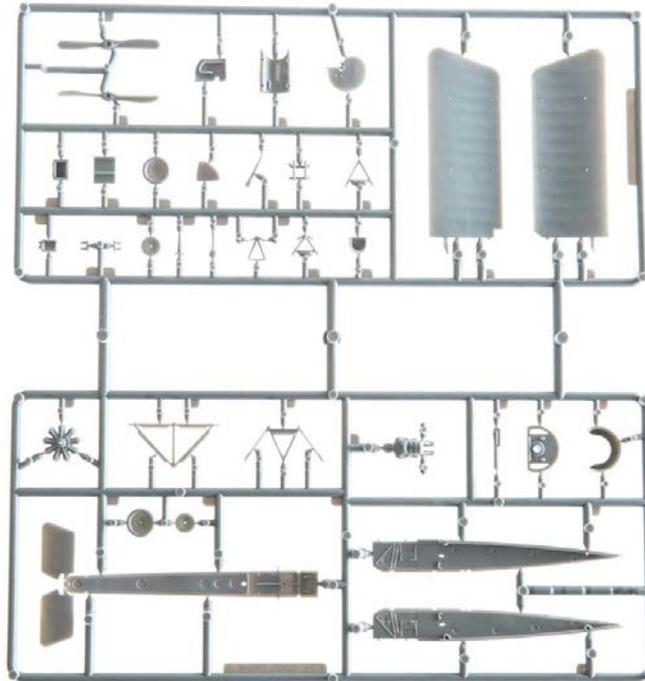


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Model Engineering Show 2016

I've had this request from the organisers of the London Model Engineering Show at Alexandra Palace regarding a special feature for the 2016 show. Anyone interested?

"You may recall that we usually try to have one or two special features or anniversary stands at the London Model Engineering Exhibition. This year one of the ones we hope to create is a display to celebrate the 50th anniversary of the Star Trek TV series. We were wondering therefore if you might have any models relating to Star Trek or if indeed if you and your members might be able to create any for the exhibition?"

Forthcoming Shows in 2015/2016

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

26 th July (Sunday)	Essex Modellers Show, Hannakins, Billericay, Essex
8 th & 9 th August (Saturday & Sunday)	Essex HMVA Military and Flying Machines Show, Damyns Hall Aerodrome, Averly Road, Upminster, Essex. RM14 2TN.
27 th September (Sunday)	Brampton Show, Burgess Civic Hall, Westwood Road, St Ives, Cambridgeshire, PE27 6WU
3 rd October (Saturday)	Hornchurch Country Park Visitor Centre Opening
7 th & 8 th November (Saturday & Sunday)	Scale ModelWorld 2015, Telford International Centre, Telford, Shropshire, TF3 4JH
6 th December (Sunday)	London Model Show, Islington

2016

15 th -17 th January (Friday - Sunday)	London Model Engineering Exhibition, Alexandra Palace, London
6 th February (Saturday)	North Surrey Military Modelling Group, Annual Open Day & Competition, Carshalton Beeches Baptist Church, Banstead Road, Carshalton Beeches, Surrey, SM5 3NL

Peter



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Robin's "Ruminations"

Good evening gentleman, I hope you are all enjoying your modelling evening, it's one that I certainly enjoy, mainly for looking over your shoulders to see what tools you are using and what modelling tricks are being used. It never ceases to amaze me that after all the years I have been modelling and the multitude of books and magazines I have read on the subject it has been the members of this club over the years that has taught me more than the rest put together. Simply chatting with fellow members over a cup of tea and these modelling evenings in particular have opened my eyes to more ideas, home-made tools, techniques and their applications that reading in a book or magazine ever could. I know that it's sometimes an inconvenience or an effort to be bothered to get out of a comfortable chair, especially when it's cold or wet and come to the meeting. However I always feel it's worth it because I normally get some sort of nugget of information of one sort or another or it just clears my mind of domestic matters for one evening a month and recharges the modelling batteries with like-minded individuals. I feel very lucky that I am a member of a club that is so open and friendly and has given me so much pleasure and pointers over the past twenty five odd years. It also makes me feel sorry in a way for those modellers that for one reason or another either can't or won't join a club; I feel that they are missing out of an important and enjoyable part of our hobby.

Wow, that was a few heavy thoughts and reflections on my part where did all that come from? I think I've been inhaling too many liquid poly fumes. I'd better take a couple of paracetamol and have a lie down in a dark room for a while.

Dartford Model Show.

On the 27th of last month, Adele and I attended the "It's a small world" show in the Orchards shopping centre in the middle of Dartford. The show was organised by Betty and Domi, AKA Retrokit and so it was full of humour and friendly banter. We met John, Rebecca and her friend, Andrew and set up the club stand. The format of the show is a little strange because of its location and the attendance of clubs from France and Belgium and its inherent language difficulties but we all manage to get by with the common language of modelling. Little Cars, Kit Krazy and a couple of other traders, including a bookseller were in attendance and of course Domi's stand with all his latest "Minions" and his trademark 144th scale models and accessories.

Adele said there weren't enough models in the competition and so "suggested" that I should bolster the numbers and the entrance money that was going to the local Scout group, how could I refuse? I asked Adele which model she wanted me to enter and unsurprisingly she pointed to a yellow nosed Me.109E. I managed to pick-up a couple of bits for the Expo raffle and a couple of Me.109E's that were just calling out to me for £25, both Eduard Profi editions and the new Airfix Do.17Z for £12. Wally and Sue put in a welcome appearance and had a chat with everybody before having to leave for another appointment. At this point the inner man was calling and so Adele and I wandered out into deepest, darkest Dartford town centre in the search of nibbles, we returned with three shirts, a pair of shorts, a bag of knitting wool and a couple of sandwiches. Damn expensive this model show lark!

It was at this point that I was told by John that while I had been out, the winners of the competition had been announced and that I had won the class I entered with my Me.109E. I even received a gold(ish) medal on a red ribbon, Adele was very chuffed. Of course there was a raffle and Adele was drawn to it like a moth to a flame, a handful of tickets later she was happy. As ever at the small shows, we were kept very busy talking to the members of the public and the model that I had taken to work on was returned to its box untouched. When the raffle was drawn Adele won a couple of small prizes and the tickets that Wally had left with Adele also won a prize, not a bad result at all. The afternoon seemed to vanish in a blur and at around four o'clock the show wrapped up, by the time we packed up, said goodbye to everybody it was about a quarter to five but we were still at home with a cup of tea in hand by half past five. Although a small show, a very good one and I look forward to next years.

As part of my Fatherly duties I had to drop my Son off at Gatwick in the early hours of a Thursday morning for him to catch a flight to St. Lucia. The trip had been booked since last year and although my Son's neck is still giving him problems, he was cleared by his doctor to travel and go diving if he felt able to. After dropping him off I had to drive home, park the car and immediately walk down my road to catch the bus to the station. I arrived at work at 07:30 as normal, feeling slightly jaded I must admit but such is life. My Son called me to tell me that the plane was boarding and that he'd call me when he was at the hotel that evening. You can imagine my surprise when my Son called me



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at 13:00; I asked what had delayed his flight only for him to tell me that his flight hadn't been delayed and that he was actually calling me from the aircraft in the mid-Atlantic. He told me not to worry but the aircraft was returning to Gatwick with a "slight technical problem", apparently they were just short of the point of no return and the pilot elected to return to Gatwick "because of better facilities". Whether better repair facilities or better crash crews was left unsaid but I'm sure was on most of the passengers minds. The plane thankfully landed uneventfully and my Son had to rough it for the night in the Hilton hotel, all food and drink complements of Virgin Atlantic. It was Groundhog Day for Peter the next morning; same flight time, same gate, same flight number and same aircraft. This time he called me later from St. Lucia and told us everything was good and that he was sipping a rum punch sitting by the pool and watching the sun go down. What a rat bag! Apparently the reason for the aircrafts return the day before was that it had developed an oil seal problem and lost the oil / power on one engine. His week's holiday was soon over after a mixture of diving, resting and sightseeing and it was a very jet-lagged, but happy Son that I picked up from the airport. He asked me where the welcoming rum punch was or at least a bottle of Banks beer, I smiled and gave him a bottle of water, rum punch and beer indeed! On the journey home from the airport it was really nice to hear my Son talk about things and places he had seen that Adele and I had experienced in St. Lucia 30 years previously.

However my visits to airports wasn't done for the day, in the afternoon I was off to Stanstead to pick-up my Son's girlfriend for a flying visit, literally. She is a diver, photographer and graphic artist, just how good I was soon to find out when she gave me a papier-mâché aircraft she had made in her spare time over a couple of weeks. Peter had told her I liked the Harrier and so not knowing anything about the aircraft she asked him to send her a few pictures of one and she would make me one. It is a brilliant caricature of the Harrier and I've put it in my modelling room to remind me that I build and paint kits, (when I find the time), and haven't the talent to make models. I'll bring it along to the club tonight and you can tell me if you think it captures the "look" of a Harrier. After a busy day of sightseeing in London, going to the cinema in Leicester Square, meeting Peter's friends etc. I took Anna back to the airport on Sunday afternoon for her flight home, phew! Another relaxing weekend.

My Official Hat is now on.....

This evening I should have the awards and last month's Sticky Fingers with me, I have already asked my Wife to remind / nag me and Peter to email me, so if I haven't got the said bits and pieces, blame them.

Wally, when you read this on the internet, please remind me to give your raffle prize on club night, I don't want to take it back home with me and have Adele give me grief for taking the prize to the club and returning home with it. She would definitely say I'm going gaga.

The Essex Modellers show is next weekend, Adele, Sue and I will be on duty in the Kitchen as ever offering the normal fare of bacon rolls, filled rolls made to order and Sue's delicious home-made cakes, which I personally test just to ensure that they are fully safe for your consumption, no pleasure on my part of course. If that isn't enough to drag you out on a Sunday morning, the show itself is pretty good.

Robin



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Wrighty's "References"

Oh Calamity! Robin forgot last month's Sticky Fingers printout, judging by the moans and groans; I didn't know you cared so much!

So here we are again with last month's piece and this month's piece when during the period I was somewhat fed up with modelling and magazines, I may have mentioned in June that this was due to my situation at home where I don't get any time for models these days. Got those that don't know I have lost ½ my modelling room to make way for an invalid bathroom for my very sick wife.

The next bit I believe was in June Sticky Fingers, it related to the original room with various paintings of aircraft and ships, motorcycle events and team pictures, display cases of 1/72nd scale models and book cases full of books and magazines.

The above paragraph relates largely to things to find a new home for in the new small replacement modelling room. Work proceeds but it's a long drag, the pictures will have to be repositioned on the walls as will the bookcases and display cabinets trying desperately to keep as many books and magazines away from the dustmen as possible.

Magazines in Decline?

The 2 main model aircraft magazines SAM & SAMI insist on calling themselves the number 1 model magazine, yet looking at both over the last 6 months, what's new? They are both loaded with adverts from people of a group known as "the aftermarket" supposedly to improve kits. In each magazine the same names appear to tell us how to do models we have all done before from an article in other magazines, picking out minor faults like the prop blades are too short, wings too thick etc. What's wrong with a bit of scratchbuilding, like an engine with cowlings open instead of trying to portray 1/72nd scale seatbelts where a small bit of Tamiya tape will do.

Let's be fair though to SAM, it was No.1 from its original issue to about Volume 20, by which time they had exhausted all the popular subjects. Their historical portrayal of aircraft more or less covered the whole of W.W.II & to a lesser extent W.W.I not forgetting post war and modern jets. How many of you have a collection of SAM with a few gaps to fill. I have a lot from Vol 6 to Vol 20; if you are missing any of them and I have them I will pass those on to you, just ask.

WrySpy Calling



Thursday 25th June National Geographic Channel on Sky. Did you see it "Air Crash Investigation"? Believe it or not it was Malaysian Airlines Boeing 777 MH370; yes the one that disappeared without trace (full story issues No.131 & 132). If you read it throughout you will recall the theories put forwards by various parties involved in this case on what happened, each of which were gradually dismembered and dismissed. However a source on the Air Crash Investigation passed detail to WrySpy for an opinion.

The story in Sticky Fingers WrySpy's own theory can be read in issues 131 & 132 of the magazine. The theory WrySpy submitted to the A/C/I Dept. as a gesture of goodwill: It suggested that the pilot and co-pilot were both indirectly responsible, the pilot through a heart attack and the co-pilot due to panicking and inexperience (see Sticky Fingers 132).

Well that brings us to the documentary film on the TV, I doubt if many of you saw it, but if you did you would have recalled the suggested theories and their resultant answers rang a bell, "hey haven't I heard this before?" and so



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did the half dozen other answers come up from WrySpy's dismembered stories proved to was no hijack or terrorist take over etc. The only difference they said in the film was that the pilot was in fear of his life over gambling debts, well don't you think his heart attack and illness caused by it is far more likely? Especially with the co-pilots inexperience and due to panic, trying unsuccessfully to revive the pilot.

Note:-

It seems the film company have done a swap, taking MH370 to its doom at the hands of the pilot who was in fear of his life and deliberately crashing the plane.

Using the assist pilot Andreas Lubitz of the "German Wings" plane that was deliberately crashed by a man proved to be mentally unstable, in the French Alps.

No go sin! Too much of a co-incidence and too close time wise to be logically accepted as the answer. A pilot with 25 years' experience deliberately crashing? Less than a week or so later a genuine self-suicide by an insane co-pilot.

Alan

Competition Results for 2nd Round 2015

Wally Arrowsmith Trophy (Aircraft)

1/72nd Scale or Less

Position	Entrant	Model	Votes
1 st	Kevin Curley	North American P-51 Mustang	44
2 nd	Brian Breeze	BAe Sea Harrier FRS-1	36
3 rd	John Bennett	Consolidated B-24 Liberator	25
4 th	Brian Thomas	BAe Hawk T1	24
5 th =	Brian Thomas John Bennett	Hawker Hunter F.6 Boeing B-17	21
	Alan Wright	Bristol Blenheim	15
	Charles Thompson	Fokker DXX	8
	Charles Thompson	Mitsubishi Ki-51	5

1/72nd Scale or less

Kevin Curley - North American P-51 Mustang



Brian Breeze - BAe Sea Harrier FRS-1



John Bennett - Consolidated B-24 Liberator



Brian Thomas - BAe Hawk T1



Brian Thomas - Hawker Hunter F.6



John Bennett - Boeing B-17



Alan Wright - Bristol Blenheim



Charles Thompson - Fokker DXX

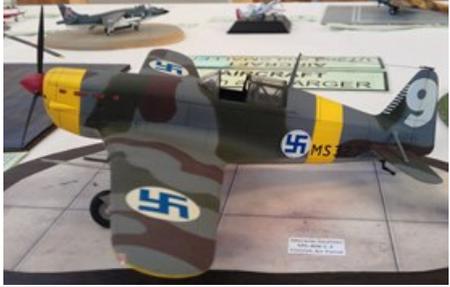


Charles Thompson - Mitsubishi Ki-51



Greater than 1/72nd Scale

Position	Entrant	Model	Votes
1st	Ian Brown	Westland Wessex	53
2nd	Brian Thomas	de Havilland Sea Vixen	43
3rd	Ian Brown	Westland Lysander	34
4th	Allen Roffey Brian Thomas	Spitfire Vb Sepecat Jaguar GR4	26
5th	Bob Lawrence	Morane Saulnier MS406	18

Greater than 1/72 nd Scale		
<p>Ian Brown - Westland Wessex</p> 	<p>Brian Thomas - de Havilland Sea Vixen</p> 	<p>Ian Brown - Westland Lysander</p> 
<p>Allen Roffey - Spitfire Vb</p> 	<p>Brian Thomas - Sepecat Jaguar GR4</p> 	<p>Bob Lawrence - Morane Saulnier MS406</p> 

Positions after 2nd Round

Position	Entrant	Points
1st	Brian Thomas	78
2nd	Bob Lawrence	65
3rd	Ian Brown	46
4th	Allen Roffey Brian Breeze	44
5th	Peter Bagshaw	40
	John Bennett	38
	Kevin Curley	25
	Charles Thompson	20
	Paul Bird	19
	Alan Wright	5

IPMS Hornchurch Trophy (Miscellaneous)

Military Vehicles

Position	Entrant	Model	Votes
1 st	Bob Smith	M-26 Super Pershing	60
2 nd	Peter Bagshaw	KV-1	54
3 rd	Peter Bagshaw	HMVWW	44

Miscellaneous - Armour

Bob Smith - M-26 Super Pershing



Peter Bagshaw - KV-1



Peter Bagshaw - HMVWW



Miscellaneous

Position	Entrant	Model	Votes
1 st	Paul Bird	Polish Lancer	60

Miscellaneous

Paul Bird - Polish Lancer



Positions after 2nd Round

Position	Entrant	Points
1 st	Bob Smith	69
2 nd	Peter Bagshaw	61
3 rd	Mick Pitts	44
4 th	Graham Hill Paul Bird	25

5th	Bob Lawrence	23
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