



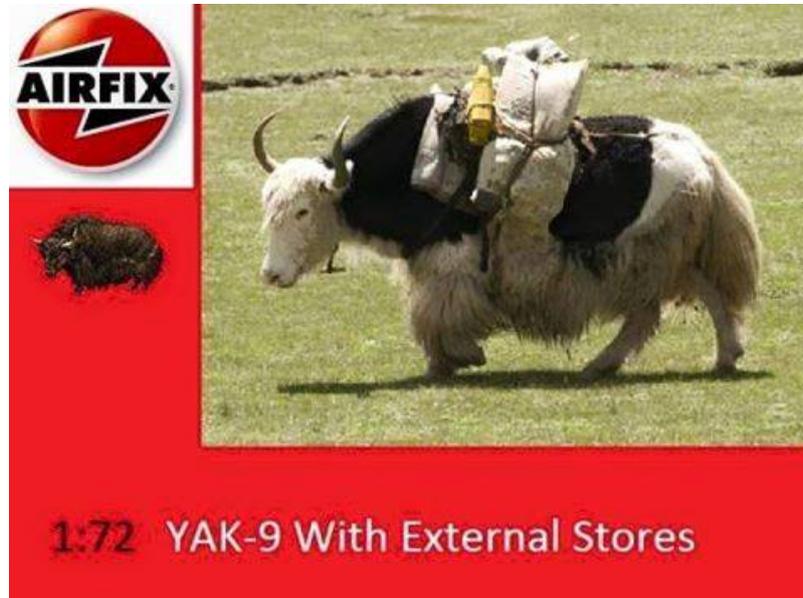
"STICKY FINGERS"

Magazine



www.sticky-fingers.org.uk

Issue 135 August 2015



Next month - September 2015 - Competition 3rd Round

Next month – September 2015 – Competition 3 rd Round.....	1
Peters Prattling	1
July Meeting News	1
Essex Modellers Show	2
New Airfix model announcement in 1/48th scale - Boulton Paul Defiant A05128	3
Scaling up or scaling down a model tooling	4
Update – The 1/72nd scale Avro Shackleton	6
1/48 th Gloster Meteor F.8?.....	7
Forthcoming Shows in 2015/2016	7
Robin’s “Ruminations”	8
My Official Hat is now on.....	11
“Deranged” of Dagenham	12
Damyn’s Hall’s Present Arms	12
Wrighty’s “References”	14
Reader Writes In	14
HMS Furious	16
W.W.II.....	17
The Tirpitz Episodes.....	19

Peters Prattling

July Meeting News

I had a visit from one of the hall organisers during the meeting last month to advise there will be a revision to the costs for hire of the hall from September onwards. Unfortunately the costs will go up from £22 to £40 a month, which is still a reduction of the standard amount which would be charged at £20 an hour. Moving back to the smaller hall wouldn't have that much effect on costs so we are going to have to swallow the cost alas. The upshot of this is that it will be very likely we will need to raise meeting subs to probably £3 a meeting. We will keep them at £2 until the AGM to give us a view on how much extra we will need so no need to panic yet.



"STICKY FINGERS"

Magazine



www.sticky-fingers.org.uk

I don't know about the rest of the attendees but I did really enjoy the meeting, the chance to have a little bit of model fettling was really good. I made a start on an Eduard 1/144th Ju-87 Stuka which comes with no cockpit detailing, so having picked up a resin set from Retrokit for 1 of the 2 kits I made a start replicating in plastic card for the other. Bearing in mind that once the canopy is on little will be seen it's not worth making it too detailed but giving an impression of sidewall details and rudimentary seats will be fine.

Here are a couple of pics to show you what you missed.



Not quite sure what Paul is playing schtum about!

Essex Modellers Show

A good turn out from the club, my thanks to all those who did. It seems that John and Jim setup the tables on Saturday evening which is why they were ready when we arrived. I don't know whether it was the inclement and at times downright foul weather which meant that it seemed like there were more people attending and also staying for longer but the show appeared to be busier for longer than last year.

John Huston and I were "volunteered" to perform judging for the competition. Nothing too formal, just the models on the club tables in about 9 categories. Some were quite difficult due to the quality of some entries but in the end we got there. The overall winner was a diorama of a workshop featuring a Tiran tank (Israeli captured T-55 to those that don't know) and has apparently appeared in Airfix Modelworld Magazine.



The show itself was a success, John Drummond has reported a profit with final exact details to follow but is in the region of £450 overall. It has been suggested that we split the proceeds with half going to St Francis Hospice and then the rest being divided amongst the 4 clubs which sounded very sensible to me.



"STICKY FINGERS"

Magazine



www.sticky-fingers.org.uk

New Airfix model announcement in 1/48th scale - Boulton Paul Defiant A05128

With quite a number of impressive new tooling announcements already in the modeller domain, we can exclusively reveal another new model, which is perfectly timed to coincide with the current 75th anniversary of the Battle of Britain commemorations. As a companion announcement to the recently released Spitfire and Hurricane models in 1/48th scale, we can exclusively reveal that Airfix will be adding the Boulton Paul Defiant (A05128) to this impressive range. For many enthusiasts, the Defiant was the most interesting aircraft to take part in the Battle of Britain, but whatever your opinion, you cannot argue with the fact that it has to be one of the most distinctive aircraft of WWII. There is something quite enigmatic about the turret fighter, which whilst it enjoyed some early success, was to eventually prove unsuitable for day fighter operations, particularly if not covered by fighter protection of its own. From an interest perspective this does not seem to matter much as the Defiant, which resembles a Hurricane with a powered turret, is so unusual and now such a rare aeroplane that it enjoys a special place with both aviation enthusiasts and the modeller.

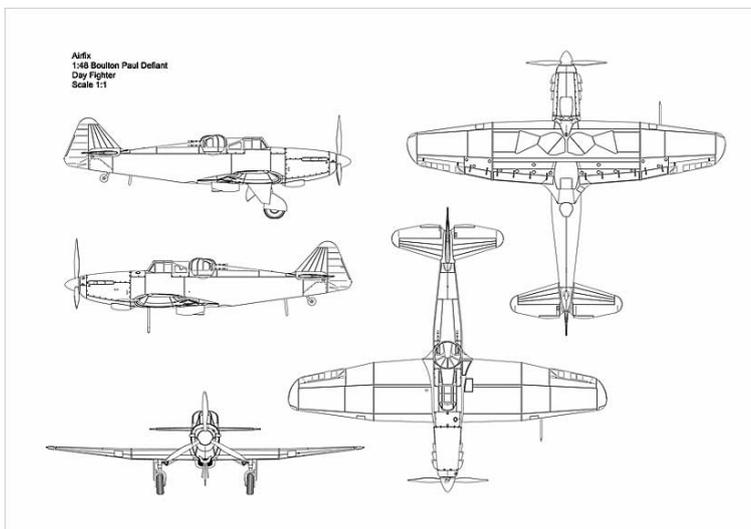
Airfix announced their brand new 1/72nd scale Defiant some months ago now, with the starter kit edition already available in model shops around the country and other kits available in the very near future. You might also think that adding a 1/48th scale Defiant to the range would just be as simple as 'up-scaling' the smaller model, using clever digital technology – this could not be further from the truth, but there will be more on this later.



The original Airfix Defiant model in 1/72nd scale

Although Airfix did have an example of the Boulton Paul Defiant in their classic 1/72nd scale range, this model was very much in need of update and the current design team were determined to make the most accurate kit possible. The research process would be important in this project, particularly as there is only one actual Defiant in the UK, with a further composite example on display. With the help of Boulton Paul historian Les Whitehouse, the design team had access to extremely rare archive information and photographic references for the Defiant, which proved to be absolutely invaluable in the completion of this essential work. This information was particularly useful when

verifying cockpit, undercarriage and undercarriage bay details, as well as many other aspects of the project.



In addition to this invaluable information, the team were fortunate in having the opportunity to visit the Medway Aircraft Preservation Society in 2012, whilst they were in the process of restoring the Defiant, which is now on display at the RAF Museum, Hendon. This was a real coup for the Airfix team and afforded them a unique opportunity to inspect a genuine Defiant, with its wings and service panels removed. Invaluable data and measurement details were obtained, before the aircraft was returned to the Battle of Britain Hall at Hendon.



"STICKY FINGERS"

Magazine



www.sticky-fingers.org.uk

Interestingly, this shows how organised the Airfix design team have to be, as the Defiant model was not on the production schedule at the time of this visit, but the opportunity to inspect a dismantled Defiant was simply too valuable to pass up. When work began on the Defiant project, this information certainly made a significant contribution in the production of this impressive new kit.

Once work on the new model began in earnest, all this technical data had to be incorporated in to a series of highly advanced computer programmes, with the ultimate aim of creating a 3D CAD surface model at the desired scale, from which individual parts can then be designed. This is a painstaking process and can take the design team many weeks to complete.



Computer rendered 3D images of the new 1/48th scale Defiant



3D CAD screenshot of the new 1/48th scale Boulton Paul Defiant

In the previous edition of Workbench we covered the lengthy process that has to be completed when a new model tooling is being produced, and with this in mind we are not going to cover exactly the same ground with this latest blog. What we are going to look at however is the interesting subject of how we scale a model tooling.

Scaling up or scaling down a model tooling

You might think that increasing or decreasing the scale of an existing model tooling was quite a simple process. Perhaps there is a clever computer programme that will 'scale up' a 1/72nd scale model at the click of a button, making the job of the design team so much easier – if only this were the case! Unfortunately, that would create a multitude of problems and result in a clumsy looking, under-detailed model that really would not be suitable.

Taking the new 1/48th scale Defiant kit as an example, the designers had an excellent 1/72nd scale model file to begin with, but could only use this as a 'base model' for the up-scaled project. This 'base model' only contains the basic shape of the aircraft and placement of the key details of the aircraft in question, including the turret, pilot's seat and the undercarriage. From this information, every single part of the new kit has to be re-made for the larger scale model – everything from the fuselage, to the Browning machine guns!

By re-making every part of the model, the design team ensure that the new kit is as detailed and as accurate as possible for the scale in which it is being produced. The cockpit area of a 1/72nd scale model would look far too simplistic if it was just up scaled to a 1/48th scale design.

When working at 1/72nd scale, the minimum wall thickness achievable during the manufacturing process can mean that some compromises have to be made on certain areas of the model. This is particularly problematic on areas such as the trailing edge of the wing, but as this minimum achievable wall thickness stays the same, regardless of scale, there is much less compromise needed when working in larger scales.

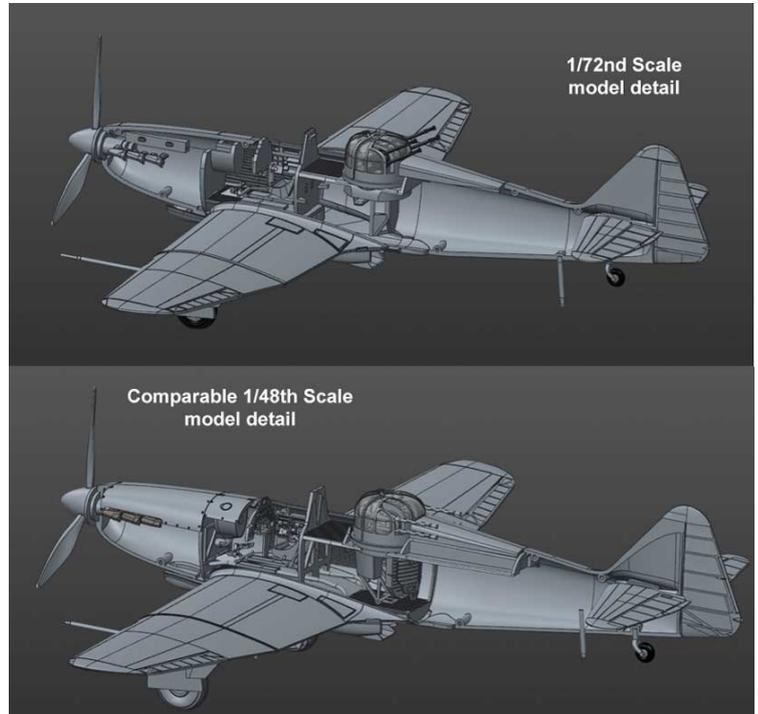
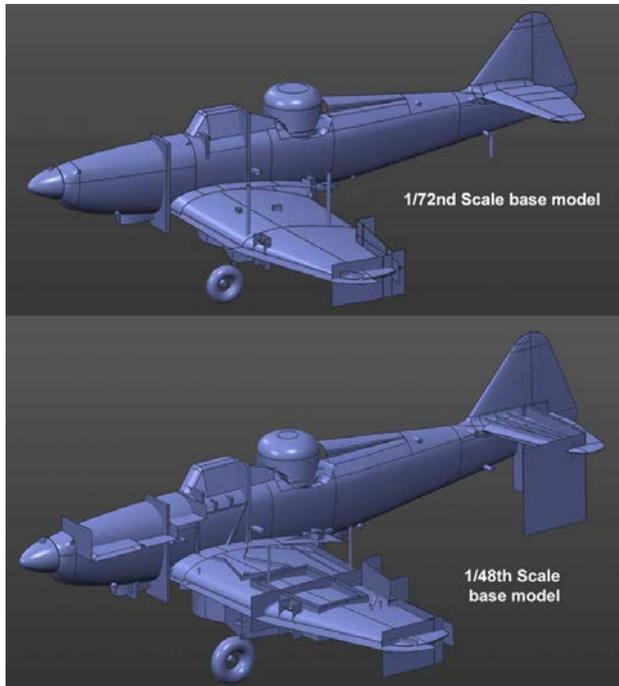


"STICKY FINGERS"

Magazine



www.sticky-fingers.org.uk



In a similar manner, scaling down a project is nowhere near as simple a process as you might think. Scaling down a base model will lead to problems in reverse of the ones that we have already discussed. As the base model will have been designed to a specific scale, with wall thicknesses and radiuses made to the minimum possible values, this will clearly not translate when trying to reduce the files. Any attempt to reduce these could result in parts of the model collapsing, as radiuses just become too small and the software really struggles to recognise them. In order to avoid this, extensive alterations need to be made to the base model before any scaling exercise can take place. As with the previous case, every part of the kit will need to be re-made, as each scale will have very specific requirements before it can proceed to tooling. As an example, if the wing of a 1/48th scale kit were simply scaled down to 1/72nd scale, the part would become so thin that it would not mould properly!

When the design team are working on any new model tooling, they have to be careful in producing a base model which is flexible enough to cope with being scaled. Whilst this certainly takes a little more consideration when the work is first being completed, it will certainly save time in the future should the model be produced in a different scale. In summary, when scaling a model file for tooling purposes:

- The basic shape of the model can be scaled, but not each individual part
- The model wall thicknesses are produced appropriately for the scale of model
- Model detail is designed specifically to suit the scale

When considering the scaling up or down of an existing model tooling, there are some specific pitfalls that have to be negotiated, but it would be true to say that the project would take less time than if the design was being started from scratch. However, these time savings are made around the fact that product research has already been completed and not on the main model design work.

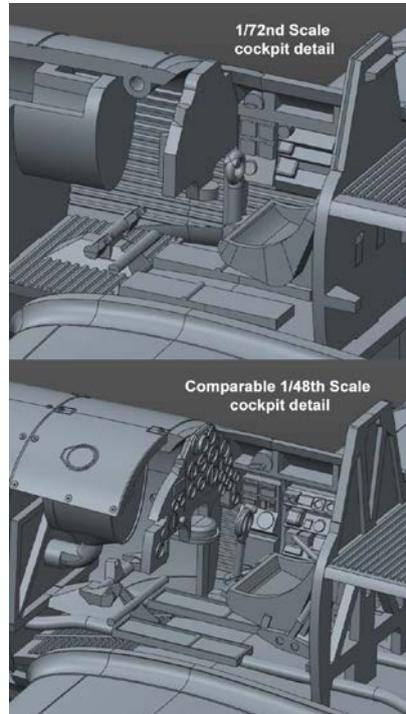


"STICKY FINGERS"

Magazine



www.sticky-fingers.org.uk



The 1/48th scale Defiant requires significantly more cockpit detail

News of the new 1/48th scale Airfix Boulton Paul Defiant will be of great interest to many modellers and hopefully the images above illustrate just how impressive this new model will be. Sitting perfectly with the new 1/48th scale Spitfire Mk.I, Hurricane Mk.I and 1/48th scale Ground Crew Set, the Defiant will definitely be on the wants list of many and may even tempt some lapsed modellers back into the hobby.

The kit will include decal options to finish the model as one of two Defiant day fighters:

1. L7026 PS-V, P/O PL Kenner and P/O CE Johnson, RAF No.264 Squadron, Kirton-in-Lindsey, August 1940 Battle of Britain
2. L1572 KO-I, RAF No.2 Squadron, Hatfield, South Yorkshire, September 1940 Army co-operation trials

This fantastic new model is due to be released in February 2016 and is available to pre-order now.

Update - The 1/72nd scale Avro Shackleton



Without doubt, one of the most eagerly anticipated models of the year is the new Airfix 1/72nd scale Avro Shackleton MR2 kit. The Airfix events team has just spent the weekend at the Royal International Air Tattoo, where we had the assembled final test shots of the new Shackleton on display in our marquee. From the many conversations we had over the four days of the show, it is clear that a great many of you are very much looking forward to its arrival, which seems certain to be a winter project for many! The model is due to be released this coming December, but by way of a welcome project update, we can now

show you the decal layout guides for the two finish options available with the new kit.



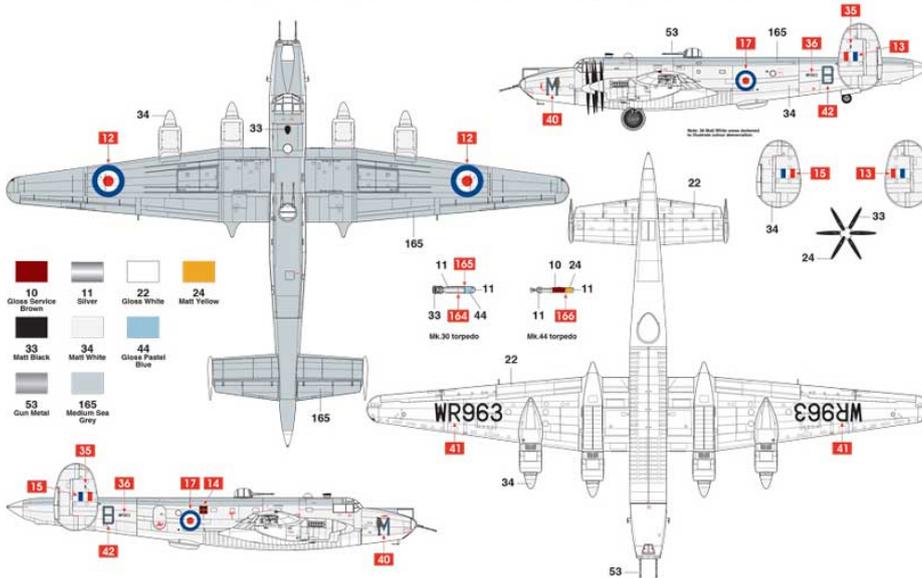
"STICKY FINGERS"

Magazine



www.sticky-fingers.org.uk

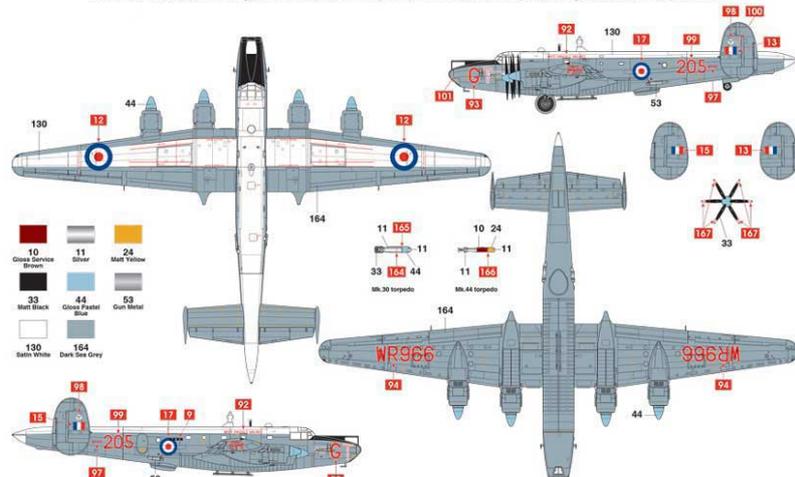
Avro Shackleton MR.2
No.224 Squadron, Royal Air Force North Front, Gibraltar, September 1967.



The first option is for an Avro Shackleton MR.2, coded WR963, which was flying in the colours of RAF No. 224 Squadron. Operating from RAF North Front, on Gibraltar, in September 1967, these have to be considered as classic Shackleton colours, even though many of you will probably only remember seeing this magnificent aircraft in the dark sea grey colours of the 8 Squadron AEW.2's.

The second option is for a machine coded WR966, in the colours of RAF No.205 Squadron. This Shackleton operated out of Tengah Air Base, Singapore, in January 1972 - it was decorated by the crew for the return trip from Tengah to the UK, as it was the final machine from the squadron to make the trip, hence the graffiti.

Avro Shackleton MR.2
No. 205 Squadron, Tengah Air Base (formerly Royal Air Force Tengah), Singapore, January 1972.



1/48th Gloster Meteor F.8?

Rumours are also circulating that a Gloster Meteor in 1/48th scale may also be announced by the time this edition goes to print.

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

August 23 rd (Sunday)	Northwest Kitswap 2015 , Canberra Club, Samesbury Aerodrome, Balderstone , Lancashire, BB2 7LF
September 5 th (Saturday)	Scale Scotland , Hilton Hotel, Edinburgh International Airport, Edinburgh , EH28 8LL
September 6 th (Sunday)	Fantastic Plastic 2015 , The Community Centre, Church Road, Wombourne , Staffordshire, WV5 9EZ
	The East Riding of Yorkshire Model Show 2015 , The Showground, Kellythorpe , Driffield, East Yorkshire, YO25 9DN



"STICKY FINGERS"

Magazine



www.sticky-fingers.org.uk

September 12 th (Saturday)	Cornwall IPMS show , Trevensons Campus Sports Hall, off Church Road, Pool, Redruth, Cornwall, TR15 3RD
September 13 th (Sunday)	The Sutton Coldfield Modelmakers Expo , Shire Oak Academy, St Marks Rd entrance, Walsall Wood, Walsall , WS8 7AQ
September 19 th (Saturday)	Modelfest 2015 , Kings International College, Watchetts Drive, Camberley , Surrey, GU15 2PQ
September 20 th (Sunday)	Wings and Things , Spalding High School, Spalding , Lincolnshire, PE11 2JR
September 27 th (Sunday)	Brampton Show , Burgess Civic Hall, Westwood Road, St Ives, Cambridgeshire, PE27 6WU
October 3 rd (Saturday)	Hornchurch Country Park Visitor Centre Opening Abingdon Show , Larkmead School, Farringdon Road, Abingdon , Oxfordshire, OX14 1BB
October 10 th (Saturday)	Tank Mod 2015 , The Tank Museum, Bovington , Dorset, BH20 6JG
October 11 th (Sunday)	Expo 2015 , The Grandstand, Southwell Racecourse, Rolleston, Nr Newark , Nottinghamshire, NG25 0TS
October 17 th (Saturday)	Glasgow Model Fest 2015 , Bellahouston Leisure Centre, 31 Bellahouston Drive, Glasgow , Lanarkshire, G52 1HH
November 1 st (Sunday)	North Shropshire Model Show , Market Hall, Scotland Street, Ellesmere , Shropshire, SY12 0ED
November 7 th & 8 th (Saturday & Sunday)	Scale ModelWorld 2015 , Telford International Centre, Telford, Shropshire, TF3 4JH
November 22 nd (Sunday)	Aircraft Enthusiast Fair and Model Show , Museum of Army Flying, Middle Wallop , Hampshire, SO20 8DY
December 6 th (Sunday)	London Model Show , Islington
2016	
January 15 th – 17 th (Friday – Sunday)	London Model Engineering Exhibition , Alexandra Palace, London
February 6 th (Saturday)	North Surrey Military Modelling Group , Annual Open Day & Competition, Carshalton Beeches Baptist Church, Banstead Road, Carshalton Beeches , Surrey, SM5 3NL
March 19 th & 20 th (Saturday & Sunday)	Southern Expo
June 19 th (Sunday)	MAFVA Nationals 2016 , The Burgess Hall, Westwood Rd, Saint Ives , Cambridgeshire, PE27 6WU

Peter

Robin's "Ruminations"

Good evening gentlemen, I hope you've all turned up with your models and modelling boxes at the ready, I'll be looking over your shoulders to see what I can learn from you.

The Essex show went very well I thought, although I didn't get out very much in the morning the show seemed pretty busy and well attended. I was chained to the cooker (enough of my pleasures) frying the bacon and Rebecca was deftly wielding the tongs making up the rolls. Sue and Adele were kept very busy at the serving hatch, keeping up with the demand for fare on offer. As promised and without care for my own personal wellbeing, I did test one of Sue's homemade cakes to destruction in the interests of health and safety. The risks I take to ensure the safety of the visitors and club members attending the show, well that's my story and I'm sticking to it. I unfortunately escaped the kitchen after lunch, I say unfortunately as I was then in the position to buy a kit, a few small scale bases and some masking material. When I got back into the kitchen Adele just took one look, sighed and shook her head, I know, I can't help it, I'm incorrigible.

Oscar's time now, I'd like to thank Sue for her smiling help at the shutter and for taking the time to bake her wonderful cakes to sell at the show. Rebecca for her help in the kitchen making up the bacon rolls which takes some doing on her part as she is a vegetarian! Last but not least my Wife, basically for putting up with me filling our home with cases of water, canned drinks, taking over the fridge with the shows stock and carrier bags full of rolls and odds and ends. Oh yes, and helping out in the kitchen as well. When the accounts were done for the show, the



"STICKY FINGERS"

Magazine



www.sticky-fingers.org.uk

canteen made a "profit" of £222.00, which as usual was donated to St. Francis Hospice. John Drummond also told me when I spoke to him that the show numbers were up and the show made a modest profit with most of the traders wanting to return next year which can't be bad for the future of the show.

Earlier in the year I became fairly involved in doing some research for a charity bike ride being organised at my office, which was fairly surprising due to the fact that I have never ridden a bike in my life. I hasten to add I wasn't ever intending to actually do any of the riding but as certain people knew I liked military history, I was asked to find out some details needed to give some sort of focus to the journey. It all started when a group of us were just chatting about the display of poppies at the Tower of London and bemoaning the fact that the Post Office didn't seem to be making any effort at all in marking the Anniversary of the First World War in any way. A quick trawl through the Post Office website soon turned up a possible commemoration date, May the 16th, 2015, the 100th anniversary that the Post Office Rifles went "into the line" for the first time at the town of Festubert, although they had been in France and minor action since March 1915.

Everybody has heard and knows of the British Forces Post Offices and the enormous volumes of mail that was sorted and moved into and from the front lines during WW1. Less people know that mainly the backroom staff in the G.P.O. also supplied a front line fighting unit called the Post Office Rifles, which became in time, the 8th Battalion, City of London Regiment. Even today, mainly in the non-public areas of Post Office and Royal Mail buildings there are plaques and memorials to the staff of the Post Office that fell in both World Wars. When the Post Office Rifles were withdrawn from the line outside Festubert on the 26th of May 1915, they had cemented their reputation as a fighting unit but sadly at the cost of 50% casualties. Just North of Festubert is the Post Office Rifles C.W.G.C. cemetery and it was decided that this would be the point for the bicycle ride to start.

My job was to find out details of battlefields, cemeteries and places or areas that had an association with the Post Office Rifles. The plan was to visit as many of these places as possible in the time span available. So while I worked on the history side of things, the intrepid cyclists were getting fit and building up their endurance, the further they could go, the more places they could visit. Unfortunately the Post Office Museum is closed at the moment due to relocation to new and larger premises and so I could not get access to their physical records but was given many leads to follow, which I did over the few months I had. By the time I was finished I had a list of places for the cyclists to visit and as time allowed at work, we put together a plan of support for the three riders and a route map.

One problem we found was that if you put in a bicycle as the mode of transport on our route planner, it took the rider down cart tracks, footpaths, bridleways and unpaved roads, not good as they were riding racing / road bikes. If we put in a car, the route was planned with major roads and motorways, also unsuitable for our purposes. So it was back to Google Earth to check all 120 miles of the route by the Mk.1 eyeball and then write out relevant road directions, no big job then! Many lunch hours were spent with a sandwich in one hand and the mouse in the other, some of our managers were most impressed with our dedication, not realising we were not working through our lunch breaks but checking the cycle route.

One month before the actual ride, the riders and one of the support drivers did a test run over to France and Belgium to physically check the route was safe and rideable and to input the route into some sort of cycling computer that gave abbreviated directions to one of the riders. With a few adjustments made, including the start position due to lack of space to unpack the cycles and set everything up safely at the cemetery. However the cycle ride started in the square in Arras, on time and most importantly, on the right date with the first stop being at the Post Office Rifles cemetery in Festubert to lay a wreath.

The cyclists and support vehicles then followed to route around the battlefields and cemeteries of northern France until the overnight stop and then pushed on into Belgium and around the Ypres Salient, finishing by riding through the Menen Gate and finally stopping in the Grote Markt (town square) of Ypres. The cycle ride as well as being a small scale commemoration of the sacrifices made by our predecessors in the "back rooms" of the Post Office also raised about £1,500 for a Post Office charity. The only sad part of the entire enterprise was despite fantastic help and support from members of staff, certain suppliers and associated companies, the Post Office refused to assist in any material or financial backing, a very sad reflection on our current top management given the cause.



"STICKY FINGERS"

Magazine



www.sticky-fingers.org.uk

BATTLE HONOURS OF THE POST OFFICE RIFLES.

(8th Battalion City of London Regiment)

AUGUST 1914 to NOVEMBER 1918.

Festubert.		May	1915
Loos.		September	1915
Vimy.		May	1916
Somme.	- High Wood.	September	1916
"	- Butte de Warlencourt.	October	1916
Bullecourt.	- Village.	May	1917
"	- Hindenburg Line.	June	1917
Ypres.	- Messines.	June	1917
"	- Wurst Farm.	September	1917
"	- Passchendaele.	October	1917
Cambrai	- Bournon Wood	November	1917
St. Quentin	- Crozat Canal	March	1918
"	- Tergnier	April	1918
"	- Noreuil	May	1918
"	- Chauny	June	1918
Defence of Amiens	- Villers Bretonneux	April	1918
Somme	- Malard Wood	August	1918
"	- Chipilly	September	1918
"	- Billon Wood	October	1918
"	- Marriers Wood	November	1918
"	- Epehy & Peizieres	September	1918
"	- Ronnsoy	October	1918
Loos to Bauffe	- Lens	October	1918
"	- Annay	I	1918
"	- Courrieres	to	1918
"	- Wattines	I	1918
"	- The Scheldt	November	1918

HONOURS AWARDS TO THE POST OFFICE RIFLES.

(8th Battalion City of London Regiment)

AUGUST 1914 to NOVEMBER 1918.

In order of military precedence.

Victoria Cross	1
Distinguished Service Order and Bar	1
Distinguished Service Order	5
Military Cross and Bar	5



"STICKY FINGERS"

Magazine



www.sticky-fingers.org.uk

Military Cross	36
Distinguished Conduct Medal and Bar	2
Distinguished Conduct Medal	24
Military Medal and Bar	7
Military Medal	153
Meritorious Service Medal	8
Croix De Guerre, First Class	1
Belgian Croix De Guerre	2
Decoration Militaire	1
Mentioned in Dispatches	25

Also an unknown number of parchment certificates for bravery

OFFICIAL CASUALTIES OF THE POST OFFICE RIFLES.

(8th Battalion City of London Regiment)

AUGUST 1914 to NOVEMBER 1918.

From 17th March 1915 to 11th November 1918

KILLED	WOUNDED	MISSING	TOTAL
1080	3516	656	<u>5252</u>

The breakdown of casualties by rank were:-

Officers	201
Other Ranks	5051
	<u>5252</u>

I'll see if I can dig out a few more bits of my research from its various hiding places and put them in next month's Sticky Fingers.

My Official Hat is now on.....

Nothing to report on my side of things this month, just a little reminder that next month is competition time, so don't forget your models please.

Robin



"STICKY FINGERS"

Magazine



www.sticky-fingers.org.uk

"Deranged" of Dagenham

Damyn's Hall's Present Arms



One of my favourite weekends of the year, did both days as did Kevin, Peter did Saturday and Bob Plumridge Sunday. The three of us managed but it would have been nice to have more of us around as it is a magic couple of days. We managed to blag a three table setup, rather than the two allocated and filled it on both days, (ok so it was like the Dagenham branch of 'Spitfires R Us') I had all eight of my finished Spits and Both of my Lockheed F5's out.

The usual suspects

There didn't seem to be as many visitors on either day as last year however we had a nice no of inquisitive questions



This T34 and its comrades (see what I did there) were doing mock battles in the back field.



"STICKY FINGERS"

Magazine



www.sticky-fingers.org.uk



As I've said before it's a great day out for everyone and the flypast's had amongst others two Mk V Spits, the Sally 'B', wing walkers and this excellently preserved Fieseler Fi 156.



I'd spotted this Pith helmet on Saturday, bought it on Sunday.

Peter, you have no idea how lucky you were to not be there on Sunday (*oh believe me I do !!!*), cos I had hours of fun putting it on then removing it, so it was Pith on and Pith.....

And the winner is!

Well In this case it was me as my Lockheed F5 ('onna stick) won best Aircraft in show.

Allen



"STICKY FINGERS"

Magazine



www.sticky-fingers.org.uk

Wrighty's "References"

Reader Writes In

This sort of thing we like readers to bring to our attention. Mr James is quite right when he states the unknown Swiss heroes and their story.



The Giant Killers

Brian James brings to light the heroism of Swiss pilots who took on the Luftwaffe in 1940... and won

We have something similar this month in WrySpy's References, HMS Furious who also went virtually unknown through 2 World Wars yet barely a mention, I have brought you that this month in my column.

Another thing is a set of pictures taken on a mobile phone, something kept rather quiet (but not from WrySpy!). A wheels up landing by a Spitfire in 2015 (*technically it's not a Spitfire; it's an 80% scale replica – Peter*). You all probably have photo operations on your phone; keep your eyes open, for buses that have crashed etc! By the way a woman took this one.



70 years ago these planes were sent to the bottom of the Pacific Ocean by the winners of the war (see text). Another young lady diver finding them took these photos and passed them to the Metro newspaper. However her



"STICKY FINGERS"

Magazine



www.sticky-fingers.org.uk

husband had more sense and brought them to WrySpy, our identifications are somewhat better than hers. We got them for 25% of the original price he asked for them.

Resting place: The planes took part in attacks on the Japanese mainland
PICTURES: BRANDI MUELLER/MEDIA DRUM WORLD



MITCHELL BOMBER

Head first: The planes were dumped from ships into the ocean at the end of the war



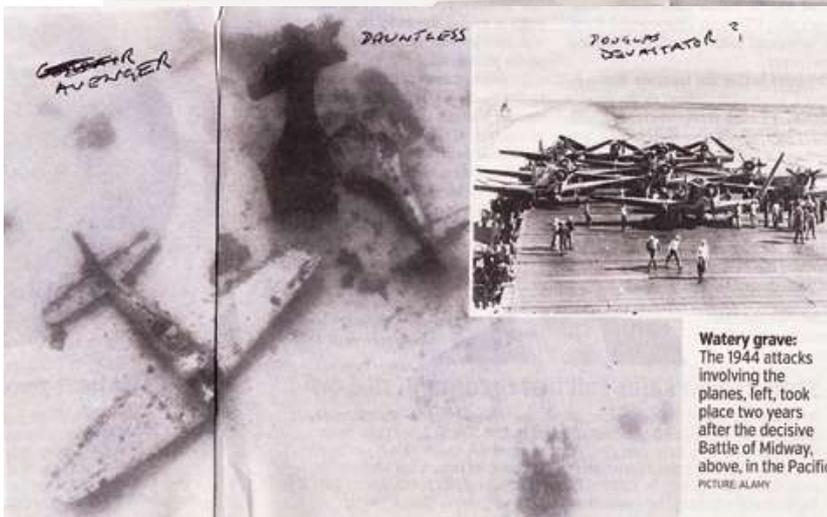
VOUGHT CORSAIR

Ghostly pictures show planes on seabed 70 years after conflict

SUBMERGED among coral and fish, these eerie images are of World War II aircraft in their final resting place in the Pacific. The horrors of war contrast with the serenity of the ocean as Douglas SBD Dauntless dive bombers, TBF/TBM Avengers and Grumman F4F Wildcat and F4U Corsair fighters lie on the seabed. More than 150 aircraft were photographed at a depth of 130ft by American coastguard and scuba diver Brandi Mueller after she explored the tropical waters off Roi-Namur island.

by DANIEL WITTENBERG

The graveyard of planes is five miles from the Marshall Islands, which were occupied by American forces in 1944 before they attacked Guam and the Japanese mainland. About 50,000 troops took part in the battle, which provided a platform for the dropping of the atomic bomb on Hiroshima in 1945. The planes that took part in the fighting against the Japanese forces were dumped in the ocean from aircraft carriers and transport ships at the end of the war.



GRUMMAN AVENGER

DAUNTLESS

DOUGLAS DEVILATOR ?

Watery grave: The 1944 attacks involving the planes, left, took place two years after the decisive Battle of Midway, above, in the Pacific
PICTURE: ALAMY



SBD DAUNTLESS

Top shots: The aircraft were photographed by scuba diver Brandi Mueller



"STICKY FINGERS"

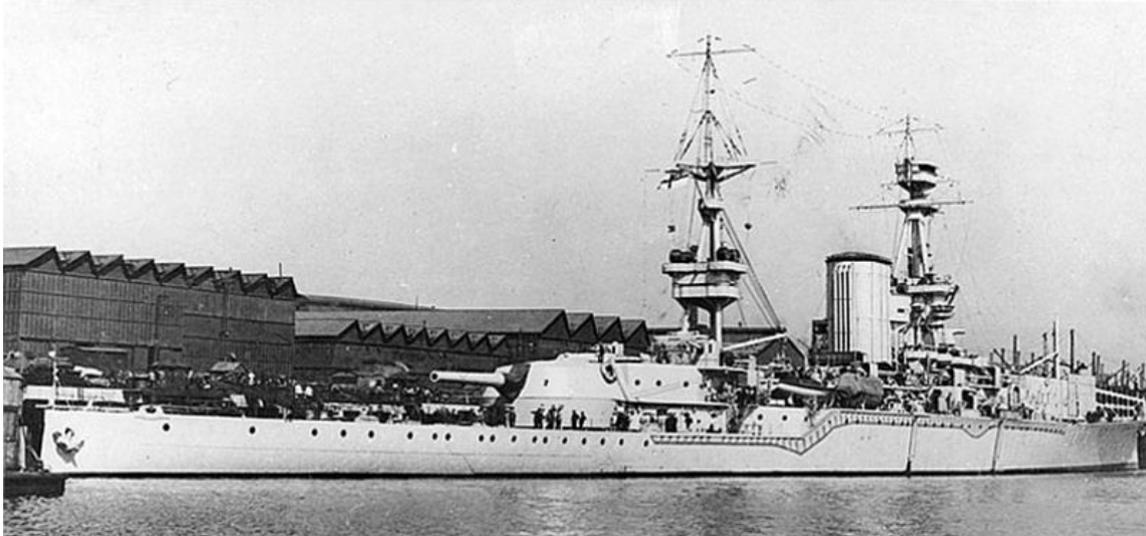
Magazine



www.sticky-fingers.org.uk

HMS Furious

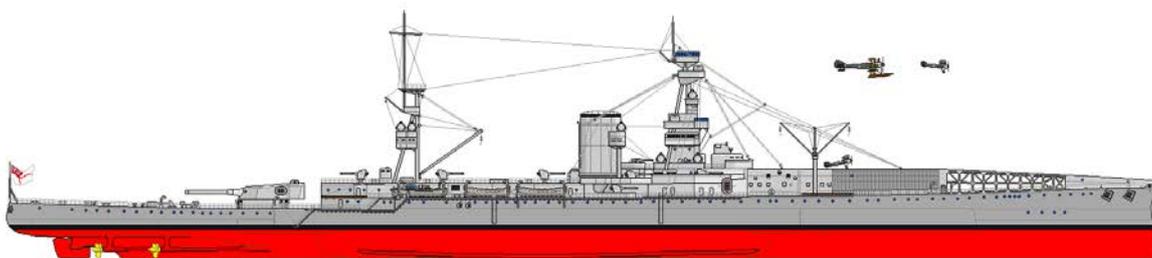
It's been a long time since I wrote a naval story for all you members, most of you will know that HMS Furious was a W.W.I vessel that became an aircraft carrier that served in W.W.II as some sort of backup vessel. Don't worry that's how I described it to my friend Wing Co Lawrence of WrySpy. The real story was so different. The Furious was so much in action it was just that; Furious.



Furious was laid down as a purpose built battle cruiser with a pair of 18" guns and 11 x 5.5" guns, lightly armoured for speed of which made her capable of 32 knots. However with the end of the war looming Admiralty minds turned to aircraft carriers, the now surplus Furious was chosen for conversion to an aircraft carrier and by 1917 was being fitted out, but the war was still ongoing. So after removing the guns a 160 foot flying off deck over the focsle was built, beneath which was a hanger deck and workshops with room for 10 aircraft, these being at the time Short 184 float planes with folding wings. The planes being lifted by deck cranes via an aperture from hanger to flight deck. Also necessary was a "Landing on Deck" aft of the original funnel and superstructure.



Great Britain, HMS Furious 1917
(Head)
(Cook courtesy of K.W.Va(1st)guard)



www.stapbucket.com

What the Admiralty was looking in trial was whether the ship could launch and recover wheeled aircraft whilst underway. Therefore 3 Sopwith (ship) Pups were delivered to see if Furious could make it happen:- on 02/08/17 Sq/CDR E. Dunning made it, the world's first landing on a ship underway. Attempting the feat again on 05/08/17 CDR Dunning's plane went over the side and sadly drowned thus resulting in Furious returning to Tyneside for further modifications. These included another 300 foot landing on deck from funnel to stern, enlarged hanger/workshop facilities, whilst hydraulic lifts to the hanger deck replaced the original deck cranes. The Port side decks were connected to enable aircraft to be shifted fore and aft as required. Finally re-commissioned in March 1918 where upon trials proved somewhat problematic due to smoke from the funnel causing problems.

The war was drawing to a close and Furious was involved in July in an attack from the North Sea on Tondor (Denmark) Airship Base 7 Sopwith Camels took off to destroy 2 x Zeppelins and a balloon this was the first ever



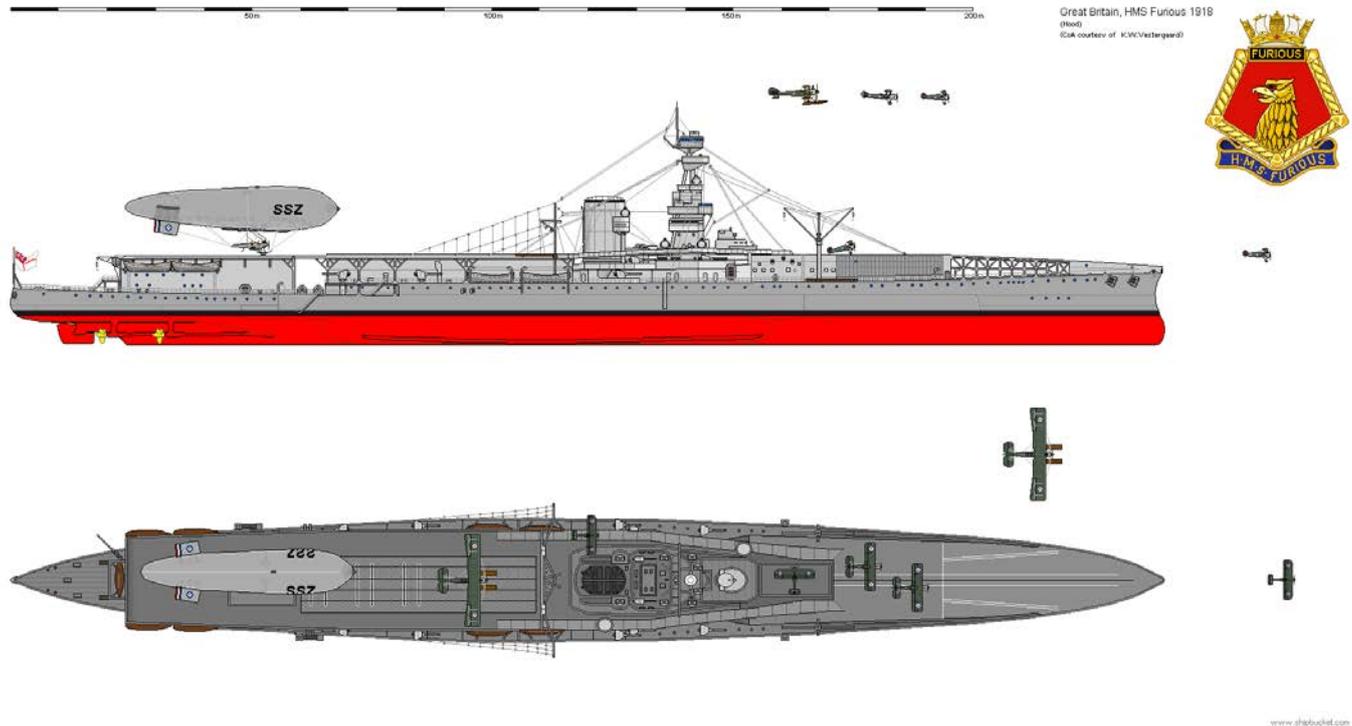
"STICKY FINGERS"

Magazine



www.sticky-fingers.org.uk

attack from the Flight deck of a carrier and a big success to see out the war, the crew enjoyed some long leave & demob, well deserved too!



W.W.II

After the war Furious was again rebuilt to bring her up to date, incorporating many features learnt from the war, this took place between 1921-25 at Rosyth and Davenport dockyards to bring the ship up to carrier status as it developed during the early peace time years. The successful sides in the war drew up limiting factors for the size of the new build ships, however not being a new build the Furious escaped the clause and was almost like a new build with the 3rd conversion. This involved a new lower hanger deck 550 feet long with a new 576 foot long flight deck to replace the old Fore and Aft decks, serving as Launch and Recovery respectively. Completed and re-commissioned in 1925. The ship went through trials and another refit before joining the Home Fleet in the early 1930s. at the time of the Munich Crisis the ship embarked FAA Squadrons 801, 821 & 822 (Ospreys, Fairey 3Fs & Seals), 821 & 822 just prior to war breaking out, yet again in 1939 Furious enjoyed another substantial refit which equipped her with a small island on the Starboard side, flight deck and also improved AA armament.

In September 1939 W.W.II broke out, due to the loss of the carrier "Courageous" sunk by a U-Boat in the early days of the war, Furious was named as her replacement in the Home Fleet, now equipped with Fairey Swordfish in 816 & 818 Squadrons, took part in the Norwegian campaign in October 1939 but soon she was back in Scapa Flow (Scotland) for ferry work from November 1939. The first was in November 1939 when 55 Hurricanes were ferried to North Africa. Just 6 Skua were allocated to Furious own defence. Another 64 Hurricanes were sent to Gibraltar where some were passed over to Ark Royal for distribution around the Med in June 1941. Followed by Fulmars and Hurricanes of 800 Squadron in July then with a strike force of Swordfish 816 & 812 Squadrons and Albacore of 817 Squadron to take part in the Norwegian operation known as "Kirkenes and Petsamo" where a small force attacked North Norway with limited success. August saw another ferry of 49 Hurricanes to Gibraltar, destined to be the last as Furious then was sent to the USA for yet another refit, it seems the "Old Lady" is wearing out.



"STICKY FINGERS"

Magazine



www.sticky-fingers.org.uk

The Tirpitz Episodes

The Fairey Barracuda is the Naval aircraft closely associated with attacks on the Tirpitz and the carriers involved. In January 1943 No. 810 Squadron became the 1st Barracuda Squadron to become operational, closely followed by other squadrons during 1943, until 12 squadrons were operational by January 1944, whereupon the units to join Furious were 830 and 827 Squadrons. As stated, the Russian convoys were vulnerable to an attack by the Tirpitz which could cause maximum devastation, so by April 1944 the first attack (Operation Tungsten) on Tirpitz which was located in Kaa Fjord. The attack force of 42 Barracuda and 80 escort fighters reached the flying off point and took off from the 6 carriers in 2 groups. The surprise attack caught the Tirpitz unaware and AA guns unmanned. 15 direct hits with 500 & 100lb bombs caused 300 crew to be killed and for the loss of only 3 Barracudas and a fighter, the ship left with a huge fire amidships.

* The loss of 300 killed seems an exaggeration from a complement of over 2,000, the fire may have been a smokescreen, a bit of wartime propaganda.

With such supposed success further raids took place on 15th May, 14th July (Operation Mascot) & 22/24/25th August (Operation Goodwood), but poor weather conditions foiled any accurate bombing, only 1 x 1,000lb bomb hit the target, on these attacks Tirpitz put up very effective smoke screens. It is possible the death toll of 300 was confused with the "Dambusters" raid which came later (see Sticky Fingers No.133 June 2015).

After this hectic period of action Furious was withdrawn to the Reserve Fleet in September 1944 @ Loch Striven where she remained until April 1945 when finally paid off, bringing an end to one of the busiest carriers in the Royal Navy. The Furious finally sent to the scrapyards at Dalmeir and later Troon for breaking up. At the wars end only 3 Squadrons of Barracuda were left and they soon were disbanded in late 1945.

Alan