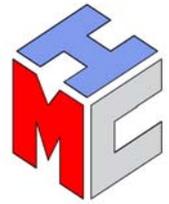




# "STICKY FINGERS"

Magazine



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Issue 139 December 2015

## Merry Christmas & A Happy New Year



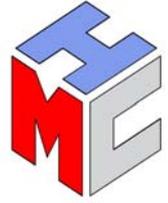
## Next month - January 2016 - Modeller of the Year Competition

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## Peters Prattling

### Quiet Month For Me

A very quiet month for me in terms of modelling and Sticky Fingers contributions. I was on holiday in the Seychelles for some of the time but came home to find out my mum was in hospital following a collapse at her home, so my time has been taken up travelling up to Lincolnshire to visit. She was due to come home Thursday (17<sup>th</sup> Dec), but they are still keeping hold of her for the moment.

### January "Modeller of the Year Competition"

Here's the list of models which are eligible to bring along to the meeting next month, the more the merrier.

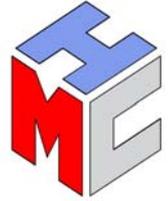
| Modeller                | Subject                            |
|-------------------------|------------------------------------|
| Alan Wright             | Bristol Blenheim                   |
| Allen Roffey            | Lockheed F-5 Lightning             |
|                         | Lockheed P-38 Lightning            |
|                         | Spitfire Vb                        |
| Bob Lawrence            | Boeing Stearman "Utterly Butterly" |
|                         | Bugatti Royale                     |
|                         | Concorde                           |
|                         | de Havilland Tiger Moth            |
|                         | Lady Isabella and Teka             |
|                         | Learstang Miss Ashley II           |
|                         | Lotus 72E                          |
|                         | Lotus 99T Camel                    |
|                         | Lotus Coventry Climax              |
|                         | Morane Saulnier MS406              |
|                         | P-51A Mustang Precious Metal       |
|                         | Saunders Roe SR177                 |
|                         | Sea Fury "Furyass"                 |
| Supermarine Spitfire IX |                                    |
| Bob Smith               | M-26 Pershing                      |
|                         | M-26 Super Pershing                |
|                         | Mk. IV tank                        |
|                         | P-40 Warhawk                       |
|                         | W.W.1 Tank Mk.IV                   |
|                         | W.W.1 Tank Mk.IV "Tadpole"         |
| Brian Breeze            | BAe Sea Harrier FRS-1              |
|                         | Bristol Bombay                     |
|                         | de Havilland Sea Hornet            |
| Brian Thomas            | BAe Hawk T1                        |
|                         | de Havilland Sea Vixen             |
|                         | Hawker Hunter F.6                  |
|                         | Sepecat Jaguar GR4                 |
| Charles Thompson        | Curtiss P-36                       |
|                         | Fokker DXX                         |
|                         | Henschel HS-123                    |
|                         | Henschel HS-126                    |
|                         | Mitsubishi Ki-51                   |
| Nakajima Ki-27 Nate     |                                    |
| Graham Hill             | Black Adder                        |

|                  | Dalek                         |
|------------------|-------------------------------|
| Ian Brown        | Beam Engine                   |
|                  | P-51 Mustang                  |
|                  | Peterbilt Truck               |
|                  | Suzuki RG500                  |
|                  | Westland Lysander             |
| John Bennett     | Westland Wessex               |
|                  | Boeing B-17                   |
| John Huston      | Consolidated B-24 Liberator   |
|                  | Ford Sierra Cosworth          |
|                  | London Taxi                   |
| Kevin Curley     | Vickers Viscount              |
|                  | Bedford Truck                 |
|                  | Char Bis                      |
| Mick Pitts       | North American P-51 Mustang   |
|                  | Crusader I                    |
|                  | Crusader II                   |
|                  | Sd. Kfz. 223                  |
| Paul Bennett     | T-26                          |
|                  | Baroudier                     |
|                  | Blackburn Buccaneer           |
|                  | English Electric Canberra     |
|                  | I.M.A.M. (Romeo) Ro-57        |
| Paul Bird        | Northrop T-37 Talon           |
|                  | Westland Lysander             |
| Peter Bagshaw    | Pfalz D.IIIa                  |
|                  | Polish Lancer                 |
|                  | Boxer                         |
|                  | Churchill "Crocodile"         |
|                  | English Electric Lightning F2 |
|                  | Folland Gnat (Red Arrows)     |
|                  | HMVWW                         |
|                  | KV-1                          |
|                  | Leopard A2                    |
|                  | Mig-21SMT                     |
| Vickers Viscount |                               |
| Warrior          |                               |



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## February AGM Meeting

Perhaps not entirely unexpected but we have been requested to move the meeting in February as the church have an event on our usual date. I therefore suggested we will meet on Monday 22<sup>nd</sup> February 2016 instead. Hope this is OK with everyone.

## 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.

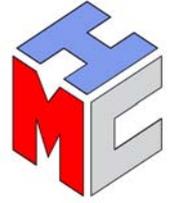
| 2016   |   |
|--|---|
| January 15 <sup>th</sup> – 17 <sup>th</sup><br>(Friday – Sunday)     | <b>London Model Engineering Exhibition</b> , Alexandra Palace, London   |
| February 6 <sup>th</sup> (Saturday)                                  | <b>North Surrey Military Modelling Group</b> , Annual Open Day & Competition, Carshalton Beeches Baptist Church, Banstead Road, <b>Carshalton Beeches</b> , Surrey, SM5 3NL |
| March 19 <sup>th</sup> & 20 <sup>th</sup><br>(Saturday & Sunday)     | <b>Southern Expo</b>  |
| April 24 <sup>th</sup> (Sunday)                                      | <b>ModelKraft 2016</b> , Milton Keynes, Stantonbury Leisure Centre.   |
| May 14 <sup>th</sup> (Saturday)                                      | <b>Southdowns</b> , The Parish Hall, South Street, <b>Lancing, West Sussex BN15 8AJ</b>   |
| May 28 <sup>th</sup> (Saturday)                                      | <b>Torbay Military Modelling Show</b> , Torquay Town Hall   |
| June 19 <sup>th</sup> (Sunday)                                       | <b>MAFVA Nationals 2016</b> , The Burgess Hall, Westwood Rd, <b>Saint Ives</b> , Cambridgeshire, PE27 6WU   |
| July 24 <sup>th</sup> (Sunday)                                       | <b>Essex Model Show</b> , Hannakins Farm, <b>Billericay.</b>  |
| September 17 <sup>th</sup> & 18 <sup>th</sup><br>(Saturday & Sunday) | <b>Maquette Club Opale</b> , Complexe Sportif, Rue de la Mairie, <b>Frethun (near Calais)</b>   |
| September 18 <sup>th</sup> (Sunday)                                  | <b>Wings &amp; Things 2016</b> , Fenland & Spalding, Spalding High School, Spalding, Lincs.   |
| September 25 <sup>th</sup> (Sunday)                                  | <b>St Ives (Brampton) show</b> , Burgess Civil Hall, St Ives, Cambs.  |
| November 12 <sup>th</sup> & 13 <sup>th</sup><br>(Saturday & Sunday)  | <b>Scale ModelWorld 2016</b> , Telford International Centre, Telford, Shropshire, TF3 4JH   |

Peter



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## Robins Ruminations

Before I go any further and I forget it, let me wish you and all your families a very Merry Christmas a happy and peaceful New Year.

Earlier this month my Wife suggested that I might like to go to the London model show, held in the Design Centre at Islington on the first Sunday of December. I must admit that I wasn't very keen on the idea as I had plenty to do at home, including, if I was really lucky, some modelling, shock, horror! However on the Friday before the show my Wife again made the offer / suggestion that I should go to the show, as at that time it was very windy and raining, I was even less keen to go. After all, who wants to find a parking place on the street and the walk a couple of boxes of models into the venue in the wind and rain? As so often happens, when you want it to rain, it doesn't and so I was packed off to the show with a boot full of models, a bag full of nibbles and a quick kiss on the cheek. As soon as I got to the bottom of the road it started raining, typical.

The run to the Design Centre was quick and problem free and amazingly I pulled straight into a parking space behind the venue, result. I run across the road and asked the security person if I could walk the models through the unloading bay instead of walking all the way around the building and was told that as it was a quiet day, just leave your mobile number and park up under the centre next to the lifts, double result! I took the lift to the second floor with the reserve cloths, sign and my bases only to find no Alan, so with Bob's help we set-up the stand and Bob started to put out his models. It was now that Alan, Wally and Bob arrived; unfortunately Alan had had a puncture on the way to the show which also explained why he never answered my telephone calls on the way to the show. After a quick wash of the hands Alan put out his models and Wally put out some of his models, I didn't bother to bring my models out of the car as there was more than enough models present to fill the allocated tables.



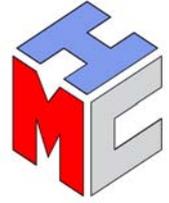
An overview of the show from the balcony.

As there were quite a few empty tables due to clubs either not turning up or not staying on from the previous days show, the organisers "allowed" those clubs present to spread out onto these empty tables to make the show look more presentable to the public. When I returned from one of my wanders the Hornchurch stand had magically doubled in size and it certainly looked very good indeed. All the club members had a pretty good time with some interesting chats to other club members and members of the public. There were a number of traders present, Poi Models, RetroKit, Sphere products, Mitches Miniatures and Guideline to name but a few and a few under the table bargains from the clubs present. Of course I



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purchased a few bits, just to be sociable, a few paints, an Fw190G and a very small Mig 21 with an after-market decal sheet with a splinter pattern.



For some reason the old expression, "dazed and confused" just keeps coming to mind!

As the show didn't open until 11:00 and finished at 16:00 it was a very short show indeed, but enough to enjoy and enough spare time to visit the London chocolate show that was in the lower hall, very tasty. While it's an interesting show I wouldn't travel any further to go to it, however I feel that given the time of year the show is on it does have more potential if perhaps marketed slightly differently. One of the organisers asked me about comparisons between Southern Expo and this show, I offered my opinion that given the shows location and the shopping in the High Street, a shopping centre across the road, a Christmas market in one of the side streets and a tube station close by that perhaps the advertising should mention these attractions and make a selling point of the show as a shopping opportunity for spouses and families near Christmas.

Alan's luck was truly out on this day as when he went to start his car his battery was as flat as a pancake, he asked me if I had a set of jump leads but unfortunately I didn't and so I reluctantly left the car park and headed off home. Unfortunately the journey home was complicated by of all things the Christmas market in the side street I mentioned earlier, my sat-nav gave me a route that included this road as my way to the main road. I was now caught in a one-way system that took me into some very unfamiliar streets but the sat-nav sorted it out and it only took ten minutes or so to get me back on course for home.

## My "official hat" is now on....

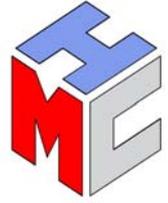
Congratulations to the winners, runners-up and indeed all those who took part in last month's competition, the models were all of a very high standard. Don't forget the upcoming show at Alexandra Palace gentlemen and listen to the announcements, Peter might have the passes or more likely have to post them out to you due to the late arrival of the passes from the organisers.

**Robin**



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## Paul's "Postulations"

The Santa Claus Foundation

1 Reindeer Way  
Lapland, Finland  
12252015

3<sup>rd</sup> January 2016

Dear Mr Bennett,

Client reference 25/12/000

I was so sorry to hear of your concern about the sugar mouse and tangerine that you received on Xmas morning.

I can fully understand your concern that we couldn't supply the Ferrari that you requested. It probably doesn't help for you to know this, but I can empathise, as I ran a Ferrari Boxer for several years in the early 80's. Great car!!!

I should point out that you are bound by the Terms and Conditions (T&Cs) of our service, which you tacitly accepted when you pinned your first stocking to the fireplace in 1963.

Of course, in these modern times, that you could argue that you didn't have sight of the T&Cs, but they have been on view in our reception for the last 697 years. (We don't send them individually because, of course, they would then be interpreted as concrete proof that I exist).

Although we cannot meet your request for an ex-gratia payment, rest assured that we have added your concerns to our feedback spreadsheet and we will take it into account during the run-up to Xmas 2016. Would a 1/24<sup>th</sup> Airfix Spitfire be acceptable?

As I recall, it was in 1971.

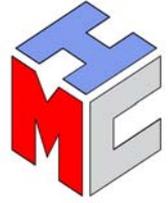
Yours sincerely,

S Claus, General Factotum,  
The Santa Claus Foundation



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## Wrighty's "References"

### Wrighty's References

References:- what this column was originally created for way back in 1990, especially the Luftwaffe when information was hard to come by and contained much guesswork by authors and magazine writers. Whilst sorting out my collection for its new home I came across a Wrighty's Reference "Bonus Special"; the list of code letters for the RAF Squadrons (all of them) both pre-war and the war time revised list (for secrecy). You may well say we've got the internet for that, but I think this may be part only, should you like a copy please let Peter know as copies can be made.

### Book Reviews

Ever since Osprey Books began their Aircraft of the Aces and Combat Aircraft series it dominated the market for these areas, it was quite easily for us modellers to chalk up 100 paperback books but then they really had exhausted most subjects. In the last year 2014 to 2015 no books have appeared but Christmas is on the way and a few new subjects have hit the magazine advertisers sections, but they are the more rare ones, or countries that didn't contribute much in the war.

Talking of book reviews there are three new bookzines recently to hit the shelves that will have Luftwaffe fans in raptures, they are as follows:-

#### Luftwaffe Eagles

Published by Fly Past Magazine, Key Publications, for £6 this 100 page bookzine covering a wide range of late war planes. High Rank personal photos covering bombers, fighters, marine craft, you can't go wrong here. Many unseen photos, articles on Revenge weapons, FW.190 action, FW.200 shipbusters, Tip & Run raiders attack on the English coast and much more.

\*\*\*\*

#### Aviation Classic - FW.190

This is a gem for £8, with 130 pages it covers the 190 (everyone's favourite Luftwaffe aircraft) from inception to its final defeat as the TA-152 at the wars end.

Published by Classic Magazines.

Aircraft visited are FW.190D, FW.190 Sturmbok, TA-152, A.1 to A.8 variants in Russia, France and the West & Home Fronts, & after war survivors. The best of the 8 books it introduces new service photographs and drawings etc, stories in depth of lesser known subjects, if you can afford only 1 book make it this one, you won't be disappointed.

Note, if the wartime Luftwaffe is not your thing they have 8 other Classics in the series, mainly jets, that may get you visiting WH Smiths and splitting up the £10 in your back pocket, the 190 took me on and won mine.

\*\*\*\*\*

#### Spitfires Over Berlin 1945

On the other hand if you are a Luftwaffe WW.2 fan this is the book for you. The title is somewhat misleading because it is all about the late war Luftwaffe with lots of new photos and stories of the 1<sup>st</sup> Jan 1945 in a new light, the Allies actually lost a lot of aircraft on the ground and nearly only just survived by a superior backup supply system, that helped take the war to the depleted Luftwaffe that virtually led them being wiped out by April 45. Unmissable stuff by a new author Dean Sharp (I've not heard of him before, but he's not wasting our time with repeats or guesswork). At £7 for 132 pages it really is the business. Order from Key Publications.

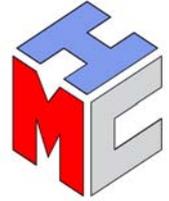
\*\*\*\*\*

Still a dozen or so on the shelf in WH Smiths Romford as at 13/11/15



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## WrySpy



### One a Month Since April 2015

Plane crashes at the rate of 1 per month in 2015 since April, not so much as coincidence but each one a mystery in its own right, all reported in Sticky Fingers with answers the public is waiting for.

- April MH370 Malaysian Boeing B777 – not found yet
- May MH17 Malaysian Boeing B777 – downed by missile over Ukraine
- June German Wings – suicide dive by pilot
- July Spitfire Crash – Peterbro, undercarriage problem
- August World War II discoveries of surplus planes at sea
- September Shoreham crash – Hawker Hunter airshow accident
- October Engine Fire in Las Vegas – Boeing B777 runway crash
- November Chigwell Air Crash – Executive plane kills pilots 5 miles from home
- December Boeing B37 crash at Johannesburg South Africa
- Another domestic light plane on Kent to Devon trip crashes near Taunton Devon

## Four killed in plane crash 'were from same family'

FOUR people who died in a plane crash are thought to be from the same family. The two men and two women, killed when their light aircraft came down in Somerset on Saturday, are from Surrey. Officers are waiting for the bodies to be formally identified by relatives.

The men were aged 56 and 20, and the women were 55 and 23.

Supt Richard Carrigan said: "We have a specially-trained liaison officer supporting the affected family and they're being kept fully updated on our progress. Our thoughts are with them at this extremely difficult time."

Avon and Somerset Police and the Air

Accident Investigation Branch have launched an investigation. The cause of the crash is not yet known.

The Malibu Mirage – an eight from Surrey to Dinkellwell Aeroclub in east Devon – came down at 11.45am near Churchfields, south of Taunton.

A villager who went to the crash scene in a farmer's field said: "It's a terrible tragedy. The plane has been totally wrecked."

Road closures were in place in the area yesterday as officers combed through the wreckage.

## Mirage aircraft lies mangled in



## ld after it plunged from the sky and broke up in pieces



Terrible tragedy: The plane came down en route from Surrey to Devon



Sad task: Crash investigators working yesterday at the scene pictures saw



Totally wrecked: An investigator peers inside the plane



original Wryspy Wryspy SF Surrey Fingers No. 105 Feb 2013

No. 9.

Thursday, November 26

## All's fine, said pilot before he hit crane

A HELICOPTER pilot killed in a crash in central London had declared 'all's fine', an inquest heard.

Pete Barnes, from Reading, was responding to an air traffic controller who raised fears about foggy weather.

Soon after, the 50-year-old's aircraft hit a crane in Vauxhall.

Pedestrian Matthew Wood, 39, from Sutton, southwest London, also died in the accident in 2013. The inquest continues.

## Pilot admitted 'pressure' day before death crash

A PILOT killed in a helicopter crash told a colleague the day before that he was under 'pressure' to fly despite bad weather, an inquest has heard.

Pete Barnes, 50, was described as a 'guru' and 'probably the most experienced in the industry'.

The dad, from Berkshire, died after his aircraft hit a crane in Vauxhall, London, and plunged to the ground in January 2013. A passerby was also killed.

Cpt Barnes (pictured) was on his way to pick up a private client in Elstree, Hertfordshire,

but diverted to Battersea heliport because of bad weather. The day before, he spoke to colleague Shaun Tinkler-Rose, who told Southwark coroner's court: 'He did say he was under pressure to fly. He wasn't showing outward signs of worry, but he was a little bit cheased off.'

Cpt Barnes' client, The Ivy owner Richard Caring, denied these claims. He said on the day of the job he texted the pilot: 'Wait until I get [to Elstree]. Do not take off.'

He added: 'Any decision was his.' The inquest continues.



Crash: Wreckage at the scene in

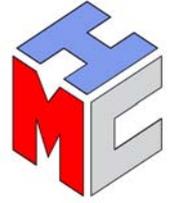


Booking: Richard Caring said the decision to fly was down to the pilot PICTURE: NATIONAL NEWS



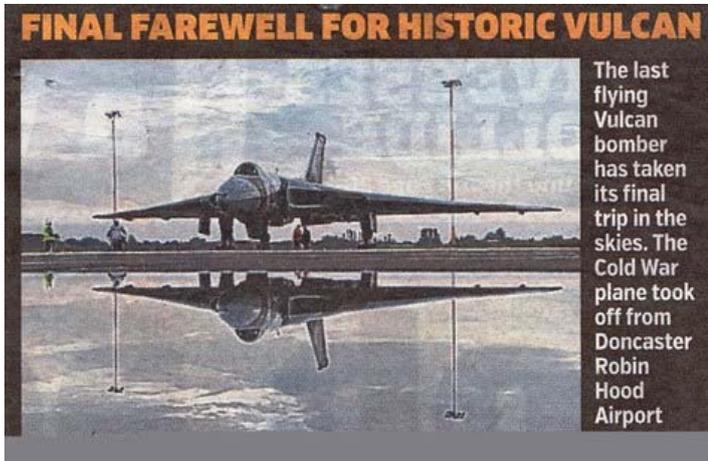
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## When Will They Ever Learn?



Picture 2, presumably one of the RAF's best pilots is at the controls, even if he's a little mentally unstable; still has a high opinion of himself, but I expect he was too busy to read about the Shoreham Air Show disaster on WrySpy (explained in Pic 2's caption on SF 136).

Well the Vulcan can be viewed at the RAF Museum along with its massive bomb bay open and the 22 bombs that fit within, look at the damage that lot could cause if something went wrong, enough to wipe a small town from the map, even the CAA seem to need an MOT of their brains before commenting.

Picture one, Vulcan ready for take-off from Doncaster Airport, it looks like it is looking at itself in a mirror, yet that is its image taking off straight into the lake. Anyway don't worry its due to get a close shave soon.

## Vulcan pilot investigated over 'illegal roll' of plane

by DAVE HIGGINS

BRITAIN'S last flying Vulcan bomber might have executed an illegal roll weeks before its final flight, the Civil Aviation Authority says.

An investigation has been launched to see if the aircraft, immortalised in the James Bond film *Thunderball*, performed the manoeuvre on October 4.

The Vulcan, built in 1960, took part in its final flight last week at Robin Hood Airport, Doncaster. Amateur footage of the XH558 plane appears to show its unnamed pilot doing a barrel roll over Grantham, Lincolnshire.

At this summer's fatal Shoreham air crash, pilot Andy Hill performed a loop-the-loop in a Hawker Hunter aircraft that was only one year older than the Vulcan.

Restrictions on ex-military aircraft were introduced after the August crash.

A Civil Aviation Authority spokesman confirmed the stunt had not happened during an air display. He said: 'Although not normally allowed under its current permissions to fly, a roll is a benign manoeuvre and the Vulcan's maintenance support organisation has confirmed that the aircraft is safe to fly.'



## BBC Blunder

The BBC news team earn a black mark for the news on November 25<sup>th</sup> evening @ 6:00pm and repeated @ 10:00pm. They were referring to some celebration about the de Havilland Mosquito; the beaming newscaster smiling as post-war footage of a squadron of Meteor F.8 fighters on a flypast was shown. It was a case of nearly but not quite, that straight tailfin gives it away, the Mosquito had a rounded tailfin protruding from the rear fuselage.

## My News Diary

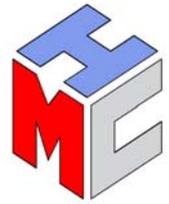
29<sup>th</sup> October, newspaper comment in the Metro noted that Russia had bombed areas and sites in Syria, but seems they were unsure if they had hit Rebels or Government positions or facilities?

In a previous article (SF 138) we refer to this item, we now know it was IS positions. Therefore it was no surprise when 3 days later I was watching Sky News when they cut to the loss of contact with a Russian tourist airliner going to St Petersburg on holiday from Sharm el Sheik in Egypt. Well you know the rest of the story. It crashed in Egypt, killing all 224 people all on board nearly all Russian tourists. On 1<sup>st</sup> November a newsreel team visited the crash site in the desert, the TV camera followed a security guard amongst the debris when he picked up a brand new trainer, then he walked over to the aircraft tailfin standing erect still attached to the rear fuselage. The fuselage was holed as if blown out by some sort of explosion, blowing the skin outwards. We also learnt that the plane had been hit at 31,000 feet.



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2<sup>nd</sup> November, on this day I believe I had the answer in thinking over the items I saw yesterday. That trainer didn't come from a dead body; it came from the luggage department which is just in front of the tailfin within the fuselage: officialdom had released news that the plane had not been shot down or hit by a missile. So here we go with WrySpy's theory (the device/bomb operated by air pressure in the cabin at 31,000 feet). The device triggered by air pressure at 31,000 feet, a popular cruising altitude for long haul jets, and the device was in the luggage cargo hold just below the tail fin, & explains the fin blown off and the fuselage holed outward, plane dives straight into the ground. 3 good reasons for the crash. However this time they did not ask WrySpy for a theory, so I let it go.

All sorts of stories came out in the next week, even British Prime Minister David Cameron becomes involved especially when problems at Sharm El Sheik arose and hit the headlines, it was actually thought that British holiday jets were also sabotaged at Sharm el Sheik. Nobody seemed to think it was payback from ISIS to the Russians for bombing "Appa", the ISIS stronghold in Syria.

The British planes were grounded and holiday makers had a week of problems and banned from flying. Only then did the authorities confirm it was a bomb and asked the question "How did it get aboard?" It didn't take much working out. ISIS must have put pressure on the baggage handlers at the airport, threatened their families, so don't forget this is an explosive device that fits in a suitcase, not the 500lb bomb you see being loaded on to Lancasters in W.W.II. Having put the device in with the Russian tourist baggage the Russians promised revenge attacks on ISIS (we now know they bombed Appa on 23/24th November).



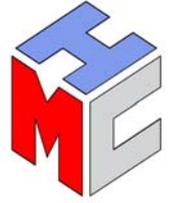
I was just about to put my diary away when lo and behold a report on the news that 2 Russian fighter aircraft had encroached across the border from Syria into Turkey, Turkish interceptor fighters were launched and a radio warning issued to reverse their course, at least that's what they said in a newsflash. The Russian planes being shot down, also they were not fighters, they were Sukhoi Su-24 Fencers (fighter/bombers) as they dove in flames to earth. Looking more like missile hits rather than any duel with Turkish planes they even showed the pilots ejecting and parachutes opening as they tracked the falling Su-24 (one of the bigger planes in the Russian Air Force armoury, a Mig-29 is only half as big), each plane looked like a spent missile with no wings visible as it fell to earth. Wreckage needs to be examined to see if the Su-24s were armed with anything more than cameras, I guess we will hear in good time, you can see Mr Putin won't let go on this one.





# "STICKY FINGERS"

Magazine



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



Lost and found: Two of the jets sitting on the tarmac at Kuala Lumpur airport yesterday PICTURE: AP

## Is anyone out there missing three jumbo jets?

**MALAYSIA:** Airport bosses have taken out a wanted advert in a local newspaper - to find the owner of three Boeing 747s.

Whoever left the 200ft-long planes on the tarmac has 14 days to make their claim. Otherwise, say the operators of Kuala

Lumpur International Airport, they'll be sold off to cover parking charges.

The advert was placed on Monday after failed attempts to track down who owns them. The 747-200F freight aircraft weigh 170 tons each and cost £25million when first sold in 1976.

WrySpy in April 2015 (SF 131) told you Kuala Lumpur airport out to take a long look at their procedures and maintenance systems. After the loss of Boeing 777s (MH17 & MH370) now look at the picture above and read its caption, have you ever read anything so ridiculous?

If some unknown fly tipper, left 2 Vauxhall Astra vans in your front garden, "you are going for a walk and ignore them or ask the builder next door if they are his, or visit the "Old Bill" to report them?" Just like all these under managers at airports Kuala Lumpur must be very suspect at doing their jobs properly.

How did they get there, well on super lorry, flew in or just walked in through the gate? Maybe a super crane lifted them over the boundary fence? Not at 170 tons each! I know! It's one of those "Ancient Aliens" who built the pyramids they managed to shift them, pity the aliens are not still around then they could shift them!

**Alan**

# Competition Results for 4<sup>th</sup> Round 2015

## Wally Arrowsmith Trophy (Aircraft)

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

| Position        | Entrant          | Model                  | Votes |
|-----------------|------------------|------------------------|-------|
| 1 <sup>st</sup> | Paul Bennett     | Northrop T-37 Talon    | 51    |
| 2 <sup>nd</sup> | Paul Bennett     | I.M.A.M. (Romeo) Ro-57 | 39    |
| 3 <sup>rd</sup> | Bob Lawrence     | Sea Fury "Furyass"     | 37    |
| 4 <sup>th</sup> | Brian Breeze     | Bristol Bombay         | 31    |
| 5 <sup>th</sup> | Charles Thompson | Henschel HS-123        | 15    |
|                 | Charles Thompson | Henschel HS-126        | 10    |

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

Paul Bennett Northrop T-37 Talon



Paul Bennett I.M.A.M. (Romeo) Ro-57



Bob Lawrence Sea Fury "Furyass"



Brian Breeze Bristol Bombay



Charles Thompson Henschel HS-123



Charles Thompson Henschel HS-126



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

| Position        | Entrant      | Model                   | Votes |
|-----------------|--------------|-------------------------|-------|
| 1 <sup>st</sup> | Allen Roffey | Lockheed P-38 Lightning | 50    |

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

Allen Roffey Lockheed P-38 Lightning



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

| Position        | Entrant                   | Points |
|-----------------|---------------------------|--------|
| 1 <sup>st</sup> | Bob Lawrence              | 124    |
| 2 <sup>nd</sup> | Paul Bennett              | 96     |
| 3 <sup>rd</sup> | Brian Thomas              | 78     |
| 4 <sup>th</sup> | Peter Bagshaw             | 78     |
| 5 <sup>th</sup> | Allen Roffey<br>Ian Brown | 69     |
|                 | Brian Breeze              | 65     |
|                 | Charles Thompson          | 42     |
|                 | John Bennett              | 38     |
|                 | Bob Smith<br>Kevin Curley | 25     |

### IPMS Hornchurch Trophy (Miscellaneous)

#### Military Vehicles

| Position        | Entrant       | Model                      | Votes |
|-----------------|---------------|----------------------------|-------|
| 1 <sup>st</sup> | Bob Smith     | W.W.1 Tank Mk.IV "Tadpole" | 59    |
| 2 <sup>nd</sup> | Peter Bagshaw | Boxer                      | 50    |

#### Miscellaneous - Armour

Bob Smith W.W.1 Tank Mk.IV "Tadpole"



Peter Bagshaw Warrior



#### Miscellaneous

| Position        | Entrant      | Model           | Votes |
|-----------------|--------------|-----------------|-------|
| 1 <sup>st</sup> | Ian Brown    | Peterbilt Truck | 62    |
| 2 <sup>nd</sup> | Bob Lawrence | Bugatti Royale  | 55    |

Ian Brown Suzuki RG500



Bob Lawrence Bugatti Royale



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

| Position        | Entrant                  | Points |
|-----------------|--------------------------|--------|
| 1 <sup>st</sup> | Peter Bagshaw            | 126    |
| 2 <sup>nd</sup> | Bob Smith                | 119    |
| 3 <sup>rd</sup> | Bob Lawrence             | 92     |
| 4 <sup>th</sup> | Ian Brown                | 48     |
| 5 <sup>th</sup> | Mick Pitts               | 44     |
|                 | Graham Hill<br>Paul Bird | 25     |
|                 | Kevin Curley             | 21     |