



"STICKY FINGERS"

Magazine



www.sticky-fingers.org.uk

Issue 143 April 2016



Next month - May 2016 - Bring your passion, talk about them & why

Next month - May 2016 - Bring your passion, talk about them & why	1
Peters Prattling	1
Sticky Fingers Last Month	1
Club Sweatshirts etc.....	2
Southern Expo.....	2
Forthcoming Shows in 2016.....	2
Robin's "Ruminations"	3
My "official hat" is now on.....	4
Youngster's "Yammerings"	4
John's "Jottings"	6
Filming At Airshows	6
Wrighty's "References"	7
Laser Attacks on Aircraft	7
Shoreham Plane Crash	7
Warning of Slump in Modelling?	7
The Army Needs You	8

Peters Prattling

Sticky Fingers Last Month

Apologies for last months no show for Sticky Fingers printout, I can only blame the organisers of Southern Expo as they took the day before and after the show off so weren't in work to print them off for you. I have now printed some for those who are at the meeting this month should you need one. The newsletter was available on the internet for those that have access.



"STICKY FINGERS"

Magazine



www.sticky-fingers.org.uk

Club Sweatshirts etc

If we can put together another order for club apparel who would be interested? I currently have the following:-

Club Member	Type	Size
Alan Roffey	Sweatshirt	XXL
John Huston	Polo shirt Fleece	L M
Bob Smith	Polo shirt	XXL
Kevin Curley	Polo shirt	M
Ralph Hebron	Polo shirt	XXL

Items available are polo shirts, sweatshirts and fleeces.

Southern Expo

Southern Expo is now done and dusted for 2016. I think the show went really well, in the end anyway. There were 1 or 2 rocky bits over the weekend but nothing that couldn't be sorted out relatively easily. Needless to say Robin and I couldn't even contemplate holding the show without the continued support from the club members. You all put in a great effort so thank you very much.

With your efforts we were able to declare a donation of £4,000 to St Francis Hospice. Unfortunately the company I work for have wound up their charitable trust at the end of last year so won't be able to fund match but they have been very generous in the last few years so we can't complain.

Plans are already afoot for 2017 so watch this space for announcements the proposed dates have been sent to the centre and we hope they are working on the invoice soon.

Forthcoming Shows in 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	
April 23 rd & 24 th (Saturday & Sunday)	Scottish National Scale Model Show, The Live Active Dewars Centre, Glover Street, Perth, PH2 0TH
April 24 th (Sunday)	ModelKraft 2016, Milton Keynes, Stantonbury Leisure Centre.
May 8 th (Sunday)	IPMS Gloucester, Churchdown Community Centre, Parton Road, Churchdown, Gloucestershire, GL3 2JH
May 14 th (Saturday)	Southdowns, The Parish Hall, South Street, Lancing, West Sussex BN15 8AJ
May 28 th (Saturday)	Torbay Military Modelling Show, Torquay Town Hall
June 19 th (Sunday)	MAFVA Nationals 2016, The Burgess Hall, St Ives, Cambridgeshire, PE27 6WU West Norfolk IPMS - Downham Market Town Hall, Norfolk PE38 9DE
June 26 th (Sunday)	IPMS Coventry & Warwickshire Model Show, Rowley Road, Coventry, CV3 4FR Ipswich IPMS Model Show, Gresham Sports and Social Club, Ipswich, IP4 3QJ
July 3 rd (Sunday)	North Somerset Modellers Society Model Show, The Helicopter Museum, Weston Heliport, Locking Moor Road, Weston-Super-Mare, BS24 8PP
July 9 th (Saturday)	Hailsham District Scale Model Club, Community Civic Hall, Vicarage lane, Hailsham, East Sussex, BN27 2AX
July 24 th (Sunday)	Essex Model Show, Hannakins Farm, Billericay.
July 31 st (Sunday)	Midland Expo, Leasowes Sports Centre, Leasowes High School, Kent Road, Halesowen, B62 8PJ
August 6 th & 7 th (Saturday & Sunday)	Essex MAFVA, Damyns Hall Aerodrome, Averly Road, Upminster, Essex. RM14 2TN
September 17 th & 18 th (Saturday & Sunday)	Maquette Club Opale, Complexe Sportif, Rue de la Mairie, Frethun (near Calais)
September 18 th (Sunday)	Wings & Things 2016, Fenland & Spalding, Spalding High School, Spalding, Lincs.



"STICKY FINGERS"

Magazine



www.sticky-fingers.org.uk

September 25th (Sunday)	St Ives (Brampton) show , Burgess Civil Hall, St Ives, Cambs.
November 12th & 13th (Saturday & Sunday)	Scale ModelWorld 2016 , Telford International Centre, Telford, Shropshire, TF3 4JH

Peter

Robin's "Ruminations"

Well Southern Expo is well and truly a distant memory the accounts are done and all the boxes and bags of the paraphernalia has been consigned into my loft for its long summer hibernation and of course out of my Wife's sight, even Adele's patience has its limits. I'd like to thank all of those members of the club that gave up their time and put in the effort to help Peter and I put on such a great show for the traders, public and the modellers displaying over the weekend. Special mention must also be made of Rebecca and Karen, Karen for her cheerful tea and coffee duty on Saturday morning and Rebecca for helping on the cash desk and generally putting up with the club members, thank you ladies. Adele of course has to put up with me all year round and so having me stuck on the organisers stand while she walked around the hall was like a mini holiday for her, seriously though, without her help and patience over the lead-up to and after the show I couldn't do it, Thank you Adele. Well that's the Oscars speech bit over with, I can get back to being my normal cruel and heartless self now, sorry about that gents.

I'll be bringing the last of my purchases/raffle wins with me tonight, if only for you to laugh at me and wonder what the hell I was thinking of when I bought that particular bit of rubbish. I have to put my hands up and say that I have the same thoughts at times; still it seemed like a really good idea at the time, much like marriage and children. Hmm, should have just stuck with model kits! Far cheaper. However, I digress, in the raffle I did win a very good prize and that was a £25 voucher for Sphere Products, the company that does all the laser cut wood products. I used it to buy a holder for 1/48th single engine aircraft although I'm sure that it would just as easily work with 1/72nd aircraft. It's a stand/extra hand that helps hold a model securely for painting, drying and setting parts that are being glued, I'll bring it along tonight as it's probably easier to see it in operation rather than try and describe it. As ever I look forward to seeing the DVD that John creates to see the 90% of the show that I never seem to get around to seeing, most importantly the competition area that I never seem to see at all. That way I can have a look at the models that won or placed in their respective classes and see just how blind, stupid, unknowledgeable and downright bias the judges at Expo were this year. It's strange you know that I hear the same comments/snatches of conversation whatever show I go to from small shows like Lancing to the Nationals at Telford, do we all use the same set of judges? Or just might it be perhaps just sour grapes from those that don't win I wonder? Still enough of Expo matters, I'll end the subject by saying that if anybody has any thoughts or observations about the show, good or bad, please have a word with me as you might have seen something or have an idea that Peter or I haven't thought of. Then, when we have our post show coffee and cake evening we'll discuss all the feedback from their various sources, sounds a bit heavy but really isn't.

I was very pleased to see a couple of "new" contributors to Sticky Fingers in the last issue, well done Ian and Paul, both articles made me smile. To the other members that haven't broken their literary duck as far as Sticky Fingers is concerned, come on, write something please. It doesn't have to be great literature, just something that interests you and you might like to share it with a wider audience, whether it's your latest build, a new tool that you are using, a technique or perhaps even a project that hasn't seen the light of day yet but you are hopeful of completing at some point of time. Perhaps you could share your thoughts on next year's Expo theme build, animals, what are you thinking of building or perhaps what would you like to build but can't for some reason? Go on, give it a go.

I am writing this part of my article a week ago, on the Monday morning of the 11th, I am feeling very tired and my eyes are being held open by pit props. The reason for this state of affairs? Boozing all Sunday night, out to a wild party or a wild night of debauchery? No such luck, it was the final day of the Masters golf from Augusta last night. It would have needed a crow bar under my Wife's backside to get her off the sofa from 10 p.m. onwards. My job as normal was to be there to lend moral support, (whilst reading a very interesting book on J.A.A.F. pilots and their aircraft), and of course keeping up a steady drip feed of tea and biscuits to Adele. Unfortunately the match was winding down to its inevitable conclusion of the American golfer, Jordan Spieth, winning his second green jacket by at least 4 shots and the only race was for the second spot between two English golfers, Lee Westwood and Danny Willet and all I wanted to do was just get to my bed. However the fickle finger of fate decided to stir the pot a bit, after serenely cruising to victory Jordon hit the slope into the green and the ball bounced back into the water for a two shot penalty. No real problem, he just had to chip onto the green to win by at least two shots. Now the same finger of fate went into blender mode, I said to Adele "all it needs now is for Jordon to put this one in the water and it's game on", ten seconds later, "PLOP", you'd be surprised how much noise is made by a



"STICKY FINGERS"

Magazine



www.sticky-fingers.org.uk

collective intake of breath by a few thousand people, my Wife included! The rest is history, Jordan's game imploded and Danny Willet, with the help of his caddy, kept his nerve to get another birdie and seal the win, which up to 20 minutes beforehand, was a most unlikely victory to put it mildly. So at least I could crawl off to my bed now, surely? No chance, Adele was so excited watching the final twists and turns of the golf that she wasn't sleepy now and so we watched another program for another 45 minutes before heading to bed. So at a quarter to two I finally put the light out only for the alarm to wake me what seemed like a couple of minutes later at five thirty! If one more person tells me I look tired, they go out the window!

On the modelling front, yes contrary to popular belief I still do model, albeit at a very much reduced rate for the past 18 months or so. After banishing the Expo boxes to the loft and clearing up the modelling room I have re-started work on the Bae Hawk and hopefully should have it finished in a month or so, fingers crossed. I'd like to then finish my Israeli A-4 Skyhawk after that but of course I'm easily distracted and I do keep on thinking about a pre-war U.S.A.A.C. or U.S.N. aircraft, the colours were so bold and bright, decisions, decisions!



Now what's not to like?

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

Not a lot to put in this month's issue, yes I know it's the first competition night of this "season" but I'm sure that after all these years you know the procedure. Other than that gentlemen, it only leaves me to say good luck and have fun tonight and over the coming year's competition "season". Just like the betting advert on television, when the fun stops, stop.

Robin

Youngster's "Yammerings"

It has certainly been a while since my last article for Sticky Fingers, or for that matter getting to a model show, the joys of working in the catering industry! Thankfully I managed to sneak in some time off work to attend Southern Expo and then realised I had forgotten just how much I missed attending shows and being around modellers and models. I went into the weekend with a clear set of plans, objectives and a steely resolve:

- Don't spend too much money.
- Only buy what I "needed".
- Don't buy "big" models.

Well that was the plan I started Friday night with. It didn't get past 8pm before I had completely failed on all 3 counts! Oh the joys of being a modeller with a wallet with cash in it! On just the opening night I bagged myself an Eduard special boxing of Academy's F-16A from Ralph and a Mig-25 Foxbat. Wasn't what I was expecting but was very happy with my purchases. Already ideas were forming for an early Israeli Falcon and a camouflaged Foxbat, oh, how the mind wanders with ideas and projects. Friday night over with and most of my self-imposed budget gone and the weekend proper hadn't even started!

Two fun filled and long days later I have ended up with a very large box of my purchases, ranging from the new AMK Mig-31 BM/BSM Foxhound, all the way down to a 1/144 F/A18 C Hornet with full resin control surfaces, interior and more. Got to love Retrokit for the 1/144 resin sets that take the scale to a whole new level of detail and fun. The budget had well and truly receded in the rear view mirror by this point but I left feeling very happy and no regrets at all! Well that is until I look at my next bank statement! Now I have lots of ideas and just as many different models with which to start with. Now is the challenge of deciding which one and where to start.



"STICKY FINGERS"

Magazine



www.sticky-fingers.org.uk

It has been a long time since I actually completed a model, I think it's almost the same amount of time since my Dad last completed one and that is far too long! I have started a few kits of varying quality over the last year or so but I haven't seen any through mainly due to lack of interest or time but if I'm honest it's been the will, as they just haven't appealed to me for more than the moment. So for now there is a stack of part built projects on the side, some will be destined for the bin purely as I will either never finish them or new kits are replacing the workload of building an older kit, this is definitely true for my FRS1 Harrier as I will much rather get the new Kinetic kit that is a lot more accurate and easier to build then go through all the pains of those older kits. However that's an expense for another show and some more overtime to replenish the bank balance.

Currently on the worktop is a Tamiya Fw190 F-8 that is destined to be almost straight from the box. So far all the major pre-assemblies have been completed and now it's time to actually start applying the paint and build up the interior. The joys of being a Tamiya kit is that I shake the box just enough a good looking model will come out. So far I have hit no major hiccups and fingers crossed that run will last. All being well in 3-9 months I may well have a completed butcher bird in late war scheme to grace the table with. Plus get to kill two birds with one stone as I may just sneak it in as the "animal" entry for the club theme, let's be honest, if I only get to complete one model a year I need to make sure I cover as many bases as possible with it!

On a random side note as some of you know I have a girlfriend that hails from Germany and get to fly out there to see her fairly regularly to see her thankfully due to some nice cheap flights, thanks to Easyjet's idea of what counts as a "city airport". They fly to Memmingen airport which is actually 100km outside of Munich, a true Easyjet city airport! If you ever get the opportunity to fly there it is quite an experience. Taxing to your gate you notice that the ground is typical American square blocks of concrete which struck me as odd the first time I flew there. When you look out to the left you see a lovely set of "grassy hills" which turn out to be hardened blast pens. This tiny little airport seemed to have a bit of everything going on. On doing some research while I was waiting for my coach it turns out the airport used to be a training and reserve airbase for the Luftwaffe in WW2, it was then handed over to the Americans after the war where they would base F-104 Starfighters, must of made the fields at the end of the runway very valuable and also explains the American groundwork! After it was handed back to the Germans the base become home lately to Tornado's of the Green Heart squadron until it was decommissioned and turned in to a civil airport. To this day they have still retained some of the original buildings from the 2nd world war even down to the stencilling on the wall of the barracks and the hardened shelters are still original. I have heard that you can ask permission to walk round some of the facilities as they are no longer directly attached to the airport or security sections, maybe if I get delayed for any length of time I may well see how much I can explore. The odd coincidence occurred after my last trip through that airport was upon my arrival home I was looking at the Eduard Fw190 A-8 Ramjagger weekend kit and noted the decal option, it is for an aircraft based at Memmingen! Kit No. 8428, flown by Hptm. Wilhelm Moritz. May well have to be built the model just for the fact that I have actually flown from the same runways that it would have flown from over 70 years ago!



I will sign off now and hope that my next article will include more information on the progress of the butcher bird, may even be finished with any luck! May have another project on the go as well let's wait and see! Also I am hoping to attend the Lancing model show so may see some of you there!

Peter (the other younger one!)



"STICKY FINGERS"

Magazine



www.sticky-fingers.org.uk

John's "Jottings"

Filming At Airshows

At air shows I use a hand held camera and in order to get steady pictures I keep off coffee and beer until after the filming. I got that tip from a Daily Mail photographer and it certainly helps. I do sometimes use a chest pod or a mono pod. but all that has to be carried around.

I use a digital HD camera because it is light but not so light that it floats around in the hand. I find it is not possible to have a steady picture at the telephoto end of the lens so I set the camera so that I cannot zoom past a focal length that will give me steady pictures. When panning I turn from the waist keeping the head and shoulders at the same angle.

I try to make sequences of pictures rather than single shots. This tells the story of the air display in pictures and makes the editing much easier I try to have two stories running at the same time i.e. what is happening and what is going to happen next. The information is not always in the picture - sometimes it is in the commentary. I try to decide whether or not I am going to use the official commentary over the loudspeakers but I never stand too close to a loudspeaker as it will dominate the sound track and sometimes the commentary is not relevant. The commentator often talks over the sound of the aircraft.

I have to be prepared to move along the flight line as the airshow goes on- this is especially true at Farnborough and Fairford and to a lesser extent at Biggin Hill. I try to decide in advance what is my most wanted shot for a particular airshow and the best place to get it - then I have to position myself to get that shot. Before the flying programme begins I look round the static displays and collect shots of aircraft, especially rare examples.

I try not to shoot against the light, though that can be difficult especially at Duxford . If I shoot against the sun, the aircraft will appear as silhouettes - of course you can always over expose the sky but that makes the video rather wishy washy so I try not to do that. Since I've begun using an HD camera with a very wide angle lens I have found it necessary to pay close attention to the lens setting.

I am always striving for the highest picture quality: this is paramount at all times. Ideally the shots should get more interesting as they go along.

Aircraft flying towards you get more interesting. Flying away they get less interesting so that informs the editing. I try to watch for intrusions e.g. those vehicles that go up and down the flight line. I try to vary the pace of the video - though this can be done at the editing stage if necessary.

I try not to stand next to people who will spoil the sound track i.e. noisy children and the inevitable know-all who keeps up a barrage of useless and often incorrect information about the aircraft to his mate. It is not advisable to stand next to parked aircraft that are liable to start up during a display as the sound of their engines will drown the sound of the displaying aircraft. Occasionally, when the wind is strong the noise of the wind will drown the sound of the displaying aircraft. At these times the natural sound has to be taken out and a commentary or music substituted.

If the light gets poor I stop filming - videos and poor light do not go well together.

The end of the airshow marks the beginning of the job of creating a film. The editing process is long and very time consuming but very rewarding: generally taking all the processes into consideration it takes about an hour to edit every four minutes of finished product. Providing a generous amount of footage has been shot, there is opportunity for choice of shots at the editing stage. The first thing is to capture all the footage into the editing programme of the computer. Then shot by shot the film is made up. First I decide which shots are going in to the film - i.e. about 1 shot in five will be in the film - often even less. The length of the each usable shot is then determined before it is place on the timeline.

Also if a shot needs colour correction this is when it is done. I decide the order of the shots in a particular sequence and this is not necessarily the order in which they were taken at the airshow. The computer programme is very flexible and shots can easily be moved or altered. Once the shots have been arranged, the live sound content of each shot is checked for amplitude and clarity and merged from one shot to another to produce a continuous flow of live sound. It may also be necessary to add subtitles showing the names of the aircraft if the audience will be unfamiliar with military aircraft. The film will by this time have at least three visual tracks and three or four sound tracks all running in parallel. it is necessary to



"STICKY FINGERS"

Magazine



www.sticky-fingers.org.uk

ensure that all tracks are running smoothly together. The picture tracks are naturally cutting or fading as they play through and the sound tracks are cross faded together and the strength of each track is determined so that the live sound, commentary or music takes precedence and the others are beneath the main track at any stage. The audience are accustomed to hearing high quality sound on the TV and hi-fi and expect the same quality from amateur films. This is achievable if care is taken. I have given a sketchy summary of the editing process which is long and involved. I use a semi-professional editing programme which enables me to get a very high quality picture and sound. This of course means that the computer must have a large amount of RAM (memory), very large storage capacity and as much processing ability as possible. Four minutes of film will need 1Gb of storage space. Starting to operate a complex editing programme involves a steep learning curve which goes on for months. Editing is a creative process and the programme gives tremendous scope for innovation in the production of the finished film. Once editing has completed the next task is to burn a disc. Standard discs will take an hour of film so several projects are brought together to be transferred to a disc. The disc is then given a series of titles so that any project on the disc can be found quickly. Blu-ray discs used for High Definition film can hold more material than standard discs but the burning process is similar.

John

Wrighty's "References"

Laser Attacks on Aircraft



WrySpys headline warning in last month's Sticky Fingers (Number 142 – March 2016) for those who possibly missed it, basically it warned of the danger caused by laser beams fired at aircraft in the South London area en route to the Channel crossing points. The attached newspaper cutting shows the extreme level to which this silly trick could snowball to the figures WrySpy suggested. Well thanks to Ruth for bringing it to Parliament's attention, I just hope they were not having their afternoon nap.

550 laser pen attacks at Heathrow in four years

LASERS were shone at the cockpits of more than 550 passenger planes at Heathrow airport in the last four years, a report reveals.

It comes as MPs have called for the devices to be banned as they put lives at risk when targeted at the eyes of pilots.

Civil Aviation statistics show there were 150 attacks in 2012, 144 in 2013, 165 in 2014 and 95 up until April last year.

The data was published by the Department of Transport in response to a parliamentary question by Labour MP Ruth Cadbury.

Shoreham Plane Crash

Due to the disruption of SF recently please note that the previous chapter on Shoreham was in SF 141 February 2016, the final comments on the crash until the date in May when the inquest will be published.

Warning of Slump in Modelling?

A question to beware of if you are a model maker, why? Let's go to February 16th 2016, the TV news involves Stock Exchange rates dipping rather drastically and as a final additional item Hornby – Airfix issued a profit warning for their figures, which are brought out quarterly (about July 2016). No reason was given, but we at WrySpy can give you one of two. It was a grand alliance Hornby/Airfix complete with a new Airfix Magazine, but anyone backing these items should be thinking "short term boom", very risky. However they get their products in a chain of shops known as ModelZone, who were also promoting diecast models as well as the "title" brands, rail, bikes and aircraft from the Chinese market in various scales as well, all seemed great when you went for a browse around Lakeside or Romford stores, but you didn't buy anything! Well maybe a kit or 2 as they were marked down in the sale, you notice like me the 1/18th bikes (diecast) were getting less as 1/24th bikes dropped in the special offers tray and one trip over a 1/32 Revell kit at giveaway prices by the door.



"STICKY FINGERS"

Magazine



www.sticky-fingers.org.uk

Not the time to see ModelZone opening shops (150) in small towns, who 2 years ago suffered the same fate as the one man band shop who can't cover their costs and have to close. The Airfix Magazine soldiers on in an overstretched market, but how long before it caves in sales wise? I could not give away 6 recent copied at the club magazine swap over the Christmas to Easter period. I'll cut out this part, it sounds like Dragons Den "Sales must cover costs, yours don't, for that reason "I'm Out!". How does this affect the club, well its steady decline in attendances over the last few years is one thing.

The Army Needs You

Hello again, how many of you are Army Modellers? I sometimes wonder why you don't query the lack of army material in Sticky Fingers with me. Well it's quite simple really; this part of the magazine is simply Airforce & Navy because I have studied these forces far more often. One example that fascinated me was the RAF Code Letters, I spent pounds getting books determining which combination of letters referred to which number Squadron (e.g. 19 Squadron used QV). In the days when Sticky Fingers was still a newsletter I did a special bonus article titled "RAF Squadron Code Letters". 5 fools cap pages from 1 to 650 Squadron. Peter & I put it in a recent Sticky Fingers issue; all you had to do was phone up and ask for a copy, how many did? (None – Peter).

The Navy also gets a share of primetime in Sticky Fingers, why you may well ask, 2 years of National Service gives you time to learn a lot about ships, but for me 1952 to 1970 working for a ship repair firm like Rye-Arc Ltd one picks up all the intricate details of merchant ships around the period 1959/60 dozens of Naval war books were on sale, so picking up all the references of battles at sea was much the in thing. I read nearly everything available on my daily journey to work between Hornchurch and Mile End and my office was right alongside Millwall Dry Dock. So again things were going for me. In those days aircraft ruled the modelling roost, so I switched to the Fleet Air Arm and actually wrote a book "Aircraft Squadrons of the FAA", I had to learn to type to get it completed for the member of the FAA SIG to issue out copies to their members.

No wonder former branch secretary Ken Sparks appointed me to write for Sticky Fingers, well let's get back to the point of this story. I only have the book "Tanks of W.W.II" by Collins & Janes, published in 1995, pathetic I hear you cry.

I'll tell you something though I thought Matilda was some "bird" who only danced with "Aussie" in the NAAFI. That put the grin back on your faces. Don't get it? You've heard the song "Waltzing Matilda"? Enough said! What I'm saying is if you want tank stories ask some of your experts to write up some good publicity, such as:-

1. The Battle of Kursk (the greatest tank battle of all time)
2. The battles of the Western Desert with Rommel's armoured forces
3. The Battle of the Bulge 1944/45

Even German successes like Wittmann acknowledged as the best tank leader of all time. I for one would like to know more about him! So come on Army boys let's hear from you in Sticky Fingers.

Alan