



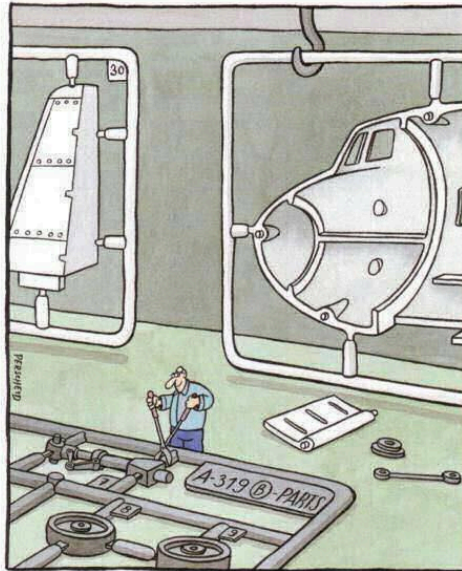
"STICKY FINGERS"

Magazine



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Issue 155 April 2017



Juergen's job at Airbus was exactly like his childhood dreams.

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Peters "Prattling"

Southern Expo

My thanks to all those who attended the show and helped either myself and Robin with the running of the show or manning the club stand. You all put in a sterling effort as every time I looked over to our club stand there were plenty of people there. We raised £4,000 to donate to St Francis Hospice. The other good news was that John Bennett felt well enough to put in an appearance on Saturday morning. He's been ill in hospital for a while but was released about a week before the show. Hopefully he'll make a full recovery and we'll see him back at the club soon.

Plans are afoot for next year, it seems we will still be in operation at the current location for next year and possibly the one after that, fingers crossed.



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Chiltern & Medway shows

As I said at the meeting last month we have had invites to 2 shows which fall on the same weekend (2nd & 3rd September). Please let me know tonight if you are interested in attending either of the shows and which day so I can book the club in and potentially let down the invitees gently.

September 2nd & 3rd (Saturday & Sunday)	Medway Club Show , Royal Engineers Museum, Gillingham , Kent * We can attend either or both days if requested
September 3rd (Sunday)	Chiltern Show , Weatherly Centre, Biggleswade , Beds, SG18 8JH

IPMS South East Essex Competition Judging

I'm sure we will be asked to perform the judging for the end of year competition for IPMS South East Essex (Southend) on Wednesday 17th May next month. Anyone interested?

Forthcoming Shows in 2017

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.

2017	
April 29th (Sunday)	Scottish Nationals , The Dewars Centre, Glover Street, Perth , Scotland PH2 0TH
May 13th (Saturday)	IPMS(UK) AGM , South Yorkshire Aircraft Museum, Dakota Way, Airbourne Road, Doncaster , DN4 7FB
	Lancing, Parish Hall, South Street, Lancing, West Sussex BN15 8AJ
May 14th (Sunday)	IPMS Gloucester , Churchdown Community Centre, Parton Road Churchdown , Gloucestershire, GL3 2JH
May 27th (Saturday)	IPMS Torbay & South Devon , Torquay Town Hall, Castle Circus Torquay, Devon , TQ1 3DR
June 3rd (Saturday)	IPMS Salisbury , Wyvern College Sports Hall, Wyvern College, Church Road, Laverstock, Salisbury , SP1 1RE
June 18th (Sunday)	MAFVA Nationals , The Burgess Hall, Burgess Hall, Westwood Rd, Saint Ives , Cambridgeshire, PE27 6WU
June 25th (Sunday)	Ipswich Model Day , Willow Suite, Gresham Sports and Social Club 312 Tuddenham Road, Ipswich , IP4 3QJ
	IPMS Coventry & Warwicks Show , Midland Air Museum, Rowley Road, Coventry , CV3 4FR
July 8th (Saturday)	Hailsham District Scale Model Club , Community Civic Hall, Vicarage lane, Hailsham, East Sussex, BN27 2AX
July 9th (Sunday)	North Somerset , The Helicopter Museum, The Helicopter Museum, Locking Moor Road, Weston-Super-Mare , BS24 8PP
July 30th (Sunday)	Essex Modellers Show , Hannakins, Billericay , Essex
August 6th (Sunday)	Boscombe Down Aviation Collection , Old Sarum Airfield, Salisbury
August 13th (Sunday)	IPMS Avon Show , Thornbury Leisure Centre, Alveston Hill, Thornbury , BS35 3BJ
August 26th (Saturday)	Scale Scotland , Hilton Edinburgh Airport, Edinburgh International Airport Edinburgh EH28 8LL
September 2nd & 3rd (Saturday & Sunday)	Medway Club Show , Royal Engineers Museum, Gillingham , Kent * We can attend either or both days if requested
September 3rd (Sunday)	Chiltern Show , Weatherly Centre, Biggleswade , Beds, SG18 8JH
September 16th (Saturday)	IPMS Farnborough , Kings International College, Watchetts Drive, Camberley , GU15 2PQ
September 17th (Sunday)	IPMS Fenland & Spalding , University Academy Holbeach, Park Road Holbeach , Lincs, PE12 7PU
September 23rd (Saturday)	Aberdeen Modellers , Hilton Aberdeen Treetops, 161 Springfield Rd, Aberdeen , AB15 7AQ
September 24th (Sunday)	IPMS Brampton , The Burgess Hall, Burgess Hall, Westwood Rd, Saint Ives , Cambridgeshire, PE27 6WU
October 7th (Saturday)	Tank Museum Tank Mod , The Tank Museum, Bovington Wool , Dorset, BH20 6JG



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October 21st (Glasgow Modelfest , Bellahouston Leisure Centre, Bellahouston Leisure Centre, Bellahouston Drive, Glasgow , G52 1HH
November 11th & 12th (Saturday & Sunday)	Scale ModelWorld 2017 , Telford International Centre, Telford, Shropshire, TF3 4JH
December 3rd (Sunday)	London Plastic Modelling Show , Haverstock School, Camden Lock, London, NW3 2BQ

Peter

Robin's "Ruminations"

Sorry I didn't manage an article for last month's Sticky Fingers but what with the run up to Expo and a minor family crisis I was up to my ears in it as it were. However enough of my problems, although rather late, I would like to thank all the club members that helped out on the stand and helped set-up and break down the show. Without your kind assistance the show wouldn't be the success it is and enjoyed by so many other members of the modelling fraternity and public, thank you one and all gentlemen.

Now what have I been up to this past five weeks? Not a lot really, work has been fairly manic due to the run up to the Easter Holidays and now the May Bank Holiday is fairly well with us, more fun and games, no peace for the wicked I guess. I only wish I had known I was being so wicked at the time; I would have enjoyed myself more! My Son is fairly busy at work at the moment and is absent most evenings so that has enabled me too slowly and methodically to sort out my modelling room, (for about the sixth time), but this time doing it one bit at a time. Sorting out the decals has already taken me a couple of days, subject, aircraft type and rough chronological order. Of course Adele is sticking her head in my room with a cup of tea every now and then with a look of resignation/puzzlement trying to work out what I've been doing. After all I started with a couple of binders of decals and a small handful of loose sheets and I still have a couple of binders with decals in them, just how long can it take to simply slip a few sheets of decals in a binder? Trying to explain what I'm trying to achieve fell on deaf ears I feel. Next on my list is sorting out the add-ons, conversion bits, resin additions and brass sheets, to be followed by my modelling tools and then the books. Why did I even start this? My Wife is already beginning to think I've got a mistress hidden somewhere in my modelling room due to the amount of time I'm spending up there with so little to show for the time spent, if only I was having that much fun!

However, I feel that I won't have long enough to finish the job in my modelling room as I want as the evenings get brighter and warmer, my Wife's thoughts are turning towards the garden, or in my case gardens. Adele has had me moving bags of compost, pots and plants between our and the Mother in Laws house, over 100 plants have already been purchased and it's only the threat from the weatherman of a few late frosts that is keeping my Wife in check at the moment. However, that will only save me for about another week before I'm dragged kicking and screaming into the garden. Well perhaps not kicking and screaming, simply whimpering and whining like a beaten dog, ahh, I do love gardening.

However, things are not all bad, I'm about half way through building a He-219 night fighter in the odd half hours I have spare at the ends of my evenings. The fit is a bit "loose" in places with a bit of filler required here and there but at least it's getting built. I'm hoping to do the speckled mid-grey over light blue scheme. With perhaps one wing underside painted black but that depends on the decal options in the kit as I don't fancy being caught by Adele looking through my decal binders after all the work I've put in to getting them nice and neat. I hope to have a build article finished for next month's Sticky Fingers along with the model on the table, fingers crossed of course. Who knows, miracles might still occur!

Robin



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Paul's "Postulations"



In April 1940, the British Air Purchasing Commission were eager to add to the efforts of the Hawker and Supermarine factories by getting the best fighter the US had to offer.

Of those available, the Curtiss Hawk 87A looked the best bet. The introduction of the Allison V-1710 inline engine had boosted the top speed of the radial engine

Hawk 75A - or P-36 - by around 30-40 mph. The Hawk 75A was a good plane, one of the few in the Armee de l'Air capable of fighting the BF109E on just about equal terms. The 87A was certainly promising.

However, the Curtiss production line was running at full capacity to meet the demands of the USAAF. The Commission therefore turned to North American Aviation, who were already building the Harvard for the Empire Training Scheme. Could they build the Hawk 87A, or, as she was now known, the P-40C?

"Dutch" Kindelberger, NAA's president, had other ideas. His company could build a better plane, with the same engine, in less time than it would take to set up a duplicate production line for the P-40. As we know, he was right.

Armed with \$56,000's worth of wind tunnel data bought from Curtiss, together with a couple of recent aeronautical developments, the NA-73 - or Mustang - was born 117 days later. The plane had taken advantage of the latest thinking on laminar flow aerofoils as well as the "Meredith" effect, whereby careful design of the radiator installation could actually provide a form of additional thrust.

Curtiss, meanwhile, continued with the P-40 and it went on to carry the fight in North Africa and the Pacific, practically until the end of the war.

But Curtiss knew they had to push on, or lose out to their rivals. The P-46 had come to nothing, but a new model with a laminar-flow wing - the P-60 - might keep the production lines running.



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Curtiss P-60

At one point, the USAAF had 500 P-60s on order. But then the Air Force decided to hold comparative tests at Patterson Field to see which planes they wanted to win the war with. Curtiss were given four days to get the P-60 to the contest. The engine was below par and the special coating on the wings started to crack and fall off. By the end of the trials the order had been reduced from 500 to just two.

Faced with this reversal, Curtiss turned to the P-40 again. The wings were clipped and became square-cut. The fuselage was cut down and a large bubble canopy installed, while the radiators were moved to the wing.

Finally, a four bladed propeller was added. It was fast, but not fast enough, and it now looked rather like a Mustang, the plane that North American had decided to build instead.

The P-40, and Curtiss, had come full circle and, with the failure of the XP-87 Blackhawk jet fighter in 1948, would soon be leaving the plane business. In a final twist, they sold up to North American.



Curtiss P-40Q "What-If?"

Paul