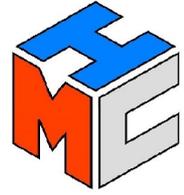




Sticky Fingers



The Hornchurch Model Club Newsletter

Issue 196 December 2021

Next month – Anyone's Guess???



Annual General Meeting (2021) Order of Business

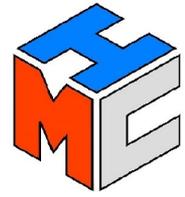
This Monday should have been the Club Night where we would be enjoying a celebration of another successful modelling year as a Club and sitting down (friends together) to plan our ambitions for the new year ahead... and of course conducting our AGM and all that entails. **BUT!!!** As we are all too aware world events have overshadowed us all and our friendly club as had to go into what can only be described as hibernation. We have not been able to host our monthly gatherings, nor organise or attend any model shows and as of writing this we are still none the wiser as to when we as a Club can resume face to face meetings again... Some of our members are more proactive and are taking full advantage of the online modelling community to keep connected, however not all our members as are tech savvy or like being online...

As a club we have a membership of over 20+ but sadly I can say I personally have spoken (via computer sites or by phone) to only a handful of our members... I for one really miss you ALL and hope that we can do all we need to do to get us through this difficult time as swiftly and safely as possible. Under 'normal' circumstances the AGM is conducted by our esteemed Chairman Mr. Graham Hill. The minutes would be taken by Club Secretary Mr. John Huston (me) and Our agenda will typically cover the following items:

- Opening remarks/Welcome
- Apologies
- Minutes of previous AGM
- Matters arising from the Minutes
- Presentation of Annual Report (Chair/Secretary)
- Adoption of Annual Report
- Presentation of Accounts (Treasurer Mr. Wally Arrowsmith)
- Adoption of Accounts
- Election of Committee
- Motions to be put to the AGM
- Any Other Business... Our Year Planner
- Closing remarks



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Financially speaking the Club has remained unchanged as we have had no incoming subscriptions, but we also have had no outgoings... As Club Secretary I can tell you also that as we have not been able to hold any Club competitions over the last 12 months there are no winners to announce in either the **‘Wally Arrowsmith’** Trophy (Aircraft) or the **‘IPMS Hornchurch Club’** Trophy (Miscellaneous) so we would ask the current recipients of these trophies (**Paul Bennett & Kevin Curley**) to hold on to them until such time as they are needed...

There is however one other Trophy that the Club can award.... The **‘Bob Plumridge’** Trophy for any member who hasn’t entered a model throughout the year... so for the first time EVERYONE is eligible... We used a random number generator and selected from our club contact list to find the following winner....

	A	B	C	D
1	Wally	Arrowsmith	14 Linkway, Hornchurch, Essex. RM11 3RW	01708 473 098
2	Peter	Bagshaw	25 Repton Drive, Gidea Park, Essex. RM2 5LP	01708 726 102 07834 255 477
3	Robin	Bellamy	160 Farningdon Avenue, Harold Hill, Essex. RM3 8JT	01708 376 508
4	John	Bennett	5 Walmer Close, Romford, Essex. RM7 8QH	01708 748 287
5	Paul	Bennett	1 Carlton Villas, St Annes Road, Southend on Sea, Essex. S51 5AK	01702 613 094
6	Paul	Bird	77 Amersham Road, Romford, Essex. RM3 9RH	01708 343 232
7	Ian	Brown	40 Tylers Crescent, Hornchurch, Essex. RM12 6SY	01708 475 156 07719 439 919
8	Steve	Crust	5 Longman house, Mace street, London, E2 0QT	020 8555 4282 07930 177 747
9	Kevin	Curley	26 Gloucester Avenue, Hornchurch, Essex. RM11 3EB	01708 453 237
10	Peter	Van Den Assem	110B Eyhrst Avenue, Elm Park, Essex. RM17 4NW	07403 887 862

random number generator

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About 228,000,000 results (1.08 seconds)

4

Min
1

Max
30

GENERATE

Take a bow... **John Bennett**

View from the Hill...

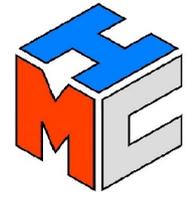
I and the other committee members should be stepping down tonight and our club members voting to return us again or should any other member wish to put their name forward for any of the committee roles we would take a vote. As it stands (speaking with John) we both are happy to continue in a caretaker capacity our current roles until such time as we can all meet up and formally agree it.... Some progress has been made of the construction of the Club’s ‘One Off’ Trophy namely The **COVID CUP** which will be presented to the winner (by popular vote) of the best model built during our time in lockdown... more to follow.

Finland and other obsessions, or a sort of modelling biography.

Like most modellers of a certain age my first experience of modelling can be summed up in one word... **Airfix!** I can’t remember which kit I built first but a certain film, 633 Squadron (1964) definitely stirred up my 9-year-old imagination. I vividly remember walking up to the local model shop after coming out of the cinema with my dad and my older brother and going straight in and buying a mosquito with my pocket money. Then rushing home and making it. What joy!

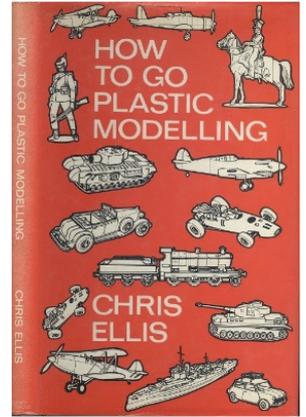


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Having an older brother was fun as we would build kits together, it didn't matter what they were, whatever was new, we would build. In those days we had no reference books or internet, all we had was our trusty Airfix magazine and later this wonderful book "how to go Plastic Modelling by Chris Ellis."

Using this great little book, we would try our hand at conversions, and learn new skills such as the dark art of stretched sprue and how to make new canopies with balsa wood molds and nail varnish (and no we never tried that) This book opened up the world of "proper" modelling to us... I still have my rather battered copy to this day.



What I miss about those days, apart from having lots of model shops, is the total lack of fear when making a kit. From a Grumman Duck to a large scale zero or a Blackbird SR-71, we would have a go, not worrying about exact colours or is it 1 millimeter too long? just get it out of the box, build it paint it, hang it from the ceiling and when we got bored (or the ceiling got too crowded) give it a Viking funeral and set it on fire. Better still when bonfire night was near you could buy bangers and stick a few in and watch bits fly everywhere!

Our "finest" achievement was when we filled an Airfix B 29 with bangers and small bottles of lighter fuel. That really went up! So much so that shortly after the glorious inferno, there was a knock on our front door. Our irate neighbor angrily telling my mum "Your boys have set fire to my washing, again"!

Other slightly safer modelling memories are when we bought our first serious book (the Harlyford Focke-Wulf 190) which cost 17s/6d or 88p today. We couldn't buy it in one go so we had to pay so much a week. I also still have this book. Having a local model shop was great as any time we went in the owner would show us what was new (which we almost always bought) and then one day he got in a pack of transfers for Battle of Britain Bf 109's. It was a such a new experience; no more were you stuck with the kit's decals. I'm fairly sure that I made every 109 on that sheet. Then we began to discover other manufacturers like FROG, Monogram (Wow) Lindberg (not so wow) but again the fun was building something different every time.

Over the years other interests replaced my hobby, drinking, football, chasing girls and working also took up my time. At the end of my school life I discovered wargaming and I soon along with friends I made at that time (and still have) I began to paint model soldiers. Modelling did play a part in this hobby as two of the periods I played (and still do) was WW2 and the Vietnam war both of which meant I was modelling again. One frustration was that only Airfix made vehicles and figures in 1/72 (20mm) so you were stuck with their rather limited range. For instance, WW2 Airfix US marines got sent forward in time to fight in the steamy jungles of Vietnam against Airfix WW2 Japanese in paper coolie hats!

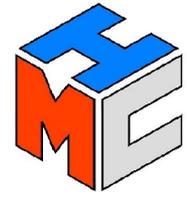
Vehicles were also limited by the sparse Airfix range. If you wanted a Hanomag 251, hard luck. Russian? Two choices, a T34 (not too bad) or a terrible JS 3, a kit so awful you had to convert it into a JS3. I don't know who planned their early ranges, but they seemed to make some odd choice's. For instance, their 234/4 German armoured car had the wrong mudguards and that version saw very limited service at the end of the war. Thanks. To rub salt into the wound in one catalogue they had a Hanomag, Cromwell and Bedford lorry in 1/32 vinyl! So, you know what they look like you silly sods. Had they released these they would have flown off the shelves.

Then in 1974 Fujimi bought out a 1/72 251/10 Hanomag, along with a KV1 amongst others. At bloody last!

Now of course you can get anything you want (almost). Some say the hobby is in decline although there are very few model shops around the amount of kits out there is incredible. The detail and complexity have also come on in leaps and bounds. Think of the old Airfix Dornier from 1960 and compare it to the new one.



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Bit better isn't it. From almost empty cockpit to a fully detailed one and a complete bomb bay and of course you can get a full range of resin and photo etch extras if you really want to go to town. For a long while life, including three years in the TA Royal Green Jackets, two marriages, and two divorces, bringing up a family and other diversions cut into my finances and time so very little modelling took place.

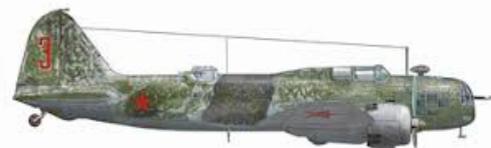
Then one day I read an article about Jorma Kalevi Sarvanto, a Finnish pilot who shot down Six DB3 Russian bombers in a single mission during the Winter war becoming an ace in a day.



Jorma Kalevi Sarvanto (22 August 1912 – 16 October 1963)



Fokker DXXI



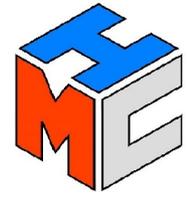
DB 3

At the time I knew very little about Finland or their role in WW2, but one book led me on the slippery slope.

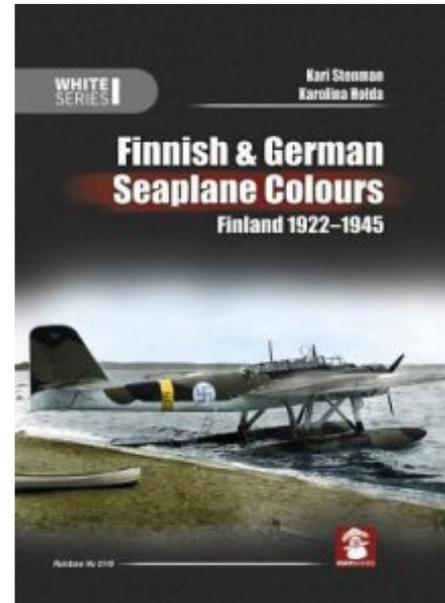
I was astonished by the incredible variety of aircraft in their service. Just on the cover alone you have a Bristol Bulldog (British) a Fokker DXXI (Dutch) a Bf 109 (German) and a Mig 15 UTI (Soviet Union). I have recently received my latest book, so I now have 50 books on Finland during WW2, not to mention 12 DVDs as well. I also have one or two Finnish aircraft in my stash, plus a few others. I have a soft spot for gorgeous twins (aircraft that is), the Mosquito, Grumman Tigercat, Bristol Beaufighter and Mitsubishi Dinah to mention a few.



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Book number No.1



Book number No.50

And now I'm about to order Finnish book number 51. Oh dear, I think this does count as an obsession...

Apart from Finland I am also very interested in the **Napoleonic Austrian Army**. Why another obscure subject?

This is due to a late and very much missed friend of mine. When I started wargaming I wasn't sure which army to game with. Didn't want to do the French army and my friend had some Austrians so I thought, why not. I was told repeatedly that the Austrians were crap but as time went on and I read more (I also have a lot of books on this subject as well) I found out that while sometimes they weren't great they also won quite a few battles as well. In 2019 I visited Vienna and visited their Military museum as well as the Napoleonic battlefields of Aspern-Essling and Wagram.



The building above is the granary at Aspern and the other picture is Austrian Grenadiers attacking it during the battle of Aspern in May 1809. There is a small museum there and it was incredibly moving to stand in the very building where so many brave French and Austrians soldiers fought just over two hundred years ago.

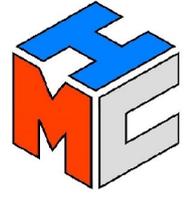
Napoleonic Austrians, those in white uniforms must have looked a sight after a battle.

I think that's enough obsessions for now.

Graham



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Johns Jottings

Not a lot to report since last time other than the utter disaster I had painting a kit... Washed, primed, Painted the little 1/24th scale FIAT Barchetta by Fujimi. All was going great when I went a step too far and top coated the model before I needed to paint the windscreen surround and light recesses Black... the paint didn't take and worse it also bleed under the masking tape... I had no option but to strip back but because I had 2K'd my usual paint stripping method (Dettol in a sealed tub) just turned the paint to a sticky gloop and some how filled in a lot of the panel lined... I re-scribed the panel lines, but they became oversized and look terrible... The build (up until this point) had been 95% finished and actually a fun build. However, it has now become the worst modelling disaster I have suffered in many a year... I am grumpy and cannot even look at the kit now... I think the timing also with the recent cold snap has made my modelling shed too cold to do much work (even with my heater on full blast)... Hopefully with the temperature rising at the time of writing I will be back in the swing this week...

If you haven't already done so and would like to join either our Facebook page or the Club's **WhatsApp** page (**Sticky Fingers Crew**) check out these links provided...

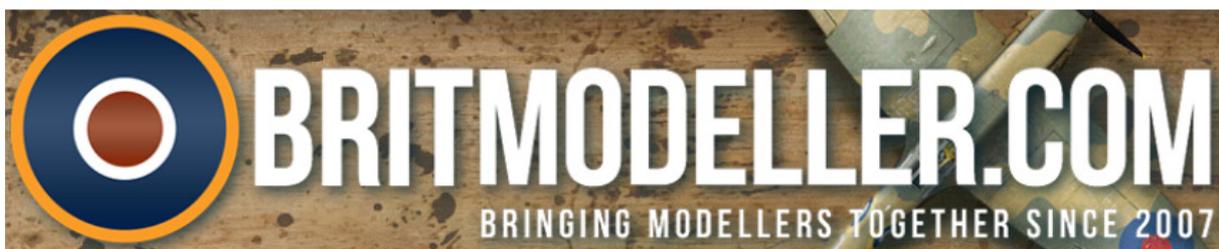
<https://chat.whatsapp.com/H3lw6RoybhoEqEbao2KQJH>



<https://www.facebook.com/groups/HMC.stickyfingers>

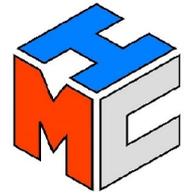
John

Let's now take a look at some kit reviews from the excellent **Britmodeller** forum





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Maverick's F-14A Tomcat - Top Gun 1:72 Airfix A00503



The Tomcat was a much-loved and capable aircraft that had a unique look and was brought fully into the mainstream media by the original "Top Gun" in the 1980s. It has its origins in the late 50s and a need in the 60s for a replacement to the (also much loved) Phantoms with something more agile and adaptable. After much faffing about (does all defence procurement do this?), a Grumman proposal was picked for development and to avoid any further flip-flopping by the then US Defence Secretary, building of a prototype was ditched in favour of development airframes. Only four years after first flight, the F-14A Tomcat went on its first deployment in 1974, serving with the US Navy until it was retired in 2006, accompanied by much gnashing of teeth and name-calling of its replacement, the F-18, which took some time to abate.

The F-14A was the first model, and because of a change of heart by the powers that be, which resulted in the Marines leaving the list of potential operators, it did not have the air-to-ground capabilities it was originally scheduled to possess. Instead it with a pure interceptor/fleet protection aircraft, armed with AIM-54 Phoenix for Beyond Visual Range (BVR) engagements for up to 100 miles in perfect conditions. It was also capable of carrying AIM-7 Sparrow and AIM-9 Sidewinder for self-defence and closer intercepts. Later in service, the ground attack capability was added to upgraded A variants, Bs and of course the later D that was dubbed the "Super Tomcat" because of its vastly improved capabilities.

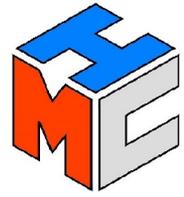
The Kit

Now in a tie in with Paramount Pictures and the new Top Gun Film, Airfix are re-issuing kits from their back catalogue, unfortunately in this case it's their original Tomcat from 1975. Construction starts with the cockpit. The seats and front control column are added to the floor, there are two figures provided if the modeller wants to use them. The bulkheads/instrument panels are added in along with the rear bulkhead. Side consoles are then fitted. Inside the upper fuselage the re-fuelling probe is installed. Next up a couple of subassemblies take pace; the two main wings are built up, and the tail planes are built up. These can then both be put to one side for the next step





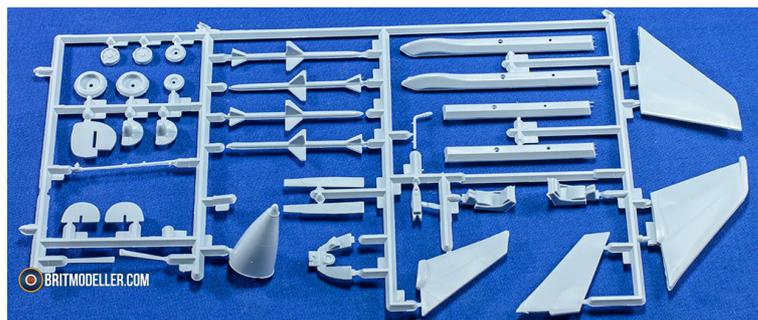
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Turning to the upper fuselage the cockpit can be installed along with the main wings and tail plane assembly. The main wings are designed to sweep and additional parts to aid their movement are now added, being careful not to glue anything. Moving to the lower fuselage holes must be opened up for the appropriate weapons load as mentioned in the instructions. Once this is done the two fuselage halves can be joined. Next up the intakes and trunks are fitted, there are engine faces to fit into the trunks.

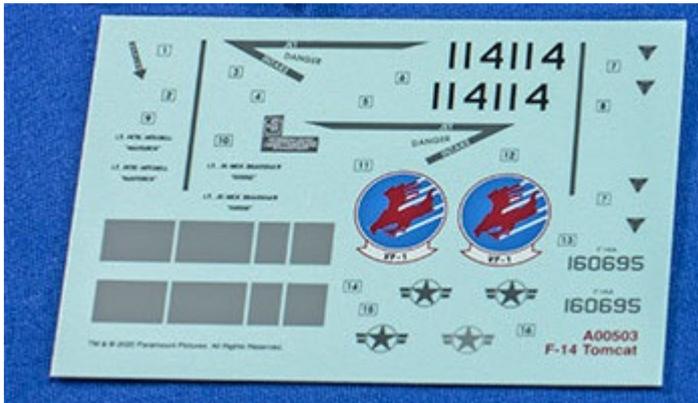
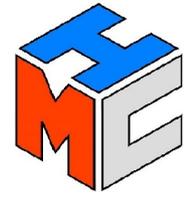


At the rear of the aircraft the speed brakes on the top and bottom are fitted, these can be either open or closed. The tail fins are fitted as are the strake on the underside, this is followed by the arrestor hook and the exhaust nozzles. The landing gear and doors are then fitted to both the mains and the nose. If doing an inflight model, then all of the gear bays can be closed up. To finish off the under-nose TV camera is added, along with the nose cone itself, your weapons load of choice can then be added, with lastly the canopy going on.





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Decals

The small decal sheet is from Cartograf so should post no issues, it has only the decal option for the aircraft from the film.

Conclusion

This is a kit of its time, but will no doubt look like Mav's Tomcat when built up.

Next up is an Armour kit of a Soviet SCUD missile launcher... this is one of those names from my childhood

SCUD-B Tactical Ballistic Missile (03332) 1:72 Revell



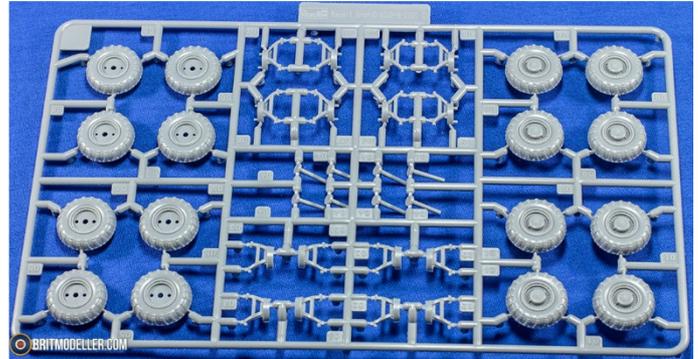
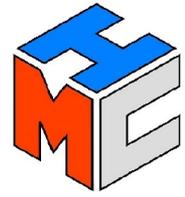
While the Scud missile system was known about there can be little doubt that the First Gulf War drew attention to this missile system with the then Iraqi regime firing them at coalition forces and into Israel. The Scud was a Tactical Ballistic Missile developed by the Soviets in the 1950s and can trace its lineage back to the V-2 via the SS1-1 Scunner. While NATO called the missile the Scud the Soviet designation was R-11 Zemlya. The Scud B or R-17 was the most numerous of the Scud systems. It could carry Nuclear, Chemical and conventional warheads. Following unsuccessful trials with a tracked launcher a wheeled launcher based on the new MAZ-543 vehicle was chosen. The missile had a range of 300km with a 925kg warhead.

The Kit

Here Revell have re-boxed the Toxso kit from 2014 (A company I must admit to not being aware of). It would seem from what I have read that this kit is very much the same as the DML Scud-B. The kit seems fairly detailed for the scale though the interior can be a little sparse. No injection windows are provided for the kit. It would seem on the original kit these were printed on clear acetate for the modeller to cut out. Revell seem to have degraded this even further by just providing two strips of clear acetate and providing templates you first have to cut out from the pages of the instructions to then cut out from the acetate. The kit has 157 parts over 4 sprues and can be built with the missile in the raised or lowered positions.

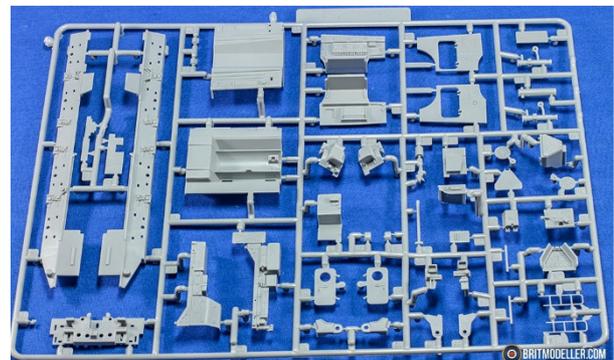


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Construction starts with the main chassis and in particular the wheels. 4 types for the steering axles, and 4 for the non-steering axles are built up. The main chassis rails are assembled and then the wheels mount to them. A series of sub modules which make up the main body can then be built. The first of these is the rear module which holds part of the elevation system. This can then fit to the body. The triangular storage lockers and control panels then fit between the rear axles. The next module up is the control module. which goes in the centre of the vehicle. This has separate doors for each side. Each side has a crew seat on the curved mudguard section and various control panels moulded in.

The next sections the front section which connects the cab to the centre section. Following this main front cab can be assembled. There are two sides for the cab, the left containing the driver's seat and controls, with a second crew seat, the right contains two crew seats. These are linked by housing for the main engine. All of these modules can then be assembled to the chassis.



Work now moves to the missile and the launcher. At the rear the platform holding the rear hydraulic stabilisers is built up and attached to the main chassis. The main rear launch cradle is then built up from its base and two main supporting arms. At the top of the arms goes the A shaped protective cradle. Supporting braces connecting the two side arms then go in. The two-part missile is assembled with two additional fins and the base plate going on. Additional parts go the base which will aid with erecting the missile. The missile can be mounted to the launcher in either transport or launch mode by connecting the hydraulic rams in the right places, and if in launch mode putting the stabilisers down.

Decals

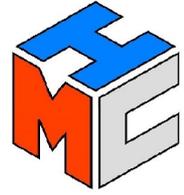
A small decal sheet gives a few white markings for the Soviet version ,and very small national markings for the vehicles. Three vehicles can be built from the sheet, Iraqi, East German and USSR; though in reality you could represent any user with a little extra decal help.

Conclusion

If you really want a 1/72 **Scud B** then this is a good deal



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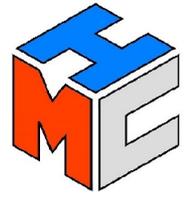
IPMS Hornchurch Meeting Schedule for 2021 - 2022

March 15 th	
April 20 ^h	
May 18 th	
June 15 th	
July 20 th	
August 15 th	
September 21 st	
October 21 st	
November 19 th	
December 14 th	
January 18 th	
February 15 th	





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CHEAP

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