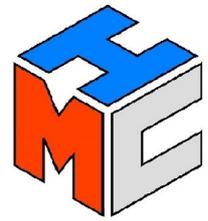




Sticky Fingers



The Hornchurch Model Club Newsletter

Issue 198 October 2021

SCALE MODEL WORLD

Back by Popular Demand!

A view from the Hill... October edition

Well, what can I say, it's great to be back!

After far too long it was a real pleasure to see so many familiar faces and a big welcome to our new members. A big thank you to everyone who took part in our one off never to be repeated **Covid Cup**.

The winners were



Gold **Callum**



Silver **Ian**

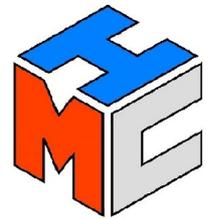


Bronze **Peter**

Also, a thank you to the creators of those magnificent handmade trophies.



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On Sunday October 10th Myself, Peter Bagshaw and Robin Bellamy made our way (very early in the morning) to the Brampton show at St Ives. Steve Crust joined us there and it was really good to be at a show after far too long. A very enjoyable day indeed. I only added one kit to my stash, a 1/72nd F18C Hornet for only £8.00. Sadly, the Finnish decals cost more than the kit. On the sheet are F 18 Spanish and Swiss markings which I will never use.

I am sure that we all have decals that are surplus so I would like (with your agreement) to set up a Decal Bank. This would be a box bought to every meeting where you could either add to or take out anything you need. You could even list your wants on sticky fingers, or WhatsApp or the Facebook page.

Our next meeting will be the Monday after Telford and I'm sure those who attended will be glad to give their impressions of this little show and bring along any goodies bought there.

After my rather disappointing recent trip to Hendon, on Saturday 9th October I went to a little Museum in Hornchurch which was described by a visitor from The Imperial War Museum Duxford "I wish Duxford was as good as this" The Hornchurch Aerodrome Historical Trust opened in June this year and is run by Enthusiasts and is everything you want a museum to be. Great displays, plenty of information and not dull and boring. This from their website

Our aims were simple, to use our combined knowledge and expertise along with the many historical artefacts and photographs that we hold in our collection. A simple need to try and help educate people into their local wartime history or just to rekindle some people's memories through our displays and exhibitions.

I spoke to Jeff and Terry at the museum and they are very keen for us to be involved in any way that could benefit the museum and the club. After they are our local museum and we are their local club.

This could be of great benefit to us both.

Happy modelling

Graham

The thrill of the chase

As many of you may be aware I am a fan of one particular Air Force (I even have the two T Shirts!), and part of the fun in building a model collection based on an Air Force is tracking down and buying as many kits of their aircraft as you can. This also stretches your modelling skills as sometimes the only kit available is either old or inaccurate or what could be politely called "a bit of a challenge". This also gives you the chance to build aircraft through the ages and rather than being stuck on one type, you can end up with a wide variety of aircraft, from fast jets to sedate transports, target tugs, fighters, bombers and so on.

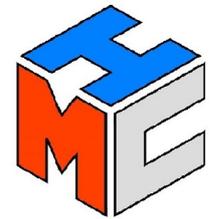
I probably should have stuck with a smaller air force such as Gambia (just 1 Airplane) but the sheer variety of aircraft flown by Finland captured my imagination. I now have way too many books and articles on this air force and along with research on the internet I have amassed a list of just about every aircraft flown by them. Hannants and other model online hobby shop websites were of course the first port of call and once I had collected all the easy to buy kits such as the Airfix Do 17 & Gloucester Gladiator, various AZ kits like the Curtiss H75, Morane Saulnier 406, the search begun!

Sadly, as actual bricks and mortar model shops are now rare some of the other options open to me are Shows, eBay, and of course our old mate Google. One of the great things about going to shows is having a bloody good rummage and the joy when you find something on your wants list. One example is the venerable Airfix Beaver. I had been after one for a fair while and then finally, at a stand at St Ives (can't remember which one) just sitting on the top of a pile of kits there it was for a whopping £8.00... Gotcha!





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At the other end of the hall unbelievably was the same kit but asking price was £20.00! good job I saw the cheaper one first.

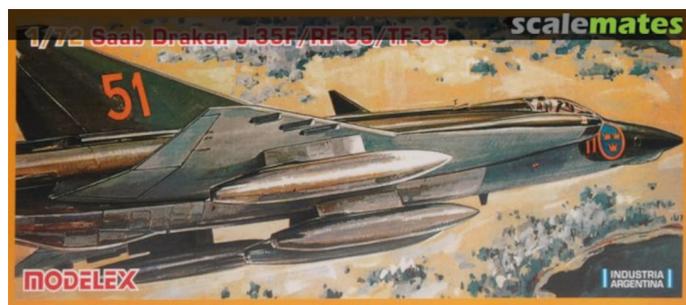
Next was the Hunting Percival Pembroke. I didn't even know there was a kit of this little beauty So imagine my joy when at the Lancing show some time ago, I was having a good old rummage and came across this!



I was then on the lookout for a Fokker friendship and managed to find the Airfix one (not bad but too many rivets) but St Ives (again) years later I found the far superior Italeri version which I could not resist.

Other gems I managed to find were these beauties...

Piper Cherokee Arrow by Airfix, a far-flung Argentina Saab Draken by Modelex, Fokker C.X, IL DB-3 & rarer of rear the STAGGERWING by Merlin Models



Graham

Johns Jottings...

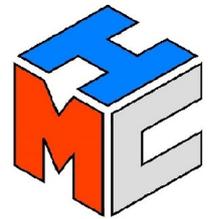
Well technically we have now had our first competition under the new management and despite it being more for fun it was very heart-warming to seem just so many varied models our members are building... It was also an impressive show of our club's modelling talent for the new members we welcomed along to our first club night in 18 months...

Not a lot from me tonight but I wanted to share some articles with you from the Airfix Club magazine...

John



Sticky Fingers



Much more than just a 'Poor man's Spitfire'



Michael Clegg

Although the Spitfire has undoubtedly been our most important aviation subject over the past 65 years or so, it is not always aircraft which fire machine guns and drop bombs which capture the imagination of the world's modelling hobbyist, sometimes it can be aircraft which enable novice pilots to fly these aircraft in the future, once trained to do so. By their very nature, training aircraft usually come into contact with far more people than other aircraft types, as they are not only used to train countless military and civilian pilots, but also often find themselves flying in civilian hands following the end of their military service careers, offering many more people the opportunity to experience the thrill of flying. From a modeller's perspective, if classic training aircraft are of interest to you, then you have certainly been well catered for by Airfix over recent months and things are about to get even better.

If you were to ask a cross-section of people to name a classic piston engine training aircraft from the 1930s and 40s, the vast majority would probably offer the de Havilland Tiger Moth as their suggestion, an aircraft which proved crucial to the Allied war effort during WWII and one which was responsible for providing many tens of thousands of Allied pilots with elementary flying training experience. This dependable little biplane was so important to the uninterrupted supply of trained pilots, that the de Havilland Aircraft Company decided to establish an overseas subsidiary in Canada to continue manufacturing the aircraft, so that other types such as the war-winning Mosquito could receive priority production in the UK. With many of these magnificent machines still flying to this day, it came as absolutely no surprise that the 2019 release of our newly tooled 1/48th scale kit representation of this famous trainer proved to be such a resounding success.

As we had successfully managed to drag thousands of modellers away from their usual combat aircraft subject matter for at least one build project, we were flushed with our success and wanted to continue this journey, but how do you follow up producing a scale model of arguably the most famous training aircraft of all time? The answer, of course,

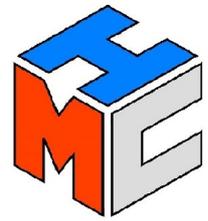
was to do exactly what the de Havilland Aircraft Company did back in the mid 1940s and embark on our own new tooling project to design a 1/48th scale kit representation of the Tiger Moth's direct replacement, the Chipmunk. A tandem two seat monoplane design, this new trainer would incorporate many advances over its predecessor as you might expect, whilst at the same time retaining many of its tried and trusted design philosophies. Easy to maintain and relatively forgiving to fly, the new de Havilland trainer proved to be extremely reliable.

Having the distinction of being the first aircraft type designed and built by de Havilland Canada, the first Chipmunk took to the skies in May 1946 and almost immediately gained interest from the military. By April 1948, the Royal Canadian Air Force had taken delivery of their first Chipmunk, but they were not the only ones admiring the qualities of this extremely capable aeroplane. The vast majority of the 1,283 de Havilland Chipmunks built would be manufactured under licence in the UK, in factories at Hatfield and Chester, with around 735 of these aircraft going on to see service with the Royal Air Force, again as the direct replacement for the venerable old Tiger Moth. In RAF service, the British built machines were known as the de Havilland Chipmunk Mk.10 and they would go on to provide basic flight training support for thousands of future military aviators, in addition to providing air experience opportunities for many more as part of the University Air Squadron organisation.

The next challenge was to find a suitable aircraft for us to scan - fortunately, we knew just the man to contact, someone who is a great Chipmunk devotee and if he is not actually flying one, he will probably be either restoring or repainting one. Clive Denney, owner of specialist aircraft re-covering and painting company Vintage Fabrics, is something of a Chipmunk expert and as he also happens to be an accomplished modeller, was only too pleased to be able to help us with our search. We were invited down to his business hangar at Audley End Airfield, near Saffron Walden in Essex, where de Havilland Chipmunk T.10 WB585 had been specially positioned with as much space around her as could



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be spared, so that a LIDAR scan of the aircraft could be undertaken. Once this information had been processed by the specialist scanning company, it was sent to our Senior Product Designer Matt, who would be using this information to assist him in the designing of his latest project.

From a design perspective, each new tooling project provides our small, but extremely talented team of designers the opportunity to produce highly accurate scale representations of some of the world's most famous machines, utilising all the latest advances in both design and manufacturing technologies in doing so. The significant challenge they face is not only to produce a new kit which is a faithful representation of the subject aircraft, tank, car or ship, but also to make the build experience as enjoyable as possible for the modeller, adding impressive levels of detail without over-complicating actual construction. To that end, most designers would probably say that the subject they find themselves working on is not actually all that important to them, as the thrill for them is applying all their skills in designing the finest model kit they can, be that of a famous WWII fighter or a classic post war trainer.

With RAF training aircraft coming under the Airfix design spotlight over the past couple of years, it has been interesting to see just how well these new kit announcements have been received by modellers, despite the fact that we are arguably straying away from more 'traditional' aviation subject matter. Indeed, it could be argued that whilst aircraft such as the Supermarine Spitfire may be familiar to incredible numbers of people the world over, many more people will actually have a personal connection with an aircraft such as the de Havilland Chipmunk, simply by virtue of its role and longevity. It is much more likely that people will have either flown in, worked on or come into contact with a Chipmunk than they would a Spitfire, particularly as a great many of these fantastic aircraft came into civilian ownership following the end of their service careers, with many still flying on to this day. If you have ever been fortunate enough to spend time in or around a Chipmunk, this newly tooled 1/48th scale Airfix kit will undoubtedly be of interest to you and we certainly expect this to be an incredibly popular addition to the range.

Even though the Chipmunk has been given the rather unflattering nickname of being the 'Poor man's Spitfire', this does highlight the affection in which this exceptional aircraft is held by many people. For potential aircraft owners who would love to get their hands on a classic

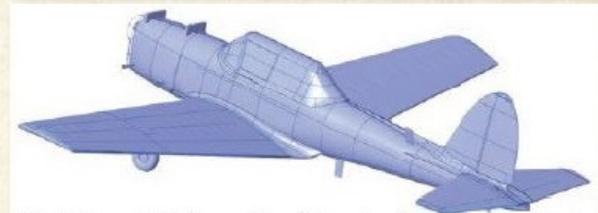


Our scan subject aircraft and the one which will now be forever linked with what is surely destined to become a future Airfix classic, de Havilland Chipmunk T.10 WE585/28 (C-AOSY), pictured in the Vintage Fabrica hangar at Audley End airfield.



This computer rendered 3D view of the new Airfix Chipmunk model has been produced from the new kit's design files and gives us a good impression of what we can all look forward to building soon.

former military piston powered aircraft, but whose budget could never take them into Spitfire territory, the Chipmunk might just be the ideal choice for them. Cost effective, reliable and even allowing a passenger to be carried, the Chipmunk is a surprisingly spritely performer and if you want to own an aircraft which will allow you to be up in the air enjoying the thrill of flight, as opposed to one which will be costing you



The skeleton model clearly reassembles a Chipmunk and represents an important stage in any new tooling project. Tracing over the scan data, this shows where the designer has built up the overall shape of the subject in sections, joining all surfaces together and providing the foundation for the design CAD. This is the base point from where all the new kits individual parts can be designed and checked against the master shapes - all highly specialised work.

vast amounts of money every second it is in your possession, then this de Havilland trainer might just be the aircraft for you.

For most of us owning a real aeroplane is something we can only dream about, which is where we at Airfix come in. We allow people to go one step further than just owning a single aircraft, we help people to own an entire collection of accurate and highly detailed scale representations of the world's most famous aircraft, all without having to pay maintenance and hangarage fees (although technically these costs could still be applicable if your collection is vast enough). Our new 1/48th scale Chipmunk kit will be of interest to a great many people and we are not going to have to wait too long to get our hands on one row.

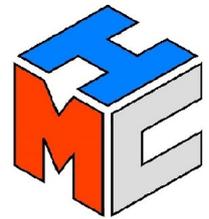
Highlighting the effectiveness of the aircraft's initial design, the Chipmunk is still a regular sight in British skies and its viewed as a relatively cheap and extremely reliable way for groups and individuals to own and operate an aeroplane with genuine military credentials. Indeed, at the beginning of 2017, it was estimated that 118 de Havilland Chipmunks were on the British civil register and if not all of these were classed as airworthy at that time, they were probably well on the way to being so. It is also of interest to note that aircraft operated by the Battle of Britain Memorial Flight and the Fly Navy Heritage Trust are still in service and working hard to maintain the currency of pilots flying many of the historic aircraft under their charge, the same task for which the Chipmunk was initially designed more than 75 years ago.

Since the first Chipmunk took to the skies in May 1946, this aircraft went on to be used as a military trainer by over twenty of the world's air forces, and hundreds of aircraft which would eventually operate in civilian hands following the end of their service. Chipmunks wore and continue to wear a wide variety of interesting schemes, something we have attempted to reflect with the options included with the first release from this impressive new tooling. Presenting modellers with a particularly difficult choice, we have included a civilian owned machine which wears the classic RAF red, white and grey training colours, the first British built Chipmunk as displayed at Farnborough in 1946, an aircraft owned and operated by the Royal Navy Historic Flight and finally, one of the Army Air Corps' stunning 'Spitmunks'. In this first release, we have included schemes for Chipmunks in the markings of the Royal Air Force, Royal Navy and Army Air Corps, in addition to one of these also being a contemporary civilian owned scheme, highlighting the fact that this new kit will be a hugely significant addition to the Airfix range and one which many of us are definitely looking forward to getting our hands on. With so many other attractive Chipmunk schemes to consider in the future, it could be quite some time before we run out of options with this particular kit.

Our new 1/48th scale de Havilland Chipmunk T.10 kit is scheduled for a summer release, so not too long for us to wait row!



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ROY CROSS AND VINTAGE CLASSICS



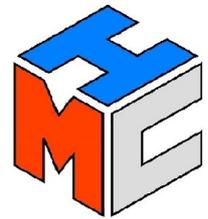
Jeremy Brook

For most older modellers, and many younger ones, their choice of kits to buy and make was largely inspired by the classic artwork that adorned the Airfix boxtops from the mid-1960s onwards. I think it is true to say, that most of us were not buying the kit but the dream inspired by all those 'all guns firing and bombs dropping' pictures. Ironically, Roy had to make the kit first before he painted the picture!

Born in 1924, Roy joined the Air Defence Cadet Corps (later ATC) in 1938. He employed his artistic talents in the ATC Gazette. After the war, he wrote several books and drew and painted several cutaways for magazines such as the "Eagle". By 1963, much of the work had



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dried up and he happened one day to be in Woolworths where he saw lots of the Airfix models with their current artwork. Feeling he could do better, he wrote to Airfix and was granted an interview. As their current artist was now elderly and unwell, he was quickly offered a job and from 1964 till 1974, he was their chief and most prolific artist.

In mid-to-late 1963, Airfix introduced a new packaging style known now as Type 3, which required full colour paintings of the subjects. His first was the Dornier Do217E-2 and it was a revelation when compared to some of the other new Type 3 paintings. The early Type 3 boxtops were painted by the likes of Charles Oates and William Howard Jarvis and several of their early paintings were repainted later by Roy, such as the Lockheed Hudson 1.

How did Roy create his memorable artworks? He was told by Airfix the name of the kit and sent a copy of the plans along with photos of the real thing and a test shot of the actual kit. Then he would quickly assemble the kit, paint it and apply the decals. and, using his artist's eye, he could manoeuvre the kit to get the best angles, views and perspective.

He would then select a couple of views and draw two or three pencil 'roughs' and sometimes colour ones, within the box outline, which he then sent to John Grey, the head of the kit division. John Grey made his decision and the roughs were returned to Roy with 'Yes' written on the chosen rough.

Roy then set about creating the Master Tracing. Most of his paintings were to A3-size or larger, which meant that Series 1 headers were painted three or four times bigger than the actual boxtop or header. One restriction he found very annoying was the 'letter box' shape of the Type 3 and 4 packing. He had to draw the aircraft, ship or AFV so that it fitted neatly into the boxtop without losing pieces of wing or tail.

When the plastic bag Series 1 kits moved into the Type 5 boxes which were much deeper, one could see the rest of the sky, ground and 'action' that Roy had originally painted. Whereas some of the other artists had just painted the boxtop area, Roy's paintings were just that, proper paintings with full detail throughout and these paintings could be used in the catalogues and very successfully in calendars.

Once Roy was satisfied that the main subject would fit into the 'letter box' he would prepare the Master Tracing which would be used to paint the final picture. These master Tracings were drawn on tracing paper and were drawn to the size of the actual painting.

He would use draughtsman-like lines to ensure that wings were level, proper perspective was used and that everything lined up correctly. Panel lines, rivets and small details including decals were drawn on the tracing. When Roy was satisfied, the drawing was transferred to the final board or paper. He would then carefully paint the main subject in and add all the background details.

When the artwork was finished it was taken by Roy to Airfix's home at Haldane Place in Wandsworth, London. The art work was then taken to a professional photographer who took three photographs which were produced on Transparencies. One, the best, was used for the boxtop or header, the second was used for the box ends and side panels and the third for use in the catalogue(s). The original artwork was then carefully stored. All later reissues in new box types were taken from the original transparencies.

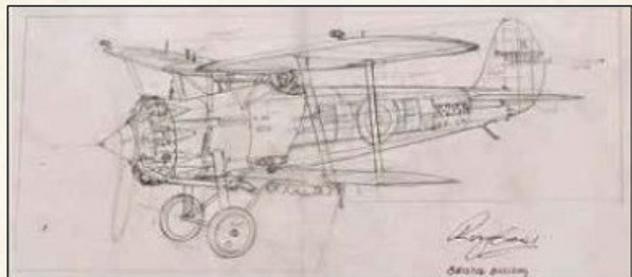
The 'trannies' as they came to be known were produced at about postcard-size and could be stored in drawers. An excellent feature of the transparency was that it could be enlarged or reduced to any size without loss of detail or blurring. If it was necessary to alter the artwork in any way, decal changes or minor updating for example, a separate picture could be created which would then be altered, without having to amend the original. When I created my recent calendars, the monthly pictures were taken from the

transparencies, which showed the whole picture and could be produced to the correct size without loss of detail.

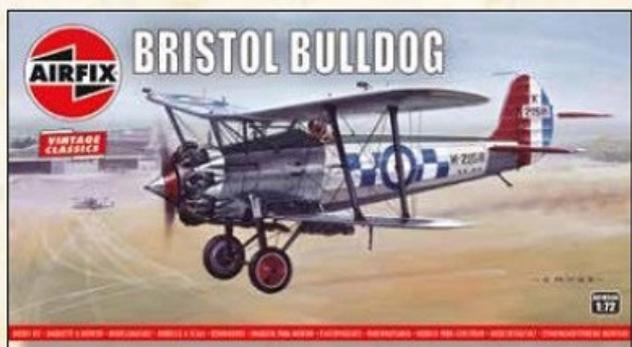
Sadly, when General Mills, which owned Airfix from 1981, withdrew from the toy market in 1985, most of the original artwork was 'lost'. Fortunately, the 'trannies' were saved and passed onto to the new owner Humbrol and have been carefully stored ever since. Some transparencies were lost and several of those have since been found in the surviving archive (e.g. A00716V, U.S. Marines) but some others had disappeared completely. So, for their Vintage Classic releases, it was necessary to scan an old boxtop, carefully remove any wording or logos and then 'retouch' those parts to make a new transparency. So far, the large Cutty Sark, 1:24 Bf109E and LCM111 kits have received this attention. The latest boxtops of these models are virtually indistinguishable from the originals.

By 1974, Roy had illustrated and repainted well over 200 Airfix kits and other Airfix toys and felt that the workload was easing off. He also wished to enter into the maritime fine art world, where he would become very successful, and so he left Airfix. His final two art works were the A300B and Prinz Eugen. Roy has written several books in recent years about his Airfix and private paintings and these are copiously illustrated for his many fans. Since 1994, he has been the President of the Airfix Collectors' Club. A full list of his Airfix kit artwork can be found in the "Artist & Kit List - 6th Edition".

Jeremy Brook - Club Secretary, Airfix Collectors' Club

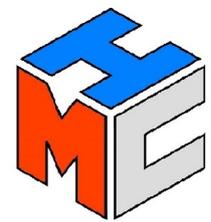


Bristol Bulldog 'Master Tracing' and finished Series 1 Header





Sticky Fingers



MODELLING 'THE FEW'



Michael Clegg

Eighty years ago this summer, Britain was engaged in a struggle for its very survival, or at least, the preservation of a way of life every man, woman and child in the nation held dear. Having endured months of defeat and retreat, the only thing that stood between Britain and the terror of Blitzkrieg was the natural protection offered by the English Channel, something Britain's allies in Europe did not have the luxury of. This valuable break in the fighting allowed final preparations to be made in advance of the savage onslaught which was now inevitable, not only in ensuring as many new fighter aircraft could be delivered to front line squadrons as possible, but also checking the early warning and reporting infrastructure which would ultimately prove such a decisive factor during the battle.

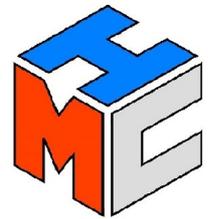
As one of many rousing wartime speeches Prime Minister Winston Churchill made to the House of Commons as he galvanised his people in their hour of need, most of us will probably be familiar with the famous line 'Never in the



Aviation Brothers in Arms. The main three Fighter Command single engined fighters which fought so valiantly during the Battle of Britain were the Supermarine Spitfire, Hawker Hurricane and Boulton Paul Defiant. Designed by geniuses, flown by heroes.



Sticky Fingers



field of human conflict was so much owed by so many to so few'. Formally recognising the nations gratitude to the relatively small number of Fighter Command pilots and air gunners who were facing overwhelming odds, as they battled against the Luftwaffe to prevent them from gaining air superiority. The question is, should we also be paying tribute to the huge support network behind the fighter pilots, without whom the battle would surely have been lost?

Whilst Fighter Command's 'Few' certainly deserve their place in history and the enduring gratitude of the British people, the few were in actual fact the entire British military and millions of civilians, each one determined to play their part in ensuring not one German boot would set foot on British soil. From parachute packers to raid plotters and members of the Observer Corps to the Home Guard, the few were backed up by an organised system of defence and command and control, which was something the Germans had never previously encountered during their lightning war campaigns in Europe. Combining this with the fact that the RAF were shooting down enemy raiders at a rate of around three to one and new aircraft production in Britain was almost double that in Germany and we begin to see the real odds facing the Luftwaffe during the Battle of Britain.

Nevertheless, as German troops began to mass at ports along the northern coast of France and Belgium, the scene was set for a monumental clash of eagles and one of the pivotal battles of the Second World War. With the English Channel being a formidable obstacle to invasion, the Luftwaffe would have to gain control of the skies above the landing beaches if Operation Sealion was to stand a chance of success, however, Reichmarschall Hermann Goering, Commander-in-chief of the Luftwaffe was supremely confident. His aimers were well equipped and battle hardened, possessing some of the finest aircraft in the world and vastly superior numbers to their demoralised opposition. Surely, nothing could stand in the way of a swift victory, with his confidence almost bordering on arrogance.

Scale tribute to the RAF's Battle of Britain fighters

With this year marking the 80th anniversary of the Battle of Britain, aviation enthusiasts were looking forward to a summer of commemorative events, culminating in the sight of massed formations of restored Spitfires and Hurricanes at the year's largest Airshow events. Unfortunately, 2020 has not been a normal year and plans which may have been in place at the start of the year have all had to be cancelled, as the nation battles another threat which proved to be just as sinister as the one faced during the summer of 1940. Although we have been unable to mark this 80th anniversary year in the manner we may have hoped, at least modellers have been able to make their own scale tributes to the events of the summer of 1940, as we released a series of 2020 kits featuring representations of Fighter Command's main single engined fighter aircraft which fought during the battle.

Hawker Hurricane. At the outset of the Battle of Britain, the Hawker Hurricane was the most numerous Royal Air Force Fighter in service and despite the fact that it was viewed as a less effective aircraft than the Spitfire, it would actually prove to be Britain's most effective weapon during the battle. A reliable and extremely capable fighting aeroplane, the Hurricane proved to be a stable gun platform and one which was actually preferred by many pilots – it was more than capable of making short work of any Luftwaffe aircraft which appeared in its gunsights. With construction methods which allowed battle damage to be patched up much quicker than on the duralumin skinned Spitfire, the RAF's Hurricanes were where they needed to be during the summer of 1940, in the air and fighting.

Supermarine Spitfire. As the RAF's most advanced fighter during the Battle of Britain, the Spitfire is often lauded as the aircraft that saved Britain and whilst it certainly came to be something of a symbol of Britain's defiance in the face of adversity, it was actually the Hawker Hurricane which proved to be the most successful defensive weapon. An aircraft which would go on to be regarded as one of the most important of the entire war and one which formed the backbone of Fighter Command throughout WWII, the beautifully clean lines of the Spitfire belied its ruthless effectiveness as a fighting aeroplane, as well as its ability to accept almost constant development.

For the British people, the Spitfire came to represent a symbol of hope at a time when they needed hope most and for the Luftwaffe pilots who faced it in combat, they would soon learn to respect the capabilities of Britain's handsome new fighter. As Luftwaffe losses continued to mount during the late summer of 1940, each aircraft which failed to return was thought to be a victim of the much vaunted Spitfire, even though in many cases, Hurricane squadrons would have actually claimed the victory.

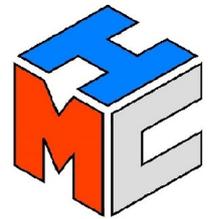
Boulton Paul Defiant. An aircraft which entered RAF service after both the Hurricane and Spitfire, the Boulton Paul Defiant turret fighter was developed to repel large formations of enemy bomber aircraft which were thought to be the main threat to the British mainland in any future conflict. Powered by the same Rolls Royce Merlin engine used by both the Hurricane and Spitfire, the Defiant featured a powered dorsal turret which housed four .303 Browning machine guns and could be brought to bear with devastating effect, during beam attacks on enemy bomber formations. Unfortunately, the Defiant had no forward firing armament and despite posting spectacular early combat successes during the Dunkirk evacuations, Luftwaffe pilots were quick to learn the limitations of the RAF's unusual turret fighter. Unable to operate in contested airspace without its own fighter protection, the Defiant was relegated to night fighting duties well before the Battle of Britain had come to a close.

Readers of our fortnightly Workbench blog, which is published in the Community section of the Airfix website, will be familiar with the modelling talents of Paramjit Sembhi, a young man who also happens to be one of the Product Designers here at Airfix. When he is not designing the latest new kit project destined to join a future Airfix range, he likes nothing more than unwinding with a little time at his own workstation, turning some of the latest releases into beautiful modelling masterpieces. With this year marking the 80th Anniversary of the Battle of Britain, Paramjit thought that this trio of 1/48th scale 2020 releases would make a fitting tribute to Churchill's 'Few' and we have to wholeheartedly agree. Although our Airshow season may have proved to be something of a disappointment, there is no reason why our model displays shouldn't rise to the 80th Anniversary occasion and make a fitting modelling tribute to the heroes of the Battle of Britain.





Sticky Fingers



And here are some **Vintage Classics** available now to get your modelling juices flowing...

