



"STICKY FINGERS"

IPMS HORNCHURCH - NEWSLETTER

Dear Members

Happy 1997 to you all and I hope that the fat gentleman in the red suit brought you all the things you asked for, if he did not, ask Father Christmas next year. The International Model Show was a big success for the club, with plenty of interest being shown. This may be translated into people visiting us tonight, if you should spot a new possible member at the door, don't hold back, make them welcome, remember how you felt on your first visit.

I would like to thank all the volunteers for their generous help, transporting models, setting up and most importantly giving up their time to "man the stand". I printed about ninety of the flyers and they all went, I doubt we shall see ninety new members but maybe several will come along. Whilst on the subject of the show I thought that if we could list the most popular questions asked about modelling if we attend the next I.M.S. as well as having a flyer about the club we could add a sheet of popular questions with their answers, please give this some thought.

Tonight of course is Bring & Buy night I hope you all had a good rummage in the loft and want to unload all your unwanted kits on some unsuspecting modeller at vastly "inflated" prices. Next month is competition night and I hope your "Waterborne Aircraft" or the "Ship" you are building are coming along well.

Lastly I hope you have not forgotten the club's night out on the 25th at the Headley Arms, 8.30pm for an 8.45pm kick-off.

Happy New Year Modelling

ALAN



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IPMS Hornchurch competition 1996-97

November 1996

Aircraft - Early Jets (45-65)

13 modellers entered 21 models for this competition, which was won by Mick Pitts with a Vampire NF10. Well done.

1 st	Mick Pitts	DeHavilland Vampire NF10
2 nd	Steve Sykes	Messerschmitt Me-262
3 rd	Mick Pitts	Lockheed F-80 Shooting Star
4 th	Ted Taylor	DeHavilland Sea Vixen
5 th	Mark Thompson Ron Penn	Hawker Sea Hawk FGA 6 Lockheed T.33

Positions after 2nd round - Aircraft Competition

Mick Pitts	80
Steve Sykes	56
Ron Penn	44
Ian Brown	30
Mark Thompson	27
Stan Weeden	26
Robin Bellamy	24
Ted Taylor	24
Ken Sparks	20
Charles Thompson	20
Peter Bagshaw	15
John Bennett	10
Bob Ryan	10
John Gray	5
Dave Ryan	5
Ricky Prager	5



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Miscellaneous Competition - Armoured Personnel Carriers

Six modellers entered seven models for this competition. Congratulations to Mick Pitts for a notable double win.

1 st	Mick Pitts	White M3
2 nd	Dave Ryan	Bradley M2A1
3 rd	Ron Penn	BTR-80
4 th	Dave Ryan	Warrior IFOR
5 th	Steve Sykes	AAPV-7

Positions after 2nd round - Miscellaneous

Dave Ryan	63
Steve Sykes	47
Ron Penn	43
Mick Pitts	25
Chris Brown	23
Ian Brown	19
Ken Sparks	5
Ted Taylor	5

Reminder for February competition

Aircraft - Flying boats and or floatplanes

Miscellaneous - Ships

Good luck to all

I would like to take a moment to thank Bob Plumridge for stepping into the breach when I was unable to attend the November meeting due to a family crisis, given that he only had 2 hours notice he did a great job, thanks Bob.

Secondly I would like to apologise to Ron Penn for having missed him off the aircraft positions in the September issue. I have now restored you to your rightful place now Ron.

Laurie Smithers



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A Trio of 109's - By Peter Bagshaw

A review of 3 "newish" kits of Messerschmitt's Bf-109.

Italeri Bf-109F 2/4

The kit itself is nicely moulded, in much the same way that a Dragon kit is, nice to look at but when constructed the fit is something else. Detail consisted of finely engraved panel lines and raised cockpit interior.

I started construction with the cockpit, which consists of a floor and back pan with a separate seat and control column. The instrument panel has raised circles to represent the dials but no internal representation of the dials. Still for the scale and once the canopy is on there isn't much to see anyway, Reheat decals or something similar could be used to enhance this. A quick dry brush with black over the raised details and seatbelts completed the cockpit. The fuselage was then completed with separate inserts for the engine exhaust covers. Separate engine covers were fitted with care being taken to get an even join. The underside air intake is a separate part which stops the see through look associated with some other kits. The intake splitter plate was missing but was easily added from plasticard.

Next to go together was the tail. This was split at the last join before the fuselage and indicated that the mould was probably going to be used for other versions. Depending on the version being modelled a couple of strengthening strips are required to be removed. The F2 version of the 109 had a tendency to "do a Typhoon" and lose its tail in a dive, hence the additional strips, this was then solved in the F4 by adding strengthening internally. When this was added to the rear fuselage it was found to be a very poor fit, due to differing widths, the tail being noticeably larger.

The wing is a full length along the bottom with 2 upper pieces, one per side. The Wheel wells are boxed in with some raised detail on the well roof. When the wing was mated to the fuselage the fit was less than perfect, being too tight at the wing root requiring some plastic removal. Once this had all set the undercarriage was test fitted and I found that the legs were too far apart to give the characteristic "stalky" look that the 109 has. After checking against some plans in Aviation News magazine I decided that the wheel wells were too short and required lengthening at the undercarriage attachment point. This involved cutting off the leg attachment tubes and reshaping the wheel well according to the plan. The attachment tubes were then reset. The legs themselves are quite thin and not quite realistic but I did not have any others to use so had to do. The wheels have quite deep lines in them to represent the tread, although they disappear slightly once a thick coat of paint has been added.

One of the options with the kit is to do a modified F2 as used by Adolf Galland. This had additional cannon installed in the wing necessitating underwing bulges, these are



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supplied as extra parts to fit if this version is chosen. The cannon barrels are moulded as part of the wing and are required to be removed if the other versions are chosen. The canopy is a three part affair with optional front windscreen depending on which version is used. The front and middle sections are a good fit but the rear section is slightly wide where it meets the fuselage.

The kit supplies markings for 3 aircraft, Galland's F2 in RLM 70/71/65, an F4 from JG2 in RLM 70/71/65 and a tropical F4 in RLM 79/80. A large decal sheet is supplied with a fairly comprehensive set of stencils. I had a different sheet for a Russian front 109 but used the national markings from the kit sheet. These went on using the Microscale system, with no silvering.

Overall not a bad kit especially for the money (£3.75) most problems were caused by badly fitting parts.

Italeri Bf-109G-6

This is a rehash of the F 2/4 reviewed above, containing new upper engine covers, overwing bulges, new tail, underbelly rack and bomb and new parts for underwing cannon gondolas.

Construction follows the same format as the previous version, except for having to cut out the wheel well shape, special thinned areas are provided to give the square edge style. Small overwing bulges are attached and the cannon barrels from the F-2 version are removed.

Fit problems still occur but the separate tail is a much better fit.

Markings for 4 aircraft are supplied, a Greece based G-6 with underwing cannon in RLM 74/75/76, a Pilsen based aircraft with underbelly bomb rack in RLM 81/82/76, and also Finnish and Swiss versions in RLM 74/5/76. Once again stencils are provided and the markings were applied using the Microscale system.

Overall a slightly better kit than the F 2/4.

FACE Bf-109 T 1/ 2

A new kit from Eastern Europe, for the proposed naval variant of the Bf-109 E. This is a standard E model with extended wingspan, catapult spools and arrestor hook for carrier compatibility.

The kit is cleanly moulded in white styrene with engraved panel lines, which are slightly deep and wide, but disappear slightly under a coat or two of paint.



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Cockpit interior like the Italeri kits has a floor and back with separate seat, control column and instrument panel. A black & white decal was provided for the instrument panel, which looks OK in this scale. The main fuselage is completed by adding the engine cover although the underside air intake holes required blanking off. An arrestor hook and catapult spools are added depending on the version required.

The wings are made up of 3 parts, a full span underside and 2 upper panels. Wheel wells are boxed in. Engraved lines indicate the upper wing spoiler flaps fitted and the wing fold line, no provision is made to allow wing folding as I believe details on this area are very scarce. Fit to fuselage was good. The underwing radiators are added next and may be a bit angular but will require checking against references for verification.

The canopy is provided as a 1 piece mould with the appropriate light framing.

Undercarriage appears to be to scale appearance, but has not been fitted yet to indicate whether the geometry looks right.

Painting of this model is currently in progress.

Markings are provided for 2 aircraft, the V1 (T-1) prototype and the T-2 version, which was used in Norway without the naval additions as if it was a normal E variant. Both schemes are RLM 70/71/65 splinter with a variation in the depth of RLM 70/71 coverage down the fuselage depending on version chosen. Further comments on the decals is not possible yet.

So far the model has gone together well with no major fit problems, the only likely problem being poor decals.