



# "STICKY FINGERS"

## IPMS HORNCHURCH - NEWSLETTER

### Dear Members

I am sure those of you who attended the July meeting of the Club, enjoyed the enlightening talk on the use and handling of the airbrush by Ted Taylor.

Ted is a past (*and present - Ed*) master of the use of this piece of equipment and makes it all sound so simple and easy. He was as you know standing in for Bill Matthew's, who unfortunately could not make the July meeting, he has agreed to come on an alternative month later in the year, early 1998.

The September Model Exhibition at the Syndey Russell School, Parsloes Avenue is up and running for September 27<sup>th</sup> 1997. Please see the full page advert provided by the school within this month's "Sticky Fingers". This is the one we are going to.

I would like to advise members that I shall be away on holiday in Australia for our September meeting. The period that I am away will clash with the September model show in Barking.

Therefore is there any person amongst the membership who would be prepared to take the tea making equipment home with them after the August meeting and bring it to the September meeting along with 3 packets of biscuits and 3 pints of milk.

When I return from holiday I will make a point of collecting the materials from the person who takes it and has it ready for our October meeting. Please help me out here. I shall also be bringing the green table covers ready for the Barking model show. Perhaps a member who is displaying his models could take it to Barking on the day and arrange for somebody to bring it back after the show

**KEN**



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The Romford Model Railway Club  
with  
The Sydney Russell School P.T.A.  
present



**GRAND MODEL RAILWAY SHOW**



**ON**  
**SATURDAY 27TH SEPTEMBER**  
10am to 4pm

**THE SYDNEY RUSSELL SCHOOL**  
Parsloes Avenue, Dagenham

Trade Stands  
Model Cars  
Refreshments  
Raffle with lots of prizes



ADMISSION

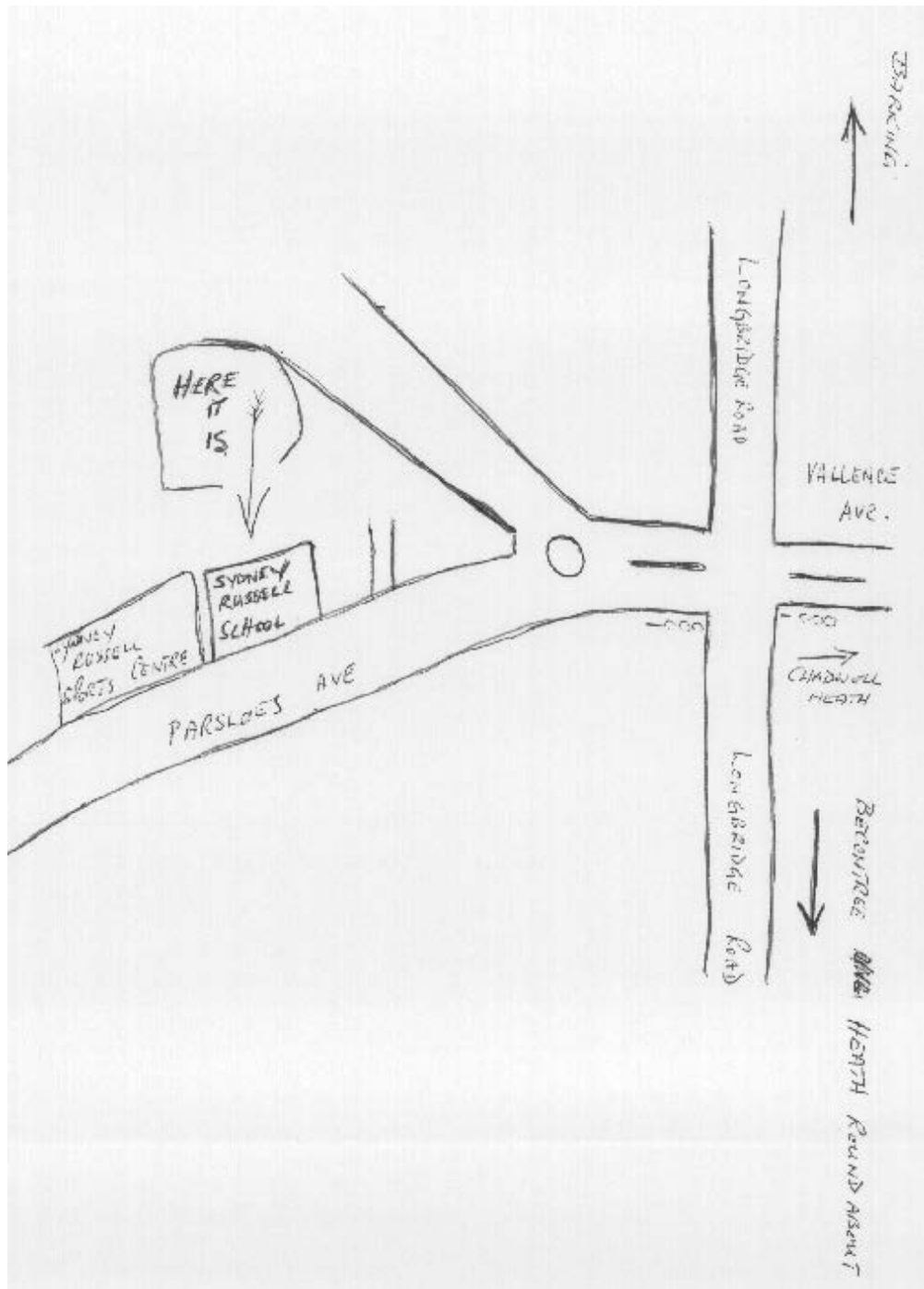
<u>Adults</u>	£1.50
<u>Child/OAP</u>	£ 1.00
<u>Family</u>	£ 3.50





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### Lindberg Hawker Fury Mk1

Although modelling for many years, I have never made a Lindberg kit before, and had been led to believe that due to their age left much to be desired.

I am pleased to report that in the case of the Fury, this is not the case. The moulding is quite good and parts fit together well, virtually no filler is needed for joints etc., a couple of moulding blips and circles on both wings need attention.

As far as I can determine the shape and scale are very exact, the cockpit instrument panel checks out with drawings, although interior details need making up from sprue, also the inner stringers can be glued to the fuselage before assembly.

The model is best painted before the top wing is fitted, polished metal for the cockpit area forward and matt aluminium for doped fabric surfaces. Fitting of the top wing needs extreme patience due to the angle of the struts.

Wire is supplied for rigging and aerials, but I decided that stretched sprue in the correct thickness for rigging and very thin for aerials achieved a better result.

The decals are very good and apply easily, a pity it's a training aircraft that comes with the kit, as this aircraft offered superb colour schemes in Squadron service, ( I don't think any 1:48<sup>th</sup> decals are available). All in all a very nice little model of the Inter war period and with the price (Approximately £7.50) representing good value.

*(Editors Notes) See this months Scale Aviation Modeller for an article on the Hawker Fury, including scale plans (1:48<sup>th</sup>) and colour profiles. A kit listing is given at the end of the article.*

**Alan Wright**



# Desert Snake

## A Question of Colours

This model is based on an old (original issue) Airfix 1:48<sup>th</sup> scale Junkers Ju-87 Stuka. The kit when first built was finished using brush painting and the Airfix supplied decals for a Russian Front aircraft. The kit was proudly displayed for many years on an exposed shelf, gathering dust and being cleaned every few months or so. During the move from my childhood to self-owned home the model was put in a box in anticipation of some shelves or display cabinets in the new model room. Many years passed and Hasegawa released a new kit prompting the issuing of many new decal sheets. 8 years after being boxed and consigned to probable oblivion the model was dragged out again and inspected for repainting. Don't ask me why I got this sudden urge, but it happened. On looking at the kit, the detail still appeared to be all there and for its time wasn't that badly built, even if I do say so myself. The paint was, however, bordering on awful as the varnish used had yellowed quite badly on the light blue I had used. I decided that I would look for an updated decal sheet and repaint the model.

After looking through the Aeromaster and Superscale catalogues I had not found anything that really fired up my imagination. It was at the Model Engineers Exhibition last December 1996, that I found just the sheet I was looking for, the "Desert Snake". This appeared on a sheet by Third Group Decals for Tropical Stukas in German and Italian markings. I had to buy it!

The Stuka was stripped of all its old paint by putting the model in a large plastic bag and liberally spraying with Mr Muscle oven cleaner and then leaving overnight. The resulting "mess" was washed off in warm water using an old toothbrush. By this time most of the small parts had been knocked off or removed for safe keeping. The wet model was left to dry out for several days before attempting anything else.

The model was then inspected for poor joints and cracks, any found were refilled and sanded down as if the kit was being made from scratch. The canopy was prised off and all of the interior repainted. The figures from the kit were discarded. A new rear gunner's seat made from fuse wire as the original kit seat was a solid piece of plastic, not the wire frame it should have been. Seatbelts were added made from painted masking tape and thin wire buckles. Rudder pedals from a Reheat etched brass set were added to a scratchbuilt rudder bar. The rear machine gun barrel was replaced using the plastic outer coating from a piece of wire. The canopy was reattached and the model prepared for painting.

### **This is where the fun starts!**

The instructions for the decals state that the colours of the Stuka were RLM 78 (Light Blue) undersurfaces with a combination of RLM 79 (Sand) and RLM 80 (Green) on the uppersurfaces.

Being a great believer in instructions (and having no other references to hand) I started spraying the model with the RLM 78. Mick Pitts popped round to collect some bits & pieces for an M3 Grant tank he is building and on looking at the model said that he thought the colour looked a little dark. I obviously showed him the instructions and we left it at that, both starting to wonder.

Later that week Mick was speaking to Robin Bellamy and happened to mention the model and the dark colour blue (the colour out of the Xtracolour tin being noticeably darker than RLM 65, a light blue, the usual Luftwaffe bomber underside colour). This appears to have sent Robin off into a



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frenzy of reference bashing. He dug through some of his books on Luftwaffe colours and found that the official German desert colours i.e. RLM 78/79/80, were not issued until November 1941, however the markings for the Desert Snake are quoted as being as at July 1941. A mystery starts.

Robin then phoned me to quiz me about this and I told him that I was only following the instructions, but when he told me about the discrepancy in dates we were both puzzled. I therefore went round to his house bringing the model with me to go through all of his references on Luftwaffe colours or Stukas. We couldn't find any pictures of the "famous" Desert Snake at all and this was rather puzzling as we both expected to have seen something for such a well-known scheme. The mystery deepens.

In the end, based on the references Robin had, we settled on a scheme of RLM 65 (light blue) underneath with the original RLM 70 & 71 (light and dark green) splinter camouflage on top (instead of the RLM 80 green), this being oversprayed with Italian Sand replacing the RLM 79 (German Sand).

I decided to write to Third Group Decals to see why they were suggesting using the colours quoted. As I am connected to the Internet at work I sent them an e-mail asking them why they chose the colours quoted, stating the anomaly of the dates of issue of the official colours.

They wrote back within a week saying basically that on the references they could find the pictures of the Desert Snake did not show a tonal difference between the 2 greens (assuming an RLM 65/70/712 and Italian Sand scheme was used), and therefore decided that the colours used were the official desert ones (RLM 78/79/80) rather than the ad-hoc Italian Sand overspray. They did point out that interpreting colours from photographs is tricky at the best of times and that if I was happy using RLM 65/&)/71 with Italian Sand then they wouldn't/couldn't criticise this.

I was by this stage 95% sure that I would use the RLM 65/70/71 and Italian Sand scheme but was still bugged by not being able to find any pictures of the aircraft at all.

### Until....

I was in town around Covent Garden looking for birthday presents when I came across Motor Books at Leicester Square. For those who have not been before this shop is a veritable goldmine of new and old books on all topics especially aviation and military, well worth a visit, but bring your cheque book. You have been warned.

Whilst there I found a book that was listed in the Reference section on the decal's instructions sheet, and in this low and behold a very decent picture taken looking at the left hand side towards the engine. On close inspection I noticed that the normal RLM 70/71 demarcation could be seen at the place where the splinter scheme would be painted. This clinched it as far as I was concerned, any worries regarding colours were dispelled. I have now repainted the underneath in RLM 65 and applied an RLM 70/71 splinter on the upper surfaces. Once this was dry I then masked out the secondary splinter scheme for the sand colour and used a lightened version of Desert Stone, as used by the RAF, as I couldn't find a manufacturer who did Italian W.W.II Sand.





# Desert Snake

## A Question of Colours

A light sanding with 1200 grade sandpaper over the raised rivet detail helped to soften the colour demarcations and give an impression of the weathering caused by sand. Final weathering took place with dry brushing of Humbrols' Metalcote Polished Steel and Matt Aluminium.

### Conclusion

The point to this long ramble is that a modeller should take nothing for granted, especially that the manufacturer has researched the subject thoroughly.

In their defence I would say that Third Group Decals may have a poor copy of the book they quote as reference and therefore cannot see the demarcation, but it just goes to show how easy it is to be caught out.

