



"STICKY FINGERS"

IPMS HORNCHURCH - NEWSLETTER

Greetings Modellers

I should like to congratulate the winners in the November competition. My honest opinion is that all modellers like to make any form of Mustang fighter, this is evident by the numbers displayed in the competition. The miscellaneous class was a bit thin on the ground, but lets face it Sci-Fi is not everyone's cup of tea as a modelling subject.

I should like to thank the other modellers who brought up some aircraft to be placed on loan to the Thurrock Heritage Centre, along with my own. I may have given club members the wrong impression when asking for models to be "given", rather than "loaned" to the centre for display to the public. By loaning, you as owners of the models can change or withdraw them at anytime.

I had prepared a letter to be sent to Edgar Brooks IPMS re our request for table space at the 1997 Model Engineering Exhibition. Only to receive a surprise telephone call from him to say that we had been allocated the table space that we requested, and that there was expected to be an influx of model clubs showing this year. He thought it would be a good idea if each club could have models being made throughout the exhibition, and be prepared to answer questions from the public on model related subjects (*not that we don't, at all the shows we go to, anyway - Ed*). He wanted our "Exhibitor Pass" figures as soon as possible and parking permits for our transport. This I have done on the basis of the number of people who volunteered for last years show. At the December meeting I propose to form a rota of attendees from the volunteers I have contacted this year by telephone.

At the moment I am half way through putting the questions etc. together for January's Quiz. So get your thinking caps on and clear the cobwebs away from the old brain boxes and test how good your knowledge is in 1998.

You will notice at the December meeting another set of Dinner Date menus, for the "Red House" Bar & Restaurant right next to Redbridge Underground Station on Woodford Avenue in Redbridge. There is a function room we can have which seats 25 persons. I have had two meals with parties at this place and in this Function Room. It is very popular and we would have to reserve it at the beginning of Jan for a date in the later part of February. Ideally a "Yes" or "No" decision must be made at the December meeting !

Those Club members who borrowed my Australian model magazines, please return them as that others can see them. I have made a request with my brother-in-law out there to occasionally send the up-to-date magazines as they come into their newspaper shops. So we may be able to circulate more of them.

Ken



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November Competition

Aircraft

A good turn out overall, everyone worked hard at their entries and every model entered was made to the best of their ability. However only a few people wrote down what the aircraft did and who flew the aircraft, hence the title of the competition "**ACES**".

After all that the first place went to Mark Thompson with his fantastic 1/72nd SE5A fighter, well done Mark. I'd like to thank all of those who voted me second.

Results

Position	Entrant	Entry	Votes
1 st	Mark Thompson	SE 5a	46
2 nd	Dave Ryan	Spitfire Mk14	45
3 rd	Robin Bellamy	North American F-86E	33
4 th	Robin Bellamy	North American P-51D Mustang	24
5 th	Bob Ryan	McDonnell Douglas F-4J Phantom	22
	Mick Pitts	Focke Wulf 190A-5	20
	Peter Bagshaw	Messerschmitt Bf 109F-4	17
	Paul Bennett	Grumman F6F Hellcat	16
	Mick Pitts	Kawasaki Ki-61 Hein	14
	Ron Penn	North American P-51C Mustang	14
	Peter Bagshaw	Kawasaki Ki-61 Hein	7
	Ron Penn	North American P-51B Mustang	6
	Bob Ryan	Hawker Hurricane Mk1	6
	Ken Sparks	North American P-51D Mustang	4
	Ken Sparks	North American P-51D Mustang	4
	Alan Wright	Focke Wulf 190D	3
	Charlie Thompson	Dewoitine D-520	1
	Charlie Thompson	Focke Wulf 190D-9	

Positions after 2nd round - Aircraft Competition

Robin Bellamy	65
Peter Bagshaw	52
Mark Thompson	47
Mick Pitts	31
Bob Ryan	26
Dave Ryan	23
Charlie Thompson	20
Alan Wright	10
Paul Bennett	10
Ron Penn	10



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Ken Sparks	10
Ian Brown	5
Mike Morris	5

Miscellaneous

I was hoping to see a good turnout, but it wasn't to be. The two models that were entered were equally good, which made it hard for 1st and 2nd places. Surely there are modellers at the club who don't mind dabbling in other subjects like Sci-Fi, TV & Film related like the young lad who took 1st place with Batman's Batwing. Well done Chris Brown, hope we see more of your Sci-Fi models in the future, and well done to Peter Bagshaw for getting second place.

Results

Position	Entrant	Entry	Votes
1 st	Chris Brown	Batwing	85
2 nd	Peter Bagshaw	Captain Scarlet Car	73

Positions after 2nd round - Miscellaneous

Peter Bagshaw	71
Chris Brown	30
Mick Pitts	21
Mark Thompson	19
Dave Ryan	17
Ron Newbold	5

To all members.

I noticed when I was checking last months competition scores, that not every member votes all five places. So could all members please use all your votes so that everyone gets a fare chance. Thank you.

Good luck to all of those who entered tonight's Lucky Dip competition.

Dave



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MODELLING MADE DIFFICULT

For all the model "painters and decorators" in our midst the Monogram Grumman Hellcat is an ideal subject, one can stick the 20 odd parts together in one night and then get out the airbrush.

However this kit also lends itself to about a months modelling, its lack of cockpit interior or anything else makes it ideal for conversion to a kit worth over £50 if you buy resin and metal bits. Why though waste a fortune, when this can be achieved with a few little scraps of plastic from the spares box and a couple of inches of plastic card.

ENGINE

We could display the engine with both port and starboard cowling panels off, but if you only remove one it lends itself to covering minor faults and slightly less accurate work. First we have to make the second bank of 9 cylinders for the radial engine of the double row Pratt & Whitney 18 cyl. This is done by finding a hollow circular piece about 3/8" long x 5/16 OD (I used a turret support from the Airfix Blenheim) but any old bomb or drop tank would do. The nine cylinders are made from sprue trees in the kit, cut and glued to the circular boss. This boss needs to be hollow to allow the prop shaft and securing ring to fit inside to allow the prop to turn. The next part is somewhat tricky, 18 exhaust pipes have to be made and bent from stretched sprue. The sprue is first pulled out to approximately 1.5mm diameter, make a fair amount, when bending (get twice as much as needed heat and get the bend right, then trim off the ends) make each pipe and glue in place. N.B. only about 12 are needed as the rest won't be seen on a single open cowl (port side).

Glue the new radial to the back of the kit nose cowl and engine, don't forget to insert the prop shaft and seal ring first.

Next the air intake for the supercharger has to be closed in as it is visible with the cowling off, a semi circular plate (see fig 1) is made to fit below the radial engine, and a longer casing plate (see fig 2) to fit to the lower edge of the intake (see sketch).

A small circular ring for the exhaust collector is glued to the back of the engine boss, a shaped plate (see fig 3) will hold it in place and also form the front of the air casing (needed as looking from forward you would otherwise see right through). On the back of the exhaust ring, fit the engine control rod arms. From plastic card build the rest of the air casing as sketch parts 1-7.

The actual model port fuselage half needs the access panels cut away as shown using the panel lines as a guide. I used a fret saw for this as it offers greater control than a craft knife. The assembled engine is now put aside until required for final assembly.

COCKPIT

This is a fairly routine job, make a floor, seat, sidewalls, seatbelts, flap levers and control column, also cut out the instrument panel and drill gauge holes as all are sunken. Stick this card panel to panel lugs in the fuselage halves and the recessed effect is achieved.



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Also make a gun sight unit for the top of the cockpit coaming. Cut the canopy, so that it is displayed open, showing the cockpit interior we have made.

WORK CAUSED BY THE ABOVE

The kit has a very old design of the wings passing right through the fuselage halves. This means that our newly prepared cockpit assembly if sat on the top of the wing would make the area undersize, so the top centre wing section needs cutting with the fret saw to accommodate the floor of the cockpit assembly. The bottom half of the centre section now has to have the centre cut away leaving about $\frac{1}{4}$ " to fit into the fuselage recess. Don't fit it yet, as the undercarriage and wheel well detail must be completed.

WHEEL WELLS & OLEOS

The wheel wells on the centre section and outer folding sections need detailing with internal stringers. The kit oleo legs need wheel links added, also retraction arms, with their hydraulics boxes and pipes as sketch. The wheel wells are made from plastic card and heated to shape, and filled in sections, rather than trying to shape them from one piece, then glue to wheel apertures in wings as sketch.

TAIL FIN

Cut away rudder on panel lines, fill gaps with plastic card and later re-glue the rudder at an angle.

WINGS

Cut out flaps and ailerons along marked lines with knife or fret saw and sand edges. Assemble and fill gaps on trailing edges of wings with thin card. Also fill edges of flaps and ailerons and re-glue in dropped positions.

FINAL ASSEMBLY

Fit engine, detail with copper pipes, cylinder valves etc. Sand and trim panel to accommodate exhaust pipes so that it fits neatly. Assemble undercarriage to centre lower section and glue in place, finish assembly.

NOTE:

If the model was being made with both port and stbd cowling covers off, it would be necessary to make the oil tank and 4 engine bearers, I made these from card and stretched sprue and they are in the model, but when assembled they are not visible with only one cowling off.

"Now class you can get out the airbrush"



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Model Engineering Rota

30/12/97	
31/12/97	
1/1/98	
2/1/98	
3/1/98	
4/1/98	