



# "STICKY FINGERS"

## IPMS HORNCHURCH - NEWSLETTER

### Hello Modellers

My pleasant holiday in France is well and truly over and is back to the grind again.

My first is a request or more a plea to those members of the club who receive mail from other clubs or branches of the IPMS. If the contents of which is about is about exhibitions, help, invites, changes of date and locations etc which should have been addresses to the Secretary of Hornchurch IPMS in the first place. If any member receives such mail, the method of disposal is to resend the contents in the same envelope, re-direct the envelope to the secretary's address. Re-post the letter in a pillar-box within 24 hours of receipt, it will be redelivered without further cost to the sender or the receiver of the letter. This is Royal Mail practice. Please don't sit on it until the next club night.

A new series in the "Sticky Fingers" is a monthly presentation by Alan Wright entitled "Wrighty's References". Alan's first contribution is excellent and he has agreed to be the information agent for Aircraft etc for the 2<sup>nd</sup> World War. His accumulation of data and books etc spans the last 30 years. Peter Bagshaw our editor has agreed to put all this on computer so that we can refer back should the need arise.

I was most interested in "Ricky's Writings" in last months "Sticky Fingers". It is always humorous, but there is always advice in what he says. Some of the mishaps he recalls must have happened to all of us at some time. Ricky please keep them coming.

Our annual dinner for the members will be in January 1999 at the "Unicorn" on Main Road in Gidea Park. After discussion with the Assistant Secretary I would like to suggest the date of Saturday 23<sup>rd</sup> January. Those members interested should let me have their names, so I can compile a list at an earlier rather than a rush near Christmas.

I informed you in the last months "Sticky Fingers" that those members who went to Brampton IPMS Show recently had a most enjoyable and friendly day – well we have been invited again to participate in their 1999 show on 4<sup>th</sup> September 1999. The invitation was dated 8<sup>th</sup> September 1998 from their secretary. Before I accept this offer I would like to know at the October meeting those members who would be interested at this stage, before I write an acceptance letter. Please don't say in 4-5 months time you knew nothing about it, you would have read it in October 1998 "Sticky Fingers".

I am still interested in any documentation you may have on the McDonnell Douglas A-4 Skyhawk aircraft, whether it be information from a book, magazine or a cut-out of a past magazine which you thought may use to construct in the future. I have one article so far on the use of Skyhawks by New Zealand Airforce. Don't forget the Argentines used Skyhawks in the Falklands War also.

Tonight is competition night, I say to everybody who has entered either the Aircraft or Miscellaneous section the best of luck.



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### ***Mildenhall Plastic Model Club Show October 4<sup>th</sup> 1998***

This again was an excellent show in their new surroundings, which was a large sports complex, they hope to be there again in 1999. The change of site was as a result of unadvertised bomb warnings on the airbase. This site was the officers club, who have move to the old Bob Hope centre and the Model Club now has some small accommodation in the base's Chapel of Rest. They will have to be quiet about it there.

The following members of our club made the trip to visit the show and man the 2x6 foot tables, Wally Arrowsmith, Robin Bellamy & his son Peter, Mick Pitts, Bob Ryan, big John, Carmell Zammit, Bob Plumridge, Steve Hubbard, Adrian and myself. As usual the "kit under the table boxes" got a bashing from our crowd and nearly everyone went home with some speciality or another. As the result of my request for information on the Skyhawks, 2 people purchased kits and one an illustrated book on the Skyhawk in general. So don't be surprised is a miniature SIG grows in our club. This creates good club banter and friendly rivalry amongst club members.

I discussed the matter of the Engineering Exhibition at Olympia with Edgar Brooks at Mildenhall. He is the publicity of the IPMS and according to him it's all systems go for the model clubs in December so I am keeping my fingers crossed for a good position for our tables.

At the October meeting I should like to form a list of those members who are prepared to man the stand at Olympia. I think I have asked for sufficient passes to cover our needs, but whatever the outcome, please let me know if you will consider going, should we be successful. The following are the dates

Setting up	Sunday 27 <sup>th</sup> Dec Monday 28 <sup>th</sup> for stands in the Main Hall
Open to the public	Tuesday 29 <sup>th</sup> Wednesday 30 <sup>th</sup> Thursday 31 <sup>st</sup> Friday 1 <sup>st</sup> Saturday 2 <sup>nd</sup> Sunday 3 <sup>rd</sup>

*Ken*



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### Peter's Prattling

For this month's "Prattling" I would like to firstly to bring members up-to-date with some of the possibly interesting new kit releases, these have been picked up from the Internet. No release dates have been given so please don't ask when, just start saving your pennies.

Manufacturer	Scale	Model & Comments
Academy	1:72	Vought F-4U Corsair
	1:72	Fiesler 156 Storch
	1:72	Focke Wulf FW-190D
	1:72	Hawker Typhoon – reputed to be the early car door type
Hasegawa	1:48	Hawker Typhoon – Like the Academy kit, reputed to be the early car door type
	1:72	Focke Wulf Ta-154
Revell	1:48	Focke Wulf Ta-154 (possibly ex-Dragon mould)
Tamiya	1:72	Douglas F4D-1 Skyray
	1:48	De Havilland Mosquito FB.VI/NF.II
	1:48	Messerschmitt Bf-109 E 4/7 Trop, rumoured to be a re-tool from the Bf-109 E 3 kit from a couple of years ago.
	1:35	Centaur (presumably the recent Cromwell with new turret bits)
	1:35	M-26 Dragon Wagon – Tank Transporter, should be a BIG kit.

Rumours are also surfacing of a new 1:72<sup>nd</sup> scale de Havilland Mosquito but as of yet no one is telling which manufacturer, one strong bet is Hasegawa as they seem to follow the Tamiya 1:48<sup>th</sup> releases with a 1:72<sup>nd</sup> version e.g. Bristol Beaufighter & Dewoitine D.520. However with Tamiya scaling down their Skyray maybe they will do the same to their Mosquito.

Also received via the Internet is a large sale list from Hannants who have bought out the Modeldecal transfer range from Modeltoys in Portsmouth. They are selling off the old stock at prices as low as £1.50 a sheet, these are well worth (in my opinion) buying if your interest is 1/72<sup>nd</sup> aircraft. I've printed the entire list towards the rear of this month's "Sticky Fingers". Note that if you order for collection at one of their shops or the Nationals then there is an extra 10% discount, if you order enough then lowest price should be £1.35, what a bargain!

*Peter*



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**Hasegawa 1:48th Typhoon**



**Hasegawa 1/72nd Ta-154**



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### Wrighty's References

#### ***Introduction to Reference Materials***

When you make a model, the first thing you need is reference sources, firstly because more often than not the kit references will be wrong if prior to the 1990's, so let's break it down to what is needed.

1. The aircraft – Photographs, plans, interior details etc.
2. Colours & markings – To many people this is the most important thing.
3. The unit – Squadron or Group (Gruppe), Training etc photos of units including other aircraft of the unit.
4. Its base – At the period in time we are depicting, which will dictate it's colour scheme. Get the wrong scheme and some "Johnny" will soon tell you "XX Squadron was not in the Desert in 1943 mate, it was in Burma!"
5. It's pilot – To a lesser degree (may not be known).
6. Individual aircraft – These were often well documented for well know heroes (such as Ospreys Aces series), but many pilots flew various planes, and even the hero sometimes let others use their pride & joy.

#### ***Books & Libraries***

I have been collecting references and books for 30 years; I will be recommending books to you on each country's airforce in the monthly articles, which I feel will best cover the need of the subject in hand. These will be selected for photographic content, the best-detailed information and drawings, also trying to avoid markings etc, which are incorrect.

Books are expensive, but the library is a good source, even if you have to pay to order. Take a tip from me; don't just look at the W.W.II. shelf, also look at the "**Oversize**" for example "The Mighty 8<sup>th</sup>" sits in this shelf for week after week untouched at Elm Park library. Also look under "**Engineering**" most Putnam's series appear here, and "**Transport**", that is where I found "On Silver Wings", the "Bible" of the RAF biplanes during the Inter-War years 1920-1939.

#### ***Kit and Reference History***

As it is my intention to recommend books on W.W.II Airforces to you, I feel a short history on references is necessary, especially for modellers born after 1970, today it is all taken for granted but it was not always so.

In the late '50s and early '60s the only models were made from solid balsa wood, no reference sources were available at all. Then Airfix brought out the first plastic kit (as a children's toy), I remember making the Spitfire IX (cost 1/9<sup>d</sup> – about 9p), painting it Dark Earth and Dark Green with Desert Sand undersides. Then the original Stuka painted in Dark Earth, with green mottle and Light Grey undersides. Then these "Airfix toys" caught on with the old "Balsa Buffs" who realised these kits took the hard labour out of making a model. You could do about 6 to 1 in the same time and quality such as surface detail was much better. Airfix noted this and improvements were made to the quality, another reason for this was a competitor had arrived on the scene. A model railway





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company in Margate started issuing kits under the name "FROG". However still no reference source existed, probably under pressure from "Buffs" Airfix brought out their own magazine, this probably being the first source of reference.

Around this time (1960) Harleyford began issuing their books on mostly W.W.I, but the one which concerns us has Bruce Robertsons RAF Camouflage & Markings, ground breaking though it was at the time it contains many myths that seem to persist even to this day. One problem was he failed to distinguish between RAF and Fleet Air Arm (FAA) colours like Ocean Grey, Dark Sea, Extra Dark Sea and Slate Greys. He even made the error of using the FAA designations on RAF aircraft. As the limited photographs available then were all in black & white, wrong interpretations were put on the shades in terms of colours.

Why were only limited photos available? Well many had until this time still been classified SECRET, all that existed were a few pre-war offerings and HM Crown issued photos during the war, normally of non Squadron planes. Thus many markings and codes were unknown. I have a book of 1961 where the author has obtained a few Squadron codes and identified them, but many were guessed or unknown, and that was for Hurricanes in the Battle of Britain.

Another example you all must have seen is the artists drawings of Spitfires carrying the yellow edged roundels on their wings, shooting down 109s in the Battle of Britain, when no such aircraft ever took to the sky. These of course were pictures of the pre-war Spitfires that were used by the artist unaware of the wartime changes.

However in 1964 Bomber Squadrons of the RAF by Phillip Moyes appeared, followed by Fighter Squadrons by John Rawlings in 1969, the prices respectively £3.75 & £4.25. The average wage for a man then was about £25 p.w., taking today's wage of £300 p.w. that's about £60 in today's money.

I personally was absolutely fascinated by these books, every squadron, hundreds of photographs, bases, commanding officers, aircraft codes, serials, almost everything one could want, and even today they are the basics of the historical reference and starting point for any research in my collection.

Before I finish, I know a large number of the club members are 8<sup>th</sup> AF fanatics, but listening to them I get the impression they were drawn to the 8<sup>th</sup> by seeing airshows in the '80s with "Sally B" and the like. However, in the '60s it was much different, in those days the Americans were seen as "Glory Boys", who came in at ½ time and stole the glory and the women. Yanks were seen as bad by the older generation, as was all from the US, like Rock & Roll. This image had been fostered by Hollywood, with Errol Flynn & John Wayne winning the war single handed, all air films seemed to be of Hellcats and U.S. Navy aircraft shooting down slant eyed Japs with names like Tokyo Joe. Then came Gregory Peck in "12 O'clock High" to redress the balance for the B-17, but again over glamorised, even though much real combat footage was used. For the uninitiated this film was the story of the "Bloody 100<sup>th</sup>" although no one knew it at the time.

Then in 1970 Roger Freeman's "Mighty Eighth" appeared, cost £3.75, I have an original first edition, again I was enthralled, but only then realised what a massive contribution the "Yanks"



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made, their losses and how Norfolk and Suffolk were the fields of Little America. My opinion changed from what I had been misled to believe and often tried to redress the balance when people mentioned "bloody Yanks, what did they do?" So when you were discovering the 8<sup>th</sup> in the 1980's air show, I was well on my way to making a Mustang from each Group in the 8<sup>th</sup>, from those excellent side view drawings in this book. In 1970 they were the first US references, and the first to appear in colour.

Next Month: References for the Royal Navy Fleet Air Arm in W.W.II.

*(Ed – Note I think Roger Freeman's use of the title "Mighty Eighth" was the first time this title had been applied to the 8<sup>th</sup> Air Force and seemed so appropriate it stuck.)*

*Alan*



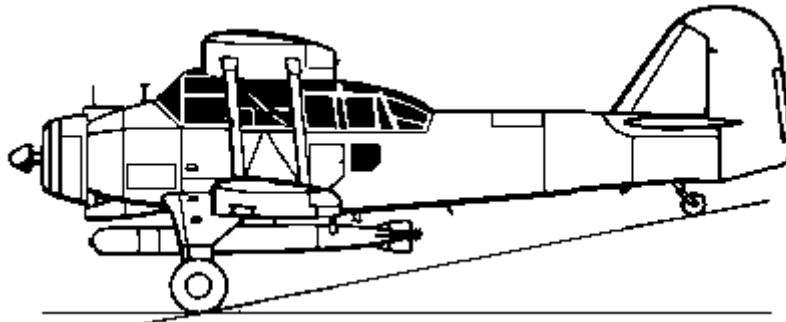
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### Kit Review

#### Pegasus 1/72<sup>nd</sup> Fairey Albacore

Alan Wright



Pegasus (Cottage Industry) kits are very basic injection moulded kits in thick (3/32") soft plastic for the major components and that's all. The Albacore retails at about £7.50, which seems excessive when you see what is in the box.

I had built 2 of these Pegasus kits before, Spitfire types, which were reasonably easy; the Albacore is definitely hard labour. The reason I bought this kit is because it is the only FAA aircraft of W.W.II I hadn't got in my collection, and I decided every effort should be made to make it look at least as good as the others.

### ***Fuselage***

The fuselage halves checked out well with a detailed plan and after cleaning up, a full interior was required from scratch. This involved making instrument panel, pilots seat, bulkheads and floor, gunners from & rear bulkheads and folding bench seat, the kit seat is totally wrong, gunner's floor. The fuselage door was cut out and the surrounding plastic was thinned from 3/32" to 1/32" and making a new door from card. The gun troughs were cut out in the upper decking and boxed in with plastic card, a new gun was made from scratch (a metal one is supplied but is too small and inaccurate). Fuselage sidewall stringers and chart boxes etc were all made up and fitted. Between the 2 cockpits is a fuel tank visible through the cockpit glazing, I used an old engine cowling from the spares box modified to represent the tank (visible via the open door). The pilots seat is OK when fitted with paper seat belts, a stick and cockpit fittings were made up as necessary. The fuselage halves were then glued together and the tail and fins fitted.

### ***Wings***

After cleaning up and making the struts (none supplied) the lower wings were glued into place. The top wing however passes through the glazed cockpit above the fuel tank I had fitted. Each wing glues to a small fillet which sat in a recess in the glazed canopy, it was a poor fit. A lot of sanding was needed to make just the wings sit true to the fuselage and then the shoulders of the fillet needed dressing to gain alignment with the lower wing. After assembly a considerable amount of filler was necessary.





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Please note: If like me you wanted the rear cockpit open and the pilots window down, these have to be cut away from the canopy before assembly to the fuselage, also paint it now, otherwise you can't get access once the top wing is on. Struts must be exact to get the correct dihedral etc; I enlarged the locating holes and cut a point on each end of the strut. I fitted the outer bay struts first in the lower wing, left for an hour until almost dry, then put on the top wing, got it nearly right and left it for 20 minutes, then fiddled around until it was Ok, then left it overnight to stick. Next day I fitted the inner bay struts. Fitting the wheel spats and wheels is also a problem as the fit is not good and again trimming and filler is required. The inner support bar must be made from sprue and fitted. When I fitted the wheels one was 1/8" further forward than the other, therefore one spat had to come off and be reset, with more filler to get this right.

The engine and propeller are Ok but you need to make your own shaft (so the propeller will spin), this entails drilling the propeller and engine bosses. Here again the airscoops above and below the engine need a lot of filler to shape and blend in. I did this on the fuselage before gluing the engine in place; in fact you can leave it off until you have finished the rigging.

### ***Detailing***

I used the included torpedo sight and arrestor hook, made a new plastic step and aerial mast, added taillights to the fin. I, made a new door and cockpit window both glued in the open position, fitted the gun and rear canopy in the open position, rigged with stretched sprue and after painting and decalling lastly gluing the engine and propeller in place.



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### Hannants Modeldecal Sale

We are delighted to inform all aircraft modellers that we have purchased the entire stock of Modeldecals from Modeltoys of Portsmouth.

Some numbers have already run out and we are intending to reprint the generic sheets of RAF Serials etc which have been so useful over the years but several have been out of print for some time.

At the same time, there are excessive quantities of other numbers and we need your help to get these down to more manageable numbers. So we have put together a range of SPECIAL OFFERS to encourage sales and we hope that you will take full advantage of them.

#### SPECIAL OFFERS.

- Deal A Buy ANY TWO decals from the full list overleaf for only £5.00
- Deal B Buy ANY FIVE decals from the numbers below for only £10
- Deal C. Buy ANY TWELVE decals from the numbers below for only £20
- Deal D Buy MORE THAN FOURTEEN decals from the numbers below for only £1.50 each.

The cheapest Modeldecals ever!

These offers are available until January 1st 1999 and will be sent POST FREE in the UK.

Orders received for collection at IPMS Nationals at Telford, our shop in Colindale or Lowestoft will also receive an additional 10% discount. To qualify the order MUST be sent to Lowestoft in advance of collection.

The ONLY Modeldecals included in this SPECIAL OFFER are:

MD002; 009; 013; 015; 026; 028; 031A; 037; 043; 050; 056; 057; 064; 068; 070; 073; 075; 077; 078; 085; 086; 087; 089; 090; 091; 092; 093; 094; 095; 096; 097; 098; 099; 100; 101; 108; 115

The quantities available at the special prices vary considerably and we reserve the right to withdraw decals from this list before we sell out completely.

Please give alternative numbers if possible.

	Subjects	Original Price
MD002	F-4 Phantoms, late 1960s; VMFA-531 USMC; 497 TFS USAF; 767 Sqn RN.	£2.55
MD009	US Navy: A-1J Skyraider VA-176 1966; A-7E VA-195 1970; SH-3A Sea King 1967.	£2.55
MD013	T-33A Luftwaffe 1968; Fiat G-91R/3 Luftwaffe 1969; F-104G MFG1 1970.	£2.55



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MD014	RAF. Sabre F1 234 Sqn 1954; Vampire FB5 12 Sqn 1951; Chipmunk T10 2 FTS 1971.	£2.55
MD015	A-7E VA-113 Stingers 1970; AV-8A VMA-513 1971-72; F-4B VF-111 Sundowners 1971.	£2.55
MD017	T-33 4th Wing RCAF 1967; Draken 725 Sqn Danish AF; Mosquito FB6 4 Sqn RAF 1949; A-4G 805 Sqn RAN 1969.	£2.55
MD026	RAF. Buccaneer S2B 15 Sqn 1974; Hunter FGA9 58 Sqn; Canberra B2 10Sqn 1956; Gazelle HT3 CFS 1973; RN Gazelle HT2 705 Sqn 1974.	£3.80
MD028	RAF. Canberra E15 98Sqn 1974; Lightning F3 29 Sqn 1971; Jet Provost T5 3FTS The Swords 1974; RN Hunter T8 764 Sqn 1964	£3.80
MD031A	RAF. Fury 1 1 Sqn 1937; Bulldog 11A 23 Sqn 1932; Gladiator 87 Sqn 1938; Siskin IIIA 43 Sqn 1930	£3.80
MD033	RAF Post War Serial Letters Black: 16, 18, 20, 24"	£2.55
MD034	RAF Post War Serial Letters Black: 30, 36, 48"	£2.55
MD036A	RAF Post War Black Letters, Numerals 4", 6", 8" & 12" and Titles for Royal Air Force, Royal Navy, Army, Air Support Command etc.	£2.55
MD037	RAF. Phantom FGR2 56 Sqn 1976, 2 Sqn 1971; Sabre F1 20Sqn 1955; USAF F-111E 20TFW 1976 Bi-Centennial Mirage IIIE EC2/4 1976; CM170 Magister options.	£3.80
MD042	RAF WWII Roundels Type B 15, 25, 30, 32, 35, 40, 44, 48, 49, 50, 54, 56, 59, 63, 66.5"	£2.85
MD043	RAF. Jaguar GR 1 41Sqn 1977; 20Sqn 1977; JASDF F-4EJ 301,302 Sqns; France F-84F EC 1/19 1961; Dutch F/TF/RF-104G 306 Sqn/V1bVKL/Dutch Masters.	£3.80
MD045	IAT 1977 #1. Lightning F3/F6 11 Sqn; Hawk T1 CFS; France Mirage F1C EC 1/12; Norway F-5A Jokers 336Sqn; RAN Sea King HAS 50 817 Sqn.	£3.80
MD046	IAT 1977 #2. Harrier GR3 233OCU; Jaguar GR1 226OCU; Belgium Mirage 5BA 8 Sqn; France Mystere B2 EC 1/12; Luftwaffe F-4F 37+69 or 38+57 JABO 36.	£3.80
MD048A	RAF Post War White Serial Letters/Numbers As 36A.	£2.55
MD049	RN Sea King HAS 1 824 Sqn, 819 Sqn, 706 Sqn; HAS 2 824Sqn, 820 Sqn, 826 Sqn; USN F-14A VF-14 1976; CAF F-104G 429 Sqn; France F-84G EC2/1, F-84E EC 1/3.	£3.80
MD050	Hawk T1 234 Sqn; Jaguar GR 1 31 Sqn; USAF F-84G 77FBS, 307FES; RAN A-4G 805 Sqn. France Puma.	£3.80
MD051	RAF WWII. Sky code letters 18, 24, 30".	£2.55
MD053	RAF Medium Sea Grey code letters 30, 48".	£2.55
MD054	RAF Current Red/Blue Roundels/Fin Flashes. 8, 12, 18, 25, 27, 30, 36, 48, 54, 84" Fin 12, 18, 24, 36".	£2.85
MD055	IAT 1979. Phantom FGR2 XV424 Alcock & Brown Lightning F3 LTF; Hawk T1 63 Sqn 1TWU.	£3.80
MD056	Lightning F3 56 Sqn; RN Lynx HAS 2 702 Sqn; Attacker FB 2 718 Sqn, 1831 Sqn; France T-33A 1976.	£3.80
MD057	Sea Hawk WM916 460/J 897NAS 1956; XE375 239/B- 810NAS 1956; Buccaneer S2 XN978 726/LM 700B NAS 1965; XN972 230/V 801NAS	£3.80



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	1965; both grey/white; XV358 107/E 800NAS 1971 overall grey; Sea King HAR3 X594 202 Sqn Boulmer 1978; Alpha Jet 118-BQ CEAM 1978.	
MD059	RAF Post War White Serial Letters 30, 36, 48".	£2.55
MD061	RAF Post War White Serial Letters/Numbers in current and earlier squarer styles, 48".	£2.55
MD063	Armee de L'Air black Squadron codes in various styles.	£2.55
MD064	Phantom FGR 2 XV407/O 56Sqn; XV430/C 19 Sqn; XV582/F 43 Sqn; XV423/E 23 Sqn; All grey. XV413/Z 92 Sqn Grey/Green; Hawk T 1 XX329/C 151 Sqn; Tornado GR(T)1 ZA325 B-03 TTTE 1981.	£3.80
MD065	Phantom FG1 111 Sqn, FGR2 92 Sqn, 64 Sqn/ 228OCU 29 Sqn grey camo; FGR2 23 Sqn, 19 Sqn grey/green Lightning F6 5 Sqn grey; Sea Harrier FRS1 899 Sqn.	£3.80
MD067	RN Falklands 1982 Sea Harrier FRS 1 800,899 Sqn; Tornado GR 1 9Sqn, TWCU; Puma 33Sqn, 230Sqn, 240OCU	£3.80
MD068	Armee de L'Air. MD 450 Ouragan 2/4EC. 4 ATAF 1953-55 eight units represented; T-28A Fennec 1960 any one of five units; Alouette III F-MJBP Detachment d'Helicopteres de la Gendarmerie 1981.	£3.80
MD069	Armee de L'Air. F-100D/F Super Sabre 3rd/11th Escadres 1960-78; Mirage F 1B/C 5,10,12, 30 Escadres 1976-82; Aeronavale F-8E(FN) Crusader 12th/14th Flotille 1964-83	£3.80
MD070	Vulcan B2/B2A all white. 9, 83, 12, 35 Sqn, 230 OCU 1963, 27 Sqn 1962; Tornado GR 1 617 Sqn or ASF 1982-3; Lightning T4 74 Sqn 1965; RN Sea Harrier FRS 1 800, 801, 899 Sqn 1982-3	£3.80
MD071	Vulcan B2/B2A camouflaged. XM597 101 Sqn and Black Buck 1982, 50 Sqn 1982-83, 35 Sqn 1976, 617Sqn 1979, 27, 35 Sqn 1977, 230 OCU 1980, 9 Sqn; Sea King HAR 3 202 Sqn 1982 in Falklands; RN Sea Harrier FRS 1 809 Sqn 1982	£3.80
MD073	RAF Tornado GR 1. 27 Sqn or TOEU Boscombe Down 1983-84. Phantom FGR 2.23,29,56Sqn IAT83.23Sqn RAF Stanley83	£3.80
MD075	RAF Tornado GR 1. 15, 16 Sqn 1984, nose badge only for TWCU to go with MD067. Jaguar GR1 41 Sqn 1983; RN Sea Harrier T4N 899Sqn 1984. Names for 809Sqn Sea Harriers to update MD071	3.80
MD076	Phantom F-4J(UK) 74(F) Sqn 1984, any one of fifteen; Tornado F2 229OCU 1984; Belgian Mirage 5BR 42 Sqn 1984 in 30th Anniversary scheme	£3.80
MD077	Tornado Gr 1 20, 31 Sqn 1984; Lightning F3/F6 LTF 1983 grey; Alternatives for 5 Sqn sharkmouths	£3.80
MD078	Lightnings of non-operational units, choice of F1A/T4 226 OCU/65Sqn 1972, T5 226OCU/145 Sqn 1970, F1A 60MU 1974, Binbrook TFF 1973, F3 2T Sqn, 226OCU 1974, AFD Sqn CFE 1961; Harrier GR 3 choice XV809 3 Sqn or XV738 4 Sqn 1984	£3.80
MD079	Raspberry Ripples all. Dakota C3 ZA947 RAE Farnborough at IAT 1985 in Dakota 50th Anniversary scheme; Hunter T7 XL563 RAF Institute of Aviation Medicine 1982 or XF321 RAE Bedford 1980; Gazelle HT 2 XZ936 ETP school 1983	£3.80
MD080	Tornado GR 1 14, 17 Sqn 1985; Hawk T1/T1A in grey 984 choice of 79,	£3.80



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	234 Sqn 1 TWU Brawdy, 63, 151 Sqn 2 TWU Chivenor; Hawk T 1 ETPS 1985 Harrier GR 3 No 1453 Flt Falklands 1984	
MD081	RAF WW2 Dull red letters and numerals for standard 48" high x 24" x 6" strokes Squadron codes for large and some medium size aircraft	£2.55
MD082	RAF WW2 Dull red letters 48" high x 30" x 6" stroke	£2.55
MD083	RAF WW2 Dull red nos 48" high x 30" x 6" stroke for use with MD082. and 8" alphabets and numerals in various styles	£2.55
MD084	RAF WW2 Dull red letters and numerals 36" high x 6" stroke. Squadron codes on medium and some large aircraft	£2.55
MD085	Wyton based Canberras, choice between E15 100 Sqn 1983, T4 231 OCU 1983, T17 360 Sqn 1985, PR9 1 PRU Italian F/RP-104G 3rd, 5th, 9th 53rd Stormos	£3.80
MD086	Hunters choice between F4 71Sqn 1956, F6 1 & 25 Sqn FGA9 1 Sqn, FR10 4 Sqn; Hawk T1 4 FTS 1981; Armee de l' Air Mirage IIIE 1985 special schemes choice from No 436 '2-LR' EC 3/2, No 526 '3-JV' EC 2/3, No 501 '3-IB' EC 1/3	£3.80
MD087	German Tornado IDS, choice from TTTE Cottessmore 1981 JBG 38, WaKo Erding, Erprobunstable 61 several codes; Belgian AF Mirage 5A BA63 8 Sqn 1984 15th Anniversary scheme	£3.80
MD088	RAF Meteors. FR9 8Sqn 1959; F8, NF12 or NF14 64 Sqn; NF11 68 Sqn; F8, NF12 or NF14 153 Sqn; F8 604 Sqn; Armee de L'Air Mirage IIIE E.C. 2/3; Mirage 5F E.C. 3/3; Mirage IIIC E.C. 2/10; Mirage 5F E.C 2/13; Mirage IIIR E.R.1/33. Many other Mirage IIIs can be made.	£3.80
MD089	RAF Phantoms. FG1 XV571/A 43 Sqn in 70th Anniversary schemes 1986; FGR 2 XT900/CO or XV393/CA 228 Sqn/64 OCU 1987; Chinook HC1. 18Sqn 1981; 240OCU 1982/5; 1310Flt 1984; 78 Sqn 1986/7; Puma HC1 1563 Flt 1986/7; Sea King HAR3 78 Sqn 1987 to update MD067/071; Belgian AF F-16A 350 Sqn 45 Anniversary 1986	£3.80
MD090	RAF Tornado F3. ZE203/BA or ZE208/BT 29 Sqn; ZE156/AM or ZE158/AK 229OCU/65Sqn all 1987; Phantom FG1 XV574/Z 111Sqn 1985/87 with black spine and fin	£3.80
MD091	USAFE EF-111A Raven 42ECS 66ECW/20TFW Upper Heyford. Choice of thirteen aircraft with striking nose art. Hawk T1 XX159 1TWU Brawdy 1987 display scheme	£3.80
MD092	RAF Meteor night fighters. NF11 5 Sqn 1959; 11 Sqn 1959; 29 Sqn 1955; NF12 25 Sqn 1958; 72 Sqn 1958; NF13 39 Sqn 1955; NF14 25 Sqn 1955; 72 Sqn 1956; Belgian AF Mirage 5BA 1 Sqn 70th Anniversary Blackbird Special BA33	£3.80
MD093	RAF Meteor night fighters. NF11 87 Sqn 1956; 96 Sqn 1956; 125 Sqn 1955; 141 Sqn 1952; 151 Sqn 1954; 256 Sqn 1958; 264 Sqn 1954; NF12 152 Sqn 1958; 264 Sqn 1957; NF14 33 Sqn 1958; 264 Sqn 1955; Hawk T1 XX172/XX238 1987 CFS display scheme Union Jack Tails	£3.80
MD094	RAF Phantom FGR 2. 6, 14, 17, 31 Sqn late '60s to mid 70s; Lightning F2A 19 Sqn 1969; 92 Sqn 1972; Harrier GR 3 XV738/B 4 Sqn 1987 to update MD074; Tornado F3 ZE292/CA 5 Sqn 1988 to update MD080	£3.80





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MD095	RAF Wessex. HC2/HAR2/HU5 1964/88. 18, 22, 28, 72, 78, 103 Sqs and HOCF; Phantom FGR 2 XV428/ CC 228 OCU 1988 with blue flashing	£3.80
MD096	R. Navy Wessex HU 5 1964-81. 707, 771, 772, 829, 845, 846, 847, 848 Sqs and HMS London, Bulwark and RFAs Olna, Tidepool, Regent and Resource. Belgian AF Mirage 5BA 2 Sqn in 70th Anniversary 'Milky Way' scheme	£3.80
MD097	RAF Sabre 4 1954-56. 3, 4, 26, 66, 67, 71, 92, 93, 112, 130 Sqs; Phantom update for 31, 43, 92 and 111 Sqs; Dutch AF NF-5A 314 Sqn Klu 75th Anniversary 'Double Dutch' display	£3.80
MD098	RAF Tornado F3. 11 Sqn inc ZE764/DH with black spine; 23 Sqn; Toeu; F2 ETPS all 1988; Jaguar GR 1A 2 Sqn 1988 76th Anniversary black fin and large squadron badge; Dutch AF F-16A 312 Sqn Klu 75th Anniversary 1988	£3.80
MD099	R.Navy Wessex HAS 1/3 1962-82. 706, 737, 771, 772, 814, 815, 819, 820, 826 Sqs and various ships flights; Chinook HC1 ZA761/EO 7 Sqn 1989 75th Anniversary scheme; Lightning F1A/3/6 56 Sqn 1961 and 1976 first and last	£3.80
MD100	RAF/R Aux AF Vampire F3/FB5/FB9 1950-57. 6, 20, 32, 118, 185, 213, 249, 501, 601, 602, 603, 604, 608 Sqs; Harrier GR 5 1, 3 Sqs, 233 OCU, SAOEU 1989; Belgian AF CF-100 11, 349, 350 Sqs 1958-63	£3.80
MD101	RAF/R Aux AF Vampire F3/FB5/FB9 1949-56. 16, 26, 28, 54, 60, 71, 72, 73, 98, 247, 502, 605, 607, 612, 613, 614 Sqs. Phantom FG 1 XV582/M 111 Sqn 1989 Black Mike; Tornado GR1/F3 update 2, 9, 13, 25, 43 Sqs 1988-90	£3.80
MD102	RAF WW2 Roundels. Large Type A 65", 84" and 100"; Type A1 63", 64", 66" 77", 84", 100"	£2.85
MD103	RAF WW2 Roundels. Type B 60", 64", 75", 77", 84", 100"; Type C 77", 84", 100"; Type C1 50", 56"	£2.85
MD104	RAF pre-war black and black with white outline serial letters and nos. 6", 8". Also black 20" underwing narrow style	£2.55
MD105	RAF pre-war black serial letters and numerals 18", 20", 24" in standard width styles	£2.55
MD106	RAF pre-war black serial letters and numerals 30" in both standard and narrow width styles	£2.55
MD107	RAF pre-war 1918-1938 roundels. 17", 20", 25", 30", 35", 40", 45", 50", 55", 60", 65", 72", 80"	£2.85
MD108	RAF/R Navy. Hawker Harts variants. 1932-39 Hart, Hart(T), Demon, Audax, Hind, Hardy and Osprey from 22 units	£3.80
MD110	RAF Gulf War selection 2. Buccaneer S2B XX895/G Jaws/Lynn; XV332 Dirty Harriet; Jaguar GR 1 XX725/T Johnny Fartrpants; XZ358/W Diplomatic Service; Victor K2 XM717 Lucky Lou; Tornado GR 1 ZA465/FK Foxy Killer; ZA447/EA MiG Eater; ZD747/AL Anna Louise; ZD851/AJ Amanda Jane; ZD809/A Hello Kuwait G'Bye Iraq; ZD847/CH Where Do You Want It; Lynx HAS 3 XZ230/335:CF HMS Cardiff; XZ720/410:GC HMS Gloucester	£3.80
MD114	RAF WW2 Dull red letters small size	£2.55



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MD115	RAF 1992 No 1. Hawk T1A. XX249 4FTS 70th Anniversary; XX289 63Sqn Black; XX219 19(Res) Sqn; XX329/C 151Sqn XX230 63Sqn & XX218 151Sqn Overall black; Harrier GR7 233OCU/20Sqn; Tornado F3 ZE253/AC OCU/56(Res) Sqn; Revised 5Sqn fin badge; Jaguar GR 1A XX965/07 16(Res) Sqn; 226OCU; XX970/EH 6Sqn; XX766/EA 6Sqn Display '89 and '92; Phantom FGR 2 1435 Flt. Falklands; Army AC Lynx AH7 XZ221/J 654 Sqn Desert Storm/Silver Eagles	£3.80
MD116	RAF 1992 No 2. Hawk T1A. XX163 4FTS/CFS Display 1992; XX318 234Sqn 1TWU 75th Anniversary; XX284/CL 100 Sqn; XX280 79Sqn 75th Anniversary; XX157/B 92(Res) Sqn; XX255/TE & XX226 Black 74(Res) Sqn; Tornado F3 ZG776/HN 111Sqn 75th Anniversary; ZE342/HE 111Sqn; Tornado GR1A ZA372/E Sally T Desert Storm; Phantom FGR2 XV408/Z 92 Sqn Overall blue; Wessex HC2 XR517/N 60Sqn; RN Lynx HAS 3 six different selections.	£3.80
MD117	British WWII South East Asia Command Light Blue/Dark Blue Roundels, 2 Styles 12 sizes and Fin Flashes 5 sizes	£2.80

----- Hannants -----

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# "STICKY FINGERS"

## IPMS HORNCHURCH - NEWSLETTER

### Addendum – Ricky's Ramblings

#### ***HOT TIPS, HOT TIPS, HOT TIPS***

- Glass provides the best cutting surface when cutting paper or thin plastic sheet. Modellers often use these materials so use a 12" square of ordinary glass. Tape the edge with masking tape to prevent cuts.
- Use Post-it Notes as a straight edge guide. They are flexible enough to cover all shapes. They can be used to cut a straight edge, to draw a straight line or as a marking edge for spraying.
- Many aircraft originally given a matt finish develop a slight sheen in service. A similar effect can be obtained on a model by gently rubbing with a finger wrapped in a soft cloth after allowing the paint to thoroughly dry.
- When spraying painting a model, stuff moistened toilet paper into the openings you don't want to get paint into.
- Using a mask made from torn card stock can stimulate feathered edges on camouflage patterns. Hold the torn card a fraction of an inch from the model and spray on the desired colour. The amount of the over spray can be varied by adjusting the air pressure and by holding the card closer to or farther from the model.
- Metal foil can be used on models for doors, hatches, panels etc. If boiled with a few eggshells the foil takes on a darker tint.

#### ***TOOLS***

- Drill a small hole in one end of a short length of wooden dowel, epoxy a sewing needle in the hole, and you've got a simple all- purpose tool. It can be a scribe, a picker up for small pieces, a decal picker, an all purpose pick, hole enlarger or transferring small blobs of glue from the tube to model.
- A light dimmer switch can be made into a speed control for small electric motors and a temperature regulator for hot knives and hot wire machines.
- Resilient foam plastic from egg cartons and meat trays make good sanding pads, especially for wet sanding. The plastic is firm enough to provide a solid backing for the sand paper, but soft enough that it can't damage the work.

#### ***CASTING PARTS FROM SPRUE***

- You can make plastic castings of small parts from sprue. You will need a pencil eraser, aluminium foil, sprue and a candle.
- Chop the sprue into small pieces to ensure rapid melting.
- Place a piece of aluminium foil against the piece to be copied. Press the foil into the piece with the eraser. The foil will take on the shape of the part.
- Support the mould with wadded pieces of foil.
- Fill the mould with chopped sprue and heat slowly over a flame until the plastic melts and flows into the cavities of the mould. Be careful not to heat the plastic too rapidly because the plastic develops air bubbles under high heat.
- Let the plastic cool, remove the foil and trim the rough edges.



# "STICKY FINGERS"

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### **MUDGUARDS**

- Model mudguards can be made from aluminium foil using the following method.
- Fold a soft paper tissue in half four times forming a soft pad.
- Select the wheel which the mudguard is to cover
- Cut a piece of foil slightly larger than the desired size of the mudguard. Place the foil on the tissue pad and press the wheel gently into the foil.
- Rub the wheel from front to rear of the foil along the long dimension. The mudguard will form into a double concave shape with a larger radius than the wheel being used to form it.
- Trim the front and rear portions of the mudguard. Wash the foil in alcohol, let it dry, paint and glue to the model

REMEMBER      If at first you don't succeed.....don't take up skydiving

DON'T YOU JUST LOVE IT.....



### **Planning, Buying Kits and Collecting Models**

- For every carefully planned project there is just one inch too little room in each direction to display the model the way you had planned.
- What ever the size of your room may be you will have too many models or too little space to display them.



# "STICKY FINGERS"

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- If you have your own room only for your modelling then the doors and windows will be in the wrong place to build your workbench and display cases.
- If there are several versions of a particular kit then your model shop will only have the versions you don't want.
- If the shopkeeper orders the version you want it will either sold out or no longer available.
- You decide to build your version by cannibalising four other kits then two weeks after you finish two manufacturers bring out your version.
- After spending weeks thoroughly researching a subject you then find out the kit you bought is of a different version.
- The week after you throw away an old kit to make room for others you read in your favourite magazine that it is now a very rare collectors item and worth more than a lottery win.
- You save for months for a really expensive kit of a subject, buy it, then the following week find it going cheap in a model show.
- The higher up you display your model so it is out of reach the sooner it will be knocked down.

### **WEATHERING (PART 2)**

#### **Smears and Smudges**

Aircraft almost always bear the marks of their crews. Even the best-kept aircraft will show signs of human activity. Look at photographs of real aircraft there's almost always a sign that someone has been crawling over it i.e. mud, hand prints, scuffs, scratches, worn panels, scratches on wing walks, etc.....

Remember when it comes to smears and scratches a little is usually better than a lot.

#### **Operational Wear and General Grunge**

**Exhaust Stains** are easy to produce by airbrushing a sooty blackish – brown or deep rusty – brown from the exhausts in the direction of the airflow. Work in layers adding as needed. Study pictures of the original as the airflow usually causes the stain to curve along the fuselage – rarely in a straight line.

If you don't have an airbrush use a bit of ground pastels chalk in the same manner as for uneven/faded paint.

**Fluid Leaks** are more common than you realise, clean engines will leak clean oil. A small amount of gloss or semi – gloss varnish tinted with just a hint of blackish – brown will do this and be sure to replicate the airflow. The goal is to get definite streaks while at the same time staining the general area.

Other fluids can also be treated the same way using different tints. A faint reddish – amber coloured varnish could replicate brake fluid, hydraulic fluid or certain fuels. Clear, untinted, varnished is fine for fuels but be sure to thin them to let them freely absorb into the surface and discolour the pastels in the area. Fuel evaporates and usually leaves only traces of its presence.

There are many ways of producing these effects and every modeller has a different way. Use your imagination and experiment, if it works then great. (*anyone want to tell us their pet method ?*)

**Scratched Paint** can be produced by the same method as for chipped paint using a needle or sharp tool, sandpaper or other abrasive to scratch of paint in small areas.





# "STICKY FINGERS"

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**Worn Paint** that shows the metal beneath is common in cockpits, along wing walks, and anywhere on the surface people normally work. One of the best methods for doing this is by dry brushing. Use a stiff brush with most of the paint already brushed out on a piece of plastic or blotting paper. Work the brush vigorously into the surface to be worn, several coats should be applied for an even blend. If you can see brush strokes then there is too much paint on the brush. The area should have a relatively worn centre and "blurry" along the edges.

For a really good effect first drybrush an area with the colour of the primer that was used then coat over with a metallic paint. This renders the edges of the worn spot primer coloured suggesting layers of paint.

**Field Repairs/Touch Ups** are quite common in combat situations where damage is repaired. Some aircraft even sported premade patches. If replicating these go light with the amount. Use one or two here and there. Simply paint a square patch of fresh unfaded paint on top of the weathered paint before you seal it with the final coat of varnish.

If an entire metal panel was to be replaced another aircraft might be used for spare parts, making the camouflage patterns similar but out of line.