



"STICKY FINGERS"

IPMS HORNCHURCH - NEWSLETTER

Ken's "Korner"

Hello Members

Well, the October meeting was another explosive affair, this usually occurs when persons do not see eye to eye on certain topics. Thankfully they do not happen too often.

I am sure all club members who made the long trek to the Nationals enjoyed themselves. No doubt we shall read in the model magazines that this was the best that there has ever been. I am sure we have all heard that said before, haven't we?

It was gratifying to see an excellent range of models at the October meeting, and congratulations to all those club members who got into the winner's enclosure, so to speak. It just goes to show all those members of the Hornchurch club who thoroughly enjoy their modelling and are prepared to bring their efforts to the club for all to see. After all, this pastime is only a hobby.

Decembers meeting is quiz night, I hope we have sufficient members turn up so that we can have groups on tables to answer the set questions. This you remember is how you wanted it, rather than being individual competitors.

There was a small dedicated group of club members at the October meeting who said yes to the invitation by Brampton IPMS to attend their show in September 1999. I shall shortly be writing a letter of acceptance to their secretary.

I would like to thank Ricky for finding me some more information on the McDonnell Douglas Skyhawk.

Ken

Peter's Pratlings

This month I wanted to talk about something I was following on the Internet Scale Modelling Discussion Group, the Rec.Model.Scale (RMS) news group. The basic "thread" (for the non or new to the Internet members a thread is a discussion where 1 person writes a question or some information to the news group, this is then replied to in the form of reply by someone else. The replies then generate further replies to the replies and so on) of the discussion was based on someone talking to the Airfix reps at the recent Nationals. The originator of the discussion said that Airfix weren't planning any releases for 1999 but wait for 2000 when up to 10 new models would be out! To this someone who seems to be "in the know" about Airfix replied that this was unlikely, as the parent company wasn't spending any more money on new tooling until the recent Lightning was paid off. Apparently there are some old moulds that even now haven't paid for themselves. The discussion dragged on, mostly from modellers concerned that Airfix wouldn't be around much longer based on information above, especially as their chief rivals Revell and Italieri had an active release program, why would any shop stock a static product line when they could have "new"



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models on display. This, to me, is quite a persuasive argument. Time will tell whether Airfix will survive, but let us all hope for the hobby's sake that the company will either have a change of heart and finance new moulds. Alternatively, that a new buyer can come along and invest to take the name Airfix back to the centre of the modelling world where it once belonged. In the meantime it may be an idea to stock up on the old Airfix kits, just in case.

The debate raged on about subjects modellers would like to have produced and it seemed to me that there is quite a large desire for someone, not necessarily Airfix, to mould some of the post war British jets to the currently popular scale of 1:48th. The largest vote appeared to be for an English Electric Canberra, which would make a lot of sense if the moulds were broken down in a practical fashion, so that both major front canopy styles (side by side blown bubble and offset fighter type) could be produced, and maybe even the American version. The Canberra has seen over 40 years of service now and there are many and varied paint schemes available that the decal manufacturers could produce.

This last month I have spent a little time helping Ted with his Internet and PC use. If there are any other members out there who have particular questions or problems they would like answers to, please let me know and I'll try and help.

Peter

Ricky's Ramblings

HOT TIPS, HOT TIPS, HOT TIPS

- When building a vacform before cutting the component from the sheet start by running a pencil around the outline of each part. This will act as a visual aid to scoring around each part. It will also help in sanding away the unwanted plastic.
- Smoked glass canopies can be simulated by adding drops of India ink to a small amount of gloss varnish. Mix the ink and varnish until you are satisfied with the result then apply to the inside surfaces of the pieces to be tinted.
- Some models have natural metal parts, i.e. cowlings, panels etc. Make a copy of the plan by photocopying or with tracing paper, then cut out the required panels. Place the cut outs on a piece of flattened Kit Kat foil then cut around with a sharp knife. Glue to your model using a metal foil adhesive or superglue. Both sides of the foil can be used to give different shades, also turn the foil around to give different grains.
- When making a diorama soak pieces of toilet tissue or Kleenex tissue in diluted white glue or an acrylic matt medium to make a tarpaulin. Drape the soaked tissue over the object to be covered, arrange the folds, and let dry then paint.
- Gravity exerts pressure !! Be certain that your model settles into mud or snow, that people's feet impress themselves into sand, mud or snow.
- Scratches, lines or indent marks that need to be filled in can be covered by using typists correction fluid (Tipex). For deeper lines two or three applications can be made. Wait for the fluid to be totally dry before rubbing down with fine wet and dry paper.



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- Old dried out and cracked decals can sometimes be salvaged by painting the top surface of the decal with a thin coat of varnish. If you have run out of Decalcote or similar decal fixings then add a few drops of white glue to the water used to soak the decals in and to wet the surface being decaled to improve adhesion.
- Run out of masking fluid? Then try this one. Add a few drops of food colouring and a drop of washing detergent to a small quantity of white glue. You have now made a liquid masking fluid that is well suited to clear parts. Brush the mixture onto the areas to be masked, let it dry for an hour, then trim the edges of the mask to the exact shape required. Remove the mask after painting by gently lifting one corner, placing a drop of water under the flap and peeling off .
- The edges of open cockpits are covered with leather padding to protect the pilots. This coaming can be simulated with lengths of insulating spaghetti tubing or insulation pulled from electrical wire.
- Before hand painting canopy ribs on one piece plastic canopies scribe with the back of the tip of a knife blade beside each rib. The scribe mark will prevent paint from flowing off the rib onto the plastic.

WORKSHOP AND TOOLS

- Any dropped tool will always fall in such a way as to cause the greatest possible damage to a model.
- Pencils and tweezers with fine points always hit the floor point first.
- Fragile and brittle parts never hit the soft carpet but always hit the hard floor.
- The most frequently used tools are always hidden under a pile of junk on the workbench
- Any sort of glue works best on fingers, quite good on instruction sheets and worst on model parts.
- Whenever you spill liquid plastic cement it will always etch the most conspicuous flat area of your model, or it will soak that piece of sprue with the tiniest parts of the kit.
- The smaller the part to mount, the bigger the blob of cement oozing out of the tube.
- Soldering tools always point with their hot tip towards your hand.
- You will always dull the last blade you have for your knife when every model shop in 20 miles radius is closed.
- If you require a precision tool to do a job it is always the one that is missing.
- You avoid losing small parts by storing them in convenient size boxes, which you can never find when you want them.

The probability of finding an error in a model increases exponentially after you've entered it in a contest and the more important the contest the greater the error.

WEATHERING (PART 3)

WASHES

So, what is a wash ? Well it's not one of those things you have on your birthday. In modelling terms, basically it's an application of very thinned paint that flows into panel lines, joins, corners and detail. The point being to give the illusion of shadows and depth.

A successful wash is all in the preparation. Always varnish your model before using a wash on it thus creating a good base coat and protecting the paint underneath.



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Cockpit detail washes are useful to highlight the detail inside the cockpit, especially now with etched brass parts available to use. If you don't use a wash then all the detail will be lost due to the paint being the same brightness.

The best paint to use is oil paint as it is of a finer pigment and use an odourless thinner as it will not attack the paint underneath. (once you make a statement like that someone always says ??!?? so and so is better).

Add a small amount of paint to the thinner, remember less is best. Mix it all up then add a little more as you think fit.

If you reach the stage of dirty motor oil then you've gone to far, start again.

Use a colour that resembles shadows. Most people will use black to create the shadow but this is wrong. Try looking at your own shadow, is it dark black? Try using a darker shade of the original base colour this will produce a better result. Brush the wash into the surface of the cockpit and then let it dry. Repeat again if you're not that satisfied.

Once your completely finished drybrush the cockpit with the original colour to add highlights.

Panel lines and exterior detail can be enhanced with a wash to make them noticeable. A train of thought says that what is the point because you can't see panel lines on the real thing if you stand 48 or 72 feet away. (i.e. looking at a 1/48th or 1/72nd model from 1 foot away). Remember its all about creating an illusion, the panels exist on the real aircraft so by enhancing the lines gives the hint they are there and adds to the realism.

As with the cockpit coat your aircraft with a coat or varnish and let it thoroughly dry. Make up your wash using any dark colours. Then using a fine tipped brush touch the wash into the panel line, if thinned enough it should travel along the line. Repeat until you have finished the lines you want to enhance.

Once the paint has started to thicken (not dry out) get a clean piece of rag very, very, slightly moistened with thinners.

Then in the direction of the airflow wipe off the excess wash. This should produce the effect that some wash will remain in the panel lines, some will stain the areas around the panel and the rest wiped off.

It may be easier to work in sections so the wash doesn't dry out. If you have too much wash remaining or you're not happy with your model then use more thinner on your rag.

DRYBRUSHING

Most modellers use drybrushing to highlight raised detail and to bring out edges and corners.

This is to try and create an illusion of dimension and make individual small parts stand out.

The Technique is simple, a good quality soft, flat brush is all that is required. (oh, of course, and some paint and paper)

Load paint onto your brush as normal, only minimal is required, and not thinned. Paint the brush back and forth on the paper to remove the majority of the paint from the brush. The brush should leave very little trace on the paper when you reach the right amount. Then lightly brush the parts to be drybrushed. If you have the right amount on the brush then the colour should appear on the raised areas only. Repeat the application if necessary. If you see brush strokes then you have too much paint remaining on your brush. Some modellers drybrush different colours on top of each other to create an effect, the different colours showing through.

That's it you are now a drybrusher ! Keep it light and use multiple applications.

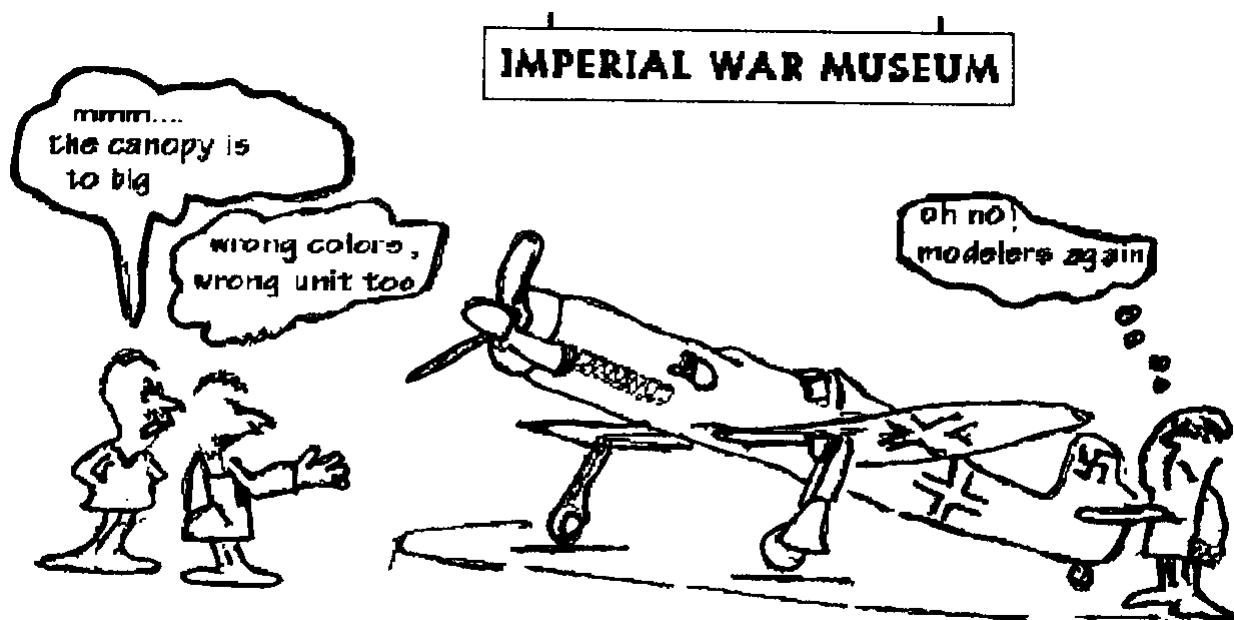


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Colours to use are your personal choice, that you are happy with the effect is what matters. Basically a lighter tint of the colour you are covering is normally better. Experimenting is the only way to find out your own technique to acquire the desired effect.

What to drybrush again is your own personal choice. In a cockpit, especially a dark one, everything should be highlighted instrument panels, seats, consoles, pedals, ribs and formers etc. Using drybrushing can produce the effect of worn areas on the floor or anywhere people work on the aircraft. Again use different tones of colours to produce a variation of the overall effect. Outside of the cockpit anything with raised detail can be highlighted. The best impression is achieved with subtle drybrushing. Don't forget to drybrush **after** you have applied the wash or you will remove the drybrushing with the wash.





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October Competition

Aircraft

One of the best turnouts I have ever seen. Everyone worked very hard on their entries, which made it hard for people to vote. It would be nice to see this many entries again. There are a lot of people at the club who try very hard at the model they have made for the competition and don't get very far, and it's nice to see that Alan Wright has won for the first time. Congratulations and well done. Also well done to Mick Pitts for the second place, which was very close from first, and to Peter Bagshaw for getting third.

Results

Position	Entrant	Entry	Votes
1 st	Alan Wright	Hawker Typhoon	43
2 nd	Mick Pitts	Morane Saulnier MS.406	42
3 rd	Peter Bagshaw	Fokker D.VIII	32
4 th	John Bennett	De Havilland Rapide	31
5 th	John Hone	McDonnell Douglas F-15 Eagle	30
	Wally Arrowsmith	English Electric Canberra	28
	Carmell Zammit	Messerschmitt Bf-109 G2	26
	Peter Quinn	McDonnell Douglas F-18 Hornet	21
	Carmell Zammit	Focke Wulf FW-190D	17
	Peter Bagshaw	Grumman Martlet V	16
	Alan Wright	Fairey Albacore	15
	Dave Ryan	Hawker Hunter F.6	11
	Paul Bennett	Hawker Typhoon	11
	John Bennett	Hunting Percival Provost	9
	Ken Sparks	Douglas B-26 Marauder	9
	Bob Ryan	Focke Wulf FW-190D	3
	Charles Thompson	Macchi C.202	3
	Charles Thompson	Vought F-4U Corsair	2
	Ken Sparks	McDonnell Douglas F-4C Phantom	2
	Ricky Prager	Roland C.2	1
	Mark Hogan	Junkers Ju-87	
	Peter Quinn	McDonnell Douglas F-18 Hornet	

Final positions after 2nd round - Aircraft Competition

Peter Bagshaw	56
Alan Wright	49
Ken Sparks	36
Paul Bennet	26
Bob Ryan	24
John Bennett	24
Mark Thompson	23



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Mick Pitts	23
Peter Quinn	20
Ian Brown	17
John Hone	17
Carmell Zammit	10
Charles Thompson	10
Mark Hogan	10
Dave Ryan	5
Ricky Prager	5
Wally Arrowsmith	5

Miscellaneous

It was good to see more than 4 models in this miscellaneous section and I hope we will see more of this in the future.

Our club secretary was shocked to see he had won first for his entry, which he worked very hard on, but Ian Brown was not far behind for second place. Well done to them both and thanks to all those who voted my model third.

Results

Position	Entrant	Entry	Votes
1 st	Ken Sparks	Flak 31	60
2 nd	Ian Brown	MV Agusta	56
3 rd	Dave Ryan	Crusader Tank	54
4 th	Ron Newbold	Donkey Diorama	47
5 th	Ron Newbold	A117 A1 Fire Support	43
	John Hone	F-16 Seat	37
	Ken Sparks	Air Sea Rescue	33

Final positions after 2nd round - Miscellaneous

Ron Newbold	76
Peter Bagshaw	48
Ken Sparks	30
Ian Brown	23
Dave Ryan	21
Bob Ryan	19
John Hone	5

Dave



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Wrighty's References

The Fleet Air Arm (FAA) in W.W.II

One reason for starting with the FAA in this series is during my time as a member of this club I have only seen one aircraft of the FAA displayed (i.e. the Swordfish), apart from my own models. OK, Corsairs, yes, Hellcats, yes but always in US Navy markings.

“Well it was only a small force”, you may say, and that would be incorrect (see below), it actually employed some 16 aircraft types in operational squadrons plus a few one offs. You might also claim “the dull colours” but this is also a bit of a myth, I think it’s more likely a lack of knowledge of the FAA, so we’ll try to remedy that here.

Organisation & History

Even experienced members may well be surprised to know the FAA operated 118 Squadrons during W.W.II. They were No’s 800 to 899 (excluding 839, 843/4, 861 to 876 inclusive, which were not used). Also No’s 1820 to 1852 (excluding 1821 to 29 not used), plus 9 secondary 1700 No’s. The fighter squadrons were 800 to 809, 877 to 899 and 1830 to 1853, all inclusive. The remainder were torpedo, bomber, reconnaissance, spotter and air sea rescue squadrons.

The Aircraft

As we are primarily interested in modelling, the aircraft used are as follows, with kits I know of, you may know of other manufacturers but it’s only a guide.

Fighters		Others	
Sea Gladiator	Matchbox / Airfix	Swordfish	Frog/Novo / Airfix / Matchbox
Skua	Frog/Novo/Revell	Albacore	Pegasus
Roc	Modeland (Polish Vacuform)	Barracuda	Frog/Novo
Fulmar	Revell / Vista / Rareplanes	Avenger	Airfix / Academy / Hasegawa
Sea Hurricane	Frog/Novo / Airfix (converted)	Helldiver	Airfix
Wildcat/ Martlet	Revell / Airfix / Hasegawa	Walrus	Airfix / Matchbox
Seafire	Pegasus / conversions	SeaFox	Matchbox
Hellcat	Frog/Novo / Airfix / Academy / Matchbox	Chesapeake	Rareplanes
Corsair	Frog/Novo / Airfix / Heller / Matchbox		
Firefly	Frog/Novo		
Buffalo	Matchbox / Hasegawa		

The book for everything you need to know about the aircraft is “Wings of the Navy” or “British Naval Aircraft”.



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The Carriers

The FAA is unique in that it served on carriers, and any study would include the need to know which carriers specific squadrons served aboard, the types of carrier available to the RN at specific times and the operations and theatres of action in which the carriers were engaged.

The best book for carrier operations is “Allied Escort Carriers”.

Shore Bases (The FAA & Coastal Command)

Obviously when not aboard carriers, aircraft were located at Royal Naval Air Stations (RNAs) airfields belonging to that service and not the RAF.

People often confuse Coastal Command with the FAA. To clarify matters, Coastal is a branch of the RAF and used RAF aircraft, often using RAF bases near the coast. The confusion arose when the FAA loaned squadrons to Coastal and then operated from Coastal's RAF airfields, 2 reasons for this were

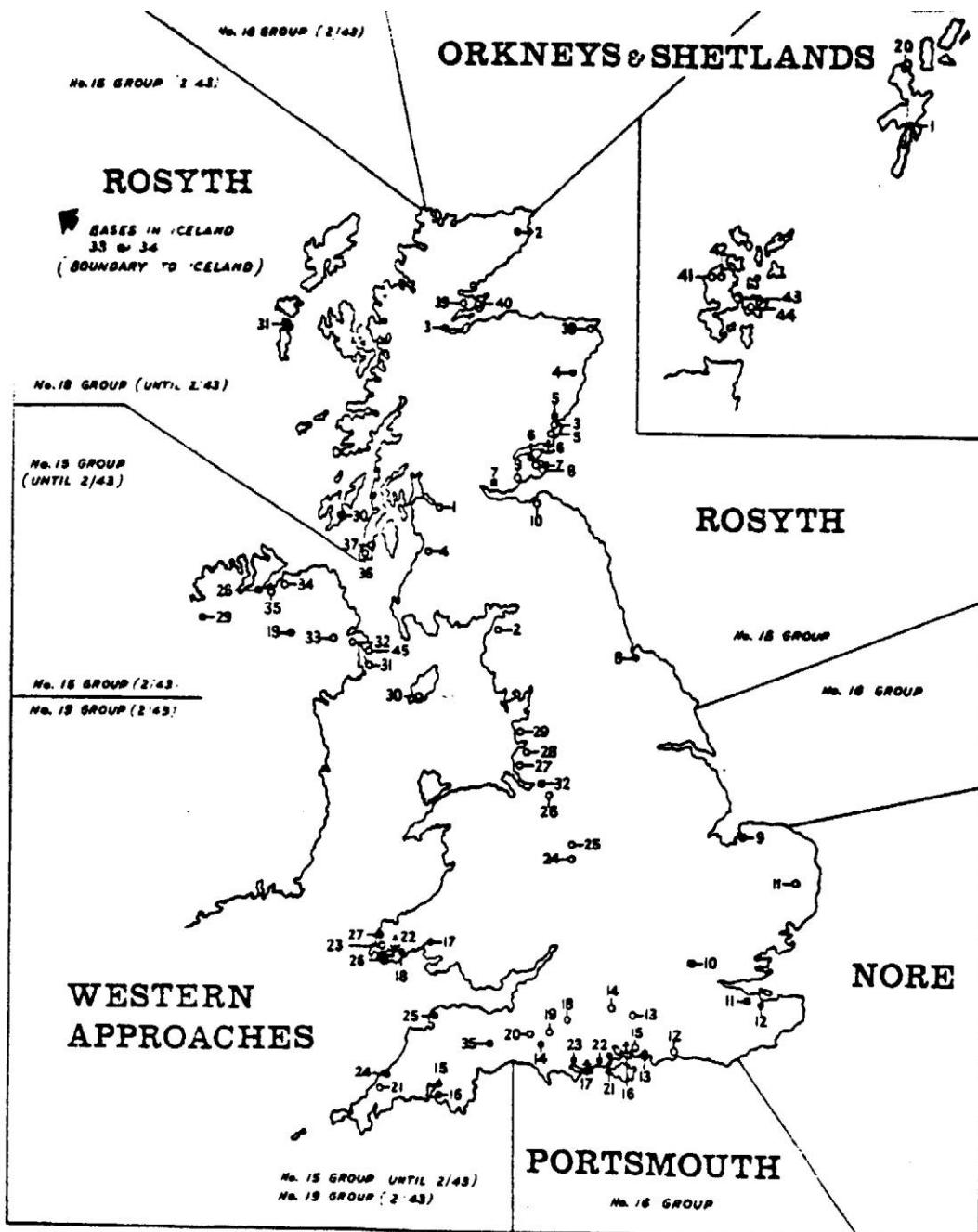
1. That the RN did not have sufficient carriers for its squadrons.
2. Coastal was always short of aircraft, being at the end of the RAF's queue.

Included is a map of Coastal & RNAs airfields and a “tactical history” showing squadrons loaned by the FAA during W.W.II.



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Principal Naval and air bases involved in A/S operations in Britain 1939-45.

KEY

- Coastal Command Bases
- Fleet Air Arm Bases
- RAF Group H.Q.
- † Seaplane Bases



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Key to Fleet Air Arm Bases on map opposite

1. Abbotsinch, Renfrewshire	17. Sandbanks, Dorset	31. Kirkistown, Co. Down
2. Anthorn, Cumberland	18. Henstridge, Somerset	32. Sydenham, Co. Down
3. Arbroath, Angus	19. Charleton Horethorne, Somerset	33. Nutts Corner, Antrim
4. Ayr, Ayrshire	20. Yeovilton, Somerset	34. Eglinton, Londonderry
5. Easthaven, Angus	21. St. Merryn, Cornwall	35. Maydown, Londonderry
6. Dundee, Angus	22. Lawrenny Ferry, Pembrokeshire	36. Machrihanish, Argyllshire
7. Dunino, Fife	23. Dale, Pembrokeshire	37. Cambeltown, Argyllshire
8. Crail, Fife	24. Peplow, Shropshire	38. Rattray Crimond, Aberdeen
9. Donibristle, Fife	25. Hinstock, Shropshire	39. Evanton Novar, Ross & Cromarty
10. Drem, East Lothian	26. Stretton, Cheshire	40. Fearn, Ross & Cromarty
11. Halesworth, Suffolk	27. Woodvale, Lancashire	41. Twatt, Orkneys
12. Ford, Sussex	28. Burscough, Lancashire	42. Skeabrae, Orkneys
13. Worthy Down, Hampshire	29. Inskip, Lancashire	43. Hatston, Orkneys
14. Middle Wallop, Hampshire	30. Ronaldsway, Isle-of-Man	44. Grimsetter, Orkneys
15. Gosport, Hampshire		45. Ballyhalbert, Co. Down
16. Lee-on-Solent, Hampshire		

Coastal Command Bases

1. Lerwick	13. Thorney Island	25. Chivenor
2. Wick	14. Warmwell	26. Dale
3. Invergordon	15. Plymouth (HQ 15 Group, HQ 19 Group from 2/43)	27. Talbenny
4. Dyce	16. Mountbatten	28. Ballykelly
5. Montrose	17. Carew Cheriton	29. Castle Archdale
6. Leuchars	18. Pembroke Dock	30. Bowmore
7. Rosyth (HQ 18 Group)	19. Aldergrove	31. Benbecula
8. Thornaby	20. Sullom Voe	32. Liverpool
9. Bircham Newton	21. Beaulieu	(HQ 15 Group from 2/43)
10. Northwood (HQ Coastal Command)	22. Holmesley South	33. Reykjavik
11. Chatham (HQ 16 Group)	23. Hamworthy	34. Kaldadarnes
12. Detling	24. St. Eval	35. Dunkeswell

Best book for bases "The Squadrons of the FAA".



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Fleet Air Arm Units With Coastal Command



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Miscellaneous Photographic References

Any of the books listed below are worth buying if you can afford them, (that's if you can get them!), first and foremost for their excellent photographic coverage and secondly for their historical data and detail. You can refer back to them time and again. I have personally always tried to build up as wide as possible photo coverage of my chosen subjects. However, one tip, don't buy books of flyers personal stories (such as "Bring Back my Stringbag", "835 Squadron" or "Albacore Pilot"), order them through your library. By all means read them, they are often very good, but any photos you don't have, go down the newsagents and photocopy, then for about 30p you get what you need, not spending £20, the usual cost of such books, which are of little use as reference sources.

Camouflage & Markings

As far as I know, no specific book on FAA markings has ever been published. The expert in this field is Ray Sturtivant and he has done articles on the subject, but the best I can suggest is Mike Keep's drawings in Scale Model Aircraft. They are as follows

1	FAA Camouflage & Markings 1939-41	Vol. 13 No. 4
2	FAA Camouflage & Markings of US Supplied Aircraft in W.W.II	Vol. 6 No. 8
3	FAA Camouflage & Markings Grumman Martlet, Wildcat, Hellcat	Vol. 8 No. 11
		Vol. 15 No. 10
4	FAA Camouflage & Markings Fairey Swordfish	Vol. 6 No. 7
5	FAA Camouflage & Markings Fairey Firefly	Vol. 7 No. 3
6	FAA Camouflage & Markings Fairey Albacore	Vol. 19 No. 4
7	FAA Camouflage & Markings Fairey Barracuda	Vol. 17 No. 12
8	FAA Camouflage & Markings Vought Corsair	Vol. 15 No. 8
9	RAF Camouflage & Markings Far East 1941-45	Vol. 16 No. 4

I have personally collated the articles into a complete C&M record, but the number of sheets involved is far too many to reproduce here.

To a lesser extent the markings section I produced for my own book is more basic, running to 5 pages of text & 8 pages of colour side views for the fighters only, if enough interest is shown perhaps we could print this at a later date?

Books

"Wings of the Navy" by Capt. Eric Brown. Pub: McDonald-James 1980. Covers fully detailed "Aeroplane" type drawings of all types mentioned here, including instrument panels and sidewalls, 3 view plans and good photo coverage. Text includes flying characteristics, development and much more.

"British Naval Aircraft Since 1912" by Owen Thatford. Pub: Putnam Air Books 1977. Typical Putnam format, 3 view drawings of all types 1912-1980s, with today's photocopiers these can be enlarged to 1/72nd scale or 1/48th if so desired. Text includes full detail on engine, armament, range and much more. Bonus here is the excellent photo coverage of the pre-war biplanes used by the FAA, also the post war years of the early jet age of the FAA.

"Allied Escort Carriers of W.W. II" by Kenneth Poolman. Pub: Blandford Press 1988. All about the carrier story from the first so called "Woolworth" carriers entering service, employment and



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actions, photos of all ships, side views of aircraft for specific campaigns. Bonus includes US Escort carriers as well.

“*The Squadrons of the FAA*” by Ray Sturtivant. Pub: Air Britain 1984. The full history (brief) of all squadrons (operational & training) from 1912-1984, full list of types A/C used, all bases and dates units used them, carrier service dates, commanders etc, photos for each unit, extensive codes section, markings on line drawings (one for each type). Truly the FAA “Bible”, only problem, it will be at least £35.

“*Squadrons of the Royal Navy in W.W.II*” by Alan Wright. Unpublished 1982. Extensive history of each squadron in W.W.II, includes aircraft used, carriers operated from, shore bases where known, loans to Coastal Command. All major actions including convoys escorted, Far East & British Pacific Fleet Operations, Camouflage & Markings section. Photographic book to suit by Rod Dymott.

“*Fleet Air Arm at War*” by Ray Sturtivant. Pub: Ian Allen 1982. Superb photo content, many you won’t have seen before of operational units. History of W.W.II chronologically and by theatre of all major actions. If you don’t know much about the FAA this is the best place to start, interesting reading, with good accurate photos well captioned.

“*The Seafire*” by David Brown. Pub: Ian Allen 1973. The author David Brown was the earliest FAA “expert”, his long out of print book “Pictorial History of FAA” appeared in the late 60’s, and was probably the basis for Ray Sturtivants book (see above). His best contribution is however the Seafire. Normally warranting one page in numerous Spitfire publications, the Seafires real history has been neglected, not here, full history of all units and operations, super photo coverage most of which has never appeared since this publication in the 70’s, a read that will surprise you.

Final Thought

Going back to dull colouring, well the FAA is the only force that will offer 4 different types of national markings (i.e. early & late style roundels, blue/white of SEAC and US style roundels of the B.P. fleet). It also offers 4 biplanes to go alongside Hellcats, Corsairs in Sea Blue Gloss, even Wildcats in Desert colours, white Swordfish & Hurricanes, Albacores, Fulmars and Hurricanes in US markings and a late war Natural Metal Seafire, not really so dull after all is it?

Alan