



"STICKY FINGERS"

IPMS HORNCHURCH - NEWSLETTER



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Alan's "Annotations"

Bentley Boys Return



And so it was after 71 years a works Bentley blasted round the circuit at La Sarthe. Not one but two and after 24 hours one of them came in third.

Not since Jaguar's return in the '80's had so much interest been generated about a British return to Le Mans.

It all started in the small village of Hingham in deepest Norfolk, Bentley, with some 500m of Volkswagen money for investment in a new mid engined model due 2003, brought the EXP Speed 8 into being in just a year. Racing Technology Norfolk is building the car and Richard Lloyd's Apex Motorsport Company is running them. One advantage of the VW connection is that they get to use



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the Audi V8 4 litre motor that did so well in last year's Le Mans, but with some extensive development.

The driver line up is one the best too, with Andy Wallace, Guy Smith and Martin Brundle from the UK. Butch Leitzinger (USA), Stephane Ortelli (France) and Eric van de Poele (Belgium). On race day, car no. 7 driven by Martin Brundle led on lap 19, but then he started to get gear selection problems caused by the gearbox being flooded. So both cars started to drop back down the field. Smith in car 7 tried to take Arnage in sixth gear, stalled then attempted to use the starter to struggle back to the pits, but the clutch caught fire and that was the end of no.7.

No. 8 worked it's way back up to third by the eighth hour, where it stayed until the finish, with some unscheduled visits to the pits to change gear box actuators after the heavy rainfalls.

The drivers said that the atmosphere was great, it felt more like they had won instead of coming third. So British Racing Green returned to Le Mans, who says we won't see a Bentley 1,2 in 2002. Not forgetting MG as well.



IPMS London Show

16th September 2001

Joe's Basement,
3-11 Wenlock Street,
Shoreditch N1 7NT

Alan



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Peter's "Prattlings"

Hannants End of Year Monster Sale

I received this message from Hannants in their weekly update. To some extent I'm not surprised as the last few sales I've really struggled to find things I wanted. I suspect that they may now loose a lot of sales because most London based modellers tended to pick the stuff up from Colindale and invariably came away with twice as much stuff as originally ordered. Oh well their loss and our wallets' gain.

"We regret there will NOT be a Monster Sale this November/December. However we will be adding more and more items to the SPECIAL OFFER section of our website. Please visit it once a week to see the latest additions. No list is available. It can only be seen on our website.

You can use this link....

<http://www.hannants.co.uk/cgi-bin/search.pl?Mode=page&Database=b>

Accurate Miniatures

Accurate Miniatures moulds have been bought by Italeri. As far as I know only the 6 aircraft moulds have been purchased i.e. the Avenger, Dauntless, Grumman F3F, Mustang, Stormovik and Yak.

Vacuum Form Tool

Along time ago, before I was born, yeah right!, Mattel produced a home vacuum form machine. Some people in the modelling community still use them or whenever they are mentioned their eyes glaze over and appear to disappear into a trance like state for a few moments. Needless to say these machines are now as a rare as rocking horse manure (polite version).

Now I have noted in my travels around the Internet a company offering a similar machine. They are located at

WWW.WarmPlastic.COM

For the non-Internet their "real" address is

The Kingston Vacuum Works

P.O. Box 3301

Kingston, NY 12402

Toll Free (877) 560-6398

(253) 498-5574 fax

[Email us at info@warmplastic.com](mailto:info@warmplastic.com)

A machine that will accept a 4" x 6" sheet of plastic is being advertised at \$98.

Peter



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Ricky's "Ramblings"

Hornchurch IPMS Club Talks

As promised last month here is the list of members who have volunteered to give the rest of us a small presentation on a subject they know something about.

Some topics are not necessarily model orientated, but I'm sure that all will be very interesting, and I thank all of you who have given the rest of us your time.

August 2001	Peter Bagshaw	Using Kit Kat foil
September 2001	Steve Smith	The Waffen SS
October 2001	Alan Wright	My National Service
November 2001	Ken Sparkes	World war 11
December 2001	Xmas Quiz And Party Night	
January 2002	Bob Plumridge	USA museums
February 2002	Phil Worth	Campaigns
March 2002	Charles Thompson	20 greatest fighters
April 2002	John Bennett	Videoing airshows
May 2002	The Dreaded AGM	
June 2002	Dave And Bob Ryan	The Navy
July 2002	Peter Quinn	PC show
August 2002	Jim Hirons	Aviation art
September 2002	Ron Newbold	My army reminiscences
October 2002	Greg Brand	?
November 2002	Dave Page	?
December 2002	Xmas Party Night	
January 2003	Robin Bellamy	?
February 2003	Kevin Curley	?
March 2003	Mick Pitts	?

If anyone here on this list knows in advance that they cannot make their night please let me know as soon as possible. It may be that I can swap you with someone else.

Tin Hats

At the start of the Second World War, American troops still used World War I British-style "tin hats." They were so heavy that they often gave the wearer a stiff neck and didn't do much to protect him from shell fragments thrown up from the ground. It took a while, but the Quartermaster Corps came up with the M1 helmet, a two-piece combination of steel pot and liner, which together weighed three pounds. According to specifications, the new helmet would protect the wearer from a .45-calibre bullet fired five feet away. The liner was constructed of laminated phenolic resin-



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impregnated fabric. By itself, the liner could be used in parades and gave an appropriately military look. Really neat for cadets in the Reserve Officer's Training Corps (ROTC).

The steel pot was a miracle: a washbasin, a mixing bowl, a cooking pot, a table, a pillow, or even a short stool to sit on. Its visor rim not only kept rain off the wearer's face, in a pinch it could be used like a shovel blade to dig a hole. An army nurse said that she found twenty-one separate uses for the new helmet.

The M1 helmet had a chin strap, but was generally worn unfastened. In fact, Gen. George Patton said that he'd fine any man twenty-five dollars if he caught him with his chin strap fastened. Patton claimed to have lost an aide in Tunisia who had his helmet strapped on. A concussion from a shell snapped the man's head back and broke his neck. If there was anything wrong with the new M1 helmet, it was its appearance. Some critics claimed that it looked too much like the German helmet. When U.S. troops were sent to Northern Ireland, they had to go back to the 1917 tin hat to keep from scaring the natives. The army stuck with the M1 helmet until the late 1980's, when it went over to a model that *really* resembled a German helmet. It's made of the same material used for police bulletproof vests, and it comes with a variety of camouflage-pattern covers. It cannot, however, be used as a cooking pot.

Later on, recruits were issued a lot of other gear, everything from athletic sneaker-type boots to be worn in the jungles (they were never satisfactory) to 'shoepacs,' boots now commonly seen gracing the pages of hunting and outdoor gear catalogues: rubber bottoms with leather tops. They got shelter halves (an idea left over from the Civil War; you joined your shelter half with a buddy's and made a tent), packs barracks bags, sleeping bags, and ammunition carriers. The government issued jungle troops eighteen-inch-long machetes to allow them to cut through miles of brush without causing blisters.

The army also issued a marvellous invention called the 'entrenching tool,' a folding shovel. You could dig with it when it was unfolded, chop with it when it was partially closed, and use it as a weapon in hand-to-hand combat. After the war, the tool saved many a former GI from getting his car bogged down in heavy snow. It became an almost standard accessory for post-war auto trunks.

Many consider the quartermaster's greatest success to be the field jacket. In the mid-1930's, the army issued millions of short, windbreaker-type jackets, but in February 1943, the Quartermaster Corps started giving troops of the 3rd Division in Italy longer field jackets, and the troops loved them. Warm, waterproof, and lightweight with loads of pockets, they were perfect for the cold, wet Anzio area. When the rest of the Fifth Army saw the new field jackets, they clamoured for their own. It became the favourite coat of soldiers in World War II. Thanks to post-war stores specialising in used military gear, field jackets lived on as the coats of choice among men on street corners and college campuses. In the 1960s and 1970s, they became virtually a uniform for antiwar protestors.

Thoughts For The Day

Why is there a permanent press setting on an iron?

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August 2001

Secretary: Alan Carr
5 Roslyn Gardens, Gidea Park, Essex RM2 5RH
01708 747849
email: acarr.jaglanca@virgin.com

Assistant Secretary: Peter Bagshaw
25 Repton Drive, Gidea Park, Essex, RM2 5LP
01708 726 102
email: Peter.Bagshaw@uk.pwcglobal.com



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Why is it you *park* in a *driveway* and *drive* on a *parkway*?

Why are there Interstate Highways in Hawaii?

Why do they put Braille dots on the buttons of drive-thru ATMs?

Why is it called a *pair* of panties, but only *one* bra?

Why is there an expiration date on sour cream?

How come when you send a package by *ship* it is called *cargo*, but if you send it by *car* it is called a *shipment*?

Why isn't 'phonetic' spelled the way it sounds?

Why don't they make the entire plane out of the same material they use for that indestructible 'black box'?

Why is it when you bounce a check, the bank charges you more of what they already know you don't have any of?

Why don't they just sell all the houses near the airport to deaf people?

Canopy tips. Using Future on Canopies.

This is a lesson in making Future coated canopies while not spending that much time waiting. (And not screwing them up by gluing them to paper towels.) First make sure you have available a small lamp fixture, no shade, with about a 100 to 150 watt light bulb installed. Get a small stick, four or five inches long. (A converted plastic toothbrush handle works well.) If everything else fails use another Q-Tip. Take some masking tape and put a couple turns over one end of the Q-Tip (or whatever) then invert the masking tape so the sticky side is outwards. Make a small "knob" of the tape that will fit inside the canopy. Stick the canopy onto the tape. Pour a small amount of Future into a little container. Like a 1 ounce glass or a neat bottle cap that comes on some salad dressing. Use another Q-Tip, dip it gently into the Future, kind of "work off" some of the excess Future and then use the Q-Tip to paint the outside of the canopy. Now to the light bulb, which should have been lit long enough to warm it up. Hold the canopy near the warm to hot bulb but **DON'T Touch It**. The canopy will dry in much less than a minute. Now, if you made the tape "head" well enough you can remove the canopy turn it over and stick the outside of it to the tape. Then coat the inside of the canopy in the same manner you did the outside. Heat treat it the same way. As for spraying Future to the body over-all, for super glossy "show" items, do not dilute at all but keep the coating light and perhaps do two coats. Remember Future is an Acrylic. Many paints are Acrylic also. Many paints, when layered, will act as a solvent to the prior coat. No matter what, the new coating acts like a thinner and it weakens the previous layer. Future will dry at a very fast rate compared to the paint. The reason is the Future is a much thinner product and made to dry fast. (Part of the product design.) It will, in fact, dry fast enough to make the paint coat fail to stretch with it and will wrinkle or crack. The original paint must be completely dry.

Tips and Techniques

- Wear a large plastic rubbish bag with arm & head cutouts when spraying paint - it will not only keep paint off of your clothes, but the static cling of the plastic will attract dust that might otherwise end up on your freshly painted model.
- Foam rubber earplugs work well to mask engine intakes and other openings.



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- Paint a stripe of the colour on the lid of each paint jar for quick identification.
- Save the frames from photo-etched parts for later use as flexible scribing templates.
- Keep a can of compressed air (available at camera stores) to blow dust off of models before painting.
- Lightly spray the air around your painting area with water from a plant mister. The spray will help settle the dust in the air.
- When spraying acrylics, thin the first coat with distilled water, then switch to denatured alcohol for subsequent coats - they will dry faster. Test the paint for compatibility first.

Nato Names

Ever wonder about the weird Reporting Names NATO has given to Soviet aircraft?

Whatever possessed them to call an aircraft "Fishbed"? or "Clod"? There is actually a system.

Fighters are "F" words ("Fulcrum", "Flogger", "Farmer"), bombers start with "B" ("Beagle", "Backfire", "Blinder"), and cargo planes are "C" ("Coaler", "Cub", "Curl"). "M" is for "Miscellaneous" ("Mongul", "Mascot", "Mandrake"). Helicopters get "H" names ("Hind", "Havoc", "Halo").

But, there is even more method to their madness. Words with two syllables denote jet aircraft - "Backfire", "Flanker", "Mongoose", "Candid" etc. Words with a single syllable denote propeller-driven or turbo-prop aircraft - "Bear", "Fred", "May", "Coot", etc. Helicopters are exempt from this rule, all helicopters having "propellers" of a sort.

Given this system of rules, it is no wonder that they run out of decent names. There are only so many nouns starting with "F" that have two syllables. Or maybe NATO just wanted to annoy the Soviets.

Ricky

Bob's "Business"

Well the new season got off with a fine number of models in 1/72nd and 1/48th scales on show, congratulations to Ted and Mick for winning in their scales and well done everybody for entering some very good models, keep it up.



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Tigers At Beltring



Dave and myself went to the War and Peace show at Beltring and it was a good show, with a fine sunny day, which made it even better. Well enough about the weather and let's get on with the show. When we arrived at the show outside was a Churchill Crocodile and a T-34 with an 85mm gun, as we entered the Park there was a Sherman Firefly, a Dragon Wagon with a 5.5in gun in tow plus other exhibits in a barn. We then had a look round the Park before going to the arena. There was a good amount of stalls to look at, including a large model exhibition, sponsored by Military Modelling.



We then made our way over to the arena, which had a number of tanks going through their paces, including Chieftains, Abbots, Shermans, Hellcat, A10 Tank Destroyer, Churchill and Bren Gun Carrier. The star of the show was yet to make its debut, when the announcer said that the Allied tank crews feared one tank more than any other enemy tank especially when there was a tiger on the



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prowl, and then from the other end of the arena a Tiger entered, much to everyone's surprise and went through its paces. This was of course one of the t-34s that were rebuilt into tigers for the film "Saving Private Ryan". Also in the middle of the arena was a Mk.IV Panzer with long barrel 75mm gun. This tank is still under rebuild and its engine is not in running order.



Through the day events were staged in the arena, which included a 25 pounder with Quad and Limber, which fired a number of rounds, also a Vietnam scenario. The main event was "A Bridge Too Far" mock battle with German armour including the Tiger, Mk.IV Panzer, Half Tracks and ground forces. On the Allied side were Shermans, a Churchill and Hellcat, plus ground troops and a lot of explosions, smoke and dust, but it was a good day out and roll on next year.



Bob



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Lee's "Jottings"

For those of you wondering what had happened to the Italeri Mk. I Crusader, it's bad news. The design of the gun mantlet has been wrongly done and is completely inadequate for a production Mk. I/II. A spokesperson for LSA models, the people who asked for the Mk. I to be produced said that they do not believe the model will be ready until autumn 2002. What is worrying is that they believe the kit has been based on the Mk. III, which would make it inaccurate in several other places as well.

On a better note the Italian manufacturer ABM have announced that they have purchased the old Tamiya M-3 Grant moulds. The interesting thing to note is that they have upgraded the kit with white metal gun barrels and resin parts to make a superb looking model. The kit retails for Li 79,600, which is around £25. (Ed - Tamiya have also just reissued this kit too)

This manufacturer produces 2 other kits, both from old Tamiya offerings, these being the M11/39 and M13/40.

Happy modelling

Lee

Ted's "Tribulations"

Academy B377 Stratocruiser - 1:72 scale

I couldn't wait for this model to come into the office for review so I bought one, why? Well as a young lad in 1945 my Grandpa gave me an aircraft recognition model of this plane and looking back now it was in 1:72 scale although to my young eyes it was much much bigger, it was in solid wood and painted grey but it was my pride and joy and all the local kids were envious. During several moves and in the course of being rehoused soon after the war, it seems to have disappeared but not from my memories, and here was a chance to revive those memories and some of happy days watching the real thing manoeuvring around Heathrow in BOAC colours.

I very rarely make silver finished aircraft because of the difficulty of capturing that metallic look and I was wondering which finishing product to use when I came across a new product called Alclad II which has no connection with the original Alclad silver finish. With both these items on the bench, my enthusiasm was fired up and I was impressed with the results.

The Stratocruiser was developed by Boeing at the end of the war from the B-29 using the wing and tailplane and, true to form, Academy has done the same. In this kit you get the identical frames that were in the B-29 kit that was released earlier, plus a new fuselage frame and a superb clear frame with the cockpit section moulded into a large part of the fuselage which I find very helpful as no cement gets near the "glass" part. The instruction sheet is basic but adequate and there is a large sheet of decals covering two aircraft, one being the prototype 377 and the other being a Pan



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American "Clipper Nightingale", the finish on both machines is bare metal overall, how nice it would have been to see the white topped livery of B.O.A.C!



Construction notes

Step 1 the seat K4 will need a bit of trimming before it will fit between the arm rests K18-19

Step 2 you do not need to mount the nose undercarriage leg at this stage (it's pretty fragile) as it can with care be mounted when all the joints have been cleaned up much later

Step 3 just a reminder to make sure you cement the fuselage windows in up the right way and in the correct location

Step 4 the overhead window N4 was a bad fit you may want to enlarge the location before inserting the part, I could not get it to seat properly and had to sand it back to match the contours of the fuselage and then polish it with "Final Touch" canopy polish

Step 6 you will need some nose weights now but I can't be sure how much, mine was trial and error but there is plenty of room beneath the cockpit floor. When you add the front glazing N7 make sure that it matches the fuselage contour top and sides, mine didn't and I had to sand a couple of steps out.

Step 7 when cementing the wing halves together do not try to cement the wheel bay walls together (top to bottom) for it tends to "flatten" the underside of the wing so that it will not conform to the shape of the engine nacelles giving problems later.

Step 8 I found part K3 was a slack fit so I cemented a strip of 15thou card to the rear end before placing in position, which filled the gap nicely.

Step 9 the rear parts of the nacelles need careful assembly so that they match the contour of the engine cowling particularly around the intake area. The engines L7 have very little surface area to cement into the cowling and could easily be pushed in by accident so I added some tiny blocks of scrap plastic immediately behind them to lock them securely.

Step 14/15 deals with Ariel posts all of which have very shallow locations and would not stand up to too much handling so I elected to replace all of them with fine flower arranging wire. The rigging of aials was the very last job to be carried out.



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The cleaning up of joins went on throughout construction and when complete I airbrushed a coat of grey paint along each join just to check for faults and improve. Masking is the next step, I use scotch tape for the cockpit windows only, laying a tiny piece on each window and burnishing with a cocktail stick until the frames are clear then each is trimmed around with a new scalpel blade. For the passenger windows I place a blob of PVA glue in the centre and work it out to the edges again with a cocktail stick (what would we do without them) be generous with the glue, this is the easiest way I know of getting a circular mask, when all is finished all you need to do is to pop it off with a knife blade.

Having satisfied myself that the surfaces were good I coated the whole model with Halfords grey primer from a spray can (not such a messy job as I thought) a second coat was applied soon after, pay particular attention to any flow marks in the plastic (swirls) as the Alclad will attack these first. Should this happen simply rub down the area concerned with wet and dry and prime it afresh.

This next step is very important, although the primer is silky smooth it needs a rub over with a worn out piece of 1200 grade wet or dry paper to polish it up super smooth (doesn't take long) before spraying two coats of Alclad II, I used shade "A" aluminium, it is recommended that you use 10-12lbs psi. And allow 10 minutes between but I used 30lbs psi. and never waited at all between coats because the place where I started was dry when I finished the model and I went straight back and started again.

As soon as I had parked the airbrush I used Tamiya masking tape to select a few panels for further treatment using the darker shades "B" and "C" I also added some Humbrol Matt Aluminium enamel paint on a couple of panels to see if there was any reaction between the two finishes with no reaction at all. When the masking tape was removed, I discovered that none of the silver had come off at all a most pleasant surprise!

I liked the finish I had achieved but if you require a shinier surface then Alclad II can be polished using Micromesh cloths to whatever degree you require. I have tried polishing a test piece and was amazed that I didn't wear through the finish as I expected.

The decals for the window areas are quite long and will stretch out of proportion if slid off lengthwise so position the paper above the windows and slide them off downwards using a paint brush.



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Academy KC-97L Stratotanker



This model has been built much the same as the B-377 kit but with the addition of the COBRA resin update parts. These feature new engine cowlings with detailed engine fronts and exhausts plus late type wheels and nose steering gear, also included are the light bars which guide the receivers into station to refuel.

By the time this kit came in for review I had the AIRWAY GRAPHICS decal sheet for these kits, Sheet No **AGM7-002**, which covers "**C/ HC/KC-97 Strats**" there are two large colourful sheets and a small supplementary sheet in the package and as much information as you can possibly use including various alterations to the kit and colour notes etc. etc.

There are one or two alterations to the kit to take care of before assembly starts, the first is to move the cockpit side window back by one width and fill the resulting hole the next is to drill out the holes in the wings for the jet engine pylons, I found, with both kits, difficulty lining up the flaps with the wing surfaces if assembled first as in the plans so this time I fitted each individual part to the wing halves checking the levels then fixed them together and now they fit OK.

The fuselage was made up and 60 grams of nose weights were added under the cockpit floor held in with Epoxy resin. Next job was to fit the canopy which always seems to be a different shape to the fuselage, bear in mind that the canopy is made from hard plastic so it follows that you will have to alter the shape of the fuselage itself which is flexible, I used clamps to hold the shape while the cement set but I still needed a little filler around the top edges to blend them into a smooth line, some in front of the join and some behind.

I added a few small tabs inside the opening for the boomers station to give a good location for the clear part, which fitted perfectly, and I left the boom off until the last moment after painting and decalling.



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Each wing was made up as a separate Item with the nacelles located and cleaned up then the pour blocks were cut off the resin engines and a final sanding cleaned up the surface. The prop mounting shafts (parts M17) won't fit now so I drilled a hole in each engine to take the shaft and cemented it in place ready to take the props.

Tiny holes were drilled in the fuselage at the aerial post locations to take fine florists wire replacements as the plastic ones have so little to hold them in position.

I decided to paint the grey undersides first and to add the primer and Alclad II afterwards, this was a mistake for as soon as the primer touched any excess grey enamel paint it simply ruined it, I sanded down the problem areas and started again until it all looked good. The answer is to prime and silver first then do the enamel painting over the top.

The decals took two days to put on as there are heaps of them and each item was dabbed dry then a tiny drop of Klear (Future) was placed under it to eliminate any silvering and to help to keep the decal on such a shiny surface, when all were in position I brushed a coat over the whole plane to seal it all in using a half inch brush. The aerial post was added and the wires were made from Lycra yarn, which is just fastened at one end with superglue and stretched to the other and fastened off.

I hope you like the results.



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IPMS Hornchurch Annual Competition

July Aircraft Voting Results

1/72nd scale or less

Position	Entrant	Entry	Votes
1 st	Ted Taylor	Boeing KC-97L	71
2 nd	John Grey	Catalina	53
3 rd	Ricky Prager	Sikorsky S-16	41
4 th	Peter Bagshaw	Dassault Mirage V	33
5 th	Ted Taylor	North American F-100 Super Sabre	32
	Charles Thompson	Messerschmitt Me-109G-6	24
	Peter Bagshaw	Heinkel He-112	23
	John Bennett	McDonnell Douglas MD-80	15
	John Bennett	Bristol Super Freighter	11
	Charles Thompson	Messerschmitt Me-109G12	10
	Ian Brown	Mikoyan Mig-15	2

Greater than 1/72nd scale

Position	Entrant	Entry	Votes
1 st	Mick Pitts	Arado Ar-234	62
2 nd	Peter Bagshaw	Sopwith Triplane	58
3 rd	Steve Smith	Focke Wulf Ta-154	51
4 th	Alan Wright	Focke Wulf FW-190D	50
5 th	Ted Taylor	Sikorsky Blackhawk	49
	Steve Smith	Vought F-4U Corsair	26
	Ted Taylor	McDonnell Douglas F-4E Phantom	19

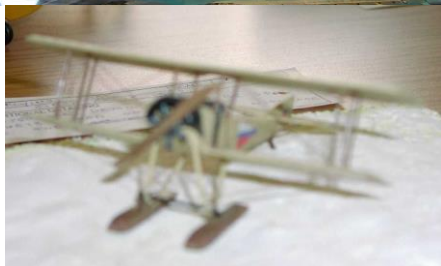
Wally Arrowsmith Trophy (Aircraft) – Current Positions

Ted Taylor	64
Peter Bagshaw	47
Steve Smith	26
Mick Pitts	25
John Gray	23
Ricky Prager	21
Alan Wright	19
Charles Thompson	10
John Bennett	10
Ian Brown	5



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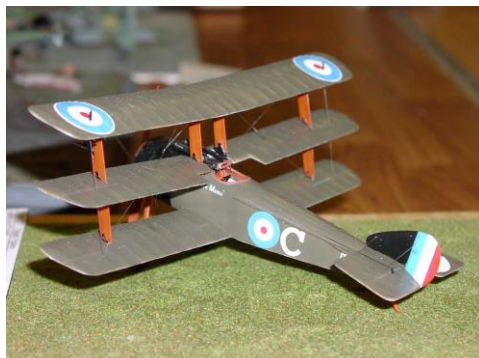
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Events Schedule 2001/2002

Items **highlighted** are where IPMS Hornchurch have space booked.

Sunday 2 September	IPMS Wallingford Model Show at Cholsey Primary School, Oxfordshire. 10am to 5pm. For further information contact: George Clarke 01491 201 902 or Steve Lovelock 01235 210 277.
Sunday 2 September	IPMS Brampton will be holding their annual show at The Priory Centre, St.Neots, Cambridgeshire. 10am to 4pm. Admission: Adults £1. Free for children, students and senior citizens. For further information contact Sam Bratby 01487 830689 E-mail: sambratby@supanet.com 12 foot of table frontage has been allocated
Sunday 23 September	IPMS Farnborough announce their annual show will once again be held at the Frogmore Community Campus, Yateley, Hampshire, which is situated just 2 miles off the M3 at Junction 4. Free Parking, Refreshments, Selection of Model Clubs and Traders attending. IPMS Farnborough will once again be supporting the Phylis Tuckwell Hospice based in Farnham, which cares for the terminally ill. Contact - Pete Readman, 12 Beaufont Road, Camberley, Surrey GU15 1NF, Phone 01276 681818, E-mail: preadman@compuserve.com
Sunday 23 September	IPMS Coventry & Warwickshire in association with the Midland Air Museum announce a model show to be held the Midland Air Museum, Coventry Airport, Bagington, Coventry. Contact - Dianne or Barry James, Midland Air Museum, Phone 02476 301033
Sunday 30 September	Mildenhall Scale Model Club are holding their 29th Annual Model Show in the AYA Centre on the A1101 Beck Row, adjacent to RAF Mildenhall. Parking and admission is free. For further information contact: Jeff Hickford on 01638 714 676 (evenings).
Saturday 6 October	IPMS Glasgow and the Miniature Armour Group once again present an annual model show and competition for the sixth successive year to be held at the Glasgow College of Nautical Studies, Thistle Street, Glasgow. Attractions include a 39 class open competition, Branch & SIG stands together with Glasgow MAFVA and a selection of associated traders. Show will be open from 10am - 4pm, admission will be Adults £1.00, Children 50p. Catering will be available including some home baking and there is ample free parking at the college. Contact - Geoff Crow, 13 Merrygreen Place, Stewarton, Scotland KA3 5EJ, Phone 01560 484578
Sunday 7 October	Halton Model Show, the biggest model exhibition in Southern England now in its 23rd year is to be held at RAF Halton Airfield, Wendover, Nr. Aylesbury, Buckinghamshire. Show open 10.00 am - 4.30pm. Attractions include Models used in Films & Television, War Games, Model Engineering, Circus & Fairground Models, Railway Layouts, Radio Control Aircraft, Boats and Cars together with Aviation Models, Plastic



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	<p>Models, Preservation Societies, Stationary Engines, Art & Craft Stalls and Trade Stands. Admission Adults £5.00, Children and Senior Citizens £2.00. Last year, the show organisers raised approximately £10,000 for the Royal Air Force Benevolent Fund and £1,000 was raised for the local Lion's group. Come and have a good day out and support a worthy cause. Contact - Edgar Brooks, 26 Sandygate Road, Marlow, Buckinghamshire SL7 3AZ</p> <p>We have 4 tables allocated to us.</p>
Sunday 21 st October	<p>Chiltern Show</p> <p>Alan is attempting to book table space for this show.</p>
Saturday 3 Sunday 4 November	<p>IPMS (UK) Scale Modelworld 2001: IPMS (UK) are scheduled to hold the second World International Model Show at the Telford Exhibition Centre, Telford, Shropshire, England. IPMS Chapters from across the world are invited to attend the show which will be the biggest modelling event ever staged. E-mail: Nick Allen: nick@ipmsuk.globalnet.co.uk</p>
Sunday February 3 rd 2002	<p>Milton Keynes ModelKraft, Bletchley Leisure Centre.</p>



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Wrighty's References

Is The End of Aircraft Kits & Books Near?

After the massive turnouts at the recent shows etc, it may sound a laughable question, but that is actually "modelling" you are looking at. Look at some of the adverse reasons why I pose such a question.

Like any other business, kits and book suppliers can only survive by their sales. Take for example Romford and the surrounding area 3 years ago, I can think of some 8 or so small model shops (some actually into model spin offs like diecasts etc). How many exist today? That's right zero. With the demise of Beatties (albeit for reasons other than model kits), where can you go to get a tin of meagre Humbrol these days?

The main reason the small shops have failed is the high rates and rents, plus limited stock they can hold. Just think about I, £100 a week rent for the shop, Council Tax £250 a month or more, living & running expenses maybe £300 a week all told. Say you make £5 on a £15 kit that means you've got to sell 600 kits a week to break even!

Next off, of all these models on show, how many were bought for the purpose, perhaps 50/60%, but the rest have come from the huge stocks held by modellers themselves in their lofts etc. So that many have been bought 5-10 years ago, some even longer, we are all jackdaws, and as Steve said in his article "it would take 30 years to make what he had in his loft".

Thirdly, aircraft coverage in books is now virtually at saturation point, virtually every battle, every type and nation has been covered in depth, until the most remote types are presented. They have been covered from every angle, such as type, look, sound, by bases, by units, by battles, until the subject is virtually exhausted, every pilot's stories are virtually redundant as so few are still with us.

With kits, once the 1/72nd scale bubble burst, the super detailed 1/48th came on the scene, but again we are fast approaching, Finnish, Polish, Hungarian & Italian types as all marks of the popular planes have been covered. I ask what's happened to Italeri? And have AeroMaster found that modellers don't want 6 different 1/48th Spitfires or FW-190s to use up all their decals? Well yes we would like them, but you know as well as I do, that storage space in town houses is the big problem, especially for 1/48th or larger.

I hate to harp back to the old days, but in the late '50s and early '60s military books were few in number, but then the Royal Navy was king. It seemed that much RN material only had a 10 year "Secret" classification, then things like Convoy PQ17, were finally revealed to the public. I was in the Navy, leaving in 1957, for about the next 8 years I read every Naval book on W.W.II during my train journeys to work, convoy stories of the Arctic, Atlantic and Med., Carrier and Cruiser actions, submarines and most especially Destroyers as I had been on one. Then all the German stories,



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"Raiders", U-boats, pocket battleships, they were all there, one after the other, even books listing all the fleets, the losses, all the U-boat losses etc. Eventually after 8 years (circa 1965) saturation point occurred, but on this occasion it opened another door. The longer period of RAF secrecy expired, especially on the photographs, giving rise to books on the RAF. This incidentally coincided with the infancy of Airfix and FROG plastic aircraft kits. By 1970 books were booming with dozens of colour schemes for the new kits. The kits were in their heyday, every corner shop, paper and sweet shops had them, and the rest is history.

More recently I have noticed in the Military and Aviation Book Club that the Royal Navy books are beginning to outnumber RAF books. Although some are reprints from the old days, will we come full circle, as younger readers become interested in naval matters? Who knows?

Lastly a bit of crystal ball gazing: - The small model shops will not return, Hannants and a couple of others will have above 90% of a diminishing market. "Really" new aviation books will hardly ever appear, but modelling will go on, getting better and better, but because of this situation "loft stocks" will get even larger. Maybe by 2020 we will all be making the Hood, Warspite and Tirpitz because "swap meets", bring & buy sales will possibly be the only way to get that kit you want. Think about it.

Alan