



"STICKY FINGERS"

IPMS HORNCHURCH - NEWSLETTER



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What's On Next Month

Following on from a comment/request made last month, I'm going to put the next months' activity at the top of the newsletter, that way there should be no excuses for not remembering what's on.

Aircraft Competition

March meeting is the last aircraft competition for this year's season, so good luck to all who enter.

Dave's "Divulgences"

Hi Gluesniffers and Paint drinkers,

What a great show Milton Keynes was it was almost as big as Expo, we did not get much feed back from the public but had some very interesting chats with other club stand members. There were lots of bargains, I came away with two kits worth £40 that only cost me £16, and I for one can't wait for next years show and I hope for those members that don't go to shows ought to give it a go.

Danny Alvisse is going to occupy the position so well fulfilled by Peter after the AGM in May, Danny and I have had a chat about it and all he needs is a little bit of help from Peter and some money out of the funds, which I have agreed to.

On a different note I have received a reply from Reg Davey saying he will not be able to come to the club to give a talk because he has Doctors orders not to drive at night, as a man of 82 you can understand why. I am still waiting for a reply from the film curator at the IWM.

GENTLEMEN as you know on the 13th and 14th it is Expo time so could you please let me and Mick Pitts know if any of you are going to or are already doing any models for the special display-preferably tonight.

Thanks

Dave

Peter's "Prattlings"

Tony Woollett - RIP

British modelling lost one of its true leaders on 27th January 2004. Tony Woollett lost a long fight with throat cancer. He was well known in the U.K., especially as a multiple IPMS (UK) National Champion, but never let any accolades go to his head, and was always willing to share his knowledge with anyone. Scratchbuilding 1930s biplanes, in 1/36th scale, was his forte, and his skill meant that his name was mentioned in the same breath as Peter Cooke, Alan Clarke, and the like. A true gentleman, and a gentle man.

On a personal note, Tony came down to our club on a couple of occasions to talk about scratchbuilding and his painting techniques. He was a real inspiration in terms of his modelling and



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painting ability. He was always very approachable and was very happy to share the "secrets" of his building techniques.

IPMS Hornchurch Show

The 3rd annual IPMS Hornchurch show has been booked for 16th May 2004. It is being held at the same location as before, Sydney Russell School, Parsloes Avenue, Dagenham, Essex, RM9 5QT. As ever we will be calling for volunteers on the Saturday night to help set up the tables and Sunday during and after the show for tidying up etc.

Happy Moving Ricky!

Ricky Prager who until very recently undertook the club treasurer role should, by the time you read this, have moved to Norfolk. His new address is printed in an updated address list at the back of this month's newsletter. I believe he is intending to still send in the "odd" contribution to Sticky Fingers as the "Norfolk Nerd".

Email Address Changes

Please note that the email addresses for Peter Quinn and Rob Sinfield have changed to: -

Peter Quinn PETEQUINN@phothog.freemove.co.uk

Rob Sinfield anubis_001uk@yahoo.co.uk

Blonde Joke

A blonde walks into a pharmacy and asks the assistant for some rectum deodorant.

The pharmacist, a little bemused, explains to the woman they don't sell rectum deodorant, and never have. Unfazed, the blonde assures the pharmacist that she has been buying the stuff from this store on a regular basis and would like some more.

"I'm sorry", says the pharmacist, "we don't have any" "But I always buy it here," says the blonde.

"Do you have the container that it came in?" asks the pharmacist "

"YES", said the blonde, "I'll go home and get it."

She returns with the container and hands it to the pharmacist who looks at it and says to her, "This is just a normal stick of underarm deodorant"

Annoyed, the blonde snatches the container back and reads out loud from the container.....

"TO APPLY, PUSH UP BOTTOM."

Peter



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Ricky's "Ramblings" or "Norfolk Nerd"

I'm composing this month's effort surrounded by my life in boxes ready to move. I've given up trying to look for anything now as it's probably in the bottom box of a pile. However by the time you read this it will all be over. I was sorry to hear of Peter's resignation from the committee as from May but would personally like to thank him for all his efforts. I know how long it takes me to do my little offering. So Peter what are you going to do in your retirement with all this spare time? (Keep it clean)

Do you remember many years ago the advert on the television with the Bank Manager in the cupboard, and brought out when needed? Well I'm considering taking Robin and Peter with me and keeping them in my cupboard. At last month's meeting I thanked Robin for his useful advice on compressors and airbrushes that he had given me. We got talking about mixing or thinning paint in the glass jars I was given. Robin suggested obtaining some small glass containers like test tubes for thinning paints especially if your airbrush has the small cup fitted to it. Cheers Robin.

P.S. has anyone any other ideas like this?

Then at the Milton Keynes show talking to Peter I just happened to mention about airbrushing and how wasteful it must be to mix up in the big jars. So he grabbed me and shepherded me to the Shesto stand and showed me a cup that can be put in place of my jars so thank you Peter.

With these two examples you must see the fantastic advantages of belonging to a club all the expertise available and all you have to do is ask.

With Peter not doing Sticky Fingers any more I hope someone comes forward to take it over. I think a club as big as ours needs some form of magazine and to this end I thought of an alternative. Those of you who have been with the club a few years will remember that I used to bring some large sheets of paper to the meetings and pin them to the noticeboard near the tea corner. Each one was labelled for a different section i.e. Club activities, interesting news (taken from magazines and papers), tips and techniques, Competition results etc. Do the same by having a length of lining paper (or wallpaper) the length of the noticeboard and sectioned off. So you could have Chairman's Report (Dave's "Divulgences"), Members contributions, Club News, Tips and Techniques etc. It would then only need one person to actually be the focal point to send your items to before the next meeting. Only one page need be printed to be put onto the wall. This can be taken a stage further if you wish by printing off some of the articles and take them to shows and sell for 10 or 20 pence. (Wasn't it Milton Keynes club who published a book of hints and tips?)

A second thought to leave you with, getting back to what I said about expertise within the club. If you have a problem then put it on a piece of paper and give it to the chairman to read out when he does his messages. Or while waiting for the competition results do it separately for 20 to 30 mins this may create a small discussion amongst all the members and make the evenings a bit more interesting.



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Painting Cockpits

Please Note: This page provides an overview of how to paint aircraft cockpits. It is a page that provides general advice only. It does not mean that it is the best, correct or the way most modellers do it, so you must obtain information and tips from other sources and doing it how it best suits you. I hope, however, it still gives you some ideas and helps you gain ideas! Also it is for you to agree or disagree with what I've said and put it into next month's magazine.

Techniques:

You will see the mention of many techniques, which should be fairly self explanatory to most modellers. A wash is just that, with an oil based wash colour applied with a brush, and the excess wiped off with a dry rag/cloth. The Base Colour is the basic colour of the cockpit (e.g.: Interior Green) and is usually applied by hand painting or spray painting, generally to the walls, floor and other structural parts of the cockpit. Drybrushing is a common term/technique where you dip your brush in paint and wipe it over tissue, cloth etc to the point where almost all the paint has gone, the brush is almost dry - hence the term.

Painting Cockpits:

The following steps provide an overview of generally most detailed painting, usually where the cockpit is open or where the detail can be seen. Cockpit detailing is the most time consuming of undertaking a model building project and once completed, everything else runs much more smoothly and quickly.

The following steps assume a basic standard Interior Green (or similarly standard colour other than say black and aluminium) cockpit. Adjustments need to be made for contrastly different colours - for example a black cockpit would miss out part of (2) as there would be no need to paint radio boxes black when the cockpit is already that shade. Or, for an aluminium cockpit you would not add yellow/white for depth, you would use a different shade of aluminium (perhaps polished or matt depending on the rest of the cockpit) or add a darker colour.

Firstly simply attach the main components that all share the same basic interior colour to one of the fuselage halves. Then paint the cockpit its base colour and leave it to dry. Whether you brush paint the surfaces or spray paint is up to you.

Once dry, dry brush a lighter shade of the interior colour usually by adding white or yellow to it. The idea is to highlight shadows, edges, depth etc. Once dry the darker areas, such as radio boxes and other black panels are painted in dark grey. Dark Grey or a shade that is almost a "light version of black" is best. Some people add white to their black to achieve this colour.

Pick out a slightly less dark grey and use that to highlight the boxes and panels painted in "black" above, or just leave the boxes as they are. Pick out various knobs, hydraulics, wires and cables in the appropriate colours (red, yellow, white etc) usually by consulting reference material. The seatbelts are added and painted, usually in a light brown/beige colour, or cut up an old watch strap in thin strips.



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That's basically the cockpit done and depending on how detailed you want it to look you can add the final touches right here to cut corners, (see 5. below) or apply a gloss cote to seal in the detail. After the gloss dries, apply a wash with an oil base colour as the next step. If there are any decals to be applied (e.g.: consoles etc) apply them at this point onto the gloss surface. Once dry then apply a matt coat and leave that to dry.

The final touches generally include very small bits of silver to simulate chipped areas, that is if your feeling in a real detailing mood, and then deal with any missed areas or touch ups required. Finally dab a bit of gloss cote in areas to simulate glass, lights and dial faces. This can be applied with a toothpick or the finest of brushes. Then it is finally time to move onto affixing the fuselage halves together!

Early years of Flight

Since the end of World War II, and the development of nuclear-armed forces, military aviation in the pre-World War II era has been considered a mere sideshow, an interesting event in the history of airpower but of little or no use to the modern-day airman. The attitude that current airpower roles, missions, and doctrines grew directly out of the cauldron of World War II has become intrinsic in doctrine, thought, and theory. The roles and missions of today's military aviation were investigated, expounded, confirmed, and undertaken during the biplane era of 1914-1936. By the end of 1936, military aviation had implemented British and American foreign policy decisions using all of the diverse roles and missions seen in the employment theories of today's Western air forces. Although the trends established in the dawn of airpower have been elaborated upon since then, the real difference between a De Havilland D.H. 9 and a F-117 stealth fighter seems to be one of technology, rather than one of employment. Although there are almost as many ways to study the employment of airpower as there are authors and historians, the method of choice for this monograph is a combination of the historical-descriptive case study and a review of selected literature from the era to attempt to ascertain insights into the employment of airpower in "small wars" or peripheral conflicts.

The literature of what has been variously termed "low-intensity conflict", "small wars", and "peripheral conflicts" is a vast treasure trove for the investigator. The former refers to operations, which were undertaken by the RAF to defend a particular part of the British Empire. Small wars are any conflicts, which occurred either on the periphery of the Empire or are not necessarily vital to national interests.

In some cases the military aviation organization was responsible for the entire scope of the operation including perhaps exercising direct command authority over subordinate ground units. The alternative condition was that the aviation unit was subordinate to a ground forces commander who was exerting direct command authority over air units assigned to his command.

No military force operated within a vacuum without external factors such as geography, political constraints, and public opinion impacting upon it. Specific constraints were put upon military aviation's activities. That is, the airmen were usually restricted to attacks on specific targets or types



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of targets; sometimes they were free to employ their weapons upon any target they felt was worth the effort?

A continual issue in the employment of airpower, especially for British and American aviators, has been the argument over who should control aviation units in a specific situation. Both the U.S. Air Force and the Royal Air Force argue that only an airman can fully appreciate what military aviation is capable of accomplishing. They contend that if ground force commanders are allowed to decide how military aviation is to be used, it will never be employed as effectively. Such misuse may arguably lead to defeat. The flip side of this coin is that airmen do not appreciate the problems of ground force commanders and will not provide the airpower necessary for the ground components to achieve their goals.

A popular theory and perhaps more overlooked in the interwar years, is the question of just exactly what was airpower supposed to do? That is, was there a clear concept of what capabilities military aviation was bringing to a specific situation? Did those who were intending to use the airplane have a clear idea of what it could do? Was there a clear understanding of this by those using aviation and those desiring to use it to achieve their national objectives?

Many variables impact upon whether or not aviation can be successful in a given situation. A few of these include geography, climate, availability of good intelligence, and availability of supply. During the early years of aviation, these factors were less understood. However, consideration of what were considered most important may provide some insight into proper uses of aviation, in the earlier days, the lack of experience and reference may have caused them to examine a wider range of variables.

Ya Gotta Laugh

A woman and her husband are getting ready for bed. She is standing in front of a full length mirror taking a hard look at herself. "You know, Bob," she says, "I look in the mirror and I see an old woman. My face is all wrinkled, my boobs are barely above my waist (wishful thinking!), my butt is hanging out a mile. I've got fat legs and my arms are all flabby. " She turns to Bob and says, "Tell me something positive to make me feel better about myself." He thinks about it for a bit and then says, "Well... there's nothing wrong with your eyesight." (Thank you Aircraft Resource Centre website)

Ricky



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Wrighty's "Writing"

Good evening fellow modellers.

Like the "Honda" TV advert says, "when something runs smoothly and efficiently everyone accepts it and takes it for granted". Well last month we were made starkly aware of the truth of that fact with Peter's "notice of retirement" as Club Assistant Secretary and more importantly "Sticky Fingers" editor. As Peter says he has done the job for 8 years, in that time printing, typing and supplying paper for 30/40 copies a month, as well as contributing articles. When you rush to grab your copy as the magazine hits the corner table do you stop to think of all of the work put in? Have you even said "thank you"? I personally believe that the magazine is worth 50p of anybodies money; maybe some of you think it is included in the £2 subs (which in effect it has been for the last 8 years).

Well we may now be facing a situation of "I didn't realise how good my wife was till she walked out on me!" unless every one of us is ready to pull together.

As I have done many articles for the magazine, working closely with Peter, I know how efficient, helpful and hardworking he has been, helping to get Internet information for me as well as pictures etc to make the articles more complete.

One last point, I received my reward for these articles as I was named the first winner of the Chairmans/Secretarys Cup in 2002, therefore I propose Peter for the honour in 2004. Is there really any other choice? (*Maybe the person who volunteers to keep Sticky Fingers running? Ed*) Think it over when you tear up last months Sticky Fingers to make shopping lists for "er indoors".

Alan

Danny's "Devices"

Hint & Tip

If like me you have sometimes spilt the paint out of the metal colour cup used on your airbrush I have found that if you use the lid insert of the Tamiya paint it makes a nice see through lid that snaps on nicely just remember to put a small hole in it to let air in and also when fitting put your thumb/finger over the other end to stop the paint jetting out. I use it on the Badger 200 1/4 oz colour cup if it fits any others try and see.

Why did the elephant take toilet paper to the party?
Because he is a party pooper!

Why did Tigger go to the toilet?
To look for pooh!

Danny



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Bob's "Business"

Well first of all I would like to congratulate Danny Alvisse and Ian Brown on joint 1st in the 1/72nd section and also to Keith Money on his win in the 1/48th and over section in January's competition. Also to everyone else who put in their fine creations, keep up the good work and don't forget its' Expo in a few weeks time and so let's hope it's as good as last years show.

617 Squadron Lancaster Found

The remains of a 617 Squadron Lancaster NF920 KC-E has been found in Sweden. This aircraft "Easy Elsie" was one of the Lancasters, which attacked the Tirpitz on the 29th October 1944 and dropped its Tallboy bomb on the target. This aircraft was flown by Flight Officer Carey and sustained heavy damage from the murderous flak being thrown up at them. With his hydraulics shot to bits Flight Officer Carey managed to make a wheels up landing in a mossy bog close to the Swedish town of Porjus. The crew all survived the landing and tried to set the cockpit area on fire. The crew were interned, the Royal Swedish Air Force visited the wreck and removed the engines and other items of equipment and was left where she had fallen. After the war an attempt was made to break her up for the aluminium but after setting the axe to the airframe nothing was removed from the site. So there she sits after all these years with some parts such as the tail and rear fuselage still in one piece with the wings and waiting to be rescued from the elements. It would be nice to see her come home and restored to some of her former glory.

BoB Memorial Flight Pilot Changes

After 20 twenty years with the Battle of Britain Memorial Flight Squadron Leader Paul Day OBE AFC is to retire in April of this year. Paul began his career in 1961 when he joined the RAF. After training he was posted to 229 OCU at Chivenor, where he was to fly the classic Hunter, where he amassed over 2,000 hours on type flying the F6, T7, FGA9 and T10. He then went on to the mighty Phantom FGR2, he flew the Phantom until 1988 and then converted to the Tornado, where he flew the F3, accumulating 1,000 hours before retiring from fast jets. When he joined the BoBMF he first flew the Hurricane, since then he has flown all the Flight's fighters with great panache and an excellent safety record.

Paul has amassed over 8,500 flying hours, 1,000 of which have been flying the Spitfires and Hurricanes of the Flight. Paul has also flight-tested a number of Spitfires in his career as he is a man of great experience and will be a hard act to follow. Paul will be handing over control of the Flight to Squadron Leader Clive Rowley, who joined the Flight in 1996 and has completed 8 seasons with the Flight. Clive is a very experienced pilot having flown the English Electric Lightning with 5 and 9 Squadrons with 1,200 hours on type, so the Flight should be in good hands for the future. Paul won't be giving up his spurs for a long time yet as he will still be flying Spitfires as he has been given the job of flying Maurice Bayliss's Spitfire TP.IX, so we will still be seeing Paul at airshows this season, so good luck to Paul in his new job.

Bob



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John Bennett - Making the Expo Video

For several years I have produced a video of the annual Southern Expo. This is quite an interesting assignment, chiefly because of the nature of the event. Basically, Expo is a huge collection of tables containing hundreds of excellently produced static models and more tables containing unmade kits and sundry other wallet draining merchandise. Only the people move and video is at its best when filming movement.

Secondly, the particular type of lighting used in the hall, contains an emphasis on the colour yellow. When compensating for this at the editing stage one has to remember that the spectrum for this type of lighting is essentially different from the usual electric light or daylight. Hence it is not really a matter of simple filtering. Aside from these problems, I prepare in the normal way by having plenty of tape available and enough battery life to last two days. I try to have a clear idea in my mind of the finished film before I start shooting because this dictates what I must look for; it is always a good idea to think ahead at least as far as the next stage in process. Material must be visually interesting to the potential audience. Club labels and traders names must be clear and there must be no confusion between labels and content, i.e. it would be embarrassing to have models under the wrong Club heading and this can easily happen when "re-takes" are done at a club stand.

Once in the hall, enough material has to be gathered so that real choices and decisions can be taken at the editing stage. As many clubs, SIGs and traders as possible are shown. I have always enjoyed 100% co-operation from everyone in the hall, though there has been the occasional reference to Arnie and Cecil B. I use a digital camera because that gives the best picture quality. Control of all aspects of the shooting can be manual or automatic. Manual control is really vital when low light conditions reduce depth of field and focus is usually tight. A tripod is necessary to ensure steady pictures especially when using the long end of the lens. Zooming and panning has to be minimal as there is no movement in the subject material. Live sound can be captured without being intrusive or too embarrassing to those speaking. The main events of the Expo are shown, e.g. the raffle, competition winners, cheque presentation etc. Some well-known personalities from the modelling world may be included. A list of "cutaways" will be made and shot on the second day. These shots link one sequence with another and show the passage of time in the video.

When the Expo is over, the real work of creating the video begins at the editing stage. Through this process, the video changes from being a collection of shots to a visually coherent impression of the two days. About three hours of footage taken on the two days will be reduced to a finished video lasting about twenty minutes. The choices really begin at this stage. Short sequences of shots will give an impression of each display to be included in the final video. Every shot in the final video will have a decision about the precise place where it begins and ends. Most shots will be about 5 seconds in length. Many close-up shots will be used. Each shot has to be linked to the next one either by a straight cut or a transition. Using transitions helps the flow of the video and there are many to choose from and each one has to be tailored in length, speed and design. The video may well contain about 250 transitions ranging from a simple "crossfade" to a complex design introducing a new section of the video; overuse of gimmicky transitions must be avoided. The opening and closing titles are made up and any captions, and these are added to the visuals.



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Throughout its length, the video will have changes in pace and these changes are effected largely by having a sequence of longer shots to slow the pace and a string of shots of two or three seconds each to quicken the pace. Shot length might be linked to the beat of the music. It is possible to link in a shot of a particular aircraft taken at an airshow after previously showing a model of the same aircraft.

Once a rough cut of the video has been achieved, the sound is completed. The live sound in the hall is rarely of the same intensity in each shot so to avoid sudden changes of volume, the balance of sound between shots has to be achieved. If music is to be added then more choices are involved and another audio track. Copyright clearance, when necessary, is another hurdle to be cleared; it is possible to use copyright free material but this is very limited and rarely appropriate. Once the editing process is completed in the computer, a digital master tape is created. From this master, VHS copies can be made

John

Malcolm's "Motors"

I am writing this in response to the request for articles on car modelling – there seem to be quite a few of us car modellers in the club, but apparently, never any content in 'Sticky Fingers'. I thought I'd redress the balance, and share with you how I came to car modelling and what I've learned in the last 12-18 months, in the hope that it might inspire others to have a go!

I was always a regular visitor to the Hornchurch Expo, usually to gather research materials and such like for my Radio Controlled aeromodelling. It was on these visits that I found myself drawn to the 'MRM' stand and their display of scale model cars. I ended up buying my first Tamiya kit, the 'Full-View' (Clear bodyshell to you and I) Mercedes CLK GTR in 'Team CLK Sportswear' colours.

What I found quite early on is that the mainstream world of Tamiya, Revell etc is really only the tip of the iceberg, and there is a whole world out there of photo-etch detail kits, transkits and decals for individual cars and specific races. Some transkits even include a whole new bodyshell, which uses the base kit as a donor for chassis and interior

I made a decision early on that I would model in 1:24th scale – this seemed to be a good compromise – there seemed to be a good range of models available to keep me quiet for a few years, and the level of detail was sufficient to warrant making a good job.

It was the search for a particular model that changed my way of thinking and drew me into a completely new world that I never even knew existed. Last year, in 2002 Team Bentley did rather well in Le Mans and this, combined with a visit to the Goodwood Festival of Speed (which, if your interested in motor sport over the last 30-40 years, is an excellent day out) where the car took pride of place, I decided I wanted to model this in 24th scale.

I began an internet search which, many weeks later, had not resulted in a 24th scale Bentley dropping through the letter box, but had introduced me to a great bunch of people and a new aspect



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of car modelling that I never knew existed, and one I am happy to share, so that others may benefit from what I have learned and might even have a go themselves.

Fundamentally, there was **no** 24th scale Bentley EXP8 – it was too esoteric for the likes of Tamiya, Revell, or even Fujimi. Tamiya, as we well know, and Fujimi, whilst they acknowledge the existence of a world outside Japan, tend to focus on the well known, globally recognisable names and events, and a small team of British ‘chaps’ entering a single race in the heart of Europe and coming second, was not going to result in flurries of activity and an instant global market for £20 kits, especially when they had only recently released a model of their own ‘national hero’, the Toyota GT1.

It emerged that I needed to look into the resin/‘multimedia’ kit, and even then I was not likely to find a 1/24th scale Bentley - only 1/43rd. What I did find, however, was a phenomenal range of multimedia car kits out there, from the earliest racers, right up to the current year’s entries for Le Mans, Sebring, and Daytona etc. Obviously not every single entrant is modelled from all races, and the selection dwindles, as you either move away from Europe, want to go back in time, or want the less well-known cars, but the range is fantastic. The main players seem to be ‘Provence Moulage’ and ‘Le Mans Minatures from France and ‘BBR’ from Italy. There are scores of smaller ‘men in sheds’, who as well as selling other peoples kits and accessories, also make their own, for instance ‘AutoModelMinaturen’ from Germany.

The reason why there are so many 1/43rd scale resin kits is that they evolved from slot-car racing & this was, and still is, big, particularly in Japan – apparently modellers would make these kits for slot-car racing, and the makers introduced photo-etch parts to enhance the detail of the slot-cars, to the point at which slot-car racers no longer wanted to race them for fear of damage!

My Internet searching took me, among other places, to Grand Prix Models in St Albans (www.grandprixmodels.com). Although founded in 1972, I only became aware of their existence last year - they are primarily a mail-order company running from a small industrial estate near the M25/M1 junction, but they open in the afternoons of the first Saturday every month and actively encourage their customers to go along collect stuff they’ve ordered, for browsing, coffee and general modelling chatter. They have display cabinets full of made up examples, and after a while you forget that these are ‘kerbside’ models with very little internal detail. They also produce a monthly magazine entitled ‘Four Small Wheels’ which is browsable over the Web or drops through the letterbox via subscription. The staff are really knowledgeable and enthusiastic about their business, and by the end of the afternoon of my first visit, resistance was dwindling (you know the feeling, I’m sure), and I had bought my first 1/43rd resin/multimedia kit.

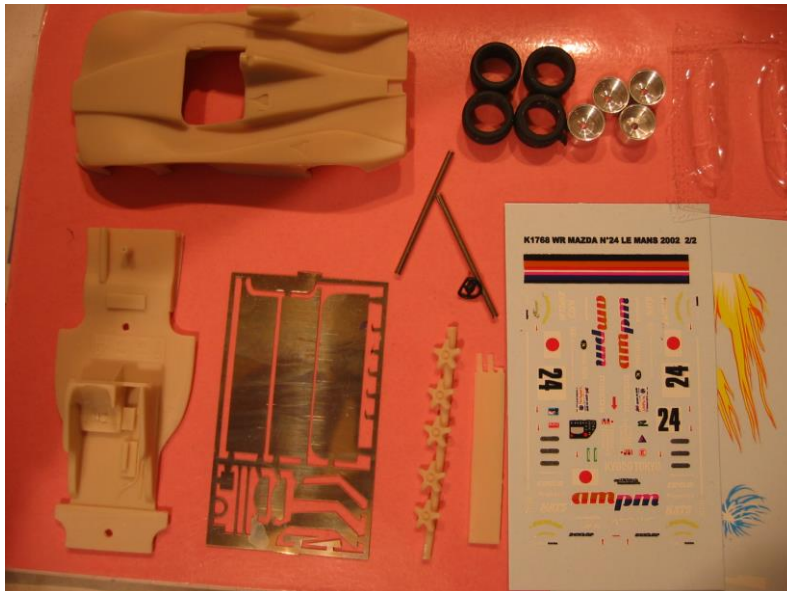
These kits differ completely from anything I have tackled before, and having bought others since, they seem to follow the same pattern – a cast resin one-piece bodyshell, a resin ‘interior’ (either separate or moulded as part of the floorpan), piano-wire or copper tubing for axles, aluminium wheels, rubber tyres, a sheet or two of photo-etch for detail such as brakes, diffusers, wing endplates etc and decals. Headlamps are simulated by blobs of clear resin attached to pieces of



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circular 'photo-etch' and windscreens and headlamp covers are made from thin acetate sheet, flat or moulded.



Instructions are scant when compared to the booklets accompanying Tamiya kits, and usually consist of one or two exploded views and brief guidelines, paint codes or important statements about for example, the order of decal placement. The expectation is that you are an experienced modeller, and that you have researched your subject.

Assembly is relatively straight forward, though the small photo-etch parts seem to have a habit of flying off the workbench and camouflaging themselves on the floor. Wheels are assumed fixed, and the axles are glued in position with adhesive of your own choice (I have found 5 minute epoxy does the trick). Painting and decaling is as a regular plastic kit, and experience to date suggests that old favourites like Johnson's Klear is perfectly OK. When finished, the resin kits come out pretty well, for a 'kerbside' model (On asking what a 'kerbside' model was, I received the reply "If you were to drive past a car parked at the kerbside, it's the level of detail you would see as you went past").





"STICKY FINGERS"

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These kits cost between £30 and £40, depending on the exact make and model. The most prolific manufacturer, Provence Moulage already has most of the runners from this year's Le Mans available, or close to release.

The original quest was for a 1/24th scale Bentley, and this now exists. I understand that the delay was due to the kit makers being granted permission from Team Bentley to model their car. Le Mans Minatures are the major players in this scale, and they produce, as the name suggests, models of Le Mans cars, both in 1/24th scale and 1/43rd. The 1/24th cars are more expensive and the selection is much reduced, concentrating on striking cars, which have either won or been, consistently placed (e.g. Audi R8 over the last few years). Also, they do not appear to model cars, which are already produced by the main plastic manufacturers, as their resin kits are around four times the price of a regular plastic kit at around £80.

The make-up of these larger kits is similar to the 1/43rd, but the one piece bodyshell is obviously bigger, and there is copper sheet as well as photo-etch in order to get the correct relative thickness of things like rear wing-ends and wickerbills. Wheels are likely to be moulded in resin or white metal, but the methods of fixing (i.e. wheels and axles glued in) is the same.

My 'garage' at present has three completed 1/43rd scale, with one currently being assembled, and two 1/24th on the go. I'll keep you posted with a build review of the 1/43rd WR Mazda and if I feel satisfied with them; I'll even enter them into the competition. If you have any queries or questions, I'll happily try to answer them.



Malcolm



"STICKY FINGERS"

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IPMS Hornchurch Annual Competition

January Aircraft Voting Results

1/72nd scale or less

Position	Entrant	Entry	Votes
1 st	Danny Alvisse Ian Brown	Grumman KA-6d Intruder Lockheed Constellation	67
2 nd	Peter Bagshaw	Mikoyan Mig-29 Fulcrum	41
3 rd	Paul Bennett Ian Brown	De Havilland Sea Vixen McDonnell Douglas F-101 Voodoo	39
4 th	Peter Bagshaw	Messerschmitt Me 109G-10	34
5 th	Kevin Smith	SE5A	19
	Charles Thompson	PZL P11C	13
	Charles Thompson	Republic P-47D Thunderbolt	11

Greater than 1/72nd scale

Position	Entrant	Entry	Votes
1 st	Keith Money	Grumman F-14 Tomcat	86
2 nd	Ted Taylor	De Havilland Sea Venom	65
3 rd	Ted Taylor	Hawker Sea Fury	58
4 th	Mick Pitts	Messerschmitt Me 163A	53
5 th	Kevin Smith	Hawker Typhoon	36
	Brian Lay	Gloster Whittle	19
	Brian Lay	North American P-51H Mustang	13

Wally Arrowsmith Trophy (Aircraft) – Current Positions

Ian Brown	144
Ted Taylor	103
Peter Bagshaw	100
Keith Money	73
Danny Alvisse	69
Alan Wright	50
Kevin Smith	34
Charles Thompson	30
Brian Lay	29
Dave Ryan	26
John Hone	22
Paul Bennett	21
Paul Kirby	21
Mick Pitts	19



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Ken Sparks	10
Nick Pedley	10

72nd or less



Greater than 72nd Scale





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Wrighty's "References"

New Luftwaffe Items

For my Luftwaffe fans I have some new items in preparation, a book "Schlachtgruppen in Retreat" (The final year May 1944 to 45). This is not a copy of the Osprey "Elite Units 13 Luftwaffe Schlachtgruppen" by John Weal. Indeed it is complementary to it as it covers much of the situations Mr Weal does not deal with or just sidesteps altogether. My new book has all the late war details, photos and figures covered in great depth. This is an area, which is covered in only 14 pages (some of which are all photos) in Mr Weal's book.

This book will also be complimentary to my own "Schlachtgeschwader of the Luftwaffe" printed in Sticky fingers in 4 parts in late 1999 – early 2000.

The other thing is a second volume to the Luftwaffe Atlas showing all the bases in Poland, Czechoslovakia, Hungary and the Baltic states. Those of you who have been members for more than 2 years will remember volume 1 of the Atlas, which covered France, Germany and Austria, listing the bases opposing the Western Allies. This was issued as a "Sticky Fingers Special", the new Atlas is compatible and several pages have been revamped so all the maps match up and interlock. Don't miss your copy as it will be necessary to follow the "Schlachtgruppen in Retreat", hopefully both will be available soon.

Fighter Squadrons of the Fleet Air Arm

No. 809 Squadron

Formed in the January 1941 at St Merryn with Fulmar IIs, the unit began working up to operational readiness in June 1941. They moved to the Orkneys and the carrier Victorious was ready for Home Fleet operations in northern waters. The squadron was allocated and embarked aboard following the successful period by Fulmars of 800(2) flight.

In July 1941 they were in the north of Norway operation against the islands of Kirkenes and Petsamo, after this they stayed with Victorious between August 1941 and December 1942 on Home Fleet operations and covering the early Russian convoys, the shore base was in the Orkneys when the carrier was in Scapa Flow.

In August 1942 the Victorious was detached from the Home Fleet to the Mediterranean to take part in the Operation Pedestal convoy to Malta, during which it lost three aircraft but accounted for two enemy.

On return to the UK they disembarked to St Merryn and then to Sawbridgeworth for Army Corporation training with only six aircraft. The rest of the Squadron went towards forming number 879 Squadron.



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Soon after they rejoined Victorious and Scapa Flow to sail to the Mediterranean for Operation Torch November 1942. On return to the UK the squadron was made non-operational and the carrier retired to the USA to refit and regroup with Martlets.

In early 1943 they were at airfields in England (including Doncaster) awaiting their turn to have the obsolete Fulmars replaced with Seafires, this began in April 1943 at Stretton (Lancs) when Seafire IICs with some earlier IBs for training and work up began, including a spell aboard the training carrier Unicorn for deck landing practice in August 1943. By September 1943 they had gone to the Mediterranean to take part in Operation Avalanche, the landings in Sicily, which badly depleted their aircraft, so on return to the UK a re-organisation was necessary. Formed into No. 4 Wing with 807 and 879 Squadrons at Burscough in November 1943 they joined their own carrier, the assault carrier Stalker. (See 807 Squadron for history of Wing from May 1944 to April 1945).

In March 1945 now equipped with Seafire III's at Alexandria, rejoining the carrier Stalker and sailing to join the Eastern Fleet at Ceylon where they arrived in late March 1945.

A 24 aircraft squadron, they now took part in operations from Stalker, the re-occupation of Rangoon and fighter cover for photoreconnaissance in Malaya and Sumatra between April and June 1945, they were shore based on Ceylon between operations. The final operation was in September 1945 "Zipper" the build up for Japan. After the surrender the carrier returned to Northern Ireland, arriving in October 1945, where the squadron was based at Nutts Corner, where new Seafire XVs and later XVII's were tested out by the reduced size squadron, which was disbanded in January 1946.

Alan



"STICKY FINGERS"

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Events Schedule 2004

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

1 st March 2004 or possibly 7 th March 2004 (Sunday)	North Somerset Modellers' Society Model Show , Somerset Hall, Portishead . 10.00–17.00.
6 th March 2004 (Saturday)	Greater Peterborough Model Club , 6 th East of England Model Show at the Peterborough Town Hall. 10 – 4.00, admission free. Contact David Martin on 01733 380250 or email the3martins@btopenworld.com.
13 th & 14 th March 2004 (Saturday & Sunday)	Southern Expo
14 th March 2004 (Sunday)	Meir Model Club presents The Potteries Model Show Model Show at Meir Community Centre, Pickford Place, Stoke-on-Trent .
3 rd April 2004 (Saturday)	Poole Vikings Model Club (IPMS Dorset) Annual Model Show . Poole Grammar School, Gravel Hill, Poole Dorset . 10.00–16.30. For further information email Andy Sweet (poole.vikings@virgin.net). Tel. 01202 743494
4 th April 2004 (Sunday)	Shropshire Model Show . Cosford Airforce Museum . 12 feet of table.
18 th April 2004 (Sunday)	East Midlands Model Show 2004 takes place at the Hinckley Leisure Centre
24 th & 25 th April 2004 (Saturday & Sunday)	Scottish National Model Championships 2004 , Dewars Centre, Glover Street, Perth . 10.00–17.00 each day.
16 th May 2004 (Sunday)	IPMS Hornchurch Model Show , Parsloes School, Dagenham
29 th May 2004 (Saturday)	IPMS Torbay and South Devon Show . Torbay Town Hall, Torquay . For more information contact: Les Wells, 17 Helford Drive, Broadsands, Paignton, South Devon TQ4 7NL, E-mail: Les Wells (wellzy_2002@yahoo.com)
5 th June 2004 (Saturday)	IPMS Salisbury presents The Eve of D-Day, 1944 model show at Wyvern College, Laverstock, Salisbury . Doors open 10.00 to 17.00. For further information, contact Peter James on 01980 862403
12 th June 2004 (Saturday)	IPMS East Neuk hosts its annual show in the YM/YWCA, Cupar, Fife . Open 10.00 to 17.00. For further info contact Brian on 01334 655131 or Dave on 01334 652439
4 th July 2004 (Sunday)	Fort Full of Models, Newhaven Fort , Sussex. Tel 01444 457382
12 th & 13 th July 2004 (Saturday & Sunday)	IPMS Durham Annual Show , Hartlepool Borough Hall .
8 th August 2004 (Sunday)	MAFVA UK National Championships , Imperial War Museum, Duxford , Cambridgeshire
5 th September 2004 (Sunday)	IPMS Leicestershire Friendly Model Show Lutterworth , Wycliff Rooms, Leicestershire. For more information, contact Martin Connolly on 01455 284600 Brampton Model Show , The Priory Centre, St Neots
19 th September 2004 (Sunday)	IPMS Fenland and Spalding Model Club at the Grammar School, Spalding , Lincolnshire.
20 th & 21 st November 2004 (Saturday and Sunday)	IPMS(UK) Scale ModelWord (aka "The Nationals"), Telford



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Airshow Dates 2004

Dates in *italics* are provisional

May	
2nd	Abingdon, Oxon: Abingdon Fayre & Flying day.
	Bruntingthorpe, Leics: Cold War Jets & LPG Open Day. Gates open at 10:30, admission is £10 for adults but accompanied children under 16 now get in for free!
	Old Warden, Beds: Shuttleworth Spring Air Display.
14-16th	Abingdon, Oxon: Great Vintage Flying Weekend.
21-23rd	North Weald, Essex: Aerofair 2004.
22/23rd	Newark, Notts: Newark Air Museum 'Tribute to the V-Force'.
30/31st	Southend-on-Sea, Essex: Southend Airshow.
June	
6th	Duxford, Cambs: D-Day 60th anniversary airshow.
	Old Warden, Beds: Shuttleworth D-Day Anniversary Military Pageant Air Display.
12/13th	Old Warden, Beds: Shuttleworth DH Moth Club Charity Flying Weekend
	Newark, Notts: Newark Air Museum 'Mega-Fest 2004'.
13th	RAF Cosford, West Mids: At Home Day 2004.
	Waltham, North East Lincs: RAF Open Day.
19th	Old Warden, Beds: Shuttleworth Evening Air Display.
20th	Kemble, Glos: Kemble Air Day.
26/27th	Gatwick, Surrey: Gatwick Aviation Museum Open days.
	RAF Waddington, Lincs: RAF Waddington 2004.
27th	Old Warden, Beds: Shuttleworth Royal Aeronautical Society & Rolls Royce Garden Party - Air Display.
July	
4th	Salthill, Galway, Ireland: Salthill Airshow 2004. Entry price: FREE!
	Old Warden, Beds: Shuttleworth 1930's Air Display.
10/11th	Duxford, Cambs: Flying Legends Air Show.
14th	RNAS Culdrose, Cornwall: International Air Day.
17th	Old Warden, Beds: Shuttleworth Summer Evening Air Display.
17/18th	RAF Fairford, Glos: Royal International Air Tattoo.
19-25th	Farnborough, Hants: Farnborough International 2004.
23-25th	Weston-Super-Mare, Somerset.
24/25th	Sunderland, Tyne & Wear: Sunderland International Airshow.
29/30th	Lowestoft, Suffolk: Seafront Air Festival.
August	
1st	Old Warden, Beds: Shuttleworth Military Pageant Air Display.
12th	RAF Valley, Anglesey: Charity Photocall. To run from 0800 until 1600.



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12-15th	Eastbourne, Sussex: Airborne 2004.
19/20th	Clacton-on-Sea, Essex: Clacton Air Show.
21st	Old Warden, Beds: Shuttleworth Evening Air Display.
21/22nd	Elvington, North Yorks: Yorkshire Air Show.
	Newark, Notts: Newark Air Museum 'Rescue 2004'.
22nd	Rougham, Suffolk: Rougham Air Display.
28/29th	Shoreham, Sussex: Shoreham Airshow 2004.
29th	Little Gransden, Cambs: Families Day out Air and Vintage Vehicle show.
29/30th	Boxted, Essex: Boxted Airfield Open Day and Fly-in. The P-47 Thunderbolt, of The Fighter Collection, Duxford, will be dedicated to this event. The P-47 will display on both days and the rest of the time she will be on static display for the public to view. The theme of the event will be D-Day. P-47 Thunderbolts of the famous 56th FG (Zempke's Wolfpack) were based at Boxted and played a significant role in the events of D-Day. This will be the first time that a P-47 has flown from Boxted since WW2.
September	
4/5th	Duxford, Cambs: September Airshow.
	Southport, Lancs: Airshow 2004. (provisional date)
5th	Old Warden, Beds: Shuttleworth Pageant Air Display.
11th	RAF Leuchars, Fife: International Airshow.
11th	Old Warden, Beds: Shuttleworth Aeromodelling & Twilight Sunset Air Display.
12th	Kemble, Glos: Kemble Open Day.
18th	RNAS Yeovilton, Somerset: International Air Day.
18/19th	Biggin Hill, Kent: Battle of Britain airshow.
October	
10th	Duxford, Cambs: Autumn Air Show.

NAME	SURNAME	ADDRESS	TELEPHONE	INTERESTS	E:MAIL ADDRESS
Daniel	Alvisse	44 Listowel Road, Dagenham, Essex RM10 7QP	020 8593 7860	Any model	dalvisse@aol.com
Wally	Arrowsmith	14 Linkway, Hornchurch, Essex, RM11 3RW	01708 473038	Civil and Military Aircraft.	southernexpo@yahoo.co.uk
Peter	Bagshaw	25 Repton Drive, Gidea Park, Essex, RM2 5LP	01708 726102	1:72 and 1:144 Aircraft & AFVs.	Peter.Bagshaw@uk.pwc.com
Robin	Bellamy	160 Farringdon Avenue, Harold Hill, Essex, RM3 8JT	01708 376508	WW2 aircraft, German Aircraft.	robinbellamy@btinternet.com
John	Bennett	5 Walmer Close, Romford, Essex, RM7 8QH	01708 748287	Airliners.	
Paul	Bennett	67c Northbrook Road, Ilford, Essex, IG1 3BP	020 8514 0358	Fighters 1935 to date	PaulBennett48@AOL.com
Gregory	Brand	15 Victoria Court, Victoria Rd, Romford, RM1 2NU	01708 721695	1/24& 1/25 cars/trucks, 1/72 & 1/144 aircraft	
Ian	Brown	40 Tylers Crescent, Hornchurch, Essex, RM12 6SY	01708 475156	Propliners, WW2, Cars.	
Alan	Carr	5 Roslyn Gardens, Gidea Park, Essex, RM2 5RH	01708 747849	US Navy Aircraft, Cars.	acarr.jaglanca@virgin.net
Kevin	Curley	26 Gloucester Avenue, Hornchurch, Essex, RM11 3EB	01708 453237	Military interests mostly BEF	
Carole	Daltrey	36 The Lintons, Linton Road, Barking, Essex, IG11 8HS	020 8491 6554	Aircraft, classic bikes	
Trevor	Davies	12 Chestnut Close, Hockley, Essex, SS5 5LJ	01702 202649	Aircraft, armour	
Lee	Dowling	218a Rush Green Road, Romford, Essex, RM7 0AL	07108 4898605	Fast jets, helicopters	
Kevin	Foley	28 Primrose Avenue, Chadwell Heath, Romford, Essex, RM6 4QB	020 8590 2585	Cars	kevinfoleyuk@yahoo.co.uk
Ralph	Hebron	18 Ambleside Avenue, Hornchurch, Essex, RM12 5ES	01708 708905	All Modelling	hebron@tinyonline.co.uk
Jim	Hirons	321 Roman Road, Mountnessing, Essex, CM15 0UJ	01277 353972	Cars, Aircraft.	
John	Hone	9 Lincoln Close, Hornchurch, Essex, RM11 3HD	01708 441147	F1 Cars, Military Aircraft.	
John	Huston	287 Ivyhouse Road, Dagenham, Essex, RM9 5RT	020 8262 1974	BMW competition cars, BMW engined aircraft	huston.j@ntlworld.com
Paul	Kirby	7 Stebbing Way, Thames View Estate, Barking, Essex, IG11 0RD.	020 8591 1470	Land, Sea, Air	
Lee	Lacey	379 Valence Avenue, Dagenham, Essex, RM8 3RB	020 8517 7465	Aircraft, Railways, Aviation Art.	
Dave	Langley	337 Rainham Road, Rainham, Essex, RM13 7TB	01708 523989	Military Vehicles.	
Brian	Lay	46 Peak House, Woodberry Down, London, N4 2NW	020 75037173	Sci-Fi, Aircraft	BRIAN@asofmod.freemove.co.uk
Jon	Lowe	33 Rush Green Gardens, Romford, Essex, RM7 0NR	01708 735016	Modelling in general.	
Adrian	McCarthy	30 Belfairs Drive, Chadwell Heath, Romford, Essex, RM6 4EB	020 8590 1240	Aircraft, AFV's, Modern Jets.	
Keith	Money	232 Chigwell Road, South Woodford, London, E18 1HA	020 8924 5908	Aircraft, U.S. jets, Dioramas	Keith.Money@Virgin.net
Paul	O'Reilly	78 Brisbane Road, Ilford, Essex, IG1 4SL		All Modelling	
David	Page	69 Water Lane, Mardyke Park, Purfleet, Essex, RM19 1GT	01708 868442	All types models	
Nick	Pedley	59 Crows Road, Epping, Essex, CM16 5DH	07989 366547	US Navy, Post WW11, What ifs? , Luftwaffe	Nicholaspedley@npedley.freemove.co.uk
Mick	Pitts	115 Warren Drive, Hornchurch, Essex, RM12 4QU	01708 457666	All types of models.	
Bob	Plumridge	6 Harvey House, Crabtree Avenue, Chadwell Heath, Essex, RM6 5HA	020 8597 3813	US Navy Aircraft, Liberators, PBV-4, Sci-Fi, Cars.	
Ricky	Prager	157 Hornchurch Road, Hornchurch, Essex, RM12 4SZ	01708 473999	Pre 1914 Aircraft, WW1 Aircraft, 1918-39 Biplanes.	Ricky.Prager@btinternet.com
Peter	Quinn	32 Essex Street, Forest Gate, London, E7 0HL	020 8534 3816	US Navy Aircraft, Dioramas, Cars, Tanks.	PETEQUINN@phothog.freemove.co.uk
Malcolm	Robinson	Dapplelights, Wyatts Green Road, Brentwood, Essex. CM15 0PT	01277 821638	WW11 and Post-war Aircraft, 1/24th Cars, Dioramas	Malcolm.robinson@btinternet.com
Bob	Ryan	31 Rowdowns Road, Dagenham, Essex, RM9 6NJ	020 8220 5802	WW2 Aircraft, Ships, general.	
Dave	Ryan	36 The Lintons, Linton Road, Barking, Essex, IG11 8HS	020 8491 6554	1:35 Armour, 1:48 WW2 Aircraft, Sci-Fi.	
Antony	Ryan (jnr)	36 The Lintons, Linton Road, Barking, Essex, IG11 8HS	020 8491 6554	Aircraft	
Bob	Sinfield	77 Sheringham Avenue, Romford, Essex, RM7 9BX	01708 754772	Figurines 54mm and 90mm, 1/8th, 1/10th, busts	anubis_001uk@yahoo.co.uk
Kevin	Smith	503 Valence Avenue. Dagenham, Essex, RM8 3RD	020 8491 8441	Old cars, fast bikes	
Robert	Smith	5 Copford Close, Billericay, Essex, CM11 2DX	01277 626687	Aircraft and Armour	
Steve	Smith	170 Ibscott Close, Dagenham, Essex, RM10 9YX		AFV 's	
Laurie	Smithers	82 Ilchester Road, Dagenham, Essex, RM8 2YU	020 8595 1908	Aircraft.	tinalaurie@currantbun.com
Ken	Sparks	8 Brockdish Avenue, Barking, Essex, IG11 9DS	020 8591 1506	WW2 Aircraft, AFV's Modern Jets.	Ken_joy_sparks@msn.com
Alf	Swindell	39 Tiptree Crescent, Clayhall Ave, Ilford, IG5 0SZ	020 8551 3474	Aircraft, WW11.	
Ted	Taylor	31 Windsor Road, Forest Gate, E7 0QX	020 8555 9386	Aircraft and trucks	TEDTAYLOR@modelwork.freemove.co.uk
Charles	Thompson	33 Cross Road, Romford, Essex, RM7 8AU	01708 705844	1:72 Aircraft	
Geoff	Web	161 Church Elm Lane, Dagenham, Essex, RM10 9RR	020 8924 2438	US Aviation (Naval, Airforce + Army)	
Phil	Worth	86 Laburnam Avenue, Hornchurch, Essex, RM12 4HA	01708 706091	Panzers, Aircraft, Ships, Figures	
Alan	Wright	47 Devonshire Road, Hornchurch, Essex, RM12 4LG	01708 472523	1:72 WW2 Aircraft, 1:72 Soviet Jets, Modern Jets, Buses.	
Carmell	Zammit	3 MacDonald Avenue, Dagenham, Essex, RM10 7DJ	020 8596 9006	Luftwaffe.	