



"STICKY FINGERS"

IPMS HORNCHURCH - MAGAZINE



(And upon closer inspection what do you see)

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FORT FULL OF MODELS.

This year I was a bit disappointed with the overall show it did not seem as friendly as last year. And the Tomboula! Did anyone actually pick any model tickets or was it just me, every time I had a go it seemed like the same models were still up for grabs even at the end of the day. Ok I know the weather has a good deal to do with the atmosphere of things and lets face it, it was a bit wet. Oh well!

Enough of griping, again to me another nice display of a diverse collection of excellent models.

Well done goes to Dave Ryan, a highly commended with his Leopold. And well done Mick Pitts, 1st Place with your JU52.





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ROLLS-ROYCE – 100 YEARS

May 4th 2004, marked the centenary of the historic first meeting between the Honourable Charles Rolls and Henry Royce at the Midland Hotel in Manchester, which led in turn to the formation of the world famous Rolls-Royce business, one of the greatest and best known brand names.



Charles Rolls



Henry Royce

The celebrations were jointly hosted by Rolls-Royce plc, the world-leading company in gas turbines for civil aerospace, defence, marine and energy systems; and Rolls-Royce Motor Cars Limited,
(Now owned by the BMW Group).



1978 Rolls-Royce silver shadow



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Since inception, the Rolls-Royce name has been synonymous with integrity, reliability and innovation. Beginning as a motor car manufacturer, it developed its engineering capabilities to include engines for air and marine propulsion, as well as for energy applications.

The company's far-sighted memorandum of association in 1906 referred to its aim to provide engines and vehicles 'for use on land, or water, or in the air'. 100 years on, the two companies have achieved the dream of their founding fathers, with their futures firmly built on the foundation of a century of innovation.



Rolls-Royce Phantom VI Limousine by Park Ward

To celebrate, a fly-past of an historic Avro Lancaster (from the RAF's Battle of Britain Memorial Flight),

Powered by four Rolls-Royce engines, provided an aerial salute over the centre of Manchester,
Where Rolls and Royce had first met.

A collection of classic Rolls-Royce motor cars also joined the celebrations,
As part of the Centenary World Tour – which began in New Zealand in January this year.



The 2004 Rolls-Royce - 100EX.

Sir John Rose, Chief Executive of Rolls-Royce, said:



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"For 100 years we have powered the world's most advanced machines on land, at sea, and in the air, creating value for our customers over the lifetime of every engine. Today, gas turbine technology lies at the heart of the company; our engines are now so powerful that just one 10 centimetre turbine blade is capable of delivering the same power as a Formula 1 racing car."

In its centenary year, Rolls-Royce has invested in its future by opening a new £85m factory in Scotland and has just announced a further £100m investment in new facilities around the UK. It has also been chosen by Boeing as one of two suppliers for its 7E7 Dreamliner, an aircraft that will come into operation in 2008.

"It's important to look forward as well as to reflect on the past", continued Sir John. "Rolls-Royce will continue to break new ground and has gained strong positions on a new generation of programmes in each of our four businesses, which we know will shape the future of the company for at least the next 50 years."

Chairman and Chief Executive Officer Rolls-Royce Motor Cars, Tony Gott, added:

"This year we are celebrating not only a Centenary but also the first anniversary of a new era for Rolls-Royce Motor Cars. The new Rolls-Royce Phantom has been greeted with worldwide acclaim over the last year and here today we have one of just 35 examples of the special Centenary version."

"The Engineering excellence upon which the Company was founded remains at the centre of all of our plans for the future. At the Geneva Motor Show in March we unveiled a one-off experimental motor car named 100EX - a four-seater, two door, luxury convertible.

This special motor car demonstrates the dedication, commitment and ingenuity of our engineering and design teams to secure a long and prosperous future for our Company."



ROLLS-ROYCE AT THE FESTIVAL OF SPEED

The internationally renowned Goodwood Festival of Speed is regarded as the biggest historic motor sport event in the world, and the focus of this year's Festival was a celebration of the Centenary of Rolls-Royce.



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The centrepiece of the event was a large sculpture designed by **Gerry Judah**, which was the most ambitious construction ever seen at the Festival. Encompassing 3 world speed records on land, water and in the air, the three most famous Rolls-Royce powered world record-breakers have been mounted on a specially-designed structure high above Goodwood House:

The base of the structure will be surrounded by a collection of unique historic Rolls-Royce motor cars, each associated with a famous owner or heroic tale – from the original London to Edinburgh Silver Ghost to cars owned by great cultural or racing heroes. The display will also feature the Rolls-Royce Centenary Experimental Car, 100EX.



The centrepiece

Sir Malcolm Campbells' 1935 **Bluebird** car which returned to England this week specially for the tribute.

It broke the World Land Speed record at 301mph in 1935 on Daytona Beach, USA.

Flt Lt L.R. 'Batchy' Atcherley's **Supermarine S6/6A** 'N248' Schneider Trophy sea-plane which, in 1929 completed the air-race course off the Isle of Wight at 325.54mph, while braking both the 50km and 100km World's Closed-Circuit Air Speed Records at 332 mph.

An exact replica of Sir Malcolm Campbell's **Bluebird K4** boat (later destroyed) which broke the World Water Speed record on Lake Coniston, in August 1939 at 141.74mph.

Speaking about the event, Chairman and Chief Executive, Tony Gott said,

"We are delighted to support the Festival again and to take centre stage in this centenary year.

This wonderful event is the perfect setting for the Rolls-Royce celebrations."

In Novembers Past.

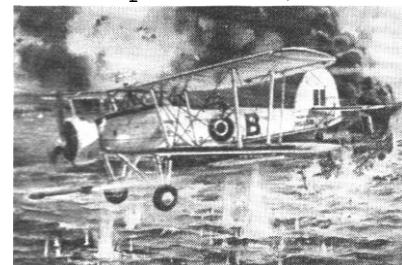
November 11 1940.

On the Night of November 11 1940, in the Mediterranean, 21 Fairey Swordfish lumbered of the decks of the Aircraft Carrier *Illustrious* and made a punishing attack on one of the most powerful and best equipped fleets in the world- the Italian fleet in harbour at Taranto, on the heel of Italy.

Armed with 18 foot (5.48 m) Mk XII torpedoes, the Swordfish swooped down through a firework display of anti-aircraft fire and sank three battleships, damaged two destroyers and a cruiser, wrecked the Taranto seaplane base and turned oil storage tanks into a mangled mass of blazing debris.

The Italians had previously been very unwilling to risk challenging the Royal Navy in the Mediterranean. After the disaster of 'Taranto Night' they went in abject terror of doing so.

The single-engined biplanes which produced this paralysing fear were, ironically, already obsolete in 1940. The Swordfish, in fact, more closely resembled the 'string and glue' machines of World War 1 than the speedy, nimble fighter aircraft of World War 2. Nicknamed 'Stringbag', this fabric covered plane, powered by Bristol Pegasus engines, had a wingspan of 45 feet 6 inches (13.8m), a length of 36 feet 4 inches (11 m) and could cruise at only 129 mph (239 kph) at 5,000 feet (1,524 m).



NOVEMBER 14 1941.

Many Times before they sank her in November 1941, the Germans claimed to have destroyed the legendary aircraft carrier *Ark Royal*.

German fear of this 22,000 ton, 30.75 knot carrier was thoroughly justified, for *Ark Royal*, who carried some 72 aircraft (mostly Fulmars, Swordfish and Skuas), had been present at some of the most damaging defeats the Germans suffered during World War 2.

She had taken part in the hunting down of the pocket battleship *Admiral Graf Spee* in December 1939.

In May 1941, her aircraft had done reconnaissance and submarine detection duties for the British fleet which sank the *Bismarck* in the North Atlantic. *Ark Royal* also did duty nosing out German submarines in Norwegian waters, and in the Mediterranean helped get vital supply convoys through to the beleaguered island of Malta.

However, it was during these convoy duties that the German submarine U-81 put a torpedo into *Ark Royal's* starboard side, causing serious flooding and loss of power. *Ark Royal* was put in tow in the hope of saving her, but the hope was futile. She sank at dawn on November 14 1941, within sight of her destination, Gibraltar.

November 12 1944.

In 1942, the British Prime Minister, Winston Churchill, described the 42,900 ton (43,536 tonne), 30.8 knot German battleship *Tirpitz* as one of the most dangerous enemy ships at large during World War 2.

The *Tirpitz* posed a deadly threat to supply convoys which sailed to Russia.

'The destruction or even the crippling of this ship is the greatest event at sea at the present time', Churchill declared.

Two years passed before he got his wish. Not until November 12 1944 was the Tirpitz sunk in Tromsøfjord, Norway. This was the last of several attempts to sink the Tirpitz, one of them in September 1943 by midget submarines, or X-craft; another in April 1944 by British carrier borne aircraft which did much damage with 14 bomb hits.

Tirpitz was finally finished off, seven months later, by 36 Lancaster's which hit her 3 times with 5.5 ton bombs. The battleship capsized, ending bottom up on the fjord-bed with nearly 1,000 men trapped inside her.

Tirpitz was certainly a prize worth claiming and Churchill had not exaggerated the danger she posed. Sister-ship to the Bismarck, she carried armour 12.5 inches thick (31.75cm), eight 15 inch (381mm) and 12 5.9inch(150mm) guns, 16 4.1 inch (104mm), 16 37mm and 58 20mm anti aircraft guns, eight 21 inch (58.34cm) torpedo tubes and 6 aircraft.

Sopwith Pup rigging diagram

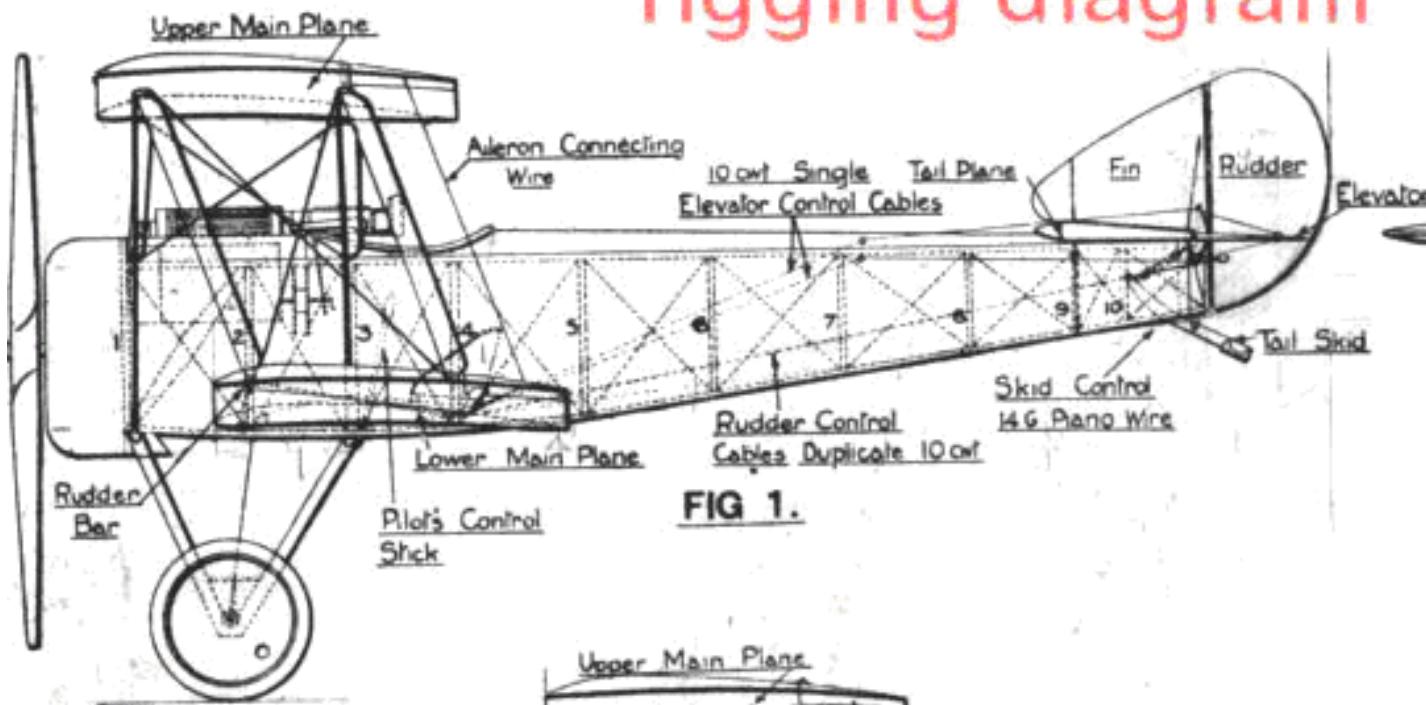


FIG 1.

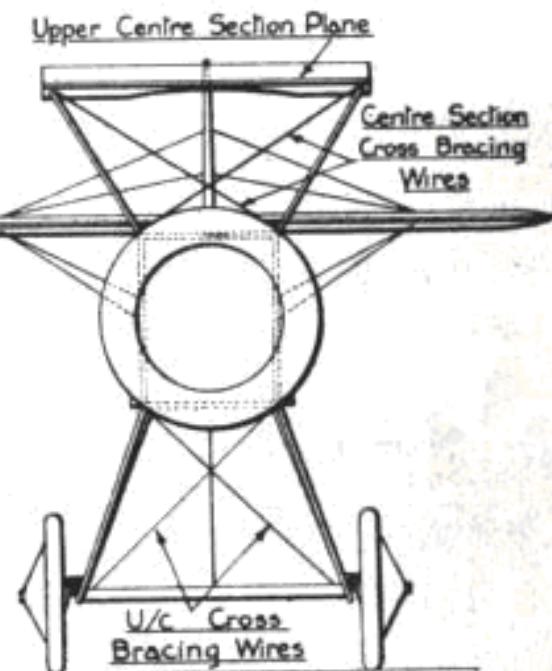


FIG 2.

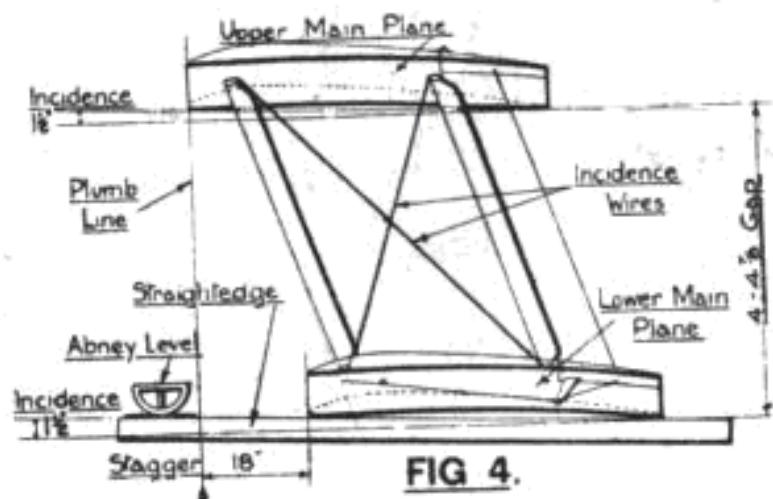
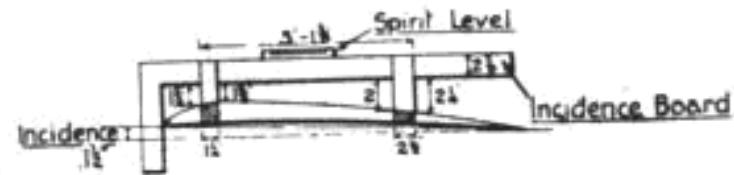


FIG 4.



AIRSHOW DATES 2004
Dates highlighted are provisional.

JULY	
19-25 th	Farnborough, Hants: Farnborough International 2004.
23-25 th	Weston-super-mare, Somerset.
24/25 th	Sunderland, Tyne & Wear: Sunderland International Air show.
29/30 th	Lowestoft, Suffolk: Seafront Air Festival.
AUGUST	
1 st	Old Warden, Beds: Shuttleworth Military Pageant & Air display.
12 th	RAF Valley, Anglesey: Charity Photo call. To run from 0800 until 1600.
12-15 th	Eastbourne, Sussex: Airborne 2004.
19/20 th	Clacton on sea, Essex: Clacton Air show.
21 st	Old Warden, Beds: Shuttleworth Evening Air display.
21-22 nd	<u>Elvington, North York's: Yorkshire Air show.</u> Newark, Nott's: Newark Air Museum 'Rescue 2004'.
22 nd	Rougham, Suffolk: Rougham Air display. <u>Avon show at the Yate leisure centre.</u>
28-29 th	Shoreham, Sussex: Shoreham Air show 2004.
29 th	Little Gransden, Cambs: Families day out Air and Vintage vehicle show.
29-30 th	Boxted, Essex: Boxted Airfield open day and fly in. The P47 Thunderbolt, of the fighter collection, Duxford, will be dedicated to this event. The P47 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. P47 Thunderbolts of the famous 56 th 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 P47 has flown from Boxted since WW2.
SEPTEMBER	
4-5 th	Duxford, Cambs: September Air show. Southport, Lancs: Air show 2004. (Provisional date).
5 th	Old Warden, Beds: Shuttleworth Pageant Air display.
11 th	RAF Leuchars, Fife: International Air show.
11 th	Old Warden, Beds: Shuttleworth Aero modelling & Twilight sunset Air display.
12 th	Kemble, Glos: Kemble open day.
18 th	RNAS Yeovilton, Somerset: International Air day.
18-19 th	Biggin Hill, Kent: Battle of Britain Air show.
26 th	Coventry show at the Midland Air museum.
OCTOBER	
10 th	Duxford, Cambs: Autumn Air show.
23 rd -24 th April 2005	Scottish Nationals at the Dewars centre Perth.

Snappers awarded

Barking Photographic Society held its annual interclub photographic competition at Eastbury Manor House, Barking. Seven clubs competed for the Barking Colour Cup trophy. The competition was judged by Paul Radden.

The winning club was Upminster Camera Club and the cup was accepted by club member Mr John Hone (pictured).

The 'Print Of The Night' was awarded to an Upminster CC member, Mary Allen, for her picture titled 'Tulip Staircase (Queens House Greenwich)' and the trophy was accepted on her behalf by the Club Chairman, Dave Wilcox.

For Club information, contact Bryan Tester on 020 8591 1986.



(our very own in Barking & Dagenham Citizen magazine).