



# "STICKY FINGERS"

## Magazine



### Peters Pratting

Next month – April 2007 – “Modeller of the Year” Competition

The following models are eligible, as well as all those entered into tonight's competition.

Alan Wright	Shorts Tucano
Danny Alvisse	Fiesler Storch Impreza WRX STI Lamborghini Diablo Lotus Super 7 Republic A-10 Thunderbolt Tiger II
Ian Brown	Douglas DC-3 Junkers Ju-38 Lavochkin La-7
John Bennett	Airbus A-320 Handley Page Hastings Supermarine Walrus Vickers VC10 Westland Wyvern
Jon Lowe	Concorde
Paul Bennett	Aero 145 Avro 707 Dewoitine D.520 Hawker P1082 Saab J-21
Peter Bagshaw	Focke Wulf FW 190A-3 IS-3M Messerschmitt Bf109G-6 Italian Messerschmitt Bf109G-6 Night fighter

Phil Worth	Marder III
Robert Smith	Republic P-47 Thunderbolt Supermarine Spitfire Vb Trop
Robin Bellamy	North American P-51D Mustang Lippisch P-13

### Last Months Talk By Phil Worth

Many thanks to Phil for his talk last month on some of the techniques he uses in building his models. For me I thought it was very useful and informative, plenty of good hints and tips for use in all types of modelling subject.

### Some Sad News

Following on from last month's news that my father-in-law was ill with cancer, unfortunately he passed away on the Tuesday after the meeting, he just collapsed and died, thankfully he doesn't have to suffer the final stages of the cancer.

### Adventures in a Different Scale

Not much to report this month, see news above for the reason why.

### Alan Carr has just had a birthday!

"Many Happy Returns" to Alan Carr who joins the over 60s club, you don't look a day older!

### IPMS Hornchurch gets on the Web

As I said last month the club now has an Internet presence. The address is:-

[www.sticky-fingers.org.uk](http://www.sticky-fingers.org.uk)

This will be very much work in progress for the moment as I learn how to set things up and see what works and what doesn't. If you have any ideas or suggestions for improvements please let me know. I can setup as many email addresses as we would want so anyone who wants to have a [username@sticky-fingers.org.uk](mailto:username@sticky-fingers.org.uk) email address please let me know and I can set one up for you.

### Annual General Meeting

Yes it's coming up to that time of year again. Please get your thinking caps on to suggest any activities we could try and cover in the meetings next year. Also it's your chance to step forward and replace the bunch of wasters who are the committee, anyone who feels they would like to undertake one of the posts are more than willing to stand.

Positions available are:-

Club Secretary

Deputy Secretary + Competition Secretary (could be split into 2 roles again if required)

Treasurer

Magazine Editor

### Forthcoming Shows in 2007

Shows with highlight have been booked for us to attend. If you wish to attend any of the shows with the club stand please let me know so I can attempt to book space for the club.

2007	
25 <sup>th</sup> March (Sunday)	Les Garagistes wish to announce the second 'Modellsport' show to be held at The Holiday Inn, St Quentin Gate, Telford, Shropshire. 'Modellsport' is aimed at the motorsport enthusiast, be that cars or bikes.
1 <sup>st</sup> April (Sunday)	Abingdon Model Show. Larkmead School, Faringdon Road, Abingdon, Oxon.
21 <sup>st</sup> April (Saturday)	Poole Vikings Model Club (IPMS Dorset) Show. Parkstone Grammar School, Sopers Lane, Poole, Dorset
28 <sup>th</sup> April (Saturday)	Plymouth Premier Model Show in the Main Guildhall. Doors open 10 am to 4.30 pm.
28 <sup>th</sup> /29 <sup>th</sup> April (Saturday & Sunday)	Scottish Nationals to be held at the Dewars Centre, Glover Street Perth PH2 0TH, Scotland. Show open from 10am to 5pm both days.
12 <sup>th</sup> May (Saturday)	Southdowns Model Show 3, at Lancing Parish Hall. I have sent off the booking form for this show.
26 <sup>th</sup> May (Saturday)	IPMS Torbay Show to be held at the Torquay Town Hall
2 <sup>nd</sup> June (Saturday)	IPMS Salisbury Show. Wyvern College, Church Road, Laverstock, Salisbury.
16 <sup>th</sup> September (Sunday)	Sutton Coldfield's 31st Model Spectacular at Sutton Coldfield Town Hall, West Midlands. Doors open 10 am to 4.30 pm
30 <sup>th</sup> September	IPMS Brampton, The Burgess Hall, St.Ives, Cambridgeshire. Note this is a new

(Sunday)	venue and date. I have sent off requesting space for this one.
November 10 <sup>th</sup> & 11 <sup>th</sup> (Saturday and Sunday)	<b>IPMS Scale Modelworld 2007</b> to be held at the Telford International Centre. Yet again I've started off with the wrong dates, see this months for the correct ones. The branch return has been sent off so we " <u>should</u> " have some space booked.

**Peter**

### NORFOLK NERD

Yes folks I'm back I've finally been able to put fingers to keyboard (no not just two) to put this together. A lot has gone on in the old Norfolk homestead since I last spoke to you. Last November I fractured my right wrist, I've spent four weeks in Oz over Xmas and poor old 'er indoors has been in bed for the past week with a viral infection. It was really weird Xmas day sitting outside having a BBQ in 28 degrees heat. The Australians had their coldest weather on record for 100 years for the Xmas period and yet it never went below 27 degrees. As this period is the height of their summer it's normally about 35-40 degrees. Some people have it hard don't they!!!!

Its great to be wise after isn't it? A few months ago I bought a SMER kit of the Albatross DVa for £3.99. Deciding as a new year's resolution to get back to some building, instead of collecting, I recently opened up the box. Well the decals and colour scheme on the instructions weren't for the same aircraft as on the box art. The one in question was pictured on the side.

So after all this time I'm still learning. However we continue.....subscribing to Windsock magazine I remembered a write up of this kit in there. After going back over the last year I found it only to read that Smer had used the Eduard moulds for this kit.

Last year while in Ipswich I found a good model shop that had some of the Eduard range, they had a few kits in plastic bags (Albatross DVa and Fokker DR1) with just the decals for one aircraft, an A5 size sheet of instructions and paint scheme and the plastic (back to the good old days of Airfix), and sure enough the plastic layout was exactly the same as the SMER kit.

And the price of the Eduard kit.... £1.99. (*Anyone else had this or similar?*).

There were many successful heavier than air flights long before the record set by the Wright brothers in 1903. A book on the history of steam powered flight, Steam and Air, records the success and failure of the pioneers of flight, starting with Sir George Cayley who designed and produced a monoplane in 1852-53. He put his coachman in the cockpit to fly the aircraft across his estate in Yorkshire, with his staff lined up along the route. The flight was successful and, on landing, the coachman called to Cayley saying "Please Sir George I wish to give my notice. I was hired to drive, not to fly." Little did he realise he had made aviation history.

There are four requirements for fully controlled flight: take-off, sustained flight, control and safe landing. The first aircraft to achieve three of these was the steam powered aircraft designed by Felix du Temple in 1874. The missing element was control,

But then the Wright bothers did not have control on their 1903 flight either.

There were many pioneers developing the aerodynamic principles of heavier than air flight established by Sir George Cayley, including Henson and Stringfellow with their Aerial Steam Carriage.

### AIRCRAFT WEAPONS

The weapons used on aircraft in W.W.1 were almost all in the inventories of the Nations fighting the war in 1914. Aside from the unique and odd attempts at arming aircraft in 1914, after mid 1915 aircraft were armed with machine guns.

The machine guns were usually slightly modified (or sometimes unmodified) infantry guns. First used were the drum or clip fed light or air cooled versions, the French Hotchkiss, the British Lewis, and the German Parabellum, all in the standard rifle calibre of their respective nations.

Roland Garros, who had been pushing to get aircraft fitted with machine guns for some years, mounted deflector plates on the propeller of his Morane Parasol fighter in 1915. A week later he crashed landed behind German lines. A few hours later Anthony Fokker examined the wrecked aircraft and proceeded to build the first interrupter gear. Soon after came the Fokker scourge and all the nations began developing guns for their aircraft.

*ED. One train of thought was that Fokker actually just copied and modified the disconnected Saulnier interrupter gear on the Morane. Used in conjunction with the French Hotchkiss there was always no telling when the bullet would leave the gun.*

The normal German fixed gun was the Spandau and was a modification of the standard belt fed heavy machine gun, modifying it from water cooled to air cooled and making it lighter in weight. The British and the French developed the Vickers gun which was very similar. Heavy guns were usually on fixed mounts and the lighter guns on various flexible mountings.

There were many attempts to use heavier calibre versions but being heavier this was detrimental to the aircrafts performance so were not used in combat. (i.e. a 37mm gun on a SPAD XII by the British and on some bombers by the Germans, both ineffective.)

Both sides used incendiary / exploding bullets supposedly for balloon busting. Von Richthofen damaged one of his Albatross Dv's whilst shooting at a British aircraft, when bad ammunition exploded on leaving the gun damaging his engine and propeller. Pilots were "advised" to only load one gun with incendiary bullets so that in the event of being forced down they could dispose of the ammunition belts.

Finally although the amount of explosive that can be put in a bullet is quite small it must be remembered that the pilots were only protected by canvas or very thin plywood. An RFC pilot is on record as saying that exploding bullets on flesh was "a bit icky"

### **HOT TIPS HOT TIPS**

By virtue of the fact that we normally build alone modelling is a very individual hobby with each of us having our own way of doing things. So ask two modellers the same question will get you two answers. Or, if you're lucky, maybe more than two answers as there is always "more than one way to skin a cat". When asked we are always willing to impart our knowledge, so if you have any tips or techniques you use, let us know.

After cleaning your brushes with turps or thinners, wipe the dry brush across some Vaseline until the brushes are covered. Then store your bushes upright or flat in a box. The Vaseline keeps the hairs supple and prevents premature drying out.

**N.B.** remember to wipe off the Vaseline before using again!!!!

Addicted to diet coke? Then save the screw caps, wash out and use them to hold paint.

Read this one in an old magazine. Take a pipe cleaner put it around the large parts you want to hold together then twist the ends together until the parts are held tight. Can also be used to hold a model if you want to paint parts on it or glue small pieces on it

**Ricky**

## **Robin's very, very random ramblings**

Due to Danny's computer problems, hopefully now fixed, it's all fingers to the keyboards to expand this month's magazine a little. Due to a distant family bereavement, an unconnected family illness in Liverpool and other family matters, my wife was going to be absent from home for five weeks. So, while the cat was away...

A number of back burner projects were dug out of cupboards, reference books found, decal sheets drawn from stock and all piled, ready to hand, next to my modelling table. With no distractions, everything was now set for some serious modelling, or so I thought.

Work, of course, intruded upon my time, plus the need to cook for my Son and myself. Unfortunately this created washing up and of course drying up. I was always amazed how much washing the two of us generated, which in turn created the ironing. The hoovering and cleaning still had to be done as well. With the added ingredients of having to attend family Birthdays, anniversaries and playing at taxi for family members, you can see where this is going can't you? Five weeks down the line, my Wife is back home and I am putting the models back in the cupboard, books back on the shelves and decals back into storage. The sum total of my five weeks of quality modelling time? A couple of joints filled. Oh well, such is life, I am now looking forward to the Easter holiday for some quite time on a farm. Whether any more modelling gets done is another question.

However, the five weeks were not totally wasted, I did find a solution to a problem that has always annoyed me while decaling, namely spilt water and where to put wet decals. As you might know, I am doing a lot of decorating at my house at the moment. I always buy the cheap rollers, use once and throw them away, as you can never get the rollers clean properly. This has left me with a number of roller trays. They come in a small and large size, just right for the airliner builder's large decal sheets. I'll bring them along for you to look at, I'm just annoyed that the answer has been in front of me all these years and the amount of hassle I've gotten into spilling water on the floor.

Last month I asked if anybody needed any circular formation lights or landing lights punched out I would do it and had some puzzled looks by members. I'll bring a selection of what I was talking about to make it plain. This brings me on neatly to the next part of the article, namely, reference materials or lack of them. If any member needs any reference on a project, please make your needs known to Peter or myself and it will be announced at that evenings meeting and if we don't get an immediate response, put the request in the next issue of Sticky Fingers. Remember that every club member has some sort of reference material stashed away and I'm sure most, if not all would be more than happy to share it.

At the last meeting Peter told us about the setting up of a new Hornchurch website. I thought that perhaps over the next few months we could bring our model collections in on club evenings a bit at a time to be photographed for inclusion on the website. Just have a few details, make of kit, any detailing, paint used etc to go with the pictures. This could have a couple of advantages, one, fill up the huge amount of space available on the website and two, bring more models in to look at and discuss. If anybody else has any suggestions, lets hear them tonight please.

As the AGM is creeping over the horizon towards us, please put forward any motions, thoughts or ideas to any of the committee members for inclusion in the "order of battle" for this years AGM. With any luck it should pass off as smoothly and quickly as last years, fingers crossed. Right, I have rambled enough, time to draw this disjointed article to a close. It only leaves me to say have a good evening, good luck to everybody that enters the competition and may the best modeller win. Also don't forget the upcoming Modeller of the year competition; Peter has printed a list of eligible models to date in Sticky Fingers. Don't forget that all the entries in tonight's competition also qualify