



"STICKY FINGERS"

Magazine

www.sticky-fingers.org.uk

Issue 44, February 2008

Peters Prattling	1
Next month – Competition night – the final round of this year.....	1
S	
Southern Expo 15 th & 16 th March 2008.....	1
Milton Keynes Show.....	2
Gatwick Aviation Museum Open Day	2
Forthcoming Shows in 2008.....	2
Robins Ruminations.....	3
Wrighty's References.....	4
Project Short Singapore	4
Competition Standings after the 3 rd Round.....	6
Wally Arrowsmith Trophy (Aircraft).....	6
IPMS Hornchurch Trophy (Miscellaneous).....	6

Peters Prattling

Next month – Competition night – the final round of this year.

Please note it looks like I mucked up the total points at the end of round 2, but they have been revised to their, hopefully, correct values for the round 3 results listed below.



Southern Expo 15th & 16th March 2008

Hopefully the club shall have a really good display to put on, not only of the 60's build models but everything else we've been building recently. Please bring along a good selection of models. At the risk of repeating myself, we need to make sure we have someone hanging around the stand at all times that is willing to speak to punters who come by, you never know we might pick up some new members.

Check out the website for information on clubs/SIGs and traders booked in.

<http://myweb.tiscalil.co.uk/southernexpo/>



"STICKY FINGERS"

Magazine

www.sticky-fingers.org.uk

Milton Keynes Show

The show was held at a new venue this year and was unusual in that there were 3 floors to explore. Our club display was on the ground floor, which in the best traditions of Milton Keynes was very cold until they closed the loading doors. The show itself had a good buzz about it but there were some negative comments from the clubs stuck up in the "gods". I can imagine that if we were up there I'd feel a little aggrieved or unwanted. Not a huge amount in terms of bargains but I noted that Mick did really well with a couple of Bronco Comet tanks.



Gatwick Aviation Museum Open Day

On the 30th March 2008 Gatwick Aviation Museum will be holding an Open Day where they will be opening some of their cockpits and a 4 engine run of our Avro Shackleton Mk3 Ph3 WR982 "Juliet" at 2pm.

Admission is: £5 for adults & £2.50 for children. Parking is FREE on site.

This Open Day is in conjunction with the Horley Branch of the RAF Association & the Surrey Air Ambulance to celebrate the 90th Anniversary of the Royal Air Force.



Forthcoming Shows in 2008

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.

2008	
15 th & 16 th March (Saturday & Sunday)	Southern Expo 2008
6 th April (Sunday)	Modelsport 2008 to be held at the Holiday Inn, St Quentins Gate, Telford . Shropshire Scale Modellers in association with RAF Cosford present the Shropshire Model Show to be held at the RAF Museum at Cosford
19 th April (Saturday)	Poole Vikings Model Club (IPMS) Dorset annual show at Parkstone Grammar School, Sopers Lane, Poole , Dorset. BH17 7EA
26 th & 27 th April (Saturday & Sunday)	Scottish National Scale Model Show , Dewars Centre, Glover Street, Perth PH2 0TH
3 rd May (Saturday)	Southdowns Model Group . The Parish Hall, Lancing, West Sussex, BN15 8AJ



"STICKY FINGERS"

Magazine

www.sticky-fingers.org.uk

11 th May (Sunday)	IPMS Gloucester annual show at the Churchdown Community Centre, Churchdown, Cheltenham (Nr Staverton Airport),
31 st May (Saturday)	IPMS Salisbury annual show at Wyvern College Sports Hall, Church Road, Laverstock, Salisbury , SP1 1RE
6 th June (Friday evening)	IPMS Ipswich are pleased to announce that SBX Model Shop will be sponsoring the 3rd East Anglian Model Competition to be held at the Ransomes Sports and Social Club, Sidegate Avenue, IPSWICH , IP4 4JJ
15 th June (Sunday)	MAFVA Nationals to be held at the Imperial War Museum, Duxford
10 th August (Sunday)	Eastern Expo , West Norfolk Show at the college of West Anglia in King's Lynn
16 th August (Saturday)	Essex MAFVA , "Present Arms" at the Marshalls Park School, Petits Lane, Romford
6 th September (Saturday)	IPMS West Cornwall annual model show at St John's Hall, Alverton Street, Penzance , Cornwall TR18 2QR
15 th & 16 th November (Saturday & Sunday)	IPMS Scale Modelworld (aka The Nationals), Telford International Centre.

Peter

Robins Ruminations

We have all heard of the expression famous last words, well at the moment I'm living them. A couple of months ago I was writing in Sticky Fingers that due to a change in office work patterns and the end of our redecoration at home I would have more time to devote to modelling. Cue the famous last words bit. Due to a staff member going on long term sick absence in my office, yours truly has been working longer hours than I was before Christmas, which has curtailed the decorating and all the way down the line to curtailing my modelling. So I'm back to square one! The promised Mig 17 has still to be completed along with its promised/threatened build article. I will miss tonight's completion deadline but still hope to have it on the stand for Expo its self.

While on the subject, a progress report on Southern Expo, by the time you read this, all the traders and clubs will have confirmed their requirements and it will only leave Peter and myself to juggle/shoe-horn them all into their relevant positions on the floor plan. The good news is that we haven't over or under booked the number of tables as far as we can see, I must admit to being personally very concerned that we end up on the day short of space, but fingers crossed all is well. Tables booked, awards ordered, tickets checked, locks, chains, unclaimed raffle prizes dusted off, so clock is running down to Expo and all the preparations are done and things in place. Why do I keep coming back to the subject of my first paragraph, famous last words?

I'm sure that Peter will remember to ask during this evenings meeting, but anybody that can attend the sports centre at about 7 o'clock in the evening to assist us in putting up the tables and chairs, it will be greatly appreciated. Don't forget your gloves! By about 20:00 the Hornchurch stand should be about ready to put the models on for those who wish to set up then and avoid the normal Saturday morning stampede. I would ask as many members as possible to attend the show and spend some time on the club stand at some point over the weekend. It is the clubs showcase event and let's face it, if not at Southern Expo, where else will you get so many traders, clubs and goodies to buy on your doorstep, please make the effort!

Unusually for me I will be serious just this once and say, enjoy the show and have fun, but remember that the "profits" from the show is donated for the care of those less fortunate than ourselves in St. Francis Hospice. Thank you.

Robin.



"STICKY FINGERS"

Magazine

www.sticky-fingers.org.uk

Wrighty's References

Project Short Singapore

I had intended to explain the methods used in scratch building the above model, but upon reflection unless the reader is interested or considering doing a similar project, it would be rather boring. So I am going to give reasons and the many problems involved in such a project, which has taken 2 years to complete. How these problems were overcome might make it more interesting, then you can judge for yourself if the result was worthwhile.

Firstly, why? Well the Singapore a giant flying boat with graceful lines, its unique engines with propellers extended, set between biplane wings, the 3 finned tailplane, it was always one of my favourites and a model I wanted!

True Contrail a vacform kit maker had produced a kit in the 70's, but the firm had gone bust and the kit was unobtainable in 2004. However whilst searching for the kit I came across a part Contrail kit of a Supermarine Scappa flying boat, minus the wings. Subsequently I built the vacform fuselage and scratch built a set of wings in balsa wood, covered with paper thin plastic card. The final resulting model led me to believe (maybe) I could move on to make the larger Singapore from scratch.

A reality check was on the way for me; around the end of that year, the master modeller Alan Clark unveiled his 1/36th scale Singapore which received universal acclaim from the modelling press and awards by the score. During 2005 I had a go at building a fuselage from scratch using the old method of bulkheads and stringers and covering in thin plastic card using a home drawn plan on graph paper. At the end of 6 weeks work it was a total failure, my project was apparently dead in the water and this should have been an end to it.

However a few months later I had acquired a full set of plans, obtained some various balsa wood pieces and located a source of adhesive backed aluminium foil, the project had forced its way back into my thoughts again. This time it would need much more thought and foresight. For instance I can't do moulded shapes or parts, so it would have to be balsa wood based. It had to start with the fuselage, because if I can't get this right the rest would be irrelevant, so in February 2006 I began again, to make a fuselage in three parts, this being necessary to enable the cranked rear assembly to be produced. The first section from the stern to frame 28 was to be made up from internal floor level in balsa wood; this enabled the bottom planning of the hull to be shaped, and the widest part of the hull on the plan view to be cut. Being sanded to shape the floor level was covered with .010 plastic card to present a plastic base upon which to attach the half bulkheads and side panels made in plastic card, the side panels need the portholes drilled as necessary. Before cementing these panels all interior details, cockpit seats, instrument panels, desks, bunks, lockers etc have to be made in plastic card, control columns from sprue, Airfix figures for crew members seated and strapped in. The cockpit glazing was shaped and bent using Easter egg wrapper cellophane. These parts when complete can then be assembled, which just leaves the roofing sections.

Arguably the most difficult, because of the rounded shape further down the fuselage. This is where the paper thin card is useful because by dipping in hot water the edges can be bent around a pencil to turn the edge, providing they are no longer than 1 1/2 inches, these pieces were then glued to bulkheads and taped down on side plates and left overnight (any surplus trimmed next day). The hull bottom is dealt with in a similar fashion, bending and gluing, taping down as necessary, again keeping the card small enough not to spring; if it does a repeat the next day may be required. The main section is almost complete, now just the forecastle section in front of the cockpit needs to be made in balsa and the gunners' compartment drilled out; this is then mounted in position and covered as previously described. The mid upper position of cut out prior to fitting that section of roof, the firing platform having been previously scratch built internally.

The cranked section aft of frame 28 is made in 2 sections covered and shaped from balsa, a flat area to accommodate the tailplane is cut into the top and the rear gunners aperture drilled and cut out, getting around this area is difficult with plastic and even when it is pre-bent taping and gluing in small pieces seems the only way. Each section is joined by the cross section of the fuselage being covered in plastic card and the 3 parts glued together with poly cement, this completes the first stage of the fuselage.



"STICKY FINGERS"

Magazine

www.sticky-fingers.org.uk

Stage 2, the covering is much more complex, the alu-foil to apply properly needs to be done by following the plan of how each individual piece is applied in the same way as the real thing was built, it adheres well to the plastic and butt joining each section takes care of panel lines (the "B" of all models) it is indeed a long tedious and very accurate job requiring considerable patience. About 10 months have passed, in December 2006 I had to go into hospital and time for more thinking on how to make the wings and tailplane began to form, the engines and floats still offered considerable problems I had not yet solved!

I will tell you next month, how in the next year these were overcome and the model completed. By the way I also built a model for nearly every competition during that year alongside this "project".

Alan



"STICKY FINGERS" Magazine

Competition Standings after the 3rd Round.

Wally Arrowsmith Trophy (Aircraft)

1/72nd Scale or Less

Position	Entrant	Model	Votes
1 st	Peter Bagshaw	Bristol Beaufighter	46
2 nd	Alan Wright	Mig 27	36
3 rd	Peter Bagshaw	Hawker Hunter	34
4 th	Alan Wright	Avia BH-3	24

Greater than 1/72nd Scale

Position	Entrant	Model	Votes
1 st	Robert Smith	Vought F4U Corsair	50

Positions after 3rd Round

Position	Entrant	Points
1 st	Alan Wright	103
2 nd	Peter Bagshaw	96
3 rd	Robert Smith	90
4 th	Charles Thompson	40
5 th =	Ian Brown Ted Taylor	25
	Paul Bennet Robin Bellamy	23

IPMS Hornchurch Trophy (Miscellaneous)

Military Vehicles

Position	Entrant	Model	Votes
1 st	Peter Bagshaw	T-80 tank	46
2 nd	Peter Bagshaw	M3 Bradley	44

Miscellaneous

Position	Entrant	Model	Votes
1 st	Ian Brown	Manx Norton	47
2 nd	Ted Taylor	Fire Engine	35
3 rd	Phil Worth	Templar	34
4 th =	Danny Alvisse	Panzer Oberlutenant German Infantryman	23

Positions after 3rd Round

Position	Entrant	Points
1 st	Danny Alvisse	113
2 nd	Peter Bagshaw	105
3 rd	Ian Brown	73
4 th	Mick Pitts	71
5 th	Phil Worth	42
	Kevin Curley	25
	John Huston Ted Taylor	23
	Greg Brand	21
	Alex Smith	17