



"STICKY FINGERS"

Magazine

Issue 45, March 2008



I do like a nice Tiger scheme!

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Peters Pratting

Next month – Modeller of the Year Competition night

If you have entered a model in this years competition rounds it is eligible for entry into this competition. You can bring as many of the models you have entered as you wish. Don't forget there are cash prizes on offer.



Southern Expo 2008

As I write this Southern Expo is still on the horizon but of course by the time you read this it will be all over bar the shouting for this year. Hopefully no one will have noticed the change in organisation too much, the show has been a great success and as ever an enjoyable show for everyone. Unless there have been any major disasters I'm sure Robin and I will be starting to plan the 2009 show in the next few months after a good rest and recuperation.

AGM

Just a reminder that the Annual General Meeting is looming so thinking caps on as to what sort of activities you would like to see the club undertake at the meetings next year, or do you know of an interesting guest speaker we could invite? Ted Taylor has offered to bring in some scans of artwork by Roy Huxley the Matchbox artist to display.

Branch Returns

I have completed the Branch Return for IPMS Hornchurch for this year and received acknowledgement from the UK Liaison officer so we are still "official" for the next year and should guarantee us some space at the Nationals.



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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	
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
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

I am being brief in this month's article as the final preparations for Southern Expo is taking up a fair lump of my "free" time. Although by the time you are reading this, Southern Expo would have been and gone, probably with a fair chunk of our money! So although it is still almost a week to go to Expo for me writing this, I hope you all enjoyed the show and that Peter and myself didn't make too much of a hash of it.

By now all the money is in the bank, accounts worked out, assorted buckets, boxes and unclaimed raffle prizes are up in my loft and with the exception of a few letters to write, Southern Expo has been put to bed for its six month sleep.

One last thing to do is to thank, in advance, all those members of this club that will have given their time and effort to assist in the set-up, running and breakdown of the show.

Tonight is the final round in this year's competition and so have your models ready. Don't forget that every model entered into the competition heats is also eligible for entry into the Modeller of the Year competition in a few months. On the competition side of things it only leaves me to wish you all the best of luck and may the best model win.

Robin



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Wrighty's References

Project Short Singapore – Part 2

The third stage of the project was to make the wings (5) and tailplane complete with 3 rudders. I had already decided these would be balsa wood based and covered in plastic card. At this point I must make mention of my fretsaw, almost lost in today's high tech world. I wonder if you could still buy one. But it is an essential tool for scratchbuilding models.

All the previous mentioned parts were traced off the plans and onto 1/8 or 1/4 inch balsa sheet, then cut to shape with the fretsaw, after sanding to shape and to aerofoil section, they were coated in Humbrol 35 polyurethane to harden the balsa surfaces. All parts were then covered in paper thin plastic card and stuck with General Purpose Bostick.

To obtain the ribs effect, sticky back post-it notes were cut to the plan and placed on the wing, tail and rudder surfaces, then to get the fabric effect, very fine cheap masking tape 1" wide was wrapped around as it would have been on the real thing. On completion it was coated with 2 coats of "dope". When this was fully dry, the final finish was Humbrol 11 Silver, 2 or 3 coats as necessary. The aluminium parts of the wings and tailplanes, such as edges, hinges etc were made of aluminium foil cut to shape and adhered in position. The fuel tank and walkways were in plastic card, painted in metallic and glued in place.

The port and starboard lower wing shoulders were shaped from balsa blocks, cut out by fretsaw, each sanded to shape, covered in plastic card and then adhesive aluminium sheet covered, except for the joining faces to the fuselage and lower wings, once checked these parts were then stuck to the fuselage.

Next we need to prepare the struts to take the 3 piece upper main wing, the outer struts are straightforward, but extreme accuracy is necessary to get them exactly positioned and at the correct angle (this applies to all strut work hereafter). The inner struts are a different matter as they carry the engines, which are next to be dealt with.

The engines are cut from 25mm square balsa wood, the side and top view are traced off plan and transferred to top and side of the wood, then cut to outline with the fretsaw, from here the block is shaped to match the drawings. The spinners are not involved at this point, the reason being the nose faces need drilling out to allow fitting of prop shaft to enable the props to turn. Covering with plastic card is very difficult due to the curved surfaces involved but do the flat surfaces first, then fill in the remainder as described earlier, again small pieces only is the best way.

A drilled spinner mounting plate is stuck to the 4 engine ends and props fitted as per normal kits. Before we leave this section we have to find 4 x 2 bladed propellers, unfortunately the aftermarket does not cater for the required sizes. So laminate 4 pieces of 1mm thick plastic card and mark out the shape of the props and cut out with a fretsaw the 4 props, sand and carve to shape. Now make 4 stretched sprue shafts 3/32" diameter and stick into the back of the prop centre boss to make the props ready for fitting.

Now we have a number of inspection panels, blisters to cover cylinder heads, cooling vents on engine sides and other small items that need making, also 2 radiators that go on top of each engine that are rather complex, when this is all done we can proceed to cover the engines in acl/ali sheeting using plans as a guide, cutting and fitting all the individual panels.

I mention as a separate entity the engine exhausts (24), quoted by Alan Clarke as the most difficult part of his model, that was sure true! I made one set of 24, but on inspection they did not seem right, a recheck of the angled drawing and the plans showed I hadn't picked up the 3D effect. So the 24 were made out of heated sprue stretched and squashed to a given shape, I must have made 74 before I had enough lookalikes to do the 4 engines, the handling surplus was cut off and a flat mating surface cut and sanded for gluing to engine tops.

The tail and empennage are made in the same way as the wings, it is assembled, covered and all fittings, struts and rigging assembled prior to fitting to the fuselage.

The floats were made from 20mm square balsa, using the same method as the engines, plastic covering was difficult due to all the curved surfaces, small fixing struts needed careful alignment so each float would sit at the



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same angle, ali covering was difficult and getting a good seal at each end of the float was a problem. At last all parts were now ready; it's just another kit to assemble!

Order of assembly: - assemble the 3 hull sections, add lower wing shoulders, affix lower wings, setup outer struts, position and secure tail assembly to aft end of hull. Setup inner struts, fit props and fittings to engines and set engines upon inner wing struts. Fit cross members between engines and fit radiators to top of engines to help carry top wing. Join the 3 upper wing sections, set dihedral (pray twice) and hope the 3 piece wing fits and aligns correctly at all the joining panels, apply Bostick and leave overnight, recheck all measurements, it passes at last we know it is a success.

Stretch sprue and set about rigging wires, firstly wrapping struts in ali foil as they were all metal, when rigging complete, setup 3 crew members, make gun mounting rings and small fittings, scratch build 2 Lewis guns, fit these and the aerial wires the final items. Finally make a balsa stand for presentation.

Alan