



# "STICKY FINGERS"

Magazine

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

Issue 50, August 2008



For the "treadheads" , note how dusty it looks!

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## Peters Prattling

### Next month – Competition night

#### Last months Meeting

For those that missed the meeting last month you missed a very well attended competition round, see photos later in the newsletter.

#### This months meeting

This month we have a talk and demonstration on using acrylic paints by Phil Worth, based on his previous ones this should be very informative.

In addition we should be having a visit from a new model trader called SnC Hobbies, run by Steve and Caroline, hence the name! SnC Hobbies are a family run model motorsport online only shop, based in Dagenham. They have started attending some car boot sales, namely at the B&Q warehouse in Whalebone Lane South, Dagenham. Steve will be bringing a sample of his stock to tempt away our pennies, you have been warned!



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## New Competition Category at IPMS(UK) Scale Modelworld

(or the Nationals for those over a certain age)

For those members of the club that are IPMS members our illustrious leadership has introduced a new competition class for Scale Modelworld 2008. The new class is a **Branch Champions Award** and will consist of one entry from each branch and an overall winner selected from the group. The model can be of any subject, any scale and as detailed, or not, as required, please note we can only enter a model that has been produced by an IPMS member. The questions I have to put to the club are:-

Do you want to enter this competition?

If yes, how did you want to select a model to send? My suggestion would be to select one by popular vote from the models entered into the club competition over the last year (2008).

## 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 <sup>th</sup> September (Saturday)	<b>IPMS West Cornwall</b> annual model show at St John's Hall, Alverton Street, <b>Penzance</b> , Cornwall TR18 2QR
6 <sup>th</sup> & 7 <sup>th</sup> September (Saturday & Sunday)	<b>IPMS Glasgow</b> present the <b>Glasgow Open Model Show &amp; Competition</b> to be held at the Kelvin Hall, Argyle Street, <b>Glasgow</b> G3 8AW
14 <sup>th</sup> September (Sunday)	<b>Medway Modelling Show</b> . Held at the Royal Engineers Museum, Gillingham, Kent. I've requested space for the Sunday only.
21 <sup>st</sup> September (Sunday)	<b>IPMS Fenland</b> and <b>Spalding Model Club</b> present 'Wings and Things' to be held at the Grammar School, Spalding, Lincolnshire PE11 2XH
28 <sup>th</sup> September (Sunday)	<b>IPMS Farnborough</b> present 'Modelfest', to be held at Kings International College, Watchetts Drive, Camberley, Surrey GU15 2PQ
12 <sup>th</sup> October (Sunday)	<b>Brampton</b> The Burgess Hall, <b>St.Ives</b> , Cambridgeshire. Confirmed 2 tables
15 <sup>th</sup> & 16 <sup>th</sup> November (Saturday & Sunday)	<b>IPMS Lincoln / IPMS Newark and the Spitfire SIG</b> Expo 2008. The Grandstand, Southwell Racecourse, <b>Southwell</b> , Nottinghamshire NG25 0TS
	IPMS Scale Modelworld (aka The Nationals), <b>Telford International Centre</b> .

**Peter**



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## Robins Ruminations

The memory of my summer holiday is already quickly receding into the dim, distant past; at least the weather was better than than it is at the moment. I had a very pleasant two weeks on a farm in rural East Sussex. During that time my wife forced me to sample the various "wares" of the local pubs, village fetes and different attractions, it was hell, but somebody has to keep the rural economy going.

During my holiday I popped over to France for the day and decided to visit La Couple, a few miles outside of Saint-Omer, about a relaxed hours drive from Calais. This was the site of an underground assembly and launching site for V-2 rockets against London. The complex was never finished due to the attentions of the R.A.F., U.S.A.A.F. and the advancing Allied forces from Normandy. The main part of the site is underneath a very impressive 70 metre concrete dome, visible for some miles. I have brought a few leaflets along tonight in case anybody is interested in visiting. My main thoughts as I sat in the car park looking at the large quarry and dome after the visit was how was it that Germans were so clever to get the first ballistic missile operational and so stupid to put the huge, visible assembly and launch site with all of its rail links only about ten minutes flying time from the coast? Very odd.

In my last article I told you that I was dipping my toe in "the dark side" of modelling, or A.F.V.'s to normal aircraft modellers. The choice was between the Stug III and IV, so off I went on holiday armed with the Stug IV and a few bits and pieces of etched steel for it. Of course on holiday my wife saw a kit of a King Tiger and was quite taken by it, so now I'm the owner of a King Tiger kit. I started the kit whilst on holiday and will bring it along tonight in its part built state. I must say that so far it's been a very enjoyable experience, I dare say that to armour modellers there are plenty of errors with my build, but I'm having fun with it.

Just in case any of you are in the Uckfield area of Sussex, pop into The Hobby Box, just up from the station, a real old fashioned model shop with everything crammed in together, railways, flying models, kits and just about everything to build the various hobby types. I remarked that I needed to find some brass wire to make the hatch handles on the tank more to scale and was instantly offered three various thicknesses from under the counter. I can thoroughly recommend a visit to this shop if you're in the area; it's like stepping back thirty years in time.

Well nothing much else to report on the club front, Peter is still chasing the council/SLM regarding Expo next year. We will keep you informed as to the progress of the on going battle. On Saturday Peter, Danny and myself, (and I can hardly believe I'm writing this), are planning to attend the M.A.F.V.A. show in Romford as Hornchurch Model Club. A show report will follow next month.

**Robin**



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## Wrighty's Talking Point No 2 - The Tucano Problem!

When I posed the modelling problem last month, it was something I thought of on the spur of the moment. Personally I thought it wouldn't be too difficult. Only afterwards I realised that the question required an answer and even though nobody may have given it a second glance, it had to have an answer!

Although I had made 2 1/72<sup>nd</sup> scale Tucano, one in 1993 and another 10 years later (Premiere and Airfix respectively) a search failed to turn up the reference articles I used for these kits, I tried the so called answer to everything (the Internet), nothing very helpful there. Though the 1990 RAF Yearbook offered a full introduction when the plane came into service there were no drawings (Pilot Press type or even a 3 view plan).

Well a thought struck me, if this imaginary model was made by Tamiya as I stated it would be pretty state of the art anyway, there would be plenty of photos to show aerials and other fuselage protrusions, we must accept they would size it correctly and put panel lines in the right places. It's the cockpit interior that maybe is the biggest problem. There was an article in SAMI I used when building the 2003 kit, but I can't locate it, however the 1/2<sup>nd</sup> kit shows enough to replicate this interior in 1/48<sup>th</sup> scale. One big problem is nose weight, the small area needs really filling to prevent tail sitting, this rules out any scratch built engine, unless Aries come up with a solid lead offering (how convenient he sighed!).

Talking of convenience, the day after I wrote this a visit to WH Smith proved most enlightening, the magazine Model Aircraft Monthly carried an article on the Tucano with coloured side profiles of all users nations and a lengthy detailed history, although no 3 view drawings. Have a look at my 1/72<sup>nd</sup> model and see if you think the open cockpit would look good scaled up to 1/48<sup>th</sup>. Well that's my answer, unless you come up with something better?

### Model Magazines

I put forward some views on model magazines last month, and I must accept Peters comment about the Internet being a good source of information. Recently I found detailed information on the Me 410 in my collection of reference rather limited, I decided to "give it a go" on the net and lo and behold within 3 minutes I had found exactly what I needed on a second referral site "IPMS Stockholm", showing full cockpit interior and plan view camouflage pattern. Not bad for a laptop novice I told myself. Matching this to some Aeromaster side views from a SAMI magazine you will see the results next month.



However my next venture on the web was less successful, when looking for information for the Tucano as described above. I now put forward the case for magazines, my previous project was the Zvezda kit of the Sukhoi Su-30, for those not au fait with Russian jets this is an Su-27 Flanker UB two seat trainer, enhanced as a multirole fighter bomber (see picture to the left), just going into service in Russia but notably as an export fighter bomber to India as the Su-30MKI. This kit comes only with Russian instructions, it is basic, similar to 80s Airfix and lacking all the refinements of detailed undercarriage, no aerials and numerous small detail absences. However Model Airplane Monthly to the rescue, their article "Sexy Sukhoi" in issue No. 6 provides all the detail necessary to make up all the missing parts and improving the undercarriage and cockpit, painting missiles etc. You can see the results in the next competition.

Finally my own favourite magazine at the moment is "Air Forces Monthly", it probably covers my current interest in modern jet aircraft, especially the latest cutting edge stuff (i.e. Eurofighter, JS F-35, latest Flanker and Mig advances) and smaller nations acquisitions of these jets, also the bi-monthly Combat Aircraft, a magazine of a similar vein, but with excellent photographs.

It seems all have something going for them; you just have to be selective.

Alan

# Competition Standings after the 1st Round.

## Wally Arrowsmith Trophy (Aircraft)

### 1/72<sup>nd</sup> Scale or Less

Position	Entrant	Model	Votes
1 <sup>st</sup>	Ted Taylor	Petlyakov Pe-8	50
2 <sup>nd</sup>	Peter Bagshaw	Curtiss P-40E	41
3 <sup>rd</sup>	Paul Bennett	Gloster Gladiator	35
4 <sup>th</sup>	Pal Bennett	Hawker Tempest	32
5 <sup>th</sup>	Charles Thompson	Morane Saulnier MS206	23
	Charles Thompson	Macchi MC.200	15

### Greater than 1/72<sup>nd</sup> Scale

Position	Entrant	Model	Votes
1 <sup>st</sup>	Steve Crust	Panavia Tornado GR1	53
2 <sup>nd</sup>	Alan Wright	Panavia Tornado GR1	52

### Positions after 1<sup>st</sup> Round

Position	Entrant	Points
1 <sup>st</sup>	Paul Bennett	40
2 <sup>nd</sup> =	Steve Crust Ted Taylor	25
3 <sup>rd</sup>	Alan Wright Peter Bagshaw	23
4 <sup>th</sup>	Charles Thompson	22

## IPMS Hornchurch Trophy (Miscellaneous)

### Military Vehicles

Position	Entrant	Model	Votes
1 <sup>st</sup>	Phil Worth	Panzer 38T	53
2 <sup>nd</sup>	Kevin Curley	Renault 14	48
3 <sup>rd</sup>	Peter Bagshaw	Panzer IIIM	39
4 <sup>th</sup>	Danny Alvisse	Challenger II	31
5 <sup>th</sup>	Roy Prager	Flak 38	23

### Miscellaneous

Position	Entrant	Model	Votes
1 <sup>st</sup>	Ian Brown	Suzuki 500 GP Motorbike	51
2 <sup>nd</sup>	Danny Alvisse	Toyota Supra	50
3 <sup>rd</sup>	Ted Taylor	Elco 80	47
4 <sup>th</sup>	Greg Brand	Ferrari Daytona	26
5 <sup>th</sup>	Danny Alvisse	BMW Z3	23

### Positions after 1<sup>st</sup> Round

Position	Entrant	Points
1 <sup>st</sup>	Danny Alvisse	59
2 <sup>nd</sup> =	Ian Brown Phil Worth	25
3 <sup>rd</sup>	Kevin Curley	23
4 <sup>th</sup> =	Peter Bagshaw Ted Taylor	21
5 <sup>th</sup>	Greg Brand	19
	Roy Prager	17

Ted Taylor – Pe-8



Peter Bagshaw – P-40E



Paul Bennett – Gloster Gladiator



Paul Bennett – Hawker Tempest



Charles Thompson – MS 206



Mick Broad – Kirby Cadet



Charles Thompson – Macchi M.200



Steve Crust – Panavia Tornado



Phil Worth – Panzer 38T



Kevin Curley – Renault



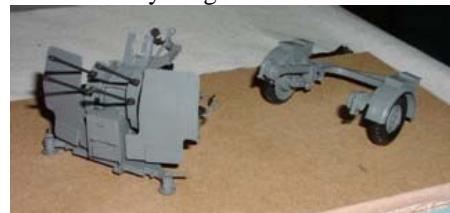
Peter Bagshaw – Panzer III M



Danny Alvisse – Challenger II



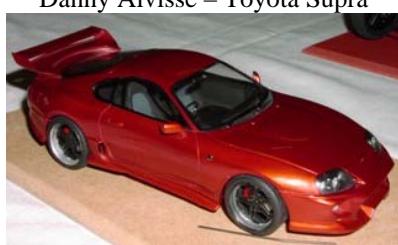
Roy Prager – Flak 38



Ian Brown – Suzuki



Danny Alvisse – Toyota Supra



Ted Taylor – Elco 80



Greg Brand – Ferrari Daytona



Danny Alvisse – BMW Z3

