



# "STICKY FINGERS"

Magazine

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

Issue 54 December 2008



**Merry Christmas**

Peters Prattling .....	2
Next month – Modeller of the Year Competition Night .....	2
Scale Modelworld 2008 – Show Report .....	3
London Model Engineering Exhibition .....	3
Forthcoming Shows in 2009 .....	4
Robins Ruminations .....	5
My Official hat is now on. ....	5
Wrighty's Talking Point No 6 .....	6
A Spy In The Camp? .....	6
Sukhoi Developments .....	6
Su-30 .....	6
Su-33 .....	7
Su-32/34 .....	7
Su-35 .....	7
Su-37 .....	7
Su-39 .....	8
Next Generation Jets – Russia .....	8
MiG 144 .....	8
Su-47 Berkut .....	8
Sukhoi T.50 .....	8
Competition Standings after the 3 <sup>rd</sup> Round .....	9
Wally Arrowsmith Trophy (Aircraft) .....	9
IPMS Hornchurch Trophy (Miscellaneous) .....	9

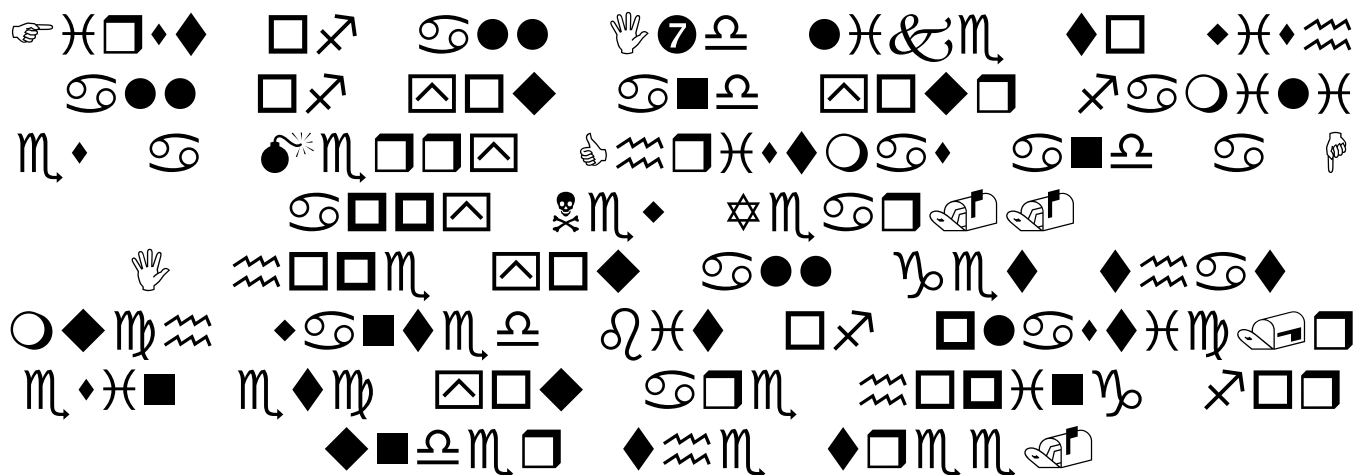


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## Peters Prattling



### Next month – Modeller of the Year Competition Night

All of the following are valid for entry to this competition

Alan Wright	Panavia Tornado GR1 Sukhoi Su-30
Brian Breeze	Vickers Wellington
Charles Thompson	Macchi MC.200 Morane Saulnier MS206
Danny Alvisse	BMW Z3 Challenger II Dodge Viper Ford Mustang M-26 Dragon Wagon Nissan 350Z Toyota Supra
Greg Brand	Ferrari Daytona
Ian Brown	Suzuki 500 GP Motorbike
Kevin Curley	18 pdr Towed Gun Renault 14
Mick Pitts	Famo Hetzer Pak 43/41
Paul Bennett	Hawker Tempest Gloster Gladiator Hawker Hurricane Supermarine Spitfire
Peter Bagshaw	Curtiss P-40E Grumman F9F-5 Panther Hawker Hunter F.6 Panzer 38T

	Panzer IIIM Supermarine Spitfire XII Tiger I
Phil Worth	KV-1 Big Turret Panzer 38T
Robert Smith	BAe Harrier AV-8B Hetzer Republic P-47 Thunderbolt Republic P-47 Thunderbolt Stug III
Robin Bellamy	A-4/V2 Albatross D.V Mig-17 V1 V-2
Roy Prager	Flak 38
Sean Gamble-Beresford	Ferrari F330 Tyrell P-34
Steve Crust	BAe Harrier GR7 Panavia Tornado GR1
Steve Hide	Nissan Skyline Porsche 911 GT2
Ted Taylor	Elco 80 MAN unit Petlyakov Pe-8

Also don't forget that February is our new date for the Annual General Meeting (AGM) where we thrash out the meeting topics for the coming year. If you have any ideas for an evening event or a guest speaker you think might be of interest please let one of the committee know and we'll see if something can be arranged. I did think we could invite Kathy Dowler from the IPMS Sci-Fi SIG along to talk about figure painting or something like that, she is



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local living in Romford or I did meet a gentleman called Arthur Payn when I was on jury service the other week and he is an accomplished figure maker, he might be able to come along and talk to us about how he does it.



An example of Arthurs work.

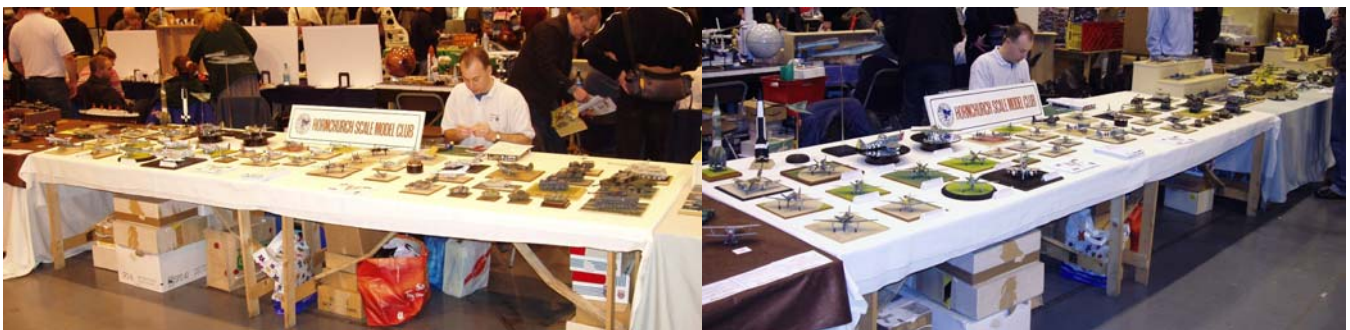
## Scale Modelworld 2008 – Show Report

Just a quick update from the show. Despite being told the wrong time for the Branch and SIG leaders meeting the only useful bit of information to be gathered was that the show space is effectively full and the leadership are warning SIGs (more than clubs) that they may not be allocated the expected 12 foot of display space. The problem is caused by the number of new SIGs forming. They have an idea to try and use some additional space to the rear of one of the halls and are hoping that in a few years time we'll be able to use a 4<sup>th</sup> hall due to be built on the site.

Otherwise the show passed in a haze of wandering round looking for that must have kit etc, not that there were that many bargains, even Wonderland weren't that interesting and of course handing out Expo invites.

Airfix were advertising their new releases, including a 1/48<sup>th</sup> TSR2 and new mould 1/72<sup>nd</sup> Spitfire IX, Me 109 G and BAe Hawks (both T.1 & Mk.100 variants). They were also trying to gauge the reaction to them doing a 1/48<sup>th</sup> Vulcan, but no promises and also showing off the CAD drawings for the 1/24<sup>th</sup> Mosquito.

Revell were mostly showing their forthcoming 1/32<sup>nd</sup> Junkers Ju-88.



And just for fun a couple of pictures of a modeller at a model show modelling – who'd have thought!

## London Model Engineering Exhibition



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

Unfortunately I've been informed that the organisers of this show will now not be offering additional space to any other clubs after all, so I apologise if I got anyone's hopes up that they would be getting free entry to the show. Perhaps we'll have better luck next year.

## Dartmoor Military Models



I've been sent a set of these figures from Dartmoor Military Models, no doubt as an advert for their product range. The ones I was sent are to 1/48<sup>th</sup> scale but they do aviation themed figures in 1/32<sup>nd</sup> scale too.

Their product range can be seen at this web site.

<http://www.dartmoormilitarymodels.com/home.html>

Prices seem to be about £5 per set, which seems fairly reasonable to me.

## Forthcoming Shows in 2009

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.

2009	
11 <sup>th</sup> January (Sunday)	Bolton IPMS Model Bonanza 2009 at St Josephs RC High School, Chorley New Road, Horwich BL6 6HW
16 <sup>th</sup> to 18 <sup>th</sup> January (Friday to Sunday)	London Model Engineering Exhibition. Alexandra Palace.
<b>1<sup>st</sup> February (Sunday)</b>	<b>Milton Keynes. Stantonbury Leisure Centre, MK14 6BN – We've been invited so I've asked for 2 tables in the same spot as last year.</b>
14 <sup>th</sup> February (Saturday)	Yeovilton
15 <sup>th</sup> February (Sunday)	IPMS Wakefield - Huddersfield Sports Centre, Southgate, Huddersfield, West Yorkshire HD1 1TW
22 <sup>nd</sup> February (Sunday)	South Cheshire Militaire, Oakley Centre, Crewe
28 <sup>th</sup> February & 1 <sup>st</sup> March (Saturday & Sunday)	Trucks 'n' Tracks. Leas Cliff Hall, Folkestone, Kent
7 <sup>th</sup> March (Saturday)	Somerset Show
8 <sup>th</sup> March (Sunday)	Northern Show (South Shields)
14 <sup>th</sup> March (Saturday)	Peterborough Model Show
<b>14<sup>th</sup> &amp; 15<sup>th</sup> March (Saturday &amp; Sunday)</b>	<b>Southern Expo Model show – Hornchurch Sports Centre</b>
4 <sup>th</sup> April (Saturday)	IPMS Abindon
5 <sup>th</sup> April (Sunday)	Shropshire Model Show – RAF Museum Cosford
19 <sup>th</sup> April (Sunday)	Hinkley Model Show
18 <sup>th</sup> & 19 <sup>th</sup> April (Saturday & Sunday)	Shepton Mallet
25 <sup>th</sup> & 26 <sup>th</sup> April (Saturday & Sunday)	Scottish Nationals, Perth
10 <sup>th</sup> May (Sunday)	IPMS Gloucester
30 <sup>th</sup> May (Saturday)	IPMS Salisbury. Wyvern College Sports Hall, Church Road, Leverstock, Salisbury SP1 1RE
<b>31<sup>st</sup> May (Sunday)</b>	<b>IPMS Barnet Show at the RAF Museum Hendon I've requested space for this one.</b>
28 <sup>th</sup> June (Sunday)	IPMS Coventry and Warwickshire
2 <sup>nd</sup> or 9 <sup>th</sup> August	Automodellismo 2009, Donnington Museum
23 <sup>rd</sup> August (Sunday)	IPMS Avon
5 <sup>th</sup> September (Saturday)	IPMS West Cornwall





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20 <sup>th</sup> September (Sunday)	IPMS Fenland. Spalding Grammar School, Priory Road, Spalding PE11 2XH Sutton Coldfield show
27 <sup>th</sup> September (Sunday)	IPMS Brampton – to be confirmed
7 <sup>th</sup> & 8 <sup>th</sup> November (Saturday & Sunday)	<b>Scale Modelworld ("The Nationals"), International Centre, Telford, Shropshire TF3 4JH</b>

**Peter**

## Robins Ruminations

The Nationals are now truly in the past and for a change I must admit to enjoying this years show much more than the previous few years. This was entirely due to the members of the public stopping and chatting at the stand rather than anything different about the running of the show or the traders and their wares. The highlight of the show for me was again the Wallace and Grommet display. I think that the level of fun, witty banter with the people manning the stand and high level of modelling displayed is really something to experience. On the other side of the coin however was the I.P.M.S. kit swap or sale or whatever it's called. The organisation and running of which can only be called dire in the extreme. Cramped conditions and extremely long waits to pay for your chosen items wasted far too much of the limited amount of time that the show was open. I must admit that I couldn't even be bothered. I'll save my pennies for Expo.

That link brings me neatly to the subject of Southern Expo. With the kind assistance of some of our club members whom sat on the stand for a time, Peter and I managed to distribute all the invites we could to the traders and clubs attending the Nationals. We received a positive response from all the traders and clubs we spoke to and have already received back several confirmed bookings along with cheques.

It appears as if we will not now be able to display at The Model Engineering Exhibition. I'm a little disappointed as I always found displaying at non model shows very interesting with a lot of interest from the members of the public, but never mind maybe next time.

I do have one tip to pass on that I picked up out of an armour modelling book a couple of months ago, use an apron. Although I have been modelling for more years than I care to remember, I had never used one. The point was pushed home when I managed to put paint on a shirt, much to my wife's displeasure. So while walking around a local pound shop I picked up a simple plastic backed cotton apron to keep the peace. I'm now a total convert, although only a couple of months old, the apron is now well stained and has saved me literally hours of grovelling around on the floor looking for little bits of plastic and brass. The small pieces that before always ended up on the "part eating carpet" half the time are now caught in the folds of the apron, saves on the bad language as well. Perhaps a good idea for a small tree present from the nearest & dearest?

### **My Official hat is now on.**

Congratulations to the winners and runners up of last months competition and of course, thank you to all those that entered their models. Don't forget that next month is the Modeller of the Year competition, so bring in all the models that you have entered throughout this years previous competitions and let's put on a good show for the judges from Southend.

Although a little early perhaps, it only leaves me to wish you and your families a merry and peaceful Christmas a very happy New Year.

**Robin**



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## Wrighty's Talking Point No 6

### A Spy In The Camp?

In July 08 Talking Point (No.1) I reviewed model magazines and posed questions with regard to limited details and kits available for the Shorts Tucano. Lo and behold August 08 Model Aircraft Monthly sported a full article complete with colour profiles and user nations.

In August 08 Talking Point (No.2) I suggested magazines had been lacking in cover for the Me 410 in any scale and great detail, well September 08 Scale Aviation Modeller International magazine offered a full article on the build by one of their reviewers.

October 08 Talking Point (No.4) a pause for thought on the UK Aircraft Carriers & JSF 35 gamble. Page 52 of the November 08 Air Forces Monthly outlines in great detail the very same concerns as presented in Sticky Fingers in an article by Kelvin Curnow, it is almost a word for word repeat.

November 08 the JSF F-35 presented in detail on Talking Point (No.5) in Sticky Fingers building, progress development and future, November 08 Air Forces Monthly "The Lightning II" the story so far by Dave Allport, a more detailed version of basically the same story.

November 08, the French Rafale in the USA with both the USAF & USN was Talking Point No.5, this was covered in Air Forces Monthly a month later in a photo shoot aboard the carrier and at Luke AFB.

Although members, nobody has made any comment on the Talking Points it seems somebody is taking an interest, it can't be all coincidence can it?

### Sukhoi Developments

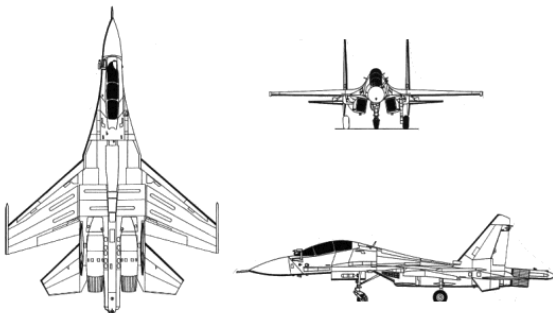
Following on from previous Talking Points, in which we have covered the US F-22 & JSF F-35, plus the French Rafale, this basically leaves only the Eurofighter Typhoon for UK, Germany, Italy, Spain & Austria, which is so well documented that there is no need for coverage here.

So we need to move on to the potential opposition, which comes mainly from MiG & Sukhoi, who have not been idle, even though production machines are limited in design & testing abilities, plus proven exports present a large number of options if needed when a conflict may occur.

Let's look at Sukhoi, when I last checked they had the Su-27, yes it was back in the mid 09's (time really does fly!), well if you were like me, then this is what's happened since:-

The original Su-27 (codenamed Flanker), is well known and still widely in service, the 2 seater Su-27UB trainer version became the basis for the new series Su-30 multirole fighter.

### Su-30



Many modifications were incorporated into this new design, originating from an Su-27M prototype, some aircraft featured canards ahead of the wings. The designs were designated KI, KN & MK. Many MK series multirole fighters were sold to India (MKI), Malaysia (MKM) and Angola (MKA), all featuring canard foreplanes, thrust vectoring engines and phased array radars. Also the MKK/MK2 were exported to China, these lacking the aforementioned refinements and were more basic (presumably as China could be seen as a potential aggressor).



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## Su-33



The first carrier fighter Su-27K (K = carrier) was the T.10 prototype, which lacked folding wings and stabilisers. This was followed by prototypes TK10.2 up to TK10.6 inclusive which progressively followed each other with folding wings and tailplanes, improved radar capability and undercarriage improvements in the light of shipboard testing, missile hardpoints increased from 10 to 12 with a wide range of missiles to suit, constant avionics and instrumentation updates led to the TK10.9 as the ultimate version.

Production Su-33s went to the 279<sup>th</sup> Shipboard Fighter Regiment who began trials in 1994 aboard the carrier "Admiral Kutznetsov", cruises and trials aboard finally wound down in 1996, whereupon operating from Black Sea bases ashore testing continued. Limited budget and financial constraints have reduced service operations in the 2000s but they have sufficient aircraft for the limited workloads.

In 1999 the Su-27 KUN appeared, it was developed with the forward fuselage of the Su-34 as a multirole bomber powered by AL31 "navalised" engines, moving it from its trainer designation, its development to fulfil a multirole aircraft, mini

AWACS and reconnaissance capability, phased array radar, carrier friendly undercarriage, this package is on going into the new century.

## Su-32/34



Developed as a replacement for the Su-24 "Fencer", this aircraft the Su-34 was an Su-27 redesigned to meet the requirements for a multirole tactical aircraft with high speed, a large ordinance load and long range. The Su-27 interceptor was the basic starting point, but featured a much wider forward fuselage with side by side seating which suited the bomber, tanker, ECM and recon roles. Extra armour plating was introduced and double wheeled units with heavier pattern wheels were used in the nose and main undercarriage units. Also new canards were fitted in the area forward of the wings. Prototypes T.10 V1 to T.10 V5 inclusive were built for the development programme.

## Su-35

The original Su-35 designation was for the 1992 Su-27M fighter modernised for export purposes, although no customers were found. Presumably Middle Eastern countries were expected to buy as a 3 tone splinter desert camouflage pattern was applied.



The new current Su-35 intermediate fighter began in 2002 as the prototype T10.8 BM (Big Modernisation) was presented in 2003. Development continued and in August 2007 the current Su-35L also in desert 3 colour splinter, numbered 901. Its first flight was in February 2008, 2 further prototypes are under construction and these will have full mission equipment fitted. It is hoped to export this interim fighter until the SuT-50 becomes available and of course the option remains to equip home service units should the need arise.

## Su-37



The original Su-37 designation was given to the T.10 M.11 a multirole fighter with 2 dimensional vectoring nozzles for thrust vectoring, which began in 1988. This was developed to enhance manoeuvrability at both high and low speeds, the project was in cooperation with Saturn and other partners using the AL31 JP engines. It appeared at Le Bourget in 1997 and other shows until around the turn of the century. Export customers were not forthcoming, demonstrations in 2001 showed that non-thrust vectoring AL31F engines had now been fitted.

The designation was then allocated to the "Berkut", which was renumbered the Su-47 in 2001. The original Su-37 has been modernised and used to assist the Su-30 programme during the 2000s.



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## Su-39



The designation refers to a fully upgraded version of the Su-25 "Frogfoot" multi weapon ground attack aircraft of the 1990's. The new version is fully modernised with all new electronics and avionics, capabilities for new missiles and smart bomb systems.

## Next Generation Jets – Russia MiG 144



The MiG 144 a multirole frontal fighter was the culmination of several design requirements in the 90s for a 4<sup>th</sup> generation fighter, given the designation 144 for building of a prototype. By 1994 numerous ground tests were carried out with the use of MiG 31 engines, this interim until thrust vectoring power plants were ready. The Saturn AL41 thrust vectoring engines being fitted in the late 90s. Budget funding was cut in 1997 and the project debut at airshows cancelled. It was officially unveiled in 1999 and flew in 2000, it was hoped that it would go on

to form the basis of a production fighter and export model, this however has not happened, although the aircraft remains at Zhukovskiy test centre for possible reactivation if some emergency situation arose.

## Su-47 Berkut



Previously known as the Su-37 this unique forward swept wing aircraft was redesignated Su-47 Berkut (Golden Eagle). This after intense testing of the Su-37 when some 60 flights had been made in the late 90s. The Su-37 achieved supersonic speed in 2000 during its 88<sup>th</sup> flight, in 2001 the designation change occurred.

By 2002 it had reached the 150 flight mark, becoming a major competitor to the MiG 144, at this time it presented itself to the world at the MAKS 2003 airshow from Zhukovskiy, but political and budgetary restraints similar to the MiG 144 reduced further progress. It is worth noting that the Su-47 also employs the AL31 powerplant with thrust vectoring, speeds of 2000/2200 Km/Hr have been achieved. It seems it has now been shelved as other Sukhoi developments listed below with exports of 4<sup>th</sup> generation fighters (which bring in cash) take priority. That is except in the minds of future combat theorists (see Sky Story Sticky Fingers No.52 October 2008).

## Sukhoi T.50



The T.50 (Future Multifunction Fighter) also known as the I.21 followed by (E) for export or MFI for Indian variant. The I.21 Istrebel (fighter) 21<sup>st</sup> Century followed on in 2004/5 for various projects including the MiG 142/144. The project was continued by Sukhoi and they were in a much more favourable financial position than MiG, approved by government in 2004 consultation commenced on the prototype the following year. Funding was provided by Sukhoi, Russian MoD and other countries participating in the project. As part of National Armament Program 2006-2015 it was accepted by the Russian President in 2006.

The first flight is promised for 2008 but there are still many problems to be solved, its shape is more delta than the MiG 144 but with conventional elevators and twin fins instead of canards. Engines could be the NPO Saturn as used in the Su-35 with modification or the AL31F/M3 power plant with new 3 stage compressor. The Russians see this fighter performing tasks similar to the F-22 Raptor as a replacement for the MiG 31 and carrier borne variant to supersede the Su-33 carrier fighter. Thus being a multifunctional aircraft capable of attacking aerial, ground and sea targets in all weathers. Super manoeuvrability with low speed and high angles of attack, also internal weapons bays using newly designed Kh38ME missiles and 58USKLE anti radar missiles for this aircraft. It is also worth noting that India has taken considerable interest in this project including signing an agreement with Russian cooperation.

## Alan



# Competition Standings after the 3<sup>rd</sup> Round.

## Wally Arrowsmith Trophy (Aircraft)

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

Position	Entrant	Model	Votes
1 <sup>st</sup>	Peter Bagshaw	Supermarine Spitfire XII	58
2 <sup>nd</sup>	Peter Bagshaw	Grumman F9F-5 Panther	50

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

Position	Entrant	Model	Votes
1 <sup>st</sup> =	Robert Smith	BAe Harrier AV-8B	60
2 <sup>nd</sup>	Robin Bellamy	V1	53

### Positions after 3<sup>rd</sup> Round

Position	Entrant	Points
1 <sup>st</sup>	Robin Bellamy	96
2 <sup>nd</sup>	Peter Bagshaw	94
3 <sup>rd</sup>	Paul Bennett	76
4 <sup>th</sup>	Robert Smith	65
5 <sup>th</sup>	Alan Wright	44
	Steve Crust Ted Taylor	25
	Charles Thompson	22
	Brian Breeze Mick Broad	5

## IPMS Hornchurch Trophy (Miscellaneous)

### Military Vehicles

Position	Entrant	Model	Votes
1 <sup>st</sup>	Mick Pitts	Hetzer	51
2 <sup>nd</sup>	Phil Worth Robert Smith	KV-1 Big Turret Hetzer	45

### Miscellaneous

Position	Entrant	Model	Votes
1st	Steve Hide	Porsche 911 GT2	49
2nd	Danny Alvisse	Dodge Viper	40
3rd	Steve Hide	Nissan Skyline	39
4th	Danny Alvisse	Nissan 350Z	25
5th	Kevin Curley	18 pdr Towed Gun	23
	Robin Bellamy	A-4/V2	15

### Positions after 3<sup>rd</sup> Round

Position	Entrant	Points
1 <sup>st</sup>	Danny Alvisse	147
2 <sup>nd</sup>	Phil Worth	69
3 <sup>rd</sup>	Peter Bagshaw	57
4 <sup>th</sup>	Mick Pitts	55
5 <sup>th</sup>	Steve Hide	46
	Ted Taylor	44
	Kevin Curley	42
	Sean Gamble-Beresford	40
	Ian Brown	25
	Robert Smith	23
	Robin Bellamy	22
	Greg Brand	19
	Roy Prager	17

Peter Bagshaw - Spitfire XII



Peter Bagshaw – Grumman F9F-5 Panther



Robert Smith – AV-8B Harrier



Robin Bellamy – V-1



Mick Pitts – Hetzer



Phil Worth – KV-1



Robert Smith – Hetzer



Steve Hide – Porsche 911 GT2



Danny Alvisse – Dodge Viper



Steve Hide – Nissan Skyline



Danny Alvisse – Nissan 350Z



Kevin Curley – 18lb gun



Robin Bellamy – V2

