



"STICKY FINGERS"

Magazine

www.sticky-fingers.org.uk

Issue 65 November 2009

BIKE FOR SALE



\$10,000
06' Suzuki GSXR 1000
Farmington, UT 84025
2006 Suzuki 1000.

This bike is perfect!
It has 1000 miles and has had its 500 mile dealer service.
(Expensive) It's been adult ridden; all wheels have always
been on the ground. I use it as a cruiser/commuter.
I'm selling it because it was purchased without proper
consent of a loving wife.
Apparently "do whatever the f--- you want" doesn't mean
what I thought.
Call: Steve (801) 867-8292

... and no this wasn't me!

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Peters Prattling

Next month – Christmas Quiz and Nibbles

Southern Expo News

For those that attended the IPMS Scale Modelworld (Nationals) at Telford last weekend will hopefully have seen the announcement of something special Robin and I have been working on for the 2010 Southern Expo. For those that missed it there or who couldn't attend the show the big news is this.

We are planning to produce and launch for sale at Southern Expo 2010 a decal sheet available in 1/72nd and 1/48th scales of Spitfires, Messerschmitt 109s and a Heinkel He-111 from the Battle of Britain period. The basic idea of the decal sheet came to us from a conversation we had with a trader, I won't name them to protect the guilty, who was asking us whether we would consider re-launching the idea of the Expo Kits which Wally had initiated some years ago. We thought about it for a while but the issues we kept coming up with were ones of storage, as we all know kits take up a fair amount of room even unbuilt and also what subject matter we would cover, it seems that nowadays almost everything has been kitted in one form or another. So from that conversation we came to the conclusion that a decal sheet would be more "do-able" as they are easier to store, take up less room and as it turns out the subject matter we've chosen just happens to coincide with a significant anniversary. We decided it had to be something that would be local to Hornchurch so Battle of Britain era Spitfires was an obvious one and as it turns out it's the 70th anniversary in 2010.



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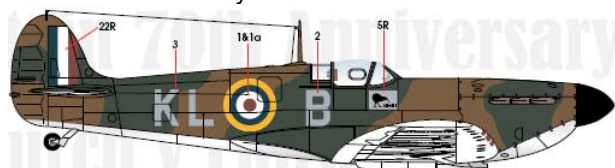
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Once we'd decided on the basics of the sheet, Robin came up with the idea of matching claims from our side to losses from the Luftwaffe, the idea being a sort of "Dogfight Doubles". From browsing a couple of internet forums a couple of the subjects we have chosen appeared to be of interest to some modellers, namely "Kiwi" and "Sailor" Malan so these were added to our list to research. For this we enlisted the help of Richard Smith who we both knew had written many books and hopefully had lots of photographs on Hornchurch airfield and its associated pilots and planes. Visiting the Purfleet Heritage Centre to have a chat with Richard and a look at some of the photos he had out confirmed that the subjects we were thinking of would be possible. Robin visited Richard at his home to pickup copies of photographs of as many of the Spitfires we were interested in and as luck would have it has turned up some new information on a previously unknown "Kiwi" flown by Al Deere. Previously it was thought there were only 2, however turning over an index card Robin found in Al Deeres handwriting a list of his aircraft serial numbers with a notation to say which one was Kiwi I, Kiwi II and also surprise Kiwi III. Even Richard wasn't aware of that one! To say that we also studied the photos we were loaned for colour schemes is perhaps an understatement and we think that what we've settled on, as interpretation is more of an art than a science, is in some cases slightly at odds with the schemes normally shown. For example most representations of ZP-A shows it as black and white, however the photos we have don't show this scheme at all! Who is right? Who knows but we have the pictures to back up our thoughts?

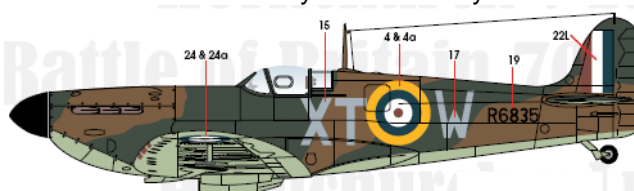
In the end after much deliberation we have come up with the following subjects.

Spitfires

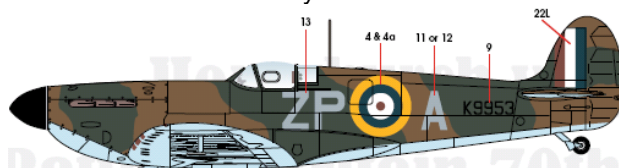
KL-B "Kiwi" flown by Al Deere in 4 different variants



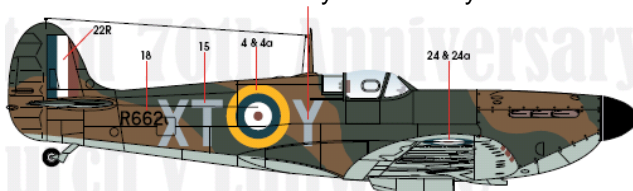
XT-W flown by Brian Carbury



ZP-A flown by "Sailor" Malan

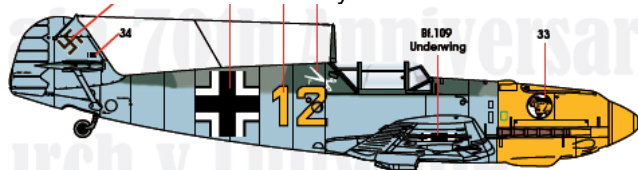


XT-Y flown by "Raz" Berry

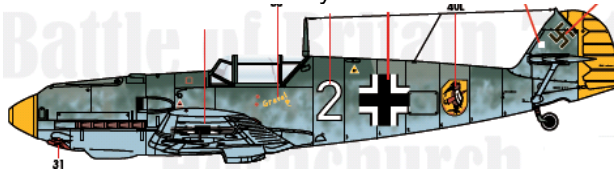


109s & Heinkel

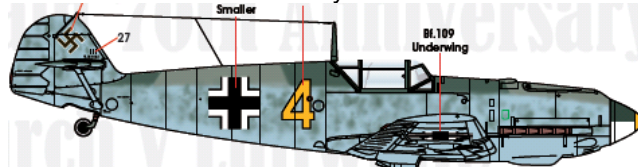
Yellow 12 flown by Ernst Arnold



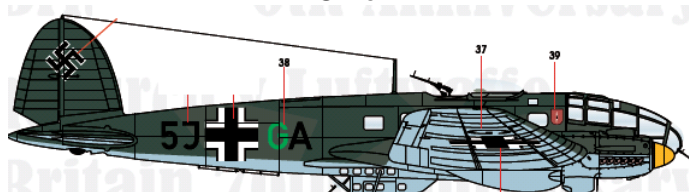
White 2 flown by Johann Illner



Yellow 4 flown by Helmut Rau



Heinkel He-111 flown by Erich Simon



The sheets are to be printed by Microscale and are likely to cost in the region of 5 – 7 pounds, probably nearer the lower price as a "show special" so start saving your pennies! As ever any profits from the selling of these sheets will be donated to the St Francis Hospice.



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To say that both Robin and I are excited about how this project has turned out after 6 months of research and time is also at best an understatement. I hope that you'll share the joy and buy at least one or more of the sheets from us. After all it's all for charity!

Scale Modelworld Report

Robin and I attended the largest model show in the UK at Telford over the weekend of 7th & 8th of November. For us the show is more of the start of the real work for Southern Expo than a normal model show as we have many of the clubs/SIGs and traders in one place it's an ideal opportunity for us to deliver invites and catch up with people we haven't seen since the last Expo.

From a club point of view I feel it's a real shame that the club has many members visiting the show and only 2 other people offered to spend any time manning the stand over the 2 days, let alone displaying some models on the stand. Robin and I take enough models to fill the allocated tables but we'd be more than happy for others to contribute something to the display even if it's only for one day. **Is there any particular reason you don't spend even an hour manning the stand or displaying your models? I'd love to hear why?**

There were some good retail opportunities despite the lack of under table trading, some traders offering reasonable bargains, especially Wonderland, where I indulged in some 1/144th scale armour kits and an almost as tiny 1/35th scale Italian tank Carro Armato L6, by Italeri which came with a small photo etched sheet and a reference booklet, most welcome as references aren't that common!



Not a great deal to report in the way of new releases, Airfix were showing off their new 1/24th scale Mosquito which looks really impressive if not a little large for my tastes. They also had test shots of their forthcoming 1/72nd Mig 15 which looks really nice and loads of different colour schemes for this one. They did have built up models of the 1/72nd Sea Harrier FR2 they are due to release sometime soon, but it was difficult to say whether they were their own test shots or just advertising that they are to be released. There is a "nudge nudge wink wink" rumour that a 1/72nd Valiant is on the far horizon but who knows!

The sprues for the 1/32nd Tamiya Spitfire IX were also pasted on a board to view, loads of detail with a price tag to match, but again not really my scale, although having said that I do have a Hasegawa 1/32nd Spitfire VI to finish at some point.

Apparently there is a plan for a theme display of the Battle of Britain so the Expo decals would be an ideal opportunity to take part in this, hint hint!. Advert over!



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Forthcoming Shows in 2010

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.

2010	
7th February (Sunday)	IPMS Milton Keynes – not had an invite to this one yet but would expect we will be
20 th & 21 st March (Saturday & Sunday)	Southern Expo
28 th March (Sunday)	Newbury Scale Model Club, Greenham Common Airbase
24 th & 25 th April (Saturday & Sunday)	Scottish Nationals, Dewars Centre, Glover Street, Perth
16 th May (Sunday)	IPMS Tyneside, Northern Scale Model Show, Temple Park Centre, John Reid Road, South Shields, Tyne & Wear NE34 8QN
22 nd May (Saturday)	IPMS Devon (South), South Devon Model Extravaganza, Newton Abbot Race Course TQ12 3AF
23 rd May (Sunday)	IPMS Barnet, RAF Museum Hendon

Peter

Robins Ruminations

Well, it's certainly been a busy time in the Bellamy household since the last article for Sticky Fingers. We have been on holiday for a week and developments on the Southern Expo front have come to fruition, at long last. I was also let out to play by my Wife to attend the I.P.M.S. Nationals with Peter and a very interesting and busy weekend it was. Well let's make a start.

My Wife and I had a very enjoyable weeks' holiday on the farm we usually stay at and very nice it was. Good company, good food and drink and a pub close by, it doesn't get much better than that. Adele took lots of books to read and I took the Fokker Dr.I and Southern Expo paperwork to sort out if we got a rainy day. It turned out that while I was working on the Dr.I, Adele sorted out all the paperwork for Expo, what a good wife!

At long last I can finally say what the project was that I have been working on for so long, namely a Southern Expo decal sheet. Nothing could be said before this due to getting the copyright and artwork sorted out before showing anybody. What started off as a throw away comment a few days after this year's Expo took many twists and turns before the Peter and myself finally agreed on a working framework. We thought about doing something "special" for Expo and the first thought was for a limited issue kit of some type, as had been done in the past. This option we had to dismiss fairly quickly due to the simple problems of what model, what scale and what markings? We realised that by the time we bought the kit, instructions, decals and packaging the cost would be too high to sell the kit for any sort of profit for the charity. Also if we didn't sell them all, storage could become an "issue" with our good ladies.

From what we had learnt from the kit research we decided to proceed with the idea of a decal sheet, but the same questions, what decals and scale? To "guarantee" a return we decided to go for something that always sells, namely Spitfires. I then came up with the idea of "dogfight doubles" inspired by the kits of my youth, namely a Spitfire and aircraft it was in combat with. So began a long slog through my bookcases, local library's, bookshops, Purfleet Heritage centre and the personal files of Richard Smith. At some points the pile of books and paperwork was at the same level of the arm of my chair, nowhere near the level of my Wives blood pressure at times! However, the research finally took shape as aircraft were cross referenced and the all important images found. Of course not all the aircraft were photographed, as far as we have discovered, due to the wartime and military restrictions. After disregarding those aircraft on both sides that we could not definitely pin down, although very interesting some were, we arrived at the final sheet containing seven Spitfires, three Messerschmitt 109's and one Heinkel III.

After talking to traders regarding decal manufacturers and the artwork needed by the industry for colour matching and printing purposes, it was decided to employ a commercial artist to do the artwork. I must say that the money spent for this service was more than justified looking at the quality and presentation of the proposed sheet. Decal



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manufacturers were also canvassed for prices and numbers and by the time you read this we will have hopefully placed the order with Microscale in America for the printing.

As a result of our research, we have thrown up some totally new and dare I say it, contentious, information. A brief synopsis being the "discovery" that Al Deere had three "Kiwi" aircraft, more interestingly, they were actually numbered I, II and III. From examining the images or the "Kiwi" marking, we will represent it as a silhouette, unlike the decal in the 1/24th Airfix kit, simply because from the images we have seen, none has any white on the bird. The aircraft of "Sailor" Malan has always been depicted with the black and white undersides, by looking carefully at an image of the man himself in front of his aircraft; the undersides are a "light" colour. We are unsure as to what it is, but black and white it ain't. Also Al Deere's and Sailor Malan's aircraft have what appear to be internal rear view mirrors, as I can't say I've seen this before on a Spitfire, perhaps it was a Hornchurch adaption? Have a look at the folder we have brought with us and please feel free to ask any questions.

The Nationals and Cosford museum.

Peter and I left home last Saturday at just after 05:00 for Telford and had a fast and trouble free trip. After being checked-in we looked for our tables only to find that another club had set-up on them, the IPMS "official" basically said tough, set-up on the vacant table the other club left, at the other end of the row. Such a caring attitude really makes you pleased that you had just travelled in a car for almost three hours to get there! So we set up the models and had a wander around looking for any cheap goodies, we found a few, but not that many as there is of course no under the table trading. I think I'll save my pennies for Expo. The weekend seemed to pass in a blur of talking to members of the public and other show participants about the decal sheet and it was very well received by all that had a look at the folder. Handing out the Expo paperwork took a good couple of hours and we also used the opportunity to look at all the models on the stands. Some of the models are truly works of art.



I would say that for myself, the Nationals are more of an experience rather than an enjoyable model show. I will say a big thank you to Bob for sitting on the stand during both days enabling Peter and myself to distribute the Expo paperwork.

For me the visit to the Cosford aerospace museum on the Monday was the highlight of the time away. The Michael Beetham Conservation Centre had been especially opened for the people attending the Nationals and what a pleasure it was. The staff were very, very open and friendly about their work and displayed a real and infectious passion for what they were doing. At the time the "work in progress" is a Hampden, Sopwith Dolphin, Farman F.141, Fairey Battle, Percival Prentice and an LVG C.VI German two-seater from the First World War. The C.VI was in amazing condition, the fuselage had never been restored or repainted and the wings had been recovered in the '70's using the original shapes and colours for the lozenge patterns and rib tapes and up until a few years ago was flown at the Shuttleworth Collection. The Dolphin was found in pieces standing upright in a second hand warehouse and was in such good condition that they will probably display it in a half-stripped state, much like the Bristol Fighter in Hendon.



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Got the Fokker! Part 2

As I promised, (I warned you last month), as soon as I could get going on the Dr.I I'd keep you informed of my progress. Eduard kindly supplied me with the replacement wings at no charge and so I could move on with the model. After many different experiments with mixtures of paints and methods of applications I finally reached a result that looked something like the original photographs. I used my normal high gloss Xtracolour as a cloth coloured base coat and then brush painted Xtracrylix Olive green at a slight angle across the wings, letting the green "brush out". It's not perfect, but as close as I can get the effect I wanted. I then decaled the model using Micro Sol & Set and when it was totally smooth and dry applied Citadel miniatures acrylic washes for effect. I then drilled the guide holes ready for the rigging and control lines. I then assembled the lower and mid wings and glued the rudder in place. I then turned my attention to the engine, drilling small holes to accept the thin wire and paint blobs that would represent the spark plugs.

I must now find the time to glue the mending thread into the shallow drilled holes and affix the top wing and pull the "wires" taught and glue them. The rudder, aileron and elevator wires are going to be fine, rigid wire, rolled straight and glued. Hopefully I'll have the finished article on the competition table tonight, but we'll see.



My Official Hat is now on.....

This evening is the last competition night for this year's round of friendly competitions, good luck to all those who enter and may the best models win. I'm hoping for lots of models, so please don't disappoint me.

Robin



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Wrighty's References - "A Childs' War Diary" Part 3

1945 Spring/Summer – As the war over Germany drew to a close one section of the Luftwaffe was still very active, that was the Nacht-Geschwader employed against the RAF night bombers.

The leading ace in the night fighter units was Major Heinz-Wolfgang Schnauffer with the almost unbelievable total of 121 victories in a Messerschmitt Bf-110. In the last days of the war Bf-110s 3C+AA & 3C+BA were captured at Eggbrück airfield, these codings would represent the Stab Staffel of NJG.4, they could well have both been used by the Kommanduer, who was later captured at Grove airfield in Denmark, where final rounding up by Allied troops of fleeing Luftwaffe men and machines ended up. By the end of July both these aircraft were brought back to the RAE Farnborough in England.

The British in their wisdom decided to reassemble and exhibit one of the 110s and exhibit it in Hyde Park to the general public. This is where I came in, I can recall going to Hyde Park with my father to look at the German plane, it definitely had the nose radar array and was painted in very pale blue grey, and this I thought was odd, because books at the time were still portraying the 110 in its Battle of Britain colours and form. Yes I did see the kill markings on the port side of the fin, "Did it really shoot down all those bombers Dad?" I asked. He was non-committal, like many Londoners who said it could not be true, after all nobody knows then of the scores of over 300 by Major Eric Hartmann and others, and the highest UK or USAAF were only around 50 kills.

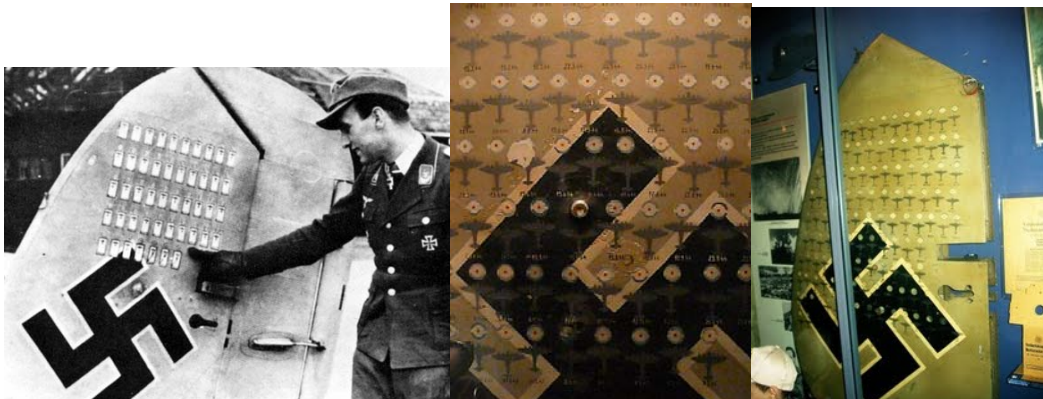
Because of censorship the BBC reports of raids over Germany never quoted very high losses, usually "7, 9, or 12 of our aircraft are missing or failed to return" intoned the newsreaders at the end of the raid report. The highest I can remember was 17, it never got over 20, well we now know how true that was! I was quite a regular listener to the BBC news even though only 8 years old, after all my uncle insisted on total silence, so I thought I may as well listen as I couldn't talk.

The final outcome of this story; the aircraft was returned to RAE Farnborough's enemy aircraft collection along with many other examples; the Bf-110s were scrapped in 1947.

Major Schnauffer was killed in a car accident in France in 1950. I don't think the British public enjoyed the glorification of enemy aircraft, most had lost relatives in the war and wartime hate was still quite high.

And finally that BBC news reader: a Canadian with a drawl of a voice, "This is the six o'clock news and Albarley Dell reading it", I always wondered why he was the only person with the name Albarley. I did not like it and I didn't want people to call me Al, just in case they thought it was my name. Only years later did I discover from a TV interview with Kenneth Williams that he'd based his unique voice style on a newscaster called Alvar Liddel.

P.S. That tailfin with 121 kill markings can be seen on display at the Imperial War Museum, Lambeth. Alternatively a photo of it can be found on page 78 of Ospreys German Night Fighter Aces book, No.20 in the series.



Alan