



"STICKY FINGERS"

Magazine

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Peters Pratting

Next month – July – Mick's Weathering

Mick Pitts will be sharing with us hints and tips on his weathering techniques.

Home Front

For me the week of the last club night was probably one of the busiest of the modelling year, other than Southern Expo, I've had. On the Monday night it was our club night, and then Wednesday night was judging at Southend, followed by 2 shows at the weekend. Thankfully the weather was really kind to us so my wife was happy to come along on Saturday for a day out to the seaside at Lancing; at least we got to see each other for some of the time that week.

By the time you read this I will have been up to Glasgow for a holiday, not perhaps your first thought for somewhere to go but my wife and I like the designs from the architect and designer Charles Rennie Mackintosh and this is an area where a large amount of his work is to be found. Apart from that it is a base to use for exploration of the area around Loch Lomond, which is an attractive area to visit. Highlights from a modelling point of view, yes there were a few, was a Spitfire Mk.21 hanging in a museum and painted up in 602 City of Glasgow Squadron markings and a proper model shop in Glasgow itself (Jamiesons) but I ran out of time and didn't get to go in unfortunately.

Judging For IPMS South East Essex (Southend) Competition

My thanks to Bob Plumridge for stepping in to the breach and volunteering to go judging at Southend with me, as ever the South East Essex club gave us a hard time with the quantity of models and classes, in the end we decided on a really well executed large scale Honda racing motorbike as the overall winner.

Southdowns Show Lancing – Saturday 22nd May

As I mentioned in the pre-amble for "Home Front" above the day out at Lancing was a really pleasant one, if only due to the weather. Both Robin and I attended with our wives in tow on the promise of a day out at the seaside. We were back in the darker area of the hall but this year it seemed a lot lighter than before, if only because we had the fire door open which let some more sunshine in. We passed the day wandering around the show and talking to other modellers who either stopped to look at our models or those on the other displays. There was a notable display of a 1/35th scale U-Boat which turned up under someone's arm. Apparently it's a working radio control model but for display purposes all the ballast and motors etc are removed, presumably to make it lighter for transportation. The other display which caught mine and my wife's eye was a collection of 1/43rd scale Lotus F1 racing cars, there were about 30 in total which looked really impressive, despite their small size. They weren't arranged chronologically, which was a slight shame, but it was interesting to compare how the style of the cars has changed over time.

Barnet Show @ RAF Museum Hendon – Sunday 23rd May

Another blazing hot day which did make the museum slightly warmer than I recall from last year, but ideal to sit outside and have a picnic lunch! This year we were in a much more central location, indeed we were probably in the centre! Not as high a club turnout than last year but it was good to see other members of the club turn up and put some models on the display. Hannants were open early so I popped in there before the show kicked off to pick up a few bits I'd pre-ordered but sad to say for me there weren't any other items for sale which took my fancy. Perhaps I've got enough plastic in the stash?

Medway Show Invite – 4th & 5th September

As both Robin Bellamy and Brian Thomas have expressed an interest in attending this show I've sent off a request for 2 tables on Sunday 5th September.



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"Present Arms 2010" Show Invite – Saturday 14th August

We've been invited to the "Present Arms 2010" show organised by the Essex MAFVA. It's a pretty local show for us as it is held at the Marshalls Park School, Petits Lane, Romford. I'm going to accept this one as there should be enough people interested in attending to make it worthwhile. I didn't make the show last year but by all accounts it is a good show.

IPMS West Norfolk Show @ Downham Market Town Hall - Sunday 27th June

We've been asked whether the club is interested in attending this show as some space has been booked by another club who find they have double booked themselves and so we were asked whether we would be interested in taking over. If anyone does want to go please let me know tonight.

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	
27 th June (Sunday)	IPMS West Norfolk, Downham Market Town Hall IPMS Coventry & Warwickshire, Midland Air Museum
4 th July (Sunday)	Staffordshire Moorlands inaugural show to be held at the TA Centre, Martin Leake House, Stonor Street, off Waterloo Road, Cobridge Stoke-on-Trent , Staffordshire ST6 3HJ
8 th August (Sunday)	Automodellismo 2010 , Donington Collection, Donington Park, Castle Donington DE74 2RB
14 th August (Saturday)	Present Arms, Essex MAFVA show, Marshalls Park School, Petits Lane, Romford. Booking send off but not confirmed yet
22 nd August (Sunday)	IPMS Avon , Yate Leisure Centre, Kennedy Way, Yate, South Gloucestershire. BS37 4DQ
4 th & 5 th September (Saturday & Sunday)	Medway Model show. REME Museum, Gillingham, Kent Booking sent off but not confirmed yet.
26 th September (Sunday)	Brampton show - Burgess Hall, St Ives, Cambs, PE27 6WU
2 nd October (Saturday)	IPMS Abingdon , Larkmead School, Farrington Road, Abingdon OX14 1RF
23 rd October (Saturday)	IPMS Glasgow wish to announce Glasgow Model Fest 2010 tobe held at the Kelvin Hall in Glasgow
13 th & 14 th November	Scale Modelworld - Telford

Peter



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Robins Ruminations

Well it has certainly been a busy month or so for my Wife and myself, Scotland, Austria, the Lancing show, the Hendon show and for myself alone, a visit to Duxford to the M.A.F.A. show. Phew, all I have to do now is pay the bills for that lot!

The trip to Austria was to visit one of my Wife's friends and so was only the cost of the flight and spending money. We spent a very pleasant week three and a bit thousand feet up in the mountains, the weather could have been better in parts, but as with all mountainous areas, one day it was blowing a gale, the next sitting by the lakeside in shirt sleeves. We managed to cram in a fair amount including a journey on a narrow gauge steam train, a visit to a rhododendron garden, various local hostellries (consuming the local beer, coffee, cakes, more beer and lunches was simply to keep the local economy going, no pleasure involved of course) The one other thing that stands out in my mind was going to buy some ice cream from a local farm shop, simple, except that the "shop" turned out to be the back of a milking shed another thousand feet up in the mountains! To say that the hairpin bends, sheer drops and the lack of any sort of railings was "interesting" is an understatement, but even my Wife, after I prised her white knuckled fingers from the back of my seat, had to admit the views across the snow capped mountains and valleys from the "shop" were stunning.



The airport we flew into was Klagenfurt, an old Luftwaffe airfield, two of the hangers still on the airfield look much repaired and of the WWII type. I have picked up on several references to Klagenfurt airfield in my books one way and another and one day I shall have more of a delve into its history and probably write a short article on it for the magazine.

The Lancing show was held on the 22nd of May in the community hall as normal and a very nice show it was. Being a nice sunny day Peter and I had our Wives for company for the seaside visit. Although a little breezy, the walk along the seafront in the sunshine was very pleasant indeed and so was the picnic. Although small, the show always seems to attract members of the public that are genuinely interested in the models or getting back into modelling, far more than any other show that I have attended. While unpacking, Peter dropped his Tiger tank on the floor, whether it was the sunshine or Karen's presence he took it very calmly and simply asked to borrow my superglue, well done Peter, I'm not sure that I would have been so relaxed about it. Between wandering around the show, chatting to the public, traders and club members, nibbling and our seaside wander, the day flew by and it



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seemed to me that we had only just set up the stand and we were packing up and getting ready to go home. A very pleasant day out made even more pleasant by the company of our good ladies.

A very nice small show that the club members should consider visiting and don't forget that being on a Saturday, LSA models is open and just a few miles down the coast. Well, it would be a shame to go all that way and not pop in for a visit wouldn't it?

The next day Peter, Adele and I attended the Barnet model show held in the Hendon museum, what better venue can you get? This year we were out of the gloomy Bomber Hall and in the centre of the concourse, very bright and very hot with the sun beating on the metal roof. Peter and I took the opportunity to call into Hannants and pick-up our pre-orders and have a chat after parking the car off-site. Danny, Ian, John, Steve and Brian were also manning the club stand for this show and so we had a very good mixed stand. Due to the stands position last year, Danny had purchased four stick on LED lights to put under the clubs staging to illuminate the models underneath a bit better. A very good idea and one that will come in very handy for future events I think. The show was well attended by clubs, traders and members of the public. This year the traders had the best position in the show, in the back area with the ability to open the doors at both ends of their space. The cooling breeze blowing through was most pleasant. There were always a fair few people simply wandering around the trade stands just to cool off a little, myself included. Mind you, in previous, cooler times, it's been b****y freezing out there!



The day was spent wandering around the club stands, traders and of course looking at the excellent exhibits in the museum. This did have a cost factor involved as I purchased an Airfix Spitfire Mk.22/24 kit in 1/48th for £14 after looking at the real thing all day just to the side of the club stand. I did briefly look at the Eduard boxing of the same kit, but could not justify the extra £21 for a few bits of resin and brass, most of which would vanish once the fuselage was closed up. A few quid I could wear, but £21, no, shades of the Eduard boxing of the Airfix Lightning, far too expensive for the extra you get in the box. My only other purchase was in the museum shop, I picked up the two books that make up the complete history of 603 Squadron. These were purchased with one eye towards the proposed Expo 2011 decal sheet. The books were £30 each reduced to £8.99 apiece, making them very good value and for me, certainly worth the visit to the show alone. The day ended at around 17:30 and the traffic was mercifully light on the run around the M25, a good day was had by all I think. A highly recommended show, if only as an excuse to wander around the museum with its wonderful exhibits.

Phil Worth called me on the 5th of June and kindly offered me a lift to go to Duxford to have a look at the MAFVA show on the 6th of June. After clearing it with Adele, I accepted the invite and in the company of Ralph and Gordon, Phil's friend we set off on the sunny, Sunday morning. After parking-up, we paid the £18 entrance fee into the museum and then wandered down to the MAFVA show that was being held next to the 8th Air Force hall.



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The MAFVA show was held in a large marquee containing all the club displays, competition area and a fair number of traders, other traders were outside in market type stalls. Being a bright day the light inside the marquee was good and showed the models off to their best. Even though I'm not an armour modeller as such, I enjoyed looking at the club stands and their excellent models and all the various traders plying their wares. The highlight for me was that in the 8th Air Force hall there were about 20 booksellers, I spent a very enjoyable hour and a bit browsing the stalls. I picked up a couple of reasonable second-hand books that interested me and left behind lots that I couldn't afford or justify the cost of purchasing to myself, or of course the Wife!

All too quickly it was time for the show to close and for us to head home, encouraged towards the car by a fast approaching lightning storm with its accompanying thunder and heavy rain, as the Duke of Wellington said, "A damn close run thing". The time went so quickly that I never even managed to visit the armoured warfare museum, which was a shame, but will keep until my next visit. My thanks to Phil for the offer of a lift to Duxford and also, along with Ralph for being such good company for the day. One last thing, congratulations are in order to Mick Pitts, who I believe placed in two categories of the competition, well done Mick.

With Phil Worth still in mind, I have an offer/appeal to the members of the club and their spouses. On Saturday the 26th of this month Phil has volunteered/been volunteered/press ganged into doing some various types of modelling demonstrations for a local art and crafts group in Hornchurch. The emphasis of the show is a "hands on" type of thing, so if your spouse would like to try their hands at knitting, crochet, cross-stitch or perhaps even cake decorating this will be an excellent place to have a look at. So if you are in the Hornchurch area doing your shopping on the 26th of this month, please call in and offer Phil some moral support. There will also be tea and cake available inside the hall if you fancy a nibble.

The show starts at 11:00 and finishes at 16:00 and entrance is free, if you wish for any more details of the show, have a word with Phil on the club night. The venue address is:

North Street Halls,
North Street,
Hornchurch,
RM11 1QX

The hall is on the corner of North Street and Westland Avenue, about 100 yards off the High Street on the right, just opposite the Iceland.

Well as you can imagine, with all of the above going on and the normal domestics, not much modelling has been done in the Bellamy household. Still, look at the bright side, nor has much gardening!

My Official hat is now on.....

Tonight is round two of this years competitions, so lots of models please, make me work for my job title! Brian Thomas and Bob Smith are, at the moment, leading the trophy field, but only narrowly. Nothing else to report at the moment, so enjoy your evening.

Robin



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Wrighty's References - Examining War Wrecks in the English Channel Part 2 - Convoy Ships and U-Boats off Lands End

Sky Discovery Knowledge Channel 6/3/2010

There was another Odyssey expedition to locate and dive on targets off the Cornwall coastline, operating out of Falmouth. 5 seabed targets, U-Boats, a possible carrier and a Liberty ship were planned for investigation.

The first was a Liberty ship – the Cyrus H. McCormack, sunk on the 18th April 1945, but the search located an additional wreck on the seabed, just 3 nautical miles away from the vicinity of the Liberty ship. It was believed to be a W.W.I U-Boat. The inspection suggested that after checking records this could be confirmed as U.103, a boat with a successful reputation in W.W.I.

Part of the investigation revolved around the 67 metre long induction pipe, this was used to suck in air for the diesel engines when the boat was underwater. The dive on the wreck also filmed the 4.1" forward deck gun still in place, encrusted with marine growth, still pointing skywards; the pictures came courtesy of the ROV (Remotely Operated Vehicle).

This boat was U.103 and she was sunk by the Titanic sister ship HMP Olympic, now operating as a troop carrier in W.W.I. She rammed the U-Boat in the Western English Channel. It is worth noting that each of Olympics 2 propellers weighed 38 tons, the Olympics bow rode over the U.103 and the props tore into the pressure hull; it was "game over" for U.103 and she sunk.

The ROV search of the wreck showed an open hatch door on deck, this is where the 30 survivors out of the 39 crew escaped and plus the great slashes in the pressure hull, film proving beyond doubt this was indeed the W.W.I U.103.

The next target on the ocean floor appeared to be a flattop (in other words an aircraft carrier); high hopes of optimism were raised. Pictures Escort carriers and MAC Ships (NB Merchant vessels converted to carriers) were studied but hopes were dashed somewhat when Naval Records showed that neither type of carrier was lost in this area. Eventually the ROV and divers examined the wreck, photographic input from the ROV centred on whether the vessel was of welded or riveted construction an all welded hull would have pointed to W.W.2. This vessel however had a mixture of both. The divers reported that the ship was lying upside down on the seabed, the keel uppermost, thus giving the impression of a flat top, marine growth and snagged fishing nets all helped create the flat top illusion. Divers underwater measurements of the wreck found it was only 85 metres from stem to stern, which was too small for a MAC ship. No more could be done, the half buried vessel being classed as a tanker or cargo vessel.

The search team returned to the Liberty ship C H. MacCormack, her story follows:-

She and two other vessels Gothland and Empire Gold were part of Convoy HX348. Aboard the search vessels was Mr J Metcalf who was a boy seaman on the Gothland at the time. Convoy HX348 was, on 18th April 1945, WSW of the Brest Peninsula, when two torpedoes smashed into the Empire Gold (8028 BRT) and one hit the C H MacCormack (7181 BRT), both vessels were enveloped in flames from massive explosions and pouring black smoke, they both sank very quickly, whereupon Gothland came into the picture to pick up survivors from the sea, saving 47 men from the 2 ships. Mr Metcalf now nearly 80 told how he helped put ladders and scrambling nets over the side and picked up the oil covered men from the sea and then helped clean them down for medics to treat their injuries. He last saw the destroyer escort chasing around looking for the guilty U-Boat.

A dive on the Cyrus H. was made by the ROV on the badly damaged hulk, it showed the ship was full of war supplies, motor trucks and ammo were littered about the seabed near the wreck, many trucks were clearly visible with their tyres still in place, the Cyrus H. was the last ship to be sunk by a U-Boat in W.W.2.



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U.1107 (Type 7C/41 U-Boat of 11 "U" Flottille)

The boat responsible for these sinkings was U.1107, commanded by Kapt Lt F Parduhn as part of 11 Flottille; she left Horten (Norway) on the 23/3/45, sailing around Scotland and West of Ireland on her 2nd war patrol. By the 16/4/45 she was operating in the Western Approaches to the English Channel. When on the 18/4/45 some 50 miles WSW of Ushant on the island of Oessant (nr Brest, France), she sighted and attacked convoy HX348 and as related above made a successful attack and escape. The escape was probably due to the fact she was "Albrecht" covered (see story of U.480 in the October 2009 Sticky Fingers). However, luck did not last long, on the 30/4/45 she was surprised on the surface by a US Navy Catalina of VP.63 and sunk with depth charges in the position 48.00N Long x 06:30 W Lat, which is about 40 miles WSW of the Brest Peninsula, at least 36 men were killed.

The search next went to this position to visit a wreck previously located and visited in 2005, when video shots were taken before conditions forced a postponement, now in 2008 the searchers were going back.

The ROV dived and showed video footage of a vessel lying on her side, covered in fish nets and marine growth, very difficult to identify, the snorkel was lying on the seabed alongside the ship. One ID point to look for was the late war life raft containers on the after deck. They were located and filmed still intact proving it was U.1107. Problems with the ROV due to oil contamination with seawater forced an abandonment of further work on this project.

There were 2 more targets to examine but unfortunately the ROV problems could not be resolved, so the remainder of the operation was cancelled and the search vessel returned to Falmouth.

Alan