



"STICKY FINGERS"

Magazine

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Peters Prattling

Next month – August – Phil’s Show and Tell

Phil Worth will be giving us a talk.

Amazing Battle of Britain Tribute by Local Farmer

Farmers Graham and Jane Wadsworth from Raines Hall Farm, Sedgwick near Kendal, Cumbria, will go into history by an amazing personal tribute to commemorate the 70th Anniversary of the Battle of Britain. On his 10-acre corn field, Graham carved a maze of a giant Spitfire chasing a German Messerschmitt Bf 109. The huge but remarkably well-designed artwork has been cut by a lawnmower and strimmer in a green corn which by this time of the year is only beginning to get tall. Mr Wadsworth spent considerable time planning his work and used a GPS navigator to keep the equivalent of three-and-a-half miles of cutting straight.

The entire design can only be fully appreciated from the air:



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The maze will stay up until October, when the Wadsworths have to harvest the corn for winter cattle feed.

Tea Up!

This picture was taken by Danny's daughter on a recent trip into London. It's part of the Battle of Britain London Monument. The monument is sited on the Victoria Embankment (north bank of the Thames) about 200 metres from Westminster bridge. It is almost directly opposite the Millennium Wheel (the huge London Eye Ferris wheel) which is on the south bank of the Thames.





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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	
8 th August (Sunday)	Automodellismo 2010 , Donington Collection, Donington Park, Castle Donington DE74 2RB
14th 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
4th & 5th September (Saturday & Sunday)	Medway Model show. REME Museum, Gillingham, Kent Booking sent off but not confirmed yet.
26th 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 to be held at the Kelvin Hall in Glasgow
13th & 14th November	Scale Modelworld - Telford

Peter

Robins Ruminations

On Saturday the 26th of June I turned up to the North Street Halls in Hornchurch, as promised, to give Phil a bit of "moral support". I didn't really know what was expected, so I took along a model to play with just in case. The table that Phil had been allocated was at the very back of the hall, but with the adjacent fire exit open, the position was very bright and had a very nice cool breeze coming through it, wonderful on such a warm day. Phil had his K.G.V. and Mikasa ships with him and also a mounted figure of Napoleon to demonstrate figure painting and weathering techniques to the visitors. I just sat down and applied a wash to an aircraft while generally chatting, a nice way to pass the time of day. Ralph and Barry also came in and stayed a while, chatting and having a look around. All in all a very pleasant way to spend a few hours while being regaled by a choir, campanologists and some nice female dancers. I thought the idea of the show was very good one, that is to try your hand at the different crafts on display, I personally didn't fancy the knitting class, but Lynne, Phil's wife, was very busy teaching/chatting all of the time. Also Barry's daughters ended up wearing a necklace each that they had made, so the shows idea certainly worked. Thanks to Phil for the heads-up about the show, one last point, the ladies that made the cakes certainly knew their craft, very nice!

Well the summer has finally arrived; well it had at the time of writing this article. Bright sunshine, clear blue skies, hot days, warm balmy evenings all unfortunately go hand in hand with roasting hot cars, sunburn and uncomfortable sweaty nights, never happy are we? One upside of the hot weather is that at least the grass has stopped growing, what a shame. Still the tomatoes in my back garden are developing and ripening at a fair rate and we will soon be enjoying the fruits of our labours, literally. This year my wife decided to ditch the strawberry plants and has tried something new, marrows. The only slight problem we have is that we haven't got a clue about how to grow the damn things. However my wife likes stuffed marrow and so marrows it is, I now have three triffids in a grow bag with leaves the size of dinner plates that seem to need constant watering. Still I'd only get bored if I wasn't doing something in the garden wouldn't I?

My wife recently had a birthday, it was however a memorable one for all the wrong reasons. Adele slipped on our stairs and landed heavily on her rear end and bounced down four steps. My comment that she had plenty of padding in that area and so shouldn't have felt too much pain did nothing for her mood either. A visit to the small injuries unit a few days later however revealed deep bruising and the possibly of cracked or broken coccyx, something that you can't do anything for except rest. Still the doctor reckons it should be better in about four weeks



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or so. However my wife is finding out it's very hard to rest if she can't sit down for too long without pain and she is getting very bored laying down a for lot of the time.

With Adele either laying on the sofa or bed and not wanting or able to go out much, I have unexpectedly had the opportunity to do a bit more to my unfinished Battle of Britain aircraft, with two of the Messerschmitt's now coming towards completion. Another couple of weeks and they should be done, fingers crossed. Cor, just think, I might actually have something ready for the next competition night! I think I'll have to sit down, the excitement is getting too me. After that I think that I'll have a go at one of the Spitfires just for a change. I'm looking forward to tonight's talk and demonstration by Mick Pitts on armour painting and weathering, it should be a good one.

My Official hat is now on.....

Well last month's competition went well with 20 entries in all classes. Again the quality of the models on the table was of a very high quality and the members that entered should be proud of their modelling skills. If this statement seems a little over the top to some, trust me it isn't. I sometimes find it extremely difficult at the moment to simply find time to build and finish one model, full stop. Yet the most members of the club seem to be able to juggle home life, work and modelling time to be able to finish at least one model for every competition evening and what's more, to a very high standard, well done gentleman, I'm envious.

Congratulations go to Phil Worth for winning the top spot in two competition categories, A.F.V.'s with a Ferdinand prototype and the 1/48th aircraft section with a Fokker E.III. The winning 72nd Aircraft was the F-111E "Miss Liberty" by Brian Thomas and Steve Hide won the miscellaneous section with a model of a Porsche 962. Of course let's not forget Peter, Steve, and Colin who were the runners-up in their respective sections.

Robin

Wrighty's References

The Loss of the Leopoldville - Sky Discovery Knowledge Channel 6/6/2010

The vessel "Leopoldville" was a pre-war passenger liner used by the Allies as a troopship on loan from its country of origin Belgium. It had been carrying troops to and from Africa and the Mediterranean for several years of W.W.II. By late 1944 it was at the disposal of the Normandy Invasion still on loan from the Belgium government. Events then took over, the "Battle of the Bulge" had started in early December 1944, and reinforcements were needed quickly. Therefore the US Army 66th Division was immediately ordered to the French/Belgium area of the continent. Transportation was of course to be provided by the troop carrier "Leopoldville", all loading was completed and on the 24th December the ship sailed in convoy to their destination, the French port of Cherbourg, when the ship was little more than 10 miles from port a lurking German U-Boat (U.468) was able to get a clean shot at her, the torpedo hit starboard forward.

In the rush to get on their way it's unknown how many troops were aboard but 2,200 seems a good estimate, the explosion killed some 250, but other areas of the ship were evacuated by troops who made their way to the upper deck. The ship was flooding, but only sinking slowly, at first the soldiers just stood on deck awaiting orders. These did not come from the Belgium crew. After about half an hour the escort destroyer HS Brilliant tried to come alongside, but in the choppy winter seas and the liner beginning to list to starboard this was very difficult.

It seems the destroyers crew shouted "we are going to take you off", which seemed to activate some troops to try to jump from the liner to the deck of the destroyer. The problem was the destroyer's deck was only the height of a room above the sea (approx 8 to 10 foot) while the liners deck was like a 3 story house (20 to 28 foot). Some men jumped and went down into the sea between the 2 ships, others landed on the steel deck only to break their legs. The crew of the destroyer brought out hammocks and laid them on the deck to cushion the men's fall, others found ropes to swing down on.

The Brilliant then withdrew, after the Leopoldville had lurched deeper in the water, she had some 300 men aboard, many badly injured, to make for Cherbourg. As Brilliant passed a rescue vessel on her way to Cherbourg she assumed that the remaining men would soon be rescued. Sadly this assumption was to be only the first of a series



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of errors. Aboard the Leopoldville, one engine was still working but a crew member testified that the vessel still remained anchored to the sea bottom, and then the order was given to abandon ship, by the Captain.

Apparently no communication was made with the shore as the vessel began to list and sink deeper, no order was given to the remaining troops on deck, as the bow started to rise out of the water, the crew took to the boats and left. The speed of the sinking now caught all by surprise, including the Captain who stayed at his post. Then the vessel stood on her stern, she snapped the anchor chain as she dived to the bottom of the Channel. Most abandoned US troops were now in the water (icy cold in Dec with a survival time of 20 minutes maximum), several got into a couple of life rafts or pieces of wood, but most were on 20 minutes before they froze to death. The rescue ship was too late, only dead bodies were found as they chased the lights on lifesavers in the total darkness.

A sad story indeed, in the aftermath the usual investigations and secret official enquiry were carried out. Blame was levelled at the dead Belgium Captain, communications and language problems, some blame was levelled at the destroyer's actions, but the bottom line was that somewhere near 1,000 troops were missing or dead. Such news could not be released at Christmas time and the fact that the war was nearly over, so another cover up was arranged and many US families never knew of the fate of their loved ones, only that they were "missing on active duty".

60 years later divers and ROV wreck examination found pieces of Carley Floats (rubber dingy like lifesaving boats), still stacked and lashed in place on the boat deck of the wreck, these could have saved the US troops until help arrived, but the crew did not help the soldiers, maybe because of poor leadership or language difficulties, or as a misguided assumption that the danger was not imminent. The destroyer's assumption that the rescue vessel would save the men, she did not even bother to ensure that further rescue vessels should attend the scene only 6 miles away.

Finally the cause of the troubles, U.486. This was a Type 7c which was schnorkel equipped and "Albrecht" coated and was part of 11.Flotille based at Bergen in Norway. She was on her second war patrol when she sunk SS Silverlaurel (6124 T) in the Channel and unsuccessfully attacked a destroyer on the 18/2/44. On the 24/12/44 she torpedoed the Leopoldville off Cherbourg, again probably due to the "Albrecht" coating she successfully evaded the searching warships, even having time on the 26/12/44 to sink the frigate HMS Capel and soon after damaged the frigate HMS Affleck. U.486 returned to Bergen on 15/1/45.

The boat then left for her third patrol on 9/4/45, but an engine defect caused the boat to return to base, however the British submarine HMS Tapir picked up the engine noises and caught the U-Boat in the act of surfacing, she was torpedoed and sank with all hands in a fiord NW of Bergen on the 12/4/45, a dangerous adversary had been destroyed.

Personal Comments - The English Channel is paved with German steel!

It sounds like a headline from the "Daily Star" doesn't it? Well after dwelling on this waterway and its mysteries for the last 4 or 5 months, I think you may agree with it.

When I started this series in Sticky Fingers it was to get away from aircraft, a new form of underwater technology that enables us to see the remains of ships destroyed 60 year ago. Naval stories that have a mysterious issue, which could be solved. "Sky", not too many of you seem keen on it, but they are the leaders on military subjects, that are always well produced and the underwater photography is often something else. If you have never seen underwater shots of the Titanic, Bismarck or Scharnhorst, Japanese ships in Truk Lagoon or just plain old U-Boats on the floor of the Channel, you really should stop watching some of those modern day comedy programmes and catch up on your military history. Getting back to our stories in Sticky Fingers, I recall that in W.W.II the term "Ironbottom Sound" was a name applied to an area of the Coral Sea known as "The Slot", where mighty battles were fought between the US and Japanese navies in their efforts to take the island of Guadalcanal in the early Pacific war, but the more I delved into U-Boat losses in the English Channel, I realised that the real "Ironbottom Sound" was right here off southern England.

First I extracted the details of all boats lost in the Channel from my own records, then cross referenced them with their long/lat position and date of destruction from official U-Boat records Cols 1 & 2. Then tracing a map of the Channel and applying lines of longitude and latitude, each vessel could then be tagged in to its loss position, finally



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a chronological date order of the losses enabled a list to show how these increased from D-Day 6/6/44 to the end of the war, 8/5/45/

You now have a record of Odyssey Salvage Co. plans of U-Boats they tried very hard to keep to themselves; to stop unregistered divers and companies getting in on the act.

As you can see by the loss map there are still many wrecks to locate, but we'll leave that to Odyssey and friends, I'll also call it a day on navy stories for the time being, unless anybody has any queries or interesting tales to tell, like the HMS Dicer story for instance!

U-Boat Losses in the English Channel

25	April 44	U.1191
8	June 44	U.373
9		U.740
10		U.821
18		U.767, U.1191, U.441
24		U.971
25		U.269
30		U.988
5	July 44	U.390
6		U.678
18		U.672
21		U.212
26		U.214
31		U.333
5	August 44	U.671
15		U.641
1	September 44	U.247
11	November 44	U.1200
18	December 44	U.1209
30		U.772
	1945	
7	January 45	U.650
21		U.1199
26		U1051
24	February 45	U.845, U.927
27		U.327, U.480, U.1018
7	March 45	U.1302
10		U.275, U.681, U.1021
12		U.260, U.683
26		U.399
29		U.246
5	April 45	U.1169
6		U.1195
8		U.774
13		U.1024
16		U.1063
25		U.1055, U.326, U.1195
26		U.1051
30		U.1107
Late		U.242
Early		U.246

Note U.242, 246, 327, 441 & 480 were lost in Channel but positions are unknown

Competition Standings after the 2nd Round.

Wally Arrowsmith Trophy (Aircraft)

1/72nd Scale or Less

Position	Entrant	Model	Votes
1 st	Brian Thomas	General Dynamics F-111	48
2 nd	Peter Bagshaw	Messerschmitt Me 109E	42
3 rd	Alan Wright	Fairey Swordfish	37
4 th	Charles Thompson	Grumman F6F Hellcat	31
5 th	Charles Thompson	Republic P-47 Thunderbolt	24
	Alan Wright	Aichi B7A2 Grace	17
	Brian Thomas	de Havilland Mosquito	15
	Peter Bagshaw	Bo.105	8

Greater than 1/72nd Scale

Position	Entrant	Model	Votes
1 st	Phil Worth	Fokker E.III	68
2 nd	Steve Crust	Kurnass F-4 Phantom	62
3 rd	Brian Thomas	North American P-51D Mustang	44

Positions after 2nd Round

Position	Entrant	Points
1 st	Brian Thomas	89
2 nd	Alan Wright	52
3 rd	Peter Bagshaw	50
4 th	Steve Crust	48
5 th	Charles Thompson	46
	Ian Brown	36
	Paul Bennett Phil Worth	25
	John Houston	23
	Bob Smith	21
	Brian Breeze	19
	John Bennett	5

IPMS Hornchurch Trophy (Miscellaneous)

Military Vehicles

Position	Entrant	Model	Votes
1 st	Phil Worth	Ferdinand	42
2 nd	Colin McAuliffe	Autoblinda Railcar	40
3 rd	Colin McAuliffe	Stug III Diorama	38
4 th	Peter Bagshaw	Sturmtiger	29
5 th	Bob Smith	Tiger	24
	Chris Bunting	Matilda	23
	Chris Bunting	Matilda	15
	Bob Smith	Sturmtiger	11

Miscellaneous

Position	Entrant	Model	Votes
1 st	Steve Hide	Porsche 962	70

Positions after 2nd Round

Position	Entrant	Points
1 st	Bob Smith	70
2 nd	Colin McAuliffe	68
3 rd =	Steve Hide	51
4 th	Phil Worth	50

5 th	Malcolm Robinson	42
	Peter Bagshaw	24
	Robin Bellamy	21
	Ian Brown Total	17
	Sean Gamble-Beresford	17
	Chris Bunting John Houston	10

1/72nd Scale or less

Brian Thomas - General Dynamics F-111



Peter Bagshaw - Messerschmitt Me 109E



Alan Wright - Fairey Swordfish



Charles Thompson - Grumman F6F Hellcat



Charles Thompson - Republic P-47 Thunderbolt



Alan Wright - Aichi B7A2 Grace



Brian Thomas - de Havilland Mosquito



Peter Bagshaw - Bo.105



Greater than 1/72nd Scale

Phil Worth - Fokker E.III



Steve Crust - Kurnass F-4 Phantom



Brian Thomas - North American P-51D Mustang



Miscellaneous - Armour

Phil Worth - Ferdinand



Colin McAuliffe - Autoblinda Railcar



Colin McAuliffe - Stug III Diorama



Peter Bagshaw - Sturmtiger



Bob Smith - Tiger



Chris Bunting - Matilda



Chris Bunting - Matilda



Bob Smith - Sturmtiger



Miscellaneous - Other
Steve Hide - Porsche 962

