



"STICKY FINGERS"

Magazine



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| | |
|--|----|
| Scoring..... | 15 |
| Modeller of the Year Competition | 15 |
| 2012 / 2013 Meeting Schedule | 16 |

Next month – April 2012 – First Round of Club Competition

Peters Prattling

Thank You

Firstly a big thank you for the vote of confidence (or apathy! I'm happy with either) from the club last month in wanting me to continue in the role of club secretary. I have put my report later in the newsletter so I won't mention any of the points I raised at the AGM here.

Proposed Essex Modellers Show

I have been over to the proposed venue, which is Hannakins Hall in Billericay, and provisionally booked for the 19th August. Cost will be £375 for the hire of the hall, additional costs for table hire etc should mean that the overall cost to the 4 clubs hoping to take part should be about £125 each.

Aviation Workshop/Model Alliance

A report appeared on some of the modelling forums a few weeks ago relating to the owner of Aviation Workshop/Model Alliance.

A FRAUDSTER who conned his bosses out of nearly £200,000 to prop up his failing model airplane business has been jailed for three years.

Gary Madgwick filed false invoices for radiation and health and safety checks while working for consulting and design agency McBains Cooper, which has an office in Oxford, an Old Bailey judge was told.

The senior project manager, 52, continued his deceit for two years before it was finally noticed by his employers.

McBains then discovered that Madgwick, of Charlton Road, Wantage, had used a false reference to get the job and had two previous convictions for fraud from 1989.

Madgwick, a lifelong model airplane enthusiast, is now trying to sell his house and his business The Aviation Workshop in an attempt to repay the stolen money.

Judge Paul Worsley QC told Madgwick on Friday : "In my judgment you are a thoroughly dishonest man.

"There has to be a day of reckoning and a custodial sentence.

"You secured your position with McBains by submitting a false reference."

Madgwick had earlier admitted three counts of fraud.

He was sentenced to two years imprisonment on the first count and 12 months' imprisonment on the other two counts.



"STICKY FINGERS"

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They are still planning on attending Southern Expo and trading after that through their website but it remains to be seen whether their long term future is settled yet.

Forthcoming Shows in 2012

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.

| 2012 | |
|---|--|
| 24th & 25th March (Saturday & Sunday) | Southern Expo |
| 31st March (Saturday) | South Devon Model Extravaganza 2012 , Ashmoor Recreation Centre, Ballard Lane, Ashburton , Devon, TQ13 7EW |
| 1st April (Sunday) | Shropshire Model Show , Royal Airforce Museum Cosford , Shifnal, Shropshire, TF11 8UP |
| 8th & 9th April (Sunday & Monday) | Medway Modelling Show , Chatham Dockyard, Kent – Tables have been requested for Sunday |
| 14th April (Saturday) | Sword & Lance 2012 , Darlington College, Haughton Road, Darlington , DL1 1DR |
| | Poole Vikings Model Show , Parkstone Grammar School, Sopers Lane, Poole, Dorset, BH17 7EP |
| 15th April (Sunday) | Automodellismo 2012 , Hanslope Village Hall, Newport Road, Hanslope, Milton Keynes |
| 28th & 29th April (Saturday & Sunday) | Scottish Nationals , The Dewars Centre, Glover Street, Perth , PH2 0TH |
| 5th May (Saturday) | Southdowns Model Club Show , Lancing Parish Hall, 96 South Street, Lancing , BN15 8AJ |
| May 20th (Sunday) | Midland Expo 2012 , Cocks Moors Woods Leisure Centre & Golf Course, Alcester Road, Kings Heath, Birmingham , B14 6ER |
| | Hendon Model Show , RAF Museum Hendon , Grahame Park Way, London, NW9 5LL – Tables have been requested |
| 27th May (Sunday) | Gloucester Model Show , Churchdown Community Centre, Churchdown , GL3 2JH |
| 2nd June (Saturday) | NewMod 2012 , Park House School, Andover Road, Newbury , Berkshire, RG14 6NQ |
| 17th June (Sunday) | MAFVA Nationals , IWM Duxford |
| 24th June (Sunday) | West Norfolk IPMS , Downham Market Town Hall, Downham Market , PE38 9JS |
| 19th August (Sunday) | Essex Modellers Show , Hannakins Hall, Billericay Essex |
| 30th September (Sunday) | Brampton Show , Burgess Hall, St Ives , Cambs, PE27 6WU |
| November 10th & 11th (Saturday & Sunday) | Scale ModelWorld , Telford International Centre, Telford, Shropshire, TF3 4JH |

Peter

Robins Ruminations

As ever my article is running late due to the deadline sneaking up and catching me unawares. However the bits and pieces that I have jotted down over the past month are being hurriedly stitched together with various links as I revealed last month.

I dropped Violet, my Son's girlfriend and my Son off at Heathrow on the morning of last month's AGM. They had a really wonderful time in Rome, seeing all the sights and experiencing the coffee, cake and Gelato culture to the full. The return trip home was a bit of an experience as due to some Italian "labour troubles" three of the six flights from their airport were cancelled. As you can imagine with the



"STICKY FINGERS"

Magazine



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lack of available aircraft seats and the Italian organisational abilities things were a touch chaotic. However they did get on their flight and got home just a little late footsore and very tired.

As I had arranged to take a week's leave to take Violet and my Son as normal I developed a cold and sore throat, typical! Still I took them out to Tunbridge Wells, a drive along the south coast for a bit before heading inland to take Violet to a real English pub for dinner. The Horse & Groom at Rushlake Green is the sort of place that Violet only thought existed in TV programs. Village green opposite with a rose garden on the side. Walking in that evening there was a log fire was burning, a couple of dogs snoozing in front of the fire and a few locals drinking at the bar, perfect. Three very well stuffed people were in the car that night I can tell you.

The next trip out was to Portsmouth for a visit to the historic dockyard visiting the Victory, Warrior and the Mary Rose exhibition. A good day was had by all but my throat was killing me by time we got back home.

We had our final day out on the Friday, visiting France & Belgium via the channel tunnel, which fascinated Violet the way that the cars drove through the carriages for the short trip. We drove through to Leper, Ypres to us older persons and had a wander around the cathedral and town. We had lunch at one of the town's bars before visiting the Mennin Gate, which affected Violet as it does most people, awed, stunned silence. I knew her Father had served in the U.S. Navy during the Vietnam War and asked her how much even now the losses in Vietnam had affected the American people's outlook on the World. Violet said it still haunted them in one form or another. I then told her that US losses were about 58,000 but on the Mennin gate and at Tyne Cot over 80,000 names of just the "missing" in the Ypres area are inscribed and that the actual losses exceeded 300,000. As we were so close to Bedford House Cemetery we made a short visit to the grave of my Wife's Great Uncle before heading back to do a bit more shopping in France before the return shuttle.

Of course my Son just can't help himself sometimes, hence the "rabbit ears" in the image. He might be 23 years old but still a kid at heart.





"STICKY FINGERS"

Magazine



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My Mother in Law flew home the next evening from her Malta holiday into Heathrow and the next morning we had to take Violet to Gatwick airport to fly home. Unfortunately Violet's flight was delayed for four hours when a portion of the Boeing 777 cabin insulation fell off and had to be re-applied and then given time to cure before the aircraft was allowed to fly. As you can imagine my Son's mood in the car on the return leg was a little flat to put it mildly, such is life.

Peter has done his normal incredible juggling act between traders and clubs for the Expo show and despite late drop outs has managed to fill all the tables. In my opinion one of the unsung and invisible minor miracles of running Expo because just one drop out causes a domino effect of changes. Due to printing and postal problems in America the decal sheet is running very late and it will be touch and go if we get them for the show, keep your fingers crossed!

As always my Expo model is running behind schedule but it will turn up on Monday evening in its unfinished state as I still hope to have it finished for the show.

My "Official" hat is now on.

Well that's the AGM done and dusted for another year and I must admit it was more "interesting" than most. I'm not sure whether I was voted in for another year because of my exemplary skills and dedication as your competition secretary or simply because nobody else wanted the job! So I will take the former opinion, inflate my ego and say thank gentleman for your vote of confidence in my marvellous abilities.

I wasn't going to write an article this month as the response from the club membership was very positive at the AGM about submitting articles for Sticky Fingers. So this month I look forward to printing a bumper issue of our magazine this month containing all of your articles. I then took off my rose tinted glasses and decided that discretion was the better part of valour and wrote this small article "just in case" nothing else was submitted by the membership. We shall see if I was correct in writing this article or not.

Robin



"STICKY FINGERS"

Magazine



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Wrighty's References

China's Air Force Survey Report

In the last few months of 2011, the WrySpy Agency and myself have made one or two references to China and their potential of Air Power. For instance, we reported on the unveiling of their stealth aircraft, then Naval Power a new carrier launched, then last month their placing of the Navy on combat alert.

It all begs the question, what do we know about air power in China and what threat does it place? I must confirm, like all of you, my knowledge was virtually nil, in fact I could only name one Chinese aircraft. However I have the advantage of being able to scan the WrySpy files and now I am way ahead of you. So "listen up" as they say and update yourselves, get a few names to whack into Google, but better still make a mental note of the following report and don't use it as scrap paper.

Latest Look On This Subject

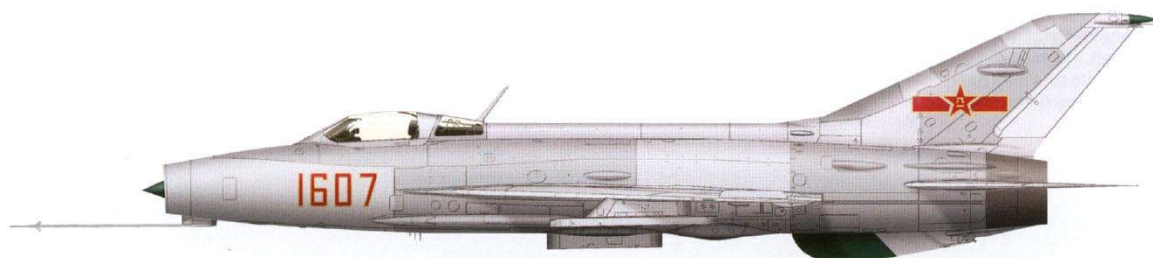
Fighting Dragons, Modern Combat Aircraft of China:- this is a photographic book containing 130+ new photos, many previously unpublished. This book covers all the aircraft presented here by WrySpy who have given this report. I haven't seen it, but if you have got it, see if they can better the report, which seems doubtful, but they could fulfil the need for pictures of all types mentioned. Just our "Wry" comment, the book and report may well come in handy in about 2018? Could happen. Enough said!

To order <http://www.pixelium.net/e/>, price £19.99, postage from Hong Kong \$10 US dollars.

Chinese Air Power

Fighters of the Peoples Liberation Army (PLAAF)

Chengdu J.7



This fighter is a licence built version of the Mig-21 Soviet Fighter, these aircraft made their production appearance in 1979 as the J.7B, later the Mig-21MGF in 1984 was introduced as the J.7C, but these proved a failure due to various reasons and was less effective than its predecessor the J.7B. Next came the J.7D, but again a failure used only as a night fighter. A further massive redesign with many updates resulted in the new J.7E in 1993, of which 263 were supplied to PLAAF and PLANAF (Navy), which equipped them into the new century (2000) and beyond and still equip some units. The final derivative is the J.7G, this has many modern features, such as all weather capability, fire control radar, HUD display, avionics etc. An aerobatic version that has all armament removed is known as the J.7GB and is used by the (Ba-Yi) Aerobatic Display Team.



"STICKY FINGERS"

Magazine



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Xian JH.7A



The Xian JH-7 (Jianjiji Hongzhaji - fighter-bomber), also known as the FBC-1 (Fighter/Bomber China-1) Flying Leopard, is a tandem two-seat, twin-engine fighter-bomber in service with the People's Liberation Army Naval Air Force (PLANAF), and the People's Liberation Army Air Force (PLAAF). The main contractors are Xian Aircraft Industry Corporation (XAC) and the 603rd Aircraft Design Institute (later named the First Aircraft Institute of AVIC-1.)

The first JH-7s were delivered to the PLANAF in the mid-1990s for evaluation, with the improved JH-7A entering service in 2004.

A JH.7A operated by the Flight Test Establishment (FE) crashed into a marsh near Wei Nam City, Puckeng in Central China on the 14th October 2011 whilst performing at an airshow on behalf of the General Aviation Convention. The aircraft was the 4th prototype, one crew member being killed, the other ejected to safety about a mile from Neifu Airport, Puckeng.

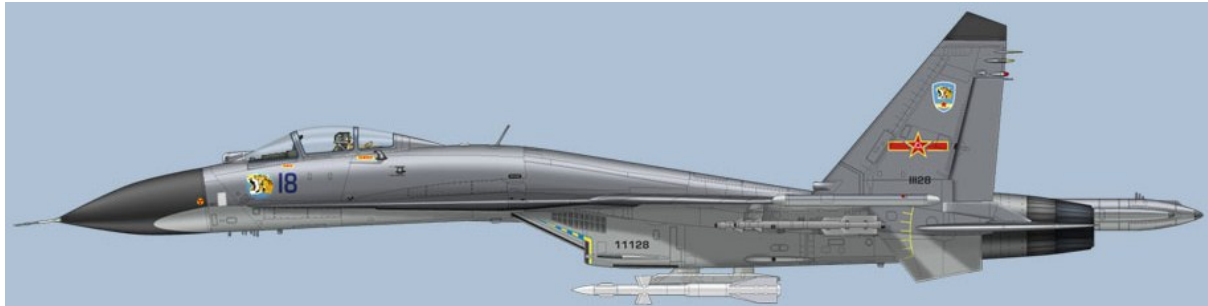
Shenyang J.8



The J.8 had troubled beginnings which began in 1964 and continued via the J.9 to 1980 when it was cancelled. After several attempts to make a new type, eventually the J.8.II, know in Western terminology as the "Finback" made its appearance in 1980, but production began in 1985. This aircraft resembled the Russian Su-15-21 Flagon a long narrow body, twin engines at rear and delta platform wings, air to air guided missiles. The role of the fighter equated to similar roles that the F-4 Phantom plays for Germany and Japan. Political and world events then played a big part in the further history of the J.8, various modernisations were done and suggested, but closeness to Russia made the Mig-23 & 27 and option and the Su-27 made it obsolete.



Shenyang J.11



In 1991 evaluation of the Mig-29 & Su-27 took place in Beijing and even a Mig-31 was on offer. However financial and other concerns reduced the Chinese interest to only the Su-27. The Su-27 was chosen as a 4th generation jet and became a modern air superiority fighter, the PLAAFs first in 1991, the order for 6 two seat UBKs and 20 SKs. In 1996 16 SKs and 6 USKs were supplied and later in 2000 another 28 UBKs were delivered.

During this period of the above contracts, licensed production of the Chinese designation provided another 200 SKs, using the Shenyang J.11 name between 1998 and 2004.

Various ongoing improvements were added during the time period and by 2006 some 60 older aircraft were upgraded to J.11A standard. A J.11B was introduced, this had AL31F engines (Russian) replacing the unreliable (Chinese) WS10A engines originally fitted in 2009 when an agreement was finally thrashed out after several years of dispute with the Russians.

Further development and improvements are on-going from 2008 to date. A two seat trainer based on the Su-27 UBK, also a J.11Bs version is under development similar to the Su-30 MKK. It is also believed that the Chinese want the Su-33 carrier operated "Flanker" formally known as the J.11C and J.11BH, but now classified as the J.15 Shenyang (Flying Shark). The prototype took its maiden flight on 31/08/2009 and is under development.

Known as the Chinese Flanker, we can take up from J.11 where the original report left off in 2008/09. The problems with the Chinese WS10A engine caused their replacement with Russian AL-31F turbofans. Development of the two seater J.11BS hit problems when a prototype was lost due to engine failure and leaked photos showed lines of these aircraft without engines soon after. Political agreement it seems between Sukhoi and SAC eventually arranged a license build, new engines were fitted to PLANAF Navy aircraft, confirmed in mid 2010. By this time similar aircraft were coming available for the PLAAF air regiments; this was a surprise to the media, that the problem had now been resolved by the end of 2010. By the end of 2011 5 PLAAF and 1 Navy Regiment are confirmed as fully equipped and their bases known (WrySpy). The Navy version J.11.SH single seater or J.11BSH two seater are painted a very light grey. It seems that the two seater multi role fighter bomber has been discontinued. There has been development of missiles R.77 & PL12, the new multi role 2 seat fighter bomber is linked to the Sukhoi 30MKK (WrySpy has details on these items but not for publication as yet).



"STICKY FINGERS"

Magazine



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The J.11C known now as the J.15 "Flying Shark", has indeed been seen and confirmed as an indigenous Flanker, similar to the Russian Navy Su-33, with new avionics and weaponry, powered by AL-31F turbofans. Following its maiden flight in August 2009 it made a take-off from a ski-jump in May 2010 at the China Flight Test Centre at Xian-Yangtian. Little was heard till April 2011 when 2 prototypes, 1 with AL-31F and 1 with WS10H engines were observed, aircraft were painted in light grey naval colours. Speculation continues, but Russian sources stated "that no Su-33s were ever delivered to China". Nor was agreement to the Su-27 license builds meant to include the Su-33. We await future developments.



Chengdu J.10



This aircraft is very much like our own Eurofighter Typhoon in looks, it was unveiled in December 2006, given the nickname "Vigorous Dragon" and described as a multi-role fighter. It was created with secret cooperation of Israel, based on their own Lavi aircraft, a somewhat "Big Brother" version so to speak. China of course claims it is an indigenous design that only encompasses a few design features in to finalise its production! Well they would wouldn't they?



"STICKY FINGERS"

Magazine



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Its design remit was for a 4th generation jet fighter such as the Mirage 2000, Mig-29, F-16 or F-18. Its design and prototype production ran in parallel with the Su-27/Shenyang J.11 over a period of several years, even going on to use the AL31 engines to replace the WS10s, leading up to its unveiling in 2006.

Additional versions are the J.10S a two seater, multi-role aircraft or a trainer for progression to the J.10. Continuous upgrades of radar, avionics and weaponry are on-going and by 2008 some 100 J.10s were in service. With more to follow, these will replace the older J.7s as required on operational strength in the PLAAF.

Expansion of this fighters weaponry options is on-going, it has been seen and observed with GP bombs on launch (twin) racks beneath the wings, also laser guided bombs have been noted.

Production continues apace and new models equip the PLAAF (Navy) @ Luqiao which is the 4th Fighter Division. The 52nd Regiment 18th Fighter Division of PLAAF @ Chengsha is converting to the new aircraft. These aircraft are from production blocks 5 & 6.

The next major production for Block 7 is nearing completion, the aircraft J.10B is light grey with red markings and numbers, which feature the Russian AL31FN powerplant, early models will be delivered late 2011 and 2012 (Kim Soo Park).

Chengdu FC.1



This aircraft looks rather like a French Rafale without the canards, complete with underwing tanks and weaponry. After delays its development began in 2006, deemed as a multi-role fighter, it was mainly intended for export to Pakistan. It doesn't equip any PLAAF or PLANAF units, it's only rumoured to have a "J" number (J.9) to be used if it goes into service. This now seems unlikely as many problems, especially with the engines, hindered the development since 2006. Development has been overtaken by the J.10 which seems a better option. It has been suggested that a two seater conversion be developed as a ground attack or 2nd line trainer, but as yet no action has been taken in respect of this.

Future Fighter

Since mid 2010 secrecy and rumour have abounded regarding a super stealth 4th generation fighter that CAC and SAC (Chinese Design Institutes) had been working on. A mock up photo appeared in June 2010, this was linked akin to the Mig 144 Russian fighter, at that time their leading project. However don't hold your breath! That picture has been identified by WrySpy as the Su T.50, now how did they get hold of that? "From Russia With Love?"



"STICKY FINGERS"

Magazine



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As WrySpy reported in Sticky Fingers 82 April 2011, the J.20 secret fighter looks nothing like the T.50. So that's 2 (5th Generation) jets they have in development! You heard it here 1st again.

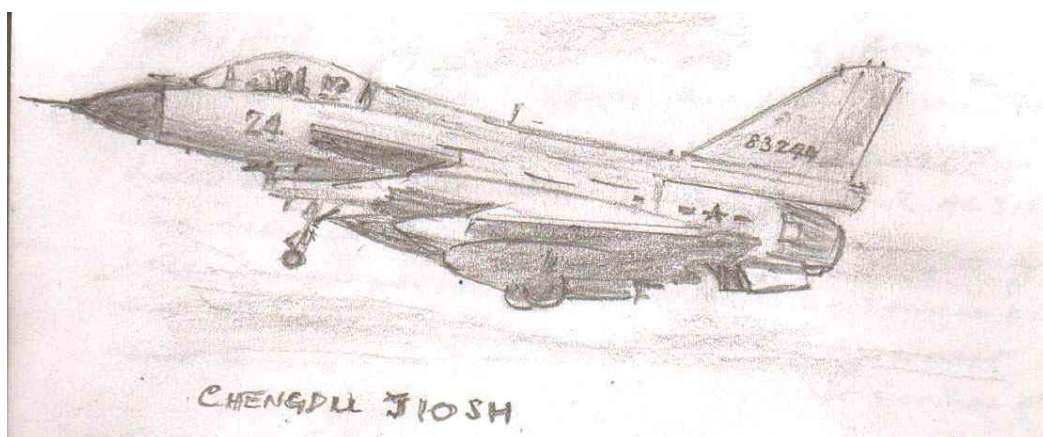
Display Teams



On 25/8/2011 2 new aerobatic display teams, known as "The Skywings" and the "Red Eagles" were unveiled, to make their debut at the prestigious Changchun Air Show in NE China, it transpired that the Skywings used 6 prop-driven CJ6 trainers, whilst the Red Eagles used 5 JL.8 jet trainers for their impressive displays. Also present was China's premier display team the (Ba-Yi) using J.10 unarmed fighters regarded as China's best team (Kim Soo Park).

Photos Verboten!

The Chinese authorities have forbidden photography near airfields, (CAC) Chengdu has been a good source in this respect for rare photos. However much less has been forthcoming from (SAC) Shanyang Beijing. A spotter had their equipment including memory cards confiscated, after a severe warning he was released. So although it wasn't a WrySpy agent, you can see the difficulties we face. However Kim Soo Park is very versatile, somewhat a master artist to sketch the Chengdu J.10SH from memory



Alan



"STICKY FINGERS"

Magazine



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IPMS Hornchurch AGM Report

Branch Secretary Report 2012

Firstly I would like to start by praising the club for its excellent turnout last month at the Modeller of the Year Competition. It just goes to show what we can do when we put our minds to it.

A quick review of the year is probably in order.

Starting from the AGM last year, not the best of starts in March, following what I would call the disastrous showing at Southern Expo and my dressing down of the club at the following meeting.

New sweatshirts and polo shirts were eventually introduced using a new logo initially designed by John Huston.

We also moved to a new home in August to the larger main hall. I do appreciate that initially this was a bit of a culture shock but with your patience and a little reshuffling of tables I think we are now starting to settle in better. The larger space has been a benefit, like January, being able to put out 6 tables for the competition models and still having space to sit around with our tea/coffee whilst judging took place.

Club attendance at shows has been pretty good; the highlight for me was IPMS Nationals, there were enough people helping out to give us all time to get around the show.

Looking forward:-

Despite all the good stuff, I am quite frankly concerned however about the general drifting of the club at the moment. There is a lack of participation with the club newsletter, feedback on show attendance – I announce a show and quite honestly if this was a Western film there'd be tumbleweed rolling by! I'm not expecting American whoops of joy when a show is announced but some feedback either on the day or by the next club night would be very useful as to whether you would like to attend or not.

Case in point the show at the Chatham Docks, stony silence when announced last month, not even a "That sounds interesting I can't confirm today can I let you know next month?", or something like that. Also the proposed show location at Billericay, announced in December but still no one has really come forward to say good idea or not. I'm reluctant to go ahead with this any further unless the club is willing to commit and take some responsibility, as Robin says in his bit in Sticky Fingers, we have enough to do organising the club, Expo and decal sheets.

I am however very proud to server as club secretary as this is I feel a very friendly club, full of helpful people, I just need some feedback on what you want me to do for you to get out of the club what you need.

AGM Discussion

After my rant, there was some discussion about the Chatham show, it seems that tables on Sunday at least will be well attended, followed by a chat about the Billericay show, I'm sort of none the wiser whether the club is willing to take this on or not, although I've had one volunteer to act as a liaison for the club but they are unsure whether they'll be able to actively participate on the day if we hold it on a Saturday. As I said on the night with the best will in the world I cannot take on the organisation of this show as well. I am happy to make the booking and provide contact details for clubs and traders to invite to the show but can do no more; we need volunteers from the club to step forward to take on organisation roles, possibly club/trader bookings or advertising etc.

A similar plea for articles for this newsletter did appear to prompt a few members to step forwards and offer contributions. Again I would strongly ask all members to consider writing at least one article or something like that for the newsletter.



"STICKY FINGERS"

Magazine



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Treasurer Report 2012

Bob presented a rundown of the accounts. The club is still healthily solvent, so no plans to up the subs for the meetings.

| | | | | | |
|-----------|----------|-------------|-------------|-------------|-------------------------------|
| BALANCE | FEB 2011 | £ 424.74 | | | |
| | INCOME | EXPEND HALL | EXPEND AEF. | EXPEND MISC | |
| FEB | £ 44.00 | £ 22.00 | £ . | £ 2.50 | PHOTOCOPYING |
| MAR | £ 42.00 | £ 22.00 | £ . | £ 24.00 | TROPHYLAND |
| APR | £ 46.00 | £ 22.00 | £ 10.00 | £ 70.35 | NAME IT |
| MAY | £ 46.00 | £ 22.00 | £ . | £ . | |
| JUNE | £ 46.00 | £ 22.00 | £ . | £ . | |
| JULY | £ 34.00 | £ 22.00 | £ . | £ . | |
| AUG | £ 36.00 | £ 22.00 | £ . | £ . | |
| SEPT | £ 36.00 | £ 22.00 | £ 20.00 | £ 5.52 | STAMPS |
| OCT | £ 42.00 | £ 22.00 | £ . | £ . | |
| NOV | £ 50.00 | £ 22.00 | £ . | £ . | |
| DEC | £ 00.00 | £ 22.00 | £ . | £ . | |
| JAN | £ 32.00 | £ 22.00 | £ 20.00 | £ 52.99 | MODEL OF YEAR + NEW CASH BOOK |
| | £ 454.00 | £ 264.00 | + £ 50.00 | + £ 155.36 | = £ 469.36 |
| + BALANCE | 424.74 | | | | |
| | £ 878.74 | | | | |
| LESS | £ 469.36 | | | | |
| BALANCE | £ 409.38 | | | | |

Competition Secretary Report 2012

Election of Officers

The current officers were re-elected unopposed.

Club Competition Winners

The winners of the club competitions were announced

Wally Arrowsmith Trophy – Aircraft
IPMS Hornchurch Trophy – Miscellaneous
Modeller of the Year Competition

Peter Bagshaw
Mick Pitts
Mick Pitts

I did praise Ian Brown for nearly winning the Wally Arrowsmith trophy as he was 1 point off myself. I only managed to win due to the addition of points from the Pacific theme build, which was also checked with the Competition Secretary.

The format of the competitions was then discussed, it was felt that the general club competitions were OK as they were, however a few members had questioned the format of the Modeller of the Year, if only because they were concerned that a model which hadn't won its heat in the club competition was the one that won 1st place. It was stressed that this was not a slight against Mick Pitts, just seemed a bit odd.



"STICKY FINGERS"

Magazine



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After some discussion about the format of judging it was felt that this is the sort of result that can happen when you have different judges, also the fact that there were only 2 judges may have had some influence on the outcome. The ideas of either judging ourselves or a combination of Southend and ourselves were rejected as too messy or impractical. So in the end we decided not to change anything.

We then moved on to some proposed theme build topics for the club display next year at Southern Expo 2013. In the end we decided on a theme called "A Splash of Colour". The idea being to model a subject which has a very colourful paint scheme, so things like aerobatic team schemes or special anniversary markings for aircraft would be ideal, cars are generally more colourful than military subjects but obviously the brighter the better, thinking about it armour subjects may be a little harder to represent but I'm sure with a little imagination something could be entered, a Korean Sherman with the tiger mouth on the front springs to mind.

Formulation of the Club Meeting schedule

We then discussed the meeting schedule; see the list at the end of the report.

Any Other Business

I had received a request to ask whether the club would be interested in having discussions about subjects to be decided the month before. I suggested we hold them on competition evenings after the announcements and this was agreed by the club. We have also scheduled a discussion for this month (March) as we are just having the Southern Expo display run through so will have time to give this a go. The topic suggested for tonight was "Is China a Danger?"

No other issues were raised.



"STICKY FINGERS"

Magazine



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Club Competition Rules

- The competitions are split into 2, the Wally Arrowsmith Trophy for Aircraft subjects and the IPMS Hornchurch Trophy for Miscellaneous subjects.
- Each competition will be run over rounds determined at the AGM (normally 4).
- The schedule and any "Themes" for the competitions are decided at the AGM.
- All models must have been completed for that competition year.
- Each competition has been split into 2 categories.

| | Category 1 | Category 2 |
|---------------|----------------------------------|--|
| Aircraft | 1/72 nd scale or less | Greater than 1/72 nd scale |
| Miscellaneous | Military vehicles any scale | Anything else, i.e. not an aircraft or military vehicle subject. |

- Registration of models must be made before 20:15 to allow voting to start at this time.
- Members vote for the winning models in order of preference from 1st to 5th places in each category and competition.
- For each competition round a competitor may enter a maximum of 2 models per category, i.e. For the Wally Arrowsmith competition (Aircraft) 2 models in Category 1 and 2 models in Category 2 are the maximum allowed per round.
- Modellers may enter models in either or both competitions and categories, Aircraft and Miscellaneous.
- A model may only be entered into any competition once.
- Dioramas count as 1 model.
- Two models on one base, but not a diorama, count as 2 models.
- Modellers are **not** expected to vote for their own entries.
- The person with the highest overall number of points in each competition (Aircraft or Miscellaneous) after the last round will be the club champion.
- In the event of a tie on points the number of 1st and 2nd places etc. will be the deciding factor.
- All models entered into any of the rounds are eligible for entry into the "Modeller of the Year" competition.
- **In the event of a dispute the Competition Secretary's' decision is final.**

Scoring

Every model entered in each competition scores 5 points.

The following points will be awarded for the 1st five places in each competition category.

| | |
|-----------------------|-----------|
| 1 st place | 20 points |
| 2 nd place | 18 points |
| 3 rd place | 16 points |
| 4 th place | 14 points |
| 5 th place | 12 points |

i.e. a person entering 1 model who comes 3rd will score 5 points for entry plus 16 points for 3rd place, giving a total of 21 points.

Modeller of the Year Competition

Rules

- Judging for the competition will be performed by external judges with no association with any of the entered models.
- Any models which they have entered into the IPMS Hornchurch competition over the year are eligible for entry.
- First, second and third places are to be awarded with the following prizes being awarded.

| | |
|-----------------------------------|-----|
| Winner (1 st place) | £20 |
| Runner up (2 nd place) | £10 |
| 3 rd place | £5 |
- **In the event of a dispute the judge's decision is final.**



"STICKY FINGERS"

Magazine



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2012 / 2013 Meeting Schedule

| | |
|----------------|--|
| March 19th | Southern Expo Display Run Through Discussion "The danger of China" |
| April 16th | Competition Night |
| May 21st | Figure Painting Demonstration |
| June 18th | Competition Night |
| July 16th | Work In Progress |
| August 20th | Talk – Either book author or Kevin Nunn |
| September 17th | Competition Night |
| October 15th | Norwegian Air Force Museum Slideshow |
| November 19th | Competition Night + "A Splash of Colour" competition |
| December 17th | Quiz and nibbles |
| January 21st | Competition: Modeller of the Year |
| February 18th | AGM |