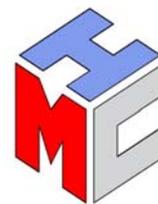




"STICKY FINGERS"

Magazine



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Issue 94 April 2012



Military Budgets Cutbacks Are Really Deep!

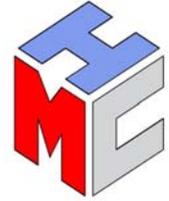
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Next month – May 2012 – Figure Painting Talk



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Peters Prattling

IPMS Hornchurch Scoop Big Prize @ Southern Expo

In a shock move IPMS Hornchurch was awarded the top prize of "Best Club/SIG Stand" at Southern Expo last month. I can confirm that absolutely no favouritism was shown towards the club; we really did think you had put on the best display. There was a great mixture of subjects on display and the layout with the theme at one end really worked well. So well done to all who put something on the table, helped out behind the stand and perhaps last but not least to John Huston for arranging it all.

The show itself was another successful one; we announced a donation of £4,000 to St Francis Hospice at the end of the show. Numbers through the door were very slightly up from last year so attendance is holding its own; we even sold out of the 2 raffle books on Sunday!



We also had a few club members gain places in the competition, Phil Worth had a 3rd place with his Wing Nut Wings Hansa Brandenburg, Steve Hide also gained a 3rd place with his Jaguar and John Huston's daughter gained a Best in Show Junior with her Beetle car, I'm sure you taught her all she knows John! See John's Expo report below for more pictures etc.

Essex Modellers Show

The show is on and booked for Sunday 19th August. John Huston has put together a flyer and is working on the floor plan at the moment.

Saturday 5th May Lancing Model Show

I've booked the club 2 tables at the Lancing model show, as it's on the south coast if (and that could be a big if!) the weather is pleasant it's a good day out for the family. They can sit on the beach with an ice cream whilst you go to the show, result! Even if the weather doesn't entirely cooperate then it's still a good show.

Wednesday 16th May IPMS South East Essex Competition Judging

As usual we have been asked to provide judges for the IPMS South East Essex (Southend) club end of year competition. Location is the Southend Civic Centre.

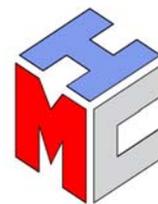
Sunday 20th May IPMS Barnet Show @ RAF Museum Hendon

The show is on just before our next club night. **I need to return all the required forms before 1st May**, so if you are planning on attending and will be taking your car please let me have your car registration number so you will be allowed in to park up for unloading before the museum opens.



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Setup will be from 8:00am. Parking on the museum site after 10:00am is liable for their standard parking charges but there is free parking at the East Barnet College up the road.

Model Engineering Show @ Alexandra Palace January 2013

I know this is a little way off yet, but at Southern Expo I was asked whether the club would be interested in displaying at the next Model Engineering Show held at Alexandra Palace from Friday 18th to Sunday 20th January 2013. Last time we were asked about this we were let down as there was no space allocated, apart from that it is a major commitment in terms of time and people required to attend over the 3 day period, but can be a good way of getting in to the exhibition cheaply. Is there enough interest to take this further?

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	
28 th & 29 th April (Saturday & Sunday)	Scottish Nationals, The Dewars Centre, Glover Street, Perth , PH2 0TH
5 th May (Saturday)	Southdowns Model Club Show , Lancing Parish Hall, 96 South Street, Lancing , BN15 8AJ
May 20 th (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
27 th May (Sunday)	Gloucester Model Show , Churchdown Community Centre, Churchdown , GL3 2JH
2 nd June (Saturday)	NewMod 2012 , Park House School, Andover Road, Newbury , Berkshire, RG14 6NQ
17 th June (Sunday)	MAFVA Nationals, IWM Duxford
24 th June (Sunday)	West Norfolk IPMS, Downham Market Town Hall, Downham Market , PE38 9JS
19 th August (Sunday)	Essex Modellers Show , Hannakins Hall, Billericay Essex
30 th September (Sunday)	Brampton Show , Burgess Hall, St Ives , Cambs, PE27 6WU
November 10 th & 11 th (Saturday & Sunday)	Scale ModelWorld , Telford International Centre, Telford , Shropshire, TF3 4JH

Peter

Robins Ruminations

Well Southern Expo is now a fading memory, all the receipts have been tallied, ticket stubs checked, money balanced and banked and most importantly the £4,000 cheque given to St. Francis Hospice. Before I go any further with this article I would personally like to thank all those club members that helped out with the set-up, running and finally the breakdown of the show. Special thanks goes to Bob & Ricky who were our resolute doorman spending both days of the show sitting outside collecting the money without actually seeing the show. Peter and I get all the credit (and sometimes a bit of abuse) for the show but it is the invisible helpers that enable us to put on such a good event, thank you gentlemen and of course, not forgetting the ladies.

The show started for me on the Friday morning at 08:30 when I dropped the good lady off to work and called into Peter on the way back, picking up the decal sheets that had only just been delivered. I then made tracks for Tesco's to pick up the provisions for the refreshments for Friday evening and early Saturday morning. My day was then taken up with making the rolls and buttering buns and dropping stuff off to Peter for him to transport to the venue that evening and trimming down decal sheets to fit into their bags. Other than that I sat down and put my feet up! I then picked up Adele from work and



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headed home for a quick nibble, cup of tea, grab my gloves, and change into my work boots before heading for the venue.

Things went smoothly and the tables were all set up in position thanks to the assistance of our ever-present and willing band of helpers. Although there was a fair bit of setting up done on the Friday evening I did notice a distinct lack of traders being present and can only put this down to people wanting/needing to cut costs due to the current economic situation. I must admit to feeling a slight concern that the show would be "quiet" due monetary concerns and the forecast of good weather for the entire weekend. Peter and I chained the doors and headed off home, Peter to bed and me to do a bit more work on the "Kate".

Saturday started bright and early and Peter and I unchained the doors at 07:00, a most uncivilised hour, however at least Adele got the kettles and water urn going straight away thankfully. The normal set-up scramble now ensued with Peter and me wandering around chatting with clubs and traders as well as looking for any bargains and "nudging back" a few boxes or stands that had begun to creep into the aisles as if by magic. However our free time soon ended and it was back to the organisers stand to start cutting up more decal sheets and start the general preparations for the day. The show opened about ten minutes early due to the crowd of eager modellers blocking the entrance hall / fire exit. It's about this point that the show becomes a bit of a blur of questions, decal cutting, bagging and selling, folding raffle tickets, having a walk when relieved, eating and drinking and calling the raffle. The show merry-go-round now finally slowed and I hopped off to have a series of walk arounds and chats to clubs and traders. All too soon the show was closing and so after shooing the last of the hangers-on out the doors. Peter and I chained the doors and we disappeared home to rest and examine our purchases. I did have one disappointment when I got home, for some reason the varnish down the sides of the "Kate" had left a sort of white "bloom", most puzzling but to be quite honest, I must admit that I didn't have the time, nor inclination to sort it out at that point and so left it on its stand and crawled off to bed. Sorry to let the stand down gents.

Sunday was another early start, at least that's what my body told me due to the clocks going forward that weekend and I got to the hall just as Peter was unchaining the final couple of doors. Sunday morning is thankfully a bit more relaxed with only a couple of stands changing over and no hot drinks to get ready. However all too soon the public were allowed in and it was back on the treadmill of decal sheets, raffle ticket folding, walking around, talking, looking and generally seeing what was going on. Thankfully the competition was handled for us and so that was one worry less and after calling the raffle prizes we set up for the prize giving. One competition class winner was watching us set-up the awards and was amazed that he was not only going to be awarded a cup but he could actually take it home and keep it, obviously somebody new to Expo and a very happy bunny. It is nice when you can make somebody's day. The prize giving went well for me this year because this year there were no "odd" names and most were clearly written on the pages of the play-book I was reading from. ArmourFast deservedly won the best traders stand with their tidy and informative display. It was only at this point that things could have got slightly "sticky", the award of the best club stand.

As I said earlier in the article, Peter and I wander around the show when possible, this is to make sure that there are no problems but on the Saturday we are also looking for the best club and trade stand. Independently we both thought that the Hornchurch stand was well up there and when discussing the individual pros and cons agreed that the Hornchurch club stand was the best due to being well attended by members, a nice tidy display, high build quality & finish but the clincher was the enormously varied type of models on the table. However, how could we award our own club the best stand award without accusations of favouritism? So we asked somebody else to adjudicate between the best stands and they agreed with our decision. So believe me when I say the club was not awarded the best club stand simply because the club had pulled its socks up after Peter's, err, "forthright views" at the previous club meetings. Take it from me, the club won the award based on its own merits and I wish to congratulate every club member that took part in the creation of the models, the display stand and the manning of that stand. Special thanks must go to John Huston for his work in creating the club display for this year's Expo. I must admit that awarding the club the best club stand was one of my most pleasurable duties as an Expo organiser.



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With the 150 tables loaded on the van and the last of the traders departing the hall the show was finally over for this year. However arriving home and unloading the car I surveyed a scene of utter devastation of the paraphernalia of the show scattered over my hall, living room and kitchen. It's a good thing that I had taken leave for the Monday and Tuesday following the show. Monday was spent putting all the odds and ends back into the correct boxes and the club stands and all the boxes put away in the loft safety for its summer hibernation before my Wife got home from work, Adele is a very, very tolerant Wife, but there are limits. Of course I made sure that there was a little bit of time to fondle and sniff the plastic of my purchases, well you've just got to do it haven't you? Tuesday was spent sorting out the receipts and balancing them to the money I had in front of me and yes, it did all work out.

Now the bit that everybody wants to know or so it seems that way to me, how were the numbers? Simply put, pretty good considering the economic situation, weather and fuel costs. On the Saturday we were up 78 paying persons through the doors and down by 17 on the Sunday. My only thought as to the comments I kept on hearing about there not being so many people in the hall was that in my wanderings, it did seem that there were fewer club members behind the stands. With the high cost of petrol and the nice sunny weather I think that it must have been difficult for some club members to justify the outlay to attend the show. Of course there is no definitive way of checking the clubs stand numbers as we don't count them as such but this was the impression that I got. Hornchurch being the only definite exception to this trend, but I would of course expect that being the "local" club with very little travel costs. So taking my thoughts above I would say that as a show, Southern Expo is still very much a viable two day show for public and traders alike and at this point in time I can't see any reason to change the show's winning formula. However I will be closely watching the numbers of club members behind the stands at the other shows that I attend this year just to see if my thoughts are correct.

The golf "season" is well and truly in full swing, with the U.S. Masters being the recent highlight. I say highlight as Golf bores me to tears but it has its lighter moments, like lots of "enforced" modelling time. As long as I keep the tea flowing at the rate of about one cup every ninety minutes with Rich Tea biscuits on the side, I'm not missed at all. However for me the laugh of this season so far is the sight of my Wife watching the TV and having the laptop computer open on the live leader board from Augusta on the sofa and flicking between the two. As my Wife is to technology what Attila the Hun was to World peace it kept me smiling all night and even now while typing this article out.

On Easter Sunday Peter Bagshaw, Adele and I dragged our bodies out of our respective warm beds early to attend the Show at Chatham dockyard. The drive there was fast and easy and we joined the queue at 08:30 to approach the number three slip for unloading. I know the information pack said we were on the mezzanine floor but I normally thought that this meant between floors. You can imagine what we thought when holding the boxes in our hands we found that this one was three floors up! After struggling up the narrow stairs and dropping the boxes on our allocated tables, my Wife told us that she would stay where she was and watch the boxes. I couldn't blame her as the stairs were very steep and narrow and with boxes and bags in hand no joke at all. It was only when we had dragged all the gear up the stairs and parked the car up that we found out that there was a lift at the other end of the building, argg!!!!!! After unpacking and setting up the stand we stood back and looked at our surroundings and I must say they were breathtakingly impressive.

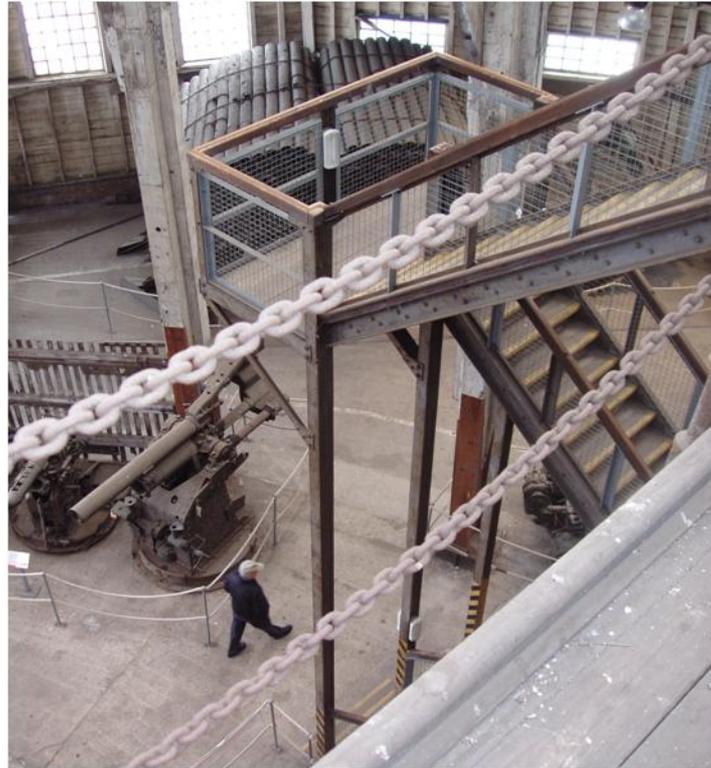


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An idea of the height of the mezzanine floor can be seen in this picture!

The number three slip is totally covered and about three hundred odd feet long and sixty odd feet across with a vaulted oak roof, looking much like a massive medieval longhouse. The two concerns we had was that the venue because of its type was cold, no wind at all, just cold. The other was that being so inaccessible, the lift being "hidden" on the far end of the slip, was that we would not have many members of the public find us, let alone talk to us. Much to our surprise the public found the show in fairly large numbers even though it being "invisible" so high up on the mezzanine floor. Between the three of us we manned the stand between going for walks around for hot drinks; look at the dockyard attractions and to get a warm. The stand received a lot of positive comments and we fended a fair number of questions posed by the members of the public. All too soon it was time to pack up and head home, all done in quick order with the help of the marshals allowing Peter to bring the car right up to the building for fast loading up. Would I do the show again? An unequivocal yes. It was a very well organised show and run like a Swiss watch for both loading, unloading and parking. The model show venue was well lit and very light and airy with lots of room for clubs and public alike. So next year gentleman, give it a go, it's well worth the effort and you get free entry to the dockyard and its facilities.

If only the weather had been a bit warmer it would have been perfect. One really unusual thing that occurred is that Peter bought more model kits than I did at the show, his total purchases? One model kit! Other than coffees and some sweets I didn't buy anything at all, an almost unique event as far as I can remember!



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You must agree a very impressive venue.

My "Official" hat is now on.

Tonight is of course the first round of the new "competition year" and so I'm hoping for a bumper crop of models on the tables. Just for a change I'll have one there as well, shock, horror! Robin completed a model, almost unheard of I hear you cry.

Robin

I will now change my "hat" from Expo show organiser to Hornchurch Model Club member.



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John's "Jottings"

Southern Expo Show success for the club.

To all those who made the models and who manned the tables throughout the show weekend I would like to say a big "Thank You".

Phil and Steve both did well in what proved to be very competitive class's to win some medals and my own daughter Rebecca ran away with the Junior class winning Best in Show and the Tena McDonald Award. (of course she owes it all to me)



Phil and his Hansa-Brandenburg W.29 (1/32nd scale)



Steve and his Silk Cut Jaguar XJR-9LM (1/24th scale)



John Rebecca and her Benetton Beetle (1/24th scale)





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And finally a big pat on the back for the club itself, as winners of the Best Club Display Award. It was truly a club effort and while it was totally unexpected I think it is fair to say that it was also totally deserved so again well done you.



Of course now we have shown we can put together an award winning display the expectation for our 2013 display will be very high... I think it is time to start thinking of ideas for next years club theme...

Splash of Colour
John Huston



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Graham's "Gabblings"

Claustrophobics need not apply

Time 1944

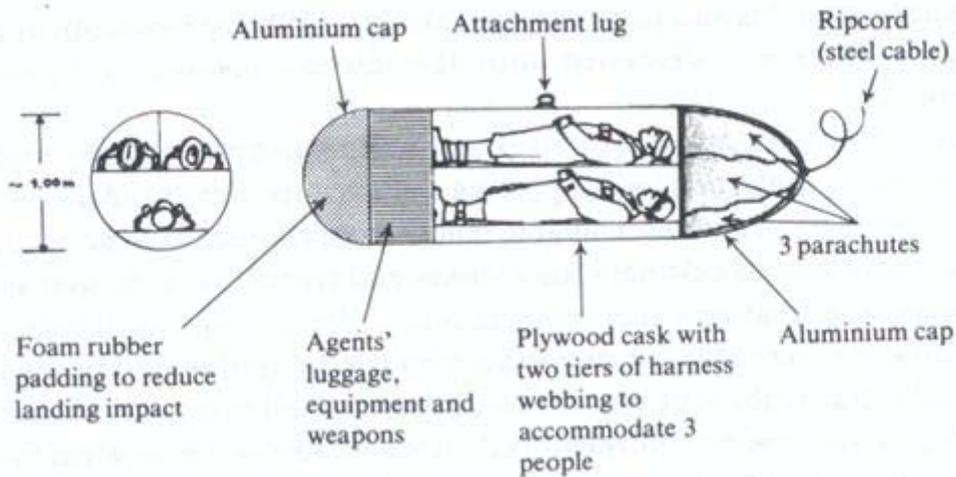
Place Nazi occupied Europe

By this late stage of the war the German Secret Service many problems, the war was not going well, they had a large number of agents waiting to be dropped behind Allied lines, not enough aircraft or fuel, the planes they had kept getting shot down and most of their agents had no parachute training.

Then some unknown genius came up with the answer. The Personen- Abwurf- Gerät or Personnel Drop Device. This giant "bomb" made of plywood would be attached under the aircraft and dropped along with its human cargo when over the target. The lucky agents would be stretched out and strapped in with strong harness webbing, their arms being to only part of them not tied down.

The top half contained three parachutes which would open when the PAG was released. The bottom half was padded with foam rubber to cushion the impact on landing. While the PAG was attached to the aircraft the agents could contact the crew through a radio-telephone link. When confronted with this novel method of travel agents would need a great deal of convincing and even then there were "frequently sceptical comments and often even outright refusal", truly claustrophobics need not apply.

Personnel Drop Device



Graham



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Wrighty's References

Sticky Fingers History

In the last issue (no.92) the Sticky Fingers had truly hit the buffers, working back by dividing issues by 12, this was in July 2006. What happened next were largely stop-gap measures. The Fleet Air Arm project was discontinued and within the next couple of months it was cancelled as Ray Sturtivants book "The Squadrons of the FAA" published by Air Brittain was widely available, although at a very high price for the time, I must say it really is the best available for total references of all sorts for the FAA.

However Danny Alvisse bravely offered to take up the role of editor and it would seem he started with issue 1 in August 2004. The extremely difficult problems he found with lack of facilities (only he can tell us, I hope you can write up a short item if you like Danny?). My own records only start at issue 28 September 2006 a gap of 2 years. It does appear that issue 31 (December 06) was a nicely put together Christmas issue by Danny, almost as his swansong, including a good article on the Waffen SS, but mention of computer problems for Danny seemed to signal the end of his time. Strangely I have no recall of this period, but it appears Robin Bellamy stepped into the breach for printing, issue 34 carried a story of Robins troubled times at home (a forerunner of his later almost TV like "situation comedy" that amuses me so much in more recent years), maybe you could add to this Robin?

From my own point of view, this period just presented me with the chance to start a new project that I had in mind for some time, this was "The Luftwaffe Atlas", airfields in Germany during the 1939-45 war. Although the finished work was never published in Sticky Fingers it no doubt would have been, in fact it was made up by Peter and myself as a "Special Edition" for the benefit of a number of Luftwaffe fans who were members at the time and received copies of it (still available on request – Ed). The actual time period of this production was about 9-12 months of 2004-2005. Think about it, nearly 400 bases to name and locate, position on maps, then index numerically and alphabetically, next time I'll tell you how it was done.

WrySpy Special; Indian Championship – France 1 : Great Britain 0

Strange headline? Cast your mind back to issue No.88 October 2011, item "Breaking News 27th Sept", re the story of 3,000 job losses at BAe Systems plants in the UK @ Lancs and York + 2,500 @ other UK Establishments.

How we expressed our doubts about the practicality of this move as we had massive hopes of the Typhoon being chosen for their Multi-Role Fighter and purchase of 126 such aircraft.

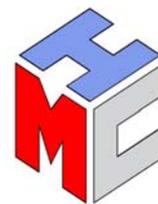
Well Indian agents picked up a short news item of 1st Feb 2012 that confirms the order had gone to France for supply of the Rafale, to meet their requirement. I watch the news on the TV daily and neither the BBC or Sky made any mention of this (unless you know different!), there was no Government shock, people debating it in the evening news programs. No sir, just another Government blank, because they obviously knew in September and that's why the 5,500 jobs were allocated to the scrapheap because there would be no work for them.

A later news clip from India, unconnected to our agents, said that the cost factor that the French plane was 5 million US dollars each cheaper than ours swung the deal. It would appear also that similar deals within Oman and Malaysia are in jeopardy due to poor political will and "drum banging" the Typhoon is better will not make sales. Don't forget you heard it here first, the papers may get hold of it soon or perhaps we should write and tell them.



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Russian Report Addition

The Sukhoi Su33 and Carrier Operations

In the 1980s the aircraft of choice for the Russians was the Yak 38 known as the Forger in the West. This aircraft was (STOVL) operated very similarly to the Sea Harrier; in fact it earned it the title of the counterfeit Harrier. It was used aboard the carrier "Kiev", which has been described as an A/S Cruiser, but when it passed from the Black Sea into the Mediterranean it was clear this was the 60,000 ton Aircraft Carrier, that had been shrouded in mystery. The "Kiev" was home to the 279th Regiment operating the Forger until the type was withdrawn in 1989 after several accidents. However the nitty-gritty of this type does not concern us here, only in as much as that they were the predecessors to the Su33 Flankers.



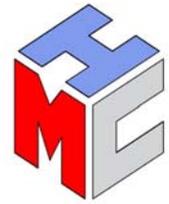
Sukhoi Su33. The Naval base known as "Nikita" at Saki in the Ukraine on the Black Sea, had been testing several prototype Su27(K) for navalised work. The first was the T10K1 (Bort 37) which still had fixed wings, with no folding arrangements and no provision for weapons either. However a much refined T10.K2, known as the Su33D later, had full folding, plus 12 weapon stations (Bort 39). A training aircraft was needed and an Su27UB trainer was modified with a cockpit similar to the Su34 (side by side seating) and known as the T10.U2.

Bort 39, the T10.K2 made the first successful carrier landing aboard the Tbilisi in November 1989 in the hands of Viktor Pugachov, the senior Naval test pilot, this pilot went on to exhibit the successor to this aircraft the T10.K4 (Bort 59) and the T10.K6 (Bort 79) including MAKS displays at Zhukovsky, there was also T10.K5 (Bort 69).



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Why Don't You Publish Articles On?



Please read the IPMS Magazine page (typed out below), then read in conjunction with the following article.

1 I've been editing the IPMS magazine for more than six years now, and apart from occasional complaints about page layouts and contrasts, the most common concern that has been raised is about the content of the magazine. Sometimes these concerns are raised with me and sometimes with my colleagues on the Executive Committee. We are talking of just a handful of conversations over the past six years but nonetheless, I thought it would be valuable to provide some background to where our magazine articles come from.

2 The IPMS Magazine is written by our members. You are the people who supply the material to the Editor and that means my job relies almost entirely on the articles that are submitted to me for publication. There are some cases where I will go out and ask somebody to write a specific article, but I don't do that often and I don't believe that within the environment of our Society, I should control the content of the Magazine to that extent.

3 As far as possible, each edition of the Magazine has a mix of content. If it was just aircraft for example, then we'd soon start to lose our armour, car and ship modellers. On the other hand, most of our members are aircraft modellers so a balance is required I also believe strongly that the IPMS Magazine should publish research items from time to time. Modelling does not exist in a vacuum and to be able to tell the story of a subject that we model is important in my view it adds to the wider story of what we do. We also cover airshows or other events.

4 Now you might argue that it is my responsibility to provide those articles and to fill the magazine and therein lies the problem. I don't agree with that sentiment but even if I did, aircraft aren't my thing. Sure, I build one now and again, but I don't have the background knowledge to be able to build and write a decent article on aircraft of any era. I can comment on a kit and report on what I've seen at an airshow, but that's about it.

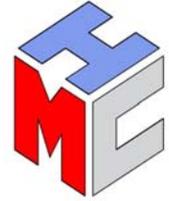
5 I could fill the pages myself, but I'm an armour modeller so what I could include won't appeal directly to most of our membership, I have half a dozen articles on the go, but they're all armour-related I can take a pretty picture of an aircraft, but again, there is such a thing as too much coverage of the real stuff.

6 In short, it is the membership who shapes the content of our magazine by supplying the sort of articles they want to see in print. I'd love to publish articles on WWII single-engine fighters, the four-engine 'heavies', the transports or the early jets. I'm a sucker for the grace and



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power of the fighters of the 1950s and 60s. Watching Team Viper at Waddington this year as they Hew five Hunters in a formation display was one of the highlights of the day - far more emotionally satisfying than some of the other (excellent) displays I watched during the day. I'd love to publish them but unless you guys write them, I won't be able to.

7 Any previous Editor will tell you that there are only ever a small selection of members who contribute to the Magazine and that there have always been periods when the cupboard looked increasingly bare. My situation is no different from many of them and I suspect that in the future my successors will bemoan similar problems. Authors come and go but we need to ensure that the small band of contributors is renewed steadily as time passes.

8 That's where you come in. I'm sure there are people out there in IPMS-land' who have thought about writing for the magazine but background haven't got around to it. Maybe you don't think anyone would be interested? Perhaps you don't feel confident about your ability to put an article together or worry about your photography skills? Maybe (like me) you struggle to retain your motivation to complete the project?

9 If you think you have the raw material for an article but don't know' how to put it together, get in touch and we can talk it through, my mail and postal address are listed here in the Magazine. If you see me or Chris Ayre, our magazine designer, at a model show, come have a chat. You'll often spot me wearing a bright yellow shirt with 'Editor' emblazoned on it and if not, speak to the guys on the IPMS Stafford stand at a show and they'll know where to find either Chris or I. If you know any of the authors who contribute to the magazine, talk to them about what they do and how they do it.

10 Putting an article together can be a daunting task if you've not tried it- but that IS what I see the job of Editor being. It is to encourage members of our Society to share their knowledge, their ideas and their skills with the rest of the membership. If that means helping to nurture ideas and to assist people to put those articles together and polish off any rough edges, then that is time well spent in my view.

Articles can be short, they can be long. They could be out of the box or major conversions. They might be based on newly released kits or something that first saw the light of day 30 years ago - it really doesn't matter. If it is something that inspires you then it is likely that it will inspire someone else too.

11 The IPMS magazine needs to be something that appeal to all our existing members and also to act as a shop window to attract new members to the fold. The only way it can do that is if it contains the accumulated knowledge and skills of the people who make up our organisation

I have given this article by John Tapsell the IPMS Magazine editor quite a bit of thought in the last month, as you will see he encounters some of the same problems, we found with the Sticky Fingers and the reason, the magazine has been battering the membership recently about more contributions. As John states if you want a subject, the editor or main feature writer can only provide it if he is fully conversant with your chosen subject. John's subject is Armour, unfortunately it's not one of mine, but we do have experts in the club, no need for names, you know who they are (or if you don't ask me!). Also my knowledge of cars, figures and space or Sci-Fi items is insufficient to provide an article.

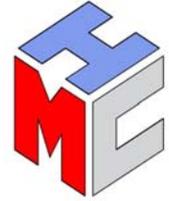
You know my best subject is aircraft and despite what John may think I feel that without aircraft there would be no other modelling that would hold a show together. (I suspect the MAKVA organisation would dispute that – Ed) Railway clubs you might immediately shout! Yes they do their own shows. Exactly they do their own shows, when it's aircraft and trains; it is usually 2 separate entities, the trains usually win because they are mobile whilst planes are static. Movement will always excite the casual observer more than static models.

Looking at John's list, paragraph 2 we have never asked anybody to write a specialised article, although I have done some when I thought the interest would be appreciated by the members, although I feel the editor should have the power of the final say or veto on articles.



"STICKY FINGERS"

Magazine



www.sticky-fingers.org.uk

- Paragraph 3 Basically agree with this, Sticky Fingers does cover these items.
- Paragraph 4 No aircraft, this I believe is a mistake for the reason above (i.e. no aircraft, no shows), we always have a surfeit of aircraft at any time. (I think John is saying that he's not best placed to write aircraft articles, it would be better off getting people who are interested/knowledgeable about the subject to do this, not that there shouldn't be aircraft articles, but that could just be my take on it - Ed).
- Paragraph 5/6 We have the personnel to write aircraft, armour and control by the editor.
- Paragraph 7 The Membership have never been able to control the shape of the Sticky Fingers as John says "unless you guys write them", I have covered Naval topics, museum visits, sports events, kit reviews of stuff I have made, even a detailed design for a wall cabinet/display case to give additional content.
- Paragraph 8 Very true, especially here, that's why we have been badgering you all to contribute.
- Paragraph 9 Again true, we can help you if you need it, you will notice I have given explanations in Sticky Fingers history of how certain articles were achieved, books that were used were always listed by title, author and publisher, so just ask. Don't forget the jolly old Internet is a mine of information.
- Paragraph 10 John explains the difficulties, but don't be disheartened as he says "you choose" what you write and you will pick something you know about. Don't try to stick it down in one quick 20 minute spell, try thinking about your subject, make some notes, check with books or references, and make sure you have a basic outline of your project. I often think about articles whilst on buses or trains. I write notes of good bits so I can include them when I finally collate the story, when you have finished read it through, correct your spelling, then look to see if you can rephrase it with better grammar, don't put in too many "ands" break it up in sentences and paragraphs. One last bit of advice, once you decide and start an article don't give up on it, you can always ask for help if need be. It can be very rewarding to see your own work in print.
- Paragraph 11 Just cross out IPMS and put Sticky Fingers in this paragraph and you have what the magazine is all about, but then I feel Sticky Fingers is superior in quality of articles, histories than the IPMS, I hope you agree?

Alan