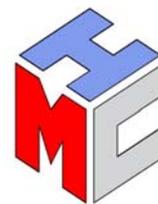




# "STICKY FINGERS"

Magazine



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Issue 95 May 2012



A little low don't you think?

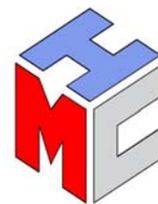
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## Peters Prattling

### Essex Modellers Show

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

### 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 18<sup>th</sup> to Sunday 20<sup>th</sup> 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?

### Aviation Workshop/Model Alliance Announcement

It is with profound sadness and regret that we today announce that The Aviation Workshop/Model Alliance has now ceased trading as an independent company. A complex combination of factors and circumstances has forced us to make this immensely difficult decision.

Our fifteen year history, since The Aviation Workshop was first established in 1997, has been an interesting and challenging journey of discovery. At our zenith, we were one of the largest manufacturers of aftermarket decals and resin sets in the UK – an achievement which was only made possible by the exceptional commitment and hard work put in by a great many people over the years. Sadly, the time has now come to thank everyone who has contributed and supported the company and close our doors for the final time.

We have made some great friends within the aviation enthusiast and modelling communities and have built up a wonderful network of loyal and hugely supportive customers along the way. We have also been privileged to receive the superb support of our commercial clients, sub-contractors, consultants and contributors over the past decade and a half, to whom we remain forever indebted for making this journey possible. The entire team of the Aviation Workshop now feels great sadness in not being able to continue to deliver the quality products that you and we have grown accustomed to over the years.

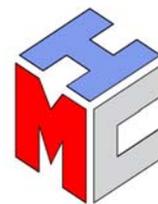
The remaining stocks of Model Alliance On Target Profile, Special and Spotlight books has been acquired by The Aviation Bookshop of Tunbridge Wells and the Model Alliance/Airframe Decal range and Resin Conversion/Detail sets have been acquired by Hannants of Lowestoft. At this time, we do not know if either of these enterprises plan to further develop the respective product ranges. Some previous members of The Aviation Workshop team are now exploring the prospect of forming a new company, planning a new range of decals in line with the successful formula used for the Model Alliance/Airframe Range; although investigations in to this prospect are still at an early stage of development.

For now, and on behalf of all of us, we would like to express a heartfelt thank you to everyone who has supported The Aviation Workshop over the years, both from within the industry and through our loyal customer base. It is with heavy hearts that we end our journey here.



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## 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	
27 <sup>th</sup> May (Sunday)	<b>Gloucester Model Show</b> , Churchdown Community Centre, <b>Churchdown</b> , GL3 2JH
2 <sup>nd</sup> June (Saturday)	<b>NewMod 2012</b> , Park House School, Andover Road, <b>Newbury</b> , Berkshire, RG14 6NQ
17 <sup>th</sup> June (Sunday)	<b>MAFVA Nationals, IWM Duxford</b>
24 <sup>th</sup> June (Sunday)	<b>West Norfolk IPMS</b> , Downham Market Town Hall, <b>Downham Market</b> , PE38 9JS
19 <sup>th</sup> August (Sunday)	<b>Essex Modellers Show, Hannakins Hall, Billericay Essex</b>
30 <sup>th</sup> September (Sunday)	<b>Brampton Show</b> , Burgess Hall, <b>St Ives</b> , Cambs, PE27 6WU
November 10 <sup>th</sup> & 11 <sup>th</sup> (Saturday & Sunday)	<b>Scale ModelWorld, Telford International Centre, Telford, Shropshire, TF3 4JH</b>

Peter

## Robins Ruminations

Well here I am again writing another article wondering if it will ever be read by anybody, but what the hell, when I tell Adele I'm writing the Sticky Fingers article she never asks me to do anything and supplies me with cups of tea. I can take a very long time over my articles I can tell you. If she ever finds out that I'm surfing the net for half the time I'm in deep do-dos. I always make sure that my article writing never coincides with the TV coverage of golf otherwise I'd lose my modelling time in the back room. Still it's been a busy month for me since our last meeting, flower shows, playing taxi to various airports for friends and family, a couple of visits to theatres, the Lancing model show, judging at Southend and a surprise weekend to see my Brother and his Wife in Peterborough with a detour to Cambridge thrown in for good measure. Phew, I had to go to work on the weekdays for a rest.

My modelling room, as well as a place to read my reference books, use the computer and build my models, well OK not that much of building models, has now become some sort of "panic room", a place of refuge to dive into in times of great crisis. I wandered down to make the Wife her regular cup of tea to encourage her to enjoy her golf "fix" to the full and walked into what I could only call golf mental gymnastics. There was Adele apparently flicking between channels but still watching golf, before I could stop myself I asked the silly question, "What are you watching?" Immediately I knew I had made a dreadful mistake.

Adele cheerfully replied that she was watching live PGA tour golf from America, catching up on the highlights of the Asian tour golf because play had been suspended due to the danger of lightning and on the red button she was watching the European tour that was coming from China this week. Without thinking I said "China is not in Europe though", all I got in reply was one of "those looks" and the obvious retort that the tour is based in Europe but sometimes play outside the geographic area to encourage other countries to develop the game. Well that told me didn't it! Adele then went on to tell me who was playing where and on what hole and how the three leader boards were shaping up. It was at this point that I gently put the mug of tea and Rich Tea biscuits down and quietly backed out into the kitchen and made a bolt for my modelling room, shutting the door firmly behind me. And people say modellers are strange!

My Bristol Fighter is still in bits on my workbench, I keep on doing bits on it but at the moment it just doesn't seem to be getting anywhere near finished. I think that I'm just a bit afraid of putting it all together as I then have to attach the wings to the undercarriage and then the undercarriage to the aircraft, all at the correct angles of course. Have you ever stalled on a model due to the concern of mucking it up at the final hurdle? Or is it just me? I think that I might just have a bash at something simple just to clear my modelling mind as it were and then come back to the Bristol with a clear head.



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## Lancing Model Show report.

The show started off a bit shaky with Peter calling me at 06:30 with the bad news that he wouldn't be able to go to the show. He made up some ridiculous excuse about not feeling well. Just because he was sneezing and coughing down the phone and sounded like Barry White I wasn't fooled for a moment, a total lack of dedication! After all who could resist the thought of getting up early on a Sunday, a nice long drive in pouring rain all the way to the south coast to spend a day with me in cold, windswept Lancing rather than cuddle up nice and warm in bed with his Wife? Hmm, I can see his point!

On hearing that Peter wasn't going to Lancing Adele immediately jumped out of bed and insisted in coming with me as she didn't want me to drive all that way on my own, ahh, isn't love grand! So with the car quickly loaded we set off and although it was raining most of the way it wasn't a bad trip down and we arrived at 08:30. It had stopped raining when we unloaded the car and with the tablecloths on the table I was ready to set up the stand. Adele then pointed out some interesting kits for sale being brought into the hall and put on the table just behind me. I looked around and had a quick look, big mistake. The club stand wasn't set up for another 25 minutes due to me perusing the incoming piles of kits and ending up £120 lighter. At this point I would like to say quickly that half of this amount was for next year's Expo raffle prizes. Just to whet your appetite for next year's raffle, Tamiya Matilda tank, SAS Pink Panther, Airfix 48th Jaguar, Hobby Boss 48th TBM Avenger to name but a few will be up for grabs. Adele then supplied me with a cup of coffee and a very nice bacon roll; I knew I had brought her for a reason.

The show was as good as ever with lots of interesting people to chat to and questions asked about the models. Before I knew it the clock had run around to 14:30 and I had time to have something to eat and drink. I then had my arm twisted to purchase a book or two with the money I had been given for my recent birthday. I bought a book on the air war over the Falklands and a very interesting book on making ship models and that took care of the birthday pennies! Main topic of conversation with Wendy from the bookshop was the embarrassing error with the other recent publication by Airlife Publications on the Falklands air war, the front cover has Falkands instead of Falklands, opps! Shoot the proof reader.

After the awards for the competition the show wound down and we packed up and headed off home, thankfully we only encounter light patchy showers on the homeward journey. We unloaded in the dry and after putting the models, clothes and sign in the loft I had a dribble over my books and model purchases. Is Lancing worth the trip? Yes, even if there were no bargains to be had, I always enjoy this small show for the interesting people that you seem to get to talk to there. I think of it almost as a small Expo, very, very friendly. I know that Peter would have been disappointed to miss this show and can unreservedly recommend it to anybody wishing a day out at a nice model show.

## Judging the Southend Model Club's competition

I must admit that I always enjoy going to Southend to do the judging because it is very interesting to see just how good another clubs total memberships build and finish quality really is. I know that we see and chat to members of Southend at various shows but like our club, not all that many members from Southend attend shows and certainly those that do, don't take their modelling "also ran's" for their club table display. So I think it's good to see lots of models from modellers that I only see once a year, like all clubs the models on the tables take many forms, the good, the bad and the indifferent. Of course that's with the exception of our own club as we're all brilliant modellers but I put that down to the wonderful, skilful and of course, modest leadership of our committee, hmm hmm.



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Three very pensive looking judges

Back to reality now. Peter kindly offered John Huston and me a lift to the Southend Civic Centre for our clubs annual judging "duty". We met up with Paul Bennett at the Civic Centre and after a chat, some nibbles and a drink we got down to the "serious" job of judging Southend's end of year competition. The tables were arranged differently this year allowing us to get up close to all the models, unfortunately the lighting was a little on the dim side but we didn't let that hamper us. Something within the club must have changed because although there were fewer models to judge this year, **as a personal opinion only**, I thought that the quality of the models on the tables were of a higher standard than in previous years. Somewhere along the line it seems that the membership are finally learning from one another and improving the build and finish standard of their models. So much so that some of the classes were finely balanced with some real nit picking being required to choose a winner in particular classes this year.

With Peter & John working around the tables from one direction and Paul and I working the other way we completed the judging in just over an hour. The best in show went to a scratch built Sci-Fi APC in 1/24th scale that really had to be seen to be believed. Detachable panels, detailed engine, working interior lighting, fully detailed crew compartment and a couple of figures, all in all a most impressive model. Just to round off a most enjoyable evening out, I won two prizes in their raffle!

Our thanks goes to John Drummond for the invite to do the judging and the members of IPMS South East Essex for making us welcome.



The beastie!



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To give you some idea of the size of the model, the small item by the front track is a pound coin.

## **My "Official" hat is now on.**

The numbers of entries in last month's competition were slightly down with only twenty entries but I'm sure that you will agree that the quality of the models on the tables just seems to be getting better and better. It just goes to show that the club meetings must be having some sort of effect or usefulness other than escaping home for an evening! Seriously though, in my "official" capacity, I think that the number and format of the competitions seems to work well in this club at this point in time and I think you will agree with me that the models on the tables is evidence of that.

Although the entries for the AFV and miscellaneous classes were unusually thin on the ground this month, I'm sure that you will all agree that the build and finish quality of those models was to a very high standard. However there must always be winners so congratulations to Kevin Curley and Phil Worth for winning their respective classes and Greg Brand for being the runner up in the miscellaneous section.

In the aircraft classes it was a joint first in the 48th and larger class with Phil Worth and Bob Smith sharing the honours with Ian Brown being the runner up with his Panther. In the smaller scale class Paul Bennett took first place with John Bennett coming second with his Boeing 787. Well done gentleman

**Robin**



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## Graham's "Gabblings"

### A Bad Day At The Office

**Time** 1815      **Place** Waterloo

Battles during the Napoleonic wars were not exactly loads of fun to take part in but the following two men had a particularly "bad day at the office"

Lieutenant Colonel Ponsonby of the 12th Light Dragoons day went from bad top worse when he was wounded in both arms and knocked from his horse by a third sabre stroke, and speared by French lancer as he lay helpless. He was then roughly handled by another French soldier and robbed. Things improved a bit when a kindly French officer seeing him in a bad way made Ponsonby comfortable, gave him some brandy and promised to send help. What happened next was not exactly helpful as a French soldier rested his gun on Ponsonby and proceeded to take pot shots at British soldiers nearby. Soon after he was ridden over by two squadrons of Prussian cavalry. Although the battle was now over his troubles were not.



**Lots of people having a "bad day at the office", or the battle of Waterloo**

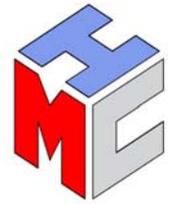
The wounded left on battlefields were often targets for thieves and Ponsonby was "robbed and maltreated by a Prussian scavenger". Later that night a British soldier looking for loot found him and stood guard until help arrived the next morning. Ponsonby survived this difficult day and years later met the kindly French officer.

Battlefield medical care at this time was of the cut it out or chop it off variety, without anaesthetic of course. Typical of the dour toughness of the period was a British soldier's response to the cries of a wounded Frenchman, undergoing treatment alongside him. The latter's screams seemed to annoy the Englishman more than anything else, and so much so, that as soon as his arm was amputated he struck the Frenchman a sharp blow across the breech with the severed limb, holding it by the wrist and saying, "Here take that, and stuff it down your throat, and stop your damn bellowing."



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## A Magnificent Flying Machine?

**Time 1915**      **Place France**

The designers of World War One fighter aircraft were all in agreement, the best place to put a machine gun on an aeroplane was at the front pointing forward. There was just one problem, you couldn't fire the gun with out shooting off the propeller as well. Many solutions were tried. If you put the gun on the top wing it missed the propeller, but if it jammed, as the guns of the time frequently did, you would have to stand up to reach it. Doing this while trying to fly your plane and not get shot down at the same time would be a bit difficult. Putting the engine at the back of the plane was another idea. This solved both problems but these types of aircraft were slow and easy to shoot down. Another idea was to put metal plates on the propeller so that if a bullet did hit it they would be deflected. So far so good. The gun was in the right place and you could fire at the enemy without shooting yourself down. If the gun jammed you could fix it, but of course as always there was a problem. All too often the bullets would be deflected back at the pilot thus causing a lack of confidence in this idea.

In 1915 a designer called Bechereau came up with a solution, the magnificent SPAD A2. 100 of these aircraft were built and they were heartily disliked by their crews. The pilots view forward was terrible and the aircraft was difficult to land. As for the poor sod sitting in the front having a bloody great big propeller right behind you would definitely spoil your day. On top of that just supposing the mechanics were out drinking last night and had forgotten to tighten up all the bolts holding this awful plane together. Not surprisingly the wartime career of this contraption was brief.



**Graham**



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## Wrighty's References

### WrySpy Agency's – Rafale v Typhoon Report

This is a shortened version of a report by a Senior Director of WrySpy, giving reasons why India chose the French aircraft instead of the Eurofighter Typhoon.

On the 31<sup>st</sup> January 2012 India announced that the Dassault Rafale was the preferred option for their 126 multi-role combat aircraft contract, which has been previously mentioned in these columns.

The French had been invited to enter in final discussions and negotiations to finalise the contract. This somewhat left "egg on the face" of the UK whose Typhoon was the only other option, from a valuation and assessment carried out in 2011, when the contract was competed for by various other countries.

Some reasons the Typhoon was rejected were based on a leaked Swedish report from 2009, obviously for some choice of aircraft for Sweden. The report suggested the Rafale had a clear superiority over the Typhoon. The Rafale scored higher assessments of most of the mission essential tasks, only 3 areas were noted where the Typhoon was the more effective option.

The Swedes own aircraft the Saab J-29, apparently failed to meet the minimum expected standard across the board, it was therefore placed 3<sup>rd</sup> of the 3. The report goes on to state various technical reasons, jargon etc regarding combat situations, weapon integration and a possible 2015 synopsis as to how the aircraft would be then, after upgraded and development, it still rated the Rafale no.1. This was followed by a financial breakdown on costs and prices in \$, £ & Euros, which one would need to be a financial accountant to understand.

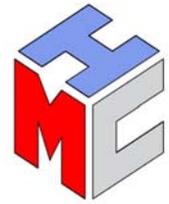
Political & Media Forums:- what seemed to be uppermost in the Indian decision, was the ingratitude of the Indians after we gave them "Foreign Aid", in large quantities. A sort of "al jolly old mates together" syndrome, rather than getting down to political presentation and sales technique beforehand as opposed to bemoaning the fact and singing the Typhoon praises after the deal was done. Lesson: "there are no old mates in business"! Whilst the Press as previously stated (SF 94) "they chose to ignore the situation", though no doubt they will get to work making a big story of BAe job losses due to it.

Not all bad news:- the agency conclude that the Typhoon is not that bad and listed its advantages. Tranche 2 Typhoons are in widespread service, older Tranche 1 models have received upgrades, new weapons systems are ongoing, as is radar and the aircraft has been combat proven in Libya. The outlook is still bright for 2015 and beyond, when it is expected to achieve superiority over the Rafale, which had been graded as a better and cheaper option at the present time.



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## HMS Queen Elizabeth



Setting sail: This is a computer-generated image of HMS Queen Elizabeth, due to be commissioned in 2016. The stern (inset) of the Royal Navy's £3billion aircraft carrier yesterday began a four-day journey from Portsmouth to the Firth of Forth in Scotland, where the rest of the carrier will be built. PICTURES: SOLENT NEWS/MOD

I thought you might like to see the accompanying picture, seeing as I have made numerous mentions of this aircraft carrier from a building, operational and financial point of view in past SF issues and in the context of the F-35 aircraft, our government's weapon of choice, seen on deck. Looking at the insert picture, don't look much for the money does it?

## Breaking News 18/4/2012

Two days after the last club meeting, I met one of WrySpys spotters (these are people who keep an ear to the ground for us), he told me how he had overheard an mobile user on a tube train with a loud voice with regard to mass security measures for the Olympics at the Stratford complex, the gist of which appeared in print some 12 days later, see newspaper article and picture.

# Six missile sites to defend Olympics from air attacks

## Operation Olympic Guardian

### Proposed missile sites in London

1. Lexington Building, Tower Hamlets
2. Fred Wigg Tower, Waltham Forest
3. Blackheath Common, Lewisham/Greenwich
4. Orlean Wood, Greenwich/Woolwich
5. William Girling Reservoir, Enfield
6. Barn Hill, Epping Forest



- The Royal Navy's helicopter carrier HMS Ocean (pictured) will dock at Greenwich
- HMS Bulwark and other ships will be sent to sites near Weymouth in Dorset
- Typhoon jet fighters will be based at RAF Northolt, Ealing, while Army and air force helicopters will be based at a Territorial Army centre in Ilford, Essex
- Jets and helicopters will carry out practice runs over the capital and the Home Counties

SURFACE-TO-AIR missiles could be deployed at six sites across London during the Olympics, it was revealed yesterday.

Two apartment blocks in the East End, Blackheath Common, Orlean Wood in south-east London and Epping Forest have all been identified as potential sites.

The ground-based air defence systems would be used as part of a 'layered' system to protect sports venues from 9/11-style terrorist attacks, said the Ministry of Defence.

Any decision to actually use them would most likely be taken by prime minister David Cameron.

A final decision has yet to be taken on locations.

Gen Sir Nick Parker, standing joint commander, said the move was 'unusual' but claimed he would be 'very surprised' if inconvenience was more

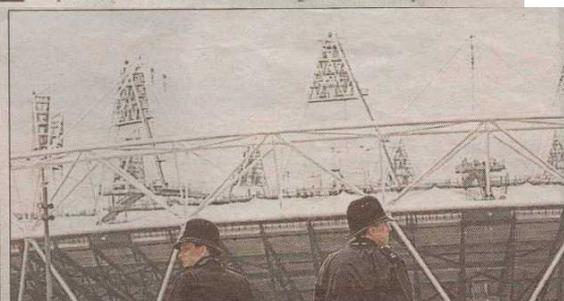
WRYSPY  
by ~~XXXXXXXXXX~~

than 'minimal'. He said: 'For the greater good, it is prudent for us to provide this sort of air security plan. It is not going to be a huge invasion.'

The plan was dubbed 'totally unsuitable' by Brian Whelan, who was among the residents to get a leaflet warning that a team of ten soldiers and police would be based at his flats in Bow, east London.

The 28-year-old said of the missiles: 'I don't think they're the kind of thing you can fire over a highly populated area like Tower Hamlets. Think of the debris.'

Tomorrow sees the start of a major joint military and police exercise - codenamed Olympic Guardian - to test security preparations in London and Weymouth, Dorset, where sailing events will take place.





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## Battling Display (Against all odds)

Apologies for bringing up football again to members not of that persuasion, but it was something really special. I have seen 1,000s of matches but this ranks amongst the very best performances of all time. I of course refer to Chelsea v Barcelona in the Champions League. Most of you who are still reading this will know the story, Chelsea 1-0 up from the home leg, now playing away to the world's best club side. Forced back into their own half practically all game and having their captain John Terry sent off, the 10 men dug in, "Barca" scored to make it 1-1, then a penalty was given to "Barca", but the world's best player missed it (hit the bar) but the 10 men dug in and a breakaway goal made it 2-1, even when "Barca" scored again, the 2-2 aggregate would have given Chelsea the tie on away goals, but then came the icing on the cake, £50 million recruit Fernando Torres, broke away, rounded the Spanish keeper and scored a tie winning goal, 3-2. Absolutely brilliant!

P.S. I am **not** a Chelsea supporter!

## Sticky Fingers History

In issue 92 (February 2012) I told you how with the end of the Fleet Air Arm history, I was on the sidelines, but an opportunity had arisen for a new project the "Luftwaffe Atlas". In issue 94 (April 2012) I explained the enormity of the project, 9 to 12 months work, but where do you start?

Well we had all the Luftwaffe Fighter units operational record books, from which we extracted all the names of the bases and landing grounds, a simple check of the Road Atlas of Germany revealed that many of the names didn't exist in the index. However I had a "trump card", a 1947 US Pilots air map of Western Europe, which covered the whole of Germany, obviously showing positions of airfields for the occupying forces (US & GB). There were still a number of landing grounds that were not used after the war. These were picked up from order of battle maps in various books. I had been collecting photocopies of these for about 20 years so it enabled all "Defence of the Reich" stations to be pinpointed. Next the large US map was mounted on a 5' x 4' frame and coloured drawing pins were purchased. Using the Photostats, positions of bases were transferred from these maps to the master map by use of the coloured pins. Each pin was numbered and recorded on a master sheet by base name.

Additional maps, the 1999 Europe Road Atlas, was used to find green areas around big cities so the bases could be put either N, S, E or W to get them in the right place, in conjunction with the colour pins (such as Frankfurt which had 4 airfields in its vicinity).

When around 400 had been located, I deemed it complete, although don't think it is totally complete, we did not have ORBs for bomber or recon units so they may have been missed off in some cases. Although every effort was made to make the list as complete a possible.

Well we have got them all on 5' x 4' board, how do we transfer them to maps to get into Sticky Fingers or an A4 sheet? Photocopy reduction would not work, so the only way was to break up the area into 12 (A4 size) map pages, trace them from the Road atlas, marking large cities and towns, then tracing onto A4 sheets via carbon paper, filling in longitude and latitude lines and then removing the pins from the master board and marking the position of them onto the newly produced A4 sheets. A time consuming practice when there are 12 sheets to do. When each base is marked, the name was written in blue ballpoint pen on the map.

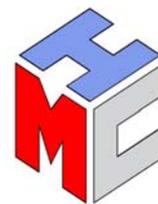
Finally the 12 interlocking sheets were given to Peter to photocopy, the master list of bases by No were identified by the No of the map on which they appear and then Peter indexed them on the computer into alphabetical order for easy access to locations, thus the map was complete. Finally I notice that Peter has made you an offer of a copy of the Atlas in April 2012, the rest is up to you!

**Alan**



# "STICKY FINGERS"

Magazine



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## Charles's "Chat"

### Greatest Fighters?

I have been interested in aircraft since the age of eight. After some seventy five years I think that the type that most interests me is the fighter, which set me thinking which were the greatest ever? I decided that the time span would be from say 1915 to the 1970s after which there were no large scale fighter conflicts as in the two world wars - Korea or Vietnam -. With that in mind these are the types I came up with.

#### 1. Fokker E. Types



Must be on the list because it was the first true fighter and triggered a race which began with Lewis guns fixed to the top wing (Nieuport) and pusher fighters (DH 2 & FE 8) and gathered pace as synchronised machine guns became available to the Allies.

#### 2. Fokker D VII



Arguably the best fighter of the great war and the only one that the victorious allies demanded be handed over to them.

#### 3. Nieuport Scouts



The V strutters which provided a large part of both the RFC and French fighter force. Not the least of its services to them was to persuade the Albatros designers to adopt the same sesquiplane V strut layout which landed the German fighter pilots with fighters which were all too prone to lose their lower wings!

#### 4. SP AD Scouts



A fighter which combined strength, performance and gun in a highly efficient package and rendered great service to the French, British, Italian and American fighter squadrons.

#### 5. S E5

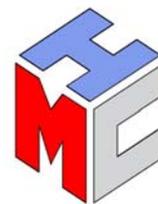


A strong fast, reliable fighter which was flown by most of the greatest RFC aces, McCudden, Mannock, Rhys-Davids, Maybery etc. Cecil Lewis wrote that "the top brass believed it would give the allies the supremacy of the air in 1917. It did". The only thing pilots quarrelled with was the armament. Instead of the preferred twin machine guns it had a Lewis on the top wing and a synchronised Vickers in the fuselage.



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## 6. Polikarpov 1.16



Had to be included. From the unlikely source of the U.S.S.R came the first modern fighter. Cantilever wing, retractable undercarriage, enclosed cockpit, multi gun armament it had it all except perhaps flaps. It had a respectable fighting career and became the model followed by most fighter designers.

## 7. The Yakovlev Fighters



I have included the Yakovlev Fighters not so much because of their qualities' because they were in truth not that great (except perhaps the Yak 3) but because they were the only kind the Russian factories could build in quantity. And quantity it was, huge numbers were built, flown by poorly trained pilots in equal numbers. Out-scored by the Luftwaffe by perhaps three to one which they helped eventually to defeat. Reminds me of the T.34 of which for all its good qualities the Wehrmacht killed at least three for every tank it lost.

## 8. Messerschmitt Me 109



I don't think anyone would quarrel with the inclusion of the Me 109. Built in enormous numbers it was, apart from the Spitfire, the only type to be in production in September 1939 still being produced in versions competitive with the latest types in May 1945. Also don't forget flown by the highest scoring fighter pilot of all time Eric Hartman - with three hundred and fifty two kills. Before anyone says yes against the poor Russians when transferred to Rumania he quickly shot down five Mustangs!

## 9. Focke Wulf FW 190



No question either about this one. From its introduction in 1941 opposing the RAF's "lean forward" (when it caused high level alarm so great was its superiority over the Spitfire Vb) to the end of the war no one doubted its ability. Furthermore it possessed that invaluable quality the ability to be constantly improved. Such an asset when you consider the problems designing, testing and then producing a new fighter. It was also good at other tasks such as ground attack where it virtually replaced the Ju.87 by the wars end.

## 10. Supermarine Spitfire



Surely this iconic fighter could not be left out. It shared with the Me 109 the distinction of being in production from the beginning to the end of the war. Respected by its enemies too; it is said that no self respecting German pilot in the Battle of Britain was shot down by anything other than a Spitfire! It covered a wide range of other duties as well; photo reconnaissance, carrier fighter, dive bomber, very high altitude fighter to name a few.

## 11. North American P-51 Mustang

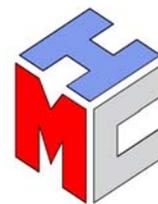


Once fitted with the Merlin the Mustang was a great fighter no doubt about that. What was truly astonishing was its range. The U.S 8<sup>th</sup> Air Force bomber offensive was saved after the Luftwaffe had inflicted heavy losses on its unescorted bombers, and superior to the P-38 and P-47 in that role was the Mustang which to Goering's disbelief was capable of flying to Berlin and back and still remain superior to the Me 109 and Fw.190 both short range interceptors.



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## 12. Grumman F 6 F Hellcat



The Hellcat replaced the Wildcat. When it appeared it was a much better fighter than any Japanese opponent and I think it was a very important factor in the US Navy's success in the aircraft carrier war. This was opportune as the F4U did not take kindly to carrier decks and took some time to do so. The Hellcat was therefore a boon as it was there when needed.

## 13. Messerschmitt Me 262



The Me 262 is here because it was the first jet fighter to see combat. I think one can criticise the aircraft on a number of grounds. For example:

- its engines were short lived and unreliable
- loss of an engine would cause fatal asymmetric effects which could have been avoided when they could have easily had been mounted on each side of the centre line. Still the Meteor had the same fault.
- the pilot could have had a much better vision seated further forward as in the Meteor.

Still for all its faults it was first and when all was working could prove a devastating weapon.

## 14. North American F 86 Sabre



One of the first swept wing fighters I think: you can say it saved the USAF's air superiority in Korea when it met the Mig 15 provided to the Chinese by the Russians. It possessed that invaluable quality of being amenable to a great deal of further development. It also provided the NATO air forces with a fighter fit to meet the Warsaw Pact opposition.

## 15. Mig 15



In a way the mirror image of the Sabre. It can be said that it owed its success to the British Labour government providing the Russians with the Rolls Royce Nene engine and the German research into the benefits of the swept wing for near supersonic flight, having said that the Russians had built a world class fighter.

## 16. McDonnell Douglas F4 Phantom



The Phabulous Phantom! Equally at home on an airfield or aircraft carrier it was a truly remarkable aircraft. It was multi role adept as a fighter, bomber or reconnaissance. What the US would have done without it doesn't bear thinking about. It also saw service with a great number of airforces around the world.

Well, these are my choices I wonder if you agree with them.

**Charles**

# Competition Results for the 1<sup>st</sup> Round 2012

## Wally Arrowsmith Trophy (Aircraft)

1/72<sup>nd</sup> Scale or Less

Position	Entrant	Model	Votes
1 <sup>st</sup>	Paul Bennett	Mitsubishi Zero	37
2 <sup>nd</sup>	John Bennett	Boeing 787	35
3 <sup>rd</sup>	Alan Wright	Sukhoi T-50	32
4 <sup>th</sup>	Paul Bennett	P-47 Thunderbolt	22
5 <sup>th</sup>	Charles Thompson	P-47 Thunderbolt D	21
	Brian Breeze	Blenheim 1	20
	Charles Thompson	P-47 Thunderbolt N	13
	John Huston	Dornier Skyservant	13
	Peter Bagshaw	Ki-43 Oscar	12
	Peter Bagshaw	Betty	11
	John Bennett	Fairey Firefly	6

1/72<sup>nd</sup> Scale or less

<p>Paul Bennett      Mitsubishi Zero</p> 	<p>John Bennett      Boeing 787</p> 	<p>Alan Wright      Sukhoi T-50</p> 
<p>Paul Bennett      P-47 Thunderbolt</p> 	<p>Charles Thompson      P-47 Thunderbolt D</p> 	<p>Brian Breeze      Blenheim 1</p> 
<p>Charles Thompson      P-47 Thunderbolt N</p> 	<p>John Huston      Dornier Skyservant</p> 	<p>Peter Bagshaw      Ki-43 Oscar</p> 
<p>Peter Bagshaw      Betty</p> 	<p>John Bennett      Fairey Firefly</p> 	

Greater than 1/72<sup>nd</sup> Scale

Position	Entrant	Model	Votes
1 <sup>st</sup> =	Phil Worth Bob Smith	Hansa Brandenburg P-47 Thunderbolt	48
2 <sup>nd</sup>	Ian Brown	Grumman Panther	36
3 <sup>rd</sup>	Ian Brown	Hawker Tempest V	30
4 <sup>th</sup>	John Bennett	Sopwith Camel	29
5 <sup>th</sup>	Robin Bellamy	Kate	24

Greater than 1/72<sup>nd</sup> Scale

Phil Worth Hansa Brandenburg



Bob Smith P-47 Thunderbolt



Ian Brown Grumman Panther



Ian Brown Hawker Tempest V



John Bennett Sopwith Camel



Robin Bellamy Kate



Positions after 1<sup>st</sup> Round

Position	Entrant	Points
1 <sup>st</sup>	John Bennett	47
2 <sup>nd</sup> =	Ian Brown Paul Bennett	44
3 <sup>rd</sup> =	Bob Smith Phil Worth	25
4 <sup>th</sup>	Charles Thompson	22
5 <sup>th</sup>	Alan Wright	21
	Robin Bellamy	17
	Peter Bagshaw	10
	Brian Breeze John Huston	5

IPMS Hornchurch Trophy (Miscellaneous)

Military Vehicles

Position	Entrant	Model	Votes
1 <sup>st</sup>	Kevin Curley	Cromwell	70

Miscellaneous - Armour

Kevin Curley Cromwell



Miscellaneous

Position	Entrant	Model	Votes
1 <sup>st</sup>	Phil Worth	Polish Lancer	65
2 <sup>nd</sup>	Greg Brand	Opel Truck	53

Miscellaneous - Other

Phil Worth Polish Lancer



Greg Brand Opel Truck



**Positions after 1<sup>st</sup> Round**

Position	Entrant	Points
1 <sup>st</sup> =	Phil Worth Kevin Curley	25
2 <sup>nd</sup>	Greg Brand	23