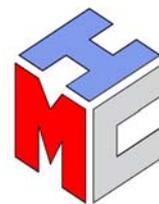




"STICKY FINGERS"

Magazine



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Peters Prattling

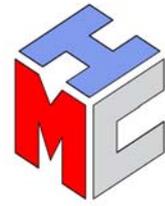
Guest Speaker Next Month

Unfortunately Air Commodore Brian Batt will not be able to attend our meetings on Monday evening as that is one of his dialysis days and he feels he wouldn't feel up to coming out as well in the evening as his treatment takes most of the day. Does anyone else have any ideas for August? My thought was to bring forward the video evening planned for October, assuming Brian is ready/available, I know that John Bennett has the Southern Expo & IPMS Nationals videos too. We can then think about what we do in October, perhaps ask John Burt the figure painter back for another session?



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RAF Coningsby Enthusiasts Day

A friend of mine asked me a month or so ago whether I'd be interested in a space on a coach trip up to RAF Coningsby for an "Enthusiasts Day"? He was in the Royal Observer Corps and a group of the ex-members were organising a coach to take them up there as they had been able to obtain some of the limited number of tickets for the event. I said yes, naturally, and checked what sort of aircraft flew from the base, Typhoons, Tornados and the Battle of Britain Memorial Flight was the answer, result!

The day itself dawned fairly overcast, well it was quite an early pickup, pre 7:30 from Elmstead Market car park. After an eventful journey through what seemed like the back of beyond (Thetford, Kings Lynn etc) we arrived at the base where the sun started to poke through the cloud and a very helpful marshal got the coach through the front gates completely negating the security entrance setup for most of the attendees. We emerged, blinking into sunshine poking through cloud, to the site of a line up of 4 Typhoons, 1 Tornado and various other aircraft, alas no BBMF other than a silver Spitfire IX as they were due to fly the next day for the Queens' Jubilee so they were suitably nervous of people traipsing through the hangers whilst they were preparing the aircraft, a shame but understandable.

The flying display started with a series of flybys from Typhoons mostly doing "touch and goes" but the occasional pair with run in and break at the end of the runway appeared. A Hawker Sea Fury put in a display but on landing it seemed it had an issue as there were large clouds of oily white smoke coming from the exhausts, on reaching the end of the runway he pulled off and stopped, closely attended by some fire engines. After a short while it was started up again and taxied to the main hard standing where some 'erks proceeded to mop up a load of spilt oil.

Typically for an English summer day it became so windy that the barriers proceeded to fall over, taking the loud speakers with them, not that I think they were working in the 1st place but it did mean that we almost missed the announcement of a cross over flypast by a pair of Tornado. We were treated to other flybys or take-offs from some other aircraft, notably the display Hawk but by late afternoon the clouds were gathering and so after a brief spell of rain we boarded the coach for the trip home.

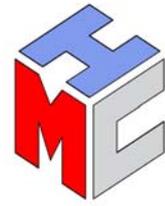
Below are a few pictures from the event and if we have time during one of our slideshow meetings the time could be used to see some more.





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Essex Modellers Show

The show is on and booked for Sunday 19th August. We have had more traders booked, so far including Little Cars, Hannants (London), Freighdog Models, Pol Models, ArmourFast, Aviation Bookshop, CollectAKit & Kits World Decals. 10 or more clubs have also booked so plans are progressing well.

Southern Expo 2013

Booked for March 16th & 17th 2013.

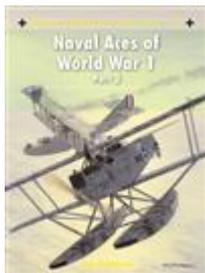
Bag "A" Book

An occasional appearance depending on what, if any, books I've been buying.

Osprey Aircraft of the Aces Series

All of these 3 books are in the well established format of some history about the campaign or units which flew the aircraft involved, interspersed with accounts from pilots giving their own experiences of combat.

I haven't read them all from cover to cover yet but a quick flick through my thoughts are that the Naval Aces one does cover some previously seen material that appeared in the Albatross aces books but there is a lot there which is new. All of the books are very interesting and cover subjects not normally seen that often in print.

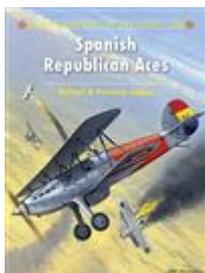


Naval Aces of W.W.I Part 2

ISBN: 9781849086646

This second Naval Aces of World War 1 book looks at the many flying naval heroes who served alongside or against those of the Royal Naval Air Service (RNAS). While the RNAS operated its own formidable arsenal of Nieuport and Sopwith scouts over the Flanders coast, the German Navy countered with its own Land Feld Jagdstaffeln and Seefront Staffeln. Unique to World War 1 was the use of flying boats as fighters in combat, which figured at least partially in the scores of Russian aces Aleksandr de Seversky and Mikhail Safanov. The best flying boat fighter, however, was Italy's Macchi M 5, flown by three aces and also the mount of Charles H

Hammann, the first American to earn the Medal of Honor in aerial combat. Also unique were the sole US Navy ace, David Ingalls, who scored his six victories while attached to No 213 Sqn RAF, and Greek ace Artitides Moraitinis, credited with nine victories over Salonika and the Dardanelles.

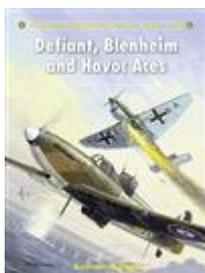


Spanish Republican Aces

ISBN: 9781849086684

At the start of the Spanish Civil War, most young fighter pilot officers joined the rebels, while the high ranking officers, grupo or escuadrilla commanders, and the NCOs, sergeants and corporals remained loyal to the government. Mostly flying the obsolete Nieuport Ni.52s these loyalists were soon outpaced by the more modern Fiat CR.32s and Heinkel He 51s. However, at this early stage of the war, there were several Republican airmen who became aces and famous in the process, despite the small numbers of enemy aircraft shot down. Widely speaking, the Republican military aviation did not keep an exhaustive record of individual shooting claims. However, sufficient documentation exists to make a reasonable assumption as

to which pilots fall into the ace category. This volume details the exploits of those pilots, complementing previous works in the Osprey Aircraft of the Aces series on Nationalist CR.32 Aces and Polikarpov I-15, I-16 and I-152 Aces.



Defiant, Blenheim and Havoc Aces

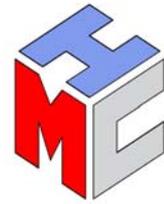
Paperback; June 2012; 96 pages; ISBN: 9781849086660

The Blenheim IF flew some of Fighter Command's early offensive operations, and the type soon proved vulnerable when pitted against single-seat fighters. However, for much of 1940 the Blenheim fighter squadrons provided the RAF's main long-range convoy escort and nightfighter capability. In the mid-1930s, in an attempt to capitalise on its expertise in power-operated gun turrets, the Boulton Paul Company developed the Defiant, a single-engined fighter in which all the armament was concentrated in the turret behind the pilot. Intended as a 'bomber destroyer', the Defiant had its combat debut over Dunkirk, and initially achieved some considerable



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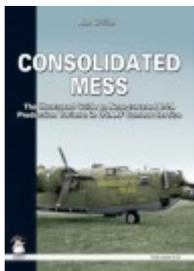


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success. A number of American-built aircraft called Douglas DB-7 light bombers (named Havoc by the RAF), were fitted with radar for nightfighter duties and others successfully replaced the Blenheim as night intruders. A total of 11 pilots claimed five or more victories when flying these three types to become aces, whilst no fewer than 33 who became aces claimed at least part of their scores when flying the Blenheim, Defiant or Havoc.

MMP Books

This book at first look through appears to be quite daunting and perhaps a little "dry", I have however read this from cover to cover and it is a perfect reference book on the different configurations of the later turreted versions of the B-24. If they are your modelling subject of choice then you will be able to tie down fairly accurately what windows or turrets etc were fitted when and where. There are strong hints that 2nd volume for the earlier non-turreted version will follow.



Consolidated Mess

The illustrated guide to nose-turreted B-24 production variants in USAAF combat service

ISBN: 978-83-61421-16-0

Forthcoming Shows in 2012/2013

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	
4th & 5th August (Saturday & Sunday)	Military & flying Machines Show – Present Arms Essex MAFVA Show Damyns Hall Aerodrome, Avely Road, Upminster, Essex, RM14 2TN
19th August (Sunday)	Essex Modellers Show, Hannakins Hall, Billericay Essex
(Sunday)	Medway Modelling Club Exhibition, REME Museum, Gillingham, Kent
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
2013	
18th, 19th & 20th January Friday, Saturday & Sunday	Model Engineering Show, Alexandra Palace, Alexandra Palace Way, London, N22 7AY
16th & 17th March (Saturday & Sunday)	Southern Expo
21st April - (Sunday)	ModelKraft, Milton Keynes show

Peter

Robins Ruminations

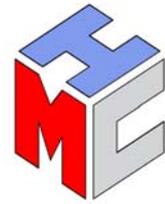
I'm sorry that I couldn't make the last club night but I was away on holiday and as much as I enjoy the club evenings and your company gentlemen, I enjoyed sitting in a country pub with my Wife and a pint of beer in my hand even more.

However like everything we seem to do in the Bellamy household, nothing runs quite the way we plan things. My Wife didn't have any work in the week running up to our holiday so there was no hurry to get things ready to go away on the Saturday morning to early. On the Tuesday Adele got a call offering her three days work, which of course she accepted, after all we had all Friday evening and Saturday morning to get packed up and get going, no



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sweat. On Friday morning I received an email from the farm I stay on telling me that the cottage was now vacant and did we want to come down that afternoon / evening? Is the Pope Catholic? I immediately replied yes. Now all I had to do was do some food shopping so my poor little Son had a dry crust or two to chew on while we were away and then pick up Adele from where she was working. Then it was fuel the car, get the cases out of the loft and packed, model stuff sorted to go, reading materials from the bookcases, (or heap in my case), car loaded, have something to eat and drink. Piece of cake.

On my way home I called the Mother in Law to see if she wanted any shopping. "Just a few bits Rob, just for the weekend", one long shopping list later I began wondering if the Mother in Law throwing a party over the weekend. My Son then called with his "requests", by the time I was sitting in the car park at Tesco's looking at the lists I was wondering if I should have turned the phone on at all. Still the shopping was duly done and taken to the Mother in Law's and unpacked, quick cup of tea then home, unload, unpack and then off to pick up Adele. In the car coming home I told Adele of the offer of going away that evening and what remained to be done before we could leave. I think the expression was something like "are you having a laugh?" I took that as "love to darling, no problem".

We arrived at the farm in East Sussex at about 11pm and quickly unpacked the car and after a cup of tea, fell into bed. We got up early on Saturday morning and visited a local farmers market and bought a few goodies and a box of extra large eggs from a local farm. So it was a bit of a late breakfast but eating the full English while looking over green fields suited us both just fine. While eating breakfast the wind really started to blow hard and it also began to rain hard and so it was time to break out the books and put the kettle back on and get out the Rich Tea biscuits, heaven. It was now that all the rushing around the previous evening was paying dividends as we had had a pleasant drive down without traffic or rain and had unpacked the car in the dry. Of course given our rushed departure we had forgotten a few items and doubled up on others. I had 16 razors but no shaving foam. Two bottles of shampoo, no hairdryer, still nothing that a visit to the shops didn't easily rectify. However the two weeks soon flew by as they always seem to and we had only done a few of the things we had planned and a few that that we hadn't planned, including a visit to Hickstead to watch the show jumping. I must admit though my personal favourite was watching the Scurry driving, I now understand why the Romans enjoyed their chariot racing so much. Talk about fast, furious and totally lunatic, it was great. While walking around the many trade stands something caught my eye, I pointed it out to Adele; it was a riding crop, only £5.

"What on earth do you want one of those for?"

"I thought to generally keep Peter and you in line and encourage you to get my dinner ready a bit faster woman"

I then received one of those looks that could strip paint off a door at 20 feet.

"Good idea sweetness" Adele then said mildly with an edge of vitriol in her voice, "while you're getting the riding crop I think I could be tempted by that nice carriage whip over there, only £10, a bargain. Perhaps that could encourage you to do all those little jobs around the house I've been asking you to do recently, what do you think?"

I took one look at the carriage whip, four feet long with five feet of whip cord, gulp!

"I really think we should get another cup of coffee with a piece of cake and watch a bit more of the show jumping darling"

"Good choice sweetness, good choice, apple Danish please."

I visited the Robertsbridge Aviation Museum as they were having an open day while I was so close as it were. For those that haven't visited it, the Museum exhibits are housed in old Nissan huts just off the A21. It houses bits from crash sites all over Sussex and Kent from the war years and all sorts of aviation odds and sods, engines, undercarriage assemblies, cockpit sections, ejector seats and a very nice tea area. Excellent lemon drizzle cake. It's a shame that it's not open to the public more. Check the website for open days, worth an hour or twos visit if you were in the area.

An answer to a mystery that had been bugging me for many months came to light recently. A short while before this year's Southern Expo the access code generating pod to the bank account went missing, effectively locking us out of the bank account. As you can imagine just a little inconvenient to put it mildly as we could not check who was



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paying what until another device could be obtained. I turned my computer/modelling room upside down looking for it but to no avail. My Son was tidying his room out recently and gave me an empty A4 ring binder that he had "borrowed" from my modelling room, hanging on the inside metal ring was the missing device. When I asked Peter about it, he said "I wondered what that was, was it important or something?" Argh!!!

Now for a slight rebuke to some of the membership, at the A.G.M. the subject of articles for Sticky Fingers was raised and quite a few members said that they could/would send submit articles. With the exception of Graham, it is still only the regulars that are contributing. So come along gentleman pull your fingers out and throw an article or two at Peter please. I'm sure Peter isn't expecting a poet laureate standard or Noble prize winning article, let's face it, it can't be any worse than the articles I normally submit (*true to form a couple of articles from John Huston have arrived so something is working – Editor*).

My "Official" hat is now on.

My apologies to those members that were runners up in last month's competition and could not receive their medals on the night. I had sorted out the club awards and all of the other competition paraphernalia before I went on holiday and put it all in a bag for Peter to take. However due to my rather rushed departure on holiday I put the wrong box of awards in the bag. I will have the awards with me tonight, I hope! Still, looking on the bright side of things, at least I've got the awards ready and waiting to go for the next competition evening, if I remember to pick them up of course!

Tonight is work in progress evening and I'm looking forward to seeing all the kits in various states of construction. I think you can learn more seeing the incomplete models than the finished article on the competition table sometimes. The different ways each of us approach building kits is more apparent while the kits are in a state of "undress". Please ask questions about anything you see that interests you otherwise we have no way of judging if you are getting anything from the evening. All the best gentleman and enjoy the evening.

Robin

Graham's "Gabblings"

Gone mit zer vind

Time 1943 Place Nazi Germany

Picture the scene, the British and Americans are bombing the crap out of your beloved fatherland, the Russians are advancing all over the place and your Italian mates have just jacked it in. What's a Nazi to do? Well if you are Dr Goebbels the answers simple. Well you crazy kids, let's make a film. Not just any film, no this one's going to be a mega blockbuster to rival *Gone with the Wind*. Now this just happened to be one of the Doctors favourite films, which he considered to be "a painting, while our own German films are merely photographs". The subject chosen for this for this morale boosting epic was to be the story of the town of Kolberg and its last stand during the wars of Napoleon.

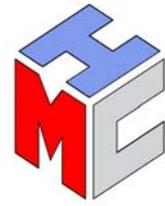
In June 1943 Goebbels commissioned Director Veit Harlan to begin work on this epic and that "I authorise you to request whatever help and support you deem necessary from all Army, Government and Party agencies". What followed next scarcely baggers belief. It would have easier to shoot in black and white but as "*Gone With The Wind*" was in colour, Kolberg would be too. It didn't matter that colour film was extremely expensive and that chemists would have to be taken off war work to process the film. Hundreds of labourers and skilled workmen spent months constructing elaborate sets, factories churned out thousands of accurate Napoleonic uniforms and costumes. Ammunition plants were even switched from making real bullets to blanks for this masterpiece. Nothing would be allowed to get in the way, not even the minor inconvenience of being locked in a life or death struggle.

For example to create a winter scene salt was transported in a hundred boxcars from Salzburg to the film set during a time when the railways were being constantly bombed. Most amazingly of all is that 187,000 soldiers were used as extras when there were only 40,000 soldiers in the real siege of Kolberg. No need for the extras to



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ask "whats my motivation in this scene?" What would you rather do? Run about in front of a camera or face a couple of million pissed off and armed to the teeth Russians?



Thousands of extras really, really glad not to be facing a real enemy

This Fascist folly was ready for its gala premier in January 1945 and its opening night didn't quite have the glitz and glamour of Hollywood. The town of La Rochelle was chosen for this singular honour, the only slight problem was that this town was deep behind enemy lines and completely surrounded. So the Luftwaffe was ordered drop the film by parachute to the beleaguered town. Its Berlin premier was hampered by the fact that only one working cinema was left in the city and most Berliners were a bit reluctant to leave their bomb shelters to go to the pictures.

What effect this film had on the war is hard to know but the incredible amount of time, resources and manpower lavished on it could only have helped the Allied war effort. Nice one Dr G.

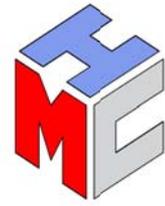
After the war the Russians and Americans impounded all the prints of the film and it was banned. It is now possible to get copies on our good friend the internet, so you can see for yourself the Nazi propaganda film that helped the Allies win the war.

Graham



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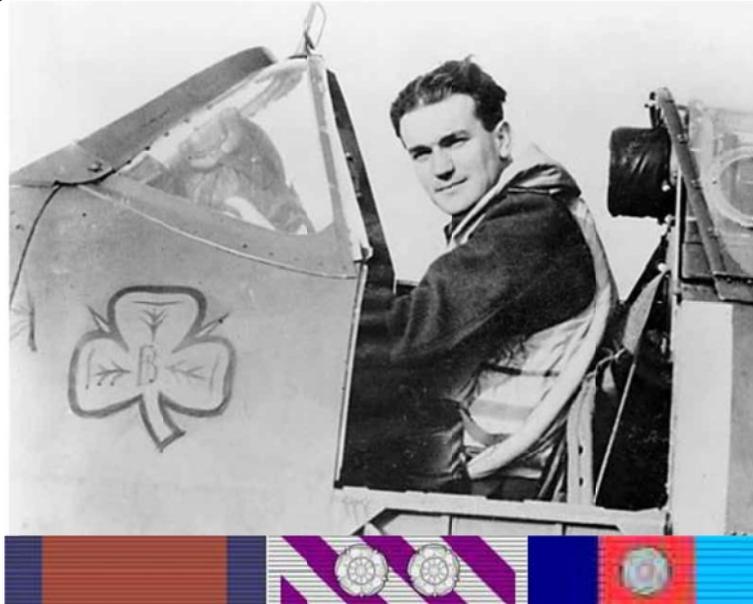


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John's "Jottings"

Wg Cdr Brendan 'Paddy' Finucane DSO, DFC**

16 October 1920 - 15 July 1942



On July 15th 1942 two Spitfires swept low over northern France. They were part of the Hornchurch Wing, which comprised of three squadrons on a mission to attack German troop positions at Etaples. Fighter Command's policy of taking the fight to the enemy, however, was becoming very costly in terms of both experienced pilots and aircraft. Leading the Wing on that day was a young Irishman, Brendan Finucane, or 'Paddy' as he was known in the Press from New York to Sydney. In a meteoric rise this 21-year-old Dubliner was now a wing commander, having taken part in the Battle of Britain as a pilot officer a mere two years earlier. On entering the target area at very low level near Le Touquet, Brendan's aircraft was hit in the under wing radiator by a burst of machine-gun fired from a beach position. His wingman, Canadian 'Al' Aikman strafed the position while Brendan climbed to gain height. However, the aircraft was unable to gain enough altitude to return to base as the engine seized due to lack of coolant. Instead of parachuting and with it the certainty of capture he decided to ditch. He remained in contact with his wingman who was following above to get a fix on his eventual position and his final broadcast was "This is it". A textbook approach and landing on the water however was not enough to save him and his aircraft sank immediately. It is thought by many that his head went forward with the impact and struck the reflector gun sight rendering him unconscious. Those that flew with him suggest he had a tendency to loosen his harness to give him more freedom within the cockpit (a factor maybe in his high kill tally) but he failed to tighten up before ditching.

On its return the Wing stayed over the site until their fuel was nearly expended but nothing was seen in the water. It was a tragic end for a brave and courageous Irishman. Brendan's final score was 32 enemy aircraft destroyed, putting him among the highest echelon of Allied aces during World War II.

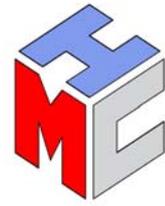
His story begins on October 16th 1920 in the leafy suburb of Rathmines, South Dublin, when Brendan was born to Andy and Florence Finucane. The eldest of five children the family moved to Cabra, and finally Sandymount before leaving Ireland in 1936 to settle in Richmond, Surrey. Finucane was a natural athlete and excelled at Rugby, Gaelic football and boxing. He was also a member of the famous Neptune Rowing Club. Brendan and his younger brother Ray had been fascinated by the exploits of the flying aces of World War I. A chance flight at Baldonnel Aerodrome in 1932 ensured that flying would never be far from the Finucane brother's thoughts. Ten years later both would be fighting for their lives in the war-torn skies over Europe.

Despite his father's participation in the 1916 Rising against British Rule in Ireland, Brendan applied for a short-service commission in the RAF in 1938 with his parent's approval. Having been accepted, he gained his 'wings' in



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1939, despite not being a 'natural' flyer. Several months of inaction and ordinary flying duties would pass before he took part in the Battle of Britain. Brendan's first operational posting, in July 1940, was to 65 Squadron at Hornchurch, which was one of the sector stations in 11 Group and right in the heart of the battle that was being waged against the might of the Luftwaffe. He recorded his first kill on August 12th 1940 when he shot down an ME109 at a range of 75 yards. His skill and ability of getting close to an enemy aircraft before opening fire would result in many future victories.



65 Squadron



452 Squadron (RAAF)



602 Squadron

Promoted to flying officer on September 3rd 1940, his squadron was sent to Scotland on rest while another rotated in. In this way Fighter Command was able to use its meagre resources. Bad weather during the winter of 1940/41 prevented much daytime flying but did not prevent the infamous Luftwaffe night Blitz of Britain, nor did it prevent Brendan destroying an ME 110 early in the new year. His younger brother Ray had by now joined RAF Bomber Command as a wireless operator/air gunner. A recommendation for the Distinguished Flying Cross (DFC) and his logbook being signed 'exceptional' meant that Brendan was being noticed by senior officers.

His promotion to flight lieutenant came in April 1941 and also a posting to 452 Squadron, Royal Australian Air Force, as section leader. This squadron was the first flying unit from Australia in Europe and had not yet seen combat and Brendan's experience was needed to ensure the Australians' survival in the skies over northern France. The Australians were not used to the discipline imposed by a pre-war trained officer but Brendan gained their respect in a short period of time. The DFC, which came through on April 25th, included the following notation: 'His courage and enthusiasm have been a source of encouragement to other pilots of the squadron.'

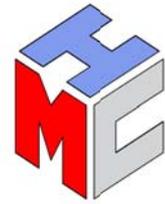
In mid-1941 Fighter Command had decided to take the war to the enemy by beginning 'Circus' operations, which consisted of a bomber force escorted by a large number of fighters attacking targets in northern France. The theory was to entice German fighters into the air and destroy them. With hindsight, these Circus operations must be seen as a failure. No 452 Squadron moved to the Kenley Wing and began operations over France in July 1941, which meant that Brendan was close to home and could visit his girlfriend Jean and his family in Richmond when he was not on flying duties. With the squadron now equipped with the cannon armed Spitfire Mk V, Brendan downed 18 enemy aircraft between August and October, earning him two bars to his DFC.

With the shamrock emblem and his initials painted centrally on his aircraft forward of his cockpit, the propaganda value of an Irishman flying with a high scoring squadron of Australian pilots helped keep Fighter Command in the British and Australian public mind. The American Press also covered the story. In October 1941 Brendan was awarded the Distinguished Service Order (DSO), second only to the Victoria Cross. He was one of the youngest pilots in the RAF to receive this honour at the time. However, Brendan's time with 452 Squadron would be short-lived as he was promoted to squadron leader of 602 (City of Glasgow) Squadron in January 1942.



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Brendan 'Paddy' Finucane

Brendan and Jean celebrated their engagement with family members in April 1942. However, the strain of leading a wartime squadron was beginning to tell and Brendan was sent home on leave by the squadron medical officer. Photographs taken at the time tend to support this decision, as they show a man who appears much older than one who had not yet reached his 22nd birthday.

On June 21st 1942 Finucane was promoted to wing commander (flying) of the Hornchurch Wing, and it is accepted that he was the youngest RAF wing commander, an amazing achievement even with accelerated wartime promotion. Less than a month later he was lost in the English Channel. He often spoke of what he would like to do when the war was over. He made many friends in his time with the Australians and had said he would like to settle there after the war maybe as an accountant which before storm clouds formed over Europe he was in an apprenticeship.



Wing Leader painting by Barry Weekly

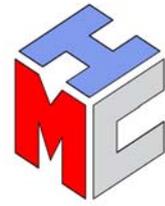


Ray Finucane 1945



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Brendan's brother Ray completed 33 hazardous missions with Bomber Command before flying Spitfires and Hawker Tempests over Europe, ending the war as a flight lieutenant. One shameful fact I have learned only in recent years was that Ireland had censored any reporting of Finucane's valiant deeds during the war (or 'the Emergency' as we called it) and for many years after the end of the war turned it's back on citizens who fought for the Allies and even blacklisted them from working, many were forced to rely of their British war pension to help make ends meet. But in time the people of Ireland got to learn of the exploits of Irishmen in WW2. Today Brendan has not been forgotten in his homeland and a beautiful rose dedicated to his memory stands in the Memorial Garden at Baldonnel Aerodrome (the place of his first flight in an aircraft). His logbook is on display at the 'Soldiers and Chiefs' exhibition in the National Museum at Collins Barracks, Dublin, and the RAF Museum in Hendon proudly displays his uniform and medals.

It is now 70 year since his death but finally Wg Cdr Brendan 'Paddy' Finucane DSO, DFC** will forever be remembered as Irelands Ace of Aces.

John

Wrighty's References

WrySpy News & Reports

A number of reports and news items have arrived at the Agency in recent weeks, a brief summary follows. In the meantime due to the inclement weather I have taken the opportunity to make vast updates and reorganisation of WrySpys filter and filtering system, we are now at a point where items can be located much quicker and relying on memory and guesswork to find things. However here follows the pick of the latest news.

Last F.22 Raptor Delivered to USAF

Lockheed Martin delivered the last of 189 F.22 Raptor at its Marietta facility in Georgia on 2/5/2012. This and several others were handed over and flown to bases in Alaska (Elmdorf Richardson) 25 FS and Langley AFB Virginia 94 FS. Currently problems still exist, as the oxygen systems, and other political and financial difficulties, even doubts that it is value for money, let's wait and see. (Agent Dorr)

No2(AC) Squadron Centenary

No2(AC) Squadron, known as "Shiny Two", one of the three original RFC units (the others were 1 & 3 Squadrons), celebrate their centenary on 13/5/2012. To mark the occasion a Tornado GR4 has received special markings on its fin in the shape of a painted BE2 aircraft flown by Shiny Two in 1912.





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BAE Systems Closure @ Brough

The BAE Systems facility at Brough Yorkshire is to close (May 2012) as Hawk T2 advanced trainer production is complete; any future production will be moved to plants at Warton and Samlesbury. BAE are confident of further work for Saudi Arabia for the Hawk advanced trainer. The decision will cost 750 jobs, but BAE point out that from the 3000 original projected losses the company has reduced this by 1000 by redeployment and voluntary redundancy, since last years figures.

New Russian Su-34s?

A new deal for 92 Su-34 Fighter Bombers has been signed by the Russian Defence Ministry, these will replace the existing Su-24 fleet, the terms were for 70 to be delivered by 2015 and the order complete by 2020. Urgency to replace the Su-24 fleet comes after a grounding order of the fleet, following 3 Su-24 crashes in 4 months in 2011. It is known that 10 Su-34 had been gathered from sundry units and delivered to the base @ Yveronezh in December 2011 and are operating as a 2nd Squadron to the existing Su-24s there. (Pietre Kominsky)

Chinese Reports

A report that Shenyang is working on a medium class multi-role 5th generation fighter for both domestic and export use, it is expected to begin flight trials by December 2012.



China has offered J.10 fighters to Pakistan, a delegation from Pakistan visited the production line in 2006 where upon a purchase of 36 J.10s were made (known as the FC.20). Therefore the current offer is under consideration by Pakistan.

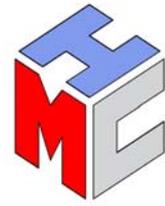


Confirming an earlier report, WrySpy now has a photo of the 2nd J.20 Chengdu, correctly numbered 2002 as previously reported. We now know that the maiden flight took place on 12th May 2012, main feature of this prototype is that landing gear doors can be closed whilst grounded with landing gear extended. (Kim Soo Park)



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Jubilee Tucano

A special Queens Diamond Jubilee colour scheme has been applied to a Tucano T.1 of the No.1 FTS @ Linton on Ouse, the red and blue semi-circular graphic on the wings and fuselage make it look a fantastic colour scheme.



Wrighty's Refs

The JSF 35 story has continued in Sticky Fingers for quite a while now, recent problems with the tailhook on the C model and the return to the B model by the UK Government, brought us up to date. However a number of other reports have arrived in relation to the whole project. I'll run through these briefly today, so maybe we can draw a line under it, and clear space for some new stories for those who are not 5th generation jet fans.

Probation Period Ends

US Defence Secretary Leon Panetta announced the end of this period after problems which were previously detailed in Sticky Fingers, he said in June 2012 that the F-35B had made real progress during 2011 and gave the go-ahead for the US Marine Corps to continue with the B model (STOL version), with the training unit (VMF.AT 501) @ Elgin AFB.

Weapons Trials

On 16th February 2012, F-35A-01 conducted weapons tests at Edwards AFB California, the weapons included AIM-9X Sidewinders and centreline 25mm gun pod. A few days later a full weapons load with inert weaponry on inboard pylons was also carried out successfully.

British F-35 Flies

On 13th April 2012 the first F-35B for the UK(serial ZM135) made its maiden flight @ Fort Worth, this version is known as the BK.1, purchased by the UK for testing etc. Info will be pooled with A-C models, it is expected that BK.1 will join the US led program at Elgin AFB.

Night Refuelling

F-35A-04 carried out a night refuelling @ Edwards AFB on 22nd March 2012 from a USAF KG-13R tanker. Further tests at night with a KC-10A tanker are due to take place in April 2012.

Dutch 1st F-35B Rolls Out

On 1st April 2012 the first Netherland Lightning II rolled out at Fort Worth, it will also pass on to Elgin AFB to carry out testing as in a similar fashion to the UK's BK.1. The Dutch Defence Minister warned that the original 85 aircraft ordered will certainly be reduced!

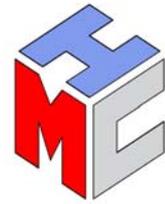
F-35 Training @ Elgin AFB

Recalling the above item, this is too extensive to report here, maybe a report can be prepared at a later date.



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Training Wing (VMF AT 501)

On 15 May 2012 F-35B-11 arrived at Elgin AFB to bring 501 Training Wing up to 12 aircraft where training is under way with local orientation flights. At Patuxent River (Maryland) Naval Air Station the integrated test team carried out weapon testing in March 2012 where 9 different types of bombs were tested, including the GBU.12 & GBU.32 laser guided bombs.

Final Word on F-35

At the Hendon Museum model show I noticed that the F-35B mockup has been over-painted, its old W.W.II Temperate Land Scheme has been over sprayed in a Dark Sea Grey similar to US F-35s. Maybe we have a reader of Sticky Fingers at the museum (see SF 92 Feb 12 Page 8), at least they have got it right.

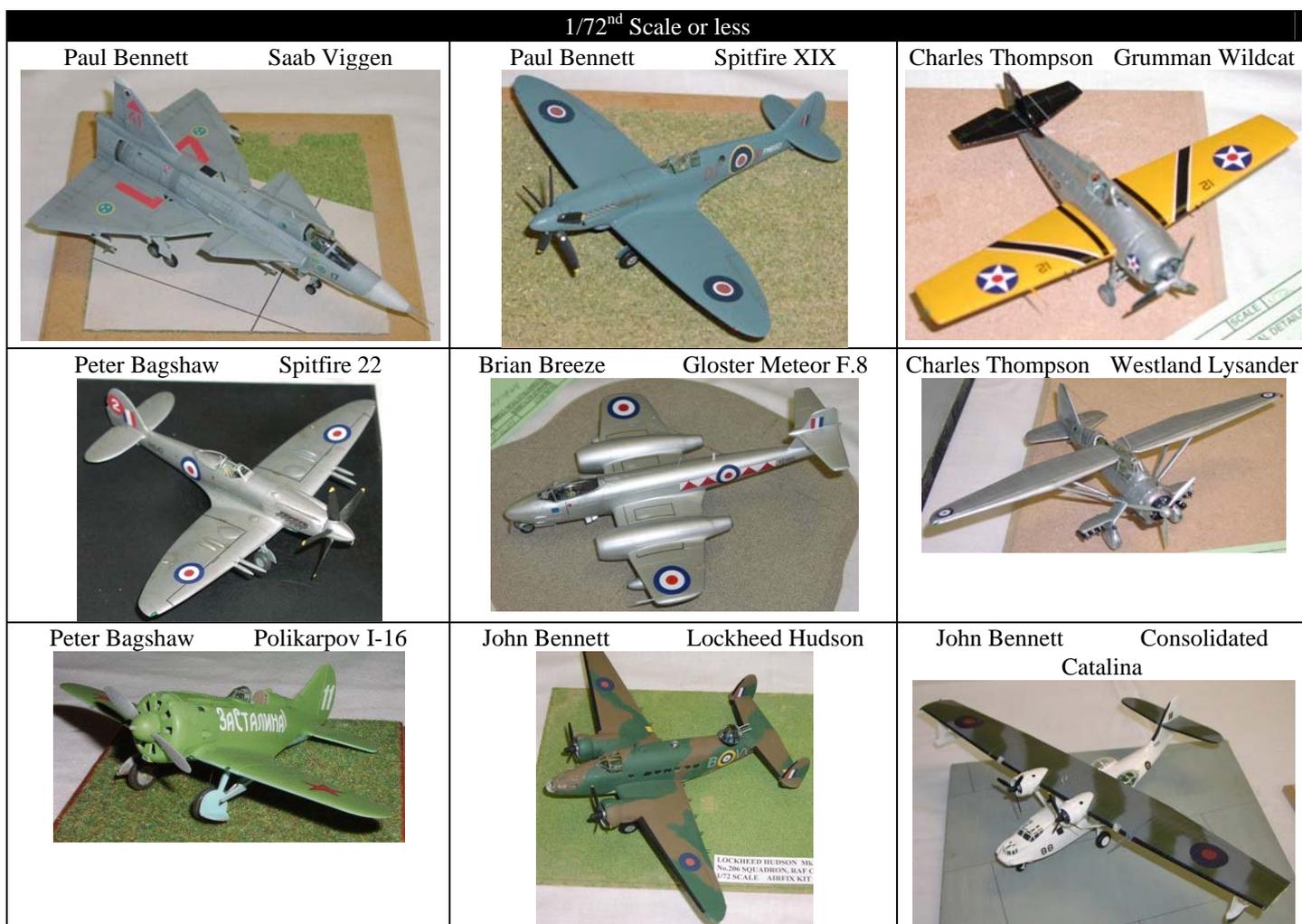
Alan

Competition Results for the 2nd Round 2012

Wally Arrowsmith Trophy (Aircraft)

1/72nd Scale or Less

Position	Entrant	Model	Votes
1 st	Paul Bennett	Saab Viggen	38
2 nd	Paul Bennett	Supermarine Spitfire XIX	33
3 rd	Charles Thompson	Grumman Wildcat	19
4 th	Peter Bagshaw	Spitfire 22	18
5 th	Brian Breeze	Gloster Meteor F.8	17
	Charles Thompson	Westland Lysander	16
	Peter Bagshaw	Polikarpov I-16	15
	John Bennett	Lockheed Hudson	14
	John Bennett	Consolidated Catalina	7



Greater than 1/72nd Scale

Position	Entrant	Model	Votes
1 st	Bob Lawrence	Supermarine Spitfire XVI	49
2 nd	Peter Bellamy	Republic F-105 Thunderchief	46
3 rd	Ian Brown	Yak 1	35
4 th	Bob Smith	Vought F-4U 5N Corsair	34

Greater than 1/72nd Scale

Bob Lawrence Supermarine Spitfire XVI



Peter Bellamy Republic F-105 Thunderchief



Ian Brown Yak 1



Bob Smith Vought F-4U 5N Corsair



Positions after 2nd Round

Position	Entrant	Points
1st	Paul Bennett	92
2 nd	Ian Brown	65
3 rd	John Bennett	62
4 th	Charles Thompson	53
5 th	Bob Smith	44
	Peter Bagshaw	34
	Bob Lawrence	25
	Phil Worth	25
	Peter Bellamy	23
	Brian Breeze	22
	Alan Wright	21
	Robin Bellamy	17

IPMS Hornchurch Trophy (Miscellaneous)

Military Vehicles

Position	Entrant	Model	Votes
1st	Bob Lawrence Bob Smith	M113A2 Valentine	43
2 nd	Bob Lawrence	Ontos	37
3 rd	Kevin Curley	8-Rad	31
4 th	Peter Bagshaw	SU-85	21

Miscellaneous - Armour			
Bob Lawrence M113A2 	Bob Smith Valentine 	Bob Lawrence Ontos 	
Kevin Curley 8-Rad 		Peter Bagshaw SU-85 	

Positions after 2nd Round

Position	Entrant	Points
1st	Bob Lawrence	48
2 nd	Kevin Curley	46
3 rd	Bob Smith	25
4 th	Phil Worth	25
5 th	Greg Brand	23
	Peter Bagshaw	19