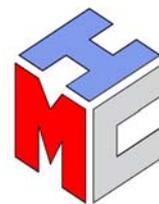




"STICKY FINGERS"

Magazine



www.sticky-fingers.org.uk

Issue 101 November 2012

MODEL AIRPLANE BUILDERS



What my friends think I do



What my mom thinks I do



What my wife thinks I do



What my co-workers think I do



What I think I do



What I actually do

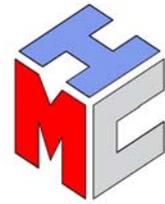
Next month - December 2012 - Quiz & Nibbles

Next month – December 2012 – Quiz & Nibbles.....	1
Peters Prattling	2
Last Month's Talk by Brian Thomas.....	2
Some information from their website - http://www.akersmus.no/flysamlingen-gb/	2
Opening hours	2
Aircraft	2
Scale ModelWorld 2012	3
IPMS Matters.....	3
Full IPMS member list required	3
SMW 2013 "50th Anniversary Show"	3
Model Engineering Show 2013	4
2013 - Final flight of the Vulcan.....	4
British Racing Motors	4
Forthcoming Shows in 2013.....	5
Robins Ruminations.....	6
Graham's "Gablblings".....	7
Square Bullets!.....	7
Time 1718 Place United Kingdom	7
Stop the pigeon!	8
Time 1944 Place USA.....	8
Wrighty's References.....	9
An Apology.....	9
Search for U.745 – Correction	9
The Story of U.482 – Correction	9
Book Review – Supermarine Company Profile 1913 - 1963 by Martyn Chorlton	9
No.1 Squadron to Reform on Typhoon	9
No.4 Squadron Centenary	9



"STICKY FINGERS"

Magazine



www.sticky-fingers.org.uk

WrySpy Latest Reports	10
US Harriers Destroyed	11
New Aircraft Carrier for India.....	11
Guess Where?	11

Peters Prattling

Last Month's Talk by Brian Thomas

Many thanks to Brian for last month's talk about the aircraft museum at Oslo, I think there were a few of us trying to work out whether it would be possible to get there and back within the day or overnight at best! Brian also says he has similar photos from a Russian tank museum and another aircraft museum so hopefully we can fit them in next year.

Some information from their website - <http://www.akersmus.no/flysamlingen-gb/>

The Norwegian Armed Forces Aircraft Collection is housed in a beautiful, modern building southwest of Oslo Airport. The collection consists of more than 30 historic aircraft, and gives a unique insight into Norwegian military aviation, with several rare aircraft from World War II. A complete collection of jet fighters which served with the Royal Norwegian Airforce during the Cold War years is also on display.

A volunteer foundation, The Military Historical Forum of Eastern Norway, is responsible for the collection display and all other services provided to our guests.

The Aircraft Collection, owned by the Norwegian Armed Forces, has been brought together and restored over a long period of time. The work has mainly been undertaken by groups of volunteer enthusiasts. The Armed Forces Museum directs the restoration work and is responsible for maintenance of the Collection.

Opening hours

Oct / Dec / Jan / Feb	Sat - Sun	noon to 4:00 p.m.
Mar / Apr / May / 15. Jun	Tue - Thur - Sat - Sun	noon to 4:00 p.m.
16. Jun / Jul / 15. Aug	Tue - Wed - Thur - Sat - Sun	11:00 a.m. to 5:00 p.m.
16. Aug / Sep / Oct	Tue - Thur - Sat - Sun	noon to 4:00 p.m.

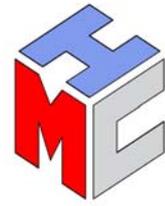
Aircraft

Auster J/1 Autocrat	Interstate S.1A Cadet	Northrop N3PB
Bell 47D-1	Junkers Ju 52/3m	Piper L-18 Super Cub
Bell UH-1B Iroquois	Kjeller PK X-1	Republic F-84G Thunderjet
Cessna O-1A Birdog	Lockheed C-60A Lodestar	Republic RF-84F Thunderflash
De Havilland of Canada DHC-6 Twin Otter	Lockheed C-130H Hercules	Royal Aircraft Factory BE2e
De Havilland Vampire F.3	Lockheed TF-104G Starfighter	Rumpler Taube
De Havilland Vampire T.55	Lockheed T-33A	Northrop N3PB
DFS 108-4 Schulgleiter SG 38	Noorduyn Norseman Mk. IV	Piper L-18 Super Cub
Douglas C-47A Dakota	North American F-86F Sabre	Republic F-84G Thunderjet
Fairchild M-62A/PT-19	North American F-86K Sabre	SAAB 91B-2 Safir
Fairchild M-62/PT-26B	Northrop F-5A Freedom Fighter	SAAB JA-37 Viggen (forkropp)
Farman F.46	Northrop F-5B Freedom Fighter	Sikorsky H-19D-4 Chikasaw
Heinkel He 111P	Northrop RF-5 Freedom Fighter	Supermarine Spitfire PR XI



"STICKY FINGERS"

Magazine



www.sticky-fingers.org.uk

Scale ModelWorld 2012

Well that weekend went by in the blink of an eye. For me that was one of the most enjoyable shows for quite some time. The space was increased this year by moving the competition and most of the catering to the newly opened 4th hall and this gave enough room to accommodate some more club and trade stands in the other 3. New for this year was sponsorship of the 3rd hall by a new company on the scene called Meng Models. They brought along a French Main Battle Tank the AMX-30 courtesy of the Tank Museum at Bovington, this will also be their next armour model release. Also in attendance on the armour front were a DD Valentine and Daimler Dingo both showing realistic weathering, it looked like they had been run through a muddy field and then not washed before being put on display.



The Royal Navy successfully flew in their Lynx and this was open to all and sundry to crawl over and photograph throughout the weekend. Funniest comment I heard was that on the Sunday they had to have left, i.e. taken off, by 5:30pm to make their landing slot at Yeovilton, apparently one of the show organisers thought they could tell the Navy when they were allowed to leave! I'd like to have seen them try!

The 2 larger manufacturers in attendance, Airfix and Revell, but unlike previous years neither really announced much new for 2013, although Airfix did have sprues for their forthcoming 1/48th Spitfire XIX.

IPMS Matters

At SMW we have a Club and SIG Leaders Briefing, which any previous attendee will tell you, can be a pretty dull affair. There were 2 points which are worth noting:-

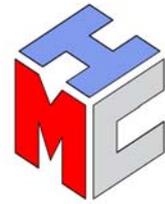
Full IPMS member list required – The committee have decided that they need a full list of members for a club or SIG, probably in case both the club secretary and the deputy disappear off the face of the earth at the same time! Therefore at the clubs AGM in February I'll be asking all the IPMS members to let me know their numbers. It's not sure whether they need the non IPMS'ers too,

SMW 2013 "50th Anniversary Show" – For those that haven't realised 2013 is the 50th Anniversary of the founding of IPMS. With this in mind the committee have been saying they are organising something "special" for next year. It transpires that this will consist of a 70 foot timeline display of key events for IPMS and also classic kits/instruction sheets/decals etc, the kits are already built. They will be inviting IPMS members to submit photos of their models for consideration for inclusion to the display. I must say I was a little underwhelmed, but there may be more news later.



"STICKY FINGERS"

Magazine



www.sticky-fingers.org.uk

Model Engineering Show 2013

We are definitely booked in to this show, held between 18th & 20th January 2013 (Friday through to Sunday).

Opening times are as follows:-

	Access time for Exhibitors	Visitor Opening Times
Thursday 17 th	2:00pm to 7:00pm	
Friday 18 th	8:30am to 5:30pm	10:00am to 5:00pm
Saturday 19 th	9:00am to 5:30pm	10:00am to 5:00pm
Sunday 20 th	9:00am to 8:00pm	10:00am to 5:00pm

I can order parking passes for setup on Thursday if any one is interested.

Exhibitor passes valid for each person giving 2 days entry can also be ordered but have to be for named people, I will also have to name (and shame you) so I will need a definite yes I'm coming from you for your free pass.. I will also receive 6 single use passes, please note these will only get you in the door once, so no returning back to the car and getting back in!

2013 - Final flight of the Vulcan

Britain's only flying Cold War Vulcan bomber will take its final flight next year before being grounded because of soaring restoration costs. After a multimillion-pound fundraising scheme, Avro Vulcan XH558 was restored in 2007 and given a certificate of airworthiness before appearing at more than 60 air shows, but The Vulcan to the Sky Trust has announced that 2013 will be the final flying season for the aircraft based at Doncaster's Robin Hood Airport. Since the restoration the charity estimates that more than ten million people have seen the aircraft, including three million when it flew as part of the Queen's 2012 Diamond Jubilee celebrations, but the charity has admitted that it would be too expensive to continue flying the Vulcan beyond next year.

Trust chief executive Dr Robert Fleming said: 'All Vulcans have a finite safe flying life and XH558 is already significantly beyond the hours flown by any other aircraft of her type. "At the end of next year, she will need a £200,000 modification to her wings to increase her flying life." As well as complex and expensive wing modifications there is also concern about the Vulcan's jet engines. Andrew Edmondson, engineering director for XH558 said: 'From the start of the 2014 season, it is unlikely that we could accommodate any engine failures and that even without any technical problems, soon our set of engines would be out of life. "There are no more airworthy engines available, and refurbishment would be so difficult and costly that there is no possibility that it will happen."

Also because of the closure of aviation suppliers since the aircraft's maiden flight in August 1952 the cost of re-manufacturing or refurbish parts would be too high. Mr Edmondson added: 'We know, for example, that the set-up costs to remanufacture a main wheel are more than £70,000. If the approved engineering drawings are no longer available, it can be practically impossible given any amount of money.'

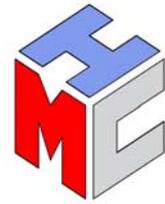
British Racing Motors

Well that was a very spooky co-incidence, as last month I "borrowed" the history of BRM from Wikipedia to outline this now mostly forgotten racing team. To celebrate the 50th anniversary of the year they won the Drivers Championship with Graham Hill the society organised what looked to be a fantastic event in Bourne on 7th October. The event consisted of a number of BRMs and some other vintage racing and non-racing cars being paraded through the town. The "icing on the cake" being that one was driven by Sir Jackie Stewart and the other by Damon Hill.



"STICKY FINGERS"

Magazine



www.sticky-fingers.org.uk



Copyright Graham J. Platt



Copyright Graham J. Platt



Forthcoming Shows in 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.

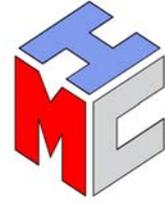
2013	
18th, 19th & 20th January Friday, Saturday & Sunday	Model Engineering Show, Alexandra Palace, Alexandra Palace Way, London, N22 7AY
16th & 17th March (Saturday & Sunday)	Southern Expo
21st April - (Sunday)	ModelKraft, Milton Keynes show

Peter



"STICKY FINGERS"

Magazine



www.sticky-fingers.org.uk

Robins Ruminations

I have waited until after the Nationals, (Scale ModelWorld to some); to write this article and to make it as "fresh" as possible and so this article will not be as lengthy as some. Well where shall I start?

The start of the Nationals, for me anyway, was when Brian called around the week before the show and kindly picked up the cloths and sign for the club stand as he was going up on the Friday afternoon. I took the day before the Nationals off of work to get everything ready and get to bed early, not always an easy feat in my home I can tell you. The alarm went off at the ungodly hour of 04:00 on the Saturday morning and Peter turned up at 05:00 to load the car and set off for Telford. Even with roadworks, a touch of rain here and there and a refuelling stop, we were at the venue by 07:20.

The security wristbands that were going to be issued to club members and traders at the entrance doors to ensure that only "proper" people were able to get in was a bit of a flop. Much had been made by the IPMS committee about the importance of these wristbands and all that happened was that a person on the door stamped our membership cards and then handed us each a wristband off of a pile of the them simply laying on a table. I ended up with mine in a bag until I reached the stand, some security item! I think that my band was only looked at once more for the entire weekend.

Peter and I unloaded the car and went for a quick wander for any early bargains from Wonderland Models but only managed a small fighter aircraft and so it was back to the stand to put the models out. With Brian's, Peter's and my models we had a pretty good display as you can see. I have included our illustrious chairman in the image just to prove he was there! With Brian and Bob being on the stand for a fair bit of time, Peter and I could wander around for longer than we had done in previous years. Wally, Ricky and John also put in appearances off and on. Thank you gentleman for your time in manning the stand.





"STICKY FINGERS"

Magazine



www.sticky-fingers.org.uk

On one of our first walk arounds I spotted a stand selling the Airfix Nimrod and 48th scale Canberra for only £9.99 each. I picked up two of each looking towards 2013 and 2014 Southern Expo's. As I said last month, Peter and I always have our eyes open for an Expo bargain. I also picked up a couple of books that I was "asked" to get as Christmas presents for myself, saves getting a pair of socks I guess! With a couple of other kits and decal sheets purchased, the show on Saturday soon ended and we headed back to the hotel for a well earned cup of tea and fondle our purchases.

After breakfast it was back to the hall for the second day of the show, one in which Peter and I were busy a fair bit of the time chatting to clubs and traders about next year's upcoming Expo. It was Sunday that broke the bank as far as I was concerned with bargains and other purchases being thrown my way. LSA had a sale on Sunday morning, Profipack Mig-21's £15, Weekend Pfalz III £5 and Profipack Roland C.II and Hellcat for £10 each. Peter managed to pick up an amphibious WWII German vehicle for £40, expensive but half price all the same. Towards the end of the show I spotted a collapsible spray booth for only £60. I thought that this was too good to be true as others I had looked at were around £225. However with Peter's helpful advice and particle testing I decided to pick one up, however I then spotted the same spray booth but with a hose and thin nozzle to vent the air / fumes out through a window for £15 more. Now another £75 down I went back to the stand to look at my increasing number of bargains and empty wallet!

The show flew by and it only seemed as if I had walked around a few times and it was time to pack up and head home. It took three runs to move the models, cloths, food bags and goodies from the hall to the car, it's a damn good thing we weren't parked more than a few hundred yards from the exhibition centre. The run home was better than last year and my living room and hall were soon littered with boxes and bags. Another Nationals over.

Talking to Peter on the trip home and now that I have had time to think about the show in the cold light of day as it were. I have to weigh up the pros and cons of the weekend and ask myself was it worth the time spent, cost and the effort? The following are purely my personal opinions.

On the downsides are the long drives, cost of staying overnight and unfortunately the IPMS E.C.'s inept management of the show and future planning.

On the upsides is to experience the number of traders and clubs on show under one roof. The sometimes bargains and the opportunity to put faces to the names that you had up to that point only known as a name in a magazine, on the internet or book cover.

Robin

Graham's "Gabblings"

Square Bullets!

Time 1718 Place United Kingdom

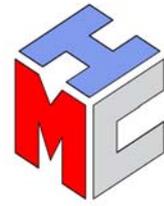
In the eighteenth century all firearms and cannon were of the slow firing black powder variety. That is to say that you poured gunpowder down the barrel, dropped a round ball on top, pulled the trigger or lit the fuse in the case of a cannon and with any luck the projectile would head off in the general direction of the enemy. A well trained soldier could fire three shots a minute but as muskets were very inaccurate the only way such weapons could be effective was to have large numbers of soldiers standing in lines blazing away at each other.

There were many attempts to make cannon and muskets more efficient and one such weapon was Mr Puckles Defence Gun first demonstrated in 1718. The Defence Gun, a tripod-mounted, single-barrelled flintlock weapon fitted with a multishot revolving cylinder was designed for shipboard use to prevent boarding. The barrel was 3 feet (0.91 m) long with a bore of 1.25 inches (32 mm) and a pre-loaded 'cylinder' which held 11 charges and could fire 63 shots in 7 minutes. This wonder weapon was not however taken up by the British armed forces. I am unable to find exactly why this was the case, but I would guess that mechanical unreliability would be the main reason.

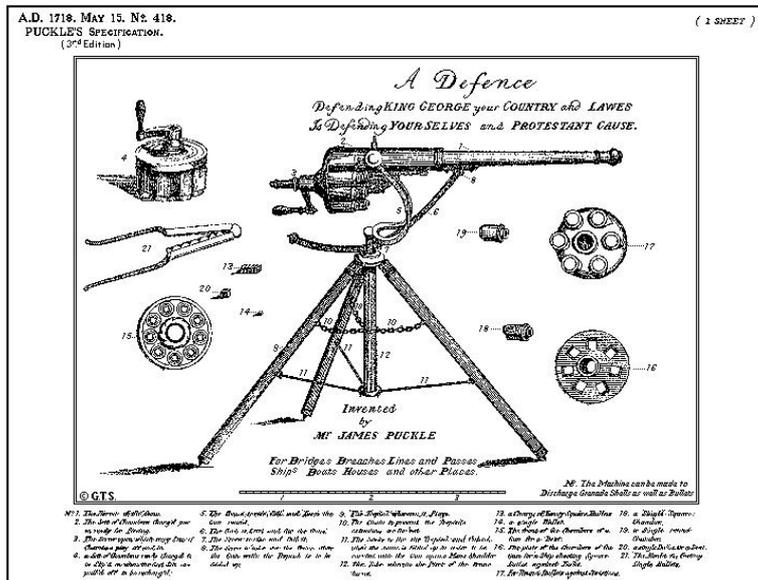


"STICKY FINGERS"

Magazine



www.sticky-fingers.org.uk



I first came across Mr Puckles gun during a trip to the Tower of London with my parents far too many years ago. Being a bloodthirsty little devil (as most small boys are) I was intrigued to find that this bizarre weapon fired two different types of bullet, round ones for firing at Christians and square ones for firing at Turks. Even at my tender age I thought, bloody hell you mean that round bullets don't hurt enough, you have to fire square ones! Apparently square bullets would be more damaging and would convince the Turks of the "benefits of Christian civilization". Aren't human beings fantastic!

Stop the pigeon!

Time 1944

Place USA



There have been many occasions when humans have used animals in warfare, horses, camels, elephants are the most common, but there have been other less well known ones. Flaming war pigs, Russian mine dogs, dolphins and bat bombs are some of the more bizarre weapons mankind has used. (what a great race we really are). Yet another was Project Orcon. Pigeon guided missiles. During World War 2 the National Defence Committee gave \$25,000.00 to American behaviourist B. F. Skinner's attempt to develop a pigeon-guided missile. Ok, I know what you're thinking. Why? Guided missile technology was in its infancy during WW2 so any approach was considered, even one as weird as this. The idea was you stick a pigeon in the front of a missile equipped with a lens. The lens sends a picture of the target, for instance a ship, to a small

screen in front of the pigeon. The poor bird has been trained to associate pictures of ships with food and will peck at the image constantly. The screen is electronically linked to the missiles guidance system so as long as the pigeon pecks at the centre of the image the missile will head for the target. There would be three pigeons per missile which apparently would be guided by majority rule!

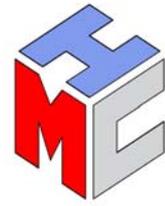
Although in simulated missions there were "surprisingly good results," The U S military did not pursue this odd idea. Briefly revived in the early 1950's this project was finally cancelled to the relief of pigeons everywhere.

Graham



"STICKY FINGERS"

Magazine



www.sticky-fingers.org.uk

Wrighty's References

An Apology

Like SAM & SAMI magazines before me, some bad writing and computer gremlins rather got at my story on the "Search for U.745" in last months Sticky Fingers. A missing line with a key date was omitted and then the ship T.76 was sunk on 2 occasions. I blame it on rushing and interruptions; well that's what Robin would say. Anyway, sorry (and from me too, in case it was my typing or editing – Peter), because it did alter the tone of the story.

Search for U.745 – Correction

Page 15, paragraph 6, the word **No** should be entered before confirmation, thus "no confirmation" existed in Russian records.

Paragraph 7 should read "On 11th Jan 1945 she made an attack on 2 tugs and a floating crane, result was unclear. The same day confirmation from Russian sources, that she torpedoed and sunk a trawler (similar to T.76) south of Helsinki,

The Story of U.482 – Correction

Page 13, paragraph 3, should read "U.482 left Keil on the 6/8/1944 for Bergen, where they arrived on the 8/8/1944, once fully loaded.."

Paragraph 3 "...Malin Head, Northern Ireland, where on 30/8/1944 they by chance came across Convoy CU.36 passing across the top of Northern Ireland. U.482 made for a large tanker, the turbine driven Jacksonville (10,448 GRT).." story continues.

Book Review – Supermarine Company Profile 1913 - 1963 by Martyn Chorlton



Published by Kelsey Publishing Group

A superb 130 page book produced by the Aeroplane magazine of the companys many aircraft from early flying boats, seaplanes etc. All versions of the Spitfire and Seafire including the Post War versions covered in simple but valuable detail. Jets from the Attacker & Swift to the Scimitar, dozens of rare photos. All the detail you want without the boring statistics. A great addition to the book case and only £8 and WH Smiths have it on the shelf (**** 5 star rating from me)

No.1 Squadron to Reform on Typhoon

As No.1 Squadron celebrates its 100 year centenary it was announced that it would reform with the Typhoon and be based at RAF Leuchars, Fife on the 15th September to coincide with the stations Diamond Jubilee Air Show. This will make the 2nd Typhoon Squadron in Scotland (the other is 6 Squadron). (WrySpy report)

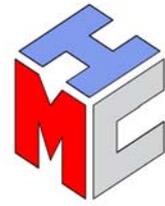
No.4 Squadron Centenary

As reported recently No.1, 2 & 3 Squadrons reached their centenary, now it's the turn of No.4 "Happy Four" Squadron, which first formed in 1912 as an RFC unit, one of their black painted Hawk T.2s has received a special paint job, red tail fin with "100" in white to mark the occasion, the date of the celebration was September 16th 2012.



"STICKY FINGERS"

Magazine



www.sticky-fingers.org.uk



WrySpy Latest Reports

Our Chinese agent Kim Soo Park has been busy for us again, following up on his reports in 2012, he is now back in the UK. He has detailed information of China's next "big thing", the secret Shenyang J.31. Suspicions in the West that this aircraft has been under development for sometime & has the designation J.31. The 5th generation fighter is based on the "Flanker" layout, possibly developed for carrier operations, note the twin nose wheels. The prototype was believed to have flown in September and a structural airframe was observed under tarpaulins. Accompanying this article Kim has produced a drawing, obtained in a fascinating way. He joined a group of Chinese tree surgeons, who were lopping trees bordering the Shenyang airfield. Dressed in olive drab overalls Kim sat in a tree with his sketch book, his pencil producing what the Chinese won't allow cameras to do.

More seriously though it begs the question, why are the Chinese producing all these fighters (i.e. J.20, J.21, J.16 & J.31), who are they going to fight, maybe they are insurance against any interference from the West as they take over the world sometime after 2050?

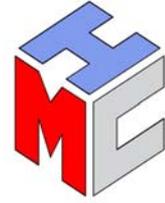


(With the aid of some secret WrySpy technology I have been able to produce photo realistic pictures from the original drawings – Ed)



"STICKY FINGERS"

Magazine



www.sticky-fingers.org.uk

US Harriers Destroyed

As you are all probably aware the UK Harrier in its US Marine Corps guise is known as the AV-8 Harrier II and they are based at Camp Bastion in Afghanistan in the heart of Helmand Province. Well why haven't we heard anything on the news about the Taliban's raid on Camps Leatherneck and Bastion complex; another embarrassment to be covered up?

Pakistani sources state that the raid took place on the 14th September 2012. Three groups of Taliban totalling 15 fighters attacked the perimeter of the camp with RPGs, mortars and small arms. Several Marines were killed, including the C/O of VMA.211 "Avengers". During the attack, it is believed that Afghan forces turned their weapons on the US Marine personnel, also that some of the insurgents (attackers) were dressed in US Army uniforms. In this skirmish 6 Harriers were destroyed in their revetments and 2 others were badly damaged. It seems that all the insurgents were killed or captured (suggesting a suicide squad?).

Should we still be sending men to these backward places where people are so eager for a better life they will die for it? Even if they were successful in getting rid of troops, they would still be just as poor under the rule of their local war lords. Just look at Nelson Mandela's NC who thought it would all be wonderful, they are still just as poor as they ever were in Soweto shanty town.

New Aircraft Carrier for India

The former Russian aircraft carrier "Admiral Gorshkov" is to be delivered to the Indian Navy in December 2012. Re-named the INS Vikramaditya, the Russian Sevmash shipyard carried out modernisation including removing the vertical take off and landing deck and remodelling with an extended flight deck and ski jump complete with arrestor wires and arrangements for recovery.

Internally the machinery spaces were fitted out with new turbines and boilers, new turbo generators and electrical, new distillation plants and full upgrade to the communications systems. In fact almost a completely new ship fitted in the existing hull. This should go a long way to strengthening the Indian navy alongside 3 warships supplied "free of charge" by the UK at the end of September 2012. Only one paper (Daily Mail) reported this.

Under the things they don't want you to know, how could the Government explain this, when the Indian nation took the French Rafale over the Eurofighter Typhoon, costing BAe Systems 5,000 jobs (see SF April 2012). Sea trials will take place in the new year in the White Sea and followed by deck landing with the aircraft of choice the Mig-29K Fulcrum, in the Barents Sea. (Alexi Povogeny Russia/Guptar Kumar India)

Guess Where?

A recent report to arrive at WrySpy, depicts the air force of a "Far East" country whose aircraft national insignia is the green/blue RAF style roundel of W.W.2, with the tail fin wearing a green rectangle with a red circle. The air force has 13 active Squadrons with bases at Jessore and Chittagong amongst other areas. They fly the Mig-29B fighter & Mig-29UB trainer version plus an array of Russian aircraft and helicopters. Any ideas??

Hopefully we can process this report with the answer for next months Sticky Fingers. You've never seen any of the countries aircraft at our competition table and as far as I know no decals exist, but you could try modifying the RAF ones.

Alan