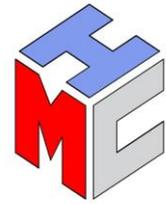




"STICKY FINGERS" Magazine



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Issue 116 January 2014

Very Important!

February Club Meeting is moving to the 24th

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Peters Prattling

So how was Christmas and the New Year for you? It was our usual quiet at home Christmas preceded by a mad dash up to see the relatives the weekend before that. I suppose thankfully they all live fairly close to each other still so we can get to see them all for at least half a day or so each within a weekend. No plastic under the Christmas tree for me but then again I buy enough throughout the year to offset that omission.

AGM February 2014

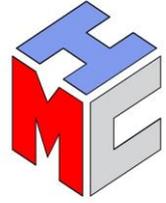
Another reminder that next month is the AGM where we decide on things such as who is in charge of running the club, what the monthly meetings will consist of, the format and possible themes for competitions and anything else you can think of. Thinking caps on please for ideas for meeting subjects or people you know who may be able to give us a talk about something of interest or is there something modelling related you could demonstrate? I would suggest we try and incorporate as many modelling evenings as possible this looked like a winner from the one we attempted last year.

It will also be the last competition round of the year for the Theme Build of TV/Movie Related subjects, for which points will count towards the final positions of the club competition and the Christmas Present



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build, which won't have competition points. I'd also like to apologise to Bob Smith for losing his model, unless someone else has picked it up, a Supermarine SB6. If someone brings it along tonight there's just about time to build it if you're quick!

Perhaps also most importantly will be moving to the 24th February.

Downham Market Show

West Norfolk IPMS have asked whether would like to attend their show at Downham Market in Norfolk on Sunday 22nd June?

Show in Calais

I've accepted an offer to attend a show in Calais for mid-September which Robin has expressed an interest in attending. It's over the weekend and he is going to stay over to go both days, but obviously if anyone fancies a day out to the "Continent" for a different show now's your chance.

Club Clothing

Last chance before I put the order in. Please check your name is on the list if you wanted something and also the size, type and quantity are correct.

Club Member	Polo Shirt		Sweatshirt		Fleece	
	Size	Quantity	Size	Quantity	Size	Quantity
Ralph Hebron	XXL	1			XXL	1
Bob Lawrence	S	1			S	1
Wally Arrowsmith					XL	1
Robin Bellamy					XL	3
Allen Roffey	XXL	1			XXL	1
Bob Plumridge	L	1			L	1
Brian Breeze					XL	1
John Huston	S	1			XL	1
Steve Crust					M	1



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IPMS Magazine

In the last edition of the IPMS Magazine, which covered the Scale Modelworld show at Telford the 2 photos below appeared. We are now famous or perhaps infamous. The person doing the comments for the photo certainly liked Brian's Canberra and they do have a point about the sign so perhaps we should have a quick discussion about that next month at the AGM?



These next 2 pictures are the attendees at the Club & SIG Leaders meeting at the show. I'm in there somewhere too.



Sort of a "Where's Wally?"



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New Airfix Releases 2014

Just in case anyone hasn't heard, these are the announced new tools from Airfix for 2014.

1/72nd Aircraft Hawker Hurricane Mk.1 (metal wing) De Havilland Tiger Moth (RAF & Civil markings) Supermarine Swift F.R. Mk5 Bristol Blenheim MkI Bomber Bristol Blenheim MkIV Fighter Dornier Do17z English Electric Lightning F6 Douglas Dakota C-47 A/D Skytrain	1/48th Aircraft Folland Gnat Supermarine Spitfire MkVb
1/72nd Vehicles Willys Jeep, Trailer and 75MM Howitzer Higgins LCV	1/24th Aircraft Hawker Typhoon MkIb
	1/400th Ship Mary Rose

Forthcoming Shows in 2014

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.

2014	
2 nd February (Sunday)	The Model Market, Hamex, Hanslope village hall, Hanslope, Bucks
15 th & 16 th March (Saturday & Sunday)	Southern Expo
26 th & 27 th April (Saturday & Sunday)	Scottish Nationals, Perth
27 th April (Sunday)	ModelKraft, Milton Keynes
11 th May (Sunday)	Hendon Model Show, RAF Museum, London
24 th May (Saturday)	Lancing Show, Lancing, West Sussex,
22 nd June (Sunday)	West Norfolk IPMS, Downham Market, Norfolk
28 th June (Sunday)	"It's a Small World", Orchards Shopping Centre, Dartford
20 th & 21 st September (Saturday & Sunday)	Maquette Club Opale, Complexe Sportif, Rue de la Mairie, Frethun (near Calais)
21 st September (Sunday)	Wings and Things, Spalding, Lincolnshire, PE11 2PJ
8 th & 9 th November (Saturday & Sunday)	Scale ModelWorld, Telford

Peter



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Robins "Ruminations"

First of all let me wish all of you a belated very Happy New Year and let us look forward to brand new year full of hope, peace and plastic! However let us also remember those associated with the club that are sadly not longer with us, gone but not forgotten.

Christmas has well and truly come and gone leaving only an empty bank balance, piles of washing up and a heap of discarded wrapping paper. Still it was a good Christmas in the Bellamy household, with the exception of my Son's neck problems we were all fit and well, with our previous record for Christmas health an unusual experience. I was thinking for next year I'm going to buy a sausage making machine as I think that my Son would forgo Christmas dinner and tea and just have a pile of pigs in blankets! I think that we've gone through about a hundred cocktail sausages, ten for Adele, ten for me and the rest for Peter. Mince pies and Sausage rolls were also made by Adele and snaffled by my Son in large numbers. My Son should be like a little barrel with what he ate over the Christmas but he never seems to put on any weight at all, Adele is so envious!

Between Christmas and the New Year we attended the wedding of my Niece in Peterborough, a nice chance to meet all of the extended family over the festive season. Although the weather was a howling gale it stopped raining long enough for the participants to get in and out of church in the dry. Although why most of the women bothered to go to the hairdressers in the morning I can't imagine! Due to the high winds the Vicar moved all the seating around after the service to enable the photographs to be taken inside the church, a really kind gesture that made the day for all those present.

In last month's Sticky Fingers I said that I was considering a series of articles as and when I had time to write them on modelling hints and tips. This is a bit of a spin-off of the "what makes a winning model" question. At the risk of taking coals to Newcastle, I fully understand that most, if not all of what I am going to put in the articles you will already know, already use or will have discarded in favour of better techniques or tools. However if you only get one useful tip or technique out of all of the articles it will have been worth it in my book. You know what I'm going to say now don't you? If you have any tips, hints or techniques of your own and would like to share them in any form please do so. Neither Peter nor I bite so just drop us an email or written note with your article / hint / tips and we'll make sure it turns up in print as soon as possible. Right here we go.....

One of the first things I purchased when I started to get back into modelling 25 years ago was a couple of modelling "how to do it" books and although dated by some standards I still feel that they are as valid today as the day they were written 30 years ago. The two books I purchased are by Francois Verlinden; first one is called The Verlinden Way Volume III, a complete guide to plastic aircraft modelling. A bit of mouthful, but a really good guide to the nuts and bolts of aircraft modelling as well as display ideas for simple bases right up to full dioramas. The second book is from the same author, The Verlinden Way Volume II, military models and dioramas. This book concentrates on military subjects and like the first book deals with everything from simple single models to major dioramas. Both books are probably the most well thumbed editions on my bookshelves; I often refer back to them for ideas, inspiration and advice. Well worth picking up if you see them at shows, bookshops or on internet sites, pick them up if the price seems reasonable, you won't be disappointed.

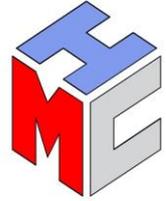
Second are the tools of the trade. These are the basics of my tool box, I do of course have many others but these are what I consider absolutely essential.

Swann and Morton scalpels, only the best will do. I use blades 10, 10a and 11. A small pair of pliers are essential for **SAFELY** changing used blades. Trust me; I learnt this lesson in blood!



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Cutting mat, A4 minimum but I prefer an A3 as my kit building tends to spread out a bit. Replacing cutting mats is cheaper than the kitchen table and keeps her indoors happier!

Glue, liquid poly, superglue and watchmakers glue for clear parts.

Two steel rulers, a 6" narrow one for small jobs and 12" wide one to use cutting plastic card or cardboard.

Two pairs of scissors, one small and pointed and one a small for decals and heavier pair for cutting plasticard.

An assortment of pins, sewing needles, glass headed pins, small bamboo skewers and cocktail sticks. To go with these you will need a small block of polystyrene to stick them in.

Side cutters for removing parts from spruces. I've used the same Tamiya pair for twenty odd years and they're still as good as new.

A fine toothed razor saw.

Two sets of tweezers, one pointed the other flat.

Filler, I use Squadron white filler. I keep reading in magazines about today's kits going together without the need for any filler but I've yet to buy one of these fabled beasts.

A pile of stretched spruces, these can be used for filling holes, making lights, applying super glue, a pick-up tool, "wiring", levers, knobs and holding / painting handles. Not a bad bit of kit when you can have all these items for free!

An assortment of different grades of wet and dry paper, I use 400, 800, 1000 and 1200 grades. A small piece of toughened glass is handy for sanding large pieces. A few pieces of "T" shaped aluminium to stick the wet and dry to with double sided tape.

A pin vice with multi collets and a set or two of small drill pieces up to about 1.5mm.

A small set of micro files.

With just these few tools I think that you could easily build 19 out of 20 kits with no problem at all, as this eclectic series of articles continue in the coming months I will go into the details of my personal way of building and finishing models.

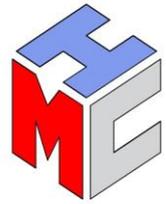
Show report

For those that didn't attend the International Model Engineers Show at Alexandra Palace over its three day run from last Friday until Yesterday. Just to show how "fresh" Sticky Fingers can be, here is a short report from the first two days, the days that I attended with others from the club. Due to personal circumstances Bob Lawrence and Greg Brand could not attend the show on any of the days and this left a rather large hole in the club display for the first two days to say the least. I rummaged around the loft, dragging down all of my models and even my Son's old carriers and with the help of Alan Roffey on Friday we managed to put on a varied and credible display for the club. After unloading all the model boxes, bases, modelling gear and most importantly, food, we set up the display with about 10 minutes to spare, phew, a close run thing. Between us we had filled 12' double width. Alan, my Son and I then took it in turns to have a look around the various displays and traders of the show and picking up various goodies here and there. I picked up some small drill bits, 40 for £5, three pairs of coated tweezers for £5 and 100 tiny electronic drill pieces for £10. Alan and I also bought a couple of the Perspex display stands



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each. I spent the rest of the day building bases and chatting to members of the public that had plenty of questions about the models and our construction, painting and finishing techniques. My Son had a few good chats to members of the public, one of them an elderly gentleman that flew a Tiger Moth out of Hornchurch airfield. I asked Peter if he asked the person for any contact details or offered ours so that we could contact him to find out if he could perhaps give us any assistance with a possible addition for a future decal sheet. Especially with the new Tiger Moth coming out from Airfix later this year, what a good seller that would be, "No, I didn't think of that" was the reply, arghhh! The day passed all too quickly and we joined the Friday night crawl home in the traffic.



Two club reprobates loafing about on the club stand, no change there then!

On the Saturday our small merry band was supplemented with Paul Bird and Ian Brown with their models. I quickly took off some of my models to make room for the incoming models and with a bit of shifting around we put on a different and more varied display for the club stand. The day went the same way as Friday with more chatting both in front of and behind the stand and I started and almost finished my Expo build for "the stars of stage and screen". At the end of the day my Son helped pack away most of our models and take them back to the car to make room for at least Peter's and Wally's models on the Sunday, with of course any of the other members that had indicated that they would attend the show. While most venues like Alexandra Palace have "indifferent" catering to say the least, I was pleasantly surprised at the quality of the nibbles. A large bap, plenty of roast pork, stuffing and apple sauce for £5.50, I was offered gravy with that but I declined as I couldn't quite see how that was going to work without getting into a right mess!

It was while I was waiting in line for the above nibbles that I heard an interesting conversation going on behind me that made me smile and gave me a warm glow as it were. A short while ago there was an article either in the IPMS magazine or on their internet forum basically saying that model engineers look down on us plastic modellers as some sort of lower life form. I'm not being funny but let's face it; these people make working models of steam trains out of sheet, rod and rough cast lumps of metal from just a set of paper plans as a start point. While we build pre-moulded plastic construction kits containing all the parts required in one box that we can just pick up off of a shelf and take it home in a shopping bag. Personally I feel that the model engineers are the *real* modellers and we, for the most part, are kit builders. However back to the subject, the two model engineers were chatting about what they had been building and running over the past couple of months and other clubs / peoples models on display. One of the model engineers said to the other "did you see those stands of plastic models along the back wall" the other replied "yes, very impressive displays, the paintwork and finishes on them are really impressive". There was a moment and then the first one said "I wish we could finish our trains to that



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standard". The conversation then drifted onto other subjects but I came away from the food bar feeling very happy to hear that even model engineers were impressed by the skills of plastic modellers. So it's as I have said on many occasions in this magazine, there is a great crossover of tools, techniques, and ideas in the big world of modelling if only we think outside the box and look for them.

My official hat is now on.

This Monday is the Modeller of the Year competition with our usual judges coming from the Southend club. Please bring your qualifying models along with you this evening to make it a real difficult judging job for our visiting friends from Southend as well as making a good show of the quality of our clubs models. Although it hasn't happen as I tap this out on the computer, I would like to thank the judges from Southend for coming out of their warm houses in the dead of winter to judge our models.

Gentlemen, as you know next month is the AGM and the Expo theme build, so there will be two halves to the meeting, the competition which is the good bit and the AGM which is the boring but necessary bit. So gather you models and your thoughts for the evening and come prepared with some ideas of what you would like to see on the club evenings or if you would like to raise any points, criticism or have any ideas for or on the general direction or running of the club don't be shy; this is your chance to have your say. Remember, we can't fix any problems or make any improvements to the clubs running unless you make us aware of them.

Robin.

Wally's "Wailings"

WHAT A PITY KULULA DOESN'T FLY INTERNATIONALLY - WE SHOULD SUPPORT THEM IF ONLY FOR THEIR HUMOUR - SO TYPICALLY SOUTH AFRICAN.

Kulula is an Airline with head office situated in Johannesburg. Kulula airline attendants make an effort to make the in-flight "safety lecture" and announcements a bit more entertaining.





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Here are some real examples that have been heard or reported:

On a Kulula flight, (there is no assigned seating, you just sit where you want) passengers were apparently having a hard time choosing, when a flight attendant announced, "People, people we're not picking out furniture here, find a seat and get in it!"



On another flight with a very "senior" flight attendant crew, the pilot said, "Ladies and gentlemen, we've reached cruising altitude and will be turning down the cabin lights. This is for your comfort and to enhance the appearance of your flight attendants."

On landing, the stewardess said, "Please be sure to take all of your belongings..... If you're going to leave anything, please make sure it's something we'd like to have."



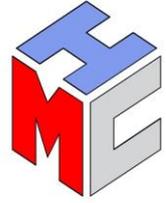
"There may be 50 ways to leave your lover, but there are only 4 ways out of this airplane."

"Thank you for flying Kulula. We hope you enjoyed giving us the business as much as we enjoyed taking you for a ride."



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As the plane landed and was coming to a stop at Durban Airport, a lone voice came over the loudspeaker:

"Whoa, big fella. WHOA!"

After a particularly rough landing during thunderstorms in the Karoo, a flight attendant on a flight announced, "Please take care when opening the overhead compartments because, after a landing like that, sure as hell everything has shifted."



From a Kulula employee: "Welcome aboard Kulula 271 to Port Elizabeth. To operate your seat belt, insert the metal tab into the buckle, and pull tight. It works just like every other seat belt; and, if you don't know how to operate one, you probably shouldn't be out in public unsupervised."

"In the event of a sudden loss of cabin pressure, masks will descend from the ceiling. Stop screaming, grab the mask, and pull it over your face. If you have a small child traveling with you, secure your mask before assisting with theirs. If you are traveling with more than one small child, pick your favourite."

"Weather at our destination is 50 degrees with some broken clouds, but we'll try to have them fixed before we arrive. Thank you, and remember, nobody loves you, or your money, more than Kulula Airlines."

"Your seat cushions can be used for flotation; and in the event of an emergency water landing, please paddle to shore and take them with our compliments."

"As you exit the plane, make sure to gather all of your belongings. Anything left behind will be distributed evenly among the flight attendants. Please do not leave children or spouses"



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And from the pilot during his welcome message: "Kulula Airlines is pleased to announce that we have some of the best flight attendants in the industry. Unfortunately, none of them are on this flight!"

Heard on Kulula 255 just after a very hard landing in Cape Town, the flight attendant came on the intercom and said,

"That was quite a bump and I know what y'all are thinking. I'm here to tell you it wasn't the airline's fault, it wasn't the pilot's fault, it wasn't the flight attendant's fault.....it was the asphalt."

Overheard on a Kulula flight into Cape Town, on a particularly windy and bumpy day: During the final approach, the Captain really had to fight it. After an extremely hard landing, the Flight Attendant said, "Ladies and Gentlemen, welcome to The Mother City. Please remain in your seats with your seat belts fastened while the Captain taxis what's left of our airplane to the gate!"

Another flight attendant's comment after a less than perfect landing: "We ask you to please remain seated as Captain Kangaroo bounces us to the terminal."

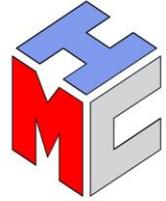


An airline pilot wrote that on this particular flight he had hammered his ship into the runway really hard. The airline had a policy which required the first officer to stand at the door while the passengers exited, smile, and give them a "Thanks for flying our airline". He said that, in light of his bad landing, he had a hard time looking the passengers in the eye, thinking that someone would have a smart comment.



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Finally everyone had gotten off except for a little old lady walking with a cane. She said, "Sir, do you mind if I ask you a question?" "Why, no Ma'am," said the pilot. "What is it?"

The little old lady said, "Did we land, or were we shot down?"



After a real crusher of a landing in Johannesburg, the attendant came on with, "Ladies and Gentlemen, please remain in your seats until Captain Crash and the Crew have brought the aircraft to a screeching halt against the gate. And, once the tire smoke has cleared and the warning bells are silenced, we will open the door and you can pick your way through the wreckage to the terminal.."

Part of a flight attendant's arrival announcement:

"We'd like to thank you folks for flying with us today..... And, the next time you get the insane urge to go blasting through the skies in a pressurized metal tube, we hope you'll think of Kulula Airways."





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Heard on a Kulula flight:

"Ladies and gentlemen, if you wish to smoke, the smoking section on this airplane is on the wing. If you can light' em, you can smoke' em."

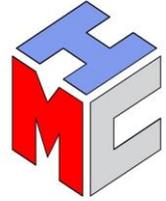


Wally



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Wrighty's References

New Books Hit the Shelves

From Key Publishing Ltd
PO Box 300
Stamford
Lincs
PE9 1NA
Tel 01780 480404

Some new books or "Booakzines" as they are termed have arrived upon the shelves of WH Smiths in Romford, details of which are as follows:-

RAF Official Review 2014

As the title suggests a review of forthcoming RAF events, landmarks and general new information, plenty of photos, 130 pages with card covers. Price £4.99, seems a bargain at the price.

Airbase USA

An insiders look at the US Top bases, including Naval Air Station Fallon, Nevada, Marine Corps Air Station Yuma, Arizona & Edwards Air Force Base California. Plus F-22, F-35 & AV-8B aircraft in detail and much more, new rare photos and USAF top brass writing on developments etc. Once again 130 pages, price £4.99. (Again at the price must be a bargain)

Scale Modelling (advanced) Step by Step

All types of modelling, including resin, superdetailing, figures and so much more to those looking to improve their skills in the art of super modelling. 100 pages, card covers, price £4.99. (You're never too old to learn a new trick or 2 in the search for perfection.)

First World War - An Illustrated History

A worthy bookcase offering to keep you in touch with W.W.I if it is your "thing". Main areas covered include, The Somme, the war in the air, the first Blitz on England. Plus many other facts and photos in the 132 pages with card covers, price £4.95. (Worth a place in your bookcase if you haven't anything on W.W.I, this will answer many of the questions.)

Company Series

You may already have the Fairey, Supermarine, North American and Avro books in this series, now Junkers and Westland have been released, priced at £7.95 each, should you fancy adding to your collection. They reach the same exacting standards as their predecessors.

Helicopter Crashes

Why are the helicopters falling out of the sky? You know the one that dropped on a Glasgow pub, the one that hit a crane at Brentford and now the one in Norfolk alongside the A149 Cromer Road (USAF in this case).

All have one thing in common, they were flying too low! Take the Brentford one, do you know of a crane higher than 300 foot? Well it hit the crane in fog, looking for Heathrow when it was lost it also had a civilian pilot.

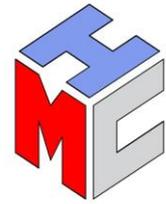
Now the Scottish one, witnesses say it engine stopped and it fell from the sky onto the pub from about 200/300 foot, once again it had a civilian pilot working for the police.

Now in the latest event, we have the USAF carrying out low-level manoeuvres in a coastal marshland area, when it fell out of the sky. Witnesses said low flying regularly takes place in this area and guess what? A trainee pilot was at the controls on this occasion, incidentally all 4 crew were killed.



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You must have seen Police choppers flying about some 200-300 feet when checking traffic, hovering about around the District line railway looking for wiring thieves or kids on vandalism trips on the lines and ever keeping us awake around midnight checking on binge drinkers.

Question? What would happen if they had fuel blockage, the engine would stall, blades would stop and it would drop like a stone. Maybe they should fly higher? What do you think?

Scale Aviation Modeller International (SAMI) Index

Volume	Issue	Main Subject
19 - 2013	1	T.45 Goshawk USN Trainer / 1/72 nd Spitfire Mk.I to Mk.IX
	2	
	3	Sukhoi Su-27UB 2 seat Flankers / F-117A USAF Nighthawk in 1/32 nd
	4	Phantom F-4B USN 1/48 th / de Havilland Vampire T.II RAF / Me-509 in USAF
	5	RAF Dambuster Lancaster III and others / A-7 Corsair II US Navy
	6	F4U Vought Corsair (WW.II US Navy) / Me-410 Zerstoror
	7	RAF Beaufighter I & 10 / Sukhoi Su-25 Frogfoot A Russian Air Force / Me-110
	8	Me-109F2 / Heinkel He-219 1/48 th Nightfighter / Swedish SAAB Viggen (mixture) J.37
	9	RAF Typhoon Eurofighter (sea version / Jap version) / Mig-15 USSR & other users
	10	Junkers Ju-88 C6 nightfighters / USAF Skyraider A-1J / Gotha P6-C (US & CCCP) versions
	11	RAF Mosquito B.IV series / McDonnell F-101B Voodoo USAF fighter bomber / Dornier Do-335
	12	N/A A-36 Mustang/Apache USAF / Arado Ar-196 dive bomber (Italy) / SAAB B-17B (Sweden)

Alan