



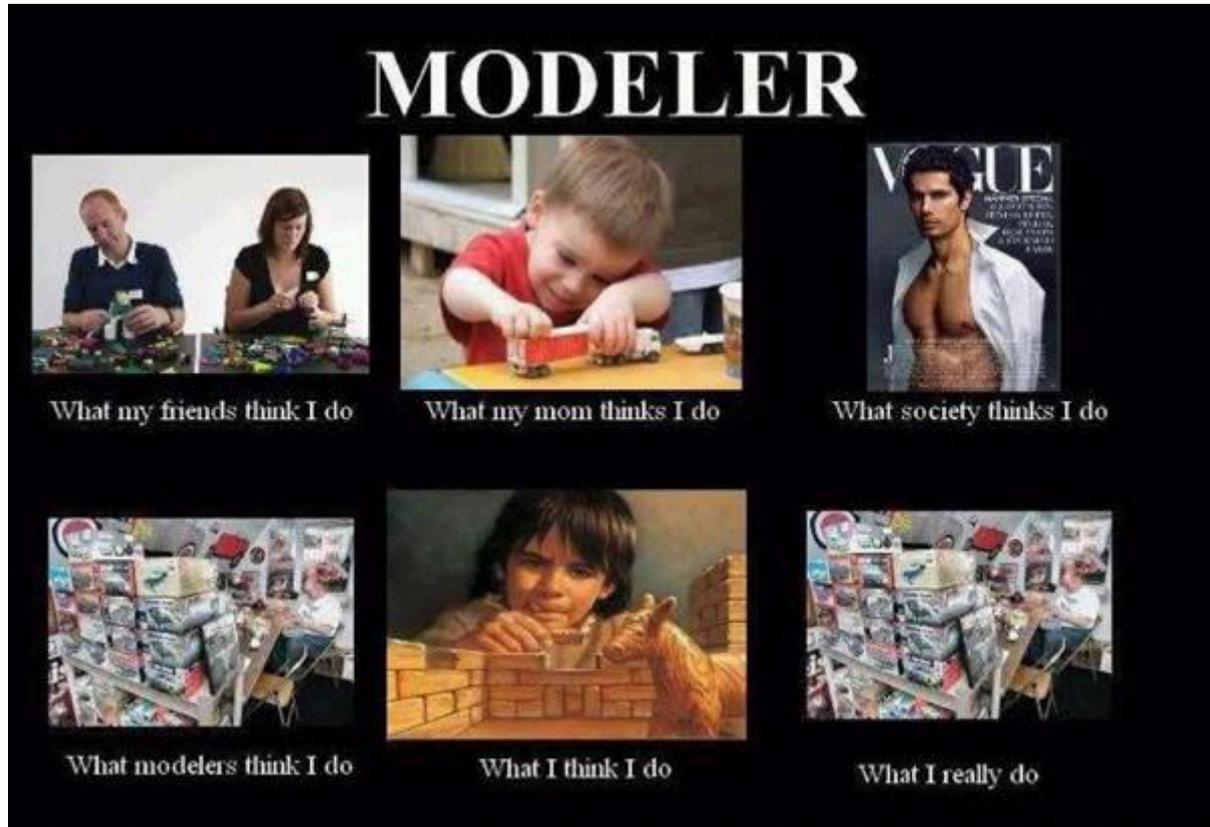
"STICKY FINGERS"

Magazine



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Issue 131 April 2015



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Peters Prattling

Southern Expo

Firstly for those that missed it the show raised £4,500. My sincere thanks to all those from the club that offered help throughout the weekend. For those that turned on Friday night for setting up only to find we'd virtually finished, sorry, we were let in early so made a start and as per usual before you know it the show was on. Saturday was a little bit of a panic/blur so for those that helped spread out the club display to a now record 8 tables well done to you all. I do wish clubs that book space at the show let us know before the actual day of the show that they aren't turning up but I guess that is the lot of a show organiser. The club display was very good, the Tiger tank on Saturday was I think a talking point for many, but the stand on Sunday was equally varied. Good job to all those who put models on display.

Judging at Southend

I have had the formal request from the IPMS SE Essex (Southend) chaps to check whether we will be able to supply some judges for their end of year competition. Date for this will be Wednesday May 20th. They are now meeting at the Royal Naval Club, East St, Southend. I indicated we would, I know I enjoy doing this when I've been available. Any other volunteers?

Club Accounts 2014

As presented by Bob at the AGM in February

BALANCE FEB 2014		£ 397.79			
	INCOME	EXPEND HALL	EXPEND REF.	EXPEND MISC	
FEB 2014	£ 32.00	£ 22.00	£ 00.00	£ 00.00	
MAR + KIT SALE	£ 34.00	£ 22.00	£ 00.00	£ 00.00	
APR "	£ 28.00	£ 22.00	£ 00.00	£ 00.00	
MAY "	£ 30.00	£ 22.00	£ 00.00	£ 00.00	
JUNE "	£ 34.00	£ 22.00	£ 00.00	£ 00.00	
JULY "	£ 30.00	£ 22.00	£ 20.00	£ 00.00	
AUG "	£ 28.00	£ 22.00	£ 00.00	£ 17.50	ESSEX SHOW
SEPT "	£ 32.00	£ 22.00	£ 00.00	£ 26.85	TROPHY LAND
OCT "	£ 28.00	£ 22.00	£ 00.00	£ 00.00	
NOV "	£ 30.00	£ 22.00	£ 00.00	£ 00.00	
DEC "	£ 00.00	£ 22.00	£ 00.00	£ 00.00	
JAN 2015	£ 30.00	£ 22.00	£ 25.00	£ 50.00	{ 35.00 PRIZES 15.00 JUDGES
	£ 486.00	£ 264.00	+ £ 45.00	+ £ 94.35	= £ 403.35
+ BALANCE	397.79				
	£ 883.79				
LESS	£ 403.35				
BALANCE	£ 480.44				



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Hornchurch Country Park Event - Saturday 3rd October 2015

I spoke to the organiser of the event and we might be able to have an inside table or two otherwise we'll be looking at space in the marquee outside. They were also interested in the idea of setting up a display with the aircraft from Hornchurch. They asked whether we had or could do vehicles as well. It occurred to me we could bash out the Emergency & Refuelling Vehicle set from Airfix and also perhaps obtain some of the vacform mouldings for E Pens and Nissan huts to make a proper diorama?

Forthcoming Shows in 2015

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.

2015

26 th April (Sunday)	ModelKraft 2015 , Stantonbury Leisure Centre, Milton Keynes, MK14 6BN
2 nd & 3 rd May (Saturday & Sunday)	South West Models & Hobbies Show – Bath and West Showground, Shepton Mallet, Somerset, BA4 6QN
9 th May (Saturday)	Southdowns , The Parish Hall, South Street, Lancing, West Sussex BN15 8AJ
21 st June (Sunday)	West Norfolk IPMS , Downham Market, Norfolk Ipswich Show , Tuddenham Road, Ipswich, Suffolk IP4 3QJ
27 th June	Orchards Model Show , Dartford
12 th July (Sunday)	Moorlands Model Show , The TA Centre, Martin Leake House, Waterloo Road, Cobridge, Stoke-on-Trent, ST6 3HJ
18 th July (Saturday)	North Somerset Model Show 2015 , The Helicopter Museum, Weston Heliport, Locking Moor Road, Weston-super-Mare, Somerset, BS24 8PP
26 th July (Sunday)	Essex Modellers Show , Hannakins, Billericay, Essex
8 th & 9 th August (Saturday & Sunday)	Essex HMVA Military and Flying Machines Show , Damyns Hall Aerodrome, Averly Road, Upminster, Essex. RM14 2TN.
27 th September (Sunday)	Brampton Show , Burgess Civic Hall, Westwood Road, St Ives, Cambridgeshire, PE27 6WU
3 rd October (Saturday)	Hornchurch Country Park Visitor Centre Opening
7 th & 8 th November (Saturday & Sunday)	Scale ModelWorld 2015 , Telford International Centre, Telford, Shropshire, TF3 4JH
6 th December (Sunday)	London Model Show , Islington

Peter

Robin's "Ruminations"

Well another Southern Expo has come and gone, after four months of intense build-up it was all over in the blink of an eye. The view from the organisers stand was rather limited to say the least and the enjoyable task of folding the raffle tickets and then calling the numbers out took a fair number of hours out of the weekend. In our annual post Expo discussion a couple of weeks after Expo, Peter and I went over the responses, moans, complaints and general pats on the back we had received via post and email. Adele supplied the tea, coffee and steam sponge pudding with custard to keep us rehydrated and re-fortified during our gruelling discussions, that's our story and we're sticking to it! When we took out the usual moans about parking and lack of canteen facilities at the sports centre, both of which we cannot influence unfortunately, it was all pretty positive. So, all in all it looks like we somehow pulled it off again! It seems that the bulk of the attendees, trade, club members and the public had a good time over the weekend in their own ways and at the end of it we could write a cheque for £4,500,000 for St. Francis Hospice. An enjoyable weekend and all in a good cause, now that's what I call a win, win situation.

However, we only managed to run the show seemingly so well and smoothly with the help of a goodly number of members from the club. As always it is the unnoticed and unsung heroes that do so much of the work that nobody notices that are the backbone of the successful running of the show, if it wasn't for you, trying to make the show run as smoothly would be damn hard, if not impossible, well done gentleman, take a bow. I will also like to thank our Wives that did such a good job supplying the drinks and nibbles over the Friday evening and Saturday morning. They have to live with Southern Expo 12 months a year, as if Peter and I aren't bad enough to put up with. Peter



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has already sourced a few raffle prizes for next year and I've already picked up six raffle ticket books of various colours for next year, and before you ask, no we haven't got any dates for next year as yet but we are already trying to book the centre!

As ever we had a few odds and ends left behind at the end of this year's show, more than in previous years and in no particular order:

- One pair of shoes, very well worn.
- A box of kits, the owner was traced and the kits returned.
- A very small box of kits and bits, still unclaimed.
- Six gripper gloves, two pairs and two bright green left handed gloves. I think these are John Houston's, but I'm puzzled about the two left handed gloves!
- Two Sci-Fi models, handed in to us, still awaiting a claimant.

So if anybody knows or sees a bare footed, person with two right hands wandering around looking for their models they mislaid and the kits they had purchased, just put him in touch with Peter or myself! One last note on the lost and found could the person that recovered the new small club sign and its supports please return it this evening. As the next show, (Lancing), is fast approaching and I'm sure Peter would appreciate the smaller new sign, thank you.

My Wife thoroughly enjoyed the Masters golf coverage, only 5 hours an evening, snore..... However my time, between my tea and biscuit supply duties, was well spent tidying the modelling room and sorting out all sorts of things from books, magazines, kits and rubbish. The same applied to my loft but just how some of the stuff got up there or more to the point why did it go in the loft in the first place totally baffled me. Is it just me that has this problem? Or do most of us go into the loft and wonder who else is chucking totally unwanted bits and pieces up there? Now that the nice weather seems to have arrived or at least a few nice days of sunshine and warmth my Wife's thoughts have switched from the house to the garden. Typical, I just get my modelling room cleared and ready for action and I'm being dragged out into the "healthy fresh air" to mow the lawn and turn over the borders. What's wrong with the smells of modelling? The gentle wafts of thinners, Mek-Pak, filler and enamel paint? Seems perfectly healthy to me.

My Official Hat is now on.....

Well tonight is the first round of this year's competition season, fingers crossed there will be a good turn-out of members and models despite probably suffering from a case of modelling overload. However I will be there fit and ready to record your entries and I'm sure Peter will be ready with his fleet fingers on his computer to work out the winners. So, as ever, it only remains for me to wish the competitors good luck and all the best in the competition this evening and in the ensuing heats. Always remember, you've already won just by getting your model on the table regardless of numbers of points scored or medals won, they're simply bonuses.

Robin

Roffey's "Ramblings"

Chatham

Ho hum another senior moment (almost). I wasn't going to go to Chatham and hadn't been before. My plans for the Easter weekend went pear shaped so I woke up on Saturday and thought I'll go (today) checked the details and noticed it's on Sunday, Monday. A few mins later the phone rang and Bob Lawrence asked "are you going to Chatham?" Spooky!

Bob picked me up on Sunday morning and off we went. The No 1 Smithery is an odd location being the Forge area of the old dockyard and as you can see from the picture is in its original condition.



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I'd heard stories about how warm it isn't in there as the big double doors are open, it wasn't that bad as the day was quite sunny. Anyway Bob and I took turns in wandering around and as the last time I'd been there was as a thirteen year old on a school trip, I'd forgotten how big it was.

The place was packed with motors ranging from steam engines to a Lamborghini Countach and if you're a motor enthusiast I'll be well worth the trip, and there was an area called the 'Steam Punk Village' and if you're not sure about steam punk think Bob's girl on a motorbike and his new girl on a mechanical horse, basically it's a load of chubby birds flaunting around in basques and lace and blokes in ill-fitting top hats with weird binoculars.

Anyway on a more serious note, I'm a tolerant sort but there are some things that shouldn't be allowed, high on this list is Morris dancing, which should be banned under the Geneva convention and the Morris dancing museum (yes there is one) relocated to Broadmoor. Imagine this if you will Steam punk, women Morris dancers, Agggggghhhhhhhh!!!



Allen



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Wrighty's "References"

Good evening all, I hope you all enjoyed Southern Expo, I'm afraid I missed it this time round, feeling one degree under, I was in that sort of mood where you could not concentrate, found things hard to do and generally very tired, apart from the last club meeting I also found the weather too cold for 2 football matches and 2 Speedway meetings, didn't shake me out of the doldrums and yet I only missed 6 since 2003. Any way I feel better now and the clocks have gone forwards, better weather to look forwards to.

New Book

All though the Focke Wulf FW190 is one of the most popular subjects you'll have to go a long way to find a better history than this "bookzine" Aviation Classics FW190 Complete History, edited by Dan Sharpe. 130 pages, loads of authors private collection of photos, many in colour. The order phone 01507 529529, AviationClassics.co.uk, price £7.99. Also on sale in WH Smith. 5 *****

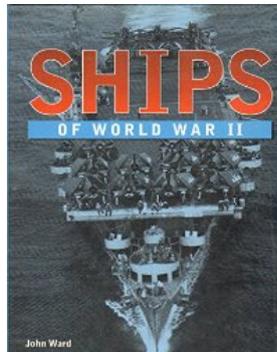
A Nice Birthday Present

A nice present from a friend, a second hand book called "Ships of WW.2", a fine record of all the major participants naval inventory, with 7" x 4 1/2" black and white photos of each vessel and they are excellent for the time of publication, which was 2000. 96 pages, each ships history and there's quite a few, about 25% I have never heard of, an ex-Naval man as well!

I don't know if it's still available but the publishers are:-

Grange Books PLC
1-6 Kingsnorth Estate
Hoo Nr Rochester
Kent
ME3

ISBN 1840133651



Other suggestions are Kindle or local library. Honestly for ship lovers it's something the bookcase shouldn't be without.



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WrySpy – How We Saw It



The Mystery of MH370



You all must have heard on the news last year of the disappearance of the Malaysian Airlines Boeing 777 serial number MH370, on a flight from Kuala Lumpur to Beijing in China, carrying a crew and 227 passengers. Flown in a straight line between two places point to point the course would be 050° degrees by autopilot. However corridors are not available in China and diversions are necessary. The pilot had

some 30 years' experience, but the co-pilot was on his first trip for this route.

Preparation was under way at Kuala Lumpur and take off routine was run through, MH370 took off at 12:20, speed monitor on runway checked out, new weight points entered into the computer and control guidance checked on approach to the Gulf of Thailand. Now switched into "IGARI" system as last call to Malaysia prior to taking a corridor NE of Thailand and passed control by Vietnam's air control, the plane has now reached 35,000 feet with constant checks on air pressure for cabin.

Cruising at 35,000 feet along the corridor over the Gulf of Thailand under Vietnam controller, 19 minutes later contact was lost, no word from Vietnam or IGARI system, attempts to call control were unsuccessful. Vietnam also unable to contact plane, no response, no radar position on screens.

What happened next, from this point is unknown and follows some possible explanations and in the immediate aftermath searches etc. A news conference was held the next day and the VSA joined forces with China and Australia in carrying out air and sea searches without any success in the Gulf of Thailand. Ships had found no wreckage only misguided dumped pallets believed to be part of the plane and no radar images were located.

The AKARD system is a satellite operated system to track aircraft positions and fuel management, under pressure from passenger's relatives, the Malay government issued various theories most of which seemed designed to give hope to the relatives and other countries eager for news. One such incident was the "Black Boxes", these boxes have battery operated alarms that work for 30 days (apparently a series of bleeps), it was stated that a US vessel had picked up the alarm signals but eventually the signal (if it ever was) ran out and nothing more was heard of this theory. Firstly 2 passengers aboard were on false passports but it begs the question "why were they allowed to travel on the plane"? Well, they paid with their lives!

Another hijack passenger was not pinpointed and forced his way into the cockpit and forced the crew to change course, the plane has a secret alarm button that could have been activated by the crew. The button was never activated, which leaves only the theory that the hijacker held the crew at gunpoint and the only thing they could do was turn left instead of right and allowed the plane to run out of fuel and crash in the jungles of Malaysia. Hardly likely especially as no one aboard seemed linked to terrorist movements.

Another theory is that Malaysian Army picked up on their radar an unidentified plane, no references were given as to where this was and no further word was heard from the Army, seems all this has done is send searchers to the wrong area.



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Then comes the suspect on-board fire, true lithium batteries stored in the cargo space could have caused a fire. Seems unlikely especially as no call of distress was sent and turns made around this time would have made dealing with a fire more difficult.

Talking of turns, why when the aircraft reached 35,000 feet fir cruising speed did the air pressure system failure take place? Remember it was being monitored early in the flight. Maybe some previous problem? Then 3 turns were recorded by Vietnam air control on the last call from the plane, the turns 1st left, 2nd west and 3rd south before contact was lost. At this time the AKARD system was in contact the autopilot via a series of blips the 3 turns actually put the aircraft on a reverse course, this was before contact was lost. This flight you recall had reported enough fuel for 7 hours flight. You may recall that the searches were carried out off Australia, which is to the south, despite many hours spent the Aussies came up with nothing. So what happened in the 7 hours before running out of fuel and the inevitable dive into the sea?

WrySpy's Theory

Whilst the theories are feasible none really stand up to scrutiny, therefore the WrySpy answer comes up with Sherlock Holmes "whatever is left must be the truth Watson". We see it like this.

The aircraft MH370 reached its point of course alteration without any problems, although monitoring of the air pressurisation system was being carried out, why? Possibly some previous problem? At the change point of course off Vietnam the aircraft climbed to 35,000 feet to gain a cruising speed for the next part of the journey. However the pressure system suddenly cut out (not unknown to happen on these aircraft).

Loss of cabin pressure: people start to black out, why didn't the pilots drop altitude to ease the pressure? He did, but various alarms and warning lights confused him so he switched off the AGARI and AKARD systems. Note the pilot had 30 years' experience making him around 60 years old, the reversal of pressure caused him to "black out" with a heart attack. The plane is falling fast; the 2nd pilot (on his 1st trip) now has to take over, what would you do?

The 2nd pilot was out of his depth, the plane has dived to 12, 000 feet and his head was easing, got to stop the descent, he manages this, even manages to get back on a compass bearing of 050°, he tries to get Vietnam control, no contact, people are now coming round in the cabin. He wants a course change but can't get it as the systems he didn't know about were switched off. He makes a decision with other crew members to turn back to Vietnam, thus the 3 turns put him in a position to go south, when no land is sighted he has no idea where he is or what to do. The plane churns on, the 1st pilot has not recovered, the autopilot is disconnected and the plane dives into the sea along the 700m line, where? We would suggest around the 250m area. The out of control plane loses height and dives headlong into the sea, just where is anybody's guess, but gone it has, and unlikely to ever be found.

The Loss of MH17 Boeing 777 Case No.2



On July 18th 2014 the world was introduced to Malaysian Airlines in spectacular fashion, it was destroyed by a mid-air explosion before plummeting to earth in the Ukraine, killing 295 passengers and crew.

The Malaysian Airlines Boeing 777 was on a flight from Amsterdam to Kuala Lumpur @ 2:20pm 3 hours into the flight, just 30 miles from the border with Russia. Speculation as to what caused the explosion was rife. Bomb on board, jet fighters shooting it down or a surface to air missile. The aircraft was lost off radar screens around 2:30pm and soon reports and debris scattered over a wide area were coming in, the area approximately 9 miles square near Shaknterk, sent news media running to the area. The media soon got to work. The Donetsk Peoples Republic deny shooting it down,

Kiev Radio claim Russian backed rebels were responsible, that their jet fighters had shot it down.



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MH370 relatives join in mourning

MALAYSIA Airlines is at the centre of a major disaster for the second time this year. The Far East carrier is already embroiled in one of the great aviation mysteries, the disappearance of flight MH370 on March 8. The flight, carrying 239 passengers and crew, veered far off course on as it headed from Kuala Lumpur to Beijing. Yesterday, family members of those missing on MH370 posted their sympathies on their official Weibo account, a Twitter equivalent in China. 'Can't stop crying, praying for MH17. Who would do such a poisonous thing to a civil aeroplane,' one wrote. 'Passengers on board are the same ordinary people like our relatives.'

By the 21st July reports claimed the plane should not have been in the Ukraine airspace, but then who passed the plane to travel through a war zone, something all connected to the flight should have been aware of, yet nobody took action.

At this time a farmer near the crash site told in a TV interview the fighters shot it down, Ukraine Army picked up a pro-Russian rebel radio report that they had shot it down with a missile (surface to air) but said it was a transport plane carrying troops and supplied, when questioned the rebels claimed that the surface to air missile was mobile on a carrier truck with launching equipment so it didn't fire from a fixed ground point.

Refunds for fearful flyers



Withdrawn: The MH17 flight number will not be used by the airline PICTURE: AFP
MALAYSIA Airlines is to offer refunds to any passengers who are too scared to fly on its planes. It will waive all fees and accept all requests to postpone or cancel flights scheduled for this year, even on non-refundable tickets. It comes as questions are being asked if the carrier can survive after two disasters in five months. The airline also announced it would stop using the flight number MH17 'out of respect for the crew and passengers' who died. And it also defended itself from claims that the pilots of MH17 should not have been flying over Ukrainian airspace, saying 'it never strayed into restricted airspace'.



Downed: A pro-Russian separatist stands atop part of the plane PICTURE: REUTERS



Examining the scene of the crash: A man in an RAF uniform stands amid the debris of the crashed aircraft near the village of Grabovo, in eastern Ukraine PICTURE: AP



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Meanwhile the pro-rebels had located and taken the aircraft black boxes. After some to-ing and fro-ing they agreed to hand over the boxes to the Air Safety representatives and investigators. The boxes ended up in British hands, when they were sent for examination at Farnborough and returned with data to International analysts.

Weapon: picture, far left, said to show the Buk missile launcher. Above, flight MH17's route

Video and more pictures online at: standard.co.uk/mh17

ng him of "a sea of bodies of women and children" being found and that lebris had "Malaysian Airlines" on it. Kozytsyn allegedly replied: "Well then it was bringing spies. Why the hell were they flying? This is war going on." Ukraine's ambassador to Nato Ihor Dolhov told the BBC: "We intercepted

and distributed scripts of phone calls from separatists to Moscow. This exchange by phone of information confirms that separatists are responsible and involved." The clumsily-put-together video was dismissed as not genuine by Sergey Kavtaradze, a special representative of

Held: A rebel with a flight recorder

to get access to the wreckage since the Boeing 777 was blasted out of the sky in an act widely blamed on the pro-Russian separatists. The Ukrainian government said 196 bodies had been recovered across an area of 18 sq km (seven sq miles) but they were in the hands of the rebels. International monitors were shown some of the remains in refrigerated carriages on three trains in the nearby town of Torez. Rescue worker Alexander Pilyushny said: "Some of the body bags are open and the damage to the corpses is very, very bad. It is very difficult to look at. The rebels came, put the bodies on to the trucks and took them away somewhere." Ukraine said at least 38 corpses had been taken to Donetsk but rebel leader Alexander Borodai insisted: "The bodies will go nowhere until experts arrive." In Holland, which lost 189 people in the crash, prime minister Mark Rutte was said to have had an "extremely intense" conversation with Mr Putin from the dead. "I was shocked at the pictures of utterly disrespectful" behaviour at this tragic spot," Mr Rutte said. "It's revolting."

On the 24th July a flight from London to Kuala Lumpur was rerouted over Syria instead of using the Ukrainian route, why? It can hardly be any safer over Syria! Who is in charge of these flights in war zones? By the 26th sense finally was shown when flights overflew Turkey instead of Ukraine.

WrySpy answer this has little connection to the loss of MH370, other than it is also Malaysian Airlines, it is the same type of aircraft, a Boeing 777, and its demise killed a large number of people, there is no doubt it was brought down by a surface to air missile whilst crossing a war zone and it was mistaken for a replenishment aircraft carrying troops and weapons to carry out warfare and finally Kuala Lumpur featured in both disasters. The photos conclusion in their captions is totally correct in the opinion of WrySpy and we therefore agree with the findings. Pity it's all gone quiet over there since. However the French Alps disaster should bring it all into focus.



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'It's a civilian. We're 100 per cent sure'

Nicholas Cecil and Will Stewart in Moscow

A VIDEO purporting to reveal the moment Russian-backed rebels discovered they had mistakenly shot down a passenger jet was today seized on as evidence of who is to blame for the mass killings.

The footage was released by Ukraine's security service as the task of finding and retrieving bodies from the crash site began in the east of the country.

At first a military vehicle – said to be equipped with Russian-made Buk missiles – is seen rolling down a road and then a compilation of voice recordings starts with a man allegedly called I Bezler, a rebel group commander, boasting to a Russian military intelligence chief about hitting an aircraft. "We have just shot down a plane," says 'Bes'.

A man alleged to be Vasyl Mykolaiovych Geranin, a Colonel of the Main

Intelligence Directorate of the General Staff of the Russian Armed Forces, is then quoted as saying: "Pilots? Where are the pilots?"

Bes responds: "Set off to search for the shot down plane... A plume of smoke is visible."

In the video, whose authenticity could not be verified, two alleged separatist rebels – called Major and Grek – can then be heard talking.

Major: "The plane broke into pieces in the air... There is the first two-hundredth (dead)... It's a civilian."

Grek: "How are things going there?"

Major: "Well, we are 100 per cent sure that it was a civilian plane."

Grek: "Are there a lot of people?"

Major: "F**k! the debris was falling straight into the yards."

Grek: "What plane is that?"

Major: "I haven't got close to the main wreckage. Now I'm nearby the place where first bodies started falling."

Major (cont): Here are remnants of



internal brackets, chairs, bodies..."

Grek: "Are there any weapons?"

Major: "Nothing at all. Civilian belongings, medical scraps, towels, toilet paper."

A third exchange then purports to include Cossack military leader Mykola Kozitsyn and an unnamed militant

Fighter jets downed from 'inside Russia'

by WILL STONE

TWO Ukrainian fighter jets were shot down yesterday – just 32km (20 miles) south of the MH17 crash site.

The planes were allegedly hit by rockets fired from inside Russia – but separatists claimed responsibility for the attack.

Footage was posted online of the wrecked Sukhoi-25 aircraft, which came down in the rebel-held area of Savur Mogila.

Ukraine's Security Council said the military jets were hit at an altitude of 5,200m (17,000ft), adding: "They were shot down professionally. The terrorists do not have such professionals."

Last night, it was unclear how many people were killed by the attack – but it is thought

that the jets could have been carrying two crew members each. The clip uploaded showed pro-Russian separatists wandering through the debris as smoke billowed above.



Alan



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Captain Eric "Winkle" Brown's Aircraft

Captain Eric Melrose "Winkle" Brown, CBE, DSC, AFC, Hon FRAeS, RN (born 21 January 1919) is a British former Royal Navy officer and test pilot who flew 487 different types of aircraft, more than anyone else in history. He also holds the world record for most aircraft carrier landings performed (2,407) and is the Fleet Air Arm's most decorated living pilot.

This is a list of the aircraft types flown by him. The list is the one drawn up and verified by the Guinness Book of Records.

The list includes only the main aircraft types, for example, Brown flew fourteen (14) different Marks of Spitfire/Seafire, but only the basic types are listed here. Who wants to have a go at building them all? Only joking!

Aeronca Grasshopper	Beechcraft Expediter	Britten-Norman Islander
Aerospatiale Alouette	Bell AH-1 Huey	Bücker Bestmann
Aerospatiale Ecureuil	Bell 47	Bücker Jungmann
Aerospatiale Twin Squirrel	Bell 204	Bücker Jungmeister
Agusta 109	Bell 222	Bücker Student
Aichi Val	Bell Airacobra	
Airspeed Ambassador	Bell Airacomet	Cant Z1007
Airspeed Envoy	Bell HTL-5	Caproni Ca.309
Airspeed Horsa	Bell Jet Ranger	Caproni Ca.311
Airspeed Oxford	Bell King Cobra	Caproni Ca.135
Arado 96B	Bell Long Ranger	Cessna 150
Arado 196A	Blackburn Beverley	Cessna Cardinal
Arado 199	Blackburn Botha	Cessna Skymaster
Arado 232B	Blackburn Buccaneer	Cessna Skywagon
Arado 234B - Blitz	Blackburn Firebrand	Chance-Vought Corsair
Arado 240	Blackburn Firecrest	Chance-Vought Cutlass
Armstrong Whitworth Albemarle	Blackburn Roc	Chilton D.W.1
Armstrong Whitworth Whitley	Blackburn Shark	Chrislea Ace
Auster Aiglet	Blackburn Skua	Comper Swift
Avro Anson	Blohm & Voss 138	Consolidated Catalina
Avro Athena	Blohm & Voss 141B	Consolidated Liberator
Avro Lancaster	Blohm & Voss 222 Wiking	Consolidated Vultee Privateer
Avro Lancastrian	Boeing B-17 Flying Fortress	Convair 240-5
Avro Lincoln	Boeing B-29 Superfortress	Curtiss Commando
Avro Manchester	Boeing Vertol Chinook	Curtiss Helldiver
Avro Shackleton	Boulton Paul Defiant	Curtiss Kittyhawk
Avro Tudor	Boulton Paul P.108	Curtiss Mohawk
Avro Tutor	Boulton Paul Sea Balliol	Curtiss Seamew
Avro York	Brantly B-2	Curtiss Tomahawk
	Breguet Alizé	
B.A. Swallow	Breguet Atlantic	Dassault Étendard
BAe 125	Brewster Buffalo	Dassault Mirage
BAe 146	Bristol Beaufighter	Dassault Mystère
BAe Hawk	Bristol Beaufort	de Havilland 86B
BAC Lightning	Bristol Blenheim	de Havilland Beaver
Baynes Carrier Wing	Bristol Bombay	de Havilland Chipmunk
Beagle B.206	Bristol Brigand	de Havilland Comet
Beagle Pup	Bristol Britannia	de Havilland Devon
Beech Baron	Bristol Buckingham	de Havilland Don
Beech Bonanza	Bristol Bulldog	de Havilland Flamingo
Beech Super King Air	Bristol Freighter	de Havilland Fox Moth
Beech Traveller	Bristol Sycamore	de Havilland Gipsy Moth



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de Havilland Heron
de Havilland Hornet Moth
de Havilland Mosquito
de Havilland Otter
de Havilland Puss Moth
de Havilland Rapide
de Havilland Sea Hornet
de Havilland Sea Mosquito
de Havilland Sea Vampire
de Havilland Sea Venom
de Havilland Sea Vixen
de Havilland Swallow
de Havilland Tiger Moth
de Havilland Vampire
Dewoitine 520
DFS 230
DFS Kranich
DFS Weihe
Dornier 17
Dornier 18
Dornier 24
Dornier 26
Dornier 27
Dornier 217
Dornier 335 - Pfeil
Douglas Boston
Douglas Dakota
Douglas Dauntless
Douglas Devastator
Douglas Invader
Douglas Skymaster
Douglas Skyknight
Douglas Skyraider
Druine Turbulent

Elliot Newbury Eon
Embraer Bandeirante
English Electric Canberra
Enstrom F28
Enstrom Shark
Erco Ercoupe

Fairchild Argus
Fairchild Cornell
Fairchild XNQ-1
Fairey IIF
Fairey Albacore
Fairey Barracuda
Fairey Battle
Fairey Firefly
Fairey Fulmar
Fairey Gannet
Fairey Gordon
Fairey Primer
Fairey Spearfish
Fairey Swordfish

Fiat B.R.20
Fiat C.32
Fiat C.42
Fiat G.50
Fieseler Storch
Focke-Wulf 189 - Uhu
Focke-Wulf 190
Focke-Wulf 200 - Condor
Focke-Wulf 58 Weihe
Focke-Wulf Ta.152
Focke-Wulf Ta.154 - Moskito
Folland 43/37
Fouga Magister
Fournier Milan

General Aircraft Cygnet
General Aircraft Hamilcar
General Aircraft Hotspur
General Aircraft L/56
Gloster E.28/39
Gloster Gauntlet
Gloster Gladiator
Gloster Javelin
Gloster Meteor
Gloster Sea Meteor
Gotha 244
Grumman Ag-Cat
Grumman Albatross
Grumman Avenger
Grumman Bearcat
Grumman Cougar
Grumman Goose
Grumman Guardian
Grumman Hellcat
Grumman Panther
Grumman Tigercat
Grumman Widgeon
Grumman Wildcat

Handley Page Gugnunc
Handley Page Halifax
Handley Page Hampden
Handley Page Hastings
Handley Page Hermes
Handley Page Marathon
Handley Page Sparrow
Hawker Fury - biplane
Hawker Hart
Hawker Hector
Hawker Henley
Hawker Hunter
Hawker Hurricane
Hawker Nimrod
Hawker Osprey
Hawker P.1040
Hawker P.1052

Hawker P.1127 - VTOL
Hawker Sea Fury
Hawker Sea Hawk
Hawker Siddeley 748
Hawker Siddeley Gnat
Hawker Tempest
Hawker Typhoon
Heinkel 111
Heinkel 115
Heinkel 162 - Volksjäger
Heinkel 177 - Greif
Heinkel 219 - Uhu
Henschel 123
Henschel 129
Heston Phoenix
Hiller HTE
Hitachi T.2
Horten IV
Hughes 300
Hughes 500
Hunting Percival Jet Provost
Hunting Percival Provost

Ilyushin 2 - Shturmovik
Ilyushin 4

Jodel Ambassadeur
Jodel Club
Jodel Excellence
Jodel Grand Tourisme
Jodel Mascaret
Jodel Mousquetaire
Junkers 52
Junkers 86
Junkers 87 - Stuka
Junkers 188
Junkers 290
Junkers 352
Junkers 388

Kamov 26
Kawasaki Tony
Klemm 26
Klemm 35D
Klemm L25
Klemm L27

Lavochkin 7
Le Vier Cosmic Wind
Ling Temco Vought Crusader
Lockheed Constellation
Lockheed Electra
Lockheed Hercules
Lockheed Hudson
Lockheed Lightning
Lockheed Neptune



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Lockheed Shooting Star	N.S.F.K. S.G.38	Republic Thunderjet
Lockheed Starfighter	Nakajima Ki-84 Hayate (Frank)	Republic Thunderstreak
Lockheed Ventura	Nakajima Ki-43 Hayabusa (Oscar)	Robin Royale
Luton Minor	Nipper III	Robinson R-22
Macchi C.202	Noorduyn Norseman	Rollason Condor
Macchi C.205	Nord 262A	Ryan Fireball
Martin Baker M.B.5	Nord Noralpa	Saab 21
Martin Marauder	Nord Pingouin	Saab 29
MBB Bo 105	North American Harvard	Saab 105
McDonnell Banshee	North American Mitchell	Saab Lansen
McDonnell Douglas Skyhawk	North American Mustang	Saab Safir
McDonnell Phantom II	North American Sabre	Saunders-Roe P.531
Messerschmitt 108 - Taifun	North American Savage	Saunders-Roe Skeeter
Messerschmitt 109	North American Super Sabre	Saunders-Roe S.R./A.1
Messerschmitt 110	North American Texan	Savoia Marchetti SM79 - Sparviero
Messerschmitt 163 - Komet (both flown, the B version also under power)	Northrop Gamma Commercial	Savoia Marchetti SM82
Messerschmitt 262	Northrop Black Widow	Savoia Marchetti SM95
Messerschmitt 410 - Hornisse	Northrop F-5	Scheibe Motorspatz
MIG-3	Orlikan Meta Sokol	Schmetz Olympia-Meise
MIG-15	Percival Gull	Schneider Baby Grunau
Mil-1	Percival Pembroke	Scottish Aviation Bulldog
Mil-2	Percival Prentice	Scottish Aviation Pioneer
Mil-4	Percival Proctor	Scottish Aviation Twin Pioneer
Miles 18	Percival Q6	Short S.31
Miles 20	Percival Vega Gull	Short Sealand
Miles 28	Petlyakov PE-2	Short Skyvan
Miles 38	Piaggio P.136	Short Stirling
Miles 48	Piaggio P.166	Short Sturgeon
Miles Aerovan	Piasecki Retriever	SIAl-Marchetti S.F.260
Miles Falcon	Piel Emeraude	Siebel Si 204
Miles Gemini	Pilatus Porter	Sikorsky HRS
Miles Hawk	Piper Apache	Sikorsky R-4B Hoverfly - first helicopter flown by Brown, learnt to fly it from aircraft manual
Miles Hobby	Piper Aztec	Sikorsky R-6A Hoverfly II
Miles Libellula	Piper Comanche	Sikorsky S-58T
Miles Magister	Piper Cub	Sikorsky S-61
Miles Martinet	Piper Cub Special 90	Sikorsky S-76
Miles Master	Piper Grasshopper	Sipa S.903
Miles Mentor	Piper Navajo	Slingsby Capstan
Miles Mohawk - built for Charles Lindbergh	Piper Pawnee	Slingsby Kirby Cadet
Miles Monarch	Piper Seneca	Slingsby Motor Tutor
Miles Monitor	Piper Supercruiser	Slingsby Prefect
Miles Sparrowhawk	Piper Tripacer	Slingsby Prefect
Mitsubishi Betty	Piper Cherokee	Slingsby Swallow
Mitsubishi Dinah	Pitts Special	Slingsby T.21
Mitsubishi Zeke - Zero	Polikarpov I-15	Slingsby T.31
Mooney M20	Polikarpov I-16	Socata Diplomate
Morane-Saulnier 406	Portsmouth Aerocar Major	Stampe et Vertongen SV-4
Morane-Saulnier Paris	Reggiane 2000	Stearman Caydet
Morane-Saulnier Rallye	Reggiane 2001	Stinson Junior R
Muntz Youngman-Baynes	Reid & Sigrist Desford	Stinson Reliant
	Republic Seabee	Stinson Sentinel
	Republic Lancer	Sud-Aviation Djinn
	Republic Thunderbolt	Supermarine Attacker
		Supermarine S.24/37 DUMBO



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Supermarine Scimitar
Supermarine Sea Otter
Supermarine Seafang
Supermarine Seafire
Supermarine Seagull
Supermarine Spiteful
Supermarine Spitfire
Supermarine Walrus
SZD Bocian

Taylorcraft Auster
Taylor J.T.1 Monoplane
Taylor J.T.2 Titch
Thruxton Jackaroo
Topsy S.2
Topsy Trainer
Topsy Type B

Vertol 107
Vickers Valiant
Vickers Vanguard
Vickers VC10
Vickers Viking
Vickers Viscount
Vickers Warwick
Vickers Wellington (Wellington VI)
Vickers Windsor
Vought-Sikorsky Chesapeake
Vought-Sikorsky Kingfisher
Vultee Vengeance

Waco CG-3
Waco Hadrian
Westland Aérospatiale Gazelle
Westland Aerospatiale Lynx
Westland Lysander
Westland Sikorsky S-51 Dragonfly
Westland Sikorsky S-55 Whirlwind
Westland Wasp
Westland Welkin
Westland Wessex
Westland Whirlwind
Westland Wyvern (Eagle engine)
Winter Zaunkönig - Wren

Yakovlev-1
Yakovlev-9
Yakovlev-11
Youngman-Baynes High Lift

Zlin Akrobat