



# "STICKY FINGERS"

Magazine



[www.sticky-fingers.org.uk](http://www.sticky-fingers.org.uk)

Issue 156 May 2017



## Next month - June 2017 - Competition Round 2

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Peters "Prattling"

IPMS South East Essex Competition Judging

Belgium Show

Summer Fair @ RAF Hornchurch

Forthcoming Shows in 2017

Robin's "Ruminations"

My "official hat" is now on.....

Paul's "Postulations"

Competition Results for 1<sup>st</sup> Round 2017

Wally Arrowsmith Trophy (Aircraft)

IPMS Hornchurch Trophy (Miscellaneous)

1  
2  
2  
2  
2  
3  
4  
6  
7  
8  
8  
10



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## Peters "Prattling"

### IPMS South East Essex Competition Judging

We have been asked to perform the judging for the end of year competition for IPMS South East Essex (Southend) on Wednesday 17<sup>th</sup> May next month.

### Belgium Show

I received this message from Domi @ Retrokit.

**Jemeppe Modelism**  
presents  
**40th Scale Model Show**  
with  
**Swap Meet**  
and  
**Competitions**  
Theme: Scale Modelling and  
Cinema.

**Saturday**  
**7th of October 2017**  
IPES Seraing Supérieur  
4B. Collard Trouillet street  
4100 SERAING  
10am — 6pm    Entrance fee: 1 euro

*"Wondering whether you Guys might be up for a one-day show in Belgium, in Seraing, near Liege, that I'm organising on Saturday 7 October. It can all be done in one day (I do the trip to Dartford regularly!), but of course there are things to see out here (Liege Forts, including Eben Emael). Brussels in only 1 hour away, and so is Bastogne and we could organise your stay."*

Would we be interested in going?

### Summer Fair @ RAF Hornchurch

I've received this invite from the Essex Wildlife Trust at Ingrebourne Valley Hornchurch, Essex who would like to invite us to attend our Summer Fair 20<sup>th</sup> August 2017.

They are inviting a variety of different Stall Holders to their show and thought we would be interested in attending as we were at the Grand Opening October 2015.

They are expecting approx. 1000+ plus visitors and all stall holders will be situated out on the main field of the park (former RAF Hornchurch Airfield).

Looks like we won't be able to have the tables in the centre itself like last time so we'll need to source those and a small marquee to cover us too.

Any takers?



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## Forthcoming Shows in 2017

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.

2017	
May 27 <sup>th</sup> (Saturday)	IPMS Torbay & South Devon, Torquay Town Hall, Castle Circus Torquay, <b>Devon</b> , TQ1 3DR
June 3 <sup>rd</sup> (Saturday)	IPMS Salisbury, Wyvern College Sports Hall, Wyvern College, Church Road, <b>Laverstock, Salisbury</b> , SP1 1RE
June 18 <sup>th</sup> (Sunday)	MAFVA Nationals, The Burgess Hall, Burgess Hall, Westwood Rd, <b>Saint Ives</b> , Cambridgeshire, PE27 6WU
June 25 <sup>th</sup> (Sunday)	Ipswich Model Day, Willow Suite, Gresham Sports and Social Club 312 Tuddenham Road, <b>Ipswich</b> , IP4 3QJ
	IPMS Coventry & Warwicks Show, Midland Air Museum, Rowley Road, <b>Coventry</b> , CV3 4FR
July 8 <sup>th</sup> (Saturday)	Hailsham District Scale Model Club, Community Civic Hall, Vicarage lane, Hailsham, East Sussex, BN27 2AX
July 9 <sup>th</sup> (Sunday)	North Somerset, The Helicopter Museum, The Helicopter Museum, Locking Moor Road, <b>Weston-Super-Mare</b> , BS24 8PP
July 30 <sup>th</sup> (Sunday)	Essex Modellers Show, Hannakins, <b>Billericay</b> , Essex
August 6 <sup>th</sup> (Sunday)	Boscombe Down Aviation Collection, Old Sarum Airfield, <b>Salisbury</b>
August 13 <sup>th</sup> (Sunday)	IPMS Avon Show, Thornbury Leisure Centre, Alveston Hill, <b>Thornbury</b> , BS35 3BJ
August 20 <sup>th</sup> (Sunday)	Summer Fair, Hornchurch Country Park
August 26 <sup>th</sup> (Saturday)	Scale Scotland, Hilton Edinburgh Airport, Edinburgh International Airport <b>Edinburgh</b> EH28 8LL
September 2 <sup>nd</sup> & 3 <sup>rd</sup> (Saturday & Sunday)	Medway Club Show, Royal Engineers Museum, <b>Gillingham</b> , Kent * We can attend either or both days if requested
September 3 <sup>rd</sup> (Sunday)	Chiltern Show, Weatherly Centre, <b>Biggleswade</b> , Beds, SG18 8JH
September 16 <sup>th</sup> (Saturday)	IPMS Farnborough, Kings International College, Watchetts Drive, <b>Camberley</b> , GU15 2PQ
September 17 <sup>th</sup> (Sunday)	IPMS Fenland & Spalding, University Academy Holbeach, Park Road <b>Holbeach</b> , Lincs, PE12 7PU
September 23 <sup>rd</sup> (Saturday)	Aberdeen Modellers, Hilton Aberdeen Treetops, 161 Springfield Rd, <b>Aberdeen</b> , AB15 7AQ
September 24 <sup>th</sup> (Sunday)	IPMS Brampton, The Burgess Hall, Burgess Hall, Westwood Rd, <b>Saint Ives</b> , Cambridgeshire, PE27 6WU
October 7 <sup>th</sup> (Saturday)	Tank Museum Tank Mod, The Tank Museum, <b>Bovington Wool</b> , Dorset, BH20 6JG
	Jemeppe Show, <i>Seraing, near Liege, Belgium</i>
October 21 <sup>st</sup> ( )	Glasgow Modelfest, Bellahouston Leisure Centre, Bellahouston Leisure Centre, Bellahouston Drive, <b>Glasgow</b> , G52 1HH
November 11 <sup>th</sup> & 12 <sup>th</sup> (Saturday & Sunday)	Scale ModelWorld 2017, Telford International Centre, Telford, Shropshire, TF3 4JH
December 3 <sup>rd</sup> (Sunday)	London Plastic Modelling Show, Haverstock School, Camden Lock, London, NW3 2BQ

Peter



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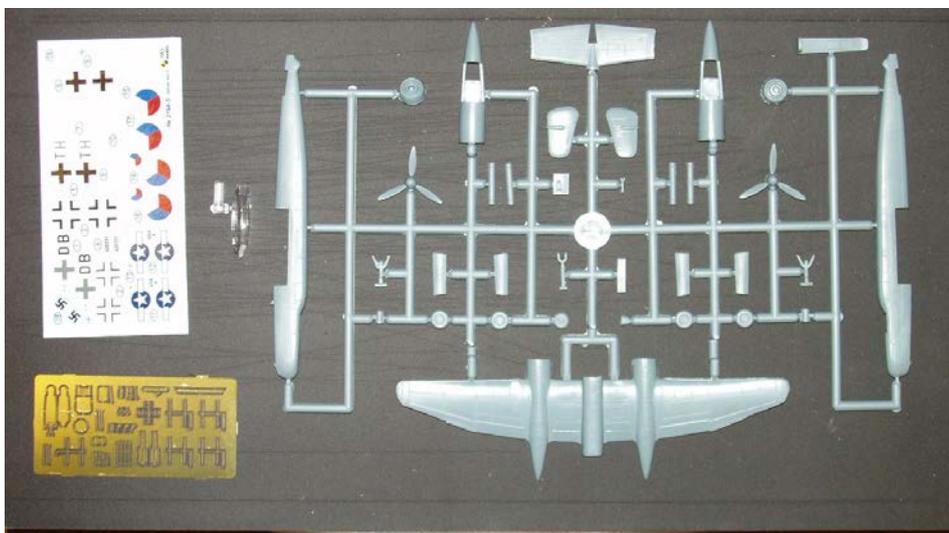
## Robin's "Ruminations"

Well I'm sure you'll all be shocked to hear that I haven't finished the He-219 as planned but such is life, it's still being worked on but at a much slower pace than what I would have liked, no change there then. However just to prove that I have been fettling the plastic as it were, I've included an article on the build so far, with photographic evidence no less.

As most of you know, my favoured scale is 1/48th aircraft but every now and then I develop a need for a change in the modelling direction and a couple of years ago I saw a He. 219 on a traders stall at Telford that caught my eye. The only problem was its scale, 1/144th, but I guess being around Peter Bagshaw for so many years must have weakened my resolve and I bought it. It sat on my shelf, forgotten until I had the need for a small modelling project recently and the owl caught my eye again. It ticked all of the required boxes and it soon made its way onto my small travelling workstation.



The end opening box contains three self-seal plastic bags, one containing the decals and the canopy, another containing the 38, yes 38 small etched brass parts and the final bag contains the 34 plastic parts, instructions, the first two plastic bags and finally a small section of cardboard hardstanding. On the reverse of the box are coloured profiles of the aircraft that the four decal options relate too. I think that's good value for the money, around £12.00 if you like 144th scale kits.





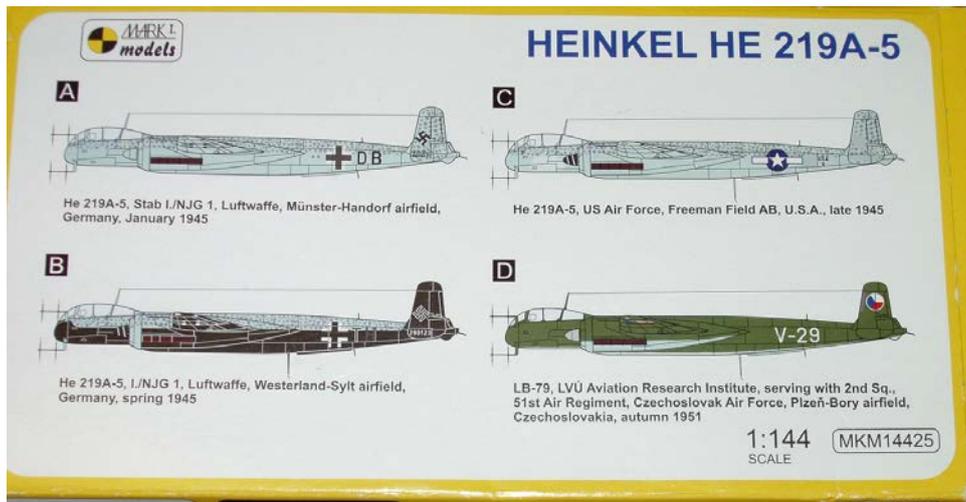
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All the plastic parts have some very delicate recessed panel lines but do remember this is a limited run kit, it has some heavy attachment points, a little flash here and there and no alignment pins. Tamiya it isn't, that said the parts and fit are no worse than one of the elderly Airfix kits, so a fair bit of scraping, sanding and filling will be needed with most of the parts. The etched parts are beautifully done with all the parts delicate and in scale, care is certainly going to be needed with the radar aerials, both in construction and later handling. The decal sheet has four options, two German and two captured aircraft, one Czechoslovakian and one American, the sheet is in register and has good colour saturation. The printed card "hardstand" is a nice touch, as you will all know that I like to see models displayed off of the table cloth, the colour is a bit bright for this aircraft but would look good for a more modern subject or a pre-war aircraft in this scale.



I started with the cockpit which consists of the cockpit floor / nose wheel bay onto which is attached the delicate photoetched seats, safety harness, control column, front and rear instrument panels and rudder pedals. This was then sandwiched between the fuselage halves but left no room for any nose weight that this model desperately needs, having a tricycle undercarriage layout and a long tail. I'm hoping that I've got enough weight to prevent the aircraft being a tail sitter by gluing a couple of .22 air rifle pellets in each of the engine nacelles before fitting the cowling fronts. I also intend to fit a couple of small fishing weights in the rear of the propeller bosses, fingers crossed, this should be enough.



Not too sure where the plastic ends and the filler starts.



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I joined the wings and tail to the fuselage and un-surprisingly, a fair amount of filler and Mr. Surfacer was required to fair these items in to an acceptable degree. While waiting for these parts to dry, I removed the wheels, undercarriage legs and propellers from the sprues, trimming and sanding them ready for painting. That is the point I've reached so far, next month I hope to have the model finished, once I have decided which of the four decal schemes to use. Or perhaps I'll look through my books and magazines for something a little more "different", who knows?

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

Let me say welcome to our prospective new members and I hope we didn't scare you on your initial visit. It can be daunting to walk into a hall of total strangers not knowing what sort of reception you're going to get, but at least you know we don't bite, err, well most of us anyway, point out the offender I'll fit a muzzle on them. I hope you enjoyed your visit to our club and it being a competition night you could see our latest models on the tables. I'm sure you noticed that we don't exactly take our hobby as seriously as some clubs do, that being said we do try to learn from one another and improve our "skills" to make each model just a little better than the last one. We use the competition evenings to be able to see how we're doing in that respect, not to "beat up" on any member that has got the colour slightly wrong from the official "correct" colour, which rarely is the colour applied to the real aircraft or tank anyway. If you would like help or advice on anything at all, please ask us and we'll try to help in any way we can, but it's not a one-way street because we'll ask you about how you completed your model as that's how we learn as a club. So, give it a few evenings to see how you feel about the club, some people never fit in as it were but it's always giving it a try, I did over twenty-five years ago and I'm still here, so it can't be that bad. As ever, enjoy the evening, drinks, biscuits and company and see where it takes you.

I thought that last month's competition was very good with 19 models entered in all categories, with some very unique results. I'm fairly sure that we've never had as many ties in the club's history, a three-way tie for first in the A.F.V. class, with joint fourth and second places in the aircraft sections, most unusual to say the least. However, my "deeper" thoughts on these results is that they do show that as a club we are learning from one another and all improving our modelling / finishing techniques to the point that the winner of our club competitions can't now be pre-judged in any way. So it would seem that our modelling evenings, as well as being light hearted, relaxing and fun are perhaps bearing fruit in a wider sense? Who know? Perhaps I'm reading too much into a freak result but I'd like to think that perhaps when you're sitting in your modelling room or at the kitchen table looking at your latest creation you'll look at it and think, "Yeah, this one's turned out really well, this will have a good chance in the next competition". Overall, I think the signs for the club are good.

**Robin**



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## Paul's "Postulations"

Last month, I mentioned how North American - by designing the P-51, a better plane than the P-40 - effectively bought an end to Curtiss's plane building business. One of the NAA engineers who had discussed building their own fighter with "Dutch" Kindelburger was Edgar "Ed" Schmued.



Born in Hornbach, Germany in 1899, Edgar Schmued developed an early interest in engineering, both in regards to propulsion and aviation.

By the mid Thirties, Schmued was working for Willi Messerschmitt on the BF109 and other design studies at the time. With the gradual absorption of Germany into the Nazi State, he decided to move overseas, to USA and North American. It was the knowledge he had bought with him from Messerschmitt that was invested into the P-51, helping it to become the war-winner that it was. The similarity between the Bf-109 and the P-51, which was commented on at the time, was not coincidental.

Except... it was. The story of Nazi data being used in the design of the P-51 is a pervasive, and persuasive, one. So much so, it was run again recently in one of the modelling websites.

In fact, Edgar Schmued left Germany in 1925, in the aftermath of World War 1, and moved to Brazil to work for General Motors. 1931 saw him move to USA, where he started work at the Fokker Aircraft Corporation - a subsidiary of General Motors. This company was later sold and eventually became North American. So by 1941 he was in the right place to make his mark on aviation.

Incidentally, he did get the chance to examine one of the first captured Bf-109s, where his first language would have given him an opportunity to understand the plane's subtleties. Quaintly, as the USA was still neutral, he also continued to receive the journal of the German Aeronautical Society until late 1941.

By 1944, the jet engine was displaying it's obvious potential and North American were keen to match Bell and Lockheed. Their first jet fighter was the FJ-1 Fury, essentially the wings, tail and canopy of a Mustang matched to an overly portly fuselage. Although only 31 were built, it became the US Navy's first jet.

The US Air Force of course wanted something similar and by June 1945 a slimmer, still straight winged, wooden mock-up - the NA-140 - was sitting in the design shop. Although the engineers were aware of the benefits of a swept wing, they were also very aware of its poor low speed stability. It was only the emergence of Nazi research under the auspices of Operation "Paperclip" that offered the solution.

Ed Schmued, and other North American engineers such as Larry Green, pressed for work on the NA-140 - or XP-86 - to be halted while they investigated the research. Schmued's position, as a German-speaking American, was essential to this project and by September proof of concept for the swept-wing jet fighter had been achieved. USAAF approval to proceed was given in December 1945 - just four months after the end of WW2.

So, although Edgar Schmued did not, as legend has it, use Messerschmitt data on the P-51 Mustang he did play a major role in the birth of two iconic fighters.

**Paul**

# Competition Results for 1<sup>st</sup> Round 2017

## Wally Arrowsmith Trophy (Aircraft)

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

Position	Entrant	Model	Votes
<b>1st</b>	Ian Brown	Vickers Viscount	<b>29</b>
<b>2nd =</b>	John Bennett Peter Bagshaw	Gloster Gladiator Curtiss P-40K Warhawk	<b>27</b>
<b>3rd</b>	Brian Thomas	Jet Provost	<b>24</b>
<b>4th =</b>	Peter Bagshaw Paul Bennett	Curtiss P-40K Warhawk Spitfire VIII	<b>23</b>
<b>5th</b>	John Bennett	Supermarine Swift	<b>15</b>
	Paul Bennett	Hydroplane	<b>12</b>
	Charles Thompson	Junkers Ju-87	<b>5</b>
	David Morse	de Havilland Swallow	<b>2</b>
	David Morse	Saro Fighter	<b>1</b>

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

Ian Brown Vickers Viscount



John Bennett Gloster Gladiator



Peter Bagshaw Curtiss P-40K Warhawk



Brian Thomas Jet Provost



Peter Bagshaw Curtiss P-40K Warhawk



Paul Bennett Spitfire VIII



John Bennett Supermarine Swift



Paul Bennett Hydroplane



Charles Thompson Junkers Ju-87



David Morse de Havilland Swallow



David Morse Saro Fighter





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

Position	Entrant	Model	Votes
<b>1st</b>	Ian Brown	North American F-86D Sabre Dog	<b>63</b>
<b>2nd</b>	Brian Thomas	Lockheed F-104C Starfighter	<b>50</b>

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

Ian Brown North American F-86D Sabre Dog



Brian Thomas Lockheed F-104C Starfighter



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

Position	Entrant	Points
<b>1st</b>	Ian Brown	<b>50</b>
<b>2nd</b>	Brian Thomas	<b>44</b>
<b>3rd</b>	Peter Bagshaw	<b>42</b>
<b>4th</b>	John Bennett	<b>40</b>
<b>5th</b>	Paul Bennett	<b>24</b>
	David Morse	<b>10</b>
	Charles Thompson	<b>5</b>

IPMS Hornchurch Trophy (Miscellaneous)

Military Vehicles

Position	Entrant	Model	Votes
<b>1st =</b>	Bob Smith Kevin Curley Peter Bagshaw	T-29 Matilda Leopard 1A3	<b>44</b>
<b>2nd</b>	Peter Bagshaw	Marder 1A5	<b>25</b>

Miscellaneous - Armour

Bob Smith T-29



Kevin Curley Matilda



Peter Bagshaw Leopard 1A3



Peter Bagshaw Marder 1A5



### Miscellaneous

Position	Entrant	Model	Votes
<b>1st</b>	Ian Brown	Ford Woody	<b>54</b>
<b>2nd</b>	John Huston	USS Chicago	<b>37</b>

### Miscellaneous

Ian Brown      Ford Woody



John Huston      USS Chicago



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

Position	Entrant	Points
<b>1st</b>	Peter Bagshaw	<b>44</b>
<b>2nd</b>	Bob Smith Ian Brown Kevin Curley	<b>25</b>
<b>3rd</b>	John Huston	<b>23</b>