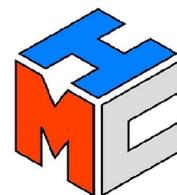




Sticky Fingers



The Hornchurch Model Club Newsletter

Issue 191 Apr 2020

Next month – May 2020 – Another Stay At Home Night



STAY HOME
STAY SAFE
SAVE LIVES

A view from the Hill...

March Meeting

Well, March was an interesting month to say the least. Your new committee had high hopes for a great start, Expo just weeks away and lots of shows coming up but with the background of news of a new pandemic which we all hoped would not be too serious. Wrong! The meeting was dominated by this worrying event with our biggest show of the year in the balance. Sadly, our plans like those of our whole world has been turned upside down. Those who are working suddenly found themselves “locked up” for the duration. The one bright spot in all this is we now have the opportunity to get stuck into our stashes and get modelling!

Obviously, there will be no meetings for a while but the next meeting, whenever that is, could well be called “Well, we made it!” and so in celebration, or relief or whatever let’s all get together and see what we all have built over this very trying time. One suggestion made, which I heartily endorse is that we make this a “party” and bring soft drinks (it is a church hall after all) and some fancy nibbles or even better some buckets of KFC!

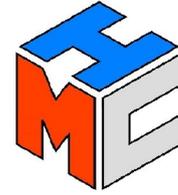
For those who are craving contact with other members there is now a **WhatsApp** group called “Sticky Fingers Crew” which is a great way of keeping in contact and posting pictures of what we are working on or even just to share a joke... If you don’t know what **WhatsApp** is just ask a younger member of your family / friends and if you have an I-phone or an android (like a Samsung) it’s free to download the App and easy to use even for an old person like me. Looking forward to seeing (and hearing from) you all soon.

Stay safe, sane and happy modelling.

Graham



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John's Jottings...

Well... what to say, as you can guess there is not a lot to say at this moment as we enter our second month in lockdown. Many of you will probably find little change being retired but I'm sure the temptation to get out and about is overwhelming. I have been supplied with a laptop, docking station and a monitor so I can continue to work as near normal by logging in remotely every day. This means I am not at liberty to be building many kits, but I have found some time to finally build the Airfix RAF Rescue Launch which is a bit different for me but then that is the joy of it... I wasn't expecting to have to do rigging on it but it has a surprising amount and radio aerials etc...

As for NOT booking the club into some upcoming shows there has been a bit of a problem with that as the following list from the IPMS (UK) website demonstrates...

- CANCELLED** – Barry War Museum Spring Model Day – April 19th
- CANCELLED** – Scottish National Scale Model Show - April 25th - April 26th
- CANCELLED** – Scale Model Show at Tangmere Military Aviation Museum – May 3^d
- POSTPONED** – IPMS(UK) Annual General Meeting - May 9th
- CANCELLED** – ModelKraft – May 10th
- CANCELLED** – Plastic Warrior Show – May 16th
- CANCELLED** – IPMS Torbay & South Devon – May 23rd
- CANCELLED** – Northern Model Show – June 7th
- CANCELLED** – West Norfolk IPMS Model Show – June 14th
- CANCELLED** – IPMS Gloucester Model Show – June 21st
- CANCELLED** – Plymouth Model Show – June 27th
- CANCELLED** – MAFVA Nationals – June 28th
- CANCELLED** – Hailsham District Scale Model Club – Annual Model Show – July 4th
- CANCELLED** – East Midlands Model Show – Sept 6th



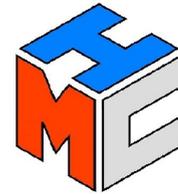
The Essex Modellers' Show – July 26th 2020

Planning for the show following the directive from government to '**Stay at Home**' has been difficult not knowing how long the restrictions on our movements will last. It was always the plan to issue invitations to the Clubs at the Southern Expo show with an e-mail invite to those clubs who do not attend the show. However, with the cancellation of Southern Expo, that avenue has been closed.

Both date and venue have been confirmed so invites have been sent out and 18 clubs have responded to say that if the show goes ahead, they will attend. By the end of June, we should be better able to say if the show will be cancelled or not. Let's just assume that for now the show will go on'!!



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SCALE ModelWorld

The Executive Committee are watching developments associated with Covid-19 very carefully.
We will be following the official advice prevalent at the time.

John

Robin's Ruminations

Well here I am, sneaking back into Sticky Fingers just when you thought you had finally gotten rid of me, no chance. I'm sticking around like a bad smell you just can't get rid of no matter how much air freshener you might spray around. First let me thank all the members of the club for the engraved tankards that you presented to Peter and myself in relation to our long service as committee members, it was most unexpected and thoughtful. My tankard is sitting in my display cabinet in my Livingroom ready for use, for purely medical purposes of course, no pleasure at all.

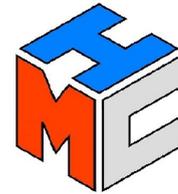


Okay, now that I'm off of the committee, can I just ask just what are our new committee up to? Peter and I step down and the next thing you know all club meetings and competitions are cancelled, and no shows have been booked for the club to attend, just terrible, what are these jokers up to? On a serious note though, I really feel sorry for Graham and John to have taken over the running of the club on the eve of a global pandemic. I know they had some new ideas and wanted to try a couple of tweaks to the club evenings to spice things up a bit and for this to have happened is just terrible for them and the club.

On a personal note cancelling Southern Expo was a real gut wrenching decision to have to take for Peter and myself but due to the sudden change of tone from HMG, we felt that we then had no option but to cancel the show, rightly as it turned out due to social distancing regulations coming into force and the later closure



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of the sports centre itself. If I thought putting the show together was a difficult task, cancelling it in a week and a half was a nightmare. Peter had the worst of it getting the word out to traders, clubs and attendees via letter, email and social media while I had relatively little to do at that point. Since then as treasurer I've been making sure that all the traders, we had booked received full refunds, which wasn't as simple as I had first hoped, but as I finish this article the last problem has been resolved and the final refund paid, phew!

Before anybody asks about a show next year, at this point in time I would give it only a 50/50 chance. Mainly due to that I personally can't see with any certainty that there will be a full rescinding of social distancing restrictions / gatherings in the next few months that would allow us to be able to find and inspect a number of venues and then move ahead with booking the surviving traders, advertising and all the multitude of things required to get the show up and running again. Maybe I'm being too cautious with my view of events but only time will tell.

I am one of the multitudes that are being forced to work from home for the duration of the present Coronavirus emergency. I think myself as being fortunate that I have the ability to continue to work from home while so many have for all intents and purposes laid off. Mind you, it's not been an easy transition because my job was never set up to work away from an office environment for more than a couple of days. However, ways had to be found to make it work, which included an office set up in my back bedroom, working in a home environment "locked down" with my Wife, which thankfully has been far easier than it might have been due to Adele's easy going attitude and me, in a minor way, learning new I.T. skills. All good fun. However, there are a few advantages to working from home, no commute to London, no fares, waitress service with tea, coffee and nibbles. Also, as Adele isn't going out of course, she is turning into a bit of a domestic goddess, planning more adventurous meals and my favourite, cake baking. So far, I have been treated to rock cakes, mince pies, lemon drizzle cake, various sponge cakes and just tonight, chocolate fudge cake.

On the modelling front I'm still busy with the Me.109K-4. I wish I could just finish building it and paint it but I keep on getting distracted and "improving" on the basic kit. So far, I've cut out lumps of the wingtips and inserted Perspex "lights", detailed the drop tank and attachment points, added hoses, wiring and scratch building odds and ends in the cockpit. At some point I must just say enough is enough and call it a day and start slapping paint on the model, but not just yet. One small disadvantage to working from home is the ability to look at various websites while waiting for information to be sent to me or between video meetings. In my case I was led "astray" one day on a certain website and ended up with the new Airfix Tiger Moth, a Kinetic Sea Harrier FRS.1 and something I had been mulling over for a while, a Bobcat Il.28 Beagle. It seemed like a good Idea at the time, and I must admit, it still does. The Tiger Moth is a nice-looking kit, well moulded and simple, just like the real thing. The Sea Harrier is head and shoulders above the Airfix and Tamiya offerings. The Il.28 is really nice and does it for me, it will just look so different from other models on the table when it's finished, but before I build it I'm going to build another kit just to become more comfortable with modelling again before attempting such a large model.

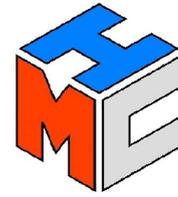


Well gentlemen, I will call it a night and simply say, stay safe and I will see you at the next club night whenever that is.

Robin.



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Kit Reviews

Another two reviews courteous of Britmodeller.com.

Airbus A350-900 Lufthansa 1:144 Revell (03881)



In service since 2015, the A350 is the newest of the Airbus family of wide-bodied long-haul airliners. The fuselage is built from carbon-fibre reinforced plastic, making it lighter, stronger, and easier to maintain than traditional aluminium bodied aircraft. It is one of the modern ultra-fuel-efficient machines, with ranges from 8,000 nautical miles up to 9,700 nm depending upon version.

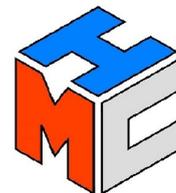
The first time I saw one I was surprised at how big it was, It is in fact very similar in size to the Boeing 777 and 787, with which it competes. With nearly 1,000 on order it looks like it will be around for many years yet.

This is not a new kit, but rather a re-boxing of the original 2013 release, updated with the latest Lufthansa livery. Moulded in a white plastic it features lightly engraved detail, free from flash or sink marks. It comes in a tightly packed box... you certainly get your money's worth.



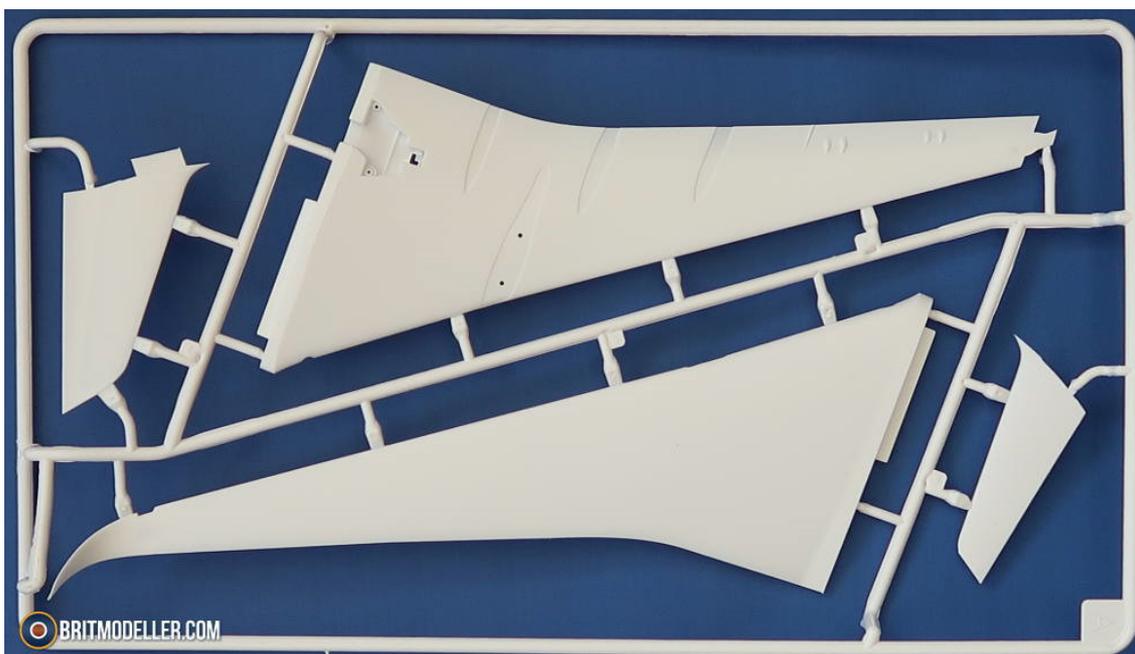


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The two fuselage halves are almost as long as the box, and feature the same belly cut out in the wing area that will be familiar to builders of Revells' other wide-bodied airliners. All windows are cut out with a separate sprue holding strips of glazing.

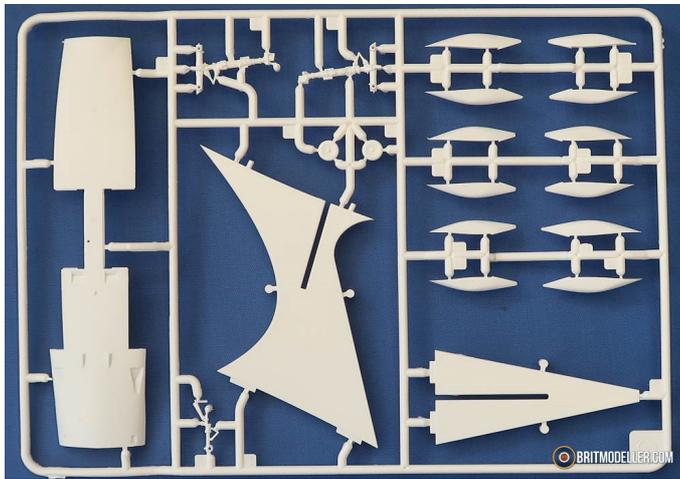
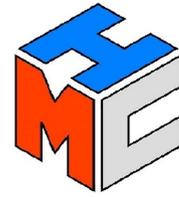
The wings are very nicely moulded with the upward curved tips, and recesses for the separate flap tracks. The two-part tail planes are also on the wing sprues. Having already built the earlier release of this kit, I can confirm that the fit of the wing to the fuselage is perfect. So much so that I have never glued them on to my model, as they lock in securely, and can be removed for storage/transportation.



Next up is the previously mentioned 'belly plate', the flap track halves, undercarriage legs, and parts for the stand. The belly plate is a very good fit, and nowhere near as troublesome as on some of the other kits with this feature. Detailing on the undercarriage legs is sharp, all you really need to do is add some of the hydraulic lines from fine wire.



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Undercarriage doors, nacelle halves, and a complete cockpit feature on the next sprue. I always like it when a cockpit interior is included as it saves me scratch building one. It is worth taking time over painting this as it can be seen through those large cockpit windows. The only thing I might add would be a couple of 'N' gauge figures painted up as crew.



The engines are real works of art, the mouldings for the fan blades are amazing. A front and back set join to form a complete fan disk. Again, having built this kit I can say that it is possible to rotate the fans in the completed and painted engine by gently blowing on them.

The base of the stand, some undercarriage parts, and the wheels are all on the final sprue. The hub/tyre interface is neatly defined, which is a great help when painting them. I usually do hubs first, and then brush paint tyres with Humbrol 67 Panzer grey. (Tip - Tyres are almost always dark grey rather than black. And in any case in 1:144 the 'scale effect' of pure black is way too harsh).



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The decals are designed by DACO which is a sure sign of quality, and beautifully printed with a full range of stencils and walkways. There are optional solid windows if you choose to paint over all the glazing, or silver frames if you like to keep them clear.



My only reservation is personal, and that is that I find the current Lufthansa livery a bit lifeless and bland. It is not a problem as there are several aftermarket decal sheets covering other operators of the A350. Of course, if you like the new look Lufthansa, then this sheet will do a superb job of re-creating it on your model.

This is one of the best airliner kits available, taking advantage of the latest moulding techniques to produce a model with incredibly good fit, and those amazing engines. It is also quite big, dwarfing something like an A320, and even making a 747 look average. The ease with which it can be built, and the simplicity of the livery would make it a suitable kit the beginner, while the sheer quality of it will appeal to the more

serious modeller. I loved it and have already purchased another. **Conclusion: Highly Recommended**

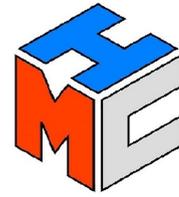
Land Rover Series III Long Wheel Base (07047) 1:24 Revell



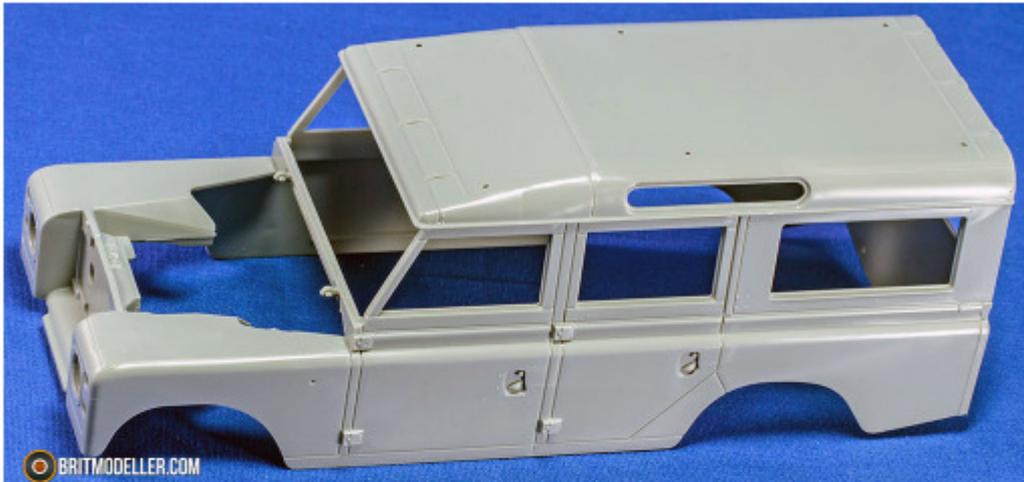
It's a Land Rover! I would imagine that just about everyone on the Planet knows what one is. Since the original Series I was developed post war there have been many thousands built and are seen in just about every corner of the world. They are used by many military organisations as well as civilians. The Series III production began in 1971 with many of the same body and engine options of the Series II including the Station Wagon or Long Wheel Base model. The main difference were the headlights moving to the wings to



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comply with overseas regulations, for the LWB version there was also the option to make the interior more comfortable if the buyer wanted, though how much more comfortable it was is subjective!



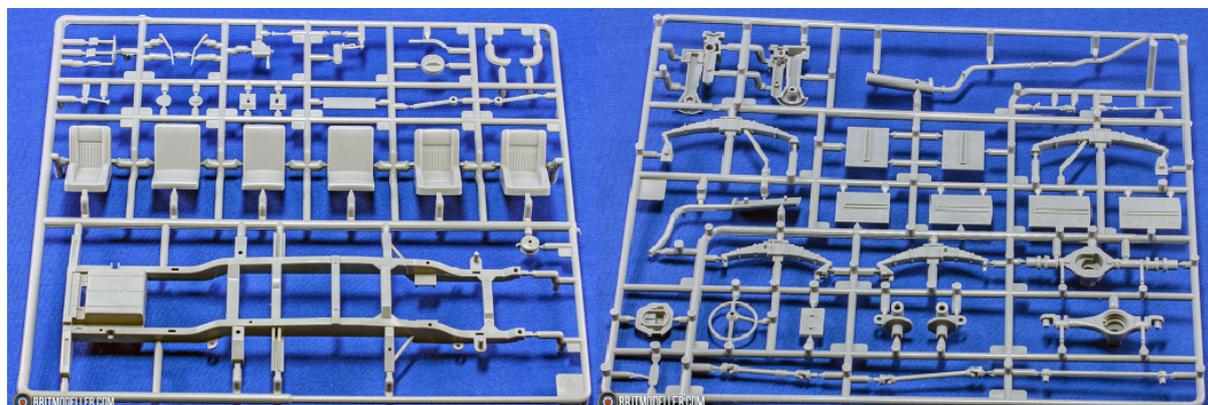
The Kit

This is a welcomed new tooling from Revell. The kit has 13 sprues, 2 sprues of clear plastic and the impressive single mould body. There are also 5 rubber tyres. Construction starts first with the engine. A complete engine & transmission is supplied in the kit. The engine is made up as is the gear box and the two are joined, they are then put aside, and work moves to the floor pan which is a single part. Some cabin internals are added to the floor pan at this point. We then move to the chassis again another single part in the kit.

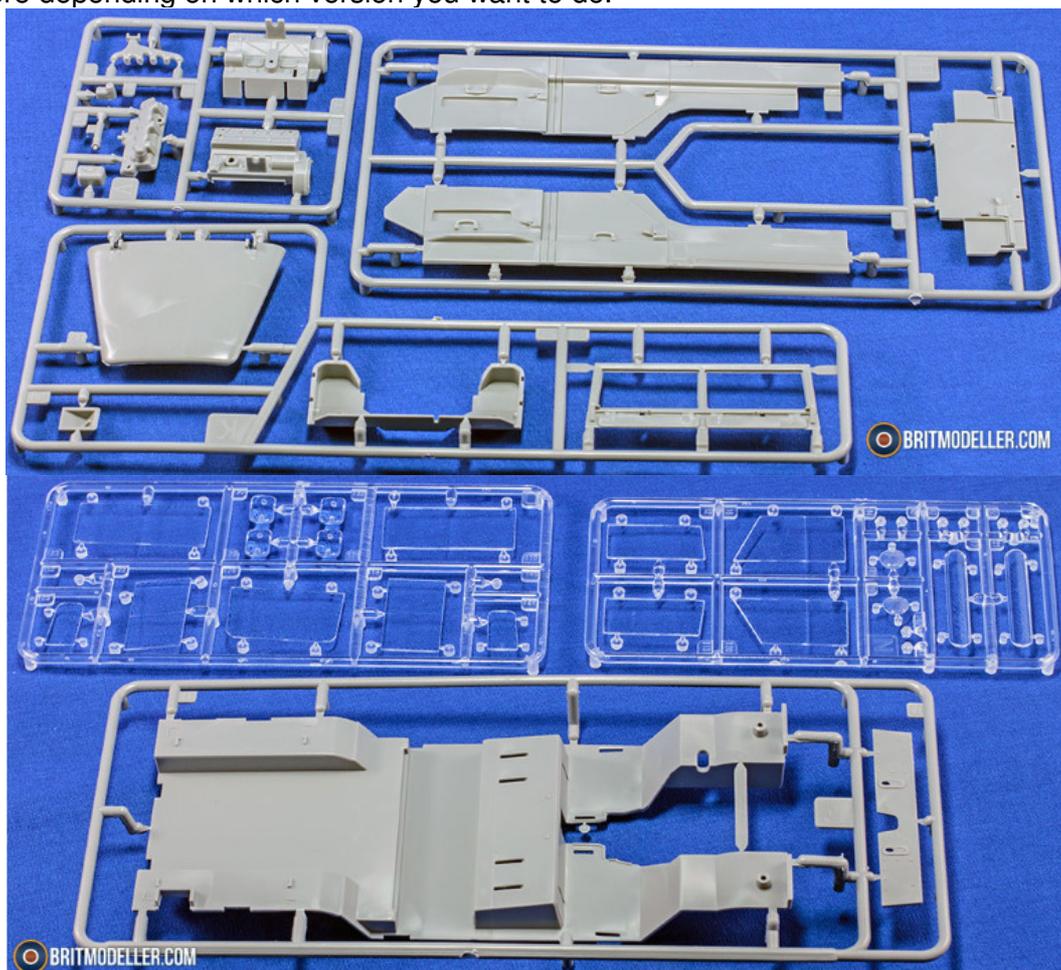
The front axle and steering are attached to the chassis along with the leaf springs and their shocks. The fuel tanks are added at the rear along with the exhaust system and rear axle, the leaf springs for the rear then go on. Next up the engine and gear box go in along with all the power shafts. At the front of the engine goes the radiator and fan shroud.



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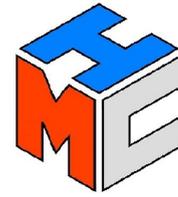
The floor pan can then go on the chassis. The gear stick and levers for 2/4-wheel drive, and low/high range are then added. The instructions show these being handed depending on whether you are doing your vehicle Left hand or Right-hand drive, though I am told by those in the know that these did not change from the UK position for a left-hand drive vehicle. The next step is to make up and fit the seats. There are some variations here depending on which version you want to do.



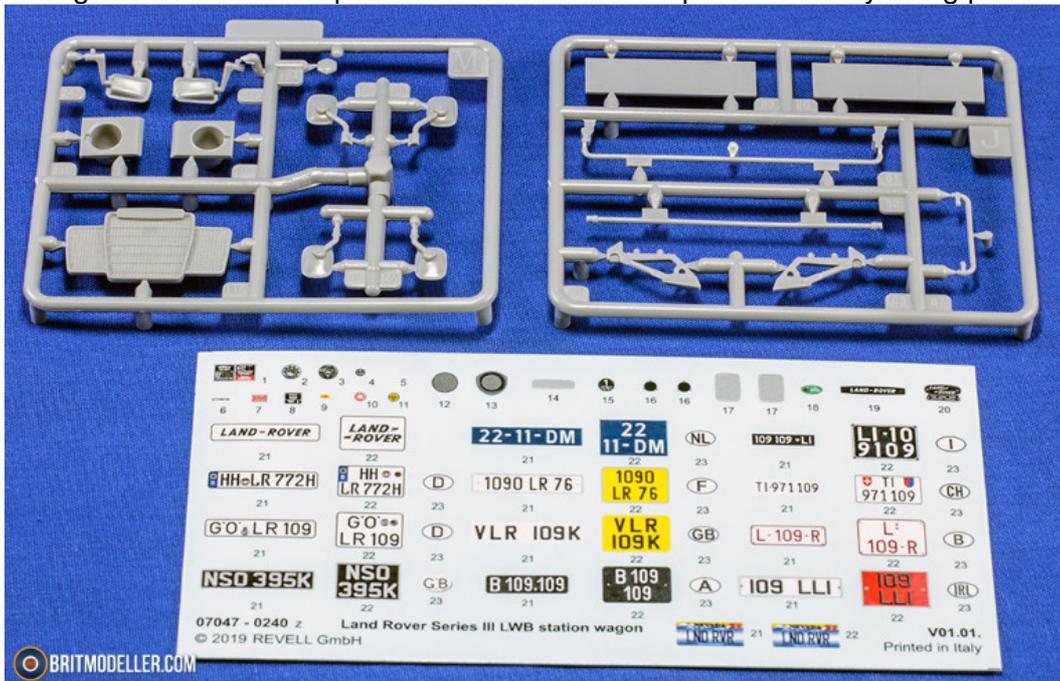
Next up the bumpers are added to the chassis and the lower vehicle internal body side are added. Inside the cabin the dashboard is added in to the main body moulding, and at the rear the tailgate is added. Steering and other controls are put on the dash. The windscreen is assembled and added as are the distinctive headlights and trademark Land Rover grill. All of the side windows, and rear window can then be placed in the top. The body can then be joined with the chassis/floor pan.



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To finish off the wheels are added, a roof mounted spare as well if the modeller wishes. There is the roof rack to add as well as the rear handles and lights. The bonnet can go on as can the front door mirrors. A couple of aerial finish things off. There is an option to leave the bonnet open with a stay being provided if needed.



Markings

There is a small decals sheet for several small markings and mainly vehicle license plates, the period UK plates looking especially nice. The decal printing is by Zanchetti in Italy so should pose no problems.

Conclusion

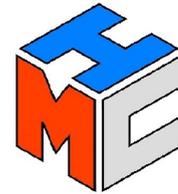
It's always good to see a Land Rover and this looks to be a great model from Revell with many possibilities. It is a shame the doors are moulded shut, but this should not detract from what is an excellent new tool kit from Revell. **Conclusion: Very Highly recommended.**



On a very personal note I was delighted to hear of the release of this new tooled kit as It means I can make a simple conversion to the Series II LWB as used in the Italian Job.



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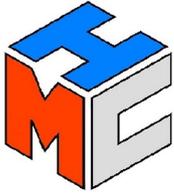
Meeting Schedule for 2020 - 2021

March 16 th	Pre-Southern Expo
April 20 ^h	Show What You Bought Modelling Night
May 18 th	Competition Night – TBC ????
June 15 th	Video Night hosted by John Bennet
July 20 th	Competition Night
August 15 th	RFC Talk
September 21 st	Competition Night
October 21 st	Open Night Lucky Dip Starter Kits
November 19 th	Competition Night
December 14 th	Quiz and Nibbles
January 18 th	Competition: Modeller of the Year
February 15 th	AGM + Lucky Dip Competition

And finally, I came across this image on the **RAF Hornchurch** Facebook page which I thought some of our members might like as a print in their modelling space...



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Gentlemen, As You Were: Dowding at Hornchurch, 1940

During an impromptu visit to RAF Hornchurch, a fighter base made famous by the Battle of Britain, Air Chief Marshal Sir Hugh Dowding, head of RAF Fighter Command, speaks with young Spitfire pilots who just returned from an intense battle with the Luftwaffe in the skies over southern England. Dowding would refer to young men like these as "my fighter boys" — a name echoed by Winston Churchill in his historic speech to the House of Commons on August 20, 1940.

"Never in the field of human conflict was so much owed by so many to so few," Churchill said. "All hearts go out to the fighter pilots, whose brilliant action we see with our own eyes day after day."