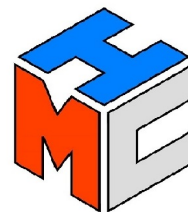




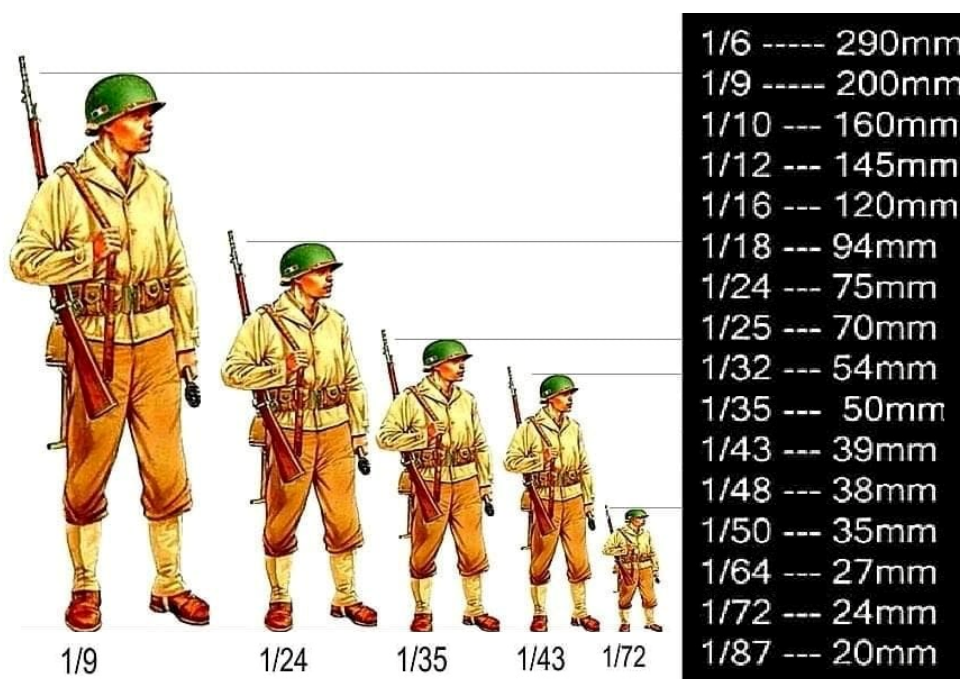
# Sticky Fingers



The Hornchurch Model Club Newsletter

Issue 201 April 2022

## Next Month – Weathering Demonstrations



### *A view from the Hill...*

As usual April was a fairly quiet month... However, May on the other hand is going to be quite busy!

There are the back-to-back shows with the **Southdown Model** show on Saturday the 7<sup>th</sup>, and then the **Milton Keynes** show on Sunday the 8<sup>th</sup>. And if that doesn't get you going those shows are followed up with an all-new show at the **Mosquito Museum** on the 29<sup>th</sup>. Phew! Best get painting then!

On a personal note, I will be **RETIRING** from work on April 29<sup>th</sup> after 50 years of paid employment, not all of which was in the same place. This should, hopefully, give me a chance to finally put a dent in my (far too large) stash of Aircraft models, and NO, not all of them will be Finnish. This might be a shock to some of you but about a third of my collection contains British, Dutch, Danish, Swiss, Japanese and others. One of the smallest parts of my stash is WW2 German aircraft and even then 2 of those, a JU 87G and a FW 190A5 both fought with the Finns.

Apart from the above Aircraft I also have lots of figures to paint including an Army Corps of Napoleonic Austrians (approx. 1,000 figures) plus some WW2 British (figures, tanks etc), and even some Greeks, Poles, Yugoslavs, Norwegians, Belgian, Germans and of course more Finns. (you knew they would be there as well). I know that is a lot to do but as long as I live to be 200... I should get that little lot finished.

Looking forward to seeing you all on Monday, and don't forget.....it's competition night.

Happy modelling

**Graham**

## Johns Jottings...

Welcome to another thrilling instalment of the Sticky Fingers newsletter. I hope like me that you are all excited to see the return of our Club Night competition and will be bringing up some of those amazing models you've been building over the last couple of years. Tonight, we open with Round 1 of the Hornchurch & Wally Arrowsmith Trophies... so everything is to play for.... Good Luck Everyone.

As for our Theme build for the upcoming Essex Modellers show in Billericay at the end of July, I can report that I have made a start on a couple of suitable entries with only a slight diversion to complete a Revell 'quick build' kit of a VW Camper.

I hope that you are all bevering away on your own projects also, and please don't forget to let me know the details of the kits you're building so that I can have some display tags ready for the table.



## Dates for your Diary ... Upcoming model shows (Hornchurch attending highlighted)

	Show	Address	Postcode	Dist	Time
Feb 19 <sup>th</sup>	<b>South West Model Show</b>	The Tank Museum, Linsay Road, Wareham, England	BH20 6JG	150	3
Mar 5 <sup>th</sup>	<b>Aldingbourne ModelEx</b>	Aldingbourne Sports Centre, Olivers Meadow, Chichester	PO20 3YA	95	2+
Apr 2 <sup>nd</sup>	<b>The Cosford Show</b>	RAF museum, Cosford, Shifnal Shropshire, Shifnal	TF11 8UP	150	3
Apr 10 <sup>th</sup>	<b>Yeovil Model Show</b>	Westfield Academy, Stiby Road, Yeovil,	BA21 3EP	164	3+
Apr 23 <sup>rd</sup>	<b>Poole Vikings Model Show</b>	Parkstone School, Sopers lane, Poole,	BH17 7EP	140	2.5
May 7 <sup>th</sup>	<b>Southdown Model Show</b>	Bohunt School, 65a Broadwater Road, Worthing	BN14 8AH	80	1.5
May 8 <sup>th</sup>	<b>ModelKraft</b>	Marshall Arena, Milton Keynes	MK1 1ST	65	2
May 29 <sup>th</sup>	<b>DeHavilland Model Show</b>	Salisbury Hall, Shenley, London Colney	AL2 1BU	35	1
Jun 12 <sup>th</sup>	<b>Elstree Model Show</b>	Allum Hall, Elstree, Borehamwood, Hertfordshire	WD6 3PJ	30	1
Jun 18 <sup>th</sup>	<b>Ipswich IPMS Model Day</b>	Ipswich Bowling Club, 136 Rushmere Road, Ipswich	IP4 4JU	60	1.5
Jul 2 <sup>nd</sup>	<b>Scale Model Show</b>	Eastbourne Sports Park Cross Levels Way, Eastbourne	BN21 2UF	70	1.5
Jul 31 <sup>st</sup>	<b>The Essex Modellers Show</b>	Hannakins Farm, Rosebay Avenue, Billericay, Essex	CM12 0SY	15	0.5
Aug 7 <sup>th</sup>	<b>Scale Model Show</b>	Tangmere Aviation Museu, Chichester	PO20 2ES	85	2
Nov 12 <sup>th</sup>	<b>ScaleModelWorld - 2022</b>	The International Centre, Telford, Shropshire	TF3 4JH	180	3+
Dec 5 <sup>th</sup>	<b>Plastic Modelling Show</b>	Haverstock School, Chalk Farm, Camden	NW3 2BQ	30	1



# Car modelling - Scale wiring conversion chart

	1:1 Diameter	1:8 Scale	1:9 Scale	1:12 Scale	1:18 Scale	1:20 Scale	1:24 Scale
Battery Cable	9.0mm	1.1mm	1mm	0.75mm	0.5mm	.045mm	0.37mm
Brake Cable	8.0mm	1mm	0.9mm	0.67mm	0.44mm	0.4mm	0.33mm
Brake Line	7.5mm	0.94mm	0.83mm	0.63mm	0.42mm	0.37mm	0.3mm
Clutch Line	7.5mm	0.94mm	0.83mm	0.63mm	0.42mm	0.37mm	0.3mm
Fuel Lines	10mm	1.25mm	1.1mm	0.83mm	0.56mm	0.5mm	0.42mm
HT Leads	7mm - 10mm	0.87mm – 1.25mm	0.78mm – 1.1mm	0.5mm - 0.83mm	0.39mm – 0.56mm	0.35mm – 0.5mm	0.29mm – 0.42mm
Hydraulic Clutch Cable	8.0mm	1mm	0.9mm	0.67mm	0.44mm	0.4mm	0.33mm
Oil Cooler Line	16mm	2mm	1.8mm	1.3mm	0.89mm	0.8mm	0.67mm
Throttle Cable	5.0mm	0.62mm	0.56mm	0.42mm	0.28mm	0.25mm	0.2mm
Coolant Hoses	16mm - 41mm	2mm – 5.1mm	1.8mm - 4.5mm	1.3mm – 3.42mm	0.89mm – 2.3mm	0.8mm - 2.0mm	0.67mm – 1.7mm

## Club Meeting Schedule 2022/2023

<b>March 21<sup>st</sup></b>	Photo Etch Demonstration by Robin Bellamy
<b>April 25<sup>th</sup></b>	<b>Club Competition Night</b> Round 1
<b>May 16<sup>th</sup></b>	Weathering Demonstration
<b>June 20<sup>th</sup></b>	<b>Club Competition Night</b> Round 2
<b>July 18<sup>th</sup></b>	Club Theme Build Display – Dry Run
<b>August 15<sup>th</sup></b>	
<b>September 19<sup>th</sup></b>	<b>Club Competition Night</b> Round 3
<b>October 17<sup>th</sup></b>	
<b>November 21<sup>st</sup></b>	<b>Club Competition Night</b> Round 4
<b>December 12<sup>th</sup></b>	Quiz Night and Nibbles
<b>January 16<sup>th</sup></b>	<b>Model of the Year</b> Southend Club Visit
<b>February 20<sup>th</sup></b>	Annual General Meeting AGM



## A blast from the past... **Southern Expo April 2012**



## Kit Reviews

### Airfix 1:24 Supermarine Spitfire Mk.IXc



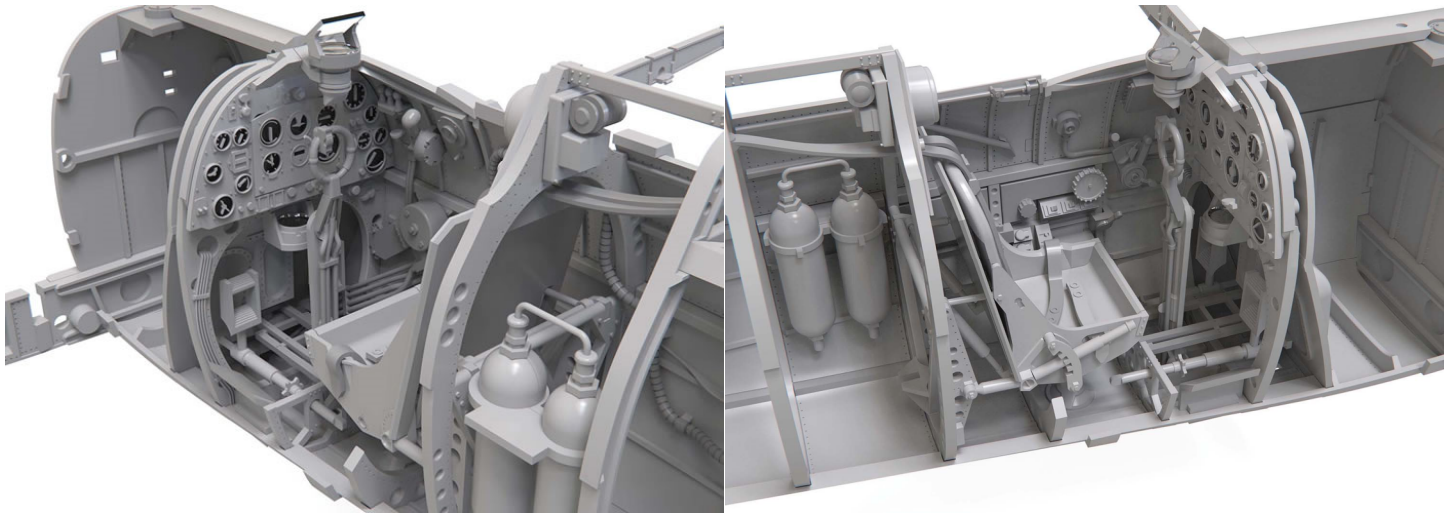
Scale 1:24 | Skill Level 4 | 433 pieces



This new super kit includes:

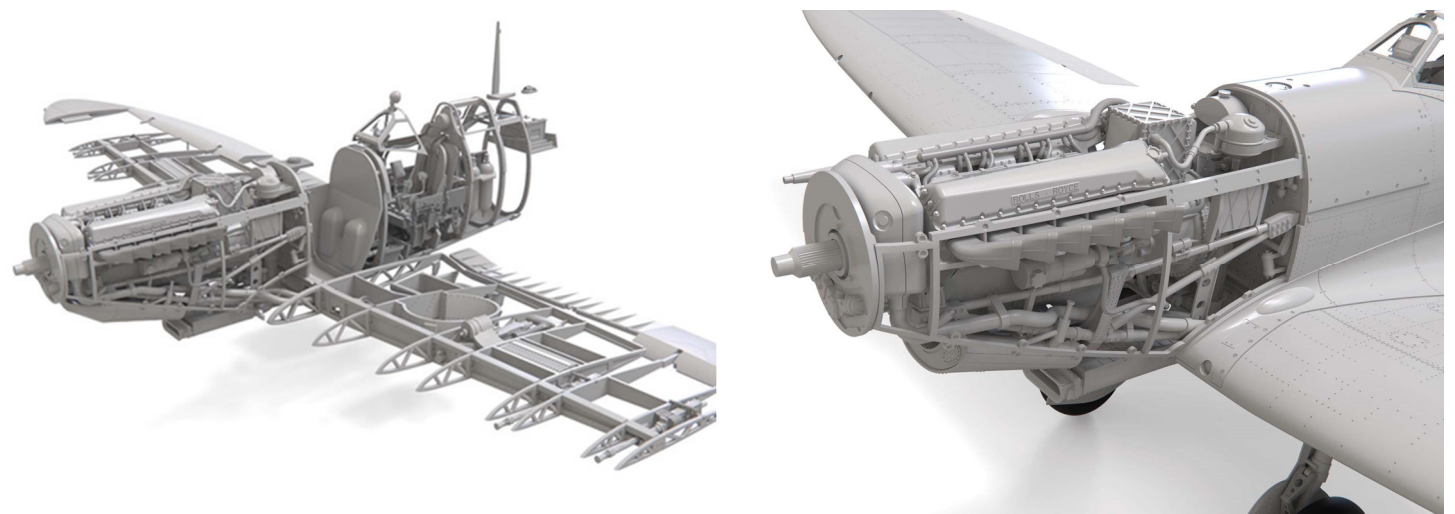
- Early and late intakes and breech blisters
- Clipped wings
- Two elevator types
- Highly detailed cockpit

Something of an aviation classic and the last major Merlin engine powered variant of the Spitfire, this mark is arguably one of the most important in the entire Spitfire production, going on to see service past D-Day and into the post war era.



In the world of aviation, is there any aircraft which can even come close to matching the iconic status the Supermarine Spitfire enjoys, a legacy which is as strong today as it was during the wartime years? A modern monoplane fighter aircraft which made its first flight from Eastleigh Aerodrome on 5th March 1936, the Spitfire would earn its legendary reputation during the Battle of Britain, when the pilots of the Royal Air Force stood defiantly against the overwhelming might of the all-conquering Luftwaffe, an aviation beacon of hope for a nation and its people during their darkest hour.

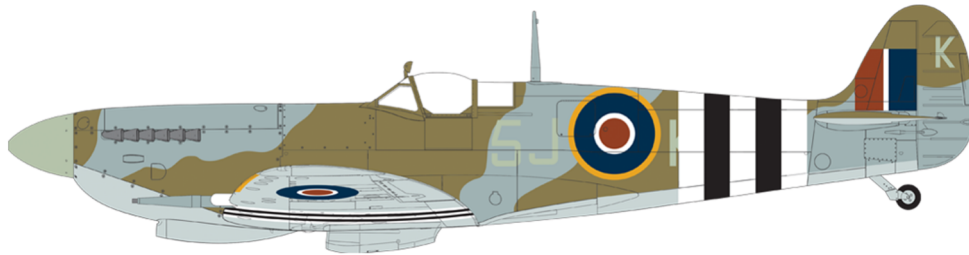
Elegant and graceful to look at, the Spitfire's appearance masked the fact that this was a deadly fighting aeroplane and one which was adaptable enough to undergo almost constant development throughout the wartime years, allowing later marks of the fighter to post speeds which were almost 100 mph faster than the first machines to enter service. With a service career which extended well into the post war years, the Spitfire outlived all its aviation contemporaries and with over 22,000 Spitfires of all variants (including Seafires) eventually being built, Spitfires are still a regular sight at Airshow events all over the world, as an ever increasing number of restored airworthy aircraft continue to write the enduring Spitfire story. Even though the prototype Spitfire made its first flight over 85 years ago, the aircraft is still widely regarded as Britain's most famous aircraft type and instantly recognisable to many millions of people the world over.



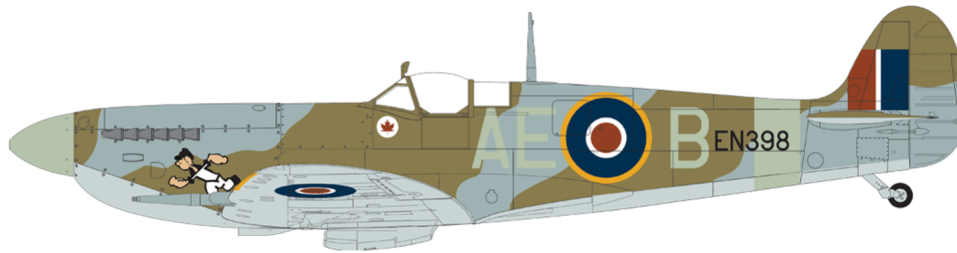
The Spitfire Mk.IX variant was arguably the most important mark of Spitfire in the entire production run and because of that, it is somewhat surprising to learn that it was actually something of a stop-gap development. The arrival of the Luftwaffe's new Focke Wulf 190 fighter over the Western Front in August 1941 saw RAF Spitfire Mk.Vs operating over the Channel falling victim to the 'Butcher Bird' in ever increasing numbers and something had to be done. A major Spitfire upgrade was

in progress, but the Mk.VIII was still some way off, as manufacturing facilities prepared their tooling jigs for the new aircraft, but there was a temporary solution. One of the major features of the new Spitfire was its use of a powerful new version of the Rolls Royce Merlin engine and it was proposed that fitting this new engine to a Spitfire Mk.V airframe would give the fighter a welcome performance boost.

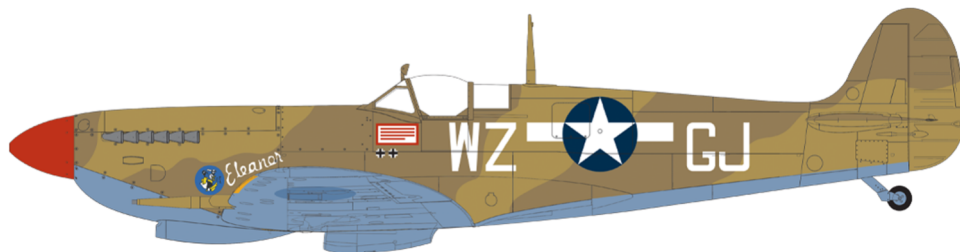
The first 100 Spitfire Mk.IX fighters were actually Mk.Vc airframes adapted to take the new Merlin 61 two stage, two speed supercharged engine, with this combination producing a thoroughbred fighting aeroplane, one which was more than capable of challenging the FW190 and the latest 'F' variant of the Messerschmitt Bf 109. In fact, the new Spitfire was considered so successful that this would become the second most heavily produced variant in the entire production run and if including the aircraft powered by the licence built Packard Merlin 266 (Spitfire Mk.XVI) even eclipsed the Mk.V in production numbers. With further powerplant refinement taking place throughout the production life of this variant, the first Mk.IX Spitfires started to join RAF Squadrons from July 1942, with this famous mark of Spitfire going on to see service past D-Day and into the post war era. The last major Merlin engine powered variant of the Spitfire, this 'emergency stop-gap fighter' actually became something of an aviation classic.



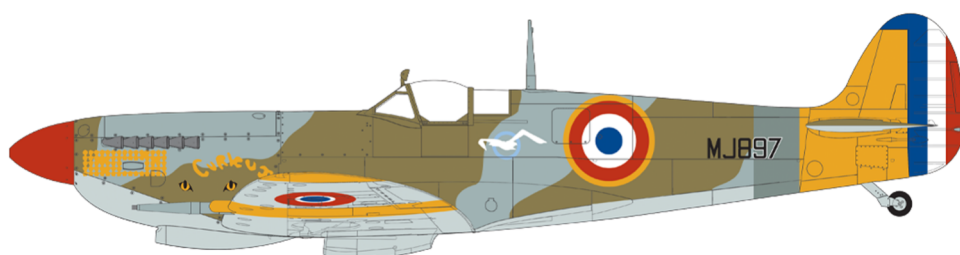
**A SCHEME:** ML214, No.126 (Persian Gulf) Squadron, Royal Air Force, RAF Harrowbeer, June 1944.



**B SCHEME:** EN398, No.402 Squadron, Royal Canadian Air Force, RAF Kenley, March 1943.



**C SCHEME:** WZ-GJ 'Eleanor', 309th Fighter Squadron, United States Army Air Force, Pomigliano, Italy, January 1944.



**D SCHEME:** MJ897 'Curieux', GR 2/33 'Savoie', French Air Force, Dijon, France, September 1944. T



## Border Model 1/32 scale Avro Lancaster B.MK.I/III



This is a highly anticipated Wingnut Wings designed kit with a relatively limited quantity available and even at an estimated price of **£600** expect demand to be very high.

The Avro Lancaster was a heavy bomber used by the British during WWII. It was planned and built by Avro alongside the Handley Page Halifax and the Short Stirling, all three aircraft being four-engine heavy bombers employed by the Royal Air Force (RAF) during the same wartime era. The Lancaster is based on the twin-engine Avro Manchester, which was designed in response to Air Ministry Specification P.13/36 for a powerful medium bomber for "world-wide service" in the late 1930s. The Lancaster was designed by Roy Chadwick and powered by four Rolls-Royce Merlin's and, in one form, Bristol Hercules engines.

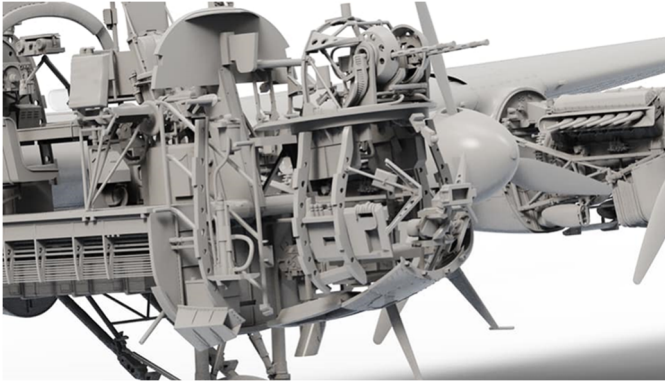
It was originally intended as an upgrade of the Manchester (which had proven difficult in service and was decommissioned in 1942). It first saw service with RAF Bomber Command in 1942, and as the strategic bombing effort over Europe gained traction, it became the primary aircraft for night-time bombing campaigns.

As more of the type was developed, it surpassed the Halifax and Stirling as the primary heavy bomber employed by the RAF, the Royal Canadian Air Force (RCAF), and squadrons from other Commonwealth and European countries operating within the RAF.



The Lancaster's long, unobstructed bomb bay allowed it to carry the RAF's heaviest bombs, such as the 4,000 lb (1,800 kg), 8,000 lb (3,600 kg), and 12,000 lb (5,400 kg) blockbusters, which were typically complemented with smaller bombs or incendiaries. The "Lanc," as it was affectionately known, became one of the most widely employed night bombers of WWII, "delivering 608,612 long tonnes of bombs in 156,000 flights."

The Lancaster's adaptability made it the aircraft of choice for 617 Squadron, and it was modified to carry Barnes Wallis' Upkeep "bouncing bomb" for Operation Chastise, the attack on German Ruhr valley dams.



Although the Lancaster was designed primarily as a night bomber, it excelled in a variety of duties, including daylight precision bombing, for which some Lancaster's were modified to carry the 12,000 lb (5,400 kg) Tallboy and eventually the 22,000 lb (10,000 kg) Grand Slam earthquake bombs (also designed by Wallis). This was the war's largest payload for any bomber.

Other Interesting releases coming soon...







Selection of scale modelling channels to check out...

## Nandemo-seisaku TV - JAPAN

<https://www.youtube.com/c/nandemoseisaku>

Created playlists



【CREATOR'S POINT OF VIEW】  
FUJIMI DINO 246GT



tamiya lotus europe special  
VIEW FULL PLAYLIST

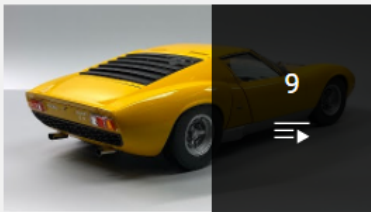


[Builder's view] "Ninja" Kawasaki  
GPZ900R(Aoshima) vs....

## A4 Garage – SOUTH KOREA

<https://www.youtube.com/c/A4Garage>

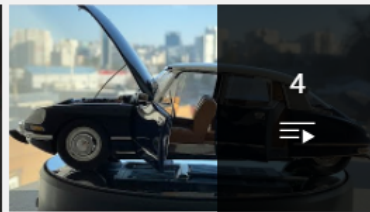
Created playlists



LAMBORGHINI MIURA



HYUNDAI PONY



CITROEN DS 21

## LPJ Models – UNITED KINGDOM

<https://www.youtube.com/c/lpjmodels/about>

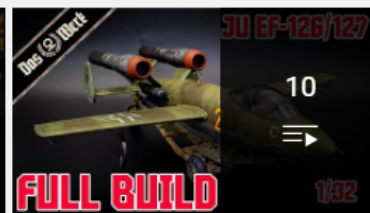
Created playlists



Eduard Bf 109 1/48



WW1

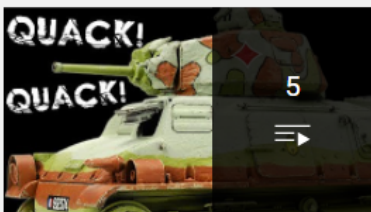


Aircraft

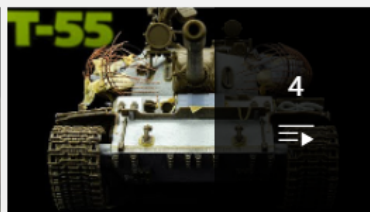
## Night Shift - SLOVAKIA

<https://www.youtube.com/c/NightShiftScaleModels>

Created playlists



Somua S35 (Tamiya 1/35)



T-55 (Tamiya 1/48)



T29E3