



# "STICKY FINGERS"

## Magazine.

### **Peters Prattling**

**Next month – March 2007 – Final Round of the Competition**

#### **Some Family Stuff**

Some of you may already know this but I thought it was probably worth letting all of you know about some family stuff which may affect the duties I am performing as Club Secretary at some point later on. The news is that my father-in-law is currently suffering from a terminal cancer focused on his kidney. As you can imagine we are going up to visit my wife's parents in Lincolnshire on a regular basis, mostly at the weekend. So if occasionally I appear to be more distracted than usual or forget to action something this may be why.

#### **Milton Keynes Show**

This year the show was a little larger than before, effectively taking over all the spare rooms available. As ever we managed to get slightly lost on the way, darn those computer generated route maps!

The stand was setup and the normal business of checking out the bargains from under table and traders was underway. There were what seemed to be a lot more traders this year, whether that is because there were a larger number of traders using smaller amounts of tables I'm not sure.

I managed to snaffle an Eduard Strip-Down kit of the Fiesler Storch and their Profipack version of the Il-2 Sturmovik and apart from some Mr Surfacer these were about the only purchases I made.

Funniest occurrence of the day was John Huston's saga of the missing soup. Partway through the morning he had a phone call from his wife, who asked him whether he had his brand new shiny flask with him. He says yes and is asked to look inside. Lo and behold when he opens the flask it is empty, where's the soup! He had heated up some soup in the morning to take with him, unfortunately it was early and so he left without carrying out the crucial step of transferring the heated soup from the microwave to the flask. He claims the flask was new so he didn't realise that the flask was light due to lack of content. Well it made us laugh!



## **Modelkraft 2007**

I was browsing the Milton Keynes web site and noticed that a couple of people we all know had a Good result in the Competition,

In the group B category...

1<sup>st</sup> Carmell Zammit with his Me 262

2<sup>nd</sup> Mick Pitts with his Fw 190

Well done to the both of you.

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The show as usual was good and as Peter stated larger. There were more Traders so less space for clubs but the table space we had was large enough and a good display of models we had. All who attended went home with a few bargains, not so much from traders but what the other clubs had for sale under the table.

**Danny.**

## Something for the weekend Sir?

Don't get excited, I'm only doing a build review of an Eduard 1/72nd "weekender" kit, namely an Albatross D.V. I know that this era of aircraft modelling is not my "norm", but like my foray into Luftwaffe '46, a change is as good as a rest.

I saw this kit at the Nationals, sorry Scale ModelWorld, on the Hannants stand for the princely sum of £1.99, a lot cheaper than the bacon butties! So, what do you get for the money? Well, the Weekender kit is Eduard's equivalent to the bagged Airfix kit for 2/6 out of Woolworth's. In a small self-seal bag you get one spruce of plastic parts, decals for one aircraft and an instruction sheet with a simple exploded diagram on one side and a colour-painting guide on the other.

The 31 sand coloured plastic parts were crisply moulded with no flash at all. Starting with the insides as normal, I painted the fuselage, engine support and cockpit floor a lightwood colour and washed it all with chestnut ink to give a feeling of depth. Engine next, made up of three pieces, I painted it silver and then washed it with black ink. The seat was painted light sand and lightly washed with flesh ink and a seat cushion was added along with masking tape seat belts. I then glued the seat to the cockpit floor, added the control column and stuck it into one side of the fuselage. I added the engine support and glued the fuselage together with super glue. I was pleased to find out that the engine can be added after the painting was done, mainly because I had forgotten to check first, phew! Only a touch of filler was required to smooth the fuselage, job done.

I then attached the lower wings, tail plane assembly and tailskid; a little filler was required around the lower wing joint, but no major problems. While waiting for the filler to dry I got on with the little bits. I painted the top wing radiator silver and lightly washed it with black ink, the guns were finished in the same manner, except with two black washes. Propeller was painted a mid gloss brown and the exhaust silver, washed with black and dry brushed with "jet exhaust" for a slightly burnt look. Tyres were painted mid grey and washed with flesh ink.

Now for the painting, after masking the radiators and open holes in the fuselage, I sprayed the undersides of the wings, tail and fuselage a light blue-grey, I almost forgot the undercarriage legs. The undersides were masked off and the nose area sprayed bright red along with the interplane struts and propeller boss. The nose was now masked and the rear fuselage and tail painted bright blue. More masking and the top of both outer wings were sprayed in the odd German purple and when dry the inner sections were sprayed green. The "ball of masking tape" was then peeled to reveal the fully painted model.

The engine, exhaust and guns were now added and the "leather" cockpit surround painted. Now for the fun bit, attaching the top wing. I carefully removed the paint from the locating holes and pins on the aircraft and struts. I then used liquid poly to glue the struts to the fuselage and lower wings and while the struts were still moveable I put the top wing in place and checked all the alignments. When dry I removed the top wing and added a tiny drip of super glue to the struts to strengthen them, when dry I put superglue in the locating holes of the top wing and put it in position. The undercarriage was then attached using the same method. The decaling was simple, 10 decals with Micro sol and set, job done. I decided against rigging as I wanted to finish the model (almost) from the bag.

A really nice little kit and the main thing is that it went together well, it was only the masking and painting of the different colours that stopped this kit from being built in a weekend. However, if you use acrylic paint and lock yourself away, who knows. It actually cost me more for the tins of red and blue paint that I used than the kit itself. Great fun and highly recommended, hats off to Eduard for making this quality of kit available for a true pocket money price.

At the moment I believe Eduard are doing a range of 1/48th "Weekender" kits for around £6.50, if you fancy a change, why not?

*Robin.*

## Modelling CD's, waste of money?

During the club's recent visit to the Milton Keynes show I saw what I thought was a small club stand wedged between a trader and a set of double doors. Not the best of positions I thought, but in a lot warmer than our stands position. However the models looked very well made, finished and displayed, so Peter and myself stopped to have a closer look. It was only at this point that I realised that it was in fact a trader's stand selling modelling aids relating to particular model aircraft kits on a CD format.

My thoughts immediately flashed back to the Tamiya CD's on aircraft and tanks that retailed originally for £32.95 each, very nice, but not worth that sort of money. I will put my hands up now and say that I'm not a fan of this sort of interactive format, as I have found it a bit boring, expensive and not really "it" from a modeller's point of view. However being polite we had a chat with the couple behind the stand and Peter had a little play with the computer running the CD on the Revell 1/48th kit of the Phantom FGR Mk2. I was very pleasantly surprised to find that the models on display were not only the ones used for the CD's, but also that the gentleman attempting to sell the CD's was the kit builder himself.

So what do you get for your pennies? This is the content of the CD relating to the Trumpeter 1/32nd Me 262.

- 53 digital images of the finished model.
- 42 digital images of the Me 262 at Hendon and a short history of that aircraft.
- A 97 page Word document, with pictures, relating to improving any model kit, with sections covering general easy detailing, dry brushing, washes, etched brass, resin parts, filling and blending, transparencies, metallic finishes, weathering and decals.
- A 20 page Word document giving an in depth build review of the kit linked to a further 86 images of step-by-step progress through the build. Much like the review articles in Scale Aircraft Modelling International, but better in my opinion.

So all in all a very nice package that although aimed at the owners of the Trumpeter kit, this CD with its hints section and all the images of the real aircraft and kit build section would be helpful to anybody wanting to model a Me 262 in any scale.

Now for the sting in the tail, how much? Amazingly, only £4.95, that's only £1 more than a monthly modelling magazine. When you consider that the Trumpeter kit is £29.95 and a replacement decal sheet would be around £8, you would be silly not to buy it to save yourself any hassle in the build stage alone.

Peter will be bringing along his computer to the club meeting this evening and I will bring along my CD's, yes, I bought 4 and might well put the others on my Birthday list. So to return to the title of this article, waste of money? Not these CD's, in my opinion, well worth it and at this price the benchmark for value and quality.

CD titles also available at the moment are Mig 21, Me 109 G-2 to G14 part 1 & 2, Meteor F.8, P-40 Warkhawk, Phantom, Seafire FR 46/47 with a Mosquito CD coming soon. Contact the manufacturers at [www.weeae.co.uk](http://www.weeae.co.uk)

*Robin.*

## Competition Standings after the 3<sup>rd</sup> Round.

Wally Arrowsmith Trophy (Aircraft)

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

Position	Entrant	Model	Votes
1 <sup>st</sup>	John Bennett	Westland Wyvern	53
2 <sup>nd</sup>	Jon Lowe	BAe Concorde	41
3 <sup>rd</sup>	Paul Bennett	Hawker P1082	40
4 <sup>th</sup>	Paul Bennett	Avro 707	34

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

Position	Entrant	Model	Votes
1 <sup>st</sup>	Ian Brown	Lavockin La-7	56
2 <sup>nd</sup>	Robin Bellamy	Lippisch P-13	52

Positions after 3<sup>rd</sup> Round

Position	Entrant	Points
1 <sup>st</sup>	Paul Bennett	89
2 <sup>nd</sup>	John Bennett	87
3 <sup>rd</sup>	Ian Brown	73
4 <sup>th</sup>	Peter Bagshaw	65
5 <sup>th</sup>	Robert Smith	48
	Robin Bellamy	48
	Danny Alvisse	24
	Jon Lowe	23
	Alan Wright	21

## IPMS Hornchurch Trophy (Miscellaneous)

Military Vehicles

Position	Entrant	Model	Votes
1 <sup>st</sup>	Danny Alvisse	King Tiger II	

Miscellaneous

Position	Entrant	Model	Votes
No Entrants			

Positions after 3<sup>rd</sup> Round

Position	Entrant	Points
1 <sup>st</sup>	Danny Alvisse	100
2 <sup>nd</sup>	Peter Bagshaw Phil Worth	25