



"STICKY FINGERS"

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Alan's "Annotations"

Well, last month was a good club night, many thanks to Kevin Nunn from Brigade Models who enlightened us about how the injection moulded parts come into being and what is involved. He promises to come back next year to give us a peep at life from the other side of the counter. Also Alan Wright gave the younger members an insight into what it was like to be "Called Up" to do National Service. He entered the Senior Service or the Navy to the uneducated, very enjoyable.

I would like to say on behalf of the members welcome to our three new members who joined last month, hope you enjoy the club and you get something out of it that is beneficial for your modelling.

Our Competition Secretary and Assistant Secretary looked suitably "knackered" after the competition judging, I'm sure that I speak on behalf of the members when I say a big "Thank you" to you both you do a great job in such a short time from when voting ends to announcing the winners.

To Modelworld 2001, or the Nationals as some of us know it. We had our usual 4x6 feet of table space, Ted had kindly laid out his table covering and was displaying a range of his models and I had picked up the signs that Greg had made for us and very good they are. Then on Sunday Steve Smith, Mick Pitts and co. arrived to complete the display, which of course was up to the club's previous high standards. On reflection as I always go up on the Friday as well as taking my cloths for the SIG I could take the ones for the club together with the signs and maybe a couple of models to add to what is available on the Saturday. Thank you to all who displayed at the Nationals.

IPMS Brampton Thanks

On behalf of IPMS Brampton, I would like to thank you and your group for helping to make the St Neots Model Show a great success. This was the largest show that we have staged so far. We were well pleased with the outcome and, in due course, will donate the proceeds to the local organization caring for MS sufferers. It was hard work, but we enjoyed ourselves immensely and hope that you did too. We have studied the responses to our questionnaire and will institute refinements in time for the 2002 show. I have booked the Priory Centre for Sunday 1st September 2002, with additional space to make everyone more comfortable. The invitations for 2002 will be sent out next February, and we hope that you will be able to join us.

Sam Bratby
Secretary
IPMS Brampton

Alan



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Peter's "Prattlings"

Does Anyone Have A Compressor For Sale?

Lee Lacey is looking to purchase a compressor for an airbrush, if anyone has one they are willing to sell please get in contact.

Modellers Rules of Acquisition

A little bit Americanised but mostly fairly true none the less.

1. You want it; therefore you need it.
2. You need it; therefore you must buy it.
3. All other things you need, including food, shelter, clothing, car insurance, and lunch money, are incidental in comparison to what you need for modelling.
4. Never add up the total for what you have purchased for modelling.
5. If you're not sure you should buy something....for *whatever* reason....if someone else says they have it and *like* it....then you *have* to buy it!
6. If you are compelled to calculate total dollars spent on modelling and related items, never count things that are not actual models.
7. Never include items that cannot be traced via the receipt (i.e. -- office supplies are office supplies, tape is tape -- never mind where it ends up in your house....)
8. When writing checks from the joint checking account, always write "K.G." in the check register. You will know that this stands for "Killer Goodies" but your SO will think it is Kroger Grocery when she scans the chequebook to see where you have been shopping. And she KNOWS groceries are expensive, and you need lots of them....
9. If a member of your family discards an item that is usable for modelling, you may replace it. For example, you receive a shirt as a gift - if SO throws the shirt pins and clear plastic collar tabs away you may purchase replacements. You do not have to replace them with identical articles. This applies to Nestle Crunch candy bar wrappers that your kids throw away too, however they are not permitted to eat the replacement candy!
10. If everyone else wants it, then you must want it too -- even if you don't know what it is.
11. If everyone else wants it, even if you don't know what it is, and you find it on sale, buy it ALL. (Editor's note: This phenomenon is widely known as the SALE factor, and is the only situation in which the Modeller may completely ignore Rules of Acquisition #6 and #7, and announce gleefully how much money he has SAVED by purchasing said items. (This suspending of the rules is dependent upon: a) the actual percentage off, b) the total dollar amount spent c) the projected reaction of partner/other interested party. For more detailed worksheet on Rule Suspension see Modellers' Rules of Acquisition Handbook - Chapter 9, Subsection C, Paragraph 14, and example on facing page.)
12. NEVER, NEVER let your SO read the Modeller's Rules of Acquisition...for reasons OBVIOUS to the seasoned modeller. For those of you who are newbies...does "the jig is up" mean anything to you?



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13. Reconciling yourself early to the fact that every trip to the hobby shop costs a minimum of \$40, even if your intentions were to buy just one decal sheet, will save you much anxiety and false guilt.
14. Grab bags MUST be purchased at the time they are advertised. There very likely could be that ONE special model you cannot live without, and the others work for trades! If you don't order immediately, you may lose that special kit.
15. Keep *everything*, no matter how useless or ugly or small it may be. It *will* become absolutely essential for a model project some day.
16. When you buy something, use it before you read the directions.* (*Acquisition reasoning -- if you mess it up or break it, you get to buy another one...)
17. You can't take it with you applies only to money. Begin getting your loved ones accustomed to the fact that you intend to be buried with your models.
18. Plastic models are an inexpensive hobby. This can be proved by applying male logic to your modelling purchases. For example, no hobby where the supplies usually cost under \$10 can possibly be as expensive as the usual big ticket male hobbies such as radio controlled airplanes, restoring vintage automobiles, pro-team season tickets, etc. This just makes sense.
19. Every modeller MUST own every type of glue that is on the market. However, he may restrict use to his favourites.
20. Whenever a new paint line is made available, you must immediately purchase every one of the colours in which it comes.
21. When getting a model for a particular project it is imperative that you buy the same type from a variety of companies (a minimum of 3 is recommended). Once you actually sit down to build the model you will find that it is much better that you have not limited your selection to just one option.
22. It is essential to have ALL possible tools even if you know you won't use anything but your X-Acto knife. You never know when having the Tri-Tool saw blade #TT-37X4a will be PERFECT!
23. Get all types of paint, don't limit your creativity to just Model Master and Aeromaster. Make sure you have a good selection of Floquil, Humbrol, Xtracolor, and even the cheap Testors you buy at Wally Mart!
24. The iron is NOT for clothes; it is for making "weighted and bulged" tires. Anyone who uses an iron for clothes is excommunicated from the Modeller's Union. (Editor's note: You may avoid excommunication by following subsection B pursuant to rule #24 which in layman's terms translates as "you may use an iron for its original perverted purpose only by purchasing an auxiliary iron. However, only the old iron may be used for household purposes. Aforementioned perverted purpose is not one that is condoned by the Modeller's Union and should be performed ONLY by support staff personnel.)
25. Tissue paper is for making tarps and for hoarding. Never use it for packing material or for wrapping packages.
26. There is absolutely NO such thing as too many modelling magazines...of any kind. Disregard nasty comments about the twenty years worth of Scale Models stashed in the boxes at the back of the garage.



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27. Corollaries here are: a-the complete set of Scale Models is worth the \$1500...they are actually priceless. b-it is perfectly acceptable to save not only anything remotely usable, but also all the junk no one else wants...c-EVERYTHING is parts box fodder and should be purchased and/or saved. Especially any broken plastic or metal toys...d-"Reference Material". If you think that you will ever build a model of this aeroplane/car/tank/ship you must buy the book now for reference because it will not be available when you really need it...e-Decals! You can never have enough decals. So what if you need 150 F-4 kits or 238 Bf-109 kits to use all of them. His AirDec and ABT decals are historical items and should be cherished.
28. If you think there is a ghost of a chance that you might use it in a future project, buy it now. Cause if you need it later, you can bet a) you won't be able to find it, b) no one will have heard of it and c) there won't be a substitute.
29. A modeller must purchase appropriate storage containers, shelves, bins, units, etc., for all modelling related purchases. A modeller has the right and responsibility to discard all previously purchased storage systems in order to purchase a new, more appropriate system at any time.
30. A corollary to number 18 above: Modelling actually saves money. Modelling promotes the do-it-yourself philosophy. This is evident in the activities of moulding, carving, and casting your own parts, and making your own toys.
31. Modelling is your civic duty. Think globally, act locally. Purchasing models and supplies is politically correct for the following reasons: a) It supports a local business and reduces the number of unemployed; b) it promotes creativity and cottage industry; c) it supports minority owned businesses (if modellers aren't a minority, who are?); d) buying expensive, imported model kits stimulates the economies of developing nations; Thus purchasing models is your civic duty. It logically follows that the world would be a better place if everyone built models. Write your congressmen today to begin the process of passing legislation making it illegal not to build models.
32. If you happen upon a super model-related deal somewhere and you buy enough for you and all your friends, and your friends buy some from you--the money they give you is free to be used to purchase MORE model stuff, since it has been "laundered" and isn't, technically, coming out of your pocket!
33. You must subscribe to every modeller's magazine whether or not you ever have time to read any of them. The pictures are always nice to look at and give you ideas for more model purchases you need to make.
34. You must spend thousands of dollars on a home computer, a fast modem, and an Internet account so you can get online to visit all the modelling websites and get the latest hobby information. Only then will know where you can save \$1.50 on your next model acquisition. This will indeed justify the total cost of your computer.

Peter



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Ricky's "Ramblings"

Tips And Techniques

- Always wash your paintbrushes with mild soapy water when you finish a painting session.
- Fine-gauge solder makes excellent scale wiring and plumbing. Also try lead wire (available in .010" - .035" diameters at fly fishing shops).
- Pledge furniture polish, applied with a soft cloth; can hide minor scratches in clear parts.
- Spray paint from cans flows better if the can is soaked for a few minutes in hot tap water.
- When supergluing individual resin track links for armour kits, place a sheet of wax paper underneath to keep them from sticking to your work surface.
- Check the fingernail finishing section of drugstores for a variety of inexpensive sanding and buffing sticks.

Care Of Paint Brushes

It strikes me as a little odd that there seems to be so much confusion about techniques in painting and weathering that requires the use of brushes. I guess a great deal of that comes from our hobby's love affair with the airbrush but there are many times when an airbrush won't do the job and this is where a thorough understanding of brushes is needed.

The first thing to understand is that different brushes have different purposes. You don't want to use the same brush for painting details on figures that you use for dry brushing a piece of armour. Brushes will vary in price according to their use and the materials used for bristles. Fine detail brushes used in figure painting are generally made from red sable and are very carefully manufactured to ensure that the hairs meet in a very precise tip. Brushes used for blending and applying washes are generally less expensive and have more rounded tips. These brushes may be made of synthetic fibres but are still made so that they will not readily lose their bristles. Soft, rounded brushes of various sizes are often used by figure painters for blending colours. Stiff squared or rounded brushes are useful for weathering techniques such as dry brushing. Larger soft brushes of various shapes are useful for applying pastel chalk to a model and for dusting the finished model. Use worn out detail brushes to apply liquid cement and thinned putty during construction of a model and a soft synthetic brush for positioning decals and applying solutions during the decaling process.

It is important to care for brushes to keep them useful for a longer amount of time. Always clean your brushes as soon as you are done using them and store them in a rack or can, vertically with the bristles in the air. This attitude will allow the cleaning solvents to evaporate out of the bristles. Never soak your brushes in a can of solvent with the bristles resting on the bottom. This is a good way to bend the tip and spread the bristles so that they point all over. Never let your paints dry on the brush. It is very difficult to get the dried paint out of the bristles without permanent damage. As soon as you are done painting, you should clean your brush by wiping it carefully with a rag or tissue soaked with the appropriate solvent. Wipe the brush in one direction on the cloth until it no



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longer leaves a paint streak. It's a good idea to gently clean your best brushes periodically with a mild bar of soap or a brush soap such as is available in an art supply store. Gently work the soap into the bristles and rinse the brush thoroughly with warm water. Next work the bristles into a nice sharp tip (for detail brushes) and allow the brush to dry with its bristles in the air in a vertical position.

Reserve a brush or set of brushes for metallic paints only because it's nearly impossible to get all of the metal flakes used in the paint out of the brush. You may want to mark these brushes with a red handle or in some other way for easy identification. It is also useful to make brush guards for your best brushes using styrene tubing. Hopefully this will help you to keep your brushes in good working order. Experimenting with tools, techniques and materials will make you into a more versatile and more satisfied modeller.

Life's Like That

A driver gets stopped by the police. "Excuse me sir," said the policeman "Do you know you were doing 100 mph in a 30 mph limit?" "I'm sorry officer I was just leaving my girlfriend's house" said the driver. "You see officer I found her in bed with my best friend so I shot them both." "You shot them" said the policeman a look of horror on his face. "Yes" said the driver "the gun is in my glove compartment here and the two bodies are in the boot". "The bodies are in the boot." Queried the policeman as he quickly radioed for backup. On arriving an Inspector questioned the driver.

"My officer here says that you have a gun in your glove compartment" The Inspector opened the glove compartment.... No gun! "Hmm and I'm told you have two bodies in the boot of your car." said the Inspector opening the boot to find no bodies. "I'm sorry sir but it looks like my officer was mistaken." "Oh that's ok," the driver replied "he'll probably also tell you I was doing 100 mph in a 30 mph limit"!!!!!!!!!!

Miscellaneous Trivia

What was Canada's first military air arm?

The Canadian Aviation Corps was created in September 1914, with a solitary Burgess-Dunne, a single-engined two-seater tailless floatplane with swept wings! This aircraft, along with the entire Canadian Aviation Corps (three men) sailed to England with the first Canadian Expeditionary Force, the voyage resulting in irreparable damage to the aircraft. The Corps was subsequently dissolved, a full two-thirds of it (the pilot and mechanic) being absorbed by the RFC.

- Source: *Images of Flight - A Canadian Aviation Portfolio*, William J. Wheeler

What was the first public demonstration of a jet fighter?

In Italy, on November 30, 1941, the Caproni-Campini 2 flew 300 miles from Milan to Rome with one refuelling stop.

- Source: *"Aircraft of the Aces," Scale Modelling Special, Vol. 1, No. 2, 1994*

What was the first jet in U.S. Navy service?

Two Bell YP-59A Airacometes, developed for the USAAF, began flying for the U.S. Navy in January 1944 at Patuxent River as part of an investigation into jet fighter potential. Surplus P-59s



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were added after VJ Day for checking out Navy and Marine pilots on jets. The last Navy P-59 went to Aberdeen Proving Ground for live fire testing in late 1949. (The Airacometts had no special Navy designations.)

- Source: *Jet Classics, Vol. 1, No.1, Spring 1995*

What was the first aircraft to carry the designation A-10?

The USAAF procured 361 PBV Catalinas during W.W.II under the designation OA-10 (OA=Observation Amphibian). Those built by Canadian-Vickers were designated OA-1 OAs. In 1948, under the new USAAF identification system, the "O" was dropped, resulting in the A-10 Catalina.

- Source: *Airpower, November 1994*

Fact Or Fiction? The Japanese Luftwaffe

Swiss author and historian Hans-Heiri Stapfer has photos and what little data has surfaced on Luftwaffe use of the Kawasaki Ki.61 Hein. He had long sought a vehicle for this information, since it didn't quite fit any of his many works. No trace has been found of how the Kawasaki Ki.61 Hein made it to Germany, but it apparently arrived minus the Ha.60/22 Type 2 engine. Records of the Rechlin test centre show that a single Daimler-Benz DB601A engine was allocated to an aircraft referred to as a "He.161 K" in mid-1944. It is Stapfer's guess that this unusual designation refers to the Ki.61, the K prefix being a designator that points to the Kawasaki-built Hein.

It is ironic that the Ki.61 may have been given a Heinkel type number. Back in 1939 Heinkel sold all three of their production He.100D-0s to Japan, where they operated as AXHeis in the Imperial Japanese Naval Air Force. The Ki.61's service in Germany, as will be seen, was even more ironic.

A few undocumented rumours indicate that the Ki.61 was to have served with the "Beutezirkus Rosarius," the Luftwaffe's travelling air circus of captured, foreign, and unusual aircraft. A pilot, rank unknown, named Roy Ziegfreid, was assigned to the aircraft, but is not shown on this unit's roster. Ziegfreid's name does, however, show up in a search of propaganda material obtained by Hans-Heiri Stapfer during his research.

At a time when the Luftwaffe had lost control of the skies over Germany itself, the propaganda mills of a rapidly self-destructing Third Reich were churning out every bit of misinformation possible. The advent of yet another Nazi fighter, especially in multiple Staffel strength, may have had some effect on Allied strategy. It was apparently with this thought in mind that Ziegfreid was assigned to a re-established unit known as the DVL-Reklame Staffel Mitteldeutschland. This unit, originally formed in 1935, was the "Advertising Squadron Central Germany." The assigned task was to have the KI.61 photographed, filmed and seen in many places with as many different markings as possible. The desired effect was to show several Staffel equipped with this "new" fighter.

The two photographs that Stapfer unearthed show what appears to be two separate aircraft in different Staffel markings. Closer examination, however, reveals the background to be the same in



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both photos. Further, the fuselage and tail national markings are painted on, while the Staffel and individual markings appear to be temporary, possibly just glued on paper markings.

Someone messed up in picking the artist to provide the unit markings for this project. Both the "Hat with Sword" and "Crescent Moon with Pipe" emblems had been used before the war in propaganda photos of the Heinkel He.100 when it masqueraded as the He.113. The Allies, of course, were long aware of the pre-war subterfuge and didn't even waste time or effort sending in anyone to check out the ruse. No further mention of the "He.161K" was ever made and the Germans tried to destroy every bit of evidence indicating it ever existed.

While the photos are not too good, the colour scheme appears to be a late war Green 8182 over blue 65 undersurfaces. Fuselage and upper wing surfaces have plain white crosses; underwing crosses were most likely the more common black with wide white outlines and narrow black trim. Swastika on tail is outlined in white. Chevron, triangle and bar markings and number eight are black with white outlines. The spinner is segmented into black and white quarters with a black band around the rear of the spinner.

Kissimmee War-Birds Restoration Facility (Flying Tigers Museum)

Located on several acres at the northwest corner of Kissimmee Municipal Airport a few miles east of Disney World, this place is one of Florida's major vintage aircraft restoration facilities -another one is in upstate Florida at Pensacola NAS. In order to offset costs the facility doubles as a museum with armaments displays and restored aircraft outdoors, and in hangars. Tourists can also get a ride in some vintage birds from.

Other aircraft are regularly flown (some at special events), but on no set schedule. Some are test flown as part of the restoration work. Examples of flyable birds include a Douglas A-26 Invader, P51 D Mustang, PT 17 Stearman, and B-25J Mitchell! They also have one of the few surviving Avengers from the aircraft carrier USS Bunker Hill (in all the original parts)! Hit and sunk by Kamikazes in 1944, most of the Avengers were pushed over the side to avoid further explosions from the aircraft's stores and fuel! Some post-war aircraft complement the museum including a Vampire, and F101A Voodoo.

Work goes on here every day, seven days a week. Restoration and major reconstruction is always underway. Just be prepared for some tight negotiating between aircraft parts, tools, and other restoration machinery.

Nicknamed "Bombertown USA" most of the work involves US Army Air Corps, Navy, and Marine aircraft of WWII - then again there's not much available in terms of W.W.II Axis stuff. Restorations underway include a B-17 (the whole thing was taken apart in subassemblies just like a big plastic model); F4U Corsair; B-24 Liberator; PB4Y-2 Privateer, and a P-39 Lightning. Definitely worth the trip if your interest is in W.W.II aircraft.

Ricky



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Wally's "Warbling"

An American fighter pilot was flying his F-18 over Afghanistan when he noticed a flying carpet on his left hand-side on which sat a man with a machine gun. He looked to his right and saw another carpet also manned by a man with a machine gun. "I've got to get out of this", he thought so he accelerated flat out and put his plane into a high speed loop and came up behind both carpets. He then shot them both down.

On arriving back at his Aircraft Carrier he was told to report to the captain immediately. "You idiot!" shouted the captain, "we saw what you did on our radar and now we're in a load of trouble"

"What do you mean?" asked the pilot, "I shot both carpets down!"

"I know that", said the captain, "but they were Allied Carpets."

Latest news reports advise that a cell of 4 terrorists has been operating in Merseyside, Liverpool. Police advised earlier today that 3 of the 4 have been detained. The Merseyside Regional Police Commissioner stated that the terrorists Bin Sleepin, Bin Drinkin and Bin Fightin have been arrested on immigration issues.

The Police advise further that they can find no one fitting the description of the fourth cell member, Bin Workin, in the area. Police are confident that anyone who looks like Workin will be very easy to spot in the community.

Wally

Bob's "Business"

This month it's Miscellaneous, so good luck to everyone. Congratulations to Ted and Dave on winning their classes last month and to everybody for putting their masterpieces in.

Well done.

Vulcan News

As you know the Vulcan is coming along in stages and according to Decembers Flypast the work on the big bird is coming along at a pace and it is now hoped that it will be taking to the air around September next year. It has also been decided to paint the Vulcan in anti-flash white, taking us back to the 60's when the V-bombers were Britains main nuclear strike force, but what they still need is money, so any donations via Flypast.

Spitfire Factory at Duxford

Historic Flying Ltd, which were based at Audley End have moved to Duxford and joined forces with the Aircraft Restoration Company. For those who have visited Duxford this year may have



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noticed the new hanger on the M11 end of the runway, HFC will carry on building Spitfires and are working on a Spitfire Mk.XIV, which it bought from Belgium and should be ready to fly early next year. After that it will start on a Mk.V and a Mk.IX two seat Spitfire.

The Aircraft Restoration Company have two projects on-going at the moment, with the F-86 Sabre and an pair of Rockwell Broncos, which will be flying at the next years airshows. They have also won a contract to service the Battle of Britain Memorial Flights aircraft and are working on its Chipmunks at the moment.

Hawker Hurricanes

A Hawker Hurricane Mk.1 is to be rebuilt in England, the aircraft from India, will take about five years to rebuild and was coded UP-W when it served with 605 Squadron during the Battle of Britain. On the downside Hawker Sea Hurricane, which was coded LE-D in 242 Squadron codes has been sold to a new owner in America so we are now down to five Hurricanes in England until the next one from Hurricane Restorations flies.

Whitley Found

An Armstrong Whitworth Whitley has been found in Glen Esk Scotland and it is being salvaged by the Whitley Group and they have removed a starboard wing and have other parts of the aircraft recovered.

Avro Manchester Found

An Avro Manchester has been reported found in the Daily Telegraph on the 25th August. The wreck has been found in boggy ground near Aberdeen and that the MoD had been to remove the wreck, which may have human remains.

Bob



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IPMS Hornchurch Annual Competition

October Aircraft Voting Results

1/72nd scale or less

Position	Entrant	Entry	Votes
1 st	Ted Taylor	Boeing KC-97	80
2 nd	Ted Taylor	Grumman Prowler	61
3 rd	Peter Bagshaw	Supermarine Spitfire PR19	56
4 th	Alan Wright	Supermarine Scapa	52
5 th	Peter Bagshaw	Supermarine Spitfire Vb	48

Greater than 1/72nd scale

Position	Entrant	Entry	Votes
1 st	Dave Ryan	Heinkel He-219	69
2 nd	John Gray	Fairey Flycatcher	51
3 rd	Ted Taylor	McDonnell Douglas F-4S Phantom	39
4 th	John Hone	Sukhoi Su-27 Flanker	37
5 th	Ian Brown	Bristol Beaufighter	31
	Dave Ryan	Hawker Hurricane IId	30
	Alan Wright	Focke Wulf FW-190A-8	18
	Ian Brown	Supermarine Spitfire Vb	13
	Peter Bagshaw	Lippisch P13a	12

Wally Arrowsmith Trophy (Aircraft) – Current Positions

Ted Taylor	133
Peter Bagshaw	90
John Gray	46
Alan Wright	43
Dave Ryan	30
Ian Brown	27
Steve Smith	26
Mick Pitts	25
Ricky Prager	21
John Hone	19
Charles Thompson	10
John Bennett	10



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Events Schedule 2001/2002

Items **highlighted** are where IPMS Hornchurch have space booked.

<p>Saturday November 24th 2001</p>	<p>IPMS Abingdon move to a new venue for their annual show, All Saint's Methodist Church Hall, Appleford Drive, Abingdon, Oxon. Contact - Tony Clements Phone 01235 522893</p> <p>Plymouth Expo 2001 at the Plymouth Guildhall. The southwest's largest model exhibition. Contact Alan Edhouse on 01752 262 340 or e-mail at Alan.Edhouse@Skynow.Net</p>
<p>Sunday January 13th 2002</p>	<p>IPMS Bolton present 'Model Bonanza 2002' to be held at Ridgemont House, Horwich. Attractions include a 'Make & Take' competition for children sponsored by Revell, Club and Trade stands, Bar & Refreshments. Show open from 10.00am till 4.00pm, admission £1.00. Contact - David Swift Phone 01204 695375 or Richard Greenwood Phone 01204 699379 E-mail: ipms.bolton@talk21.com</p>
<p>Sunday February 3rd 2002</p>	<p>Milton Keynes ModelKraft, Bletchley Leisure Centre. Milton Keynes. Radio-controlled models, railways, boats etc. Many Clubs, Traders, Open Competition, etc. Contact: Show Manager, Phill Smith on 01908 505 988. E-mail: psmith6328@aol.com</p>
<p>Saturday 9th February 2002</p>	<p>Fleet Air Arm Museum, Yeovilton</p>
<p>Sunday February 10th 2002</p>	<p>IPMS Leeds present 'Yorkshire 2002' to be held at the Huddersfield Sports Centre, Southgate, Huddersfield. The largest one day show in the North. Show open from 1000 - 1700, 75+ exhibitors including Clubs, SIG's and Traders. Open Competition, Cafeteria, Bar and FREE Parking Contact - Mike Robson Phone 01484 350612 E-mail: michael.robson@ntlworld.com</p>
<p>Saturday 16th & Sunday 17th March 2002</p>	<p>Southern Expo – do I need to say more?</p>
<p>Sunday 7th April</p>	<p>Shropshire Scale Modellers, RAF Museum, Cosford.</p>
<p>Sunday April 28th 2002</p>	<p>IPMS Barnet wish to announce their annual model show in partnership with the Royal Air Force Museum, Hendon. Contact - Les Rawlins Phone 0208 207 4207 E-mail: kar.lesrr@btinternet.com</p>
<p>Saturday June 1st 2002</p>	<p>IPMS Salisbury present their annual model show to be held at the Wyvern College, Laverstock, Salisbury. Further details from the club secretary, Peter James. 'Lothlorien', 8 Llynton Avenue, Firsdawn, Salisbury, Wiltshire SP5 1SH Web site: http://dSPACE.dial.pipex.com/town/estate/nr49/smc</p>
<p>Sunday September 1st 2002</p>	<p>IPMS Brampton annual show at St.Neots. Web Site: http://www.bramptonscalemodelclub.fsnet.co.uk</p>



"STICKY FINGERS"

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Wrighty's References

I would like to thank all of you for your attention during my talk on National Service last month. Delivered to a record attendance for a club meeting, I was indeed pleased with some of the kind comments from members at the end of the evening. I am now looking forward to future talks from other members, and from the range of subjects on offer, feel certain that we have some of the most knowledgeable people on virtually all military and transport subjects.

The gentleman from "Brigade Models" also gave us a good insight into how a small model trader operates, I had a good chat with him, and I wonder if any of you are aware that the value of his company stock is £34,000. I must admit if I had £34,000 to spare, I don't think I could invest it in such a manner as much as I like modelling. Thank goodness there are chaps like him around.

This month we are back again on the Luftwaffe for the reference section. I make no apology for this, as you know my aim is to bring you references of unpublished or hard to obtain sources. In this instance, I found it very difficult to find out what happened to fighter units after "Bodenplatte", 1/1/45, and how they ended the war. This operation was supposed to be the death of the fighter force, but in reality it was hardly the case, a very potent force still existing even if short of fuel and quality pilots. I have collated a lot of detail of the force, their equipment, aircraft losses, bases and retreats as the end closed in. With some help from the Internet to fill on some gaps, I can now provide a good reference for each unit.

Eventually I hope to do all the fighter units in a book entitled "The Downward Spiral" (the death of the Jagdwaffe). This month is the first completed chapter from the book, "The Me 109 units": - all of the Me 109 equipped units defending the Reich in late 1944 and early 1945. The positioning of these units mentioned in the text will enable your "Luftwaffe Bases" atlas to be put to good use.

The Downward Spiral (The demise of the Jagdwaffe 1944/45)

Chapter 6 – The Me 109 Units

J.G.27

This Jagdgeschwader had enjoyed a distinguished history in the Battle of Britain, the Desert and the Balkans before being withdrawn to Germany in 1944 for regrouping as a Defence of the Reich unit. By May 1944 the unit had 4 Gruppen all equipped with the Me 109G, a total of 113 aircraft with about 80% serviceable under the command of Kommodore Gunther Rodel (Ober Leutnant).



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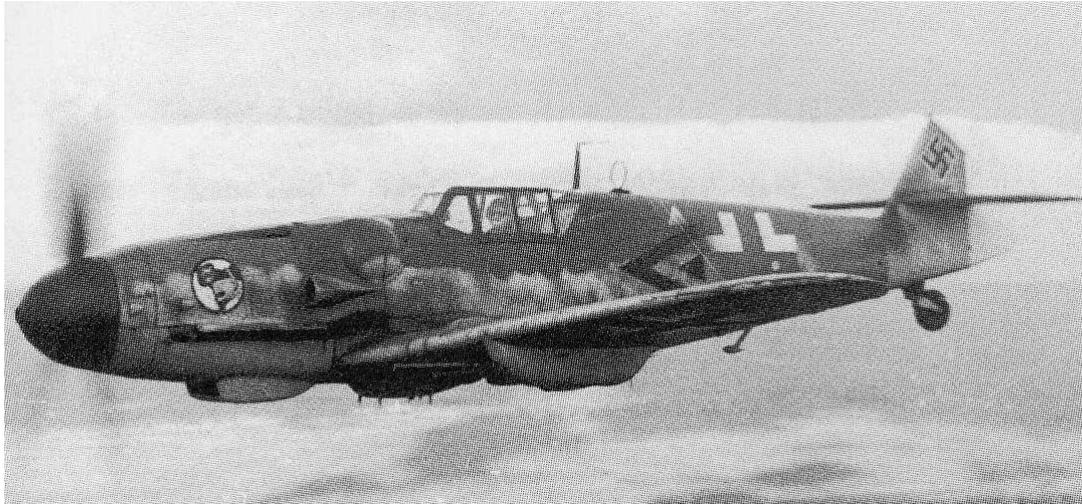


Figure 1 - Hptn Franziskets aircraft in full markings including Badge and DoR Green band with GruppeKommodore markings. Franzisket later became Geschwader Kommodore.

With the D-Day landings in June 1944, the greatest part of the unit was rushed to France, but soon after in July and August 1944 the unit was reorganised and built up from 3 Staffel Gruppen to form Staffel as follows:

Original Staffel/Colour				New Staffel/Colour				
I Gruppe	White 1	Red 2	Yellow 3	I Gruppe	White 1	Red 2	Yellow 3	Brown 4 New
II Gruppe	White 4	Black 5	Yellow 6	II Gruppe	White 5	6	Yellow 7 Ex 4	8 New
III Gruppe	White 7	Red 8	Yellow 9	III Gruppe	White 9	Red 10	Yellow 11 Ex 8	Black 12 Ex 7
IV Gruppe	White 10	Red 11	Yellow 12	IV Gruppe	White 13 New	Red 14 Ex 12	15 Ex 11	16 New

As the units withdrew from France back into Germany the above reorganisation took place and the Geschwader became a Defence of the Reich unit, wearing the Green DoR tail band and by November 1944 located at the following bases:

I Gruppe	Riesa Leutwitz	Me 109G-14
II Gruppe	Liesa Canitz	Me 109G-14
III Gruppe	Grossenheim	Me 109K-4
IV Gruppe	Pommissen	Me 109G-14/K-4



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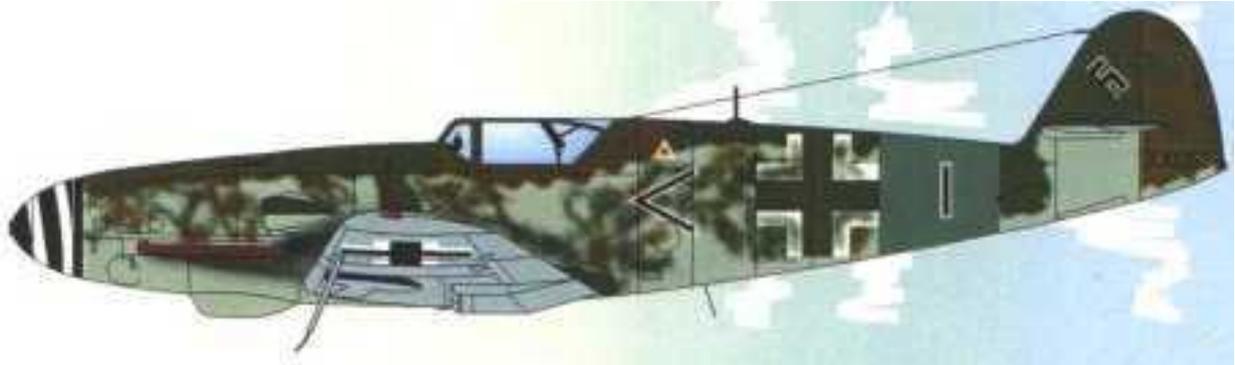


Figure 2 - Stab III Gruppe, Adjutants chevron - April 1945, markings of Me 109K-4 at Prague G'bed.

Their first major action as a Gruppe was to oppose the massive USAAF raid on 2/11/44, which proved very costly in their encounter with the P-51 Mustang escorts, losses were:

2 November	I Gruppe	11 109G-14	
	II Gruppe	3 109G-14	
	III Gruppe	9 109K-4	Note:- Equivalent to a full Gruppe
	IV Gruppe	15 109K-4/G-14	

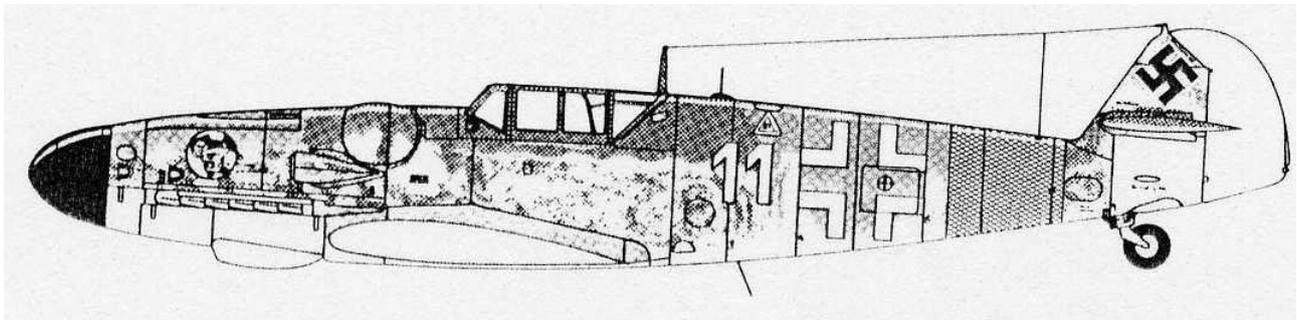


Figure 3 - White 11, Me 109G-6 of 1/JG27, November 1944.

Little time was available for replacements, and I, II & IV Gruppen were moved to front-line bases at Rhiene, Hopstein and Achmer respectively by mid month. The III Gruppe who had escaped lightly on the 2nd November now paid its price on the 21st November they lost another 5 K-4s/G-10s. Although the k-4 aircraft were now available to II & IV Gruppen, it made little difference, for a few days later losses were:

26 & "7	I Gruppe	2 109G-14	
November	II Gruppe	6 109G-10/K-4	
	III Gruppe	9 109K-4	Note:- At least equivalent to 2 Staffel
	IV Gruppe	8 109G-10/K-4	



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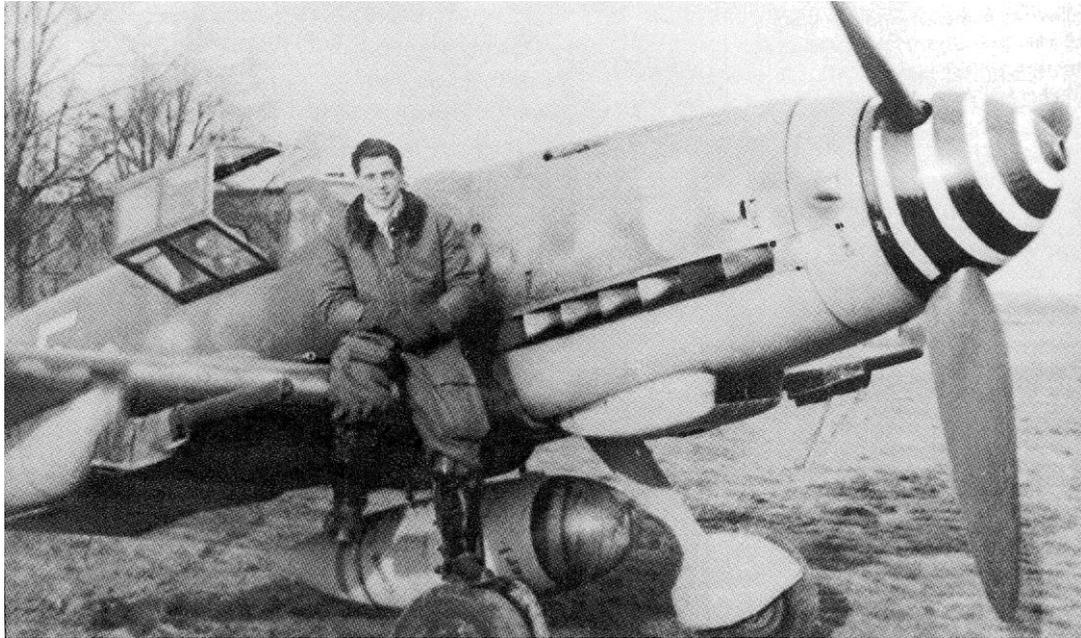


Figure 4 – White 5, an Me 109G-10 of 4/JG27 in II Gruppe before the change to 4 Staffels in the summer of 1944.

In December 1944, with insufficient reserve pilots, the numbers began to drop, but the story was the same “get on with it”, and in the December 5th battles, III Gruppe (4) and IV Gruppe (3) lost again. The unit tried, like other units to build up its strength in early December, but they were already at front line bases when the Battle of the Bulge offensive moves were made by most of the “Jagdwaaffe”, only II Gruppe moved to Hesse at this time.

However this operation and the combating of the USAAF raids was to be a costly time, in the first action 14 pilots from the four Gruppen were lost on the 17th December in encounters with P-47s and a further 9 the next day. So the bad news continued, 4 lost on the 23rd, 10 on the 24th, 13 on the 25th, 12 on the 26th, 8 on the 27th and 3 more on the 29th. Over 70 pilots lost, (not counting aircraft downed where the pilots baled out and survived), in 12 days maybe this prompted the promotion of long time JG27 servant Maj. Ludwig Franzisket to Kommodore.



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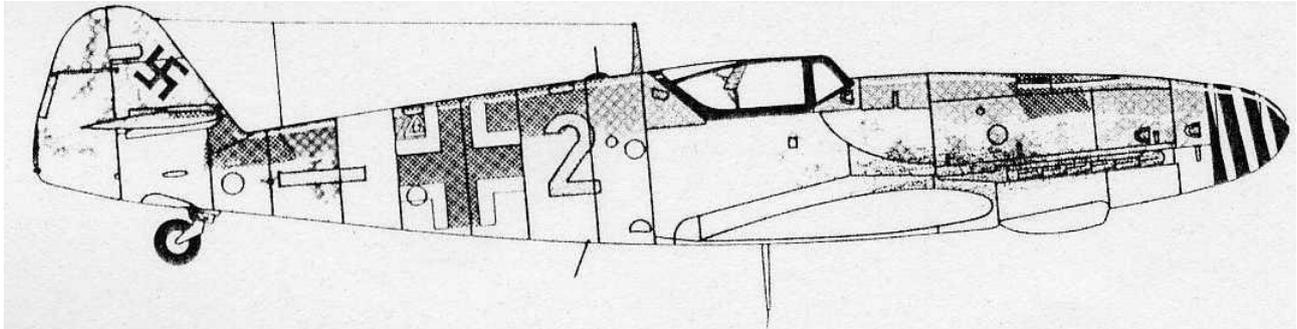


Figure 5 – Yellow 2, Me 109G-14 of 7/JG27, August 1944.

It seems incredible that the unit could put all four Gruppen into "Operation Bodenplatte" with virtually no time for replacements, yet aircraft were readily available and records show 60/65 aircraft participated, of which another 15 were lost. (The full story of Bodenplatte can be read in "Battle of the Airfields" by Norma Franks, Grub Street, ISBN: 190230442X).

Major Franzisket must have had his handsfull in the opening days of 1945, losses of over 80 pilots, could not be replaced although aircraft were still available, fuel shortages and insufficiently trained pilots were the problem. Remaining at the front line bases, attempts were made to rebuild strength, but the 10/1/45 returns show that each Gruppen was only at approximately half establishment strength, i.e. I Gruppe 33 aircraft, II Gruppe 25 aircraft, III Gruppe 28 aircraft and IV Gruppe 24 aircraft. Service levels were high about 85% because many were brand new aircraft, largely the K-4 version, only III Gruppe now had G-14s.



Figure 6 – Me 109K-4 of 11/JG27 along with others surrendered at the end the war in April/May 1945.

Gradual attrition of pilots took place in late January and early February as operations continued, but not the spectacular losses of December. The four Gruppen managed to hold on to their front line bases until mid March, only 12 pilots were lost in late February/early March, when finally these bases were evacuated as the Allies drove forward. Some disbandments had to be effected. I & II



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Gruppen had been reduced to 3 Staffel units in February 1945, 4 & 8 Staffel being disbanded. The complete IV Gruppe was disbanded in late March 1945.

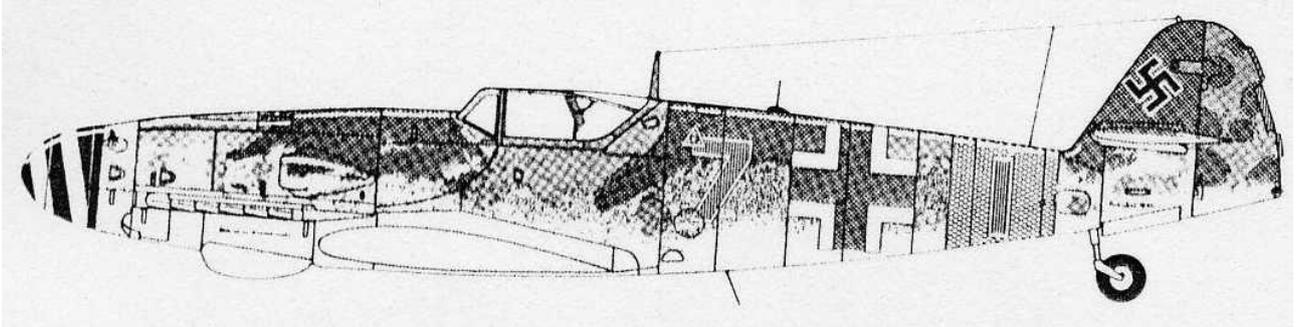


Figure 7 - Red 7, Me 109K-4 of 10/JG27 in early 1945 (note yellow nose band).

The mid March retreat took II Gruppe up to the Baltic Coast to Schwerian Goris, I Gruppe to Stormede and III Gruppe to Goslar, where more attrition took place as more Allied raids were opposed. In April, a returns list showed 96 aircraft in 3 Gruppe with 60% serviceable, but it is significant that 48 were with II Gruppe who were away from the main area of combat, I & III had sufficient losses that had reduced them to little more than Staffel strength, in fact III Gruppe's 10, 11 & 12 Staffel were disbanded, leaving only the 9th. These 2 Gruppen pulled out to the south, ending up at Salzburg (via Prague Gbell), finally disbanding on the surrender, II Gruppe moved to the north, joining the many others surrendered at Leck in May 1945.

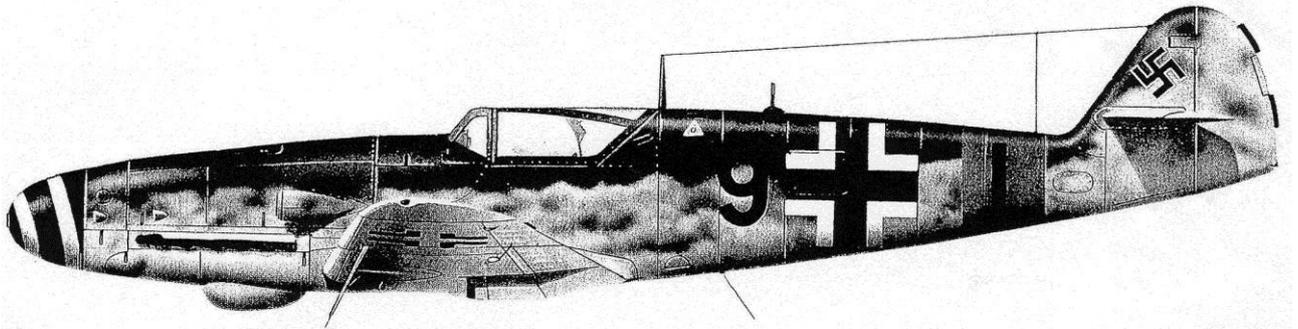


Figure 8 - Black 9, Me 109K-4 of 12/JG27 at Prague in March 1945.

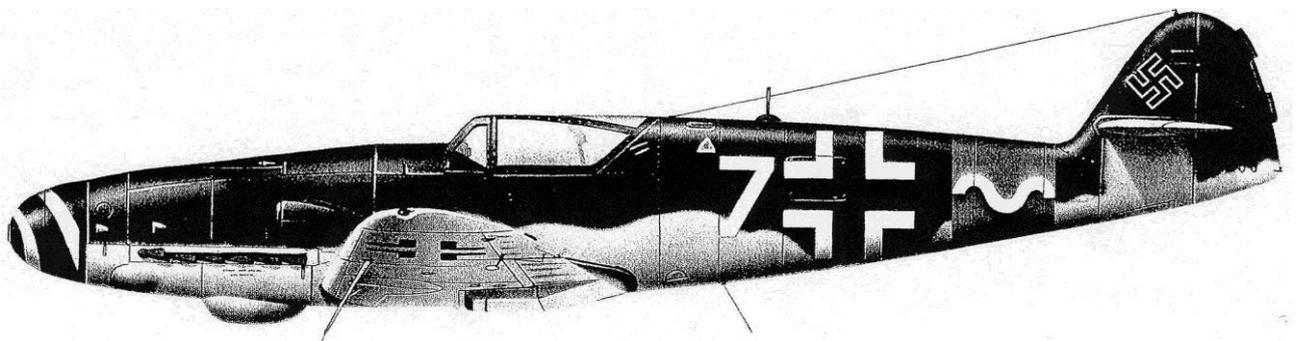


Figure 9 - White 7, Me 109K-4 of 13/JG27 in March 1945 - just before the Gruppe disbanded.



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JG.53

This Jagdgeschwader also enjoyed a distinguished history, but had a somewhat chequered career, having served in the Battle of Britain, the Eastern front, the Desert, Middle East and Italy before finally withdrawing to Germany in 1944. Throughout its career the unit only ever flew the Me 109 in subsequently updated versions.

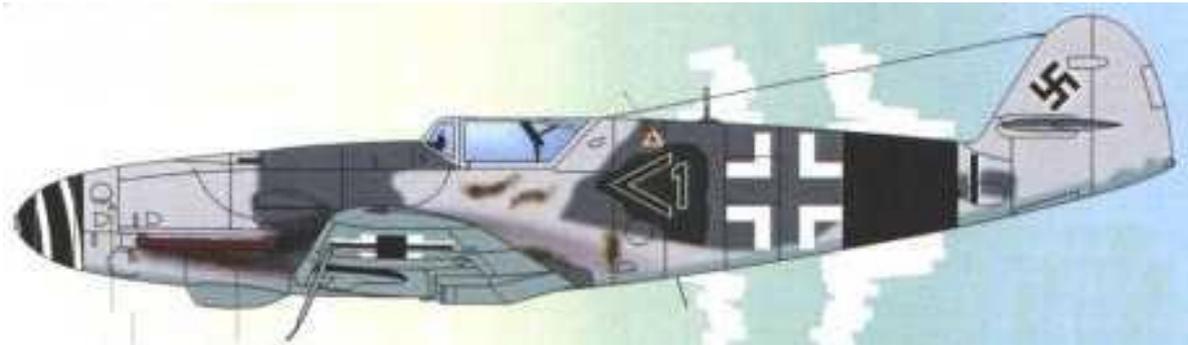


Figure 10 - Black 1, Me 109K-4 of III Gruppe Stab in April 1945.

The unit was scattered in May 1944 with I Gruppe (33 aircraft) serving in Hungary with Luftflotte 4, II Gruppe (31 aircraft) in Luftflotte Reich at Frankfurt and III Gruppe (23 aircraft) with Luftflotte 2 in Italy. All under the command of Kommodore Helmut Bennemann (Oberleutnant).



Figure 11 - White 5, Me 109G-14 of I/JG53 an end of war survivor of the Hungarian based I Gruppe.

The I Gruppe stayed in Hungary and remained a 3 Staffel Gruppe, III Gruppe remained in mid Germany and was built up to a 4 Staffel Gruppe, as was the II Gruppe who served in France following D-Day until September 1944. A IV Gruppe was created in October 1944 by renumbering III/JG76, which had been reformed earlier in the year.



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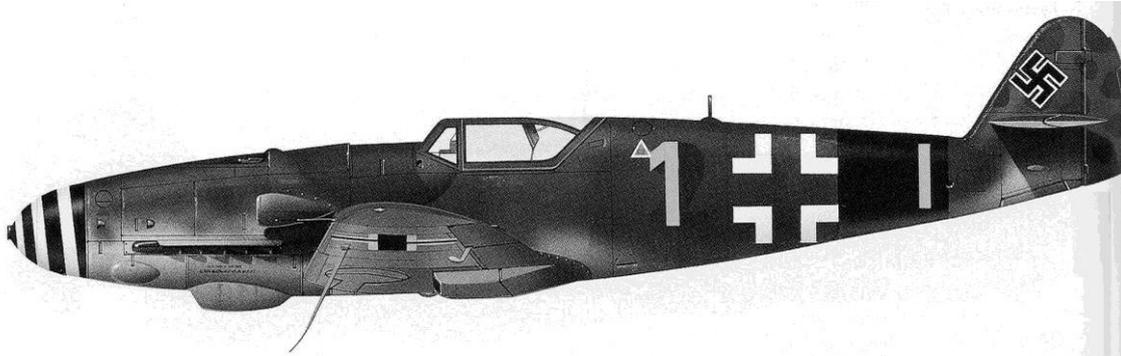


Figure 12 - Yellow 1, Me 109K-4 of II/JG53s' StaffelKapitan at Kinlach in February 1945.

Original Staffel/Colour				New Staffel/Colour				
I Gruppe	White 1	Black 2	Yellow 3	I Gruppe	White 1	Black 2	Yellow 3	
II Gruppe	White 4	Black 5	Yellow 6	II Gruppe	Black 5	Yellow 6	White 7 Ex 4	Blue 8 New
III Gruppe	White 7	Red 8	Yellow 9	III Gruppe	White 9	Black 10 Ex 7	Yellow 11 Ex 8	Blue 12 Ex 1/JG54
				IV Gruppe	Yellow 13 Ex 9/JG76	White 14 Ex 10/JG76	Black 15 Ex 11/JG76	Blue 16 Ex 12/JG76

This reorganisation took place in the summer and by November 1944 all units of II, III & IV Gruppen took up their Defence of the Reich stations and were allocated the blue DoR tail band. The bases were in south west Germany as follows:



Figure 13 - Blue 4, Me 109G-14 of 12/JG53 in December 1944.



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II Gruppe	Malmesheim	Me 109G-14
III Gruppe	Neuhausen Obeck	Me 109G-14
IV Gruppe	Donaueschingen	Me 109G-14

Assigned to the south west corner of the Reich this Geschwader was out of the way of the main USAAF bomber incursions and thus did not suffer the crippling losses of other units during November and to the middle of December. However some movement took place to backup the Battle of the Bulge offensive, III Gruppe going to Kirrlach and IV Gruppe to Stuttgart Elterdingen.

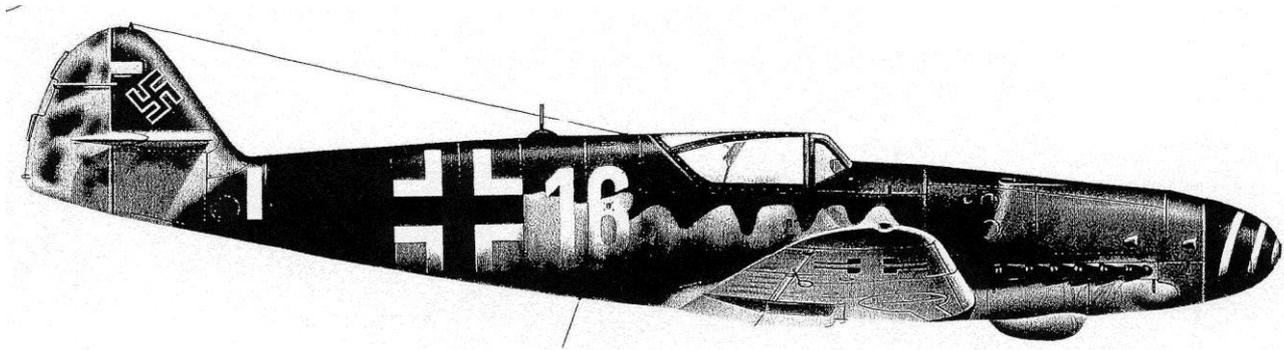


Figure 14 - White 16, Me 109K-4 of 10/JG53, wrecked in May 1945.

Then as the Ardennes offensive began the losses started to "chalk up" for JG53. Starting on December 23rd they lost 4 aircraft in battles with P-47s, followed by losses on the 24th (2), 25th (3), 26th (4) and 27th (2) in the daily skirmishes. The losses were from all 3 Gruppen and all were Me 109G-14s. The replacement aircraft included some K-4s. These were readied for "Operation Bodenplatte" from which their existing bases were used, for the battle II, III & IV Gruppe provided 50/55 Me 109s (G-14s & K-4s), of which 18 pilots were lost or killed, another 9 baled out (mainly from III Gruppe).

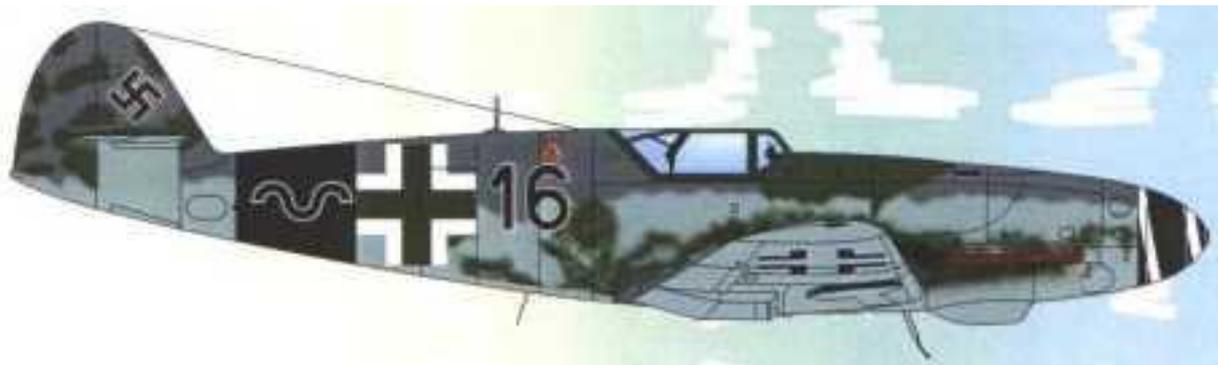


Figure 15 - Black 16, Me 109K-4 of 15/JG53, just before disbandment in April 1945. (Note IV Gruppe wavy bar marking)

The next day, January 2nd, II & IV Gruppe opposed the US raids near Frankfurt. In the next few days rebuilding took place, so that by the 10th January they had 135 aircraft between the 3 Gruppe



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(G-14s & K-4s). However another 3 were lost opposing the January 14th raid. Continuing from then existing bases, general attrition took place on a steady scale as and when they had enough fuel to oppose raids in February. At the beginning of March both III & IV Gruppe went back to 3 Staffels, both 12-16 Staffels were disbanded.

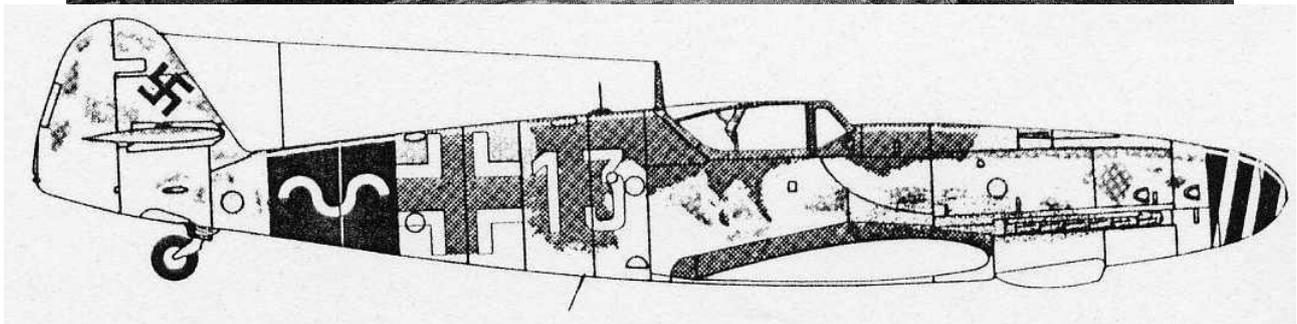


Figure 16 - White 13, Me 109G-14 of 14/JG53, wrecked in January 1945.

During March, the 3 Gruppen were forced to move out as the Reich shrank, III Gruppe left Kuslah in mid March and became non-operational, ending up at Priem am Chimsee in May. II Gruppe moved to Ulm Ritisen at the start of April before moving to Schongasi where they disbanded in May and the IV Gruppe moved south to Holgenkachen, disbanding at the end of April.

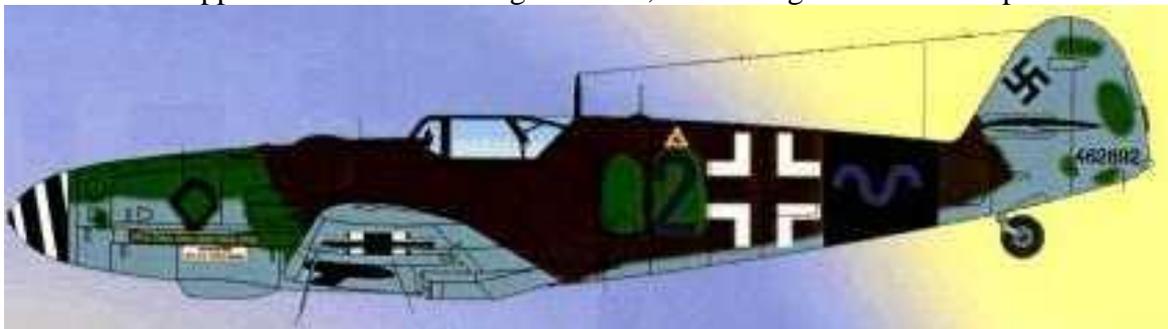


Figure 17 - Blue 2, Me 109G-14 of 14/JG53, shot down on 1st January 1945.



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Note: - I Gruppe which remained a 3 Staffel unit in Hungary until April 1945 fell back into Austria in early April and disbanded at Horshing on the 17th April 1945.

JG77

This Jagdgeschwader was known as the Luftwaffe's "Fire Brigade" a term that reflected their constant moves to trouble spots in an emergency. Having served on all fronts, their original area being northern Germany and Norway, but late arrivals to the Battle of Britain. After service here they whisked off to the Balkans and were then lined up for service on the Eastern Front, but pulled out to go down to the Desert and Mediterranean and later Italy as troubles increased for the Luftwaffe.

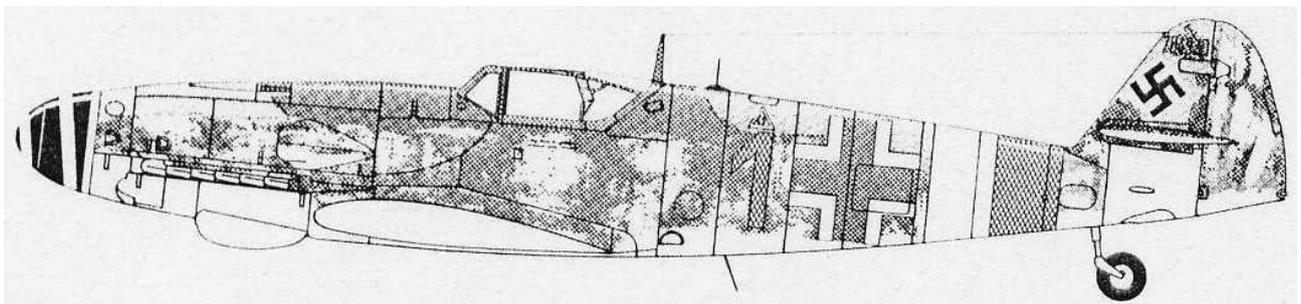


Figure 18 - Green 1, Me 109G-10 of Stab/JG77 with White/Green DoR band in December 1944.

By May 1944 I & II Gruppe were in Italy with 25 & 54 aircraft respectively, under the aegis of Luftflotte 2 and III Gruppe were in Rumania with 31 aircraft within Luftflotte 4, under the command of Kommodore Johannes Steinhoff (Ober Leutnant).

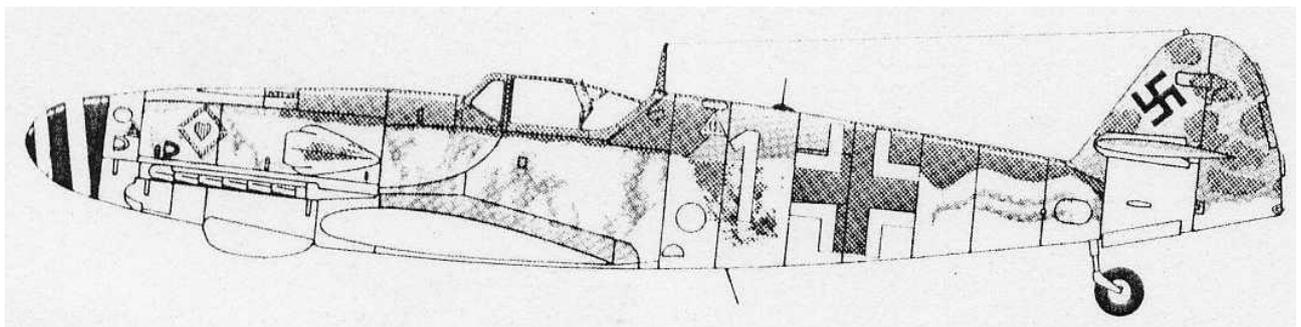


Figure 19 - White 1, Me 109K-4 of I/JG77 in December 1944. (Note no DoR tail band)

Gradually these units were drawn back into Germany over the summer to increase them from 3 Staffel Gruppe to 4 Staffels.



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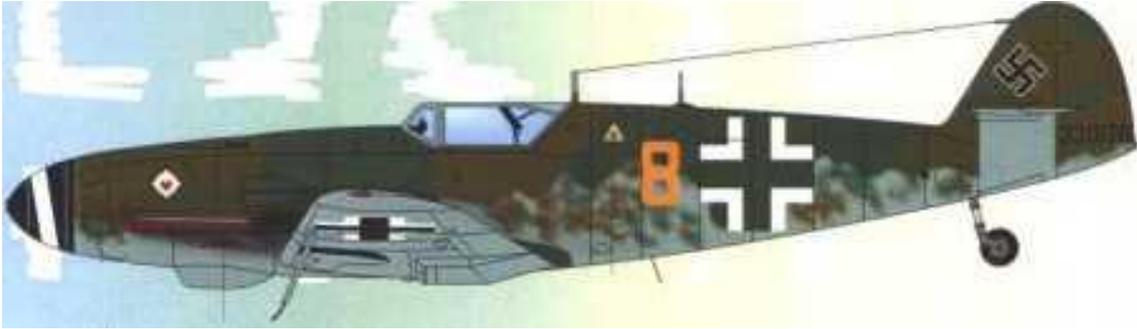


Figure 20 - Yellow 8, Me 109K-4 6(?) / JG77 in December 1944. (Note no Gruppe bar on DoR band and Staffel colours uncertain)

Original Staffel/Colour				New Staffel/Colour				
I Gruppe	White 1	Black 2	Yellow 3	I Gruppe	1	2	3	4
II Gruppe	White 4	Black 5	Yellow 6	II Gruppe	5	6	7	8 New 9/44
III Gruppe	White 7	Red 8	Yellow 9	III Gruppe	White 9	Red 10 Ex 7	Yellow 11 Ex 8	12 Ex 6/KG2

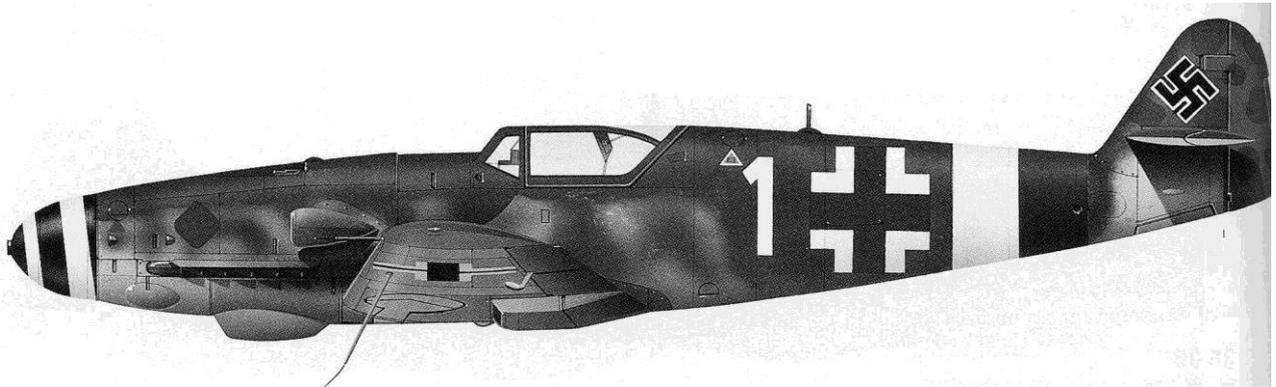


Figure 21 - White 1, Staffel Kaptain of 9/JG77 a Me 109K-4 in December 1944, with DoR band, but no Gruppe bar.

Returning to the Reich in August I & II Gruppe and September III Gruppe the units re-equipped as Defence of the Reich units, allocated the white/green DoR tail band. (Note: - it appears from most pictures that it was rarely used.) The Gruppen took up this Defence of the Reich stations as follows:



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Figure 22 - White 1, Me 109K-4 of 9/JG77 in December 1944. (No DoR band or Gruppe bar)

I Gruppe	Schonwalde	Me 109G-14
II Gruppe	Eggersdorf	Me 109G-14
III Gruppe	Nuerurpin	Me 109G-14 & K-4

From these bases in the Berlin area they did not figure in the November raids, possibly because they were late arrivals to the Defence of the Reich and more experienced units were used. Consequently losses were minimal and the Gruppen relocated in mid-December to Dortmund, Essen and Dusseldorf, at a time that coincided with the Ardennes build up and then the action and losses started. Between the 18th and 31st December the units' losses were II Gruppe (1) III Gruppe (14) aircraft and I Gruppe (21), all losses were Me 109G-14s and K-4s. A new Kommodore took over on the 1st December, Major Johannes Weiss, who was killed on the 25th and replaced by Major Erich Leie in time for Operation Bodenplatte.

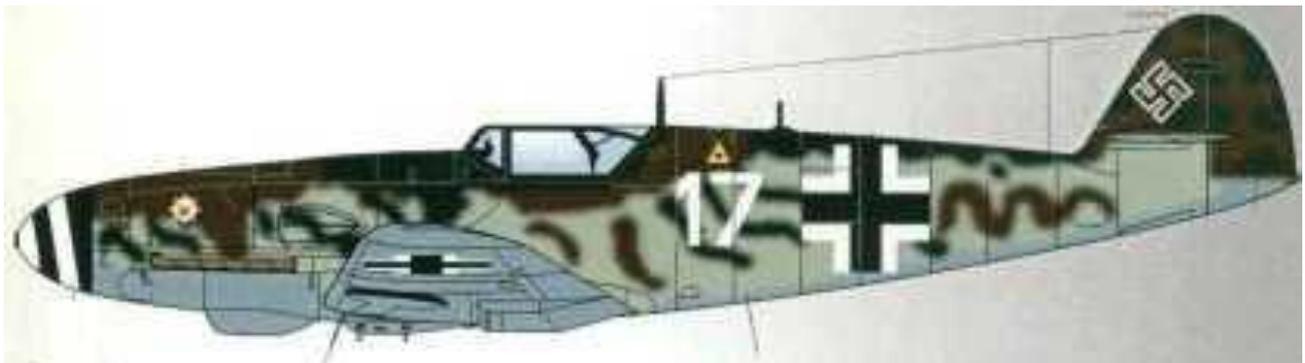


Figure 23 - White 17, Me 109K-4 of 9/JG77 in December 1944. (No DoR band or Gruppe bar)

Extensive efforts must have been made to replace losses, especially in I Gruppe, because for "Bodenplatte" all 3 Gruppen were almost at full strength, fielding 105 aircraft for the operation. Due to confusion on the attack the units got away lightly and only lost 10 pilots (see "Battle of the Airfields"). The only base change was II Gruppenes move from Essen to Bonninghardt.



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In the lull in early January 1945, JG77 stayed at their bases, operations were limited and the 10th January returns confirmed this when their Gruppen reported 87 aircraft, approximately 60% serviceable, but opposing the 14th January raid cost 7 more pilots lost.

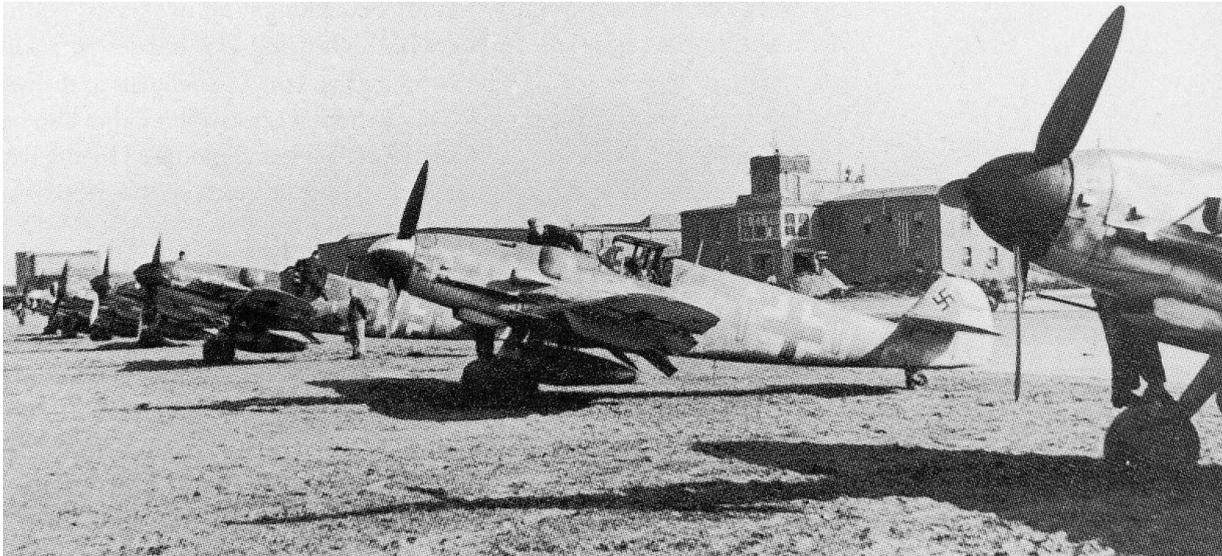


Figure 24 - Line up of III/JG77 showing both the DoR bands and Gruppe bar but this was in the autumn of 1944, aircraft are Me 109G-10s.

Then in mid-January, the Soviet offensive caused a rush move to the Eastern Front, I & III Gruppen moved to Ohlan (Olowa) and II Gruppe to Prossnitz (Prostejov), flying ground support missions against massive odds, which took constant attrition of aircraft and pilots.

All Gruppen spent time in February and March in the Bresslau (Wroclaw) area supporting this isolated pocket of German resistance. The Kommodore Oblt Leie was killed on 7th March 1945 and Major Freytog took his place in an acting capacity.

The attrition supporting Bresslau took its toll, I Gruppe returned to a 3 Staffel unit, 4 Staffel disbanded in mid March, II Gruppe effectively absorbed III Gruppe when 9, 10 & 11 Staffel made up 5,6 & 7 with 8 to 12 being dropped, this was at the end of March. The II Gruppe then pulled out to Prosnitz (Prostejov) at this time followed by I Gruppe in mid April.

The 9th April 1945 returns showed that the unit had 111 aircraft, 80% serviceable, but the end was near, part of I Gruppe went back to Eggersdorf, the remainder ending its days at Mährisch (Miedzzyrzecz) while II Gruppe finished up at Skutsch (Skutal) as the war ended.

Alan