



# "STICKY FINGERS"

## IPMS HORNCHURCH - NEWSLETTER



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### Alan's "Annotations"

A Happy New Year to you all and I hope the Christmas holiday went well and that it wasn't too stressful. So to 2002 and a whole new round of model shows and air displays to look forward to, we have received the information for the Milton Keynes Show but as yet (15/1/2002) nothing has been received for the Yeovil Show.

Our own show preparations are proceeding well, by the next meeting in February we should have our plan okayed by the School, once they give us the green light we can contact traders and clubs.

Lastly, I would like to thank John Bennett on behalf of the club for showing the video of last year's Southern Expo. Very enjoyable.

**AIRSCOOP**  
Edited by  
Wendy Leland

### EP-3E Returns Home

Three months after a Fleet Air Reconnaissance Squadron 1 EP-3E *Aries II* made an emergency landing in Hainan, China, following a collision with a Chinese F-8 fighter (see May-June 01, pp. 6-7), the plane was released. Chinese officials refused the U.S. request to repair the plane in Hainan and fly it home, so the EP-3E was disassembled and returned in pieces on board a Russian Antonov-124 cargo jet, arriving at Dobbins ARB, Marietta, Georgia, on 5 July. The fuselage will be repacked with surveillance equipment and fitted with a new tail section plus new wings and engine nacelles. The old nacelles will be retained in the Navy supply system.



Following its release by Chinese authorities, on 13 June Lockheed Martin personnel began disassembling the VQ-1 EP-3E *Aries II* that was damaged in a midair collision with a Chinese fighter. A cargo plane carried the parts back to the United States.



Naval Aviation News September-October 2001

Alan

### Peter's "Prattlings"

Next month I won't be here, but don't fret I shall still be producing a Sticky Fingers for you. Thanks to Alan Wrights' efforts there will be plenty to put in next months issue. Unfortunately I



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shall be suffering the rigours of foreign climes in Cyprus, I knew there was something going on when I booked the holiday but couldn't think what it was, I must be getting senile in my old age!

### **Hornchurch Show**

As Alan has stated above plans are progressing for our show in May. I have sent initial requests to 3 magazines, which advertise show dates asking them to add ours to their lists, (Scale Aircraft Modelling, Scale Aviation Modeller Int. and Military In Scale), if there are any others you can think of please send me details and I'll arrange the rest. Steve Hubbard has also kindly added some information on his web site, thanks Steve.

<http://homepages.tesco.net/~hornisse/webpage/hornchurch.html>

### **Hasegawa Web Site**

Hasegawa have now added an English version of their website.

<http://www.hasegawa-model.co.jp/>

### **Peter**

### **Ricky's "Ramblings"**

Well here we are another year and twelve more issues of "sticky" to look forward to. I hope you all had a good festive period and looking forward to a great year. One of my sons returned from travelling with his girlfriend after 13 months. Unfortunately for him we had turned his bedroom into a computer / study / den / library for our various hobbies. So my front room has now been turned into a bedroom for him. Its amazing what extra mess another body in the house can make. Then at the end of February my other son returns to us, with his girlfriend, until he receives his go ahead from Australia House to move out there permanently. Oi veh does any one know where a poor old pensioner can get an empty room??????.

Is it me or is it that January sales don't seem to be as good as "in my days"? Walking through Romford after Christmas and rather bored with walking around stores I went into the new Model shop there..... Modelzone.

I wasn't very impressed with that shop either, it doesn't appear to be one thing or another i.e. model shop, toyshop, or collectors shop! Or is it just me?

This rather neatly leads me onto my next topic because whilst in the shop I aspired a Revell Fokker Dr.1 1/28<sup>th</sup> scale.

You may have seen this one its in a box 15" square and contains the model, 5 tins of paint, a paint brush, and a bottle of the Revell glue, all for £20. Not bad you may say, however I picked up the very same model last November in Telford at the Scaleworld event for.....£10.



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So it does show that there are bargains to be had at the various model shows around. (have you ever picked up a bargain? Let us know to put in next months "sticky")

Many moons ago Angie and I came to an agreement over buying Christmas presents for each other. It was becoming silly when we were buying each other what we thought the other person wanted. So we decided that at Christmas time we would buy a joint present that we did need ..... i.e. hence this computer I'm typing on.

That was until this year when "Father Christmas" decided to change her mind and not inform me. I am now the proud owner of a 60 inch wingspan flying model Fokker DV11 to make up, which will take me a month of Sundays to build at the rate I build.

### ***Ya Gotta Laugh***

The evangelist checked into the hotel, then retired to his room for several hours to read. After dinner he went into the foyer where he struck a conversation with the attractive receptionist. When she had finished work they shared a few drinks and retired to his room. However, when the evangelist started removing her blouse, she appeared to have second thoughts. "Are you sure this is alright?" she asked. "After all you are a holy man." "My dear" he replied "it is written in the Bible" This seemed to satisfy her and the two spent a very enjoyable night together. In the morning as the girl was about to leave she said, "You know, I don't remember that part of the bible you mentioned last night. Could you show it to me?" The evangelist turned and from the bookshelf took a small well-thumbed Bible. He opened the cover and pointed to the flyleaf, on which someone had inscribed: "The receptionist screws"

"Say, I've got an idea," said the petty wife to her husband. "Lets go out tonight and have some fun."

"Suits me," he replied, "If you get home first, leave the light on in the hallway"

Jewish customer: "How much is a haircut?"

Barber: "Four pounds"

Jewish customer: "How much is a shave?"

Barber: That will be three pounds"

Jewish customer: "Good, can you shave off my hair"

### ***So You Want To Enter Your Model In A Contest***

The most important secret to success at a contest is attitude. You need to build a subject that you want to build and enjoy building it. You need to go into a contest intending to have a good time despite the outcome and to realise that the results depend on any number of factors including what shows up on the table on that particular day. If you've built the best model you can reasonably build and you enjoyed building it the rest is just window dressing. Still there are some things you can do to improve your chances on the contest table.



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Craftsmanship is the key to having your model end up in the winner's circle. Craftsmanship enters into all aspects of building, finishing and presentation. Learn to look at your work with a highly critical eye, if you see a mistake don't give up, fix the problem. Double check your seams after you've primed them, make sure your parts alignment is on the mark, look out for painting defects and correct them. Decals require special attention; take the time to learn how to make them look like they're painted on. Take care of all of the mould parting lines, sunken areas, and ejector pin marks on the parts. This goes for all the parts including the little fiddly ones.

Polish your clear parts and be sure all of your wheels or tracks touch the table or base. Pay as much attention to the bottom of the model as you do to the top. Model, detail, and finish everything that can be seen to the same level of detail. Craftsmanship is being picky about your work; it's a matter of knowing what the finished model should look like and not cutting corners to get there. Throwing a lot of money at a project does not produce a great model, hard work and careful building does. The more accessories, resin parts, and photo-etch you throw at a model, the more opportunities you introduce to screw up. You will get no points for using all that extra stuff if you don't integrate it into the piece in such a way that it is aligned, cleaned up and finished as well as the rest of the model.

The other side of the coin is that if you never take chances and always build the safe state-of-the-art kit, you may never find yourself at the top of the heap. No guts, no glory.

What about level of expectation? Unless you're some closet modelling genius, don't expect to take home Judge's Best of Show at the IPMS National on the first time out. Be realistic in your expectations. Best of Show at almost any contest will be an extraordinarily well-built entry that is as nearly perfectly built as is possible. It normally has had an extraordinary amount of work done to it above and beyond what is in a kit (in many cases it has been scratch built or nearly so). This entry will quite likely be presented in a highly interesting manner and in many cases will have very definite appeal to viewers of all levels of sophistication.

It's not that that the top prize is nothing to aim for, simply be realistic in your expectations and realise that every piece you build doesn't have to be a magnum opus or even be built to enter in a contest. Part of being realistic about things is to know that at all but the largest contests there are categories where the competition is hot and those where it is not.

There are trophy hunters (i.e. jokers who go into a contest room before entering anything, see which categories have the weakest competition, and then rummage through their trunk for whatever piece they've been dragging along, sometimes for years, just for the purpose of winning some trophy for their hobby room wall... how pathetic).

However, there is nothing wrong with building some entries in the categories that are not as likely to have thirty entries in them to get you feet wet. If you only build in a hot category (for example 1/48th single engine prop aircraft or 1/35th WW II Axis tanks, you'd better be prepared to labour in



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the vineyards for a very long time before you gather in the harvest. You'll also miss out on a lot of the fun of building a variety of subjects.

When you've crossed all the t's and dotted all the i's, and there are two or three models equally deserving of first place, how do the judges make a decision? There are a number of hair-splitting criteria, but they most often come down to presentation (and it's cousin, overall appeal) and degree of effort.

Presentation often implies putting the entry on an attractive base. "Aha!" you say..."the rules say that an entry may be placed on a simple base but the base will only be considered in judging in the diorama class". Well, that is technically true, but putting the entry on a well-constructed and attractive base does a number of things for your entry.

First: it gives you and the judges a convenient way of moving your entry around without having to handle the model very much.

Second: the base let's you control the observer's point of view to a very great extent, particularly if you put on a nameplate that acts to identify the front of your display.

Third: A base also stakes out a certain amount of the table as yours and focuses the viewer's attention on your work.

Fourth: The base also tells the observer that you think enough of your work to go to a bit of extra trouble and expense to make your entry look right. Does it influence the judges if all other things are equal? That's your call.

It never hurts to do something in your building that draws attention to your entry and sets your work apart from the crowd. Presentation can be as simple as opening a panel to display some interesting internal gadgetry, placing some appropriate and well done stowage on the engine deck of a tank or maybe having a couple of well done figures hanging out of the hatches. You could model a subject that is particularly well weathered or produce one with a particularly interesting colour scheme or that is of special historical significance.

It is not true that dark, drably coloured subjects cannot win, but it is undeniable that they have to fight an uphill battle all the way. The point is that you should build whatever you want to, but realise that even the very best judges have personal likes and dislikes that can colour the really close decisions.

The final and more important consideration is the degree of difficulty in producing a superlative model. While it sounds like Olympic Figure skating the concept is very simple. If there are two equally well-done entries competing with each other, the nod generally goes to the one that involved



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the most work to produce. The judges are normally very active builders who are aware of which kits build up readily and which kits are sow's ears.

The best of show entry is, more often than not, a superb piece of work that is either scratch built or has been so heavily reworked and detailed that it scarcely resembles the model that served as its starting point. These exceptional models are the ones with which the builder crosses the thin line that separates the artisan from the artist. This is craftsmanship raised to the n'th degree.

Build what you like in the way that you want to and enter the contest room with confidence, smiling, and with your eyes wide open.

(Adapted from an article from the IPMS SYRACUSE Internet site)

### ***Hot Tips Hot Tips Hot Tips***

#### Oil Paint Washes

When doing oil washes to bring out panel lines and recesses after painting has been finished, be sure not to use black or grey pigments because they are often carbon based and very difficult to lift from the surface. The darkest colour that you would generally want to use is a Raw Umber artist's oil thinned. You want to apply the wash to the areas where it is needed by touching a fairly fine brush to the spot and letting capillary action take the thinned pigment where it needs to go. You can remove excess thinner by touching the corner of a tissue to the wet area and allowing the tissue to draw it off. Any hard edges should be smoothed out by stippling the area with a soft brush.

#### Cementing Small Parts to a Model

You are generally better off dipping the end of a small part into a puddle of liquid cement and then applying it to the surface of the model, than you are to try to put a dot of the cement on the model and then trying to apply the part to it. You can even do this with rivets by carefully stabbing the rivet with a brand new #11 X-acto blade then quickly dipping it into a puddle of liquid cement and immediately touching it to the model surface. This takes some practice, but works well once you get the technique down. The same technique is recommended for applying small photo-etched parts using gel super glues.

#### Liquid Cement Disasters and How to Avoid Them

Most modellers use liquid cement applied with a fine brush for most model assembly of standard styrene kits. This product has proven to be very reliable and sets slowly enough to be sure that the alignment of parts is on the mark. The product was originally available in a bottle that was somewhat cubic in shape and not readily tipped over. The new bottle is tall with a round bottom and it trips over itself to spill all over your workbench and especially over the plastic parts that are lying on it. (Murphy's laws of modelling!!) The easiest way to fix this disaster in the making is to glue a two inch square of thick plastic card stock to the bottle before you open it. Hot glue or epoxy will hold the bottle to the square of plastic very well.



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Assuming you haven't dumped the contents of the cement bottle into the kit box (if you have, swallow your gum and buy a new kit), the most common disasters you are likely to face are having the brush full of liquid cement run the wrong way or having the cement run under your fingertips or under the scotch tape to add a fingerprint or an amorphous smear to the surface of your model. If you see cement run the wrong way don't panic, just blow the area vigorously so that it spreads around and can evaporate quickly. If the cement is allowed to sit in one place it has more time to soften and attack the plastic. You can usually clean up any surface blemishes of this sort with a little wet sanding with 600 grit paper once the surface has been allowed to sit for a few hours.

The newly "tooled" 1/1 scale fingerprint can similarly be repaired by allowing the plastic to dry completely (at least 24 hours, maybe more) and by then wet sanding, filling, and wet sanding again as needed. Remember, most modelling disasters can be fixed if you don't panic and you use some ingenuity to fix them.

### Keep Your Masking Tapes Fresh

Keep your drafting tapes and masking tapes from drying out by storing them in zip lock bags. This also keeps dust and hairs from getting onto the edges of the tape. (Available from Woolworth's or any stationers)

### Holding Small Parts for Painting

Small to medium sized parts can be held with alligator clips that can be purchased at any electronics shop. The round end that is designed to be crimped onto a test lead is perfect to insert a bamboo skewer or small dowel into. You then glue or tape this together and insert the end of the skewer into a block of foam. You can pad the jaws by wrapping each side with drafting tape.

### **Ricky**

## **The "Aeromadler"**

### ***True Stories of a Romford Bus Driver, a Spanish Civil War Pilot from Gidea Park and Essex Airport!***

Edward Hillman was a colourful and unforgettable character, who was a Romford bus driver, who literally swore that he was going to carry the masses by air as he had by road. He was quite a "rough diamond", who was often seen working with rolled up shirt sleeves, his company was a low cost structure offering cut-price fares, with low wages to its staff and no difference in status between pilots and coach drivers.

I don't want no subsidy he said, "nor high-fallutin' pilots and toffee nosed flying hostesses. I'm going to run my airline to Paris like a bus service from my field at Maylands, you'll see!" And the world did see in no unmistakable fashion, unsubsidised competition with Imperial Airways on the fashionable London-Paris route at £5 10s return, compared to their fares ranging from £7 4s to £9



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18s return. Hillman offered multi-engined airliners, safe and simple, no frills and no la-di-dah. "Hard work is what these pilots want, it does 'em good", he said.

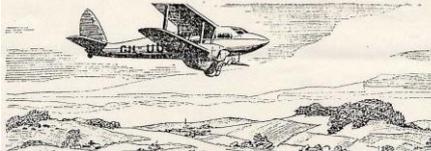
Many readers will know of Maylands Golf Club alongside the A12 at Harold Wood, but how many realise that Maylands was once the base of the largest independent airline in Britain, called Hillmans Airways.

E.H. Hillman entered the transport business in 1928, buying his first coach to operate services from London to the Essex resorts and the new suburbs being developed. Hillman was quite an unorthodox person with radical ideas for the time such as penny stage fares and season tickets. By 1932 his was the second largest fleet of coaches in Britain and the largest private owner of coaches in the world.

Hillman decided to change the name of his company to Hillmans Saloon Coaches and Airways Ltd in November 1931 and took over the aerodrome licence at Maylands on November 26<sup>th</sup>. At first he operated a de Havilland Puss Moth. On April 1<sup>st</sup> 1932 he opened a scheduled service to Clacton, by this time he bought 2 more Puss Moths and 2 Fox Moths.

At the time in 1932 from Romford to Clacton by road took 2½ to 3 hours, whereas the flying time was under 30 minutes. For this service Hillman charged 12s 6d single or £1 return. The service operated once every 3 hours during daylight, about this time (1932) Hillman also enlarged his fleet by buying a Metal Moth, bringing his fleet up to 6 aircraft.

Hillman wanted to introduce a cheap fare to Paris but before he could do this an aircraft had to be found which could carry 6 passengers and which had twin engines for safety during the Channel crossing. The other aircraft in his fleet were all single engined and could only carry at the maximum; Fox Moth 4 passengers and the Puss Moth 2, the Metal Moth could carry only 1.



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He asked de Havillands to build such an aircraft for him and luckily they had at the time a design half built for the Iraqi Air Force, which fitted Hillman's specifications. Four were ordered straight away and the famous de Havilland Dragon prototype flew to Maylands on December 20<sup>th</sup> 1932, where Amy Johnson christened it "Maylands", registered as G-ACAN.

The Paris service started on April 1<sup>st</sup> 1933. There were 2 daily flights in each direction, leaving both Maylands and Le Bourget at 10am and 1.45pm. The fare was £3 10s single and £5 10s return, with a special weekend return fare of £4 15s. Cars connected with the flights at le Bourget to take passengers to Paris whilst Hillman's coaches provided transport from Kings Cross to Maylands.

Hillmans Airways Ltd was registered on November 23<sup>rd</sup> 1933 with a share capital of £25,000 in 10s shares. Enlargements were made to Maylands in 1932 but with the introduction of new Dragon Rapides Maylands had become too small. A new base was found, what we know as Stapleford Tawney airfield, at the time it was known by various names e.g. "The London East Airport", "Stapleford Abbots", "Abridge" and the "Essex Airport". The 3<sup>rd</sup> of these names is particularly confusing as it is the name by which the nearby home of Commercial Airways (Essex) Ltd as Piggots Farm was known.

The 1<sup>st</sup> service out of Stapleford was to Belfast, replacing a service, which had been operated by one of Hillman's competitors, John Swords of Midland and Scottish Air Ferries.

1934 was probably the most significant for Hillmans Airways, apart from new services and the introduction of the larger de Havilland Rapides the year witnessed the first loss of an aircraft, when a Rapide operating the morning service from Le Bourget crashed in the Channel killing the pilot Captain Bannister and 6 passengers at about 11.00 on Tuesday October 2<sup>nd</sup>.

This tragic loss was followed on December 31<sup>st</sup> by the sudden death of the great man himself Edward Hillman, he was only 45 years old.

The company was taken over by his eldest son Edward, young Edward (or Sonny as he was known) joined his father to help run the company and became a director. His duties were mostly on the ground but he learnt to fly without obtaining a licence. His father died unfortunately when he was 21, leaving him to face all the business commitments and debts as well as providing for his mother, who was an invalid and five younger brothers and sisters.

British Airways bought out Hillmans in 1935, but many financial and family problems remained for Edward. His financial problems grew worse during 1936 and when he heard of the huge sum being offered by the Spanish Government for pilots he decided to go there.

Edward shut up his semi-detached house in Gidea Park and left his wife of one year for the unknown dangers of the Spanish Civil War. He asked the Spanish Embassy if £20 a week off his salary would be sent to his wife during his absence.



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A few days after returning from Spain on 11<sup>th</sup> October 1936 Edward Hillman flew low over his house in Gidea Park in a Miles Hawk Major. He was so low you could read his registration letters. Subsequent police investigations revealed that this aircraft had taken off from Brooklands, its destination Oxford, en route for Dublin. The aircraft never reached Oxford or Dublin and was never seen in England again.

The Hawk was at San Javier Naval Air Base in Spain, for it appears Hillman had flown the aircraft via Abridge Flying Club to France then to Spain. For the low flying offence and for not having a flying licence Hillman was fined £50 at Romford court.

In July 1937 Hillman finally obtained his "A" licence at Southend Flying School. He joined the RAF and flew Dakotas and became an instructor. He ended the war and joined Swedish Airlines for 8 years as a Senior Captain. In 1962 he started his own air conditioning company in Sydney, Australia and died suddenly in July 1975.

There are some nice 1/72<sup>nd</sup> scale models of the Puss and Fox Moths by Aeroclub, some care must be taken in building them as they are quite basic vacform kits, but the shapes are accurate enough.

I built a Fox Moth and a Heller Dragon Rapide quite a few years ago now, but am at the moment building a Puss Moth, to be painted in Hillman Colours of Light Blue, White and Silver. It will be a little piece of local history and a change from the many military subjects about.

I would be most interested in hearing from other club members on information about Hillman Airways and any photos etc.

Researched and written by

**The Aeromadler**



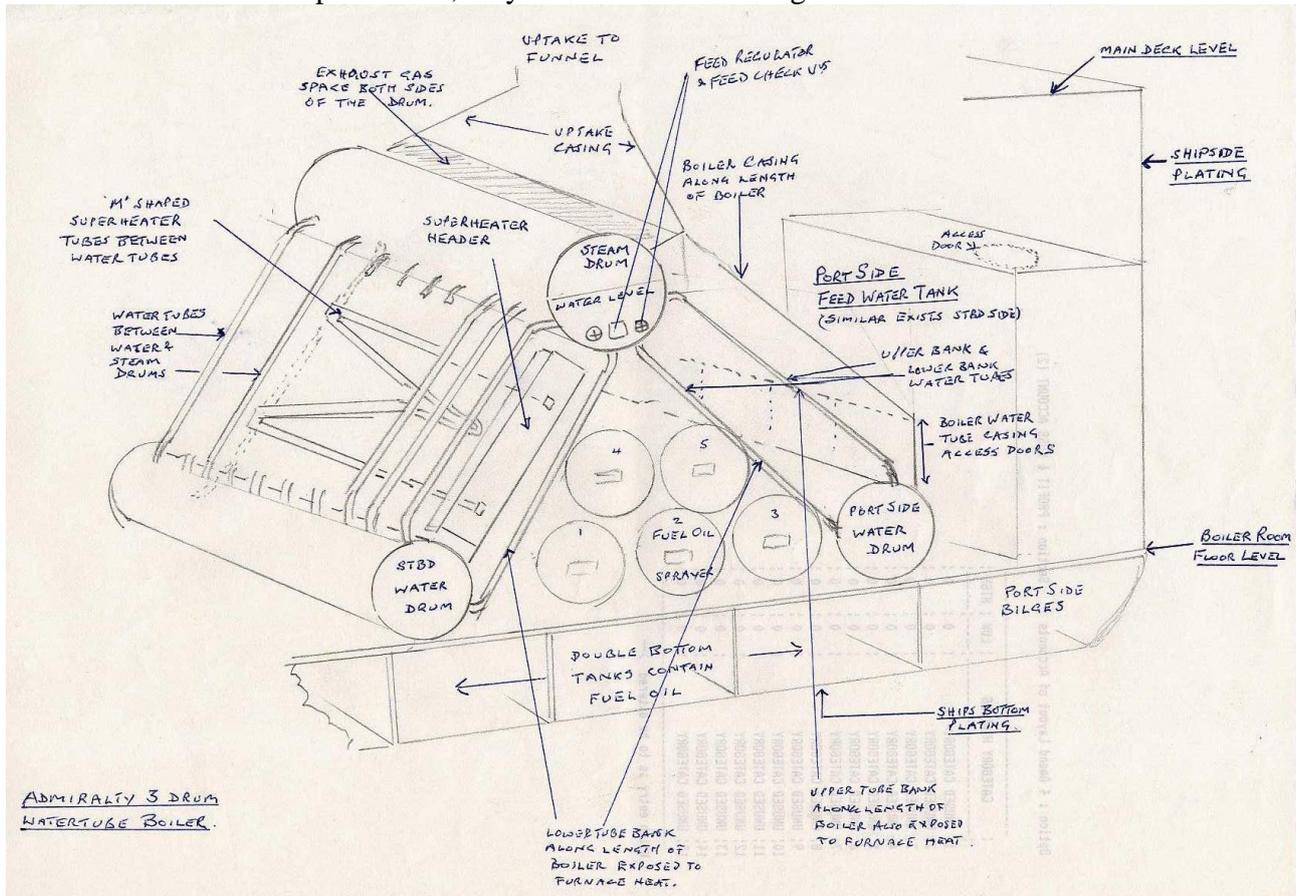
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### Wrighty's References

#### How Warships Engines Operate

The simple explanation is that steam is raised in the boilers, used to turn the turbines, which through a gear system turn the propellers and thus propel the vessel. However it is rather more complicated than that and taken a step at a time, maybe I can shed some light on how each section works.



#### Boilers

Firstly, the boiler needs water and fuel. The water (referred to as feed water) must be fresh or distilled water, salt water cannot be used due to its corrosive effects. Feed water tanks are situated in the Engine Room and Boiler Room, generally along the shipside. The feed water is taken from the tanks by a turbo feed pump, which pumps it via pipe system to boilers that are in use. It enters the boiler via the feed check valves and regulator, these fittings ensure only the correct amount of water is entered into the boiler.



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### Fuel

Heavy fuel oil is stored in the vessels double bottom tanks generally, although also deep tanks in spaces below the water line are also used. Due to its storage position in the bottom of the ship heavy fuel oil is often like tar and needs some treatment before it can be used. Firstly all tanks have steam heating coils insulated, when heated the oil then becomes liquideous, but it still needs to be separated from any salt-water contamination (possibly due to small leaks in the hull plating). This is done by putting it through a centrifugal separator, it is then taken by an electric or steam driven fuel oil pump, put through a fuel oil heater and filter, which brings it to working temperature and directed into pipe work leading to sprayers serving the boiler furnace.

At this point we must mention the fuel oil transfer pump, this pump shifts fuel oil from one tank to another to maintain stability of the vessel as the oil is used.

Boilers themselves come in a number of types and shapes, i.e. cylindrical, upright or water/tube. For this article we will concentrate on the "Admiralty Three Drum Boiler", also known as a water tube or "Yarrow" boiler – see Sketch.

The three drum comprises of a steam drum at the top and 2 water drums linked by the water tubes in an "A" shape. Within the "A" is a brick lined area to form the furnace, where combustion takes place; this is supplied by pressurised sprayers (normally 8) injecting fuel oil. The heat passes through the banks of tubes to the uptakes and exhausts up the funnel. Sometimes additional banks of tubes are filters in the uptakes, taking advantage of the hot gases to heat domestic hot water etc.

### Steam

The steam raised in cylindrical boilers is usually saturated steam (approximately 200lb psi) as used in merchant ships, but to achieve the high speed of a warship, there is a much greater need for high pressure steam of a more efficient type of greater volume. This is achieved by superheating the steam in the water tube boiler to a working pressure of 700lbs psi. The saturated steam is led away from the boiler stop valves to the superheater header in the front of the boiler, then pressed through "M" shaped tubes, insulated between the water tubes, thus reheating the saturated steam to superheat level, where it is now ready to pass to the turbines.

Other important "valves on the boiler" are the safety valves (set to 750 psi), which release the steam to the atmosphere, thus preventing the steam drum exploding. The blowdown valves for emptying the boiler of water when in port, the water gauges to keep the level of feed water constant and the steam pressure gauges to enable the operator to keep sufficient steam available, under all conditions (i.e. slow-cruise or top speed), control is maintained by igniting extra fuel oil sprayers for higher speed or shutting off for slowing (rather like a car throttle).

### Air

Another thing needed is air for the following reasons, air aids combustion, enables the exhaust gases to flow via the uptakes to the funnels and keeps the boiler room cool. The air is provided by (2)



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steam driven forced draught fans sited in the top of the boiler room. They draw air through vents on deck and force it under pressure into the boiler room (a sealed area controlled by an airlock for entry). Thus it's only route of escape is through the front of the furnace and up into the funnel. If the boiler was just left to operate, the heat generated would soon make the boiler room too hot to work in, so the cool air drawn in keeps the room cool.

Next time: - Turbines and the engine.



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### *The Downward Spiral: The Demise of the Jagdwaffe*

#### **Chapter 7. The Reich Defenders – Part 2**

#### J.G.11

JG11 was only formed in April 1943 by splitting up JG1 and adding new Staffeln to form a three Gruppen Jagdgeschwader to oppose the growing threat of US day bombing. The unit was based in the northwest area of Germany between the Dutch and Danish borders. I Gruppe had always had the FW 190, whilst II Gruppe had Me 109s; the III Gruppe had 109s until January 1944, when FW 190s took over. In May 1944 all 3 Gruppen were in northwest Germany with 66 FW 190s and 35 Me 109s, this included the 10 & 11 Staffel also supporting in this area, only just over 50% were serviceable.

I & II Gruppe went to France to oppose the D-Day invasion but were back within a month, the III Gruppe actually went to join Luftflotte 6 on the eastern front until September, on return the units became 4 Staffel Gruppen under the command of Geschwader Kommodore Major Gunter Sprecht.

Gruppe	Staffel/Colour			Gruppe	Staffel/Colour				
I	White 1	Black 2	Yellow 3	I	White 1	Black 2	Yellow 3	Green 4 ex 10/11	
II	White 4	Black 5	Yellow 6	II	White 5	Black 6	Yellow 7	Blue 8 ex 4	
III	White 7	Black 8	Yellow 9	III	White 9	Black 10 ex 9	Yellow 11 ex 8	Blue 12 2/JG54	
IV	White 10	Black 11							

At the end of October 1944 the new Gruppen took up their Defence of the Reich stations and wore the Yellow DoR tail band.

I Gruppe	Volkenrode	FW 190A.8
II Gruppe	Wunstorf	Me 109G-14
III Gruppe	Hustedt	FW 190A.8

Through November and early December the unit seemed to avoid the main actions and certainly did not suffer the losses of some other Defence Geschwader. It would appear that only operational



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attrition took place. Then the moves to back up the Ardennes offensive took place, I Gruppe went to Biblis, II Gruppe to Zellhausen and III Gruppe to Gross Osterheim in mid December.

Like other Jagdgeschwaders, JG11 was now in constant action, between the 17<sup>th</sup> and 25<sup>th</sup> December they suffered badly in battles with the P-51s and P-47s. The I Gruppe lost 16 pilots, III Gruppe lost 18 pilots all in FW 190A.8s, the II Gruppe using Me 109G-14s lost 14 pilots, once again enough to virtually re-equip a full Gruppe.

With just a few days to regroup for "Operation Bodenplatte", they put up 65 aircraft for this operation, I Gruppe moved to Darmstadt/Greishiem for the operation, losses were high, 17 FW 190s and 8 Me 109s failed to return, including the Geschwader Kommodore Major Sprech.

In the early days of January 1945 logistics must have still been working well, because by the 9<sup>th</sup> January 1945 returns, the unit recorded 72 FW 190s in I & III Gruppe and 37 Me 109s in II Gruppe (approximately 70% serviceable).

In the raid of the 14<sup>th</sup> January the unit lost another 3 109s from the II Gruppe. In mid month like many other units, JG11 were transferred to the east as the Russians began their offensive, all these Gruppen settled at Strausberg in northeast Germany. New aircraft being received at this time were FW 190A.9s or FW 190D.9s in I & III Gruppen and Me 109K-4s for II Gruppe as the units flew close support missions against the ever-advancing Russians.

Major Anton Hackl arrived to take over as Geschwader Kommodore in mid February. The first unit to suffer the attentions of such operations was II Gruppe, who cut back to 3 Staffel in March 1945 when 8 Staffel was disbanded, but it was to little avail as the rest of the Gruppe disbanded on the 3<sup>rd</sup> April 1945, the remaining aircraft being sent to other units.

It was little better for both the FW 190 Gruppen, each returned to the 3 Staffel format in March, both 8 & 12 Staffel being disbanded. By the 9<sup>th</sup> April 1945, both Gruppen had 109 aircraft between them, most of which were new A.9s and D.9s as indicated by 95% serviceability, but by mid month both were forced to leave Stausberg. I Gruppe arrived at Berlin Gatow for a few days, when they naturally had several aircraft operating from streets in battered Berlin, but nothing could save them, and they retreated with III Gruppe along the Baltic coast, using 4 or 5 bases for only a few days before arriving at Leck in company with III Gruppe in the final days of May like other units rushing to surrender to the U.S. Forces.



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### *Photos and Markings of JG11*

#### I Gruppe

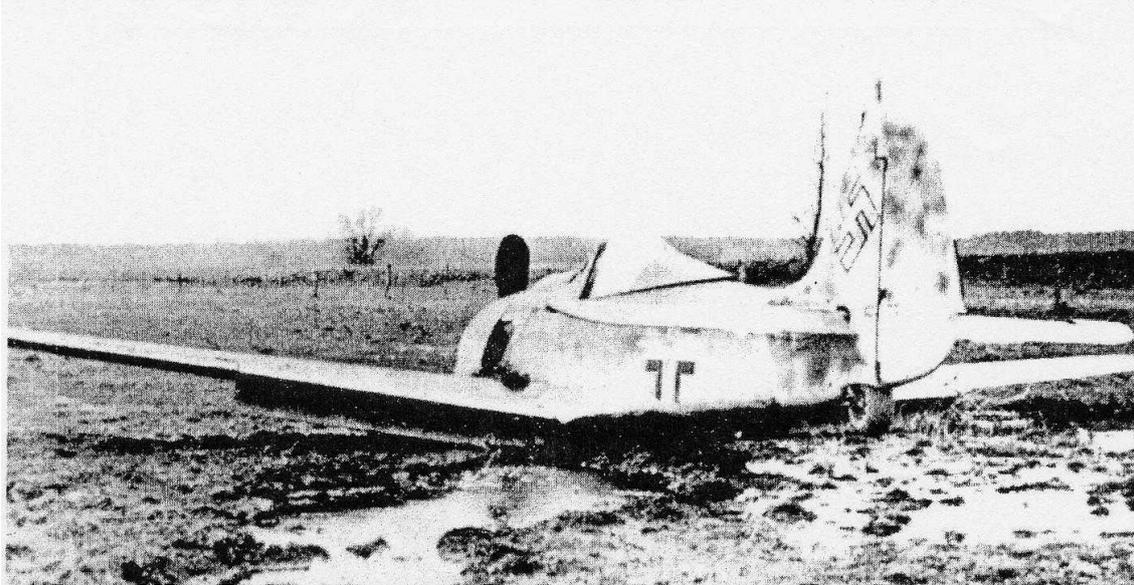


Figure 1 - A FW 190A.8 crashed during "Operation Bodenplatte" confirmed as a I Gruppe Stab aircraft. Note the absence of any tactical markings, probably a brand new aircraft delivered for the mission of 1/1/45.

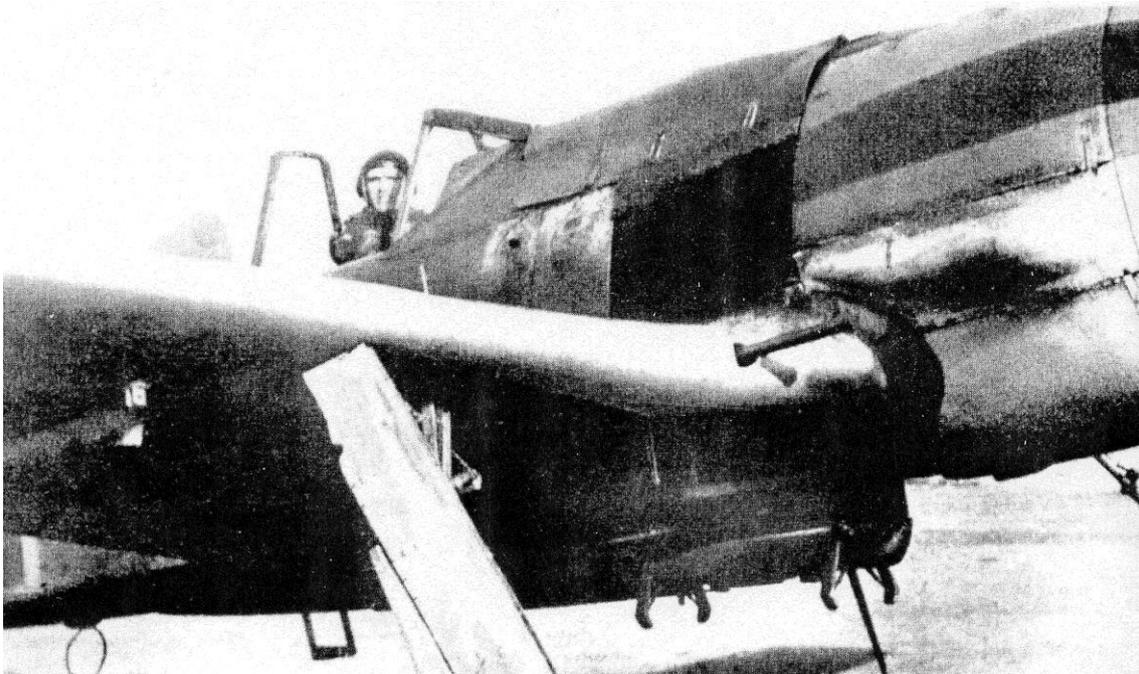


Figure 2 - A FW 190A.9 of 3/JG.11. Photos of late ware JG11 aircraft are very rare, therefore this A.9 in January or February shows little in the way of markings, but note the ETC501 bomb rack, suggesting its employment on the eastern front, the under cowling could be yellow.



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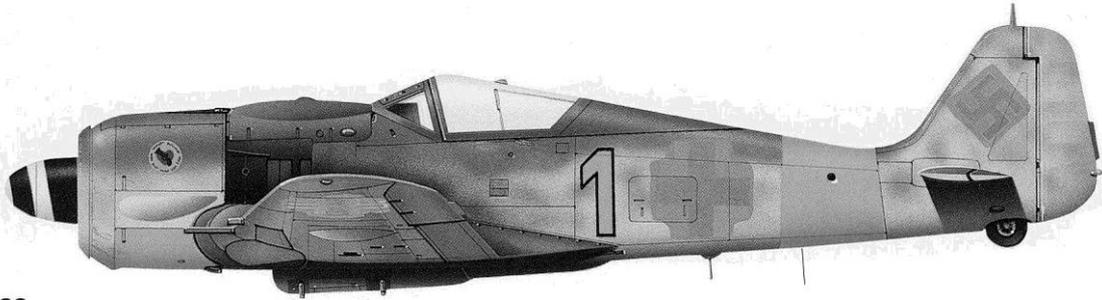


Figure 3 - Yellow 1, a FW 190A.7 of 1/JG11 in early 1944 before the increase in Staffeln.

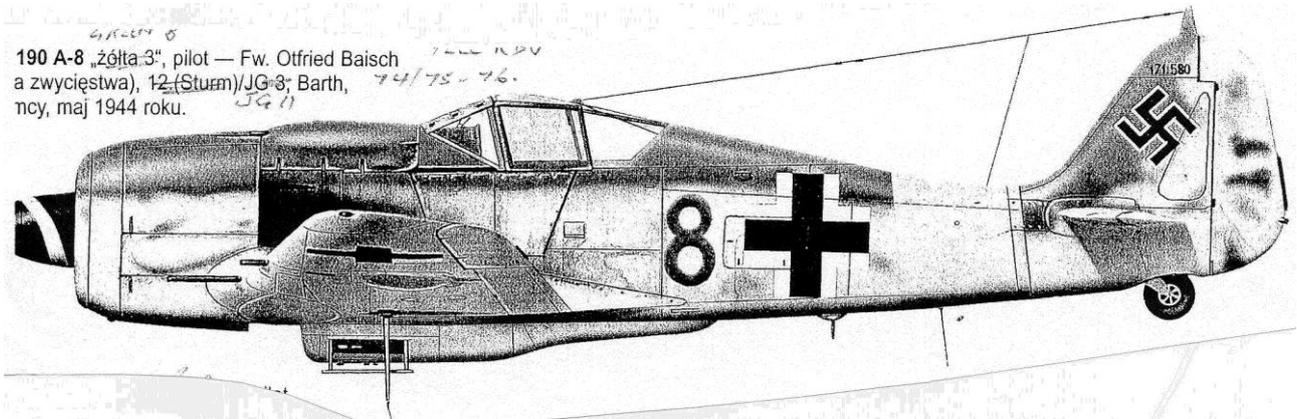


Figure 4 - A FW 190A.8 of 4/JG11 in autumn 1944 after the increase of the Staffel.

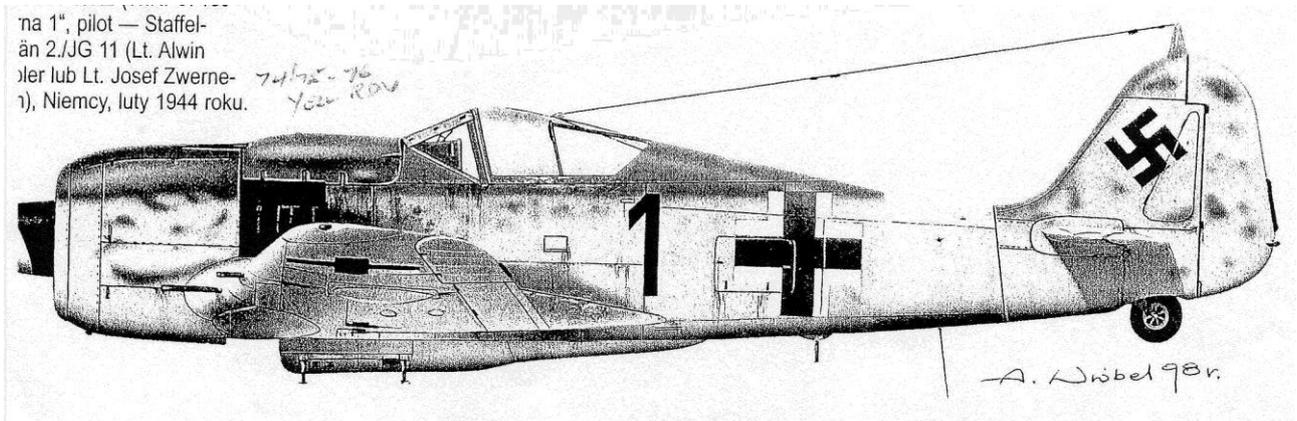


Figure 5 - Black 1, a FW 190A.7 of 2/JG11 in summer 1944, the unit remained unchanged by the Staffel increase. A similarly marked FW 190A.8 of 2/JG11, black 10 has been operating in January 1945.

### II Gruppe

\* Special note: later war 109s did not carry the horizontal bar marking, probably because they were the only Gruppe using 109s in JG11. In many pictures they have been referred to as I Gruppe aircraft, but I Gruppe only ever used the FW 190.



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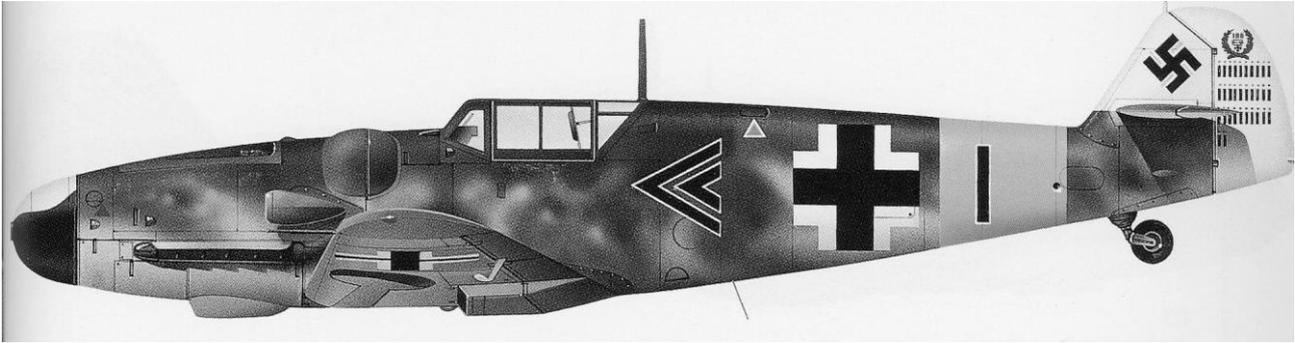


Figure 6 - Gruppen Kommodore Major Gunter Spaechts Me 109G-5 (high altitude) aircraft in May 1944, note the II Gruppe marking on the yellow DoR band in use at this time.

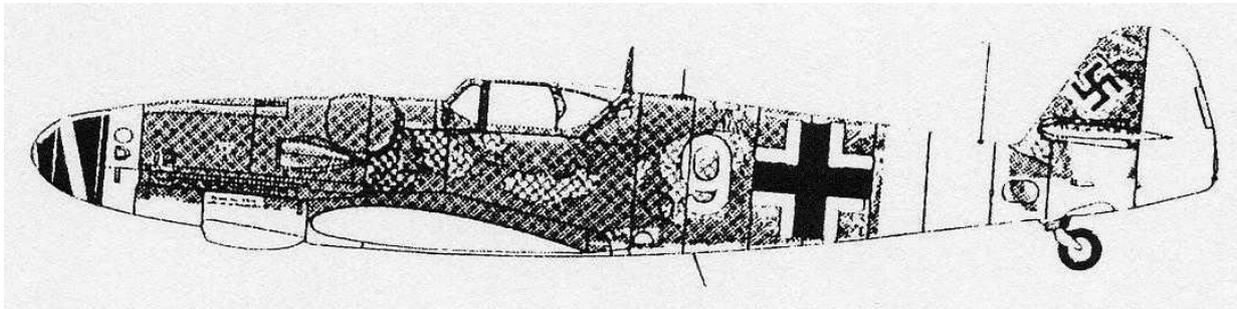


Figure 7 - White 9, a Me 109G-14 of 5/JG11 in November/December 1945, note lack of Gruppe bar, but yellow nose band.

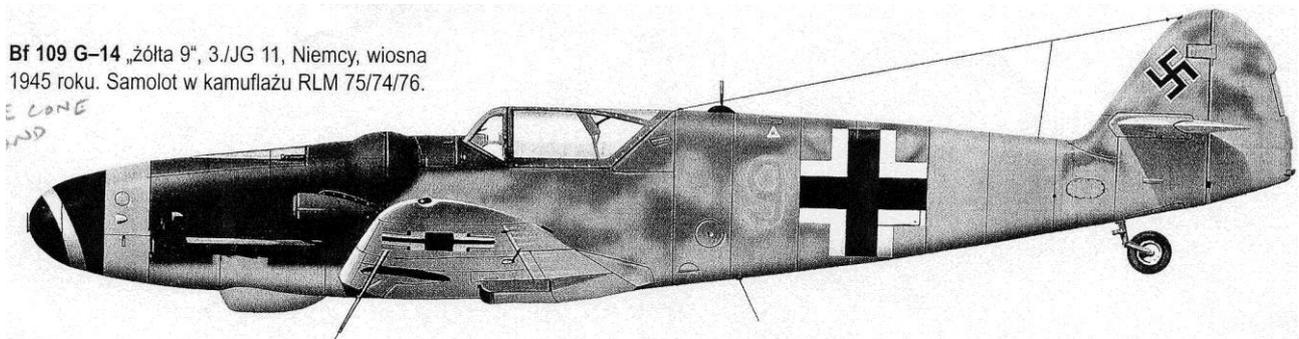


Figure 8 - Yellow 9, a Me 109G-14 of 7/JG11 in January 1945, no Gruppe bar, but yellow node band and DoR band.



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G-14 (W.Nr 784765) „niebieskie 11“ z 8./JG 11.  
Ofw. Franz Meindl.  
nie: RLM 74/75/81/82/99 — 76

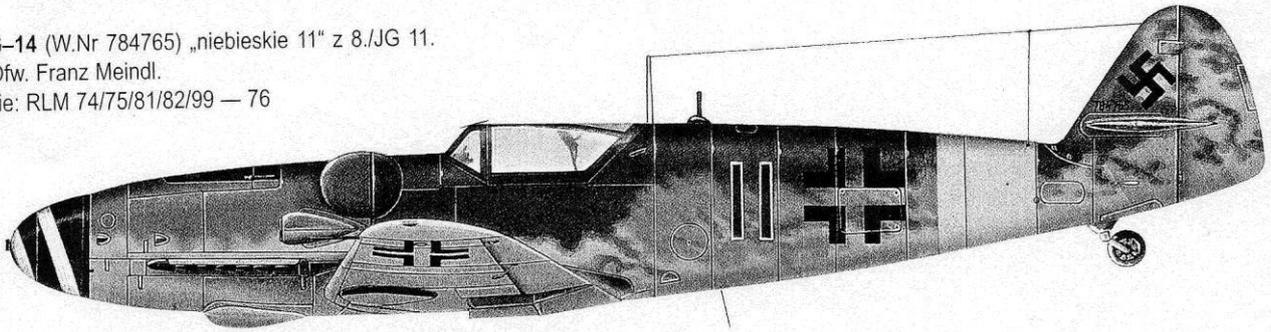


Figure 9 - Blue 11, a Me 109G-14 of 8/JG11 in December 1944/January 1945, carries only the DoR band. A Me 109K-4 found at the end of the war was marked very similarly to this aircraft, it is believed to be a Gruppe Stab aircraft.

### III Gruppe

Bf 109 G-6/R3/R6, pilot — Kommandeur III/JG 11  
Hptm. Anton Hackl, Rotenburg, Niemcy, początek  
1944 roku. Samolot nosił kamuflaż RLM 77/75/76.  
*WEL RDV  
WHI RUDD*

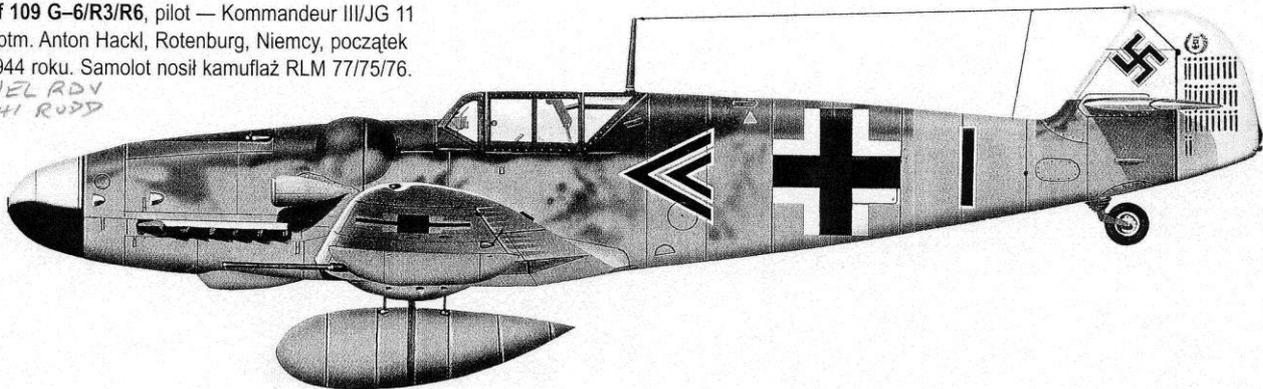


Figure 10 - Gruppe Kommodore, Hptm Anton Hackles Me 109G-6/R6 in April/May 1944 displays a full set of markings, just before the III Gruppe swapped their 109s for FW 190s in May 1944.

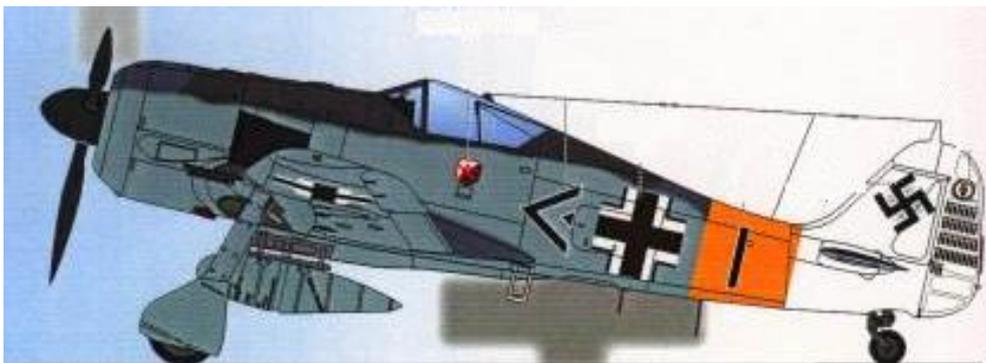


Figure 11 - Now a Major, Hackle had this FW 190A.6 marked virtually identically to his 109. Harkle left in May 1944 for another unit. The new 190 equipped Gruppe under a new Kommodore moved to the eastern front with Luftflotte 6 in late May and probably adopted the Russian Front marking (yellow wing tips, tail band and rudder).



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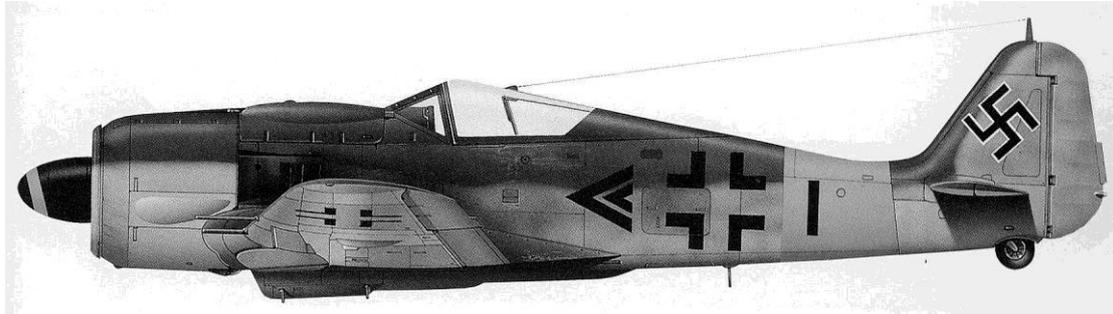


Figure 12 - FW 190A.8 of III Gruppe Kommodore in February 1945, when on the eastern borders of the Reich, opposing the Russian advance.



Figure 13 - A poor quality team photo of 10/JG11, included to show the Staffel colours was black (see also figure 1) also shows it was taken in the late autumn of 1944 after the increase in Staffeln.

Alan



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### Events Schedule 2002

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

<b>3<sup>rd</sup> February (Sunday)</b>	<b>Milton Keynes ModelKraft, Bletchley Leisure Centre.</b> <b>Milton Keynes. Radio-controlled models, railways, boats etc. Many Clubs, Traders, Open Competition, etc.</b> <b>Contact: Show Manager, Phil Smith on 01908 505 988. E-mail: psmith6328@aol.com</b>
<b>9<sup>th</sup> February (Saturday)</b>	<b>Fleet Air Arm Museum, Yeovilton</b>
10 <sup>th</sup> February Sunday	<b>IPMS Leeds</b> 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: <a href="mailto:michael.robson@ntlworld.com">michael.robson@ntlworld.com</a>
3 <sup>rd</sup> March (Sunday)	The North Somerset Modellers presents the North Somerset Model Show at Somerset Hall, Portishead. 10am to 5pm. Club displays, trade stands, competitions, tombola etc. Hot & cold refreshments, good parking and toilet facilities. Contact: Simon Parks-Lockett. Tel: 01934 628 565
9 <sup>th</sup> March (Saturday)	East of England Model Show hosted by the Greater Peterborough Model Club at the Town Hall, Peterborough. For details contact David Martin on 01733 380250 or Keith Boucher on 01733 242683
<b>16<sup>th</sup> &amp; 17<sup>th</sup> March (Saturday &amp; Sunday)</b>	<b>Southern Expo – do I need to say more?</b>
23 <sup>rd</sup> March (Saturday)	Aerojumble at Shoreham Airfield, Shoreham by Sea, Sussex. 10.30am. Everything for the aviation enthusiast. All undercover. Entrance off the A27. For info call: 01424 440 644
30 <sup>th</sup> March (Saturday)	Plymouth Expo 2001 at the Plymouth Guildhall. The southwest's largest model exhibition. Contact: Alan Edhouse on 01752 262 340 or e-mail: <a href="mailto:Alan.Edhouse@Skynow.Net">Alan.Edhouse@Skynow.Net</a>
<b>7<sup>th</sup> April (Sunday)</b>	<b>Shropshire Scale Modellers, RAF Museum, Cosford.</b>
20 <sup>th</sup> April (Saturday)	Poole Viking Model Club will be holding their Annual Model Show held at Poole Grammar School, Gravel Hill, Poole, Dorset. 10.00am to 4.30pm. Admission: Adults £1.50; Children and Senior Citizens £1.00. Family Tickets £4.00. Free Car parking. Club Displays, Trade Stands, Competition and a raffle. Refreshments available all day. Contact D J Foley e-mail <a href="mailto:poole.vikings@virgin.net">poole.vikings@virgin.net</a>
21 <sup>st</sup> April (Sunday)	The East Midlands Model Show 2002 will be held at the Hinckley Leisure Centre, Hinckley, Leicestershire. Show open from 10.00, attractions include clubs, traders and a 25+ class open competition. Admission will be £3.00 Adults, £2.50 Child / Senior Citizens. Contact: Gordon Upton Phone 01455 230952 (shop hours only) -mail: <a href="mailto:gfl16@dial.pipex.com">gfl16@dial.pipex.com</a> Web Site: <a href="http://www.modelspot.com/show99/02.htm">http://www.modelspot.com/show99/02.htm</a>



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27 <sup>th</sup> & 28 <sup>th</sup> April (Saturday & Sunday)	Scottish National Modelling Championships to be held at the Dewars Centre, Glover Street, Perth. Competition registration will close on April 27th 2002. Should you have any queries concerning the above event, please contact the following ... Secretary & Exhibitors Liaison - Ian Hanratty Phone 0131 556 8601 (daytime) / 0131 665 4087 (evenings only) E-mail: <a href="mailto:ian@hanra.freeserve.co.uk">ian@hanra.freeserve.co.uk</a>
28 <sup>th</sup> April (Sunday)	<b>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: <a href="mailto:kar.lesrr@btinternet.com">kar.lesrr@btinternet.com</a></b>
18 <sup>th</sup> May (Saturday)	<b>IPMS Hornchurch Model Show. Sydney Russell School, Parsloes Avenue, Dagenham, Essex, RM9 5QT.</b>
19 <sup>th</sup> May (Sunday)	IPMS Birmingham in association with the Universal Modelling Society wish to announce their 9th 'Midland Expo' to be held at the Leasowes Leisure Centre, Halesowen, Birmingham. Static displays by visiting clubs and societies, senior and junior model competitions and tombola. Refreshment area and FREE parking which is stewarded all day. Show open from 10.00am - 5pm. Contact - Dave Childs, 89 Charnwood Road, Great Bar, Birmingham B42 1JS
25 <sup>th</sup> May (Saturday)	IPMS Torbay in association with South Devon Military Modellers' wish to announce their annual show, now in its 31st year will be held at the Torquay Town Hall. Attractions include visiting Model Clubs, Branches, Traders and an Open Competition. There will be a raffle and refreshments will be available. Contact - Les Wells E-mail: <a href="mailto:wellzy_2002@yahoo.com">wellzy_2002@yahoo.com</a>
1 <sup>st</sup> June (Saturday)	<b>IPMS Salisbury</b> 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: <a href="http://dSPACE.dial.pipex.com/town/estate/nr49/smc">http://dSPACE.dial.pipex.com/town/estate/nr49/smc</a>
13 <sup>th</sup> & 14 <sup>th</sup> July (Saturday Sunday)	IPMS Durham present their 9th annual model show to be held at Hartlepool Borough Hall on the Headland, Hartlepool. Club displays, War Gaming, Trade Stands and Open Competition. Admittance will be £1.00 Adults, 50p Children, refreshments available. IPMS Branches and SIG's are cordially invited to attend. E-mail: <a href="mailto:nemis@tiscali.co.uk">nemis@tiscali.co.uk</a> or <a href="mailto:paboxxx@talk21.com">paboxxx@talk21.com</a>
1 <sup>st</sup> September (Sunday)	<b>IPMS Brampton</b> annual show at St.Neots. Web Site: <a href="http://www.bramptonscalemoclub.fsnet.co.uk">http://www.bramptonscalemoclub.fsnet.co.uk</a>
8th September (Sunday)	IPMS Leicester have organised a model show to be held at the Lutterworth Wycliffe Rooms. Show open from 10am - 5pm, Club Displays, Trade Stands and a small Open Model Competition. Refreshments available. Contact - Martin Connolly. E-mail: <a href="mailto:connolly@connollymj.fsnet.co.uk">connolly@connollymj.fsnet.co.uk</a>
9 <sup>th</sup> & 10 <sup>th</sup> November (Saturday Sunday)	Scale Modelworld 2002 to be held at the Telford International Centre, Telford Shropshire.