



"STICKY FINGERS"

IPMS HORNCHURCH - NEWSLETTER



Alan's "Annotations"	2
Peter's "Prattlings"	3
New Models for This Year at Nuremberg Model Fair.....	3
Italeri DUKW.....	3
Academy M10 – Late with Duck Bill.....	3
Academy M3 Honey.....	3
Academy M3 Stuart – with interior.....	3
Ricky's "Ramblings"	4
Ya Gotta Laugh.....	4
Marriage (Part I).....	4
Marriage (Part II).....	4
Marriage (Part III).....	5
Marriage (Part IV).....	5
Odd Facts.....	5
Hot Tips Hot Tips Hot Tips.....	5
Mottling.....	5
Milton Keynes Show.....	7
IPMS Hornchurch Annual Competition	8
October Aircraft Voting Results.....	8
1/72 nd scale or less.....	8
Greater than 1/72 nd scale.....	8
Wally Arrowsmith Trophy (Aircraft) – Current Positions.....	8



"STICKY FINGERS"

IPMS HORNCHURCH - NEWSLETTER

Events Schedule 2002.....	9
Wrighty's References.....	11
Ships Engines – Part 2	11
The Engine Room	11
The Main Engines (Turbines)	11
The Condenser	11
Evaporator and Distiller	11
Turbo Feed Pump.....	12
Turbo Generators	12
The Downward Spiral (The Demise of the Luftwaffe)	13
Chapter 2. The New Boys With No Time.....	13
JG4 and JG6.....	13
JG4 Photos and Markings	15
I Gruppe	15
FW 190 A.8 "Sturmbocks" of II Gruppe	16

Alan's "Annotations"

Due to the fact that our assistant secretary is off to warmer climes I've got to scratch my head to come up with a suitable editorial, and another thing why is he missing the next meeting? Hope you both have a great holiday and don't take pictures of aircraft!

So, we had our first venture out to a model show last week end and it was off to Milton Keynes for their second show which looked as good as their first. A good turn out by Hornchurch and a full table of varied models a credit to you all, well done. The drive home was like driving through the biggest car wash in the world, you couldn't tell which lane you were in.

Unfortunately Mr. Nice could not make tonight's meeting as he is on holiday, so I will re book him for the March meeting, plenty of Lancasters, Sunderlands and Catalinas please.

Our show preparations are proceeding but we have hit a problem over tables, which we hope to resolve soon. There is interest amongst the clubs and traders, so fingers crossed all should be well.

Best of luck to all in tonight's miscellaneous competition.

All the best

Alan



"STICKY FINGERS"

IPMS HORNCHURCH - NEWSLETTER

Peter's "Prattlings"

Apologies no photos of the competition entries from last month as my digital cameras batteries had discharged since I last used it, next time I'll try and remember to charge them up before the club night, darn this new technology!

New Models for This Year at Nuremberg Model Fair

Some new armour models to look forward to

Italeri DUKW



Academy M10 – Late with Duck Bill



Academy M3 Honey



Academy M3 Stuart – with interior



Peter



"STICKY FINGERS"

IPMS HORNCHURCH - NEWSLETTER

Ricky's "Ramblings"

It's Thursday morning and our Editor has moved the cut off date for articles to a week earlier, just so he can swan off on a week's holiday to get some sun. I think he must be one of these SAD people who must get some sun in winter.

I'm sitting here with a massive case of writers block of what to write about. I'm staring at a 3 foot long picture of an Australian Avro Lancaster sent to me by one of my sons from the Australian War Memorial Museum. It's a picture of "G for George" of 460 squadron RAAF, which is actually in the collection of the museum. From the number of bombs painted on the front it looks like it completed 90 missions. The Second World War isn't my area so is there anyone there who knows anything about this aircraft? Perhaps you can write a few words in the next "Sticky" for us.

We now have about 38 active members in the club as of today (welcome back to John Huston after 2 ½ years in the wilderness, looking forward to more of your car models). With the Expo coming up soon we normally pick up a few new members as well. In the last 4 months 6 new people have joined us, which is a healthy state of affairs. But I think as a club we must not only attract new people but also keep them interested, as well as ourselves.

The Expo is known as the "Friendly show" well its our club that runs that show and maintains that friendliness, so let some of that run over into our club nights towards the new faces.

Ya Gotta Laugh

Marriage (Part I)

Typical macho man married typical good-looking lady and after the Wedding he laid down the following rules.

I'll be home when I want, if I want and at what time I want and I don't expect any hassle from you.

I expect a great dinner to be on the table unless I tell you. I'll go hunting, fishing, boozing and card playing when I want with my old buddies and don't you give me a hard time about it. Those are my rules. Any comments?"

His new bride said, "No, that's fine with me. Just understand that there'll be sex here at seven o'clock every night . . . whether you're here or not."

Marriage (Part II)

Husband and wife had a bitter quarrel on the day of their 40th wedding anniversary. The husband yells, "When you die, I'm getting you a headstone that reads, 'Here Lies My Wife - Cold As Ever.'"

"Yeah?" she replies. "When you die, I'm getting you a headstone that reads, 'Here Lies My Husband - Stiff At Last.'"



"STICKY FINGERS"

IPMS HORNCHURCH - NEWSLETTER

Marriage (Part III)

A husband (a doctor) and his wife are having a fight at the breakfast table. Husband gets up in a rage and says, "And you are no good in bed either," and storms out of the house.

After sometime he realizes he was nasty and decides to make amends and rings her up. She comes to the phone after many rings and the irritated husband says, "What took you so long to answer the phone?"

"I was in bed." She says.

"In bed this late, doing what?"

"Getting a second opinion!" She replied.

Marriage (Part IV)

A man has six children and is very proud of his achievement. He is so proud of himself, that he starts calling his wife, "Mother of Six" in spite of her objections. One night, they go to a party. The man decides that it's time to go home and wants to find out if his wife is ready to leave as well. He shouts at the top of his voice, "Shall we go home 'Mother of six?'"

His wife, irritated by her husband's lack of discretion shouts right back, "Anytime you're ready, Father of Four!"

Odd Facts

Boeing 747: Have you ever wondered why those outboard wheels dangle at that weird angle? That angle duplicates the sweep of the rear spar, allowing the gear to fit in without using complicated retraction movements.

Boeing 747: There are provisions to carry a spare engine under the LH wing, inboard of the 2nd engine.

Hot Tips Hot Tips Hot Tips

All Acrylics are water based but each brand is made differently, so don't mix different brands together, they may react with each other. Also, obviously water based Acrylics won't mix with oil-based enamels.

Dried Acrylic paint can adhere a lid on tight, so before replacing the lid wipe the rim of the jar/tin with a cloth with a drop of solvent on it.

Acrylics tend to be a bit translucent so always undercoat areas first.

Paint light areas first before dark colours. It's easy to remedy any mistakes.

If you do any rubbing down on your model then dust can get into any panel lines, small recesses etc. Use a soft toothbrush and wipe lightly over the models surface.

Mottling

Although most painting of models is quite easy, sometimes there are variations that need special techniques.

Some German aircraft or tanks have a mottled finish, for example.



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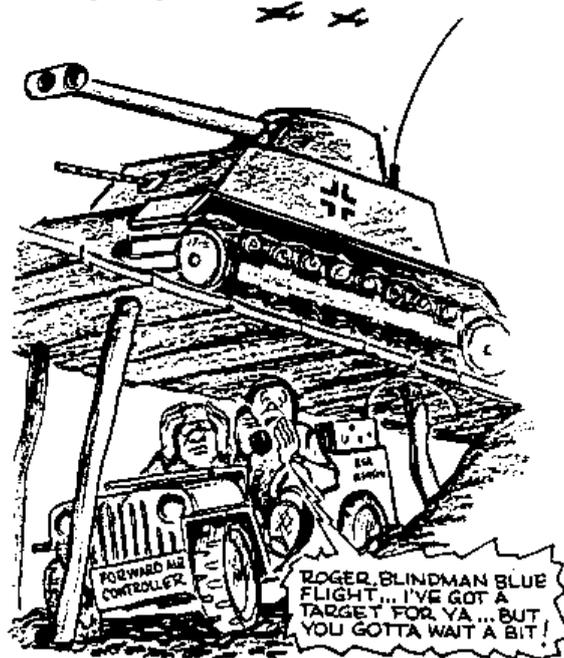
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The easiest method to obtain this is to use an old splayed out brush and stipple it on. If you have no old brushes!! cut one down to a smaller size, then open out the hairs by pressing the brush onto something hard.

Dip the brush into the paint colour very lightly so the paint just about touches the end of the brush. Before stippling onto your model do a test run first on a scrap of plastic. This will also make sure there is not too much paint on the brush. Start from the top of the model and work downwards, since on most aircraft anyway the mottling fades away towards the bottom. Be sparing with the paint, remember it is far easier to add then to take away.

A second method to obtain mottling is with a piece of old sponge. As with the brush, dip the sponge gently onto the paint just about touching the surface then dab the sponge onto the model. Again both amount of paint and the pressure used will give varying effects. Though too much of either will end up with smears rather than the mottling effect required.

The third method is by spraying. Get a piece of card and pierce some small holes in it. Hold it about 2 to 3 inches away from the model and start spraying from the other side of the card. Some of the spray will go through the holes giving the mottled effect.



*From "THERE I WAS..."
BY BOB STEVENS.*



"STICKY FINGERS"

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Milton Keynes Show

Now a question for you... do you really trust me your financial secretary? Would you trust me to give you directions in a car?

Well there we were just outside Milton Keynes on a roundabout, we took the turn off to go to Bletchley where the show was. We then saw one of the signs for the show directing us straight ahead saw I duly followed. Suddenly the road ahead was blocked for 50 metres due to road works and no traffic was allowed ahead.

Wondering which way to go I saw 4 cars going down a side road. Ah I thought they must be locals and know how to get round it so I'll follow them. This I did, passing these high bushes we came out into the open to find.....ourselves in a Tesco car park!! So we drove around trying to look all nonchalant as if we did this every day.

Boy I couldn't get out of there quick enough.

Well onto the show....very well done. The hall was as big as our s at Hornchurch for the Expo although the tables were more spread out. They did have two smaller rooms off of the main hall, which they used for some clubs.

Personally I thought that if a few more of the bigger traders turned up then the Expo would have some serious competition. So come on lads lets get our fingers out in March and make the show even more friendlier than it is.

Ricky



"STICKY FINGERS"

IPMS HORNCHURCH - NEWSLETTER

IPMS Hornchurch Annual Competition

October Aircraft Voting Results

1/72nd scale or less

Position	Entrant	Entry	Votes
1 st	Peter Bagshaw	Republic P-47 Thunderbolt	60
2 nd	Ted Taylor	Westland Sea King	55
3 rd	Ted Taylor	Heinkel He-177	45
4 th	Kevin Curley	Hawker Hurricane	43
5 th	Alan Wright	Hawker Hart	42
	Charles Thompson	Bell P-39 Airacobra	22
	Ken Sparks	North American P-51 Mustang	22
	Peter Bagshaw	North American P-51B Mustang	19
	Charles Thompson	Supermarine Spitfire Vc	15
	Ken Sparks	Grumman F6F Hellcat	7

Greater than 1/72nd scale

Position	Entrant	Entry	Votes
1 st	Steve Smith	Republic P-47 Thunderbolt	76
2 nd	Ian Brown	Hawker Typhoon	64
3 rd	Ted Taylor	Heinkel He-219	55
4 th	Ted Taylor	Republic A-10 Thunderbolt II	46
5 th	Brian Lay	Westland Whirlwind	39
	Brian Lay	Brewster Buffalo	28
	Bob Ryan	Supermarine Spitfire I	19

Wally Arrowsmith Trophy (Aircraft) – Current Positions

Position	Entrant	Points
1 st	Ted Taylor	217
2 nd	Peter Bagshaw	120
3 rd	Alan Wright	60
4 th	Steve Smith	51
5 th	Ian Brown	50
6 th	John Gray	46
7 th	Dave Ryan	30
8 th	Mick Pitts	25

9 th	Brian Lay	22
10 th	Ricky Prager	21
11 th	Charles Thompson	20
12 th	John Hone	19
13 th	Kevin Curley	19
14 th	John Bennett	10
15 th	Ken Sparks	10
16 th	Bob Ryan	5



"STICKY FINGERS"

IPMS HORNCHURCH - NEWSLETTER

Events Schedule 2002

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

3 rd 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 th 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
16th & 17th March (Saturday & Sunday)	Southern Expo – do I need to say more?
23 rd 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 th 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: Alan.Edhouse@Skynow.Net
7th April (Sunday)	Shropshire Scale Modellers, RAF Museum, Cosford.
20 th 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 poole.vikings@virgin.net
21 st 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: gfl16@dial.pipex.com Web Site: http://www.modelspot.com/show99/02.htm
27 th & 28 th 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: ian@hanra.freeserve.co.uk
28th April (Sunday)	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
18th May (Saturday)	IPMS Hornchurch Model Show. Sydney Russell School, Parsloes Avenue, Dagenham, Essex, RM9 5QT.
19 th 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,



"STICKY FINGERS"

IPMS HORNCHURCH - NEWSLETTER

	<p>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</p>
25 th May (Saturday)	<p>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: wellzy_2002@yahoo.com</p>
1 st June (Saturday)	<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, Firsdown, Salisbury, Wiltshire SP5 1SH Web site: http://dspace.dial.pipex.com/town/estate/nr49/smc</p>
30 th June (Sunday)	<p>A Fort Full of Models, Newhaven Fort, Fort Road, Newhaven BN9 9DS</p>
13 th & 14 th July (Saturday Sunday)	<p>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: nemis@tiscali.co.uk or paboxxx@talk21.com</p>
1 st September (Sunday)	<p>IPMS Brampton annual show at St.Neots. Web Site: http://www.bramptonscalemmodelclub.fsnet.co.uk</p>
8th September (Sunday)	<p>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: connolly@connollymj.fsnet.co.uk</p>
9 th & 10 th November (Saturday Sunday)	<p>Scale Modelworld 2002 to be held at the Telford International Centre, Telford Shropshire.</p>



"STICKY FINGERS"

IPMS HORNCHURCH - NEWSLETTER

Wrighty's References

Ships Engines – Part 2

The Engine Room

Having raised steam via the superheater this is known as superheated steam and is at 700 lbs/PSI working pressure. Steam is also taken from the top steam drum of the boiler without being superheated, this is known as saturated steam and is 180°/200° PSI working pressure.

Both types of steam are led away from the boilers by a series of pipes, known as the superheat steam range and saturated steam range, basically these pipes lead to all the units requiring steam.

The superheated range serves only several items, these are the main turbines, the turbo generators and the turbo feed pumps. The saturated range serves various pumps, deck fittings like winches, domestic heating, various heaters and the galley. In case of aircraft carriers the deck catapult is also steam operated.

The Main Engines (Turbines)

In warships each set of turbines drives a propeller shaft (i.e. destroyers (2), cruisers have 2 engine rooms with 4 sets of turbines driving 4 propellers). Each set of turbines consists of a High Pressure (HP) turbine, which the steam passes through and expands, then passes via an induction pipe into the larger Low Pressure (LP) turbine. The steam passes out of the bottom of the LP turbine into the condenser, which turns the exhausted steam back into water and whence the turbo feed pump extracts it and returns it to the main feed tanks.

Note: In merchant vessels with one propeller, which is usually much larger, a 3 stage turbine is used, this incorporates an intermediate pressure (IP) turbine between the HP and LP turbines.

The Condenser

As stated the exhausted steam enters the condenser, the interior of which has a large bank of tubes to cool it and condense it back to water. The cooling is achieved by taking sea water drawn in by the main sea water circulating pump, passed through the tubes and out the other side by the overboard discharge pipe. N.B. this is the water you often see being pumped out low on the water line amidships. It is also imperative that the tubes of the condenser are regularly maintained for leakage, so no sea water can contaminate the feed water.

Evaporator and Distiller

A warship may have to be at sea for an extended period and should such sea water contamination take place, the feed water can be put through the Distiller, a large cylinder with an internal heating tube nest, which in effect will re-distil the feed water thus extracting the contamination.



"STICKY FINGERS"

IPMS HORNCHURCH - NEWSLETTER

Over a period of time feed water will drop due to natural wastage, exhausting steam to the atmosphere etc and thus the tanks will require topping up. This is done with the Evaporator, a large upright cylinder; dome topped which is kept ½ filled with sea water supplied by the auxiliary circulation pump. The steam coil inside the evaporator distils the sea water, the distillate rising to be drawn off, via the distiller and to the feed tanks or Fresh Water (FW) tanks, as when the FW is getting low, distilled feed water would be used in lieu, even as drinking water as a last resort. The salt waste remains in the bottom of the evaporator, being drawn out via small access plates from time to time.

Turbo Feed Pump

Because of the demands of high speed running of the warship, these pumps need to be very reliable, their function of keeping the boilers filled with feed water and extracting feed from the condenser and back to the feed tanks is called the "closed feed system". The pump itself is an impellor pump driven by a small steam turbine. It is much more reliable than an electric driven pump or a steam driven pump, because both of these have many moving parts and would be likely to breakdown under high speed pressure, although such pumps known as auxiliary feed pumps would be used in harbour when the main engines are shut down.

Turbo Generators

A ships demand for electricity is very high and as you cannot connect to the National Grid at sea, you have to make your own. Therefore the final requirement for superheated steam is the medium sized turbines driving the turbo generators, which transfer power to the field coils and thus to the ships own electric grid system and distribution board. Also diesel engine generators are shut down, to keep the ships grid fully charged when in harbour.

Next time: Engine room auxiliary components and the saturated steam range etc.



"STICKY FINGERS"

IPMS HORNCHURCH - NEWSLETTER

The Downward Spiral (The Demise of the Luftwaffe)

Chapter 2. The New Boys With No Time

JG4 and JG6

JG.4

Unlike other Geschwader JG4 was basically constructed in 1944 as a new Defence of the Reich unit, it had its origins in Rumania as a defence unit at Ploesti, later building up to Gruppe strength in 1943. This Gruppe then served in Italy as I/JG4, but the May 1944 returns show it only had 13 Me 109G-6s.

In the summer of 1944, II Gruppe was formed from personnel of disbanded "Zerstorer" units at Saltzhader with FW 190s and III Gruppe likewise at Rotenburg with Me 109s. A IV Gruppe was created by renumbering III/JG5 at Finsterwalde who also had Me 109s. In August 1944 I/JG4 returned from Italy to Kassel to complete the Geschwader, which was then increased to 4 Staffel Gruppen.

Gruppe	Staffel/Colour			
I	White 1	Black 2	Yellow 3	Blue 4 new
II	White 5 ex 1/ZG1	Black 6 ex 2/ZG1	Yellow 7 ex 3/ZG1	Blue 8 new
III	White 9 ex 7/ZG1	Black 10 ex 8/ZG1	Yellow 11 ex 9/ZG1	Blue 12 ex TR/ZG1
IV	White 13 ex 5/JG5	Black 14 ex 6/JG5	Yellow 15 ex 7/JG5	Blue 16 ex 8/JG5

With training and conversion completed they joined I Jagd Division in DoR on September/October, units were allocated the Black/White/Black DoR tail band and were under the command of Geschwader Kommodore Oberintnt Gerhard Michalski. At the beginning of November they were stationed as follows: -

I Gruppe	Gahro	Me 109G-14
II Gruppe	Welzow	FW 190A.8 (Sturmbock)
III Gruppe	Alrend	Me 109G-10/14
IV Gruppe	Finsterwalde	Me 109G-14



"STICKY FINGERS"

IPMS HORNCHURCH - NEWSLETTER

They soon experienced casualties on the 2nd November raid they lost 9 FW 190 Sturmbocks and 11 of the 109s from the other 3 Gruppen. Things remained hectic in November and early December, moves by all units took them to middle Rhein bases and losses of 12 more 109s during the period to December 5th, the III Gruppe also began getting Me 109K-4s.

The mid month moves to support the Ardennes offensive were not applicable to JG4 as they were well positioned already, with I Gruppe at Darmstadt, II Gruppe at Gabonhausen, III Gruppe at Bibus and IV Gruppe at Rheine-Main. However they were not immune to losses and in the period 17th to 31st December, they suffered many losses in clashes with P-47s and P-51s, I Gruppe lost 6 109G-14s, II Gruppe lost 12 FW 190A.8s, III Gruppe lost 12 109G-14/K-4s and IV Gruppe lost 7 109G-14s, these figures refer to pilots (37) only and are enough to staff a full Gruppe!

Maybe that's why III Gruppe did not participate in "Operation Bodenplatte", out of some 60 aircraft dispatched on this operation, losses of 12 II Gruppe 190s and 11 109s from the other 2 Gruppen. Such losses included the II Sturm Gruppe obsolete in its designated role. The 10th January 1945 returns showed that I Gruppe (41 aircraft) was up to strength, but II Gruppe (25) and IV Gruppe (26) were only at half strength and III Gruppe with 13 was still rebuilding after the December losses. In the 14th January USAAF raid another 4 109s were lost, before JG4 was transferred in mid month to oppose the Russian advance on the eastern front.

Positioned south/east of Berlin, in the Guben and Cottbus area, they flew daily missions of ground support over the Silesian region of Czechoslovakia until the end of the month, but not without cost, some 30 more aircraft were lost, many others were damaged and 20 more pilots killed or captured. In early February they fell back to bases in the Berlin area such as Jutterbog and Schonfeld.

FW 190A.9s and D.9s were now being received by II Gruppe and the Stab, probably due to the nearness of the Cottbus factory building FW 190s. The 109 Gruppen were now getting the K model as replacements, but the Soviets rolled on putting more pressure on Berlin. The attrition continued and in March I Gruppe disbanded, as did IV Gruppe in the first days of April, III Gruppe absorbing the remaining aircraft, at a forward base in Silesin Marz Zwuschen (Maszecho).

The April 9th returns show that as part of Luftflotte Reich, II Gruppe had 50 FW 190s and III Gruppe had 61 Me 109s (obviously many new as only about 12% were unserviceable), II Gruppe were at Gluksburg and III Gruppe at Maszecho. On the 16th April the Russians crossed the Oder and Niesse rivers, III Gruppe escorted the "Mistel" combinations attacking the bridged, but it was in vain in the overall picture. Both units' remnants went from their bases via Rechlin and Parchim, as the Reich collapsed, to end up at Leck in May 1945, where they surrendered to the Allies.



"STICKY FINGERS"

IPMS HORNCHURCH - NEWSLETTER

JG4 Photos and Markings

I Gruppe

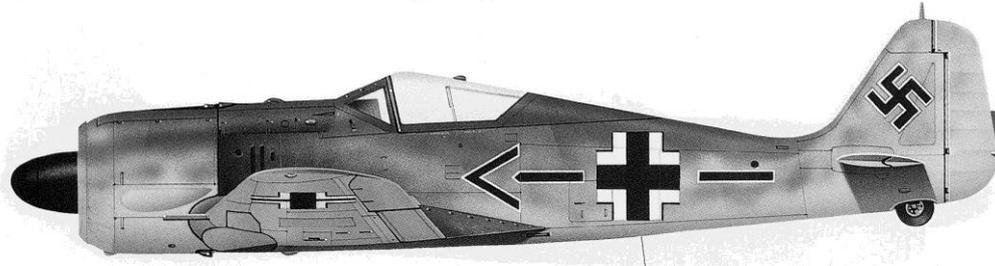
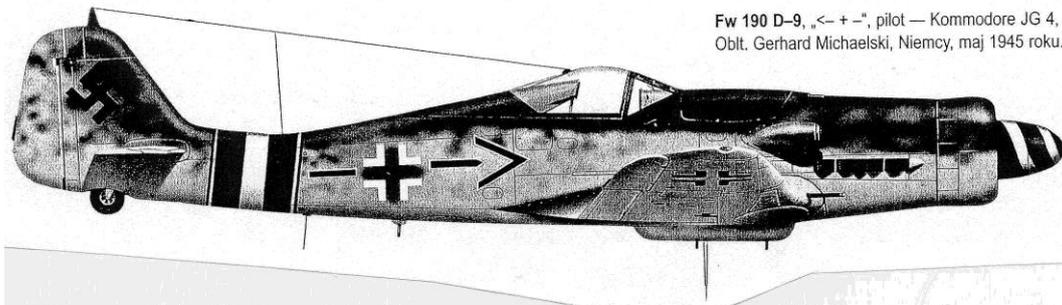


Figure 1 - Geschwader Kommodore Major Schofels' aircraft in June 1944, before the organisation of the full strength Geschwader, note Stab markings but no DoR bands as yet, Schofel was replaced by OberLt Michelski in mid August 1944.



Fw 190 D-9, „< + -“, pilot — Kommodore JG 4,
Obit. Gerhard Michaelski, Niemcy, maj 1945 roku.

Figure 2 - Geschwader Kommodore Gerhard Michealskis Stab FW 190D.9 in January 1945, note full Stab markings and DoR bands applied.



Figure 3 - Stab markings on the FW 190D.9 found at the end of the war, looks very similar to the above Kommodores aircraft. Could it be the same one, as a later D.9 similarly marked, found at Frankfurt Eschborn.



"STICKY FINGERS"

IPMS HORNCHURCH - NEWSLETTER



Figure 4 - Another FW 190D.9 in Stab markings crash landed at the end of the war at Rhein Maine, possibly the II Gruppe Kommando aircraft, even at this late stage DoR bands were applied.

FW 190 A.8 "Sturmbocks" of II Gruppe

These A.8s were all very similar in their colouring, using the 3 greys RLM 74/75 uppers and RLM 76 lower airframes, all marked with DoR bands, this marking persisted until at least "Operation Bodenplatte". When reports stated that all aircraft were marked with DoR bands.

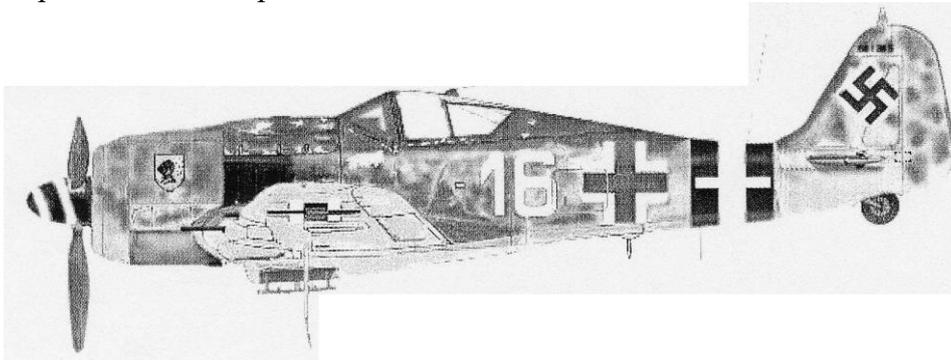


Figure 5 - White 16 of 4/JG4 in September 1944 before going to a 4 Staffel Gruppe, note the Gruppe bar on the DoR band.

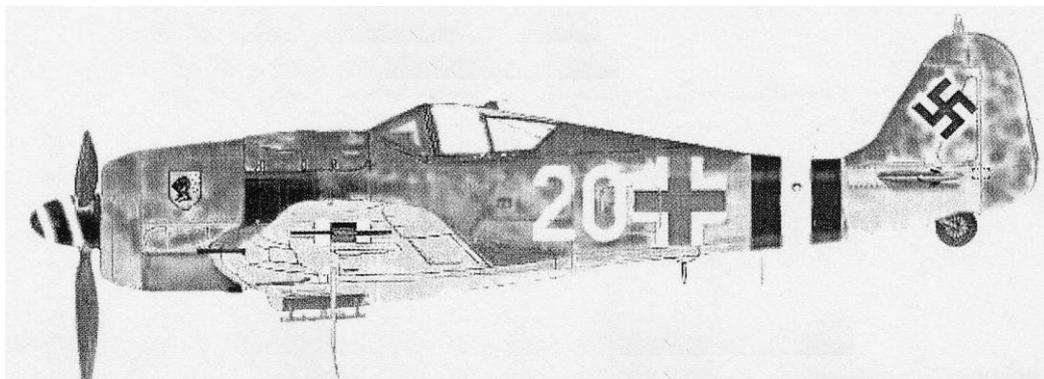


Figure 6 - White 20, of 5/JG4 in December 1944, the 5th Staffel being white in the 4 Staffel Gruppe, note the absence of Gruppe horizontal bar.



"STICKY FINGERS"

IPMS HORNCHURCH - NEWSLETTER



Figure 7 - Black 10 of 6/JG4 in April 1945. This shows how some of the earlier markings survived but time in constant action shows, and many late war 190s probably looked very similar, or else were brand new machines.

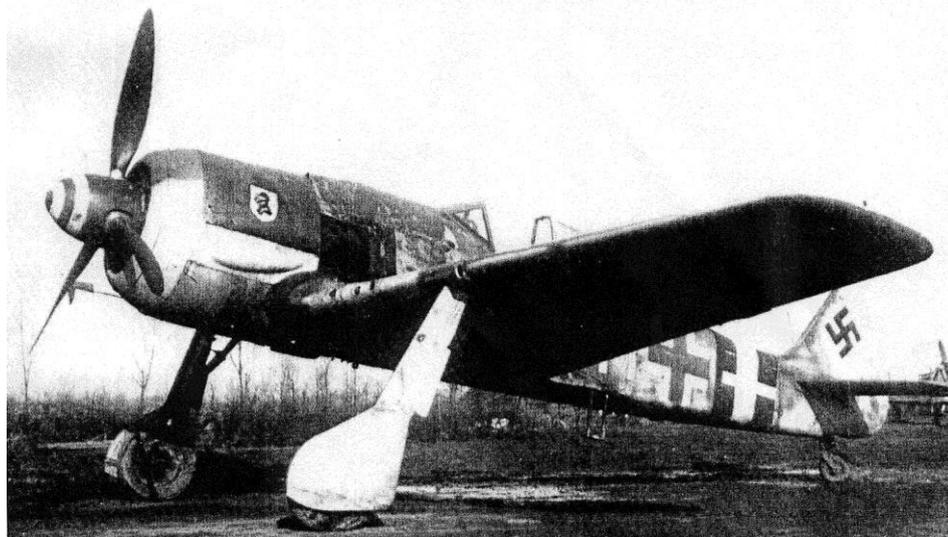
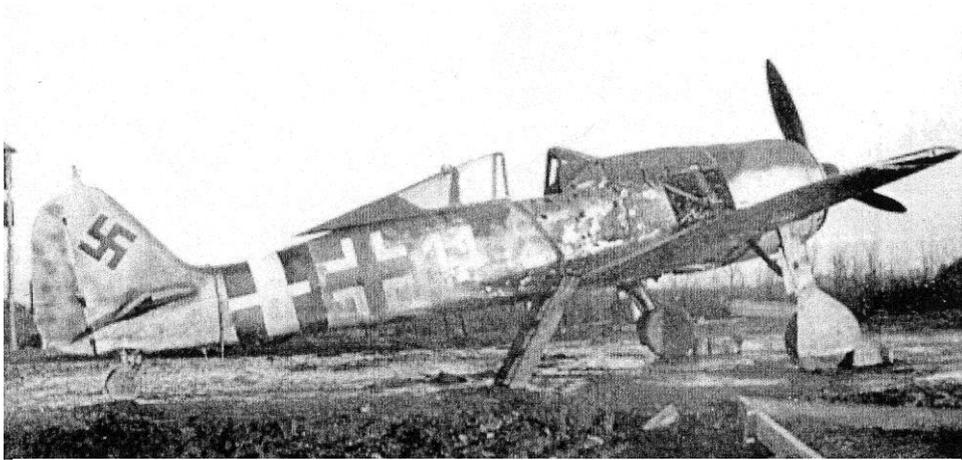


Figure 8 - White 11 of 5/JG4, January 1945. Well known photos of the "Bodenplatte" casualty, captured virtually intact, but one of the few photos of the JG4 "Sturm" aircraft. As can be seen from above, almost all II Gruppe aircraft were similarly marked.



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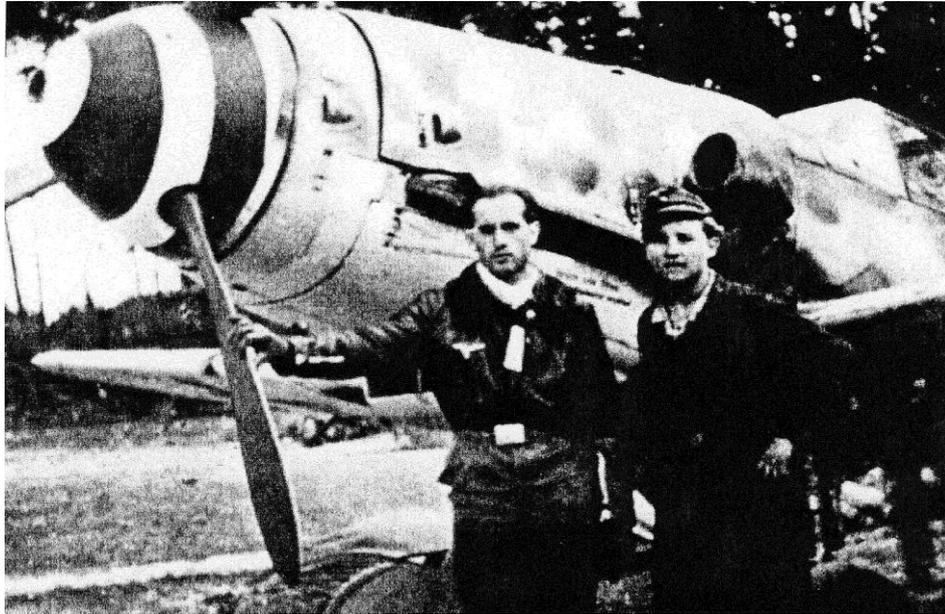


Figure 9 - A Me 109G-14 high altitude of JG4. Photos of JG4's 109s are very rare and this one in December 1944 shows that they were very similar in markings and mottling to JG3 aircraft.

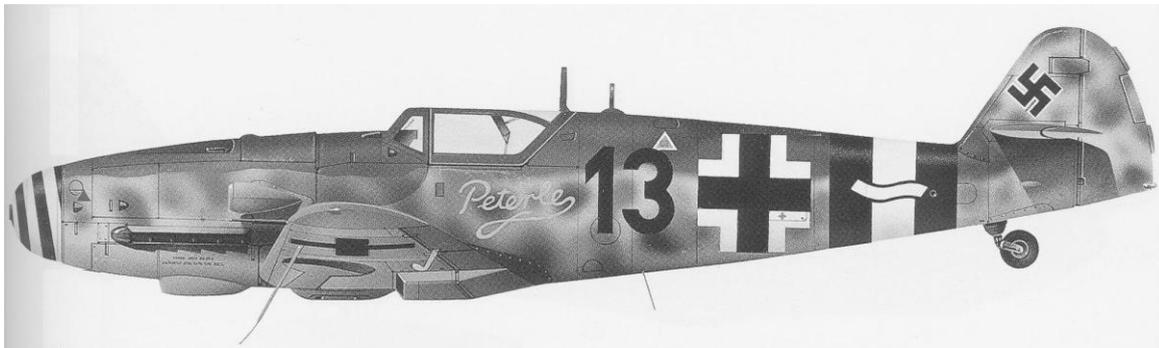


Figure 10 - Black 13 a Me 109G.14 of 14/JG4 in October 1944. The DoR bands and IV wavy bar are all there and a very similar marked aircraft was Me 109G.10, white 21 of 13/JG4 in November/December 1944.

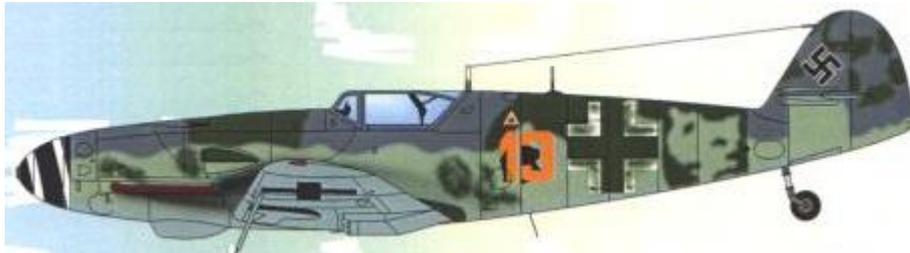


Figure 11 - A Me 109K.4 with previous markings painted out, probably a I/JG4 aircraft passed to III/JG4 when the former unit disbanded. Although JG4s aircraft were well marked till January 1945, this March 1945 field camouflage shows the difference of the late war when the Germans were on the run.

Alan