



"STICKY FINGERS"

IPMS HORNCHURCH - NEWSLETTER



Anyone seen my roof? A German Tornado has a run in with a VW.

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Dave's "Divulgences"

Hi Gang

What a good day it was at Newhaven Fort, lots of great bargains and plenty of club stands and model stalls, the show does stand by its name "A Fort Full of Models". First of all I would like to say thanks to Mick, Bob, Peter, Robin, Ricky, Alan, Adrian, Carmell, Bob P., Wally and Brian, plus a very well done to Carmell for his wonderful Me 262 and to all others that entered the competition. A lovely day indeed.

The Flying Legends airshow at Duxford, first of all my thoughts go out to the families of pilot Lt Cmdr Bill Murton (45) and navigator Neil Rix (29), who both died on Saturday 13/7/2003, due to their Fairey Firefly crashing. Indeed it was a very sad and scary moment, but the show did go on, there were 2 Ju-52s, 7 Mustangs, 9 Spitfires, 3 Hurricanes, 2 P-40s, 2 Corsairs and the Catalinas and the usual Duxford lot, plus lots of model stalls and the like. A sad day but a good one.



Dave presenting the cheque to Tom Newton from the Little Haven Hospice.

Dave



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Peter's "Prattlings"

Club Sweatshirts

Wally has kindly looked into getting the "template" made for the proposed club sweatshirts. The initial cost would be about £50 for the template as a one-off cost and this would then be available to run off as many shirts as we would need. To go ahead with this order he felt it would be best to put in an initial order for as many shirts as possible.

With this in mind could anyone interested in purchasing a club shirt add your name to the list with your requirements.

Reports Required

To try and increase the variety of articles in Sticky Fingers, not just subject matter but also contributors it has been suggested that the following proposed list of article titles is presented to the club. The idea is that all of you, and I do mean all, look at the list and pick a subject which you could write something about. Some of the topics are fairly specific but some of the more general ones can be undertaken by all of the club members new and old. The articles will then appear under the "Reports Required" banner. If I fail to get any articles at all there are certain people who will be "persuaded" to participate. Remember this is supposed to be your club newsletter, I certainly don't want to produce this for my own "glorification".

Article Title/Subject	Comments
Photographing or videoing models.	Pass on any hints or tips you have on how you take photos or videos of models, or expand it to include real life subjects.
Real world research.	What would you like to know more about? Ask the "experts" from the club for help.
Ship modelling.	Any ship (note spelling no T's in ship!) modellers who can pass on a few hints and tips. There have been at least 3 or 4 ship models appear on the competition tables in the last couple of years.
What was the most difficult / best / satisfying / annoying model you ever built and why?	All of us should be able to write something about this.
Running and presenting a model show.	What is needed, who to contact, items to hire, venues to fix, insurance, entrance pricing, costs involved and disposal of profit are all areas that could be covered. Could be a useful guide for members who may wish to get involved in the running of a show or give those that don't an appreciation of the effort involved.
How does a railway club, or any other hobby club for that matter, compare or differ from ours?	What could we learn from other clubs?
How do you display your models	Do you use display cabinets, if so where from or did you make



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at home?	them? If you don't display them where are they kept and why aren't they on display?
What was the most expensive kit you ever bought?	No one you may want to answer, especially if "her-in-doors" reads this too. I will accept anonymous contributions to this one. Also was the kit worth it after all?
Have you ever sold a completed model?	How much for? Was the offered price a surprise? Did you wish you hadn't?
Have you ever bought a completed model?	If so why?
Diecast models.	Did you know there are more outlets and trade stands for these types of model. Ever tempted to buy this type of model?
Are you a frustrated modeller?	Do you spend more time on the Internet or reading about models or reference material or chasing bits for the project and not actually at the bench? If so why and are you happy to be in this situation?
Modelling cars and or motorbikes.	We've never had any articles about this area of modelling in the club magazine despite many of our members professing to be interested in this subject matter and a fair number of models appearing on the competition tables.
Reference material organisation.	How do you find the reference material for the latest project? Is all yours in a pile and can't find what you want or have you produced a list or database the club could share?
Air / Military / Model shows.	What makes you travel often many miles to attend these events? Do you find they are very similar after a while?
Dioramas.	How do you keep them, in display cases or something else or not at all? If you don't how do you stop dust damage? How do you go about putting a diorama together?
U.S. Navy Aircraft.	At least 3 or 4 people profess to be interested in this topic but again no articles have appeared in the magazine. I know some of the club have also visited an aircraft carrier recently, how about an article on that?
Figure modelling.	Much more information on "how to" needed here, you tell us, "we know nothing!"



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Making Focke Wulf 190 Engines - Talk By Alan Wright

Many thanks to Alan for giving a talk about making engines to fit the Italeri/Dragon/Trimaster Focke Wulf 190s last month, it certainly made the whole subject seem a lot clearer.



Alan with some of his models.

A "Fort Full of Models"

Some pictures of the club display from the recent "Fort Full of Models" show. I must admit that the show was very enjoyable if only due to the decent weather, I even managed to get a slight bit of sunburn on the top of my bonce. For those that manned the stand I can only apologise for not helping out, but whenever I went by the stand there seemed to be someone there. Congratulations should also go to Carmell Zammit who gained a "Highly Commended" in the larger aircraft category with his Tamiya Me-262, the first model he's entered into a competition.



Looking down into the fort





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Fairey Firefly Crash



The Ministry of Defence has started an investigation after two men were killed when an historic aeroplane crashed at an air show.

Lieutenant Commander Bill Murton, 45, and Neil Rix, 29, were crewing the Fairey Firefly vintage naval aircraft when it came down near the Duxford airfield in Cambridgeshire, on the eastern side of the M11 at about 1430 BST on Saturday.

The aircraft was taking part in the Flying Legends Air Show at Duxford's Imperial War Museum, near Cambridge, when it went into a nosedive from which it never recovered.

Mr Murton, who was married with three children and lived in Somerset, was the Commanding Officer of 727 Squadron based at Roborough, Plymouth, Devon. He had served in the Royal Navy for 21 years and was an experienced pilot who had been flying with the Royal Naval Historic Flight for three years.

The Firefly was part of a fleet of vintage military aircraft based at the Royal Naval Air Station Yeovilton, Somerset.

Commodore Bill Covington, the commanding officer of RNAS Yeovilton, said: "Bill was a most experienced and respected naval pilot with well over 5,000 hours flying time to his credit.

"He was a wonderful man, a fine naval aviator who lived for flying. All of us are devastated by his death. Our thoughts and prayers are with his family and friends."

Mr Rix was aircraft fitter with the Royal Naval Historic Flight (RNHF) and was unmarried.

Commander Bryan Wood, the manager of the Flight, said: "Neil loved aircraft and flying and was particularly proud to be associated with the Firefly.



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"He was a most popular member of the Flight and our thoughts are with his family and friends at this sad time."

Trip to Saint Omer Organised by Wally Arrowsmith

Wally is hoping to organise a coach trip over the Channel to a place called Saint Omer some time in April or May next year. The original date for Saturday September 27th has had to be cancelled due to no tickets available for the Eurostar train. Expected cost will be about £25 per person. Why Saint Omer? Well there are 2 museums there, one for a V2 rocket factory and the other a bomb proof concrete dome.



Towering over visitors and the Forest that it is hidden in, the bunker is now classified as a national historic monument



1943 construction site: note giant excavator in the pit.

Original launch base for V2 rockets

You stand in the peaceful forest of Eperlecques near Watten, gazing up at the enormous threatening concrete bunker that looms over you. It was intended to shelter a factory for manufacturing liquid oxygen rocket fuel, and for assembling, fuelling, and launching V2 rockets.

Why the site was chosen

In early 1943 the Nazi Todt Organisation looked for somewhere with a good electricity supply for the oxygen compressors, that could be supplied with materials by railway and canal barge.

Giant construction site

Here was also hidden in the forest and away from the coast. Thousands of slave labourers were drafted in to a gigantic building site.

Retaliation

The V2 was Hitler's "retaliation weapon" - Vergeltungswaffen. - to be aimed first at Britain, and then later perhaps improved to reach the USA.

It could have changed the course of the war, if Allied bombing raids had not been targeted to put it out of action in September 1943 - thanks to intelligence tip-offs from the French Resistance.

Hitler's change of plan

Following bomb damage to the Blockhaus, more resources were poured into another underground rocket launch base a few miles away. Now known as "La Coupole", this is also open to the public. Meanwhile the roof of the damaged Blockhaus was strengthened, so it could still be used for making vital liquid oxygen. The Allies tried to devise a special bomb that could pierce 5 metres of concrete. As you can see, despite raids in June/July 1944, they had only limited success.



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The Blockhaus from the air

Visiting the bunker

Inside the Blockhaus bunker, you are given a guided tour. This includes a projected video of photos from the Wehrmacht archives, showing the history of German wartime rocket research.

You can buy a CD-ROM copy to bring home.

Today the bunker is an historic monument commemorating peace in a woodland park.



Unique in Europe, see a complete V1 launching ramp - 45 metres long (Not originally used on this site).



The concrete dome looms out of the forest. The underground works are tunnelled deep in the hillside.



See exhibition about life in North France under German occupation 1940-44 "Bomb-proof" concrete dome

"Bomb-proof" concrete dome

You are standing by a quiet rural railway line, looking up at a concrete dome that seems to grow out of the trees on the hillside. It's over half a century old - but you can easily imagine the atmosphere of fear as Russian and Polish prisoners toiled to build this strange structure, and all the tunnels beneath it.

Slave labour

As you walk into the underground tunnels, you find out its sinister purpose, and why thousands of slave-workers were brought here under the orders of occupying Nazi German troops.

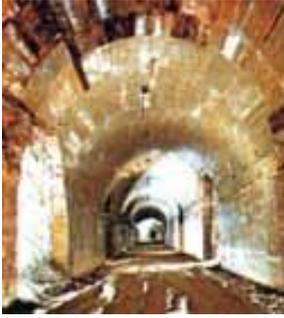
Hitler's terror weapons

Hitler's aim was to create terror weapons to retaliate against Britain and turn the tide of the war. His first rocket launching base - the Blockhaus north of Saint-Omer - had been crippled by Allied bombing raids.



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1. Cool, slightly damp concrete tunnels lead into the hillside.



2. How the bomb-proof dome might have looked inside, if it had been finished.



3. Today a display of rockets in part of the unfinished dome.

Bomb-proof dome

La Coupole - a "bomb-proof" dome - was the Nazis' second attempt. It was built deep underground to be impregnable against bombs from the air.

By 1944 German scientists experimenting at a secret site in Poland had developed first the V1 "flying bomb" and then the V2 rocket.

Fired across the Channel

Inside the Dome, you'll see where they would have assembled the V2 rockets, added fuel, and armed them with explosive warheads. They would have been launched over the Channel to land on London and the towns of Kent. In 1944 there was little defence against the V1, which had wings and flew at cloud height like a pilot-less jet plane.

Race against time

The Nazis knew there was then no defence against the V2, which fell down from space without warning. It could win them the war - but could they finish the launching base in time?

You will see that they failed, and had to abandon the rocket base unfinished. In July 1944, Allied troops advanced eastwards from the Normandy landings past St-Omer: the base never fired a single V2 rocket.

Huge crazy engineering work

You walk into the hillside through cool concrete tunnels, eventually emerging into the lofty dome - still unfinished, with lots of chalk rock left forever half-excavated. You'll marvel at the crazy misdirection of engineering skills that went into this project.

Occupation and resistance

You see audio-visual displays and video presentations telling the story of the life of French people in the 1940's, when Northern France was in German hands.

Your tour lasts 2 hours. You find out about:

the story of Hitler's secret rocket weapons

the daily life of French people in the War: the Resistance and liberation.

Conquest of Space

You learn the amazing "twist in the tale" - how captured German rocket scientists were taken to both Russia and the USA - to work on the arms race and the space race, eventually landing man on the moon.



Display about the French Resistance



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If you are interested in going please let Wally know so he can get an idea of numbers.

Tool Tips

New club member Daniel Alvisse suggested these tips for modelling tools.

Sprue Cutters

Buy a relatively cheap pair of electrical cutters and grind down the faces to reduce their width so they fit better between the sprue and the part.

Drill bits and needle files

Check on the stalls in Romford market (or any other for that matter), they often sell sets of drill bits not unlike the ones sold from places like Shesto but at a much cheaper price, £2.99 for a 20 piece set.

A "Ruff" Joke

A geezer sees a sign in front of a house in Luton: "Talking Dog for Sale."

He rings the bell and the owner tells him the dog is in the back garden.

The bloke goes into the backyard and sees a black mutt just sitting there.

"You talk?" he asks.

"Sure do." the dog replies.

"So, what's your story?"

The dog looks up and says, "Well, I discovered my gift of talking pretty young and I wanted to help the government, so I told MI5 about my gift, and in no time they had me jetting from country to country, sitting in rooms with spies and world leaders, because no one figured a dog would be eavesdropping. I was one of their most valuable spies eight years running."

"The jetting around really tired me out, and I knew I wasn't getting any younger and I wanted to settle down. So I signed up for a job at the airport to do some undercover security work, mostly wandering near suspicious characters and listening in."

"I uncovered some incredible dealings there and was awarded loads of medals. Had a wife, a few puppies, and now I'm just retired."

The geezer is amazed. He goes back in and asks the owner what he wants for the dog.

The owner says, "Ten quid."



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The bloke says, "This dog is amazing. Why on earth are you selling him so cheap?"

"Cause he's a bloody liar. He's never done any of that stuff ... "

Peter

Ricky's "Ramblings"

Decal Alternatives (Cont From Last Month)

If you can remember from last month, there is nothing difficult in masking and painting crosses and rectangles. The sequence of masking and painting is shown on the picture below. First, the entire square area of the Red Cross has been masked (white tape, see the side of the vehicle).

Use wide strips of masking tape to prevent any overspray onto the original camouflage. All the squares then received two or three coats resulting in a uniform red surface.

When dry using a measurement compass, the precise width of the cross arms was established for each marking. Appropriate strips of masking tape were pre-cut. They were then applied to the model and carefully centred on their respective areas



After this step spray another three coats of white on each marking area and allow to dry before removing the masking tape revealing the Red Cross designs. Some touching up may be needed here and there, especially if paint has crept along under the tape. As can be seen, there is nothing very difficult in improving, saving or even replacing decals by painting directly onto the model. The described techniques can be adapted to different shapes, like dashes, rectangles, stripes, crosses, arrows, stars etc.



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Circular shapes may also be painted using these methods. You will need good masking material enabling you to produce razor-sharp colour edges.

Newhaven Fort Model Show

Well after finally getting there I was a bit disappointed, as it seemed a lot smaller than usual. But still a good time was had by all. Their Tombolla stall must be one of the highlights with so many prizes there to be won. (does anyone want a coloured pencil case or a diorama base or even a cut out yourself cardboard model book?)

Thanks to Alan Carr I even managed to have a chat with Peter Westbrook who builds some of the best biplanes I've seen around. So it's worth going to these shows because you never know what you will see or who you meet.

Angie and, after the show, drove over to Beachy Head for a meal then took a slow drive home trying to get as near to the Dartford crossing by not going on any of the major A roads. We crossed over the main road once or twice but at least we saw some of those Sussex and Kent villages we normally would not have seen.

Mottling Effect

Though most painting is straightforward brushwork sometimes there can be variations. Both German aircraft and some tanks have a mottled effect finish and here are three methods to achieve this effect.

The easiest method is to stipple the mottling on with a dry splayed out brush. Don't use one of your good bushes but one that has had its day splay out the end by pressing it onto a hard surface or trimming it down with scissors until the hairs splay out.

Take the colour you are using for the mottle, dip the end of the brush very lightly into the paint, so light that you just about touch the paint. "Stab" it lightly against a scrap of plastic to ensure that there is not too much paint on the brush, then stipple onto the model. Start at the top of the model and work towards the bottom as in reality, especially on aircraft, the mottling disappears as it gets lower. The secret of successful mottling is to be very sparing both with the amount of paint and the amount of mottle you apply. It is easier to add more mottling, not so easy to take it off.

This technique applies to tanks and military vehicles also.

A second method is to use a piece of old sponge. Dip the sponge into the desired colour again barely touching the paint then dab the sponge onto the base paint of the model. Again be very gentle with the dabbing to achieve a decent effect.

A third method is by spray painting. Get a piece of card and pierce some small holes in it. Hold the card 2 or 3 inches from the model and spray onto the model. The card will stop a lot of the paint but where the holes are the paint will go through onto the model thus giving the mottled effect.



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Ya Gotta Laugh

There was a farmer, sitting on the front porch of his house one hot summer day, when a kid comes walking down the road carrying a big bundle of wire. "Hey kid #?" the farmer shouts "where you going with that wire?"

"Well" the kid says, "this here ain't just any old wire this here's chicken wire, I'm going to catch me some ol chickens!"

"You can't catch chickens with chicken wire" the farmer said. "Sure I can" the kid says and walks off down the road.

He comes back at the end of the day and sure enough he has got a whole load of chickens caught in the wire

The next day the farmers sitting on his porch and the same kid comes walking down the road carrying a big load of tape. "Hey kid" the farmer shouts "Where ya going with that tape?" "Well this ain't any old tape this is ducks tape, I'm going to catch me some ducks!" "You can't catch ducks with duck tape" the farmer yells back. "Sure I can" the kid says and takes off down the road. He comes back at the end of the day and again, the farmer can't believe his eyes. The kid had a whole bunch of ducks all wrapped tightly in his tape.

The next day the farmers again sitting on his porch and again the kid comes walking down the road carrying a stick.

"Hey kid" the farmer says "where ya going with that stick?" "Well this here ain't just any old stick, this is pussy willow" the kid replies. "Hang on" the farmer says, "I'll get my hat"

Ricky

Lee's "Layouts"

Although I have not been around I have been told about the lack of themes for next years Expo and Sydney Russell exhibitions. For this reason how about the 'Royal Navy through the ages'.

This theme fits quite well with next year as of course it is the 60th anniversary of the Overlord landings and without the RN there would have been no landings. I am also thinking about the scope of subject that could be on offer as the RN of course incorporates the Fleet Air Arm and Royal Marines.

For this the models available are reasonable in both price and availability and could include landing craft, ships (sailing or propelled), figures, aircraft, tanks (Centaur's of course), helicopters etc.

Also there is enough memorabilia concerning the Royal Navy in the club to make a decent non-modelling display and all that would be needed is a White Ensign to drape over the tables, this



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could be obtained from the local sea cadets possibly. For this favour we could always offer them 5-10 free tickets?

What do you think??????????????????

Lee

Robin's "Ravings"

After the gentle "bearding" by Peter about lack of column inches being donated to Sticky Fingers by its readership I have belatedly answered the call, and to echo Peters' sentiments, use it or lose it! If every member puts in one article in a year the club magazine would double in size and diverse content, so please just one article.

First a sales pitch, Peter has been selling CD's of Sticky Fingers for 50p a shot, believe me he has been grossly understating the worth of the CD. On the CD are not only Sticky Fingers, but also loads of goodies including modelling articles, internal & external photos of armour and aircraft, decal references and much more. So to those who have not indulged yet, do so, you won't find bargains like this every day.

While at the Newhaven show a couple of weeks ago I overheard two people examining a model of a Me 109G, on the whole it looked good to me, but one of the gentleman remarked sagely to the other "It's nice, but totally in the wrong markings for those colours". This got me thinking on just how much do we know about the aircraft we model, especially those of us who dabble in the Luftwaffe of World War II? The reason I ask this is that I have a half-finished model of a FW190 D9 and the thing that has stopped me completing the model up to now is the colour scheme and markings. The aircraft I intend to model was the third FW190 D9 delivered from the factory, Werk No. 210003. It was delivered to III./JG54 on the 20th of September 1944 and remarkably stayed with the same pilot, Oblt. Hans Dortenmann, until its destruction on the 5th of May 1945. Now to my problem or is it too many options?

- ❑ 20/09/1944, factory finish of RLM83/75/76, early style of canopy and the number "1" in red was applied.
- ❑ 11/10/1944, transferred to Achmer, as top cover for Kommando Nowotnys' ME 262's. The vertical tailplane, rudder and under engine cowling was painted RLM04 to assist new pilots in formatting on the commander. Also the aircraft was polished to a high shine with floor wax to get the last drop of speed out of the aircraft.
- ❑ 19/02/1945, 12 Staffel disbanded and absorbed into 11 Staffel.
- ❑ 25/02/1945, 11./JG54 was redesignated 14./JG26 IV Gruppe. About this time 210003 was fully overhauled, a "blown" canopy was fitted, the red1 was repainted black 1, black and white Reich defence bands were added with a black "welle", wavy line, in the middle of the RV bands. The high gloss finish was also lost when the aircraft was repainted RLM 82/83/76, the yellow vertical tail plane was reduced to just the rudder but the under engine cowling yellow was retained.



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- 29/03/1945, pilot and aircraft transferred to 3./JG26, black 1 repainted to yellow 1 and the black welle was over painted to leave only the black and white RV bands.
- 5/5/1945, blown up at Flensburg-Weiche just before British forces arrived.

So as you can see, the changes of colours and markings on just one plane in 9 months can be enormous, and these are just the changes that can be verified from the log books and unit member's notes. One small footnote in JG26's war diary really opens a can of worms, this comment refers to a photograph, "It has been given a heavy overspray of green paint, a fairly common but poorly-documented practice of the Geschwader in the last spring of the war".

The next time you see a model with a "dodgy" colour scheme on a table, stop and remember this article, are you sure that it is wrong?

Robin



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Brian's "Build"

Tomb Raider - Andrea Miniatures



This is a white metal kit that is extremely well cast, I started by cleaning up the parts and removing any seam lines, this only took a short time as there was very little that needed doing.

I put the base that comes as three parts, steps and two pillars, together using superglue. This was then primed and when dry painted a medium grey, then I drybrushed with a lighter shade to bring out the highlights, I gave this a black wash using oil paint, I then picked out the creeper details in green and the wood with brown.

The figure is in thirteen parts, torso with right leg, left leg, arms, and the hands are attached to the guns,

backpack, head, plait, loose hairs and brass etched sunglasses. I put the body, leg, head and hair together and test fitted the arms, which join at the shoulder straps, the joints were a perfect fit so I left the arms to paint separately, I joined the hands to the arms and then primed the parts.

I started the painting with the flesh using citadel bronzed flesh as a base, when dry this was coated with a mixture of brown oil paint which was then wiped off leaving the shadows darkened, highlights were added with touches of yellow and white. Her top was painted medium blue and drybrushed with lighter shades, the boots, shorts, hair, belts and straps were painted different shades of brown with washes and drybrushing for detail. The guns I painted a dark steel colour and drybrushed with silver.

I glued the backpack and arms in position and no touching up was needed the fit was that good, the whole thing was then given a matt coat to finish.

I glued the base to a wooden plinth, the figure only joins to this by one foot so I drilled into the foot and base and added a piece of wire to strengthen the joint, finally I bent the sunglasses to shape and put a touch of red into the lenses and attached them to her head with a little superglue and then I bent her plait to appear windblown.

I thoroughly enjoyed this kit, it goes together so well and I like the pose, it may be a bit expensive for the size, this was £28 but it is great quality.

Brian



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Wrighty's References

Squadrons and Their Aircraft in W.W.II

This new series of articles will initially cover the USAAF in the Pacific, the reason for this is because, very little has been done on the USAAF in my articles for Sticky Fingers. The obvious choice was of course the 8th & 9th Airforces, but there are many publications available where such detail is readily available. Indeed my last USAAF article in Sticky Fingers was the 8th & 9th Airforces codes, which also contained the entire Group and component squadrons and also the combat bomber wings to which the groups were attached (September 2000). If you missed it, I'm sure Peter can fix you up with a copy. However Pacific groups get much less coverage and for the next few months we will present the 6 Airforces that served in the Pacific Theatre.

Alan



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No.1 The USAAF 20th Airforce.

Squadrons & Codes <----- 1944 -----> <----- 1945 ----->
 Group Jan Feb Mar Jun Jul Aug Sep Oct Nov Dec Jan Feb Mar Apr May Jun Jul Aug

Very Heavy Bomber Groups

40	25 44 45 395 *	<----- B-29 ----->	58 Wing
444	676 677 678 679 *	<----- B-29 ----->	
462	768 769 770 771 *	<----- B-29 ----->	
468	792 793 794 795 *	<----- B-29 ----->	
497	869 870 871 872	<----- B-29 ----->	73 Wing
498	873 874 875 872	<----- B-29 ----->	
499	877 878 883 884	<----- B-29 ----->	
500	881 882 883 884	<----- B-29 ----->	
6	24 39 40	<----- B-29 ----->	313 Wing
9	1 5 99	<----- B-29 ----->	
504	398 421 680	<----- B-29 ----->	
505	482 483 484	<----- B-29 ----->	
19	28 30 93	<----- B-29 ----->	314 Wing
29	6 43 52	<----- B-29 ----->	
39	60 61 62	<----- B-29 ----->	
330	457 458 459	<----- B-29 ----->	
16	15 16 17	<-- B-29 -->	315 Wing
331	255 256 257	<-- B-29 -->	
501	21 48 485	<-- B-29 -->	
502	402 411 430	<-- B-29 -->	

* Squadron disbanded 1944

509	393 715 830 +320T/C	Composite Group	<----- B-29 ----->
PR Unit	3	Photo Recon Squadron >	<----- PR B-29 F-13A version ----->
		Fighter Groups	
15	45 47 78		<----- P-51 ----->
21	46 72 531		<----- P-51 ----->
318	19 72 333		<----- P-47 ----->
413	1 21 34		<----- P-47 ----->
414	413 437 456		<--- P-47 --->
506	457 458 462		<----- P-51 ----->
507	463 464 465		<--- P-47 --->



"STICKY FINGERS"

IPMS HORNCHURCH - NEWSLETTER

Events Schedule 2003/2004

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

9 th August (Saturday)	The Nelson Model Show , Fort Nelson, Fareham , Hampshire. 10am to 5pm. For information contact 01202 692999 or visit www.eventsthatwork.com
17 th August (Sunday)	IPMS Avon, Yate Leisure Centre , Kennedy Way. For enquiries call Phil 01454 850119 or email ipmsavon@aol.com
31 st August (Sunday)	Brampton Model Show – Priory Centre, St Neots, Cambridgeshire .
7 th September (Sunday)	IPMS Leicester Model Show , Wycliffe Rooms, Lutterworth , Leicestershire. The show will be open from 10.00–17.00. Contact Martin Connolly: telephone 01455 284600, e-mail connollymj@fsnet.co.uk Model World, Romsey . Hampshire, 13th annual model fair organised by Rotary. At Mountbatten School, Whitenap Lane, Romsey, Hampshire. Sunday 10am-5pm. For info. Please contact: Nick Campbell-White on 01962 713891 or Alan Hilder 023 8081 1804
20 th September (Saturday)	Little Haven Open Day , 11-5
21 st September (Sunday)	IPMS Farnborough present Modelfest 2003 at the Frogmore Community Campus, Yateley , Hants. Doors are open from 10.00–16.00.
28 th September (Sunday)	St Edmundsbury Scale Modellers Show , at Moreton Hall, Bury St Edmunds . Contact Dominic Stevenson, 7 Silverdale Close, Ipswich, IP1 4JF, 01473 743189.
5 th October (Sunday)	RAF Halton Airfield , Wendover, Nr Aylesbury, Bucks. 10am to 4.30pm. 80% under cover. A great day out for the family and in aid of charity.
1 st November (Saturday)	North Surrey Military Modelling Group Open Day . We will be holding our open day at a new venue, The Thomas Wall Centre, Benhill Avenue, Sutton , Surrey. Any Clubs or traders interested in attending (or if you want anymore info), call Dus Adele on 02083935480 or email dus.adele@ntlworld.com
2 nd November (Sunday)	Elsecar Model Show , Elsecar Heritage Centre, Wath Road, Elsecar, Barnsley . Details from Martin Blundell, tel 01226 753649.
22 nd /23 rd November (Saturday & Sunday)	Scale Modelworld 2003 to be held at the Telford International Centre, Telford Shropshire
1 st February 2004 (Sunday)	IPMS Milton Keynes is pleased to announce the first show of the new year, ModelKraft 2004, which will be held on the 1st February 2004. Bletchley Leisure Centre, Milton Keynes .