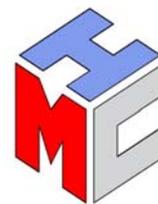




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Issue 89 November 2011



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Next month - December - Quiz & Nibbles

Peters Prattling

Under a Tenner Competition

A fairly good turnout in the end, so well done to all those that finished theirs in time. For those that didn't get their model finished, keep going and we can put on a small display on the Hornchurch stand at Expo to show the punters that modelling doesn't have to be too expensive.

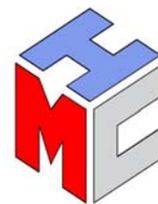
IPMS Scalemodelworld

For me a most enjoyable weekend, even having to sit through the Club and SIG leaders meeting didn't put too much of a dampener on the proceedings. News from the update at the meeting is that next years show will use some or all of the new hall at Telford, probably for the competition, thus freeing up space in Hall 3, although why anyone would want to go in there with all the smells of



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cooking I can't imagine. The 2013 show which is the 50th Anniversary will use all 4 halls in their entirety. Other than that not much to report on the IPMS front.

My thanks to the other club members, Brian Thomas, Phil Worth and Bob Plumridge who, along with Robin Bellamy helped man the stand. Having more people there certainly meant that we were all able to get around much of the show and also meant that we had some other models on display.

Some new releases were announced by Revell, a 1/72nd new tool 1/72nd Handley Page Halifax looked very nice, a 1/72nd Airbus A400M which looked quite large and perhaps most exciting of all a Routemaster bus in 1/24th scale. Airfix were showing off the soon to be released Gnat and Swordfish moulds and some work on the 1/48th Lynx and Merlin helicopters and Land Rovers.

Ted Taylor

I'm afraid to report that Ted is back in the London Hospital. Peter Quinn told me that initially Ted had very low blood pressure, probably due to heart failure. Last I heard Ted is still with us but not very well.

Get well soon Ted.

Addendum: Ted has made a good enough recovery to attend the club night this Monday.

Forthcoming Shows in 2012

Shows with **highlight** have been booked for us to attend. If you wish to attend any of the shows with the club stand please let me know so I can attempt to book space for the club.

2012	
5th February (Sunday)	IPMS Milton Keynes, Stantonbury Leisure Centre, Milton Keynes MK146BN
25th February (Saturday)	On Track 2012, Leas Cliff Hall, Folkestone
24th & 25th March (Saturday & Sunday)	Southern Expo
April 1st (Sunday)	Shropshire Model Show, Royal Airforce Museum Cosford, Shifnal, Shropshire, TF11 8UP
May 20th (Sunday)	Midland Expo 2012, Cocks Moors Woods Leisure Centre & Golf Course, Alcester Road, Kings Heath, Birmingham, B14 6ER
November 10th & 11th (Saturday & Sunday)	Scale ModelWorld, Telford International Centre, Telford, Shropshire, TF3 4JH

Peter

Robins Ruminations

Thankfully not too much has happened on the Bellamy household front other than sorting out the Expo paperwork and my Son's forays into my modelling room. I'm still not too sure which is the most trouble, but I have my suspicions. By the time you are reading this article all the invites for the clubs and Traders should have been posted. We should starting getting a few replies by the middle of next week, better still will be some cheques!

The I.P.M.S. Nationals, sorry, Scale Model World has come and gone for another year. As normal Peter and I travelled down on the Saturday morning, leaving home at around 05:00, an uncivilised hour in my opinion. However we arrived at around 07:30 despite the inevitable roadwork's and speed restrictions. As normal we put the cloths on the tables with the club sign and then went walkabout to see where everything was and pick up a few goodies before the show started. Peter and I picked up a few bits. I picked up a Hasegawa F-4E for £18 and a Harrier GR.7 for £17, both in 48th of course. I also saw a stand selling some Tamiya kits at very reasonable prices and made the mistake of



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stopping for a "quick look". I totally blame Peter for not knocking me over the head and dragging me away from the stand, at least that's what I told Adele. After talking for ten minutes I was £70 lighter, but had swapped the cash for an FW 190F-8, 190A-3, 190A-8, 190D-9 Jv44, Me262, Do 335, a Citron staff car and three 72nd Japanese bombers, phew.

After setting up the table Peter, Brian Thomas and I took our places on the stand and watched the show unfold; Phil Worth also joined us as soon as he had gained entry to the show. For once there seemed to be a number of people in the hall that weren't club members or experienced modellers and enjoyed talking. It was a refreshing change after one year only talking to three people all weekend! After taking it in turns with Bob Plumbridge's help to man the stand and wandering around the show, Saturday soon drew to a close and we all made our way to our respective hotels with all our goodies.

After a good night's sleep and a really good breakfast we resumed our positions on the stand for another busy day. After the two minutes silence Peter and myself wandered around giving out as many of the club and SIG's invites to Expo as was possible and catching up with interclub gossip. The day seemed to draw quickly to a close and after a couple of last minute fast wander's picking up those last minute odds and ends that I had forgotten, it was time to quickly pack up before the lights were dimmed. The run home was not as bad as we had had it previous years and we were home just after eight in the evening. Thank you very much Peter for acting as such a good chauffeur and being such good company. I certainly enjoyed my weekend away and my thanks to all the club members that helped out by manning the stand and their good company while on it. All that remained was to unpack and show Adele my purchases, normally to a sigh and an "understanding" and indulgent look.

The sheer size of the show makes it difficult to walk around and then remember where you saw things to go back for a second look or to purchase some item or another. Some idea of the size of the show can be seen in my images taken from the balcony that runs between the two main halls. As you can also see, we had a few members that visited the stand for a well earned foot rest and chat.





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My "Official" hat is now on.

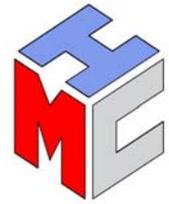
Well tonight is competition night for the Pearl Harbour theme build for next year's Expo. You'll not be surprised to know that I don't have anything to put on the table tonight; it's a very poor showing for the competition secretary. However good luck to all those that have entered the competition and may the best model win.

Robin



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Wrighty's References

F-22 Raptors Back In The Sky

As reported in the September 2011 Sticky Fingers the Raptor fleet was grounded since May 3rd with problems to the onboard oxygen generation system (OBOGS). Some spy reports from the US suggest modifications have been tried to fix the OBOGS, some flight testing was carried out at Edwards AFB in mid September. This was confirmed by a statement that the first flights took place @ Elmdorf-Richmond AFB on 21st September. This is day one to getting the F-22 back in the air and back to full operating capability explained Lt Col France, 3rd Op' Group Commander.

An official US announcement stated that an approved plan had been implemented by the 19th September, flight operations could re-commence in September 21st (no actual detail was given about modifications). Jargon such as, an implementation pan, balanced with safety and pilots used for re-qualification. The entire fleet was undergoing extensive inspections of problem areas before returning to flight and operations, with on-going daily inspections.

* A move by the 1st Fighter Wing from their base at Langley Virginia to Grissom AFB in Indiana on 26th August, reported by Agent Dorr, was later confirmed, this was temporarily lifted to allow the F-22s to be available for Hurricane "Irene", after the storm the F-22s returned to Langley AFB, where the grounding order was reinstated. However it shows our agents are on the ball, does it not? The Black Ravens

F-35s Also Back In The Air

The F-35 Joint Program Office (JPO) authorised resumption of flight testing from 18th August, thus ending a 2 week grounding of the flight testing at Edwards AFB and Patuxent River. The JPO lifted all restrictions on August 24th. Deliveries of new aircraft resumed on 31st August with the delivery of F-35As - AF10 & 11 to 33rd FW at Elgin AFB. At Lake Hurst New Jersey the F-35C-CF01 tested a jet blast deflector, to assess the effects in integrating the F-35 into carrier launch operations to produce a JBD to suit the F-35C. A JPO statement noted that 64 early F-35 production models will require structural modifications to meet their service life requirements. This will affect 30 F-35As and 34 F-35Bs, the fault was exposed during tests for fatigue. This problem did not affect the F-35Cs.

Chinese Progress

In April 2011 Sticky Fingers I made you aware of China's new stealth fighter, the J-20, we were hoping our Chinese agent could further enlighten us about this but not yet. Instead his report listed the following:-

Chendu J-10 fighter, production has progressed, whereby a new unit is fully equipped each year. The J-10 now equips 6 frontline PLAAF units, an Aggressor Test Unit and a Display Team. (Agent Kim Soo Park)

Keep an eye on this one, more details of the aircraft to follow soon!

Tailpiece

That's all for this month as much time has been spent on the Christmas Bonus Issue on the Russian Airforce MAKS display, special aviation review.

Breaking News 8th November 2011

Bad luck hits the Red Arrows: Following on from the recent tragic death of a Red Arrows pilot in an flying accident, tragedy struck again, this time on the ground at the Arrows home base Scampton (Lincs). It appears that whilst several aircraft were parked near the runway undergoing routine maintenance and checks, an ejection seat accidentally fired, smashing the canopy and killing the pilot in the resultant crash. At present the cause is unknown, but to me personally it seems odd that the



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ejection seat was not deactivated whilst the aircraft was on the ground. It would seem deactivation should be essential with people clambering about in the confined space of the cockpit. I shall be looking for a cause of this accident with anticipation! (Wryspy Agency)

Our sources report the pilot killed was Sean Cunningham aged 34, who joined the Red Arrows in 201, he flew as Red 5 and came from Coventry.

Sticky Fingers History

Since we started the Sticky Fingers history back in June 2011 I have looked back at the late nineties to nearly the end of 2002, for the benefit of those who have missed issues of Sticky Fingers the stories or references are listed below.

However last month I promised you Luftwaffe fans a big project. Well looking back this was my biggest and best to date. It took over a year (Nov 2001 to Dec 2002) to produce and serialise in Sticky Fingers. Entitled "The Downward Spiral" (Demise of the Jagdwaffe) it presented and collated as much detail as could be amassed, including photos of every Gruppe and Staffel and side views of all units aircraft. It had 9 chapters relating to every Fighter JagdGeschwader in the Luftwaffe in the last 2 years of W.W.II. When I say I wrote and presented it I must pay tribute to our club secretary who did all the typing and computer work to incorporate the photos and side views into the text, he also provided valuable decal information from the Internet and the lists of bases and airfields. Also to Charles Thompson whose fantastic reference collection enabled me to get much material, i.e. photos and information from Poland and loan of rare books to pick up those extra titbits to make the text that much more informative and interesting. Finally to our former youngest member of the club Lee Lacey who drew the cover picture of the FW 190 with the spiral spinner that illustrated the title of the book, he should be an aviation artist of the future as I'm sure those who have seen his work will agree!

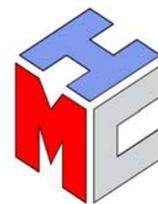
Background Situation:- At this point of time the Luftwaffe who had been a hated enemy were enjoying an unrivalled period of popularity amongst modellers and military historians. For example dozens of decal sheets were introduced, books highlighting fighter pilots exploits, these men were enjoying the status of star footballers and were well known by the model fraternity as more and more kits were turned out, colours more and more being turned out like "away shirts for football teams", yes there were US & RAF as well, but only about 20% of the all popular Luftwaffe. The only knockback I can recall was the pointless decision to eliminate the swastika from kits and box art. The popularity seems to have continued to this day, I must confess I myself had fallen to it, having made a series of 1/48th FW 190s and of course presented a book the "Downward Spiral" that encompassed as much detail as I could amass on the subject.

General Arrangement: -Each JagdGeschwader commenced from the start of 1944, with a situation report of how they were equipped, what mark of aircraft they used, who the Kommanduer was, their bases and theatre of operations, and details of their major operations. There is also an extensive loss table of major actions and composition of how Staffels increased from 12 to 16 and when. All this was interspersed with major actions (e.g. Bodenplatte). Approximately between 15 to 20 photos or side views of each JGs are included and re-captioned to fit in with the text. I guarantee you will not have seen at least half of them before, finally the disbandment of each unit, where they surrendered and when.



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Listed below is a table of the 9 chapters, which units each one covers and the date they were serialised in Sticky Fingers.

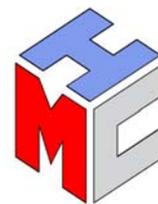
Chapter	Unit	Title	Date Published
One	JG300 JG301	The Home Team	April 2002 July 2022
Two	JG 4 JG 6	The New Boys With No Time	February 2002 March 2002
Three	JG 2 JG26	Front Line To The End	November 2002 December 2002
Four	JG54	Facing Both Ways (1) West & (2) East	May 2002
Five	JG 7	Jet Propelled But Too Late	June 2002
Six	JG27 JG53 JG77	The Me109 Units	November 2001
Seven	JG 3 JG11 JG 1	The Reich Defenders (Part 1) The Reich Defenders (Part 2) The Reich Defenders (Part 3)	December 2001 January 2002 See Footnote 1
Eight	JG52 JG51	Eastern Front Heroes (Part 1) Eastern Front Heroes (Part 2)	September 2002
Nine	JG 5 JG76 JG80 JG302	Eismeer JG (Artic) Miscellaneous Units	August 2002 December 2002 December 2002 December 2002

- Note 1 JG1 was not included as a full history of this unit was available:- Defending the Reich (History of JG.1) by Eric Mombeek, published JAC Publications ISBN 0-9515737.1.3 (1992)
- Note 2 Additional info:- Luftwaffe Emblems by Barry Ketley & M. Rolfe. Hikoki Publications ISBN 09519899.7.9 (1998)
- Note 3 Pictures of personnel and aircraft: - German Fighter Units over Russia, by Werner Held, Schiffer Publications. ISBN 0.88740-246-1 (USA) 1990
- Note 4 Photo collection:- JG26 Photo History, by Don Caldwell, Airlife Publishing, ISBN 1.85310-54517 (1994)



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Final Word

As I told you before references are never ending, apart from the "Quatermasters Field Returns" on which this book is based, thanks to Peter I managed to obtain a copy of each JGs operational record book of their bases and moved throughout the war 1939-45, allied to maps of bases at various time periods, one could identify where each Staffel was on any date in WW.II. However that brought its own problem as a large number of fields on temp bases didn't appear on maps of more recent times. However over a period of time we managed 3 volumes of the "Luftwaffe Atlas" showing where all the airfields were situated, but that's another story, the secret of how it was done will be revealed soon.

Sticky Fingers Publication	Title of Articles	Original Date in Sticky Fingers
June 2011 #84	Fighters of the Luftwaffe 1939/45	Mar – Sept 199
	The Night Fighters	
	RAF Co-op & Tactical Reconnaissance Squadrons in WW.II	Mar – Jun 2000
	The RCAF in England in WW.II	Oct – Dec 2000
July 2011 #85	SchlachtGeschwader of the Luftwaffe 1939-45	Oct 1999 to Feb 2000
	Bonus Special: Brewster Buffalo in RAF Service in the Far East	1999
	RAF Code Letters Pre war & WW.II	? Unknown
August 2011 #86	USAF Code Letters of 8 th & 9 th Air Force in England WW.II	April 1999 & September 2000
September 2011 #87	RAF Operational Training Units in WW.II (Complete history of all units)	Jan – Aug 2000 & July 2001
October 2011 #88	RAF Flying Boats of the 1930s (History of each Squadron)	July 2000

NOTE:- For those that don't still have their copies of Sticky Fingers that cover this period, please ask me and I can put them on DVD along with as many of the other ones I have – Peter

Can You Help?

The Sticky Fingers History should not be all about what I did for it. Many of you have contributed, I'm sure Peter would be delighted to receive items on cars, ships, armour and figures (yes please – Peter). You may have contributed; well I have told you how I did it, how about your stories? If you haven't ever done a topic, well how about it?

Alan

"Under A Tenner" Competition Results

Position	Entrant	Model	Points
1 st	Ian Brown	Roland Walfish	75
2 nd	Peter Bagshaw	F-16B Fighting Fulcrum	56
3 rd	Colin McAuliffe	Sukhoi Su-27	47
4 th	John Huston	Born Losers - Hitler	41
5 th	Paul Bennett	Dassault Mirage	38
	Brian Thomas	Canadair Sabre	23
	Barry Breeze	EE Lightning	10
	Greg Brand	MG-TC	8
	Barry Brown Brian Thomas	Gridiron Grabber Harrier GR3	7

<p style="text-align: center;">Ian Brown Roland Walfish</p> 	<p style="text-align: center;">Peter Bagshaw F-16B Fighting Fulcrum</p> 	<p style="text-align: center;">Colin McAuliffe Sukhoi Su-27</p> 
<p style="text-align: center;">John Huston Born Losers – Hitler</p> 	<p style="text-align: center;">Paul Bennett Dassault Mirage</p> 	<p style="text-align: center;">Brian Thomas Canadair Sabre</p> 
<p style="text-align: center;">Barry Breeze EE Lightning</p> 	<p style="text-align: center;">Greg Brand MG-TC</p> 	<p style="text-align: center;">Barry Brown Gridiron Grabber</p> 
<p style="text-align: center;">Brian Thomas Harrier GR3</p> 		