



"STICKY FINGERS"

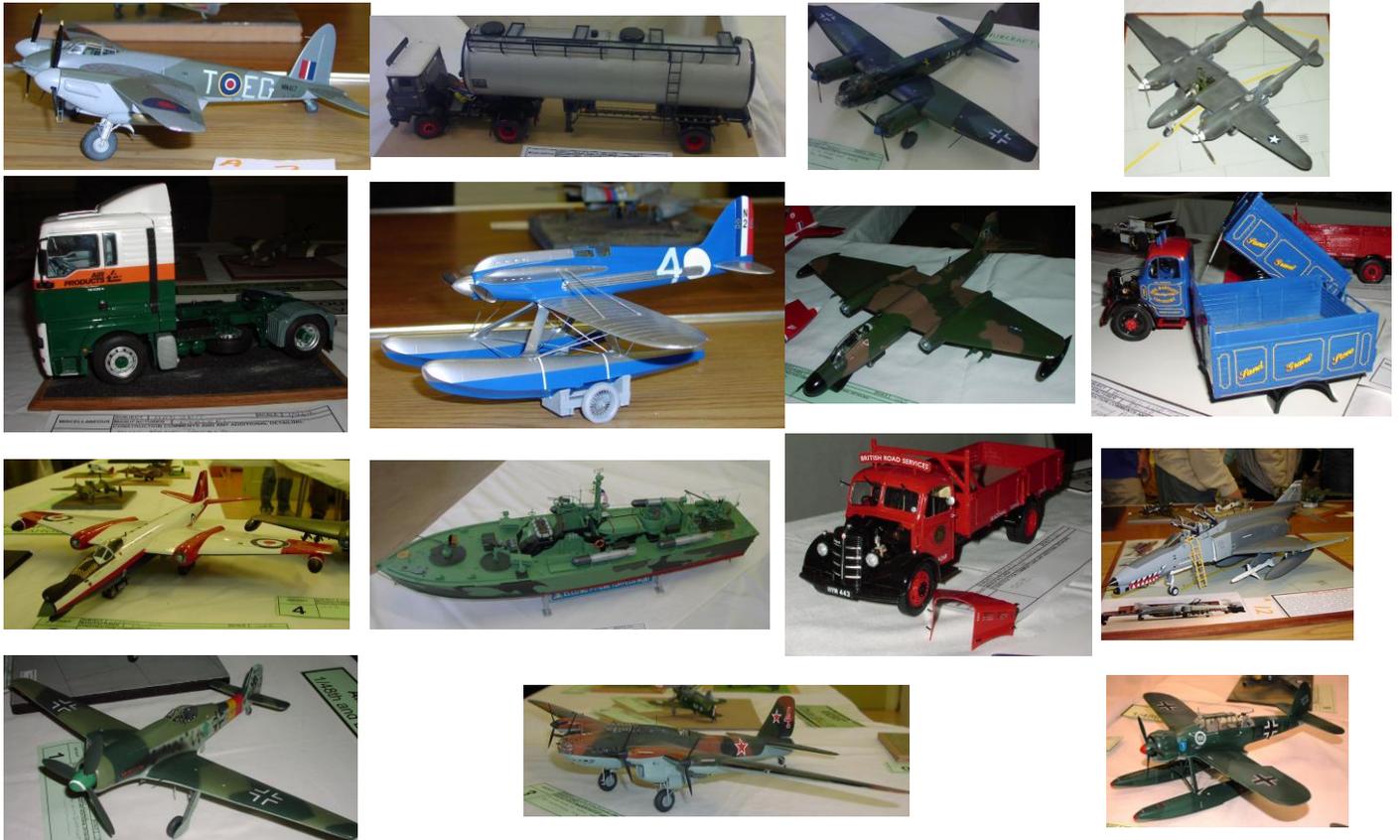
Magazine



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Issue 111 August 2013

Ted Taylor – RIP



A small selection of some of Ted's work

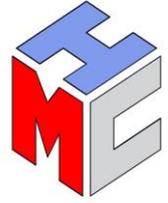
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Peters Prattling

Ted Taylor - RIP

I am saddened to report that Ted passed away in the evening of Monday 29th July. His funeral was on Tuesday 6th August at the Manor Park Cemetery in a private family only ceremony, otherwise I would have attended. On behalf of the club I sent both a card of condolence to his family and also a floral tribute. Peter Quinn called me last week on behalf of the family to thank us for the kind thoughts and flowers.

Ted attended the club for much of the time I have been coming, only stopping in the last couple of years when increasing ill health forced him to stop. He was always willing to share his thoughts and techniques on modelling and would always have some new kits hot off the press to bring along to show the club. For some, his stories of the days spent trucking in the Middle East and his involvement in model companies such as Matchbox were perhaps just as, if not more, interesting.



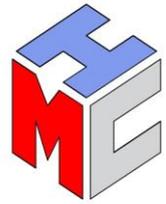
Ted (on the right) doing what he did best - talking to other modellers.

Ted's modelling related website (<http://tedtaylor.hobbyvista.com/>) is being kept going as a reference by Brett Breen from Hyperscale.



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Message From Alan Carr

Sadly Liz lost her battle with cancer on Wednesday 7th August. For the those members who have been attending for more than probably 3 or 4 years will have met Alan and probably known that Liz had been battling cancer for some time.

Home Front

Fortunately for me I have some good news; I'm being retained in my job so that's one less thing to worry about at the moment.

Resin Casting Talk Last Month

Many thanks to Allen for his very interesting talk and demonstration of resin casting, I went away with the impression that there was at least some interest amongst the club for form of possible combined purchase of the 2 casting kits (moulds and resin) to have some more practical hands-on trials. If you want to let me know whether you have something in mind you wanted to cast, I can collate the list of interested people before we make a combined purchase of some casting kits, we can find some more evenings that we can have a go at this.

Modelling Classes for Glenn

Glenn, one of our newer members was wondering whether anyone would be available for some home tuition.

Glenn Stimson	2 Dorking Walk, Harold Hill, Romford, Essex, RM3 9AF	01708 386577	Glenn527@msn.com
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Modelzone in Administration

As far as I know Modelzone as a chain of shops is going to close, although their parent company Amerang have been taken over, I presume they are going to concentrate on the importing side of the business for now and perhaps resurrect as an Internet based shop later.

The Romford shop closed on the 13th August.

Sanders Draper 75th Anniversary Show

Some pictures from Jackie to give a flavour of the event. My thanks to those who attended on the clubs behalf.



Essex Model Show

The show went really well I thought, despite the weather (we really should order cooler conditions) and other sporting and aviation related events being on attendance seemed fairly good but was a little lower than last year.

Never the less, a big thank you to Robin and Adele for their sterling work in the canteen and also John Huston's daughter Rebecca for her help cooking bacon, despite being vegetarian! Also thanks to all the club members who turned up and helped out on the stand. The show itself generated enough profit to give £60 to each club and also a donation just over £110 to St Francis Hospice, well done to all the people involved in organising the show.



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Battle of Britain Day Show – September 15th



Richard Smith has sent through this advert for a show he is organising at Damyns Hall. He was wondering whether the club would like some space to display there. We would need to provide our own gazebo, tables & chairs again like the Sanders Drapers display. Set up is from 8.30 onwards.

Model Engineering Show 2014

I have provisionally said yes to the club attending.

Forthcoming Shows in 2012/2013

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.

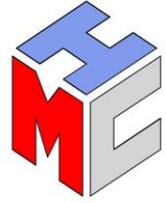
2013	
1 st September (Sunday)	East Riding of Yorkshire Model Show, Driffield Showground, Kellythorpe, Driffield, East Yorkshire, YO25 9DN
8 th September (Sunday)	Model Spectacular 2013, Sutton Coldfield Town Hall, B73 6AB
22 nd September (Sunday)	Wings & Things 2013, Spalding High School, Spalding, Lincolnshire, PE11 2PJ
29 th September (Sunday)	St Ives Model Show , Burgess Civic Hall, Westwood Road, St Ives, Cambridgeshire, PE27 6WU (aka the Brampton Show)
9 th & 10 th November (Saturday & Sunday)	Scale ModelWorld 2013 - 50th Anniversary Show, Telford International Centre, Telford, Shropshire, TF3 4JH
8 th December (Sunday)	London Model Show, Islington Business Design Centre, London
2014	
17 th to 19 th January (Friday, Saturday & Sunday)	Model Engineering Show , Alexandria Palace.

Peter



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Robins Ruminations

It's been a bit of a strange month for the Bellamy household what with the very hot and sticky weather and family commitments. I know it sounds "unseasonable" but we had the central heating boiler serviced, this involved moving a couple of my bookcases which caused a fair bit of disruption to my modelling room. This is where the weather played its part, after finishing work I was lacking "enthusiasm" to sit down and sort the heavy books and then put them back on the shelves and sort out the general debris from moving everything around. I know it lacks commitment but it was simply too hot and too easy to simply shut the back room door on the mess.

Unfortunately I have been busy most weekends either at the model shows or delivering, visiting or retrieving my Mother in Law from her caravan in Hemsby, Norfolk. I certainly didn't mind doing the trips there and back to see the Mother in law but it certainly ate into my free time at the weekends. Still the weather is cooling down a little now and I've started on the sorting out process again in my modelling room, by time you read this, the back room should be back in good order and modelling restarted.

Unfortunately a few days ago I was involved in a car accident while out shopping, nothing serious just a rear end shunt. I am fine but my Son suffered a fair bit of whiplash that required a hospital visit and two lots of medication. Although he was x-rayed and had a scan, no trace of a brain could be found, no surprise there then! So if by some rare chance he attends this evenings club night, please don't pat him on the back or shoulders, he might well fall over! All remains to do now is sort out the mountain of paperwork and general hassle that comes with any sort of accident nowadays. However looking on the bright side, nobody was seriously injured or died, so in the old aviators parlance, "any crash you walk away from is a good one".

Sanders Drapers Show

On Saturday the 13th of July, Kevin, John and his daughters and I met up on the playing field of Sanders Drapers School. John had brought the tables, cloths, models and most importantly the gazebo for covering the whole stand. We quickly set everything up, set up our chairs and put the models out and a very nice display it was with John, Rebecca's, Kevin's, Peter's and my models covering just about all of the clubs interests. I think there was only a ship missing from the clubs display.

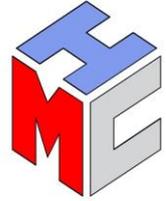


The day was a real cooker although the wind would sometimes blow a bit, so we had to allow the air to spill out from the bottom of the gazebo or watch it go airborne. We took it in turns having a wander around the stalls on the



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playing field and simply enjoyed being out in the fresh air for a change. Adele turned up around lunchtime as she had been doing the "fresh food" shopping for the next day's Essex Show. After a couple of hours Adele disappeared off home to do the normal domestics and re-check that we had everything ready for the next day. After a Spitfire flypast at around 4pm the show packed up and after loading the cars, I gave Kevin a lift home and got home in time for a dinner, water the garden and partially load the car for the next day's outing. All in all a nice show, well organised and run, very nice day out.

Essex Modellers Show

On Sunday Adele and I had an early start loading the car up with food and drink from the fridges in ours and the Mother in Laws home, it was a good thing the Mother in Law was in Norfolk. With the car loaded to the roof we arrived at the venue and quickly unloaded the food and drink into the fridge and freezers in the kitchen. Unfortunately there had been an event the evening before and the kitchen required a good scrub before it was fit to use, it was a good thing that we carry our own cleaning materials with us.

Rebecca had been "volunteered" by her Father to help us out in the kitchen, so kind of him Rebecca thought. A choice of sitting on the club stand or working in a hot, sweaty kitchen, hmm tough choice, thanks Dad! With the kitchen sorted out it was time to get the bacon going, now things really started to turn to custard. One of the runners on the grill had fallen / been broken off and so no grill. OK no problem I had a back-up plan, a non-stick griddle that works on the venues induction cooker. Slap a piece of bacon on it and it stuck to the griddle like superglue!

It was now a case of Rebecca to the rescue with the suggestion of using the microwave to cook the bacon, smart girl. I then propped the grill tray up enough to be usable with another of our metal boxes we carry to enable us to finish off the bacon properly. IT WORKED!! So with Rebecca and me loading plates with bacon, not an easy thing for the poor girl to do as she is vegetarian! We finally got a couple of trays full of bacon ready and opened the canteen shutters. What was the first thing that was said to Adele? "You're late opening", I think the person was lucky they didn't get murdered with a teaspoon! After an hour or so the rush subsided and we "released" Rebecca from the kitchen and a fine job she did, well done girl your help was really appreciated.

I know I haven't said much about the show only the kitchen up to now but up to this point in time I had only seen the show through the serving hatch. Peter now asked me to do a bit of judging of models on the tables, after clearing it with the boss I escaped and had a look at the show. After a couple of walks around the show looking at the armour and aircraft sections and the boxes duly ticked I had a wander around for myself and then disappeared back into the kitchen with my purchases. The show wound down and we repacked the car with more stock than I would have liked and headed home. We hadn't sold as many cans of drink and bottles of water as I would have thought especially given the weather so I put the unsold stock back into my larder and allowed for the value in the balance. We were about £50 down on last year's takings and I have duly sent off a cheque to St. Francis Hospice for about £113, I'll bring in the receipt tonight if I have it available. John Drummond also sent me a cheque with the residue of the shows "profit" which I also forwarded on to St. Francis. I enjoyed the show from what I saw of it and in a strange way enjoyed the time in the kitchen; it was a blast from Adele and my past. I'm looking forward to next year's show whether I'm on the floor (not literally) or allowed back in the kitchen as chief cook and bottle washer.

My official hat is now on.

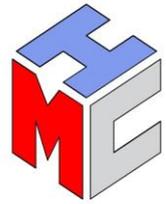
Nothing much to report as the competition secretary except to remind you that next month is a competition evening, so have your models ready gentleman. The only other thing I've just remembered is to welcome the members of Romford ATC to this evenings meeting and I hope that they can gain an insight into how we make our models and what makes us as club modellers tick. Hmm, I'm not so sure that the younger members of the ATC are quite ready for that! Thinking about it, I'm not sure I am either! Have a good evening one and all.

Robin



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Youngsters Yammerings

It's been too long since I last wrote an article for Sticky Fingers and it's also been far too long since I last finished a model as well! (Just like Dad). The joys of work and a hectic life schedule means that the modelling has gone from the front burner, to the back burner, all the way to completely off the hob and then in the fridge unfortunately. So nothing has changed with any of my modelling escapades since my last article I'm afraid, maybe by the Nationals or sooner if I can at least get one of my projects finished. After all my F105 can't be my only model completed!

Recently I have become interested in scuba diving and have now completed my first course (PADI Open Water) allowing me to dive down to sixty feet and to enable me to start exploring our coastal "shallows". I have had so much to learn regarding the safety measures and discipline of the hobby / sport. About a month ago I took part in my first "club dive weekend", leaving on Friday evening and getting home on Sunday evening managing to get four dives in over the two days. The weekend away was to Swanage in Dorset, these were my first "real" dives outside of my training dives in a very deep training pool. On day two of my trip and the final dive of the weekend we were lucky enough to dive something very interesting and historically significant hence this article as I thought you might be interested in it.

The original tank before Operation Smash



On the 4th of April 1943 Operation Smash 1 began. This would be a small but important step on to the successful landings on D-Day beaches a year later. In this exercise converted Valentine tanks were equipped with DD (Duplex Drives) and floatation skirts and began a simulated assault on a local beach to evaluate the viability of the idea. Even with poor conditions the overnight simulated attack was ordered anyway with tragic consequences. It wouldn't be long before the tanks started to take on water due to rough sea conditions and the crews abandoned the tanks, in the ensuing chaos and untested emergency breathing apparatus (Davis Breathing Apparatus) 6 men tragically lost their lives. Although Operation Smash 1 was a failure it wasn't a total loss and waste of life as the exercise proved that "swimming tanks" did work and just needed more work to refine the project. The 4th / 7th Dragoon Guards which took part in the operation at Swanage wouldn't be taking their Valentine's to Europe on D-Day. Shortly afterwards and after more trials being run, they would be re-issued with the improved Sherman DD which they would make the D-Day landings with. The Sherman DD's would prove instrumental in allowing the initial allied forces to bring armoured support for the infantry in Normandy and forcing a way past bunkers and the well prepared German positions. It is interesting to note that the only landing area that suffered very heavy casualties was Omaha beach, the only beach that never had Sherman DD's land with the infantry. This was due to the



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Shermans being forced to launch far too far out at sea by an inexperienced senior officer resulting in the loss of all of the tanks with most of their crews.

Now all of the Valentine tanks that sank on that fateful night lie at the bottom of Swanage harbour and a few missing ones have yet to be formally found. There are five known tanks lying on the bottom and some are in a pretty poor state. 20 Years ago initial dives were done and the divers went exploring four of the then known tanks and salvaging what they could. It wasn't long before the hatches were opened and the insides plundered for anything that they could pick-up or pry loose. This included the main guns ammunition. Having 50 year old ammo salvaged and lined up hissing on the side of the pier as one can imagine wasn't the safest or smartest idea to say the least! It didn't take long for Royal Navy divers to attend the scene, removed the shells from the pier and make safe the tanks for any other divers. However the Royal Navy divers didn't bother to recover the ammunition from inside the tanks but detonated the ordinance in-situ, this had the effect of blowing off most of the tanks turrets. It certainly had the desired result in making them safe but it has destroyed the overall look of them. However, tank number five wasn't known about at the time so it survived intact, well as intact as anything underwater is after this amount of time. The hatches have been removed, most likely by divers over the years wanting to see more and see what can be removed.



Definitely showing its age and in urgent need of a mechanic!



An oasis of life on a barren landscape

When I got down to the tanks on my dive it was something I never will forget, swimming off to a tank that had lost its turret, swimming among shoals of pout, crabs scuttling along the sea bed and so much more it is truly something that can't be described. When I got to the tank it was a striking sight, an upright hull with so much life teeming over and in it you could spend hours down there and still not see it all. The hull was not in great shape but the tracks and running gear are still mostly all there. Some track links have been removed over the years and credit to them for getting them off and up underwater, bad enough running that maintenance on the surface let alone constraints of doing it 15 meters below the surface! It was amazing to dive not just a wreck but a tank wreck that had a lasting influence.

With my dive computer showing that I was a third of my way through my air supply, it was time to head back to the intact tank before I had to make my way up to the surface. The intact tank was very impressive when it just appears out of the gloom, sitting perfectly upright buried up to its suspension arms in silt and gravel it still makes a striking sight. Making every second count I began scurrying around the wreck trying to see all that I could. Sitting on a mostly barren bottom the tank is a haven for life of all kinds. So many species of fish and crustaceans swim in and around the wreck. Even a conger eel has decided to make the drivers area its only little home. I promptly decided not to investigate that space too closely! Managing to manoeuvre in three dimensions certainly takes some getting used to but after a few minutes practice I even managed to get my upper body down in to the turret and a whole ecosystem awaits. It was a cramped turret space when it was factory fresh and time and nature has only made it worse in there! Very little room in there but plenty of marine life going on to keep you wide eyed and amazed!



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After trying to bag a large crab for my group's tea for a good few minutes, it eventually hunkered down inside the engine compartment and with my air running low it was time to begin my ascent for the final time that weekend. I definitely left with an amazing feeling and the last was the best of the four dives by far for me personally. Getting to see and touch history in such a way is truly breath taking and I'm sure it won't be my last encounter with wrecks and their history. It was so strange and exciting to actually be seeing things that I have only seen on television or in books before. I realise that it's going to be a while until I can qualify and equip myself to dive to deeper depths but after my weekend away I feel it's going to be worth it.

Peter.

Roffey's "Ravings"

A grand day out Part 1 Spitfires, Merlins and Motors

28th July IWM Duxford

The day started at the RSPB reserve at Fowlmere, bird spotting. Not much around but the Kingfisher but a lovely quiet start to the day in one of the hides. Not much to photograph.

Moved on to Duxford at about 9.45 and got in at 10.00. The Spitfire display was already set up with the Old Flying Machine Company's Supermarine Spitfire IX MH434, Spitfire IXT, The Historic Aircraft Collection's Spitfire V, the fighter collection's Spitfire XIV and the 'Grace' IXT.



Four of the Spitfires on display

After breakfast (a roast pork bap and a pint of Spitfire ale (10.15 am)) had a wander around, lots of classic cars, although not my 'thing'. Things took off, well the Spits did to do flying visits to another event (Silverstone I think) (just up the road) got some nice shots of them going and coming back, together with the usual suspects at Duxford, DH Rapide and Tiger moth pleasure flights, then a Hawker Nimrod turned up, a nice little pre-war biplane.



A MKIX and a T9

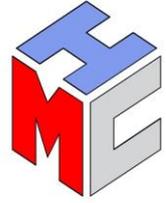


The MK IVX



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A grand day out Parts 2 and 3 (cos I did both days) at Damyn's Hall

Any of you who haven't been to the Military & Flying Machines Show at Damyn's Hall don't know what you're missing, I had two great days, first with Greg, Bob P, Bob Smith and Anne and Kevin, and on Sunday John Huston.



Our layout Saturday



Sunday

The whole weekend is magic, with lots of loonies (sorry that should read re-enactors) wandering around in uniforms as diverse as the English civil war through WWII (both sides) to Vietnam and there was a HUEY there with the distinctive WHUMP, WHUMP of the motor/rotor as it flew on both days, 'Sally B' had to pull out on Saturday due to bad weather at Duxford but turned up on Sunday. We also had a Hurricane and Spitfire over from Biggin, together with acrobatics from local aircraft.

Those of you into military machines, well I didn't count them but it must have been a couple of hundred.

Beer tent and Band /singers with lots for the kids to do, and lots of traders (got through £120.00)

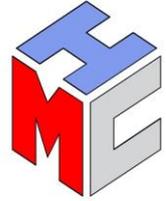


Three of the Exhibits

Allen



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Wrighty's References

Ted Taylor RIP

It is with great regret we acknowledge the passing of the master of modelling. Make no mistake Ted was the master of the modelling art, a true professional who could produce all types of models. His work acknowledged by the major kit producers, his articles were covered in various magazines who are dedicated to our hobby.

My own 1st encounter with Teds work was way back in the 70s. There used to be a hobby shop in the Barking Road E13, it was not far from Upton Park and West Ham United football club, after matches I would pop into the shop (affectionately known as Ma's due to the elderly lady who ran it) and buy a kit, indeed only 3 kit manufacturers in those days, Revell, Frog & Airfix. It was only many year later Ted told me all the display models in the shop cabinet were made by him.

My next encounter was when Ted joined our club. It's no secret that Ted's favourite aircraft was the McDonnell Douglas Phantom II, he had made over 30 of them in 1/48th scale, all colours, all countries, all brilliant. In fact they were a feature of the early Southern Expo's around the years at the turn of the century (1990/2000), indeed he had his own tables at the Expos at that time, virtually a "show within a show".

It does seem a fitting coincidence that Ted's passing coincides with the disbandment of the last existing Phantom operational squadron in the world today (namely the new Luftwaffe's unit JG.71 "Richtofen"), the unit gave up their Phantoms in August 2013.

Most of you will be aware of Ted's period of service with Lesney and Co (Matchbox kits) as he loved telling stories of how modelling experts and artists worked on bringing a new kit manufacturer to the modelling table. Which brings me to the Post Office opposite Hackney Hospital, which had a large model shop in its basement (known as W.J. Walker of Hackney), it was one of the best model shops of its time and I would often see Ted there on my visits to this modellers paradise of the early 70s (N.B. Lesney's factory was just down the road from Walkers shop).

Unfortunately neither Lesney nor Walkers survived the 70s and this gave way to the "cottage industry", also opening the door to foreign imports during the 80s, modelling was changing and super decals, plus names like Hasegawa, Tamiya and Eduard were the new watchwords for the 90s. However Ted managed to survive as a self-employed professional, generally without having to refer to the pre-mentioned gimmicks that form the basis of today's expertise. His models were always pristine as if they had just arrived straight from the factory.

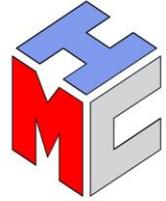
Well I think most of you have been at the club long enough to know the rest of Ted's story and how much he will be sadly missed setting out the latest kits on the table.

Finally:- in June 2013 Ted himself told us he was off to the big "model shed in the sky!" Not for you my friend, you have a place in the modellers "Temple of Fame" at the head of the table. Let's leave the shed for unfinished kits and uncompleted projects. Once again thanks for all you have done for our hobby.



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WrySpy Reporting



Do we have to shout it out from the rooftops?

Bid to abort landing one second before fatal crash

THE pilot of a Boeing 777 which crash-landed, killing two schoolgirls, tried to abort the landing just one-and-a-half seconds before plunging into the runway, say investigators.

A cockpit voice recorder showed there were calls to 'increase air-speed' just before the impact, said the National Transportation Safety Board chief Deborah Hersman.

The dead girls, both 16 and from China, were part of a group of 34 students and teachers seated near the back of the Asia Airlines aircraft as flames tore through the fuselage.

More than 180 people on board were injured but survivors said it was a 'miracle' there were no other deaths among the 307 passengers and crew.

At least six people were in a critical condition, including two children.

Witnesses reported seeing the plane's tail shear off as it came in to land at San Francisco international airport on Saturday morning.

Police officers threw utility knives up to crew members so they could cut



Runway: The burnt-out Boeing 777 GETTY

away passengers' seat belts. Verpal Singh, who broke his collarbone in the crash, said: 'It's miraculous we survived.' Kia Siadatan, who lives near the airport and watched Flight 214's approach, added: 'I couldn't see how anyone could have made it out.' The passengers included 141 Chinese, 77 South Koreans and 61 Americans. One aviation expert said the plane, which was flying from Seoul in South Korea, may have approached the runway too low.

Yes we do! After the Vauxhall helicopter crash, then the airliner with engine on fire, crashing at Heathrow airport after terrifying Brentford and the M4 motorway, reported last month, what happens next, albeit in San Francisco, but these Chinese aircraft come into London too! You can read the rest for yourselves from the paper extract.

Sergey Bogden's Busy Life Continues

Well known test pilot in Russia's 5th generation jet development programme, Sergey Bogden who flew the Su T.50 from Sakalin Island to Zhukovsky turned up at the Paris Airshow which was at Le Bourget in June 2013, this time flying the Su-35S for the first appearance at this show since 1999 by a Russian fighter. Sergey gave a complete display of the types aerobatic prowess, in case you were wondering, yes this is the aircraft WrySpy showed for sale in March 2013. After this there may be some takers!

France's Mock War With the Russians

The French supplied 4 F1-CR Mirage fighters from Reim Squadron 2/33 for an air policing role in the Baltic. Taking over from a Danish force, who had carried out the role since January 2013 until April 2013. They took up station at Sianliai in Lithuania on May 1st, their impressive scramble/intercept missions included June 11th 2 Tupolev Tu-22M3 bombers escorted by 2 Su-27s; June 3rd escorting an Il-20 over the Baltic to Sweden. Also Russian aircraft transiting to Kalinigrad (Konigsburg) including Su-24MRs, Beriev A-50 each escorted by Su-27s. The French tour ends on August 31st, when they pass the duty to the Belgium Air Force.

US Navy Farewell To EA-6B Prowler

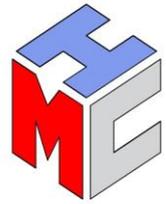
The US Navy test and evaluation centre at China Lake California retired its last EA-6B Prowler (named Vandy, coded 510) in May 2013, as part of a general run down of the type in the USN, but its service will be centralised within the US Marine Corps.

The USNs training for future flight crews is diminishing and Electronic Attack Squadron (VAQ-129) at Whidbey Island serves as a fleet readiness squadron for the Prowler and E-18G Growler. They will phase out all Prowlers by 2014; the US Marine Corps however will retain its Prowlers until 2019. Alongside this Electronic Warfare Squadron (VMAQT1) at Cherry Point MCAS will take over the training from June 2013 as Marine Prowlers are phased out from 2016.



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Luftwaffe Say Goodbye to the Phantom



Wittmund, 29-06-2013

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Under the banner "Phantom Pharewell" the Luftwaffe pays tribute to the F-4F Phantom II with a blue/gold painted example of the aircraft celebrating 40 years of operational service from 1973 to 2013. The chosen aircraft 37 + 01 has a saluting Hun soldier on the tailfin, which is gold, the image being worked into the red/black & yellow of the German flag, it's from JG71 Richtofen.

During its career the Phantom has been mainly occupied with NATO Quick Reaction Alert (QRA) missions. This service is now to be continued by the Eurofighter Typhoon at both the Northern and Southern sites for QRA operations at Wittmund in the north and Augsburg in the south.

A-10 Wathogs Say Cheerio to Deutschland

The final 4 A-10 Thunderbolts at German base Spangdahleim belonging to the 52nd Fighter Wings 81st Squadron nicknamed "The Panthers" departed the base on 17th May 2013 for their official disbandment in the US, the 81st will be deactivated in June 2013.

The units last operation was a flight over the Fulda Gap in Central Germany as a reminder of "Cold War" days when 150 A-10s were deployed to cover a potential Soviet strike force of tanks through the Fulda Gap. With 21 aircraft returned to the US since April 2013 only the 81st FS remain, but by the time you read this they will also be gone.

Alan