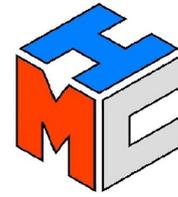




# Sticky Fingers



The Hornchurch Model Club Newsletter

Issue 192 May 2020

**Next month – June 2020 – Another Say At Home Night???**

**STAY AT HOME** 

**PROTECT THE NHS**

 **save lives**

## A view from the Hill...

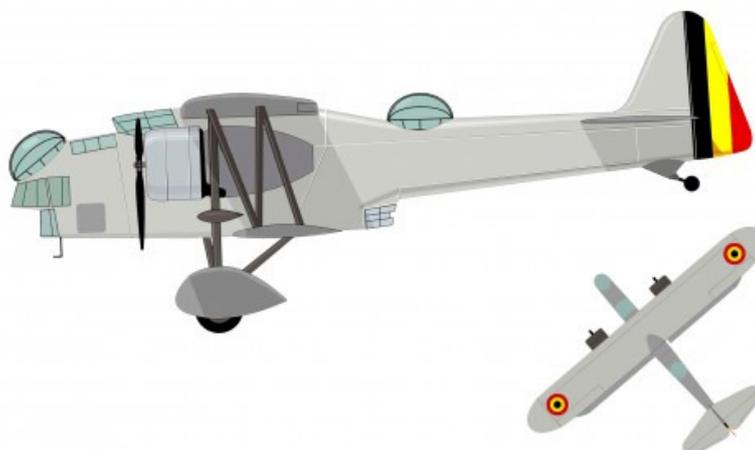
### THE GOOD THE BAD AND THE UGLY

Apart from being interested in a particular airforce (you all know which one) I also have a soft spot for good looking twins. Aircraft of course! The elegant lines of the **Misubishi Dinah**, The power and grace of the **Grumman F7 Tigercat** and the sheer brute force of the Bristol Beaufighter and after watching 633 Squadron as a young lad I fell for the wonderful **De Havilland Mosquito**. There are of course many aircraft, including single seaters, biplanes and loads of others you could add to this list.

There is of course the other end of the spectrum where horrors reign supreme! So for your entertainment I present to you a small selection that in my view, look like they have been beaten with every ugly stick in existence (you might disagree). What baffles me is that each of these aircraft were the final product of expert (?) designers and engineers who got to work and unleashed these horrors upon an unsuspecting world.

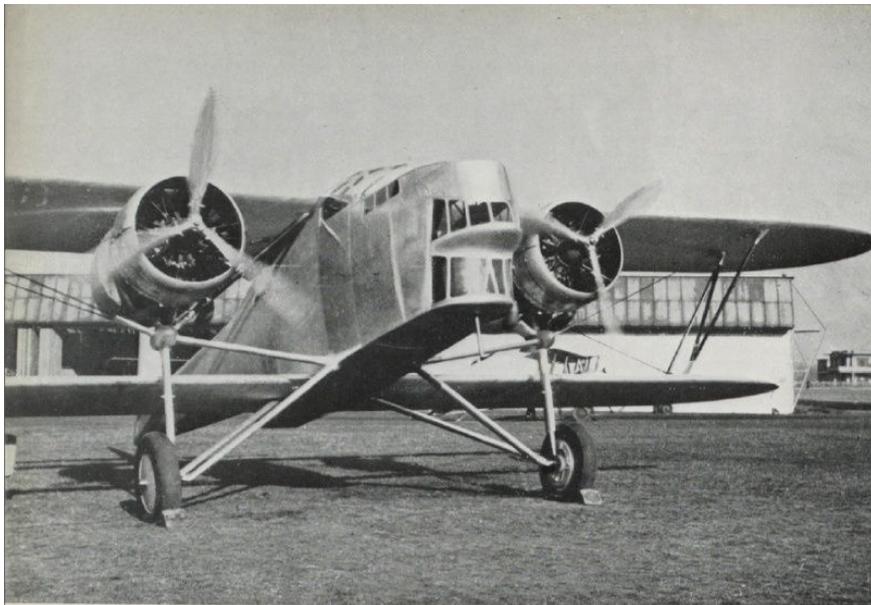
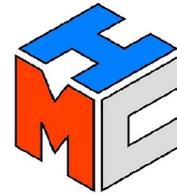
Can you imagine the joy on the faces of the respective Air Forces / Governments and so on when presented with the following aeronautical marvels. "You *did* read the specification didn't you" or "That's a great joke, noq where's the real one? Oh S\*\*T, that's it!"

First up is the "Elegant" **LACAB GR.8 Droyphore**. A plane so ugly it needs a blanket thrown over it a shoved into a dark corner.





# Sticky Fingers



In 1934, the Belgian Air Force drew up a specification for a multi-purpose bomber and long-range reconnaissance aircraft, which could also act as a heavy fighter. The Doryphore was a twin-engine biplane with a fixed undercarriage. The prototype flew in May 1936 and was tested by the grateful Belgium Airforce a month later. Interestingly the Spanish Republican Air Force attempted to buy the prototype LACAB GR.8 (why?, I guess they must have been desperate) however they had a lucky escape when an arms embargo prevented its sale. The prototype was badly damaged in a landing accident on 4 April 1938 with its undercarriage and starboard wings destroyed. Although the aircraft was repaired, it was not flown again, and no production was undertaken. No surprise there then.

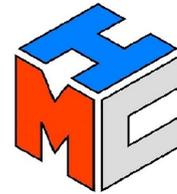
With a crew of three, 6 machine gun armament in two turrets and two ventral, bomb load of 1,100 and top speed 220 mph, an aircraft so poor not even the Belgium air force wanted it. If you really want to build this horrible thing then head over to **Omega Models.com** and add this to your collection. Go on... You know you want to.

Next up, the answer to the question "What would happen if a **Westland Lysander** mated with an **Avro Lancaster** and had a really ugly child?" The answer is of course the **Westland Wendover**.





# Sticky Fingers



My first impressions when seeing this contraption were... What ,Why and Who on earth thought this was a good idea. The Lysander was a very capable aircraft in its role and would give sterling service dropping off and picking up agents from occupied Europe. So why this? Well, believe or not its intended role was ground attack! Not exactly a Sturmovik, is it. Its first flight was on July 27<sup>th</sup> 1941 and was easy to fly with similar characteristics to the Lysander, but to no great surprise the RAF were not interested in this Lancaster / Lysander hybrid. You sadly cannot get a kit of this, but there are conversion sets out there. Just imagine this on the table at any show!

If you thought the Doryphore was ugly then the **LWS-6 (PZL.30 Zubr)** is its even uglier sister. Designed in the 1930s as a passenger plane for the Polish Airline LOT who surprisingly bought the Douglas DC2 instead. Can't think why they would prefer a DC2 to a plane you would want to wear a paper bag on your head to avoid the sheer embarrassment when boarding! Its first flight was March 1936 and was intended to be a back up bomber if the more (much more) advanced PZL.37 Łoś project failed. Luckily it didn't. After several tweaks 15 were built and during the German invasion of 1939 they were not (thankfully) used in combat being relegated to a training role. Many were destroyed on the ground. Crew of 4, speed 212 mph, 7 machine guns (in upper and nose turret with one in the ventral position) and bomb load of 1,450lbs.

**LWS-6 (PZL.30 Zubr) - Ugly**



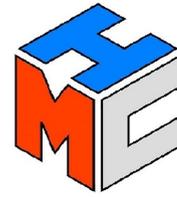
**PZL.37 Łoś - Not ugly.**



I'm not sure if you can get a kit of an LWS-6 (*why would you want to?*) but you can get a PZL.37 Łoś



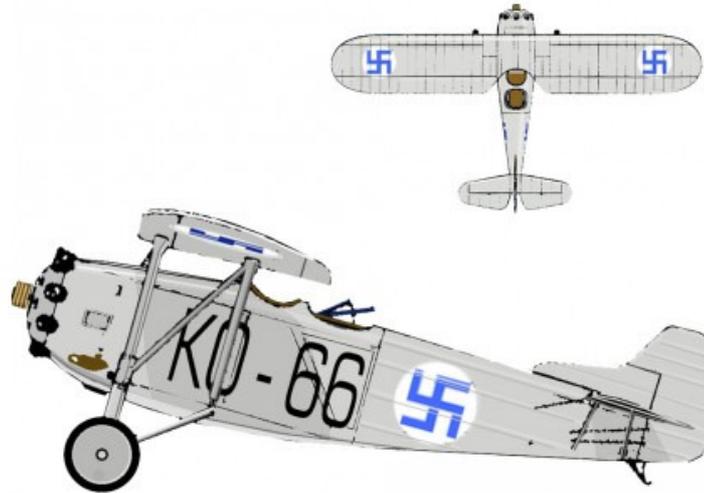
# Sticky Fingers



You just knew that **Finland** would be on this list!

Does my pilot look fat in this?

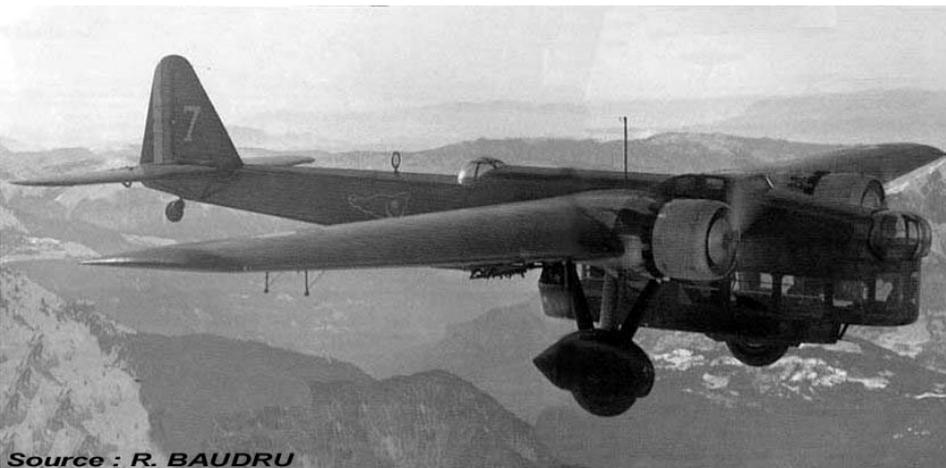
**The Koolhoven FK 31.**



The **F.K.31** became Koolhoven's first design for the *N.V. Nationale Vliegtuig Industrie* ("National Aircraft Industry") a two-seat scout and fighter. Its prototype became the sensation of the Paris Air Salon of 1922. (must have been a quiet year) However, the production of the F.K.31 met with many difficulties, forcing the N.V. Nationale Vliegtuig Industrie to close down. The Dutch Airforce were not interested, but one was.

Finland has flown many types of aircraft, some good, some average and some bloody awful. The portly F.K.31 falls into the last category. Finland first bought 12 of these beauties in 1926 and they lumbered on in service until 1931. Disliked heartily by the poor souls who had to fly them these awful machines were nicknamed *Kolho* ("Clumsy") or *Kolhovene* ("Clumsy Boat") It was considered "Not suitable for service" and to the great relief of pilots this ugly aircraft logged very few hours. Crew of two, top speed 158mph, one or two machine guns facing forward and one in the rear cockpit. Omega also do a kit of this, so if you have a thing for portly planes, you're in luck!

Last but not least... Have you ever wondered what happens when you put wings on a double decker bus? Ladies and Gentlemen, I give you the height of French elegance and sophistication the **Amiot 143!**



Source : R. BAUDRU

In 1928, the French Air Ministry issued a specification for a four-seat *Multiplace de Combat*, a multi-seat combat aircraft to act as a light bomber reconnaissance aircraft and long-range escort fighter. So Amiot set to work but the French Government changed the specification so back to drawing board. Thanks. The revised Amiot 143 flew in August 1934, one feature of this plane was that the wings were so thick you could climb through them to get to the engines. That must have been fun. With a slab sided body and a glazed

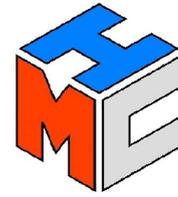
gondola the Amiot was never going to win any beauty competitions. It's easy to poke fun, but the none too attractive Handley Page Heyford was a contemporary and at least to Amiot was a monoplane. Deliveries of the aging design eventually began in April 1935, continuing until March 1937, with a total of 138 being built. Sensibly when war broke out this awkward article was relegated to night bombing duties. Crew 5, speed 183mph, 4 machine guns (one each in nose and dorsal turrets, forward gondola and rear gondola), bomb 800 kg (1,800 lb) internally plus 800 kg (1,800 lb) externally.

That's enough horrors for now. Hope to see you all soon, keep safe and keep modelling.

**Graham Hill**



# Sticky Fingers



## John's Jottings...

I don't know about you lot, but I have totally lost track of how long I have been on lockdown working from home... I had a site visit on St. Patricks day, and I think I worked until the following Monday so that makes it week 8 weeks now. I am fortunate or unfortunate depending upon how you look at it... I have a laptop and 28" monitor and remotely connect to my work computer for working and with the Teams programme I can communicate with everyone (sometimes 20 people in a group chat) so I have not endless free time to build... Even before lockdown I was a weekend builder and rarely went down to the 'workshop' mid week.

However not having to commute each day has freed up more time and with the good weather and lighter evenings I have started to venture down for a hour or two most nights now... and the result is that since the Easter bank holiday weekend up to today I have started 4 kits and more impressive (*for me*) I have finished all of them... well kind of, OK two kits were 1/144 aircraft and one was a resin bust, and needed zero actual building but done is done so I'm counting them.... I was most happy to get the bust finished as I picked it up at Southern Expo 2015. It is a 1/9<sup>th</sup> scale bust of my favourite WW2 pilot Wg. Cdr. Brendan 'Paddy' Finucane DSO, DFC\*\* and by a happy coincidence I discovered that this year is the 100<sup>th</sup> anniversary of his birth in Dublin... so it seems quite apt to finally finish it... 2022 will be the 80<sup>th</sup> anniversary of his death so need to finish some of his aircraft, but that is another story.

My other build was the venerable Airfix 1/72 RAF Rescue Launch which I discovered is more correctly described as a **British Power Boat (BPB) Type 2 63ft Rescue Launch**, nicknamed the Whaleback... I have owned this kit for over a decade and have wanted to build it for ever... well now I have but as is the case with a lot of my builds it is 99% finished as it needs the rigging, I did plan to do it but the AMMO rigging I ordered was 0.01mm and I cannot see the stuff so while I await the 0.03mm stuff it is done.

So, while this terrible virus is keeping me home (my work are discussing extending home working for 6 months...) I will look for a silver lining and it seems getting me sitting at the workbench and building is one.

## John Huston

## Pauls Ponderings...

Hello chaps, it's been a while since I've done something for the mag, but here goes!

*"Many a Mickle makes a Muckle"* Nobody knows what that really means, but being half-Yorkshire, I'd like to think it's about not wasting anything. And being half-Yorkshire I can heartily agree with that sentiment.

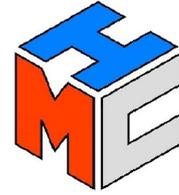
So far this year, I have built twelve aircraft, ranging in size from a Gee Bee racer to an Avro Shackleton - thanks to lockdown, that's the same number that I made in the whole of 2019. In that number, I've included three "refurbished" kits, a Heller **Bloch MB.152**, an Aviation USK **Hawker Typhoon** and a heavily converted Matchbox **Bristol Beaufighter**.



Perhaps it's to avoid an accusation of "single use" plastic, but I really enjoy bringing these old models back up to scratch as I'd spent so much time on them in the first place. The **Beaufighter** had a scratch built interior, replacement Aeroclub Hercules engines and Falcon vacform canopies, amongst other things, and was finished as Bob Braham's aircraft, with the flat tail plane. I must have made it around 25 years ago.



# Sticky Fingers



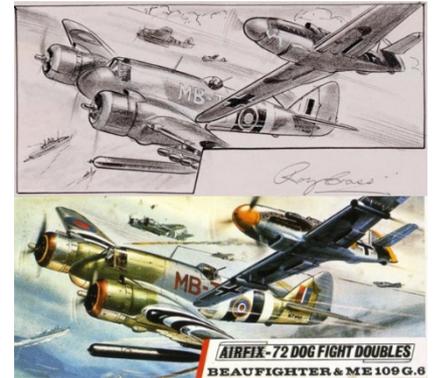
Around this time, I also updated the ancient Airfix **Defiant** (resin engine cowling, Falcon canopies, corrected wing chord and scratch built tail fin) and the even more ancient Frog Skua (revised engine cowling, vac form canopy, broadened wings, scratch built interior and undercarriage). I was pleased with the results too. But then, some years later, and in a fit of rationalisation, I scrapped both models. I can't really explain why and regretted it pretty soon after - all that work, all that research... So I made a decision that I wouldn't do it again, so the Beaufighter remained in storage, to be examined every now and again. Time passed and that

final coat of varnish gradually yellowed, although luckily the canopies didn't. And a few years ago, I resolved to refurbish it, buying one of the old Airfix Beaufighters, so that I could replace the thimble nose. Roll forward to this year and the refurbishment work began - but instead of butchering the old Airfix kit, I made a new nose out of laminates of 30 thou. So now the Beaufighter stands in desert camo, maybe slightly under-weathered, but I'm really pleased with it. A new lease of life.

And what of that old Airfix Beaufighter I'd purchased? Well, I have another set of canopies and I've already sorted the engine cowlings, drilling out the original bas-relief engines. I've even nicked the torpedo out of a current issue Airfix Beaufighter, with a view of finishing it as the classic "MB-T" from the Roy Cross years.

Good fun this hobby, isn't it?"

**Paul Bennett**



I am departing from the kit reviews section for something a little different... I know many of you WW2 aircraft builders will think I am teaching your grandmothers to suck eggs but I am not familiar with all the Axis and Allied aircraft marking from that period so found this and thought I'd share it with you all now.

## British Aircraft Markings and Camouflage

The RAF adhered to rigid and well-documented standards of aircraft camouflage during the war, so researching authentic paint jobs is a no brainer. You can read the British Air Ministry's instructions for aircraft marking yourself at [rafweb.org](http://rafweb.org) or delve into the archives of [ipmsstockholm.org](http://ipmsstockholm.org).

The only thing the British did that was rather out of the ordinary was paint some reconnaissance planes pink. Many recon missions were often flown at dawn or dusk, when the sun was low in the sky, and the pink colour helped them blend into the reddened clouds very well. But you really had to feel very secure with your masculinity to fly one. RAF pilots apparently have machismo to spare, as many of their strike aircraft during the Gulf War also wore the infamous pink paint. This time the paint was fully washable, though, so if anyone said anything, they could hose the plane clean and deny everything. The British have an unusual historical affinity for the colour pink. The traditional colour for Imperial British dominions on maps is pink, pink was once used to refer to the scarlet-coloured coats worn in fox-hunting, the

London Financial Times uses a salmon-pink colour newsprint for its paper and Pink Floyd is the name of one of Britain's leading rock bands. All of which is meaningless coincidence, of course. I'm not trying to suggest anything.



# Sticky Fingers



**STANDARD RAF ROUNDSEL**



**EARLY WAR**



**LATE WAR**



**WING UPPER-SURFACE ROUNDSEL**

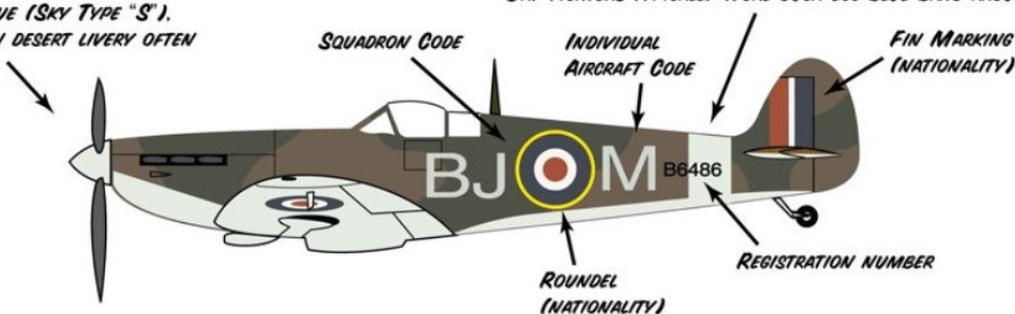


FUSELAGE OR DARK UNDERSURFACE ROUNDSELS WERE BORDERED IN YELLOW. DURING THE COURSE OF THE WAR, THE PORTIONS OF YELLOW AND WHITE WERE REDUCED.

TO AVOID CONFUSION WITH JAPANESE AIRCRAFT, RAF PLANES IN THE PACIFIC OMITTED THE RED.

SPINNER OF DAY FIGHTERS WAS NORMALLY PAINTED DUCK-EGG BLUE (SKY TYPE "S"). ALTHOUGH FIGHTERS IN DESERT LIVELY OFTEN HAD RED SPINNERS.

DAY FIGHTERS TYPICALLY WORE DUCK-EGG BLUE BAND AROUND AFT FUSELAGE



**NIGHT BOMBER CAMOUFLAGE**

- Dark Earth
- Dark Green
- Night Black



ALMOST ALL RAF AIRCRAFT IN THE FIRST PART OF THE WAR WERE PAINTED DARK EARTH AND DARK GREEN.

**EARLY WAR CAMOUFLAGE**

- Dark Earth
- Dark Green
- Duck Egg Blue (Sky Type "S")



ALMOST ALL RAF AIRCRAFT IN THE FIRST PART OF THE WAR WERE PAINTED DARK EARTH AND DARK GREEN.

**LATE WAR CAMOUFLAGE**

- Ocean Grey
- Dark Green
- Medium Sea Grey



THE CHANGING FORTUNES OF THE AIR WAR ARE REFLECTED IN THE RAF FIGHTERS AS OCEAN GREY REPLACES DARK EARTH. A YELLOW LEADING EDGE IDENTIFICATION STRIP WAS ADDED TO THE WING.

**DESERT CAMOUFLAGE**

- Dark Earth
- Middlestone
- Azure Blue



SOME EARLY WAR FIGHTERS HAD THE UNDERSIDE OF THEIR PORT WING PAINTED BLACK.

FIGHTERS SERVING IN AFRICA WERE PAINTED DARK EARTH AND MIDDLESTONE WITH UNDERSURFACES OF AZURE BLUE.

**NIGHT CAMOUFLAGE**

- Night Black



THE ROUNDSELS ON UPPER WING SURFACES WERE REDUCED TO TWO COLORS

NIGHT FIGHTERS WERE NORMALLY PAINTED IN ALL BLACK.



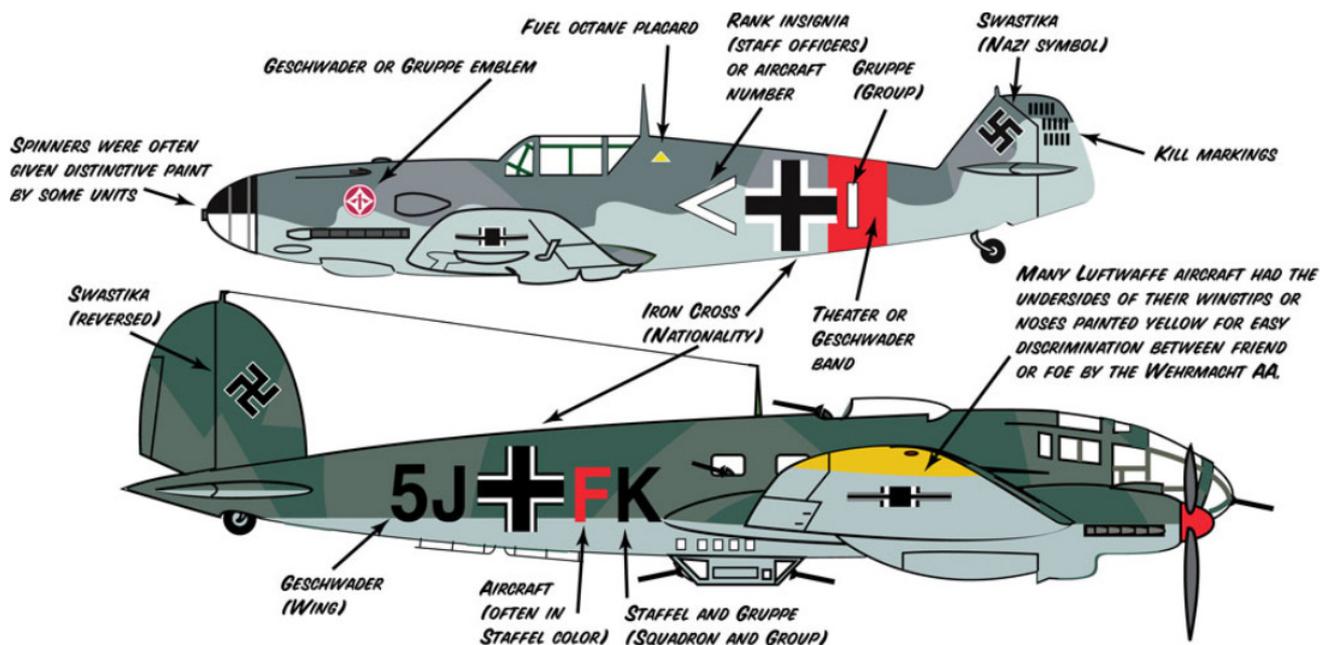
# Sticky Fingers



## Luftwaffe Aircraft Camouflage and Markings

German aircraft colours were specified by the **Reichs Luftfahrt Ministerium** (State Ministry for Aviation). During the later years of the war, when Luftwaffe factories were under siege from the allied air offensive, the widespread dispersal and scarcity of resources rendered any efforts at standardization moot, so late war colours were subject to much greater variability than earlier in the war. Likewise, the far-flung offensives of the German armed forces meant that the Luftwaffe was forced to fly and fight in a wide variety of climates, so locally-applied field camouflage was commonplace, and insured that enough variety existed in Luftwaffe colouration to keep model builders from repeating themselves for decades.

A great wealth of information regarding Luftwaffe camouflage exists today and can easily be found on the web. The magic keyword is "**RLM**". Some great reference sites are the **IPMS Stockholm website**, **Hyperscale's Digital colour Charts** and **The Luftwaffe in Scale**. Those of you interested in deciphering the unit codes on the fuselages of Luftwaffe aircraft will find a treasure trove of information at The Luftwaffe in Scale site, and some helpful hints at [modelingmadness.com](http://modelingmadness.com)



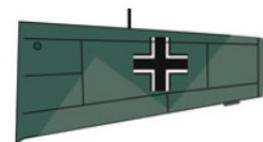


# Sticky Fingers



## EARLY WAR CAMOUFLAGE

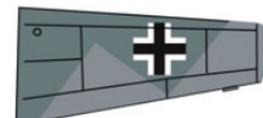
- RLM 70 Schwartzgrun
- RLM 71 Dunkelgrun
- RLM 65 Hellblau



*DURING THE FRENZIED MONTHS OF THE BATTLE OF BRITAIN, LUFTWAFFE FIGHTERS WERE OFTEN PAINTED WITH YELLOW NOSES TO AID IN FAST AERIAL IDENTIFICATION*

## '41-'44 CAMOUFLAGE

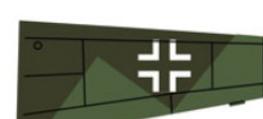
- RLM 74 Graugrun
- RLM 75 Grauviolett
- RLM 76 Lichtblau



*TWO-TONE GREY BECAME THE STANDARD FIGHTER CAMOUFLAGE DURING MOST OF THE WAR*

## LATE WAR CAMOUFLAGE

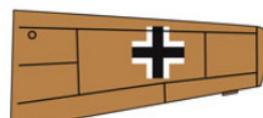
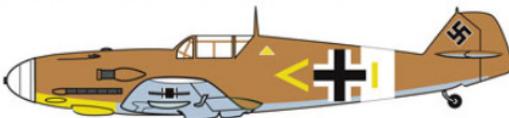
- RLM 81 Braunviolett
- RLM 82 Hellgrun
- RLM 76 Lichtblau



*THE SHIFT OF THE BALANCE OF AIR POWER IN FAVOR OF THE ALLIES IS EVIDENT IN THE LATE WAR FIGHTER CAMO, WHICH TURNED TO EARTHIER TONES TO HIDE PARKED AIRCRAFT FROM ROVING BANDS OF ALLIED FIGHTERS INTENT ON STRAFING THEM*

## DESERT CAMOUFLAGE

- RLM 79 Sandgelb
- RLM 80 Olivegrun
- RLM 78 Himmelblau



*AIRCRAFT OF THE AFRICAN CAMPAIGN WERE PAINTED IN A SANDY BROWN, OFTEN WITH GREEN MOTTLING*

## BOMBER CAMOUFLAGE

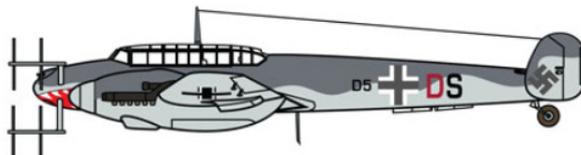
- RLM 70 Schwartzgrun
- RLM 71 Dunkelgrun
- RLM 65 Hellblau



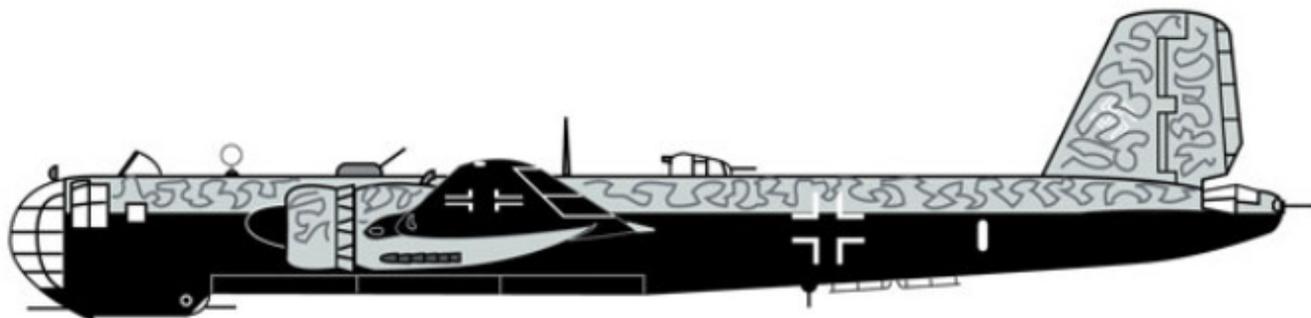
*MOST BOMBERS, TRANSPORTS AND GROUND ATTACK AIRCRAFT OF THE LUFTWAFFE SHARED THE SAME TWO-GREEN SPLINTER SCHEME THROUGHOUT MOST OF THE WAR, EXCEPT IN LOCALES WHERE CLIMATIC EXTREMES FORCED ALTERNATIVE PAINT SCHEMES (LIKE IN DESERT OR WINTER OPERATIONS).*

## NIGHT CAMOUFLAGE

- RLM 75 Mittelgrun
- RLM 76 Lichtblau



*NIGHT FIGHTERS AND BOMBERS WERE NORMALLY PAINTED IN ALL BLACK, OR A MOTTLED OR MEANDERING GREY, OR A MIXTURE OF THE TWO.*





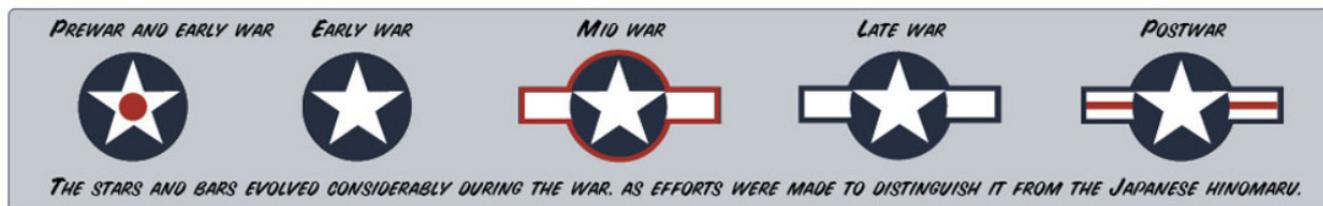
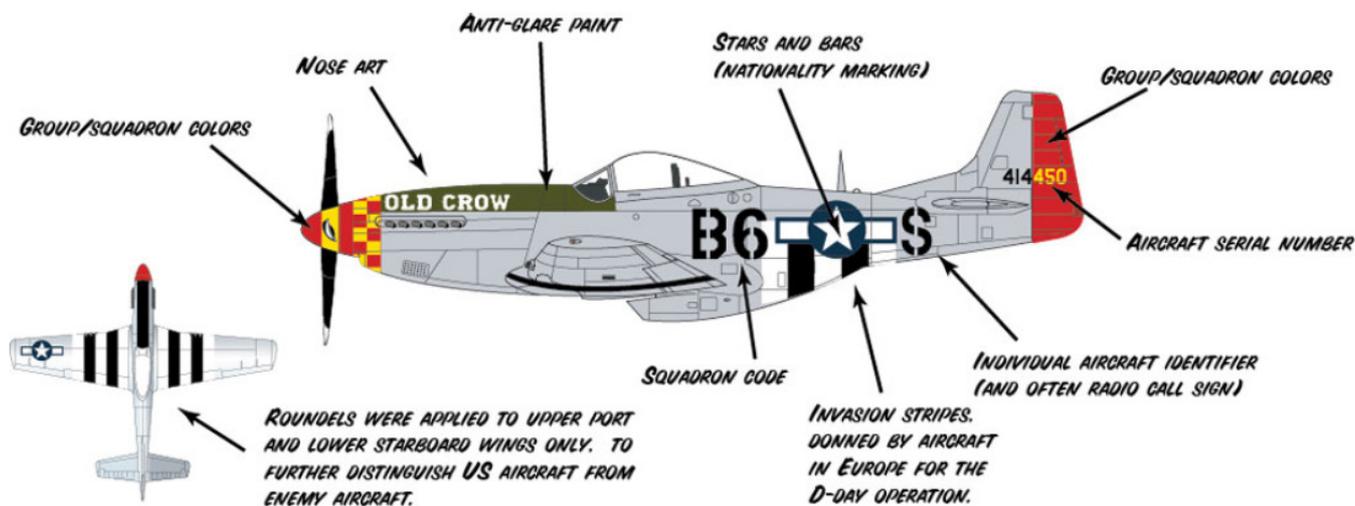
# Sticky Fingers



## American Aircraft Markings and Camouflage

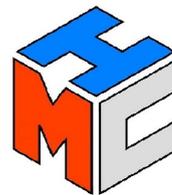
The USAAF and USN adhered to strict standards regarding aircraft camouflage, and the colours specifications then, were standardized in the Federal Specification colour charts, which have since been adopted by model builders the world over as a de-facto standard of their own. Anyway, this is the meaning of the cryptic numbers preceded by the letters "FS" you will find on almost every model builder's website used to describe particular colour shades. US camouflage colour were also referred to by ANA numbers, but the FS colours are more informative.

While many nations decorated their aircraft with nose art, American Air Force pilots were unique in their penchant for painting pretty girls on the sides of their planes. Sometimes they would forget to paint the clothes on them, which would often be hastily added before the plane returned home from the front lines. Eventually, the Air Force passed a regulation encouraging a sense of decorum, but boys will be boys and pretty girls still get painted on airplanes, even in today's Air Force.





# Sticky Fingers



## EARLY WAR CAMOUFLAGE

- FS 34088 Olive Drab
- FS36188 Neutral Grey



ALL USAAF PLANES AT THE BEGINNING OF THE WAR WERE PAINTED A SIMPLE SCHEME OF OLIVE DRAB AND NEUTRAL GREY.

## LATE WAR CAMOUFLAGE

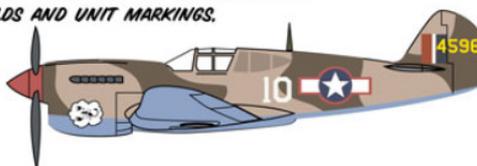
- FS 34088 Olive Drab
- Aluminum



BY LATE IN THE WAR, ALLIED AIR SUPERIORITY HAD REACHED A POINT WHERE CAMOUFLAGE WAS OFTEN DEEMED UNNECESSARY. AIRCRAFT WERE OFTEN LEFT IN BARE METAL, ASIDE FROM BLACK OR OLIVE DRAB GLARE SHIELDS AND UNIT MARKINGS.

## DESERT CAMOUFLAGE

- FS30118 Dark Earth
- FS30279 Sand
- FS35231 Azure Blue



ALLIED COOPERATION IN NORTH AFRICA IS EVIDENT IN THE PAINT SCHEMES OF AIRCRAFT SERVING THERE, WHICH WORE BOTH USAAF AND RAF COLORS.

## AVG CAMOUFLAGE

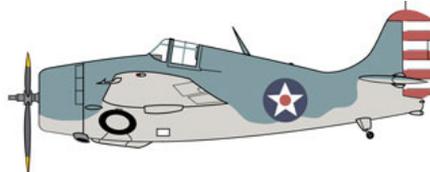
- FS30118 Field Drab (Dark Earth)
- FS35078 Dark Green
- FS36188 Neutral Grey



MANY FLYING TIGERS ALSO WORE RAF COLORS, AS AIRCRAFT INTENDED FOR EUROPE ENDED UP SERVING IN THE PACIFIC FOLLOWING PEARL HARBOR.

## EARLY WAR CAMOUFLAGE

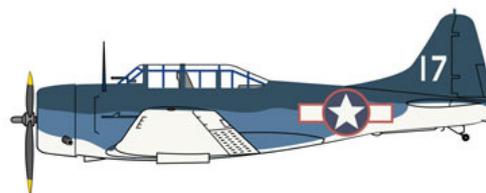
- FS35189 Blue Grey
- FS36440 Light Gull Grey



USN PLANES AT THE BEGINNING OF THE WAR WERE PAINTED A SIMPLE SCHEME OF BLUE GREY AND LIGHT GULL GREY.

## MID WAR CAMOUFLAGE

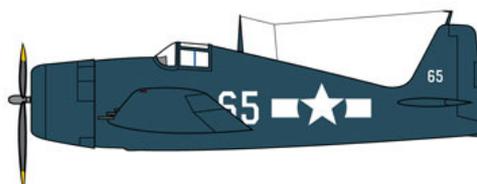
- FS35042 Sea Blue
- FS35164 Intermediate Blue
- FS37875 Insignia White



IN '43, THE NAVY SWITCHED TO A TWO-TONE BLUE CAMOUFLAGE.

## LATE WAR CAMOUFLAGE

- FS35042 Sea Blue



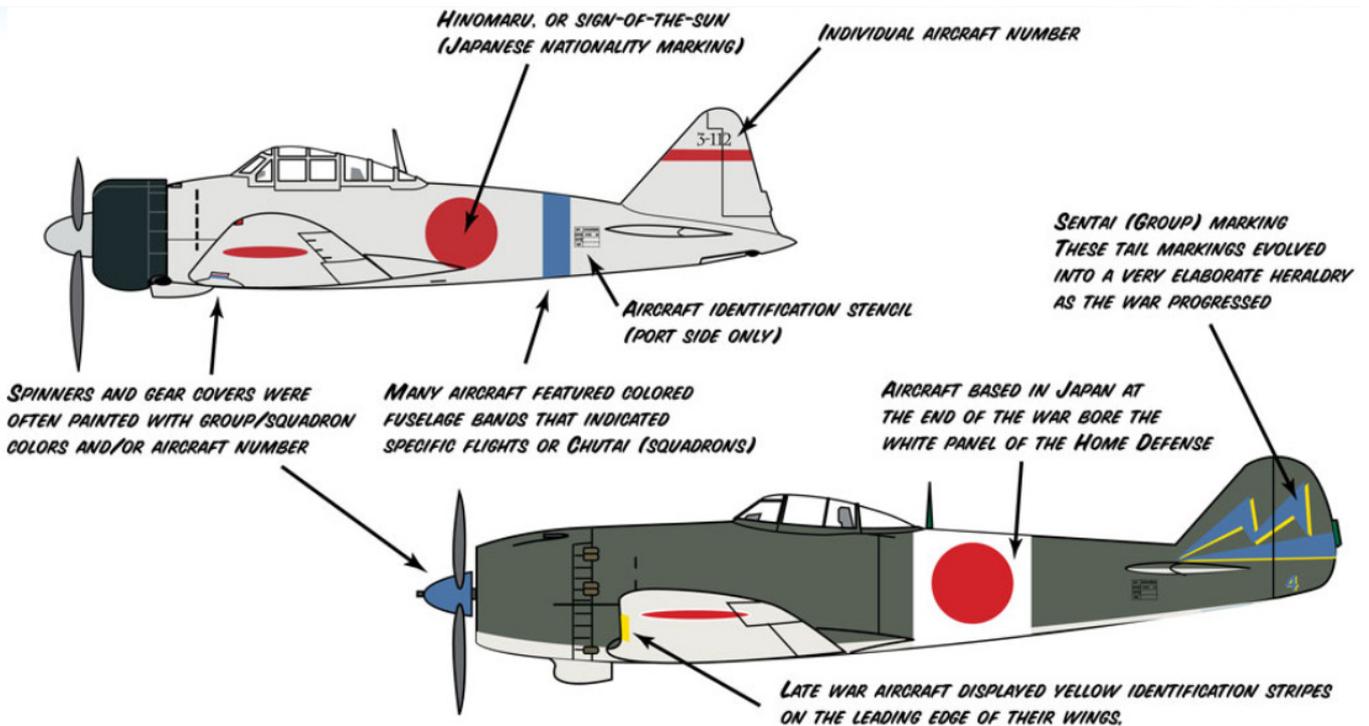
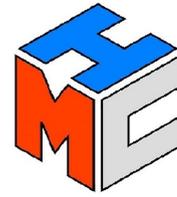
IN '44, THE NAVY CHANGED THE SCHEMA OF ALL CARRIER AND SEAPLANES TO AN ALL-OVER SEA BLUE, WHICH IT RETAINED UNTIL AFTER THE KOREAN WAR. LAND-BASED PLANES CONTINUED TO USE THE TWO-TONE PAINT SCHEME INTRODUCED IN '43.

## Japanese Aircraft Markings and Camouflage

Japanese camouflage is not as well documented as the camouflage of many other nations, partly owing to language barriers, and probably because just about every small scrap of paper on their long-suffering island suffered the same tragic fate of anything else remotely flammable during the Allied fire bombings of 1945. This has not deterred the enthusiasts over at [J-Aircraft.com](http://J-Aircraft.com) from compiling an impressive amount of reference material on the topic.



# Sticky Fingers



## EARLY WAR NAVY CAMOUFLAGE



EARLY WAR JAPANESE NAVY AIRCRAFT WERE NORMALLY PAINTED ALL GREY, COWLINGS WERE FREQUENTLY PAINTED BLACK AS AN ANTI-GLARE MEASURE.

## EARLY WAR ARMY CAMOUFLAGE



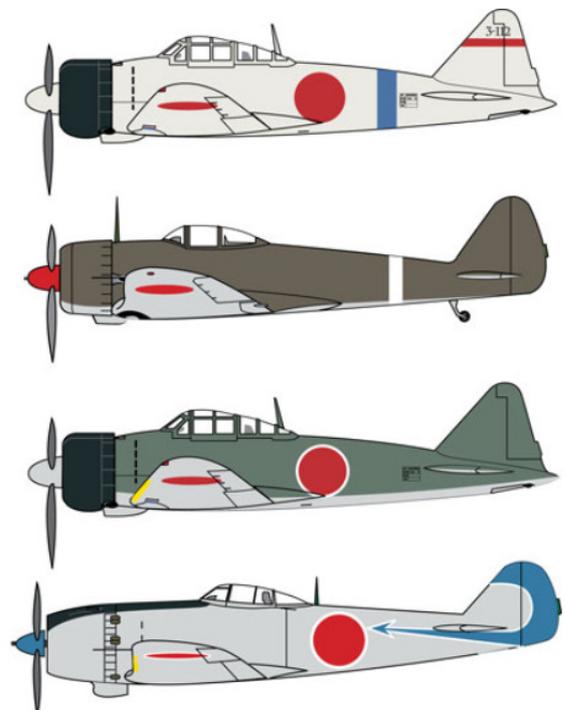
CAMOUFLAGE WAS NOT STANDARDIZED UNTIL LATE IN THE WAR, SO A WIDE VARIETY OF PAINT JOBS WERE APPLIED TO ARMY FIGHTERS IN THE FIELD. SOME ARMY FIGHTERS OMITTED THE FUSELAGE HINOMARU.

## LATE WAR NAVY CAMOUFLAGE



LATE WAR NAVY FIGHTERS WERE PAINTED GREEN, WITH GREY OR, AS PAINT SUPPLIES SUFFERED FROM THE ALLIED NAVAL BLOCKADE, BARE METAL UNDERSIDES.

## LATE WAR ARMY CAMOUFLAGE



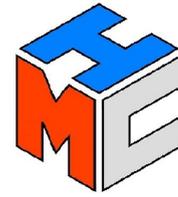
BY LATE IN THE WAR, RAW MATERIALS WERE SO DIFFICULT TO COME BY THAT MANY JAPANESE AIRCRAFT FLEW WITH BARE ALUMINUM FINISHES.

## Regia Aeronautica Aircraft Camouflage and Markings

Italy's aircraft colouration was largely determined at the factory level. Because of this, and the far-flung advances of Mussolini's would-be empire, a very wide and colourful assortment of paint schemes for Italian aircraft existed. You could write whole books about them, and some people have. Sadly, I do not own any of those books, so I cannot



# Sticky Fingers



recommend any. However, you can learn an awful lot about the Regia Aeronautica's colourful aircraft at the Stormomagazine website.

**FASCES ROUNDAL.** THIS COLORFUL NATIONALITY MARKING WAS APPLIED TO THE NOSES OF ITALIAN AIRCRAFT, WHILE THE BLACK AND WHITE ROUNDAL WAS RESERVED FOR THE WINGS.

**SQUADRIGLIA, GRUPPE OR STORMO EMBLEMS** WERE COMMONLY APPLIED TO THE AFT FUSELAGE OR TAIL. (NONE SHOWN HERE)

**WHITE IDENTIFICATION STRIPE**

**SQUADRIGLIA(SQUADRON)**

**AFTER 1940, A LARGE WHITE CROSS** ADORNED THE TAILPLANE OR RUDDER, AND SOMETIMES WORE THE HOUSE OF SAVOY CREST AT ITS CENTER.

**AIRCRAFT NUMBER (WITHIN THE SQUADRON)**

**THE ITALIAN ROUNDAL** APPEARED ON THE UPPER AND LOWER WINGS, BOTH WITH AND WITHOUT THE WHITE BACKGROUND COLOR, VARYING BORDER THICKNESSES, AND SOMETIMES EVEN WITH COLORS REVERSED.

**EARLY WAR CAMOUFLAGE**

- Verde Mimetico
- Gallo Mimetico
- Marrone Mimetico
- Grigio Chiaro

**PRIOR TO 1941, THE VARIOUS AIRCRAFT FACTORIES ALL APPLIED THEIR OWN PARTICULAR MIXES OF GIALLO MIMETICO (CAMOUFLAGE YELLOW), VERDE MIM. (CAMO. GREEN) AND MARRONE MIM. (CAMO. BROWN) FOUND IN A WIDE VARIETY OF TWO AND THREE TONE PAINT SCHEMES ON ITALIAN AIRCRAFT.**

**LATE WAR CAMOUFLAGE**

- Verde Oliva Scuro
- Nocciola Chiaro
- Grigio Chiaro

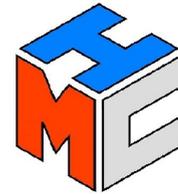
**IN 1941, THE REGIA AERONAUTICA STANDARDIZED ITS CAMOUFLAGE COLORS INTO A TWO-TONE GREEN AND BROWN WITH GREY UNDERSURFACES. FACTORY DIFFERENCES PERSISTED EVEN AFTER STANDARDIZATION. FOR EXAMPLE, MACCHI PRODUCED C.202'S (SEEN HERE) TYPICALLY HAD THE UPPER COLORS WRAP COMPLETELY AROUND THE PLANE'S FUSELAGE, AND ONLY THE LOWER FLYING SURFACES RECEIVED A COAT OF GREY, WHILE BRED A PRODUCE AIRCRAFT COVERED THE ENTIRE LOWER FUSELAGE WITH THE LIGHTER UNDERBELLY COLORS.**

## Armee De L'Air Aircraft Camouflage and Markings

There is little information recorded about them available. Despite leading the world in military aviation during World War I, the Armee de L'Air put up a very poor showing in World War II. During the interwar years, their aircraft industry failed to modernise, and a lack of inspired leadership resulted in a chaotic state of affairs which reduced their once impressive service to near impotence by the time the Luftwaffe filled the skies in 1940. French pilots found themselves with an outdated fleet of hangar queens and no clear strategic doctrine, and their few airworthy planes soon littered the French countryside like lawn darts at a family picnic. But they blended in nicely with the landscape.



# Sticky Fingers



*THE WORD 'CAMOUFLAGE' COMES FROM THE FRENCH WORD 'CAMOUFLER', WHICH MEANS TO DISGUISE.*

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*DIAGONAL TRI-COLOR STRIPE INDICATES THAT THIS PILOT IS AN ACE*

*AIRCRAFT NUMBER WITHIN IT'S ESCADRILLE (SQUADRON)*

*MAKE, MODEL AND SERIAL NUMBER ASSIGNED BY MANUFACTURER*

*FRENCH TRI-COLOR NATIONALITY MARKINGS*

*ON MANY AIRCRAFT, MARKING LOCATIONS WERE REVERSED I.E. THE UNIT MARKING WOULD APPEAR ON THE TAIL, AND THE AIRCRAFT NUMBER COULD BE FOUND ON THE FUSELAGE*

*FRENCH ROUNDDEL*

*ESCADRILLE (SQUADRON) INSIGNIA*

**FRENCH CAMOUFLAGE**

	Vert		Brun Mat
	Gris Bleu Fonce		Gris Bleu Clair

*AIRCRAFT OF THE ARMEE DE L' AIR GENERALLY WEARING A COMMON THREE-TONED CAMOUFLAGE SCHEME.*

**VICHY FRENCH CAMOUFLAGE**

	Vert		Brun Mat
	Terre Fonce		Gris Bleu Clair

*THIS FRENCH BOMBER IS PAINTED IN TYPICAL FRENCH THREE-TONE BOMBER COLORS HIGHLIGHTED BY VICHY IDENTIFICATION STRIPES.*

## VVS Aircraft Markings and Camouflage

Camouflage of the Russian Air Force, or VVS (Voyenno-Vozdushnye Sily) was largely determined at the factory level. The NKAP, or People's Commissariat for the Aviation Industry, finally got around to issuing templates to the factories around 1943, but like most government efforts at micromanagement, they were largely ignored. Paints used were often whatever was available, and patriotic slogans could often be found scrawled on the planes by the workers who built them.

The latest authoritative word on the subject is Erik Pilawskii's "Soviet Air Force Fighter Colours 1941-1945".



# Sticky Fingers



SOVIET AIRCRAFT MARKINGS WERE THE PEROGATIVE OF THE INDIVIDUAL UNIT COMMANDERS, AND SO AIRCRAFT SAW A WIDE VARIETY OF UNIT MARKINGS. THE COLORS OF SPINNERS, RUDDERS AND STRIPING OFTEN SERVED AS UNIT DESIGNATIONS, AND MANY AIRCRAFT WERE FURTHER CUSTOMIZED BY THEIR PILOTS.

PATRIOTIC SLOGANS WERE OFTEN PAINTED ONTO THE PLANES AT THE FACTORY, THIS ONE READS "FOR STALIN!"



PREWAR RED STAR, STILL SEEN ON WARTIME PLANES IN THE EARLY YEARS OF THE WAR.

INDIVIDUAL AIRCRAFT WERE NUMBERED, AND REFERRED TO WITHIN THEIR UNITS BY THEIR COLOR AND NUMBER I.E. "WHITE 54"

THE RED-BORDERED VICTORY STAR APPEARED VERY LATE IN THE WAR, AND ULTIMATELY BECAME THE STANDARD SOVIET NATIONALITY MARKING AFTER THE WAR.

BLACK BORDERED STAR, EARLY WAR

YELLOW BORDERED STAR

THE WHITE BORDERED STAR SAW ITS BORDERS GROW THICKER WITH EACH PASSING YEAR OF THE WAR

THE TWO-TONED KREMLIN STAR



## PREWAR CAMOUFLAGE

- All Green
- All Blue

PREWAR AND EARLY WAR PLANES WERE PAINTED IN A SIMPLE GREEN AND BLUE PAINT. THE EARLY WAR PAINTS DARKENED CONSIDERABLY WITH AGE, GIVING FUTURE HISTORIANS THINGS TO PONDER.



## EARLY WAR CAMOUFLAGE

- All Black
- All Green
- All Blue

TWO-TONE GREEN OR, MOR COMMONLY, GREEN AND BLACK WERE THE MOST COMMON COLORS FOUND ON SERVICE AIRCRAFT DURING THE FIRST HALF OF THE GREAT PATRIOTIC WAR.



## LATE WAR CAMOUFLAGE

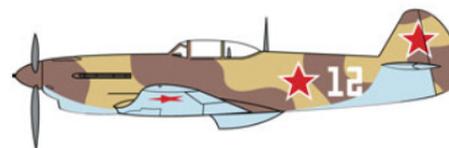
- AMT-11 Blue Grey
- AMT-12 Dark Grey
- AMT-7 Blue

LATE WAR FIGHTERS SAW THE INTRODUCTION OF A TWO-TONE GREY PAINT SCHEME.



## REGIONAL CAMOUFLAGE

- All or AMT-1 Brown
- All Light Brown
- All Blue



THE WAR IN RUSSIA WAS VAST, SO REGIONAL CLIMATIC VARIATIONS DEMANDED A VARIETY OF PAINT SCHEMES. TWO-TONE BROWN WAS POPULAR IN THE SOUTH.



# Sticky Fingers



March 16 <sup>th</sup>	Pre-Southern Expo
April 20 <sup>h</sup>	Show What You Bought Modelling Night
May 18 <sup>th</sup>	Competition Night - TBC
June 15 <sup>th</sup>	Video Night hosted by John Bennet
July 20 <sup>th</sup>	Competition Night
August 15 <sup>th</sup>	RFC Talk
September 21 <sup>st</sup>	Competition Night
October 21 <sup>st</sup>	Open Night Lucky Dip Starter Kits
November 19 <sup>th</sup>	Competition Night
December 14 <sup>th</sup>	Quiz and Nibbles
January 18 <sup>th</sup>	Competition:                      Modeller of the Year
February 15 <sup>th</sup>	AGM + Lucky Dip Competition