



"STICKY FINGERS"

IPMS HORNCHURCH - NEWSLETTER

Ken's "Korner"

Greetings Modellers

I think that nearly all the members who attended February's meeting enjoyed the videos. John Bennett must be congratulated on his video of 1998s Southern Expo. This was sheer perfection with the lead in and the suitable backing music. To be able to get all this on tape without having to dodge the public needs some doing.

For all, here are a few reminders:

We have agreed to have tables at the following shows

- 3-4th April at RAF Museum Hendon – I have requested 4 tables to be situated in the same spot as last year in front of the Supermarine Southampton.
- 18th April at IPMS Barnet.
- IPMS Brampton at St Ives, Huntingdon.
- 23rd – 24th October – 1999 Nationals in Telford.

Aprils meeting will be the last competition of the year, no doubt we shall have some outstanding models to review.

May and the AGM will soon be upon us, so perhaps we can have some thought from the membership as to what next years program should include.

FOR SALE

Airfix 1:24th scale Hawker Harrier GR.1, best offer over a fiver, quick sale wanted (taking up space), see Ken Sparks.

New Zealand

Information and news from over the water has dried up completely after what seemed to be a promising start.

Fleet Air Arm flies into history

ONE of the most glorious chapters in British naval history came to a close yesterday as the Fleet Air Arm was merged with the RAF to create a new force.

Defence Secretary George Robertson announced the formation of Joint Force 2000, a land and carrier-based strike arm. The cost-cutting unit will swallow up all the Navy's FA2 Sea Harriers and the RAF's GR3 ground attack

Harriers, making a force of 84 aircraft based at RAF Cottesmore, Leicestershire, and RAF Witterling, Cambridgeshire. The Navy's fliers will leave their historic home at RNAS Yeovilton, Somerset.

Eventually the new force will be equipped with the Future Carrier Borne Aircraft (FCBA), the jet fighter-bomber which will replace the Harrier in the next century. The Fleet Air Arm was formed in

1922 – 11 years after the Royal Flying Corps began flying from ships – and has seen action in almost every major conflict from World War II to the last Gulf crisis. It was involved in the sinking of the German battleship Bismarck in 1941, and also played a major part in the Falklands War, providing Combat Air Patrols to protect ships, marines and paratroopers during and after the landings.

Ken



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Peter's Prattlings

This month I thought I would return to the Internet and its use. As the Internet is a very immediate thing it is quite easy to see a message or statement from another user and write down a reply which in the cold light of day could be misconstrued. As the medium is solely text based you cannot always get a feel for the emotional state of the person writing back at you. In a face to face conversation you would be able to pick up on the other persons expression or body language how they felt and what emphasis they were giving to the things they were saying. Even in a telephone conversation there are subtle (or not so subtle if they shout for example) clues to the nature of the responses you are getting. Also you may find that a message is sent and you almost immediately think, "did I really want to say that?" However once the message has gone, it's gone, much like sending a letter to someone.

To attempt to combat some misunderstandings a new etiquette of writing or "NETIQUETTE", as it's called, has been developed. One of the new tools when writing a message is the use of EMOTICONS (EMOTional ICONS). These things are simple symbols based on keyboard characters, which can convey some form of emotion; I've listed some below. They are used to try and show, for example that the message you have sent is meant to be taken as light hearted or is a joke. You may have written something that without the sound of laughter in your voice or a smile on your face could be taken as being seriously meant.

: -)	Happy
: -)>	Happy and bearded
; -)	Winking, wry
: -	Indifferent
: -C	Bummed out
: *)	Drunk
: ' (Crying
: -&	Tongue-tied
: -D	Laughing
> : -O	Yelling
-O	Yawning
: -)~	Drooling
: -x	Lips are sealed
: ~)	User has a cold
{ : -)	User wears a toupee
= : -)	Into punk rock
(: -)	Left-handed
8 -)	Too cool for words

Peter



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Ricky's Ramblings

ARTICLE: DICTA BOELCKE (part 2)

Continuing last months article on the rules of air combat put together by Oswald Boelcke.

5. ALWAYS TRY TO ATTACK YOUR OPPONENT FROM BEHIND WHENEVER YOU CAN.

Firing at an enemy flying across your path and hitting him could only be accomplished by luck or supreme marksmanship. The attacker would need to compute his own speed, his opponent's, his distance from the enemy and to know the speed of his bullets. Using this information he would need to fire "ahead" of his enemy so that bullets and enemy arrived at the same place at the same time!! This was called deflection shooting.

Attacking the enemy from behind or from the front required no deflection shots as enemy, bullets and attacker were all in a straight line. As the majority of aircraft had forward firing guns then it was far safer to attack from behind. Later development of aircraft to two-seaters and large bombers were given rear firing guns.

6. IF YOUR OPPONENT DIVES ON YOU TURN TO MEET HIM DON'T TRY TO EVADE HIM.

This was not as silly as first appears. Remember dicta 5 above. By fleeing from the attacker you then presented him with your tail, his ideal attack position. By turning to face the attacker presented him with a problemyour guns ! This made the situation less one sided and put him on the offensive.

7. ALWAYS REMEMBER YOUR OWN LINE OF RETREAT ESPECIALLY OVER ENEMY LINES

Again it seems like stating the obvious, but many new pilots would fly in the wrong direction and land in enemy territory. By simply noting landmarks as they flew about helped considerably when actions had to be made in the heat of battle.

8. ATTACK IN GROUPS AND WHEN THE FIGHT BREAKS UP INTO SINGLE COMBATS BE CAREFUL THAT SEVERAL DO NOT GO FOR THE SAME OPPONENT

In the first few years of WW1 combat between opponents in the air were single combats. However with the advent of more and better aircraft plus the varying roles they provided aircraft flew together for mutual protection.

It was therefore obvious that attackers flew in groups as well. If two attackers went for the same opponent then somewhere an enemy may be free to attack you.

As can be seen most of the Dicta was obvious but to new pilots arriving in battle their first thought was to get at the enemy. Unfortunately they forgot that they were also the enemy to their opponents with disastrous results!!

Oswald Boelcke was killed in a crash landing in October 1916 but his dicta lived on, many of his raw pupils later becoming aces in their own right.



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RULES OF MODELLING

- Every Diorama should tell a story, unfortunately everyone who looks at it will see it differently – and nobody will guess what you intended.
- No matter how cautious you are in transporting your Diorama to an event you will always arrive with an assortment of bits and pieces.
- You will never find a place to put the Diorama you are building.
- In every Diorama there will always be one piece of detail that should not be there. You will not notice it, but the first person to look at it will spot it straight away.
- Badly planned dioramas will end up disappointing. Carefully planned Dioramas will be worse because you expect too much

FORTHCOMING EVENTS

These dates are additions to last months list.

April 24 th / 25 th	1999 Scottish National Modelling Championships	Albert Halls, Dumbarton Rd, Stirling.
April 25 th	East Midlands Model Show	Hinckley Leisure Centre, Hinckley Leicester.
May 23 rd	Midland Expo 99	Leasowes Leisure Centre, Kent rd, Halesowen nr Birmingham.
September 12 th	Chiltern Scale Model Club Show	Mosquito Museum, Salisbury Hall, London Colney, Herts

Thanks to Scale Aviation Modeller International

Last month I omitted to include the Barnet Model Show on the 18th April..... Well spotted Peter Quinn, at least one person reads this newsletter.

WOULD YOU B – 52 BELIEVE IT!

Returning over their airfield near Washington one night, after an all-day training session, the crew discovered that the weather had become worse. Their home airfield was closed due to low cloud and bad visibility.

However they were assured that the forecast was good, in a few hours the weather would improve and landing would be possible. As they had enough fuel aboard this meant they would not have to divert to another base. So they flew around in circles above Washington.

Becoming bored the radio officer, (sorry the Electronic Warfare Officer ,EWO, to give him his proper title) began twiddling his dials, first listening to music then sports reports etc.

Suddenly he picked up a voice “ Yellow Cab 39, this is Dispatch.” Back came a reply “ Ok Dispatch this is 39. What have you got.”



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IPMS HORNCHURCH - NEWSLETTER

The EWO listened intently and smiled to himself.

"Yellow 39 you have a fare to go to the airport." Began the dispatchers voice. "He's atBzzzzzzzzz."

"Dispatch I didn't get that address. Can you repeat it again." Said the cabbie.

"Your fare for the airport is at...Bzzzzzzzzz...., did you get that ?" The dispatcher repeated.

"No I didn't can you repeat that fare's location." Came back the cabbies voice irately.

"39, your fare is at ...Bzzzzzzzzz... now did you get it that time." Shouted the dispatcher.

" No I didn't shouted the cabbie, what's wrong with your equipment."

"There's nothing wrong at this end it must be your equipment." The dispatcher shouted back, now becoming frustrated with the cabbie." A few unseemly expletives flew across the airwaves between cabbie and dispatcher.

The B-52 pilot called his crew " Hey guys the weathers clearing. We'll be landing in five minutes, check your equipment."

"Roger pilot, my equipment's all turned off, pre-landing check list completed. All equipment is functioning ok." came back the EWO's voice. "Even the radio jamming transmitter." He whispered.

Well would you believe it possible...trust me.

Ricky



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IPMS HORNCHURCH - NEWSLETTER

A-4 Skyhawk Variants and Sub-divisions

By Ken Sparks

XA-4-D1	
A4-A	(A-4D-1) (A4-AA)
A-4B	(A-4B) (A4-D-2)
A-4C	(A-4-D-2N)
A-4E	(A-4D) (A-4D-3) (A-4E) (A-4D-5)
A-4F	(First to have avionics hump)
TA-4F	(TA-4G & J) Two seater
A-4H	(A-4G) (TA-4G) (A-4H) (ATA-4H)
A-4K	(TA-4J) (A-4K) (TA-4K) Humped
TA-4K	(TA-4KU) two seater
A-4M	(A-4L) (A-4M) Humped
A-4N	(A-4N) Humped
TA-4S	(A-4P) (A-4Q) (A-4S) (TA-4S) Two seater
OA-4M	(A-4Y) (OA-4M) Humped and two seater

Skyhawk II special equipped A-4Ms flown by US Marine Corp Attack squadrons, VMA-211 and 214, El Toro California, squadrons 223 & 321 Cherry Point, North Carolina and 311 squadron, Iwakuni, Japan, had smokeless engine burners with twice the previous 20mm ammunition capacity and accurate level bombing equipment.

Skyhawk A-4Fs were the first aircraft to have the hump avionics on top of the fuselage and became known as the "Camel Skyhawks" and had lift-dumpers and spoilers, steerable nosewheels, extra pilot protection against groundfire or splinters, a zero-zero (zero height and zero airspeed) ejection seat and low pressure tyres. First went into production in 1966.

Skyhawk Colour Schemes

Operator	Upper Colours	Underside Colours
US Navy	Light Gull Grey	White
US Marine Corps	Light Gull Grey	White
Kuwait	Dark green and sand	Blue
New Zealand	Dark green and light brown	Light grey
Australian Navy	Light Gull Grey	White
Israel	Dark green, dark brown and sand	Light grey
Argentine Airforce	Dark green and dark brown	Light grey



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Wrighty's References

The thing about writing articles on W.W.II means that something has to be done on the Luftwaffe, with so many experts and so much material available, what can you come up with that is new? Also so much is open to debate (i.e. aircraft colours etc), so without leaving oneself open to criticism and correction, this months article is one that was completely new to me. Therefore I hope this Junkers Ju-88 "Zerstorer" fighter article offers something new to you.

Coastal Command Opponents in the Bay of Biscay (V/Gruppe KG 40)

Bordeaux-Merignac had been the centre of operations over the Bay of Biscay and out into the Atlantic by the Luftwaffe since the fall of France in 1940. Initially the base for Focke Wulf FW-200 Condors of KG 40, which were the scourge of early convoys into the Atlantic and Mediterranean, shadowing the convoys and homing "U" Boat packs onto them, and of course bombing them as well.

By 1942 things had moved on, RAF Coastal Command had much more formidable patrol aircraft, and long range fighters. The "U" Boats were being refuelled at sea by (so called "Milk Cows") tanker submarines, who refuelled attack boats, long range fighter cover was needed over the Bay of Biscay to cover inward and outward "U" Boats to the French Biscay ports.

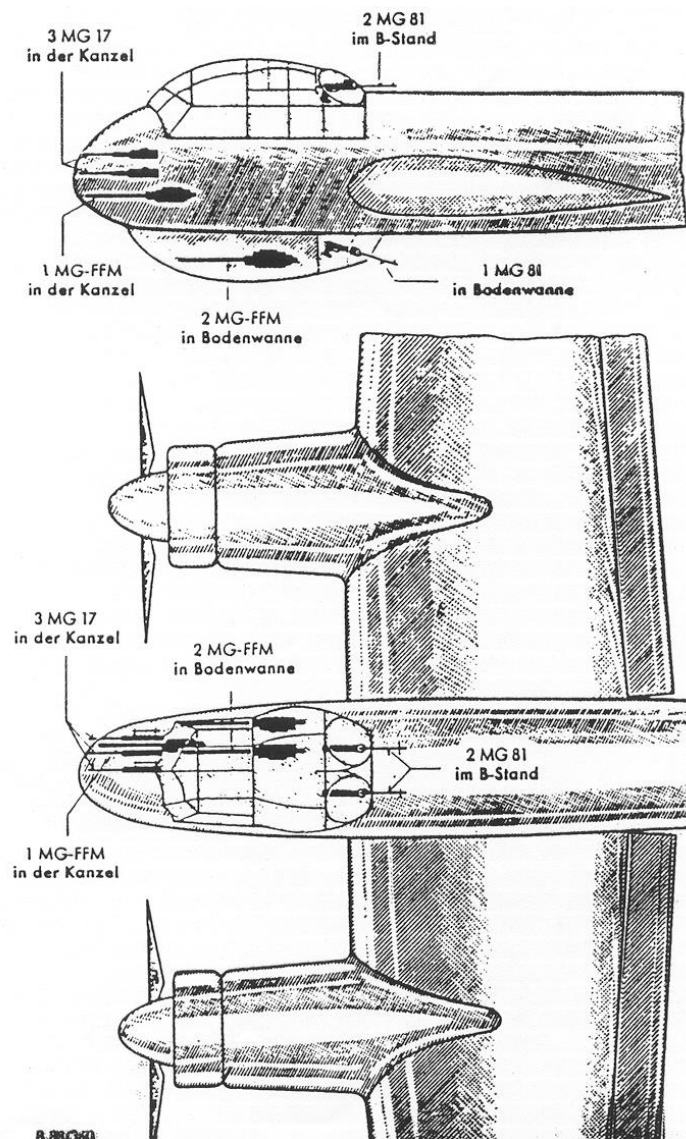
The Aircraft

It was against this backdrop that the introduction of the Ju-88C-6 "Zerstorer" and the forming of V/KG 40 was brought into being. The Ju-88C-6 had a maximum speed of 310mph at average weight and a range of 1,800 miles (without external fuel tanks). More important was the heavy armament, 3 x MG17 machine guns and 1 x 20mm cannon in the nose, 2 further cannons in the gondola and for defence 2 rearward MG81 machine guns in the rear of the canopy. (See sketch).



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IPMS HORNCHURCH - NEWSLETTER



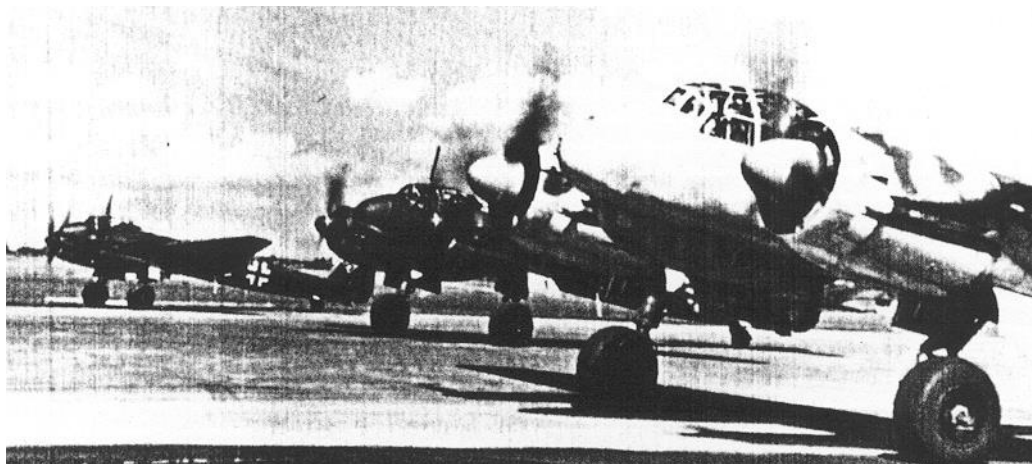
Operational History

4 aircraft of this type arrived by early June 1942, after several sundry Kommando and Staffel designations during training and work up period, V/KG 40 was formed, with 13, 14 & 15 Staffels during August and September. They took the F8 code of the parent Geschwader, and the Staffel colours and letters were 13th white #X (i.e. F8 + KX), 14th red #Y (i.e. F8 + MY) and 15th yellow #Z (i.e. F8 + FZ). The colours took the form of the individual letter and a ring on the engine spinners. Later a Stab was formed using the colour green and letter G (i.e. F8 + BG).

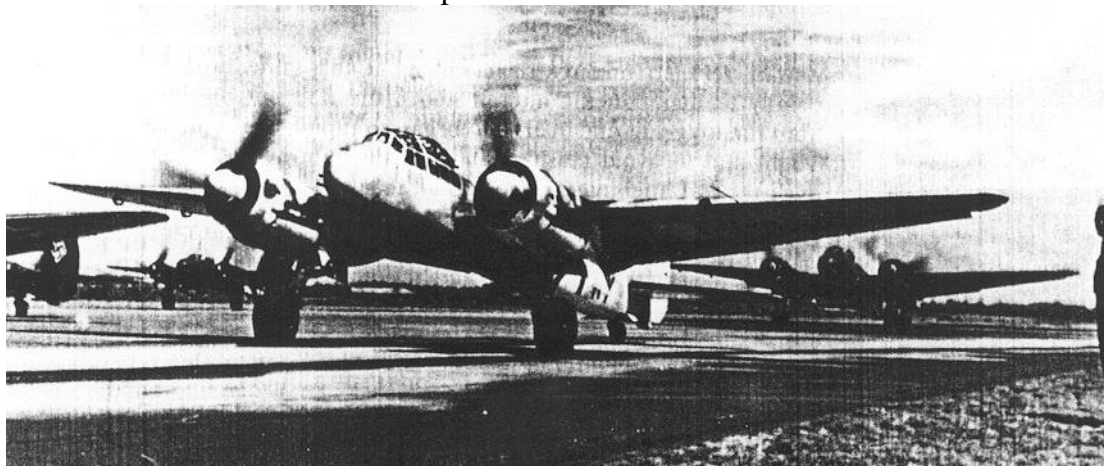


"STICKY FINGERS"

IPMS HORNCHURCH - NEWSLETTER



The unit operated out of Merignac and Lorient, their first success was a Wellington of 311 Squadron in July and during the remainder of the year to December 1942 they took a steady toll of Wellingtons, Whitleys and Hudsons from Coastal Commands patrolling aircraft. Also actions took place on several occasions in October and November against the Beaufighters of 235 and 248 Squadrons. The first 6 months operations had proved successful; victories outweighed losses, but 2 Gruppen Kommandeure and 2 Staffel Kapitanen had been killed.

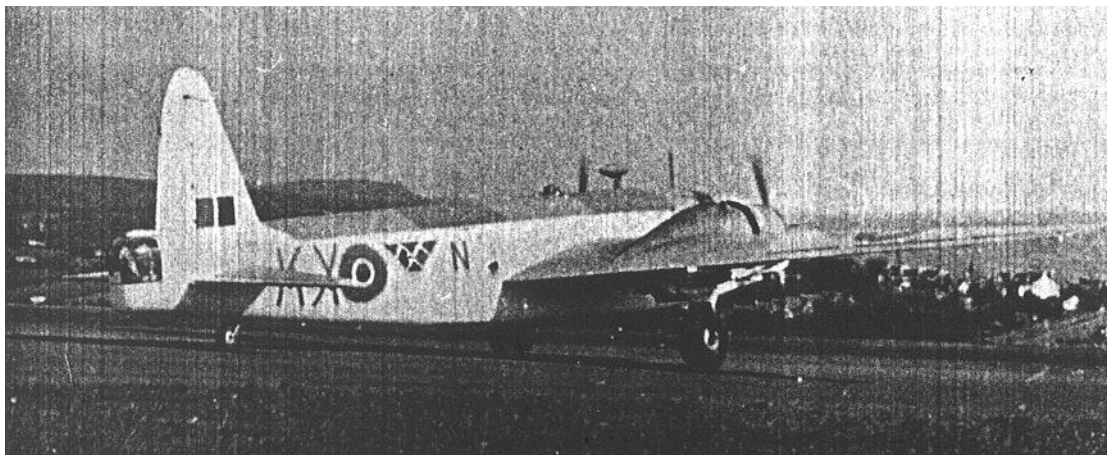


During May things livened up, Coastal Command heavies in the shape of Halifax, Liberators, Sunderlands and Whitleys, all fell to the guns of V/KG 40's Ju-88s, whilst only 2 Ju-88s were lost in combat. At this time the Staffels were all nearing the 500-mission mark, the honours fell to 14th Staffel's Kurt Necesany on the 21st of May. Judging by the photographs and typical Luftwaffe laurel decorations, a great party was had by all at Merignac. Necesany was shot down by a Liberator in February 1944 and killed.

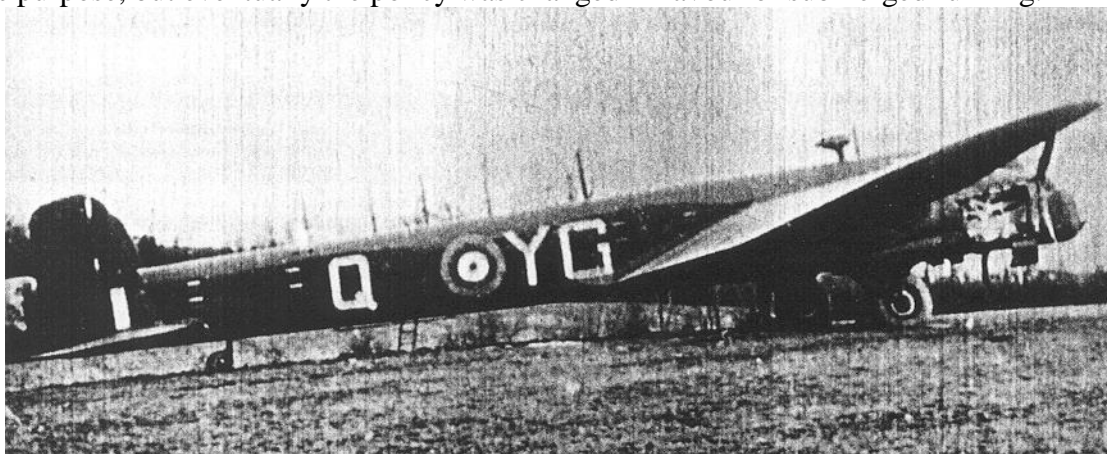


"STICKY FINGERS"

IPMS HORNCHURCH - NEWSLETTER



However June & July were costly, with 5 lost in combat with Mosquitoes and Beaufighters. The Mosquito, now upon the scene was a real problem and Ju-88s were used in groups of 6, as opposed to 4 because of them. Other aircraft were damaged in action and the ever present accidents, but once more Liberators, Halifaxes and Sunderlands were brought down. During this time the "U" Boat policy of shoot it out on the surface was in operation, the boats AA weaponry was increased for this purpose, but eventually the policy was changed in favour of submerged running.



During the summer activity continued over the "Bay" with regular combats, largely the same Coastal Command types being the victims, although several Wellingtons were brought down. In this period most Ju-88s lost were from the defensive guns of the Liberators. In September combats with Mosquitoes went the RAF's way, the Mosquito was a formidable opponent. At this point it is worth noting that during September new aircraft arriving for V/KG 40 were painted in the RLM 75/76 (Blue Grey over Weiss Grey) scheme, thus replacing the existing 72/73 splinter pattern (Sea Grey and Green) over 65 Blue undersides. Incidentally Allied reports acknowledged the white Ju-88s against the green/grey, but this was deemed to be aircraft of Commanders or Formation Leaders.

On the 25th September an air raid on St Lorient airfield destroyed or seriously damaged 15 aircraft, maybe this had something to do with the quiet start in October? The Luftwaffe was making a number of changes at this time and on the 13th October the unit was designated 1/ZG.1 (thus reactivating the Battle of Britain unit). They even took the code of that unit 2N. The Staffels were now No.1 using the letter C (i.e. 2N + PL), 2 using the letter D (i.e. 2N + BD) and 3 using the letter L (i.e. 2N + PL). Also a new Staffel, Y was formed to begin a new III/ZG.1, they used the letter R (i.e. 2N + CR).



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IPMS HORNCHURCH - NEWSLETTER

Approximately at this time 3 awards of the Duetsch Kruegin Gold were made for the efforts of V/KG 40 to Lt Meister, Hpm Morr and Ob/lr Bollstedt.

Under its new designation the unit had a quiet start to October, but November brought a rush with Short Sunderlands (3 downed and 2 badly damaged) and 2 Wellingtons destroyed, for the loss of 1 Ju-88 and a further Ju-88 lost in combat with the Beaufighters. December brought 2 Mosquitos and 2 Beaufighters as confirmed kills, but 5 Ju-88s were lost in these combats.

In the opening quarter of 1944 the Allies had stamped their authority over the Biscay area, "U"-Boats were hounded relentlessly and they had long since lost the Battle of the Atlantic. Winter weather had kept air contacts at sea down, but still the odd Halifax, Sunderland and US B-17 Flying Fortress or B-24 Liberator were brought down as was the occasional long range fighter, but approximately 5 more Ju-88s were lost in these actions.

In March III/ZG.1 was expanded by the addition of a 9 Staffel, this was formerly "KdoKunkel" a night radar unit operating the Ju-88 C6R over the Bay with Fug202 & FuG 227 radar, it was known as 9(N) III/ZG.1 Staffel, the letter being T (i.e. 2N + GT).

A big action took place on 11th April around returning "U" – Boat (U.255), in the Loire Estuary, the boat was met by an escort of minesweepers and flak ships, plus air cover of 10 Ju-88s of ZG/1. The Mosquitoes of 248 Squadron came in to attack with rocket projectiles, but they were bounced by ZG/1. However the Germans had not seen 151 Squadrons Mosquitoes who were top cover above them. To quote the "U" – Boat Kapitän, "the sky was full of twin engined aircraft in a massive dogfight, it was impossible to tell who was friend and who was foe". Several aircraft were seen to ditch into the sea, others returned to their bases damaged. Later in the day, both sides returned to the scene looking for any survivors. Then a further battle took place, in the final count ZG/1 lost 7 aircraft plus severely damaged, 248 & 151 Squadrons lost 3 each, with 5 others suffering varying degrees of damage.

This was really the end for ZG/1, the experienced personnel had virtually all been lost, the Allies were getting ever stronger, morale had dropped and even the 1,000th mission a few days later failed to raise spirits.

III Gruppen's 9 Staffel made night sorties over the Bay to intercept enemy aircraft, but they and 7th Staffel suffered losses. The Invasion came on June 6th 1944; a few days of sorties against overwhelming odds took place, losses of at least 12 Ju-88s in the Caen area forced a withdrawal on the 12th June.

The pilots who survived were sent for retraining to fly the Focke Wulf FW-190 "Sturm" attack aircraft with II/JG4, 8 of them being killed with this unit. III/ZG.1s 9 Staffel became 1/NJG.4 on the 10th July 1944 to fight in the defence of the Fatherland.



"STICKY FINGERS"

IPMS HORNCHURCH - NEWSLETTER

TOTAL CONFIRMED AIR COMBAT VICTORIES

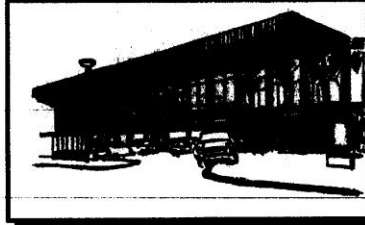
Sunderland	17 (+ 1 possible)
Wellington	17
Liberator/B-24/PB4Y- 1	16
Whitley	15
Mosquito	10
Beaufighter	9 (+ 1 possible)
Halifax	7
B-17/Fortress	3 (+ 1 possible)
P-39	2
Hampden	2
Hudson	3
Lancaster	1
DC-3	1
P-38	1
Boston	1
Blenheim	1
Catalina/PB5Y	1
Horsa	1
Unknown	1
Total	109 (+ 2 possible)

Alan



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Whatever your interests, there is such a wide variety of interests within the club that you are certain to find something for you. A few examples:

- /// Pre-Grouping
- /// Big Four
- /// BR Green
- /// BR Blue
- /// Modern
- /// American
- /// N
- /// HO
- /// OO
- /// OO9
- /// EM
- /// O

Our interests are centred on railways but there is also a strong road lobby. Some members producing kits commercially.



The club holds a small library to help with finding answers to difficult questions.

Our tea/coffee room has a multi gauge test track on which you are able to run N/009, OO/HO, EM and O gauge simultaneously.

There is parking space for several cars either in the yard or the road outside.

We look forward to seeing you.

Barking & District Model Railway Society

**Barking &
District Model
Railway
Society**



**Bromhall Road Depot
Bromhall Road
Barking
(near the Roundhouse Pub)**



"STICKY FINGERS"

IPMS HORNCHURCH - NEWSLETTER

About the club



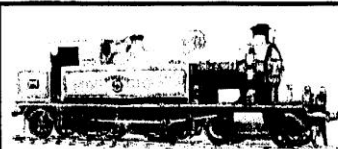
Barking & District MRS has been around since the 1960's. Formerly known as East Ham & District, the change of name was forced upon us by a change of home. We have moved home a couple of times since then as you would expect over such a long period. We have been in our new clubroom for a few years now.

We aim for a friendly atmosphere where you can come and build layouts or just chat about railways (or anything else that takes your fancy). There is a wide range of skills within the club so you will always find someone who is on the same level, better or not as experienced as you. If there are any problems you need help with, there's always someone who can help.



The largest layout the club has is built to EM standards. It has a large station and goods yard on one side with a scenery covered fiddle yard on the other. Almost the same size in area is the O gauge layout. This has a station and goods yard with the main line disappearing behind the scenery.

The OO layout, Sparkford, has attended several exhibitions and is being extended. The extension is inserted between existing boards and the layout remains operable either with or without the extension. Another OO layout is under construction. There are two 009 layouts, the well known Rhosydd and the much smaller Pyedale. In addition to layouts built by the club, members individual layouts sometimes appear. This adds both HO and N to what the club has to offer.



Club members have several trips out each year to both railway and non-railway venues. Each trip is organised to cater not only for the enthusiast but also their families who may not, inexplicably, be so fanatical about our interests as we are.

Our main meeting nights are Wednesday and Thursdays, with most members arriving around 8:00 pm, but there is usually someone around on most nights and often in the afternoon as well.

For more information, contact:
Derek Smith, Hon Secretary
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Dagenham, Essex, RM9 4EH
Tel: 0181 592 4725