



"STICKY FINGERS"

IPMS HORNCHURCH - NEWSLETTER





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Ken's Korner

Final greeting to all members

As your outgoing secretary I should like to say it was a great site to see all those models at the final competition of the year. The standard of workmanship and skill was outstanding and congratulations to Ted Taylor and Dave Ryan, both worthy winners of each class. To me it was extremely difficult to select models for placing they were all so good.

It's nice to see each club night everybody diving in to secure their copy of this months "Sticky Fingers", which reached 11 pages in April. Don't forget what I said in the April edition, lets have some new items being placed in the "Fingers" by some new blood within the club. The items can be on any type of modelling, military or aviation or any other interesting news whether past or present.

On another note, if any of you are in the region of Ripple Road, Barking on July 3rd 1999 (Saturday) there are quite a number of small exhibitions going on at "Eastbury House" which is a listed building. Any railway interested people should go along and have a look at the Barking & District Model Railway Society's contribution, I am sure you will not be disappointed.

I have a considerable number of 1:35th scale Tamiya sprues of German military figures, comprising all bodies, arms, legs, helmets and accessories and separate sprues of German military weapons etc. Anyone interested in this lot, please see me at the club.

As the matter of officership occurs during the AGM each year, I should like to propose the following people

Dave Ryan

Secretary

Ricky Prager

Treasurer

Peter Bagshaw

Assistant Secretary and Editor of "Sticky Fingers"

This leaves the Competition Secretary open for nomination

Over the period of the May Day Bank Holiday weekend, I spent three days at Warners Holiday Centre at Corton-on-Sea, approximately 1½ miles north of Lowestoft. On the Saturday we went shopping in Lowestoft and found a very good model shop, which had a reasonable range of kits. I learnt that this double fronted shop used to be Hannants in the past, before they moved to Oulton Broad. It might be that they got their kits from Hannants.

On the Sunday I made my 2 yearly pilgrimage to Thorpe Abbotts USAF Museum. The home of the "Bloody Hundredth" Bomb Group in the Second World War. On chatting to a member of staff, I learnt that a party of them had been invited on a trip in a couple of KC-135 Tankers by the officer in charge of USAF Mildenhall. The invitation was the result of Mildenhall's close relationship with the Thorpe Abbotts museum. The flights took them over Germany, where they witnessed the refueling in flight of 13 US F-16s, unloading 49 tons of fuel. One of the pilots of these KC-135s was a 24-year old woman officer, who did a magnificent job.

Another snippet of information that I learnt was that the USAF at Mildenhall have been granted special dispensation to place small nose art replica designs on their KC-135s, of the B-17 Flying Fortresses that



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flew from the base at Thorpe Abbots. As yet I have no knowledge what these names are, I may get to hear from my 100th Bomb Group newsletter.

I also paid a visit to the Norfolk and Suffolk Aviation Museum at Flixton, which is a few miles from Beccles. This was a most enjoyable afternoon, there was so much of interest there, well worth a return visit in the future. It's a pity it is so far from home, as one needs a good day there to take it all in. There is a very good pub at the entrance of the Museum, serving drinks and food. It would make a good coach trip, if you could get the numbers to fill the coach. Another thing I observed at the Museum, from the largest number of ejection seats on display was that the activator handles above the pilot's head are not always black and yellow.

I cannot think of any further news at this moment, so I will leave it to our other worthy scribes.



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AGM Agenda

1. Apologies for absence
2. Secretary's report
3. Assistant Secretary's report
4. Treasurer's report
5. Competition Secretary's report
6. Election of Officers
 - a) Secretary
 - b) Assistant Secretary
 - c) Treasurer
 - d) Competition Secretary
7. Club Competitions
 - a) Presentation of trophies to winners of 1998/1999 competitions
 - b) Competition themes for 1999/2000 should be selected - see page 13 for some theme suggestions.
8. Formulation of outstanding monthly dates for 1999/2000
9. Annual dinner, a venue and possible date to be discussed, if required at all.
10. Attendance of model shows if invited to, e.g. Model Engineering Exhibition at Olympia.
11. Any Other Business

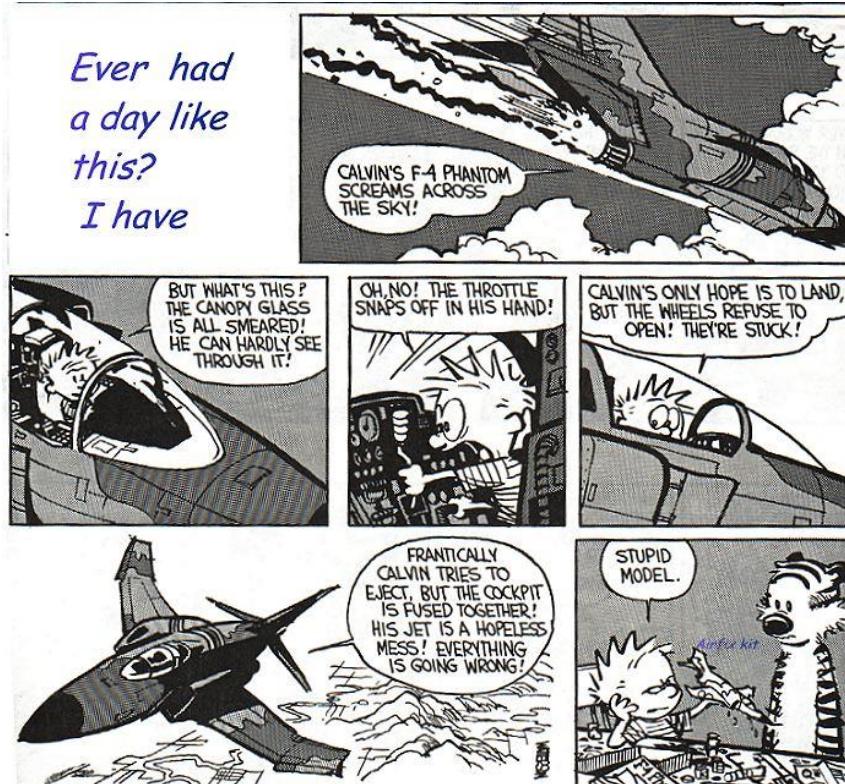
Talks and Lectures – nothing planned as yet.



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Peter's Pratlings



As you can see I've been messing about with the format of "Sticky Fingers" slightly. With the growth in size of the newsletter it occurred to me that an index would be useful, hence the front-page. I intend to use pictures I find on the web of all sorts of things e.g. pictures of the real thing but not just aircraft or pictures of models.

Not much to report this month Webwise, except for rumours that Revell/Monogram are to delay production of their announced 1/48th scale kits of the North American F-86D Sabre Dog and Dornier Do-217 until 2000. Similarly Hobbycraft have apparently postponed indefinitely production of their Vought F2G Corsairs, they still intend to do them but not yet.

I did find a new armour-modelling site called Missing Links with some very interesting articles on it. The site address is: -

<http://www.missing-lynx.com/>

One thing I have noticed is that there are quite a few modelling sites springing up. In many cases they all appear to start off with some very good articles but after a couple of months they tend to run out of steam and the amount of work on the site decreases. A case in point is the site for IPMS (US) Houston. Their site a couple of years ago was updated with a couple of articles on at least a monthly basis, then about a year ago there has been nothing. So a thought for anyone thinking of setting up their own web site, try and pace yourself with the amount of work or changes you make. Start simple and to keep other readers interest try and aim to update on a reasonably regular basis to tempt people back.



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Ricky's Ramblings

So another AGM is upon us, doesn't time fly! As of writing this at least we know we will have a new chairman this year, after Ken standing down. Thanks Ken for all your efforts in the last two years. In my time with this club we've had some very good chairmen Wally, Alan Carr and Ken so the new chairmen will not only have hard acts to follow but also a wealth of experience to call on.

Updating all my paperwork in the last week a thought struck me..... There are just over 30 people in our club, if each month one of you was to submit just one article to Sticky Fingers you wouldn't have to do it again for another 2.5 years ! So how about it.

Competition Time

H	K	I	S	O	F	W	N	A	C	C	T	N	P	R	Q
E	T	S	D	O	R	N	I	E	R	W	J	T	T	M	A
G	R	A	D	V	B	R	O	L	E	K	N	I	E	H	H
T	R	J	P	E	E	F	Y	N	S	I	L	S	F	H	T
A	Q	U	U	F	E	T	H	N	V	N	S	R	L	E	O
H	A	N	S	A	B	R	A	N	D	E	N	B	U	R	G
A	J	K	T	T	Z	M	W	L	R	O	O	G	W	M	R
L	K	E	H	I	A	S	C	S	V	E	R	G	E	A	Y
B	I	R	A	L	E	H	C	S	N	E	H	J	K	N	J
E	T	S	L	O	E	H	A	V	R	E	H	F	C	R	R
R	A	U	B	T	M	D	S	V	T	Y	K	L	O	P	E
S	I	H	A	I	M	B	S	R	E	K	K	O	F	R	T
T	V	D	T	D	E	H	T	Y	J	K	R	A	C	B	Q
A	A	T	R	G	H	I	O	I	R	E	L	P	M	U	R
D	X	R	O	W	D	F	F	G	K	Z	R	M	X	C	F
T	E	N	S	S	O	V	D	N	U	M	H	O	L	B	Z

There are fourteen German WW1 and WW11 aircraft in this puzzle reading downwards, upwards, diagonally, forwards and backwards. Are you man enough to find them all ?

Answers next month



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Aircraft Maintenance Write-Ups Believe me !!!

Discrepancy: "Left inside main tire almost needs replacement."
Corrective Action: "Almost replaced left inside main tire."

Discrepancy: "Test flight OK, except autoland very rough."
Corrective Action: "Autoland not installed on this aircraft."

Problem #1: "#2 Propeller seeping prop fluid."
Solution #1: "#2 Propeller seepage normal."
Problem #2: "#1, #3, and #4 propellers lack normal seepage."

Discrepancy: "The autopilot doesn't."
Signed off: "IT DOES NOW."

Discrepancy: "Something loose in cockpit."
Corrective Action: "Something tightened in cockpit."

Discrepancy: "Evidence of hydraulic leak on right main landing gear."
Corrective Action: "Evidence removed."

Discrepancy: "Number three engine missing."
Corrective Action: "Engine found on right wing after brief search."

Discrepancy: "DME volume unbelievably loud."
Corrective Action: "Volume set to more believable level."

Discrepancy: Dead bugs on windshield.
Corrective Action: Live bugs on order.

Discrepancy: Autopilot in altitude hold mode produces a 200 fpm descent.
Corrective Action: Cannot reproduce problem on ground.

Discrepancy: IFF inoperative.
Corrective Action: IFF inoperative in OFF mode.

Discrepancy: Friction locks cause throttle levers to stick.
Corrective Action: That's what they're there for.



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Hornchurch IPMS Balance Sheet 98 / 99

INCOMING

BALANCE BROUGHT FORWARD FROM 97 / 98	68.53 (- 193.43)
SUBSCRIPTIONS MAY 98 TO APRIL 99	522.00
DONATION FROM PARKVIEW MODELS	5.00
<u>TOTAL</u>	595.53

OUTGOING

CHURCH HALL FEES	234.00
REFRESHMENTS	39.09
TROPHYLAND	14.00
M.E.E. EXPENSES	8.20
VISITORS EXPENSES	45.00
(BILL MATTHEWS / ARCHAEOLOGY GROUP)	
<u>TOTAL</u>	340.29

BALANCE AS OF APRIL 99	255.24 (186.71)
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Attendance

M	J	J	A	S	O	N	D	J	F	M	A	TOTAL	AVE/MTG
24	20	21	21	22	25	26	24	28	24	30	26	291	24

IPMS Members

TOTAL 18 MEMBERS

NOTES

DECEMBER CLUB NIGHT FREE.

MAY SUBSCRIPTIONS WERE STILL £1.50.



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IPMS Hornchurch Annual Competition

April Aircraft Voting Results

Once again a very close competition with many very well made models. The voting was very difficult. Votes for the first 12 places was very close, but as ever we have a winner and this time it was Dave Ryan with his Beaufighter. Mick Pitts comes a close second with his unusually coloured Focke Wulf and Robin Bellamy joins Ken's A-4 SIG group with his Skyhawk. Well done to the winners and indeed everyone for taking part, to use a sort of cliché, it wouldn't really be a competition without you.

Position	Entrant	Entry	Votes
1 st	Dave Ryan	Bristol Beaufighter Mk.10	32
2 nd	Mick Pitts	Focke Wulf FW-190 D-9	30
3 rd	Robin Bellamy	McDonnell Douglas A-4 Skyhawk	24
4 th	John Hone	McDonnell Douglas F-4J Phantom II	22
5 th	Ricky Prager	Fokker Eindecker	19
	Dave Ryan	Mosquito NF.II	18
	Alan Wright	Supermarine Spitfire Mk.Vb (Trop)	17
	Robin Bellamy	Republic P-47D Thunderbolt	17
	Steve Hubbard	North American F-100D Super Sabre	17
	Ken Sparks	North American P-51 Mustang	16
	Ted Taylor	Bristol Beaufighter Mk.10	15
	Kevin Hudson	Fiat Br.20	11
	Steve Hubbard	North American F-86 Sabre	11
	Wally Arrowsmith	Boeing 737 Casino	11
	Mick Pitts	Focke Wulf FW-190 A-8	10
	Peter Bagshaw	McDonnell Douglas FGR2 Phantom II	8
	Ron Newbold	Bell UH-1H "Huey" gunship	8
	Alan Wright	Kawanishi "Alf"	4
	Kevin Hudson	Republic P-47 Thunderbolt	3
	Wally Arrowsmith	Boeing 737 SAA	3
	Ted Taylor	Bristol Beaufighter Mk.2	2
	John Bennett	de Havilland Dove	1
	Peter Bagshaw	Focke Wulf FW-190 A-7	1
	John Bennett	Supermarine Attacker	
	Ken Sparks	McDonnell Douglas A-4 Skyhawk	



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Wally Arrowsmith Trophy (Aircraft) - Final Positions

With the final results in our winner for this season is Peter Bagshaw. As I'm writing this for Dave I'll let him speak about this. Well done too to Alan Wright for a close second place and to John Bennett for third (who says airliner modelling isn't popular?).

Peter Bagshaw	90
Alan Wright	81
John Bennett	60
Ken Sparks	56
Mick Pitts	51
Robin Bellamy	51
John Hone	36
Dave Ryan	35
Kevin Hudson	33
Paul Bennett	26
Bob Ryan	24
Ian Brown	24
Mark Thompson	23
Ricky Prager	22
Charles Thompson	20
Peter Quinn	20
Mark Hogan	15
Wally Arrowsmith	15
Carmell Zammit	10
Steve Hubbard	10
Ted Taylor	10
Ron Newbold	5



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April Miscellaneous Voting Results

A much better turnout than usual, giving us a hard time again for voting, curses! Congratulations to Ted Taylor for his excellent Dragon Wagon. I saw this in preparation a couple of months ago and I can confirm that not all of the quality of the model was down to Tamiya, Ted has done a lot of work on it. This is Ted's first win, and hopefully it won't be his last. John seems to have shrunk his cars with his second placing Bentley and a good third place for Ken. Well done all.

Position	Entrant	Entry	Votes
1 st	Ted Taylor	M-25 Dragon Wagon	62
2 nd	John Hone	Bentley 4½ litre	50
3 rd	Ken Sparks	Challenger	33
4 th	Steve Hubbard	Benetton B195	29
5 th	Ron Newbold	Mercedes Fire Engine	28
	Dave Ryan	Conqueror Mk.2	26
	Ken Sparks	Bren Gun Carrier Diorama	25
	Mick Pitts	Kawasaki GP500	19
	Steve Hubbard	Porsche 950	12
	Mark Hogan	Centaur	9

IPMS Hornchurch Trophy (Miscellaneous) - Final Positions

Final positions for this season's competition sees a new face to the top position. An excellent and consistent modelling season means that the winner of the trophy this year is Ron Newbold, well done. With Ken and myself coming second and third respectively to keep Ron honest!

Ron Newbold	98
Ken Sparks	75
Peter Bagshaw	65
Dave Ryan	51
John Hone	28
Mick Pitts	28
Steve Smith	26
Ted Taylor	25
Steve Hubbard	24
Ian Brown	23
Bob Ryan	19
Mark Hogan	5



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Competition Suggestions

Aircraft

1. World War I Could be combined with Miscellaneous
2. Inter-war period 1918 to 1939
3. More than 1 wing Biplanes, triplanes etc
4. Vertical Take-off i.e. helicopters & Harriers etc.
5. Post W.W.II conflicts Any aircraft in markings used at the time of conflict e.g. Suez, Falklands, Gulf etc
6. All the same plane? We all purchase the same kit e.g. Revell 1:72nd P-51B Mustang, anything can be added (resin interior & new decals etc., so long as it's documented.
7. A specific country e.g. Japanese or German – Could be combined with Miscellaneous
8. What-if ?

Miscellaneous

1. Figures
2. Reconnaissance & observation
3. Tracked vehicles
4. Vehicles with tyres Cars, trucks or armoured cars
5. The Animal world e.g. Jaguar cars, Panther or Tiger tanks
6. British Tanks 1940 – present day
7. Ground pounders Artillery pieces, mortar crews or even road work vehicles
8. Desert warfare Anything used in the desert e.g. Gulf war, Israeli/Arab wars or W.W.II



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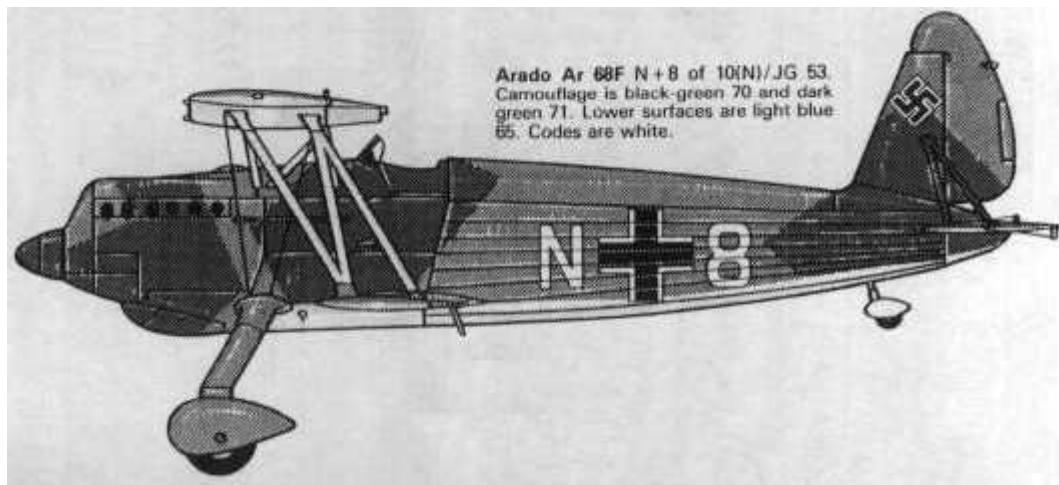
Wrighty's References

Fighter of the Luftwaffe 1939/40 – The Nightfighter Force

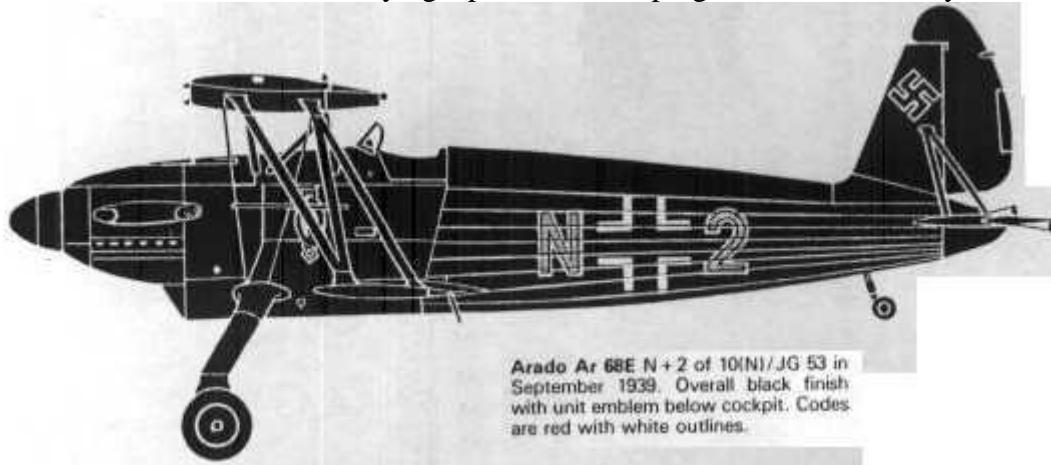
The Early Years – Formations

During mid-1930 to the end of the year, a mixture of second rate types of aircraft were grouped into staffels, and added to day fighter units as night staffels. The most up to date aircraft in use was the Messerschmitt Bf-109D, the units were: -

10/11 JG2
10/JG 53
10/JG 26
10/11 JG72
later 5(N)JG 52
11(N)LG 1



This being little more than a token force, flying a patrol area, hoping to come across any bomber in that area.



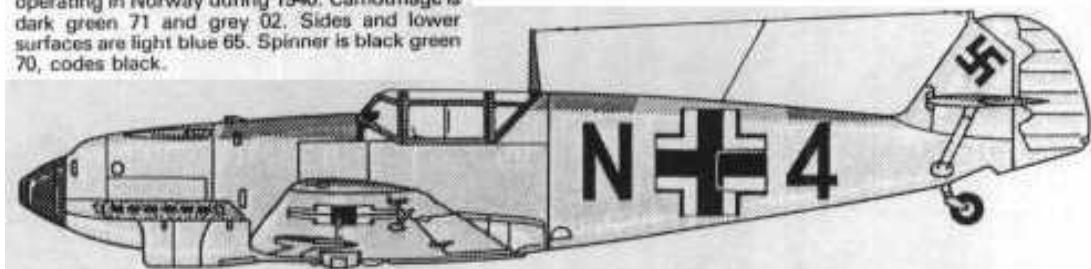
During the winter of 1939/40 an effort was made to protect the shipping at Willemshaven, a new unit IV/JG 2 was formed from 10/11 JG 2 and 10/JG 26, this Gruppe being based at Jever fully equipped with Messerschmitt Bf-109D fighters.



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Messerschmitt Bf 109C N+4 of IV(N) JG 2
operating in Norway during 1940. Camouflage is
dark green 71 and grey 02. Sides and lower
surfaces are light blue 66. Spinner is black green
70, codes black.

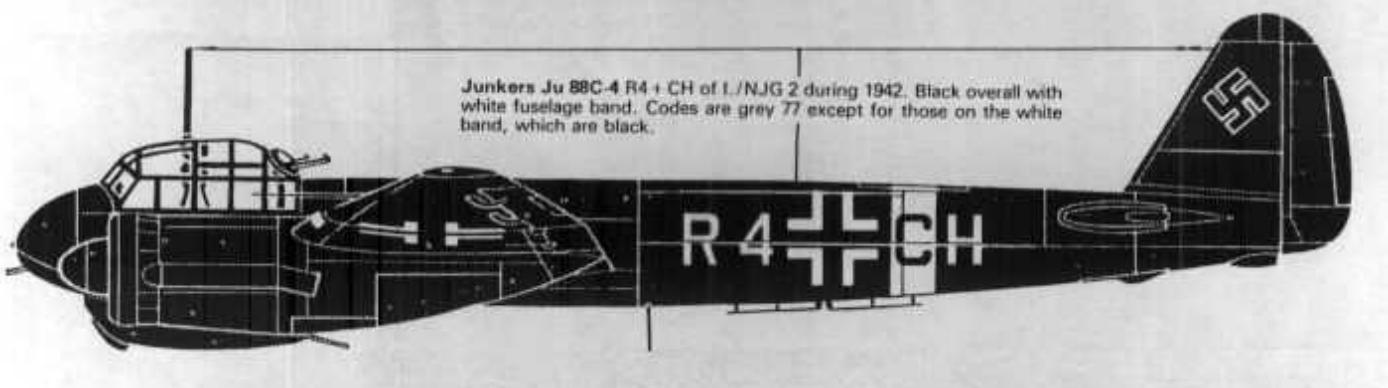


By mid-1940 it was seen that a more effective force was needed, it was Oberst J. Kammhuber under direct orders from Goering, who began forming the new night fighter force. This was done by taking 2/3 Staffels ZG/1, who had been involved in the invasion of Denmark, and personnel from 10/JG 53 which was then disbanded to form 1/NJG 1 in July 1940. After training they were based at Gutersloh, with the Messerschmitt Me-110C.

In August 1940, 1/ZG 76, which had been involved in the Battle of Britain, was withdrawn due to heavy losses. 2/3 ZG 76 with a new staffel (4/NJG 1) were brought together to form the new II/NJG 1, based at Aarlborg with Messerschmitt Me-110Ds. Also in September a new III Gruppe was formed, thus bringing NJG/1 up to Geshwader strength, fully equipped with Messerschmitt Me-110s.

In July I/NJG 2 was formed with 24 Junkers Ju-88C fighters as a long-range intruder Gruppe, the basis of this was KG/30 and I/ZG 76. After training they were based at Gilze Rijen. (Originally known as II/NJG 1, the unit took up its designation in September to allow NJG/1 to have all its gruppen operating the Messerschmitt Me-110.)

Junkers Ju 88C-4 R4+CH of I./NJG 2 during 1942. Black overall with white fuselage band. Codes are grey 77 except for those on the white band, which are black.





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During October, using parts of II/NJG 1 and IV (Z) LG/ 1, another Gruppe I/NJG 3 was formed. Therefore by December 1940 the Night Fighter forces available were:-

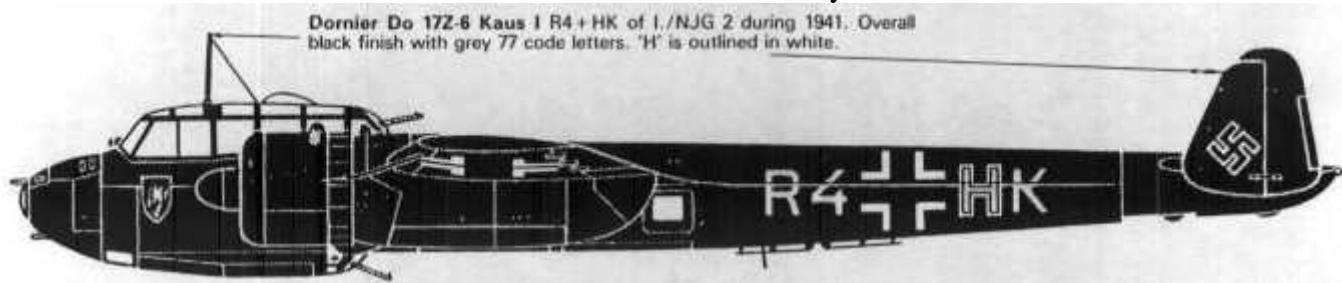
Unit	Aircraft	Location	Codes
I/NJG 1	Me 110C & D	Gutersloh / Schipol	G9
II/NJG 1	Me-110D	Leeuwarden	G9
III/NJG 1	Mixed	Aarborg / Deelen	G9
I/NJG 2	Ju-88 & Do-217	Gilze Rijen	R4
I/NJG 3	Me-110C	Germany	L1 & D8

Expansion of the Night Fighter Force 1941

The existing units persisted into 1941, using bases such as Deelen, Venlo, Leeuwarden, Aarborg etc. Strength and effectiveness was slowly building up. In April 1941 the Me-110s of I/NJG 3 were sent to Greece, and then North Africa at Derna, eventually being recalled in October.

Intruder Unit Operations

The intruder unit I/NJG 2 did not use Me-110s, as they did not have the necessary range, intruder missions over England was the purpose of this unit, Junkers Ju-88C2 and Dornier Do-17Z10s being used. From the autumn of 1940 they had carried out such missions in a small way. These operations increased from the spring and a steady toll of Wellington, Hampden, Blenheim and Whitley bombers were destroyed along the East Coast of England. From the middle of the year more interceptions of returning bombers were made over the North Sea as defences became more effective. 22 kills in April and 20 in June were the best months out of a total of just over 100 aircraft for the year. There was also a steady attrition of I/NJG 2s aircraft as well. However in October I/NJG 2 was ordered to Sicily and the intruder raids ceased.



New Gruppen

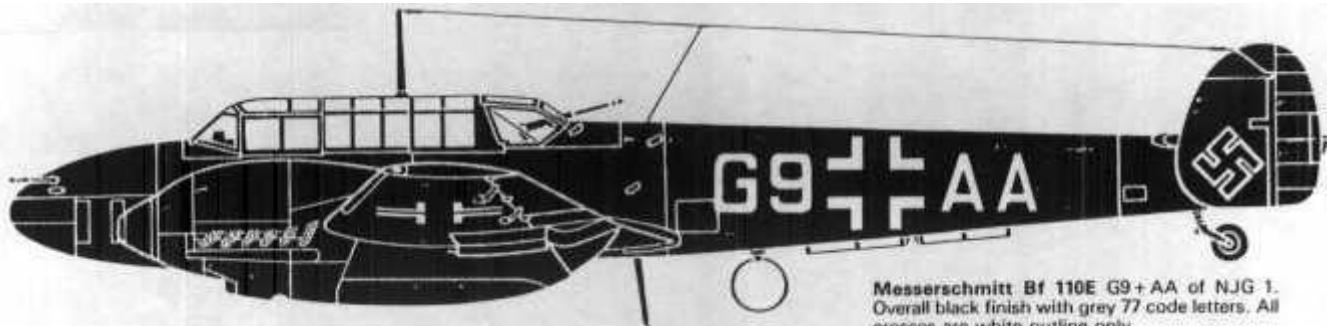
During October, II/NJG 3 was formed, followed by III/NJG 3 in November, from the basis of II/ZG 76 former day fighter units. Also at this time due to expansion by I/NJG 2, a II/NJG 2 was formed using the Dornier Do-17Zs of that unit, I/NJG 2 being fully Junkers Ju-88 equipped.

In December I & II/NJG 4 were formed from ex-day fighters ZG/ 26 & ZG/ 27 with Messerschmitt Me-110Es. This was the situation at the end of 1941.



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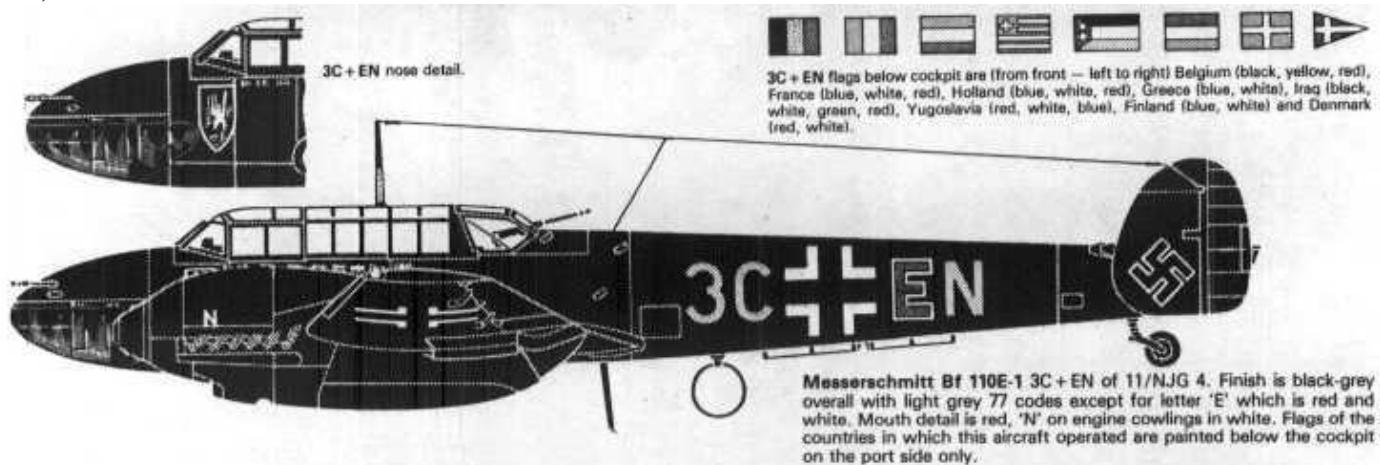
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Messerschmitt Bf 110E G9+AA of NJG 1.
Overall black finish with grey 77 code letters. All crosses are white outline only.

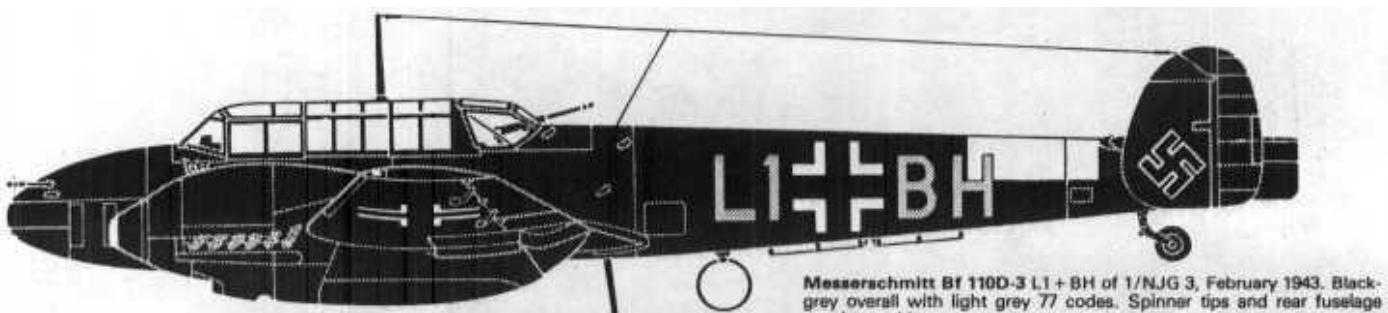
Night Fighters 1942

The departure in December of I/NJG 2 with Junkers Ju-88s for the Mediterranean left a gap at home, this was partially filled by the new Gruppen I & II/NJG 4, but these units were operating the Messerschmitt Me-110, which was not as effective as the Junkers Ju-88.



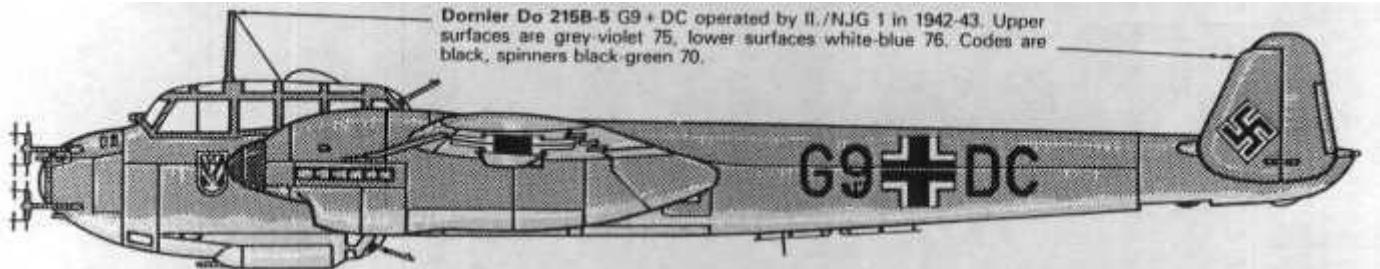
3C+EN flags below cockpit are (from front - left to right) Belgium (black, yellow, red), France (blue, white, red), Holland (blue, white, red), Greece (blue, white), Iraq (black, white, green, red), Yugoslavia (red, white, blue), Finland (blue, white) and Denmark (red, white).

Messerschmitt Bf 110E-1 3C+EN of 11/NJG 4. Finish is black-grey overall with light grey 77 codes except for letter 'E' which is red and white. Mouth detail is red, 'N' on engine cowlings in white. Flags of the countries in which this aircraft operated are painted below the cockpit on the port side only.



Messerschmitt Bf 110D-3 L1+BH of 1/NJG 3, February 1943. Black-grey overall with light grey 77 codes. Spinner tips and rear fuselage

During the spring II/NJG 2 were now operating Dornier Do-215B5 N/Fs and the Dornier Do-17Zs were phased out. However the Dornier Do-17Zs were used to form III/NJG 2, which was soon after bolstered by some Dornier Do-217B5s.



Dornier Do 215B-5 G9+DC operated by II./NJG 1 in 1942-43. Upper surfaces are grey-violet 75, lower surfaces white-blue 76. Codes are black, spinners black-green 70.

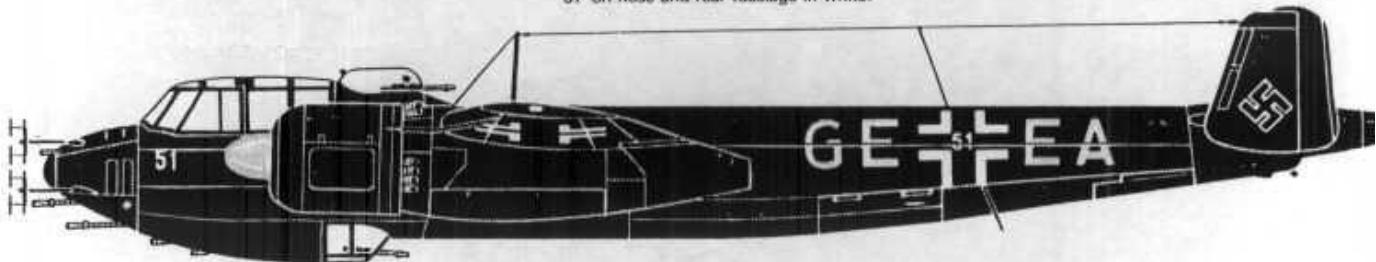


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II/NJG 1 had swapped their Messerschmitt Me-110s for Dornier Do-215B5s, and during March these were augmented with Dornier Do-217Js, the latest night fighter from Dornier.

Dornier Do 217J-2 GE + EA. Delivery finish of overall black with grey 77 codes and spinners. '51' on nose and rear fuselage in white.

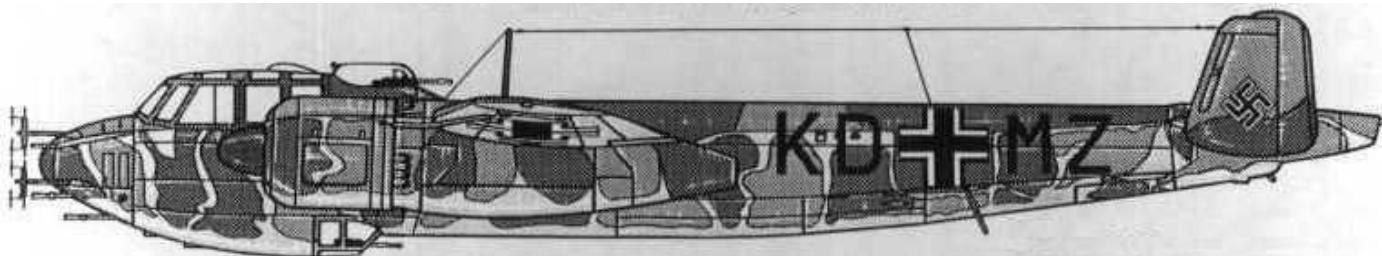
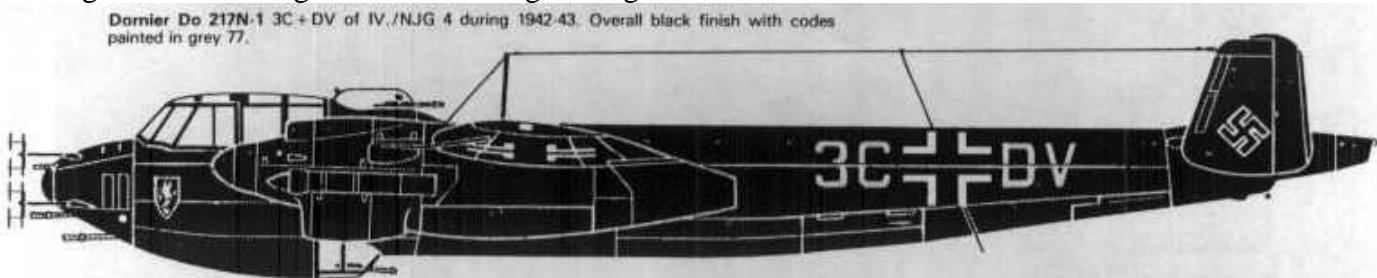


Thus by May the Night Fighter force was as follows

Unit	Code	Aircraft
I/NJG 1		Messerschmitt Me-110
II/NJG 1	G9	Dornier Do-215/217
III/NJG 1		Messerschmitt Me-110
I/NJG 2		Junkers Ju-88 (in Africa)
II/NJG 2	R4	Dornier Do-215
III/NJG 2		Dornier Do-217
I/NJG 3		Messerschmitt Me-110 / Dornier Do-217
II/NJG 3	L1	Messerschmitt Me-110
III/NJG 3		Messerschmitt Me-110
I/NJG 4		Messerschmitt Me-110
II/NJG 4	3C	Messerschmitt Me-110 / Dornier Do-217

From May when the first 1,000 bomber raid took place, RAF night bombing was becoming a real threat, the night fighter force during the summer months were getting later models of aircraft and better radar equipment to counter the RAF bombers. Halifaxes and Lancasters were now supplementing the older Wellingtons and Stirlings in the increasing raiding force of the RAF.

Dornier Do 217N-1 3C + DV of IV./NJG 4 during 1942-43. Overall black finish with codes painted in grey 77.

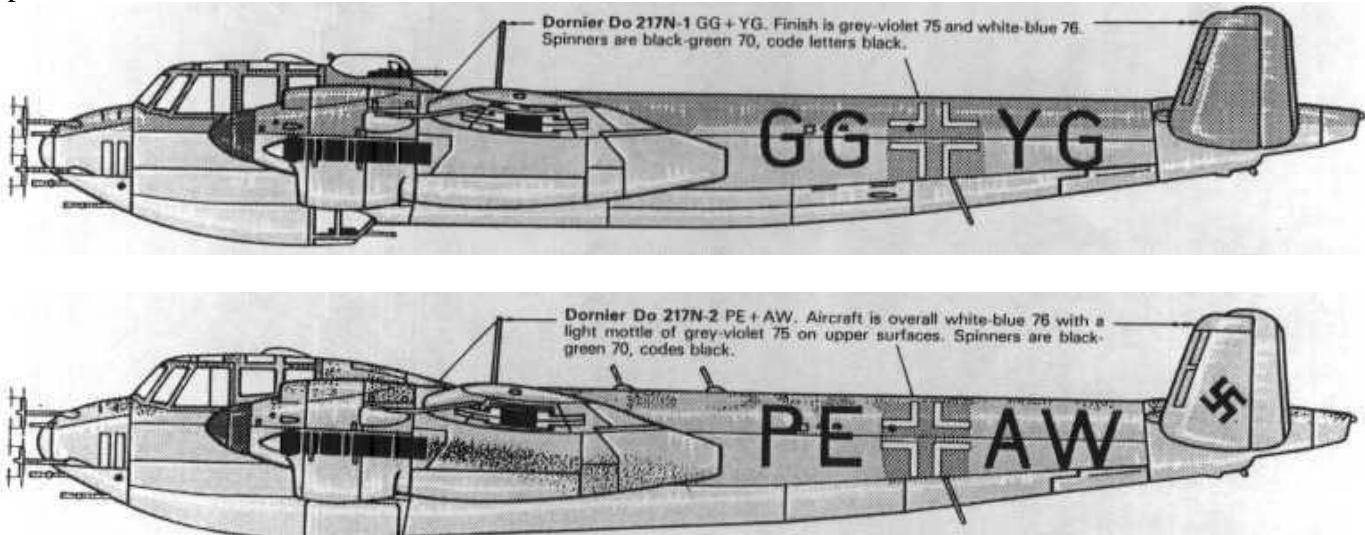




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In August I/NJG 2 was recalled for Home Defence. In October II/NJG 2 became IV/NJG 1 and III/NJG 2 became II/NJG 2, getting new Junkers Ju-88C6s in the process, however this unit was sent to Sicily as a replacement for I/NJG 2.



As the year ended further expansion of the force was being planned for 1943. As new Junkers Ju-88s arrived, this enabled IV gruppes to be added to NJG 2 and NJG 3, and a new III/NJG 4, these being formed from the older types of aircraft. Also I/NJG 5 and II/NJG 5 were in the process of formation and becoming operational. So at the close of 1942 the Night Fighter force consisted of 5 Geshwader with 16 Gruppen, hardly enough for the forthcoming battles.

Alan



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1999/2000 Schedule

June 21 st	
July 19 th	
August 16 th	Aircraft Competition Miscellaneous
September 20 th	
October 18 th	
November 15 th	Aircraft Competition Miscellaneous
December 20 th	
January 17 th	
February 21 st	Aircraft Competition Miscellaneous
March 20 th	
April 17 th	Aircraft Competition Miscellaneous
May 15th	AGM



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CONTACT

Journal for Ex-Servicemen/women and Associated Club Members.



Bill Hooper (left) with Ted Exall outside the Good Intent (GI) after the unveiling of the Memorial Stone, that was erected in the grounds of Mitchell School (built on the site of RAF Hornchurch and named after the designer of the Spitfire) in memory to those who served and died at RAF Hornchurch.

Bill Hooper

The death last year of Bill Hooper who was the cartoonist creator of the well-known and hilarious wartime character, Pilot Officer Prune brings sadness to many who served in the RAF and WAAF during World War II.

The character Pilot Officer Percy Prune initiated at RAF Hornchurch during July 1940. Bill Hooper said: 'In July 1940 Big Mac a Glaswegian Sergeant Pilot flying with our Hornchurch based 54 Squadron landed badly almost ploughing in. He had just had a very dicey lone encounter over Kent with two ME-110s and was badly shaken.

Away from his shot-up Spitfire he took the customary cigarette from his mechanic with a shaky hand. "Not to worry Mac" an oppo of his called. "You son are privileged to be flying with the gallant Fighting Fifty-four!"

"Oh aye." replied Mac "And I often wonder where the other.... Fighting Fifty Three are!"

That afternoon Bill quietly pinned up a drawing depicting the event. An egg-headed, mushroom nosed Spitfire pilot surrounded by hundreds of German fighters and a caption saying 'Where's the other ---- fifty-three!'

During the ensuing weeks Bill drew cartoons of events taking place on 54 Squadron at Hornchurch. He then pinned them up on the wooden stalls of 'A' Flight Dispersal hut.

On September 3rd 54 Squadron was posted to Catterick to rest and receive replacement aircraft, men and equipment. Before leaving Hornchurch 'Prof.' Leathart, the C.O. who was posted to higher command



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collected all Bill's drawings from the walls of 'A' Flight hut. He wrote a set of hints and tips for fighter pilots from lessons learned in battle and he suggested that Bill illustrate them with his drawings.

The Lord Provost of Glasgow raised the money to have them printed in a book, which was called "Forget Me Nots for Fighters"

The book was seen by Flt Lt A.A. Willis who had been recalled from retirement to create a training manual for aircrew.

Bill was summoned to the Air Ministry to meet Flt Willis who wanted to use his little Spitfire pilot as a character in the manual and so Pilot Officer Prune became a central figure in the RAF's training memoranda 'Tee Emm'

When hostilities ceased and Bill had been to Locke's to order a bowler hat for himself, and one of the same size, for P.O. Percy Prune. (RAF Retarded), he received a letter from an Intelligence hod, who had served at RAF Hornchurch, and at that time was with 'Captured Documents', in occupied Berlin.

With the letter was a citation bearing those ominous swastikas and eagles of the Third Reich over the facsimile signature of 'Der Reichminister Der Luftfahrt Und Oberefehlshaber Der Luftwaffe', Herman Goering.

Pilot Officer Percy Prune, had been awarded the Iron Cross for having destroyed so many Allied Aircraft!

Thus the final accolade and it all started at RAF Hornchurch.

