



# "STICKY FINGERS"

## IPMS HORNCHURCH - NEWSLETTER



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### Dave's Divulgence

Dear Members

On Saturday 24/7/99 I paid a visit to the Beltring AFV show and the term "Gob Smacked" had it's full meaning. There were over 2,000 AFVs and apart from them staged around the area were W.W.II scenes like the British Paras entrenched at Arnhem, which was a scene to be remembered. How they had their positions gave you a feeling that you were really there, they had mortar, Bren, Vickers, PIAT and rifle positions with full equipment and battle-dress, this was also the same for the German units too. There were many highlights throughout the day with tanks and light skins driving around the arena, field guns being towed, tanks crushing cars and 5 Abbots firing their 105mm guns off, all at the same time.

The best highlight of the day was when the participants took part in the main battle scene from the film "Saving Private Ryan". The German team had a Hannomag, 2 motorcycles and sidecars and 60 troops. The Allies had 2 Sextons, 1 Sherman and US and British troops. When the mock battle started it some how seemed so real with rifles and machine guns going off, soldiers running too and fro, plus the Sherman knocking out the Hannomag. Whilst I was watching this it made me think about the hobby we have. Do we make models to pass the time or it is something more?

For me it is something very special. When I make a model of military value I now make it as a memorial to those people Allied or enemy that fell in the battlefields of W.W.II, and if it were not for people like us it would possibly be forgotten. Which brings me to something that was said in a scene from the film: -

*Dear Madam*

*I have been shown in the files of the War Department as statement of the Adjutant General of Massachusetts that you are the mother of 5 sons who have died gloriously on the field of battle. I feel how weak and fruitless must be any words of mine at to beguile you from the grief of a loss so overwhelming. But I cannot refrain from tendering to you the consolation too you that may be found in the thanks of the Republic they died to save. I pray that our heavenly father may assuage the anguish of your bereavement and leave you only the cherished memory of the loved lost and a solemn pride that must be yours to have laid so costly a sacrifice upon the alter of freedom.*

*Yours Very Sincerely and Respectfully  
Abraham Lincoln*

I hope that my report says it for at least most of you as it does for me.

On another note I have just been in touch with Chris Russell who is the co-ordinator for the Chiltern Model Show at the Mosquito Museum (not Dr Wallsgrave) and he is sending me details and giving us 3 6x2 ft tables on the day. I am still awaiting other model shows information. Tonight is Competition Night so good luck to all that enter.

**Dave**

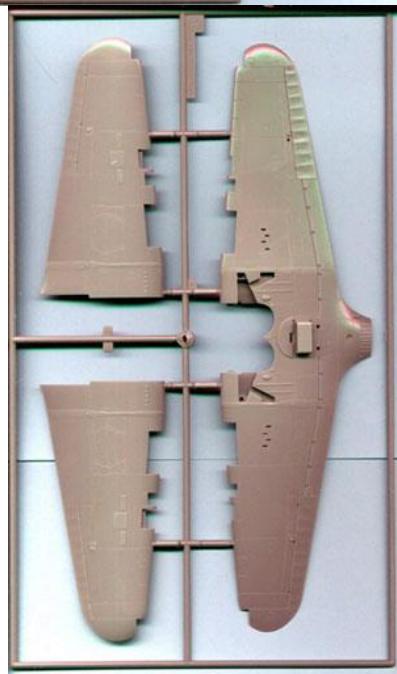
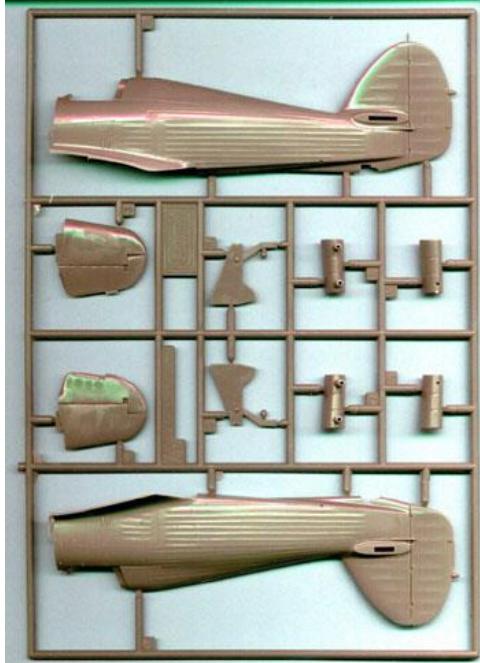
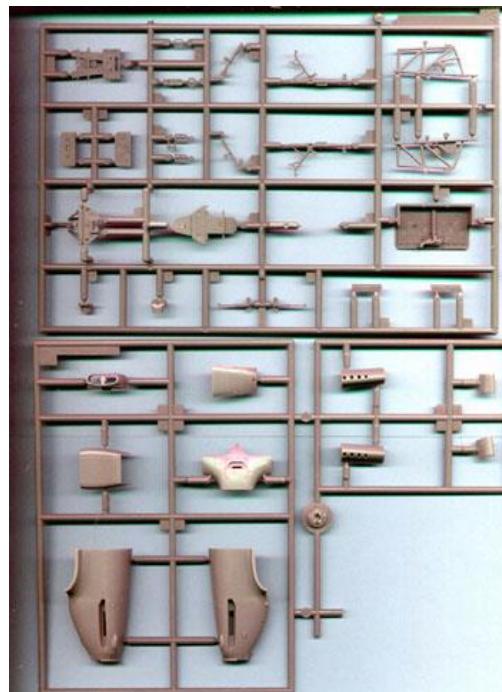
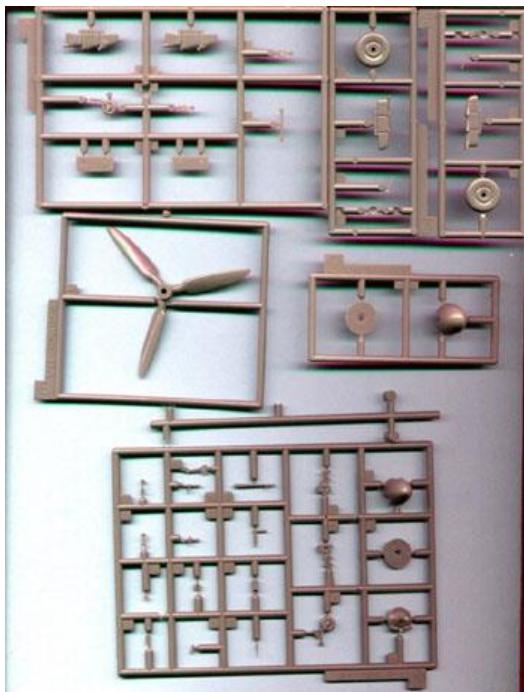


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### Peter's "Prattlings"

More news on the kit front, Hasegawa's new 1/48<sup>th</sup> Hurricane Mk.1 has started to appear and the pictures below show the major sprues.

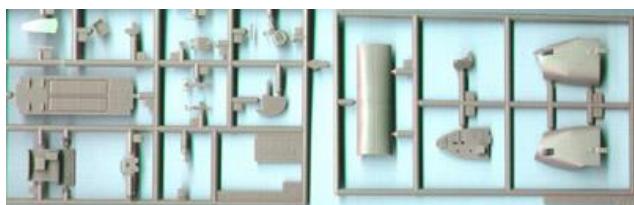
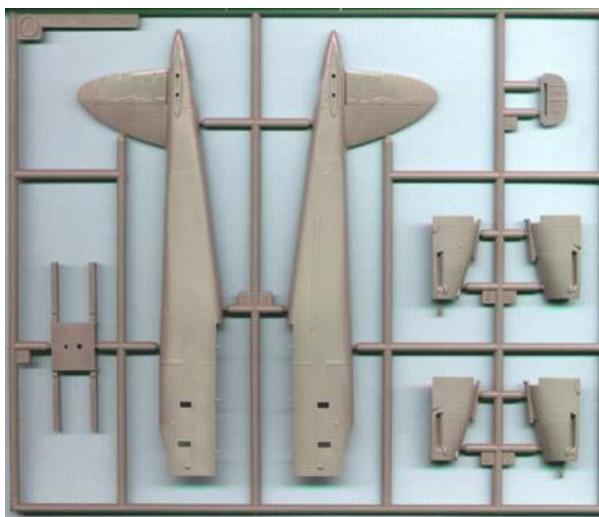
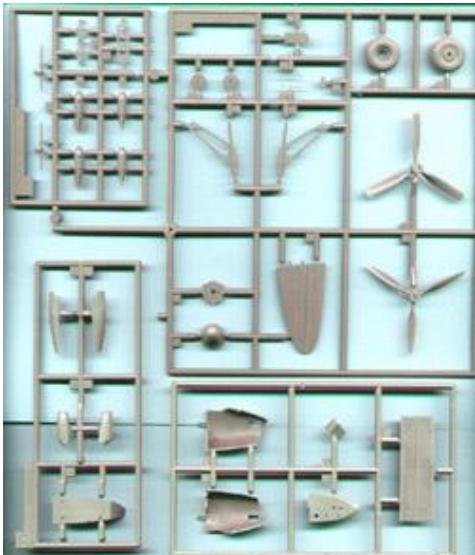


Also available are pictures of the new 1/72<sup>nd</sup> Mosquito. Although I'm glad to see new kits in this scale I'm still disappointed that Hasegawa don't go to any effort on depicting the interior, especially when they seem to try so hard in 1/48<sup>th</sup>.



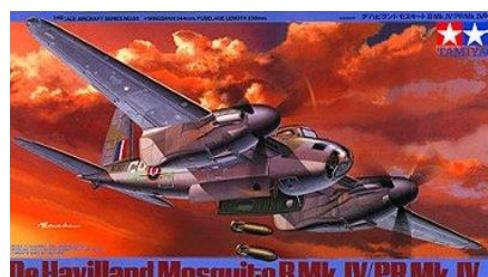
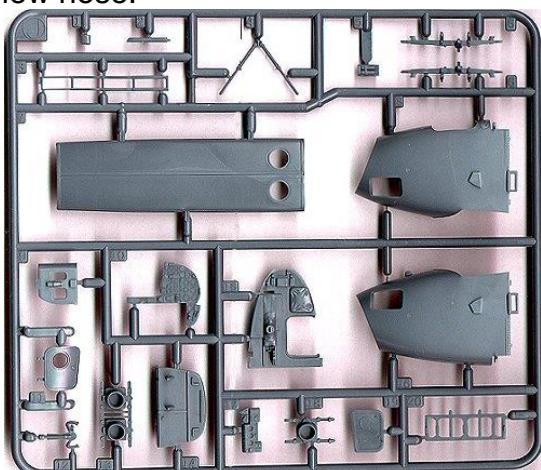
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Apparently the transparency has been moulded in 2 halves but Aeroclub do a replacement vacform in 1 piece.

In 1/48<sup>th</sup> again, Tamiya release the B.IV version of their Mosquito. Here is the new nose.



*Peter*



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### Ken's "Korner" – "The Skyhawk SIG"

The following is a little more information I have gleaned.

#### *The Role of the RNZAF Skyhawks*

An air combat force designed to make rapid responses to a range of challenges by sea, land and air. The RNZAF's front line offensive and defensive combat aircraft is the McDonnell Douglas A-4K Skyhawk of No's 75 & 2 Squadrons based at Ohakea. The Skyhawk is a versatile aircraft with the ability to provide air support of ground troops with ground attack and maritime air support operations. Fundamentally the Skyhawk is a highly manoeuvrable aerial weapons system that can deliver rockets, cannon fire and missiles with great accuracy.

#### *An Historical Overview of the RNZAF Skyhawk*

In 1970 fourteen A-4K and TA-4K Skyhawks entered RNZAF service. An additional 10 were bought second hand from the Australian Navy in 1984. Between 1970 and 1990 three Skyhawks have been irreparably damaged in crashes. Of the remaining 21 aircraft, six belong to No. 2 Squadron, which since March 1991 has been based at RANAS Nowra, NSW Australia, flying air defence support for the Australian Defence Forces and continuing to provide aircrew conversion to type and operational training. The RNZAF's primary strike unit No. 75 Squadron, based at RNZAF base Ohakea, and is responsible for the other 15 Skyhawks in the tactical jet fighter role, supporting both Army and Navy operations. No. 75 squadron is prepared for deployment overseas at short notice.

In 1986 a major upgrade of the Skyhawk fleet began, extending its operational life span and combat effectiveness well into the next century. Under Project Kahu, which was completed in 1991, each aircraft has been fitted with modern avionics systems, including an inertial navigation platform, head-up display and multi-mode radar. A Skyhawk's payload is 3,727Kgs of rockets, bombs, missiles and cannon in any combination and its air to air refuelling capability increases both its range and flexibility.

#### *New Zealand Model Club Pen Friends News*

I have received long and belated news from our model maker friend in New Zealand via email. He was more than apologetic in leaving it so long to contact me, however it would seem that during their summer climate it is far too hot to do any modelling, let alone write letters to friends. Anyway he has more than made up for the lapse in time.

He has sent me their newsletter "Off The Sprue" for both May and July 1999. The club is now meeting as a joint effort with twin editors, "The Tauranga" Branch of the club calls their newsletter "Off The Sprue" and the "Hamilton" Branch calls theirs the "Kaimai Express", whatever Kaimai means, I shall have to enquire.

Peter Cook has sent me a 1:72<sup>nd</sup> scale Commemorative Plastic Model kit set with RNZAF decals of the A-4K Skyhawk. The manufacturer is called "Flying Kiwis" and is supplied by Trevor Bringans Ltd, PO Box 76-156 Manukau City, Auckland, New Zealand. It would seem this company exclusively distributes this in New Zealand. The price tag on the



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wrapper states \$9.50; the exchange rate at the moment is 2 dollars 90 cents to the pound, so the kit must retail at about £3.25.

I have 4 photos of Peter and his family, who appear to live near to the beach, as he states the photo was taken at the top of his road and the next land mass from the beach is South America.



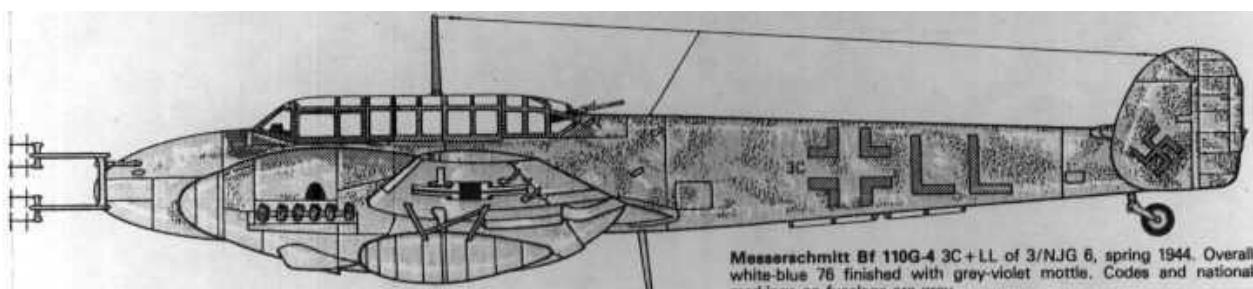
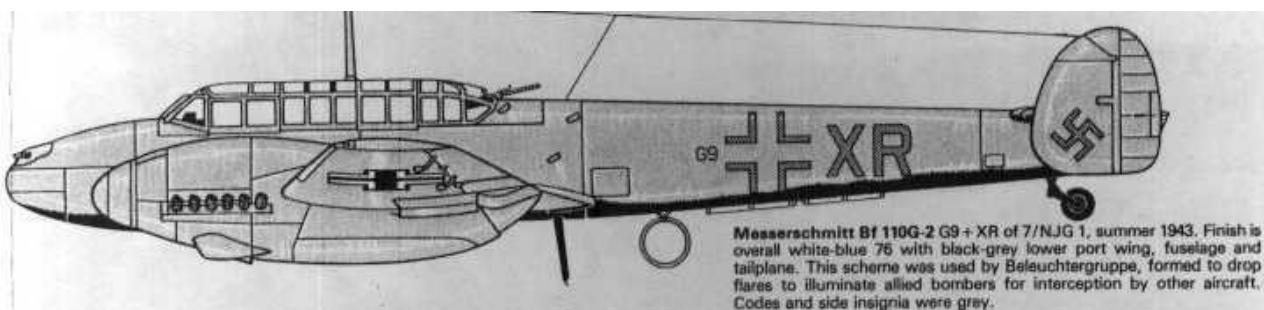
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### Wrighty's References

#### *Fighters of the Luftwaffe – Night Fighters Part 3 1944*

The beginning of the year saw the continuation of the RAF offensive against many German targets, but the main offensive directed against Berlin continued throughout the winter months. The NF force exacted a heavy toll on the raiders; they were using a weapon known as "Scrage Musik" (Jazz music). This was an upward firing cannon within the top of the fuselage operated by remote control, this allowed the NF to approach under the bombers blind spot, then one burst between the engines into the fuel tanks was usually enough to ensure the bombers destruction. This weapon was still unknown to the RAF at the end of March and losses were attributed to other causes.



#### The Berlin Raids cont.: -

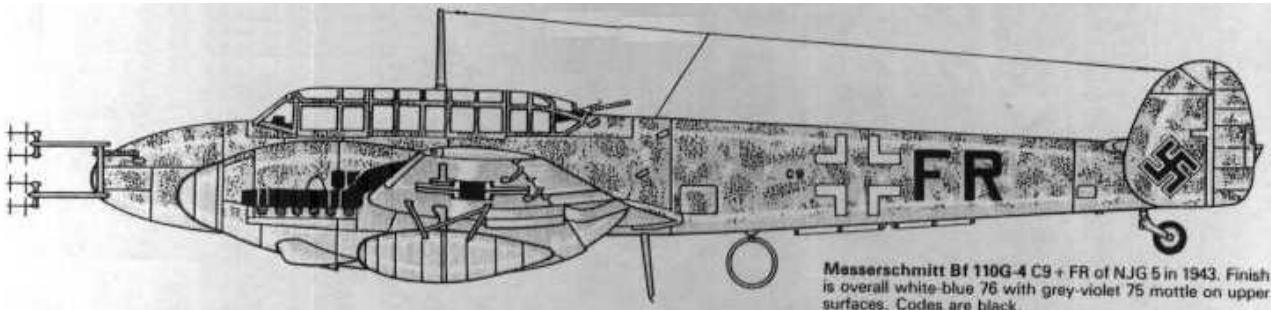
Date	Sent	Lost	Halifax	Lancaster
1 – 2 Jan	421	28		28
2 – 3 Jan	383	26		26
20 – 21 Jan	769	35	13	22
27 – 28 Jan	515	33		33
28 – 29 Jan	677	46	26	20
30 – 31 Jan	540	33	1	32
15 – 16 Feb	891	43	17	26
24 – 25 Feb	811	72	28	44

In addition to the above, a raid on Leipzig on the 19 – 20<sup>th</sup> February with 823 aircraft cost another 78 lost.



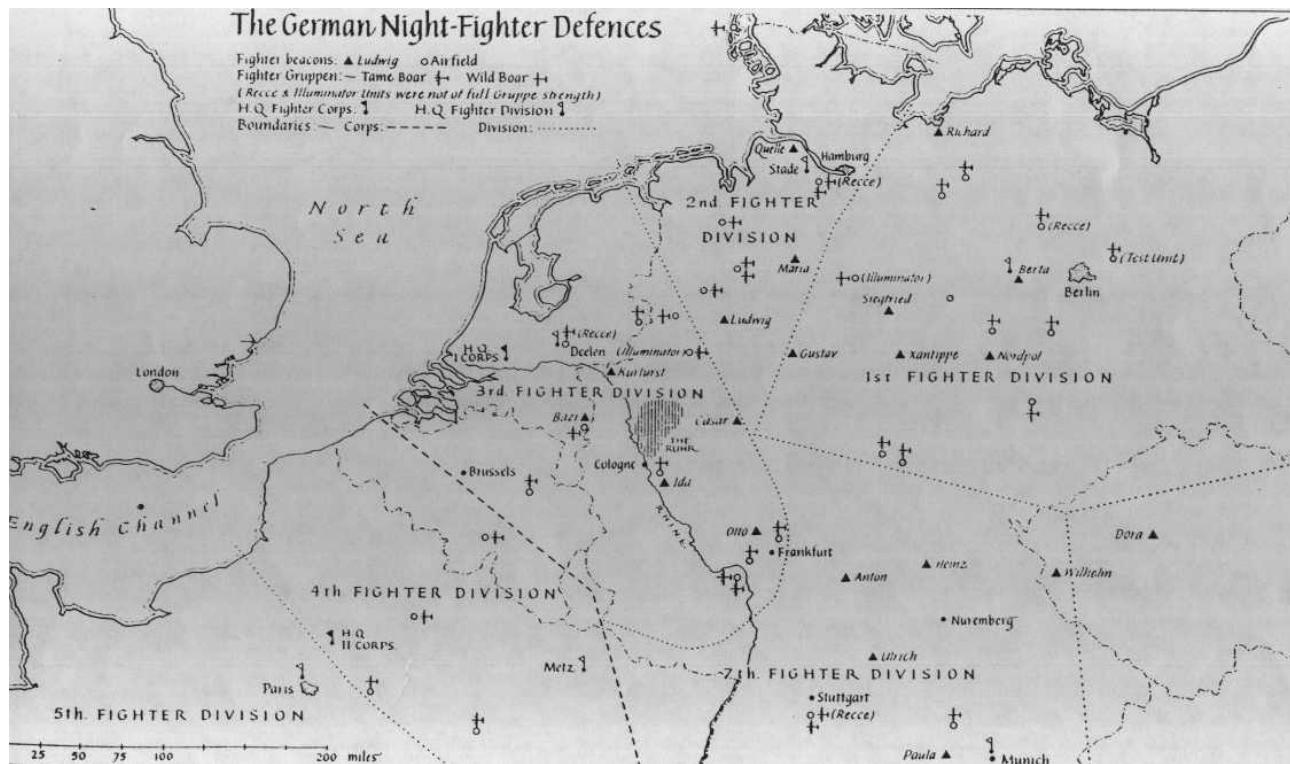
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This period had been very costly to the RAF, whilst NF losses were minimal and their strength was increasing. However the "Wilde Sau" units early success was short lived and by the end of the year losses had increased, therefore in February the three Geshwader were reverted from the all weather role to Day fighters. JG/300 and JG/301 were to defend Berlin and JG/302 was repositioned in several roles and locations.

On the night of March 29 – 30<sup>th</sup> the RAF launched a massive 798 bomber raid against Nuremberg, it was a clear night with a full moon and the aircraft were trailing contrails. The defenders had another field day, taking down 107 Lancasters and Halifaxes, plus another 24 were written off in landing accidents and bad weather crashes etc on their return to England. The map of German NF defences including the homing "beacons" is basically as it was in the early months of 1944, but in particular for the Nuremberg raid.



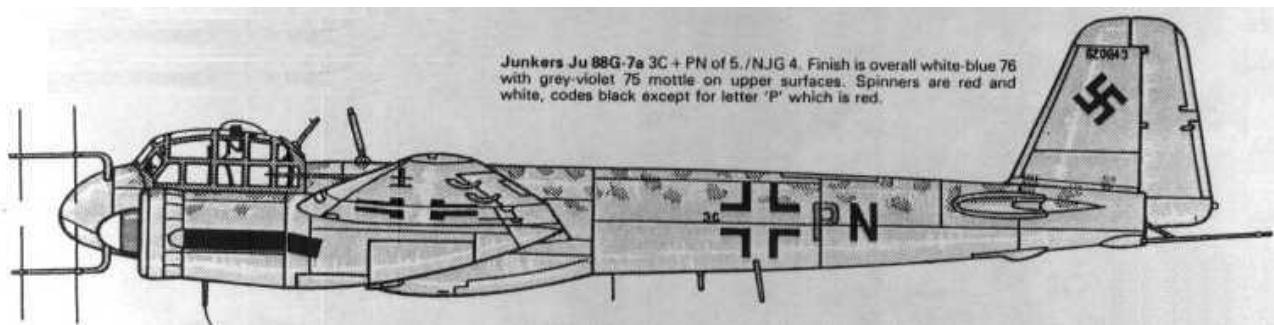


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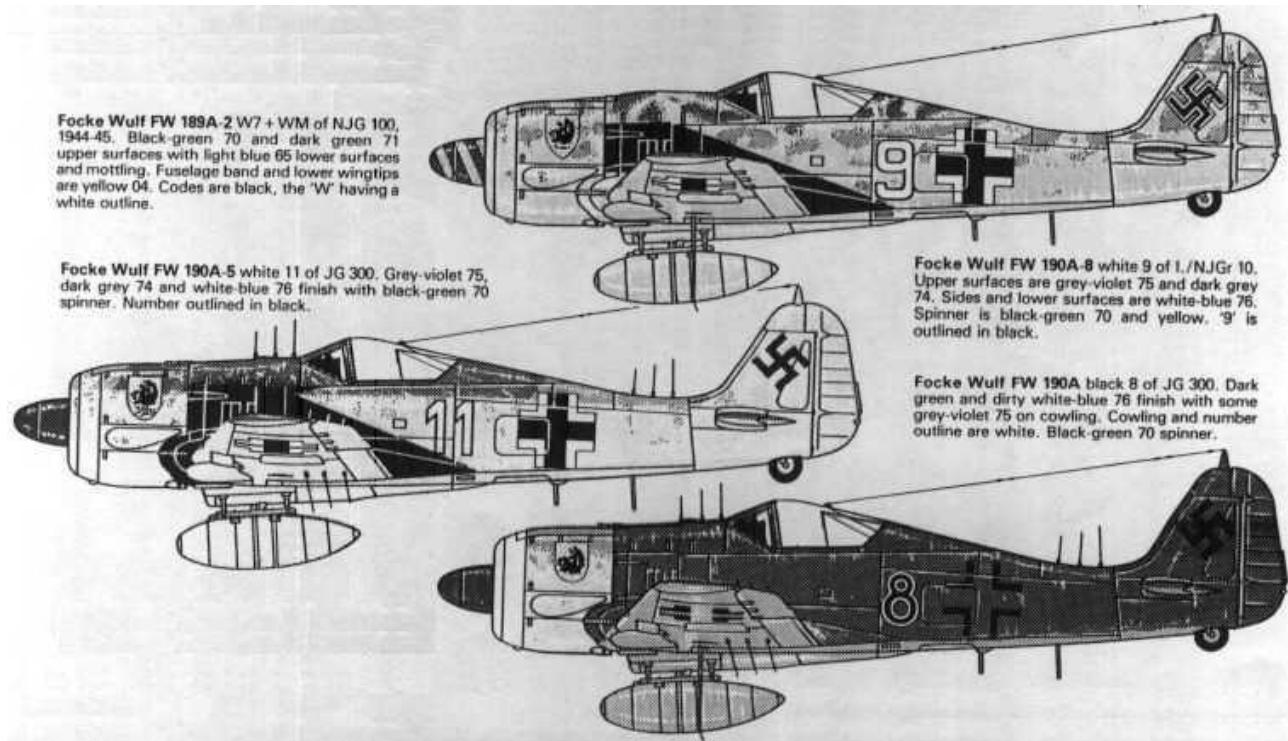
### New Gruppen

The only Gruppen formed in the period to the end of March was I/NJG7 a Junkers Ju-88 unit. Certain selected crew members of JG/300, 301 and 302 were picked for their NF ability and retrained, they were then regrouped into a new Geshwader NJG/11, with three Gruppen operating by the summer for specialised "Wilde Sau" operations. They were equipped with the Focke Wulf FW-190A/8 and Messerschmitt Me-109G-10 with radar etc.



V/NJG5, III & IV NJG 6 were formed early in the year but were sent to the East, Rumania and Hungary respectively.

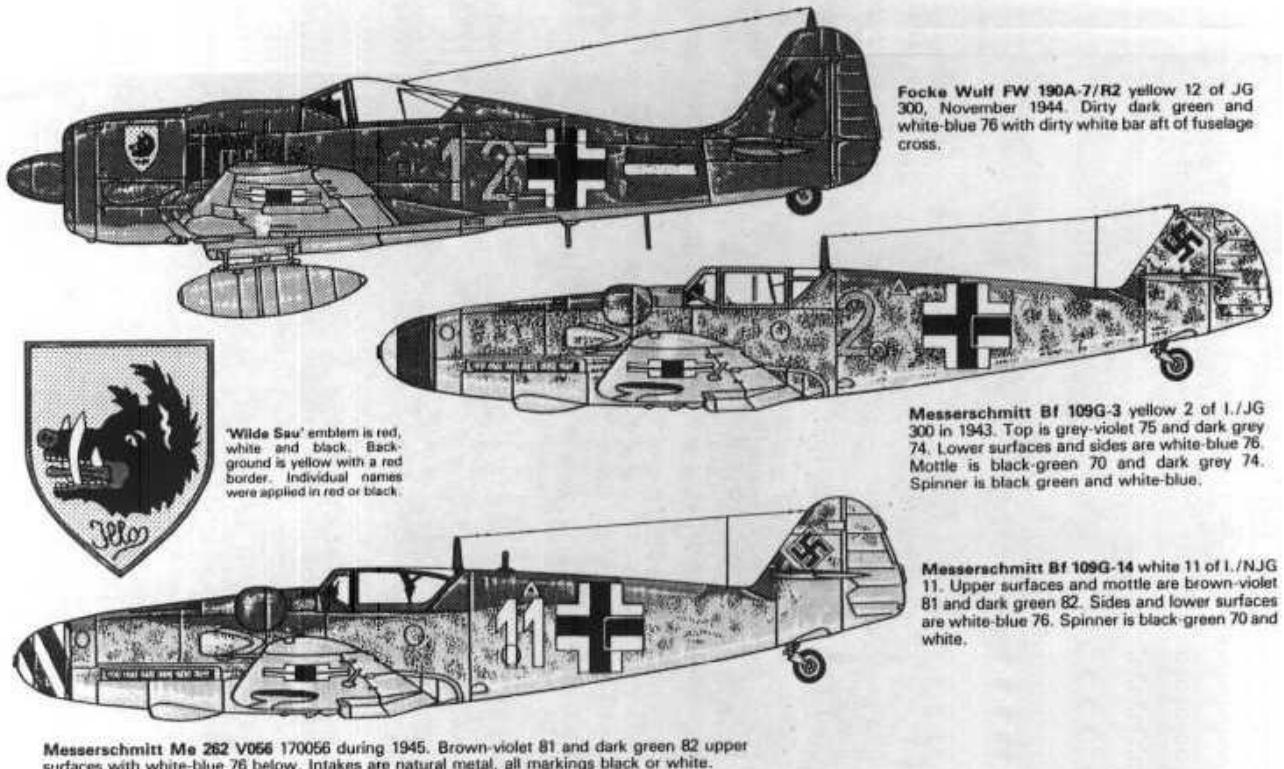
### Aircraft





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Focke Wulf FW 190A-7/R2 yellow 12 of JG 300, November 1944. Dirty dark green and white-blue 76 with dirty white bar aft of fuselage cross.

Messerschmitt Bf 109G-3 yellow 2 of I./JG 300 in 1943. Top is grey-violet 75 and dark grey 74. Lower surfaces and sides are white-blue 76. Mottle is black-green 70 and dark grey 74. Spinner is black green and white-blue.

Messerschmitt Bf 109G-14 white 11 of I./NJG 11. Upper surfaces and mottle are brown-violet 81 and dark green 82. Sides and lower surfaces are white-blue 76. Spinner is black-green 70 and white.

Messerschmitt Me 262 V056 170056 during 1945. Brown-violet 81 and dark green 82 upper surfaces with white-blue 76 below. Intakes are natural metal, all markings black or white.

As can be seen from the table below, aircraft such as the Dornier Do-217 were phased out during February/March, by the beginning of April Junkers Ju-88 and Messerschmitt Me-110 were the main equipment, with much improved Junkers Ju-88 variants arriving before June.



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Unit	February 1944		March 1944		June 1944		Establishment	November 1944	
	Base	Aircraft	Base	Aircraft	Base	Aircraft		Base	Aircraft
Stab NJG/1	Bonninghardt	Me-110	Venlo	Me-110 & He-219	Venlo	Me-110 & He-219	Arnhem/Deelen	He-219	3
I/NJG 1	Venlo	Me-110 & He-219	St Dizier	Do-217 & Me-110G	St Dizier	Me-110G	Venlo	He-219 & Me-110	34
II/NJG1	St Trond	Do-217 & Me-110G	Leon Athies	Me-110G	Leon Athies	Me-110G	Arnhem/Deelen	Me-110G	21
III/NJG1	Laon Athies	Me-110G	St Trond	Me-110G	St Trond	Me-110G	Leeuwarden	Me-110G	21
IV/NJG1	Leeuwarden	Me-110G					St Trond	Me-110G & Ju-88G	24
Stab NJG/2	Arnhem/Deelen	Ju-88 & Me-110G	Arnhem/Deelen	Ju-88G	Arnhem/Deelen	Ju-88G	Arnhem/Deelen	Ju-88G	6
I/NJG2	Kassel	Me-110G	Bad Langensalza	Ju-88G	Rheine Main	Ju-88G	Rheine Main	Ju-88G	34
II/NJG2	Arnhem/Deelen	Ju-88G	Quackenbruck	Ju-88G	Coulommiers	Ju-88G	Coulommiers	Ju-88G	33
III/NJG2	Twente	Me-110G & Ju-88G	Twente	Ju-88G	Langendiebach	Ju-88G	Langendiebach	Ju-88G	28
Stab NJG/3	Stade	Me-110G & Ju-88G	Stade	Ju-88G	Stade	Ju-88G	Stade	Ju-88G	5
I/NJG3	Vechta	Me-110 & Do-217	Vechta	Me-110G	St Trond	Ju-88G	St Trond	Ju-88G	28
II/NJG3	Schleswig	Do-217 & Ju-88	Vechta	Ju-88G	Plantlune	Ju-88G	Plantlune	Ju-88G	36
III/NJG3	Nordholz	Me-110G	Stade	Me-110G	Stade	Me-110G	Stade	Me-110G	28
IV/NJG3	Westerland	Me-110G & Ju-88G	Westerland	Me-110G & Ju-88G	Koln Osterheim	Ju-88G	Koln Osterheim	Ju-88G	34
Stab NJG/4	Florennes	Me-110G	Florennes	Me-110G	Chenay	Ju-88G	Chenay	Ju-88G	2
I/NJG4	Leon Athies	Mixed	Florennes	Me-110G	Florennes	Ju-88G	Florennes	Ju-88G	19
II/NJG4	St Dizier	Do-217N & Me-110G	Leon Athies	Me-110G	Coulommiers	Do-217N	Coulommiers	Do-217N	19
III/NJG4	Juvincourt	Do-217N & Me-110G	Mainz Finthen	Me-110G	Rheims	Me-110G	Rheims	Me-110G	20
Stab NJG/5	Doberitz	Me-110G	Stendal	Me-110G	Stendal	Me-110G	Stendal	Me-110G	2
I/NJG5	Stendal	Me-110G	Stendal	Me-110G	Stendal	Me-110G	Stendal	Me-110G	17
II/NJG5	Parchim	Me-110G	Parchim	Me-110G	Parchim	Me-110G	Parchim	Me-110G	15
III/NJG5	Konigsberg	Me-110G	Brandis	Me-110G	Brandis	Me-110G	Brandis	Me-110G	16
IV/NJG5	Erfurt & Brandis	Me-110G	Erfurt	Me-110G	Erfurt	Me-110G	Erfurt	Me-110G	17
V/NJG5	Insterburg	Me-110G	East Front	Me-110G	East Front	Not Involved	East Front	Not Involved	
Stab NJG/6	Scheisheim	Me-110G	Scheisheim	Me-110G	Scheisheim	Me-110G	Scheisheim	Me-110G	2
I/NJG6	Mainz Finthen	Me-110G & Do-217	Mainz Finthen	Me-110G	Arnhem/Deelen	Me-110G	Arnhem/Deelen	Me-110G	23
II/NJG6	Scheisheim	Me-110G	Stuttgart						Groszsachsenhein
III/NJG6	Not Involved		Not Involved		Steinmanger	Me-110G	Steinmanger	Me-110G	20
IV/NJG6	Not Involved		Not involved		Rumania	Me-110G	Rumania	Me-110G	
I/NJG7	Handorf & Hopsten	Ju-88	Handorf	Ju-88	Handorf	Ju-88	Handorf	Ju-88	23
									Ju-88G



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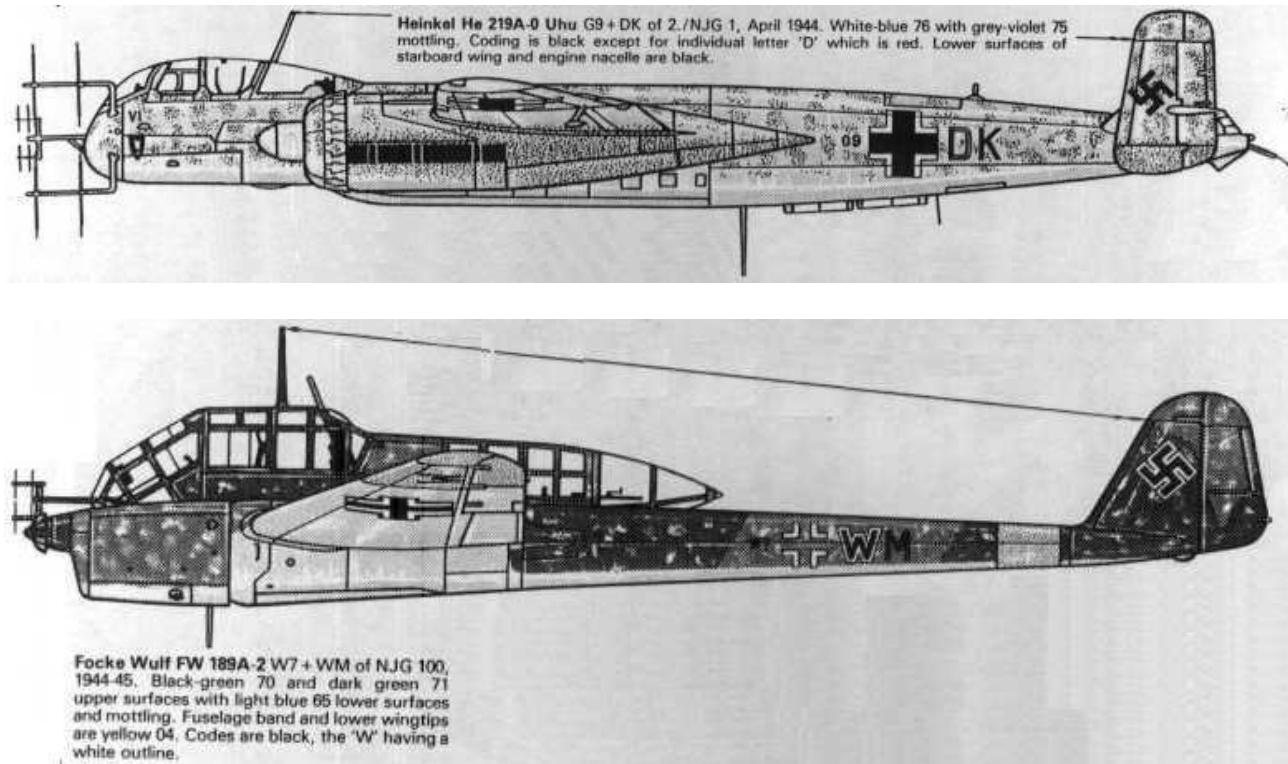
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Unit	February 1944		March 1944		June 1944		Establishment	November 1944	
	Base	Aircraft	Base	Aircraft	Base	Aircraft		Base	Aircraft
NG/10	Werneuchen	Various	Werneuchen	Var	Werneuchen	Var	11	Bonn Hancelar	Various
II/NJG11						Ex JG300		Fassberg	Me-109G6N
III/NJG11						Ex JG301		Darmstadt	Me-109G6N
III/NJG11						Ex JG302		Bonn Hanglar	Me-109G6N
Stab JG/300	Krefeld	FW-190	Hangelar	FW-190					
I/NJG300	Hangelar	Me-109	Hangelar	Me-109	Reformed as				
II/NJG300	Rheine	FW-190	Rheine	FW-190	Day unit				
III/NJG300	Weisbaden	Me-109	Weisbaden	Me-109					
Stab JG/301	Scheisheim	Me-109	Scheisheim	Me-109	Transfer to				
I/JG301	Day Unit		Neuberg	Me-109	Day unit				
II/JG301	Zerbst	Me-109	Oldenberg	Me-109/FW-190					
Stab JG/302	Doberitz	Me-109	Doberitz	Me-109	Disbanded				
I/JG302	Brandis/Juterborg	Me-109	Juterborg	Me-109	& dispersed				
II/JG302	Ludwiglust	Me-109	Ludwiglust	Me-109					
III/JG302	Oldenberg	Me-109	Zerbst	Me-109					



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### Changing Situation

Although the NF force had been quite successful during the winter months, they had not been able to prevent the mass destruction of German cities. It had been very costly to the RAF and pressure was brought to bear on Bomber Command to assist in bombing invasion targets. The US Day bomber force had in May/Jun bombed many airfields in France and Belgium, especially those of the 3<sup>rd</sup> and 4<sup>th</sup> Fighter Divisions, eventually causing the units to fall back. With the D-Day invasion, this increased and by the end of June the Day force also bombed the airfields in Germany.

As the NF force withdrew to German bases, some units were able to carry out much needed refurbishment, this was also aided by the current reduction in night bombing. This was because between April and September all targets for bombing were to be in support of the invasion, such as rail and transportation and the offensive against oil.

### Effect on the NF force April-September

All the following added to the reduced efficiency of the NF force, from March 1944 the shortage of fuel was becoming a problem, which worsened as more oil establishments were destroyed by the day raids and then lost for good as in the case of Ploesti. NF aircraft were used in day support against the invading Allies, often suffering attrition in the process.

RAF night intruders (Mosquitoes) were accompanying the bombers, and under Allied radar counter measures and electronic devices were more effective with jamming and misleading the NF force when about to locate the bomber stream.



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Much bombing of Junkers Ju-88 and Messerschmitt Me-110 production centres reduced the supply of replacement and new types of aircraft.

As invasion progressed, ground radar stations and early warning systems were lost, causing the defensive area to be reduced.

### **The Night Battle Resumes**

The RAF had used the summer to rebuild its strength, its Commander Air Marshall Harris was eager to resume his area bombing strategy. In October the night raids against cities and towns resumed. Also a number of daylight raids were mounted during the month by Bomber Command. The main night raids were as follows: -

#### October

5 <sup>th</sup>	Saarbruken	(551 sent)
6 <sup>th</sup>	Dortmund	(523)
9 <sup>th</sup>	Berlin	(435)
14 <sup>th</sup>	Duisberg	(1063)
15 <sup>th</sup>	Duisberg	(1008)
	Brunswick	(240)
18 <sup>th</sup>	Bonn	(128)
19 <sup>th</sup>	Stuttgart	(583)
	Nuremberg	(270)
21 <sup>st</sup>	Hannover	(263)
23 <sup>rd</sup>	Essen	(1055)
25 <sup>th</sup>	Essen	(771)
	Hamburg	(243)
26 <sup>th</sup>	Bergen	(244)
30 <sup>th</sup>	Colone	(905)
31 <sup>st</sup>	Colone	(493)
November		
1 <sup>st</sup>	Oberhausen	
	Dusseldorf	(992)

The disorganised NF force could not achieve the success they enjoyed the previous winter, and by November were actually all pulled back into Germany and Hungary, as can be seen from the NF table and associated map.

Raids continued into November, but once again were in support of other objectives such as dams and synthetic oil and Bezoil production, rather than area bombing Harris wished to pursue. Towards the end of the year this bombing tailed off, as did the numbers of aircraft despatched.



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### Beacon Names and Numbers

A	Anton	15
B	Berta	4
B	Bazi	10
C	Caesar	11
D	Dora	14
G	Gustav	8
H	Heinz	19
I	Ida	12
K	Kurfurst	7
L	Ludwig	5
M	Maria	3
N	Nordnal	9
O	Otto	13
P	Paula	18
Q	Queiie	2
R	Richard	1
S	Seigfried	6
U	Ulrich	17
W	Wilhelm	16
X	Xantippe	20

*Alan*