



"STICKY FINGERS"

IPMS HORNCHURCH - NEWSLETTER



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Dave's Divulgence

Dear members

On Sunday 12th September the usual gang and I attended the Chiltern Model Show at the Mosquito Museum, and being able to around the whole of the complex made it a very special day indeed. You could look at every aircraft up close, which in turn means the cockpit area, undercarriage, bomb bay, engine etc. There were some veterans who past over banter from their exploits in the Second World War, plus a special scene and memorial to the men of the Paras who fell at the Orne River bridge and Arnhem.

There were a fair amount of club stands and model stalls, which made it more interesting for buyers and the like. The competition side of the show went very well for our club. Young Peter Bellamy did very well winning an armful of trophies for his USS Bunker Hill. My son Andrew also came second with his model of the USS Enterprise.E from "Star Trek – First Contact". Steve Smiths' son David came first with his Bren Gun Carrier, well done to them all. Incidentally I came first and third with my Conqueror and Centaur tanks. A great day indeed!

It always seems to me that it is only a few of us that attend the shows and the few that do attend give 100% of their time to the show and the club. It would be great if other members could attend the shows to give more support for Hornchurch IPMS as other clubs do. Plus they would have a good day out as well.

Dave

Peter's "Prattlings"

Latest industry news is that Tamiya are to release a 1/35th scale kit of the German 18t Famo half track, 3 of which were used to pull abandoned/recovered Tiger tanks. The new 1/48th scale Fairey Swordfish is due very shortly and apparently production of a 1/72nd scale de Havilland Mosquito FB.VI/NF II is being speeded up, no doubt due to the release of the B.IV by Hasegawa.

Speaking of Mosquitoes, the Chiltern show at the Mosquito Museum was a great success, being a very pleasant day out. At first it seemed that the hanger we were all in would be a little dark but when the sun started to shine there were no problems. Walking round the prototype Mosquito brought home how cramped the cockpit must have been. The cockpit opening seemed particularly small, considering that the crew would be climbing in with parachutes, bulky flying jackets and other paraphernalia.



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Passed on from Robin is this bookshop in Maldon, Essex. They stock many military books, both new and second hand, at very decent prices.

All Books
2 Mill Road
Maldon
Essex
CM9 5HZ
Tel: 01621 856214
<http://www.collect-hobbies.co.uk>

Peter

Ricky's "Ramblings"

Another month has gone by so fast. My apologies for missing last month but I had a project of my own to complete.

After 20yrs of promising to finish off our concrete patio I finally put my trowels and hammer to work. In six solid weeks work I built two 8ft walls, laid concrete slabs, built two decking areas, roofed over an area 10ft by 10ft and built a pergola over part of it. All this had to be completed by the end of August ready for my eldest boy's going away party. Him and 5 mates are now backpacking their way to Australia via Canada, West Coast of America, Peru and New Zealand. They will return next year between Sep to Dec.

Two weeks ago we had one of these free newspapers delivered. The entire front page was an advert for Barking and Dagenham college (opposite what use to be Rush Green Hospital) and inside was a list of the courses they run. Going through it 'er indoors noticed that they have a modelmaking course so I made some inquiries with the tutor.

A very interesting course where you're taught to read from plans to build a model, how to use different materials, using different tools etc. There were in fact 16 different modules to take. The course was spread over two years and was designated a National Diploma. You can then take a further two years to obtain a higher National Diploma.

The tutor then stated that if successful, students were often picked up by car manufacturers, architects, film studios and many others. The course was for three and a half to four days a week, and two days until seven o' clock. The cost however was anything from £300 to £1000 dependent on age, means tested and if you could get a grant. So I'm definitely saving my pennies for next year.

Automotive Modelling (Part 2)

Basics of Engine Wiring

1. Use real lengths of wire so that they can be bent to the desirable position.
2. If rubber hoses only are available then thread a wire through them to give them "body" so they can be bent.



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3. Real hoses are clamped or wired off to prevent them sagging due to their own weight. Don't have rubber wires floating in mid air.
4. Avoid sharp bends or abrupt turns with the rubber hoses only copper or aluminium hoses have sharp bends.
5. Don't use thread its not very realistic and looks unsightly
6. If you are using wire and want to simulate rubber or another colour, give the wire a light sand with fine sandpaper then paint or better still use permanent markers. It would be better to position your wire first before painting as handling will remove the colouring.
7. Try to use a wire that looks to scale not just any old bit from the shed.
8. Wires don't just go into a hole in the engine some type of connector is usually used.
 - a) Drill a hole the size of the wire being used you may need to drill a few test holes in a bit of scrap plastic to get the right size.
 - b) Cut the wire longer than you need. Add a boot or fitting leaving about 1/8" of wire free at the end.
 - c) Test fit the wire into the drilled hole and if possible glue from behind. If not add a small amount to the 1/8" tip.
9. Boots can be made very simply. Use a larger diameter piece of hose that will fit exactly over the hose or wire you are using. Cut of 1/8" with a sharp knife not scissors and hey presto a boot.
10. If your using braided lines add super glue to the end, this will prevent it from fraying and you can thread the fitting on. Super gluing will also allow you to file the end of the braiding to make fitting a lot easier.
11. Bare metal foil and thin pieces of rod can be used for small hose clamps while aluminium or brass sheet can be used for larger ones.
12. Many wires are run in bundles. To copy this :-
 - a) Cut a section of rubber hose that is correct for the wire bundle.
 - b) Stretch the rubber over the bundle of wires and move down to the desired position.
 - c) If the rubber is too loose than use a spot of glue over the spot to be covered by the hose.

More to come next month.

A fella walks into a pub and asks for a pint of lager. The barman says " This must be your lucky day. See there on the ceiling above your head there are two pieces of meat stuck to the ceiling. You get two chances to jump up and try to knock one off. If you succeed you get three free pints, if you don't you buy a round for everyone here."

The fella thought for a moment then replied " no thanks the stakes are to high " (steaks)
They don't tell them like they used to!!!!

Ricky



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Bob's "Business"

The Battle of Britain or Did Hitler Miss the Boat?

Recently I came across a book called "The German Navy" by Cajus Bekkel and came to the conclusion how ill prepared the German Navy was for an invasion of England, hence my title. In this article I will be dealing with the naval aspects of the battle, as I am sure most of you are well aware of the air battle. To start with we have to go back to the end of the First World War. When the war ended the German armed forces had to give up their arms and the German High Seas Fleet had to sail into Scapa Flow with its vast number of battleships, destroyers and cruisers. There they lay with their crews for months on end, not knowing what the Royal Navy was going to do with them. In the end the crews were given the order to scuttle and the pride of the German Navy slipped beneath the waves, so that left Germany with just a few old ships for training and other duties.

Then we come to the '30s and the birth of a new Germany. With Hitler's leadership the Army and Air Force were quickly built up into a force to be reckoned with by 1939, but what of the Navy? With the Washington Treaty limiting new battleships to only 100,000 tons for Germany, a solution had to be found in the shape of the pocket battleship, of which Germany built three, the Admiral Graf Spee, the Deutschland and Admiral Scheer. Also a number of light and heavy cruisers and destroyers, also a number of torpedo boats, plus two new battleships, the Scharnhorst and Gneisau. These two ships, like the pocket battleships, were all armed with 11" guns, but it was intended to eventually arm the two ships with 15" guns.

Now we come to the "Z" Plan, in 1938 Hitler summoned his staff to come up with a plan to build up his navy by 1944, so that it could directly challenge the might of the Royal Navy. The plans were to build 6 super battleships armed with 16" guns, 2 Bismarck class with 15" guns, 3 battlecruisers of 32,000 tons with 15" guns, 2 aircraft carriers of 23,000 tons, 5 10,000 ton heavy cruisers, 13 cruisers, 47 destroyers, 54 torpedo boats and 229 U-boats. An impressive number as you will agree, but this was assuming that Britain would stand idly by, which it wasn't as it had already started to build the King George V class of battleship, of which there were to be 4 in the class. It also had the Rodney and Nelson 16" battleships in service plus a number of older battleships and battle cruisers. As we now know less than a year later the Second World War started and Hitler's forces quickly moved across Europe and pushed aside all before it until it got to Dunkirk and let the British and French armies escape.

So then the Battle of Britain was fought and won by the RAF, but what if the Luftwaffe had forced the RAF to abandon its bases in Southern England. Could the invasion go ahead? Let's look at the opposing forces, first the German Navy. Although the war had gone well so far for the German Army and Luftwaffe, it had been a bad war for their Navy as the Royal Navy had not been idle and had fought several battles with them. The first major battle was of course the Battle of the River Plate, which had seen the last of the Graf Spee. The next main event came in April 1940 when a force of German destroyers and transports invaded Norway. In retaliation for this the Royal Navy sent in a strong force of destroyers, which sank 4 German destroyers for the loss of 2 British. Two days later



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another force led by the battleship Warspite returned and sank another 8 destroyers. The next disaster for the Germans was when the pocket battleship Lutzow, formerly the Admiral Scheer, was intercepted by the submarine Spearfish and torpedoed, putting it out of action for a year. Previous to this the heavy cruiser Blucher had been sunk in Oslo by the Norwegians and the Hipper had been rammed by the destroyer Cloworth, which sank, but caused serious damage to the Hipper. It was not all one sided as the Royal Navy had lost the battleship Royal Oak and the carrier Glorious at the guns of the Gneisau and Scharnhorst.

This brings us up to the invasion. What of the landing force? Well this was to be made up of what ships could be put to use i.e. fishing boats, barges, tugs etc to land German armour. It was decided to use barges with a ramp cut out so you could drive onto the barge. That was not the real problem, you still had to unload it on the beaches after being towed across the channel by tug. To defend the invasion force the Germans had the battleships Gneisau and Scharnhorst with 11" guns, plus the pocket battleship Admiral Scheer, also a few light cruisers, destroyers and E-Boats and U-boats. To face this force the Royal Navy had at its disposal the battleships K.G.V, the Rodney, Nelson, Warspite and battlecruisers Hood and Repulse, plus a large number of cruisers and destroyers, the battleships all mounting 14", 15" and 16" guns, plus 8 and 6" guns on the cruisers.

To get the invasion force across the Channel, even without opposition would have been a difficult task; just how this was to be done seems impossible. So how was the German Navy to bombard the defences and protect the invasion force from the Royal Navy with only 3 heavy ships with 11" guns against the 14, 15 & 16" guns of the Royal Navy, plus defending against air attack by the RAF. Even the Luftwaffe would have been a difficult task in defending the fleet as its much vaunted Stuka had taken a bad mauling in the battle, which would have left much of the dive bombing work for the Junkers Ju-88 against stiff opposition from the RAF. Also by this time the Luftwaffe was feeling the pressure and had suffered heavy losses.

So could Hitler have been successful? I doubt it with the Royal Navy so strong, the prospects were not good even in fine weather, but let me leave you with this thought. After the Battle of France, Britain was at its weakest, this was his best chance, if he had used his parachutists to get a foothold on English soil, he may have been successful, but he did not seize his chance and waited 6 weeks before the battle started. Six vital weeks, in which the RAF licked its wounds and regrouped and rearmed, as you can see these 6 weeks were to cost Hitler the war. As I said Hitler missed the boat!

Show News

First off I must apologise for last months event list as I mistakenly sent it to Peters old address. Any way there are only a few more shows left for this year, so apart from the model shows up to Christmas this will be the last guide till next year.

September

25 th	Vintage Piper Aircraft Fly In Old Warden Beds.
25 th -26 th	Fly Past Fly In



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28th-Oct 1st North Weald 01892 524510
HeliTech 99
Redhill Surrey 0181 9499 222

October

2 nd	Vintage Aircraft Club Fly In Finmere Bucks
3 rd	Autumn Air Day Old Warden Beds
9 th	Autumn Flying Day Kemble Glos 01285 771144
17 th	Autumn Air Show Duxford. Last chance to see the Spitfires and other historic aircraft in the air till next year.

Bob



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Plumridge's Poser

Bob has offered the following "find the words" grid for your entertainment. The grid contains the names of American Manufacturers. Answers on a large postcard to Bob.

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

Bob



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Ken's "Korner"



Some months ago Peter requested some kind of interest to place in "Sticky Fingers", I thought that I would offer the following.

About 4 months ago I was in a shop in Barking called Aylmar Crafts, purchasing a tin of Humbrol paint, and on looking an the adjacent shelves I noticed they had a sale on model kits. My eyes were taken to two Tamiya 1/12th scale motorcycle kits, and I thought that would be some kind of a change to build something completely different from what I had been doing recently. I went home and had a think about what I had observed in the shop.

The following morning I went back to the shop and had a further look at the contents of the 2 kits and was suitably impressed. So I purchased the Suzuki GSX.1100.S "Katana", for the price of £10.99. The model remained on the shelf of my workroom for a fortnight before I came to a stage of nothing on the stocks, other than a 1:48th Viking aircraft.

So down came the motorcycle and I thought "here goes". Firstly the colourful picture on the box cover shows a near perfect example of how a motorcycle should look.

The contents comprised of the usual construction instructions of eight pages with the usual Tamiya captions, these I have found have to be read over and over again or you tend to miss a stage in the models construction somewhere.



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The parts were all separated in seven plastic bags, making a total of 81 parts of which 7 were clear for the lamps etc. The plastic was not exactly a plain grey, rather a grey/aluminium colour, which I was not too happy with, one bag also, contained the chrome parts, which looked great.

The building of the motorcycle was arranged over 14 stages with the usual diagrams exploded for showing you which order to put them together, as in most model instructions whatever kit you are making.

I found the going together of the parts reasonably successful, up to a point, stage 2 compromised two halves of the air cleaner, B10 and B11. No problem here until you come to stage 4 entitled "Installation of the Engine", this shows what should go between the main bike frames. However it does not advise you when you should install the air cleaner. So I went ahead putting all the other parts together and then closing the two main frames together. Later finding that no way can you get the air cleaner into the centre of the bike between the rear mud guard and the combined crankcase and cylinders.

I eventually had to cut the air filter into three separate parts and then attempt to install the filter as best I could. It did go where it should in the end. Phew!!

The intermediate stages went together OK until you came to stage 14, attaching the front forks. Once again the exploded diagrams shows a straight forward move to install the front forks, however you should leave the handlebars off until the forks are in place. I did not do that, and ended up having to cut away part E12 on the cowling to get all things in the right place, and then reinstalling part E12 at a later stage.

The remainder of the bike went together successfully. I was very pleased with the end result. However, I would urge model designers and plan drawers that they should indicate by stating what goes where in writing and not rely solely on an exploded diagram. (*I suspect the diagrams only approach stops the writing having to be translated into other languages – Ed*)

This problem has not put me off further motorbikes, I have already been to Beatties and purchased my second machine. Finally I can only impress on modellers the need for a dry run before final stage of using the glue, to save a lot of searching thoughts as to how to get over the problem you have got yourself into.

Ken



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Flight Over London – John Bennet

Recently I had the nostalgic experience of a flight in Classic Wings D.H. 89a Dragon Rapide G-AKIF, from the airfield at Duxford. It was a murky sort of morning when we arrived but as the day wore on the weather improved until around 11 a.m. it was considered fit for flying. The 'box office' came to life about twenty minutes before departure and everyone -all eight of us were checked through.

The pilot walked round the aircraft, carefully checking all the control surfaces, wires and struts, and then we boarded by way of a small door at the rear of the passenger compartment. The cabin roof was quite low and it was a steep slope to the front of the aircraft. Passenger seats are filled from the rear first otherwise the aircraft could nose over. There is one seat on each side of a very narrow gangway. By modern standards, the windows are panoramic giving exceptional views. The pilot came through to the cockpit and began his checks. He half opened one of his windows - 1930s air conditioning. When the engines were started the noise and vibration were felt as well as heard through what seemed a flimsy construction. The noise of the de Havilland Gypsy Queen engines brought back memories of flights before jets. We taxied across to the grass runway where the engines were run up against the brakes and the old timer shook a little.

Accelerating down the runway towards the M11 was exhilarating and India Fox gently rose into the air with the grace and assurance of a bygone age. Looking out of the window through the network of struts and wires and between the two wings gave a fair impression of the aviator's view in the 20s and 30s. Looking over the pilot's shoulder, I read the few basic instruments as we went along. At a sedate 90mph we crept over the fields and villages of Essex until we crossed the M25 and came to the Lea Valley reservoirs. The view of London was incredibly clear: I picked out the Millennium Dome long before we passed over it. Canary Wharf Tower standing 800' left a clearance of 400'. The City and Tower Bridge and the traffic were in terrific detail from this height. We flew along the south side of the Thames to beyond Westminster then north and over Buckingham Palace and grounds and east back to the City. The rail network going out in all directions from central London stood out clearly. Over the City we turned north towards the Lea Valley again and set course for Duxford, crossing the great scar across the countryside made by the M25.

We came in for a low pass over the airfield and turned downwind and with engines throttled back and flaps lowered we glided in to touch down on the grass runway at about 75mph then taxied in. The engines died away and we could talk to each other again.

We had been in the air for only about an hour yet had covered the journey to London and back and spent time flying around the City and Westminster. This was real flying in a classic machine - an airliner design sixty five years old and still earning its keep.

John Bennett

6-8-1999



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IPMS Hornchurch Annual Competition 1999/2000

August Aircraft Voting Results

Position	Entrant	Entry	Votes
1 st	Mick Pitts	Supermarine Spitfire Mk1	45
2 nd	Ted Taylor	Armstrong Whitworth Meteor NF.14	34
3 rd	Peter Bagshaw	Northrop P-61 Black Widow	32
4 th	Ron Penn	North American F-86 Sabre	31
5 th equal	Dave Ryan	Hawker Hurricane Mk1	26
	Mick Pitts	Messerschmitt Bf-109G	26
	John Hone	General Dynamics F-16	23
	Ian Brown	Gloster Javelin	20
	Wally Arrowsmith	Douglas DC-8	20
	Wally Arrowsmith	Lockheed Electra	14
	Charlie Thompson	North American P-51 Mustang	14
	Peter Bagshaw	DFW "Flo"	10
	John Bennett	Lockheed Orion	10
	Red Taylor	Gloster Javelin	8
	Bob Ryan	Tornado F3	6
	Ron Penn	Bristol Beaufighter	6
	Paul Bennett	North American P-51 Mustang	5
	Dave Ryan	Hawker Hurricane Mk1	4
	E Lacey	Supermarine Seafire 46	4
	Alan Wright	North American P-51 Mustang	4
	Alan Wright	British Aerospace Harrier GR.5	2
	John Bennett	Beech Expeditor	
	Charlie Thompson	Hawker Typhoon	
	Ken Sparks	Alpha Jet	

Wally Arrowsmith Trophy (Aircraft) - Positions

Mick Pitts	42
Ted Taylor	28
Peter Bagshaw	26
Ron Penn	24
Dave Ryan	22
Alan Wright	10
Charlie Thompson	10
John Bennett	10
Wally Arrowsmith	10
Bob Ryan	5
E Lacey	5
Ian Brown	5



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John Hone	5
Ken Sparks	5
Paul Bennett	5

August Miscellaneous Voting Results

Position	Entrant	Entry	Votes
1 st	Mick Pitts	Panzer IIIL	83
2 nd	Peter Bagshaw	Scimitar	43
3 rd	Ken Sparks	U-boat	37
4 th	Ted Taylor	Fiat	24
5 th	Dave Ryan	Centaur Mk2	23
	Ian Brown	Ducatti	22
	Peter Bagshaw	Panzer IIK	19
	Ted Taylor	Williams F1	18
	Mark Hogan	T-35	18
	Steve Smith	Sturmtiger	17
	Chris Brown	Eldar Falcon Grav Tank	11
	Dave Ryan	Challenger	9

IPMS Hornchurch Trophy (Miscellaneous) - Positions

Peter Bagshaw	28
Mick Pitts	25
Ted Taylor	24
Dave Ryan	21
Ken Sparks	21
Chris Brown	5
Ian Brown	5
Mark Hogan	5
Steve Smith	5



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Wrighty's References

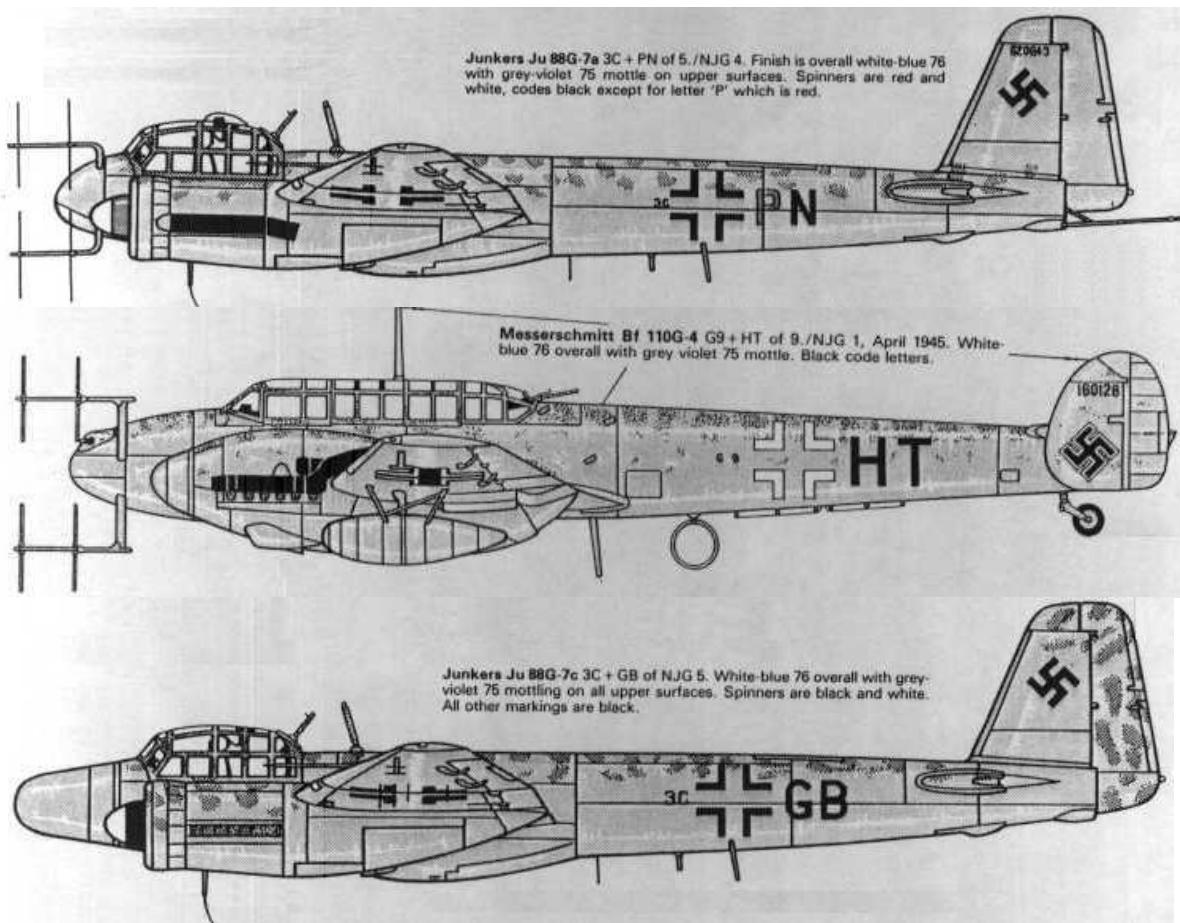
Fighters of the Luftwaffe – Night Fighters Part 4 1945

Night Fighters

In January much of Bomber Command's attacks were against synthetic oil plants, with the offensive also targeting road, rail and communication systems. Some tactical city bombing was carried out, this continued in February, when the Russians began a new central offensive. In order to assist this offensive, it was decided to bomb the East German cities of Dresden, Chemnitz and Leipzig.

On the night of 13/14 February Dresden was bombed by 805 aircraft of the RAF, this was followed up the next day by the US 8th AF with 400 aircraft. The next night 15/16 February the RAF hit Chemnitz with 717 bombers, it's last raid in the East. Dresden was a total disaster for the Germans, a firestorm raged causing massive destruction that even today it is the cause of much heated discussion as to whether it was warranted even in wartime.

The last raids were made against military targets, airfields and shipyards. Finally the last raid of the war was made on the night of 2/3 May on Keil.



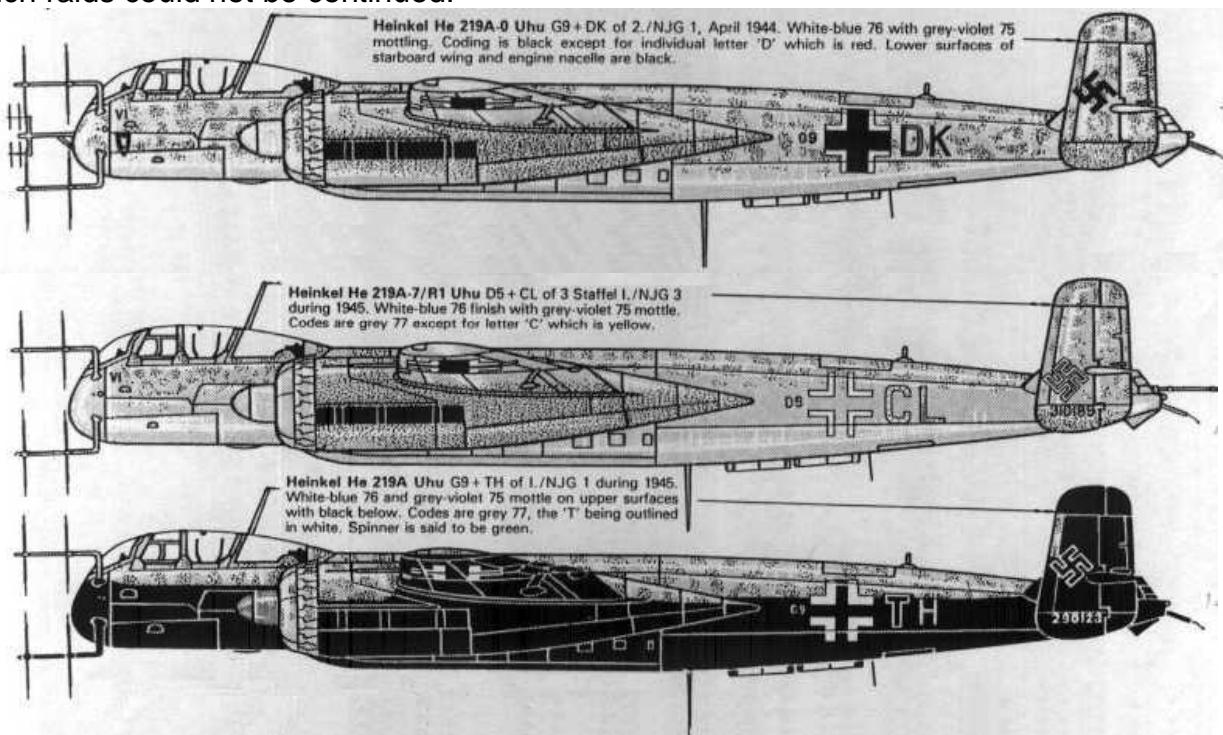


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Intruder Mission

Code-named "Operation Gisella" an intruder mission on a very large scale was organised for the night of 3rd March. Comprising of 142 Junkers Ju-88s from I, II & III/NJG2, III & IV/NJG3, III/NJG4 & III/NJG5 plus 12 Heinkel He-219s of I/NJG1 over the East coast of England to catch bombers returning to their bases from raids on Germany. The Night Fighters were successful in destroying 33 bombers, losing 9 of their aircraft over England, but bad weather and fuel shortages on the return journey caused the losses to rise to 34, such raids could not be continued.



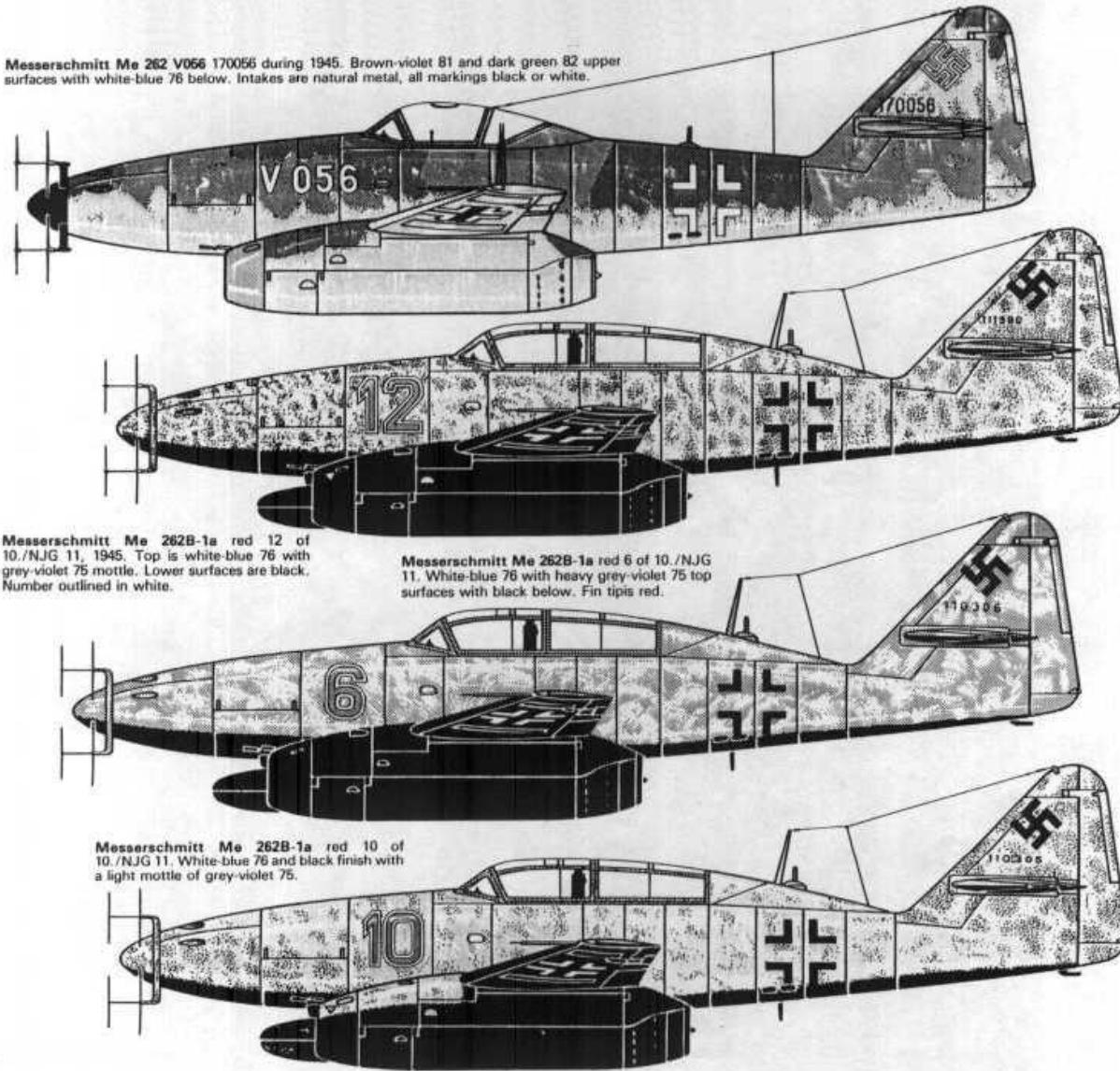
Unit Situation (January/February)

Stab NJG/1	He-219	Dortmund	Stab/NJG2	Ju-88	Twente
I/NJG1	He-219	Handorf	I/NJG2	Ju-88	Twente
II/NJG1	Me-110	Dusseldorf	II/NJG2	Ju-88	Eelde
III/NJG1	Me-110	Stormede	III/NJG2	Ju-88	Marx
IV/NJG1	Me-110	Dortmund			
Stab/NJG3	Ju-88/Ta-154		Stab/NJG4	Ju-88	Herzebrock
I/NJG3	Ju-88	Disb 3/45	I/NJG4	Ju-88	Vechta
II/NJG3	Ju-88	Disb 3/45	II/NJG4	Ju-88	Gutersloh
III/NJG3	Ju-88	Stade	III/NJG4	Ju-88	Paderborn
IV/NJG3	Ju-88	Jever			
III/NJG5	Me-110	Blankensee	Stab/NJG6	Me-110/Ju-88	Kitzengen
IV/NJG5	Me-110	Griefswald	I/NJG6	Me-110/Ju-88	Gros'nheim
			II/NJG6	Me-110/Ju-88	Schw'lb H
I/NJG11	FW-190	Hangelar	III/NJG6	Me-110/Ju-88	Hungary
II/NJG11	FW-190	Juterbog	IV/NJG6	Me-110/Ju-88	Neubiburg



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New & Projected

The Night Fighter development which had been so badly ignored, was belatedly being attended to, slowly being re-equipped with new aircraft the Junkers Ju-88G 7/10s were now becoming the main weapon, replacing the Messerschmitt Me-110G, NJG/6 converting during February. The Heinkel He-219 was now also finally arriving in significant numbers to allow part of I/NJG3 to be so equipped.

The jet night fighter was not ignored, from an experimental unit Kommando Welter, 10/NJG11 was formed as the first all jet Night Fighter unit, using the Messerschmitt Me-262B1a, in early April, but the unit disbanded before the end of the war.

Another new type about to come into service in April was the Focke Wulf TA-154 Mosquito, with NJG/3, but only a few had reached the Stab/NJG3 before the end of hostilities. Similarly the Messerschmitt Me-410 had been outfitted with radar and Night Fighter equipment but only a few made it to NJG/5.



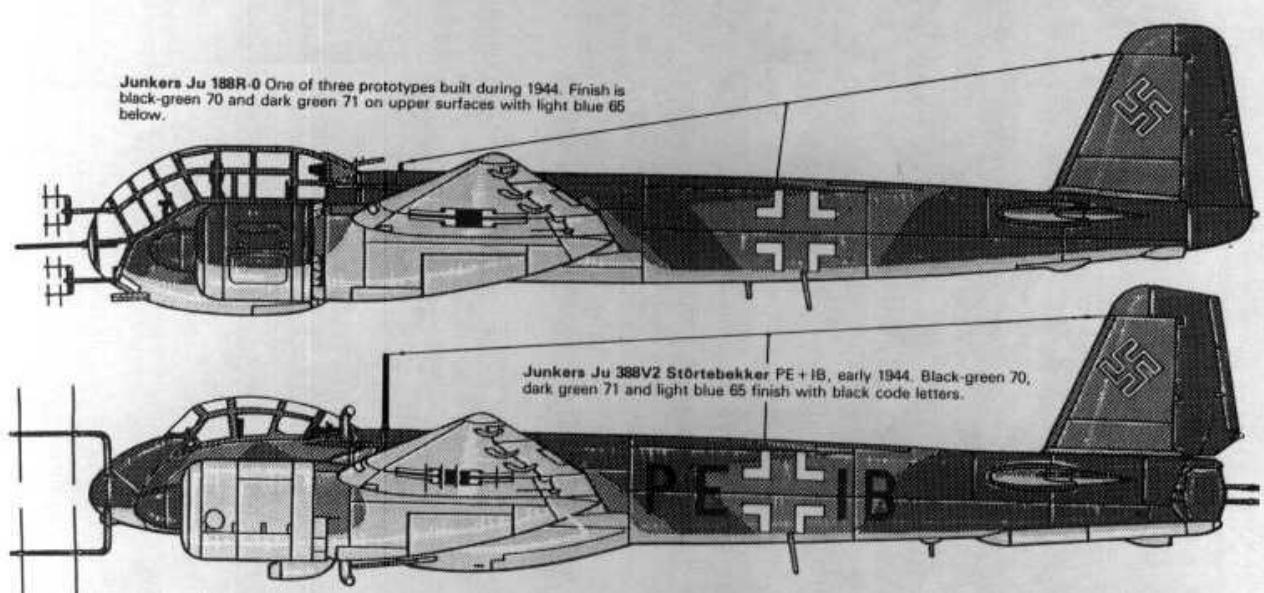
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Other aircraft projected and fitted out as night fighters in prototype form were the Junkers Ju-188 & Ju-388, the Dornier Do-335 and the Arado Ar-234, however none of these became operational with regular Night Fighter units.

Final Demise

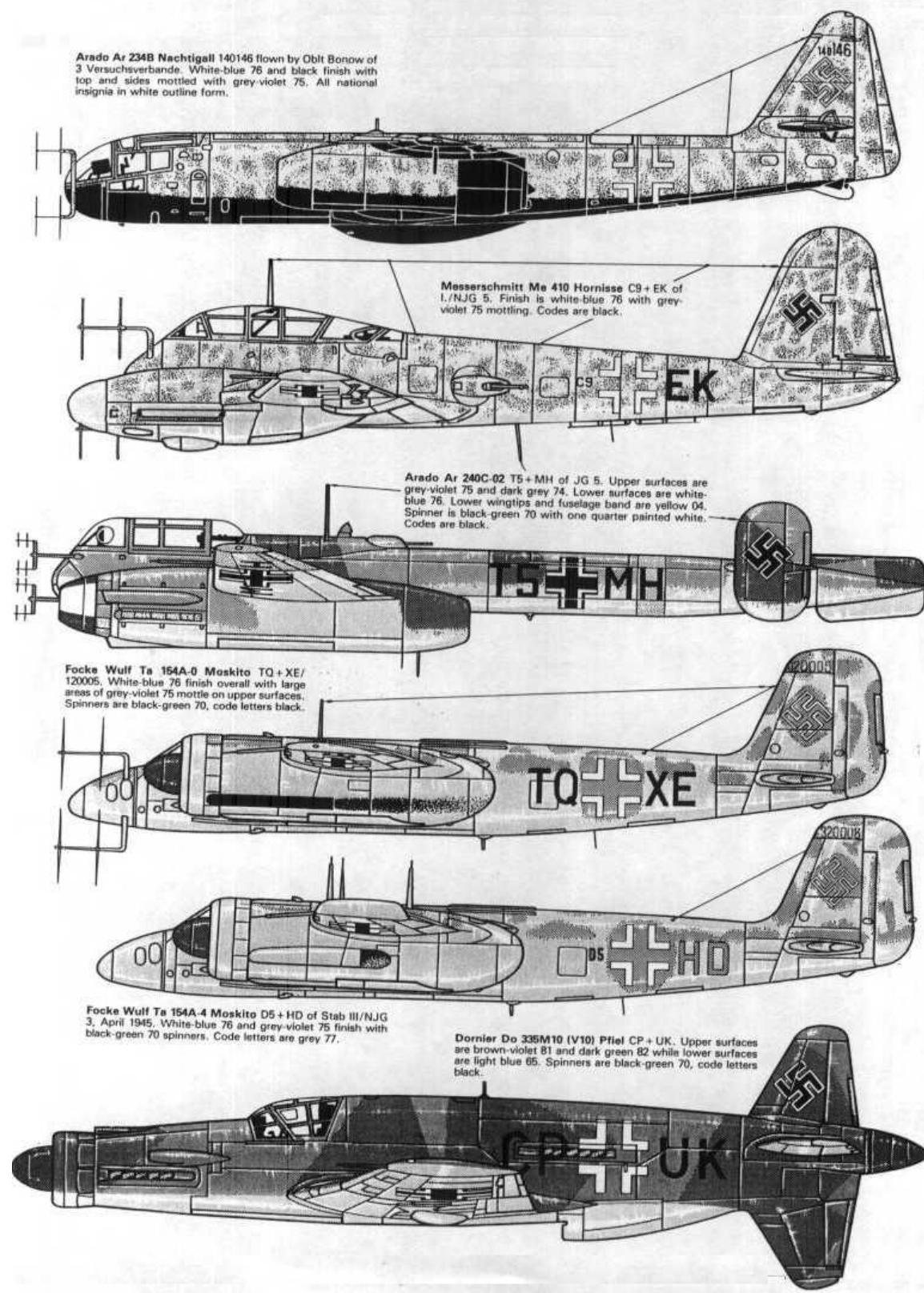
From a strength on charge of 1,100 aircraft in Dec, depletion through attrition and use in "Bodenplatte" and the Ardennes campaign, plus continuous attacks on their airfields by the Allied fighter bombers reduced numbers and the evacuation of bases with the loss of bomber detection facilities. Gruppen and staffeln were reduced or amalgamated in the final chaotic days, but right to the very end the night fighter had proved a dangerous adversary. This is born out by the fact that 2 pilots Hpt H. Schnaufer of I/NJG1 (121) and Obst H. Lent of NJG/3 (102) scored over 100 victories and 39 other pilots scored more than 40 victories.





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Alan

IPMS HORNCURCH – Address List

NAME	SURNAME	ADDRESS	TELEPHONE	INTERESTS	E:MAIL ADDRESS
Wally	Arrowsmith	14 Linkway, Hornchurch, Essex RM11 3RW	01708 473038	Civil and Military Aircraft.	
Peter	Bagshaw	25 Repton Drive, Gidea Park, Essex RM2 5LP	01708 726102	1:72 and 1:144 Aircraft & AFVs.	Peter.Bagshaw@europe.notes.pw.com
Robin	Bellamy	160 Farrington Avenue, Harold Hill, Essex RM3 8JT	01708 376508	WW2 aircraft, German Aircraft.	
John	Bennett	5 Walmer Close, Romford, Essex RM7 8QH	01708 748287	Airliners.	
Paul	Bennett	67c Northbrook Rd, Ilford, IG1 3BP		Fighters 1935 to date.	
Paul	Brazier	16 Eliot Road, Dagenham, Essex RM9 5XT	0181 593 3587	Military Aircraft.	
Ian	Brown	40 Tylers Crescent, Hornchurch, RM12 6SY	01708 475156	Propliners, WW2, Cars.	
Alan	Carr	5 Roslyn Gardens, Gidea Park, Essex RM2 5RH	01708 747849	US Navy Aircraft, Cars.	
John	Chapman	12 Whitelegg Rd, Plaistow, London, E13 0TA		Aircraft, Tanks.	
Jim	Hirons	321 Roman Road, Mountnessing, Essex,	01277 353972	Cars, Aircraft.	
Mark	Hogan	10, Suttons Gdns, Hornchurch, Essex, RM12	01708 459495	Aircraft and Modelling in general	
John	Hone	9 Lincoln Close, Hornchurch, Essex, RM11 3HD	01708 441147	F1 Cars, Military Aircraft.	
Steve	Hubbard	3 Southbourne Gardens, Ilford, Essex IG1 2QF	0181 514 3840	Aircraft, Cars.	Steve.h@telinco.co.uk
Kevin	Hudson	272 Rainham Rd, Rainham, Essex, RM13 7TL		8 th / 9 th Air Force, Vietnam era Jets, German AFV's.	
John	Huston	287 Ivyhouse Rd, Dagenham, Essex, RM9 5RT	0181 262 1974	BMW / Ferrari / F1	
Lee	Lacy	379 Valence Ave, Dagenham, Essex, RM8 3RB	0181 517 7465	Aircraft, Railways, Aviation Art.	
John	Lowe	33 Rush Green Gdns, Romford, Essex, RM7 0NR		Modelling in general.	
Adrian	McCarthy	30 Belfairs Drive, Chadwell Heath, Romford	0181 590 1240	Aircraft, AFV's, Modern Jets.	
Mike	Morris	6 Victor Gdns, Hawkwell, Hockley, Essex, SS5 4DS	01702 200929	1:48 Aircraft, (Luftwaffe, Japanese, RAF)1:35 and 1:76 AFV	
Ron	Newbold	72 Coniston Way, Hornchurch, Essex, RM12 5EH	01708 447846	WW1 and WW11 AFV's.	
Ron	Penn	28 Roddengate, Basildon, Essex SS14 2AU	01268 280143	Cars, Soldiers, Aircraft.	
Mick	Pitts	115 Warren Drive, Hornchurch, Essex RM12 4QU	01708 457666	All types of models.	
Bob	Plumridge	6 Harvey House, Crabtree Avenue, Essex RM6 5HA	0181 597 3813	US Navy Aircraft, Liberators, PBY-4, Sci-Fi, Cars.	
Ricky	Prager	157 Hornchurch Road, Hornchurch, Essex RM12 4SZ	01708 473999	Pre 1914 Aircraft, WW1 Aircraft, 1918-39 Biplanes.	Ricky.Prager@btinternet.com
Peter	Quinn	32 Essex Street, Forest Gate, London E7 0HL	0181 534 3816	US Navy Aircraft, Dioramas, Cars, Tanks.	PETEQUINN@photog.freeserve.co.uk
Bob	Ryan	31 Rowdowns Road, Dagenham, Essex RM9 6NJ	0181 220 5802	WW2 Aircraft, Ships, general.	
Dave	Ryan	31 Rowdowns Road, Dagenham, Essex RM9 6NJ	0181 220 5802	1:35 Armour, 1:48 WW2 Aircraft, Sci-Fi.	
Steve	Smith	170 Ibscott Close, Dagenham, Essex, RM10 9YX	0181 595 5574	AFV 's	
Laurie	Smithers	82 Ilchester Road, Dagenham, Essex RM8 2YU	0181 595 1908	Aircraft.	
Ken	Sparks	8 Brockdish Avenue, Barking, Essex IG11 9DS	0181 591 1506	WW2 Aircraft, AFV's Modern Jets.	Ken_joy_sparks@msn.com
Alf	Swindell	39 Tiptree Crescent, Clayhall Ave, Ilford, IG5 0SZ	0181 551 3474	Aircraft, WW11.	
Ted	Taylor	31 Windsor Road, Forest Gate, E7 0QX	0181 555 9386	Young Women !	TEDTAYLOR@modelwork.freeserve.co.uk
Charles	Thompson	33 Cross Road, Romford, RM7 8AU	01708 705844	1:72 Aircraft	
Mark	Thompson	199 Halbutt Street, Dagenham, RM9 5AA	0181 517 1754	1:72 pre 1950 Aircraft.	
Alan	Wright	47 Devonshire Road, Hornchurch, RM12 4LG	01708 472523	1:72 WW2 Aircraft, 1:72 Soviet Jets, Modern Jets, Buses.	
Carmell	Zammitt	3 McDonald Ave, Dagenham, Essex	0181 596 9006	Luftwaffe.	