



"STICKY FINGERS"

IPMS HORNCHURCH - NEWSLETTER



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Peter's "Prattlings"

Dear all,

Firstly I would like to start on a sad note. I learnt at the recent Mildenhall show that Mrs Adams, wife of John Adams from Aeroclub has passed away. On behalf of the club I have sent a card expressing our sympathy.

On a lighter note, assuming you read this on club night I shall most probably be trying out German beers in Munich, I shall have to try the beer, as the food is apparently very poor. I am on a 2-day visit to represent the company I work for at a supplier customer council meeting, it's a dirty job but someone has to do it!

Without wanting to appear to be too draconian could I also ask all members who attend shows that they consider either leaving room or making room on the table for everyone who turns up and wishes to display a model. At the Mildenhall show although some members turned up late there was no effort made to make room on the allocated table for them to display a model or 2. This was despite the fact that I noted some members had at least 6 or so models each on the table. As many of these were 1/48th scale they took up a fair amount of room. I think that in future we should allocate space on a pro-rata basis, i.e. if we have 12 foot available and 8 members attending then they each have the opportunity to display models on 1½ foot of space. For some like myself who make models to smaller scales could take what space they require and the rest is then available to anyone else to fill. If members turn up late then it is everyone's responsibility to adjust their space allocation accordingly to make some room and yes that may mean taking a model off the table. Fortunately in the case at Mildenhall another table was free and we could expand on to that.

I'll get off the soapbox now but hopefully the club as a whole can agree on a working practice for display space when attending shows in the future.

Here is the latest Internet news from Academy. Announced on their website is their release schedule for the rest of the year.

October 1999	
1/144 th F-16 Fighting Falcon	1/144 th F-4F Phantom II
1/144 th Su-22 Fitter	1/144 th Su-25 Frogfoot
1/144 th Mig-23 Flogger	1/144 th Mig-29 Fulcrum



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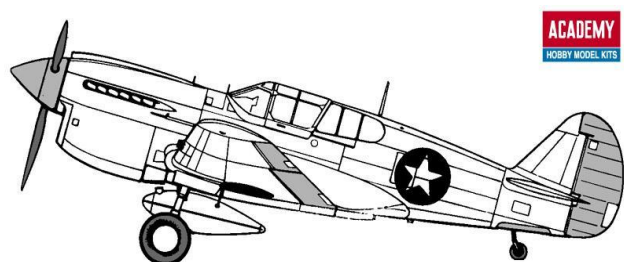
1/48th Messerschmitt Bf-109G-6



1/48th F4U-1D Corsair



1/72nd P-40E Warhawk



1/48th F-117



1/72nd A-37B



1/72nd Model 377 Stratocruiser





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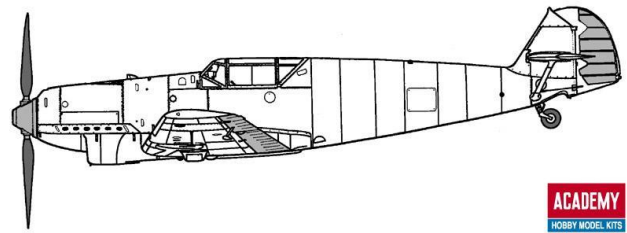
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1/48th P-26 Peashooter



1/48th Messerschmitt Bf-109 Early Versions



1/72nd Messerschmitt Me-163B Komet

Peter

Ricky's "Ramblings"

First there was bad news then there was good news. There are so many sites on the Internet to do with every aspect of modelling that I think it would be impossible to visit them all. From clubs, museums, trade, garage sites, personal sites the list is endless.

By the same yardstick therefore the amount of information available is endless and always changing. I've gained a mass of information from these sites that I've visited and use it in this club magazine. This is where I have obtained the recent info on car modelling that I've produced over the last two months.

So the bad news, imagine my surprise in looking through my paperwork for articles this month to find that my humble efforts had already been duplicated. I found a handout from last year with the same articles I had been copying in. Then the good news, my info had 18 sections whereas last years handout only had 5 sections, so at least I have some new material for the next few months for you. So much information to use yet duplication, or taking the positive. **Great minds think alike.**

LETS BE SEXIST

Smart man + Smart woman = Romance
Smart man + Dumb woman = Pregnancy
Dumb man + Smart woman = Affair
Dumb man + Dumb woman = Marriage

There are only two times when a man doesn't understand a woman before marriage and after marriage

A woman marries a man expecting he will change, but he doesn't.
A man marries a woman expecting that she won't change, and she does.



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A successful man is one who makes more money than his wife can spend.

A successful woman is one who can find such a man.

AUTOMOTIVE MODELLING (part 3)

A lot of the newer cars have a black trim around the windows. Normally this would need to be painted on. This requires a very steady hand, if not a squiggly mess ensues. An airbrush is better. But the finished result is only as good as your masking.

A quick and more effective way is to use a permanent marker. Use a large one that has been well used, usually they have a softer tip and will conform around a curve. Drawing the marker around the lip of the window gives an even black line.

Go around the trim once then let it dry. If you are not happy with the result then repeat again **in one motion only**. Going back and forth will remove some of the ink.

Any errors that have been made can be removed by polishing out the affected area.

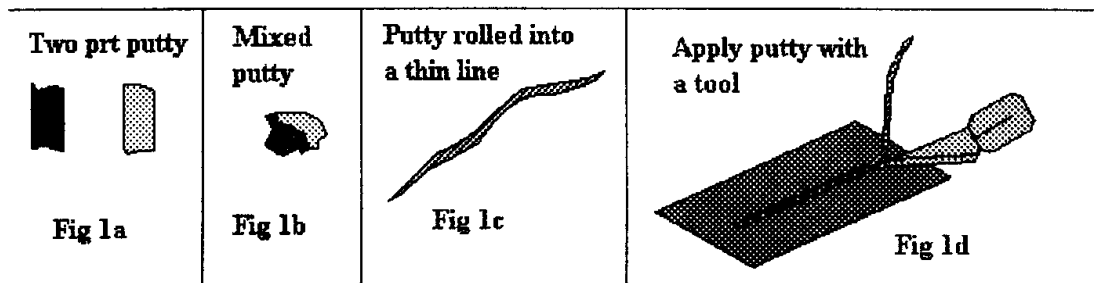
Weld Lines

Hey what do car modellers need to know about weld lines for? True, making weld lines are mostly for the armour modellers but this technique is used sometimes in car models. Some applications are exhaust systems, roll cages and frames. Just another area to make that model more realistic.

Several techniques that can be used are

1. Two part putty
2. Masking tape
3. Pyrograph
4. Syringe
5. Stretched Sprue

TWO PART PUTTY



Now fix some two part putty and roll into a thin long roll (Fig 1 a, 1 b, 1 c) With some dental tool or X-Acto knife apply the putty to the model. Not an easy technique to learn but some swear by it (fig 1d).

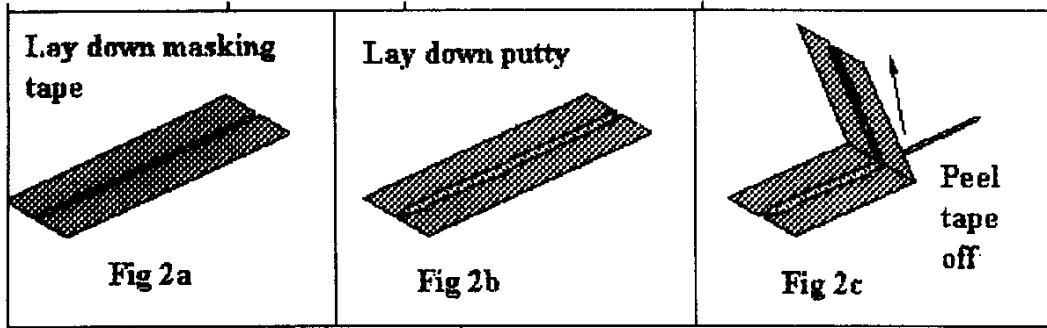
Hardest part is to get the roll of putty the same diameter the whole length.



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MASKING TAPE



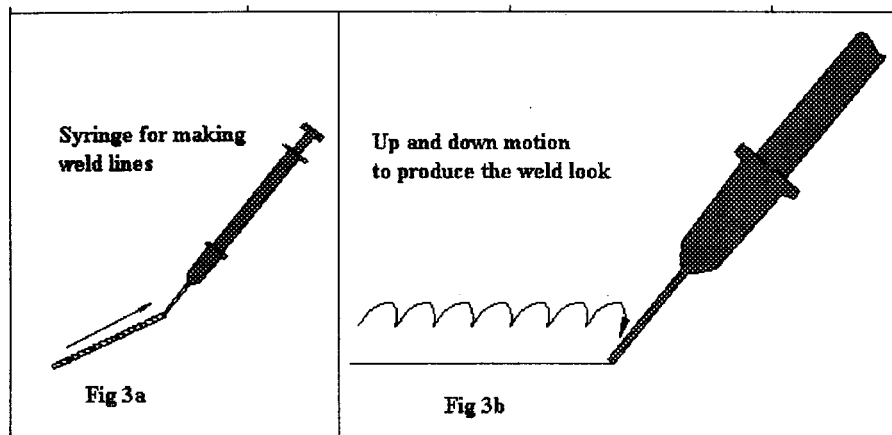
Lay down two strips of masking tape where you want the weld (fig 2a). Lay down some putty (fig 2b).

Wait a bit then pull the tape off (fig 2c). The putty remaining will have to be worked with a tool to get a more weld like look. A simple technique but will only work on flat areas. Great for long straight lines

PYROGRAPH

This is a tool like a soldering gun that melts the plastic, however it appears that you need a lot of skill and practice to get this method right. Note that since you aren't adding any material the weld lines can not be raised.

SYRINGE



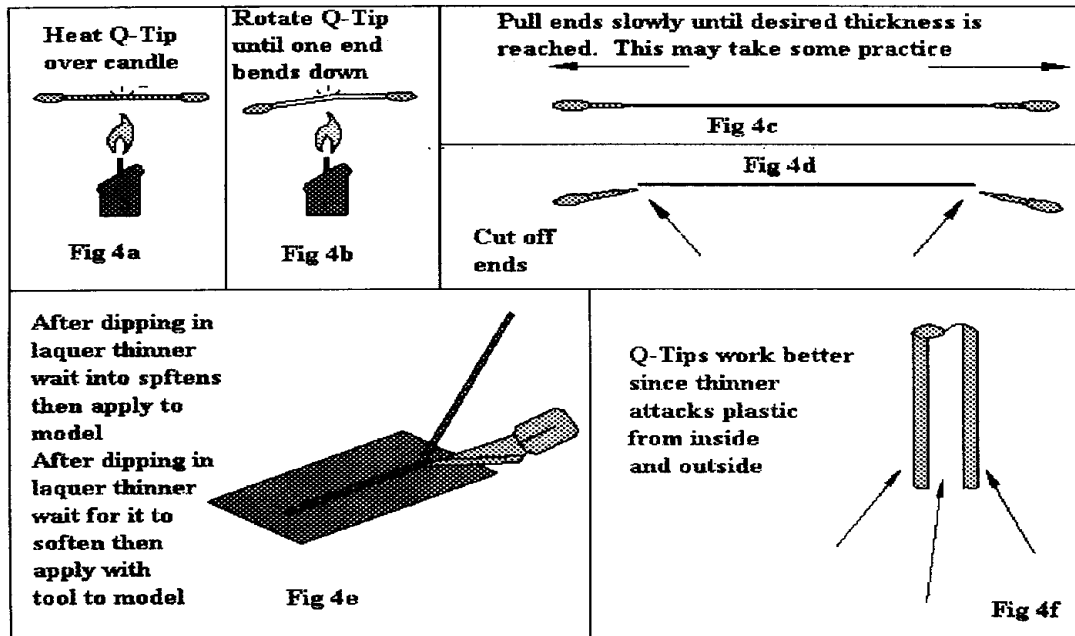
Putty is loaded into a syringe and squeezed out to make the weld line. You have to move the syringe up and down to get the weld look. The diameter of the syringe is the diameter of the weld. The only putty that was found to work for the syringes is Squadron White. Any other syringe was too thick. Other syringes may work better or you may have to thin the putty. An easy method to use and master.



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STRETCHED SPRUE



Stretch some sprue. Dip it in some plastic glue or lacquer thinner. This will soften it and you can apply it to a model with a dental tool or X-Acto knife. The diameter of your stretched sprue is the diameter of your weld. Also an easy technique to learn and use. The diagrams show instead of stretched sprue that Q-Tip shafts are used. These are also styrene and when you stretch them they retain their hollow nature. This is helpful in when you dip the sprue into the lacquer thinner (or glue) the lacquer attacks from the inside and outside so it softens quicker.

Ricky



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Bob's Business

Dear fellow modellers, I must apologise for not congratulating Mick and everyone for the August competition. As usual the quality of the models were to a very high standard. The competitions were of course won by Mick, who if he carries on at the rate he's going will be needing a new cabinet for his medals, well done Mick. I must also apologise to Ron Penn who came 4th as I put Dave and Mick joint 4th with 26 points where Ron had in fact 31 votes, and also to John Hone who had been placed 5th but has now been pushed out of the points to 6th.

At the end of this month are of course the IPMS(UK) Nationals at Telford, so could you please let us know who is going.

I have some sad news to report, on Sunday the 26th September there was a report on the TV that Mark Hannah of the Old Flying Machine Company at Duxford had crashed in his Me-109 (Buchon) at an air show in Spain and was seriously injured and burnt. Sadly the next day he died of his injuries. As many of you may be aware, Mark and his dad Ray were responsible for bringing many rare aircraft to Duxford for their collection and also for other collectors. Over the years Mark has thrilled many a crowd at shows around Europe and even as far away as Australia, with his aerobatics. Flying many types of aircraft such as the Me-109, Spitfire, T-33, F.86 Sabre, Mig-15 and Hawker Hunter, to mention just a few. Mark, with his dad, will be remembered for the many films that they were involved in, such as "A Piece of Cake", "A Bridge Too Far", "Memphis Belle", "Empire of the Sun" and of course "Saving Private Ryan", plus many others. How his death will affect the future of the Duxford airshows, we can only wait and see. My sympathies and commiseration's to Ray and his family.

Bob



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Terry Scott - Washing & Dry Brushing Guide

The problem with modelling in small scale such as 1/72nd or 1/48th scale is that details such as cockpits, undercarriage legs and engines etc. have a tendency to look rather flat and featureless considering the wealth of detail now available in both standard kits and aftermarket detail sets. The following methods outlined will help to pull out these details and create a sense of depth.

Washing

This is a process of covering the kit part with heavily diluted raw umber oil paint with white spirit. The steps are as follows: -

1. Spray the kit part in the base colour e.g. cockpit green
2. Spray over the base colour, if enamel paints were used, in a 50-/50 mix of gloss/matt acrylic based varnish. This protects the base colour paint. Allow 6 to 12 hours to dry.
3. Paint over the base colour with the wash and allow to dry for 10 to 15 minutes.
4. Wipe off with a cloth and/or cotton buds.
5. Spray over the entire area in acrylic varnish to seal in the wash.

Dry Brushing

This process is lightly brushing over the entire kit part in the base colour and progressively lightening the base colour with approximately 10 to 15 percent of white paint.

1. Take the base colour paint and extract some paint from the bottom of the tin. This is because it is nice and thick.
2. Remove virtually all the paint from the brush and stroke over the kit part in all directions. Do not brush too hard.
3. Add 15 to 20 percent of white paint to the base colour and repeat step 2.

Warning: Do not add too much white as this will create the talcum powder effect.

Panel Lines

These can also be picked out and will provide a more interesting effect than bare paintwork.

1. Spray the base colour with a 50/50 mix of gloss/matt varnish. Allow 6 to 12 hours to dry.
2. Paint a wash over the panel lines in one direction only and in a small area only, not the entire model.
3. Allow to dry for 10 to 15 minutes.
4. Wipe off with cotton buds, in the direction of the panel line, rolling the cotton bud against the direction of travel. This prevents the build up of the wash.
5. Repeat stages 2, 3 and 4 for panel lines going in the other direction.
6. Apply the decals, re-varnish in the acrylic varnish and repeat steps 2,3 and 4 over the decals only.
7. Seal the entire model in your preferred varnish.

The preceding methods are offered only as a guide and are not to be taken as gospel. It can on the other hand, provide a method of model enhancement that anyone can do and can be modified to suit the individual. The results, generally, will look better if applied with restraint. All these methods outlined have been used by many modellers for some time and have been well documented in various publications over the years.



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Wrighty's References

Schaltgeswadern of the Luftwaffe

In order to follow this set of articles the following unit designations are necessary as they are all linked to the theme of these articles.

EpproBungs	EP/G	Tactical testing/proving unit
Jabo-Staffel	10(J)JG26	Fighter Bomber squadron
Stuka	St/G	Dive bomber groups
SchaltGeshwader	Sch/G	Ground attack (this was the original 2 groups)
SchnellKampfGeshwader	SKG	Fast bomber group
Zerstorer	ZG	Heavy day fighter
SchaltGeshwader	SG	Ground attack units (term used from October 43)
LehrGeshwader	LG	Tactical Evaluation group (this covered fighters, bombers & dive bombers)

Ground Attack Lineage

Although the SGs were not formed until October 1943, their lineage goes back to 1940 and the Battle of Britain; this is where the original units of ground attack bombing tactics originated. Mainly due to the fact that the daylight bombers were unexpectedly vulnerable to defensive fighters, thought was given to fighters that could deliver bombs then compete with enemy interceptors.

The following types of units were basically channelled towards the 2 original Sch.G 1 & 2. After 2 years of war, and with the creation of the SG units in October 1943 virtually all had a dispersment of these 2 units in their make up. The use of the Focke Wulf FW-190 as the key component aircraft equipped these units in ever increasing numbers until the end of the war.



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LG2 & EP/G 210



Figure 1 - Me-109E-3 of I(J)/LG2 in Rumania 1941

In 1940 I(J)LG2 & II(FB)LG2 carried out the first fighter bomber raids in their Messerschmitt Bf-109E 4s & 7s, also EP/G 210 with 2 Staffel of Messerschmitt Me-110 and 1 Staffel of Bf-109 also attempted to improve the tactics of bombing. All these units were based at Calais Merke airfield. The units were all transferred away from France to take part in "Operation Barbarossa" in the summer of 1941 (see SKG 210).



Figure 2 - Me-109E-7 of II(FB)/LG2 in Russia 1941



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Figure 3 - Me-109E-4B claimed to be of 10(J)/JG26. This one was probably an unofficial fighter bomber experiment.

Jabo Stafflen



Figure 4 - Me-109F-4B of 10(J)/JG26 in France 1942.

In France the fighter bomber reappeared around the end of the year 1941, when the two fighter units JG2 and JG26 each formed a 10th Staffel 10(J)JG2 and 10(J)JG26 for fighter bombing. Originally with Me-109F-2/FB and later F-4/FB, these units operated from bases such as Abbeville,



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Ligescourt, Poix or St Omer. They raided the South coast of England (JG26) or shipping in the Channel (JG2). In June 1942 both units exchanged their Me-109s for Focke Wulf FW-190A-3/FBs, these aircraft were capable of carrying a bigger bomb load or drop tanks to extend their range of action. In January 1943 10(J)JG26 was redesignated 10(J)JG54 but this title was very short lived. (See SKG/10)



Figure 5 - FW-190A-4/U3 of 10(J)/JG26 in France late 1942 taking off with 500Sc bomb for England.



Figure 6 - FW-190A-3/FB of 10(J)JG2 takes off to attack shipping with 500Sc bomb.



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Figure 7 - FW-190A-4/3U of 10(J)/JG26 returns empty of bomb and is guided into shelter by a "blackman" on the wing.



Figure 8 - FW-190A-5/U3 fighter bomber of 10(J)/JG54, which 10(J)/JG26 became in February 1943.

Desert Jabos

In the desert were the units JG27 and JG53, who also formed a 10th Staffel in early 1942, with Me-109E-7s, as fighter bombers could be very effective against convoys of military vehicles, supply lines etc. Joined in the summer by the Me-109s of III/ZG1 the unit was renamed JaboGruppe Africa, it operated until September 1942 when it was withdrawn to Italy.



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Figure 9 - Me-109E-7/U2 of 10(J)/JG27 seen in the Balkans also served in the desert 1941/2.

Arctic Jabos

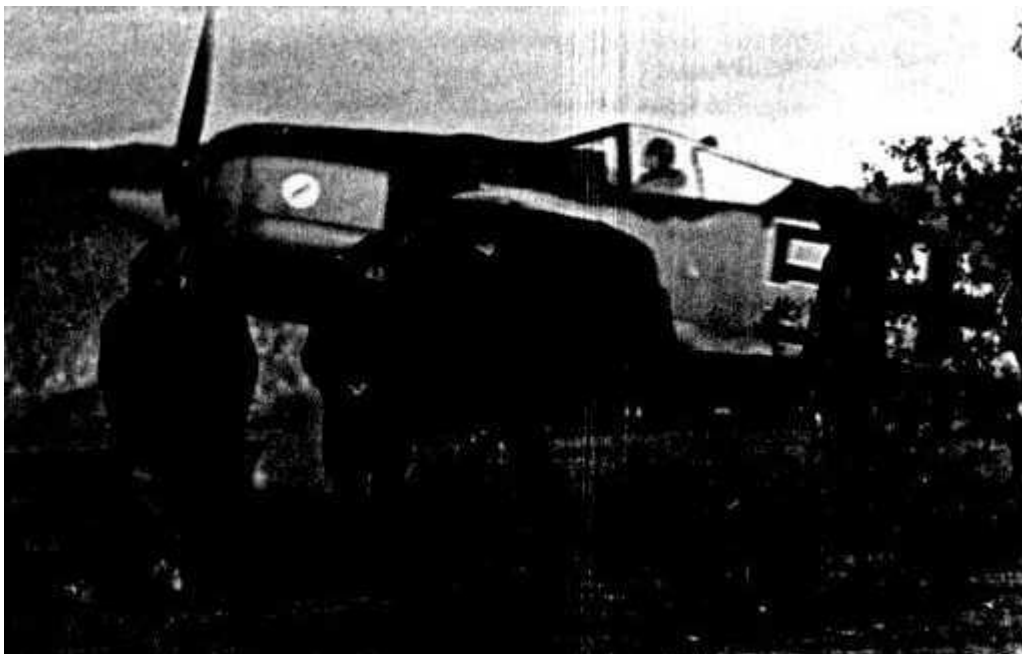


Figure 10 - FW-190A-3 of 14(J)/JG5 at Petsamo, Finland on the Arctic Front in early spring 1943. Led by Hauptmann Freidrich-Wilhelm Strakeljahn, this small Staffel wreaked havoc on the previous unmolested Soviet coastal traffic in the area - so much so that the outfit was personally congratulated by Hitler himself in May 1943. "Straks" Strakeljahn himself also became an ace during this period, destroying nine Russian aircraft. This aircraft is painted in standard early FW-190 colours, and lacks the yellow theatre flashes. It does however, boast the Staffel's unique "bow and bomb" badge on the cowl.

Whilst JG5 (Eisner) was operational since early 1942, it was only in February 1943 when the Geschwader formed a 14(Jabo) staffel with Focke Wulf FW-109A2s & 3s at Petsamo. They attacked Russian coastal shipping in Arctic waters, and battled with Soviet fighters in the far north. In



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January 1944 and April 1944 the unit was gradually run down, with them being withdrawn to be absorbed by SG5 and SG4 respectively in the re-equipment of these units.

SKG 210

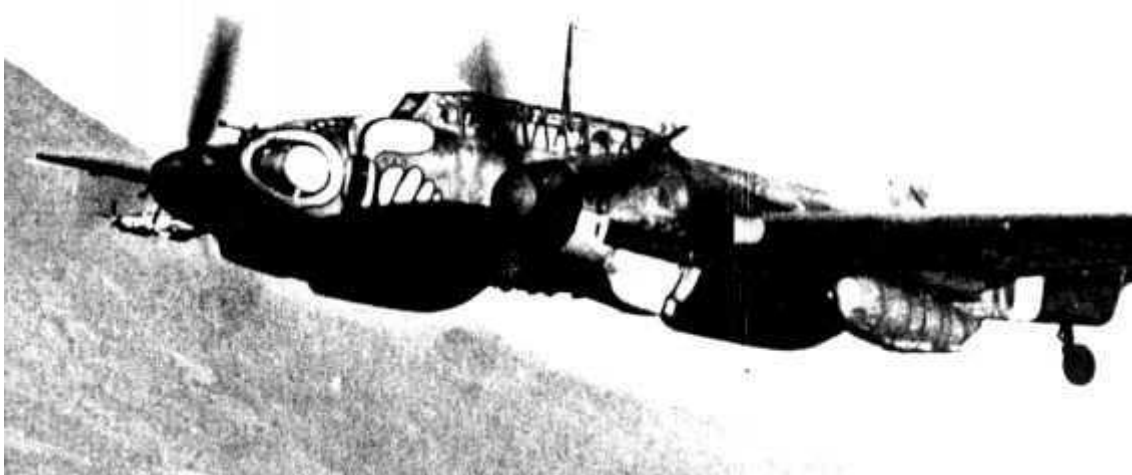


Figure 11 - Me-110C of I/ZG1 in early 1943 in the Med, after the transfer from Russia, note "Wespen" emblem.

In April 1941 after the withdrawal from France EP/G210 was used as the basis for 1/SKG210 fast bomber group, two months later a second Gruppe was added II/SKG210, being previously III/ZG76. The two Gruppen equipped with Me-110s took part in the "Barbarossa" operation and served Luftflotte 2 on the Russian Front until January 1942, when the unit was redesignated I & II/ZG1 ("Wespen") with the famous wasp insignia on the nose, serving until September 1942 when they transferred to Africa, where they also flew Me-109E7 fighter bombers coded S9 in III/ZG1.



Figure 12 - Me-109E-3 of III/SZ1 prior to equipment with 109E-7s at Prague-Rusin, late 1942. Note "Wespen" emblem and S9 code.



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SKG 10

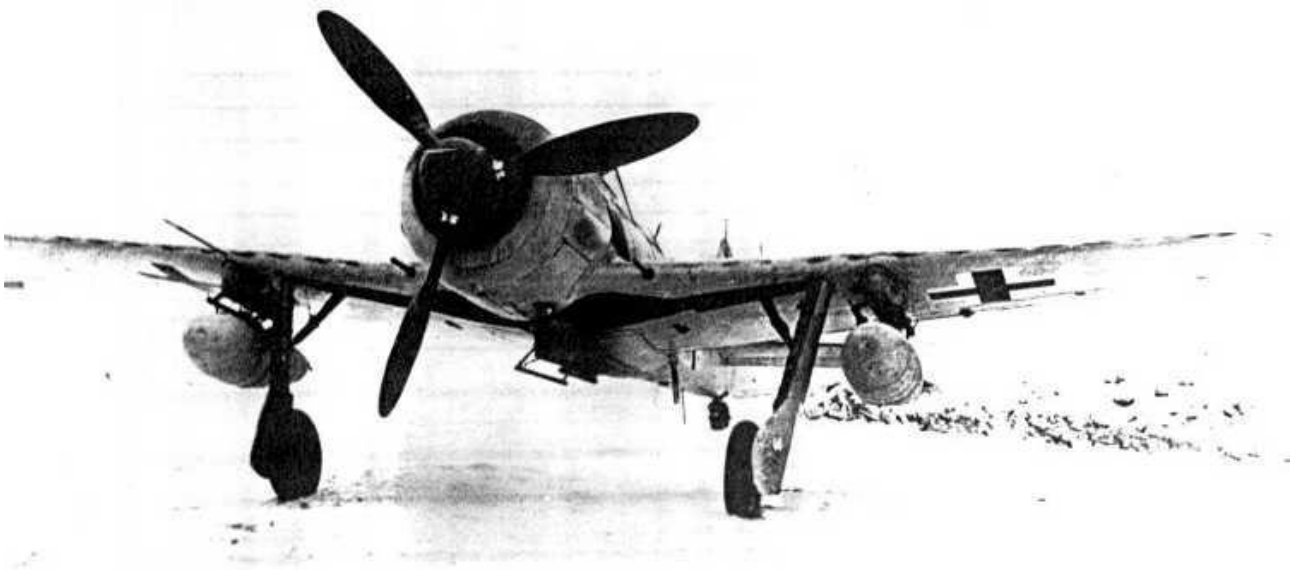


Figure 13 - FW-190A-4/U8. The original equipment of SKG/10. (Note bomb rack and drop tanks)

The fast bombers role was resurrected in November 1942, when using a basis of III/ZG2 and new personnel the I, II & III Gruppen of SKG 10 was formed over the next 2 months. This time the SKG used FW-190A4/UB aircraft as opposed to the Me-110s used by the SKG 210. By early March 1943 a IV Gruppe SKG 10 was added. This was achieved by redesignating 10(J)JG2 and 10(J)JG54 to operate under SKG 10.

SKG 10 was the unit that carried out the so called "Hit and Run" raids on the South East of England in 1943, they operated from France based at Amiens-Glissy, Poix, Rosieres-en-Santerre and Mons-en-Chausee (see map), the raids were mainly of nuisance value. The unit had 130 aircraft in May 1943, just prior to this the III Gruppe had gone to Sicily and in June 1943 they were followed by II & IV Gruppen to join Luftflotte 2 at Cretonne in Sicily. By July the Allied invasion of Sicily had begun and the outnumbered Luftwaffe units, including SKG 10 suffered accordingly, by August 1943 defeat was complete and SKG 10 withdrew to Reggio in Italy.



A map of Western Europe, specifically focusing on the British Isles and parts of France, Belgium, and the Netherlands. The map shows the English Channel, the North Sea, and the Atlantic Ocean. Major towns are marked with solid black circles, and airfields are marked with open circles containing a cross. Key locations include London, Paris, Brussels, Amsterdam, and various coastal cities like Plymouth, Exeter, Southampton, and Antwerp. A legend in the bottom right corner identifies the symbols used.

I/SGK 10, the group left in France now at Cognac had only some 30 Focke Wulf FW-190A4 or A5s and eventually resorted to night raids in December 1943. They soldiered on till May 1944 the problem outgrew any tangible reward and the unit withdrew to Dreux airfield before becoming part of III/KG51 to try and repel the D.Day installation.



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Figure 16 – Armourers manhandle SC250 (550lb) bomb to II/SKG10 aircraft. Note A/C still in delivery codes.



Figure 17 - FW-190F-3 in Italy of II/SKG10, taxiing out with 500SC bomb. Note white tail (theatre) band.



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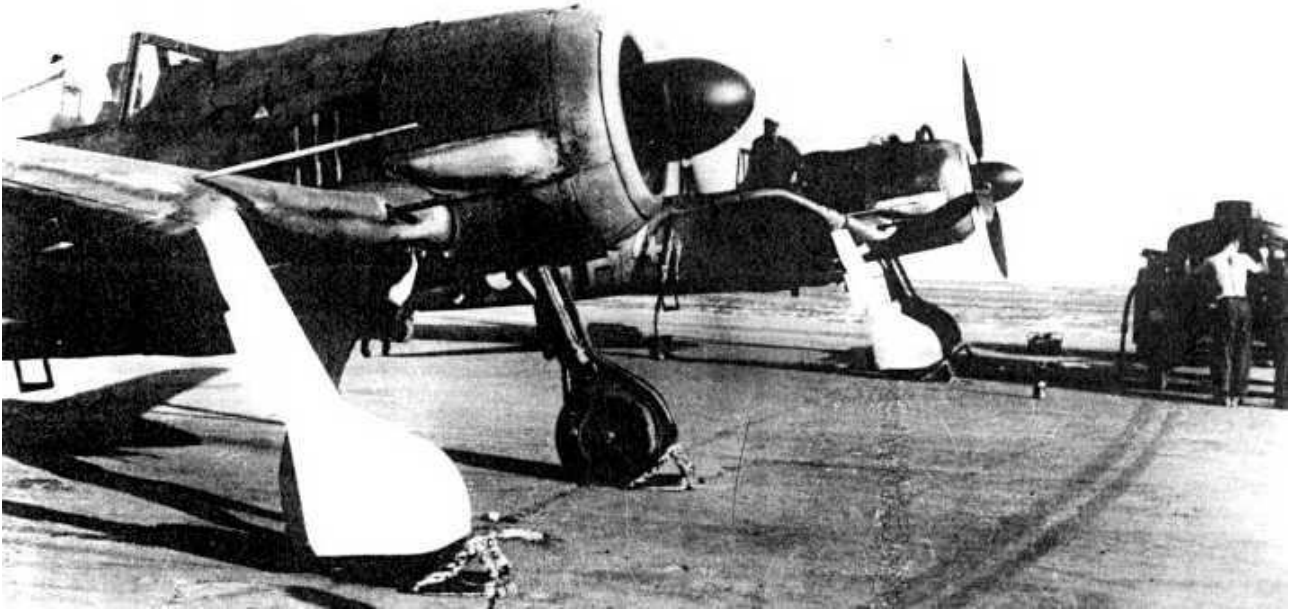


Figure 18 - FW-190F-3 of IV/SKG10 in Sicily, summer 1943.



Figure 19 - FW-190A-4 of IV Ergänzungs (training & replenishment) Gruppe SKG/10 in May 1943 at Cognac (France) just prior to the Gruppe's transfer to Sicily as IV/SKG10.



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Figure 20 - FW-190A-5/U2 NightJabo as used by I/SKG10 in their night raids from Cognac during early 1944.



Figure 21 - FW-190G-3/N NightJabo with the revised designation when serving with III/KG51 in France during 1944.

Alan