



"STICKY FINGERS"

IPMS HORNCHURCH - NEWSLETTER



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Dave's "Divulgences"

Dear Members

The Nationals was a great show and for those members that came to the show made it even more enjoyable. It was unfortunate that other members could not make the show.

There was so much to look at that it took the whole weekend. Riko, Airfix, Revell, Cromwell etc all displayed new and not so new kits in an eye catching way. Nearly every trader gave discounts on most kits.

The competition was strong and at a rough count there seemed to be at least over two hundred entries. The junior section was nearly as good as the seniors.

"Little Nellie" from the film "You Only Live Twice" was supposed to have been there but we could not find her, which caused a bit of a disappointment. Although she was not there it didn't dampen the general feel of the event for the weekend.

As table space goes we had two tables that were not used, I hope that next year we can have a better response. I would like to thank those members that did come to the show for without them it would not have been possible.

Tonight is competition night, so good luck to all that enter and thanks to those members that brought their videos last time.

Dave

Peter's "Prattlings"

Dear all,

Well I'm back from Munich safe and sound. As you can see from the front cover and the picture below we have a couple of images of the recent IPMS Mildenhall show tables courtesy of Steve Hubbard and his digital camera. For those that couldn't attend this or other shows here's what you are missing (or maybe not!).



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Event News 2000

Taken from the IPMS (UK) website here are a few forthcoming attractions to stick in your diary.

April 9th - Barnet Scale Model Show

To be held at a totally new venue. Holmshill School, Thrift Farm Lane, Shenley Road, Borehamwood, Hertfordshire. Show will be open from 10am - 5pm and will be as big as ever with several traders and club displays. There will be a full competition and including the TMMI Trophy.

September 24th - Chiltern Show

Following the success of our first show at the Mosquito Museum, the above date has been agreed for the Chiltern Show in 2000. The venue will again be the Mosquito Museum, London Colney, Hertfordshire.

October 21st / 22nd - IPMS (UK) Nationals 2000.

IPMS (UK) are scheduled to hold the first World International Model Show at the Telford Exhibition Centre, Telford, Shropshire.

Peter



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Ricky's "Ramblings"

Ramblings is the right term for this months efforts. I've got various little snippets from a wide selection I've come across. I'm writing this on the Friday morning of bonfire night and the weather outside is not too good. It doesn't seem so long ago that I was working on my patio in 80 odd degrees and before we blink Xmas and the New Year will be upon us.

Last week I was on holiday in Northern Germany and stayed with one of my wife's cousin in a small town called Gifhorn just east of Hannover. The weather was absolutely great all week, which let us get out visiting every day. Wherever we went I took my "Bible" of models, books, trivia I have and kept my eyes open for Model shops. We found only two such shops from which I did manage to buy three models. We even looked in toyshops for anything.

The overall opinion is that if you want anything from Revell then North Germany's your place, any other kit manufacturer, decals, trivia etc then forget it. Whilst staying in Germany I found out that my wife's cousin's husband is a bit of a model freak also. His interest is ships... made from paper! He buys these from a special shop near Bremen (just a few hundred kilometres away). Printed out on sheets 2/3 feet long by 2 foot depending on the size of model. Each part has to be cut from the sheet, bent, curved etc and then glued. His current project is a US aircraft carrier, which has taken him 18 months and is 4 foot long !

Just as a matter of interest how do all of you know what models etc you have when you go model hunting. Do you record your purchases and how? Why not let us know for next month's issue?

Did you read in the newspaper the other day of the death of Uri Geller. Apparently he was rubbing the back of his neck and his head fell off ! Alright, alright at least I tried.



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German Colours

I found this on an Internet site any good to anyone ??

COLOURS	F.S. Numbers	HUMBROL	AEROMASTER	XTRACOLOUR
RLM – GRAU 02	34226	92	9020	X201
GELB 04	33538	69	9036	X213
ROT 23	31136			X217
DUNKELBLAU 24	25053			X218
DUNKELBRAUN 61	24260			X219
GRUN 62	34258			X220
HELLGRAU 63	34518			X221
HELLBLAU 65	35414	65	9021	X202
SCHWARZGRAU 66	36076		9022	X203
SCHWARZGRUN 70	34052	91	9023	X204
DUNKELGRUN 71	34079	116 / 30	9024	X205
GRUN 72	34056			X222
GRUN 73	34092	149		X223
GRUN 74	36081	27	9025	X206
BRAUVIOLETT 75	36152		9026	X207
LICHTBLAU 76	35526	175	9027	X208
HELLBLAU 78	35418		9033	X214
SANDGELB 79	30252	62	9034	X209
OLIVGRUN 80	34096		9035	X215
BRAUN VIOLETT 81	34102	155	9028	X210
DUNKELGRUN 82	34108		9030	X211
BLAUGRUN 83	34373		9031	X212

What IF!!!!

Most of us build our models with a specific subject in mind. The trick being to create a miniature of the real thing as best we can. We have many sources of information to sift through for our subjects. The rise in popularity of the Sci-Fi modelling is to create a subject which has no basis of truth but must be made to look “believable” thus letting vent to artistic licence. But what about taking this a step further of creating a model of a subject that never was ? As modellers we normally limit ourselves to kits, scratchbuilding skills, time and effort would be needed for these subjects. Browsing through my mass of paperwork collected over the years I came across a few paragraphs on this subject, which I’ve shortened for you. Maybe it will stimulate you to build something or come up with some of your own. So here we go What if.....

- * The Hindenburg airship disaster had never happened and airship technology continued, where would we be. Would we have jet dirigibles? Would dirigibles be another form of travelling around over short distances?
- * Hitler had won the Battle of Britain and invaded England. What would have been the fate of our aircraft? America could not have used us for their bomber bases so would have had to fly from America. (could the B-36 have done this) Would there have been jet engine variants of these?
- * The war had continued to 1950 instead of 1945? What would the Luftwaffe and American aircraft have looked like? Imagine a giant 4 engine Luftwaffe bomber flying the Atlantic and bombing New York!



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- * The flying bomb scientists had come up with a V2 rocket that could be fired from a submarine. What would it have looked like and what shape would the submarine be?

Hot Tips Hot Tips Hot Tips

- * Always use a gloss paint to prime your model. It shows surface defects better than dull paints.
- * To replace lost rivet detail similar to those on cowls. Use a piece of stainless steel tubing the same size as the rivet you wish to replace. Put the tube in a pin vice applying pressure and slightly rocking in all directions. When completed sand over gently.
- * A good way to scribe panel lines is to use "Dynotape". Apply the tape in the area to be scribed and simply scribe your new panel lines using the tape as an edge. Don't forget to cut the tape lengthways to get twice the amount. Also by cutting the tape in a narrow strip curved surfaces can be covered.
- * A cheap scribe can be made from an old knife blade. Snap off the tip of the blade and use it inverted. A spiral of plastic will be removed.

Brushing Bare Metal Schemes

The markings of jets from the 50s and 60s were mostly painted on the bare metal skin of the planes. I had to deal with the problem of recreating a realistic-looking metallic finish on plastic surfaces. For those of you with a limited building area i.e. kitchen or dining room table where airbrushing is out of the question then the good old paintbrush must be used. Although maybe not as good as would be possible by using an airbrush – nonetheless results in a rather presentable bare-metal finish. This is how it works:

Which paints to use

There are many different metallic paints on the market i.e. Humbrol's METALCOTE paints, mostly "Polished Aluminium", "Flat Aluminium" and "Steel". There are many alternative products, which sometimes don't have some of the typical shortcomings of the Humbrol paints. The following procedures may sound very complicated and their description might be suitable to deter interested modellers from trying them, but all this is nothing but routine which won't take more time than, say, a three-tone camouflage scheme of normal complexity.

Preparation of the model

It is well known that metallic paints are very thin and will enhance any structure on the model's surface, especially of course any faults which might have been overlooked before painting has started. So it is essential to prepare the plastic surface to be as smooth as possible. Fill and sand any irregularities such as seams, sink holes or rough spots working in several steps from the roughest grit down to the finest. Do not use any primer before applying the Metalcote paint, since painting the primer could introduce fine brushmarks which will show through the metallic paint, so paint directly onto the plastic. Then polish the plastic with a powertool use a strong polishing wheel together with a polishing paste. Work carefully with low turning rates, since the friction at high speeds can melt the plastic. The result of this procedure is a perfectly smooth surface.

Painting

After the plastic surface has been prepared apply the paint directly from the tin, since the Humbrol Metalcote paints are very thin already. Use a large, soft brush, painting with long steady strokes. This sounds as easy as it is, but as always there are some points which should be taken care of: As



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long as the paint is thin enough no brush marks will appear on the painted surface, so keep in mind to dip the brush into the paint often enough. Sometimes it happens that the brush loses dust particles or even hairs in the paint you just applied, which of course is very annoying but unavoidable as long as one is forced to use a brush. In that case, keep a pair of tweezers ready to remove those particles immediately. Don't paint over that spot now, otherwise you will get visible brush marks leave that damage to the second coat.

There is the clue: the second paint coat. If everything worked fine with your first coat of paint you might believe that it is perfect as it is, especially if you are lighting your workspace with some direct light sources. But as soon as you switch off those lights and inspect your model in daylight you will find that there are many spots where the plastic is shining through the paint. The reason for the wrong impression is that the metallic particles in the paint reflect the direct light so well that the reflections are over shining the spots where the paint coat is too thin and therefore not perfect. So it is better to apply the paint without direct light sources whenever possible.

Let the paint dry for at least an hour before you apply the second coat. If you do that too early you risk lifting off the first coat from the plastic, smearing it into the brush and so leaving very nasty brush marks. Before painting the second time, check the surface for dust or brush hairs, lift them off with tweezers and sand down the resulting rims very carefully with fine sandpaper. Please keep in mind that many metallic enamels cannot be over painted with normal paints except on very small spots such as antennae, gun muzzles or similar items. The other paint will not adhere to the metallic ground, so you have to carefully plan your painting procedure to ensure that the metallic paint is the last one to be applied. Any other-coloured details, for example fins, wingtips or air intakes have to be painted first and then masked off appropriately.

Normally a jet aircraft does not consist of the same material overall, but is merely a composition of different alloys. Additionally, some segments might be exposed to heat or acid liquids. This results in a multi-hued look for any bare-metal plane, which is serving for a time. For a good model it is essential to reproduce this "patchwork-look", so several panels have to be painted with differing shades of metallic paint to appear somewhat darker or, when heat-treated, a bit browner than the rest. The main problem here is the common wisdom that, with one exception, metallic paints cannot be masked. Well, this is certainly true, since any masking tape or liquid applied on the metallic paint will lift off a layer of paint pigments when taken away, leaving a much brighter spot where it has been. If you are good enough you can overcome this by painting the panels freehanded, without masking them off. With a bit experience and a small brush this is not too difficult, using the raised or engraved panel line as a guide. Sometimes you can mask off some panels, using a liquid mask, because afterwards it is easy to polish out the marks left over from the mask.

To differentiate the panels, mix drops of various grey or yellow/brown shades into the original aluminium paint. Just remember that the originally bright silver appearance of the pure aluminium paint will darken considerably when polished, so the contrast between the darker panel and the rest might disappear after polishing. Therefore don't hesitate to seemingly overdo it a little bit with the drops of grey. Only experience will give you the right formula, and even then it is possible to make some mistakes.



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Polishing

Without any further treatment, the Humbrol Metalcote paint "Polished Aluminium" will result in a silvery look, which reproduces any plane surface, painted with aluminium colour. Polishing is made again with the help of a powertool, this time with a very soft polishing wheel. This is very boring work but don't try to speed things up by increasing the turning speed of the wheel! The friction heat might melt the plastic, additionally there is the danger that any edges, such as leading and trailing edges of the wings "catch" the wheel which then is producing a nasty rim on the edge. So try to hold your hand steady, frequently change the orientation of the polishing wheel in order to get different sheen's from the panels and work yourself systematically through the wings and the fuselage. The result you get from this method is magnificent, almost mirror-like and definitely metallic-looking. The paint surface is very prone to fingerprints, so wearing surgical gloves whenever handling the model is a good idea.

Sealing

When asked if bare-metal finishes should be sealed with some gloss coat, nine out of ten modellers will advise you not to do that. It is said that every gloss coat applied on the polished metallic paint will dull the mirror-like appearance you invested so much work into. This is correct, but is it so wrong? The only bare-metal jets which really look like mirrors have been those presented during rollout ceremonies and maybe those planes which flew under sunny and dry skies. But in the moisture of clouds every unpainted metal surface oxidises and therefore becomes dull within months, if not weeks. So if modellers try everything to appropriately weather their planes, why shouldn't they do the same with bare-metal finishes?

There is another aspect of sealing the finish: if you do not have the luxury of display cases for models, they have to be frequently dusted. The metallic paint coat is soft, so dust particles roughen it; every handling without gloves leaves fingerprints, and every handling with gloves will wear off some of the paint, especially on the leading and trailing edges where you are most likely to grab the model.

It is important that the sealer is thin enough not to leave any visible brush marks i.e. "Klear" floor polish. Since the wax coat dulls the metal finish it also further reduces the contrast between the differently coloured panels, so this should be taken into account when mixing the paint for them. Always try out the wax on a surplus part you have painted and polished before. Sometimes, either due to the age of the floor wax, the moisture in the air, the water in the brush, or whatever else, the coat will not dry glossy, but nearly flat this has to be avoided of course. Apply the decals over the wax coat, then the decals themselves are sealed once again in order to keep the dust from working its way under them. If applied correctly, the gloss coat even will give the finish a deeper sheen, not limited to the uppermost surface, but adding a bit of depth.

Ricky



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Bob's Business

Once more it's competition time this month, the categories are civil aircraft and vehicles with types, no doubt the standard of modelling will be very high, so good luck to everyone.

Crash report on Mark Hanna's 109.

As you know last month I reported on the sad loss of Mark Hanna. Well in this month's Flypast magazine it was reported what happened. Mark was flying in company with the P-51, L-39, Harvard and Kittyhawk from Duxford via Gerona and was on the last leg of its journey when it reached Sabadell. It is reported that the 109 adopted a right wing up, left wing low attitude and shortly afterwards slid out of the sky with the tail hitting a boundary fence, detaching the tailwheel and rudder in the process. The rest of the aircraft flew on for a short distance before impacting on the ground. The fuselage then broke away and burst into flames. Airport fire and rescue services were on the scene within a minute and swiftly extinguished the flames. Mark was alive when pulled from the aircraft and was rushed to a hospital burns unit in Barcelona, where he died from his injuries 24 hours later. Mark's funeral service took place at Parham, Suffolk on October 6th where the small church was full to the brim with family and friends. After the service Dave Southwood flew the Spitfire Mk.V from the Fighter Collection in a poignant low-level salute for Mark.

Vulcan News

On a lighter note I have some good news for Avro Vulcan fans. As many of you know several years ago XH558 of the Vulcan flight was finally retired from RAF service and was sent to Bruntingthorpe joining the collection of historic and classic jets there. Since its arrival it has been kept in, as near as possible airworthy condition with the hope that one day it would take to the air again. Well if all goes well then next year the big bird will grace the skies again. The CAA have given the amber light to bring XH558 back to full airworthiness over the winter months. The tasks will involve fitting a new wing spar, a full structural check, wiring and engine checks and a thousand and one other tasks. This will be all done under the close watch of the CAA and British Aerospace. If all goes well and the CAA pass XH558 fit for airworthiness then I can only hope they don't put too many obstacles in the way. As you may know at the beginning of the year an Avro Shackleton was going to return to England from America for airshows in Europe, but the CAA stopped it from flying unless it was crewed by RAF personnel and maintained by British Aerospace. Why they did this is beyond me when you think of the large amount of ex-military aircraft in private hands around England and Europe. It would be understandable if the Shackleton was owned by a small company with no experience of large piston engined aircraft, but in this case we are talking about Air Atlantique with its large fleet of DC-3s, DC-4s, DC-6s and many other aircraft, as well as a second Shackleton, plus a large stock of spares. Watch this space for more news in the future.

Bob



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Wrighty's References

Schaltgeswadern of the Luftwaffe - Part 2

SchaltGeshwader 1



Figure 1 - SKG.10 - Wrecked aircraft showing losses suffered by this unit before withdrawal from operations. An FW 190G-3 of 7.111/SKG.10 in Algiers in 1943.

During December 1941, SchG.1 was formed with 2 Gruppen, the 1st, I/SchG.1 was the fighter component created by renaming II(J)LG.2 who were flying the Messerschmitt Bf-109E-4's & 7'sFB in three Staffeln. The 2nd Gruppe were newly created with 6 & 7 Staffel using Henschel Hs-123 biplanes and 5 Staffel with Henschel Hs-129s. Both Gruppen had a 4th Staffel (i.e. 4 & 8) using Panzer attack Henschel Hs-129s for attacks on enemy armour. The Staffel colours in use were

Green	1	White	2	Red	3	Blue	4
	5		6		7		8



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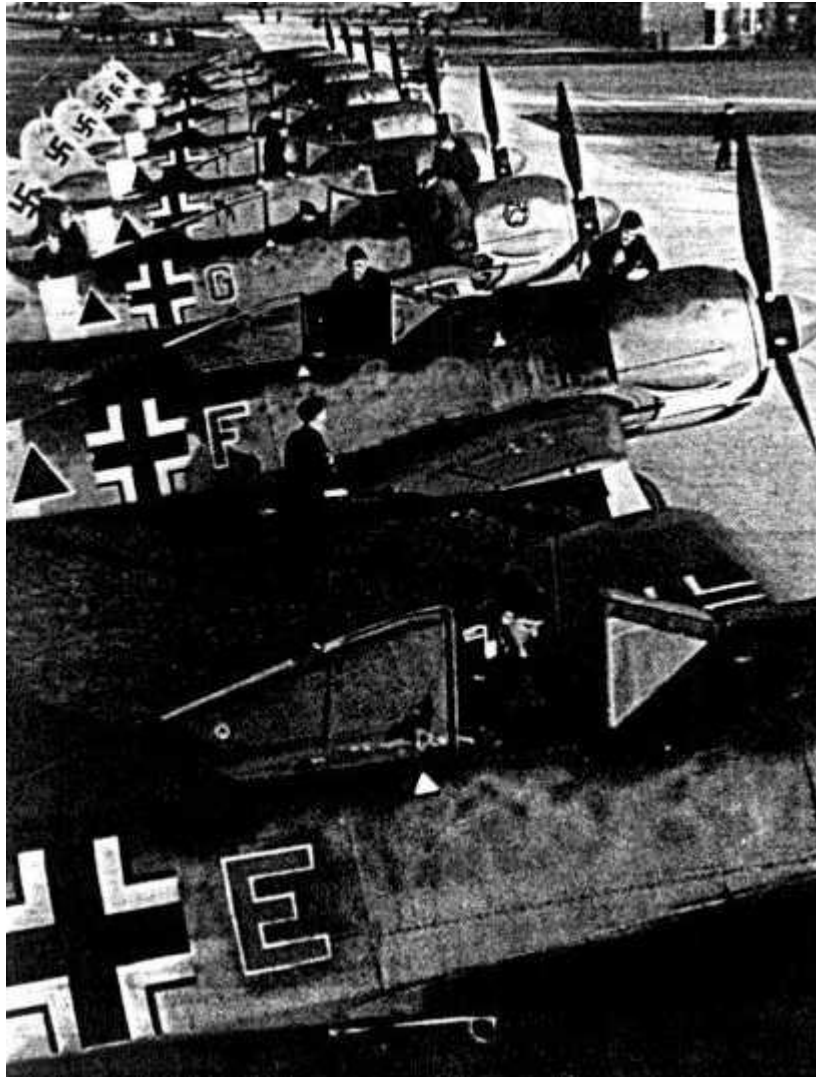


Figure 2 – 5/SchG.1 – a line up of 9 FW 190F-2 fighter bombers with 74/75/76 camouflage and RLM grey 02 mottling. Photographed at Deblin-Irena Poland, they had yellow 04 fuselage bands, lower cowling and wingtips. As can be seen not all aircraft carried the Mickey Mouse unit badge.

The units carried the black triangle marking and individual code letters.



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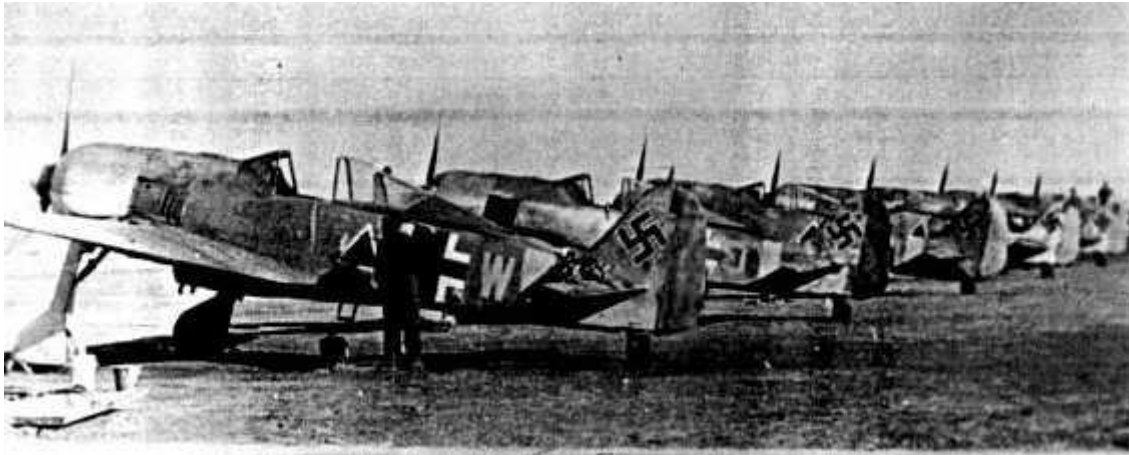


Figure 3 – 3/SchG.1 – a similar line up also at Deblin-Irena, note the I Gruppe used black triangle forward of the cross, whilst the II Gruppe had it aft, slightly covering the yellow (Theatre) tail band.

The newly organised unit served on the Eastern Front during 1942, by December it was withdrawn as Staffel at a time to Deblin Irena in Poland to re-equip with Focke Wulf FW-190A-3/U3 fighter-bombers. It took until May 1943 before the whole unit was fully equipped with the FW-190, by now using the FW-190F-2.



Figure 4 - 3 Staffel again from a different angle.

Also at this time the black triangle marking was dropped in favour of the fighter type markings except with letters as opposed to numerals. In July the Stab and both Gruppen boasted a total of 107 aircraft for Operation "Zitadelle" (Kursk). A hectic period of attacking Soviet troops and supply lines followed but against overwhelming odds, retreat via Kharkov followed until the Autumn of 1943 when the reorganisation into SGs took place.



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Figure 5 - SchG.1 - 2 Staffels' Red "C" receives last minute adjustments to the inboard gun by "Blackman" (mechanics), whilst another brings out a bomb for C/L rack.



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Figure 6 - SchG.1 - a I Gruppe FW 190F-2 takes off for another mission.



Figure 7 - an FW 190A-4/U8 of 2 Staffel I/SchG.1 in winter camouflage on the Eastern Front in early 1943. Note yellow wingtips and tail band and the removal of the black triangle.



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Figure 8 - The Gruppe Adjutants machine of II/SchG.1 seen during a break in missions during the Battle of Kursk in July 1943.



Figure 9 - FW 190G-3 fighter-bombers of II/SchG.1 (4 Staffel) at the time of Kursk in July 1943.



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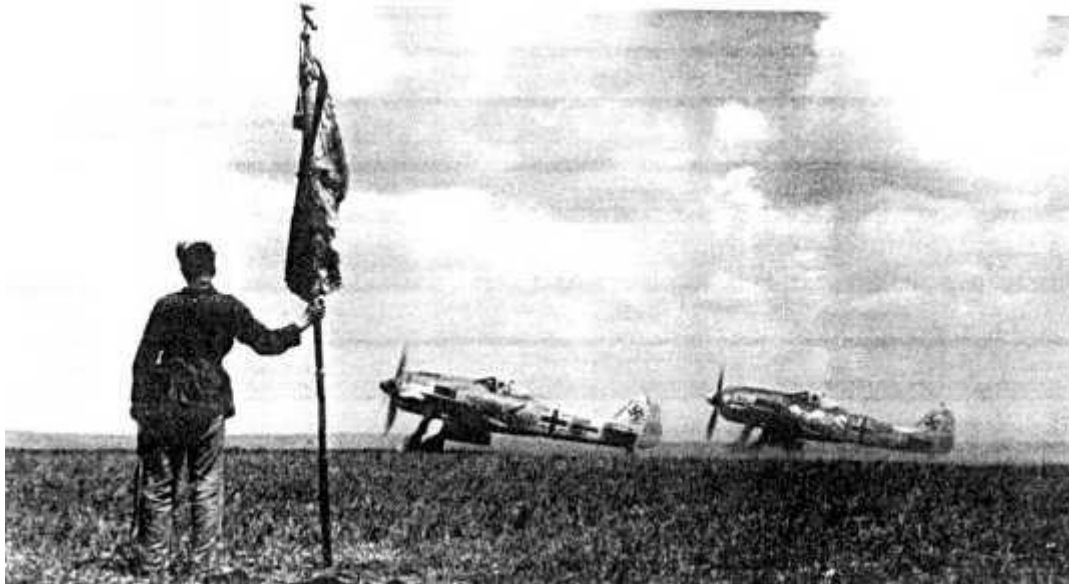


Figure 10 - FW 190G-3s also of II/SchG.1 (5 Staffel). The standard bearers carries the flag of the Luftwaffe Flying Units.

SchaltGeshwader 2

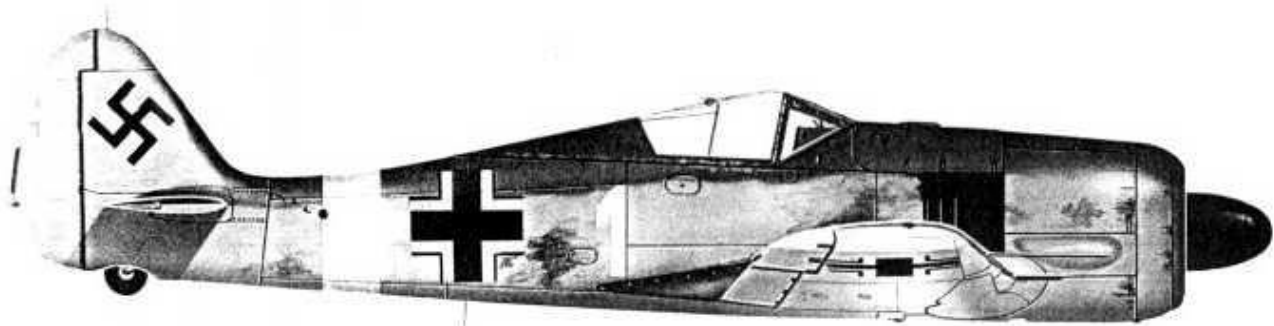


Figure 11 - An FW 190A-4/U8 of I/SchG.2 in Tunisia march 1943. Colours were Sandgelb 79 and Light Blue 78, note white Theatre markings on tail and wingtips, also note letter on tail (E), similar to SKG/10 marking (see Fig1) who were operating here at the same time.

In September 1942 the 3 Staffeln of "JaboGruppe Africa" were reorganised into 1/Sch.G2 still operating their Messerschmitt Bf-109s, with a 4th Panzer Staffel added for tank busting using the Henschel Hs-129 (i.e. 4(Pz)/Sch.G2), operating in the desert war. It was backed up with a 2nd Gruppe in December 1942, this being formed from a basis of III/ZG.1. This II/Sch.G2 was similarly equipped with 3 Staffeln of 109s and a (PZ) Staffel of Hs-129s.



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Figure 12 - Abandoned FW 190F of I/SchG.2 in Tunisia, again coloured sand 79 and blue 78, note the badge which was later carried by SG.4 machines.

When II Gruppe became operational, I Gruppe was withdrawn in early 1943 to re-equip with the Focke Wulf FW-190A-4/U8, followed by II Gruppe in March.

- Note 1 In April 1943 the Focke Wulf FW-190F-G series came into effect, the "F" Series were pure ground attack and the "G" Series fighter bombers, (i.e. designation changes 190A5/U3 = F.2 & 190A-5/U8 = G.2). Sch.G2 used these and G.3s during its period in the Mediterranean.
- Note 2 The fact that Sch.G2 considered itself an F.B. unit may explain why in May 1943 it carried fighter numerals on the fuselage and letters on the tail. By late April G.3s had only fighter numerals suggesting that letters were for ground attack and also the badge of a cartoon character sitting astride a bomb reflects similar thinking as well as the "Jabo" roots of this unit.



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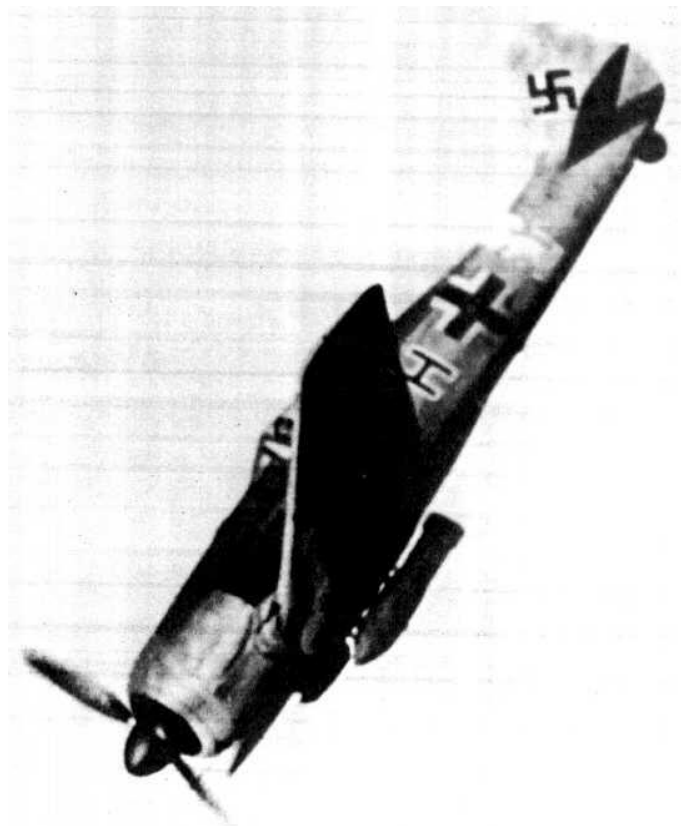


Figure 13 - Black "H" of 2/SchG.2 again coloured 79/78, in a diving attack with Sc500 centre line bomb.



Figure 14 - Yellow "O" of 3/SchG.2 is an FW 190G-3 coloured 79/80 mottle with 78 undersurfaces, abandoned in Sicily summer 1943.



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Figure 15 - Relatively few FW 190A-5s reached Tunisia before the German evacuation. This derelict carries the standard 74/75/76 factory finish with the 4 letter radio call sign KM+EY and white rear fuselage band and wingtips. Damage to the engine was probably responsible for the fouling over the wing roots and wheel covers. In the background is an Hs-129B of 8./SchG.2 with an unusual mottled scheme, possibly of 79/80, who a blue 24 letter K outlined in white. Behind this is a rather battered Ju-52/3m in 70/71/65 camouflage.

Alan