



"STICKY FINGERS"

IPMS HORNCHURCH - NEWSLETTER



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Dave's "Divulgences"

Dear Members

On Thursday the 11/11/99 it was the day to think about because most people their friends and family gave their lives to save this country from fear and harsh rule from two dictators that could have ruled this earth with an iron fist.

On Saturday 13/11/99 on BBC One there was the Royal British Legion of Remembrance and for me it brought a tear or two to my eye seeing the four services and the British Legion parade their colours of units past and present, plus the Chelsea pensioners. I feel and get a great sense of pride when I see these people march on parade and on Sunday after watching our veterans march past the Cenotaph with great pride. My girlfriend Carole and I went for a walk to Barking Park to see the War Memorial and that we saw made us wonder why so many people gave their lives in wars that have past. There were only 4 wreaths laid there. I wonder if it makes people think, it did us.

On another note the January meeting on the 17th is open night, may I suggest that we could have an evening of World War II twin engined aircraft, any scale, but if any one has any other ideas please let me know.

I would also like to thank those members that came to the Model Engineering Show, plus many thanks to club members who have given me support in the last 7 months.

A Merry Christmas to you and a good New Year.

Dave

PS Something to think about, it is only 4 months to Expo 2000!!

Peter's "Prattlings"

Dear all,

I would like to start this month with a sincere apology to both Dave Ryan and Ted Taylor. I wrote to Dave in confidence to let him know about some minor mutterings I had encountered about the handling of the club in the hope that he would see them as constructive criticism and were in no way intended as a personal attack. It appears this was taken badly and I apologise to Dave if it appeared that he was coming under personal attack by myself or anyone else from the club. I'm sure you would all agree that Dave is doing a sterling service for the club in trying times.

To Ted I would like to convey a deep apology for implying any wrongdoing on his behalf at the recent IPMS Nationals. Any rumours I heard were only that and in fact table space was allocated with the full knowledge and permission of the club secretary.

Noticed off the Aeromaster decals Internet site the following message about their recently released 1/48th Spitfire sets.

Dear Esteemed customers:



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This note is for those of you who purchased decals 48-464 Spitfires at War Pt. III and 48-465 Spitfires at War Pt. IV.

In the month of October 1999 we released these two sheets. On each there was a controversial colour for the codes, that of 145th Squadron. We provided an option for Insignia Blue and another for Red. It turns out that neither colour is correct. Instead the correct colour is Mediterranean Blue. Hence, we have printed an addendum in the correct colour.

To get this correction, please mail us the upper right corner of the decal; just the small area containing the sheet number (approximately 1 inch wide by 1/2 inch high). If you need a correction for both sheets, make sure to send the upper corner of each one. Please do not phone or fax your request.

We regret this error, and thank those who respond.

Thanks for your understanding.

Aeromaster Products

Well that's another year over, so for now Happy Christmas, Happy New Year/Millennium and may all your problems in the coming year be plastic ones.

Peter

Ricky's "Ramblings"

Since I began modelling many moons ago, scale models have become progressively better. It's now come to the stage where we expect all parts in a kit to be absolutely to scale, and don't we moan and groan when they're not. Yet if we consider the point for a while if all parts were true to scale they would be so thin that simply looking at them could cause them to break. So what if some parts are twice as thick as they should be as long as they do not lessen the appearance of the finished model. That is the ultimate point. Granted, we all want everything to exact scale, but there are times when it just can't be done. The bottom line is that it's more important for the finished model to look right than to be accurate to the last millimetre.

A penguin walks into a pub and says to the barman "have you seen my brother in here". The barman replies "I dunno what does he look like ? "

MERRY XMAS TO ALL MY READERS AND A GREAT MODELLING NEW YEAR

The year 2000 is nearly upon us and the date that all computer experts have dreaded around the world. Yes the day of the Millennium Bug is nearly here, the day when computers believe we have lost 100 years and crash out. So as diligent modellers should we be bothered about this and should we prepare ourselves?

How can a computer crashing affect my modelling you may well ask. All experts believe that the worst case scenario could be a total breakdown of all utilities. Imagine no gas, water, electricity,



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petrol garages not giving petrol even the phone service will give problems. Internet and e-mail will not work (mind you if there's no electricity then your computer won't work either).

With shops unable to put in orders for merchandise, including model shops, there could be a drastic reduction in trade. Thus there will be a shortage of new models well into the next year. This also means that prices will go through the roof for the few models your local supplier has left.

SO STOCK UP NOW with Xmas coming it's a good idea to send Father Xmas your wants list and even better it's a good excuse to tell her indoors.

Mind you some may argue that this will be a chance to start on those "kits stored away ready to be built". But what about all the sundry items required to build these "rainy day" models, glue, knife blades, brushes etc. Brushes you say, but I don't use brushes I use an airbrush. But with no electricity how can you ???

Now is the time to rush out and buy some decent brushes, remembering how you first started to use them, or can you ? Of course the sane, rational people amongst you will laugh and think I'm out of my head and over the top. But if we were all sane what are we all doing with hundreds of unbuilt kits in our lofts and still buying more ?? (*maniacal giggle*)

I hope that I have prompted you into some thought about this matter.

Paint Brushes

Some time ago I produced in this magazine techniques on weathering. This was brought back to mind with a mention about brushes on a website I saw recently. This was about the demise of using brushes now "everyone" uses an airbrush. The point I'm trying to make is that there will be occasions when no matter how good you are with an airbrush it just won't do what you want.

Obviously different brushes have different purposes dependent on their size, what they are made of and thus affecting their price.

- * Those used for fine details are normally made from red sable and are made to ensure that the hairs meet in a tip.
- * Those for blending and applying washes have more rounded tips and are made from synthetic hairs.
- * Soft rounded brushes of differing sizes are normally used for blending colours.
- * Stiff rounded or squared off are ok for weathering or dry brushing.
- * Larger ones can be used for applying powdered material to your model or even dusting them before putting on show.
- * Don't throw away those old worn out ones they can still be used for applying glue to awkward places, positioning decals, applying thinned filler to small gaps etc.
- * It is just as important to look after your brushes as it is your airbrush. Unlike an airbrush you can't buy spare parts for your brush (shades of Trigger in "Only Fools and Horses" with his broom) so due care and attention is paramount.
- * Always clean your brushes as soon as you have finished with them. Stand them in a jar with the bristles in the air. This will allow the cleaning solvent you used to evaporate.



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- * **Never** soak your brush in solvent with the brush resting on the bottom. This bends the hairs and splay them out.
- * Don't let the paint dry on your brush if you do the only place for it is in the bin!
- * Whilst in an art and craft shop recently I even saw a brush soap to clean brushes with.
- * Another train of thought is that it may be worth keeping special brushes for specific types of paints i.e. metallic paints.
- * Use different sizes of tubing (straws, McDonalds straws, styrene tubing, paper sleeves) over the brush hairs to protect them.

Whilst not intending to teach you how to suck eggs they may be just one of you who says "I never knew that" or "That's an idea". If so then this article has been worth the writing.

Remember experimenting is the only way to learn and make you better in your craft.

Despite the prohibition of gambling in New York many moons ago 4 men were caught with cards in their hand and money on the table. Three of them were priests and one was a Jew.

The policeman asked the three priests separately if they were gambling and they all denied it. The policeman believed them since they were all Men of the Cloth.

But he was determined to get the Jew, so he turned to him and said "It must be you then who's gambling". The Jew replied "My life my boy who with"

To help me with future issues I'm compiling a filing box of bits and pieces . I am also making up a list subjects to look out for. So far I have Hot Tips, Internet sites, building techniques, questions and answer section, my absolutely excellent jokes and articles from an Internet site.

Has anyone any other ideas to use for publishing?

Talking to one of our members last month, as I do, the subject of "what a good turn out we always seem to get" cropped up. This prompted me to look back over my sheets for recent years. We average out about 32 people on our list a year which isn't too bad plus an average of 23 people coming each month.

So somewhere we are doing right within the club well done everyone. We do however have a turn over of people who don't seem to stay with us too long. This is the downside, maybe it's worth making a few enquiries of people who have left to find out why.

However getting back to my conversation do you know out of the 10 people who began this club 7 are still with us! I won't embarrass them by giving their names and no prizes for working it out.

Trivia Quiz

1. What type of aircraft is credited with scoring the first allied air-to-air combat victory in World War 11 and what aircraft was the victim ?
2. Name the last aircraft to be delivered to the U.S. Navy sporting vertical red, white and blue tail stripes (reproduction and prototypes included)



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3. Why was the Japanese Ki-61 Hein code named "Tony".
4. What national piloted the P-40 to its first air combat kill and what was its victim.
5. Besides Gary Powers and his U-2, what else was shot down during that famous encounter over the USSR.

Answers in next months Sticky Fingers

Ricky

Bob's Business

Dear Club Members

First of all congratulations to John and Ian on winning last months competition. There were some fine models entered and for once the Miscellaneous outnumbered the aircraft.

In the latest Flypast there is a report that a Short Stirling bomber has been found in Norway and the Ministry of Defence are in talks with the Norwegian Government to raise the bomber from the lake in Holen. If successful the bomber will be used in a full size rebuild. The aircraft LJ925 is a Stirling Mk.IV and served with 196 Squadron.

A Buchon is to fly, owned by the Real Aeroplane Company, the ex-Battle of Britain 109 is currently under rebuild to fly sometime in 2001, when it will join the Spitfire and Hurricane at Brighton.

Did any of the members see the program on the Battle of Britain in the "Finest Hour" series. It was one of the best I have seen on the battle, there was much black and white film but also what made it special was the colour film from the "Battle of Britain" film. There were shots of Hurricanes, Spitfires, 109s and He-111s that were not in the finished film. Also the stories from the people were very poignant, especially sad was the loss of children when their ship was torpedoed, only 7 children were saved out of 90.

Well finally we are at the end of the Millennium, but when you look back over the last century, there has only been one year without war in this century. Now we are at the end of it there is conflict somewhere in the world with Russia and other countries trying to put things right. There is one good thing though, the people of Northern Ireland appear to have at long last come to a peaceful settlement and we can only hope that the new assembly in Ireland can work together to keep it so.

So there we have it the end of the Century and the start of a new one, so happy modelling and a Merry Christmas and a Happy New Year.

Bob

Steve's Soapbox

A little while ago I was reading through Dave's comments in his hand written letter and a thought occurred to me. It might be a good idea to have some kind of section in the newsletter where the members could air any thoughts or grievances they may have. John Hone's comments last month sprang to mind when he said that he was close to leaving the club over the table space allocation at



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Mildenhall. If he had had an outlet to put forward his objections he may have thought twice about leaving the club. If anyone would be interested in such a section please let Peter know.

While I'm on the subject of a Soapbox here are one or two thoughts on the events of last month.

I was somewhat surprised to receive the letter and photocopies that Dave handed out last month. I was even more surprised to read the contents. It was, as you probably remember, a photocopy of a personal letter sent by Peter Bagshaw to Dave Ryan. In the letter Peter outlined some concerns he and other members had about certain aspects of the club. This in itself was fair enough, Dave is the elected Secretary and Peter a member of the club so he has a right, as well all do, to question or bring to the attention of the Secretary any matters he feels necessary to ensure the continued good running of the club.

What bothered me was that Dave had photocopied a personal letter, meant only for the Secretary, and distributed it to all the members for their consumption and comments. Apart from the fact it was bad form to publish a personal letter it was done without notifying Peter it was to happen. This sets, in my opinion, a bad precedent. It will prevent any other members from making any type of comment or expressing an opinion for fear it would be distributed to all the club members. This could, in certain circumstances, make the writer of the letter appear to be nothing more than a trouble maker. I wonder if we could have an assurance from Dave that any such information received by the Secretary would be dealt with on a more discreet level. He could still bring to the attention of the members the points raised whilst keeping the identity of the member undisclosed. Something along the lines of; "I have had these points raised, what do you all think?" type of thing.

One other point concerns last months competition. I was, unfortunately, a little late getting to the meeting and arrived around 8pm. I noticed that before I had had a chance to get my model unpacked and on the table some of the members had already started voting. As there was still an hour and 45 minutes of the meeting left I thought that this was a tad premature. Perhaps we could have a set time for the voting to commence? Say 8.15 or 8.30pm thereby ensuring that the membership would be fully aware the latest time that their models needed to be on the tables. I'm sure this would clarify things no end.

One last point concerns the eligibility of models for the competition. There were models on the table that had previously been entered in a club competition. As I understand things no model that has previously been entered may be entered in a competition again and that the models have to have been built that competition year. I.E. in between each AGM. Perhaps the Comp Sec could clarify the situation?

Just my two'pennyworth!

"Warriors"

I have just finished watching the two part BBC drama "Warriors" that was on over the weekend of the 20th/21st of November. Not being a particular armour fan my knowledge of 'targets' is somewhat limited and therefore my knowledge British Army operations (especially in recent years) is also limited. I knew we were in Bosnia under the guise of 'Peace Keepers' but, like a lot of



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people, I figured this was just a PR exercise and our guys were not really doing much at all. This recent drama changed my view on this completely!

In 1992, British soldiers were selected to form part of the UN Protection Force that was being sent into the vicious civil war raging in central Bosnia. *Warriors* follows the story of a fictional battalion of British soldiers brought in to escort humanitarian aid into an enclave cut off by the Bosnian Serb advance.

They arrive full of confidence, certain that the experience will not touch them. Expecting the operation to be honourable, the soldiers find themselves working to a strict mandate, facing impossible dilemmas. Friendships are forged with local families and, as the conflict intensifies, the soldiers witness heartbreaking acts of brutality. *Warriors* tells how they risk their lives and get personally involved in somebody else's war; how they return home changed men, unable to forget, dealing with the guilt of having left those they were sent to protect, to die.

Filming *Warriors* took seven weeks in sub-zero temperatures in the Czech Republic, key to the production were the 35 Royal Green Jackets who accompanied the eight armoured personnel carriers (*Warriors*) hired from the British Army. Before they set out from their base in Paderborn, Germany, the *Warriors* were painted UN white (they had to be repainted black and green on their return); they were then loaded on to trains and 'Operation Rhino Peacekeeper', as the production was classified, could begin.

The Green Jackets manoeuvred the *Warriors* into position for filming, drove them through the snow-bound Czech countryside and served as extras. 'The vibrations of the *Warriors* passing through villages made the houses shake, so people came out to see what was going on. Apparently some did do a few double takes when they saw the vehicles, displaying UN colours, coming down the road, in a country that's supposed to be stable.!

Apparently some of the actors found a few of the scenes very distressing. The soldiers too had their hard times on set. At one point in the film they show soldiers laying dead bodies in a mass grave; 90 mutilated corpses in plastic bags that had to be opened so their injuries could be catalogued. They dug the trench just as the real soldiers had done, with a digger in a field just outside the Czech Village of Straz pod Ralskem. The actors found the scene very difficult to complete. One of the actors, a young woman from the former Yugoslavia acting the part of an interpreter, found it too distressing. Her relatives had disappeared during the war and, she feared, had ended up in just such a grave.

During the shooting of this scene the Royal Green Jackets were nowhere to be seen. This was apparently very unusual as they were always incredibly keen to help. They had gathered in a group by the bus for a smoke. It turned out that just before they left Bosnia, a few months before this same group of soldiers had been involved in excavating a mass grave near Vitez. It had been a grizzly experience and one that they had not really discussed in any great detail since. The BBC had been working from reference photographs taken in 1993 and the image they created was an accurate one.

This probably has to be the most powerful drama the BBC have ever produced, it certainly made an impression on me and changed the way I viewed the events in Bosnia. It also helped me to



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understand a little better exactly what was going on out there. Full marks to the BBC for have the guts to make this film. If you haven't seen it I strongly suggest you beg, steal or borrow a video taped copy and see what you missed. Excellent.



Steve Hubbard



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IPMS Hornchurch Annual Competition 1999/2000

November Aircraft Voting Results

Position	Entrant	Entry	Votes
1 st	Ian Brown	Boeing Stratocruiser	65
2 nd	Paul Bennett	Focke Wulf FW-200 Condor	61
3 rd	John Bennett	Lockheed Tristar	56
4 th	Peter Bagshaw	De Havilland Heron	39
5 th	Wally Arrowsmith	Airbus A-320	37
	Bob Ryan	Lockheed Super Constellation	26
	Peter Bagshaw	Avro RJ-85	22
	Wally Arrowsmith	De Havilland Comet 4	15
	John Bennett	Avro RJ-85	9

Wally Arrowsmith Trophy (Aircraft) - Positions

Peter Bagshaw	50
Mick Pitts	42
John Bennett	36
Wally Arrowsmith	32
Ian Brown	30
Paul Bennett	28
Ted Taylor	28
Ron Penn	24
Dave Ryan	22
Alan Wright	10
Bob Ryan	10
Charlie Thompson	10
E Lacey	5
John Hone	5
Ken Sparks	5



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November Miscellaneous Voting Results

Position	Entrant	Entry	Votes
1 st	John Hone	Formula 1 cars	63
2 nd	Dave Ryan	2 ½ Ton US Truck	49
3 rd	Mick Pitts	BTR-80	45
4 th equal	Mark Hogan	Greyhound armoured car	28
	Steve Hubbard	Porsche	28
	Peter Bagshaw	Sd.kfz 234 Puma armoured car	28
5 th	Ron Newbold	Horch with Flak gun	25
	Ken Sparks	TOW Rocket Launcher	22
	Bob Ryan	2 Motorbikes	13
	Brian Laye	APC	12
	Ron Newbold	Dodge Supercharger	7
	Peter Bagshaw	BRDM-2 armoured car	6
	Alan Wright	Pilot Figures	3
	Dave Ryan	Chieftain tank	1

IPMS Hornchurch Trophy (Miscellaneous) - Positions

Peter Bagshaw	47
Dave Ryan	44
Mick Pitts	41
Ken Sparks	26
John Hone	25
Ted Taylor	24
Mark Hogan	19
Ron Newbold	17
Steve Hubbard	14
Alan Wright	5
Bob Ryan	5
Brian Laye	5
Chris Brown	5
Ian Brown	5
Steve Smith	5



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Kit Reviews – Alan Wright

I have recently switched from making 1/48th fighters to assembling a collection of 1/72nd modern jet fighters. This has taken my modelling time during 1999, here's a few comments on the kits.

Italeri Sukhoi Su-34/32

The kit is produced by Italeri/Revell, according to Scale Aviation Modeller Int. the kit is the same mouldings, apart from being cheaper from Italeri. I selected the Italeri model as I have always found their kits good value.

For a 1/72nd scale model the Su-34 is big, akin in size to an Su-24 or Mig-31, all of which are larger than an F-14 Tomcat. It's a good fitting kit, goes together well with a large variety of underwing stores a total of 11 bombs, Sidewinder & AIM type missiles and other missiles, all of which can be enhanced when painting with decal strips to form coloured rings and markings.

The most awkward part of the this model is holding it once the wings, tails and canards are on, (the canards are normally where you can get a good grip, just behind the cockpit), it has a long tailboom and this is the best place to hold it. Leave off the exhaust cans till after painting is complete, all the surface items would be best left off until the last (i.e. probe, fuel collector, pitots etc). SAM(I) say the Revell decals are very poor, I may have been unlucky, but the "red" decalling on my Italeri sheet fell apart, involving a raid on the spares box, and the leaving off of some very small markings. However I was very pleased with the finished model.

Hasegawa McDonnell Douglas F-15D

This I believe is one of the older Hasegawa kits, but it was well produced, accurate and went together well, it had parts for several early options. Stores included 6 AIM and Sidewinders, plus a drop tank, all the small items (pitot, aials, access steps) were not included, but easily made from sprue and fitted as per the box art. Cockpit and airbrake can be assembled in the open position. You do need to make up your own access ladder. I found a picture of this in the book "US Air Power", I later found that Hasegawas' US Ground Crew kit (£4) includes one. Decals were first class and enhanced the model, which was basically from the box.

This F-15 being a '78 model, a picture in the USAF Year Book, showed the early blue grey as being a very light blue hue, in fact an exact match for RLM 65, when complete the model corresponded to the picture in "scale" colours exactly.

Note :- the cockpit framing of the version is trimmed in red, no decals are supplied, but using some red wing walk lines from the spares box, much fiddly and tricky placement, is worth the effort if you can get it right (3 hours of extreme patience). By the way shut the door as the language will blister paint at times.

Airfix F/A-18A Hornet

Most Hornet kits are around £8 to £10, maybe this wasn't the best choice but it looked good on the box. Typical Airfix style of '70s mouldings, assembled without need of filler, only minor bits to add (pitots etc), opening cockpit, so not too bad, a problem with the centreline drop tank, this fouls the nosewheel and needs trimming or setting with the locking slot cut off. An excellent set of



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decals for US or Canadian version, bombs and sidewinders complement the drop tanks as stores. All very nice, but then the problem:-

The weight in the nose. Heavier plastic causes the undercarriage legs to wilt and wheels to take a "tow out" attitude. This means it needs to go near the back of my display case, if I were you try the Revell kit.

Italeri Sukhoi Su-24 Fencer C

Another Italeri kit, this one around £10, was the same moulding as the Dragon kit without the etched brass, which cost about £25. As I said earlier a large aircraft, bigger than the F-14 Tomcat. A quality kit which went together without problems, no filler required apart from some extra detailing of the cockpit and ejector seats. The undercarriage is a bit complex, the canopy offers an open or closed version. One kit colour option in the kit is Ghost Grey and White scheme, this looks very effective but getting the white finish is not easy even on the light grey plastic. Two coats of Humbrol matt white and a finish of satin white achieved a good result. Pictures in Air International Volume 44 No. 1 proved the kit scheme correct except for minor details, for aircraft serving in East Germany in the "Cold War". Definitely recommended, the decals were also top class.

Note:- the pictures also showed the orange painted 9 step boarding ladder for this aircraft, easily made from plastic strip and sprue, sets off the model for a really nice display with one or two Esci Nato Pilots and Crew painted as Russians (very dark green overalls).

Italeri Grumman F-14 Tomcat

Italeri again, a good kit at a reasonable price (approx. £8), nicely moulded, good accurate selection of missiles and weaponry, all of which can be enhanced by adding coloured decal strip to for ring markings on the missiles. The kit goes together well, but the swing wing arrangement is not too good, once I had sealed the fuselage the pin broke off. As it was for display only, it did not matter and I glued the wings in the forward position, withdrawing the redundant mechanism via the swing wing slots. Options of open cockpit enabled me to improve the ejector seats and even fit pilots (from the spares box, they do need to be small, mine were Red Arrows Gnat pilots).

Then a big problem, using the Humbrol FS Numbers quoted for the upper surface grey, I started to apply the "Ace of Spades" units Low-Viz decal, they were exactly the same shade as the recommended upper surface colour and were thus invisible. This involved me in a post repaint to alter the kit to the other decal option of the "Grim Reapers". The decals for this were first class and in the end a fine model.

Note :- as with most Italeri kits the instructions could be better, the decal problems seem to be the result of unsatisfactory test assembly and printing by the manufacturer. Problems aside it is well worth the price, as several other options are about £15 each.



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Wrighty's References

Schaltgeschwadern of the Luftwaffe - Part 3

The Stuka Groups

In October 1943 when the Stuka Groups (SG) were formed it was basically the old Stuka groups who were reorganised as the basis for the new units. At this time Stuka Geschwader existed, each had long and various histories, far too extensive to reiterate here, therefore the accompanying tactical history will give the basic details.

The Schalt Geschwadern

Using a leavening of SchG.1 and SchG.2 plus SKG.10 in the creation of the new groups, brought experience and new aircraft (i.e. Focke Wulf FW-190F-G series) into groups previously using the obsolete Junkers Ju-87. However it could not all be done at once and some groups had to just endure a name change and soldier on, but the die was cast, the FW-190 would eventually replace the Ju-87, with the minor exception of one or two specialised dive bomber units. Under certain circumstances the Stuka was still a powerful weapon. The F-G series FW-190 were produced in large numbers alongside the regular production A-series and by mid 1944 most units were so equipped. Limited histories of each Schaltgeschwader follows.

S.G.1

The Stuka units of StG.1, three Gruppen were basically renamed I, II & III/SG.1 at the reorganisation in October 1943, but in essence it was very much "as you were", serving on the Central Russian front with Luftflotte 6, throughout the winter of 1943 and spring 1944. The 10(P₂) Staffel was not formed until February 1944, when like similar units they operated the G.1 Stuka "Canonvogel".

It was not until May 1944 that II & III Gruppen withdrew to re-equip with the FW-190F-G series, each Gruppe starting with 42 aircraft, (13 to each Staffel and 3 to the Gruppen Stab of each Gruppe). III Gruppe returned to the Central Front with Luftflotte 6 and was in place by late June 1944, to be followed later by II Gruppe.

Eventually the I Gruppe re-equipped so that in the late January 1945 build up for the Central Front, the unit with a Stab & 3 full Gruppen were in place by late March, all FW-190 equipped, but with 6 weeks all had been disbanded at the wars end. The 10(P₂) Staffel was absorbed in the creation of I/SG.9 in January 1945.



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S.G.2

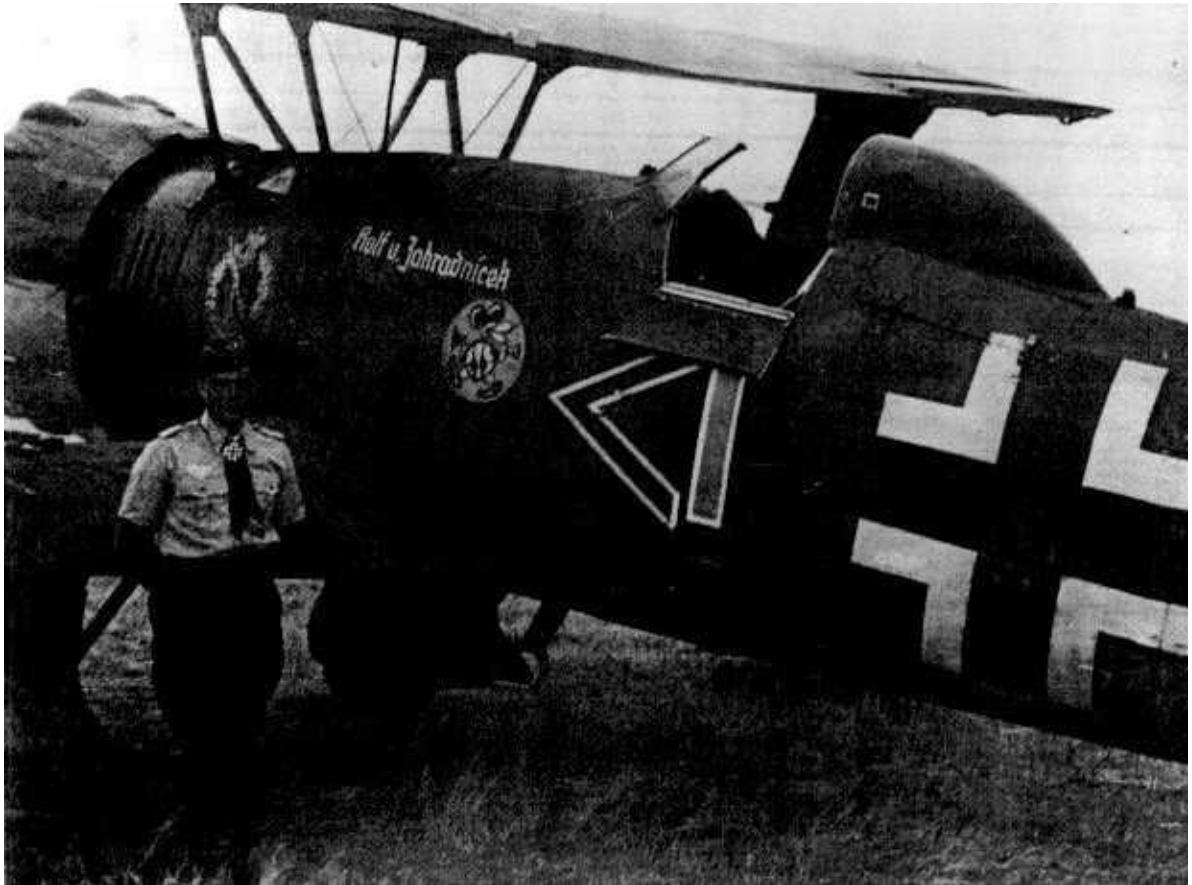


Figure 1 - Henschel Hs-123 of II/SG.2 on the Southern Russian Front in 1944, note the Infantry Support badge on the cowling and Mickey Mouse badge as used by Sch.G.1

The former Stuka Gruppen StG.2 was the basis of S.G.2 when the reorganisation took place in October 1943.

I/SG.2 formed by renumbering I/StG.2 and adding personnel from I/SchG.2, the Gruppe continued to use their Stukas.



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Figure 2 - Hs-123A ground attack aircraft of II/SG.2, the last operational unit to be equipped with this type. It had 70/71/65 camouflage with the white rear fuselage band often carried by units operating in the Crimea. The black chevron, possibly indicating the Group Commanders aircraft, was followed by a white letter, white outlined cross and second Gruppe bar. The probes fitted to the noses of the anti-personnel bombs were designed to detonate them just above ground level, causing maximum blast damage.

II/SG.2 was created by regrouping 5/SchG.2 and 6/SchG.1 in October 1943 and adding a third Staffel from S.G.5 in December 1943, all using the FW-190.

III/SG.2 like I Gruppe used in its formation a mixture of the original III/StG.2 and personnel from Sch.G.1 & 2, they also continued to use Stukas.



Figure 3 - A Staffel of Hs-123A-1s from II/SG.2 preparing for take off from an airfield in southern Russia during the early summer of 1944. The aircraft had standard ground attack markings similar to those carried by fighters, but with coloured letters replacing numbers. The placement of the second Gruppe bar on the third Henschel was unusual as it partially overlapped the black fuselage cross.



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10(P₂)SG.2. The former Stuka G.1.(P₂) Staffel operating since mid 1943 was merely redesignated and continued to operate as an autonomous unit with the "Canonvogel" Stuka to the end of the war.

8(P₂)SG.2. It is interesting to note that the 8 Staffel was to be a (P₂) Staffel armed with the Henschel Hs-129 in October 1943, in fact pictures exist of an aircraft blue "N", but this unit was redesignated 13(P₂) SG.9 the same month, the 8 Staffel reverting back to Stukas.



Figure 4 - Blue 'N' an Hs-129B-2 of 8(Pz)II/SG.2 in September 1943. The Werk Nr is painted in white on the fin (0373) and camouflage is two-tone green splinter and blue undersurfaces.

Primarily concerned with the FW-190, we can follow the fortunes of II/SG.2 operating the F2-G2 in autumn and winter of 1943 on the south Russian front, Crimean area etc until April 1944. By now they had withdrawn into Rumania, now using the F.8 models during the summer of 1944, as Rumania surrendered, the unit fell back into Hungary in September 1944 and established itself there until early into spring 1945, by now using the F.9. Finally falling back into East Germany at Grossenhain until the unit surrendered in May 1945 at Kitzengen.



Figure 5 - FW-190G-2 of II/SG.2 on the South Russian Front await the take off signal from the fur coated controller, at this time II/SG.2 shared airfields with Ju-52, whose '109' nose can be seen.



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Note:- It is noteworthy that one Staffel probably the 6th (Yellow and Bar) at certain times during 1944 operated the Henschel Hs-123 biplane as a ground attack machine. They even had a few Stukas and Henschel Hs-129s on strength as well, probably for supplementary tasks that the FW-190 was less suited for, or maybe to bolster the dwindling numbers of FW-190s.



Figure 6 - FW-190D-9 as flown by SG.2. Kommodore (Oberst Rudel the most famous Stuka pilot of all) Grossenheim April 1945. (Note markings were < - + -)

I/SG.2 eventually converted to the FW-190 in mid 1944 eventually going to the Southern Front in December 1944 with Luftflotte 4, it had over 40 aircraft which suggests all 3 Staffel were fully equipped with F8 or F.9s.



Figure 7 - FW-190F with tropical filter in the dusty plains of the South Front, armourers load the 20mm cannon shells for the II/SG.2 machine in summer 1944.



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Figure 8 - The same unit (II/SG.2) sometime later as the winter snows arrive, aircraft is an F-2.



Figure 9 - II/SG.2 receives their Sc250 (550lb) bombs from armourers amid the winter snow on the South Front (winter 1944).



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S.G.3

This was another 3 Gruppen Stuka unit who virtually had a designation name change only, becoming I, II & III/SG.3 in the October 1943 reorganisation. In the autumn of 1943 the unit served in the Aegean area, before moving to the North Russian Front in early 1944 with Luftflotte 1, it later served in Finland during the summer months.

The first Gruppe to withdraw to re-equip in May 1944 was III Gruppe, who were established with 34 FW-190F-8s at Pardubitz, and they were then allocated to "Defence of the Reich" duties, but in June 1944 an emergency moved them back to the Northern Front. They fought almost mainly between July and October 1944, gradually falling back into the "Lowland Pocket" (Latvia), where they served to the bitter end.



Figure 10 - FW-190F of III/SG.3, photos of this unit are virtually non-existent, the covering on this 190 doesn't help much as regards markings, taken summer 1944.

The unit also operated a 10(P₂) Staffel using the Stuka G-1 from its creation in March 1944 as an independent unit, it served in Poland and East Prussia until such time as it was absorbed in the formation of 3(P₂) I/SG.9 in January 1945.

It is noteworthy that this unit had 6 FW-190s on hand in December 1944, obviously heavily armed F.9 "Panzerblitz" versions.



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Figure 11 - The Stuka unit III/SG.3 in March 1944, a special occasion for Major Lang (left) the unit commander on his 1,000th mission, the aircraft is a Junkers Ju-87D with winter white over 70/71 upper surfaces.

This was one of the last units to equip with the FW-190 in late 1944, but by December they recorded Stab (8), I Gruppe (49), II (35), III (37) aircraft, when serving in the North and Central Fronts.



Figure 12 - FW-190F-9 "Panzerblitz" of 10(Pz)SG.3 in December 1944, this version has racks for 6 RAM rockets under each wing.

By late March 1945 in the final build-up, I/SG.3 (45) and III/SG.3 (43) were in Luftflotte 1, whilst the Stab and II/SG.3 (51) were with Luftflotte 6, where they remained until the surrender only weeks away.



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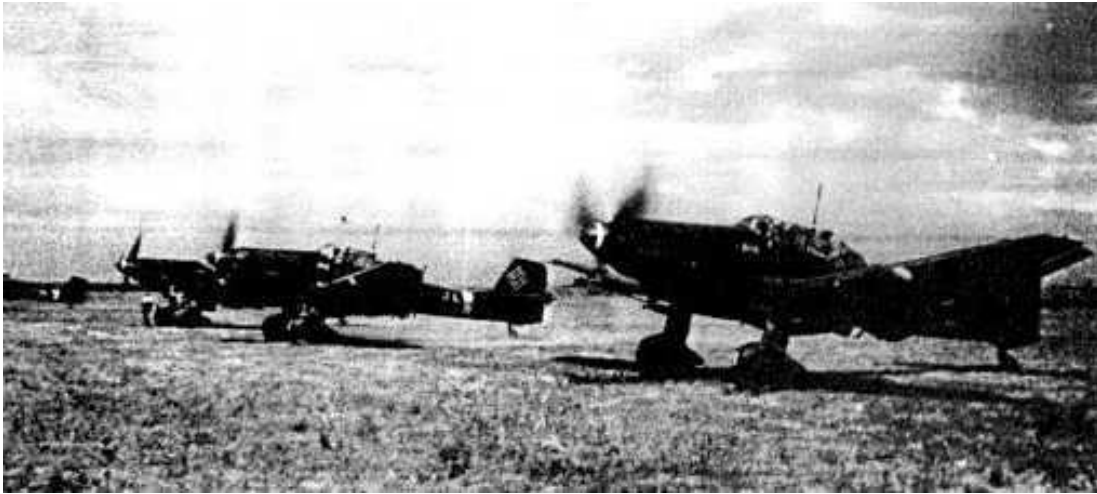


Figure 13 - Junkers Ju-87D-1s in Russia in full Eastern Front markings typical of equipment, before replacement by the FW-190 in SGs 1, 2, 3, 5 & 77.



Figure 14 - Junkers Ju-87G-1 "Canonvogel" Stuka which equipped the 10(Pz) Staffel of SGs 1, 2, 3 and also part of SG.9. The underwing guns were modified 37mm AA weapons used for tank busting with all these Eastern Front units.

Alan