



# "STICKY FINGERS"

## IPMS HORNCHURCH - NEWSLETTER



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# "STICKY FINGERS"

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### Dave's "Divulgences"

Dear Members,

Well Christmas is over, I wonder how many models you all got? For the 1<sup>st</sup> time ever I did not get one, but I did get a very good book on the RAF.

I hope you did not find the quiz too hard last month and I hope you all found it a laugh and also interesting. Anyway here are the results for each team.

1 <sup>st</sup>	Team 3	80 points
2 <sup>nd</sup>	Team 5	70 points
3 <sup>rd</sup>	Team 2	68 points
4 <sup>th</sup>	Team 4	64 points
5 <sup>th</sup>	Team 1	62 points

No subs for Team 3 this month and well done to you all and thanks for taking part.

On another note the show at Ally Pally was a very good one indeed, there was so much feedback that we all received from the public. We may even have some new members for the club, which I hope will happen. Apart from all that there were only 3 model shops there and some 50 or more stalls selling everything from a circuit screwdriver to a 6ft Lathe.

There was a 1/8<sup>th</sup> scale King Tiger tank there which was so heavy that it had it's own trolley and a very nice 1/12<sup>th</sup> scale Gloster Javelin. You really had to be there to see it all but the best day was the Sunday because there was a sea battle in the model boat pool that looked so real that it was like watching the film "Sink the Bismarck". Well that is the end of my report for this month, but don't forget that next month is a competition night with subjects of "Jets" for aircraft and "Sci-Fi/Fantasy" for miscellaneous. So good luck to you all that enter and a Happy New Year to you all.

*Dave*



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### Peter's "Prattlings"

A Happy New Year to all the members of the club.

Hopefully no one has gone mad and made a New Year resolution to make all their current stock before buying any more, I know I haven't. Did you get any plastic under the tree, apart from melted Christmas lights that is? I received an Airfix 1/72<sup>nd</sup> Grumman Hellcat without any asking and a possibility of a Lancaster appearing as a gist at some stage too. As we had the in-laws round for the Christmas period they obviously had to inspect the model collection, well it passes the time before we can get rid of them. For some reason they were astonished that no Lancaster appeared in the collection, so if a largish box, which rattles appears on my birthday I'll know what it is.

The front picture on this months "Sticky Fingers" is one of a few taken by Steve Hubbard at the recent Model Engineering Show at Alexandra Palace of the IPMS Hornchurch stand. No prizes for guessing the identities of the two "likely lads" in the picture.

Steve has also recently taken on the running of the Fleet Air Arm Special Interest Group (FAA SIG), to be nicknamed "Thunderbolts from Heaven", so if any one is interesting in joining the group please drop him a line for more details. He has also set up a web-based site for this at the following address. So far it features some models from our very own Ted Taylor and one from myself, plus some very useful walkarounds on aircraft such as the de Havilland Sea Venom and Sea Vixen.

<http://www.ipmsuk-faasig.ic24.net/flightdeck.html>

News from Academy

AFV

1/72 W.W.II. Ground vehicle set: Jan.2000  
1/35 M-12 155mm Gun motor carriage: Feb. 2000  
1/35 M-10A1 Achilles: (Maybe) Late 2000

AIR

1/72 Me-163B Komet: Jan.2000  
1/48 P-36A Hawk: "  
1/48 Seversky P-35A  
1/72 C-97A Stratofreighter: Feb.2000  
1/72 KC-97G Flying tanker: Mar.2000  
1/72 F-84E/G Thunderjet: "

Apparently the 1/48<sup>th</sup> aircraft stuff is mostly reboxing of Hobbycraft.

The next Tamiya release in 1/48<sup>th</sup> is likely to be the Dornier Do-335.



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Passed on from Alan Wright is the following newspaper clipping. Any one want to own up?



*Peter*

### Ricky's "Ramblings"

Another year, another century. Here's hoping that this is your year, soon Southern Expo will be upon us before we know it. Thanks for all the Xmas cards you sent.

### December's Trivia Quiz Answers

- Q1. What type of aircraft is credited with scoring the first allied air-to-air combat victory in World War II and what was the victim.  
A1. *A Polish PZL-11c shot down two Dornier Do-17E's, on Sept 1 1939.*
  
- Q2. Name the last aircraft to be delivered to the U. S. Navy sporting vertical red, white and blue tail stripes (Preproduction and prototypes included)  
A2. *The Bell XFL-1 Airacuda, a navalised P-39, May 1940.*
  
- Q3. Why was the Japanese Ki-61 code-named "Tony"?  
A3. Because it was thought to be the Italian Macchi C.202 the Italian name "Antonio" was suggested and then shortened to "Tony"
  
- Q4. What national piloted the P-40 to its first air combat kill and what was its victim. (Not the AVG)  
A4. Great Britain claimed the first P-40 victory downing a Vichy French Martin Maryland.
  
- Q5. Besides Gary Powers and his U-2 what else was shot down during that famous encounter over the USSR  
A5. Besides the U-2 one of the two intercepting MiG 19's was hit by a SAM.

### January's Quiz

- Q1. *The Japanese bombed the U.S. Mainland with sub - based aircraft in WW2, but they also managed to bomb America another way – How?*



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- Q2 Name the eight fighters in Grumman's "cat" family (the word cat doesn't have to appear in the name of the aircraft)*
- Q3 Name each of Republics seven "Thunder" aircraft.*
- Q4 What was the first jet to be purchased for squadron service by the USAF from a foreign country?*
- Q5 Name the last U.S. heavy bomber design to see operational service in WW2.*

This should keep you busy for a while

*The day before an important consignment is due to arrive the Foreign Legion's captain is addressing his troops.*

*"Right men, tomorrow our new camels arrive and I want everyone to collect his camel bright and early"*  
*Next morning the Captain was woken by the sound of frantic running. He looked out of his window to see the others disappearing over a sand dune. Eventually he caught up with the tail-enders and asked them, "Why are you running? Don't you know the new camels are coming today "?" Yes" came the reply " and the last ones there get the ugly ones".*

### **Hot Tips Hot Tips Hot Tips**

Looking for a way to transport your models without fear of them breaking? Roll off a roll of toilet paper into a box. Crunch it up a bit to give it a bit of body. Your model can then be laid down in a bed of the paper. Smaller 1/72 models can even be layered in a box using this method.

Ever tried to find a colour to match a drawing or photograph? Why not make up a paint chip guide using all your paints? Get some sheets of styrene and scribe across each of the sheets 2cm spaces separated by a 1cm space along the whole sheet. Then cut the sheet into strips 2cm wide along the length of the sheet. You then end up with several strips of plastic with 2cm x 2cm squares, to paint your colour in, separated by 1cm spaces for writing in the colour and type. The scribed lines keep the paint in the defined areas. This operation can be copied again for different makes of paint. Comparisons between different makes for the same colour can be made very easily.

### **Get Out Quick**

Much has been written over the years about ejection seats and escape systems for pilots. But how did the gunners, flight engineers, radio operators, crew chiefs, navigators and others get out?

The problem of bailing out of aircraft hasn't become easier over the years. As planes flew faster and higher, the complications increased as well. It was much simpler back in the early days.

In the aircraft of World War II, getting out for all crew members was a matter of jumping out of the nearest hatch, window or even open bomb bay doors. If you had a parachute and could struggle to an opening, you had a chance. Airspeeds were relatively slow, few planes went faster than 350 knots.

Then came the high speed jet aircraft of the post-WW2 period. Speeds increased and altitudes reached 40,000 feet and higher. Getting out of planes in trouble became a real problem. If you could get to an open hatch and manage to jump, you ran the risk of being thrown against the fuselage or other part of the plane by the wind blast. Jet fighter pilots were getting ejection seats to help them survive. Even bomber pilots found themselves sitting on similar upward firing seats that could clear the aircraft and then parachute them safely to ground.



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Among the early aircraft with ejection capabilities for navigators were the B-45 and B-47 medium bombers. The former, a straight-wing 450 mile-per-hour jet, featured a sideways ejection seat for the navigator sitting in the nose. When it was time to bail out, the B-45 navigator left via the port-side hatch as his seat threw him clear of the craft. Of course there was some danger of hitting the engine pod. The B-47, Strategic Air Command's proud swept-wing wonder, offered the navigator a downward ejection seat as the primary escape. That was of concern at low altitudes, but otherwise it gave him a chance of surviving. Spare crew members didn't fare quite as well, their options included dropping down the entry hatchway or jumping out of the navigator's hatch after he ejected clear.

The enormous B-52 Stratofortress heavy bombers didn't offer a whole lot of improvement. The upper ejection seats for pilots and the electronic warfare officer were pretty good, but still the two navigators faced the prospect of ejecting downward. The low altitude bailout problems persisted. The tail gunner had his own unique escape option. He merely severed the tail gun and jumped aft out the resulting hole in the rear. Actually, tail gunners had a good survival record.

Speed kept increasing. The hazards of getting clear of the aircraft and surviving the wind blasts, which could break flailing arms and legs, grew worse. Improvements were needed. Some ejection seats featured pull-down curtains to protect the head and face against the terrific wind blasts. Restraints were added to keep arms and legs from flailing wildly. But those measures only helped the primary crew members who sat in ejection seats. The spare crew or other passengers were still on their own, hoping they could reach an open hatchway and jump to safety.

Bailing out at ever higher altitudes posed the additional problem of enduring the extreme cold aloft and the thin air which would not support breathing. Oxygen bottles solved the latter problem, while delaying parachute opening until lower altitudes were reached by free-fall helped the former.

Consider the crew members in large tanker and transport aircraft, neither pilots nor other members of those crews were provided with ejection seats. Bailing out of many of these planes just wasn't a high priority matter, for being comparable to jet airliners and not as likely to suffer battle damage as bomber as fighters, they were deemed safer. Hence, no ejection systems were added besides, commercial airline passengers don't have any bailout options. Do they?

The designers and decision-makers, did make minimal provision for bailing crew members out, after a fashion. They adopted the tried and true approaches of telling people to jump from open hatches, doors and open aft cargo ramps.

The greatest advances in crew escape systems for both pilots and others came with the B-58, F/FB-111 and the B-1. Supersonic craft, all, they incorporated escape and bailout systems that greatly improved survivability, all that is save for the B-1. The first two craft featured fully enclosed capsules or modules for single or grouped crew members.

The Mach 2 supersonic B-58 bomber originally came with upward ejection seats for each of the three tandem seated crewmen. There was no room for carrying spare crew members or passengers. The navigator and Defensive System Operator both had the same chance of surviving as did their pilot. But at the extreme speeds of 1400 miles per hour at Mach 2, something was needed. That came in the form of the Stanley Aviation capsule, a clamshell-like enclosed ejection system.



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All B-58's ( though not the two-pilot trainer versions ) were upgraded with escape capsules. The supersonic F\FB-111 fighter-bombers featured an escape module to protect both of the crew members. Like the B-58, F\FB-111's had not room for spare crew members. On ejection, the entire cockpit unit or module separated from the fuselage and rocketed to safety. A parachute system gently lowered the module to earth. The B-1 developers originally considered an escape module. It failed qualification tests and was dropped in favour of proven upward ejection seats, for both pilots and the two others of the primary crew. Spare crew members were left to their own devices in finding open hatches or doorways.

It's fair to say that many modern aircraft do provide bailout and escape systems for non-pilots, those on the primary crew. Spare crew and passengers are still left to fend for themselves. On cargo and tanker aircraft, all crew members must rely on decades-old bailout and escape methods. They must find an opening and jump. Fighter pilots and members of one and two-man crew high performance craft are pretty well off, by comparison.

*Ricky*



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### Ken's "Korner"

Ken has passed me some newspaper clippings from recent obituaries. I shall attempt to include a few of these in each month.

## Group Captain Paddy Green

Fighter pilot who flew home over the Channel with his finger stuck in a wound to staunch the bleeding

GROUP CAPTAIN PADDY GREEN, the wartime fighter pilot who has died aged 85, expected the highest standards from those under his command; indeed, on one occasion he even reprimanded a junior pilot for failing to shoot him down.

Early in 1943, Green was commanding No 600 (City of London), an Auxiliary Air Force squadron of night fighters operating in the North African desert. On one exercise, Flying Officer Rob Sprag, a burly red-headed South African with a robust devil-may-care approach, mistook Green's Bristol Beaufighter for an enemy Ju 88.

Sprag knew that it was easy, from certain angles in the dark, to confuse a Ju 88 with a Beaufighter, but, confident that this was a Ju 88, he opened fire. Green reacted with great skill and took successful evading action.

When Green fired a coloured recognition signal, Sprag observed that it was not in the correct colour, and became still more convinced that he was on the tail of a Ju 88. He closed in, fired another burst and saw strikes on the target. But when the evading "Ju 88" swung across him, he was horrified to discover that, beyond all doubt, it was another Beaufighter.

Sprag returned to base and reported that he had had a go at "some fool in a Beau" who had not shown the correct identification and had fired the wrong colours of the day. Meanwhile Green, unharmed despite the attack, had already landed his damaged Beaufighter.

Extremely tough and known as a no-nonsense squadron commander unlikely to suffer fools gladly, Green regarded almost any mistake as unforgivable incompetence. "You're a bloody bad pilot," he told Sprag, as they left the immediate inquiry. "You should be ashamed that I'm still able to talk to you."

"From where you came up behind me you should have destroyed my Beau with your first shot. The wrong identification is forgivable, bad shooting isn't." Nothing further was said about Green's erroneous recognition signal.

A little later, on May 5 1943, while making a dawn patrol, Green correctly identified a Ju 88 low over the Gulf of Tunis, and proved as good as his words to Sprag. Although his aircraft was hit by return fire he saw the enemy plunge towards the sea, trailing black smoke.

Charles Patrick Green was born in South Africa on March 31 1914,



Credited with 11 kills, four of them in one sortie: Green in the cockpit of his Bristol Beaufighter

the son of Major Charles Green, who was killed in action in East Africa in 1917. His paternal grandfather was Sir Frederick Green, a prominent member of Lloyds, and one of his grandmothers was Alice Cooper, the philanthropist who dedicated her life to the poor in Australia and after whom Alice Springs was named.

Paddy was sent to Harrow, where he set a record for the 440 yd high hurdles which stood for 40 years. At Cambridge he was an athletics Blue, and he also skied for the university.

During the Winter Olympics of 1936 he won a bronze medal as a member of the British four-man bobsleigh team. Later, he was in the British ski team which competed at Innsbruck, Austria. He

was also elected a Fellow of the Royal Geographical Society while still an undergraduate.

Green learned to fly in California, and in 1937 was commissioned into the Auxiliary Air Force. As a weekend flier he joined No 601 (County of London) Squadron, equipped at Hendon with Hawker Demon biplane fighters.

At the outbreak of war in 1939, he was called to full-time service and posted to No 92 (East India) Squadron, flying Bristol Blenheims, at Tangmere in Sussex until early May 1940, when the Squadron was re-equipped with Spitfires.

In that month, Green was helping to cover the evacuation of Dunkirk. On May 29 he had just claimed his first Me 109 fighter when he was hit and badly wounded, suffering a

compound fracture to his right thigh. Sticking a finger into the cannon shell wound to stop the bleeding, he managed to cross the Channel and land safely at Tangmere.

Laid up for several weeks, Green returned to operations in time to take part in the closing stages of the Battle of Britain.

Posted at the beginning of October 1940 to command No 421, the "Jim Crow" reconnaissance Flight at Hawkinge on the Kent coast, Green was shot down over Kent on October 12 and suffered further wounds. After baling out he landed amid a number of aggressive young bulls, but was rescued by men of a New Zealand artillery battery whose medical officer treated his shrapnel wounds.

Green soon returned to opera-

tions and followed up the destruction of a Do 17 bomber with probably destroyed Me 109. When, at New Year 1941, the Flight was expanded to become No 1 Squadron, Green received command.

In November 1941, Green joined No 600 Squadron as a flight commander. After flying Beaufighter night fighters from Predannack, Cornwall he received command in June 1942 of No 125, another night Beaufighter squadron.

He was to be seen in *The First of the Few* (1942), the patriotic film about R.J. Mitchell and the birth of the Spitfire. Perversely, though, he was selected to fly an enemy bomber.

On Christmas Day 1942, Green returned to 600, this time taking command at Maison Blanche in Algeria and providing night fighter cover for Allied bases and shipping. Green took the squadron to Malta in June 1943.

Operating from there during the invasion of Sicily, he soon increased his score. In July he achieved seven "kills" over three consecutive nights, four of them in one sortie.

Green led 600 to Italy, covering the Salerno landings and supporting the Allied northward advance. He was promoted group captain early in 1944 and posted to Italy to command 1 Mobile Operations Unit of the Desert Air Force. That November he moved to command a tactical wing of Douglas Boston bombers.

At the end of the war Green returned home to help with the development of jet fighter tactics at the Central Fighter Establishment. Altogether, he had been credited with 11 confirmed kills, though his final score may have been as high as 15.

After being released from the Service in 1947, Green returned to his native South Africa with his wife Ruth (née Webster), a Canadian nurse whom he had met in Italy and married in 1946.

He was appointed a director of a subsidiary of the Anglo-American Mining and Trading Corporation, for which he worked until 1977 when he retired to his wife's family farm south-west of Collingwood, Ontario.

Green was awarded a DFC in 1941, a DSO in 1943 and the Air Efficiency Award in 1944. He was mentioned in despatches in 1946. He was awarded the US DFC, and the Soviet Order of Patriotic War.

His wife died in 1981; they had a son and two daughters.



# "STICKY FINGERS"

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### Commander Philip Francklin

Pilot of a Walrus amphibian aircraft who had more than one close shave during the Norwegian campaign

**COMMANDER PHILIP FRANCKLIN**, who has died aged 86, was the pilot of the Walrus amphibian aircraft in the cruiser *Effingham*, flagship of Admiral the Earl of Cork and Orrery, the Commander-in-Chief, in the Norwegian campaign in the spring of 1940.

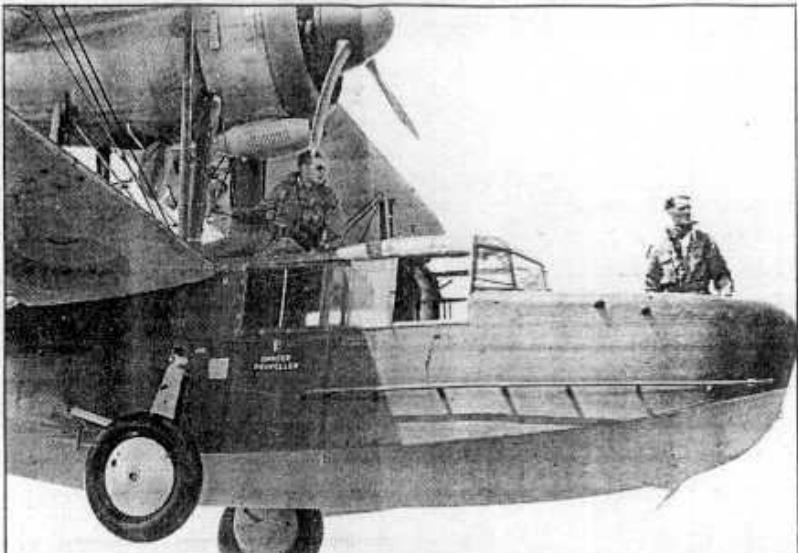
Francklin's Walrus acted on several occasions as admiral's "barge" for the C-in-C, but fortunately he and his Walrus were both ashore in Harstad when *Effingham* ran aground in the Narvik area on May 18, becoming a total constructive loss and being destroyed by our own gunfire on May 21.

On the night of May 27-28, Francklin commanded the flotilla of landing craft which took General Bethouart's Chasseurs Alpins across the fjord to a narrow strip of land beneath steep cliffs north of Narvik. The first legionaries landed just after midnight against opposition which Francklin said was "weaker than expected". The Germans surrendered Narvik the next day.

When the Allies withdrew from Norway in June, Francklin had a very lucky escape. He was ordered to land his Walrus on the carrier *Glorious* on June 7, but was diverted to *Ark Royal* instead. *Glorious* was sunk by the German battle-cruisers *Scharnhorst* and *Gneisenau*, with great loss of life, the next day.

Francklin was awarded the DSC for his service in Norway from April to June 1940, and the Croix de Guerre for Narvik.

Maynard Baldwin Philip Francklin was born on January 15 1915, the son of Captain Philip Francklin, who was Admiral Cradock's flag captain in the armoured cruiser *Good Hope*, sunk with all hands in action against Von Spee's squadron (which included the earlier *Scharnhorst* and *Gneisenau*) off Coronel, Chile, on November 1



Francklin perched on his Walrus: escaped the sinking of Glorious in June 1940

1914. He went to Dartmouth as a cadet in 1926 and served as a midshipman in the battleship *Nelson*. He was serving in *Nelson* during the Invergordon Mutiny in September 1931. He remembered one of the mutinous sailors telling him that the reduction in pay meant his wife could no longer afford to buy his children meat on a Sunday.

In 1935, he served as a sub-lieutenant in the Royal Yacht *Victoria and Albert*. He took part in King George V's Silver Jubilee Fleet Review at Spithead, and was an usher at Admiral Jellicoe's funeral in St Paul's.

From December 1935 to 1938, Francklin served on the China Station in the cruisers *Kent* and *Cumberland*, as flag lieutenant to the C-in-C, first Vice Admiral Sir Charles Little and then Admiral Sir Percy Noble.

When he came home, Francklin took what was then the unfashionable step of volunteering to train as a Fleet Air Arm pilot, serving

in the cruiser *Glasgow* at Scapa Flow until starting his flying course, getting his wings in 1939.

From December 1940 to February 1942, he flew from the cruisers *Shropshire* and *Dorsetshire*, escorting convoys in the Indian Ocean, the Atlantic and off the North Cape of Norway.

He developed the technique of flying directly away from a convoy and then, whenever possible, closing it with the sun behind him to attack a U-boat.

On June 27 1941, when *Shropshire* was escorting convoy SL 76, homeward bound from Sierra Leone, Francklin drove off an attacking U-boat and was mentioned in despatches.

In January 1942, Francklin joined 764 squadron, based at HMS *Daedalus II*, at Lawrence Ferry, Pembrokeshire, as Chief Flying Instructor of the Advanced Naval Seaplane School, flying Walrus, Swordfish and Kingfisher floatplanes.

Francklin commanded 764

from August 1942 until January 1945. On November 26 1942 he landed his Walrus in fading light in a minefield to rescue the nine-man crew of a ditched Sunderland flying boat, and was mentioned in despatches again.

In August 1943, Francklin joined the Airfields and Carrier Requirements Department of the Admiralty. He ended the war flying Fairey Barracuda torpedo-bombers from HMS *Gurmet*, the air

Sir Lancelot Thompson, 5th Bt, aged 78. Barrister. Great-great-grandson of Vice Admiral Sir Thomas Bowden Thompson, 1st Bt, Captain of warship *Leander* at Battle of the Nile, who lost a leg at Copenhagen and became Comptroller of the Navy. Wartime service with RAF as flying officer; with Royal Fleet Auxiliary from 1944 until he became a barrister, Lincoln's Inn, 1952.

J Franklin Hyde, in Florida, aged 96. Organic chemist. Discovered method for making ultra-pure glass called fused silica, making possible fibre-optic revolution in telecommunications. His discovery found many uses: durable spaceship windows; telescopes

station at Eglinton, Co Londonderry. After the war, he served in the Air Warfare Division in the Admiralty and from 1947 to 1949 was Technical Assistant to the Fifth Sea Lord, Admiral Sir Philip Vian.

Promoted Commander, he served in the repair and ferry carrier *Unicorn* in the Korean War, ferrying stores, personnel, and spare aircraft from Singapore and Hong Kong to Japan. She also took the Middlesex Regiment and the Argyll and Sutherland Highlanders from Hong Kong to Pusan in Korea.

From 1951 to 1955, Francklin was Assistant Naval Attaché in Paris. By then he had inherited Gonalston Hall, Nottinghamshire, and requested to be near his home and a Second Sea Lord appointed him Senior Naval Officer, RAF Syerston, for his last appointment before retiring in 1955.

Philip Francklin played a full part in Nottinghamshire public life: a JP in 1958, Deputy Lieutenant in 1963, Sheriff in 1965, Vice Lieutenant from 1968 to 1972 and Lord Lieutenant from 1972 to 1988. He organised the Queen's visit to Nottinghamshire in her Silver Jubilee year of 1977.

He married, in 1949, Xenia Davidson. They had three sons, two of whom survive, and a daughter.

and precision lenses to build computer chips.

Harry Maddox, aged 81. Educational psychologist; Associate Professor, University of Newcastle, New South Wales. Publications include *How to Study*; *Happiness*; *Lifestyle* and *Environment*; *Anatomy of Railways*; and *Theory of Knowledge*.

Eileen Walter, aged 77. Nurse; abandoned youthful dreams of becoming a ballerina in favour of career in psychiatric nursing. Sister at Bethlem Royal and Maudsley joint hospitals, 1950s. Member of team under Dr Douglas Bennett which developed the practice of community psychiatry.



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### Wrighty's References

#### *Schaltgeswadern of the Luftwaffe - Part 4*

##### S.G.4

The formation of SG.4 was from units already flying and familiar with the FW-190 and the unit became fully equipped when it was created in the October 1943 reorganisation.



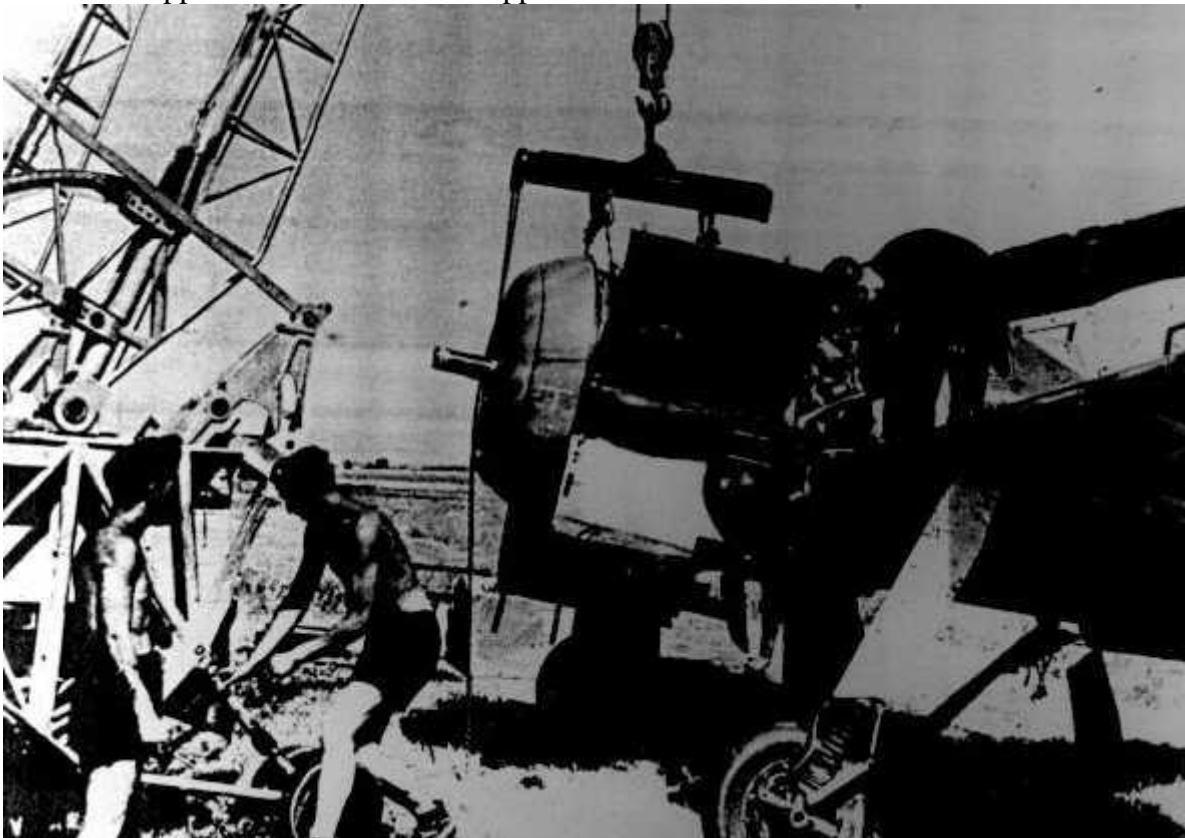
**Figure 1 - A member of the ground crew poses in front of an FW-190/F-2 Trop of I/SG.4, based in central Italy. The unit had a hard time, because most of the Luftwaffe fighter force was withdrawn to Germany to participate in the defence of the Reich by the end of 1943, and there was usually no fighter escort. They were also outnumbered most of the time and fighting against a well trained enemy.**



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The Stab and I Gruppes were formed from a basis of II/SchG.2 and new personnel. The II Gruppe was formed from II Gruppe SkG10 and the III Gruppe from III SkG.10.



**Figure 2 - FW-190/F-2 Trop undergoing an engine change with SG.4 in Italy, late 1943.**

Being a former FW-190 unit SkG10 in its new guise as SG.4 was returned to Italy in the autumn/winter of 1943 equipped with the FW-190/F-2 until May 1944, during which time battles and attrition had depleted the unit. Replacement aircraft including F-8s were sent, however it was withdrawn and re-equipped with F-8s a Gruppe at a time in May and June 1944.

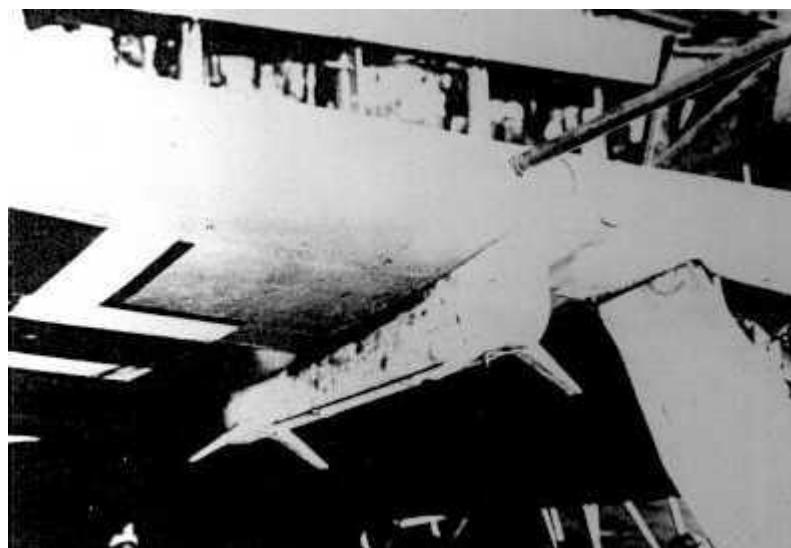


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**Figure 3 - FW-190/F-3 of I/SG.4 in Italy 1943. Note the unit emblem and the special spinner marking, see also the ETC501 carrier for bombs or drop tank, below.**



III Gruppe was the first and the re-equipped unit was virtually ready in early June, but with the D-Day invasion in France the unit was hastily directed there along with many other units, where it served throughout the summer.



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II Gruppe was next, built up into a large Gruppe (approximately 40/48 aircraft), including part of 14(Jabo)JG.5, with mixed F-8s and G-3s and sent to the Russian front with Luftflotte 4, it was in place in Rumania by late June and served thereafter through the summer.



**Figure 4 - A late FW-190/F-8 in Italy with I/SG.4, during the spring of 1944, just before withdrawal from operations. Note 79/80 finish roughly applied to cover the top of the white theatre marking.**

I Gruppe rebuilt during the summer and by October/November Defence of the Reich was all important, II Gruppe had been recalled from Rumania and now the whole Geshwader opposed the Western Allies from bases around Cologne. The whole Geshwader took part in "Operation Bodenplate" on 1/1/45. In mid January 1945 the 3 Gruppe again found themselves facing the Soviets with Luftflotte 6 on the Central front, and all fought for a short spell, before the gradual demise in 1945 when all Gruppen disbanded at the wars end in May 1945.



**Figure 5 - Two FW-190/F-8 fighter bombers of II/SG.4 in Russia during the summer of 1944. Each has 74/75/76 finish with a yellow rear fuselage band, but the individual letters have been painted in black edged in white on the cowling. The black and white spiral on the bright yellow spinner is**



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unusual and must have called for considerable expertise on the part of the squadron painter. Both machines carry AB type weapons carriers beneath the fuselage.



Figure 6 - Close up of the same aircraft.

Note: Colours, this unit used fighter style numerals in Italy, also a white tail band (theatre marking), top half camouflaged over on F-2s. In Russia letters were used in fighter style markings on F-8s and G-3s, yellow (theatre markings) tail band, winter white applied over 74/75/76 during winter months.



Figure 7 - FW-190/A-5/U3 (i.e. F-2) of II/SG.4 seen in standard 74/75/76 colours whilst on the South Russian Front in summer 1944.



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**Figure 8 - FW-190/F-2 in winter white, II/SG.4 on South Russian Front, note spinner marking as in pictures 5 and 6, and yellow wingtips, under cowling, tail band and rudder as for Eastern Front.**

### S.G.5

When Stuka Gruppe 5 was renamed S.G.5 in the October 1943 re-organisation it only had a Stab and I Gruppe. It continued to operate its Stukas on the Eastern Front with Luftflotte 6, during winter and spring 1943/44. The unit received its first FW-190/Fs in January 1944 when a 4<sup>th</sup> Staffel was added to I Gruppe, this took some of the 14(Jabo)J.G.5 personnel, who were very experienced in arctic conditions.



**Figure 9 - FW-190/A-6 of 4 Staffel SG.5 in Finland early in 1944, soon after the unit absorbed 14(J)JG.5.**



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In May 1944 the remaining Staffels converted to the FW-190/F-8 when training was complete they returned to the North Front in Finland. From early January until August 1944 they were based at Ommola. They fought until Finland's surrender. As the attrition of action took place the 4<sup>th</sup> Staffel was absorbed by I Staffel to again make it a 3 Staffel Gruppe. Withdrawn back to Germany the unit was rundown and disbanded in December 1944, being absorbed by the bomber unit KG.200.



**Figure 10 - Ju-87D-8 of I/SG.5 takes off fully armed and carrying bombs from a base in Finland.**

Colours: This unit also used fighter style numerals in White, Red and Yellow.

### S.G.9

This newly created unit in October 1943 became IV.SG.9, it took the 4<sup>th</sup> and 8<sup>th</sup> Staffel of Sch/G.1 and Sch/G.2, plus 13(P<sub>2</sub>) Staffel of JG51 to form a Stab and 5 Staffeln Gruppen. Mainly operating its Henschel Hs-129 and Junkers Ju-97s, a small number of FW-190s were carried over by 4/Sch/G.1 for its deployment to Russia in October 1943, during the winter and into spring 1944. It was reduced in size when 2 Staffel were disbanded in January 1944 and January 1945 respectively, the remaining Stab and 3 Staffel unit continued to the end of the war, being disbanded in April/May 1945.



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**Figure 11 - In the ground attack role the pugnacious looking Hs-129B-2 had few equals. This is a B-2/R2 version of IV(Pz)/SG 9, which was part of the VIII Fliegerkorps, and was photographed at Czernovitz.**

Colours: Hs-129 Stab(Green), 10 (White), 11 (Red), 12 (Yellow), 13 (Blue), 14 (Black) for ground attack letters.



**Figure 12 - Cannon shells for the 30mm MK103 under fuselage weapon of the Hs-129B-2/R2. This weapon was devastating against tanks and AFVs.**

Belatedly in January 1945 a 1/SG.9 was formed by taking the individual (P<sub>2</sub>) Staffel from 12(P<sub>2</sub>) SG9, 10(P<sub>2</sub>) SG1 and 10(P<sub>2</sub>) SG3 all using the G-1 Stuka to create a new autonomous unit. Operating on the North Russian Front (Baltic Coast) until late March 1945, when it was re-equipped with 31 FW-190s for



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operations with Luftflotte 6 on the Centre Front, this was short loved as the wars end brought disbandment in March 1945.



**Figure 13 - A Henschel Hs-129B-2/R4 of IV/SG 9 fitted with a 75mm anti tank gun, this version was used in small numbers, as the weight of the gun made it vulnerable to enemy fighters.**

### S.G.10

When S.G.10 was created in October 1943 it consisted of a Stab and 3 Gruppen each with a Gruppenstab, I Gruppe was from I/Sch1, II Gruppe from IV/SKG10, and III Gruppe from II/StG77.



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**Figure 14 - FW-190/G-3 of SG.10 captured by the Americans in Italy in early 1944, the fact that the aircraft appears brand new and still carries radio codes suggests it never got into action due to a hasty retreat.**

The unit returned to action in autumn 1943 as a fully equipped FW-190 unit with F-3s and later F-8s based around the Rome area, but they suffered badly at the battles of Salerno and Anzio, which had totally depleted their numbers by December 1943. They continued to fight a holding action until May, and were withdrawn just before Rome was captured, once again incurring heavy losses.



**Figure 15 - FW-190/G-3 of II/SG.10 over Rumania in the summer of 1944. Note the yellow tail and wing markings of the Eastern Front.**

Little respite was available, again quickly re-equipped due to the urgent situation, they were sent to the Russian Front (Centre) and were in place with Luftflotte 6 (I & III Gruppe) and (South) with Luftflotte 4 (II Gruppe) before the end of June 1944.



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**Figure 16 - FW-190/F-2 of II/SG.10 in white winter overspray to suit the winter conditions of the South Front in 1944.**

Still using FW-190/F-7s the I & III Gruppe were pushed back into Belorussia and then Poland, whilst I Gruppe fell back through Rumania and into Hungary. Gradually forced back by the Red Army the unit complete, was shifted to Luftflotte 4 on the South Front for April 1945 and remained so until the end only weeks away.



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**Figure 17 - FW-190/A-4 (or G-2).** Positioning of the tail band suggests it is an SG.10 machine in Italy in early 1944. It carries an Sc500 bomb and the pilot is a Feldwebel.



**Figure 18 - FW-190/G-3 of SG.10 in winter white with yellow tail band, December 1944.**

### SG.77

The Stuka units of I & II/StG.77 were renamed I & III/S.G.77 in the October 1943 reorganisation, the original II/StG.77 personnel went to the creation of III/S.G.10.



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**Figure 19 - This FW-190/G-2 awaiting delivery, may well have been used later by SG.1 or SG.77 on the Russian Front in late 1944.**

The new II/S.G.77 was formed at the same time from 2-3 Staffeln of SchG1 in October 1943 and 1/S.G.4 the following month, using the FW-190 equipment, they already had in their inventory and re-equipment with new FW-190s as necessary. The unit continued its operations on the South Russian Front with Luftflotte 4 during the winter months, alongside the two Stuka Gruppen.

Gradual retreat was the order of battle, March 1944 found them at Luov in the Ukraine and by late June they were still here with 33 aircraft on hand.

I/S.G.77 converted to the FW-190 during May and rejoined on the South Front by the end of the month, but later went to Siefersdorf in Silesia between July and August and later to Krakow in Poland.

By December 1944 the III Gruppe had also converted and aircraft on hand were Stab (6), I Gruppe (40), II Gruppe (42), III Gruppe (42), which they operated on the Eastern Front till March/April. A regroup put them on the Centre Front with Luftflotte 6, with Stab (8), I (34), II (34) and III (47), within weeks all units disbanded at the wars end.

### S.G.151

The Stuka Geshwader St/G151 was only formed in 1943, Stab & I Gruppe in May, II Gruppe in July, III in April and IV in July. In the October reorganisation this Gruppe basically continued business with the Ju-87 Stuka under the designation S.G.151.

Apart from the fact that it served on the Russian Front, little is known of this unit's activity. There was a S.G.152 created in October 1943 from a Stuka Training Gruppe, but in July 1944 this was absorbed by S.G.151 as IV Gruppe. Also at this time the various Gruppen were reorganised. A further reduction of the unit took place in January 1945 with several Staffeln disappearing. It was at this time that IV Gruppe



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obtained FW-190/F-8s, which were operated by only 1 Staffel with 18 aircraft listed for April 1945. The Stuka units disbanded in April, but some lasted till the end in May.

### Training S.G Units

The following units with S.G designations were all operational schooling and advanced training units, namely S.G.101, 102, 103, 104, 108 and 111.



**Figure 20 - Pictures of the FW-190/G-8 are rare, unfortunately this one is covered up for winter, so it could have been with any of the units on the Central Front in the 1945 build up.**

*Alan*