



"STICKY FINGERS"

IPMS HORNCHURCH - NEWSLETTER



Ladies and Gentlemen,
Thank you for choosing to fly Manadarin Airlines. As we taxi out to the runway, please make yourselves comfortable.....and for those of you sitting on the right side of the plane.....ummm.
..please ignore our other.....uhhhh.....airliner.....

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Dave's "Divulgence"

Dear All

It is that time again for the AGM, the time when you all can discuss and suggest your thoughts for the coming year. I hope you all have got some ideas and by all means speak out on the night. Sorry that you didn't get a report from me last month in Sticky Fingers, I did sent it to Peter but it must have got lost in the post.

I do have some ideas myself about the club and its members for the future so please be aware.

As the Southern Expo goes I would like to put a personal thanks to the members who helped on the weekend and to those who were just there. Thank you all.

Although I sent the paper work off for "A Fort Full of Models" in time for the 2nd July, I received a message from Steve Bagley that it was fully booked and that we can no go with a Club display. He is however booking us in for next year.

Dave

Peter's "Prattlings"

AGM Announcement

First off this month as this is the AGM night, I would like to announce that I shall be standing down as Deputy Secretary, I have enjoyed my 2 years at this post but would like to pass this high office on to someone else. Never fear I shall still be willing to carry on with production of Sticky Fingers, unless of course someone else want's to do it that is!

A bumper edition of Sticky Fingers this month. With the AGM content there is naturally more, but we also have new contributions from Mick Pitts and Alan Carr, thanks.

From the Internet, apart from viruses that is, more retail opportunities coming up this summer. Wallet be afraid...

New/Forthcoming Releases

Academy

1/72nd Republic F-84E/G Thunderjet





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How well it fairs against the recent Tamiya offering is yet to be seen but it should be at least £3 or £4 pounds cheaper, and if nothing else looks like it should be better than the previous Heller one.



"STICKY FINGERS"

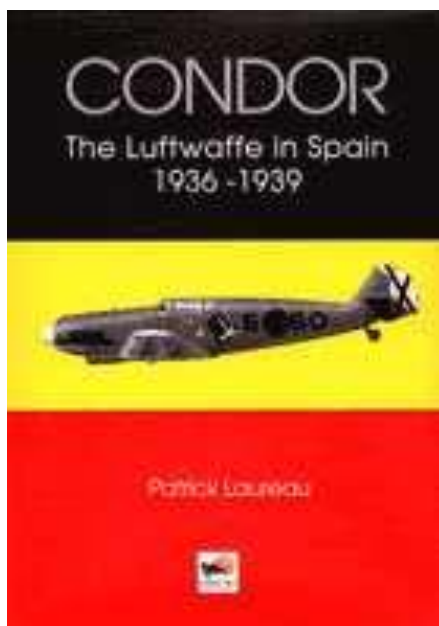
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Hikoki

Due for release sometime this summer/year from this high quality publisher.



Strictly speaking there was no Polish Air Force in the period covered by this book - the Polish airmen formed the aviation component of the Polish army - and navy. In this context the Polish fliers had had to successively fight for their existence from the chaotic beginnings in the aftermath of World War I, against political parsimony and flawed planning during the 1930s, and then literally for their lives against the Nazi and Soviet juggernauts in September of 1939. The authors describe, squadron by squadron in enormous detail, exactly how the well trained but isolated Poles fought bitterly against the invaders. They were overwhelmed, not through want of courage or determination, but by outdated tactics and equipment and enemies greatly superior in number both in the air and on the ground. Poland's loss was, ultimately, the RAF's gain when Polish pilots proved to be some of the most successful of all in summer 1940.

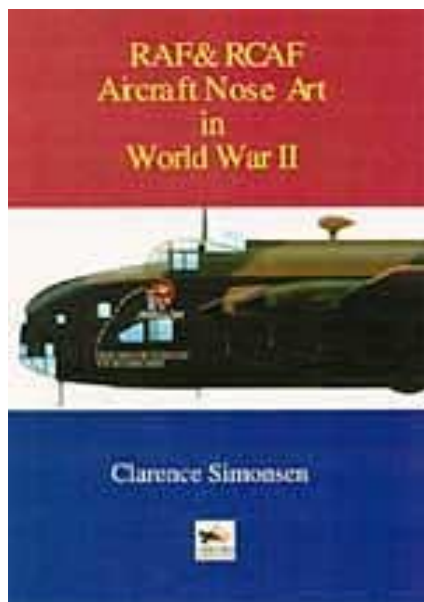


The Spanish Civil War was not just a tragedy for Spain; acting as a focus for all the different political philosophies which had simmered throughout the Thirties, it served as the proving ground for Italian, Soviet and German military theorists. It was here that the first clash between the dictators, Hitler, Mussolini and Stalin, took place, albeit by proxy. It was here that the concept of Blitzkrieg was first tried out by the German volunteers of the Legion Condor, which formed a major air component of the Spanish rebel forces. This was a revolutionary all-arms formation, self-contained and always controlled by airmen. Here the likes of Galland, Molders and Trautloft earned their spurs. Here, too, the Bf 109, He 111, Do 17 and the infamous Ju 87 had their baptism of fire. It was, in effect, the opening rounds of World War II. Using much new previously undiscovered source material, this study looks in detail at the men, machines and units, which formed the Legion Condor.



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Military aircraft decorated with gaudy personalised artwork, usually of the ribald and risqué variety, are generally associated with American bombers and fighters, most of which flew by day. In contrast, those of their allies in the RAF and RCAF, especially the nocturnal bombers, are usually perceived as being sober and dull. That this was far from being the case is revealed in this photographic study which shows that the men who flew aircraft wearing roundels could be just as imaginative in decorating their machines. The results were as varied as the skills of the mostly untrained artists, who used all manner of sources as their inspiration, but especially pinup pictures by Vargas and Petty. The author not only shows the finished nose (and tail) art of many aircraft, but also pays tribute to many of their crews. To do so he has enlisted the aid of a number of the men responsible for painting the aircraft, as well as the assistance of Walt Disney studios-and the model who was the original 'Petty Girl'. Hundreds of close-up pictures of artwork on many different types of aircraft - Lancaster, Halifax, Mosquito, Beaufighter, Spitfire and Hurricane among them - in many cases accompanied by the story of the aircraft and crew as well. Detailed colour artwork by the author and Jon Field showing many of these emblems and the rest of the aircraft markings.



Much has been written about the Luftwaffe but no aspect has been more controversial than the question of the camouflage and markings of the aircraft. In this scholarly study the author follows the development and use of the many colours used and establishes the links between the then standard industry RAL colours and those adopted by the German Air Ministry. Using much original documentation he reveals how and why these finishes were developed and applied to both military and Lufthansa aircraft - in such detail that anyone with an interest in the subject, either as an historian, model maker or aircraft preservationist - can recreate Luftwaffe colours with unprecedented accuracy. Official camouflage patterns for almost every type and variant of German aircraft used in the period; many original documents detail paint composition, colour and application. A highly accurate paint chart with real paint chips, produced by the same company, which produces the official RAL charts, shows the colours as originally specified. Hundreds of photos illustrate the many patterns and unofficial variations as used in the field, all reinforced by specially commissioned colour artwork from Jon Field.

Peter



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Ricky's "Ramblings"

Humour

You might be a Rabid Modeller if:

- * You forget your wife's birthday, but can immediately call to mind the formulation to produce any number of military colours.
- * Several of the kits you bought and shelved, with the promise that you'd build them "Some Day" have now become valuable collectors items.
- * Your workbench resembles a car assembly plant or shipyard depending on your subject preferences.
- * You accidentally swap parts between two divergent projects, but still think the results look "Cool".
- * You look upon common, everyday objects like pen and bottle caps as scratch building parts.
- * While the wife or girlfriend was blubbing over the love story in TITANIC, you were mentally making colour and detail references.
- * You saw the movie several times for the above reason.
- * You have an in scale Jack and Rose on your model of the Titanic.
- * You've gone down to the work area to spend just "a couple hours" on your latest project, and next thing you know, the wife is hollering for you to shower and get ready for work.
- * You super detail an area of a model aircraft that will never again see the light of day once you join the wing or fuselage halves.
- * You've got enough solvents and other substances lying around to start your own chemical warfare plant.
- * Model kit manufacturers offer you a bulk rate.
- * There is a statue of you at (Insert favourite company) world headquarters.
- * While your co-workers play games while the boss is not looking, you surf the net to get news on upcoming releases.

I bet you all say "hey that's me" to at least one of the above!

Applying Decals

Applying decals is quite easy. Here are a few DO's and DONT's.

DO:

- * Use lukewarm water.
- * Use a bit of white glue in the water if decals are old.
- * Use decal setting solutions. Note that some brands will be stronger than others (generally SOLVASET is one of the strongest brands and can be used on thicker, "tough-to-stick" decals).
- * Test setting solutions on scrap decals before final application (different brands react differently with different manufacturers' decals).
- * Carefully mark or note the position of the decal before you put it on.
- * Use a pin to prick any air bubbles. Go over the area with more decal-setting solution.
- * Try to let decals set while lying flat.
- * Use gloss coats or gloss paints as your undercoat before decal application.



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DON'T:

- * Apply decals on to an unpainted plastic surface.
- * Touch the decal while decal setting solution is working.
- * Leave decals immersed in water for longer than 20-25 seconds.

Hot Tips Hot Tips Hot Tips

Use an ultra fine point marker pen to highlight panels or lines on your model. This works better on a gloss surface rather than semi or matt, as these two tend to trap the ink rather than let it flow.

It may also be better to highlight only portions of the lines to give the impression of a line other than over emphasising the fact that a line or panel exists at all. Use the pen over just one small part of the line then blend this in with either your wet finger! or a damp brush. Run your finger or brush across the line not down it.

When applying shading or weathering to your model take time out to think about the sequence of how it would appear on the real thing. Some shading will overlay others e.g. gunpowder stain will be on top of dirty lines or where mechanics have worked.

Superquiz

Q1.	The Allied code name "Janice" described what type of plane in Japanese service?
Q2.	How many guns were Convair F 102's equipped with?
Q3.	In what post W.W.II conflict did variants of the Spitfire and ME 109 meet as adversaries again?
Q4.	In what two types of aircraft were Israel's first bombing raids flown?
Q5.	What was the world's first operational combat aircraft to attain supersonic speed in level flight?

Remember: Things that disappear by themselves can as easily re-appear.

Did You Know

A submerged submarine depends on precise buoyancy. When a missile is launched, the lost weight of the missile must be compensated for. High speed, high volume pumps fill the empty tube with sea water fast and with the correct amount.

In the 1930's Ben Howard built some very fast air racing planes, one of which was the DGA-8. Not till some time later was it known that the designation DGA just stood for "DAMN GOOD AIRPLANE"

The propellers on the C-130 were not only synchronised i.e. rotating at the same speed, but were also "phased". No two propellers were in the same rotational position at the same time.

Ricky



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Mick's "Musings"

Shropshire Scale Model Show RAF Cosford Report

26th March 2000

Mick Pitts, Adrian McCarthy & Carmell Zammitt

The club stand was setup in the hanger with the massive Hastings as our backdrop, the other club stands and traders were spread out in all of the three hangers. The show started at 10 o'clock, all the hangers were busy through the day, right up until closing.

On our stand we noticed that there was great interest in the W.W.II German aircraft, these seem to be as popular as ever. I was interested to see a lot of new club stands, which don't travel south for shows, so there were lots of new models to see. The competition was held in the new hanger, the 1/48th section was well supported to a very high standard, this must have given the judges a headache to pick the winner.

The Messerschmitt Me-163B has been stripped for restoration allowing you to see inside the cockpit, hopefully the Me-410 will be next on the list as this is starting to look very shabby.

For me the show was just the right size, I was able to see all the stands and have a good look at the aircraft that interested me most and still have a chance to sit down and talk to other modellers.

In all we all agreed that the distance travelled was well rewarded, so I hope we can support this show in the future.

Mick

Ken's "Korner"

IPMS Barnet Show Report

April 9th as most members knew was IPMS Barnet's annual show, which this year was held at a different venue to previous years. Holmshill School, where it all happened, was not I'm afraid to say a very good place to hold a model show. Firstly it was too far off the beaten track; this could be seen by the lack of members of the public going round the show.

The make up of the show was spread over 3 halls, the middle and largest one had most of the traders along with the smallest hall, where refreshments could be obtained. The middle sized hall was where IPMS Hornchurch was sited on a 12 foot table in an "L" shape. I would go as far to say that no more than 10 people throughout the day stopped and had a glance at our displayed models.

Our efforts were made up of John Hone's racing cars at one end, Wally's airliners at the other and the middle bit taken up with 4 of my 1/72nd scale Mustangs and Bob Ryan's larger aircraft. That was the sum total of our display.



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The total attendance of club members as representatives of IPMS Hornchurch was Wally Arrowsmith, Bob Plumridge, John Hone, Bob Ryan and myself. (*I was flying to Malaga that day on business - well that's my excuse and I'm sticking to it - Ed*). However we did see throughout the day 4 other visitors from our club, who were no doubt seeking new purchases etc. It was nice to see them there for someone to talk to.

I got the impression that all the show provided was an occasion for modellers to go down the boxes under club stands to see what snippets they could purchase or how much they could knock the prices down for. I sincerely hope this is not going to be the trend of the future shows wherever they are held. I hope I am wrong, I have never been to the Nationals, which is supposed to be the last thing in shows. Wally's "Southern Expo" is the show, which has excitement, atmosphere and everything going for it. That's the place to go to, it's well worth waiting 12 months for.

I think I have exhausted my comments about Barnet's show and shows in general. I would like to say that this is my view of things as I see them. My impressions are not necessarily the same as everyone else's.

Ken

Bob's "Business"

Airshow Diary

May

28 th 29 th	Southend Airshow along the seafront - 01702 215166
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June

2 nd -4 th	North Weald Essex - Aerofair 2000 - 01992 524510
3 rd	Finmere Bucks -Vintage Aircraft Club Vehicle Day and Fly In - 01865 276607
3 rd - 4 th	Biggin Hill air Fair 01959 572277 Airshow is celebrating 100 years of aviation from W.W.I to the present day. Advanced tickets £24 for car and 5 people - 01959 578100
4 th	Old Warden Beds - Great British Picnic Airshow - 01767 627288
	Southampton Water - Western Shore Sea Wings 2000 - 01703 832691
10 th - 11 th	Northrepps Norfolk - Ladies Fly In and Crab Lunch - 01263 513015
11 th	Compton Abbas Dorset - War Wings and Wheels Fly In - 01747 811767
	Popham Hants - 1930's Fly In - 01256 397733
17 th	Old Warden Beds, Shuttleworth Collection Sunset Flying Display - 01767 627288
18 th	RAF Cosford Airshow Shropshire - 0870 6062104
23 rd - 25 th	Cranfield Beds, PFA International Air Rally - 01273 461616
	Goodwood Sussex, Festival of Speed 2000, 01273 461616 www.goodwood.co.uk
24 th - 25 th	Waddington Lincs, RAF Waddington - 01522 7261000
	Old Warden Beds, D.H. Moth Club Charity Flying Weekend - 01767 627288
30 th - 2 nd July	Southampton Hants, Balloon and Flower Festival - 01672 564462



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Model and Military Shows

May

14 th	Model Soldier Day - Model Soldier Society National Collection, Hatfield House, Hatfield, Herts - 10am to 4pm
21 st	Tankfest 2000 - Tank Museum, Bovington, Dorset - 10am to 5pm Tank and armoured vehicles going through their paces Admission £6.90 adults, £4.50 children and £6.00 OAPs
	Midland Expo 2000 IPMS Birmingham - Leasowes Leisure Centre, Halesowen near Birmingham. A456 at Junction 3 on M5, show will be signposted.
27 th - 28 th	Overlord 2000 Historic Military Vehicle Show - Inhams Lane, Denmead Village near Portsmouth. 400+ exhibits. 023 9224 1911

June

3 rd	Maidstone Military Show - New Market Hall, Maidstone, Kent - 01622 678730 Also on 2 nd September and 2 nd December
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July

2 nd	A Fort Full of Models - Newhaven Fort, Newhaven, East Sussex - 01444 457382
8 th - 9 th	Wheels and Trucks. 4x4 Military and All Wheel Drive Show. High Weald Valley, West Sussex. 020 8778 6498 Off the A23. Tanks, Classic commercials and more. £10 Adults, children free.
15 th	Faversham Military Model Show. Alexander Centre, Preston Street, Faversham, Kent. 10am - 4pm. Adults 50p, OAPs 25p and children free
13 th - 23 rd	War & Peace Show - Beltring, Kent. Over 3,000 vehicles & 1000 trade stands

August

6 th	Tank 2000 - Duxford Military Show - Imperial War Museum, Duxford, Cambs
12 th - 13 th	Bournemouth Model Show - the Pavilion, Westover Road, Bournemouth - 01202 527723. 9:30am to 4pm.

September

9 th	Gravesham Model Show - St George's Church Hall, Bath Street, Gravesend, Kent. 01474 527003
30 th - 1 st Oct	South West Model Expo - The Tank Museum, Bovington, Dorset. Largest model show on the South coast, that fills the Tank Museum for 2 days. 07887 744163 or Tank Museum on 01929 495046

Bob



"STICKY FINGERS"

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Alan's "AGM Report"

IPMS AGM 2000

Steve Hubbard invited me along to the AGM held at the Billesly, Birmingham on 7th May 2000, wearing our respective SIG leader hats. The Branch and SIG leaders meeting was at 12 'o' clock with about 50 members present.

The Branch liaison officer kicked off by advising branch leaders that a new form would be required taking in the data protection regulations, this will have to be signed by the branch secretary and a new one signed by any successive secretary. Two branches ceased (Chelmsford and Bradford,) whereas Bolton, Northern Ireland, Nene Valley, Glasgow and Southampton were formed or resurrected.

Rob Sullivan said a few words then we broke for lunch at 1; the full AGM did not pull in many more members probably in all about 70 members a sign of apathy in the membership. Rob Sullivan as President started the AGM with his address, although IPMS is on a high point at present the constant nagging problem is money. The move to Telford has proved expensive, the cost for holding the Nationals or Model World Show 2000 is £39465.49 for the two rooms used already with a hefty £10000 if a third room was required, needless to say they will not be. The Nationals themselves make a profit, but not a big enough profit. The rest of the monetary cushion was used up in 1997 in Corporation Tax arrears and VAT.

So the committee is looking for anew venue for 2001, maybe even a return to Donington and a cut down show. Also an effort to recruit the 20-30 year old member, who has hopefully had enough of computer games is required along with the junior member.

There will be a Friday reception for overseas visitors costing less than £5.00.

The Treasurer reported that overall the society made a loss of £5967.00, the Nationals earned around £4600.00, the 1998 loss of £10843 had been halved but it was the third year in a row of loss making. The subscriptions now met the cost of the magazine as these costs had dropped by £7500 from 1998. The Scale Modelworld 2000 show is envisaged as a make or break show, although in recent years the numbers through the door have stayed static at 2500 for the weekend. He underlined the fact that IPMS (UK) will have to find an alternative venue.

The magazine editor was very upbeat about the magazine as he and the PR officer had received praise from the US and other countries commenting how professional it was. The costs had been reduced with the change of printers.

The membership administrator reported another increase in membership, the competition secretary reported that he had received 800 entries for last year's competition 80 of which were from overseas, although juniors had only 13. As to the classes themselves, the revised ship class showed an increase, as did the sci-fi/ figures. The Figure class was poorly supported, Civil Aviation was mixed but Helicopters were a big success.



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On the vehicle front AFV's were popular but civil vehicles were mixed. For this year there will be the one off International Competition. The National Championships Exhibition manager's report added that the Nationals made money for the society but due to other increases it was on paper a failure, a vote was asked for on members paying an entrance fee at the Nationals, this did not get wholehearted support. The PR officer announced that due to pressure from work and the increase in the Internet he would be standing down in the near future. The junior, overseas and TAS officers were not present.

The meeting ended about 5 and the street grand prix to ED Models completed an interesting day. My thanks to Steve for doing the 300 mile plus round trip and I hope my snoring wasn't too off putting.

Alan Carr



"STICKY FINGERS"

IPMS HORNCHURCH - NEWSLETTER

IPMS Hornchurch AGM 2000 Agenda

1. Apologies for absence
2. Secretary's report
3. Assistant Secretary's report
4. Treasurer's report
5. Competition Secretary's report
6. Election of Officers
 - a) Secretary
 - b) Assistant Secretary
 - c) Treasurer
 - d) Competition Secretary
7. Club Competitions
 - a) Announcement of winners for 1999/2000 competitions
 - b) Re-affirmation of the competition rules - see page 20 for a listing of the current rules.
 - c) Competition themes for 2000/2001 should be selected - see page 21 for some theme suggestions.
8. Formulation of outstanding monthly dates for 2000/2001
9. Annual dinner, a venue and possible date to be discussed, if required at all.
10. Attendance of model shows if invited to, e.g. Model Engineering Exhibition at Olympia.
11. Any Other Business



"STICKY FINGERS"

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Hornchurch IPMS Balance Sheet 1999 / 2000

Incoming

BALANCE BROUGHT FORWARD FROM 98/99	255.24 (+ £186.71)
SUBSCRIPTIONS MAY 99 TO APRIL	499.00
DONATION FROM ALAN CARR	6.00
<u>TOTAL</u>	760.24

Outgoing

CHURCH HALL	234.00
REFRESHMENTS	29.32
TROPHYLAND	73.50
M.E.E. EXPENSES	24.00
VISITORS EXPENSES (T. SCOTT)	25.00
REFRESHMENT SUNDRIES	3.39
<u>TOTAL</u>	389.21

BALANCE AS OF APRIL 2000	371.03(+115.79)
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Attendance

M	J	J	A	S	O	N	D	J	F	M	A	TOTAL	AVE/MTG
24	22	23	23	22	21	25	22	22	28	23	28	283	23.5

IPMS Members

TOTAL	20 MEMBERS
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NOTES

DECEMBER CLUB NIGHT FREE.

4 MEMBERS HAD FREE JANUARY. DEC QUIZ WINNERS



"STICKY FINGERS"

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IPMS Hornchurch Annual Competition

Well here we are again; it's AGM time and the start of another year of modelling. Congratulations to Mick Pitts and Steve Smith on winning last months competitions, and what a fine one it was. I think this was the most models I have seen in the club competition since being a member over the last few years. Well done everyone.

Bob

April Aircraft Voting Results

Position	Entrant	Entry	Votes
1 st	Mick Pitts	Focke Wulf FW-190A-8	41
2 nd	Wally Arrowsmith	McDonnell Douglas DC-10	35
3 rd	Mick Pitts	Curtiss Hawk 75	34
4 th	Ted Taylor	Douglas Skyraider	30
5 th	John Bennett	Vickers Varsity	26
	Carmell Zammitt	Messerschmitt Me-109	23
	Dave Ryan	De Havilland Mosquito FB.VI	23
	Ken Johnson	Messerschmitt Bf-109B	21
	Peter Bagshaw	Henschel HS-129	20
	Steve Smith	Supermarine Spitfire XIV	18
	Dave Ryan	Hawker Typhoon	18
	John Hone	Douglas A-4 Skyhawk	17
	Paul Bennett	Loire 1130	17
	Jim Charlton	Gloster Gauntlet	14
	Jim Charlton	Gloster Gamecock	11
	Peter Bagshaw	Republic P-47 Thunderbolt	11
	Ken Johnson	Supermarine Spitfire Vb	10
	Wally Arrowsmith	Avro York	7
	Steve Smith	Lockheed F-22 Raptor	6
	Charles Thompson	Curtiss P-40 Tomahawk	4
	Alan Wright	Mitsubishi Zero	3
	Charles Thompson	Nakajima K-43 Oscar	1
	Lee Lacey	Macchi 200	
	John Bennett	DC-9	
	Alan Wright	Arado Ar-234	



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Wally Arrowsmith Trophy (Aircraft) - Final Positions

Mick Pitts	110
John Bennett	80
Ted Taylor	72
Peter Bagshaw	70
Wally Arrowsmith	60
Alan Wright	39
Steve Smith	36
John Hone	33
Paul Bennett	33
Dave Ryan	32
Ian Brown	30
Trevor Davis	25
Ron Penn	24
Charlie Thompson	20
Bob Ryan	15
Lee Lacey	10
Jim Charlton	10
Ken Johnson	10
Carmell Zammit	5
Ken Sparks	5



"STICKY FINGERS"

IPMS HORNCHURCH - NEWSLETTER

April Miscellaneous Voting Results

Position	Entrant	Entry	Votes
1 st	Steve Smith	BergPanther	50
2 nd	John Hone	Ferrari and Honda	42
3 rd	Peter Bagshaw	JadgPanther	41
4 th	Ron Newbold	Guards at Waterloo	39
5 th	Wally Arrowsmith	Ferrari 500	35
	Andrew McCarthy	Sherman Recovery	32
	Wally Arrowsmith	Alfa Romeo	26
	Mark Dorrington	Charioteer	23
	Brian Lay	Darth Vader	20
	Ron Newbold	Universal Carrier	16
	Steve Smith	German Half Track	12
	Dave Ryan	Tiger 1 Mid Production	11
	Ken Johnson	Union Soldier	10
	Lee Lacey	Sherman Firefly	9
	Brian Lay	Phantom Menace fighters	8
	Jon Lowe	Honda Prelude	6
	Alan Wright	Horch Truck and gun	4
	Andrew McCarthy	Dodge Anti-Tank	3



"STICKY FINGERS"

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IPMS Hornchurch Trophy (Miscellaneous) - Final Positions

Peter Bagshaw	91
Ron Newbold	62
Brian Laye	59
Dave Ryan	49
John Hone	48
Mick Pitts	41
Steve Smith	35
Ken Sparks	35
Ted Taylor	24
Wally Arrowsmith	22
Mark Hogan	19
Steve Hubbard	14
Alan Wright	10
Andrew McCarthy	10
Bob Ryan	5
Chris Brown	5
Ian Brown	5
Jon Lowe	5
Ken Johnson	5
Lee Lacey	5
Mark Dorrington	5



"STICKY FINGERS"

IPMS HORNCHURCH - NEWSLETTER

Club Competition Rules

The competitions are split into 2 categories, the Wally Arrowsmith Trophy for Aircraft subjects and the IPMS Hornchurch Trophy for Miscellaneous subjects, and will be run over 4 rounds. The schedule and any "Themes" for the competitions are decided at the AGM in May. The person with the highest overall number of points in each category, after the 4th competition round, will be the club champion. In the event of a tie the number of 1st and 2nd places etc. will be the deciding factor.

Rules

- All models must have been completed after 1st May for that competition year.
- For each competition round a maximum of 2 models may be entered in each category.
- Modellers may enter either or both competitions.
- A model may only be entered into a competition once.
- Dioramas count as 1 model.
- Two models on one base, but not a diorama, count as 2 models.
- Modellers are not expected to vote for their own entries.
- In the event of a dispute the Competition Secretary's' decision is final.

Scoring

Every model entered in each competition scores 5 points.

The following points will be awarded for the 1st five places in each competition.

1 st place	20 points
2 nd place	18 points
3 rd place	16 points
4 th place	14 points
5 th place	12 points

I.e. a person entering 1 model who comes 3rd will score 5 points for entry plus 16 points for 3rd place, giving a total of 21 points.



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Competition Suggestions

Aircraft

1. World War I Could be combined with Miscellaneous
2. Inter-war period 1918 to 1939
3. More than 1 wing Biplanes, triplanes etc
4. Vertical Take-off e.g. Helicopters & Harriers etc.
5. Post W.W.II conflicts Any aircraft in markings used at the time of conflict e.g. Suez, Falklands, Gulf etc
6. All the same plane? We all purchase the same kit e.g. Revell 1:72nd P-51B Mustang, anything can be added (resin interior & new decals etc., so long as it's documented.
7. A specific country e.g. Japanese or German – Could be combined with Miscellaneous
8. What-if ?
9. Carrier aircraft of W.W.II
10. Carrier aircraft 1950 to 1960
11. Century series fighters
12. Battle of Britain diorama Model a plane which took part in the BoB (for September)

Miscellaneous

1. Figures
2. Reconnaissance & observation
3. Tracked vehicles
4. The Animal world e.g. Jaguar cars, Panther or Tiger tanks
5. British Tanks 1940 – present day
6. Desert Anything used in the desert e.g. Gulf war, Israeli/Arab wars or W.W.II or even those desert bikes etc used in the Dakar Rally
7. Battle of the Bulge Diorama Model a specific vehicle or figure, which took place in this battle.
8. Classic cars
9. Warships



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Wrighty's References

RAF Army Co-operation and Tactical Reconnaissance Squadrons of W.W.II

Part 4 - North American Mustang I & II

Although the Mustang is probably the most popular W.W.II aircraft of all time, it is the USAAF P-51B and P-51Ds that are always shown and are so well known, but the RAF's Mk.I & IIs have quite a history hardly ever mentioned. The Mk.I, IA & II Mustangs were produced from a British design, after a visit to the USA by the British Purchasing Commission in early 1940. Work began in April 1940 and by May 1941 the prototype had flown. A contract order was placed by the British Government and the first Mustangs arrived in the UK in November 1941.

The Mustangs performance was superior to any American fighter, largely due to the laminar flow wing and smooth entry nose intake, with the radiator situated well aft. The Allison engine was highly efficient at low level but at higher levels lacked the necessary power. Thereby hangs the decision to allocate the new fighter not to Fighter Command, where high level combat was the order of the day, but to Army Co-operation Command to whom this fighter finally presented them with exactly what they required, after over 2 years of war without a suitable aircraft. At long last the Mustang I & IIs provided them with real offensive capability. Within 6 months 13 Squadrons had been re-equipped, supplanting Tomahawks and the ageing Lysanders. The only reason the RAF Tac/R Squadrons were run down was not due to any deficiency in the aircraft but due to attrition of an aircraft no longer in production, over 800 Mk I & IIs had been supplied to the RAF.

Differences

Mk.I	6 x .303 Brownings (2 in nose, 4 in wings)	Allison V1710/39
Mk.IA	4 x 20mm cannon in wings	Allison V1710/39
Mk.II	4 x .5 calibre Brownings in wings	Allison V1710/81

Operations Glossary

Rhubarb	Strike on selected target	Rangers	Long range target
Populars	Photo reconnaissance	Night Rangers	Ditto at night
Intruder	Offensive invasion enemy airspace	Anti-Rhubarbs	Oppose Me-109/FW-190 coastal raids
Lagoon	Anti-shipping sorties	Distil	Looking for Ju-52 mine detectors
Jim Crows	Shipping reconnaissance	Noball	Flying bomb sites
Insteps	Mosquito escort in Bay of Biscay		

Camouflage and Markings

Many of the early deliveries of Mustangs were in US equivalents to Dark Earth and Dark Green with Sky undersides and the early style roundel (the roundels were changed in May 1942). By the time Mustangs were issued they should have been in Ocean Grey, Dark Green and Medium Sea Grey undersides, but with large stocks in the earlier colours, they were put into service in early 1942 to be repainted as and when time permitted.



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Further problems arose when no Ocean Grey paint was available and Mixed Grey was used (Medium Sea Grey with Black added in a 7:1 ratio). Then just as several units were equipped, all the roundels needed changing to the later type, this involved many taking on a non-standard look or position, also complicated by positioning of the Sky tailband which in turn obscured serial numbers or caused them to be repositioned.

Later yellow wing stripes were added for extra recognition as well as the existing yellow leading edges on the wing. Late in 1942 the Tac/R Squadrons stopped using codes and only individual letters were used. Another addition was the painting black of the undersides for aircraft on "Night Rangers".

Later aircraft did have the proper Ocean Grey paint and then in 1944 the Black/White D-Day stripes were applied, generally only in the modified undersurface form, again positioning varied considerably, photographic evidence of any particular aircraft being the only true guide to accuracy. The drawings here give the widest possible cover of the many differences during the aircraft's period of service.

No. 2 Squadron

Code XV (later letter codes only)

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EILEEN

North American Mustang Mk. I 2 Squadron, Royal Air Force
Sawbridgeworth, Hertfordshire, July 1942

This Mustang I of 2 Squadron shows the markings modifications introduced on RAF fighters in July 1942 to the roundels and fin flash, with the narrow (2 inches) white and yellow rings/stripes. On this particular aircraft the upper surface grey remains the Mixed Grey, otherwise the camouflage is the standard Dark Green on top with Medium Sea Grey undersides.

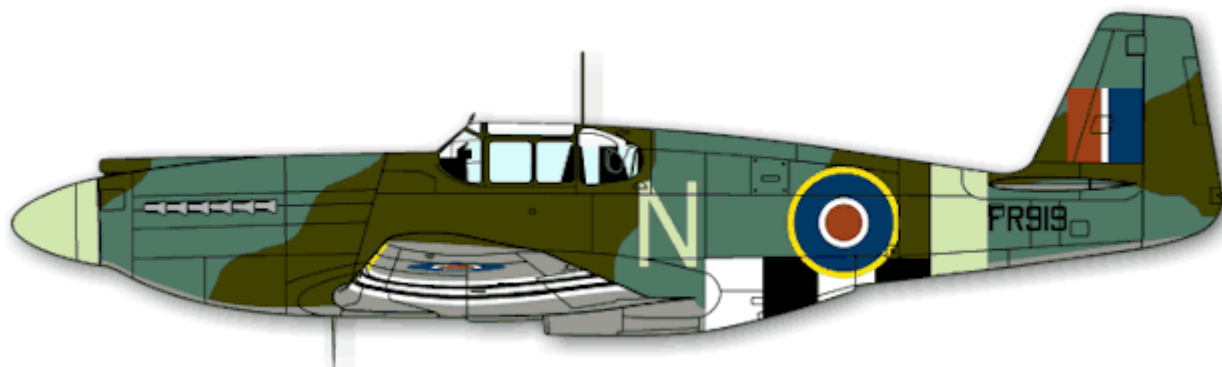
Equipped from April 1942, had lengthy work up until November 1942 when they became operational based at Sawbridgeworth and later from other South East bases. Flying many PR sorties over France and later in Spring 1943 "Lagoon" patrols, also later in 1943 "Populars" and "Rangers". In 1944 operations were geared towards the 2nd front preparation and No. 2 joined the 35 Recce Wing in 84 Group at Gatwick as part of the 2nd Tactical Air Force. In July now with Mk.II Mustangs they moved to France, pushing on from base to base as the invasion proceeded. In August



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1944, 632 TR sorties were flown at the peak of Mustang operations, but from then Spitfire IXs began to displace the ageing Mustangs, although some were retained to the end of the year.



(c) 1999 Rick Kent

North American Mustang Mk. II 2 Squadron, Royal Air Force Beny-sur-Mer, France, August 1944

The colour scheme of this Mk.II is as standard: Ocean Grey / Dark Green upper surfaces with Medium Sea Grey undersurfaces, plus the normal Sky and yellow trimmings. The D-Day stripes are only on the underneath and those on the fuselage only have two white stripes with the Sky band replacing the third.

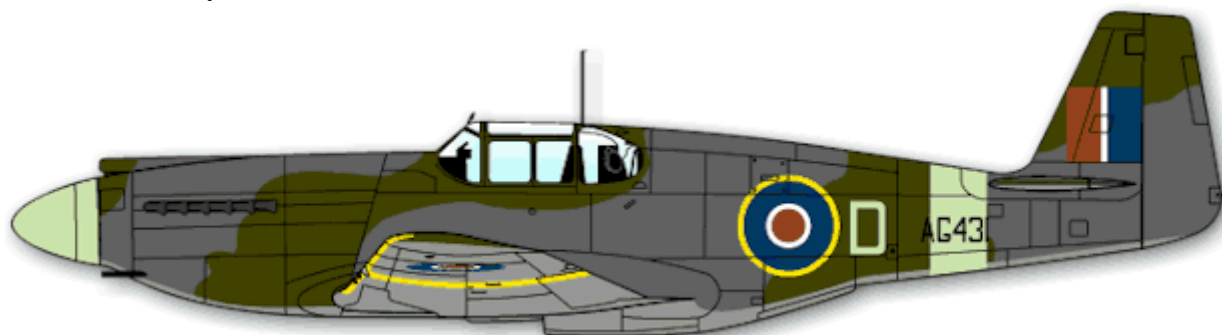
No. 4 Squadron

Code TV (later letter codes only)

Mustangs and Tomahawks arrived in April 1942, but soon the Mustang was fully equipping this unit, from October 1942 coastal patrols from Gatwick, but main base was Clifton. In 1943 "Rhubarbs", "Populars" and "Lagoons" were the order of the day, later "Rangers" to West Germany took place, mainly from Gatwick or South East bases. In January 1944 Spitfires and Mosquitoes arrived to equip A & B Flights for high and low level PR. Some Mustangs were retained but phased out by June 1944.

No. 16 Squadron

Code (Letters only)



(c) 1999 Rick Kent

North American Mustang Mk. I 16 Squadron, Royal Air Force Weston Zoyland, Somersetshire, November 1942

The aircraft is painted Dark Green and Mixed Grey on top with Medium Sea Grey underneath; the spinner, fuselage band, and code letter are all in Sky, and the yellow recognition bands appear



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around the wings and full-span on the leading edges (incidentally the leading edges were 6 inches at the inner end and narrowed towards the wingtips).

Equipped in April 1942, based at Weston Zoyland, after work-up became operational in October 1942 carrying out convoy work "Lagoons" in the Channel and French coast. Moved to Andover in January 1943 where "Lagoon" and "Populars" were flown, and "Anti-Rhubarbs" in the summer from Ford. In September 1943 the unit's role was changed when Spitfire PR.XIs were received for High Level PR work in preparation for the 2nd front.

No. 26 Squadron

Code RM



(c) 1999 Rick Kent

North American Mustang Mk. I 26 Squadron, Royal Air Force Gatwick, Surrey, June 1942

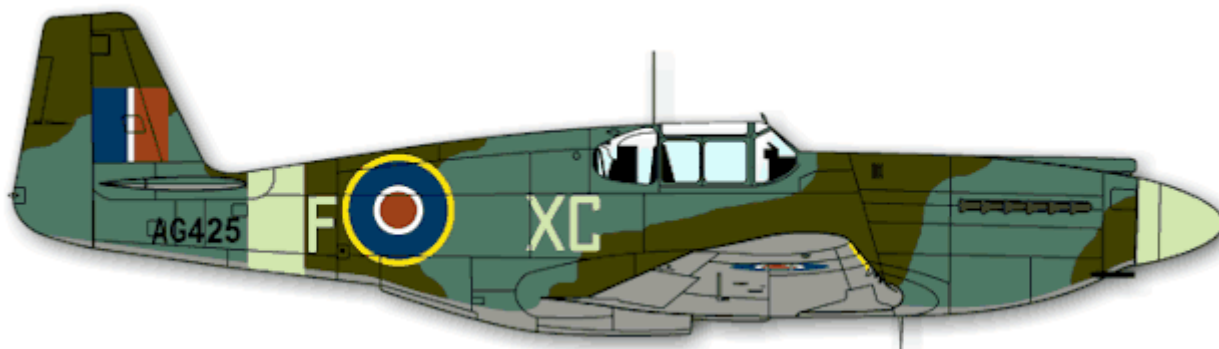
This Mustang shows the standard finish adopted for RAF fighters from August 1941, the main differences being the replacement of Sky undersides with Medium Sea Grey and the Dark Earth on the upper surfaces with Ocean Grey. The Sky spinner, 18 inch fuselage band and code letters have been applied, along with the yellow wing leading edges, which were introduced with the new colour scheme.

The first unit to receive the Mustang I in January 1942 when based at Gatwick, initially small "Populars" were flown, initially on a trial basis to assess the aircraft but by August 1942 heavy involvement in the Dieppe raid cost them 5 pilots lost. Later in the year "Anti-Rhubarbs" were mostly operated in a mixture of operations till March 1943 when they became non-operational. On their return to operations in September 1943 now in Northern England, they racked up "Rhubarbs", "Rangers", "Jim Crows", "Intruders" and convoy work until March 1944 when they changed to Spitfire Vbs for pre-invasion work. In December 1944 the unit again equipped with Mustang Is, based at Exeter and later North Weald for PR sorties against V.1 sites and later in France at Cognac for Naval Co-operation with the French. They finally gave up the Mustang in June 1945 making them the first and last unit to use the type.



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(c) 1999 Rick Kent

North American Mustang Mk. I 26 Squadron, Royal Air Force North Weald, Essex, January 1945

One of the Mk.I's that 26 Sqn were re-equipped with for the second time from December 1944 to June 1945. Hence the aeroplane is painted in all the standard RAF fighter camouflage and markings for that time, and, of course, most noticeably the reinstatement of Squadron code letters, albeit in a slightly smaller size than usual. The aircraft is in final form with all the modifications that were made from the Mk.I's as they originally appeared.

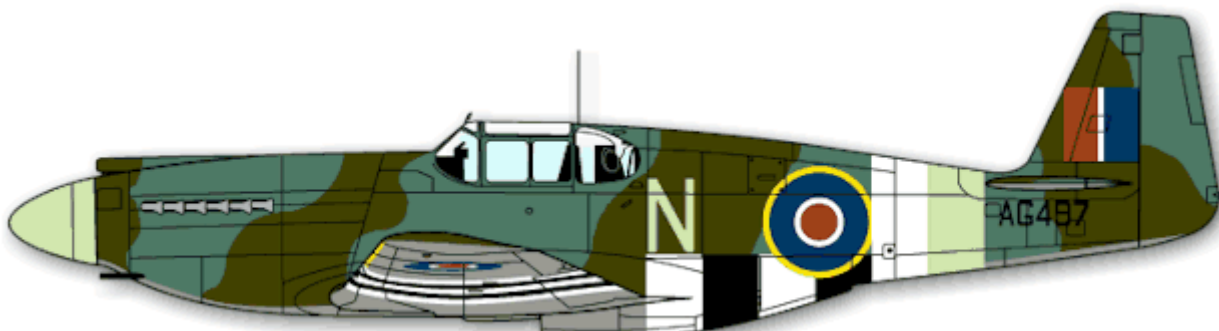
No. 63 Squadron

Code (Letter Only)

Formed in June 1942 as an offshoot of 239 Squadron at Gatwick for Tac/R duties, but it's operational debut didn't begin until January 1943 when based in Northern Ireland, it had various detachments in Scotland and later moved there to Turnhouse in July 1943. Main duty was convoy cover around Scotland. In November 1943 it moved south to North Weald flying "Lagoons" and "Populars", now equipped with the cannon armed Mk.IAs, but this was its operational peak as the role changed in March 1944 to Naval Spotting, thus the Mustangs were replaced by Hurricanes and later Spitfires.

No. 168 Squadron

Code OE (later letter code only)



(c) 1999 Rick Kent

North American Mustang Mk. I 168 Squadron, Royal Air Force Sommeville, Normandy, June 1944

A Mustang Mk. I with D-Day stripes. Most of the Tac/R Mustang units on D-Day did not apply the full set of stripes, in particular they were not painted on the upper surfaces. The reason for this lay



"STICKY FINGERS"

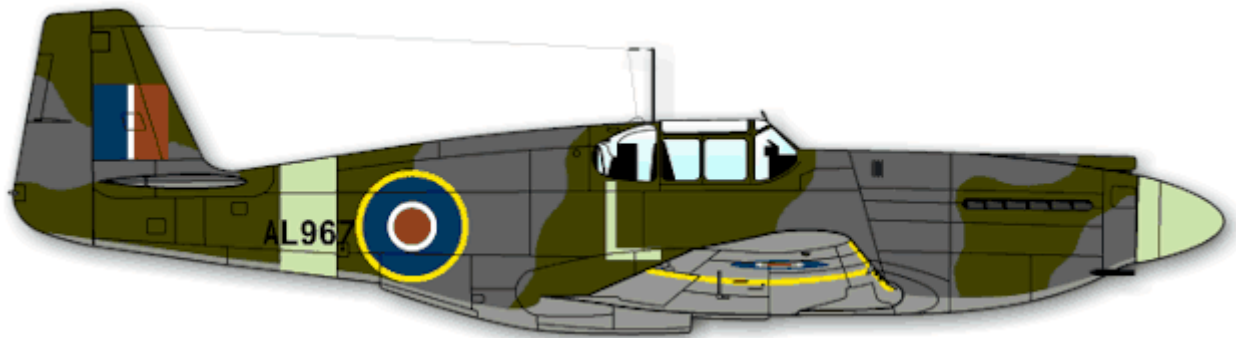
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in the nature of the work they performed, flying at very low altitudes they did not wish to impair their camouflage against any terrain they might use for concealment.

Equipped in November 1942 at Odiham, began limited operations in 1943, "Rhubarbs", "Populars" and "Night Rangers" were flown as the action picked up in the spring. The summer was mainly on "Anti-Rhubarb" protection of the South Coast towns. In 1944 work centred around "Noball" (Flying Bomb V.1 launch sites) and invasion preparation, PR etc. They joined 39 Recce Wing in 83 Group as part of the 2nd TAF. Mk.1As were on hand with the unit from late 1943 and mostly based in the South East until Jun 1944 when they had 4 months in France, flying many sorties in support of the 2nd Army at Caen and Argentan and later at Falaise. In October 1944 Typhoons arrived and the unit became a Fighter Squadron.

No. 169 Squadron

Letter codes only



(c) 1999 Rick Kent

North American Mustang Mk. I 169 Squadron, Royal Air Force Doncaster, Yorkshire, October 1942

This Mustang I of 169 Squadron shows the Mixed Grey / Dark Green / Medium Sea Grey finish together with some other markings differences. Note that on this aircraft the Sky band has been painted somewhat further forward together with the serial number; something else that varied sometimes on Allison Mustangs. Also the roundel is very low in position and right close up to the serial number.

Formed in June 1942 as an offshoot of 613 Squadron at Twinwoods Farm, moving to Doncaster it worked up with the 42nd Armoured Division, in November 1942 crews were attached to 265 Squadron to gain operational experience. From December 1942 they began operations with "Lagoons", followed by "Rhubarbs" over Holland from Duxford. In March 1943 they moved to Andover for "Anti-Rhubarbs" between Portland and the Isle of Wight until October 1943 when they disbanded, No. 169 Squadron then became a Night Fighter Squadron.

Alan



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2000/2001 Schedule Template

June 19 th	
July 17 th	
August 21 st	<div>Aircraft</div> <div>Competition</div> <div>Miscellaneous</div>
September 18 th	
October 16 th	
November 20 th	<div>Aircraft</div> <div>Competition</div> <div>Miscellaneous</div>
December 18 th	
January 15 th	
February 19 th	<div>Aircraft</div> <div>Competition</div> <div>Miscellaneous</div>
March 19 th	
April 16 th	<div>Aircraft</div> <div>Competition</div> <div>Miscellaneous</div>
May 21 st	AGM