



"STICKY FINGERS"

IPMS HORNCHURCH - NEWSLETTER



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Alan's "Annotations"

Well another AGM bites the dust, as ever a "free and frank" exchange of views was evident. The effects of the CS gas are now wearing off; at least the water cannon wasn't used this year! The first thing evident to you as you thumb through these pages is that there are 8 comps per year, and before the moan of more comps is heard, all that is happening is that the aircraft and misc. classes will be on separate nights, mainly so the Comp. Secretary and his able assistants can total up the scores quicker plus they get an evening as well. In addition it has been noticed that more members attend on Comp. Nights and newcomers see models on tables instead of a bunch of blokes standing around chatting.

Also in September and December an informal "theme night" will be happening to commemorate the Battle of Britain in September and the Battle of the Bulge in December. I would just like to add that this year is the 50th year of the British Grand Prix. Plus in December some time back the Japanese paid a surprise cultural visit to the US 7th Fleet at Pearl Harbour, and ten years ago a certain Sadaam decided that he wanted some oil fields in Kuwait. But the list is endless, needless to say if you car freaks want to build the starting grid from the 1950 British Grand Prix, be my guest or if you wish to dust off your pink Tornado or Jaguar and bring it along, please do.

Another comment received from the floor was the fact that Hornchurch can hold their own on the modelling front but we lack the presentation of other clubs. To this end when it is decided what shows we shall be attending and how many members will be going, be attending. It will be the responsibility of me, (or the Assistant Secretary in my absence) to ensure that the number of models displayed by any one member is restricted to a previously agreed number. Allowing for the fact that members are unable to attend on the day or extra members find that they can attend. In these circumstances models can be added or removed as required. This is your club and we are your elected officers, so it is your prerogative to show your models when and where you want, keeping in mind that we all represent the club at shows and if someone wishes to ask about any models displayed we are as helpful as possible. I hope that this doesn't sound too heavy as it is only intended to give all our members a fair "crack of the whip".

Leading on from this Peter Bagshaw has kindly agreed to produce labels for the members models so the public knows more about the particular model on show, an example of this is reproduced here. I'll leave Peter to explain more fully.

To all new members you can be assured that AGM night is a one off we are not like that every month, except for new member initiation nights, which of course Ricky has explained to you already----- he has hasn't he?

Lastly, you may be asking, "Who is this bloke anyway?" well when Ken Sparks decided to stand down last year I had it mind to stand but he said that Dave was going to give it a go so I kept quiet. It worked out well for me because things at work were going ballistic; this has now calmed down so I thought that if it came up this year I would put myself forward. I would like to echo Steve Hubbard's thanks to Dave for all his work put in for the club.



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Havering Town Show - August 28-29th

I have taken the liberty of booking four tables at the Havering Town Show over the August Bank Holiday at a cost of £21.00. I did this after meeting up with Peter, in my opinion it could boost the membership of the club without having the problem of trying to book our own hall for an "Open Day". Plus it is close to a lot of members thus not involving large amounts of petrol money. I hope that you have not got the impression that I shall be spending the club's cash without consulting you first but I needed to move quickly to get our request in.

IPMS

For all those members who are already members of IPMS please ignore this and read on, for the other members I would like to bend your ears. As an IPMS Branch we have the basic requirement of 5 IPMS members plus, but of course IPMS would like us to have more. Firstly a bit of history the IPMS was started in England back in the '60's from where it grew into the International Plastic Modellers Society. The benefits of membership are numerous; a quality magazine produced 6 times a year written by the members, free entrance to the Nationals, one of the largest model shows in the world and this year it could be the largest. A discount available at some model shops, ED Models being one.

SIGs, which stands for Special Interest Groups, a group of members who share a common interest in a particular branch of the hobby. I co-ordinate the US Naval Aircraft SIG and Steve Hubbard is the leader of the Fleet Air Arm SIG, there are some 60 plus SIGs plus TAS which is the Technical Advice Service. This means you, as a member have access to all the information held by the TAS and for the price of a first class stamp you will receive any information you require without joining a SIG, although it is the SIGs job to furnish you with this information although you may not wish to join it, again for the price of a first class stamp

Club shows at the Nationals and other shows, although the Southern Expo is firmly established on its own if as a club we wished to stage our own show then IPMS would help with advertising and insurance. So there you have it, some of the reasons behind joining IPMS, if you need more info. Please see me or take one of the leaflets on the table.

Alan

Peter's "Prattlings"

Well that's another AGM over and done with. Despite my initial desire to stand down last month, it seems that most members want me to continue in the role of Deputy Secretary, so thank you for the continuing support for what I'm doing. To those newer members of the club, don't worry the AGMs are usually much worse, well at least there was no blood spilt - see Alan's comments above. I would also like to extend my thanks to Dave Ryan who did an admirable job under trying circumstances.

Display Labels


As Alan mentioned earlier as an aid to improving the overall presentation of the models on the club stand I have put together a label which can be printed off and stuck beside or in front of models on display. I thought it would be neater to type the information onto the computer, my own handwriting is pretty awful as I rarely physically write that much nowadays, mostly tap things out on a computer keyboard. Reproduced below is a sample of the label. I have printed some sheets of



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these labels off so that members can write in entries for those models they think they are likely to take to shows. If they give them back to me, I will then type these up and print them off ready for the shows. See example below

 <h1>Hornchurch Model Club</h1>			
Subject	Scruggs Wonderplane Mk.1		
Scale	1/72	Kit Manufacturer	Fijihasegram
Modeller	Arney Oldmodeller		
This model was totally made up and is finished in completely fictitious markings for the Squadron that flew these things at the Front.			

AeroMaster Paints - Hannants Announcement

This is an extract from an announcement we have just received from Pan American International the parent company of AeroMaster.

"We regret to inform you that effective immediately, Pan American International will discontinue the AeroMaster Warbird Colors paint range (AMD1000-> AMD9000-> plus AMD8003, 8005, 8006 and 8007).

Please understand that it is only the paint line that will be discontinued as existing stocks are sold out. The decal line will continue as before as well as AMD8010 Sol and AMD8011 Set.

Due to increased petroleum based products and chemicals, Testors, the manufacturer of our paint line has been forced to increase prices on their own acrylic line by 20%, and our Polly S line by 50%.

Being a derivative of this Polly S brand, Warbird Colors would not be long in following the same steps. We feel that at these new prices Warbird Colours would not be competitive in the world market and have therefore decided to withdraw.

We understand that this action may cause some inconveniences to you, but we have no other course of action"

The above is a statement from the owners of AeroMaster Paints.

We have updated our website to show only the paints we have at this moment but obviously most will soon sell out. Please order quickly and get stocked up.

With the ending of the importing of Modelmaster paint there is now no readily available acrylic paint for sale in England.

We are currently in discussions with another manufacturer and will keep you all informed as these talks progress.



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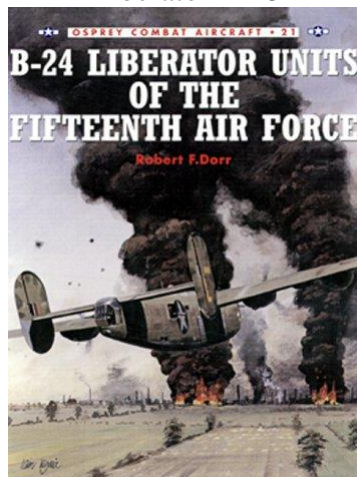
Those of you with the paints on back order will have them cancelled as your back/advance orders are update.

Latest Osprey Book Releases

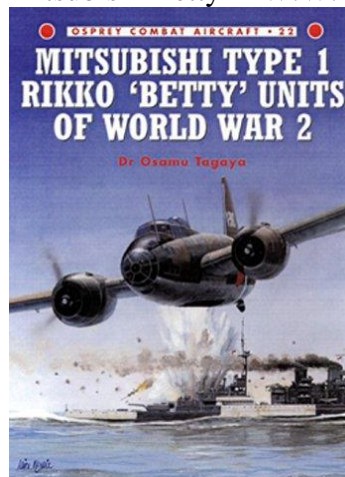
Latest news of releases from Osprey in their popular "Aces" and "Combat Units" series.

October

B-24 Liberator in 15th AF

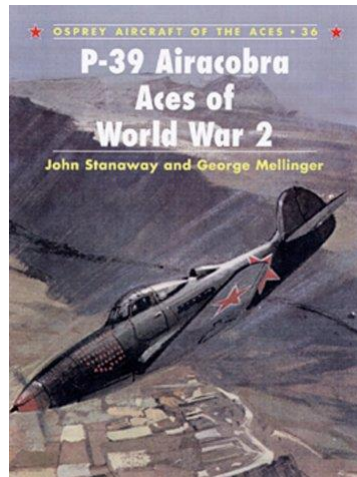


Mitsubishi Betty in W.W.II

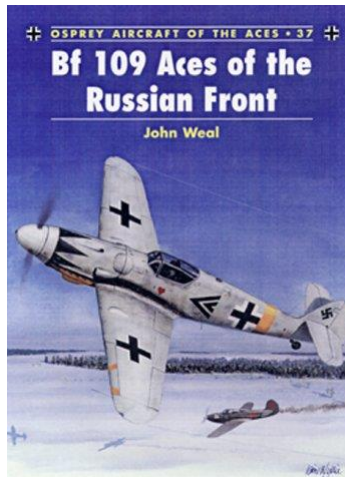


November

Airacobra Aces of W.W.II



Bf-109 Aces on the Russian Front

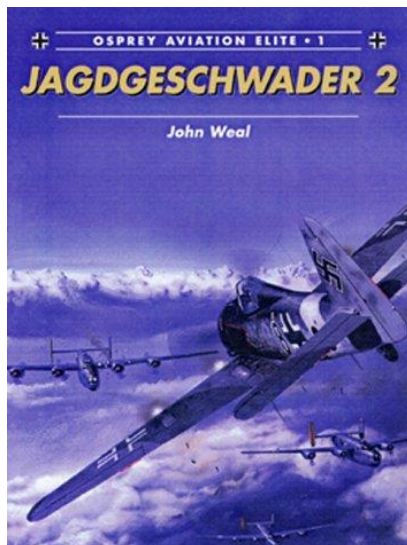




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Osprey are also expanding into a new series called "Aviation Elite", starting with a history of JG.2.



The 2000 Shizuoka Hobby Show - Report from HobbyLink Japan of New Aircraft Kits

First and foremost, of course, was the upcoming 1/32 Mitsubishi Zero Model 52. The kit looks great, as you'd expect, with a surprisingly large number of parts. All control surfaces move, and they've also got a motor and light-up option parts set for it, too (battery fits inside the drop tank, and the motor is invisible even with the cowl removed!). The engine and cockpit section is truly a work of art. Unfortunately, the kit will be delayed one to two months from the announced date due to some needed "adjustments" that became clear in the final stages of development, and that's why there was no finished example of the plane on display. We hope to see the release in July, or perhaps as late as August. Of course, just about everyone I overheard talking to Tamiya personnel about the new kit wanted to know what the next offering in 1/32 will be. They were stressing that this didn't necessarily mark the birth of a new series of 1/32 WW2 kits, but you can be that if this Zero sells well, we may see more. Also coming shortly in 1/32 is the Marine version of their superb F-4 Phantom II.

The other big offering is the new 1/48 Do335a Pfeil.





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A very strange aircraft to say the least, but rather impressive in this scale (it is nearly twice the size of an Me109). And right next to the new Pfeil was a prototype of the dual, stepped-cockpit trainer version of the plane (seen at right), which Tamiya expects to release within the year as well!

Likewise, there was a 1/48 Mosquito NF Mk.XIII/XVII on display, signalling the next variation in their superb series of Mossie kits. This should also be on sale by the fall at the latest.



In 1/72, Tamiya had let us know before the show that they would be releasing all new toolings of the Spitfire Mk.I as well as the P-51D. At the show, however, they also unveiled a 1/72 Me109E-3, Fw190D-9 and F4U-1D Corsair on display! It's quite clear now that Tamiya plans to continue churning out top-quality 1/72 items, with the only condition appearing to be that the kit already exists in their 1/48 lineup (aren't computers wonderful?)

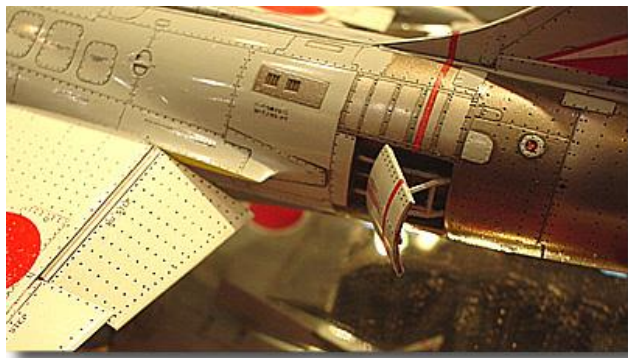


Moving to the Hasegawa booth, in front and centre display was the upcoming F-104J Starfighter in 1/48 (at left). They are starting with the Japanese version of this plane, but we should see US and other versions within the year. Perhaps it had to do with the fact that the sample on display was finished by a true pro, but the kit is really gorgeous. The surface panel lines and rivets, the open speed brakes and dropped flaps -- great stuff. As usual, the box art is by the very talented Shigeo Koike.



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Also in 1/48 is the upcoming N1K2-J Shiden-kai, early version. What can you say? When Hasegawa turns their attention to a Japanese aircraft, the results are nothing less than spectacular. This kit is no exception. Cockpit detail is all you would expect, as is surface finish.

The biggest news in the Hasegawa booth in 1/48 was the announcement of an all-new Type 97 Carrier Bomber, known as the Kate. Nothing (except a sign) was on display, but they hope to release the kit during 2000, or perhaps early 2001. With that, Hasegawa will have completed their retooling of the three aircraft that made "infamy" in 1941 -- the Zero, Type 99 Val, and Type 97 Kate. Perhaps we'll see a set of all three offered?

One of the biggest selling aircraft kits at HLJ over the past few months has been Hasegawa's 1/48 F-16CJ Fighting Falcon. Now, they're turning down the scale and releasing the same item in 1/72.

In airliners, Hasegawa had already announced a 1/200 Airbus A320 for this year. Unfortunately, nothing was on display at the show but a photograph of the real plane.

Lastly (in all new toolings that is) comes a 1/48 and 1/72 set of all the latest ordnance for US aircraft, including modern GBU laser-guided bombs, etc., plus new pylons, too. For use with all modern US aircraft kits.

In notable variations and reissues from Hasegawa, look for the huge "Museum Model" 1/8 scale Fokker Dr.I. This, along with the not-available Sopwith Camel kit, have been sought after by collectors and builders alike for many years, and we're very pleased it will be reissued, probably during 2000. Also look for the old TriMaster (now Dragon and Hasegawa) He162 Salamander in 1/48. We also have new variations of two other recent new products, the Japanese T-4 (13th FTW "New Scheme") and Hs129B-1 "North Africa" coming as well.

Fine Molds had a few new items on display in their little booth. Yet another variation of their 1/48 Hayabusa (Oscar) kit is on the way. This time it's the Model 2 late version. And fans of Japanese anime will be pleased to see the modified version of the Savoia S.21 from the film The Crimson Pig coming out. This is the version as it was rebuilt in the latter half of the film. This time you get a little pig character figure as well. And air race fans should watch for a beautiful 1/72 resin kit of the modified Sea Fury racer "Critical Mass" to be marketed independently by one of Fine Molds staff members in early July.



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Last but not least in all-new products was something very unusual from a brand new company called "Sweet" that was formed by a retired Tamiya employee. Their focus will be 1/144 aircraft kits, and they are starting with the Macchi MC.200 (seen a left). Needless to say, in this scale, it's a tiny little plane, but the 1,000 yen kit comes with parts for two aircraft.



The detail is the best you could hope for in the scale, and the props even turn!

Below is a nearly complete list of the other decal and minor parts variations as well as reissues that were on display at the various manufacturers' booths, but not mentioned above.

Hasegawa

1/48 Hawker Hurricane Mk.IV "Far East"

1/48 Heinkel He51A/B

1/48 Ju87D-4 Torpedo Bomber, Part II

1/48 P-51D Mustang "Miss America"

1/144 YS-11E Electronic Warfare

1/48 U-36A JMSDF

1/72 NP-3D Orion

1/72 F-14A "Black Bunny"

1/48 F-14A "Bounty Hunters"

1/48 F-14A "Bicentennial Tomcat"

1/48 A-7E Corsair II "Bicentennial"

1/48 F-86F Sabre "Thunder Tiger"



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1/48 F-4J Phantom II "VX-4 Vandy '76"
1/72 RF-4E "1994 Gunnery Competition, 501st Squadron"
1/48 F-20 Tigershark (Monogram)
1/48 A-37 Dragonfly (Monogram)
1/48 B-26B Marauder (Monogram)
1/144 YS-1E "ECCM" (Military-use YS-11)
1/200 American Airlines MD-82/MD-87
Fujimi
1/72 Spitfire "Fighter Recon"
1/72 Spitfire "RAF in Germany"
1/72 Spitfire "Red Lion"
1/72 Spitfire "After D-Day"
1/72 Spitfire "Kings Cup Race"
1/72 F/A-18 Hornet "Top Gun"
1/72 F/A-18 Hornet "Chippy Ho"
1/72 F/A-18 Hornet "Australian Air Force"
1/72 F/A-18 Hornet "Spanish Air Force"
1/72 F/A-18 Hornet "Sharp Shooters"

Peter



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Charles Thompson - Book Sale

Charles is offering these books for sale. He can be contacted at

33 Cross Road
Romford
Essex
01708 705844

Title	Author	Publisher	Price
Combat Aircraft of World War II 1933-1937	Angelucci/Matricardi	Salamander Books Ltd	1.50
Combat Aircraft of World War II 1938-1939	"	"	1.50
Combat Aircraft of World War II 1939-1940	"	"	1.50
Combat Aircraft of World War II 1940-1941	"	"	1.50
Combat Aircraft of World War II 1941-1942	"	"	1.50
Combat Aircraft of World War II 1942-1943	"	"	1.50
Combat Aircraft of World War II 1943-1944	"	"	1.50
Combat Aircraft of World War II 1944-1945	"	"	1.50
Luftwaffe Camouflage and Markings 1935-45 Vol.1			
Luftwaffe Camouflage and Markings 1935-45 Vol.2	K.A. Merrick	Kookaburra	36.00
Luftwaffe Camouflage and Markings 1935-45 Vol.3			
United States Army & Air Force Fighters 1916-1961	K.S. Brown & others		
United States Army & Air Force Fighters 1918-1962	Paul R. Matt	Harleyford	25.00
Submarine versus Submarine (The tactics and technology of underwater confrontation)	Richard Compton Hall	David & Charles Military	1.00
The Post War Naval Revolution	Norman Friedman	Maritime Press	1.00
Jane's Fighting Aircraft of W.W.I		Jane's	2.00
Jane's All the World's Aircraft		Jane's	25.00
Fighter Aircraft Pocket Book	Roy Cross	B.T. Batsford	0.50
Bomber Aircraft Pocket Book	Roy Cross	B.T. Batsford	0.50
Bombs Gone	John A. MacBean & Arthur S. Hogben	Patrick Stephens Ltd	0.50
Wings of the Eagle		Hendon Museum	0.50
Scale Model Aircraft	Harry Woodman	Model & Allied	1.00
Bombing Colours (British bomber camouflage & markings 1914-1937)	Bruce Robertson	Patrick Stephens Ltd	1.00
Pictorial History of Aircraft	David Mondey	Sundial	0.50

Charles



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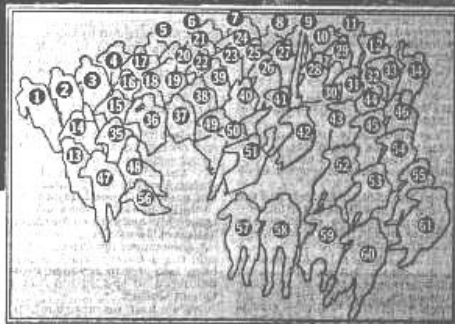
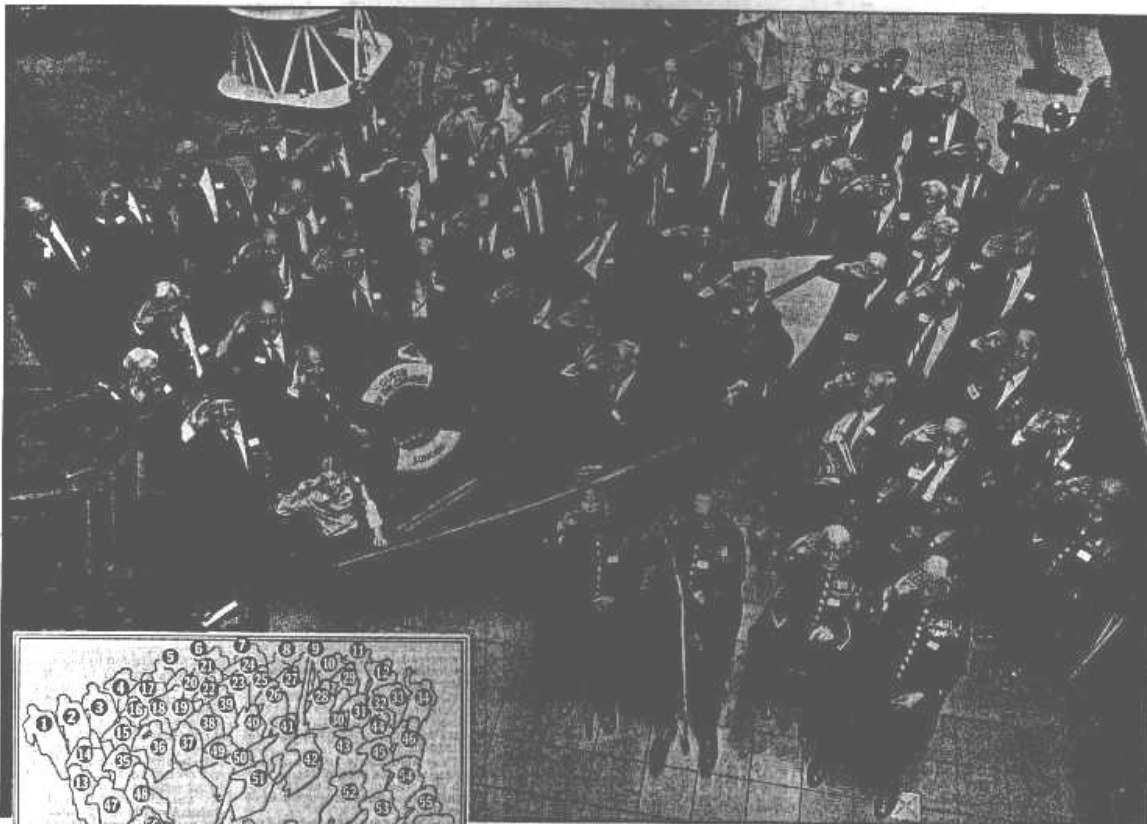
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Dunkirk Tribute - Featuring Ron Newbold

I hope Ron doesn't mind me sharing this article I saw in the newspaper, I would like to include this as a tribute to all those who were involved in the Dunkirk operation.

For the final time on home soil, Dunkirk veterans meet to reminisce

The last salute



Key to the heroes: 1 A Skellon 2 J Sharp 3 E Pemberton 4 R Picton 5 C Seton-Watson 6 E Gunning 7 R Viney 8 F Charnier 9 Not known 10 G Crow 11 T Erselius 12 R Newbold 13 J Hodgson 14 A Cease 15 F Forster 16 G Dunger 17 B Kelly 18 J Stedman 19 S Allen 20 L Frost 21 T Hodges 22 C Cootes 23 W Stack 24 William Stone 25 T Kemp 26 E Agass 27 J Nixon 28 H Hulme 29 Mr Barnes 30 F Green 31 R Andrews 32 E Watkins 33 H White 34 Mr Thorogood 35 F Hallet 36 W Pledger 37 T White 38 Leon Wilson 39 R Benson 40 T Hutchinson 41 Mr Mackenzie 42 G Fleher 43 W Brown 44 F Lucas 45 B Brooks 46 P Goodwin 47 V Knight 48 L Crouch 49 A Freeman 50 K Blake 51 I Duent 52 L Pavitt 53 C Bonner 54 H Garnett 55 B Kendall 56 Tamzine Neale 57 H Howarth-Low 58 Mr Powell 59 T Battle 60 A Gale 61 L Williams

WILLIAM STONE is 100 years old in September. Tamzine Neale is ten. They met for the first time yesterday.

Despite the age gap they both carry a link with Dunkirk, the little French town from whose beaches 338,000 British and French troops were snatched from the Germans almost exactly 60 years ago.

Mr Stone was chief petty officer on the minesweeper HMS Salamander, which inched close to shore five times to rescue 1,000 men and take them to Dover.

Tamzine's great great grandfather Len Brockman built the tiny 18ft-long fishing boat Tamzine which was sailed across the Channel from Margate to help with the evacuation.

The smallest surviving boat known to have taken part in Operation Dynamo she was eventually towed home by a Belgian fishing smack, the inside of her

By **BILL Moulard**

hull caked in blood. Now a prized exhibit at the Imperial War Museum in London, she yesterday became a fitting backdrop as Dunkirk veterans met for the last time on home soil before the Prince of Wales takes a final salute in France next month.

'Most of our members are over 80, so we have decided to call it a day,' said Jim Horton, general secretary of the Dunkirk Veterans' Association, which is to be wound up. 'We wanted to go out on a high and you can't get much more high than having the future king coming to inspect us.'

Gathered around the little wooden boat, Tamzine sat and listened in wide-eyed awe as the veterans recalled the horrors of war. 'It was terrible,' said William Stone. 'It got worse each time we went back.'

'The tanks in the oil refinery were burning and there were ships sunk all around us. My last

trip was on June 1, 1940. A German bomber was coming down and we thought we had had it. But it dropped its bombs on HMS Riger. There were about 200 soldiers on board who were all killed. It was at that moment when I said, "God help us".'

'On another occasion a German submarine fired a torpedo at us but because a minesweeper has such a shallow draught it passed underneath. I remember everyone holding their heads in their hands waiting for the explosion.'

After the war Mr Stone bought himself a barber's shop in Paignton, Devon.

George Fisher 80, of the Queen's Own Buffs who had fled France with bullets whistling over his head, became a milkman. Maurice Mackenzie, 63, a printer, James Steadman, 51, a grocer, Joe Barnes, who was a 14-year-old tugboat hand on board the Sun XII when he sailed into one of the most celebrated conflicts in history, ended up driving a London bus.

Mr Barnes, who has been his

association's standard bearer for 33 years, said he was 'very, very sad' about its demise. 'A finer bunch of blokes you would never wish to meet.'

Peter Goodwin, 80, a sergeant in the Queen's Own Royal West Kent, said: 'It's a bit depressing to think that everybody is getting so old and you think back to when you were young and doing all those things. When every Tom, Dick and Harry is popping off you know that time is approaching.'

Maurice Mackenzie recalled his own escape on board the 46ft motor yacht 'Tom Till', which had been stolen by brothers Ron and Alan Tomlinson from Ramsgate Harbour so they could help in the evacuation.

Mr Mackenzie, a sapper with the Royal Engineers, was one of the scores of men the boat picked up on 16 missions between beach and bigger rescue ships.

He said: 'I was on my own and had lost my unit and everything when I saw this boat coming to the shoreline. Don't tell the

sergeant major this, but I threw away my rifle and stripped to my underwear. I had to swim about 50 yards. I remember one of the crew saying, "I'm a fisherman from Ramsgate. You will be OK, lad".'

Some could joke about it all yesterday. 'British Expeditionary Force, the BEF,' recalled one old soldier. 'We used to say it stood for Buggers England Forget.'

In the height of the danger, with German aircraft bombing the beach, Royal Artillery lance bombardier Herbert Hulme, 83, recalled how he strolled down the beach to paddle in the sea, soothe his aching feet and then put on a clean pair of socks.

'Dunkirk is a very emotional name in our language,' said the historian Max Arthur, author of the ten-volume collection of frontline accounts *The Second World War*, which is being presented to each of the men. 'It stands for something because we are British. It captures our spirit of defiance and our building nature.'

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Improving Our Image - John Hone

My comments at the AGM regarding the presentation of our work at exhibitions were of necessity somewhat limited. I therefore offer for members consideration some points regarding the above I believe need to be addressed.

- A. In view of the high standard of work we achieve we should be giving more thought to the way a lot of hard work and skill is displayed at model shows.
- B. I suggest a sub-committee of 3-5 members be formed whose sole responsibility it to manage our display at exhibitions. The sub-committee to report to and consult with the main committee at all times.
- C. If the idea is adopted the sub-committee will introduce a draft of their recommendations to the main committee, who if they approve it will offer it to members for their consideration.
- D. Any comment at this stage regarding the size, position and how many models should form a display is not relevant. If my idea of a sub-committee is adopted the mechanics of display can be discussed by the club members, when the draft proposals are presented to them.

I offer these suggestions as a basis for consideration by members because I think we at present do not do ourselves justice at exhibitions. To move forward on these matters only requires a common sense attitude to the problem, but most of all a high degree of co-operation from club members is necessary, which if adopted I know will be forthcoming.

John

Steve's "Soapbox"

Why do we do it?.....

Why do we modellers always seem to jump from one thing to another? I raise this point because last month I pulled out the old Eschi 48th scale F-86 Sabre, the version issued with the Frece Tricolori colour scheme. The intention was to do a 'quick build' of the kit while I wait for my replacement bang seats to arrive for the FreMs 'Frece Tricolori' MB339. Now I've built this kit (the Eschi one) before but I'd forgotten just how bad it really was. As I started on it all the old memories came back and within a day it was consigned to the trash. However, the decal sheet is pretty and well printed so I thought I'd drag an Academy F-86 out of the loft, build that and use the Eschi decals on it. After I'd been working on the Academy kit for a couple of days a thought occurred to me, what if the Eschi decals were no longer any good? I would have built and painted the F-86 by then and it would much harder to revert to a conventional paint scheme. So, I cut off a couple of decals from the sheet that I wasn't going to use and tried them out. Sure enough as soon as I tried to remove them from the backing paper they just fell to pieces, just my luck but not unexpected!

I tried some liquid decal film on them and, whist it was much better, they still exhibited a crazed appearance (much like me!) so they were deemed unusable. Now I had no wish to put a half built kit back in its box (I have far too many of them as it is!) so I decided to push on with it. I still wanted to complete the aircraft as a Frece Tricolori machine in order to add a bit of colour to an otherwise drab display case so I began to ponder ways I could still do it. After studying the decal sheet I came to the conclusion it would be possible to replicate the scheme by masking the model and spraying on the colours using the Eschi sheet as a guide and using generic lettering for the rest. With my mind



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made up I pushed on with the model and after a day or two a thought struck me, (yes, I do have them occasionally!) here I was working away on a kit when not less than seven days before I had started an entirely different model altogether! In the space of a week I had started a kit, discarded it, all but the decals, started another kit and then discarded the decals from the previous kit and worked out an entirely different way of finishing it.

Am I alone in this sort of behaviour? Is it a general modelling tendency or am I losing my marbles? If I'd told my wife what I had done I'm sure she would have looked at me sideways although I'm pretty sure she does that anyway. Is this the behaviour of a rational man? Are we modellers rational men (or women) anyway? I guess its bit like trying to work out the meaning of life, the answer, as we all know, is 96.....or is it?

Steve

Ken's "Korner"

The Bridge at Remagen

A few weeks ago we were on a long weekend to the wine region of the Arh Valley in Germany, which is halfway between Cologne and Bonn. Part of the Sundays coach trip was a visit to the West Bank of the River Rhine and the twin towers of the "Remagen Bridge", which is now going to become a Peace Museum. I picked up a leaflet that is in English and is reproduced below. The bridge became a turning point in W.W.II on one of the major crossings of the River Rhine by the U.S. Army.

The Idea of a Memorial

Remagen Mayor, Hans Peter Kuerten, has long busied himself with the idea of constructing a memorial. The negotiations with the

Memorial for Peace stirred no interest. Since he, however, was convinced of the soundness of his idea, the mayor considered how to raise the money necessary for the project's realization; for no private donors were on hand, nor



Federal Railway alone lasted seven years before the city could finally acquire title to the former railroad land. Announcements sent to government officials about the intended preservation of the bridge and the construction of a

was any money forthcoming from the American government. When, in the summer of 1976, it was necessary to remove the still intact bridge support pilings from the river, the mayor had the stones deposited on the Remagen riverbank, for he had a good idea, namely, to sell small pieces of the

bridgestones, enclosed in plastic and containing a certificate of authenticity.

On 7 March 1978, he went public with his idea and achieved such an unexpected degree of success, that he had realized more than 100,000 DM in sales profits.



The Memorial

Purchasers of the bridge stones had been promised in the certificate of authenticity that the profit from the sales would help to build a Meeting Place and Memorial for the Friends of Peace in one of the preserved bridge towers on the actual historical site. Just two years later, on 7 March 1980, the 35th anniversary of the bridge's capture, the memorial was opened to the public in conjunction with a simple ceremony.

Kuerten had namely, in the meantime, succeeded in obtaining approval from the Employment Office for additional help in the form of a project for the unemployed. With the assistance of these workers and city employees, the tower was cleaned out, windows and doors installed, the walls white-washed, and lights strung. (Later a heating system will be installed). The tower contains pic-

tures, documents and other exhibits which recount the history of the bridge. In a small video room old weekly newsreels give a life-like glimpse into the bridge's past. Drawings depict how the Memorial might one day look in the future. One is reminded of bridge's construction, its capture, and the battles for the bridge involving German, American, Belgian and British soldiers. One is also reminded of the dead from both near and far. The main motif in the Peace Hall, however, applies to everyone:

"Let us every day work for peace with our mind and heart. Each should begin with himself."

THE BRIDGE AT REMAGEN

MEMORIAL TO PEACE



Open:
All day from 10.00 h - 17.00 h
from march until november.



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The History of the Bridge

The bridge at Remagen was built during the First World War at the urging of the German generals, so that more troops and war materials could be brought to the Western Front.



The bridge was designed by Karl Wiener, an architect from Mannheim. It was 325 meters long, had a clearance of 14.80 m above the normal water level of the Rhine, and its highest point measured 29.25 m. The bridge carried two rail lines and a pedestrian walk-

way. It was considered one of the finest steel bridges over the Rhine. In 1928 a devastating fire took place on the bridge. Damage was, however, minimized, largely due to the efforts of the Remagen fire department. The fire department received a reward in the amount of 1500 Marks from the National Railway.

The Capture of the Bridge

On the 7th of March 1945, an advance element of the 9th U.S. Armored Division, led by LT K. H. Timmermann, an American of German descent, reached the last intact Rhine bridge, just after the German defenders twice failed in their demolition attempts.



The capture of the bridge is known in the annals of the war as the "Miracle of Remagen". General Eisenhower stated that "the bridge is worth its weight in gold". In the days immediately following, the German High Command made desperate attempts to destroy the bridge by bombing and even by employing frogmen. Hitler irately convened a summary court which condemned five

officers to death, four of whom were actually executed in the Westwald Forest.

On the 17th of March 1945 the bridge collapsed due to overloading. 28 American soldiers lost their lives.

The Bridge in the Media

The best known work about the episode was written by the American author Ken Hechler and is entitled "The Bridge at Remagen". A lesser known book which appeared in English in Germany is "The Collapse of the Remagen Bridge", by Joseph M. Zarish sen.



In France there appeared a pamphlet with the title "Le Pont de Remagen". Hajo Knebel wrote a radio drama about this subject, and David L. Wolper produced an American motion picture, "The Bridge at Remagen". The film depicted the actual historical background, but was fictional in all other aspects. Since March, 1985, the book "The Bridge at Remagen" by Rolf Palm is obtainable. In addition, a large number of articles on the subject of the bridge have appeared in numerous newspapers and magazines.

Translated by: LTC Donald F. Ullmann, U.S. Army, Chief Petty Officer Peter Koehler-Pfotenhausen, U.S. Navy
Published by: Remagen e. V.
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Modeller's Musings - By Lee Kolosna

This is something I picked up from the web and seemed to be fairly appropriate to include.

Peter

A Modeller's Guide to Excruciatingly Correct Etiquette

The general decline of politeness in society has been well documented and is unfortunately a phenomenon we have to live with as members of the global population. Just because we get poor service at the fast food drive-through window, field annoying telesales calls during dinner, and watch The Jerry Springer Show doesn't mean that we, as modellers, have to reciprocate and treat our fellow enthusiasts in a similar manner. In the modelling world, I have seen occasional examples of rude and childish behaviour, and it pains me when it occurs. Of all places, the pursuit of our hobby is a place that civility and fellowship should be practised. In the hope that modellers might need a guide to excruciatingly correct manners, I have assembled a list of commandments that can be used as a reference for future consultation.

Rule 1: Thou shalt not criticise another person's model.

Hurt feelings, personal conflicts, and misunderstandings happen when this simple rule is not followed. At the very first IPMS chapter meeting I ever attended, I witnessed a club member approach a model that was brought in by another member. It was a very modest model, with some obvious flaws, but the builder, who can best be described as a novice, was quite proud of his efforts and just a little nervous about putting it on display for others to see. The first member inspected the



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model for about thirty seconds, then loudly announced, "See, here is something that I think that detracts from this model – the tires haven't been flattened." "As a judge, I would not consider this model for an award because this is not realistic."

I was rather dumbstruck by what I felt was an unnecessary and pointless attack on the novice builder. Not only was it completely out of line, but it obviously deflated the pride that the builder had in his creation. He visibly withered from the comment. At risk was whether the unfortunate individual would ever bring another model for inspection again, or even worse, whether he would remain a member of the club.

Corollary 1a:

...Unless asked. Giving advice is one of the major ways in which veteran modellers convey valuable techniques and tips to those that are trying to learn the path of the masters. But the proper way to do this is to wait for a direct request for an opinion. In the case above, the veteran modeller was better to have said nothing. Some time later, the novice modeller would have asked the critical question, "How can I make my model better?" Then comments about inconsistent paint, flattened tires, and visible seams can be made, as long as suggestions for ways to improve the flaws are offered as well.

Rule 2: Thou shalt not touch another person's model.

Damage is the obvious concern here and it happens because others don't understand how you built the model. They don't know what parts are simply snapped on versus those that are glued down, what parts are so fragile that simply breathing on them could lead to total meltdown, what little fiddly bit is in danger if the model is picked up from the wrong end, and what vagaries of the paint or weathering can be ruined if touched improperly. My own models seem to be especially prone to getting knocked and dropped by those that don't understand. I've had a wheel torn off of my Porsche 911 GT1 by a five-year-old, stretched sprue aerial wires snapped off several aircraft models, super glue spilled on a P-47D during a demonstration on seam filling, and even a canard winglet snapped off my B-1B. At a monthly model club meeting, an eighty-year-old German fighter pilot was the guest speaker, and he was drawn to the models on display for our regular "Show and Tell" session. He wandered over to the display shelf and picked up several models to inspect them more closely. A masterpiece F6F Hellcat was surveyed while its builder stood nervously by, saying nothing but looking quite pale. It was returned to its resting spot with no harm. The pilot then picked up my newly completed Airfix EE Lightning which had been outfitted with a Cutting Edge resin cockpit. He grabbed it roughly by the front part of the fuselage, breaking off the canopy and its delicate resin retraction strut. Realising his mistake, he quickly put the model down. It came down hard on the landing gear, snapping off one of the main wheels and breaking the nose strut. I figured that it wasn't worth saying anything about, as this man was our guest and didn't realise how fragile the models that he was handling were. But it was painful to watch.

Rule 3: Thou shalt help other modellers.

It is our clear duty to spread our appreciation and passion for the hobby. We must always act as ambassadors of the joy we feel for modelling, and we should endeavour to share this with all others. This means dispensing hints and tips, letting others see what we have recently purchased, lend reference books to those who need them, give stuff away that we no longer need, and lend a hand when it will help a fellow modeller out. I feel very strongly that we as modellers have to keep our



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ranks strong, lest this hobby wither and die. We do this by keeping others interested and willing to join our ranks.

Rule 4: Thou shalt not act like the ultimate expert.

Our friends in the Colour Police are a prime example of this, but it is not limited to their ilk. Those who feel that they are experts on Bf109s, or NASCAR stock cars, or the paint schemes of the various versions of the Starship Enterprise are best left to understand that virtually no one is ever the ultimate expert in anything. Taking the haughty position that what you know is the only answer is a sure way to antagonise others. I use the example of Dana Bell, who is probably more knowledgeable about US Air Force colour schemes than any other person in the world. He is also one of the most humble people that I have ever met, and would never pronounce a model as "wrong". Humility, even in areas where we are strong, is indeed a virtue. Walk softly and carry a big stick.

Rule 5: Thou shalt not assume that everyone takes the hobby as seriously as you do.

Just the fact that you are reading this column puts you in the category of a pretty serious modeller (especially if you are motivated enough to read my meandering prose). Understand that very few others pursue the hobby with this conviction. The kit-assembler versus model-builder argument comes to light here. There are literally thousands of people who are perfectly content with buying a model at the hobby store, taking it home, putting it together over a weekend, and putting it on top of their television set for a period of time until the cat knocks it over. Of the total population of modellers, those of us that spend more money on after-market upgrades, decals, references, and tools than we did on the model kit itself is surprisingly small. Don't assume that everyone takes it as seriously as we do.

In closing, I have to bring up the Golden Rule, because as corny and cliched as it is, it still conveys a lot of wisdom about life in general: Do unto others, as you would have others do unto you.

Lee Kolosna



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Wrighty's References

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

Part 5 - North American Mustang I & II

No. 170 Squadron

Code BN then letter only

(c) 1999 Rick Kent



Figure 1 - North American Mustang Mk. IA 170 Squadron, Royal Air Force Hutton Cranswick, Yorkshire, September 1943

Here a Mustang with two significant differences as compared to the previous one. Firstly it is a Mk. IA with the four 20mm cannon armament; and secondly it is painted with the proper shade of Ocean Grey on the upper surfaces along with the Dark Green, the undersurfaces being the standard Medium Sea Grey. The markings are also as per regulations including the Sky spinner, code letter, and fuselage band.

Formed as a new unit in June 1942 with Mk.I Mustangs at Weston Zoyland. Its work-up was with the 3rd Division from Southern bases in Hampshire. In January 1943 they began "Ops", "Lagoons" and "Rhubarbs" similar to other units and in June 1943 it operated "Anti-Rhubarbs" from Snailwell and Tangmere, taking the Eastern South coast to No. 169 Squadron. They continued to the end of the year and from August 1943 they used Mustang IAs. The unit disbanded in January 1944, later becoming a bomber squadron.

No. 171 Squadron

Letter only

Re-equipped in October 1942 with Mustang Is at Odiham, immediately given the "Anti-Rhubarb" role on the Sussex sector of the Channel coast using Gatwick as the main base until December 1942 when it was disbanded.



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No. 225 Squadron

Letter only

Equipped in May 1942 with Mustang Is, it began operating them alongside its Hurricanes using Thruxton as its main base and in August 1942 began convoy patrols from Scotland, but it was soon selected for overseas duty and dispensed with the Mustangs by October 1942. When it moved to North Africa in November 1942 it was fully Hurricane equipped.

No. 231 Squadron

Letter only

It was not until April 1943 when this unit returned from Northern Ireland to York that they were re-equipped with Mustang Is. After a short work up they flew "Lagoons" off the Dutch coast, later moving south for Channel patrols and "Rhubarbs", later "Populars" from Redhill before being disbanded in January 1944.

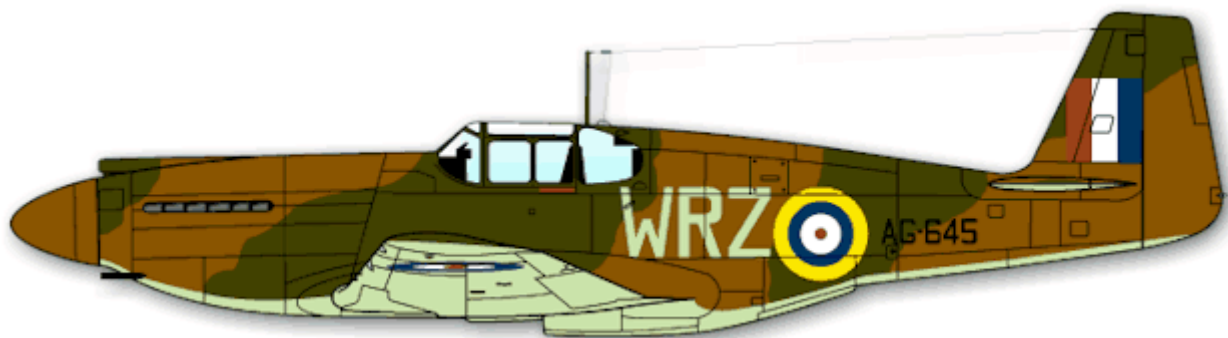
No. 239 Squadron

Code HB then later letter only

Equipped in May 1942 with Mustang Is at Gatwick, by summer they were flying "Populars" and "Anti-Rhubarbs" on the South Coast. Also provided cover for the Dieppe raid, then maintained standing patrols until January 1943. Similar types of operations took place in 1943 including "Rhubarbs" over France until September 1943 when it was disbanded. Later it became a night fighter unit.

No. 241 Squadron

Code RZ



(c) 1999 Rick Kent

Figure 2 - North American Mustang Mk. I 241 Squadron, Royal Air Force Bottisham, Cambridgeshire, April 1942

Delivered from North American already painted in very close US equivalents to RAF Dark Earth, Dark Green and Sky, just as shown here. Where they differed from normal RAF practice was in the brown painting of the propeller spinner and the sizing and position of the fuselage roundel.



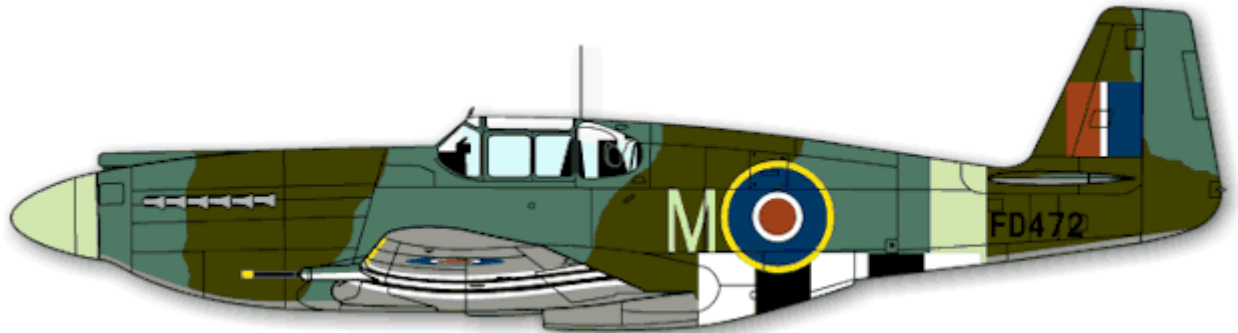
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Equipped in February 1942 with Mustang Is at Bottesham, but in the course of work up they moved to Ayr, where they were selected for overseas duty and exchanged the Mustangs for Hurricanes in October 1942. By November 1942 it was in North Africa as part of "Operation Torch".

No. 268 Squadron

Code NM then later letter only



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Figure 3 - North American Mustang Mk. IA 268 Squadron, Royal Air Force Plumetot, Normandy, July 1944

Mustang IA with D-Day stripes showing how their application. In this instance the under fuselage stripes are further back, overlapping the Sky band. Again, there are no stripes on top of the wings.

Equipped at Snailwell in April 1942 with Mustang Is, operational by June 1942 flying "Jim Crows". As summer came they operated from the South East, mainly Kent & Norfolk on Escorts & "Rhubarbs" over the Dutch coast. This pattern followed into 1943, including "Night Rangers" and "Anti-Rhubarbs". From 1943 onwards they flew more and more low level PR missions over France, finally coming off operations and moving to Southend in November 1943. When they resumed action it was from North Weald with Mustang IAs as part of 35 Recce Wing in 84 Group of the 2nd TAF. In January 1944 they then flew the usual pre-invasion PR and TR of France and Belgium and operations against V-1 sites. After D-Day the unit went to France and flew more PR & TR, following the advances of the Army deep into the continent. At the time some Typhoons were added between July 1944 and November 1944, but the unit went back to full Mustang equipment with the arrival of Mk.IIs in November 1944. The hectic pace continued right to the end for the squadron and it still operated a few Mustangs till August 1945 alongside Spitfire Mk.14s that took over from April 1945.

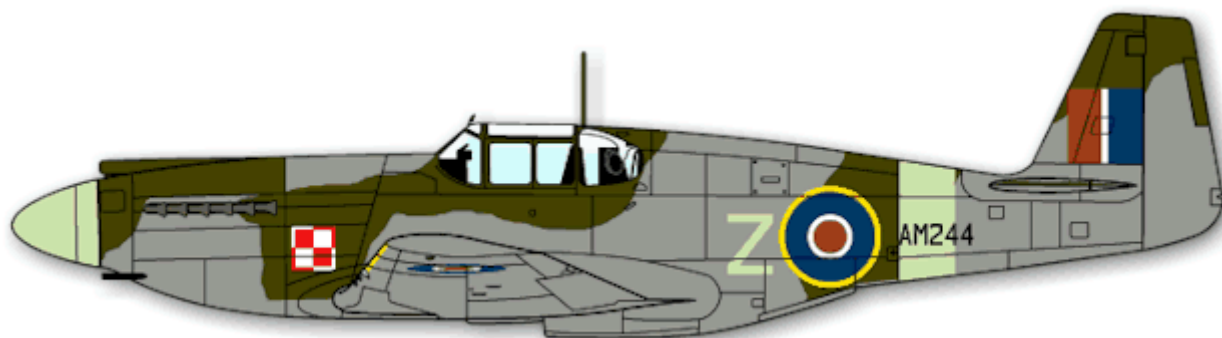


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No. 309 Squadron (Polish)

Letters only



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Figure 4 - North American Mustang Mk. I 309 (Polish) Squadron, Royal Air Force pilot: Major Jerzy Golko Findo Gask, Fifeshire, March 1943

This Mustang I has a most unusual colour scheme. In this instance the upper surface grey areas have simply been painted with the same Medium Sea Grey colour as the underneath, without adding any black mixture at all. The roundel is quite far back and this is emphasised even more by the Sky band being quite far forward. This has also resulted in the serial number position relative to the band appearing odd and also the code letter having to be placed ahead of the roundel. The yellow wing leading edges on this aircraft are of the normal type, only extending from the tip to the outboard gun port, and not going the full span of the wing. Also there are no yellow bands around the wings.

Equipped in August 1942 at Dunnino with Mustang Is, after work up began convoy patrols off Scotland coast. Later moving south to Snailswell in June 1943, operations included "Rhubarbs" over France, "Lagoons" over the Dutch coast and "Jim Crows". By the end of 1943 their operations gradually tailed off. Then during February 1944 the unit was transferred to Fighter Command.

No. 400 Squadron (Canadian)

Code SP then later letter only



(c) 1999 Rick Kent

Figure 5 - North American Mustang Mk. I 400 Squadron, Royal Canadian Air Force Middle Wallop, Hampshire, October 1942

A very unusual colour scheme can be seen on this Mustang I of 400 Sqn. The upper surfaces are camouflaged in Dark Green and Mixed Grey with all black undersurfaces; however, as



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you will see, the camouflage pattern has been much modified by further covering various areas with Dark Green.

Re-equipped by July 1942 with Mustang Is at Odiham, operational for the Dieppe raid in August 1942, with low level recces. Then followed "Rhubarbs", "Populars", "Jim Crows" and "Insteps" using Portsmouth as an advanced landing ground. From April 1943 "Night Rangers" from the South East bases, plus PR sorties continued until February 1944 when Spitfire XIs and Mosquito XVs arrived to take over entirely in the PR role.



(c) 1999 Rick Kent

**Figure 6 - North American Mustang Mk. I 400 Squadron, Royal Canadian Air Force
Dunsfold, Surrey, June 1943**

This is a second, later, Mustang of 400 RCAF Squadron, showing some differences from the earlier one. The unit code letters have by now been abandoned but a maple leaf insignia on a white disc outlined in blue, very similar to the Canadian roundel adopted in post-war years, has been put on the nose. The camouflage colours are still the Mixed Grey and Dark Green uppers with Medium Sea Grey underneath.

No. 414 Squadron (Canadian)

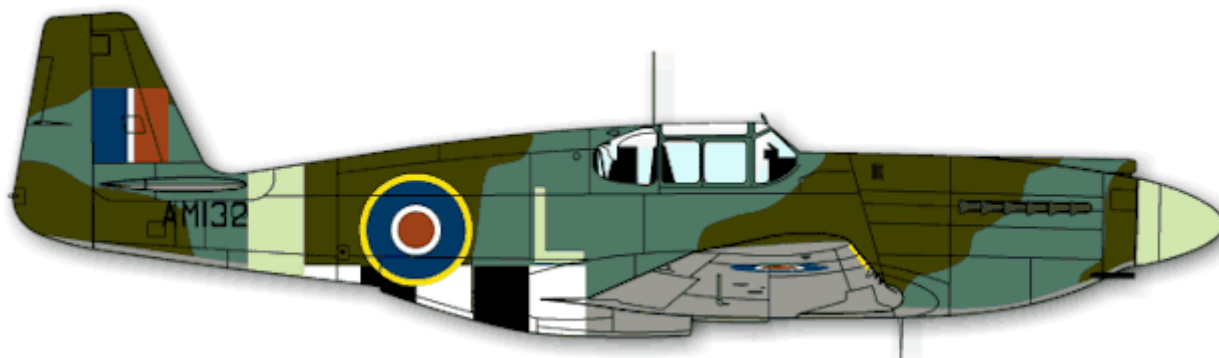
Code RU then later letter only

Re-equipped with Mustang Is in April 1942 at Croyden, flying TR at Dieppe, then it was "Rhubarbs", "Anti-Rhubarbs" and convoy patrols in the Channel, into 1943 from many South East bases. Also "Populars" and later "Night Rangers" were included, then in the D-Day build up as part of 83 Group in the 2nd TAF PR & TR and "No-Ball" operations were undertaken and during the Invasion Naval Bombardment spotting. They moved to France in support of the Army from August 1944, but then started using Spitfire IXs instead of Mustangs. No. 430 Squadron (Canadian)
Letter only



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(c) 1999 Rick Kent

**Figure 7 - North American Mustang Mk. I 430 Squadron, Royal Canadian Air Force
Eindhoven, Netherlands, January 1945**

This Mustang I was badly damaged on the ground on 1st January 1945 in the German attacks on Allied airfields (Operation Bodenplatte). Such losses on that day were quite considerable and as far as the Allison Mustangs were concerned they were irreplaceable to an already dwindling number. As can be seen, yet again we have the standard camouflage and markings colours with the D-Day stripes by now only applied to the underside of the fuselage.

Equipped in January 1943 with Mustang Is at Dunsfold, operations began in May 1943 based from Gatwick and the South East flying "Rhubarbs", "Populars", "Weather Recce" etc over France. Also a short spell of "Anti-Rhubarbs" on the South Coast. Into 1944 then became part of 83 Group of the 2nd TAF carrying out PR, TR & "No-Ball" in preparation for D-Day. In June 1944 they moved to France, following the advances flying some 1150 sorties in July and August in support operations, mainly on TR sorties. It was in Holland by November 1944 when Spitfire XIVs replaced the Mustangs, which were phased out by December 1944.

No. 613 Squadron

Code SY then later letter only



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**Figure 8 - North American Mustang Mk. I 613 Squadron, Royal Air Force Twinwood Farm,
Berkshire, July 1942**

This Mustang is a real anomaly of non-regulation markings. Very nearly a whole year after the order was given to repaint fighter aircraft in the grey/green finish this one still retains the Dark Earth and Sky colours. In spite of this however it has had its roundels and fin flash



"STICKY FINGERS"

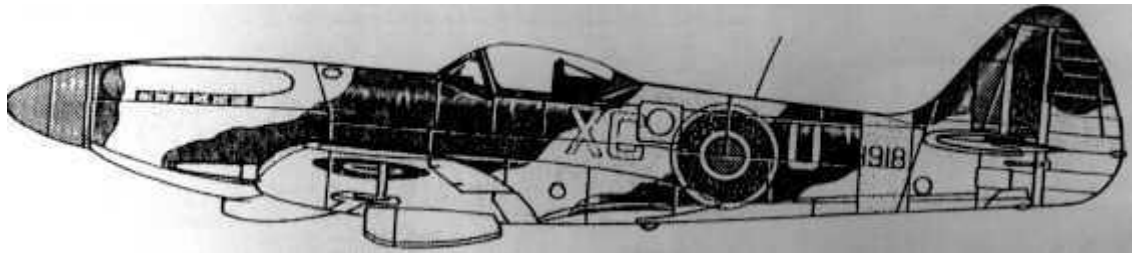
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modified and also has its Sky band on the fuselage, but the spinner remains Dark Earth! It also has the standard style of yellow leading edges, which were introduced with the grey/green colour scheme; also the code letters are in Sky, not light grey.

Although equipped in June 1942 with Mustang Is operations did not begin until December 1942 with "Populars" from Ouston over France. Then in early 1943 Army Exercises in the North of England. From April 1943 the list was "Lagoons", "Rangers", "Insteps", "Distal" and "Jim Crows" from Norfolk and Porneath (Cornwall) until 1943 when it was disbanded. The Squadron then became a light bomber squadron with Mosquitos.

Epilogue

Basically this is the end of these squadrons as their role now changed, however a few used Spitfires who were not recorded as fighter squadrons, just to complete the TR story their brief history follows.



No. 2 Squadron

Code 01

Spitfire IXs joined the Mustangs in August 1944, operating from French Continental bases still in the TR role and in November 1944 Spitfire XIVs (FR version) took over until the wars end, where they carried out some 300 sorties a month in Holland and into Germany to the Rhine.

No. 63 Squadron

Letters only

Equipped with Spitfire Vbs in May 1944 mainly spotting for Naval Bombardments etc through the D-Day Invasion and later at Le Havre. Then it was mainly escort duty for supply aircraft backing up the Invasion force. It was disbanded in January 1945 when the task was no longer required.

No. 268 Squadron

Letters only

Between July and November 1944 some Typhoons were used alongside Mustangs in the TR role, not until April 1945 did Spitfire XIVs (FR version) arrived for the final days in Holland and Germany, when shipping and TRs were flown.

No. 400 Squadron

From January 1944 Spitfire PR XIs took over but this was purely in the PR role, which is beyond the scope of this article.



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No. 414 Squadron

Letters only

Spitfire IXs took over in August 1944 flying intensive PR and TR as the armies moved into Belgium and Holland and later Germany, keeping up a very high rate of sorties to the end of the war.

Alan



"STICKY FINGERS"

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2000/2001 Schedule

June 19 th	Slide Show Night
July 17 th	Competition - Miscellaneous - Open
August 21 st	Competition - Aircraft - Open
September 18 th	Battle of Britain Theme Night
October 16 th	Competition - Miscellaneous - Open
November 20 th	Competition - Aircraft - Open
December 18 th	Christmas Quiz and nibbles
January 15 th	Competition - Miscellaneous - Open
February 19 th	Competition - Aircraft - Open
March 19 th	Competition - Miscellaneous - Open
April 16 th	Competition - Aircraft - Open
May 21 st	AGM



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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 each 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.
- Modellers may enter either or both competitions, Aircraft and Miscellaneous.
- 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.
- Registration of models must be made before 20:15 to allow voting to start at this time.

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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Bob's "Business"

Well here we go again; the start of another year of competitions, with the competitions spread over eight months for the year. Well, we now have a new Club Secretary in the shape of Alan Carr and I wish him well in the post he now fills. I also wish to say thanks to Dave for doing the job for the last year, but Peter Ricky and me are to soldier on in the posts we have held for the last year. Thanks to you the members of the club who voted us in for the next year.

In "Sticky Fingers" in May there was a request a query regarding the series "Monsieur Reignor" about a mention in the credits of Mark Hanna, well the reason for this is that Mark flew his Me-109 in the series and gave advice on the aircraft used in the series. As you know a few weeks after filming was completed Mark was tragically killed in the 109 in Spain. So as a mark of respect the series was dedicated to his memory.

Last month we mentioned the Battle of Britain Airshows at Duxford and Biggin Hill. The dates for the two shows are, Duxford 9-10th September and Biggin Hill 17th September. Tickets for Biggin Hill are £24 per car with up to 5 people, telephone 01959 578100 for advanced tickets or £30 on the day or £11 adult and £4 child. Both shows are hoping for 30 Spitfires and 5-7 Hurricanes, plus other warbirds.

Duxford

More news from Duxford is that they are to get an SR-71 Blackbird, plus an F-105 Thunderchief. Don't forget Duxford's Flying Legends show on July 8/9th. Aircraft booked for the show will include 2 x B-17s, 2 x A-26 Invaders, 3 x B-25 Mitchells, up to 12 x P-51s, 20 x Spitfires, 5 x Hurricanes, 3 x Bearcats, 4 x Skyraiders, 4 x Corsairs, 2 x P-40s, plus many others. Don't forget, if you go get there early, about 8:30am.

Show Dates - July

2 nd	Shuttleworth Summer Airshow, Old Warden Beds	01767 627288
8 th	British Precision Pilots Comp, Sibson Cambs	01733 380136
	Airshow White Waltham Berks	01628 823277
8-9 th	Flying Legends, Duxford	01223 835000
	Vintage Warbirds Weekend, Northreps Norfolk	01263 513015
9 th	International Fly-In, Popham Hants	01256 397733
15 th	Shuttleworth Sunset Flying Display, Old Warden Beds	01767 627288
	International Air Day, Yeovilton Somerset	01935 456751
	Brooklands Aviation Day, Brooklands Surrey	01932 856381
15-16 th	Bastille Day Fly-In, Northreps Norfolk	01263 513015
16 th	Allied International Air Fayre and Festival of Land, Sea and Air, Plymouth Sound Devon	01752 262461
	Vintage and Classic Air Rally, North Coates Lincs	01472 388850
19-23 rd	War and Peace Show, Beltring Kent	01304 813128

Bob