



"STICKY FINGERS"

IPMS HORNCHURCH - NEWSLETTER



Alan's "Annotations"	2
Peter's "Prattlings"	3
Chiltern Show	3
Mildenhall Show	3
World Air Power Journal & Wings Of Fame Journal.....	4
Forthcoming Releases	4
Tamiya.....	4
Hasegawa	5
Ricky's "Ramblings"	6
Quiz Answers.....	6
Hot Tips Hot Tips Hot Tips	7
Ya Gotta Laugh	7
Painting Realistic Looking Bone (i.e. A Skull).....	7
Bob's "Business"	8
Wrighty's References	11
The Royal Canadian Air Force in England in W.W.II.....	11
Phase One - The Early Arrivals.....	11
Phase Two - RCAF Bomber Group	12



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IPMS HORNCHURCH - NEWSLETTER

Alan's "Annotations"

So now we are approaching the autumn/winter time and all that modelling you've put off to look after the garden or paint the house can be returned to, don't forget it's too wet for gardening/DIY, so you must get on with that unfinished project.

The Nationals will soon be upon us, but we still don't know where we will be located, although the list of traders has been on the IPMS web for some time. Hopefully something will appear before the 20th.

With luck Mr. Arrowsmith might (I said MIGHT) be able to announce the date of the next Expo at the Nationals, but you didn't hear that from me.

Next month we have a surprise visitor, one Tony Holmes from Osprey publications. Those of you who have an interest in a PROPER air force i.e. US Navy would have come across his work on US Supercarriers, plus his other publication JETS. He will be bringing slides and projector not just of US Navy (shame!) a selection of Osprey titles for us to buy.

INVITATION

Liz and Alan Carr wishes to invite the fellow members of IPMS Hornchurch
to a New Year "livener" meal at the HADLEIGH ARMS, Brentwood
on Saturday 20th January 2001

Kick Off 06.00 p.m.

We have reserved 20 places, but this can be enlarged or reduced.
Give me your name tonight if you're interested.

Or phone me on 01708-747849
0207-678-5452
e-mail alan.carr@uk.abnamro.com

I would like to underline Peter's mention of awards gained by club members at the Chiltern Show, well done

Hope you all enjoy tonights film by John Bennett of this year's Southern Expo, if Mr. Plumridge is showing his tongue as per the Havering Town Show I think the film should be awarded an 18 certificate and not for people of a nervous disposition. Whilst mentioning the Havering Town Show although plenty of flyers were taken we hanen't been overwhelmed with new members, which begs the question, do we do it next year?



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IPMS HORNCHURCH - NEWSLETTER

Milton Keynes IPMS have invited us to their Show on **4th February 2001**, we have four interested already, but I will keep you posted.

Lastly Mick Pitts had a second operation to sort out his damaged hand, early indications are that it was a success if Mick is here tonight or not, I know we all wish him a speedy recovery and a return to modelling

Lastly, lastly NO THROWING OF POPCORN AT THE SCREEN THE MANAGEMENT RESERVES THE RIGHT TO PHYSICALLY EJECT ANYONE WHO DOES!

Alan

Peter's "Prattlings"

Chiltern Show

Held once again at the Mosquito Museum this is a really nice one day show. To anyone who hasn't visited the museum I can wholeheartedly recommend a visit.

The day started clear and bright but by mid morning had degenerated into its usual rain stopped play mode. This was OK for most of us stationed in the hangers, but there were a few traders parked outside so they and their stock got a tad wet, anyone want to buy some water damaged decals?

In the competitions Dave Ryan gained a 2nd and 3rd for his 6x6 Deuce and half truck and the M-26 Dragon Wagon respectively. Steve Smith gained a 3rd with his Spitfire XIV and his son gained a 1st place with an Me-109E. Well done all.

Mildenhall Show

More weather watch for this report. Fog and more fog, that's all I saw on the way up to the show and I was driving!

Not sure I can say much more about the show as it was a very quiet one in terms of visitors. At most times of the day it seemed like the only people there were those exhibiting.

The raffle seemed like a good one to invest in due to the lack of attendees. However I didn't win anything but Wally won a couple of things including a very nice Squadron Print of an F-18 Hornet and Peter Bellamy picked up another couple of prizes including a 1/72nd B-52 Stratofortress.

Maybe next year the show will be better attended if more advanced publicity could be arranged. Unfortunately for IPMS Mildenhall the allocation of the display venue appears to be very last minute.



"STICKY FINGERS"

IPMS HORNCHURCH - NEWSLETTER

World Air Power Journal & Wings Of Fame Journal

The publishers of these journals have sent out this announcement to contributors

"Thank you for your enquiry. I am writing with regard to the above Journals. The continuing cost and commitment involved in producing these publications has made it impossible to continue publishing them after Issue No.s 43 and 20 respectively, due for publication during January 2001. It is hoped that another publishing Company will continue with them after January 2001. We obviously hope that both Journals continue with their excellent traditions and content base."

They were recently offering back issues at the "silly" price of £5 an issue to subscribers.

Forthcoming Releases

Announced at the recent Tokyo Hobby Show

Tamiya



1/48th Nakajima Gekko



1/48th Two Seater Dornier Do-335



1/35th Famo Trailer



1/48th Republic F-84 "Thunderbirds"

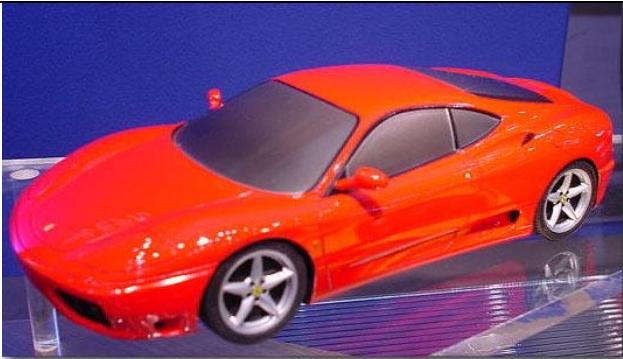


"STICKY FINGERS"

IPMS HORNCHURCH - NEWSLETTER



Ferrari F1-2000



Ferrari Modena



USS Indianapolis



Hasegawa



1/48th F-4U-5N



1/48th Douglas A-4 Skyhawk



"STICKY FINGERS"

IPMS HORNCHURCH - NEWSLETTER



1/48th Type 97 Kate



Lancia Rally 037

Peter

Ricky's "Ramblings"

The one thing that I like about travelling around is when later you see the places on TV or in the newspapers and you can say "I've been there! I've walked along there or I remember that place that's where we.....

So to the Olympics and Sydney harbour, it seems strange to sit there, watching where we were only two weeks previously. Are you the same? (Yes we were doing that too - Ed)

Quiz Answers

Q1 The F8 Crusader was operated by the USA, France, and the Philippines. True or False?
A1 True

Q2 What 3 Nations operated variants of the F101 Voodoo?
A2 USA, Canada & Nationalist China.

Q3 The slang term "Ali -cat" has been used to describe what kind of fighter that flew in the Iranian Air Force?
A3 F-14A Tomcat.

Q4 Which fighter jet is used most by foreign countries?
Northrop F-5
Mikoyan Gurevitch MiG-21
McDonnell Douglas F4 Phantom 11
Dassault Mirage V

A4 The Mikoyan Gurevitch MiG-21



"STICKY FINGERS"

IPMS HORNCHURCH - NEWSLETTER

Hot Tips Hot Tips Hot Tips

This is different way to produce a winter whitewash effect that you may not have tried yet. In the field whitewash effects were applied by hand due to the lack of the proper equipment or the wrong temperature.

Try typewriter correcting tape. Its flat, white and can be burnished onto your model with any convenient tool you have, i.e. pencil, blunt end of craft knife, even your finger nail. The finish is very thin and produces a finish that appears to have been hurriedly applied.

How can I remove old decals on a model to replace them without ruining the paint?

Brush on some decal solvent and leave for three or four minutes. Get a small strip of a tacky tape (masking tape, selotape etc,) press it over the decal to be removed, then peel it away. With luck the whole decal should come away in one go, if not, then repeat the procedure.

Why do my decals always have a silvery border when they dry out?

Decals work best when applied to a gloss type finish. If they are applied to a flat finish then when they dry out because the decal cannot follow the rough contours of the flat paint air bubbles form. It is these bubbles that give a frosted look to the decal hence "silvering". The basic solution is to first paint with a gloss paint, attach the decals ,then apply a matt finish. Alternatively, first paint with a matt paint, when dry apply a clear gloss finish to the area where the decal is to go. When dry apply the decal then finish with a matt varnish or similar finish.

Ya Gotta Laugh

A man walks into a chemist, buys some condoms, then walks out laughing hysterically. The chemist thinks that this is weird, but hey, there's no law preventing weird people from buying condoms. The next day, the man returns to the chemist purchases another packet of condoms and once again leaves laughing wildly. By now the chemist is becoming intrigued "what's so funny about buying condoms anyway ?" So he tells his assistant "If that fellow comes back again follow him to see what he is up to"

Sure enough the next day the man returns, buys his condoms, starts cracking up, then leaves. About an hour later the assistant returns. "Did you follow him? Where did he go?" asks the chemist.

The assistant replied " Your house"

Thought for the day: Most men own only two or three pairs of shoes, most women own twenty to thirty pairs.

How the hell then do we know which pair would look good with a particular dress?

Painting Realistic Looking Bone (i.e. A Skull)

You don't see many articles on painting something to resemble bone, so I decided to put pen to paper



"STICKY FINGERS"

IPMS HORNCHURCH - NEWSLETTER

After cleaning and priming, a basecoat is applied to the entire skull using a medium shade of brown. You can use a brush, or an airbrush because it is faster and produces a smoother finish. The basecoat is then sealed with flat varnish. When that is dry, mix up a dark wash by mixing brown and black and thinning it with airbrush thinner. Spread this mixture all over the area so that it seeps into all the cracks and crevices. Have a paper towel ready to blot any excess on the area. When the wash has dried, mix ivory colour into the original brown colour and drybrush the area, so that paint only stays on the raised places. Sometimes it is better to be a bit heavy handed with the drybrushing because if it's done too lightly, the bone will look too rough. You want texture, but not too much.

Teeth are harder than bone because of their enamel, therefore, they will not be as weathered as the rest of the skull. Usually then teeth are a lighter colour and shinier than the skull. Basecoat each tooth with tan then apply the same dark brown wash as before to the teeth so that the base of each tooth is dark.

The teeth are then lightened by mixing ivory into the tan paint and drybrushing each tooth. Be careful not to make them too bright! Teeth can be grunged up and some streaks applied, using the brown wash made up earlier apply some colour at the base of the teeth. While the wash is still wet, take a large brush and gently wipe the paint in a downward motion.

A darker wash (almost black) is applied at the tops of the teeth and pulled down in a similar fashion. The general effect is to achieve a tooth that starts dark at the top and gradually becomes light ivory colour at the bottom.

To finish, apply a semi-gloss to the skull and a coat of gloss to the teeth. This will ensure that they are shinier than the skull. To obtain newer bone, which is lighter in colour, increase the ivory colour when you are drybrushing.

Ricky

Bob's "Business"

It's competition time again and this month it's Miscellaneous, so good luck to everyone.

The month of September has now been and gone and with it, probably the last mass gathering of Spitfires and Hurricanes that we may never witness again. Dave and I made the pilgrimage to Duxford to witness the gathering of 25 of the breed with 22 Spitfires and 3 Hurricanes. Through the day we had displays by Harriers, Tornadoes, Hawks, Jaguar, Hunter and Meteor. From W.W. I came an SE5A, 3 x Fokker Triplanes and 2 x Bristol Fighters, plus from W.W.II 2 x Mustangs, a Boeing B-17, a P-47 Thunderbolt, Lysander, Gladiator and a Blenheim, to mention just some of the highlights. The best was to come at the end with 23 Spitfires and Hurricanes coming over the crowd in line astern, with the announcer saying "We are proud to present the Duxford Big Wing". The whole formation passed directly over the crowd, coming over from the Royston Rd and over the hangers with a great roar of Merlins and Griffons. The formation had been given special permission by the CAA to fly over the crowd on this occasion and was much appreciated by the capacity crowd who gave a standing ovation as the aircraft came down the crowd line in formation before they broke to land. The whole flypast and brake to land took about 20 minutes to complete and land, it was a sight to behold and I was privileged to be a part of it, sheer magic.



"STICKY FINGERS"

IPMS HORNCHURCH - NEWSLETTER

Bob

As we reflect on the Battle of Britain you may be interested on what was in store for the people of Great Britain if we had lost. The following document was drawn up to put paid to us once and for all.

Lest We Forget

RICHARD WALTHER DARRE
Nazi Reichsminister, Berlin, 1910

"As soon as we beat England we shall make an end of you Englishmen once and for all Able-bodied men and women between the ages of 16 and 45 will be exported as slaves to the Continent. The old and weak will be exterminated. All men remaining in Britain as slaves will be sterilised; a million or two of the young women of the Nordic type will be segregated in a number of stud farms where, with the assistance of picked German sires, during a period of 10 or 12 years, they will produce annually a series of Nordic infants to be brought up in every way as Germans. These infants will form the future population of Britain. They will be partially educated in Germany and only those who fully satisfy the Nazi's requirements will be allowed to return to Britain and take up permanent residence. The rest will be sterilised and sent to join slave gangs in Germany. Thus, in a generation or two, the British will disappear."

Darre was a so-called 'genetics expert' and his chilling speech, sanctioned of course by the Nazi hierarchy, was not merely rhetoric. Had the Battle of Britain been lost, and with it the Second World War, the above plan would have been implemented. In effect, it is unlikely that anyone who is alive in Britain today, under the age of 58, would ever have been born. Darre made one important omission in his speech - that of the Nazi plans for the 300,000 Jewish citizens if Great Britain. They would have been sent to the extermination camps as part of 'The Final Solution'.

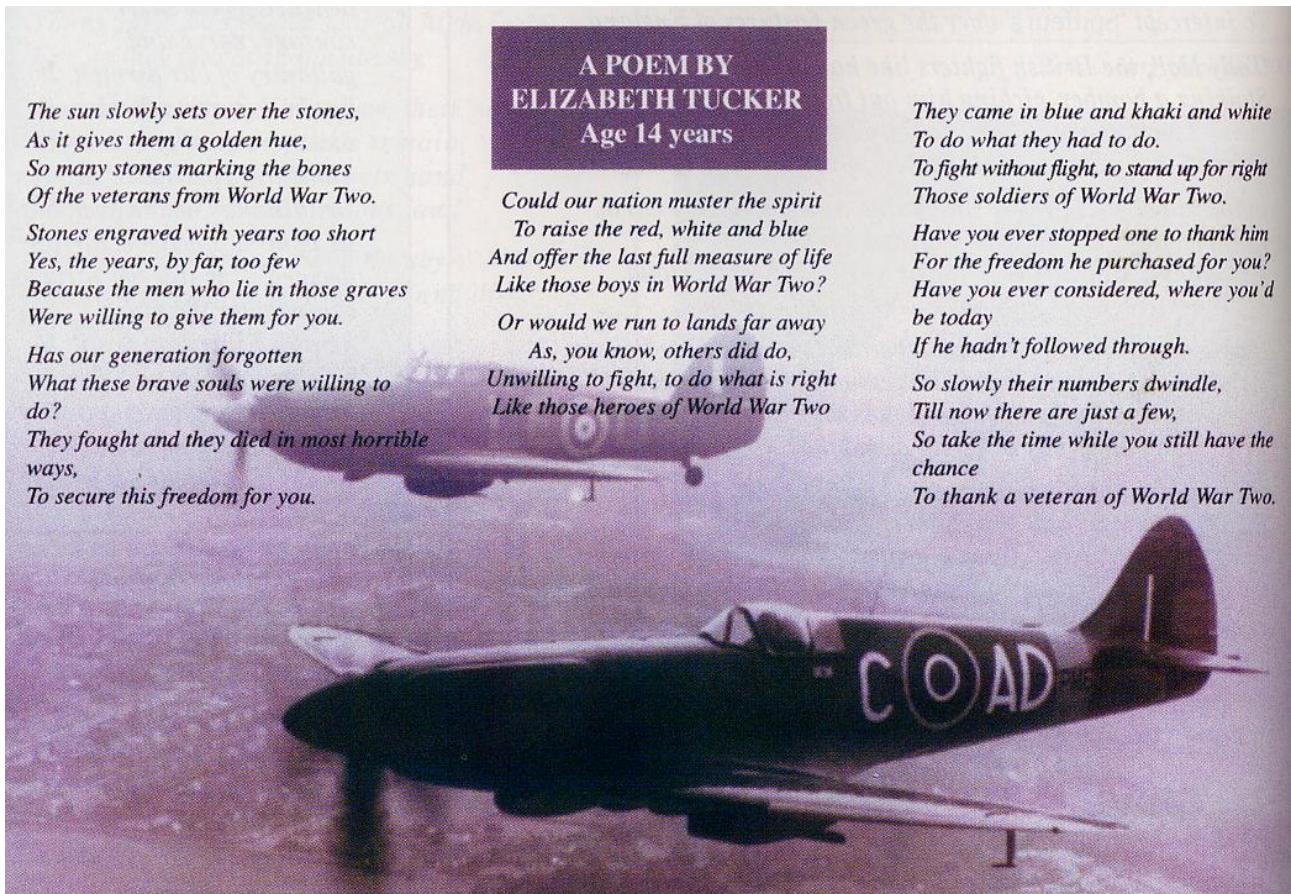
This then, is what wartime British Prime Minister Winston Churchill meant by -
'Never in the field of human conflict was so much owed by so many to so few'.



"STICKY FINGERS"

IPMS HORNCHURCH - NEWSLETTER

As a last note the following poem was written by a 14 year old girl in memory of the heroes of the Battle of Britain.



*The sun slowly sets over the stones,
As it gives them a golden hue,
So many stones marking the bones
Of the veterans from World War Two.

Stones engraved with years too short
Yes, the years, by far, too few
Because the men who lie in those graves
Were willing to give them for you.

Has our generation forgotten
What these brave souls were willing to
do?
They fought and they died in most horrible
ways,
To secure this freedom for you.*

A POEM BY
ELIZABETH TUCKER
Age 14 years

*Could our nation muster the spirit
To raise the red, white and blue
And offer the last full measure of life
Like those boys in World War Two?

Or would we run to lands far away
As, you know, others did do,
Unwilling to fight, to do what is right
Like those heroes of World War Two*

*They came in blue and khaki and white
To do what they had to do.
To fight without flight, to stand up for right
Those soldiers of World War Two.

Have you ever stopped one to thank him
For the freedom he purchased for you?
Have you ever considered, where you'd
be today
If he hadn't followed through.
So slowly their numbers dwindle,
Till now there are just a few,
So take the time while you still have the
chance
To thank a veteran of World War Two.*



"STICKY FINGERS"

IPMS HORNCHURCH - NEWSLETTER

Wrighty's References

Amid the current 60 years Anniversary of the Battle of Britain, all the old favourites and myths have been dredged up for the umpteenth time in book form, video or TV documentary etc. It is somewhat difficult to find new and virtually unknown items of interest for this column.

I have already told you in previous articles of how the contribution of the USAF was undervalued in the 50's & 60's, although this has been more than rectified since by the publication of dozens of books. However I have discovered another W.W.II ally who has received virtually no recognition what so ever! This is the R.C.A.F; their only contribution appears to be in RAF history qualified by those four letters in brackets (i.e. RCAF). Maybe it is because they were part of the British Empire their individual contribution is lost among the mass of RAF units they served alongside, but the fact remains little is known about the 40 plus squadrons, or even the RCAF Bomber Group. Looking for books on the subject of "Canadian" individuality is like a needle in a haystack, the only one I located was called "Reap the Whirlwind" by S. Dunmore, a history of No. 6 Bomb Group, but I've never seen it and don't have it.

As usually happens when I decide on a subject someone else covers it and I know a new book on the RCAF has been brought out ("Canadian Aircraft - In War & Peace" - see Scale Aviation Modeller International volume 6 issue 7, September 2000). I believe much of this covers Canadian home based units, so my story if called "The RCAF in England in W.W.II" and its brief is to cover the 45 squadrons that served so valiantly in that conflict.

The Royal Canadian Air Force in England in W.W.II

The RCAF in England took in two separate phases, the first being the arrival and integration of individual squadrons of mixed roles and for want of a better word acting as extra RAF squadrons until 1943.

The second phase was the formation of the Heavy Bomber Group fully responsible for its own affairs. With the decision for "round the clock" bombing the USAF had control of its own groups for day bombing and the RAF for night bombing. At this juncture it should be pointed out that the USAAF "Group" comprised of 4 Squadrons each of 9 aircraft, whereas the RAF or RCAF "Group" comprised an unlimited number of squadrons, but each squadron had 12-16 aircraft. In the case of the Canadian Group it had a total of 14 squadrons at its peak of operations.

Phase One - The Early Arrivals

The RCAF arrived from Canada almost as soon as the "Phoney War" was over and the first squadron No. 110 (later No. 400) an Army Co-op unit began operations before the Battle of Britain. It was in 1941 when the majority of the early squadrons arrived and were integrated into the RAF. All Canadian squadrons were given No's in the 400 series and code letters from the British System.

Of the 19 in No squadrons which began operations in 1941, 10 served Fighter Command in both the Day and Night role, 4 with Bomber Command in the Medium Bomber role, 4 with Coastal Command as Strike Fighter, General Recon, Torpedo Bomber and Flying Boat and 1 with Army Co-op to join the established 400 Squadron.



"STICKY FINGERS"

IPMS HORNCHURCH - NEWSLETTER

It did not end there as can be seen from the attached list, more squadrons continued to become operational well into 1944. Although some 20 squadrons were operating alongside the RAF in 1942 this was still a pittance in the overall picture but things were about to change.

Phase Two - RCAF Bomber Group

Bomber Command at the end of 1942 consisted of 5 Groups and the recently formed Pathfinder force (No. 8 Group). At this time the Canadian units were mainly in No. 4 Group.

No. 6 Canadian Group was officially created on 1/1/43 to commence operations as the Canadian Bomber Group (Night). The RAF handed over 6 stations with RCAF squadrons already established on them. These were Leeming (408 & 424), Middleton St. George (419 & 420), Dishforth (425 & 426), Croft (427), Dalton (428) and Skipton on Swale (uncompleted). All these bases were situated around York and in the county of Yorkshire, giving rise to the group badge, a maple leaf superimposed on the white rose of York. Although most squadrons went into the group with Wellingtons by mid 43 most were using the Halifax, only 2 equipped with Lancasters, this state of affairs continued until early 1945, when the Lancaster & Halifax were used in roughly equal numbers. Therefore it's no surprise that this was known as the "Halifax" group and many former crew members claim the Halifax was the better aircraft. The full situation can be observed from the accompanying No. 6 Group history.

The Group HQ was at Allerton Park Castle, Knaresborough, Yorks, which directly controlled the group within the ultimate control of Bomber Command.

No. 1664 and 1666 Heavy Conversion Units were seconded to the Group for crew training and established upon the groups' airfields.

To appreciate the massive effort of this group, the following table records their contribution.

	1943	1944	1954	Total
Operational Sorties	7,355	25,353	8,114	40,822
Operational Flying Hours	59,534	160,111	52,336	271,981
Bomb Tonnage	13,630	86,503	25,989	126,122
Aircraft Lost	340	377	97	814

It is worthy of note that the cost of No. 6 Group was born by the Canadian Government, the total upkeep, maintenance, fuel and ordinance costs included, were paid for by virtue of Canadian taxes.

All the Heavy Bomber Squadrons had names and these are quoted in the squadron histories to follow.



"STICKY FINGERS"

IPMS HORNCHURCH - NEWSLETTER

RCAF
No. 6 Group Bomber Command



"STICKY FINGERS"

IPMS HORNCHURCH - NEWSLETTER

Alan