



"STICKY FINGERS"

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Alan's "Annotations"

So another Nationals bites the dust, and this one was a really International one being that we are in 2000. Many thanks to Mr & Mrs Bagshaw for looking after things on Saturday, IPMS decided that Hornchurch and the USN aircraft SIG should be in different halls so Peter had to come and find me when he wanted a break, but we got round it somehow.

Thanks also to Bob, Brian and Wally for also helping on Saturday, as London IPMS or ALM whichever you prefer were next to Hornchurch, so they were able to assist also. On Sunday Steve Smith with two other Hornchurch members looked after the club's stand, many thanks to them.

The Nationals are staying at Telford for the next two years (So Robin won't be going). I will make sure that IPMS know well in advance that tables near each other will be required

Hope you all enjoyed the Southern Expo film show last month, thanks to Dave Ryan for the loan of the television and video and to John Bennett for the films.

Don't forget the open invitation to the Hadleigh Arms reprinted from last month's mag. Lastly welcome to Tony Holmes for tonight's show barring problems on the petrol front and best of luck to the competitors in tonight's comp. Don't forget to get some reading in for next month's demon quiz set by Bob Plumridge.

Alan

Peter's "Prattlings"

Diary Date - Southern Expo 2001

Wally has confirmed that the date for next years Southern Expo will be March 17th & 18th.

IPMS Nationals

Being the only member of IPMS Hornchurch not associated with any other club or SIG made this years Nationals a bit of a lonely job on the Saturday. Thankfully my wife kept me company and I received support from Alan Carr and some of our other members on the ALM stand next door for lunchtime and a quick foray into the show. The display table was thankfully filled out with Robin Bellamys and my models, I was quite surprised how many I actually fitted into the boot, especially as I had a suitcase and other travelling paraphernalia too. The display generated a fair amount of interest especially the Messerschmitt Me-110G and Wallace & Grommit.

It is hard for me to comment on the show in general as I didn't get that much time to wander round, but it did seem fairly well attended though. Due to the Health & Safety regulations there was a lack of under table bargains with few traders offering much in the way of discounts (apart from Wonderland), although Alan picked up a double action airbrush for £10, needless to say they had all gone when I got there.



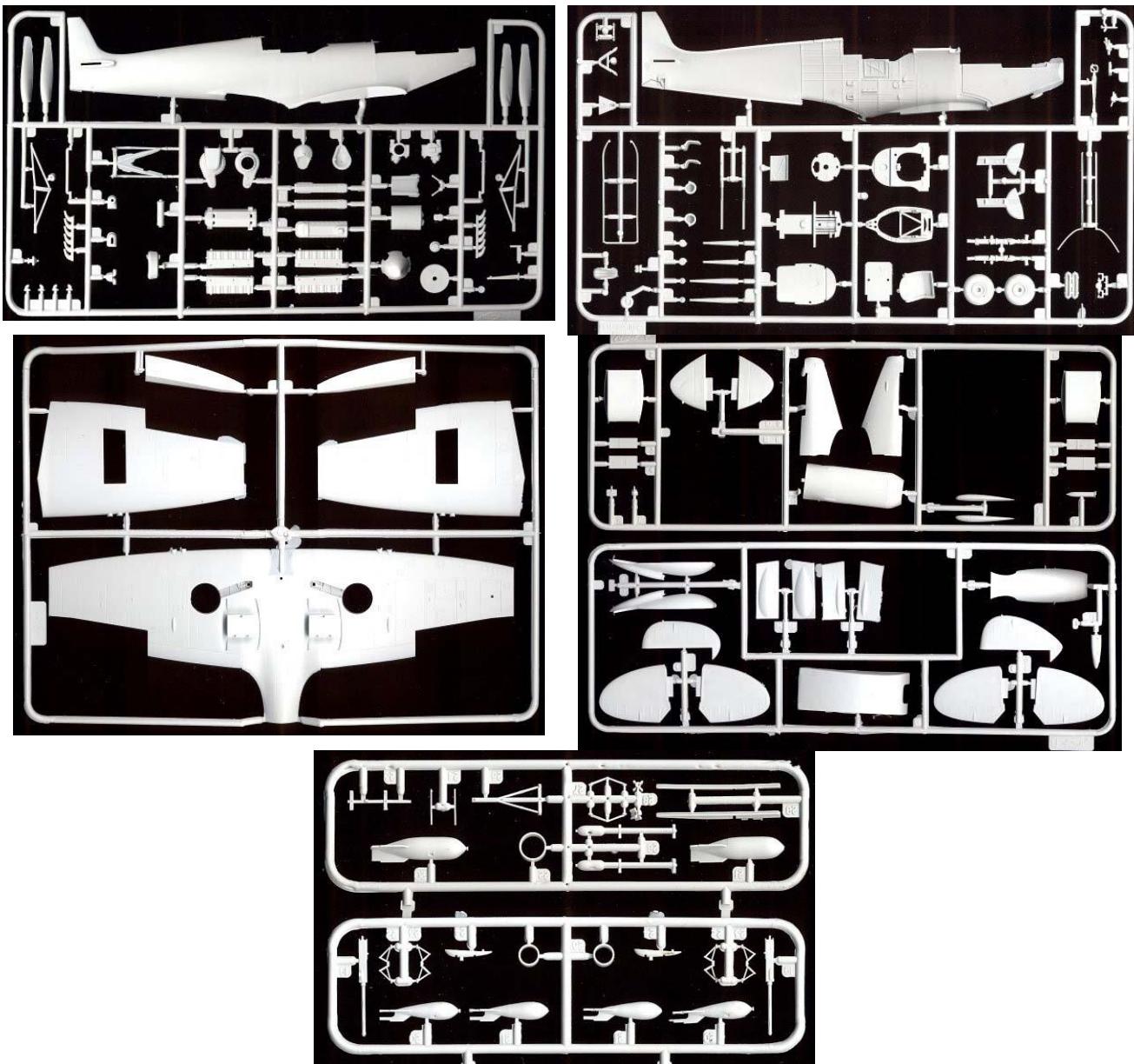
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New Release News

Following on from the disaster that was the Occidental 1/48th scale Spitfire IX, ICM have released a new moulding of their own. This was seen at the recent Chicago Show and a report by Michael Benolkin follows.

ICM 1/48 Supermarine Spitfire Mk.IX



ICM has really done it this time. They've developed a robust set of moulds and produced a new level of excellence in modelling. This Spitfire Mk.IX is like no other model that ICM has produced in the past. The box contains 144 parts on eight trees, some of which are used for the other two versions of the Spitfire supported by these moulds.

Seven of the trees are moulded in light gray plastic, while the eighth contains the clear parts. With the exception of a few parts, the kit is free of flash. Moulding is exceptionally crisp, especially when



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you see how fine some of the details like the underwing bomb racks are. The kit is also free of ejector pin marks in visible locations with the exception of insides of the gun bay doors and cowl covers, and even these are very minor and easily cleaned up. The only real flaw I could find in the kit were some very slight sink marks in the fuselage and in the warheads of the air-to-ground rockets. Once again, these are easily dealt with.

The Merlin engine alone is a masterpiece of 29 parts! That number does not count include motor mounts, oil tank or firewall. The cockpit is also laden with details, comprised of 15 parts, plus a positional cockpit entry door. The wing gun bays can be left open as well, complete with guns and ammo feeds.

The built-up Mk.IXs that were on display at RCHTA were very impressive indeed. The only noticeable issue is the void between the stock detailed Merlin and the firewall. Since there is no economical way for ICM to have replicated all of the plumbing and wiring that run from the Merlin through the firewall, it will be up to the modeller to fill the void (only if you are planning on leaving any of the cowl panels off your finished project).

What else is included? The kit is rather mind boggling with all of the options it contains! Let's go through this step-by-step:

- C or E wing selection, with the appropriate gun bay bulges and armament.
- Standard or LF clipped wings. The instructions refer to parts E5 and E6 for the HF wingtips, but these were not on the trees. In fact, tree E has a number of holes in it, leading me to think that more variations are in store!
- Early or late mark rudder
- Early or late mark horizontal stabs/elevators
- Early or late mark 'chin' fairing under the Merlin
- Open or closed canopy
- Exposed, partially exposed or 'buttoned up' engine compartment
- Open or closed gun bays
- Positionable ailerons (interesting since the elevators, rudder(s) and flaps are moulded in place)
- Your choice of clean centreline, conformal external fuel tank, or centreline bomb rack w/bomb
- Your choice of clean underwing stations, underwing rockets, or underwing bombs

When you open this kit up, the level of detail and engineering required to cram so much detail into such a small area will truly impress you. I can already foresee building a number of these kits just to explore the variations included! The decal options in these releases are also impressive. I'll cover the options in these first three releases:

Spitfire IX (Early versions)



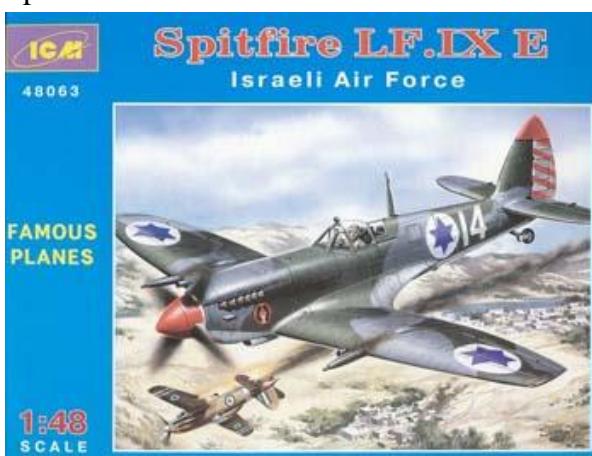
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- HF.IX FY-F of 611 Sqn, flown by Sqn Ldr H. Armstrong
- Mk.IX ZX-6 of Polish Fight Team in Tunisia, flown by Sqn Ldr S. Skalski
- LF.IX JE-J of 144 Wing, flown by Wg Cdr J. Johnson
- LF IX 5J-K of 126 Sqn, flown by Sqn Ldr J. Plagis
- HF.IX DU-N of 312 Sqn, flown by Flt Lt O. Smik
- LF.IX RAB of 132 Wing, flown by Wg Cdr R. Berg

Spitfire LF.IXE



- 101 Squadron, IAF, Hatzor, mid 1949 (aircraft #14 or #26)

Spitfire VIII



- CM-M of 31 FG, flown by LTC McCormicle
- HL-K of 31 FG, flown by Capt Molland



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Peter



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Bob's "Business"

Vulcan

The latest news on the big bird is that so far everything is going to plan and that there was a short fall in funds which was causing a lot of concern for a while. With a lot of hard work both with sponsors and hard sell at air shows things have looked up and so they are now getting back on track. If anyone is interested for a few of £40 you can sponsor the Vulcan and your name will be written in the bomb bay. Donations can be made via Flypast.

Earlier this year I bought a book entitled "Raiders" by John Laffin. As the title suggests the book is about the various commando and special force units of the British and foreign armies and navies around the world. A large part of the book is dedicated to British units. The following storey is from the training camp at Achnacarry, which was the commandos' main base, not only for British but also for Allied soldiers, to learn the skills of the commando. One day some American Rangers already considering themselves the best in the world were apt to disobey instructions. They always paid a price. A Rangers officer was ordered to sit in the bottom of an assault boat during a river crossing exercise, but he regarded this a chicken and perched himself on the side. Seconds later he was wounded in the buttocks by a bullet fired by an instructor. The American was then ordered to sit on his painful bum on the bottom of the boat until the exercise ended. Even then, with the wound dressed by a medic on the spot, he was expected to remain with his comrades until the party returned to quarters that night. To do him credit, he did not moan about the rough treatment but that evening he complained to a British officer, who told him without any sympathy, you were lucky. A German would have aimed at your skull not your arse. The Ranger was very lucky, of the 25,000 men who passed through Achnacarrys gate about 50 did not come out alive. They were drowned, accidentally shot or collapsed and expired from strain and exhaustion. Such was the hard life of a commando.

This was one of many stories in this great book, highly recommended.

Bob



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IPMS Hornchurch Annual Competition

Congratulations to Trevor Davies on his fine model of a Su-85 tank destroyer, what made it a winner was the diorama base which made the model stand out. Also to Ted Taylor, who came second, with his fine model of his Mercedes truck, well done.

This months competition is aircraft so with the summer over and decorating and garden tools put away it's time to get the model tools out and start being creative and get back to some serious modelling.

October Miscellaneous Voting Results

Position	Entrant	Entry	Votes
1 st	Trevor Davies	Su-85	73
2 nd	Ted Taylor	Mercedes Truck & Trailer	55
3 rd	Ron Newbold	US Navy Gun	47
4 th	John Hone	Porsche 934 Turbo	40
5 th	Greg Bland	Opel Blitz Fire Engine	30
	Brian Lay	The Mummy	26
	Dave Ryan	Scimitar	19
	Dave Ryan	Scorpion	15
	Alan Wright	88mm Flak & Tractor	10
	Ron Newbold	Buffalo & Jeep	

IPMS Hornchurch Trophy (Miscellaneous) - October Positions

Trevor Davies	50
Ted Taylor	40
John Hone	38
Dave Ryan	33
Brian Lay	26
Ron Newbold	26
Alan Wright	22
Greg Bland	17
Peter Bagshaw	10
Mark Dorrington	5



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Wrighty's References

The Canadian Squadrons - Part 1

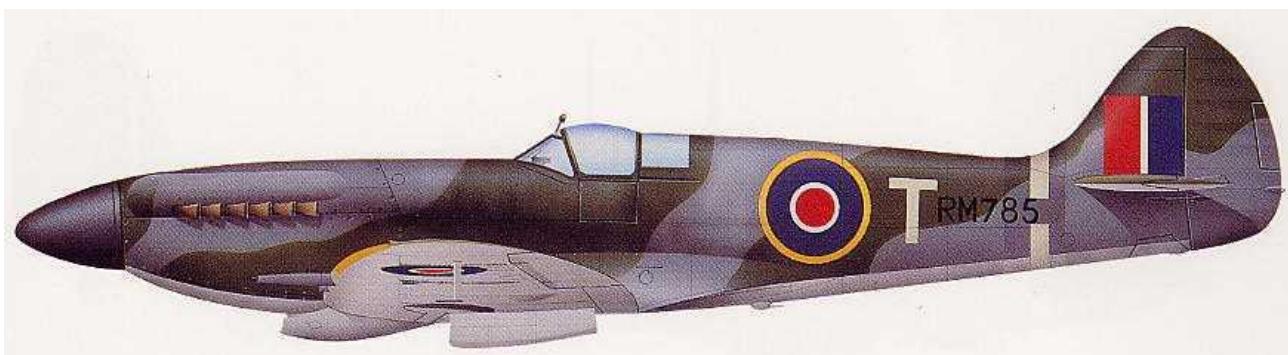
No. 400 Squadron "Eagle"

Code SP

The first RCAF unit in England in February 1940, originally 110 RCAF (Aux.) Squadron renumbered in March 1941. This was an Army Co-op unit flying Lysanders at Old Sarum, in April 1941 it flew Tomahawks and by July 1942 Mustangs were operated from Southern England. From January 1944 it became a PR unit with Spitfires and Mosquitos, moving to the continent after D-Day until the end of the war with the "Recon" Wing of 83 Group 2nd TAF.

No. 401 Squadron

Code YO



The first fighter unit to arrive in England in June 1940, based at Middle Wallop, originally it had been No. 1 RCAF and 115 RCAF until renumbered in March 1941. Its aircraft were Hurricane Is and it became operational from Northolt in the Battle of Britain, after this it had many bases. Later mark Hurricanes were used until September 1941, when Spitfires of progressively later marks took over (i.e. IIa, Vb and IXb), operating from Southern England. The unit became part of the 2nd TAF (83 Group) in 1944 using many continental airfields after D-Day until the end of hostilities.



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No. 402 Squadron

Code AE



Another fighter unit, originally it had been No. 2 RCAF, + 110 & 112 RCAF, it became operational in February 1941 at Digby, aircraft were Hurricane Is and IIb from August 1941 until March 1942. Then Spitfires in the shape of (Vb & IXe) from March 1942 into 1944 from South England and after D-Day on the continent until the end in Germany with 83 Group of the 2nd TAF.

Note: a fully restored Mk Vb Spitfire EP120 coded AE-A representing this unit is on display at the IWM Duxford.

No. 403 Squadron "Wolf"

Code KH



Formed as an Army Co-op squadron in March 1941 with Tomahawks, this unit was soon changed to a fighter squadron, becoming operational at Hornchurch with Spitfire Vbs in August 1941. Using South East bases it was generally active on escorts etc. Mark IX Spitfires were used from January 1943 right through to December 1944 and like the other units of the 2nd TAF (83rd Group) went continental after D-Day, in December 1944 they got Mk. XVIIs to complete their final days of the war.



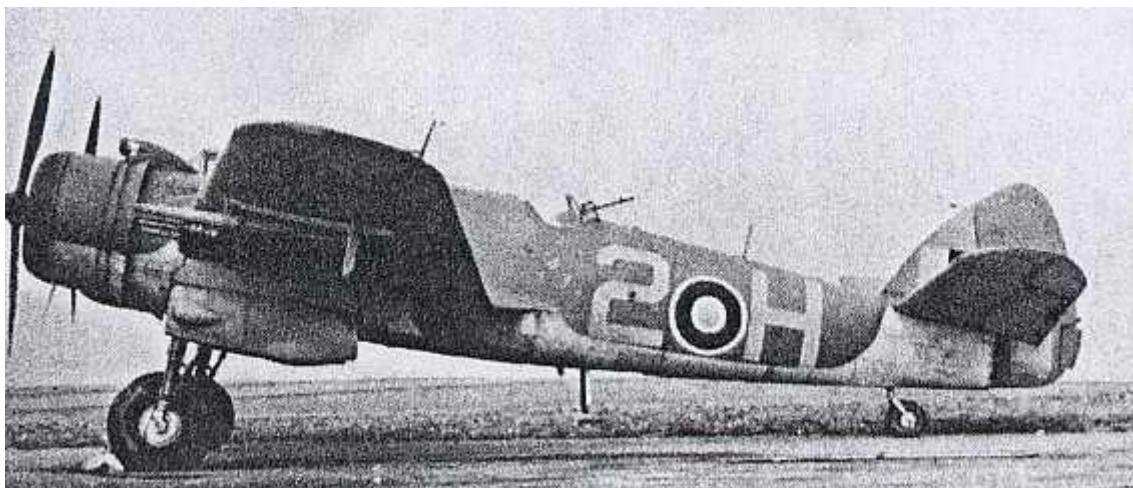
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Note: A fully restored Mk. IX originally used by this unit is on show in the Manston Air Museum, coded KH-Z, and serial TB752.

No. 404 Squadron "Buffalo"

Code EE, EO

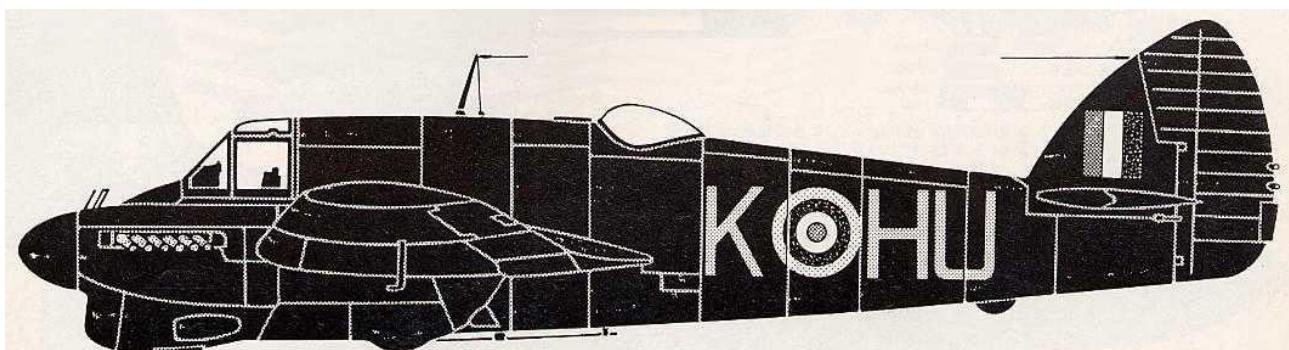


Formed in January 1942 as a Coastal Command Fighter Squadron with Blenheim IVf, operating with shipping and escorts mainly from bases in Scotland. It re-equipped with Beaufighter IIFs in September 1942, after a short spell at Chivenor it resumed its association with Scotland. Mk. XIc & X Beaufighters were used in 1943/44. When codes were resumed the combination EO was used and this also applied to their Mosquitoes used from March 1945 to May 1945.

Note: Code letters were dropped in 1943 for a spell and the No. 2 used in keeping with other Coastal Command units.

No. 406 "Lynx"

Code HU



Formed as the RCAF 1st Night Fighter squadrons in February 1941 with Beaufighter Mk. IIs at Acklington, operating in Yorkshire and Scotland for 1 year, before later version Mk. VIIf were then used. Now it moved to No. 10 Group. From March 1943 it was mainly in the south on various night defence and intrusion work over France. From August 1944 Mosquito Mk. 30s took over flying at Manston to the end of the war on intruder missions.



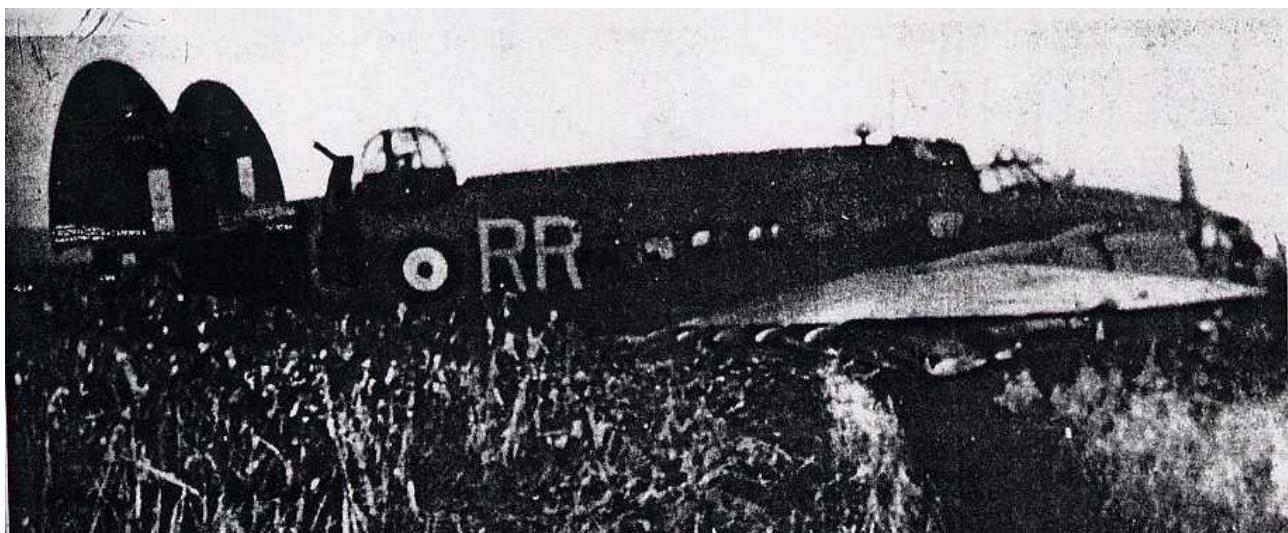
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No. 407 "Demons"

Code RR



Formed in May 1944 as a Coastal general reconnaissance unit at Thorney Island, using Hudsons (Mk. I, III & IV) between 1941 until March 1943. During which time they operated from North Coasts, Bircham Newton and Chivenor as they served different Coastal Groups. From March 1943 they converted to Wellingtons to become a Long Range Coastal unit, using Mk. 11, 12 & 14 Wellingtons progressively, they used Code 1 or 2, areas operations changed to Ireland (Limvady) and Scotland (Wick), before a return to Chivenor from November 1944 to the end of the war.



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No. 409 "Nighthawk"

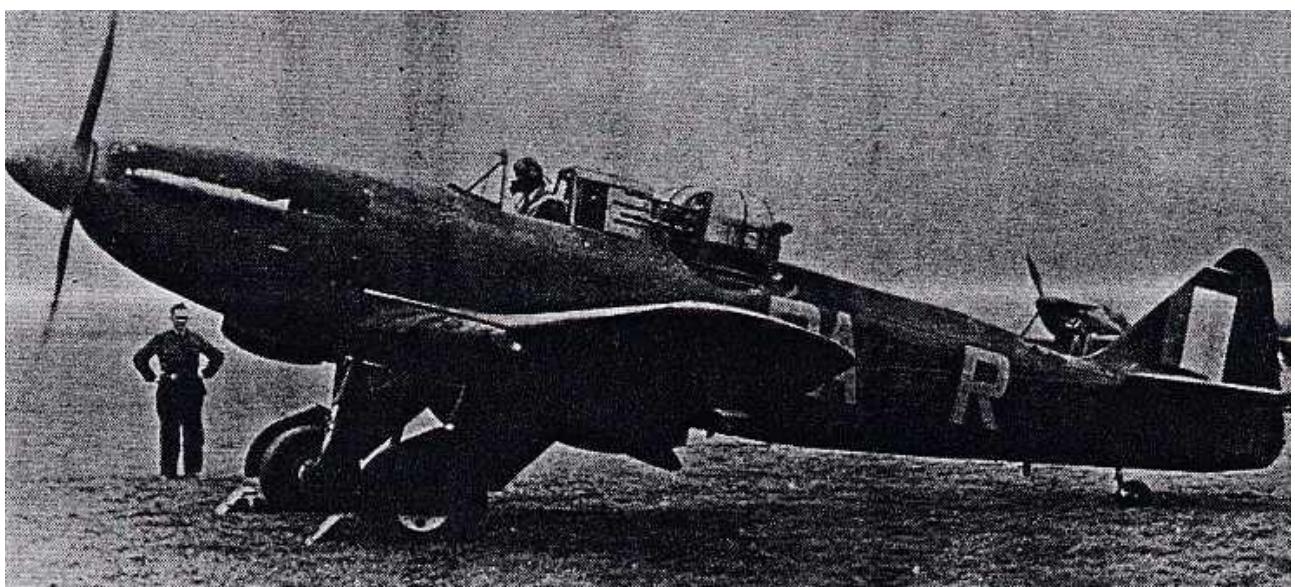
Code KP



Formed in June 1941 as RCAF's 2nd Night Fighter unit, Defiants were used for training, but became operational on the Beaufighter, II and later VIIs were used from Copeby Grange. Later defence of Newcastle on Tyne was carried out while at Acklington, as the area became quiet, detachments were sent elsewhere. In March 1944 conversion to the Mosquito XIII took place and it became part of 85 Group of the 2nd TAF on the continent to carry the night war to the Luftwaffe until the end.

No. 410 "Cougar"

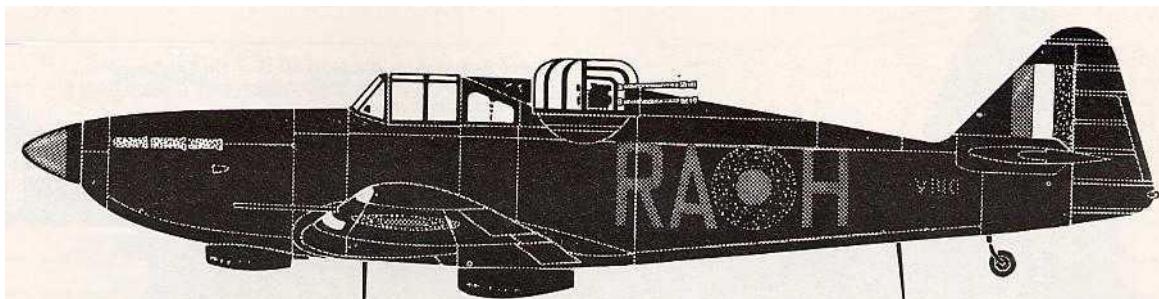
Code RA



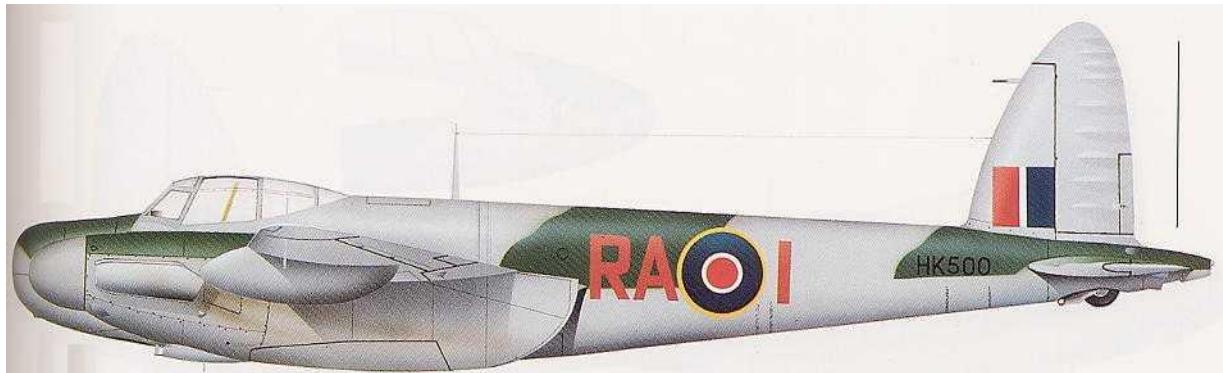


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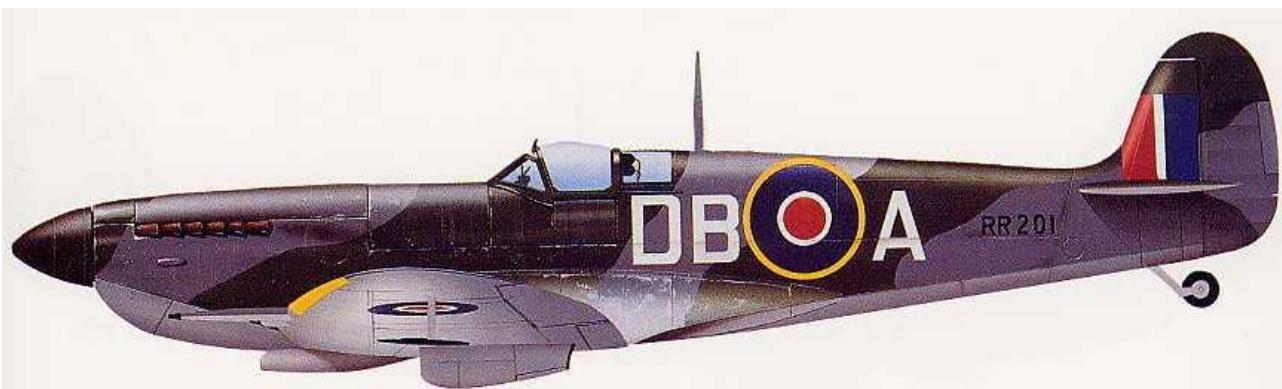


Formed in June 1941 as RCAF's 3rd Night Fighter unit, Defiants were used for almost a year based in Scotland and Acklington. Re-equipped with Beaufighters they continued to the end of 1942 in a similar vein. In February 1943 now equipped with the Mosquito they moved to the South, after some mixed night operations with Bomber and Coastal, the unit joined the 2nd TAFs, 85 Group on the continent, offering night support to the end, using Mk. VI, XIII and XXX Mosquitoes in the process.



No. 411 Squadron "Bear"

Code DB



Formed in June 1941 at Digby as a day fighter unit on Spitfire Is, operational in August 1941 now with Mk. IIs, it spent the winter at Hornchurch on fighter sweeps and escorts. Similar ops took place from various South East bases during 1942/43 with Mk.Vs. Later in October 1943 they equipped with Mk. IXs and this winter was spent at Biggin Hill. In 1944 they followed a similar role to other fighter units on pre-invasion and later with the 2nd TAFs 83 Group on the continent to the wars end.



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No. 412 Squadron "Falcon"

Code VZ



Formed in June 1941 at Digby, operational as a day fighter unit on Spitfire Mk. IIs from South East coast bases, on "Ramrod" and "Circus" operations to early 1942. Then bomber escorts with its Mk. Vs during the summer. From November 1943 they used Mk. IXs from bases in the South after a quiet spell, they picked up pre-invasion and then off to the continent with the 2nd TAFs 83 Group in common with other day fighter units.

Alan