



"STICKY FINGERS"

IPMS HORNCHURCH - NEWSLETTER





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Alan's "Annotations"

"Tis the season to be jolly
Tra-la-lala, Tra-la-la,

Now we've got to spend some lolly
(repeat)

'Tis the time to get some presents,
(repeat)

No, let's go and BLITZ Hannants,
(repeat)

With apologies to a well known Christmas carol.

I hope that you are decking your halls with bows of holly at this festive time of year, eagerly awaiting the "Sound of Music" to be shown yet again. But it is also the time of year when we should think of the less well off than us, those whose lot it is to scour the corner shops on Christmas morning in a vain search for batteries. Or to be told by little Johnny that all his friends have Playstation 2 and NOT Playstation 1

Yes, a box of plastic bits and we're happy, as we doze in front of the fire cuddling our latest acquisition at peace with the world, the Alka-Seltzer gently fizzing by your side.

Hopefully tonight Mr. Plumridge will get us in the party mood with "Bob's Brain Busting Quiz", or he may lose some friends whatever I'm sure it will be great fun.

Elsewhere you should see a re-print of the invitation to the Hadleigh Arms that appeared in the October issue and of course it is situated near Brentwood not Braintree as earlier stated (*Sorry that was my fault - Ed*). Please see me tonight if you are interested.

Now, as to 2001 we have the following invitations to consider tonight if we are attending as follows: -

4th February 2001

Milton Keynes Scale Model Club's ModelKraft 2001

I have received confirmation from them that we have our allocated 12'

17th February 2001

Fleet Air Arm Museum Model Show at RNAS Yeovilton, Ilchester, Somerset.

1st April 2001

Shropshire Scale Modellers Show at RAF Museum, Cosford

1st July 2001



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A Fort Full of Models at Newhaven Fort

As you may know because we missed out on this one last year they have ear-marked some space for us. Also they have sent a separate form for us to complete to cover a display by racing cars.

I shall be asking tonight which of the above do we wish to attend.

In the best Monty Python tradition "Now for something completely different".

Michele Marsan writes from Italy about his web site:

<http://welcome.to/marsan>

Where you will find a large portfolio of aviation illustrations, together with his exclusive new Profiles Service. I haven't checked it out yet but it might be worth a look.

That only leaves me to wish you all the very best for Christmas and a safe and prosperous New Year. Tra-la-la-la-la. And don't forget when using a scalpel to stop pushing when you hit bone.

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

Alan

Peter's "Prattlings"

Not much from me this month you'll be glad to hear. As befits the time of year I do hope you all have a Merry Christmas and a Happy New Year.

Additional Chiltern wins, Steve Hubbard's son, Daniel took 1st place in his class and Junior Best of Show, well done.



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Request for information

Wally has been passed this request for some information can anyone help?

I wonder if anyone there can help. I'm trying to source the correct paint colours for RAF roundels/fin markings for Stanford Tuck's mk1 Hurricane (257sqn), as well as photo's for same aircraft and 2 or 3mm swastikas for the side of his machine. Do you have any advice or can you point me in the right direction?

Any help at this point would be more than welcome for the completion of my 1/24 version.

Please speak to Wally if you have anything.

Peter

Bob's "Business"

First of all congratulations to Ted on his lovely model of the Lightning, which was up to his usual high standards. Also congratulations to Mick on his FW 190, taking second place, and well done to everyone on the fine models that were entered by all, it just gets better all the time.

Well it's that time of year again, Christmas of course, so have a nice Christmas and a Happy New Year to all and let's hope we get those models we want on Christmas morning so that we've got something to do on Boxing Day. Anyway a Happy New Years modelling to all

Bob

Steve's "SoapBox"

We've Never Had It So Good Or Have We?

I was recently following a thread on the IPMS (USA) Fleet Air Arm website discussion board. Basically the thread was having a bit of a moan at the huge number of inaccuracies that seem to be cropping up in many of the aviation books that have been published in recent times. Whilst I agree that some of the books seem to have far too many mistakes it also got me thinking why this was. In the last five to ten years we have seen an explosion in after market items for the scale modeller, hand in hand with this increase is a general raising of the level (and price!) of detail in the kits now available to us. After a little bit of pondering the answer came to me, not only that but I also realised that I was the cause of this!

In the last twenty years the hobby has seen a dramatic shift in the base customer away from the 'pocket money' modeller over to modellers such as myself. It would seem that I am typical of the current breed of scale modeller, someone who built models as a kid, left the hobby in their early teens only to return in their late twenties. These 'born again' modellers now have the time, and money, to indulge in the hobby to far greater degree. They demand accuracy and a far greater level of detail than they put up with as a child. What the kit manufacturers cannot provide in terms of detail the aftermarket suppliers are only too happy to. It has even reached the point where aftermarket items are reaching the modeller at the same time as the kit they are intended for hits the shops. Along with this the scale modeller had demanded more and better reference material. The response in this area has been predictable, a spate of reference works that I really feel are far too



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often cashing in on the demand and are published from a "take-the-money-and-run" paradigm. This is probably exaggerated but you get the picture. Here are a few things that have been noted:

Monogram - expensive, generally good, but, for example, Elliott's four volumes on USN colours is absolutely riddled with caption errors (the descriptions don't match what's there, e.g. describes an aircraft as NMF when it's actually in Light Gull Grey over White!)

Squadron - highly variable in quality but in my opinion verging on utterly unreliable.

Warpaint - I love the look but this imprint is one of the foremost protagonists of cashing in. Most of its material has appeared in SAM over the years, but the books don't even pick up the corrections that SAM published, much of the artwork is suspect, and the drawings are too often highly unreliable.

SAMI Publications - I won't comment on the Mosquito book, but the Sea Hurricane material in the Hurricane book is very deficient and erroneous.

So, you get the picture? The situation is philosophically bizarre in the extreme, our demand for accuracy has generated an industry that feeds us error and we continue to support it! I don't think that errors in a publication necessarily condemn it totally. Errors are inevitable in almost everything that is written and the most impeccable of sources contain errors (Sturtivant 1996, for example). Typically, serious publishing houses correct factual errors in future editions. The fact that these 'modellers' series are not produced in this way is a disadvantage. Clearly, however, this is not the entire story. I feel that many are written by amateur authors. Writing a monograph is not as easy as many people might imagine and some training helps. This not to say that very good work can't be done without a Ph.D. I can think of several excellent monographs by people who have decided to take up historical research without any formal training. But the fact remains that; in general, serious, well-trained researchers make fewer mistakes. Few serious historians would consider writing a secondary text on a subject that they have no experience of previous primary research (and publishing houses would be reluctant to take their work). Writing a aircraft monograph based entirely on secondary sources is a risk prone business precisely because the lack of familiarity with primary materials makes spotting mistakes in existing texts exceedingly difficult. I'm not sure where this leaves us. I'll continue to buy many of these titles, despite being irritated and disappointed by some of the content.

Steve



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IPMS Hornchurch Annual Competition

November Aircraft Voting Results

Position	Entrant	Entry	Votes
1 st	Ted Taylor	English Electric Lightning	50
2 nd	Mick Pitts	Focke Wulf 190 F-8	36
3 rd	Trevor Davies	Vought F4U Corsair	31
4 th	Dave Ryan	Gloster Meteor F.1	30
5 th	Ron Newbold	Nieuport 17	29
	Trevor Davies	Supermarine Seafire FR.47	24
	Steve Smith	Messerschmitt Bf-109 E-4	22
	John Hone	Douglas A-4F Skyhawk	18
	John Bennett	Noordyun Norseman	13
	Wally Arrowsmith	Boeing Stratocruiser	12
	Ken Sparks	Avro Lancaster B.III	11
	Brian Lay	North American Mustang III	10
	Wally Arrowsmith	Boeing Stratocruiser	10
	Bob Ryan	English Electric Lightning	9
	Peter Bagshaw	Republic P-47M Thunderbolt	9
	Dave Ryan	Supermarine Seafire FR.46	9
	Steve Smith	Messerschmitt Me-109G-10	8
	Peter Bagshaw	Hawker Tempest	6
	Lee Lacey	North American Mustang P-51D	6
	Ken Sparks	Supermarine Spitfire Vb	6
	Lee Lacey	Nakajima Ki-44	5
	Alan Wright	Aichi Grace	3
	Charles Thompson	Grumman F6F Hellcat	1
	Greg Brand	Concord	1
	John Bennett	Fokker 100	1
	Charles Thompson	Il-2 Sturmovik	



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Wally Arrowsmith Trophy (Aircraft)

Wally Arrowsmith	54
Ted Taylor	53
Peter Bagshaw	31
Dave Ryan	29
Trevor Davies	26
Mick Pitts	23
Ron Newbold	22
Charles Thompson	20
John Bennett	20
Lee Lacey	20
Steve Hubbard	17
Bob Ryan	10
Brian Lay	10
Greg Brand	10
Ken Sparks	10
Steve Smith	10
Alan Wright	5
John Hone	5
Paul Bennett	5
Phil Worth	5



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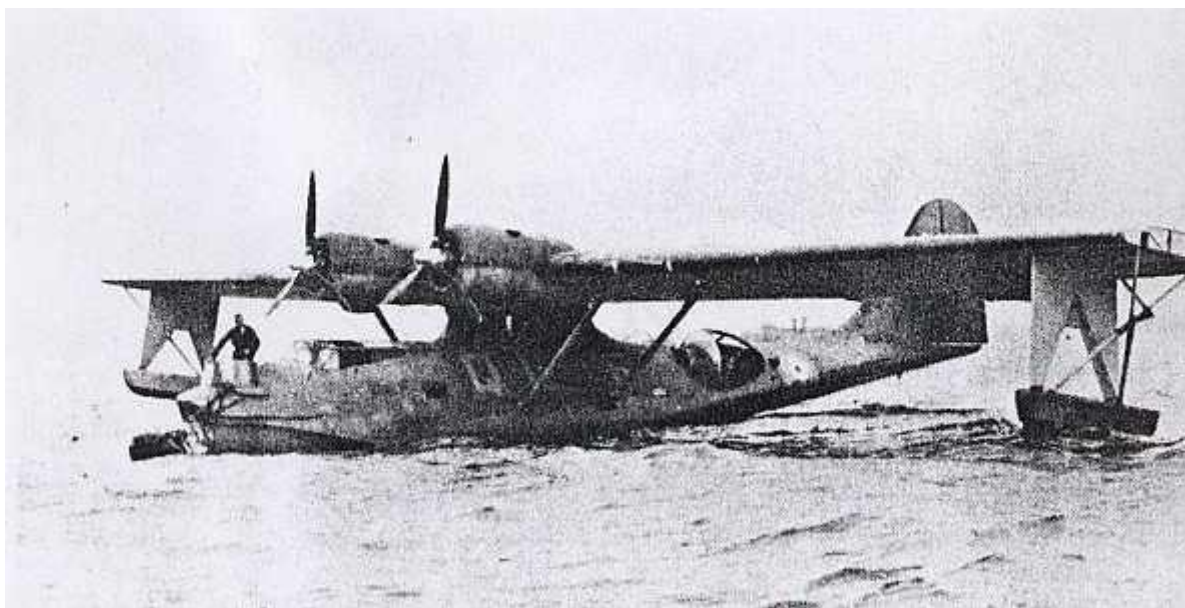
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Wrighty's References

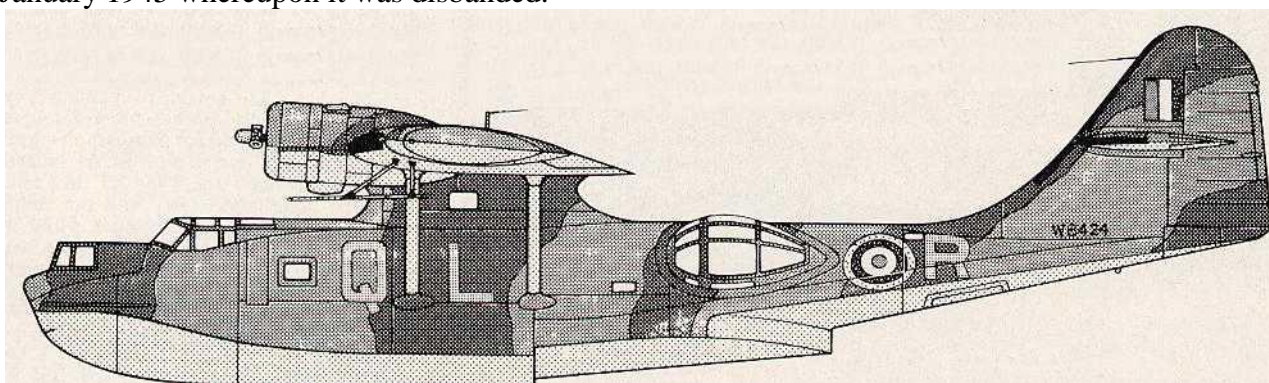
The Canadian Squadrons - Part 2

No. 413 Squadron

Code QL



Formed in July 1941 as a Coastal Command flying boat squadron at Stranraer with Catalina Mk.1s. From October 1941 based in the Shetland Isles, it then settled into the usual escort and A/S patrols until March 1943 when it was transferred to Ceylon for services in the Far East. It returned in January 1945 whereupon it was disbanded.



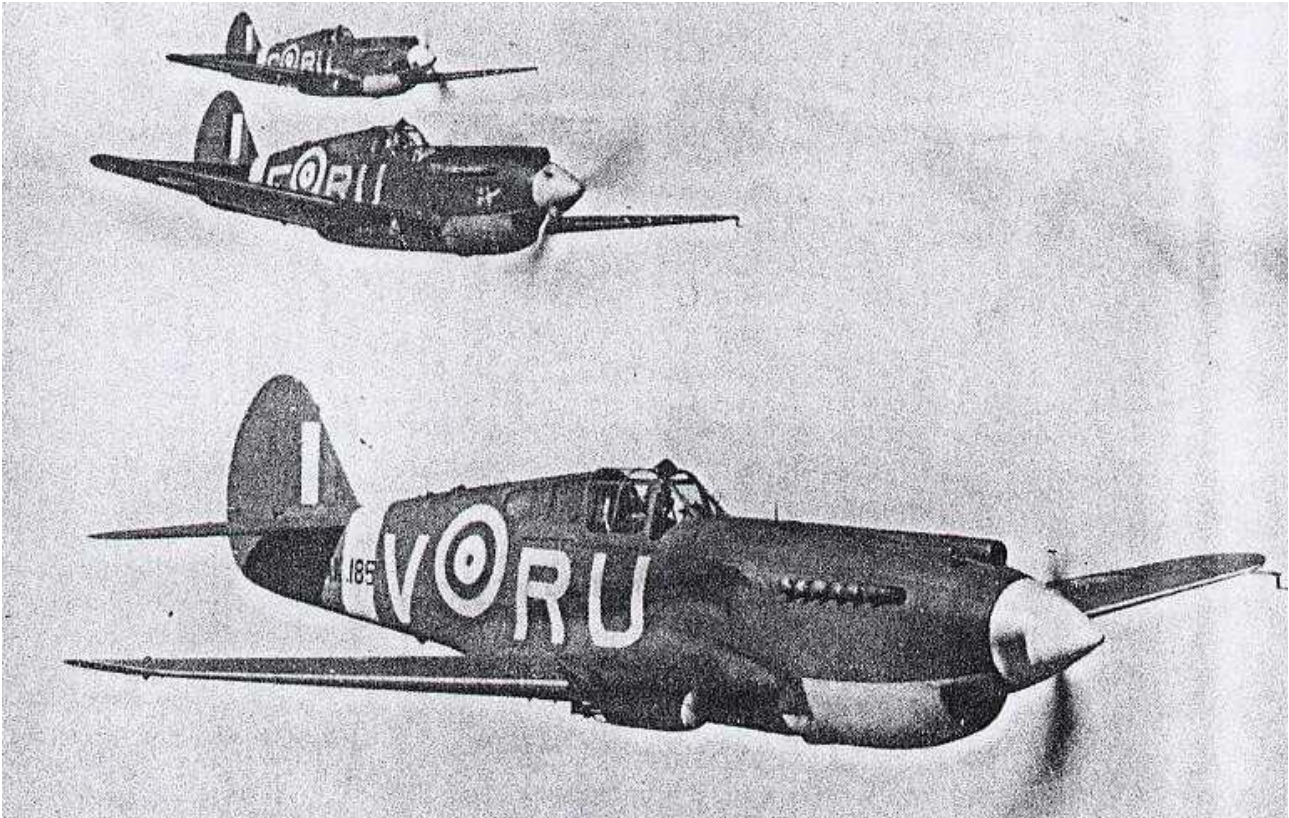


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No. 414 Squadron

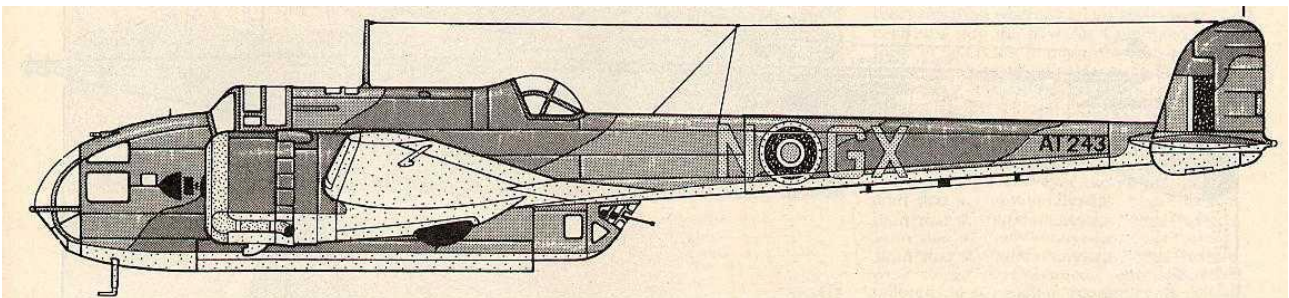
Code RU



Formed at Croydon in May 1941 as an Army Co-op squadron with a mix of Lysanders and Tomahawks. Re-equipped in June 1942 with the Mustang I, it always operated in the south from various airfields. Moving to Tac-Recon and selected strikes etc until D-Day. From August 1944 they re-equipped with the Spitfire IX as part of 39 Rec Wing in the 2nd TAF. Operating from various continental airfields until April 1945 when Mk.XIVs were received to see out the war.

No. 415 Squadron "Swordfish"

Code GX, later NH



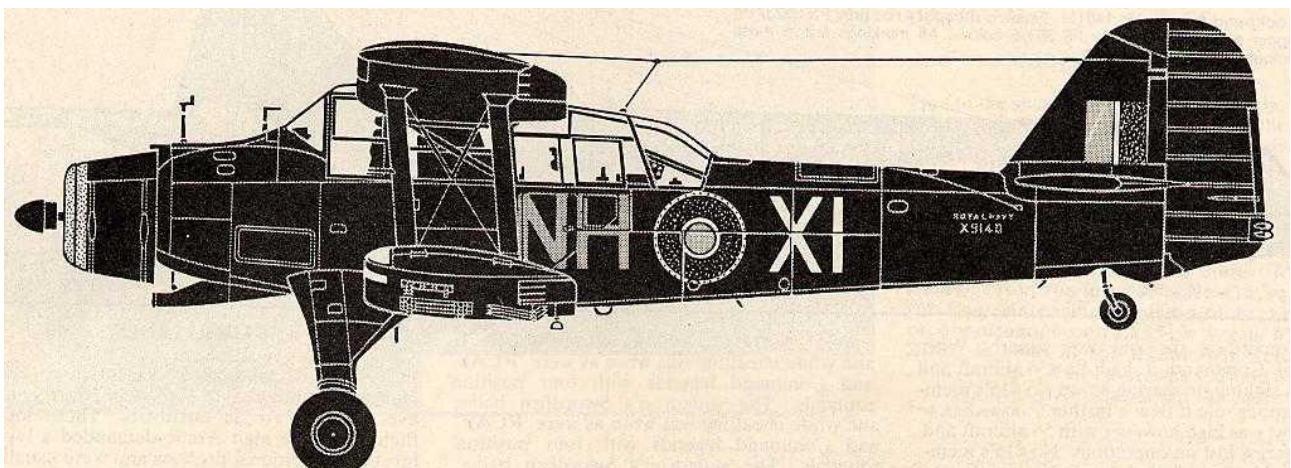
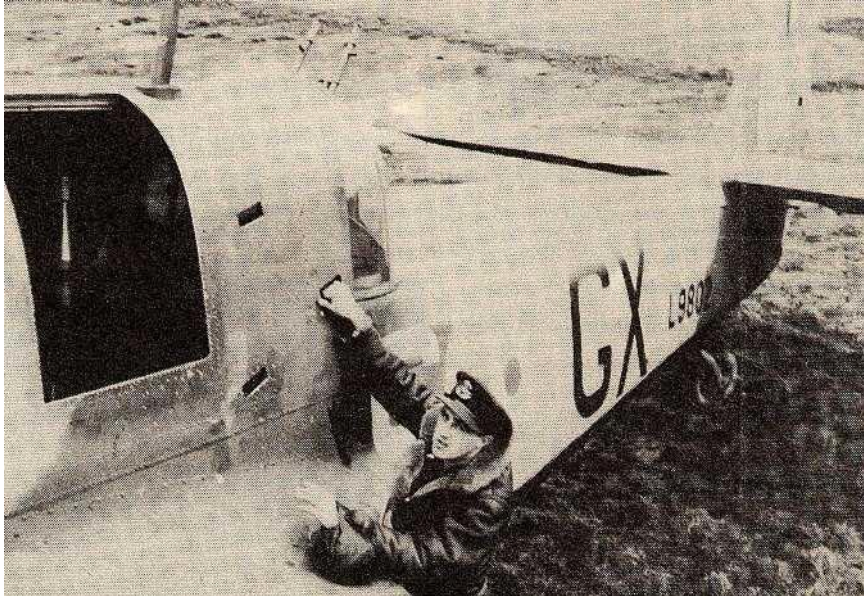
Formed in August 1941 at Thorney Island as a torpedo bomber unit for Coastal Commands No. 6 Group. Initially equipped with Beaufort and Blenheim aircraft. However shortage of suitable aircraft forced them to give up their aircraft to 86 Squadron. In January 1942 it took on Hampden torpedo bombers, in May 1942 they began operations over Biscay, soon they moved to North Coates



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and Wick (Scotland) for North Sea operations. In November 1942 they returned south to Thorney Island for a year, by which time the Hampden had outlived its usefulness.



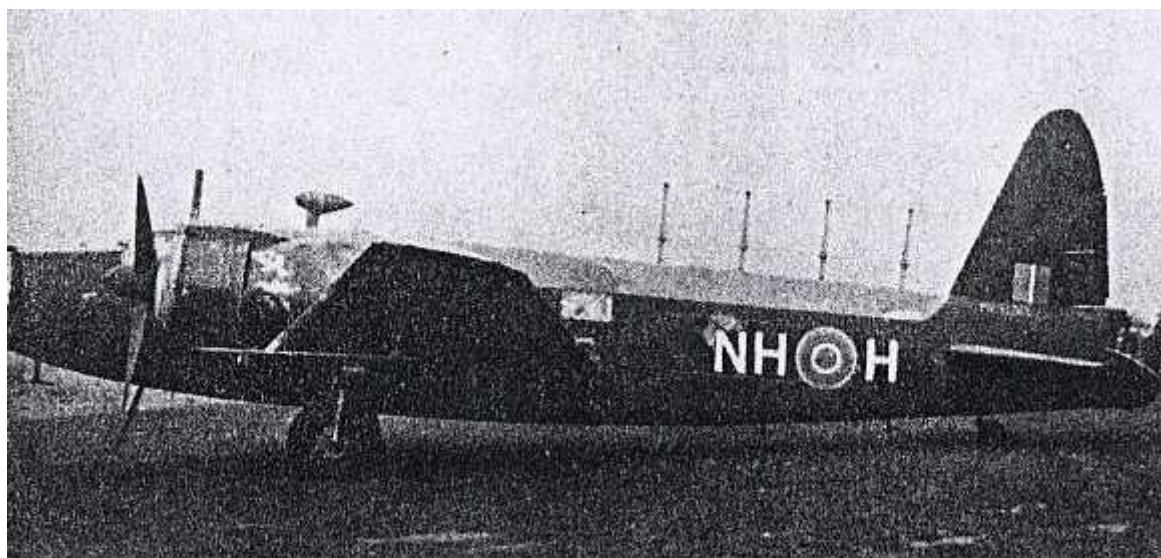
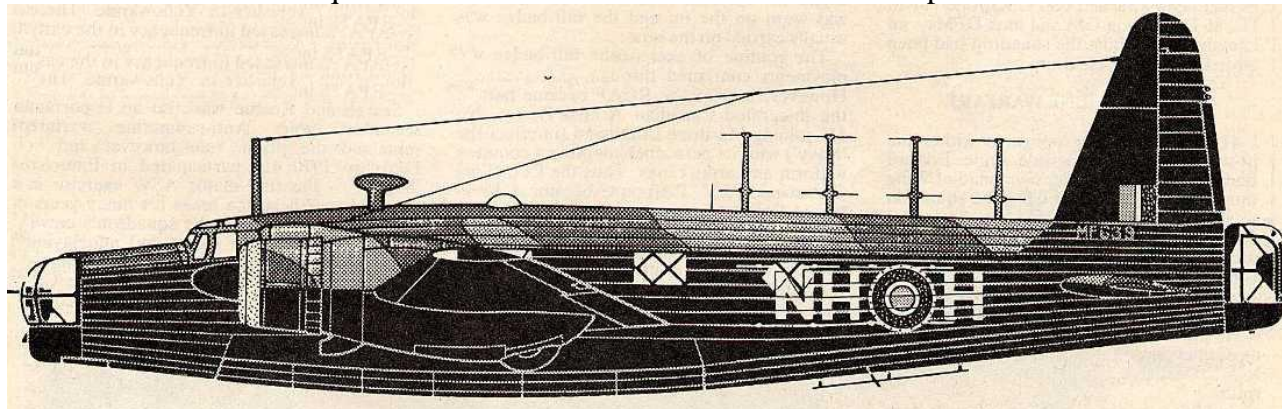
Then in September 1943 took a night anti-shipping role equipped with Wellington 13s (with Leigh light and radar) to locate ships and Albacores (ex 841 FAA Squadron) to attack them, this was along



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the Channel and Dutch coasts. Both types used the code NH. Then continued until May 1944 when all aircraft went to 119 Squadron and 415 was transferred to No. 6 Group Bomber Command.



No. 416 Squadron

Code DN

Formed in Peterhead in November 1941 with Spitfire IIs, it was March 1942 before the unit began operations and things were quiet, Mk Vbs were taken on in March 1942, escorts etc were the main task. In July 1942 they moved south to Suffolk, where they participated in the "Circus" strikes and incursions that took place in 1943, changing to Mk.IXs in the process. Like other Spitfire units they joined the 2nd TAFs 83 Group in 1944 and served on the continent until the end, Mk. XIVs being used from December 1944.

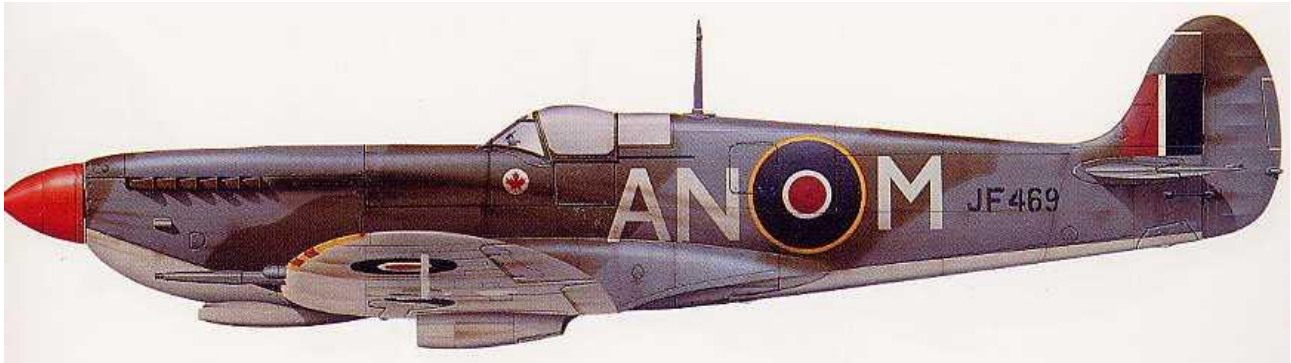
No. 417 Squadron

Code AN



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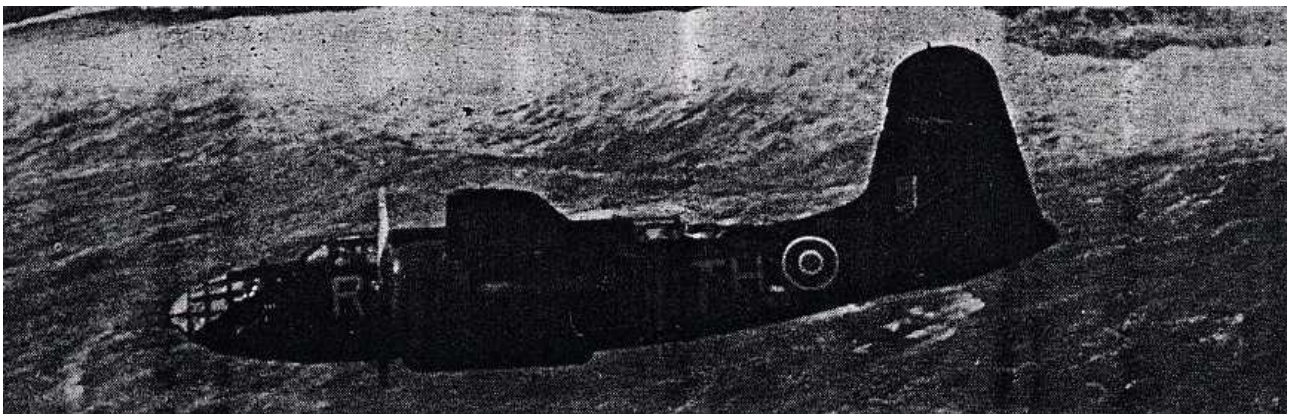
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Formed at Charmy Down (Wilts) in November 1941 on Spitfire IIs, before becoming operational with Mk.Vs in February 1942. They were moved to Scotland (Tain) but this was short lived. The unit was selected for overseas service in the desert and Middle East, the first RCAF unit to do so.

No. 418 Squadron

Code TH



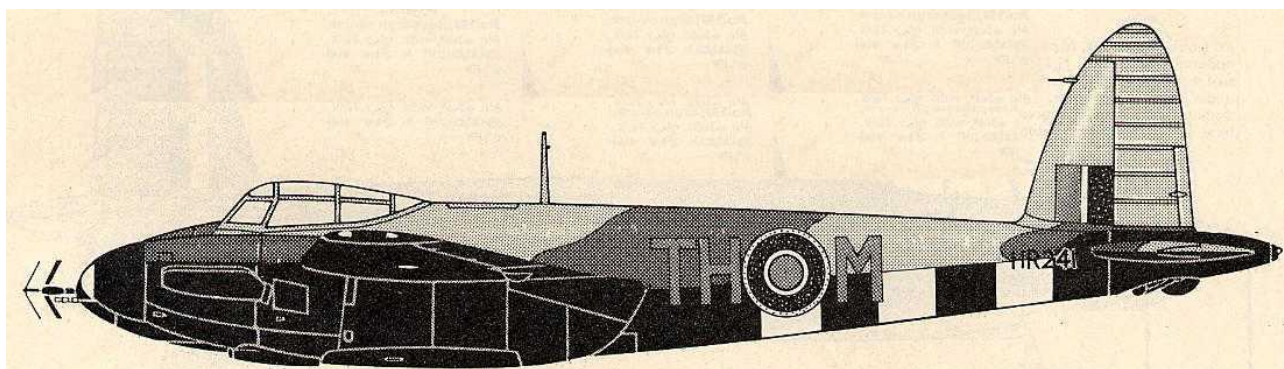
Formed at Debden as an intruder squadron with Boston IIIs in November 1941, once operational it flew night missions to France, Belgium and Holland on a variety of selected targets, including enemy airfields. Always based in Southern England, it took on Mosquito VIs in May 1943, from which time its efforts were much more effective. Much work on pre-invasion targets took place, including V1 & V2 base strikes, but in November 1944 the unit transferred to No. 2 Bomber Group.





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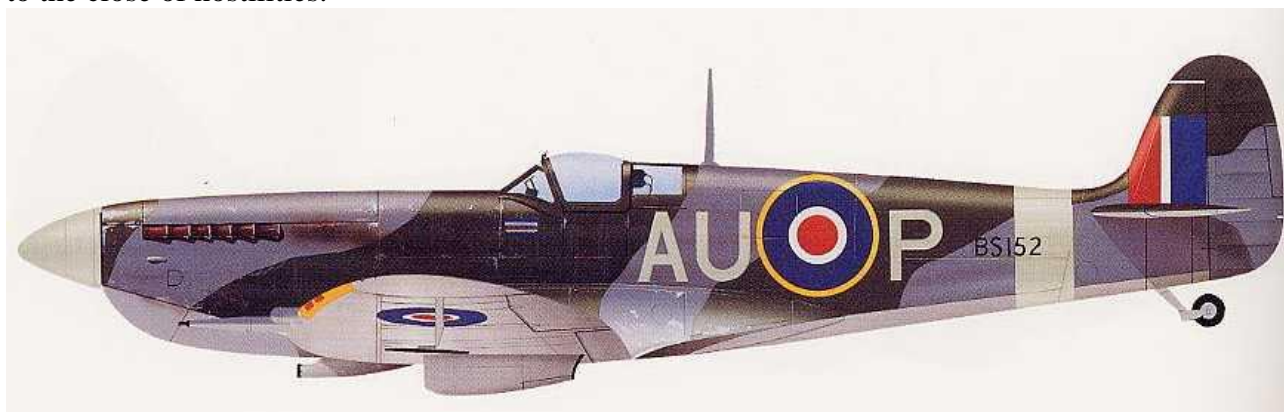
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No. 421 Squadron

Code AU

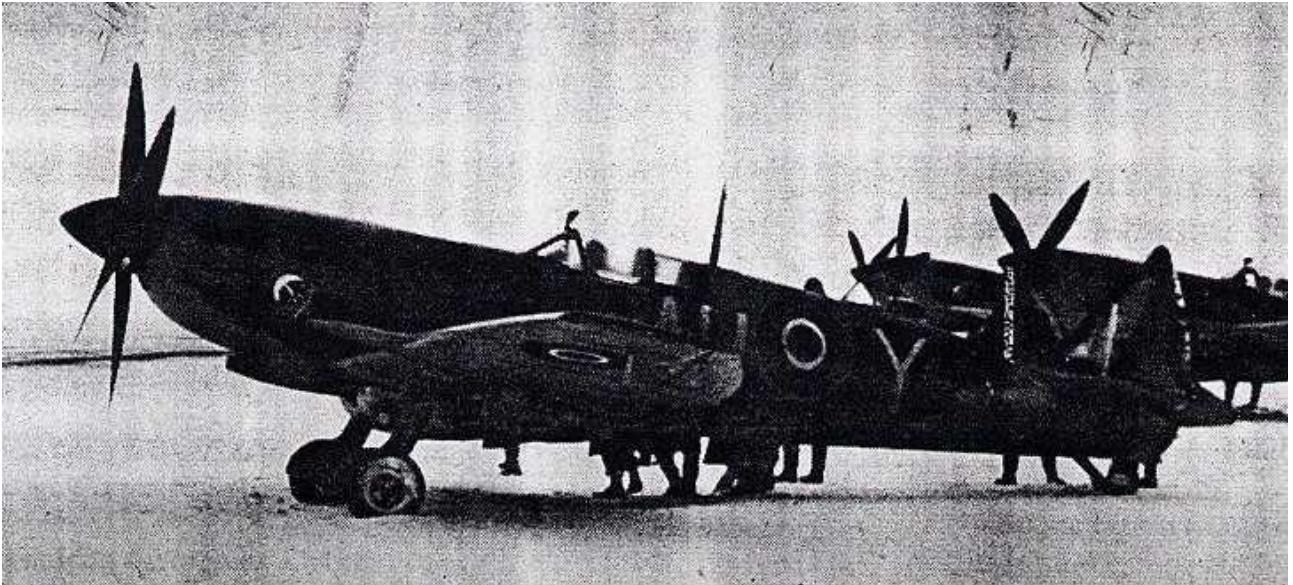
Another Spitfire Mk.V unit formed at Digby in April 1942, operational soon after in the West of England on convoy escort and some strike attacks later in the year. In January 1943 they joined the Kenley Wing, picking up Mk.IXs in May 1943, most of the year was spent on bomber escorts and strikes. Like other Spitfire units 1944 was given over to pre-invasion work and later from continental airfields as part of 83 Group 2nd TAF. They use Mk.XVI Spitfires from December 1944 to the close of hostilities.





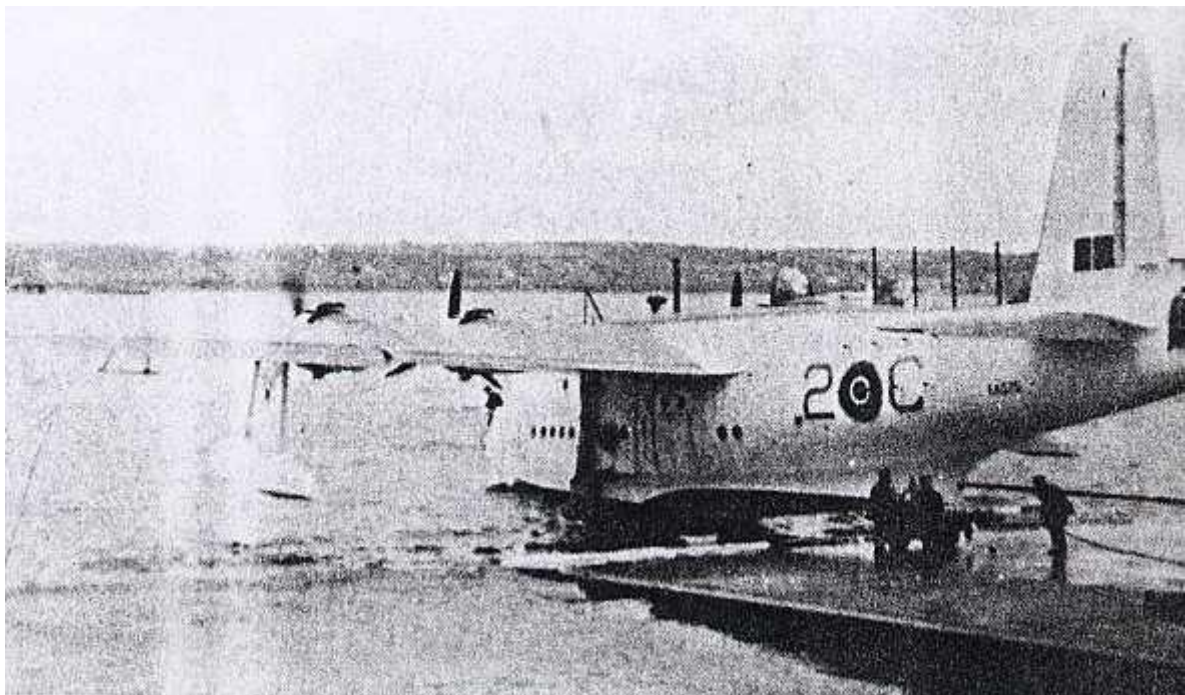
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No. 422 Squadron

Codes DG

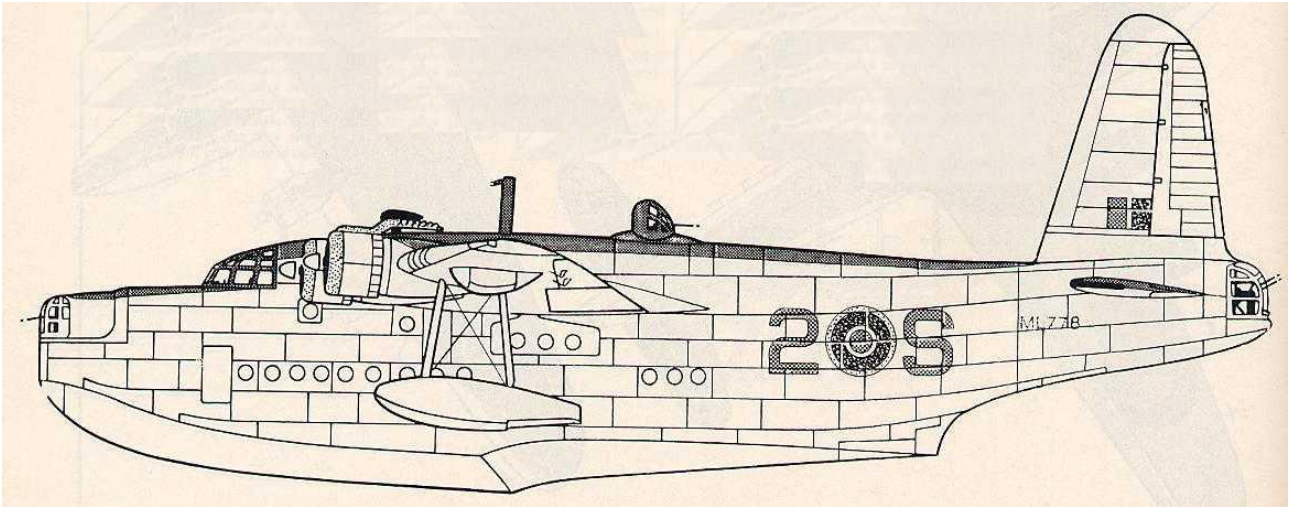


Formed in April 1942, as a flying boat unit for Coastal Command its base was on Lough Erne in N. Ireland. Early aircraft were Saro Lerwicks, but these were found unsuitable and Catalinas replaced then by August 1942. Their first task was to fly **** and spares to Russia from Invergordon (Scotland) and escort convoys. Then they ferried Catalina across the Atlantic from the USA. By the end of the year they had a full complement of Sunderland IIIs. In February 1943 they joined "Coastal" for convoy work and U-boat patrols over the Western Approaches, using bases in Ireland and Scotland (Bowmore on Islay). Later in November 1944 they moved to Pembroke Dock in Wales until the wars end.



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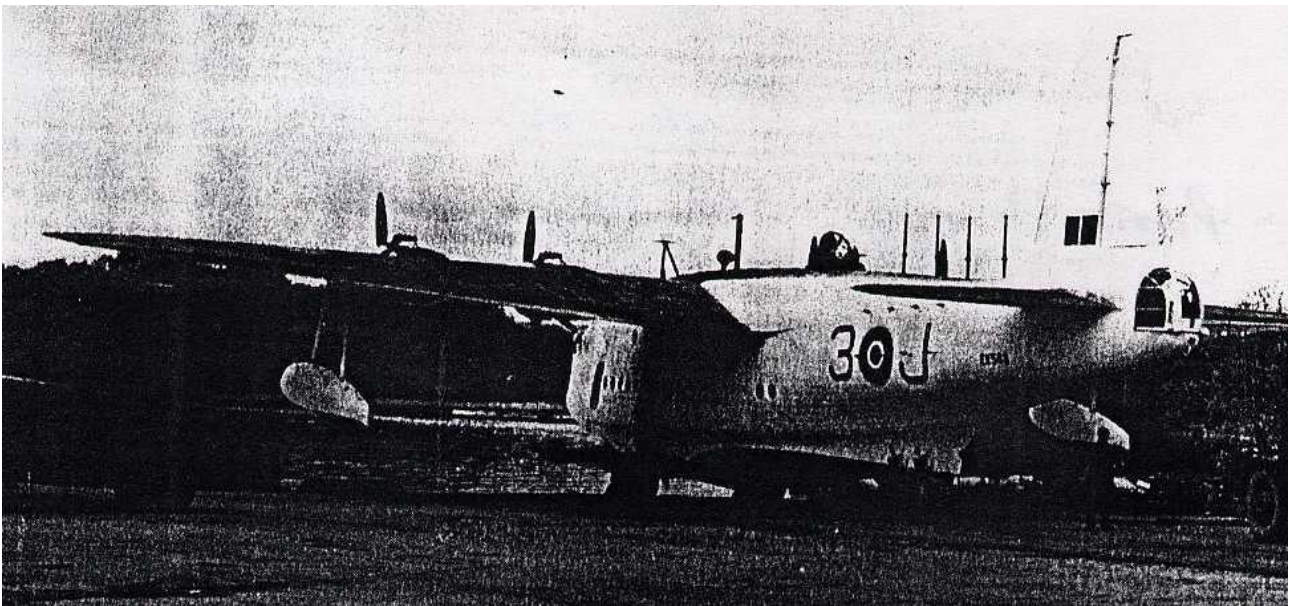
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Note in 1943 they used the prefix no. 2 in keeping with Coastal Command units, but later DG was assigned.

No. 423 Squadron

Code AB & YI



Formed in May 1942 also as a flying boat unit for Coastal Commands No. 15 Group at Oban (Scotland), Sunderland IIIs were taken on charge and work up was slow. By November 1942 it was operational and moved to Lough Erne in Northern Ireland for patrols over the Western Approaches. Convoy patrols and U-boat searches were the order of the day. From February 1943 detachments were sent to Pembroke Dock for operations over the Bay of Biscay against U-boats. During 1944 they covered a wide range of patrols and convoy cover, from the Atlantic to Iceland and Norway from the Irish base right up to the wars end.

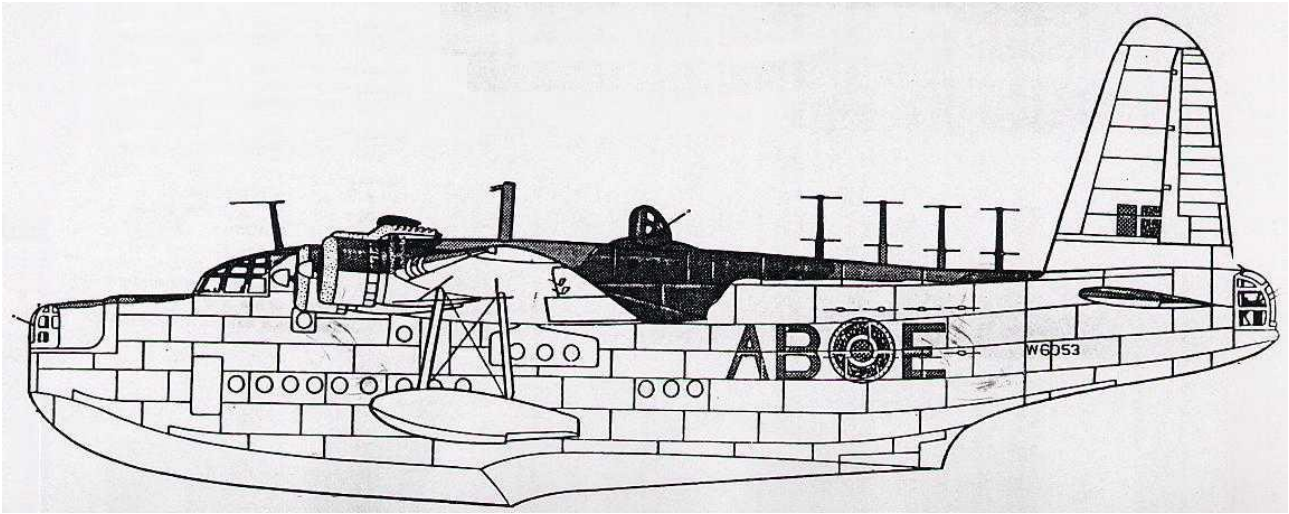
Note 1: Unit was credited with 5 U-boats sunk

Note 2: In 1943 the prefix no. 3 was used, prior to this AB and from mid 1944 the code YI.



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No. 430 Squadron

Codes None/G9

Formed as an Army Co-op unit in January 1943 at Hartfordbridge, using Tomahawks for work up, they became operational in May 1943 with Mustangs. No code letters were used. They flew intruder missions over France and later patrols from bases centred on Gatwick against low flying FW-190 hit and run raiders. Taking part in the Tac-Recon role pre-invasion and afterwards on the continent with 39 Wing Recon of the 2nd TAF. From November 1944 Spitfire FR.XIVs were used till the end of the war, these used the code G9.



Alan