



# "STICKY FINGERS"

## IPMS HORNCHURCH - NEWSLETTER



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# "STICKY FINGERS"

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### Alan's "Annotations"

So, no sooner are we recovering from Bob's Brainstorming Bunfight, or Plumridges's Package of Perplexing Puzzles than here we are in a new year and I hope it is going to be a happy one for you all. Did that rather jolly fellow in the red suit bring you any nice surprises this year? Probably Mr. Visa and Mr. MasterCard will have some nasty ones ready to deliver in the next few weeks.

Well the show scene kicks off in February with **Milton Keynes Show on the 4<sup>th</sup>**. We have 12 feet for this one, so I will be checking the numbers who are going tonight. A few bits of information: -

- We have 12' Single Depth.
- Table Ref. Is B19
- Club & Trader Setting Up is 07.30 to 09.30
- Show opens 10.00
- Show Closes 17.00
- Copies of maps will be on the table tonight

As ever if the table is jam packed and a fellow member should turn up late be sure to give him/them some space to display and a chair to rest their weary bones.

On to March and of course **Southern Expo, 17<sup>th</sup> & 18<sup>th</sup>** the club and John Hone will be there.

In addition I have asked for 12 feet for the **Shropshire Scale Modellers Show 1<sup>st</sup> April** and the same for the club and John Hone at **The Fort Full of Models 1<sup>st</sup> July**.

If there are any other shows that you feel the club should be attending please let me know and I will contact the organisers.

Which just leaves me to say the best of luck to the competitors in tonight's miscellaneous competition. And just one thought, isn't it funny that decals prefer to wrap themselves round your finger rather stick to the aircraft?

**Alan**

### Peter's "Prattlings"

#### ***Milton Keynes Show 4<sup>th</sup> February***

##### **Directions to the show**

Bletchley Leisure Centre is located in Bletchley Town Centre.

Follow signs for Milton Keynes South and then Central Bletchley.

Princes Way is at the southern end of the city grid road 'V7 Saxon Street'.

It is planned that to put up ModelKraft Signs from the M1 and A5



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Please note that the small car park outside the leisure centre is for short-term use only. Please unload your car and move it to the main car park on the other side of the road (this is a free car park)

Traders and exhibitors will be directed to the rear of the centre for unloading from 0730 to 0930. Space is limited so you are asked to unload promptly and then move your vehicles to the car parking spaces.

There are four entrances to the hall from the rear and you will be sent joining instructions which will direct you to unload at the entrance nearest to your stand position.

There are several car parks in the vicinity of the centre for general parking. Please do not use the small car park in front of the main entrance to the centre as this is used by visitors to the health club and other centre visitors.

Within the centre is a small snack bar and a bar selling more serious refreshments.

Please also note that there is no smoking anywhere inside the centre.

### **Sale of kits**

In order to comply with the safety policy, Milton Keynes Scale Model Club asks that surplus kits, books and accessories from club tables are sold from a list displayed on the table with the items kept behind the table.

Any club infringing this policy will be asked to remove items encroaching on the gangways immediately.

### **General Notes**

Milton Keynes Scale Model Club must point out that all traders and clubs are advised to read the centres health & safety notices and that neither the centre or the club can accept any responsibility for loss or damages from the hall or vehicles parked outside.

### ***New Tamiya Ferrari F-1 2000***

TAM20048

1/20 Ferrari F-1 2000

YEN PRICE 2400



This item is an injection-plastic racing car model kit. It requires both cement and painting to complete or use. 22.20cm long when completed.

It is obvious that this care is appreciated by both the fans and the engineers at Tamiya who have pulled out all the stops. The attention to detail in this kit is incredible. Fully detailed cockpit. Removable panels front and rear. FULL engine detail. Beautiful soft rubber tires with



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manufacturers data already printed in perfect white lettering. Metal press-ons to simulate the different metal finishes in the suspension and other areas. Painting and marking guide for doing either M. Schumacher's car 3 or Rubens Barrichello's car 4 as they appeared at the French Grand Prix in 2000.



*Review of New Tamiya Famo & Trailer - By Brett Green of [www.Hyperscale.com](http://www.Hyperscale.com)*



### Summary

Catalogue Number:	35246
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Scale:	1/35
Contents and Media:	18 tan coloured sprues; 3 brown sprues with 96 two-part track links; 13 soft rubber hollow tyres; 21 vinyl poly caps; 2 sheets of stamped acetate with windscreen parts; 1 length of nylon string; screws; Philips head screwdriver; 8 x steering linkage rods; 1 x sheet white styrene; 2 x steel bars; 1 small decal sheet.
Price:	¥11,000
Review Type:	First Look (in-box)
Advantages:	Spectacular subject; high quality moulding; many workable features and options; solid construction; twelve figures included; engine supplied for display in-vehicle or separately; unlimited diorama potential.
Disadvantages:	A few very shallow ejector pin circles; expensive.
Recommendation:	Highly Recommended to experienced military modellers

### Introduction

Tamiya have clearly decided to reward 1/35 scale modellers with a spectacular release every Christmas. In 1998 we saw the extraordinary Dragon Wagon. The gorgeous FAMO kit was released in December 1999. Now, late December 2000 ushers in the most imposing of all - the FAMO half-track with Sd.Ah.116 trailer.

This new combination includes the unaltered FAMO kit plus parts to build the 22 tonne trailer. The trailer could be seen as several kits in its own right, with the steerable rear cab being detachable from the central platform.

The FAMO and trailer combined are 640 mm long - the biggest 1/35 scale military kit ever offered by Tamiya. To place the size into context, it is a full 50 mm longer than even the huge Dragon Wagon and its trailer.

Let's start with a recap of the FAMO half-track review from 1999. ([Click here to skip to the trailer description and images](#))

### First Look

FAMO is an abbreviation for "Fahrzeug und Motorenbau GmbH", the manufacturer of this massive tractor.

The 18 ton Famo was used for towing artillery, troop transport and armoured vehicle recovery. Despite its substantial power, recovery of Tiger or Panther tanks required three Famos linked with tow cables to handle the massive bulk of the big Panzers.

The versatile vehicle was frequently used for transporting medium tanks in combination with the 22-ton Sd.Ah.116 trailer. A wrecker version with a six-ton crane, the Sd.Kfz.9/1, was also produced.

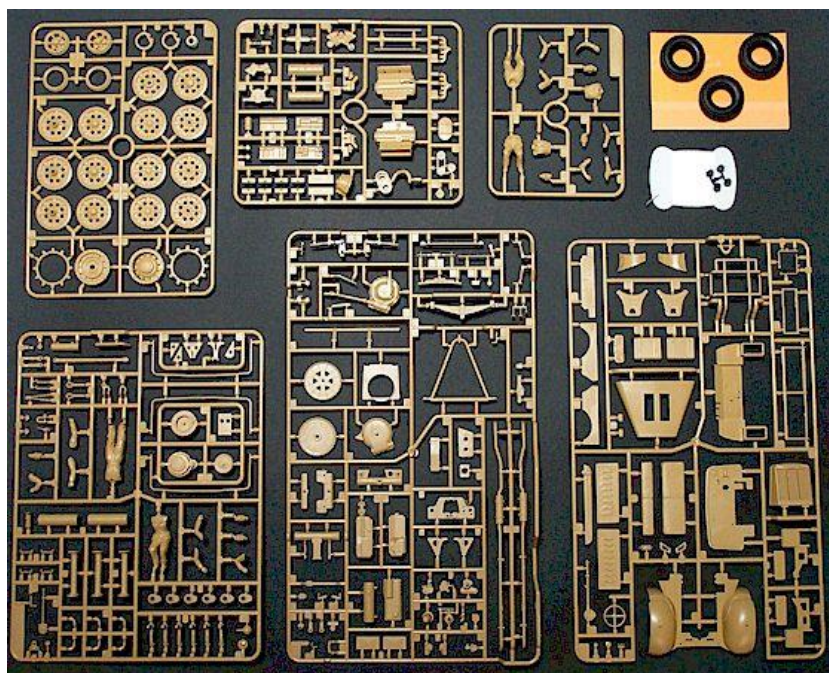
At first glance the outline and layout of this vehicle is very similar to its smaller cousins, including the Sd.Kfz.7. The overlapping roadwheels and padded tracks bear more than a passing likeness to the armoured Sd.Kfz.250 and 251 series too.

Despite this family resemblance, the Famo has roadwheels bigger than those of a Tiger or Panther; tracks wider than a Panzer III/IV link and tyres comparable to the size of the big wheels on the Dragon Wagon.



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Tamiya's Famo is a multi-media kit. The FAMO half track comprises 11 tan coloured sprues, 3 brown sprues with 96 two-part track links, 3 soft rubber hollow tyres, 8 vinyl poly caps, 1 sheet of stamped acetate with three windscreen parts, 1 length of nylon string and 1 small decal sheet. Moulding is as good as one would expect from Tamiya. All detail is crisp and no sink marks are present anywhere on the kit. A few very shallow (almost invisible) ejector pin circles appear on the inside surface of some panels and doors, but these will be ignored by all but the most fastidious modeller. Tamiya continue to get the most out of injection moulding technology. The pressed vents on the side engine covers particularly impressed me - the vents are moulded open. Surface texture on the seats is very restrained but convincing.

The model is feature-rich. Here are some of the goodies included:

The front wheels, steering, drive sprockets and track links are all workable. Don't expect to drive this model around your lounge room floor though - the roadwheels don't rotate.

Suspension arms may be positioned to take advantage of the workable track.

Access panels can be left off to reveal engine detail, or the engine can be displayed separately on two blocks (also supplied in the kit)

The winch and coupler are workable. String is supplied to represent tow-cable.

The windshield is movable, and the driver's windscreen panel may be positioned according to the modeller's preference.

Cooling doors on the top of the engine bonnet may be positioned.

Support hoops for the tarp are supplied as separate parts and may be depicted raised or stowed. The cover itself is not supplied, but the instructions suggest using tissue paper.

Tool access doors may be positioned open, and tool trays are supplied.

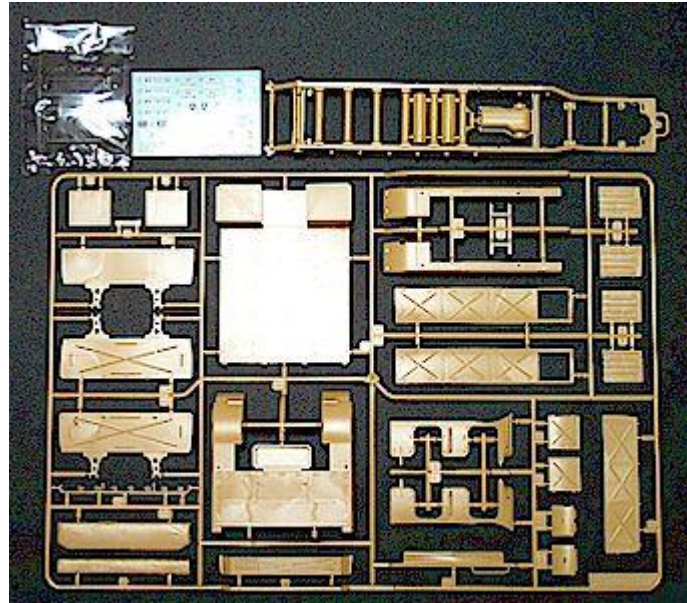
A workable two-bar is included, as are spare towing eyes and string for cable.

8 soldier figures are included. Although they share common sprues, additional heads and arms will help create a variety of poses.



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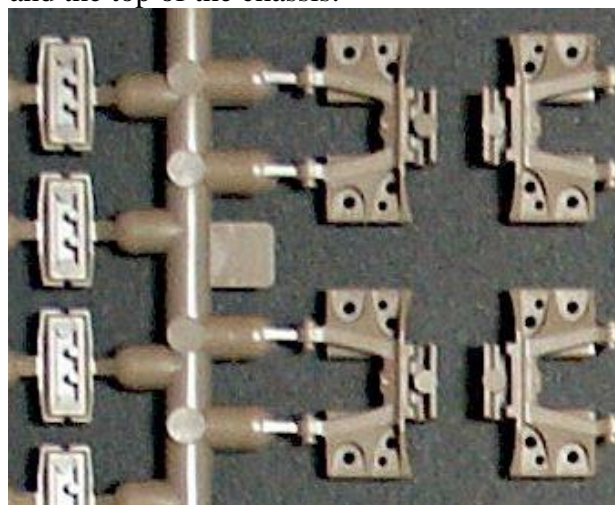


A Maybach HL108 engine is included. It is nicely detailed but will benefit from a little extra wiring detail.

The chassis is supplied in one piece. Extra details such as torsion bar covers and transmission are provided as separate assemblies. Roadwheels are crisply detailed but are glued direct to the positionable suspension arms. The front suspension is solidly engineered and well detailed.

The soft rubber tyres look great - they even smell good! The seam is much less prominent on the tyres in this version. These soft rubber will fittingly convey the impression of 18 tons resting over the big wheels.

The winch is another simple but effective workable feature. The workability extends all the way back to the rotating coupler at the back of the truck. I will be securing my winch though, because I can't see any easy way to retract the towrope after it has been extended. The winch drum is securely trapped between the body and the top of the chassis.



Track links are moulded in a murky brown plastic similar to Model Kasten's after market tracks. The small number of links per side (46); and the large manageable size of each link will encourage modellers' who hate individual track links. Each link is secured to its neighbour with a separate track pad. With care, the whole track run should be workable.





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The punched-acetate windscreen will ensure a scale appearance for this prominent feature. The driver's section may be positioned open, and the entire assembly works on its hinge.

The 8 supplied figures are pretty good. Displaying the figures on the vehicle will give a good impression of the sheer bulk of the Famo. The extra arms and heads will help create the perception of individuality, but a small investment in some after-market heads and arms will go a long way.

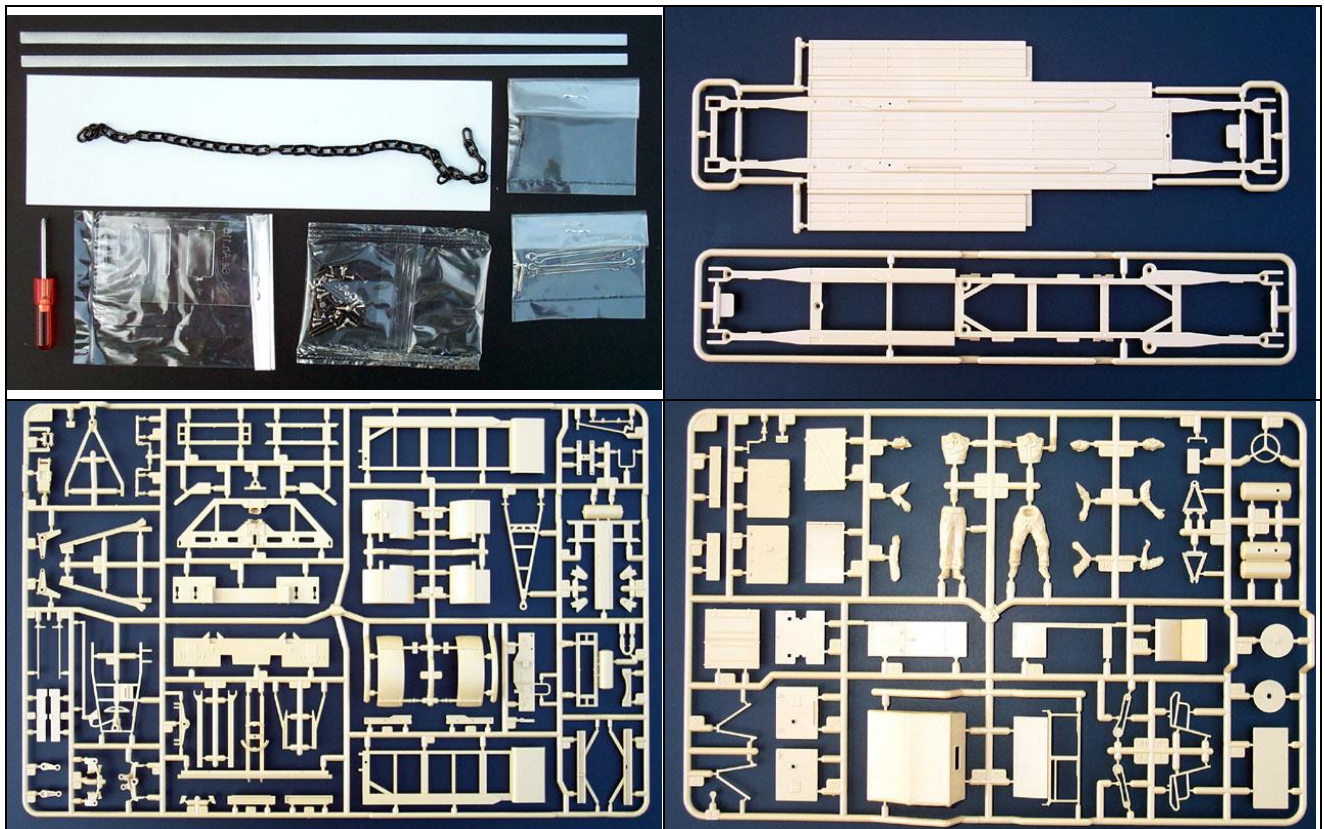
A workable tow bar may be used to attach the Famo to almost any German vehicle, although in this case it will probably be stowed in the rear of the half-track. Take care not to lose the small locking pins though. The instruction sheet includes a series of diagrams illustrating connection of the tow bar to different vehicles.

Small details are well done. Pedals and shift levers are all supplied as separate parts. Pioneer tools are nice. They will look familiar to anyone who has built a recent Tamiya German tank.

### Sd.Ah.116 Trailer

The Sd.Ah.116 trailer is very long due to its multiple components. The overall length of the half track and trailer required a separate steering mechanism for the rear of the trailer. This section detached from the platform for loading vehicles.

The trailer adds 7 new sprues plus large parts for the lower chassis and loading platform. A number of multi-media components are also added including two steel reinforcing bars, a stout chain, a number of screws and even a plain sheet of Evergreen plastic sheet. A nice touch is the inclusion of a tiny Philips head screwdriver (shades of IKEA!). All of the parts are up to Tamiya's best standards of moulding.

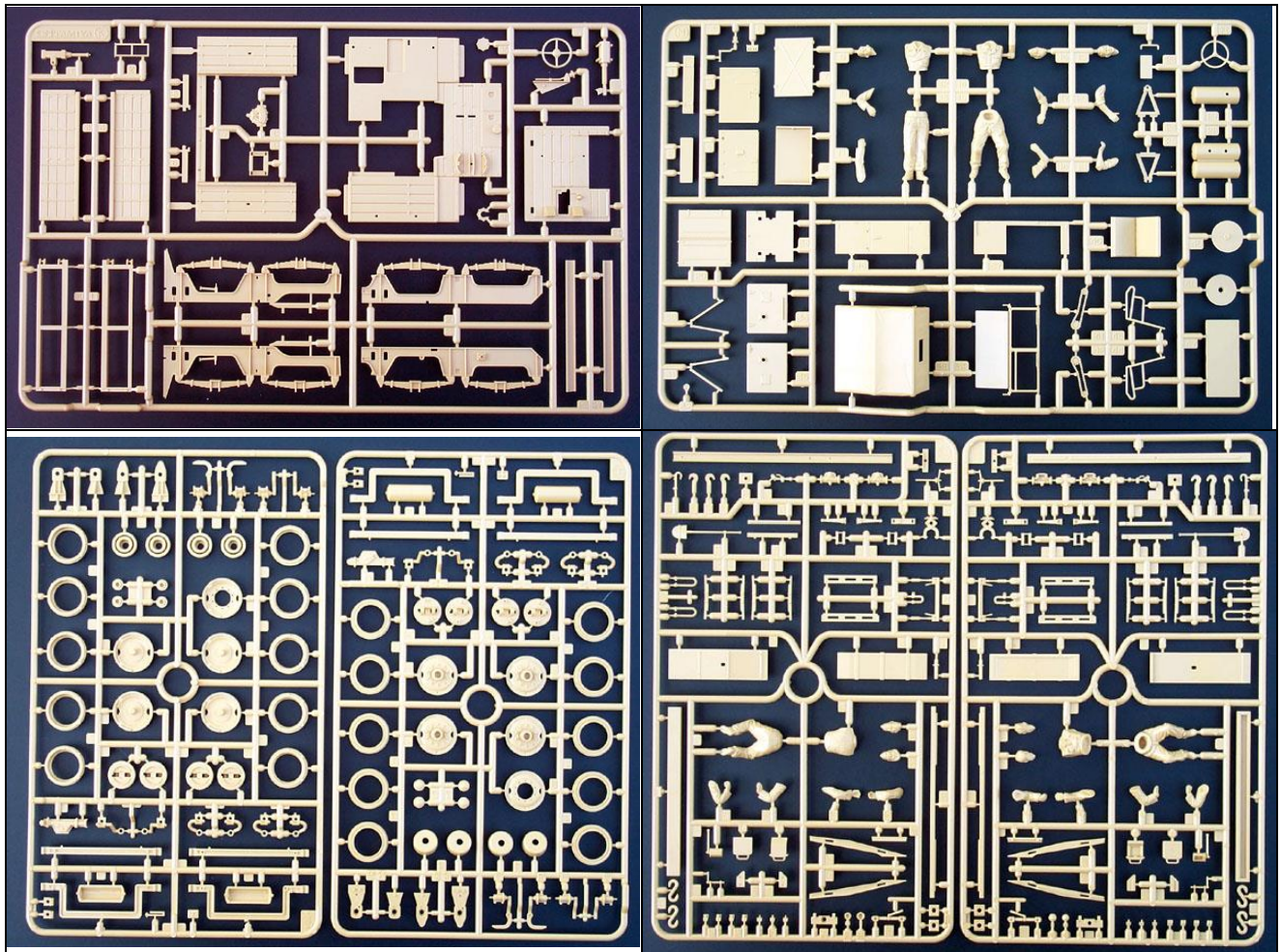






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The engineering is somewhat different on the trailer compared to the half-track. The FAMO half-track is a fairly conventional plastic kit. The trailer requires certain critical structural features to be screwed into place. This also permits disassembly of major components is required - handy for multiple display options.

Another clever touch is the inclusion of metal steering linkages to permit the trailer wheels to turn in unison. This feature applies to the trailer's front bogies wheels that are automatically steered by the towbar; and the rear bogie under the control of the controller in the cab.

The steering cab is a nice little model in its own right. It is slightly surprising, however, that the cab door is moulded shut, and that the tilt is supplied only in the "up" position.

Four attractive new figures are added to the existing eight crew. The new figures may be draped in various poses on the trailer and/or the loaded vehicle.

Details including skids, wheel chocks, ramps and hardware for securing the loaded vehicle have not been forgotten either. The configuration of the platform can be easily changed by raising side ramps to accommodate longer or larger vehicles.

Instructions are broken into 57 illustrated steps. The 36-page booklet includes interesting background information and towing information but does not include the usual sprue arrangement diagram. Three marking options are supplied, including two from StuG. Brigades. Placard decals are also provided for the inside of the tool access doors.



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### Conclusion

This is an incredibly impressive kit. It will dwarf its loaded Panzer III, IV or StuG. III. The quality of moulding and detail is first rate. The potential for display is almost unlimited. Having said that, at 11,000 Yen it is an expensive kit, costing even more than the Dragon Wagon. The addition of the trailer probably makes it most appropriate for the experienced modeller. Nevertheless, my opinion is that it still represents good value as a "jewel in the crown" for experienced armour modellers.

### Tamiya Web Site Information

See each vehicle mounted on the trailer.

PzKpfw III Aust L



PzKpfw IV Aust H



Sturmgeschutz III Ausf G Early Version



German Self Propelled AA Gun Möbelwagen



German Steyr Type 500A/01



1/35 Military Miniature Series No.246 (ITEM 35246)

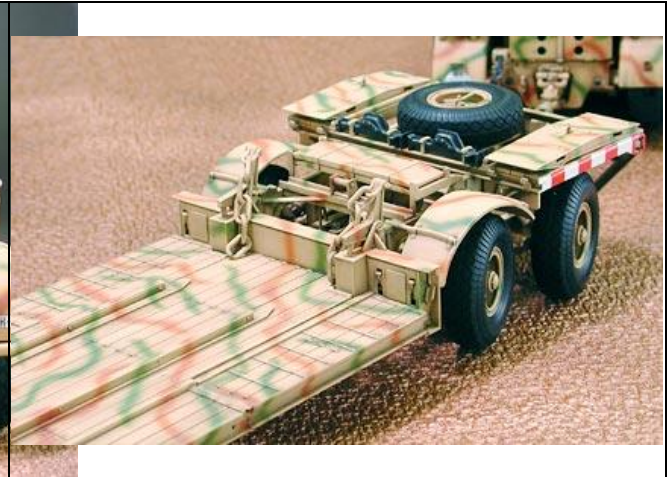




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German 18 Ton Heavy Half-Track Famo and Tank Transporter Sd.Ah.116







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Out-stretching even the 1/35 U.S. 40 Ton Tank Transporter DRAGON WAGON (ITEM 35230), this kit is impressive in both size and intricacy of detail. Tamiya invites you to enjoy both mammoth vehicles and compare how WWII Germany and the U.S. tackled the dire need of tank recovery and repair!

### How Tanks Were Loaded

The trailer of the Tank Transporter Sd.Ah.116 was suspended between two bogies, the rear of which was equipped with a separate steering mechanism. This model offers a great insight into the construction and operation of German's giant beast-of-burden.

1. Without load



2. Loading platform is detached and lowered down from rear bogie



3. Tank is loaded directly onto lowered platform.



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4. Platform is raised up and reconnected to rear bogie



### About the German 18 Ton Heavy Half-Track Famo and Tank Transporter Sd.Ah.116

As World War II progressed, the vehicles used on the battlefields became larger and larger. When these mammoth machines broke down or became damaged, the task of bringing them back from the front lines was not an easy one. This need was especially felt by the German Wehrmacht, who were fighting on a wide range of battlegrounds: from the scorching desert of N. Africa to the railroad lacking plains of Russia. Bringing damaged vehicles back from these difficult conditions was indispensable to replenishing fighting strength to the army. The German 18 Ton Heavy Half-Track "FAMO" and Tank Transporter Sd.Ah.116 was one of the vehicles that contributed to this task. Including all variations, over 2500 18ton half-tracks were produced by the end of the WWII. One of the major types was the tank recovery half-track, which was a mighty towing vehicle equipped with two rows of seats and a flatbed in back for the storage of equipment such as a draw-bar and spare wire rope. Tool storage compartments were found on each of the outer sides of the flatbed. In addition, the underside of a vehicle was equipped with a winch. Its powerplant was a Maybach HL 108 12-cylinder engine, which put out 270hp. Tank transporting was conducted by either direct towing with a draw bar, or by loading the tank atop a massive trailer. Officially known as "Sd.Ah.116", the Type 116 Trailer connected with the 18ton heavy half track, which allowed for the transportation of 22-23 ton class tanks such as the Pz.Kpfw.III, Pz.Kpfw.IV and other heavy artillery.

### About Tamiya's Rendition

After the impressive debut of the FAMO kit, Tamiya began to receive many requests for variations. Among the several types of FAMO to appear during WWII, the most frequently requested was the Sd.Ah.116 trailer-towing version.

Stretching over 640mm, Tamiya's new beast-of-burden is 50mm longer than the Dragon Wagon and is the longest kit in the MM series.

The massive trailer unit consists of both the front and the rear wheeled pieces on either ends of the long platform piece.

Real rubber tires for heightened realism.



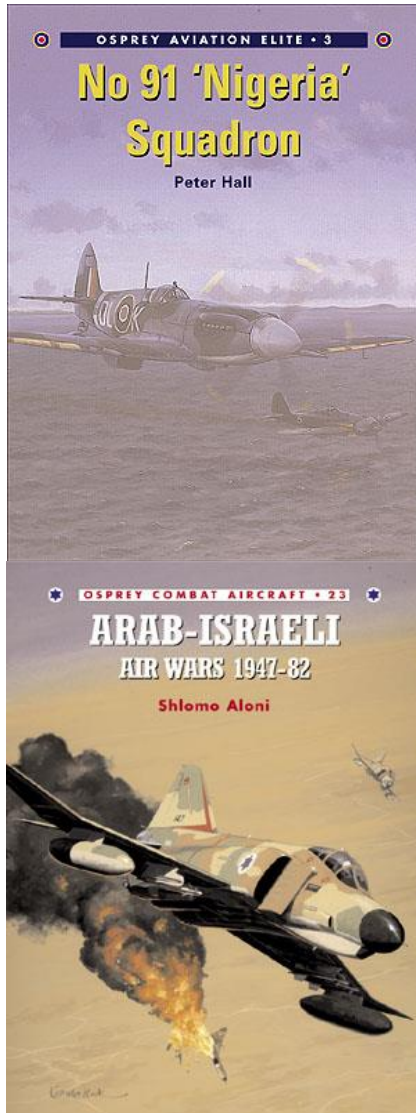
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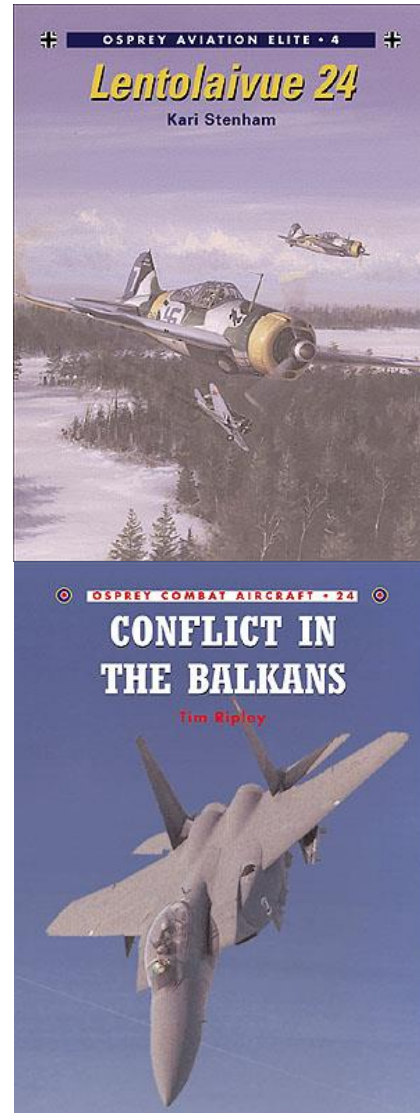
This kit features ample metal and metal plated parts for various accessory pieces such as a chain for fixing the tank in tow to the platform.

This kit brings back the eight figures of four poses included in the original "FAMO" kit, plus four all new figures of three poses acting out a tank loading scene at the rear of the trailer.

### ***New Osprey Books Later This Year***



**Peter**







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### Wrighty's References

#### ***Part 3 - Later Arrivals***

The following squadrons arrived in 1944 and their brief history and lineage follows.

#### No. 435 Squadron

Formed as a transport unit in August 1944 for SEAC with Dakotas it supported the 14<sup>th</sup> Army. It only returned to England after the war and therefore forms no part of this story.

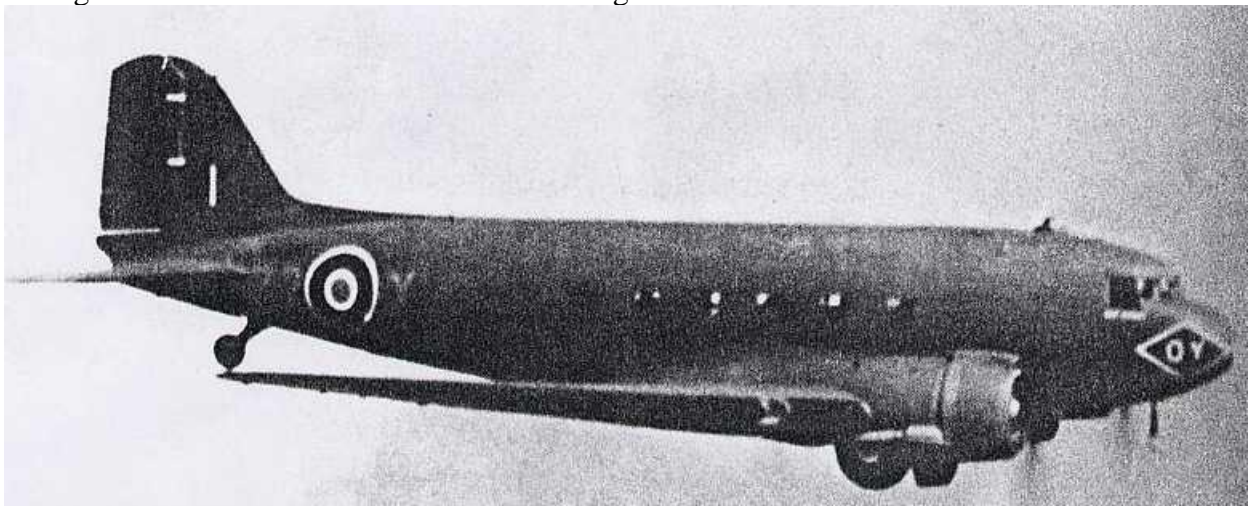
#### No. 436 Squadron

Also formed as a transport unit in August 1944 for SEAC with Dakotas as above.



#### No. 437 Squadron

Formed in September 1944 at Blakehill Farm (England) with Dakotas, took part in the "Arnhem" operation towing gliders. Many transportation tasks to backup the invasion forces were carried out from Southern England to France and the continent. Finally reverting to glider towing on the Rhine crossing at the wars end. A final task was to bring home PoWs.



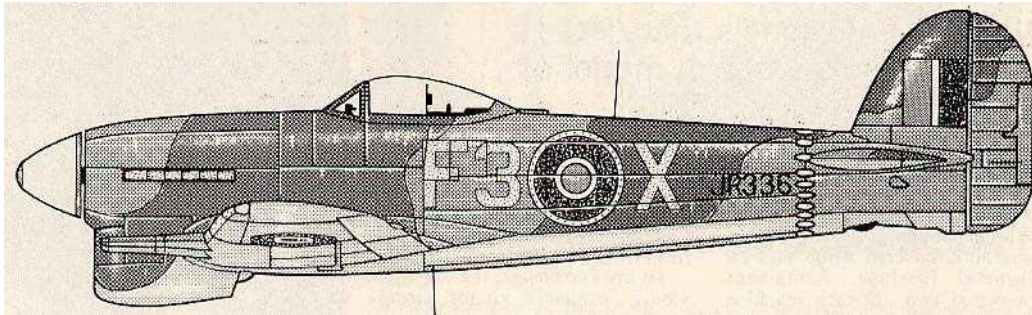


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No. 438 Squadron "Cougar"

Code F3

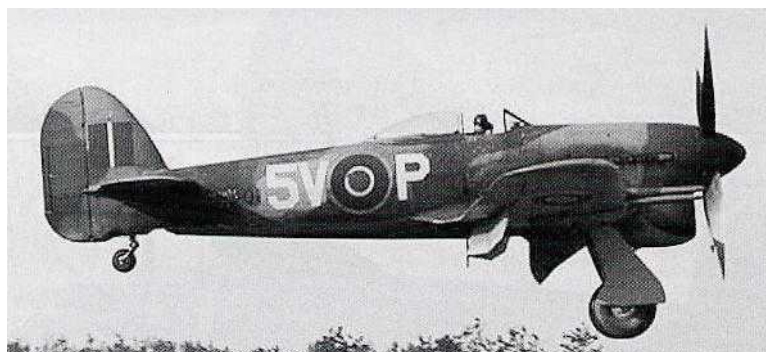


This unit was formed in November 1943, when the home based No. 118 RCAF Squadron came to the UK and was renumbered 438 Squadron. Its first aircraft were Hurricane IVs (rocket Projectiles) for training in this war. Later in Typhoon Is they carried out bombing also. As part of pre-invasion and later on the continent with the 2<sup>nd</sup> TAFs 83 Group following through in support of ground forces until May 1945.



No. 439 Squadron "Sabre Tooth Tiger"

Code 5V



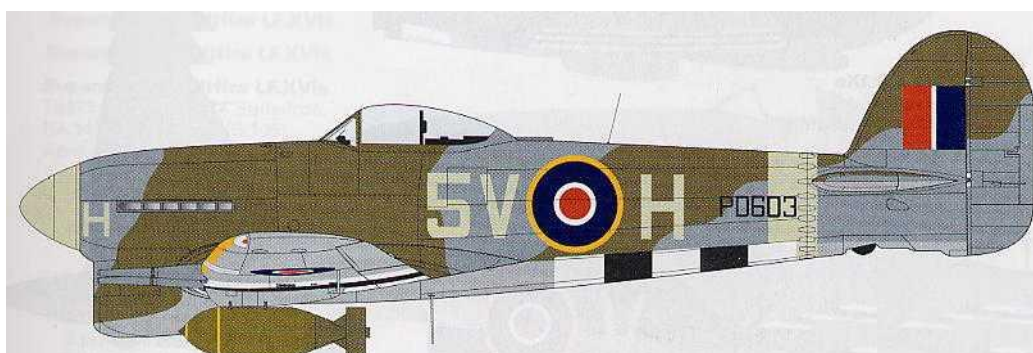




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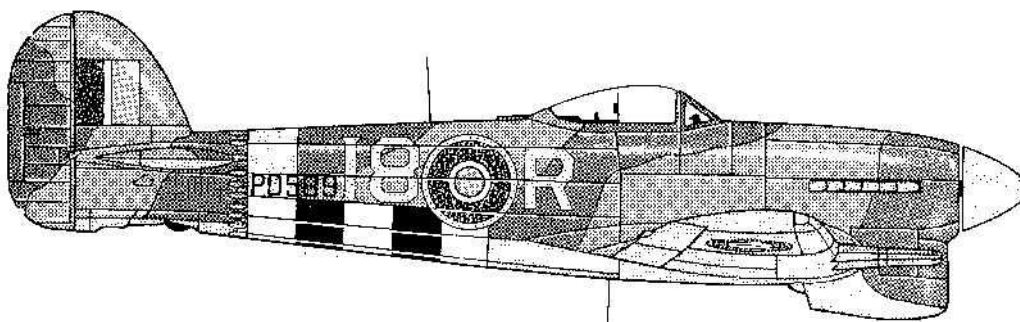
This unit formed from RCAF personnel in January 1944 also using Hurricane IVs, it joined with 438 and 440 to form a Typhoon wing for the 2<sup>nd</sup> TAF, soon operating from Hurn (Bournemouth). With the wing they were used as fighter bombers and rocket raiders with the 2<sup>nd</sup> TAF as above.



### No. 440 Squadron "Bat"

Code I8

Formed in January 1944 at Bournemouth, this unit was previously No. 111 RCAF a home based unit, as with 438/9 they started with Hurricane IVs and graduated on Typhoons, forming a Wing for the 2<sup>nd</sup> TAF (no. 143 Wing). Pre-invasion and 2<sup>nd</sup> TAF on the continent with the Wing, they see out the war.







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### No. 441 Squadron "Panther"

Code 9G

Formed in January 1944 at Digby, when the home based RCAF 123 Squadron arrived and was renumbered 441 Squadron. After work-up it was issued with Mk IX Spitfires and moved south for pre-invasion work from south coast airfields. Formed into a Canadian Wing with 442 & 443 Squadrons it moved to the continent with the 2<sup>nd</sup> TAF 83 Group. They made an earlier return than most in December 1944, when they went to Scotland for defence of Scapa Flow, they were in the process of re-equipping with Mustangs when the war ended.



### No. 442 Squadron

Code Y2

Also formed at Digby, this was the former No. 14 RCAF Squadron, renamed as 442 Squadron in February 1944. Issued Spitfire IXs after work-up, moved to the south, as did 441 Squadron. Joined up with 441/443 to form a wing and went continental with the 2<sup>nd</sup> TAF. Returning in April 1945 to England (Hudson), they began conversion to Mustang IVs and escorted Lancasters on day raids until the end of the war.

### No. 443 Squadron "Hornet"

Code 2I



Third squadron formed at Digby in February 1944, this was the former No. 127 RCAF home based unit, joining 441/442 Squadrons in forming a Wing, received their Spitfire IXs and moved to the continent as part of 2<sup>nd</sup> TAF. Also returned to England in December 1944 at Barnwell, where they got Mk XIV Spitfires. In their case it was a return to the continent until the wars end.



# "STICKY FINGERS"

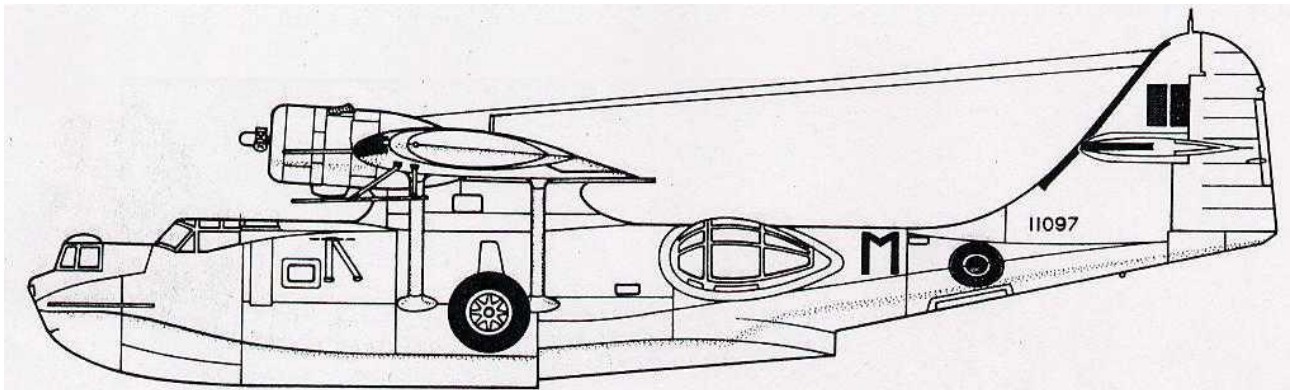
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Note.

A fully restored, flying condition Mk IX Spitfire, coded 2I-T of this unit serial MK417 is part of the Duxford collection, it has been around for quite a while and maybe the mystery of the "2I" Spitfire is now explained by its 2I coding.

### No. 162 RCAF Squadron

Codes GK



There always seems to be one who bucks the trend and 162 seems to have done this in not being allocated a 400 series Squadron number. However when one looks at their record of service, it seems there was good reason. Formed in October 1942 in Canada as a home based unit with Consolidated "Canso" (Catalinas) and operating off the Canadian coast over the Atlantic, they are not part of this story, even when in December 1942 they moved to Iceland. During all of 1943 and early 1944 they worked from Reykjavik with Coastal Command.

It was only in the spring of 1944 when they started operating from Wick and Tain in Scotland, that they should have been given a 400 No. but by then the die was cast. It was from here that they started to make their mark, sinking U-477, U-715 and U-1225 all in June 1944. In the final incident the pilot was awarded the Victoria Cross (posthumously). By now no doubt any change would have been deemed unlucky. Using Wick & Reykjavik as bases they finished the war in a quieter fashion than June 1944, improved "Cansos" being introduced as they served with No 18 Group Coastal, they finally returned to Canada in June 1945.

### Getting it Right (A Mystery Solved)

Writing articles for this column brings with it a certain responsibility and that is that all details are as correct as possible. So to satisfy this need it's doubly difficult for two reasons. The first is that you the readers are all experts in your own field (e.g. Luftwaffe) and any obvious errors would soon be jumped on. The second is that in bringing references that are not available elsewhere (e.g. Army Co-op Squadrons) finding full and exact details is sometimes very difficult. Up to now I am 99% confident of what I have written is accurate, in fact I have only had one query and that was on what kits were available, not the content of the article.

This brings me to the point, when doing the RCAF Story, I knew No. 162 RCAF Squadron served with Coastal (Note 162 RAF Squadron was a bomber unit), yet why did it not get a 400 number? It was not included in Squadron histories and didn't appear on Coastal orders of battle. So rather than



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leave it out I've included it, with a possible explanation of how it may have come to the UK and based the test around the Victoria Cross story as follows: -

*"During June 1944 one Canadian pilot was awarded the Victoria Cross for sinking U-1225, he however died, after being shot down in aircraft "F", of exposure to the elements before rescue arrived."*

The a few days after passing the draft story to Peter for typing etc, as is the way, I was looking for something else when I came across an article from the 1970's regarding RCAF Home based units. Lo and behold the 162 story, which you can read in this months Sticky Fingers. So for the record, the club records are accurate and complete.

**Alan**