



"STICKY FINGERS"

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Alan's "Annotations"

So, the last meeting of 2001, and the New Year beckons, let's hope that 2002 is better than 2001 in some cases. We do not need a repeat of what happened in New York and maybe there will be some hopeful signs elsewhere in the world. I would like to take this opportunity to wish all of you and your families the very best of the season and all my best wishes for the New Year. Thank you for making this club a success, I always look forward to the third Monday in the month, and by the fact that so many of you come back each month we are doing something right.

Tonight we have John Bennett's film of this year's Southern Expo plus some other videos that might well prove to be interesting. The Assistant Secretary has put together a quiz for our "delight" to help us digest the mince pies and sausage rolls.

The preparations for the first Hornchurch Show at Dagenham are proceeding well. The hall has been measured and we should have a scale drawing to work from soon. We still have to check with the school regarding the health and safety aspects relating to how many tables can be used in the hall. Peter Bagshaw is putting together some advertising and we should have some more information ready for the January meeting.

Moving on to the New Year, Tony Hall is keen to give us another slide show featuring naval and aircraft carrier based subjects, Kevin Nunn from Brigade would like to come back to talk to us about the modelling business from his side of the counter. Plus I think we have some more members willing to give various talks, so it looks like another busy year.

Have a great Christmas and I hope Santa remembers to treat himself!

Alan

Peter's "Prattlings"

Tonight's quiz is partly based on the small quizzes that Ricky has contributed to Sticky Fingers over the years; I know you all avidly read the production from front to back, so I'm expecting some high scores tonight.

There isn't that much more to say for the moment except to wish everyone from the club a Merry Christmas and a Happy New Year and may all your troubles be modelling ones.

Peter



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Ricky's "Ramblings"

Actual Business Signs

On an Electrician's truck: "Let us remove your shorts."

Outside a Radiator Repair Shop: "Best place in town to take a leak."

On Maternity Room door: "Push, Push, Push."

On a Front Door: "Everyone on the premises is a vegetarian except the dog."

At an Optometrist's Office: "If you don't see what you're looking for, you've come to the right place."

On a Taxidermist's window: "We really know our stuff."

On a Butcher's window: "Let me meat your needs."

On another Butcher's window: "Pleased to meat you."

At a Used Car Lot: "Second Hand cars in first crash condition."

On a fence: "Salesmen welcome. Dog food is expensive."

At a Car Dealership: "The best way to get back on your feet - miss a car payment."

Caribou With a Twist: DHC-4T Turbo Caribou

Aircraft History

Originally designed and built in the late 1950's/early 1960's, de Havilland's DHC-4 Caribou has always fulfilled a unique niche in the air transport market by providing airlift capabilities into short, unprepared airstrips. In this role, the Caribou has performed invaluable service for various air forces around the world, all of which have taken advantage of the short field capabilities of this unique aircraft. Major operators of this aircraft have included the Royal Australian Air Force, U.S. Army (especially in Vietnam), Royal Canadian Air Force, and numerous air arms in Africa and Asia.

With a dwindling supply of engine spare parts affecting the serviceability and maintenance of this aircraft, operators began to relinquish the Caribou in favour of newer technology in turbine powered transports. Unfortunately, none of the newer aircraft could provide the same STOL abilities that the DHC-4 Caribou was capable of. This being the case, NewCal Aviation in New Jersey began to explore the possibilities of a turbine engine conversion for the DHC-4 Caribou in the late 1980's. Aero Consulting Services in Manitoba undertook initial engineering and conversion work. Two Pratt & Whitney Canada PT6A-67R engines each driving a 9.5' diameter 5 bladed Hartzell propeller, were chosen to replace the Pratt & Whitney R-2000 radial engines. The conversion prototype, registration No. N4OONC, was first flown in 1991, but was lost in a crash at Gimli in August 1992.

Work on a second prototype was resumed in 1995, with the work being carried on by Pen Turbo Aviation in New Jersey. Engineering support for the program was now provided by DECA Aviation based in Toronto. The second airplane, registration No. N6OONC (s/n 237; ex-Kenyan



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Air Force) was first flown in the summer of 1996. The basic design philosophy of the engine conversion was to provide as few changes to the airframe and its associated systems as possible. To that effect, the basic nacelle structure aft of the firewall was kept unchanged. From the firewall forward, a new nacelle housing the PT6A engine was installed. Because of the transition from the large frontal cross sectional area of the radial engine to the slim PT6A engine, a very bulbous looking nacelle resulted.

Aircraft performance can be improved by reducing the nacelle frontal area to reduce the drag of the installation. Apart from the obvious changes associated with the engine conversion, other changes have been kept to a minimum, as per the original design philosophy. In preparation for regaining the Caribou market, NewCal Aviation has already acquired many of the DHC-4 Caribou aircraft that have been retired due to engine spares shortages.

Model Description

Using the Hobbycraft Canada Caribou kit makes the conversion project a fairly straightforward task. The basic Caribou kit is built up as per the kit instructions.

The following changes are required to convert it to the turbine engine variant:

- a) New nacelles.
- b) New propellers.
- c) Modified landing gear doors (fixed closed).
- d) Making custom marking for the Pen Turbo and the DHC-4T Turbo Caribou logos.

a) A new master nacelle is carved from a block of Milliput epoxy, and fitted to the airplane in place of the kit nacelles. An RTV rubber mould was made from the master nacelle, and resin is used to cast 2 nacelles for the model. The nacelles are essentially identical (left and right) on the real aircraft; so one master is sufficient for this conversion. The master nacelle is fitted for both the left and right sides, as the kit nacelles are not exactly moulded the same from left to right. The new nacelles were then attached to the aircraft wing in place of the old nacelles, and blended in with filler.

b) New 5 bladed props are built up from scratch, using cut-down prop blades from the Paragon paddle props set for the Lancaster, and new spinners, after carving a master from acrylic rod. The prop blades are set into the spinner in a feathered position, as this is the normal position for the props on the PT6a engines when powered down.

c) The main landing gear doors are cut down and fixed in the closed position, as the real airplane now has fixed main gear doors.

d) The colour scheme for the aircraft posed some interesting challenges all on its own. The cheatlines were a metallic golden yellow colour on a burgundy base. The colour was more of a creamy yellow colour, and as such, makes the use of the normal bright yellow decal stripes impractical. This leaves little choice except to mask and paint these lines, much like the original aircraft was. After mixing the appropriate creamy yellow colour (FS x3697 is about the closest), the



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area of the cheatline is sprayed. The cheatlines are masked with thin strips of masking tape. Tamiya masking tape is the best to use as this tape provides a very thin, yet clean masking line.

The burgundy (Testors Model Master British Crimson) is then sprayed on, and the entire yellow/burgundy stripe is masked off using a liquid mask for ease of application. The main colour is metallic charcoal grey, and the best finish is obtained by a gunmetal colour metaliser mix overcoated with a clear gloss finish to give a metallic paint appearance. The various logos on this aircraft were distinctly unique and are not available on any commercially printed decal sheet and thus have to be painted or made up (the Pen Turbo logo can be scanned in from a business card, and the image cleaned up digitally). The model is completed by adding the usual details such as landing gear, wing fences, landing lights, and the ice visibility lights on the outboard side of the engine nacelles.

Trivia Question

Question: What German medal had a French inscription?

Answer: The Pour le Merite

This Prussian order was founded by Prince Frederick, in about 1667 as the "Order of Generosity", (later Frederick I of Prussia). It became the Order of Merit in 1740, and was granted for civil and military distinction by Frederick the Great. In 1810 it was made an award for military merit against an enemy in the field exclusively, but some thirty years later Frederick William IV added a civil class. In the Franco-Prussian War and World War I, the order was the highest reward for individual gallantry. It was not awarded after the defeat of Germany in 1918. It had a French inscription because of Prince Frederick's love of the French language. Jack Hunter immortalized the Pour le Merite in his novel The Blue Max.

Federal Aviation Regulations—Circa 1910

1. Don't take the machine into the air unless you are satisfied it will fly.
2. Never leave the ground with the motor leaking.
3. Don't turn sharp when taxiing. Instead, have someone lift the tail.
4. Never get out of the machine with the motor running until the pilot relieving you can reach the controls.
5. Pilots should carry hankies in a handy position too wipe off goggles.
6. Writing on the steps, wings, or tail of a machine is prohibited.
In case the engine fails on takeoff, land straight ahead regardless of obstacles.
8. No machine must taxi faster than a man can walk.
9. Do not trust altitude instruments.
10. If you see another machine near you, get out of the way.
11. Before you begin a landing glide, see that no machines are under you.
12. Hedge hopping will not be tolerated.
13. Pilots will not wear spurs while flying.
14. If an emergency occurs while flying, land as soon as you can.

Ricky



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Lee's "Jottings"

'Twas the night before Ramadan
As Osama, the louse
Was plotting with Omar;
His soon to be spouse.
The Taliban were nestled,
All snug in their caves
And they dreamt of young virgins
Who would soon be their slaves.
Out in the desert,
There arose such a clatter
They crept from their caves
To see what was the matter.
Not far in the distance
There came a strange sound.
Lo, and behold;
They saw a mushroom shaped cloud.
Before Osama evaporated
He knew it was true:
His ass had been kicked
By the Red, White and Blue.

Lee

Steve's "Soapbox"

Italeri 1/72nd F6F-3 Hellcat Review



I was in Hannants (Colindale) recently looking for a decal sheet for the Tamiya Swordfish when I spied this kit lying on the shelf. Not personally being aware that Italeri were doing a Hellcat (I must lead a sheltered life...) I was intrigued enough by the Fleet Air Arm version on the rear of the box to open the thing up and have a look.



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The Kit

Well, what a little gem lurked inside! My initial reaction to the plastic I could see was to purchase the kit (at a hefty £2.99!) for a better look at home, at that price I could hardly lose. My initial reaction was confirmed on closer inspection of the box's contents. The kit is moulded in the standard grey plastic for it's 57 solid parts plus 5 clear parts for canopy etc. The kit features beautifully recessed panel lines with some very nice detail on the ailerons, elevators and rudder. It's moulded in the conventional fashion for this type of a/c being split vertically along the fuselage with a one-piece lower wing and separate upper's.

The cockpit is adequate for this scale with decals for the side panels & instrument panel. A rather thickish seat with moulded on (quite finely done) seat belts and very delicate control column, quite adequate for this scale really unless you want to go overboard in this department.

The engine is moulded in 3 pieces and is very nicely done indeed; it is complimented by the cowling which features moulded open cowl flaps, a nice touch. The propeller is very well represented with a high level of detail for the scale.

The undercarriage legs are very nicely done and are complimented by commendably thin u/c doors. The wheels are also very well done but do not feature 'flats' on them which, given the level of detail on the kit, is a bit odd. Still nothing that 5 minutes with a sanding block won't cure.

The fuselage has flashed over windows for the -3 version and separate lower cowl flaps so I think (correct me if I'm wrong) that a -5 can also be built from the kit. The centre line fuel tank is another item that merits a mention, moulded in five separate pieces with some very delicate retention straps, a vast improvement on the tank that is supplied with the Academy kit. The crowning glory for this kit has to be the four piece flaps that are included; although they have one or two sink marks in them they are very welcome all the same!

The Clear Parts

The five transparent parts are the two-piece canopy, two side windows and a clear gunsight. The canopy looks as though it will fit in the open position but it's hard to tell until you actually try it. One minor gripe with the transparency regards the packing. Italeri are STILL packing their clear parts loose in the box (a flap at each end type by the way) although mine were unmarked it's not good practice to do this and it's about time all manufacturers packed these items separately.

There are three marking options included on the decal sheet. Naturally there are two from the US Navy; the obligatory shark mouthed VF-27 machine and another plainer version from VF-51. The Fleet Air Arm machine thoughtfully provided by Italeri is JV105. E*o from 800 Squadron in Extra Dark Sea Grey, Dark Slate Grey and Sky. The code letters are red outlined in white. Not having Ray Sturtivant's book 'Aircraft Of The FAA 39-45' (I'm still looking for a copy) I was unable to verify the accuracy of the markings although I have no reason to doubt their validity.



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Decals

The decals themselves are nicely printed by Zanchetti Buccinasco in Italy (where else?) and are nicely in register except for the large 'E', which has the white slightly off but nothing too noticeable. I would have preferred the white and red portions to have been separate, as this would have prevented this minor problem.

Conclusion

So, all in all another very nice little kit from Italeri, I would have been happy paying £5-6 for it and at just £2.99 it really is a steal. State of the art mouldings and a nicely printed decal sheet for just £3.00, almost too good to be true.

I will probably be buying a few more and finally using up that entire AeroMaster decal sheet! If you like 1/72nd Hellcat's then buy it, you just can't lose!

Steve

"The Aeromadler"

Memories of Old Type Model Shops, The Sweet Smell of Balsa, a Great British Hero and Kellogg's Corn Flakes!

On reading "Ricky's Ramblings" in Sticky Fingers June 2001 made me remember some of my own visits to Langleys in Norwich, my parents now live in Diss, which is only 17 miles down the road. So when I visit them I usually take them to Norwich and pop in to Langleys, although I only just learnt the name of the shop.

My first visit was in about 1965; I was at summer camp with the ATC at the time. We were based not too far down the road at RAF West Raynham, No's 1 and 42 Squadrons were based there flying English Electric Lightnings and Hawker Hunters. I think the Hunters were flown by No. 42 Sqn. But it was a long time ago and I do not remember for sure. At the time they were on night flying exercises so we did not get much sleep. One of the Lightnings was badly damaged by a bird strike and the nose was really badly dented. They also had an old Spitfire in one of the hangers, one with a bubble canopy, the mark of which escapes me though, and of course a de Havilland Chipmunk, which we got a chance to fly in.

Anyway as Ronnie Corbet would say (telling one of his shaggy dog stories) I digress, I remember buying a between the wars bomber at Langlays moulded in green plastic with really good artwork on the box. I think it was a Curtiss or maybe a Martin, but it was, I remember a twin engined biplane, smaller than 1/72nd scale, with yellow wings, olive fuselage and finished in the old type Army Airforce markings (I bet Bob P will be able to guess what it is) and went together very well.

Some time later I went to Langlays again and remember seeing all the old Renwell models of early flying machines series, the Boxkite, Avro biplane and the Wright biplane etc, all built up in the



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window and covered in their Aeroskin covering, which was like tissue paper, showing the airframe underneath, remember them?

About the same time they stocked the entire old Comet flying scale models from the States (the first place I ever saw them). Ah! The smell of the fresh balsa as you opened the box; you don't get that with a plastic kit. At the time the only part of the shop open to the public was downstairs and it did not stock toys, it was a "proper old type model shop". It would be great to have a TARDIS and travel back like the Doctor, imagine how many rare models you could buy at those old type prices and what subjects! Anyway if you are down that way, Langlays and the beautiful Royal Arcade are well worth a visit. (Ed, I was that way in October and can confirm these opinions). Check out the large range of Corgi diecast aircraft range going cheap at the moment.

Referring to Sticky Fingers April 2001, I must agree with Steve in "Steve's Soapbox", in which he talks about the insensitivity of the BBC team reporting the raising of Donald Campbell's Bluebird K.7 from Lake Conniston. I like Steve remember vividly the shock of watching the accident on the news when I came home from school; Campbell was a boyhood idol of mine also.

On a lighter note, does anyone remember the made for TV film some years later about Campbell and especially the last days before his tragic death. It starred Anthony Hopkins and portrayed him as quite a womaniser, driving around in a blue E-Type Jaguar, always skint and getting all his petrol paid for on the slate. He was quite a headstrong person and did things his way, never listening to advice from others, which as the film depicts is how he finally died. He was probably the last real peacetime British Hero and a "bloody good bloke". Does anyone remember this film, is it on video? Also does anyone remember the Bluebird model cars given away with Kellogg's Corn Flakes, there were about six I think, depicting all the cars used by Donald and his father. They clipped together, were all moulded in, you guessed it, blue plastic, with black wheel assemblies and were really nice models about the size of the old Matchbox series one models. I had a whole set, I wish I still had them, it's the old chestnut, "I wish I knew then,..", you know the rest.

Anyway thank you to Ricky and Steve for jogging the old memory.

And if my memory serves me right didn't Anthony Hopkins, who played Donald Campbell in that TV film, also play the part of Kellogg the man who invented corn flakes, who used to walk around in a white suit with a parrot on his shoulder. What a twist, small world isn't it?

The Aeromadler



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IPMS Hornchurch Annual Competition

November Miscellaneous Voting Results

Armour

Position	Entrant	Entry	Votes
1 st	Phil Worth	Tiger I	68
2 nd	Steve Hubbard	SdkFz 222	54
3 rd	Steve Hubbard	M49 Fuel Truck	50
4 th	Steve Smith	Panzer I	35
5 th	Kevin Curley	3" gun	33
	Steve Smith	Panzer II Lynx	29

Non-Armour

Position	Entrant	Entry	Votes
1 st	Ian Brown	Yamaha 500	75
2 nd	Brian Lay	Frankenstein	52
3 rd	Ian Brown	McLaren F1	45
4 th	Ron Newbold	Ford Model T	41
5 th	Brian Lay	The Thing	38
	John Gray	Robot from "Lost in Space"	28

IPMS Hornchurch Trophy (Miscellaneous) – Current Positions

Brian Lay	84
Ian Brown	82
Kevin Curley	61
Steve Hubbard	44
Steve Smith	44
John Hone	25
Phil Worth	25
Ron Newbold	24
Ricky Prager	5



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Events Schedule 2001/2002

Items **highlighted** are where IPMS Hornchurch have space booked.

Sunday January 13 th 2002	IPMS Bolton present 'Model Bonanza 2002' to be held at Ridgmont House, Horwich. Attractions include a 'Make & Take' competition for children sponsored by Revell, Club and Trade stands, Bar & Refreshments. Show open from 10.00am till 4.00pm, admission £1.00. Contact - David Swift Phone 01204 695375 or Richard Greenwood Phone 01204 699379 E-mail: ipms.bolton@talk21.com
Sunday February 3rd 2002	Milton Keynes ModelKraft, Bletchley Leisure Centre. Milton Keynes. Radio-controlled models, railways, boats etc. Many Clubs, Traders, Open Competition, etc. Contact: Show Manager, Phill Smith on 01908 505 988. E-mail: psmith6328@aol.com
Saturday 9 th February 2002	Fleet Air Arm Museum, Yeovilton
Sunday February 10 th 2002	IPMS Leeds present 'Yorkshire 2002' to be held at the Huddersfield Sports Centre, Southgate, Huddersfield. The largest one day show in the North. Show open from 1000 - 1700, 75+ exhibitors including Clubs, SIG's and Traders. Open Competition, Cafeteria, Bar and FREE Parking Contact - Mike Robson Phone 01484 350612 E-mail: michael.robson@ntlworld.com
Saturday 16th & Sunday 17th March 2002	Southern Expo – do I need to say more?
Sunday 7th April	Shropshire Scale Modellers, RAF Museum, Cosford.
Sunday April 28th 2002	IPMS Barnet wish to announce their annual model show in partnership with the Royal Air Force Museum, Hendon. Contact - Les Rawlins Phone 0208 207 4207 E-mail: kar.lesrr@btinternet.com
Saturday 18th May 2002	IPMS Hornchurch Model Show. Sydney Russell School, Parsloes Avenue, Dagenham, Essex, RM9 5QT.
Saturday June 1 st 2002	IPMS Salisbury present their annual model show to be held at the Wyvern College, Laverstock, Salisbury. Further details from the club secretary, Peter James. 'Lothlorien', 8 Llynton Avenue, Firsdawn, Salisbury, Wiltshire SP5 1SH Web site: http://dSPACE.dial.pipex.com/town/estate/nr49/smc
Sunday September 1 st 2002	IPMS Bampton annual show at St.Neots. Web Site: http://www.bamptonmodelclub.fsnet.co.uk



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Wrighty's References

The Downward Spiral: The Demise of the Jagdwaffe

Chapter 7. The Reich Defenders

J.G.3

This unit had previously served in the Battle of Britain, Russia and the Desert before returning to Germany. The I Gruppe in February 1943, II & III Gruppe in August 1943 and IV Gruppe in December 1943 returned and were formed into Home Defence units to oppose the B-17 raids in the winter of 1943/44, all at this time were equipped with the Me 109G-6.

By May 1944 they had 3 Gruppen of 109s with 90 aircraft and 1 Gruppe of FW-190s with 54 aircraft, all as part of the Luftflotte Reich. The IV Gruppe having recently converted to "Sturmbock" FW-190s and in so doing virtually became an independent Gruppe as part of the "Sturm Force", which will be dealt with elsewhere.

All JG.3 Gruppen went to France in June 1944 to meet the Allied D-Day invasion but returned in August and September to rebuild into 4 Staffel Gruppen under Geschwader Kommodore Major Heinz Bar.

Gruppe	Staffel & Colour			Gruppe	Staffel & Colour			
I	White 1	Black 2	Yellow 3	I	White 1	Black 2	Yellow 3	Green 4 new
II	White 4	Black 5	Yellow 6	II	White 5	Black 6	Yellow 7	8 ex 4/JG52
III	White 7	Black 8	Yellow 9	III	White 9	Black 10	Yellow 11	12 ex 7/JG52
IV	White 10	Black 11	Yellow 12	IV	White 13 ex 10	Black 14 ex 11	Yellow 15 ex 12	Red 16 ex 2/JG51

JG3 had of course been part of the Home Defence for over a year and used the Me 109G-6 in its many forms, i.e. with underwing gondola cannons, rocket launchers and even bombs etc, in their effort to find an effective counter to the USAAF. Wearing the white tail band of the DoR the newly composed units took up their stations in November as follows: -



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I Gruppe	Erfurt Bindersloden	Me 109G-10/14
II Gruppe	Alperstedt	Me 109G-14
III Gruppe	Esperstedt	Me 109G-14
IV Gruppe	Schaftstadt	FW 190A.8 Sturmbock

The opening of November was costly in the big raid of the 2nd November I & II Gruppe lost 22 Me 109 pilots and IV Gruppe lost 15 FW 190 pilots. This set back took them out of action until the end of the month, when I Gruppe lost their commander in an accident. At the end of the month the experienced II Gruppe JG/3 swapped places with a recently formed new Gruppe II/JG7 then this inexperienced unit became the new II/JG3 at Alperstedt. I Gruppe were now at Paderborn, losing 2 aircraft as December came in, things were quiet until mid month when the moves back to the Battle of the Bulge took place. III Gruppe moving to Lippspring, with 109K-4s replacing the G-14s, and IV Gruppe having spent a month at Stormede moving to Guttersloe.

From the 17th December to the 24th losses were heavy as the action piled up, I & III Gruppe lost 23 pilots, whilst IV Gruppe suffered 14 pilots lost as the FW 190 were used in ground attack situations, which left them vulnerable to enemy fighters. The inexperienced II Gruppe did not take part in these actions. Between the 25th and 31st December further losses of 12 pilots from I & III Gruppe and 12 FW 190 pilots from IV Gruppe left them with limited resources for Operation Bodenplatte.

They still managed to put 90 aircraft in the air for Bodenplatte and lost from I & III Gruppe 13 Me 109 pilots and 5 FW 190 pilots from IV Gruppe, but to their credit, their attack was probably the most successful of all units involved.

The loss of 80+ pilots was irreplaceable and the units used the lull in the action, during early January 1945 to regroup. Returns on 10th January 1945 showed I & III Gruppen (109G-14 or K-4) with 31 and 32 aircraft respectively, whilst the IV Gruppe (FW 190-A.8/R8) had 35 aircraft with serviceability at 70%. The big raid on the 14th January 1945 reduced these by another 9, mainly FW 190s.

Mid month brought large scale moves eastwards to meet the threat of the new Russian offensive. I Gruppe moved to Stettin, III Gruppe to Freidland and IV Gruppe to Stargard, all in the northeast region.

The IV Gruppe FW 190-A.8 (Sturm) aircraft were of little use for the ground support operations and in February they began conversion to the FW 190D-9 or FW 190A.9 at Prenzlau. By mid month Major Heinz Bar left and was replaced as Geschwader Kommodore by Major Werner Schnoer. Also at this time the II Gruppe was finally ready and joined its comrades in the north east taking up residence at Garz.



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Attrition, as missions against the Russians continued caused I Gruppe to disband 4 Staffel in mid February, whilst III Gruppe disbanded 10 Staffel in March. Inevitably retreats had to take place, I Gruppe to Neubrandenburg, where it disbanded at the end of March.

Both II & III Gruppe were obviously re-equipped in April because the 9th April 1945 returns showed they possessed 51 and 47 Me 109s respectively, but whether they had pilots or fuel is another matter. Near the end of April they retreated along the Baltic coast, finally ending up at Leck in May, where they surrendered.

The IV Gruppe operated out of Prenzlau in March and had 16 Staffel disbanded in mid month, but April returns show the 3 Staffel and the Stab had 65 aircraft between them. They stayed until 25th April 1945, when they took a short stay at 4 airfields each one further west to end up in May at Westerland on the island of Sylt to surrender to the Western Allies.

Photos and Markings of JG3

Stab

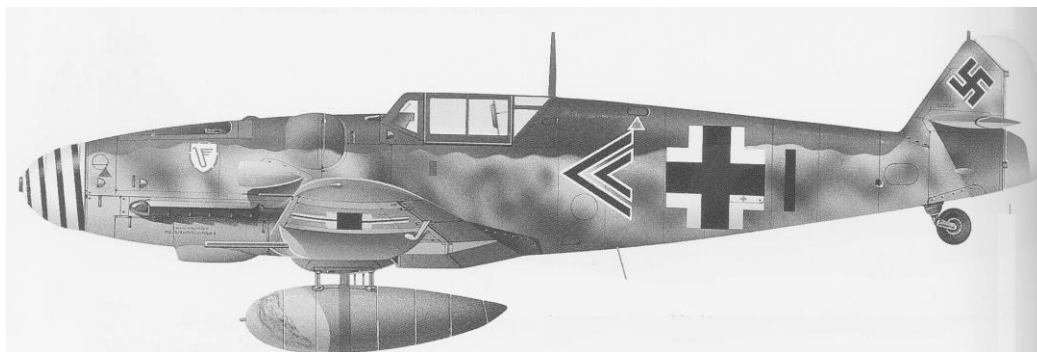


Figure 1 - Stab markings of III Gruppe Kommodore Walter Dehl in late 1943 in the early days of Home Defence, aircraft is a Me 109G-6 with drop tank.

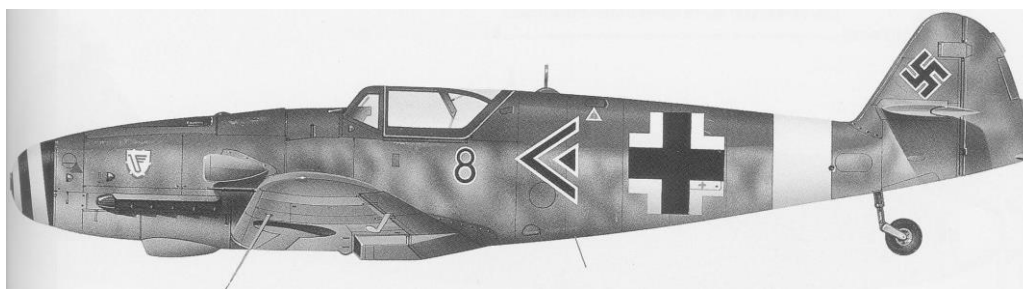


Figure 2 - Stab markings of I Gruppe Kommodore in December 1944 (note white DoR band), aircraft is a Me 109G-14A/S high altitude version.



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I Gruppe - A series of photos showing optional armament.



Figure 3 - A I Gruppe Me 109G-6/R2 with 21cm rocket tubes in 1944.



Figure 4 - A I Gruppe Me 109G-10 "Kannonboot" with underwing cannons in streamlined gondolas, designated G-10/R6, in summer 1944.



Figure 5 - A I Gruppe Me 109G-10 with drop tank for extended range, late 1944, note absence of "Udet" badge.



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Figure 6 - The same G-10 with the cowling open gives a good view of the engine and also the cockpit layout.

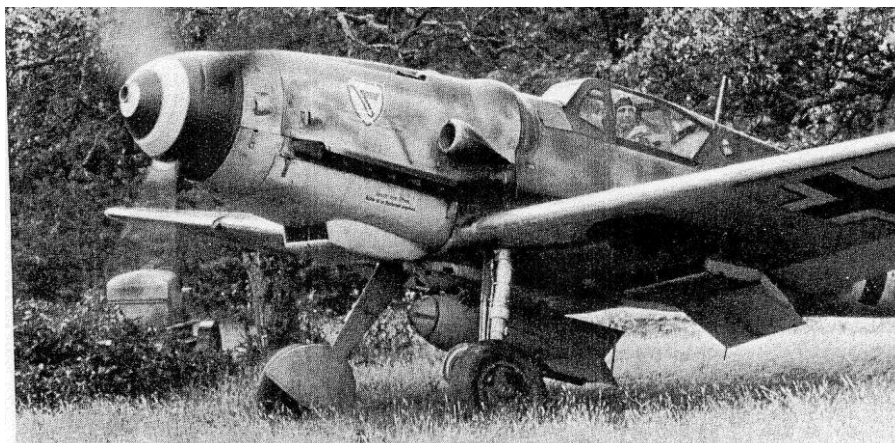


Figure 7 - A I Gruppe Me 109G-14 with 250Kg bomb for ground attack, designated G-14/R1, late 1944.

I Gruppe

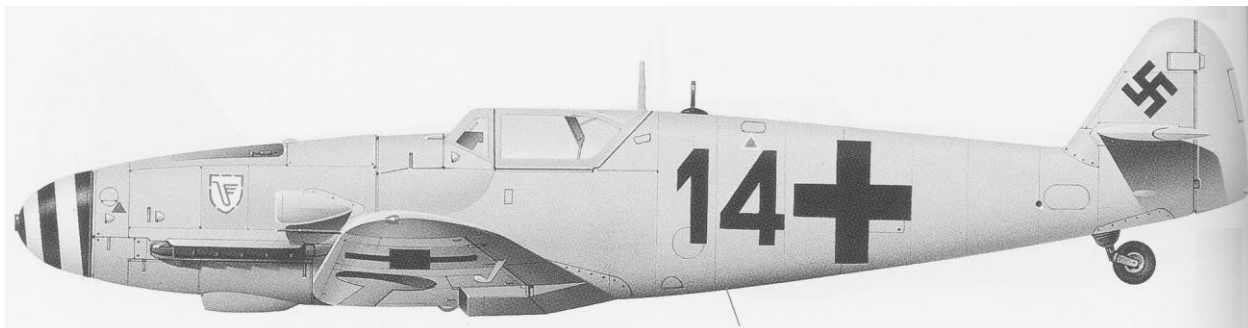


Figure 8 - Black 14 of 2/JG3, an Me 109G-6/AS (the AS stood for high altitude) and this overall (blue grey RLM 76) scheme was used on such aircraft in the summer of 1944.



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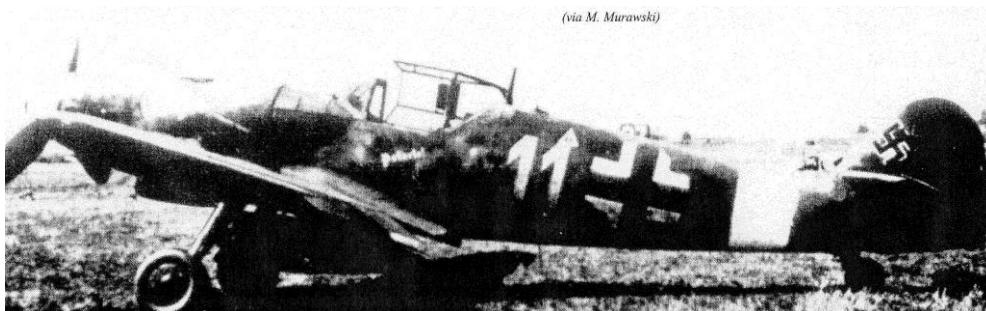


Figure 9 - Yellow 11 of 3/JG3 a Me 109G-14/AS, a full length of aircraft picture but no markings apart from the white DoR band, it carries the long range tank. December 1944/January 1945.

II Gruppe



Figure 10 - Photos of II Gruppe are rare, this Me 109G-6 is a Stab II Gruppe machine, showing the horizontal bar and DoR marking at the time the unit was in France, July 1944.

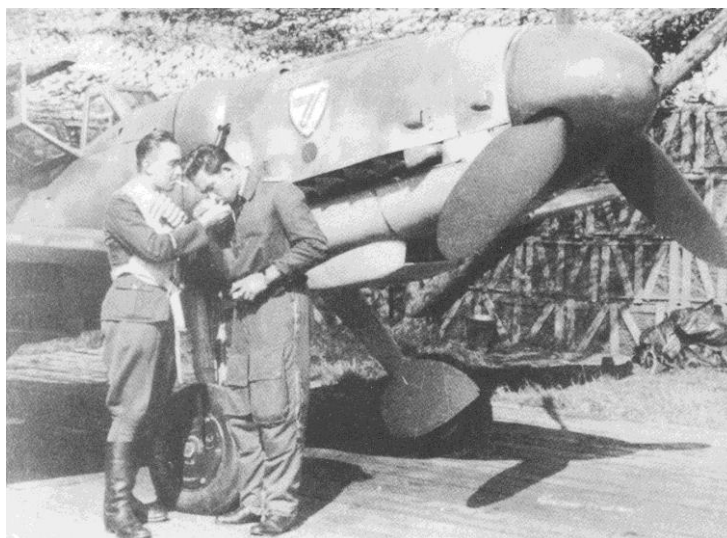


Figure 11 - Personnel around II Gruppe 5 Staffel machines, note the propeller boss does not have the spiral, but the "Udet" badge is evident on both sides of the cowling, mottling looks very similar to other units of JG3 (late 1943/early 1944).



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III Gruppe



Figure 12 - Would these 2 happy fliers be so happy in front of their III Gruppe G-10 in December 1944 if they knew that within days 35 of their comrades in JG/3 109s were to die before the new year?

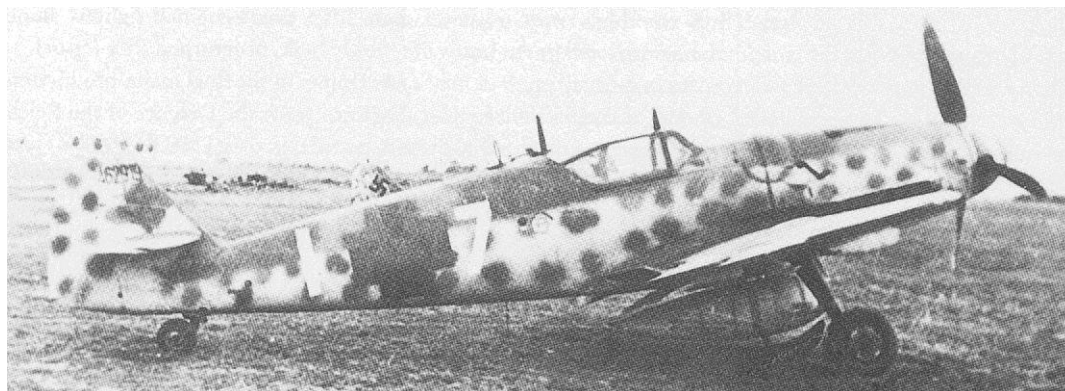


Figure 13 - White 7, a Me 109G-14 of 9 Staffel, note the revised colour scheme for flying cover operations for the IV Gruppe FW 190s during December 1944.

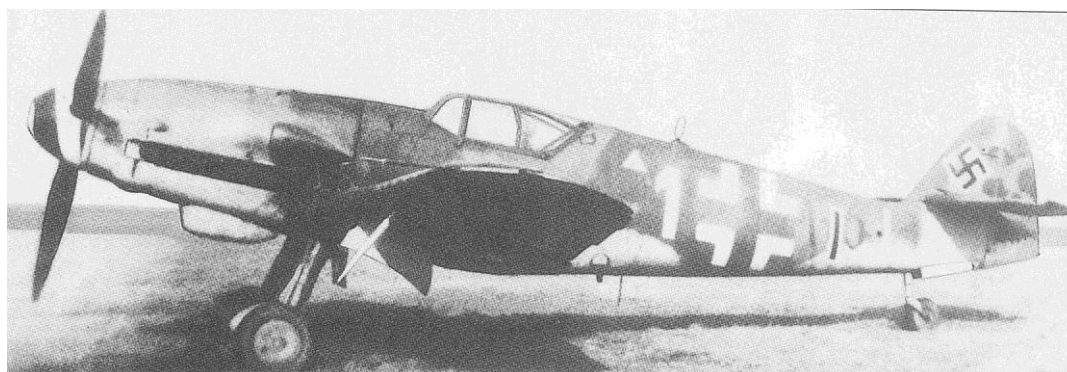


Figure 14 - Yellow 1, a Me 109K-4 of 11 Staffel, when the unit was moved to the east front, January/February 1945.



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Figure 15 - Black 9, a Me 109G-6 of 8 Staffel (before the increase in Staffeln) being refuelled in spring 1944.

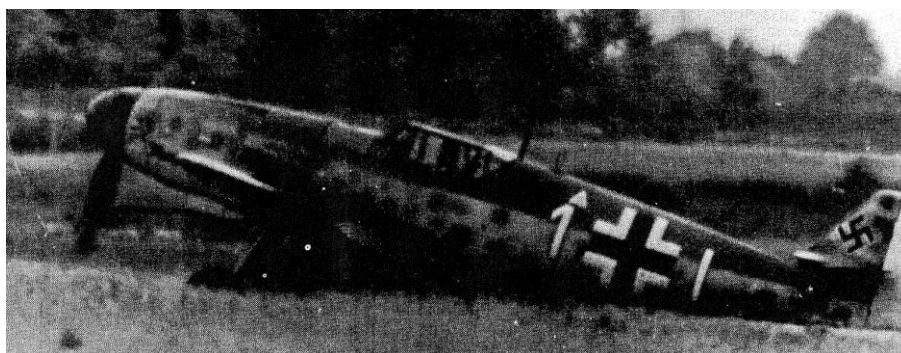


Figure 16 - Yellow 1, a Me 109G-10 of 7 Staffel (after the increase in Staffeln), note lack of badge and DoR band, November/December 1944.

K-4 (W.Nr 330649) „žolta 1“ z 11./JG 3.
Ofw. Uwe Naumann.
nie: RLM 81/82/83 — 76

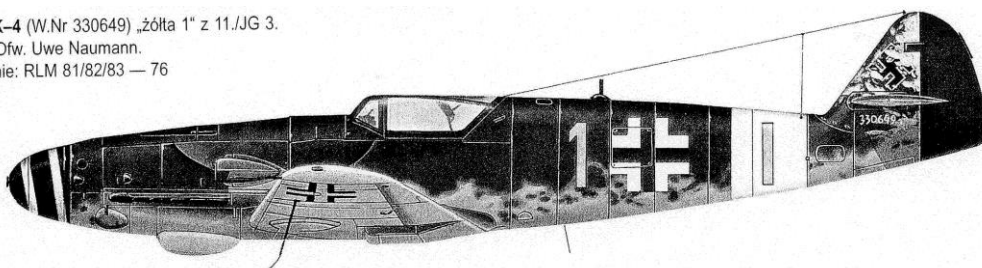


Figure 17 - Yellow 1, a Me 109K-4 with DoR band and vertical Gruppe bar used on "Operation Bodenplatte" by 11 Staffel, compare with figure 15.



Figure 18 - Yellow 8, a Me 109K-4 of 11 Staffel in March 1945 on the east front. Note similarity to figure 15, all DoR and unit markings have been deleted.



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Figure 19 - White 11, a Me 109G-6 of 7 Staffel (before increase) in winter 1943/44 colours.

IV JG/3 FW 190s

The Sturm Gruppe IV/JG3 were widely photographed in the summer of 1944. Whilst the 3 Staffel were 10(white), 11 (red or black) and 12 (yellow), all aircraft wore similar markings of a black nose, white DoR band with wavy Gruppe bar and the "Udet" badge.

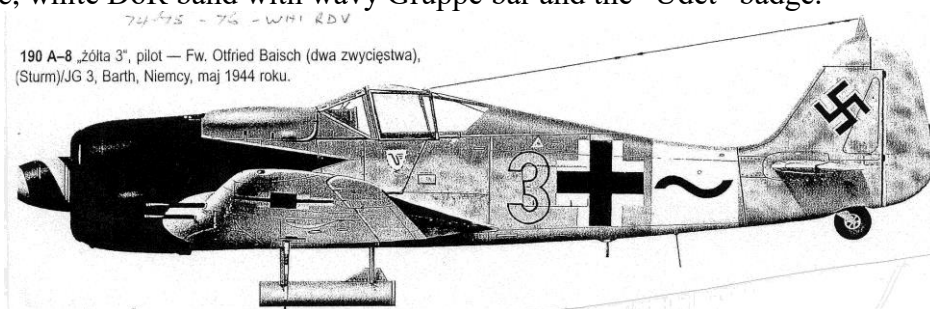


Figure 20 - Yellow 3 of 12 Staffel in May 1944, note the reverse firing rocket tube under the fuselage. Yellow 1, 17 and white 1 of 10 Staffel were similarly marked and equipped at this time.

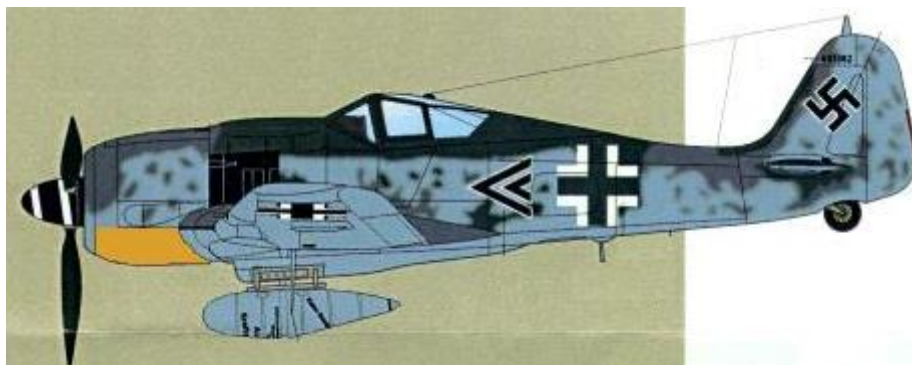


Figure 21 - << an example of Gruppen Kommodore Moritz aircraft in May/June 1944 was similarly marked as Figure 1, but with Stab chevron. This aircraft used for August, just after the enlarging of the Staffel, shows the black nose and white DoR band have now gone, the only ID was a yellow number under the cowl. A white 1 (13Staffel) and black 14 (14 Staffel) in September were similarly marked without DoR band, wavy bar or dark nose.



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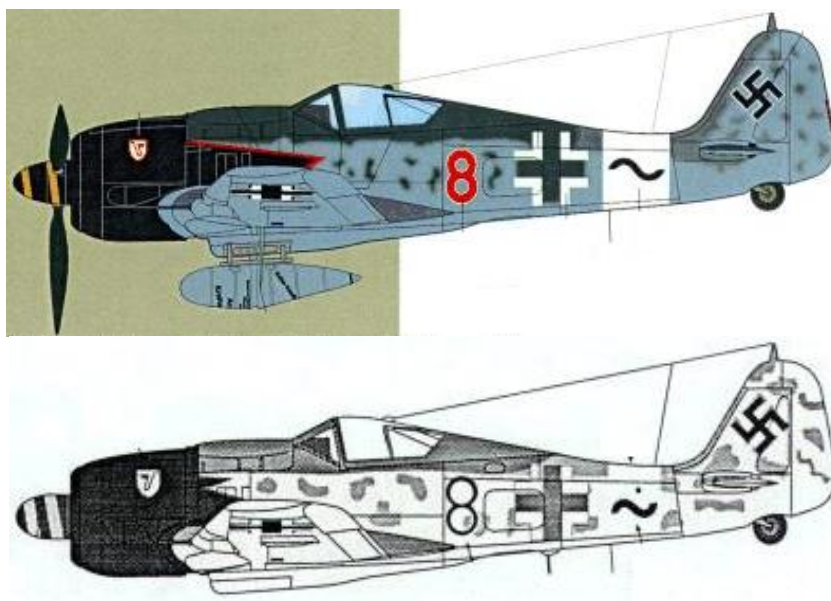


Figure 22 - Red 8 of 11 Staffel in June 1944 in standard markings, Black 8 a later aircraft shows subtle differences, like the cross in camouflage colour, possibly used July/August. Both aircraft of "Experten" Willie Maximowitz.

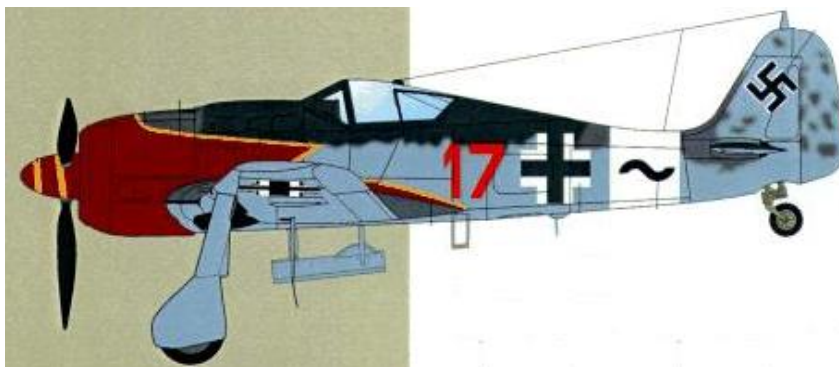


Figure 23 - Red 17 of 11 Staffel in May 1944. Very gaudy (Red RLM 23) nose, otherwise similar to figure 1.

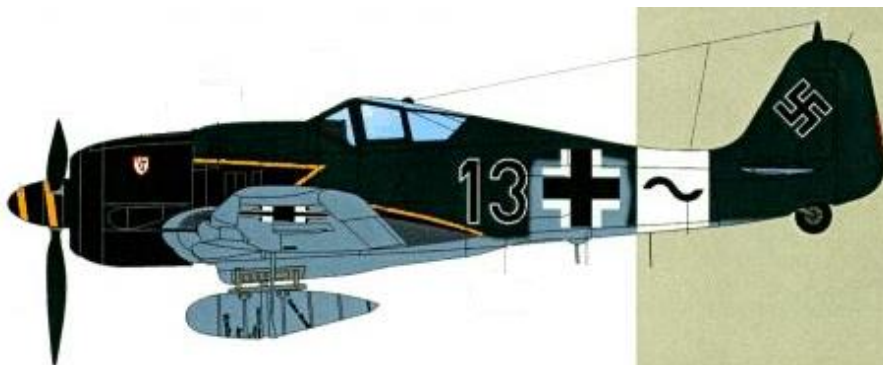


Figure 24 - Black 13 of 11 Staffel in summer 1944, very dark grey scheme, probably just before changes to 4 Staffel.



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Figure 25 - Black 12 of 14 Staffel in summer 1944 at Schongau just after the changes to 4 Staffel. The markings are gradually being overpainted. A poor quality photo of the pilots of 14 Staffel, shows they had 13 pilots in September 1944, all standing around Black 14.



Figure 26 - February 1945, collecting a brand new FW 190D-9 from the factory by IV Gruppe Kommodore Oskar Romm.

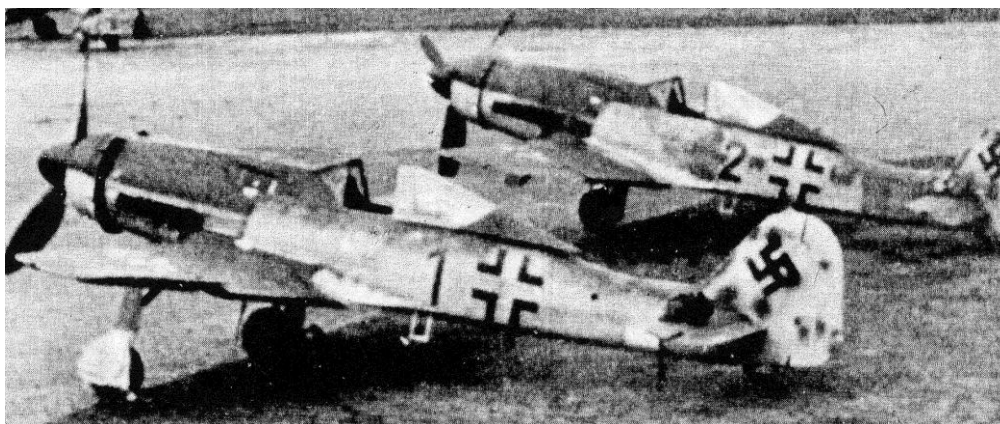


Figure 27 - February/March 1945, from Romms personal collection, FW 190D-9 blue 1 & 2 stand ready for action at Prenzlau. Note the overpainting of the white band, believed to be Stab IV/JG3 aircraft of Romm and his No.2.



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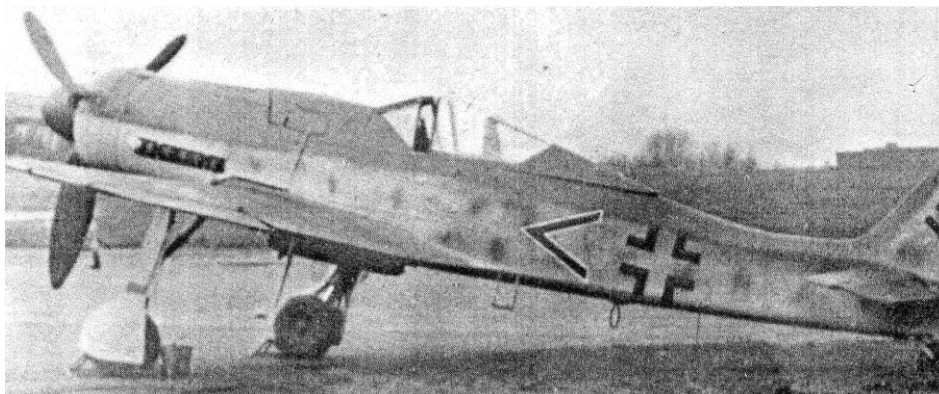


Figure 28 - March 1945, Romms Adjutants FW-190D-9 with single chevron, note the new straight division line and lightly mottled airframe.

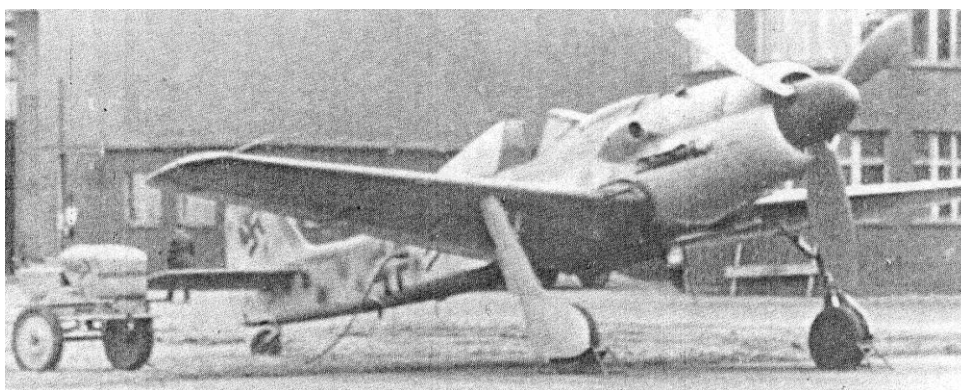


Figure 29 - March 1945, Oberleutnant Romms personal FW-190D-9 with his Gruppen Kommodore double chevron, obviously these 2 machines replaced the earlier ones in picture 8 and the change of markings is interesting.



Figure 30 - Oberleutnant Oskar Romm

Alan