



"STICKY FINGERS"

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Alan's "Annotations"

A bit tricky this month to write an editorial as Southern Expo hasn't happened yet so I hope it all went well and everyone had/has a good time. Tonight we are joined Mr Alan Nice who was a navigator in Lancasters, plus he has flown many other aircraft. He should have plenty to interest us.

Our show is still proceeding well, the traders are booked and the clubs were approached at Southern Expo, we still have some small details to sort, but all we should need now is volunteers, that means you. Still with shows, Cosford have told me that as the museum is now owned by the government entrance is free which means that passes do not need to be issued therefore as many members can attend as want to, just make sure that you see Mick Pitts first so we know numbers involved.

I have recently received the annual questionnaire from IPMS, this in its self is not a problem, attached to this is the booking form for Modelworld 2002. Do we require tables at this event? It is the premier event in the modelling calendar but it does need a presence for both days as the day we are not there the display does look a bit sorry for its self. I shall be asking about this tonight.

Now I know that it is two months away but the AGM in May will soon be upon us. I would like the members to take some time to think about any proposals, problems or ideas they would like to bring up at the AGM and get them down on paper to be sent either to me or Peter Bagshaw by any means possible, e-mail, snail mail or verbally so that they can be printed in the May Sticky Fingers. Those that are printed in the magazine will be the only ones discussed at the AGM, so it's no good coming up with some really brilliant proposal five minutes before you get to the club meeting because it will not get an airing.

Also as ever all the committee posts come up for renewal, if you like the idea of being even more involved with the running of the club, again please let us know before May, so if there is a stampede for Club Secretary's job we can get the voting over nice and quick.

Alan

Peter's "Prattlings"

I'm back after my whistle stop tour of Cyprus the other month, OK who didn't notice? Quite by chance (well that's my excuse anyway) I found 2 models shops, one in Nicosia and the other on the road from our hotel down to the town centre in Limassol. Needless to say I had a quick look in both and found that the kit prices were very varied in relation to UK prices, most of the kits were either Tamiya or Hasegawa and in some cases were about half the UK price, whilst others were similar here. I picked up a couple of the Dragon 1/48th W.W.I kits for £9 each, which I figured was good value and also a couple of Hasegawa 1/72nd planes for about £4.50 each.



"STICKY FINGERS"

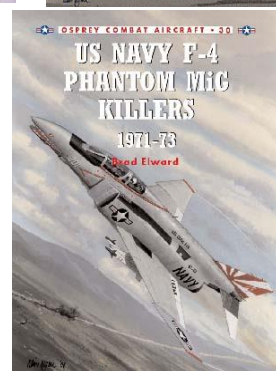
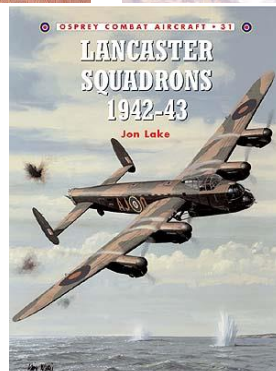
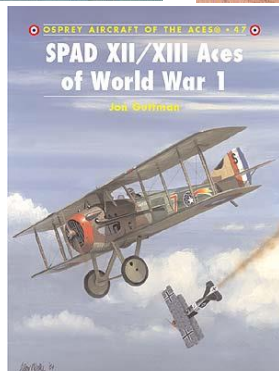
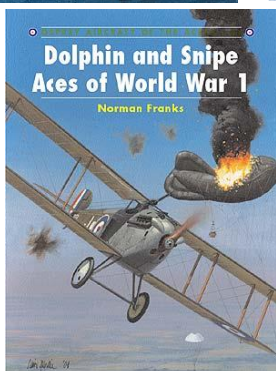
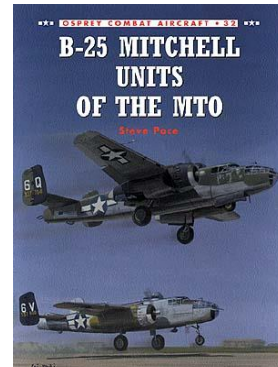
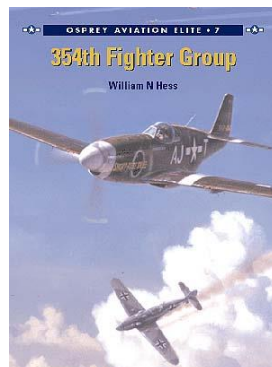
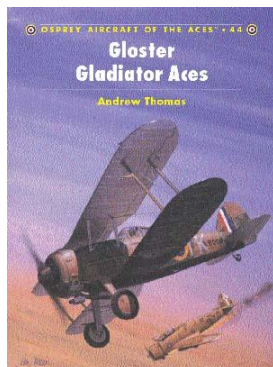
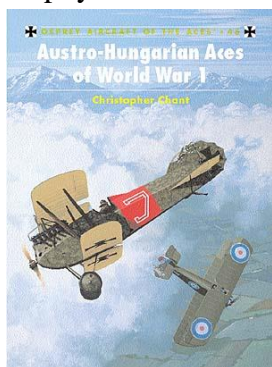
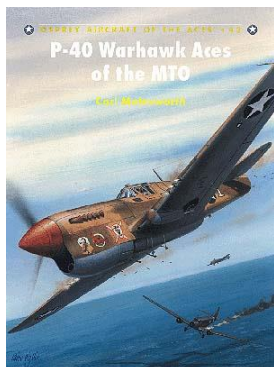
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May Meeting

The May meeting is immediately after the IPMS Hornchurch show and as such we may get some new members arrive. Unfortunately we also have our annual bun fight, otherwise known as the AGM. As Alan has stated above we would wish to get through the agenda fairly smartly and hopefully without too much argument of punch-ups. It would also be a good idea to bring some models along to display to give us all something else to talk about with any new members.

Osprey Books

More books to tempt your wallet with!



Also planned but no pictures yet

F-86 Sabres of the 4th Fighter Interceptor Wing
(Combat Aircraft Series)

352nd Fighter Group
(Aviation Elite Series)

Tomahawk and Kittyhawk Aces of the RAF and
Commonwealth
(Aircraft of the Aces Series)

Peter

Bob's "Business"

Steve Smith won the February Armour competition, with Ted Taylor and a new member Jimmy Tate coming joint second. Ian Brown won the Non-armour Miscellaneous competition with John Huston coming second. So congratulations to Ian and Steve and good luck to everyone for tonight's competition.

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March 2002

Secretary : Alan Carr
5 Roslyn Gardens, Gidea Park, Essex RM2 5RH
01708 747849
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Assistant Secretary: Peter Bagshaw
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Well it's that time of year again, show time, that it with Southern Expo 2002, so here's to a good show and it's also airshow time. This year we may see the Vulcan back in the air, as everything is running to schedule and if all goes well, she may be back in the air in August-September time. We may also see the Shackleton from Air Atlantique back in the air. Also back in the air this year will be the lovely DH-88 Comet "Grovesnor House" owned by the Shuttleworth Trust. Others nearing restoration are the Mk.II and Mk.V Hawker Tempest, also Hawker Hurricane and Me 109 Buchon and the Mk.22 Spitfire from Duxfords Spitfire Factory. Also arriving at Duxford a few weeks ago was a F4U Corsair, which makes 3 airworthy Corsairs now based here. According to Aeroplane magazine there are 232 classic aircraft under rebuild around the world with the Spitfire taking the lead with 47 under rebuild, with the Mustang next (32) and soon Hawker Hunters (17), F4U Corsairs (16), Hawker Hurricanes (10), Thunderbolts (6), Ha-112 Buchons (6), Me 109s (4), Westland Lysanders (4), Yak 11 (7), plus Harvards (23), T-28 (8), P-61 Black Widow (1), F-104 Starfighter (1), Hawker Harrier (2) and Hawker Audax, Hawker Demon and Hawker Fury (1 each). Also in the news are 4 Hawker Hurricanes with one Merlin engine recently brought to England from Russia and finally the first of the Me 262 replicas is now ready to fly and will be a great addition to the war bird scene

Airshow Dates 2002

Here is the calendar for this year. If you decide to go to any of the shows listed please phone the number for the show the week before as some may be cancelled or the date may be changed.

May

3	Lydd, Kent	Dash to Abbeville France air race	
4-5	Popham, Hants	Microlight Trade Fair	01256 397733
5	Duxford, Cambs	Air Display	01223 499301
6	Popham, Hants	Aero Jumble and Classic Vehicle Rally	01256 397733
10-12	Kemble, Glos	Great Vintage flying Weekend	01202 730169
17-19	North Weald, Essex	AeroFair 2002	01992 522210
18	Old Warden, Beds	Shuttleworth Evening Sunset Display	01767 627288
25 -26	Mildenhall, Suffolk	AirFete 2002 (note this is marked as cancelled on their web site)	

June

2	Old Warden, Beds	Shuttleworth Naval Air Display	01767 627288
2-3	Biggin Hill, Kent	AirFair 2002	01959 578100
	Southend, Essex	Seafront Airshow	01702 215166
8-9	Old Warden, Beds	DH Moth Club Charity Flying Weekend	
9	RAF Cosford	Airshow 2002	0870 606 2014
	Popham, Hants	Berkshire Aviation 1930s Fly-in	01256 397733
15	Old Warden, Beds	Shuttleworth Evening Sunset Display	01767 627288



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16	Kemble, Glos	Kemble Ai Day 2002	09063 023320
21-23	Cranfield, Beds	PFA International Air Rally	01273 461616
29-30	RAF Waddington, Lincs	International Airshow	01522 726100
<u>July</u>			
7	Old Warden, Beds	Shuttleworth Summer Air Display	01767 627288
12-14	Goodwood, West Sussex	Goodwood Festival of Speed	01243 755000
13	Yeovilton, Somerset	International Air Show	01935 456752
13-14	Duxford, Cambs	Flying Legends 2002	01223 499301
17	Culdrose, Cornwall	International Air Day	01326 574121
20	Old Warden, Beds	Shuttleworth Evening Sunset Display	01767 627288
20-21	Fairford, Glos	RIAT 2002	01285 7133000
22-28	Farnborough, Hants	SBAC Farnborough International 2002	020 72271043
27-28	North Cotes, Lincs	Vintage Wings and Wheels	01472 388650
27-29	Weston-Super-Mare, Somerset	The Helicopter Museum Holidays	01934 635227
27-28	Sunderland, Tyne & Wear	International Airshow	0191 5109317

Well, that's the first half of the season's airshows; the other half will be in next months Sticky Fingers.

Bob

Ken's "Korner"

Hoisted upon one's own petard/Miracles do happen!

For the benefit of new members of the club and the "oldies" who need reminding. When I was secretary some years ago I related how I had been to the Mildenhall model show that year and had bought a 1/72nd scale "Shooting Star" aircraft kit from under the tables, as we all do to find the little bargains. On coming some months later to make a start on building this model, only to find that there were exactly 9 pieces missing, such that the kit was utterly useless. At the following months meeting I reminded members to be very wary about what they purchased in future and don't get caught like I did at any future shows.

Surprise, surprise, I got caught again at last years 2001 show "A Fort Full of Models" at Newhaven. In the larger hanger building at the top of the parade ground, stalls and small traders were again hawking their kits etc. One chap had a large box on the end of his stall with all types of kits in cellophane and bubble wrap, all items at £5 per article. So fellow members Bob Ryan, Lee Lacey and yours truly went diving down this box. I selected a 1/35th scale Tamiya Panzer IV tank, I thought good, I will enjoy putting that together.



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In January this year I thought I would make a start on its construction. You have guessed, there were 2 of 5 frets missing. I thought not again, have I been conned!

Not to be outdone, I warned Lee and Bob of my plight. Then wrote a nice letter to Mr Tamiya in Japan and posted in on a Friday morning. Low and behold I received an answer back the following Saturday, asking me to forward 8 International Reply Coupons to them for the replacement parts. This I did and just under 3 weeks later a packet arrived with my missing frets, so all is now complete again.

The moral of this tale is don't get conned like I have let myself, in thinking you are getting a bargain for next to nothing. It might be an idea to ask the seller of the kit, could you inspect the contents, if it's not all there, don't buy!

I have done this twice at a large traders shop "Hannants" at Colindale to be precise. On one occasion I asked to see the contents of a 1/72nd P-51D second hand kit, only to find that there were 4 separate fuselages but only 1 lower wing section, totally useless. On another occasion at the same shop I asked to see the contents of a brand new 1/48th Skyhawk, which had advertised a pre-painted and masked canopy, only to find no canopy at all in the kit. So it pays to ask to see inside, because it is a new kit off the sales shelf it does not mean it is complete.

I thought this jotting was worth relating to you, to save a lot of problems in the future. Please be warned.

Wanted

Has any one a spare 1/72nd scale canopy for a North American F-86F Sabre they could help me out with?

Ken



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IPMS Hornchurch Annual Competition

February Miscellaneous Voting Results

Armour

Position	Entrant	Entry	Votes
1 st	Steve Smith	Pibber	65
2 nd	Ted Taylor Jimmy Tate	Oshkosh Tanker Corner Diorama	62
3 rd	Ted Taylor	MLRS	54
4 th	Jon Lowe	V2	44
5 th	John Huston	Kubelwagon	42

Non-Armour

Position	Entrant	Entry	Votes
1 st	Ian Brown	Ford Pickup	68
2 nd	John Huston	BMW Touring Car	53
3 rd	Brian Lay	Lara Croft	51
4 th	Ian Brown	Bussing 8000 Truck	49
5 th	Greg Brown	Daimler Car	41
	Brian Lay	Obi Wan Kenobi	35
	Kevin Smith	Rommel	33

IPMS Hornchurch Trophy (Miscellaneous) – Current Positions

Ian Brown	126
Brian Lay	110
Steve Smith	69
Kevin Curley	61
Steve Hubbard	44
Ted Taylor	42
John Huston	28
John Hone	25
Phil Worth	25
Ron Newbold	24
Jimmy Tate	21
Greg Brown	17
Jon Lowe	17
Kevin Smith	5
Ricky Prager	5



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Events Schedule 2002

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

23 rd March (Saturday)	Aerojumble at Shoreham Airfield, Shoreham by Sea, Sussex. 10.30am. Everything for the aviation enthusiast. All undercover. Entrance off the A27. For info call: 01424 440 644
30 th March (Saturday)	Plymouth Expo 2001 at the Plymouth Guildhall. The southwest's largest model exhibition. Contact: Alan Edhouse on 01752 262 340 or e-mail: Alan.Edhouse@Skynow.Net
7th April (Sunday)	Shropshire Scale Modellers, RAF Museum, Cosford.
20 th April (Saturday)	Poole Viking Model Club will be holding their Annual Model Show held at Poole Grammar School, Gravel Hill, Poole, Dorset. 10.00am to 4.30pm. Admission: Adults £1.50; Children and Senior Citizens £1.00. Family Tickets £4.00. Free Car parking. Club Displays, Trade Stands, Competition and a raffle. Refreshments available all day. Contact D J Foley e-mail poole.vikings@virgin.net
21 st April (Sunday)	The East Midlands Model Show 2002 will be held at the Hinckley Leisure Centre, Hinckley, Leicestershire. Show open from 10.00, attractions include clubs, traders and a 25+ class open competition. Admission will be £3.00 Adults, £2.50 Child / Senior Citizens. Contact: Gordon Upton Phone 01455 230952 (shop hours only) -mail: gfl16@dial.pipex.com Web Site: http://www.modelspot.com/show99/02.htm
27 th & 28 th April (Saturday & Sunday)	Scottish National Modelling Championships to be held at the Dewars Centre, Glover Street, Perth. Competition registration will close on April 27th 2002. Should you have any queries concerning the above event, please contact the following ... Secretary & Exhibitors Liaison - Ian Hanratty Phone 0131 556 8601 (daytime) / 0131 665 4087 (evenings only) E-mail: ian@hanra.freemove.co.uk
28th April (Sunday)	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
18th May (Saturday)	IPMS Hornchurch Model Show. Sydney Russell School, Parsloes Avenue, Dagenham, Essex, RM9 5QT.
19 th May (Sunday)	IPMS Birmingham in association with the Universal Modelling Society wish to announce their 9th 'Midland Expo' to be held at the Leasowes Leisure Centre, Halesowen, Birmingham. Static displays by visiting clubs and societies, senior and junior model competitions and tombola. Refreshment area and FREE parking which is stewarded all day. Show open from 10.00am - 5pm. Contact - Dave Childs, 89 Charnwood Road, Great Bar, Birmingham B42 1JS
25 th May (Saturday)	IPMS Torbay in association with South Devon Military Modellers' wish to announce their annual show, now in its 31st year will be held at the Torquay Town Hall. Attractions include visiting Model Clubs, Branches, Traders and an Open Competition. There will be a raffle and refreshments will be available. Contact - Les Wells E-mail: wellzy_2002@yahoo.com
1 st June (Saturday)	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



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	Llynton Avenue, Firsdown, Salisbury, Wiltshire SP5 1SH Web site: http://dspace.dial.pipex.com/town/estate/nr49/smc
30 th June (Sunday)	A Fort Full of Models, Newhaven Fort, Fort Road, Newhaven BN9 9DS
13 th & 14 th July (Saturday Sunday)	IPMS Durham present their 9th annual model show to be held at Hartlepool Borough Hall on the Headland, Hartlepool. Club displays, War Gaming, Trade Stands and Open Competition. Admittance will be £1.00 Adults, 50p Children, refreshments available. IPMS Branches and SIG's are cordially invited to attend. E-mail: nemis@tiscali.co.uk or paboxxx@talk21.com
1 st September (Sunday)	IPMS Brampton annual show at St.Neots. Web Site: http://www.bramptonmodelclub.fsnet.co.uk
8th September (Sunday)	IPMS Leicester have organised a model show to be held at the Lutterworth Wycliffe Rooms. Show open from 10am - 5pm, Club Displays, Trade Stands and a small Open Model Competition. Refreshments available. Contact - Martin Connolly. E-mail: connolly@connollymj.fsnet.co.uk
9 th & 10 th November (Saturday Sunday)	Scale Modelworld 2002 to be held at the Telford International Centre, Telford Shropshire.



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Wrighty's References

Ships Engines Part 3

The Engine Room Auxiliary Units

Another major requirement for engines is lubrication and compressed air.

The Lubrication Oil System

The lubricant oil tanks are usually situated in the Engine Room Gearing Room, which is adjacent to the Engine Room. This room basically contains the encased gearing between the turbines to the propshafts. As these components are the major users of lubrication oil it is the reason the tanks are here. The pipework from the pressurised lubrication oil system is served by an electric driven pump, a lubrication oil heater and filter on the supply side and a lubrication oil cooler (cooled by seawater) on the return side. Also within the system is the lubrication oil purifier (a sphere shaped centrifuge, electric motor driven), which separates out any water or other impurities. All pumps, engines and machinery are served by flow and return lubrication oil pipes from the lubrication oil ring main system.

Compressor and Services

The Air Compressors are usually electric motor driven; they draw in air from vent trunking on the upper deck. The air is compressed by a three-stage piston and directed to the air reservoir (an upright cylinder approximately 10' 0" high and 3' 0" in diameter). The reservoirs are kept full by the compressor and air is distributed by valves and pipe work to required positions.

Various Pumps

The following are electric motor driven, impellor type pumps and are used for the following: -

- Bilge pump – Pumping bilge and wastewater overboard.
- Ballast pump – Transfers salt water ballast between ships double bottom tanks to keep the vessel on an even keel or to keep it low in the water.
- Fire pump – Draws in salt water and maintains ships fire main system under pressure, discharges overboard, can also double as a ballast pump.
- Sanitary pump – Maintains pipe systems to toilets and other services, but has facility to use sea water or ships distilled water, via pipe work cross connects within these systems.
- Fresh water pump – Pumps fresh water from tanks to galley and fresh water services in bathrooms and drinking water services.

Diesel Oil System

The main use for diesel oil is to drive the diesel generator and supply the galley stoves etc. The tanks are either in the boiler or engine room and the pipe work system, which incorporates a heater, filter and purifier, supplies the user machinery but unlike the lubrication oil system there is no return



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line as diesel is fuel and combusted in engines or stoves. The purpose of the diesel generator on a turbine ship is to supply power when the steam system is shut down, such as in harbour.

Next time – Gearing, prop shaft and steering.



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The Downward Spiral – The Demise of the Jagdwaffe

Chapter 2 – “New Boys With No Time” Part 2

JG6

This was another newly created Geschwader, formed in July 1944 from the crews of disbanded “Zerstorer” units at Konigsburg in East Prussia, the crews were retrained, and from I & II Gruppe of ZG76, the units I & II/JG6 each with 4 Staffeln were formed on FW 190A-8s. The III/ZG76 was earmarked for III/JG6 but in October 1944 they were used to form Kdo Nowotny for Me 262s. Therefore III Gruppe was created by renumbering I/JG5 with Me 109s at Schwerin. After training II/JG6 was sent to France in August 1944, but in a very short time was badly devastated and soon withdrew. All Gruppe were then moved to Germany, where they were brought up to strength and under the command of Geschwader Kommodore Ober Lt Johann Kogler were allocated the Red/White/Red Defence of the Reich tail band and took up their stations in late October.

Gruppe	Staffel/Colours				Equipment November 1944	Base November 1944
I	White 1	Red 2	Yellow 3	Blue 4	FW 190A-8	Perlebeag
II	White 5	Black 6	Yellow 7	Blue 8	FW 190A-8	Hagenau
III	White 9 ex 1/JG5	Black 10 ex 2/JG5	Yellow 11 ex 3/JG5	Green 12 ex 4/JG5	Me 109G-10/14	Schwein

The III Gruppe opposed a big US raid on 20th November along with other units, but the Gruppen Me 109G-14s came off very badly against the P-51 Mustang escort, losing 12 aircraft with 6 pilots killed. Otherwise JG6 managed to avoid any major losses as December came in, by mid-month they move to advanced bases in support of the Ardennes offensive: -

I Gruppe Delmenhorst
II Gruppe Quackenbruck and Velta
III Gruppe Oldenburg and Bissell

From these bases the action was continuous and between 17th and 31st December the unit recorded the following losses: -

I Gruppe 11 FW 190A-8s
II Gruppe 2 FW 190A-8s
III Gruppe 10 Me 109G-14s



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These losses probably affected the numbers available for operation "Bodenplatte", when 70+ aircraft took part, but it was a farce for this unit, that cost them their Geschwader and 2 Gruppen Kommanduers amongst the 23 casualties they suffered.

Lacking their command structure and having lost a third of their pilots, the unit was taken off operations to be reorganised and did not appear on the January 10th returns., but they would not be allowed to stand down for long, on the 16th January a new Geschwader Kommodore was appointed, Major Gerhard Barkhorn from JG52 (the second highest scoring ace in W.W.II) and other posts were filled.

With new personnel drafted in by mid month, they took delivery of a large number of FW 190D-9s to add to the existing A-8s and A-9s. The III Gruppe was made good with Me 109G-14s, all the Gruppe were then moved to Serau (Zary Poland) on the Oder, Vistula front to oppose the Russian advance around the middle of January 1945.

For the last 2 weeks of January these formations flew ground attack missions, which cost them another 18 pilots and more aircraft, one of the highest losses of the units opposing this advance, they picked up more FW 190D-9s from Prenzlau as replacements to continue the fight. In February a further report states that JG6 carried out 67 missions, using a total of 318 aircraft, it does not mention losses, but the majority were with FW 190D-9s carrying bombs on ground attack missions, but by 10th February all units had to withdraw back into Germany to Welzan as the Russians pushed forward. Although operations continued in the same vein, they were curtailed by lack of fuel, but nearness to the Cottbus factory ensured a good supply of FW 190sD-9s was on hand, as shown by the 9th April returns, with 130 FW 190s in I & II Gruppe and only 21 Me 109s in III Gruppe, which subsequently was disbanded and remaining aircraft were sent to Prague Ruzyne.

I Gruppe moved up to Reichenburg and II Gruppe moved to Gorlitz in late March, but when the Russians crossed the Oder and Vistula in mid April, it was the beginning of the end. A number of aircraft flew out in May 1945 from these bases to Halle and Frith to surrender to US forces.

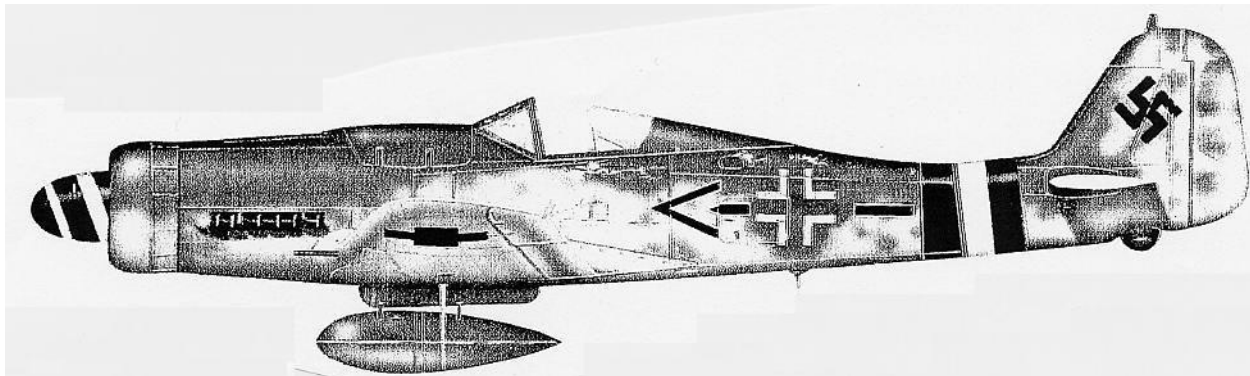


"STICKY FINGERS"

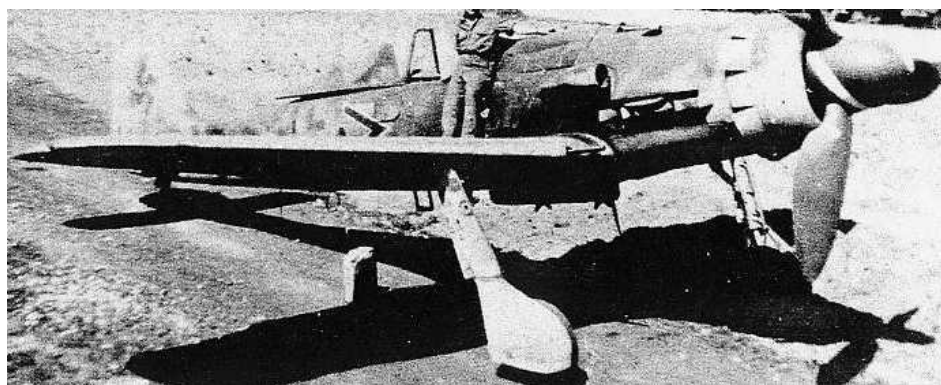
IPMS HORNCHURCH - NEWSLETTER

Photos and Markings of JG6

Stabs



Picture 1 - Geschwader Kommodore Major Gerhard Barkhorns FW 190D-9, Jan/Feb 1945. Full set of command markings and R/W/R DoR band. Although reports state that Barkhorn actually had a similarly marked Me 109K which he flew as he had a preference for the Me 109, with over 300 victories on the type who can blame him.



Pictures 2 & 3 - Stab II/JG26 technical Officer FW 190D-9 aircraft used March-May 1945 seen after surrender at Furth airfield, this gives a good idea of the late war colouring.



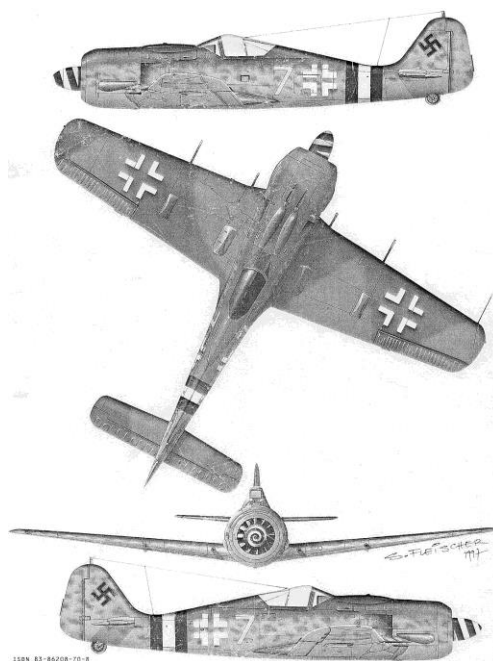
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I Gruppe



Picture 4 - FW 190a-8 of I/JG6. Note light mottle finish, halved spinner of earlier days instead of spiral. Also the SB500 bomb and 2 underwing drop tanks suggest use on the Eastern Front in Jan/Feb 1945.

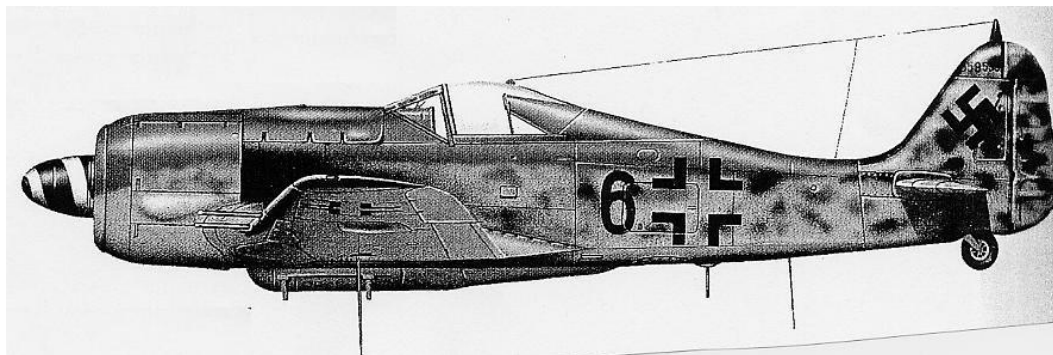


Picture 5 - Yellow 7. Three view drawing of 3/JG6 FW 190A-8, typifies end of 1944 colouring. 74/75/76 grays, DoR band lightly mottled, this aircraft from Delmanshorst in December 1944, used on "Beodenplatte".

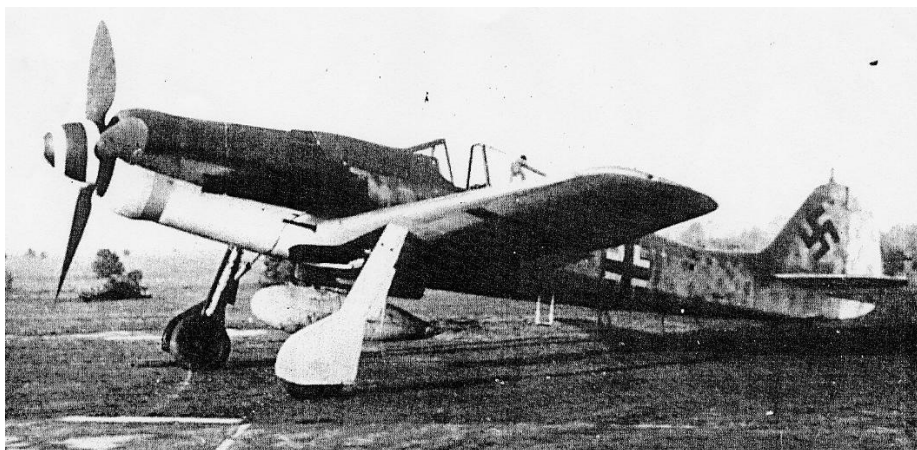


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Picture 6 - Red 6. A FW 190A-8 from 2/JG6 used later war Mar-May 1945 and surrendered at Furth airfield, spiral spinner, but DoR bands no longer used.



Picture 7 - FW 190D-9 of I/JG6 in Feb 1945 when re-equipped, again light mottle, but overpainted for easy camouflage, note the 300 litre drop tank for East Front operations, Yellow rudder and engine cover are noteworthy.



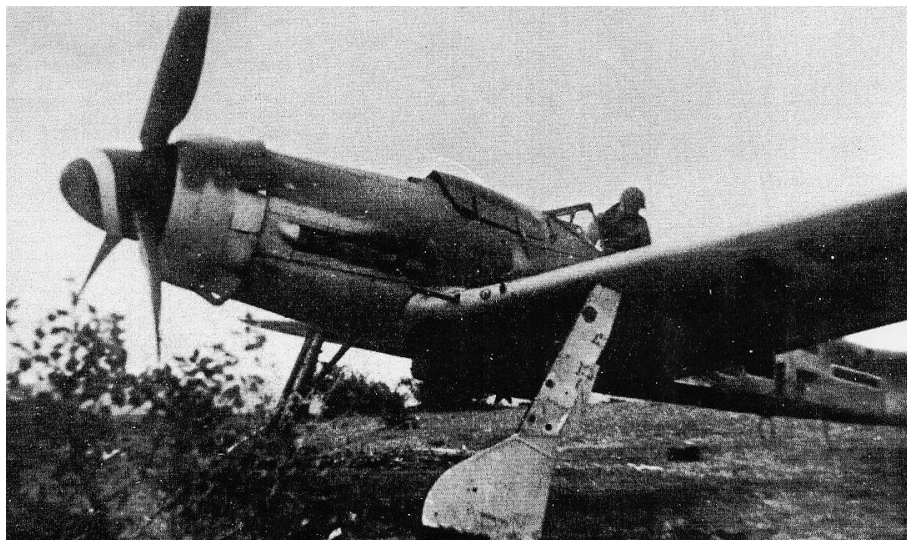
Picture 8 - FW 190A-8 of II/JG6 in Jan/Feb 1945, note container under fuselage rack, spiral spinner, lightly mottled fuselage and later war outline crosses.



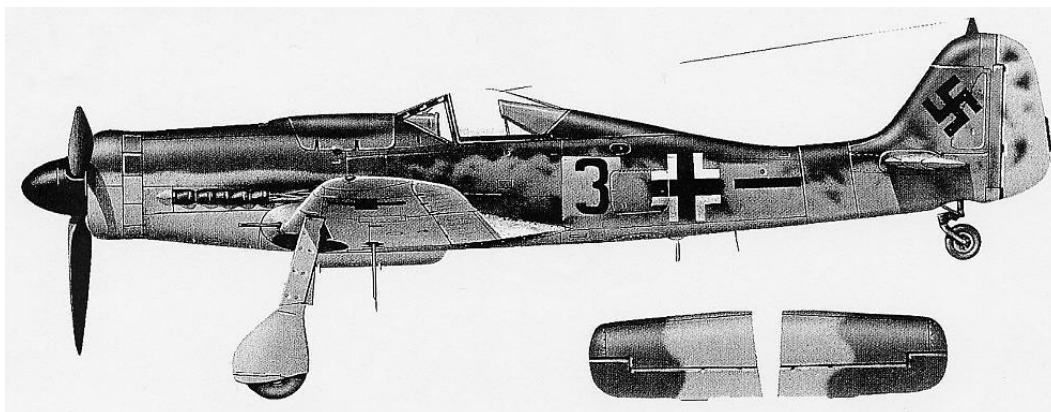
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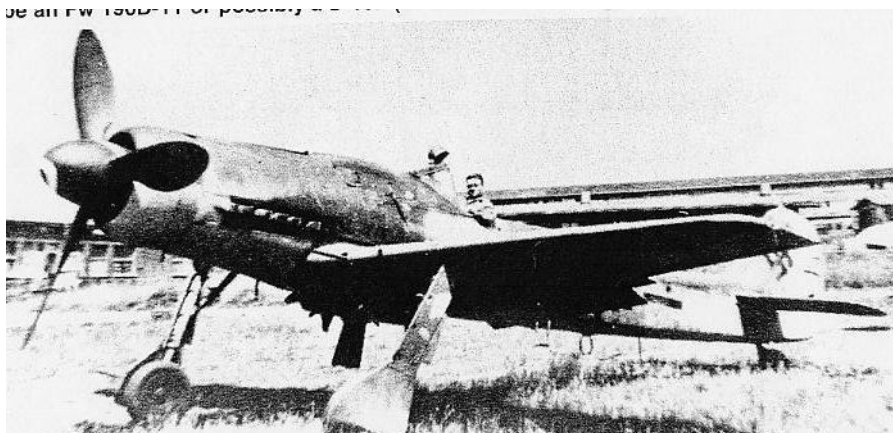
Collection of II Gruppe 190D-9s Surrendered



Picture 9 - Blue 8. FW 190D-9 of 8/JG6 surrendered at Halle airfield May 1945.



Picture 10 - Black 3. FW 190D-9 of 5/JG6 surrendered at Halle airfield May 1945.

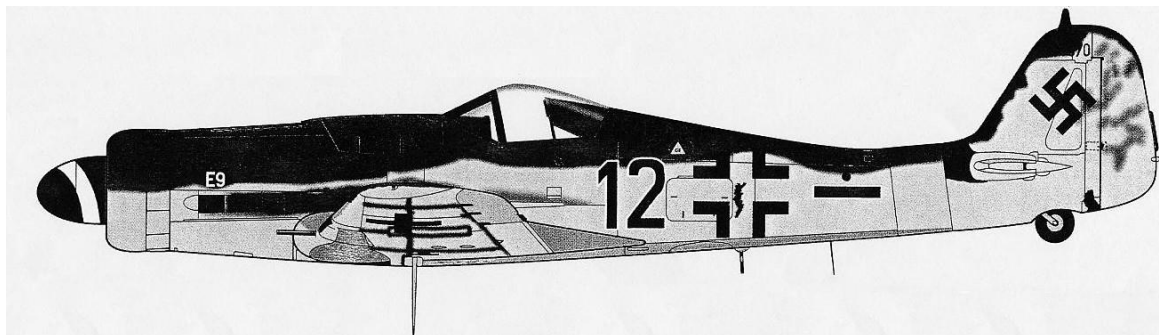


Picture 11 - Black 8. FW 190D-9 of 5/JG6 surrendered at Halle airfield May 1945.



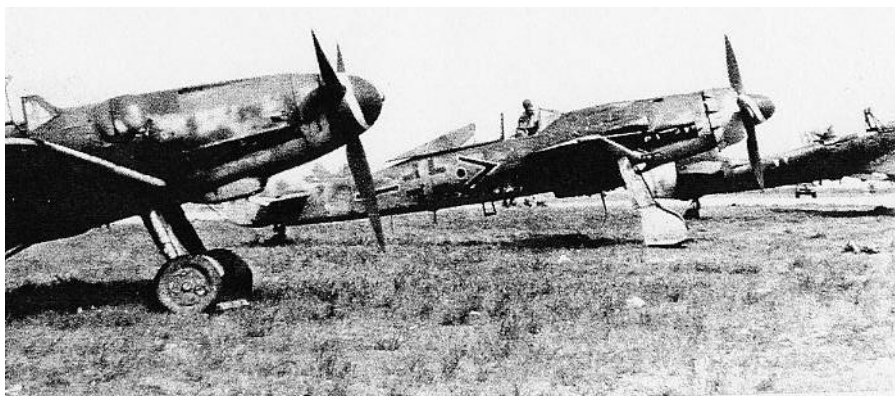
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Picture 12 - Black 12. FW 190D-9 of 5/JG6 surrendered at Firth airfield May 1945.

III Gruppe



Picture 13 - Only known picture of III Gruppe's Me 109G-14 stands alongside the Stab Technical Officers FW 190 after the war, it shows spiral spinner, dark mixed colour mottle camouflage, sadly rear fuselage is not visible.

Picture 14 – A Me 109G-14 left derelict as Prague Gbell airfield when the Germans retreated, it sports the spiral spinner and dark mottle colour mix, with yellow tail band.

Alan