



# "STICKY FINGERS"

## IPMS HORNCHURCH - NEWSLETTER



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### Alan's "Annotations"

#### ***Unclassified Qantas Fixes***

Never let it be said that ground crews and engineers lack a sense of humour.

Here are some actual logged maintenance complaints by QANTAS pilots and the corrective action recorded by mechanics. By the way Qantas is the only major airline that has never had an accident.

P stands for the problem the pilots entered in the log, and S stands for the corrective action taken by the mechanics).

P: Left inside main tyre almost needs replacement.

S: Almost replaced left inside main tyre.

P: Test flight OK, except autoland very rough.

S: Autoland not installed on this aircraft.

P: Something loose in cockpit.

S: Something tightened in cockpit.

P: Dead bugs on windshield.

S: Live bugs on backorder.

P: Autopilot in altitude-hold mode produces a 200-fpm descent.

S: Cannot reproduce problem on ground.

P: Evidence of leak on right main landing gear.

S: Evidence removed.

P: DME volume unbelievably loud.

S: DME volume set to more believable level.



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P: Friction locks cause throttle levers to stick.

S: That's what they're there for!

P: IFF inoperative.

S: IFF always inoperative in OFF mode.

P: Suspected crack in windscreen.

S: Suspect you're right.

P: Number 3 engine missing. (Note: this was for a piston-engined airplane; the pilot meant the engine was not running smoothly)

S: Engine found on right wing after brief search.

P: Aircraft handles funny.

S: Aircraft warned to straighten up, fly right, and be serious.

P: Radar hums.

S: Reprogrammed radar with words.

P: Mouse in cockpit.

S: Cat installed

### Alan

### Peter's "Prattlings"

#### ***IPMS Hornchurch Show 2003***

I'm sure Alan has been caught up in preparations for the IPMS Nationals to give any more detail but a significant date for next years diary is: -

Sunday 18<sup>th</sup> May 2003

Alan has confirmed booking of the Sydney Russell school hall to hold the IPMS Hornchurch Model Show take 2.



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### New Kit News

Some new kits announced at the Tokyo Hobby Show



### Peter

#### Ricky's "Ramblings"

#### **Hot Tips Hot Tips Hot Tips**

##### Lenses

If you try to portray lenses on headlights by painting them silver, they then just look like silver paint. The best way is to slowly drill out the light, if you can, paint the inside white, and then put a drop of white glue in there. When it dries the glue become semi-opaque and will look better.

##### Hatch Handles

One of the most obvious improvements to be made on a small-scale AFV model is to replace the kit hatches, which usually are moulded as solid, with new ones made from copper wire. Attach the handle by one pin, which is left longer than needed, and make the other to the desired length from the hull. You only then have to drill one hole and there is no need for measuring.

##### Rivets

These are the bugbear of all small-scale AFV modellers. They are such a prominent part of the vehicle that to be without them would not be right. There are two methods to choose from. You can either use white glue, which is placed in small dimples, by using a toothpick or similar tool. When it dries you will have not perfect, but better than nothing, rivets.



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The second way, which some say is the better way, carefully slice off rivets from an old kit, pick them up one by one with a moist brush and glue them onto your new kit with glue or varnish.

### Scale Conversions

It's rather annoying to have a diagram that is just the right subject for what you want but in the wrong scale. If you have access to a photocopier then life is made easier, by enlarging or reducing using the following ratios: -

From 1/35<sup>TH</sup> to 1/72<sup>ND</sup> REDUCE TO 48.6%

From 1/35<sup>TH</sup> to 1/76<sup>TH</sup> REDUCE TO 46%

From 1/48<sup>TH</sup> to 1/72<sup>ND</sup> REDUCE TO 66.7%

From 1/48<sup>TH</sup> to 1/76<sup>TH</sup> REDUCE TO 63%

If your copier can't go lower than 50%, then take the square root of the reduction you want and use that number as a percentage reduction **TWICE**, then you will have the needed reduction (Ricky: any budding Einsteins out there?)

### **Ya Gotta Laugh**

A little boy and his dad are walking through the woods when they see a sparrow lying with its legs in the air (obviously dead), then another, and then another one. "Why are they lying like that, dad?" said the boy.

His father didn't know but rather than admit it said, "Son, they knew they were dying and so prayed to god, saying "God I am coming and then they go to heaven"

"Dad do you know that yesterday mummy was going to die."

"No why?"

"Well she was on her back with her legs in the air saying, "Oh God I'm coming!" And she would have gone to if it wasn't for that kind postman holding her down."

### **Believe It Or Not**

Does the statement "We've always done it that way" ring any bells in your tender ears?

The U.S standard railway gauge (the distance between the rails) is 4 feet 8 ½ inches. That's a rather odd number don't you think? *Why was that particular gauge used?*

Because that's the way they built them in England, and the English ex-patriots built the U.S railroads. *But why did they build them like that?*

Because the first rail lines were built by the same people who built the pre-railroad tramways, and that's the gauge they used. *Why did they use that gauge then?*

Because the people who the tramways used the same jigs and tools that they used for building wagons, which used that wheel spacing.

*So, okey dokey then why did the wagons have that particular odd wheel spacing?*

Well if they tried to use any other spacing, the wagon wheels would break on some of the old, long distance roads in England, because that's the spacing of the wheel ruts.

*So who built these old rutted roads?*

Imperial Rome built the first long distance roads in Europe (and England) for their legions. The roads have been used ever since.

*And the ruts in the road/*

Roman war chariots formed the initial ruts, which everyone else had to match for fear of destroying their wagon wheels. Since the chariots were made for Imperial Rome, they were all alike in the matter of wheel spacing.

The U. S. standard railroad gauge of \$feet 8 ½ inches is derived from the original specifications for an Imperial Roman war chariot. And bureaucracies live forever!

So the next time you are handed a specification and wonder what *horses ass* came up with it, you may be exactly right, because the Imperial Roman war chariots were made just wide enough to accommodate the back ends of two war horses!

*Now the twist to the story*



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When you see a space shuttle sitting on its launch pad, there are two big booster rockets attached to the sides of the main fuel tank. These are solid rocket boosters, or SRB's. The SRB's are made by Thiokol at their factory in Utah America. The engineers who designed the SRB's would have preferred to make them a bit fatter, but the SRB's had to be shipped by train from the factory to the launch site.

The railroad line from the factory happens to run through a tunnel in the mountains. The SRB's had to fit through that tunnel. The tunnel is slightly wider than the railroad track, and the railroad track, as you know, is about as wide as two horses behinds.

So a major Space Shuttle design feature of what is arguably the worlds most advanced transportation system was determined over two thousand years ago by the width of a horse's ass!!!!

Who said a horse's ass wasn't important.

This was a piece in a newspaper cut out and given to me by my mum. I assure you this is an exact copy of that piece.

### ***Muddle Aircraft***

Busy Mike Yeoman, 31, of Aldershot. Hants. Finally completed an 18 – year – old model Spitfire kit - to find it was actually a Lancashire Bomber

### **Ricky**



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### Events Schedule 2003

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

26 <sup>th</sup> January (Sunday)	IPMS Milton Keynes announces their third show 'Modelcraft 2003' to be held at the Bletchley Leisure Centre, Milton Keynes. Contact - David Francis. E-mail: <a href="mailto:David.Francis3@btinternet.com">David.Francis3@btinternet.com</a>
9 <sup>th</sup> February (Sunday)	IPMS Leeds give advance notification of 'Yorkshire 2003', the biggest one day model show in the North to be held at the Huddersfield Sports Centre. Show open from 1000 - 1700. Attractions include Open Competition, 80 + Exhibitors, Free parking, Bar, Cafeteria. Contact - Mike Robson. Phone 01484 350612. E-mail: <a href="mailto:michael.robson@ntlworld.com">michael.robson@ntlworld.com</a>
6 <sup>th</sup> April (Sunday)	Shropshire Model Show, RAF Museum Cosford. 10:00am – 4:00pm
18 <sup>th</sup> May (Sunday)	IPMS Hornchurch show. Sydney Russell School
24 <sup>th</sup> May (Saturday)	IPMS Torbay wish to announce a model show to be held at the Torquay Town Hall, South Devon. New Competition classes are being introduced, (Torbay members will not enter the competition). Several traders have already booked for the show following the success of the first show in 2002. Should you be interested in booking your club or maybe you are a trader wishing to attend, contact the club Secretary for further details. Contact - Les Wells, 17 Helford Drive, Broadsands Park, Paignton, Devon TQ4 7NL. Phone 01803 844977. E-mail: <a href="mailto:wellzy_2002@yahoo.com">wellzy_2002@yahoo.com</a>
31 <sup>st</sup> August (Sunday)	Brampton Model Show – Priory Centre, St Neots, Cambridgeshire.
22 <sup>nd</sup> /23 <sup>rd</sup> November (Saturday & Sunday)	Scale Modelworld 2003 to be held at the Telford International Centre, Telford Shropshire



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### IPMS Hornchurch Annual Competition

#### *October Aircraft Voting Results*

##### 1/72<sup>nd</sup> scale or less

Position	Entrant	Entry	Votes
1 <sup>st</sup>	Keith Money	Vought A-7 Corsair	84
2 <sup>nd</sup>	John Bennett	Avro Shackleton	56
3 <sup>rd</sup>	Peter Bagshaw	Focke Wulf FW-190 F-9	43
4 <sup>th</sup>	Ian Brown	Douglas F4D Skyray	40
5 <sup>th</sup>	Ian Brown	Avro CF-100	33
	Ken Sparks	Douglas Skyraider	27
	Peter Bagshaw	Focke Wulf FW-190 D-9	26
	Paul Bennett	Martin Baker MB3	23
	Charles Thompson	Republic P-47 Thunderbolt	10
	Charles Thompson	Republic P-47 Thunderbolt	2

##### Greater than 1/72<sup>nd</sup> scale

Position	Entrant	Entry	Votes
1 <sup>st</sup>	Keith Money	Grumman F-14 Tomcat	90
2 <sup>nd</sup>	Phil Worth	Heinkel He-219	48
3 <sup>rd</sup>	Jon Lowe	Supermarine Spitfire II	36
4 <sup>th</sup>	Ted Taylor	Bell AH-1W Cobra	35
5 <sup>th</sup>	Robin Bellamy	North American P-51B Mustang	31
	Dave Ryan	Supermarine Spitfire Mk.18	28
	Robin Bellamy	North American P-51D Mustang	26
	Dave Ryan	Messerschmitt Me-262	24
	Alan Wright	Focke Wulf Ta-152	15
	Brian Lay	Supermarine Spitfire Vb	8
	Ken Sparks	North American P-51D Mustang	4

#### ***Wally Arrowsmith Trophy (Aircraft) – Current Positions***

Peter Bagshaw	74
Dave Ryan	54
Charles Thompson	50
Keith Money	50
Ian Brown	36
Paul Kirby	25
Alan Wright	24
John Bennett	23



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Phil Worth	23
Lee Lacey	22
Robin Bellamy	22
Jon Lowe	21
Ted Taylor	19
Brian Lay	10
Ken Sparks	10
Paul Bennett	5

72<sup>nd</sup> or less





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Greater than 72<sup>nd</sup>





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### Wrighty's References

#### *The Downward Spiral – The Demise of the Jagdwaffe*

#### *Chapter 3 – Frontline to the end, JG2 & JG26*

##### JG2

This unit, known as the “Richthofen Geschwader”, had a lengthy history from pre-war times, though the Battle of Britain and over western Europe from 1940 to 1944. (Note Osprey Aviation Elite No.1 covers this period of their history).

In the spring of 1943 they had formed several new Staffel, which extended the existing three Gruppen to four, but in October 1943 they were reorganised back into three Gruppen but each with four Staffel.

Original				New			
Gruppe	Staffel/Colour			Gruppe	Staffel/Colour		
	White	Black	Yellow		White	Black	Yellow
I	1	2	3	I	1	2	3
II	4	5	6	II	5	6	7
III	7	8	9	III	9	10	11
IV	10	11	12				12

By April 1944 they were at Cormeilles (FW 190s) and Creil (Me 109s), they had 74 aircraft; 43 109s and 31 FW 190s; but frequent action and operations took their toll, by the May 1944 returns, whilst with Luftflotte 3, were Stab, I & II Gruppe 51 190s and II Gruppe 13 109s. The Geschwader was now under the command of Oblt Ltnt Kurt Buhlingen who recently took over from Maj Ubben, who was killed in action in April 1944.

The unit was moved as the Allies softened up France for the invasion, II Gruppe returned home to re-equip with new Me 109s. Caught on the hop by the D-Day invasion, JG2 did manage 18 kills on D-Day, but losses and accidents especially, in the newly returned II Gruppe reduced the Geschwader to almost extinction and exhaustion. By July 11<sup>th</sup> they had 30 aircraft left and I Gruppe withdrawing to rebuild. The devastation went on until the end of August 1944 when the units pulled out back to just over the German border.

Re-equipment began but only as the action continued, in mid October I & II Gruppe numbered 66 FW 190s and were allocated DoR bands as the Home Defence reorganised. The III Gruppe returned, re-equipped with FW 190s, soon after, thus by early November they were as follows: -



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I Gruppe	Merzhauzen	FW 190A-8
II Gruppe	Nidda	Me 109G-10/14
III Gruppe	Altenstadt	FW 190A-8

With approximately 100 aircraft at the beginning of November, the unit took part only in limited operations, partly due to fuel cutbacks and also due to Gallands' policy of husbanding aircraft for the so-called "Big Blow" against the US bombers. Although a few aircraft were lost, late November and early December were a quieter time for the unit. III Gruppe began to convert to the FW 190D-9, while II Gruppe took on some Me 109K-4s.

However mid December and the "Ardennes operation" fully involved JG2 and in almost daily action against US raids the losses mounted up, in the period 17<sup>th</sup> – 31<sup>st</sup> December they lost the following pilots: -

I Gruppe	8 FW 190	1 D9, 1 A-9, 6 A-8	Equivalent to a Gruppe
II Gruppe	17 Me 109	18 G-10, 2 K-4	
III Gruppe	6 FW 190	3 D-9, 3 A-8	

Although these losses were not without some success the forthcoming operation of 1/1/45 was to prove devastating for JG2. With approximately 90 aircraft many brand new replacement FW 190D-9s supplied to make good losses the day before, I & II Gruppe went into Operation Bodenplatte. Many of the new machines carried no tactical markings; the II Gruppe with Me 109G-14s and K-4s used Ettinghausen as well as Nidda. Their target was St Trond airfield; the complete unit took off and were joined by the Ground Attack unit SG4 with three Gruppen. But things went badly wrong and many fell victim to A/A fire en route. Then the alerted Allied fighters struck, this reduced the units with shattering losses, I Gruppe (17), II Gruppe (5) and III Gruppe (15). The unit SG4 lost 4 F-8s including their Kommodore on the operation, losses totalled 40% of the aircraft committed.

In the lull after the action it was decided to re-equip entirely with FW 190D-9s so II Gruppe withdrew and I & III began to use the time to try and make good the losses. The 9<sup>th</sup> January returns show that this was going to be very difficult, they had 53 D-9s of which only 35 were serviceable, but getting new pilots was not easy. It was probably about this time they began applying the Yellow White Yellow DoR bands to their aircraft as part of Luftflotte 3. They were partly able to participate in the 14<sup>th</sup> January 1945 raid and lost 5 more D-9s, but moves were afoot on the Eastern Front and within days most of Luftflotte 3 Day Fighter Force were transferred to the East to meet the Russian offensive.

Basically just JG2 and JG26 were to take on the Western Allies, they only slowly began to absorb new pilots and in the 25<sup>th</sup> February raid 2 more were lost, on ground mission they operated at Arnhem and later against the Rhine crossings, including the bridge at Remagen in March. By late March they were forced to evacuate their bases as the Allies pressed forward, the I Gruppe disbanding in early April.



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The 9/4/45 returns showed they only had 25 D-9s, less than half serviceable, as they incorporated in a new 'Day Fighter (Luftflotte Reich)', but it only lasted days as they moved East to the Prague area. Taking up positions around the jet base (Prague Ruzyně) to cover operations by the Me 262s, these bases were Eger (Cheb), Pilsen (Plzen), Karlsbad (Karlovevá) and Mimon. Later in the month Stab & I Gruppe were disbanded and the remnants as II pulled out to the south of the Reich, which had been cut in half and went to Ansbach Straubing in Bavaria, but within days they had to destroy their last aircraft and surrendered to the US forces. The III Gruppe moved to the northern part but seem to have disbanded in early May 1945.

### ***Photos and Markings of JG2***

#### Stab



**Figure 1** - A FW 190A-8 of Geschwader Kommodore Major Kurt Buhlingen, note overall RLM 82/83 splinter camouflage and command markings, also the spiral spinner and the white outline to the exhaust area noted by this unit. Taken at Creil in June 1944.



**Figure 2** - Photograph of the above aircraft at Creil; note another Stab machine is behind it.



**Figure 3** - Another FW 190A-8 used by Buhlingen, this time a receding splinter with clean tail fin in 74/75 greys, all markings are the same, this was taken at Midda in September 1944.



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Figure 4 - Celebration drinks for Buhlingen who just notched up his 100th kill on D-Day, 6th June, he is centre picture in his life jacket, the bare headed figure on his right is "Pips" Priller, Kommodore of JG26, who was on 98 kills.



Figure 5 - "We congratulate you on the 100th" – the placard says it all. Buhlingen still hasn't had time to remove his life jacket.

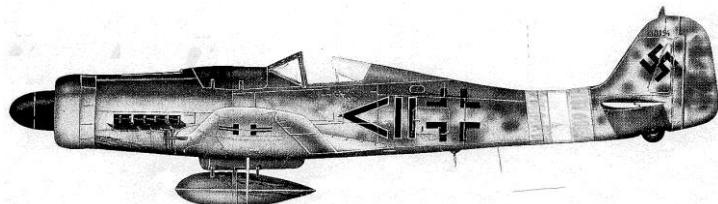


Figure 6 - FW 190D-9 of Stab JG2. Flown by Feldwebel Walter Hohemburg, a pilot of 4/JG2. It would appear that this Gruppen Kommanduers aircraft actually belonged to Hptm F. Karsch or Hptm F. Hrdlicka; it was used at Aachen in late January 1945. Note the Yellow, White, Yellow DoR band on the fuselage.

### I Gruppe



Figure 7 - Photo showing FW 190A-6 with underwing rocket tubes, which were used to attack shipping off "Gold" beach on D-Day, therefore proving the unit used these heavily armed aircraft in June 1944 from Creil.



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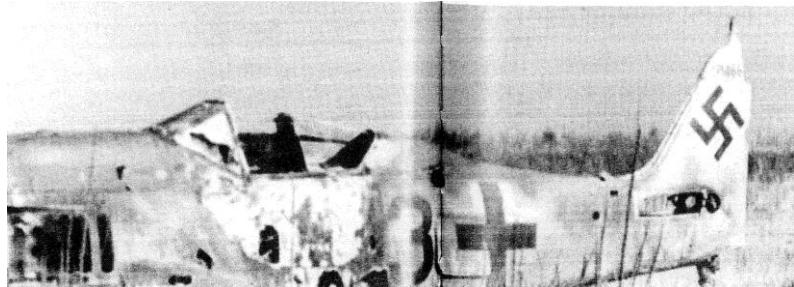


Figure 8 - Black 3, a FW 190A-8 of 2/JG2 abandoned at Reims in France as the Luftwaffe retreated in October 1944.

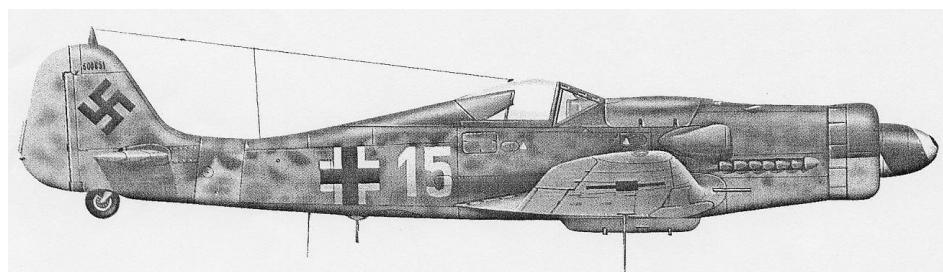


Figure 9 - White 15, a FW 190D-9 of I/JG2 at Merzhausen in December 1944, when the Gruppe began to convert from A-9s to D-9s.

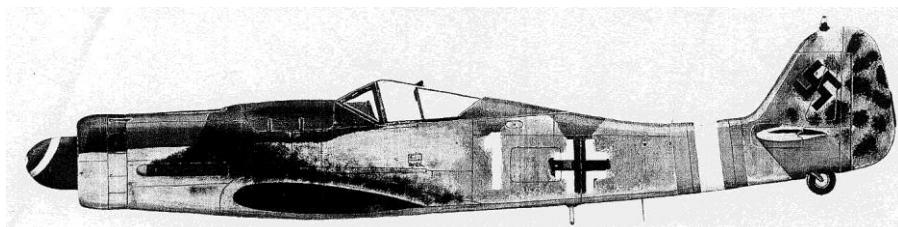


Figure 10 - White 1, a FW 190D-9, Staffel Kapitan's machine, note Yellow. White, Yellow bands and small +, probably when the unit was in Czechoslovakia in April 1945.

### II Gruppe

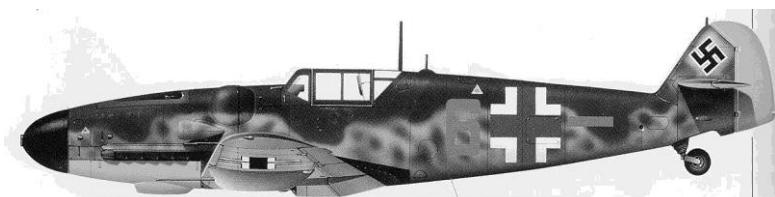


Figure 11 - Blue 6, a Me 109G-6 "Kannonboote" of 8/JG2 at Creil in April 1944, note the yellow lower cowling and blue II Gruppe bar.



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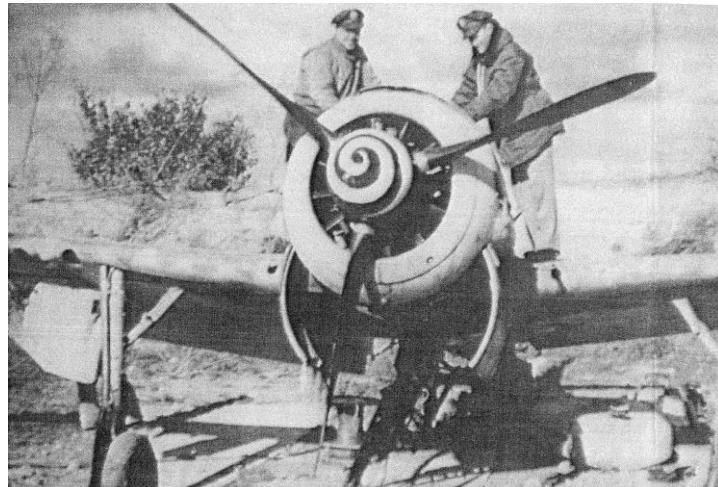


Figure 12 - The inspiration for the book title, the forlorn downward spiral of the spinner and wreckage including the main fuel tank and part of the canopy, open hanging engine bay cover, all displayed by this II/JG2 wreck left at Reims airfield in October 1944.

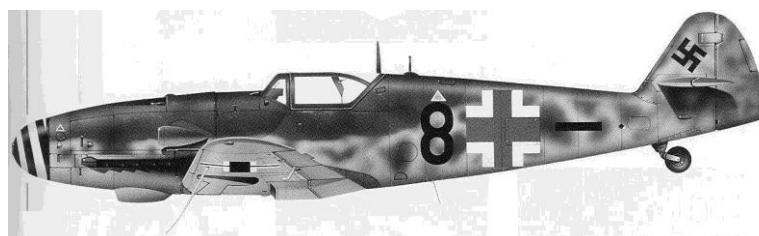


Figure 13 - Black 8, a Me 109G-14 of 6/JG2 at Ettinghausen in December 1944, possibly used on "Bodenplatte", abandoned when II Gruppe withdrew to re-equip with FW 190D-9s.



Figure 14 - Me 109G-6 of 5/JG2 of Obrlt G. Schaelde the Staffel Kapitan, Creil summer 1944.



Figure 15 - Yellow 11, a FW 190D-9 in late war colouring, the Yellow, White, Yellow DoR band is bisected by the horizontal bar of II Gruppe, found at Nidda in March 1945, yellow marking indicates 7 Staffel.



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### III Gruppe

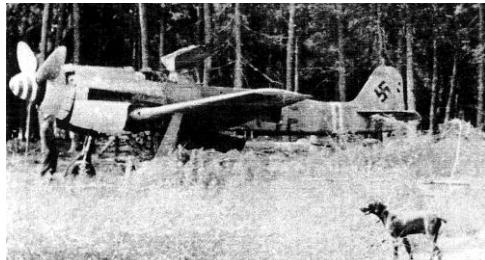


Figure 16 - A FW 190D-9 of III/JG2, the Yellow, White, Yellow DoR band with vertical bar is evident, it also looks as if the number in front of the + is black, which would indicate 10 Staffel.



Figure 17 - Almost certainly the same aircraft from the opposite side, it was found by US forces abandoned near Frankfurt Main in March 1945 some distance from its base of Alperstedt.

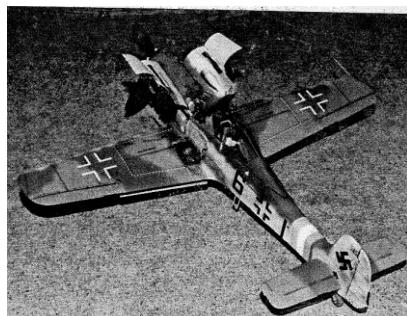


Figure 18 - Black 6, FW 190D-9 of 10 Staffel JG2, late war camouflage, DoR band, shows camouflage pattern and opening arrangement of engine cowling panels February/March 1945 around time of the "Rhine" crossing.

### General



Figure 19 - Team photo of a Staffel in I/JG2, note only 9 pilots and the leaders, as strength was gradually worn down by attrition, taken at Merzhausen in January 1945, when the unit was equipped with the new FW 190D-9s. Names are not important but 4 were killed and 1 wounded in action before March 2nd 1945.



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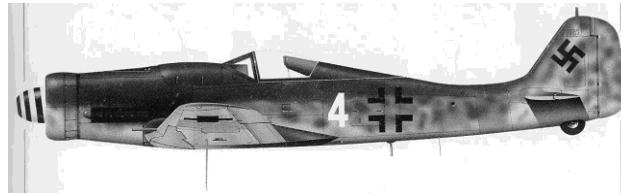


Figure 20 - White 4, FW 190D-9 of the remnants of JG2, probably II Gruppe, brief markings only, on units return from Czech lands in April. This wreck was found at Straubling in Bavaria, unit was only about Staffel strength by now.



Figure 21 - FW190D-9, wreckage destroyed by unit at Strabing prior to surrender to US forces. Note excellent view of engine, including circular radiator engine support beams, fuel tank etc.

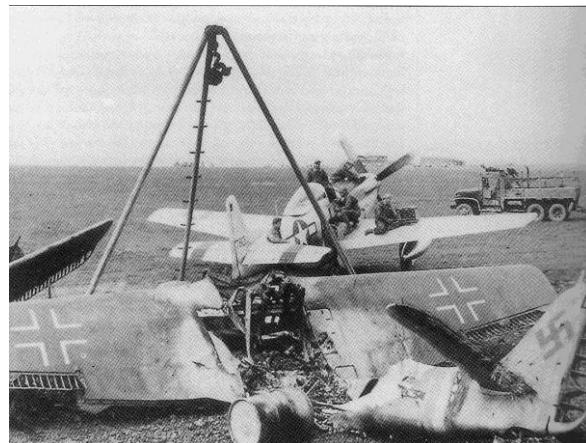


Figure 22 - Another FW 190D-9, wrecked by unit, this time at Ansbach in Bavaria, the 354th FG Mustangs oversees the "death throws" of JG2. However the "Phoenix" did rise as JG2 appeared in the Post War Luftwaffe inventory.

**Alan**