



"STICKY FINGERS"

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The Price of Modeling

Plastic Model Kit..... \$25 - \$50
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The Knowledge that Your Wife Doesn't know about the above...Priceless

Alan's "Annotations"	2
Peter's "Prattlings"	3
Club Sweatshirt/Polo Shirt.....	3
New Me 262 Flies	4
Ricky's "Ramblings"	4
Memorial.....	4
Help.....	5
Psycho Analytical Synopsis	5
Trivia Question	6
IPMS Hornchurch Annual Competition	7
November Miscellaneous Voting Results	7
Armour	7
Non-Armour.....	7
IPMS Hornchurch Trophy (Miscellaneous) –Current Positions	7
Events Schedule 2003	9
Southern Expo.....	9
Wrighty's References	10
The Downward Spiral – The Demise of the Luftwaffe.....	10
Chapter 9 Part 2 – Miscellaneous Units.....	10
JG76	10
JG80	10
JG302	10
Chapter 7 – Defenders of the Reich Part 3.....	11
JG1	11
Photos and Markings of JG1	14
Stab	14
I Gruppe	14

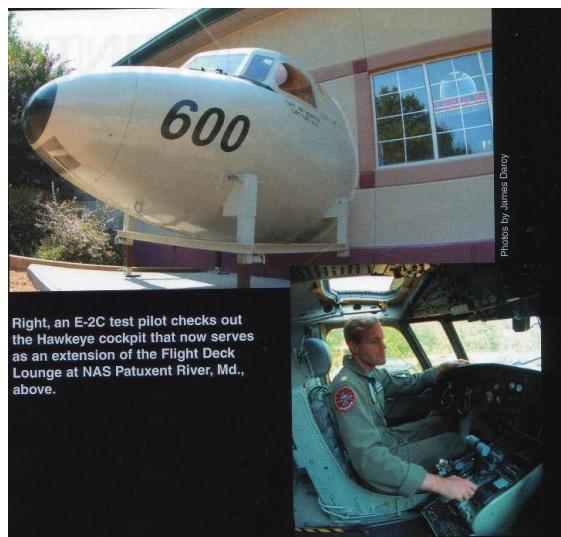


"STICKY FINGERS"

IPMS HORNCHURCH - NEWSLETTER

II Gruppe	17
III Gruppe	18
The Heinkel He-162 in Service with JG1	19

Alan's "Annotations"



The Nationals, or as it is known as nowadays, Scale Modelworld went pretty well, I think. I didn't see much of it this year as I was "ghosting" the present Membership Secretary before I have a crack at it next year. The US Navy A/C SIG members had a good time and their continued support of the SIG is much appreciated. I think the same can be said of the Hornchurch stand. Next year it moves even further into November and of course it is the 40th year of the IPMS so they are hoping for a bigger show.

It won't be long before the show scene starts again with Milton Keynes in January, I shall be asking for our 12 feet as per normal.

I hope you think the club is going in the right direction as when I asked this question at last month's meeting it just went quiet so I presume everybody's happy!!

We also need some authors for Sticky Fingers because it won't be long before Alan Wright completes his Luftwaffe articles, get writing.

Now we come to that bitter/sweet time of year, Christmas, a time to reflect on the year not a good one for some of us, I hope you remember that although we are a model club we are also a collection of friends with a common hobby interest that binds us. It just leaves me to say I hope you enjoy the evening with John Bennett's video from the Southern Expo and that you all have a peaceful Christmas and a Happy New Year.



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Aerotech from **Marsh Models**

Marsh Models, the U.K.'s leading producer of high quality 1/43rd scale model cars, are pleased to announce the release of our first 1/72 scale model aircraft kit, the Focke Wulf Ta183 (Code MAT01). This is the most detailed model ever produced of this aircraft in any scale. Described by Dan Johnson of Luft46.com as 'One of the best 1/72nd scale kits I have ever seen'

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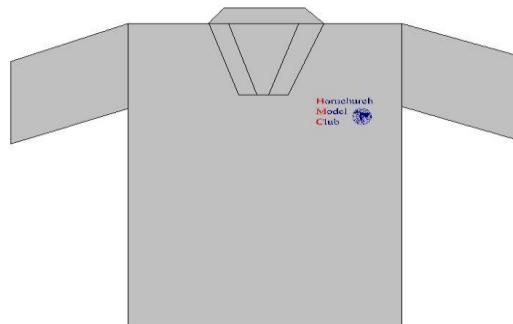
May Santa Claus bring you the key to Hannants warehouse.

Alan

Peter's "Prattlings"

Club Sweatshirt/Polo Shirt

There has been some discussion on the purchase of some club sweatshirts or polo shirts for members to wear when they attend model shows. With this in mind I've put a simple design together which we can hopefully turn into a design and can then be applied to the clothing of choice. Let us know what you think. If enough people are interested then we'll go ahead and order the logo template.





"STICKY FINGERS"

IPMS HORNCHURCH - NEWSLETTER

New Me 262 Flies



A group in America have been busy manufacturing new Me 262s based on an original 262, which they have had on loan to copy the parts from. Thankfully the engines are not based on the original Jumo 004s but are modern J-85s with an outer covering, which looks like a Jumo 004.

More details can be found at www.stormbirds.com.

Merry Christmas and a Happy New Year

Peter

Ricky's "Ramblings"

Memorial

If you drive along the A166 between Fridaythorpe and Stamford Bridge in Yorkshire you will see a memorial stone erected to the memory of a bomber crew killed in tragic circumstances on 7th February 1944. As well as the crew one person passing was also killed.

On the fateful morning a Halifax DK 192 took off from Rufforth, near York, on a training flight. The instructor pilot had just completed a tour of 30 missions over enemy territory. The bomb aimer a Sgt. A Emlyn Jones, was the only missing member of the normal crew because he was in hospital. They flew over the Vale of York and on approaching the Wolds entered 10/10th cloud that combined with thick fog in the Garrowby area. It is believed that they decided to lose height to penetrate the cloud to get their bearings and hit the ground at the place of the memorial stone.

While crossing the road they collided with a north Eastern Railway lorry driven by a Mr Kirby from Hull. The lorry was pushed with its load of milk churns still intact and upright about one hundred yards across a field alongside the road killing Mr Kirby. The aircraft continued on across the field tipping onto its nose killing all the crew. The tragic circumstances were compounded by the fact that because Sgt Jones was in hospital he was substituted. The pilot instructor was unfortunately on



"STICKY FINGERS"

IPMS HORNCHURCH - NEWSLETTER

a rest tour after operations, which was normal policy. They took jobs to keep up their flying ability so no retraining was necessary.

Mr Kirby the lorry driver's job was to collect full milk churns and deliver empties to outlying farms. This was done every weekday except the first Monday of the month on which day he delivered coal to the farms. On this day 7th February the coal had not arrived so he was directed to do the milk round instead.

Help

I'm trying to sort out some articles for next years Sticky Fingers and have used up all my little bits of grey matter thinking of some titles, so if any one out there has any info no, matter how small, let me have it in some form or other and I'll include it (with your name attached of course).

So this are the areas I've thought of: -

Hot Tips	A Kit You Have Built	Humour
Civil Aircraft	Military Aircraft	Buses
Nose Art	Internet Sites	Sci-Fi
W.W.I Era	W.W.II Era	Dioramas
Figure Painting	Armour	Cars
Question And Answer Section	Photos Or Pictures	AFV's
Newspaper Articles	Any Show You Have Visited	Unusual Items
Interesting Stories		

So come on dig deep in that pile of magazines of yours.

Psycho Analytical Synopsis

There is a strange affliction affecting persons with prolonged exposure to injection moulded styrene plastic, that if left untreated, results in a unique form of mental disarray. The subject of this affliction finds himself caught in a vicious and repeating cycle unable to break away.

He cannot build his new expensive model without first getting more practice, and he won't practice on older, cheaper kits because he thinks they lack detail. Thus, the subject doesn't build anything, although he still considers himself part of the model building community. A person in such a delusional state is suffering fromPseudo Modellers Syndrome.

The signs are unmistakeable to the practiced eye. The victim will often build kits and share with others his ideas for building them but is never actually seen with a finished model. Such a person will try to mask his condition from suspecting other modellers by showing them works-in-progress, but persons confronted with such behaviour should remember that glued together parts in a box doesn't make a modeller, finished models do. Luckily the cure for this ailment is very simple to find. The prescription is as follows... Build and complete one model. Then repeat the treatment,



"STICKY FINGERS"

IPMS HORNCHURCH - NEWSLETTER

as hard as it is, as necessary. Patients who follow this plan should be warned that addiction often occurs but that is a risk that must be faced.

In some cases however a patient has been known to have a relapse, caused by comparing his efforts to with one done by a more experienced modeller. This is a result of improper analysis; the patient is comparing one of his first likely serious dozen attempts with what is likely to be the other modellers 100th consecutive model. The patient should seriously consider taking up being counselled that he will not reach his plateau of expertise until he has completed as many models.

The precise number will vary with the individual, but the modeller will often lose count of his finished projects before he achieves the desired proficiency. If the Patient combines a rigorous treatment schedule (one model a month is sufficient to start) along with counselling by his local model club members then the only future related difficulty that he should experience is a lack of storage space.

Trivia Question

Why is it that all British aircraft with radial engines have copper coloured leading edges on the engine cowls?

P.S. I don't have an answer for thisdo you?

MERRY CHRISTMAS EVERYONE

Ricky



"STICKY FINGERS"

IPMS HORNCHURCH - NEWSLETTER

IPMS Hornchurch Annual Competition

November Miscellaneous Voting Results

Armour

Position	Entrant	Entry	Votes
1 st	Kevin Curley	Morris 8	61
2 nd	Lee Dowling	Panzer IV	57
3 rd	Kevin Smith	Tiger I	55

Non-Armour

Position	Entrant	Entry	Votes
1 st	Ian Brown	Corvette C5-R	55
2 nd	Malcolm Robinson	Mercedes CLK-GTR	45
3 rd	Brian Lay	James Bond	44
4 th	Paul Bennett	PT Cruiser	39
5 th	Brian Lay	The Hulk	34

IPMS Hornchurch Trophy (Miscellaneous) – Current Positions

Brian Lay	86
Kevin Smith	67
Ian Brown	44
Kevin Curley	25
Lee Dowling	23
Malcolm Robinson	23
Peter Bagshaw	23
Paul Bennett	19



"STICKY FINGERS"

IPMS HORNCHURCH - NEWSLETTER

Armour (Military)



Non – Armour





"STICKY FINGERS"

IPMS HORNCHURCH - NEWSLETTER

Events Schedule 2003

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

26 th 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: David.Francis3@btinternet.com
9 th 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: michael.robson@ntlworld.com
15 th & 16 th March (Saturday & Sunday)	Southern Expo
5 th April (Saturday)	IPMS Dorset (Pool Vikings Model Club) wish to announce their annual show to be held at Poole Grammar School, Gravel Hill, Poole, Dorset . Attractions include Club Displays, Model Competition, Raffle, Refreshments will be available all day, parking is FREE. Contact Andy Sweet: telephone 01202 743494, e-mail poole.vikings@virgin.net
6 th April (Sunday)	RAF Museum Cosford . Shropshire Model Show. 10:00am – 4:00pm
26 th – 27 th April (Saturday & Sunday)	Scottish Nationals to be held once again at the Dewars Centre, Glover Street, Perth . Competition registration will close at 15.00 on 26 April 2003. For further details, please contact the following Ernie Romer as follows: Ernie Romer, Secretary/Exhibition & Competition, Telephone 01259 211340 (evenings only please), E-mail: romerem@aol.com
18 th May (Sunday)	IPMS Hornchurch show . Sydney Russell School IPMS Birmingham and the Universal Modelling Society present Britain's largest one-day modelling show at the Leasowes Leisure Centre, Kent Road, Quinton, Halesowen , Nr Birmingham. The 2003 Expo, which is open from 10.00–17.00: For information, contact D Jefferey (Tel. 0121 550 7185) or Craig Greville (Tel. 0121 360 4905)
24 th 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: wellzy_2002@yahoo.com
31 st March	IPMS Salisbury Model Show at Wyvern College, Church Rd. Laverstock, Salisbury . England. Over 40 clubs & 20 traders have already booked their spaces.
6 th July (Sunday)	IPMS Mid Sussex will be holding their annual show ' A Fort Full Of Models ' at Newhaven Fort, Newhaven, East Sussex , BN9 9DL, on Sunday, 6th July 2003 from 10.00 to 17.00. Club stands, trade stands, private displays, full access to the Fort, play area for the kids, adequate free parking. For information, contact: stephen.bagley1@btinternet.com
31 st August (Sunday)	Brampton Model Show – Priory Centre, St Neots, Cambridgeshire .
22 nd /23 rd November (Saturday & Sunday)	Scale Modelworld 2003 to be held at the Telford International Centre, Telford Shropshire



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IPMS HORNCHURCH - NEWSLETTER

Wrighty's References

The Downward Spiral – The Demise of the Luftwaffe

Chapter 9 Part 2 – Miscellaneous Units

JG76

JG76 was reformed in June 1944 as a new Geschwader from the personnel of the disbanded “Zerstorer” units ZG/76 and ZG.1. The “Zerstomers” had suffered badly in defending the homeland against US raids and as a result it was decided to convert the pilots to single engined interceptors. However with the building up of existing established units JG.76 had a short life as their component Staffel were transferred to JG300 and JG53 in September and October respectively.

JG76 Stab	Ex ZG/76 Stab	6/44	Became – see note
1 Staffel	Ex I/ZG76	6/44	13/JG300 in 9/44
2 Staffel	Ex 2/ZG76	6/44	14/JG300 in 9/44
3 Staffel	Ex 3/ZG76	6/44	15/JG300 in 9/44
4 Staffel	Ex 4/ZG76	6/44	16/JG300 in 9/44
9 Staffel	Ex 4/ZG1	7/44	13/JG53 in 10/44
10 Staffel	Ex 5/ZG1	7/44	14/JG53 in 10/44
11 Staffel	Ex 6/ZG1	7/44	15/JG53 in 10/44
12 Staffel	New	9/44	16/JG53 in 10/44

Note: - Stab/JG76 operated from October 1944 in charge of German and Hungarian units in Hungary until disbandment in April 1945.

JG80

Formed as a Stab, 1, 2 and 3 Staffel in January 1945, JG80 was to bring the new He 162 Salamander jet fighter into operational service, but it was decided to re-equip JG1 for this task (see JG1 chapter), therefore the unit disbanded and all personnel and equipment went to JG1 at Leck.

JG302

This unit was the third to have its origins in the “Wilde Sau” units of the night fighter force, in May 1944 they had 38 Me 109Gs, when with Luftflotte Reich, I Gruppen at Jutterborg, II Gruppe at Ludwiglust, III Gruppe at Zerbst becoming non-operational. The IV Gruppe were soon transferred to Finland, but the whole Geschwader was soon disbanded and dispersed during the summer to other units. Even its Yellow/Red DoR band went to JG301.



"STICKY FINGERS"

IPMS HORNCHURCH - NEWSLETTER

Stab JG/302	Disbanded 9/44
Stab I/JG302	Stab III/JG301 in 1/44
I/Staffel of JG302	9/JG301 in 1/45
2/Staffel of JG302	10/JG301 in 8/44
3/Staffel of JG302	11/JG301 in 8/44
4/Ex 12/JG51 (5/44)	12/JG301 in 8/44

5, 6, 7, 8 & 9 Staffeln were all disbanded in July 1944.

Chapter 7 – Defenders of the Reich Part 3

JG1

I/JG1 the original group of this unit took part in the Battle of France in 1940, but was redesignated III/JG27 for the Battle of Britain. A new I Gruppe was formed in September 1940 and II, III & IV Gruppen followed in January 1942. The Geschwader served in North West Germany, Holland and Belgium in a Home Defence role during 1942/43, during which time they helped create JG11 (see chapter 7 part 2), and shared its day fighters with the Night Fighter unit JG300 in late 1943. The full story of JG1 can be followed in the book “Defending the Reich JG1” by Eric Mombeek, published by JAC Publications, ISBN 0.9515737.1.3.

By May 1944, JG1 was situated and equipped as follows: -

Note that the IV Gruppe had disbanded in March 1943.

Unit	Aircraft	Total	Serviceable	Base
Stab	FW 190A-8	2	2	Lippsringe
I Gruppe	FW 190A-7/8	44	15	Lippsringe
II Gruppe	FW 190A-7/8	42	20	Rheine
III Gruppe	Me 109G-6	48	21	Stormede

Any plans for this now fully equipped unit were abandoned when the D-Day invasion gave them the “wake-up” call, transferred to France the three units had a torrid time facing the Allies, and were forced to equip with new machines due to losses incurred on several occasions. Eventually they were recalled to Germany, I & II in August 1944 and III Gruppen in September 1944, when the following re-organisation took place.



"STICKY FINGERS"

IPMS HORNCHURCH - NEWSLETTER

Gruppe	Original			New			
	Staffel / Colour			Staffel / Colour			
I	1 White	2 Black	3 Yellow	1 White	2 Black	3 Yellow	4 Red Ex 9/JG77
II	4 White	5 Black	6 Yellow	5 White	6 Black	7 Yellow Ex 4	8 Blue/Brown Ex 7/JG51
III	7 White	8 Black	9 Yellow	9 White	10 Grey/Black Ex 7	11 Yellow Ex 8	12 Blue Ex 1/KG3

After reorganising with many new pilots to integrate the units were on refresher training in November when DoR positions were being taken up, they were at Griefswald, Stab & I Gruppe with FW 190A-8s, Reinzehlen/Tutow II Gruppe with FW 190A-8s and Anklam III Gruppe with Me 109G-14s, the DoR band was red and had been used since May 1944. Their Geschwader Kommodore was Obrst Herbert Ihlefeld who had taken over in May 1944 when Walter Oseau was killed in action; he was so well thought off the Geschwader now carried his name (i.e. JG1 Oseau).

However although still barely ready the unit was called to action as the US day bombers came in their areas on the 24th and 26th November, the inexperienced new boys paid with their lives, 22 from I Gruppe and 14 from II Gruppe, over 40 aircraft lost. Back to more refresher training more new boys to bring in, but the 5th December raid on Berlin again was found to be no place for the "novices" as losses show: -

5/12/44	I	FW 190 A-8	16	Equivalent to Gruppe. 24 killed in action, 14 wounded.
	II	FW 190 A-8	17	
	III	Me 109 G-10/14	6	

Although over 80 aircraft were lost it counted for little when in mid December 1944 forces were needed for the "Ardennes Offensive" and all 3 Gruppen moved to forward front-line bases. Stab & I Gruppe at Twente, II Gruppe at Droepe and III Gruppe at Rheine. All three Gruppen were in action from the 18th December to 30th December and during this hectic spell of fighting they lost: -

I Gruppe	19 FW 190A-8	Equivalent to a Gruppe in pilots alone, aircraft lost was over 50.
II Gruppe	7 FW 190A-8	
III Gruppe	15 Me 109G-10/14	

As the orders came through for "Operation Bodenplatte" JG1 were able to muster some 80 serviceable aircraft, of which 55 were 109s, but like so many other units they suffered from friendly anti-aircraft fire (who had not been informed and took out several aircraft) on the way to targets and although some RAF aircraft were destroyed on the ground many 190s and 109s were shot down in



"STICKY FINGERS"

IPMS HORNCHURCH - NEWSLETTER

the action over and around the target areas. Final pilot losses were; I Gruppe 10, II Gruppe 12 and III Gruppe 3, another grim setback. The day after "Bodenplatte" I Gruppe lost another 3 aircraft and pilots in a battle with the RAF. After this weather and the "Ardennes Offensive" running out of steam, gave a few days to reorganise.

There followed a lull in the action, new pilots from training units arrived and new aircraft to build up the depleted units once more, by 9/1/45 the returns showed the Stab, I & II Gruppen had 72 FW 190s and III Gruppe 40 Me 109s with serviceability at 75%. But a few days later they were again called to action against the US bombers on 14th January when I Gruppe had been delayed by weather for take-off. When they did finally take off they were caught by Spitfires of the 2nd TAF, who sent 7 of them plunging into the ground, overall that day 2/JG1 lost 11 pilots in the various actions.

There was to be no let up, in the East Soviets had begun their offensive and JG1 was given transfer orders for the following: - Stab & II Gruppen Insterburg, I Gruppe Jürgenfeld, III Gruppe Schrottersburg, all were located in East Prussia, almost on a daily basis the units were forced back via Königsburg and Danzig and back along the Baltic coast by early February 1945 to Garz on Usedom Island (Stab, I & II Gruppe). III Gruppe now with Me 109K-4s attempted to hold position at Stolp/Reitz, where they offered cover support to "Schalt" units with FW 190s and Ju 87s until early March.

Early in February, I Gruppe passed their 190s to II Gruppe and left for Parchim to take over the He-162 Salamander project from JG80. The 4th Staffel was disbanded, to give I Gruppe 3 Staffeln in the new unit. In late March they began to collect their new mounts and by April training had begun. Due to bombing of Parchim the unit moved to Ludwigslust, but by mid month returned to Leck, as their base was under threat. With Stab & II Gruppe who had joined them on the He-162 and joined at Leck in late April some 11 pilots were killed or wounded in actions and accidents etc, with the 162 before surrender in early May.

Finally the III Gruppe with 109K-4s left Stolp/Reitz in early March for Anklam, they held on for a month here before another month further back at Lüneburg, where the unit disbanded on 24th April, personnel were transferred to JG27 or sent to Rostock for taking new He-162s but events overtook them and the men made their way to Leck to surrender.



"STICKY FINGERS"

IPMS HORNCHURCH - NEWSLETTER

Photos and Markings of JG1

Stab



Figure 1 - Gruppen Kommanduer Major Heinz Bar led II Gruppe in his FW 190A-7, Red 23 in April/May 1944 from Storemede. Note unit badge, yellow under cowl and outlined red bar on the red DoR band.

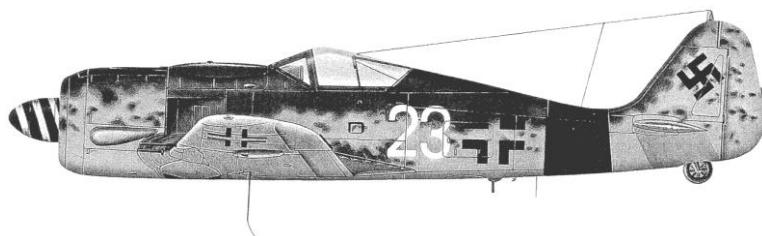


Figure 2 - White 23, another Stab FW 190 A-8, could have been used by Major Bar when he was acting Geschwader Kommanduer, or maybe it was passed on to another Stab member when he left JG1.

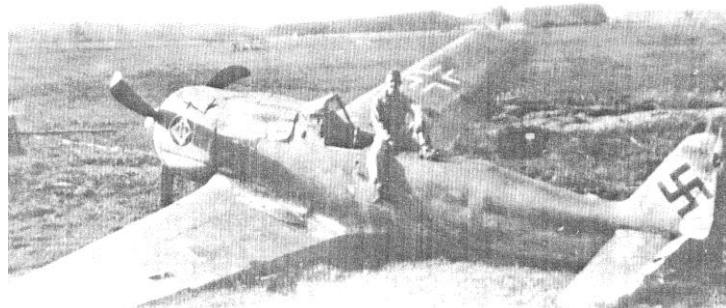


Figure 3 - Green 5, a FW 190A-8 of the Stab in late war RLM 81/82 greens, limited outline crosses, but note badge on cowl. Presumably lost in April 1945 it was photographed after the war near Nuremberg.

I Gruppe

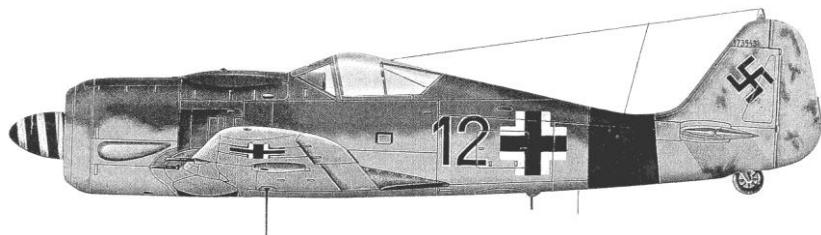


Figure 4 - Black 12, a FW 190A-8 of 2 Staffel around Nov/Dec 1944 at Lippspringe, wears the RLM 74/75/76 grey camouflage.



"STICKY FINGERS"

IPMS HORNCHURCH - NEWSLETTER

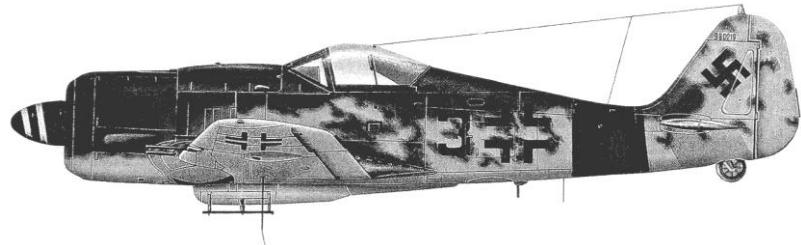


Figure 5 - Black 3, a FW 190A-8 also of 2 Staffel around Jan 1945 at Twente, the camouflage has now changed to RLM 81/82/76 when the greens began to take over.

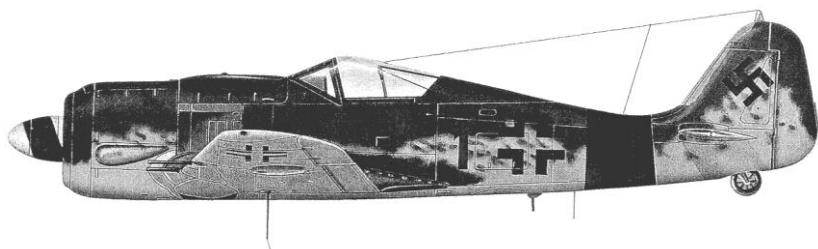


Figure 6 - Red 1, a FW 190A-8 of 4 Staffel, this is the St/Kapitans aircraft, also in RLM 81/82/76 Dec 44/Jan 45 at Twente.

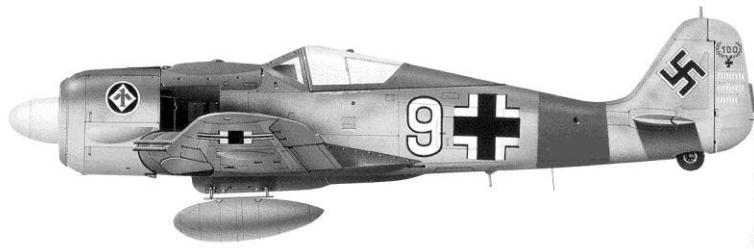


Figure 7 - White 9, a FW 190A-7 of 1 Staffel, also the St/Kapitans aircraft, the markings are extremely similar to Figure 1, as is the period of action, April/May 1945.

Stab & I Gruppe selected photos from press coverage at Greifswald in December 1944, as the Gruppe take off to meet US bombers.



Figure 8 - Pilots stand ready on the flight line, chatting to each other, note the Kettenkrad in the background used for moving and positioning aircraft.



"STICKY FINGERS"

IPMS HORNCHURCH - NEWSLETTER



Figure 9 - The "alarm" has sounded, pilots move out to their aircraft.

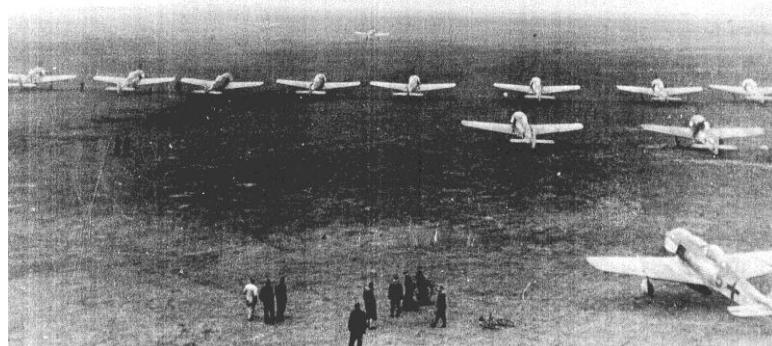


Figure 10 - Red 5, indicates this is 4 Staffel, the leaders are followed by a mass take off of the units 12 aircraft. Other pilots await their turn to go.

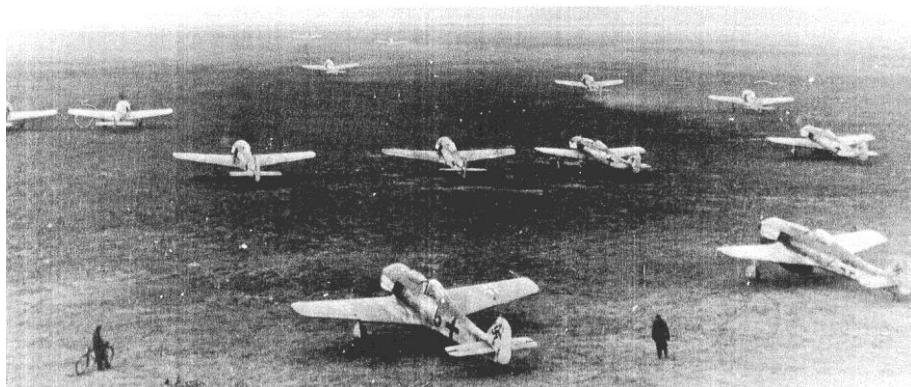


Figure 11 - Yellow 2 of 3 Staffel identifies this aircraft lifting off moments later, only the "Black men" (mechanics) are left to watch.

Note: If this was December 5th, 16 of these aircraft did not come back.



"STICKY FINGERS"

IPMS HORNCHURCH - NEWSLETTER

II Gruppe



Figure 12 - May 1944 at Stormede, 6 Staffel aircraft in revetements, Yellow 5 and Yellow 11 carry full set of markings with bar in yellow on red DoR band and unit badge on nose, the aircraft are Fw 190A-8s.



Figure 13 - December 1944 at Droepe, possibly a 5 Staffel aircraft awaits the next mission during the Ardennes offensive, note the white Gruppe bar on red DoR band.

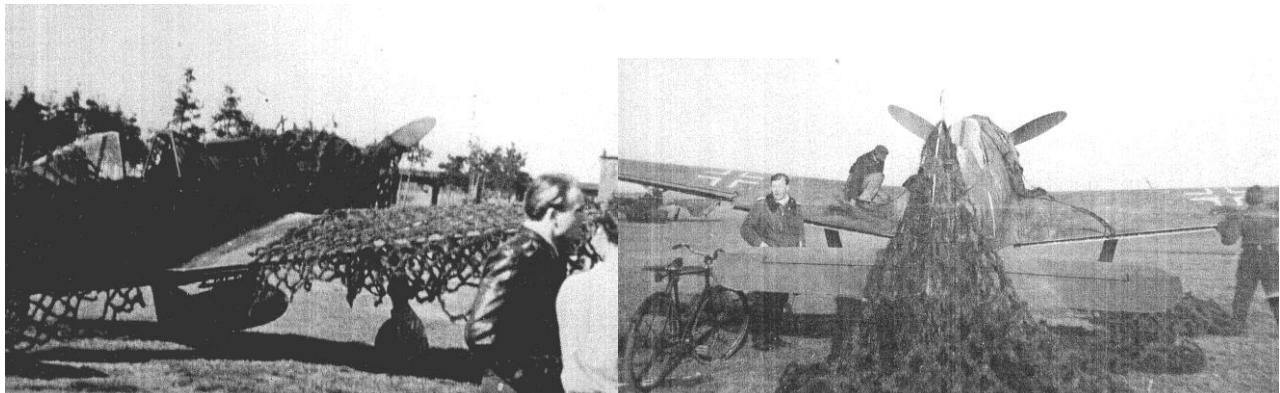


Figure 14 - FW 190A-8 of II Gruppe JG1, when at Garz-Usedom in February 1945, note the need for camouflage netting and that the fighter carries a 500Kg bomb.



"STICKY FINGERS"

IPMS HORNCHURCH - NEWSLETTER

III Gruppe



Figure 15 - The high altitude Me 109G-6 A/S, in their RLM 76 overall colouring with red DoR band and vertical bar of III Gruppe, taken when the Gruppe were at Anklam, November 1944.

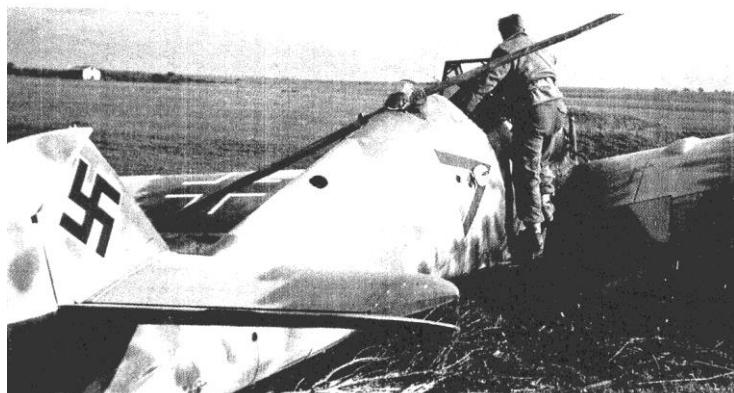


Figure 16 - possibly a III Gruppen Stab machine, this Me 109G-14 could well be from JG1 when it was in the East during 1945. No known pictures exist of this period.

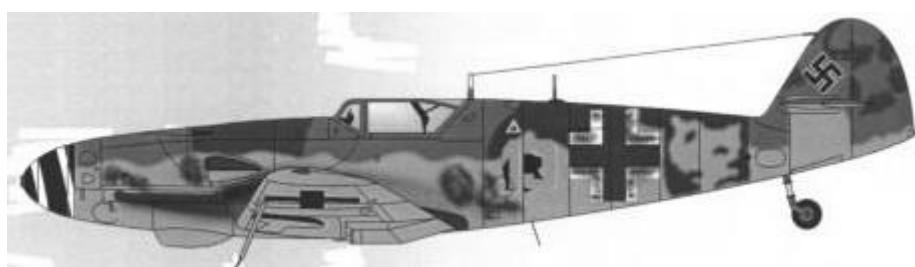


Figure 17 - Me 109K-14, probably an ex JG1 aircraft, note the painted out 13 a popular number in this unit and the dark area of the DoR band and bar has been roughly painted out, April 1945 period.



"STICKY FINGERS"

IPMS HORNCHURCH - NEWSLETTER

The Heinkel He-162 in Service with JG1

Construction began in Vienna in October 1944 and the 162 first flew in December 1944 some 20 prototypes being built, 3 test pilots died during the test programme. Production aircraft were built at Marienehe (near Rostock).

The Test Commando was established at Ludwiglust in January 1945, late in February 1/JG1 was formed up and sent to Parchim in March to begin training, but bombing of Parchim forced a move to Ludwiglust. Soon after however Leck was decided upon as the main base for the unit. The build up at Leck can be seen by the photos but the unit was still non-operational. Some duties such as air cover in their area were carried out, however May brought the surrender before operational readiness had been achieved. Some 11 pilots were killed in actions and accidents on the He-162.

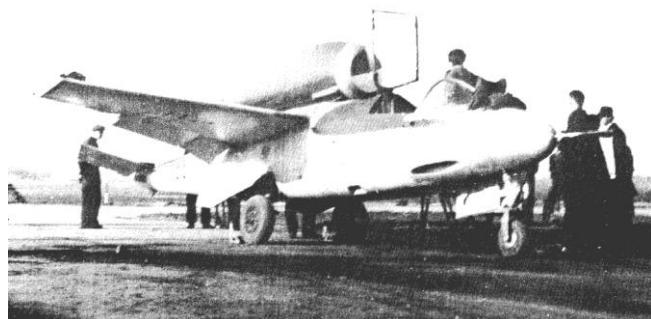


Figure 18 - One of the early prototypes in Vienna autumn 1944.



Figure 19 - A group of pilots at Leck, the Geschwader Kommanduer Oberst Ihlefeld is second from the left.



Figure 20 - Oberst Ihlefeld by his personal machine, white 11.



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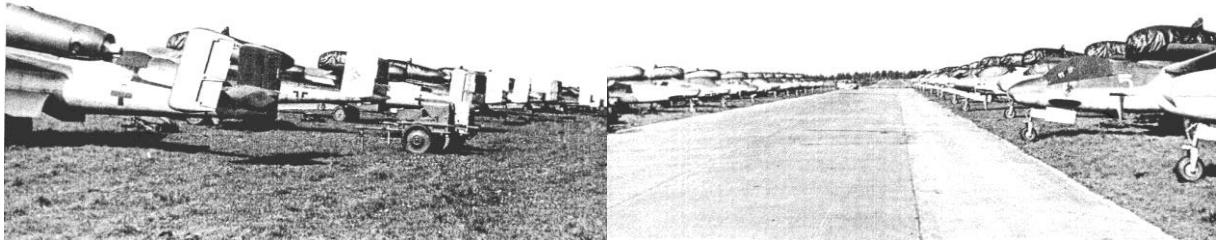


Figure 21 - Line up at Leck of I/JG1, some 24 aircraft and rear view, note the starter trolley at the ready.



Figure 22 - Hptmn Kuniger of 3 Staffel, Yellow 5 was the subject of a number of photos.

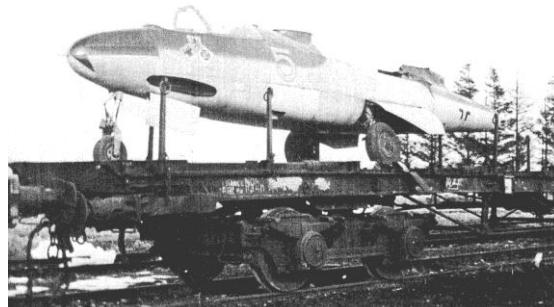


Figure 23 - Yellow 5, a He-162 was handed to the RAF for evaluation after the war, here it is stripped of wings and transported on "Reichbahn Flatcars" for shipment to England.

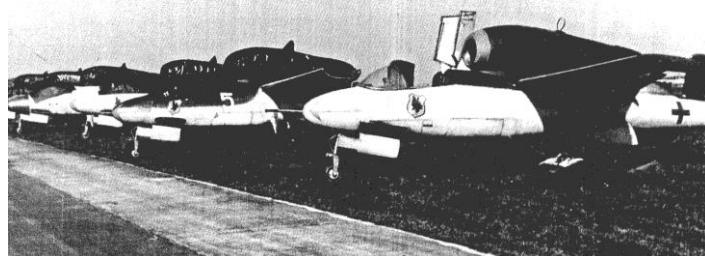


Figure 24 - Line up of 1 Staffel, note some aircraft lack no's but all seem to have a unit badge.



"STICKY FINGERS"

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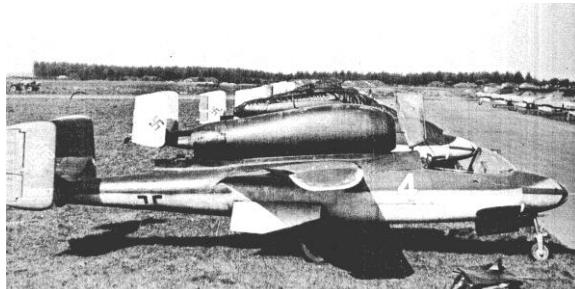


Figure 25 - Yellow 4 of 3 Staffel as the camera gets further down the line up just before the end of the war in May 1945.



Figure 26 - Stab personnel Major Zober, Oberltnt Demuth and Hptmn Kunnecke await the arrival of British troops, in front of them disarmed aircraft at Leck.



Figure 27 - Yellow 23. Good side view photo of this 3 Staffel machine, note no badge, maybe a late arrival at Leck, where a steady flow of aircraft arrived until early May.



Figure 28 - This write off is the result of a training flight wheels up landing, the flimsy plywood/metal structure suggests that this aircraft operating from rough landing fields would probably have lost many aircraft in such conditions.

Alan

Page 21

December 2002

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