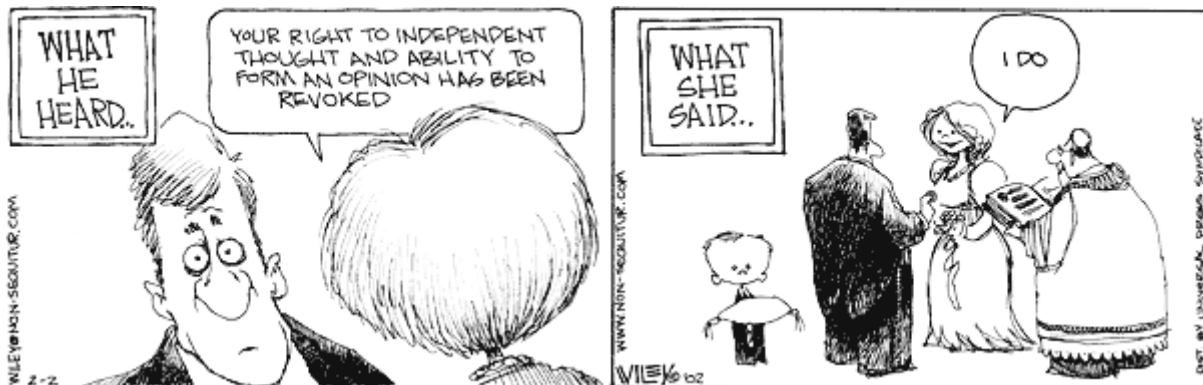




# "STICKY FINGERS"

## IPMS HORNCHURCH - NEWSLETTER



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### Dave's "Divulgences"

Hi there finger-stickers,

Did Christmas go well for you or not? (i.e. when you opened your first chrimbo present hoping it was the 1/72 scale Sub by Revell and finding out it was a Black and Decker chainsaw). I don't know about you lot but I didn't receive any models for Christmas.

On a more serious note I have received a letter from Peter Bagshaw stating that he is going to resign his position of Assistant secretary and editor of our very own Sticky Fingers (*see my update later – Ed*).

I am asking if there is anybody in the club who may be willing and heartfelt enough to take over the position in May because it is a vital role, and could end in the loss of Sticky Fingers, and the Club could start to go down the pan.

Peter however has been a very strong influence in the club and it will be a shame when he gives up this position, so really I am looking for someone who can do the job as successfully as him.

In the meantime my heartfelt thanks must be given to Peter for the splendid work he has done.

Peter has sent two letters for me to sign, concerning two gentlemen who may be giving talks about their exploits. The first, Brad King, is the curator of film at the IWM at Lambeth and the second is Reg Davey, who is an ex-Mosquito Pilot. I have sent both letters off and am hoping for a reply soon.

Yours

**Dave**

### Peter's "Prattlings"

#### **Notice to Quit**

Dear all, after a large amount of consideration I have decided that at the forthcoming AGM this May I shall step down from both posts of Deputy Secretary and perhaps more importantly as Editor of Sticky Fingers. The time has come, after 8 years, I feel that someone else can bring new ideas or new ways of formatting the newsletter and frankly gentlemen after the many years of writing I have lost some of the enthusiasm for the preparation of 40 copies a month of what I hope has become almost essential reading for club members.

So if anyone fancies taking up the challenge of regularly producing 40 copies of monthly newsletter full of interesting articles etc, sign up in May. I shall obviously be more than willing to help and advise any one who takes over the role, should they wish me to that is.



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### **Club Sweatshirts/Polo Shirts**

Thanks to Wally we have finally received indication of pricing for these highly desirable articles of apparel. I'll be passing round an initial order form round this month with a view to putting a largish initial order together. If you put your name down I'll need the money for your order at the February club meet. This does not mean that you won't be able to order something later as the design for the logo is held by the makers to add to any orders we make later.

Pricing for the articles including postage and packaging are: -

Polo shirt      £ 10.99  
Sweatshirts    £ 11.99

### **New email Addresses**

Please note that Robin has changed his email address to **robinbellamy@btinternet.com** and John Huston will change his to **huston.j@ntlworld.com** from the 28<sup>th</sup> January.

The updated address list for the club appears at the back.

### **Eduard New Kit Releases For 2004**

Eduard is planning on releasing the following kits this year.

#### 1/144<sup>th</sup>

Almost the whole range of Junkers Ju-87 Stuka, namely the B, R, D and G variants, due for release in the first quarter of the year.



#### 1/72<sup>nd</sup>

Lavochkin La-7, planned for February	Mig-15 family, including the Mig-15, 15 bis and 15 Uti, due for release in the second half of the year.	
		

#### 1/48<sup>th</sup>

Just released is the Ki-115 Tsurugi (what the f... you might say?), it was a late war disposable suicide bomber/torpedo carrier.



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Sometime in the first quarter this year expect to see the Dassault Mirage IIIC and CJ.

Later in the year they are hoping to release in March a Sopwith Camel 2F.1, a Morane N and Fokker E.III in the summer/autumn and late year a Fokker D.VII and Bristol Fighter.

### 1/35<sup>th</sup>

Perhaps the most interesting of the releases as this is a new scale for Eduard, they intend to release a Jagdpanzer Hetzer. According to Eduard: -

*"We want to have a complete equipped kit, with interior and engine inside. Hetzer was a good choice, as this is an original Czech tank, and we have a lot of original documentation. Many Hetzers are in museums around, so that we had a good chance to check everything, what should be unclear during the design process. So now we are sure we have correct, exact and well detailed kit. We expect to release the first Hetzer in early autumn, in two basic versions early and late, with ProfiPACK for both of them. The difference will be that the standard kit will be released without interior and engine detail, and the ProfiPACK will contain the complete interior, engine, and more photoetched parts as well as the metal gun barrel. Also, the limited to a 1000 edition of the ROYAL CLASS Hetzers will be available shortly before the standard marked version will be released. The ROYAL CLASS will contain all parts for both versions, large photoetched set, some extra accessories and an extra art. This kit will be released in strictly limited edition, each one with own serial number. The orders for ROYAL CLASS kits will be registered three months before kit release."*

### 1/16<sup>th</sup>

A large scale but a small subject, a Schwimmwagen.

### Figure Sets in 1/72<sup>nd</sup> and 1/48<sup>th</sup>

We'll continue with figures sets, we would like to release at least six new sets this year. 1/48th scale German WW I personnel is the first one, RAF WW II, US Navy WW II, IJN WW II and Soviet VVS WW II personnel will follow during the year.

### ***Vulcan - one step closer to flight***

11 December was a milestone date in the long and arduous process of the former Vulcan Operating Company's attempts to get Vulcan B2 XH558 back where she belongs - in the air. The news that the Heritage Lottery Fund has approved the first step in funding for the project is a massive boost - although there are still hurdles to overcome, the concession of the HLF to agree to potential support



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is a shift change from its stance of a year ago, and proof of the determination of Vulcan to the Sky - Save Our Heritage (VTS-SOH), as the project is now known.

HLF first considered an application from the Vulcan To the Sky Trust back in November 2002, but was unable to support it due to concerns about value for money. Since then, the Trust has completely rethought its application, resulting in considerably stronger long-term public benefits, an improved education programme, and a significant extension to the use of the aircraft during its flying life.

A 'Stage One Pass', as the project has been approved, means that HLF has earmarked money for the project in question. Competition at this stage is tough, and while a Stage One Pass does not guarantee funding, it is an indication of positive support, and money for the scheme is set aside. The applicant can then progress to Stage Two and submit a further, fully developed application to secure the full grant.

### Vulcan reaching for the sky - press release from the HLF

*The campaign to save an important part of Britain's aviation heritage took a major step forward today, with news that the Heritage Lottery Fund (HLF) has awarded a Stage One Pass of £2.5 million towards the purchase and restoration to full flying condition of the Avro Vulcan XH558. Whilst this is not a guarantee of funding from HLF, the Vulcan to the Sky Trust now has the go-ahead to pursue its second stage application to the Fund.*

*This particular aircraft was the first Mark II Vulcan to be built, and the last to see active service with the RAF. The Trust plans to purchase the aircraft together with spare parts, and undertake a major programme of maintenance to return it to flight. The Vulcan will be based at Bruntingthorpe near Market Harborough, Leicestershire. Over the next 10 to 15 years it will then be flown at selected displays around the UK, allowing members of the public to appreciate fully its splendour, and learn more about its construction and operational uses.*

*In light of HLF's advice, an impressive programme has now been developed for the Vulcan. When not flying, the aircraft will be on display at its operational base. An education programme and mobile exhibition display will be developed for use at air shows, and as part of outreach to schools and other audiences. This will focus on the Vulcan's role during the 'Cold War', and its influence as the forerunner of supersonic aircraft such as Concorde. At the end of its flying life, the aircraft will be transferred to the Imperial War Museum's collection at Duxford in Cambridgeshire - a partnership encouraged by HLF (HLF has also funded the Duxford Collection to the tune of £9 million). It will be the main Vulcan on display there, and will undertake regular fast taxiing demonstrations, which are very popular with the public.*

*The Heritage Lottery Fund does not normally help restore aircraft to flying condition. But Trustees took their exceptional decision because this is the only example of the Vulcan suitable for restoration to flight. They were also assured that the aircraft would be properly safeguarded for the future, with the potential risks of flying minimised according to regulations from the Civil Aviation Authority and BAE Systems. Trustees acknowledged the special place of the Vulcan in the history of*





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*British aviation, the considerable public support for the project, and the fact that innovative proposals were being developed to help people appreciate it and learn about its history.*

*Liz Forgan, Chair of the Heritage Lottery Fund, said: "In the normal way of things we do not restore aircraft to flight, but the Heritage Lottery Fund was really impressed with the imaginative way in which the Trust's new proposal will let as many people as possible learn about this important part of their heritage. The Vulcan could soon take to the skies again, thanks to this exceptional award made possible by lottery players' money. Now a whole new generation will be able to see this unique and much loved aircraft restored and in action, before it retires to the nationally important Imperial War Museum, Duxford."*

BAE Systems Customer Solutions & Support, as design authority, will be endorsing the engineering work of the Vulcan to the Skies Trust so that they can gain certification from the CAA (Marshall Aerospace will be carrying out the work at Bruntingthorpe).

This would be the first so-called 'complex' military aircraft to be refurbished so that it can fly displays under CAA approval - all others so far have been classified as 'simple' aircraft. The endorsement work will be carried out by engineers based at Chadderton. One of the guys working on this will be Dave Naden, who was involved on Vulcan the first time round, 48 years ago. If all goes well, work on the aircraft will start in April and XH558 could be flying as early as 2005.

VTs-SOH still requires to find funding from other sources, as it needs a further £600,000 to complete its full commitment of 29% of the funding total. £1.3 million has been raised through donations, support in kind and pledges to date and VTs-SOH will continue to seek pledges and funding for the Stage Two Pass decision. Pledges can be made at the website - click on the banner below.

**Peter**

### **Ricky's "Ramblings"**

As you may see from my heading I'm still around in Hornchurch. I never ever believed I would still be here writing my January offering, and at the time of writing this nothing has been completed. However by the time of you reading this, one way or another it will be sorted out.

The delays have all been on my buyers' side, and political correctness prevents me from doing a Kilroy-Silk.

Seems so long ago doesn't it November and Telford and yes I bought a few bargains (well lets face it everything is a bargain isn't it?). Suffice to say I have now come into the 21st century and bought myself a compressor, an airbrush and related bits and pieces for a very reasonable price (well I thought so). Thanks to Robin, last October, for your valuable info on compressors. Now all I have to do is get down to some practice.

Here I go wishing my life away but three weeks away is February and the first of this years shows at Milton Keynes.



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Whether or not I go depends on where I am, here or Norfolk, how about you?

### ***Ya Gotta Laugh***

Have you heard you can now get Viagra in drops form for your eyes; the only drawback is it makes you look hard.

Heard about the lorry full of Viagra that was hijacked? The police are looking for two hard men!

### ***Wood, Fabric and Wire:***

The study of the early years of military aviation's contribution to land warfare has an obvious appeal to the historian. But, in these years of advanced technology, and the vivid demonstration of airpower in the days of Desert Storm, it is easy to forget that there are underlying continuities in warfare.

It is obvious that there have been many innovations in air warfare since the days of the fabric-covered biplane. A few of these include precision guided munitions, surface-to-air missiles, night and all-weather target identification, electronic warfare, standoff and air-launched missiles, and of course, the "stealth" technology which performed so well during Desert Storm. As these technologies emerged they have been used in a wide variety of situations in Korea, the Middle East, Southeast Asia, Afghanistan, the South Atlantic, and Latin America. These more recent conflicts have been extensively analyzed by not only historians, but also by many military staffs, all in an attempt to derive some sort of "lessons" which could be used to point the way towards the most effective use of airpower in a future conflict. Such inquiries are not merely academic exercises, but are used to make force structure, training, deployments, and procurement decisions by all nations from the superpower to the emerging nation. Ultimately, they influence the decision of a nation to resort to military force as an instrument of national policy. By and large, the use of airpower in very similar situations in the period between the world wars has been ignored.

### ***Introduction***

The remarkable pace of technological developments since the dawn of manned flight in the early twentieth century have had a profound effect upon the employment of air power for military purposes. Nowhere is this more striking than in the differences between the wood, fabric and wire biplanes which by and large were obsolete by the late 1930s, and the aerial armada, which rained pinpoint destruction down upon Saddam Hussein's Iraq sixty years later during Desert Storm. Yet, the use of airpower in the interim between the two world wars and its employment in the Third Balkan conflict or over Iraq are joined by more than just the medium they operated and operate in.

The air forces of the world have tended to establish three major missions for themselves. First and foremost, are those designed to gain and maintain air superiority, that is, the control of the air through the destruction of the enemy air force and denying the use of the air by an opposing air force. Second are those usually categorized by various names like the Royal Air Force's term "strike missions." These may range from long-range attacks against so-called "strategic" targets such as an opponents' industry or transportation network, to interdiction missions, which usually are conducted with the idea of isolating the enemy's field armies from their logistical base. Finally,



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there are those missions directed against the enemy's field armies that are either engaged or soon to be engaged with one's own army--known as battlefield or close air support.

Since the demise of the Soviet Union, other missions are being contemplated for airpower. These are often referred to as peacekeeping, peacemaking, or peace enforcement. In the unstable world of the mid-1990s these "new" missions are receiving ever more attention in the hope they may be able to reduce the overt violence in the world by using airpower to compel opposing groups to "behave." While this argument over the proper employment of airpower rages, all but a few military historians have forgotten that this discussion has occurred before--in the years between World War I and World War II. Overshadowed by the use of airpower in 1939-1945 and especially by the development of the nuclear delivery forces in the decades following World War II, airpower was used during the period 1919 to 1936 in many of the same ways and for the same reasons as are being contemplated today.

This is a survey of the western world conflicts of the period, with an emphasis on the insights that could have been learned and those actually noted by writers/commentators of the period. In these cases, the examination of the conflicts will be very limited--just enough to give the reader a flavour of what was done with airpower in the situation and not a detailed examination of every facet.

Many airmen, have disregarded the ways airpower was used before World War II as something out of the "dark ages" and as applicable to them as the military forces of Germany, France and England thought the lessons of the American Civil war were applicable to them before World War I. Colonel John A. Warden III in *The Air Campaign: Planning for Combat*, ignored air operations before World War II, even though aviation historian Robin Higham argues the campaign in Palestine under the direction of Allenby during 1918 was as perfect an example of the proper application of air power for the time as was the Luftwaffe's during the German blitzkrieg of 1940.

Why should any airman be expected to read about how Slessor, Trenchard, Glubb, Patrick, and others used airpower seventy-five years later? Can it be that there are still "lessons" of practical value to be learned from any age, whether the practitioners were successful or not? The great philosopher of war, Clausewitz, assumed that anything which had happened before the introduction of the flintlock would be of much less use to soldiers of his own time than those events which had occurred in the years since 1740. If this is true, what happens to the lessons of the biplane era as they relate to the problems of peacemaking, peacekeeping, or border control? Do they have any applicability to today's faster-than-sound jets? Has the ability of the USAF to deliver precision-guided bombs by stealth aircraft completely invalidated any insights gained by the use of airpower prior to these technological advances? Or is highly advanced technology less useful in certain instances? While the USAF has accepted the theories of strategic bombing and offensive air operations and although these theories are based upon the experiences of aviators since the dawn of airpower, it has often ignored how aviation was used in any "limited" conflicts and in fact, does not even recognize what can be termed "special operations" as a separate role for airpower.

What is the relationship between theory and the lessons of a conflict? Clausewitz in *On War*, questions if any theory based upon historical experience is valid. The analytical part of the theory must provide the concepts used to examine history. Experience is the yardstick by which principles





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or lessons developed through a blend of abstract reasoning and concrete observation are measured. Yet, the term "lesson" or "lessons learned" implies there is a quick fix, a list of solutions, which can be discovered. A more rational term might be insight. Insight suggests an imaginative ability to see into and understand a situation. Is there a way to institutionalize the insights from history without them becoming dogma? The insights this story intends to present from the biplane era are not specific means of applying airpower to today's situations, nor are they meant to be. They are instead, examples of how airpower has been used in the past and how it might perhaps be applied in today's world. This piece does not intend to produce a manual of action, nor a checklist, but rather insights into how biplanes were employed in the peripheral conflicts of the day.

Over the next few months I hope to continue with this and maybe to entertain you.

### ***Converting And Scratchbuilding***

Most modellers begin their modelling career by building models straight out of the box, without adding more details than what's already included in the kit. But more experienced modellers like to create something that is beyond the standard kit, something that nobody else has.

Although it may appear hard at first glance, converting a kit does not necessarily have to be a very complicated business. For instance, cutting off and repositioning the control surfaces of the aircraft (ailerons and rudders) is an easy conversion that will make a model look more "alive".

*(By the way, to cut straight lines through plastic, use regular sewing thread. If you work carefully and slowly, you will be able to make a very clean and straight cut.)*

Another easy conversion can be as simple as adding extra ordnance to the aircraft, like missiles or targeting pods not included in the kit. If there are pilot figures provided, you can cut off and reposition the arms and the head, so that the pilot appears to actually do something, like saluting, working the radar or checking his kneeboard map, instead of just sitting in the cockpit like a dummy.

Many parts that are not quite in scale can be replaced by more authentic looking pieces. A thin plastic sheet or a piece of copper usually looks much more realistic than the antenna, Pitot tube or actuator rod it replaces.

Trailing wing ends and landing gear bay doors are usually much thicker than they should be, these should be sanded to a more correct thickness. This will really make the model appear much more appealing.

Transparent plastic parts can be easily modified. Canopies and windows can be sawed (not cut) in two to display them in an open position. Head-up-displays can easily be substituted with tiny parts cut from negative film (you know, that transparent part that comes before the photos). Gun barrels and exhausts can be drilled up. As you see, there are many things that you can do quite easily and which will make the model more believable. You should feel free to experiment as long as you are happy with what you're doing.



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### Replacement parts

Some kits offer the modeller a choice of versions. Quite often there are a number of parts that are not needed for the certain version you choose to model, but don't throw those extra parts away! Even if they are not used for your current project, they may come in handy whenever you do a conversion in the future. You would be surprised to know how many parts can be used in other model projects - and not just generic details, such as drop tanks, bombs and missiles. Also keep your unused decals, preferably in a binder where they are safe from sunlight and humidity.

For more advanced conversion projects, you can purchase additional replacement parts, such as new ejection seats, weighted or "bulged" wheels, complete cockpit sets and engine details. These parts can be purchased in specialist hobby shops or over the Internet and used to extend the detail level of a model to far beyond what is possible with the parts provided in the kit.

A model that has been enhanced with additional parts to display such a wealth of detail is called a *superdetailed* model. Superdetailing will not only result in a more impressive model, but in a true work of art.

### Resin and metal

Often third party accessory parts are made of *resin*, which is a polyurethane material. Just as regular styrene plastic, it can be used to create parts with incredible detail, but it doesn't require the same expensive and advanced technology as the injection moulding process.

Be warned though - working with resin material is much more difficult than working with the styrene parts that were included in your kit. Large parts, such as wings and stabilizers often have no positioning lugs, and you will have to glue them butt-end to the fuselage, which is much more difficult. And since regular model cement does not work with resin, you will have to use superglue. The resin parts are often marred by trapped air bubbles, which mean more sanding and filling work. The material also has different sanding characteristics than plastic.

You can also buy white metal parts, or *photo-etched* parts from many manufacturers e.g. Eduard.

### Dioramas

If you wish to display your model in a more interesting environment, you can build a complete diorama, or a scene from real life. For instance you can create a diorama of two or more aircraft being prepared for flight, with crewmen climbing onboard and ground personnel hoisting bombs or attaching missiles to the wing pylons.

Building dioramas is a challenge on its own, because it will require all the model building skill and imagination you have.

There are lots of diorama accessories to be purchased separately, from human figurines to buildings and tow trucks, but you will have to create some additional detail from scratch. If you are skilful, you will be rewarded with an interesting and believable scene from real life.



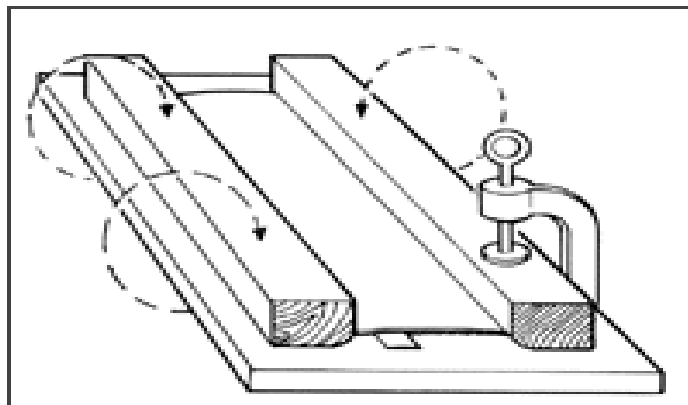
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It is up to you to decide upon the level of complexity for your model building and conversion projects. You can start from building a model straight out of the box, or you can select to add some new metal seat belts or a photo-etched instrument panel if you wish. If you are really skilful and brave, you can even choose to build a whole model from scratch. The most important thing is that you are happy with your modelling. And don't forget to have fun!

### Scratch Building Wings

First cut four blanks out of 40 thou sheet styrene. These are then put in a rig as in the diagram below. This consists of a thin sheet of plywood with a batten at one edge. The plastic is inserted, bent over a thin spine and clamped with a C-clamp. This gives an airfoil camber to the plastic. The whole rig is then immersed in boiled water for about 10 seconds, taken out, cooled in cold water and the plastic removed from the rig. The sheet now has a permanent camber. To achieve the proper airfoil section the plastic is shaped using sandpaper and elbow grease. Work from the top down, rough sanding and then finishing off with 600-1200 grit wet and dry paper. Once you're satisfied with the sanding (no scratches are apparent) a coat of liquid poly is applied to get a perfect finish. Rib impressions are now applied to both sides using a small set square and sharp scalpel blade.



**Ricky**



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### Quinn's "Quibbling"

#### Sundowners - VF-111

##### Unit History

Established 20/1/59

Kitty Hawk	17/10/63 to 20/7/63	F-8D	CVW-11	NH-10X	
Midway	6/3/65 to 23/11/65	F-8D	CVW-2	NE-45X	
Oriskany	26/5/66 to 16/11/66	F-8C	CVW-16	AH-10x	15 Aircraft
Intrepid	11/5/67 to 30/12/67	F-8C	CVW-10	AH-14	4 Aircraft
			Detachment 11		
Oriskany	16/6/67 to 31/1/67	F-8C	CVW-16	AH-10x	14 Aircraft
Intrepid	4/6/68 to 13/1/68	F-8C	CVW-10	AH-10x	6 Aircraft
			Detachment 11		
Ticonderoga	1/2/69 to 18/9/69	F-8H	CVW-16	AH-1xx	16 Aircraft
Shangri-La	5/3/70 to 17/12/70	F-8H	CVW-8	AJ-10x	12 Aircraft plus 00
Coral Sea	12/11/71 to 17/7/72	F-4B	CVW-15	NL-2xx	15 Aircraft
Coral Sea	9/3/73 to 8/11/73	F-4B	CVW-15	NL-2xx	15 Aircraft
Coral Sea	5/12/74 to 2/7/75	F-4N	CVW-15	NL-2xx	15 Aircraft
F.D.Roosevelt	4/10/76 to 21/4/77	F-4N	CVW-19	NM-2xx	
Kitty Hawk	30/5/79 to 25/2/80	F-14A	CVW-15	NL-2xx	
Kitty Hawk	1/4/81 to 23/11/81	F-14A	CVW-15	NL-2xx	
Carl Vinson	1/3/83 to 29/10/83	F-14A	CVW-15	NL-2xx	
Carl Vinson	13/10/84 to 24/5/85	F-14A	CVW-15	NL-2xx	
Carl Vinson	12/8/86 to 5/2/87	F-14A	CVW-15	NL-2xx	
Carl Vinson	15/6/88 to 15/12/88	F-14A+‡	CVW-15	NL-2xx	
Carl Vinson	5/9/89 to 8/11/89	F-14A	CVW-15	NL-2xx	
Carl Vinson	1/2/90 to 31/7/90	F-14A	CVW-15	NL-2xx	
Kitty Hawk	18/10/91 to 11/12/91	F-14‡	CVW-15	NL-2xx	
Kitty Hawk	22/6/92 to 4/8/92	F-14‡	CVW-15	NL-2xx	
Kitty Hawk	3/11/92 to 3/5/93	F-14‡	CVW-15	NL-2xx	
Kitty Hawk	24/6/94 to 22/12/94	F-14‡	CVW-15	NL-2xx	

VF-111 was designated VF-26 in September 1964 for 17 days and then reverted back to VF-111.

‡ TARPS Equipped.

Disestablished 31/3/1995

##### Mig Kills

19/6/68 F-8C BuNo 146961 Lt Anthony J.Nargi. CVW-10 AK-105 Intrepid AIM-9D Mig-21  
 6/3/72 F-4B BuNo 153019 Lt Garry L.Weigard, CVW-15 NL-201 Coral Sea AIM-9G Mig-17  
 RIO Ltjg William  
 C.Freckelton.



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### Decals

#### Superscale

48-83	F-8E	VF-111	Sundowners	Shangri-La	AJ-105	B/N 148684	
48-122	F-14	VF-111	Sundowners	Kitty Hawk	NL-204	B/N 160674	Low Vis.
48-325	F-4B	VF-111	Sundowners	Coral Sea	NL-201	B/N 153019	
48-362	F-14	VF-111	Sundowners	Carl Vinson	NL-200	B/N 161621	Miss Molly
48-775	F-8H	VF-111	Sundowners	Shangri-La	AJ- 00	B/N 147048	
72-85	F-8E	VF-111	Sundowners	Shangri-La	AJ-105	B/N 148684	
72-145	F-4B	VF-111	Sundowners	Coral Sea	NL-201	B/N 153019	
72-174	F-4B	VF-111	Sundowners	Coral Sea	NL-200	B/N 151000	
72-296	F-14	VF-111	Sundowners	Kitty Hawk	NL-204	B/N 160668	
72-350	F-14	VF-111	Sundowners	Kitty Hawk	NL-204	B/N 160674	Low Vis
72-594	F-14	VF-111	Sundowners	Carl Vinson	NL-200	B/N 161621	Miss Molly

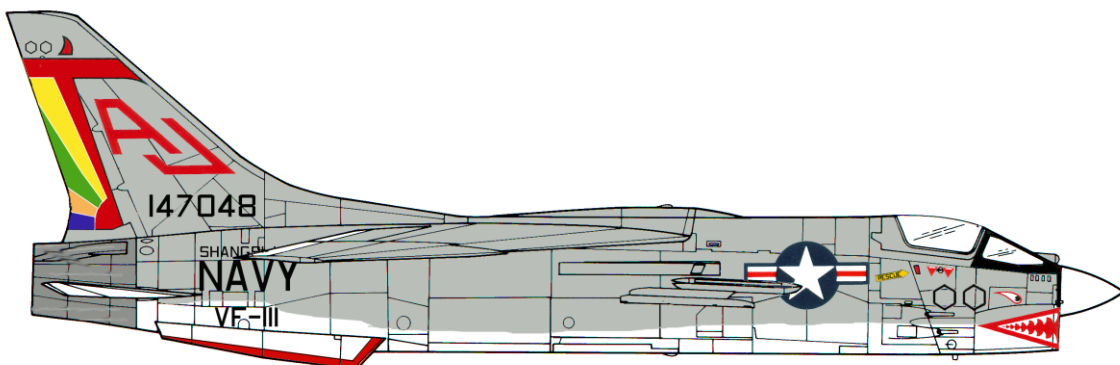
### Reference Books

- Colour & Markings No 8 F-14 Pacific Squadrons by Bert Kinzey & Ray Leader, Airline Publishing. This book has 4 colour pictures and 10 B& W pictures.
- Colour & Markings No 10 CAG Aircraft by Bert Kinzey & Ray Leader, Airline Publishing. Pictures of one F-8, one F-4B, 7 F-4N's of which 2 are in colour.
- Colour & Markings No 22 F-4 Pacific Squadrons, by Bert Kinzey & Ray Leader, Airline Publishing, has pictures of two F-4B's and 5 colour shots of F-4N's including one Bi-centennial.

If you have not got any of these you are in trouble as they are out of print, so you will have to borrow them from somebody who has them, as from now on the books can get very expensive.

- Tomcat Alley by David F.Brown, Schiffer Military History.

This is the only book which has a picture of nearly every Tomcat built, but it does cost £45.00. It contains 17 colour pictures of VF-111 in various colour schemes.

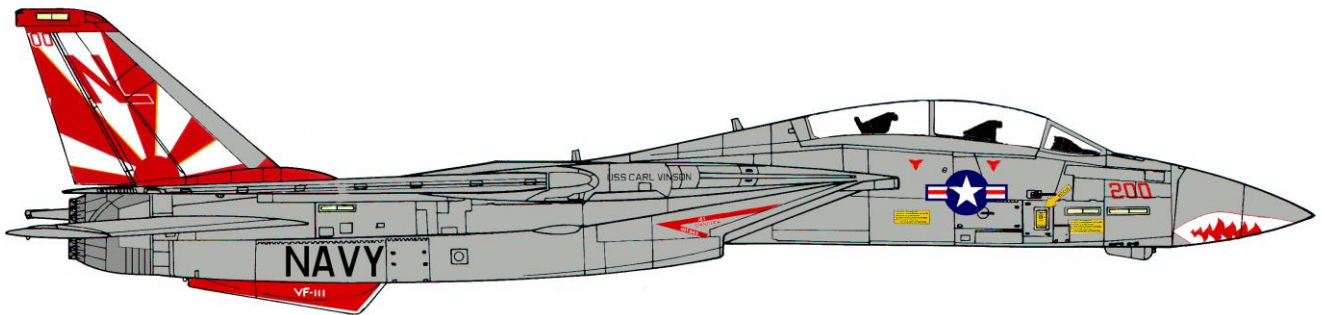
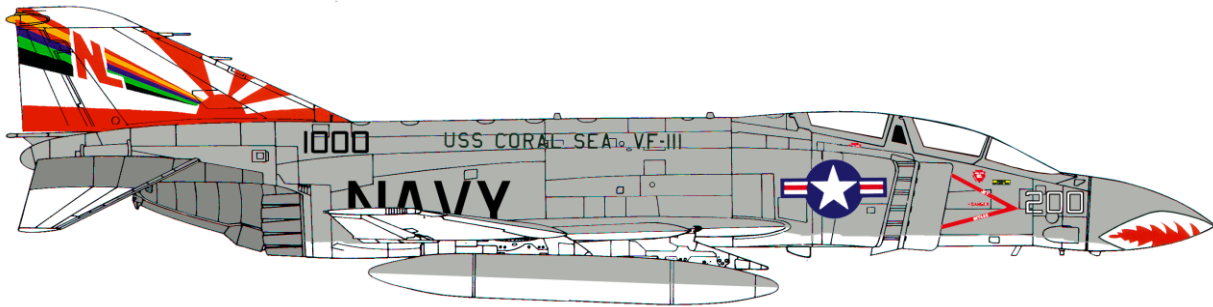






# "STICKY FINGERS"

## IPMS HORNCHURCH - NEWSLETTER



Peter Quinn



# "STICKY FINGERS"

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### Wrighty's "References"

#### ***Fighter Squadrons of the Fleet Air Arm***

##### No. 806 Squadron

Formed from personnel from the Naval Fighter School at Eastleigh the unit went to Worthy Down in February 1940 forming with Skuas (8) and Rocs (4), they began work up and patrols in the Portsmouth area, soon overtaken by more serious Channel operations in support of the Dunkirk evacuation in June 1940. By September 1940 the Fulmar Mk.1 equipped the Squadron, the first unit to receive this aircraft, they were to be the fighter component for Illustrious (also newly commissioned), they were at Donibristle Scotland until embarking and sailing for the Mediterranean in August 1940 to join the Mediterranean fleet.

Operations between September 1940 and January 1941 included convoy cover, the attack on Taranto and support for the Army, during which time the Fulmar accounted for a number of enemy aircraft, when ashore they were based at Dekhela.

However the Illustrious was badly damaged by the Ju-87s of the Luftwaffe, the Squadron was landed ashore in Malta and between January and March 1941 helped in the defence of the island.

With the arrival of Formidable in March 1941 the units serviceable aircraft embarked as backup to her own 803 Squadron also using Fulmars. From this time the 2 Squadrons operated together (see 803 Squadron for service) until April 1942.

On arrival in the Indian Ocean "A" Flight embarked on the recently arrived Indomitable to backup 800 Squadron (both units still using Fulmars) and took part in May 1942 operation Diegosuarez (Madagascar), returning to East Africa afterwards at Tanga until disbandment in August 1942.

In Scotland "B" Flight, equipped with the Martlet Is in May 1942 at Donibristle and expanded to be the new 806, they then joined the carrier Illustrious to return to the Mediterranean where they took part in operation Pedestal convoy to Malta in August 1942. Combat losses and damage to the carrier forced the Squadron to be disbanded after a spell in East Africa in January 1943.

Like 805 the number was not taken up again until 1945 and the Squadron reformed in July 1945 at Machrihamish for flying the Seafire XV in peacetime.

##### No. 807 Squadron

Formed in August 1940 at Worthy Down with Fulmars as a new squadron in the only wartime expansion programme, training and workup from November 1940 at St Merryn in Cornwall until February 1941 when the Squadron (with 12 aircraft) joined Furious as her fighter component, whilst the carrier was ferrying RAF aircraft to Gibraltar until April 1941. Re-equipped with 12 Mk II Fulmars, the unit joined Ark Royal to relieve 800 Squadron at Gibraltar and was soon involved in the Bismarck incident in May 1941, returning to the Mediterranean afterwards they then operated with Force "H" in the Mediterranean where they destroyed a number of Axis aircraft on convoy duties until Ark Royal was sunk on 12<sup>th</sup> November 1941.



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A flight of 3 aircraft served from December 1940 to July 1941 on the fighter CAM ship Pegasus during 9 convoy operations. Several aircraft escaped when the Air Royal was sunk and operated from Gibraltar on local patrols until May 1942. Also the flight operated from November 1941 to May 1942 on Argus using Fulmar and Sea Hurricanes and aboard Eagle for a convoy to Malta.

After this in June 1942 the unit was recalled to the UK and equipped with Seafire Ibs at Lee on Solent, the first unit to do so. After training they went to Scotland and joined the carrier Furious with new Mk LIIC Seafires. In November 1942 they returned to the Mediterranean for Operation Torch (North African landings) forming the fighter wing with 801 Squadron, staying in the Mediterranean until February 1943 when Furious returned to the UK. Landed in Northern Ireland they trained in Army Support until June 1943 then joined the carrier Indomitable and proceeded to the Mediterranean for Operation Husky (Sicily landings) but the carrier was badly damaged by aerial torpedoes necessitating the unit being landed at Gibraltar until a new carrier could be found for them.

This came in August 1943 in the shape of Battler an Escort Carrier, they soon took part in Operation Avalanche (Italy invasions) and this proved costly in aircraft, so on return to the UK a reorganisation was necessary.

Along with 809 & 879 Squadrons, 807 was formed in No. 4 F Wing, working up in Wing tactics and Army support with Mk.II Seafires, during the winter months at Bursclough, Andover and also Northern Ireland. 807 was allocated to the carrier Hunter, the other Squadrons to their own carriers. Joining Hunter in Scotland they sailed to the Mediterranean in May 1944 for the planned landings in the South of France (Operation Dragoon). New LF Mk.III Seafires being supplied for the purpose.

As not all the aircraft were required on the carrier the Wing provided aircraft to form "D" Naval Wing (as it was known), to assist the RAF in Italy, working with the Desert Air Force in the Army Support role, in July 1944 they were withdrawn to rejoin their carriers for their primary task, "Dragoon" which was carried out by 7 British and 2 US Navy carriers and their air groups during August 1944.

Returning to Alexandria to replenish and make good losses, then between September 1944 and January 1945 took part in several collective operations known as Aegean Operations aimed at clearing the Axis from the areas in the Aegean Sea. This was followed by a rest, leave and reorganisation and refitting for the carriers etc all at Alexandria during the winter months.

The Hunter was now allocated to join the Eastern Fleet, the Seafire IIIs embarked and Hunter joined at Ceylon in late March 1945, from various bases in Ceylon they joined up with the "Hellcat" Wing and also the RAF of the SEAC working up in tactics over the jungle terrain etc until April 1945. Then aboard Hunter they took part in two operations to recapture Rangoon and prepared for the final operation "Zipper", which ultimately was cancelled by the end of the war against Japan. In late August 1945 the vessel returned to the UK (Belfast), it subsequently flew Seafire XVIIIs into peacetime.



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### No. 808 Squadron

Formed at Worthy Down in June 1940 with Fulmar Is as a new squadron in the early wartime expansion, the second unit to be equipped with the type. The unit began work up and then a few patrols from the Isle of Man to cover the Irish Sea approaches. In October 1940 with new Mk.II aircraft it was ferried to Gibraltar to join the carrier Ark Royal as a replacement for 803 Squadron. Operating with Force "H" in the Mediterranean until May 1941 when they took part in the Bismarck incident after which they returned to the Mediterranean, where with 807 Squadron they formed the fighter component of Ark Royal. It was a busy period mainly ferrying aircraft for the RAF, convoy escorts to Malta etc. However on 13<sup>th</sup> November 1941 the carrier was sunk, 807 Squadron absorbed the surviving aircraft and 808 was disbanded.

In January 1942 a new 808 was formed at Donibristle with Fulmar IIs, the new unit worked up from scratch and due to the lack of suitable carriers and the fact that the Fulmar was almost obsolete, their only sea time was aboard the new Escort carrier Bitter in September 1942 conducting trials, but other aircraft were found to be more suitable. So 808 contented itself with local patrols from shore bases in southern England and Northern Ireland until December 1942. Re-equipped with Seafire IIc in December 1942 at Skelton (Lancs.).

Early 1943 saw them at bases in Cornwall and Scotland preparing like other Seafire units awaiting the arrival of Escort carriers soon due from the USA. This was begun when a flight only joined Battler for a convoy in June 1943. Now the full squadron with Seafire LF IIc were embarked in August 1943 aboard Battler and sailed for the Mediterranean, they took part in the Sicily landings (Avalanche) in September 1943, this operation caused aircraft attrition, which forced a reorganisation and return to the UK aboard the carrier Hunter. Disembarked at Burscough they were formed into No.3 Fighter Wing along with 886 and 879 Squadron in February 1944. During the following months exercises in target spotting and reconnaissance etc from flight schools at St Merryn and Herstridge March to April 1944. Then to Scotland at Ayr and a return to Lee on Solent for air spotting patrol duties with the RAF's 2<sup>nd</sup> TAF from May to August 1944 for this purpose Spitfire Vbs were used, operational during this spell for Operation "Overlord" and after. Re-equipped with Seafire IIIs in June 1944 the wing returned to Naval control, the unit absorbed 886 Squadron in October 1944 and retired to Northern Ireland to re-equip with the Grumman Hellcat Mk.I.

A work up with the new aircraft towards the end of 1944, they joined the Escort carrier Khedive in January 1945 bound for the Eastern Fleet based at Ceylon arriving in March 1945. As part of the 21<sup>st</sup> Aircraft Carrier Squadron they carried out operations with the Eastern Fleet in April to June 1945 aboard the Khedive and one flight aboard Emperor for the first operation, this covered Malaya and Sumatra strikes etc and the occupation of Rangoon. The final September 1945 operation was "Zipper" the build up for Japan, they remained on re-occupation duty with Khedive or shore based in Ceylon until disbandment in December 1945.

**Alan**



# "STICKY FINGERS"

## IPMS HORNCHURCH - NEWSLETTER

### Events Schedule 2004

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

1 <sup>st</sup> February 2004 (Sunday)	<b>IPMS Milton Keynes</b> is pleased to announce the first show of the new year, ModelKraft 2004, which will be held on the 1st February 2004. <b>Bletchley Leisure Centre, Milton Keynes</b> . We will have 12 feet of table and possibly 18.
8 <sup>th</sup> February 2004 (Sunday)	<b>Yorkshire 2004, Huddersfield Sports Centre</b> . Open 10.00–17.00. 60 clubs and SIGs and 30 traders.
14 <sup>th</sup> February 2004 (Saturday)	<b>Fleet Air Arm Museum</b> . Yeovilton, A303 near Ilchester, Somerset. 12 feet of table.
1 <sup>st</sup> March 2004 or possibly 7 <sup>th</sup> March 2004 (Sunday)	<b>North Somerset Modellers' Society Model Show</b> , Somerset Hall, <b>Portishead</b> . 10.00–17.00.
6 <sup>th</sup> March 2004 (Saturday)	<b>Greater Peterborough Model Club</b> , 6 <sup>th</sup> East of England Model Show at the Peterborough Town Hall. 10 – 4.00, admission free. Contact David Martin on 01733 380250 or email the3martins@btopenworld.com.
13 <sup>th</sup> & 14 <sup>th</sup> March 2004 (Saturday & Sunday)	<b>Southern Expo</b>
3 <sup>rd</sup> April 2004 (Saturday)	<b>Poole Vikings Model Club (IPMS Dorset) Annual Model Show</b> . Poole Grammar School, Gravel Hill, <b>Poole Dorset</b> . 10.00–16.30. For further information email Andy Sweet (poole.vikings@virgin.net). Tel. 01202 743494
4 <sup>th</sup> April 2004 (Sunday)	<b>Shropshire Model Show</b> . <b>Cosford Airforce Museum</b> . 12 feet of table.
24 <sup>th</sup> & 25 <sup>th</sup> April 2004 (Saturday & Sunday)	<b>Scottish National Model Championships 2004</b> , Dewars Centre, Glover Street, <b>Perth</b> . 10.00–17.00 each day.
29 <sup>th</sup> May 2004	<b>IPMS Torbay and South Devon Show</b> . Torbay Town Hall, <b>Torquay</b> . For more information contact: Les Wells, 17 Helford Drive, Breadsands, Paignton, South Devon TQ4 7NL, E-mail: Les Wells (wellzy_2002@yahoo.com)
4 <sup>th</sup> July 2004 (Sunday)	<b>Fort Full of Models, Newhaven Fort</b> , Sussex. Tel 01444 457382
1 <sup>st</sup> February 2004 (Sunday)	<b>IPMS Milton Keynes</b> is pleased to announce the first show of the new year, ModelKraft 2004, which will be held on the 1st February 2004. <b>Bletchley Leisure Centre, Milton Keynes</b> .
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24 <sup>th</sup> & 25 <sup>th</sup> April 2004 (Saturday & Sunday)	<b>Scottish National Model Championships 2004</b> , Dewars Centre, Glover Street, <b>Perth</b> . 10.00–17.00 each day.



NAME	SURNAME	ADDRESS	TELEPHONE	INTERESTS	E:MAIL ADDRESS
Daniel	Alvisse	44 Listowel Road, Dagenham, Essex RM10 7QP	020 8593 7860	Any model	dalvisse@aol.com
Wally	Arrowsmith	14 Linkway, Hornchurch, Essex, RM11 3RW	01708 473038	Civil and Military Aircraft.	southernexpo@yahoo.co.uk
Peter	Bagshaw	25 Repton Drive, Gidea Park, Essex, RM2 5LP	01708 726102	1:72 and 1:144 Aircraft & AFVs.	Peter.Bagshaw@uk.pwc.com
Robin	Bellamy	160 Farrington Avenue, Harold Hill, Essex, RM3 8JT	01708 376508	WW2 aircraft, German Aircraft.	robinbellamy@btinternet.com
John	Bennett	5 Walmer Close, Romford, Essex, RM7 8QH	01708 748287	Airliners.	
Paul	Bennett	67c Northbrook Road, Ilford, Essex, IG1 3BP	020 8514 0358	Fighters 1935 to date	PaulBennett48@AOL.com
Gregory	Brand	15 Victoria Court, Victoria Rd, Romford, RM1 2NU	01708 721695	1/24& 1/25 cars/trucks, 1/72 & 1/144 aircraft	
Ian	Brown	40 Tylers Crescent, Hornchurch, Essex, RM12 6SY	01708 475156	Propliners, WW2, Cars.	
Alan	Carr	5 Roslyn Gardens, Gidea Park, Essex, RM2 5RH	01708 747849	US Navy Aircraft, Cars.	acarr.jaglanca@virgin.net
Kevin	Curley	26 Gloucester Avenue, Hornchurch, Essex, RM11 3EB	01708 453237	Military interests mostly BEF	
Carole	Daltrey	36 The Lintons, Linton Road, Barking, Essex, IG11 8HS	020 8491 6554	Aircraft, classic bikes	
Trevor	Davies	12 Chestnut Close, Hockley, Essex, SS5 5LJ	01702 202649	Aircraft, armour	
Lee	Dowling	218a Rush Green Road, Romford, Essex, RM7 0AL	07108 4898605	Fast jets, helicopters	
Kevin	Foley	28 Primrose Avenue, Chadwell Heath, Romford, Essex, RM6 4QB	020 8590 2585	Cars	kevinfoleyuk@yahoo.co.uk
Ralph	Hebron	18 Ambleside Avenue, Hornchurch, Essex, RM12 5ES	01708 708905	All Modelling	hebron@tinyonline.co.uk
Jim	Hirons	321 Roman Road, Mountnessing, Essex, CM15 0UJ	01277 353972	Cars, Aircraft.	
John	Hone	9 Lincoln Close, Hornchurch, Essex, RM11 3HD	01708 441147	F1 Cars, Military Aircraft.	
Kevin	Hudson	272 Rainham Road, Rainham, Essex, RM13 7TL		8 <sup>th</sup> / 9 <sup>th</sup> Air Force, Vietnam era Jets, German AFV's.	
John	Huston	287 Ivyhouse Road, Dagenham, Essex, RM9 5RT	020 8262 1974	BMW competition cars, BMW engined aircraft	huston.j@ntlworld.com
Paul	Kirby	7 Stebbing Way, Thames View Estate, Barking, Essex, IG11 0RD.	020 8591 1470	Land, Sea, Air	
Lee	Lacey	379 Valence Avenue, Dagenham, Essex, RM8 3RB	020 8517 7465	Aircraft, Railways, Aviation Art.	
Dave	Langley	337 Rainham Road, Rainham, Essex, RM13 7TB	01708 523989	Military Vehicles.	
Brian	Lay	46 Peak House, Woodberry Down, London, N4 2NW	020 75037173	Sci-Fi, Aircraft	BRIAN@asofmod.freemove.co.uk
Jon	Lowe	33 Rush Green Gardens, Romford, Essex, RM7 0NR	01708 735016	Modelling in general.	
Adrian	McCarthy	30 Belfairs Drive, Chadwell Heath, Romford, Essex, RM6 4EB	020 8590 1240	Aircraft, AFV's, Modern Jets.	
Keith	Money	232 Chigwell Road, South Woodford, London, E18 1HA	020 8924 5908	Aircraft, U.S. jets, Dioramas	Keith.Money@Virgin.net
Paul	O'Reilly	78 Brisbane Road, Ilford, Essex, IG1 4SL		All Modelling	
David	Page	69 Water Lane, Mardyke Park, Purfleet, Essex, RM19 1GT	01708 868442	All types models	
Nick	Pedley	59 Crows Road, Epping, Essex, CM16 5DH	07989 366547	US Navy, Post WW11, What ifs? , Luftwaffe	Nicholaspedley@npedley.freemove.co.uk
Mick	Pitts	115 Warren Drive, Hornchurch, Essex, RM12 4QU	01708 457666	All types of models.	
Bob	Plumridge	6 Harvey House, Crabtree Avenue, Chadwell Heath, Essex, RM6 5HA	020 8597 3813	US Navy Aircraft, Liberators, PBY-4, Sci-Fi, Cars.	
Ricky	Prager	157 Hornchurch Road, Hornchurch, Essex, RM12 4SZ	01708 473999	Pre 1914 Aircraft, WW1 Aircraft, 1918-39 Biplanes.	Ricky.Prager@btinternet.com
Peter	Quinn	32 Essex Street, Forest Gate, London, E7 0HL	020 8534 3816	US Navy Aircraft, Dioramas, Cars, Tanks.	PETEQUINN@photog.freemove.co.uk
Malcolm	Robinson	Dapplelights, Wyatts Green Road, Brentwood, Essex. CM15 0PT	01277 821638	WW11 and Post-war Aircraft, 1/24th Cars, Dioramas	Malcolm.robinson@btinternet.com
Bob	Ryan	31 Rowdowns Road, Dagenham, Essex, RM9 6NJ	020 8220 5802	WW2 Aircraft, Ships, general.	
Dave	Ryan	36 The Lintons, Linton Road, Barking, Essex, IG11 8HS	020 8491 6554	1:35 Armour, 1:48 WW2 Aircraft, Sci-Fi.	
Antony	Ryan (jnr)	36 The Lintons, Linton Road, Barking, Essex, IG11 8HS	020 8491 6554	Aircraft	
Bob	Sinfield	77 Sheringham Avenue, Romford, Essex, RM7 9BX	01708 754772	Figurines 54mm and 90mm, 1/8th, 1/10th, busts	Robert@Sinfield.fslife.co.uk
Kevin	Smith	503 Valence Avenue. Dagenham, Essex, RM8 3RD	020 8491 8441	Old cars, fast bikes	
Robert	Smith	5 Copford Close, Billericay, Essex, CM11 2DX	01277 626687	Aircraft and Armour	
Steve	Smith	170 Ibscott Close, Dagenham, Essex, RM10 9YX		AFV 's	
Laurie	Smithers	82 Ilchester Road, Dagenham, Essex, RM8 2YU	020 8595 1908	Aircraft.	tinalaurie@currantbun.com
Ken	Sparks	8 Brockdish Avenue, Barking, Essex, IG11 9DS	020 8591 1506	WW2 Aircraft, AFV's Modern Jets.	Ken_joy_sparks@msn.com
Alf	Swindell	39 Tiptree Crescent, Clayhall Ave, Ilford, IG5 0SZ	020 8551 3474	Aircraft, WW11.	
Ted	Taylor	31 Windsor Road, Forest Gate, E7 0QX	020 8555 9386	Aircraft and trucks	TEDTAYLOR@modelwork.freemove.co.uk
Charles	Thompson	33 Cross Road, Romford, Essex, RM7 8AU	01708 705844	1:72 Aircraft	
Geoff	Web	161 Church Elm Lane, Dagenham, Essex, RM10 9RR	020 8924 2438	US Aviation (Naval, Airforce + Army)	
Phil	Worth	86 Laburnam Avenue, Hornchurch, Essex, RM12 4HA	01708 706091	Panzers, Aircraft, Ships, Figures	
Alan	Wright	47 Devonshire Road, Hornchurch, Essex, RM12 4LG	01708 472523	1:72 WW2 Aircraft, 1:72 Soviet Jets, Modern Jets, Buses.	
Carmell	Zammit	3 MacDonald Avenue, Dagenham, Essex, RM10 7DJ	020 8596 9006	Luftwaffe.	