



"STICKY FINGERS"

Magazine

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MATT





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Peters Prattling

Next month – April – 1st Competition night

Judging @ IPMS South East Essex (Southend)

As return match, the guys at IPMS South East Essex (Southend) have asked us to come along to their meeting on May 18th to judge their end of year competition.

Last Flight of the Harrier

"Last flights of the Harrier from Cottesmore took place in late December when 800 Naval Air Squadron and IV R Squadron at RAF Cottesmore flew an approved route over several Lincolnshire and Suffolk airfields, then on for a flypast over the MOD and Parliament to entertain a number of UK and foreign dignitaries and massed MPs. The disgruntled yet highly professional former Harrier pilots were specially recalled for this event, laid on by the RAF top brass in an effort to demonstrate that despite the cuts, the good old British stiff upper lip was still in place. This event wasn't well publicized and unusually escaped the attention of most of the Aviation enthusiast sites. Fortunately an image of the London leg of the flypast was captured for posterity. A picture of the last Harrier flypast over the Houses of Parliament You have squint a bit to see what the 'boys' are trying to say! "





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Forthcoming Shows in 2011

Shows with **highlight** have been booked for us to attend. If you wish to attend any of the shows with the club stand please let me know so I can attempt to book space for the club.

2011	
19th & 20th March (Saturday & Sunday)	Southern Expo
2nd April (Saturday)	NewMod 2011, Park House School, Newbury
16th April (Sunday)	Poole Vikings Model Show, Poole, Dorset
23rd & 24th April (Saturday & Sunday)	Scottish Nationals, Dewars Centre, Perth PH2 0TH
14th May (Saturday)	Southdowns Show, Lancing
15th May (Sunday)	IPMS Birmingham – Midlands Expo, Cocks Moors Woods Leisure Centre, Alcester Road South, Kings Heath, Birmingham B14 6ER
22nd May (Sunday)	Hendon Model Show, RAF Museum Hendon. I've requested space at this show.
12th June (Sunday)	IPMS West Norfolk, Downham Market Town Hall, Priory Road, Downham Market, PE38 9JS
25th June (Saturday)	East Anglian Model Competition, Ipswich, Suffolk Note: this is not a model show just a competition
1st October (Saturday)	IPMS Abingdon, Larkmead School, Abingdon, Oxfordshire
12th & 13th November (Saturday & Sunday)	IPMS UK Scale Model World, Telford

Peter



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Wrighty's References

The Sinking of the Laconia – Part 2

Captains Nightmare

As the U.156 moved into the disaster area Capt Werner Hartenstein soon realised the horrific situation he had caused, his own vessel then rounded up several boats and took injured aboard.

Hartenstein then radioed Admiral Donitz HQ in Paris asking for assistance to help rescue survivors and that he vowed not to attack any rescue vessels. HQ allowed the message to be put out but stressed that safety of the U-Boat must not be compromised. The message also reached British HQ Sierra Leone but fearing a trap they decided to keep quiet and ignore the situation, apart from informing the US at their secret base on Ascension Island, by saying the Laconia was missing.

Rescue Efforts

In response to Donitz orders the U.459, 506 and 507 were despatched to the scene to help, along with Italian sub Capellini (at present near Freetown), also French (Vichy) vessels from Dakar were alerted. In readiness on Sunday 13th U.156 made a 6x6 foot Red Cross flag and covered her deck gun. During the night of 14th & 15th U.506 arrived and took aboard 132 people from the boats and by morning had 200+ survivors. U.507 met up with 4 lifeboats on the 15th, taking women and children aboard and the 4 boats in tow. Both U.506 & 507 then made off to rendezvous with the French warships. The U.459 was too far away and took no part in this rescue.

Ascension Islands Liberators

This rookie unit was training but now in the front line, the first aircraft spotted U.156 on the 13th, moving in and RAF officers radioed the plane and explained the situation. The aircraft then withdrew, radioing their base, "Top Brass" decided that their directive was to sink U-Boats and that's what they would do! Within ½ hour a second Liberator arrived, dropped 2 bombs, which missed. U.156 then cut the tow line to the life rafts, on a second run the Liberator attacked again and destroyed 1 boat and overturned another. On its third run it damaged U.156 before flying off/ Hartenstein then returned to the boats, offloaded 55 British and 55 Italians who were aboard to the lifeboats, he then left the scene, taking no further part.

Fact & Fiction

We now come to the part of the story where fictitious tale portrays U.156 & u.506 parts in the events as one boats. By the 17th September Hartenstein and U.156 were back on patrol, ready for war, the peaceful interlude was over 2 days later. Having refuelled from a "Milch Cow" tanker they came across the SS Quebec City (4745 T) and despatched her with torpedo and gunfire NNW of Ascension Islands. (Only 1 day after the rescue had been completed). U.156 then operated off Freetown and was damaged again, therefore another refuelling and a return to he French base completed her most eventful patrol, arriving at Lorient on November 16th 1942 whereupon, Donitz decorated Hartenstein with the Iron Cross.

What Goes Around

Hartenstein's next patrol, his 5th, was his last, left on 16th January 1943, crossed the Atlantic and operated in the Caribbean, his luck ran out on 3rd March 1943, when a Catalina of US Navy VP/53 came out of low cloud and caught them on the surface. From 100 feet the Catalina dropped 4 Torpex bombs, U.156 broke into 3 pieces and sank at once, although 5 men reached a life raft dropped from the plane, a search failed to find them, so all hands were lost.

French Rendezvous

U.506 had total of 263 survivors including 132 Italians aboard or in tow. The U.507 had women and children aboard and wounded who were attended to; also they had 164 Italians in the boats and 2 British officers, who became PoWs. On Thursday 17th they met up with the Italian sub Capellini and the Vichy French contingent: - the cruiser Gloire and the sloops Annamite and Dumont-d Urville. At this time U.506 was further away from the main body of the ships and was picked up by another US Liberator for attack. The U-Boat dived with 198 people aboard, after some problems with weight she surfaced about 30 minutes later and completed the transfer to the French and



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Italian ships, then left the scene. At the same time another US Liberator made an unsuccessful attack on U.507, after she had transferred her survivors without the encumbrance of them she was able to avoid the attack and eventually left the area.

In the 5½ days between the sinking and the rescue some died in the life rafts and were dropped over the side, the Tuesday 15th was very hot and a number died. Final tally of 1,111 were saved, including 450 Italians and 73 Poles. One last life boat originally carrying 51 persons was finally picked up on October 21st only 4 people were still alive.

Back to War

U.506 (Type 9c) of 10 Flottille based at Lorient commanded by Kapt Leutnt Erich Wandermann, left the area on 17/18th September and returned to her patrol area off Freetown (Sierra Leone) to continue operations. On the 30th September it was back to reality, torpedoing and sinking the SS Siam (6637T) south of Monrovia, later joining up with U.459 to refuel and then returning to Lorient on November 7th 1942. This boat carried out 2 more patrols before she was sunk on 12th July 1943 by a Liberator of the No.1 A.S. USAAF Squadron from Port Lyautey, 48 men were killed and only 6 survivors were made PoWs.

U.507 (Type 9c) of 2 Flottille based at Lorient commanded by Korvkpt. Harro Schacht also left the area on the 17th September and made for the Cape Verde Islands, meeting U.460 to refuel for return to base at Lorient, where they arrived on 12th October 1942.

However U.507's next patrol was to be her last, operating off the coast of Brazil she despatched 3 ships in December 42/January 43, but her time had come on 13th January 1943 she was depth charged by a Catalina of US Navy VP.83, NNE of Camocim and lost with all hands (55 men).

Italian sub Capellini took nearly 300 of the Italian PoWs who were the lucky ones being repatriated, however it meant the 1100 didn't make it.

Humanity & War

Grand Admiral Donitz nearly broke the boundaries of war going along with Hartenstein's clemency for the survivors. The British played dumb and did nothing to help and the Yanks were left to play the "cheating bad guy" by killing Allies with their "friendly fire", where have we heard that one many times before? It ended with Donitz issuing an order forbidding the rescue of survivors and only Capts or C/Eng to be picked up as PoWs. As Donitz said "it's an order to permit murder, so be it". The British had orders not to stop for survivors on convoys at this time.

In the final reckoning 1,111 people were very glad that the rules were not applied on that day 12th September 1942. They should all be dead.

Alan



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IPMS Hornchurch AGM 2011 Report

Committee Reports

Rather than bore everyone with a full run down of the reports, which to be fair weren't that much different than last years, the overall feeling amongst the committee and I think the club membership is that we are all happy with how the club is running and no major changes were proposed.

Treasurer's report – Bob Plumridge

Presented a breakdown of the clubs accounts for the year, the club had a small net increase to its coffers over the year.

BALANCE	FEB 2010	£ 301.49				
	INCOME	EXPEND HALL	EXPEND REF	EXPEND MISC		
FEB 10	£ 42.20	£ 22.00	£ 10.00	£ 2.50	PHOTOCOPYING	
MAR 10	£ 40.00	£ 22.00	£ —	£ 22.50	TROPHYLAND	
APR 10	£ 54.00	£ 22.00	£ —			
MAY 10	£ 44.00	£ 22.00	£ —			
JUNE 10	£ 46.00	£ 22.00	£ —			
JULY 10	£ 46.00	£ 22.00	£ —			
AUG 10	£ 37.00	£ 22.00	£ 10.00			
SEPT 10	£ 44.00	£ 22.00	£ —	£ 4.92	POSTAGE	
OCT 10	£ 44.00	£ 22.00	£ —			
NOV 10	£ 42.00	£ 22.00	£ —			
DEC 10	£ 00.00	£ 22.00	£ —			
JAN 11	£ 38.00	£ 22.00	£ 13.00	£ 35.00	MODEL OF YEAR	
				£ 12.00	JUDGES GIFTS	
	£ 477.20	£ 264.00	£ 33.00	£ 76.92	=	£ 373.92
+ BALANCE	301.49					
	£ 778.69					
LESS	£ 373.92					
BALANCE	£ 404.67					

Election of Officers

The committee posts were then voted in. Myself, Bob and Robin were happy to continue in our roles and were re-elected as there were no other nominees for the positions.

No other posts were created.



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Club Competitions

Announcement and presentation of trophies to the winners of the 2010/2011 competitions

- i. Wally Arrowsmith Trophy (Aircraft) – Brian Thomas
- ii. IPMS Hornchurch Trophy (Miscellaneous) – Steve Hide
- iii. Modeller of the Year – Colin McAulliffe – winning with his Stug Diorama

The competition was then discussed. The membership was generally happy with the format and style of the competitions. The club competition rules are repeated below.

Formulation of outstanding monthly dates for 2011/2012

See schedule later.

Any Other Business

Theme Build for 2012

Pacific 1941-42, to reflect the anniversary of the attack on Pearl Harbour but being a little bit more wide ranging in scope to allow other types of model subjects, i.e. any subject in use in the Pacific area around that timeframe is allowed. It was proposed to have an separate competition category, similar to the Battle Of Britain one last year, to more accurately reflect the Pearl Harbour date this will be held in conjunction with the November competition meeting. This will then also be the themed display for Southern Expo 2012.



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2011/2012 Schedule

March 15 th	Work In Progress Under a Tenner Competition Start
April 19 th	Competition Night
May 17 th	Best Model Bring along what you consider to be your best model
June 21 st	Competition Night
July 19 th	Expo DVD night
August 16 th	Still in Progress? Under a Tenner Competition Final
September 20 th	Competition Night
October 18 th	Dioramas With Colin
November 15 th	Competition Night & an extra class for Pacific 1941-42 Themed Models
December 20 th	Quiz and nibbles
January 17 th	Competition: Modeller of the Year
February 21 st	AGM