



# "STICKY FINGERS"

Magazine



[www.sticky-fingers.org.uk](http://www.sticky-fingers.org.uk)

Issue 86 August 2011



**The latest MoD cuts bite deep!**

Next month – September – Competition Night + Under a Tenner Competition .....	1
Peters Prattling.....	1
Club Has a New Home! .....	1
Home Front.....	2
Bob Plumridge .....	2
Under a Tenner Competition .....	2
Sweatshirts .....	2
Learn to Fly a Spitfire! .....	2
Under a Tenner Competition .....	3
Forthcoming Shows in 2011 .....	3
Robins Ruminations.....	4
My "Official" hat is now on.....	5
Robin.Wrighty's References.....	5
Wrighty's References .....	6
USAF Aircraft Code Letters .....	6
Books List .....	6

## **Next month – September – Competition Night + Under a Tenner Competition**

### **Peters Prattling**

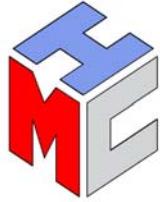
#### **Club Has a New Home!**

Starting from last month the club is now permanently meeting in the large hall, we were asked whether we minded moving to this hall as the church has a choral group who were interested in hiring a hall on Monday evenings and as the small hall we used to use has a piano in it the only way they could get in would be if we moved. I couldn't think of a reason not to, if nothing else we get a bit more room to put out tables for display so agreed. We are also nearer to the kitchen area so we won't have so far to go to refill the kettle!



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## Home Front

By the time this is printed for the club meeting I have done my Ferrari Driving Experience at Silverstone. The event I've signed up for is for 9.8 miles/5 laps approx. in a Renault Megane RS 250 and then 7.9 miles/4 laps approx. in a Ferrari 360, it certainly was a real blast!



## Bob Plumridge

At the time that I'm completing this (Friday 12<sup>th</sup> August) Bob Plumridge is still unfortunately in hospital. He had been transferred from Brompton to Charing Cross but is now back at the Brompton hospital for at least the next 4 days or so. He's in the York ward if anyone wants to visit or send a get well card. All being well he should be back with us by the September meeting. Get well soon Bob!

## Under a Tener Competition

Thankfully for a lot of us I suspect, the decision to extend the completion date until the September meeting went down well with the club at the last meeting. So for those that weren't at the meeting the deadline is definitely next month and is a separate entry to the normal competition.

## Sweatshirts

The sweatshirts are here!

## Learn to Fly a Spitfire!

For many pilots, flying a Spitfire is beyond their wildest dreams, but they are being given the opportunity at Oxford Airport in Kidlington – provided they can stump up £4,500.

The most famous British fighter aircraft of the Second World War will take to the Oxfordshire skies with a new generation at the controls.

More than 70 years after the first recruits were trained for take-off, and 75 years after its maiden flight, a Spitfire Academy is launching in Kidlington.

The Boulbee Flight Academy will offer a two-day £4,500 course for those already in possession of a private pilot's licence.

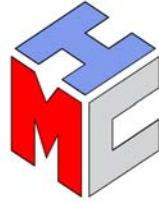
Academy managing director Matt Jones, 37, trained as a pilot with the Oxford Air Training Academy at Oxford Airport in 1999 and 2000.





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He said the Spitfire, owned by Oxford-based Steve Boulbee Brooks, was one of only six two-seater Spitfires left in the world. Mr Jones said: "Our aim is to play a part in the preservation of the memories of this era and of the skills required to fly and maintain these aircraft."

Right now all I need to do is get a PPL!

## Under a Tenner Competition

Next month is the end point for the "Under a Tenner" competition. Cash prizes are on offer so get your skates on!

Entrant	Subject
Barry Breeze	EE Lightning (Hasegawa)
Barry Brown	Gridiron Grabber (AMT)
Brian Thomas	Canadair Sabre (Airfix)
Brian Thomas	Harrier GR3 (Esci)
Colin McAuliffe	Sukhoi Su-27 (Italeri)
Danny Alvisse	Born Losers – Castro
Graham Hill	Mig-21 (KP)
Ian Brown	Walfish (Eduard)
John Huston	Born Losers – Hitler
Mick Pitts	Deuce ½ (Tamiya)
Paul Bennett	Dassault Mirage (Eastern Express)
Peter Bagshaw	F-16B Fighting Fulcrum (Revell)
Ralph Hebron	Fokker D.VII (Roden)
Robin Bellamy	Bristol Fighter (Eduard)
Robin Bellamy	Ki-43 Oscar (Fujimi)
Robin Bellamy	Me-110G (Monogram)
Wally Arrowsmith	DC-4 (Welsh Models)

## 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.

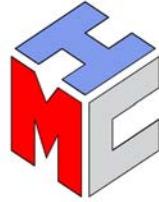
2011	
<b>21<sup>st</sup> August (Sunday)</b>	<b>IPMS Avon model show</b> , Yate Leisure Centre, Kennedy Way, Yate, South Gloucestershire, BS37 4DQ
<b>3<sup>rd</sup> &amp; 4<sup>th</sup> September (Saturday &amp; Sunday)</b>	<b>Medway Modelling Club Exhibition</b> , REME Museum, Gillingham, Kent. <b>We have space for both days</b>
<b>17<sup>th</sup> September (Saturday)</b>	<b>IPMS Farnborough</b> , Kings International College, Watchetts Drive, Camberley, Surrey GU15 2PQ
<b>25<sup>th</sup> September (Sunday)</b>	<b>IPMS Brampton</b> , Burgess Hall, St Ives, Cambs, PE27 6WU I've requested space for this show.
<b>1<sup>st</sup> October (Saturday)</b>	<b>IPMS Abingdon</b> , Larkmead School, <b>Abingdon, Oxfordshire</b>
<b>22<sup>nd</sup> October (Saturday)</b>	<b>Glasgow Modelfest</b> , Kelvin Hall Sports Arena, Argyle Street, Glasgow G3 8AW.
<b>12<sup>th</sup> &amp; 13<sup>th</sup> November (Saturday &amp; Sunday)</b>	<b>IPMS UK Scale Model World, Telford</b>

Peter



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## Robins Ruminations.

Following on from my article last month and just to prove how late my articles are passed on to Peter for inclusion in the magazine, I will start with a show report of the Essex MAFVA show held on Saturday.

This year the show was held in a new venue, the school in Mawney Road, Romford. The trade and display stands were in two small halls and along the main school corridor. It sounds a bit messy but given the small size of the show it seemed to work quite well with public and club members circulating around freely. Wally, Colin and myself were the only members bringing along models for the club stand, but Phil Worth, Steve and John Hide showed up as moral support.

One of the main points of interest for a lot of the attendees was the canteen, special mention must be made of the bacon rolls, really good! The tea, coffee and slices of cake were all sampled, only for review purposes of course, no pleasure involved and were all very good. Well done to the catering crew. The show unfortunately didn't seem that well attended by the public, but given the lack of publicity that could be done beforehand that was to be expected. However given the very short time the show organisers had to get the show up and running after managing to secure the venue at such a late date, I think they did a pretty good job of it. Well done to the members of the Essex MAFVA club and I look forward to next year's show.

It has certainly been a very busy month in the Bellamy household with my poor little Corsa working overtime and thankfully performing flawlessly. My month has included a couple of runs down to Hemsby to deliver and then retrieve the Mother in Law from her caravan. It was the Mother in Laws eightieth Birthday this month and we were given the yearly task of what do you give somebody that already has just about everything they want? We came up with the idea of taking her to Buckingham Palace as she had often said that she would like to see around the inside herself having seen the palace from the outside and so many TV pictures of the inside. This presented us with a bit of a problem as to put it simply, the Mother in Law isn't that good on her pins nowadays.

A phone call to the palace brought a surprising answer to all our problems in one go. The person I spoke too could not have been more helpful, I was told that as the Mother in Law was a blue badge holder, I could park in the forecourt of Buckingham Palace and we could borrow a wheelchair for the duration of the visit. When I said that I didn't think that the Mother in Law would like to be pushed around all day, I was told that she could get up and walk around as much or as little as she wanted. So I booked the tickets and guide books and received the added bonus that as I was the disabled persons "assistant" I didn't have to pay for my ticket! So on the appointed day I drove up to Buckingham Palace and through the pedestrian precinct at the end of the Mall and up to the gates. A quick check of name and arrival time and I was driving through the gates of the palace, a very odd feeling. The police then did a security check on the car and we then had to follow a golf type buggy across the front of the palace to our allotted parking space by the railings on the right side of the forecourt. I had a laugh with the Mother in Law that this was the cheapest and most secure parking in central London pointing to the armed police officer standing at his post 50 feet from my car.

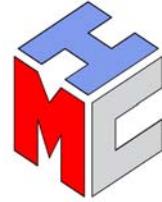
We were all popped in the buggy and taken through the front part of the palace and to the entrance to the state rooms, after booking in and receiving our badges we were taken in and started the tour. We had a very enjoyable tour including the Faberge jewellery exhibition and of course the recent royal wedding exhibition including the famous dress. When we were almost at the end of the tour one of the attendants called us over after seeing our badges and moved the rope aside and ushered us through a door. In the corridor it was explained to us that there was a disabled toilet available here as well as a gift shop for our use as the main gift shop was on the route out of the palace in the garden, not accessible to wheelchair users. So after making ourselves comfortable, my Wife then proceeded to make my wallet a fair bit lighter in the gift shop. Then it was lunch on the back terrace, a few photos and then back inside to finish the tour of the palace.

We then visited the Royal Mews, borrowing the wheelchair from the palace, before being driven back from the palace gates to the car in the buggy. All I can say is that my Mother in Law, my Wife and I



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had a thoroughly enjoyable day and I can highly recommend a visit to Buckingham Palace. As for the staff, I can't rate them highly enough for their friendliness and attentiveness.

My Son flew out to the U.S. to visit his girlfriend a couple of weeks ago, Adele dropped him off, I'm not sure she was being kind or just making sure he went! Peace and quiet for a whole two weeks!!!!!! However all good things must come to an end, Peter arrived back at Gatwick this morning with Adele picking him up. I dare say as you are reading this he will be snoring in his bed.

The downside of this month was an elderly friend in Kent fell over in her garden and broke her hip. So for the past few days we have been going to visit her in hospital with her Grand Daughter and doing the fun things like emptying her fridge of perishables and sorting out the Canary. Personally I suggested a box of Paxo for the Canary, but Adele gave me "that look". So now you see when at the start of the article I paid credit to our Corsa, I think it has deserved its upcoming full service.

On the Southern Expo front we are still awaiting the invoice from the sports centre to enable us to pay the deposit and get the show up and running "for real" as it were. As you can gather from this article not much decal research or modelling has got done, but given what has been happening recently real life must take precedence.

**My "Official" hat is now on.**

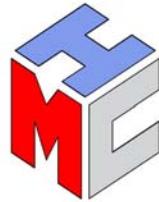
Nothing much to report this month, only that next month is the normal and the "under a tenner" competition.

**Robin.**



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## Wrighty's References

### USAF Aircraft Code Letters

The task of assembling the USAF Squadron Codes seemed fairly easy when it was first suggested, as I had the book "The Mighty Eight", I'm sure most of you are familiar with it. This book gave all the Groups, their squadrons and bases, and even coloured side views of each Groups' aircraft. It would just need to be sorted out and listed.

But having called the title "US Codes in WW2 in England", thereby a problem arose, as the IX US Air Force had regrouped in 1943, to leave the Middle East and take up residence in England, whereupon they were issued with UK system code letters. As were all new Groups arriving in England from the USA to expand the 9<sup>th</sup> AF.

I collated all the codes I could, but was still left with gaps, the book "The 9<sup>th</sup> USAF" was actually first printed in 1967, but by a US publisher Aero Books and was not yet available here. It was in the 70s most of the books that helped solve the problem areas came out, they are listed below.

But in references one thing leads to another, so we then realise that that USAAF actually had 10 Air Forces in WW2. A short history of each appeared in 1999 as a Sticky Fingers bonus article. I had already an unsubstantiated list of these I got from a dusty old brown bound covered reference volume on the USAAF in WW2 from the library, by the "Mauser" brothers, from the work I was able to compile a tactical history for each Air Force, by Group, Squadron and aircraft used, plus the dates of their service before replacement with new aircraft. This enabled any Group/Squadron could be pinpointed to what aircraft they operated on any given date during the period of hostilities.

These tactical histories proved useful until Aero Books began a series of books over the next 10 years comprising of detailed books on each Air Force (except the 11<sup>th</sup>), complete with the previously unpublished markings for each unit, including the so called "Battle Numbers" which were used on aircraft in the Pacific, India and Far East, and the mixed codes and numbers used by the Desert and Middle East Groups, getting the books proved somewhat tenacious as they came from the US. Luckily for me I had to visit on my job the London Borough of Islington Works Dept (Eng) who were only ½ mile from the Aviation Bookshop, when it was in the Holloway Road N1. Needless to say they got more visits at London Borough of Islington than most other customers and I collected the full series of books over the 10 years of their publication via their import by Aviation Bookshop into the UK.

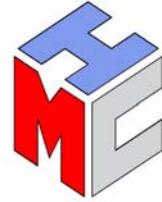
### Books List

The 5 <sup>th</sup> Airforce in WWII	Kenn C Rust	Aero Books	1973	UK distributors
The 7 <sup>th</sup> Airforce in WWII	Kenn C Rust	Aero Books	1979	WE Hensant
The 8 <sup>th</sup> Airforce in WWII	Kenn C Rust	Aero Books	1978	via the Aviation
The 9 <sup>th</sup> Airforce in WWII	Kenn C Rust	Aero Books	1982	Bookshop
The 10 <sup>th</sup> Airforce in WWII	Kenn C Rust	Aero Books	1980	
The 12 <sup>th</sup> Airforce in WWII	Kenn C Rust	Aero Books	1975	
The 13 <sup>th</sup> Airforce in WWII	Kenn C Rust	Aero Books	1981	
The 14 <sup>th</sup> Airforce in WWII	Kenn C Rust	Aero Books	1977	
The 15 <sup>th</sup> Airforce in WWII	Kenn C Rust	Aero Books	1976	
The 20 <sup>th</sup> Airforce in WWII	Kenn C Rust	Aero Books	1979	
The Mighty Eighth	Roger Freeman	Macdonald	1970	
Colours & Markings of USAAF 1937/45	Roger Freeman	Ducimus Books	1972	
Squadron Codes 1937-1956	M. Bowyer & J. Rowlings	Patrick Stephens Ltd	1979	
The 9 <sup>th</sup> AF in WW.II	Kenn C Rust	Aero Books	1967	



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The history (very basic) of each Air Force appeared as a 2 page article in April 1999 Sticky Fingers. Each consisted of the different fighter, bomber or other Groups and their areas of operation, also their movements, such as when a large part of the XII Air Force in Africa, then transferred to help from the XVth Air Force a new operational force for the Middle East.

Eventually 17 months later the USAAF Codes for the 8<sup>th</sup> & 9<sup>th</sup> Air Forces in England appeared in September 2000, running to 6 pages at the time it was the most complete list of codes ever put together and published, albeit 55 years after the event. As I claimed in the forward to the article. I do believe Peter has a record of these Sticky Fingers pages available, you have the dates so perhaps if you ask nicely he will give you a copy of the original articles. (No problem – Ed)

**Alan**