



A very relieved Graham Motler passed his A-test on 25th July

Parish Notices and Reports

“A” Test Passes

Graham Motler passed his A test (see the header picture); very well done, that man.

Reminder – WLMAC Aviation Quiz Club Night, Thursday 11th October

Just a reminder that we’re going to have an “Aviation Quiz” for the October club night at Uxbridge Golf Club on Thursday 11th October; it should be good fun because it’ll be a traditional pub quiz format (with some additional help from a projector for some of the rounds) so we’ll need teams of three or four people – you can either make your own teams or we’ll organise people on the night. We’re looking at 6 rounds of 6 questions each, so it shouldn’t take very much more than an hour and a quarter.

There will be cash prizes for at least the first and second placed teams, so please come along and have a go – the questions have been designed so that you don't have to be an expert to take a stab at answering, and you will often be able to either a) make a good guess, or b) work out the likely answer by a process of elimination. Having said that, there will – of course – be some tricky questions to confound the aviation experts (you know who you are). Stuart Whitehouse and I will be asking the questions, and we have a particularly good tie-break question from Stuart...

WLMAC BBQ, Wednesday 8th August

The BBQ evening on Wednesday 8th August went quite well, or so I'm told.



I am reliably informed that no vegetables were harmed in the taking of this picture. Or indeed at any point during the evening.



Jeff Creak seizing the chance to get some instruction from Chief Examiner Stuart.



This, I am told is a "perfectly normal race". Which one's Dick Dastardly, then? :-)



More formation driving. Must be difficult working out which one's your car because they all look quite similar when they're upside-down.

A Life-Long Ambition Realised – Krysz Holubeki

An event occurred on Wednesday 1st August that really was the culmination of a life-long ambition *[Oh really? Ed]*.

I had spent years going to school and University preparing for it and last Wednesday, I finally thought my time had come! Land a plane in the tree tops and join a very small and distinct group of elite aviators to do so!



Giles the Tree Surgeon arrived on time and within 40 minutes they were done.



Giles charged me £40.00 and I gave another tenner to the young lad who did all the actual climbing and everybody was happy. Apart from a couple of minor dents in the leading edge, the plane was fine as well.

My very first attempt at this amazing feat some years ago ended in disaster and the fire brigade had to be summoned to help with the rescue.

On this occasion however, everything went to plan. Aided with the launch by Tony and with help from Matt sorting out the trim, I took to the skies. First time round and I was forced to do a conventional landing. On the second launch there was no stopping me and as the confidence grew I thought “this is it!”...

It was a beautifully sunny day with gusting cross winds as I called "landing"; I came in on a NNW approach, aimed for the tree top, deployed the flaps and greased it in like it was on rails.....

Overwhelmed by my emotions, the magnitude of my achievement only became clear after I had managed to talk to Giles the Tree Surgeon, and I couldn't stop expressing my joy in words!

This is a very accurate account of what happened on the day *[Hmm... Ed]*.

Soviet WW2 Aircraft Colours – Andy Blackburn

It's often difficult to decide what colour your latest warbird should be, and it's usually particularly difficult for Soviet aircraft.

If you think about it, this is to be expected because after the war, relations between the West and the Soviets went downhill rapidly - at one point in the late 1940s, western governments were so unsure about Soviet intentions that they were planning for the Soviet army to invade Western Europe at any moment. These were difficult times; the Cold War was very much a day-to-day reality and from the 1960s onwards nuclear conflict between the Soviet Bloc and NATO was a distinct possibility, so it was difficult to get any reliable information from behind the Iron Curtain, particularly if it was in any way connected to the military. Any information that did leak into the west had almost certainly been adulterated or filtered by the Stalinist state in order to show the USSR in the best possible light.

Against this background it's perhaps not surprising that many depictions of Soviet aircraft by western artists and researchers have been – to a large extent – guesswork. Take, for example, the La-7 that was flown by the Soviet Ace of Aces, Ivan Kozhedub (62 victories). During the Cold War, Kozhedub's aircraft ("White 27") was initially on display in the main hall of the Tsentralniy Dom Aviatsiya i Kosmonavtika (TsDAK), Moscow and then from 1972 it was on public display at the Soviet Air Force Museum (Monino), near Moscow; in both cases, the aircraft appears to have been decorated with numerous 'kill' stars and three Hero of the Soviet Union 'Gold Medals', apparently on both sides; this is most unusual, most painted kill markings are on one side only, often the port side; nobody wants to be seen to be claiming twice, or to have to manage two separate score-boards.



White 27 at TsDAK, Moscow. Top surfaces appear to be a single colour.



White 27 at Soviet Air Force Museum, Monino. The cowling is very probably drooping because the engine has been removed and is on display on the starboard side of the aircraft. And unless I'm very much mistaken, the undersides have been repainted in the wrong shade of light blue (see later).

There is also now eyewitness evidence from S.M. Kramarenko who flew in 176 GAIP (Guards Fighter Aviation Regiment) and who was assigned Kozhedub's aircraft after the Deputy Commander (Kozhedub) was ordered to return to Moscow for the 1945 May Day celebrations; Kramarenko states that he piloted this aircraft until the end of the War, and that it carried no "...small 'kill' stars nor three Hero of the Soviet Union 'Gold Medals' on the side....", which he says were painted on later.

Clearly, if we believe Mr Kramarenko (and I'm inclined to – as discussed above, why would a pilot have two scoreboards?) any photograph that shows white 27 with a scoreboard or HSU medals has been adulterated, and therefore cannot be trusted. And if we look carefully at the picture above of White 27 at the Soviet Air Museum at Monino and then compare it with WW2 Soviet colours, it looks very much to me as though it's been repainted – on the undersides at least – with a bright blue colour called "All Blue". So basically, we can't trust the modern-era pictures of White 27 at all.

In fact, given the lack of trusted information available in the west, it's perhaps not particularly surprising that there have been a number of misinterpretations of the colour and markings of many (or most) Soviet era aircraft by various western artists; here are a few of the best ones:



Painting by Aviation Artist Stan Stokes - overall colour is almost close to one of the correct colours, but the details are wrong.



Picture by Aviation Artist Jerry Crandell of white 27 in temporary winter camouflage – still with kill markings, etc. Clearly, not correct.



Generic 'green' camouflage example, still with kill markings and medals which has no basis in actual fact.



Typical early colour profile by another un-named western artist – with kill markings and HSU medals. Not correct.

Will the Correct Colours Please Stand Up?

So, what colour *should* White 27 have been? That's a good question; nobody knows for certain because no contemporaneous photographs survive, but we can take a good guess.

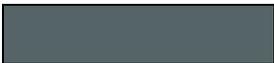
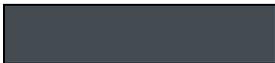
The colour scheme depends on when it was built, and what month/year we're talking about. The standard factory-supplied camouflage up to about October 1944 was AMT-11 Blue-grey and AMT-12 Dark grey on the upper surfaces with the lower surfaces finished in AMT-7 Blue, which was quite a pale blue. However, there is convincing evidence that "...virtually all of the La-7s

produced between November 1944 and February 1945 were completed in a single-colour upper surface scheme of AMT-11”.

However, it appears that Kozhedub didn't change the airframe during this period (i.e. he wasn't shot down) but there were a number of accidents involving other La-7s which required the inspection/repair/rebuild of all La-7 wings between October/November 1944, and all La-7s were grounded until they'd had the required work done. There is speculation that White 27 was a new aircraft finished in the later AMT-11 scheme, which is based on photographs of other aircraft from the Regiment from February-April – but it's only speculation and there is no proof of any kind. On balance, I'm not convinced.

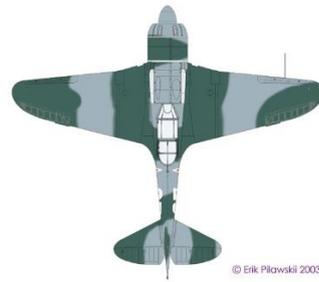
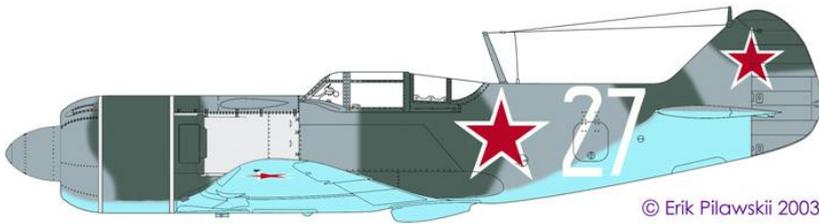
So, assuming that "White 27" represents the only La-7 airframe flown regularly by Ivan Kozhedub when he arrived at 176 GAIP around September 1944, then the aircraft was probably built during the summer of 1944, so it would have been finished in an 'NKAP Template' type scheme of AMT 11/12 on the upper surface and AMT 7 underneath.

The following table is a best-effort attempt at reproducing the correct colours, based on the work of Erik Pilawskii and also the paint produced by Hataka Hobby in Poland:

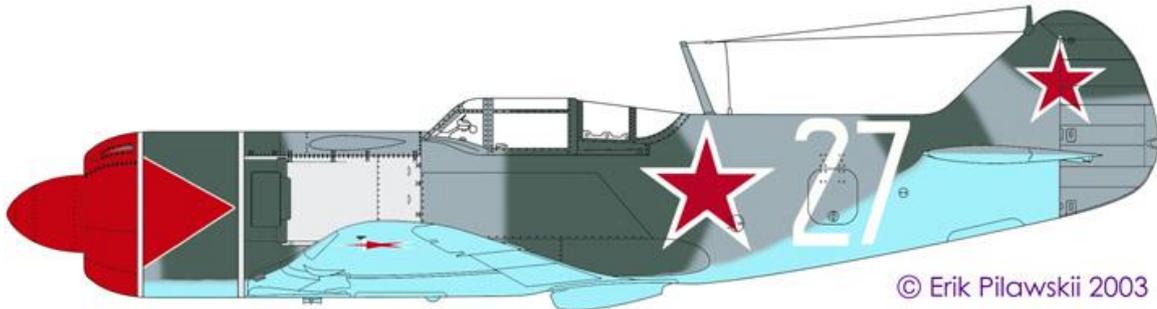
AMT 7 Pilawskii		AMT 7 Hataka paint	
AMT 11 Pilawskii		AMT 11 Hataka paint	
AMT 12 Pilawskii		AMT 12 Hataka paint	

All these colours were cellulose lacquers and were therefore subject to a significant degree of fading and colour change, and will also look different under different illumination conditions, so I contend that anything between these two colour extremes will probably be <ahem> acceptably historically correct.

The precise demarcation lines of the camouflage on White 27 cannot be known, because (unlike in the RAF) the “official” paint schemes were regarded as merely general guidelines by the Soviet factories and maintenance units, who often did their own thing; there is no contemporaneous photograph of the aircraft, but it would have looked something like this after delivery to the Regiment on or before September 1944:



And it would have looked like this after the red nose and spinner were added (for which we have a photograph), sometime on or before February 1945:



Note that in both the above cases, the colours are merely indicative and shouldn't be relied upon (refer to the colour charts on the previous page). Also, note the lack of upper-wing markings; this is normal for Soviet fighters of this era.

A Public Information Announcement



As some of you may be aware, there has been some focus in the news media recently on hoarding, its causes and treatment.

Now, as we're all Aeromodellers, I don't think it's too much of an exaggeration to point out that we're all hoarders, to a greater or lesser extent; I'm not suggesting that we have anything like as many models as shown here,

but I think you'll agree that we all have an urge to a) collect models (you can never have too many unless you've run out of model memories on the transmitter) and b) hang onto things once they've been acquired because even if you're not using something, it might be really useful at some point in the future. If you think your hoarding habit is possibly a little bit out of control, visit <https://www.nhs.uk/conditions/hoarding-disorder/> for general advice and information about counselling and therapy.

Events

Date	Event	Location	Description
Wednesday, 12 September	Field Meeting	Harefield	BBQ and Electric Flying
Thursday, 11 October	Club Meeting	Uxbridge Golf Club	Aviation quiz with cash prizes!
Thursday, 8 November	Club Meeting	Uxbridge Golf Club	Skills Evening
Thursday, 13 December	AGM	Uxbridge Golf Club	AGM