



"STICKY FINGERS"

IPMS HORNCHURCH - NEWSLETTER



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Dave's "Divulgence"

Dear all,

First I would like to thank Peter Quinn for showing us a wonderful collection of slides that dated back from the 1950s to the present day.

I would also like to thank Paul Bennett and my brother Bob for bringing down their W.W.II twin engined aircraft, plus I would also like to thank Lee Lacey for bringing down his as yet unfinished Ardennes diorama.

I have been in touch with model event organisers and I am waiting on information from them, A couple of shows have been cancelled, but there is still a lot to go to, here are the dates in order.

9 th April Sunday	Barnet	To be held at a totally new venue. Holmshill School, Thrift Farm Lane, Shenley Road, Borehamwood, Hertfordshire. Show will be open from 10am - 5pm and will be as big as ever with several traders and club displays. There will be a full competition and including the TMMI Trophy.
3 rd June Saturday	Salisbury	Will take place at the Wyvern College, Laverstock, Salisbury.
12 th & 13 th August Saturday/Sunday	Bournemouth	The South of England Scale Modelling Showcase at the Bournemouth Pavilion, Westover Road, Bournemouth. Open to the public from 9.30 am.
3 rd September Sunday	Brampton	
24 th September Sunday	Chiltern	The venue will again be the Mosquito Museum, London Colney, Hertfordshire.

More to come at a later date. Apart from these shows there is also "Trucks and Tracks" which is on the 26th and 27th of this month. The venue is Leascliffe Hall, Folkestone, Kent.

Dave

Peter's "Prattlings"

This month I would like to confirm that the bookshop mentioned a few months ago on the recommendation of Robin Bellamy really is worth a visit. That is unless of course you have no money to spend. In this case it will be an utterly heart wrenching experience., mind you it's not much better if you do have money to burn either. Robin and I spent a most enjoyable Sunday afternoon there recently drooling over the many books on offer and left with our wallets suitably lighter, with many more books that we could have bought if I thought I'd have got away with it.

There was something for just about anyone in the aircraft field, although armour seems to be less well catered for, unless we failed to find the main stash. In stock are second hand and new books mostly at somewhere between 30-50% off from the RRP. For example I picked up a copy of the recent Hikoki publication on Japanese Army Aircraft markings at £11.99, listed price should be £17.99 and new Detail and Scale or In-Action series from Squadron Signal are £4.99 each.



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All Books
2 Mill Road
Maldon
Essex
01621 856214

News from the net is that Tamiya are to release a float Swordfish very soon, so those of you thinking of buying conversion sets may wish to wait, although there are strong rumours that the price is likely to rise to over £40 for this and the wheeled version.

Other news from Academy this month is a 1/72nd Messerschmitt Me-163, which looked at first glance to be a re-released Heller on as it had the ground handling trolley, but is probably a new moulding as it also features the 2 seater Me-163S option too.



Designed for the sole objective of attacking allied bomber formation, the semi-delta wing Me163B was powered by a 3,748ld. thrust Walter rocket motor which allowed it to reach a level speed of 596mph with sufficient fuel for 8 to 10 minutes of powered flight.



After take-off the Komet would jettison the trolley style main wheels and use its amazing 11,800 feet per minute climb rate to rapidly climb above the allied bomber formations. From here the pilot could execute one or two extremely high speed attacks where he would have approximately 3 seconds to aim and discharge his weapons.



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	Armament consisted of two 30mm MK108 cannon, 24 underwing rockets or four vertically discharged rockets fired by a photoelectric cell as the Komet flew into the shadow beneath an enemy bomber.
	Features <ul style="list-style-type: none">• Fully detailed panel lines.• Highly detailed cockpit interior• Option of types for Me-163B or Me-163S• Includes towing tractor

I've also put a new copy of the address list at the back of this month's edition, as Steve Smith has a change of telephone number. Please try and remember to bin any old copies you have.

Peter

Ricky's "Ramblings"

Strange But True

What is the connection between Ilford, my Doctor's and our club? Read on for the answer.

January's Quiz Answers

Q1.	The Japanese bombed the U.S. Mainland with sub - based aircraft in W.W.II, but they also managed to bomb America another way – How?
A1	With balloons made of rice paper
Q2	Name the eight fighters in Grumman's "cat" family (the word cat doesn't have to appear in the name of the aircraft)
A2	F4F Wildcat, F6F Hellcat, F7F Tigercat, F8F Bearcat, F9F Panther, F9F Cougar, XF-10 Jaguar, F11F Tiger, F-14 Tomcat.
Q3	Name each of Republics seven "Thunder" aircraft.
A3	P-47 Thunderbolt, F-84 Thunderjet, Thunderstreak, Thunderflash, XF-91 Thunderceptor, F-105 Thunderchief, Fairchild/Republic A-10 Thunderbolt 11.
Q4	What was the first jet to be purchased for squadron service by the USAF from a foreign country?



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A4	English Electric Canberra/ B-57 from Great Britain.
Q5	Name the last U.S. heavy bomber design to see operational service in W.W.II.
A5	B-32 Dominator.

Shading

Preshading

Pre-shading brings out panel lines etc, after the primer has been applied, but before final painting. It is normally seen as an alternative to "*Washing*" panel lines and interiors after applying the main colours. Properly applied it can give very good effects and is well worth considering as something different to try.

Be aware of the following,

- A. First work out which panel lines you want to emphasise and to what degree. In some cases it may be better to highlight certain areas than the lines or just work on the main panel lines.
- B. Normally, if using an airbrush, panel lines are highlighted by spraying at roughly 90 degrees to the line showing the whole of the line. An alternative would be to "hide" one side of the line by some form of masking. The line is sprayed partly on the mask and partly onto the line letting the spray fade off onto the model. This gives the effect of emphasising only part of the line giving an entirely different effect.
- C. Choose your primer colour and shading colour very carefully for maximum effect. Also think ahead to your final colour scheme. Light coloured finishes will show up pre-shading more evidently than darker finishes.
- D. Remember it is better to apply several thin finish coats than one thick one. Otherwise you will obliterate all your good work.

(Next month post-shading)

At times facing a new project can be more daunting than facing er' indoors after a few pints with the lads. There you are sitting at your favourite corner to start your model. To your right are your tools, your well used knife, assortment of paint brushes, tins of the right coloured paints, superglue, plastic glue, PVA glue and that "thingy ma jig" tool that does everything but stand up and beg.

In front of you sits that model you bought in the dim and distant past, because you always wanted to make this one particular type (*ring any bells yet?*). With anticipation you open the box and pull out this multitude of plastic sprues with all these fantastic little pieces just waiting to be painted and glued together just like you know how!

The decal sheet is a glory to behold full of the best you've seen in a model. This will be a challenge to your prowess as a modeller. You take each sprue of parts and scan it on both sides, almost lovingly, put it down then move onto the next. Before you know it 15 minutes have passed and for some reason the urge has disappeared " This is too good to do today I'll save it for a better day" you say to yourself and start to put it back in its box (*ring any more bells?*).

Suddenly a voice in your ear, sending you 3 foot in the air, says, " What are you doing? It's about time you started that one. How long you had it?" Oh dear no peace for the wicked you think (*have you had the chance to be wicked lately?*). "This looks like it will keep you quiet for a little while" she says picking up one of your 'more valuable than gold' pieces of sprue. " I thought you said you



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had to wash these first before starting". My God, you think, she listens sometimes. "Well I've got five minutes before my TV programme starts she says I'll give you a hand"

AARGH panic, stomach churning over, pictures flash before your eyes of all those tiny pieces disappearing down the plughole. " Hey she shouts I'm sure there wasn't any spaces oaths bit of old plastic when I started"

Quickly you turn to her and try to explain that there is a scientific way to accomplish this operation and begin to dazzle her with science (*lot of old??!! Really*) To prove it you get up, and show her the amazingly difficult procedure, then sit down and start to paint a few pieces hoping just hoping she doesn't want to try out her artistic skills.

Well have you ever had "Model Block" before and how have you overcome it. Come on now all letters to me.

February Quiz

Q1	When Marine ace Maj Gregory "Pappy" Boyington was shot down over the Pacific after a fighter sweep, why is it his plane was left undamaged?
Q2	In the Royal Navy what was the name for the Grumman Avenger?
Q3	Name the three "V" bombers?
Q4	Who was the world's first ace (five kills or more)?
Q5	Can you fill in the blanks: Fargo, Fagot, Fresco, _____, Fishbed, Flogger, Foxbat, _____, Foxhound.

Uses For A Roll Of Fuse Wire

A few years ago on tele was a series about this American agent who could make anything out of anything he had lying around (can't remember what it was called) (*McGyver? - Ed*). Well I think modellers are a bit like that, being able to use about anything they can get their hands on from around the house.

You know the sort of thing talcum powder, salt or sugar for snow, toothpaste to grind with, tippex, Klear floor polish and the roll of fuse wire. You used to be able to buy the short lengths of card with three or four different sizes on it.

The different thicknesses could be put to different uses dependent on the scale of your model being built. The thickest is the 30 amp size exhaust systems, engine cables or tubing, gun-rings are but a few ideas for this size.

The most common use for fuse wire is for the rigging wires on biplanes. Again different thicknesses can be used dependent on length and what the original was used for. Firstly a small length of wire is run through a candle flame, this takes the springiness out of the wire and also changes the colour of the wire. This operation must be done very quickly as fuse wire remember is supposed to break when it gets very hot.

Place the wire on a flat surface then with a steel ruler over the top of the wire roll it back and forwards (like rolling pastry) this straightens out the wire. With a pair of dividers from your kids'



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geometry set measure the gap where the wire is to go. Transfer this length to the wire, cut it and glue in place using PVA white glue or varnish.

Tweezers or a damp paintbrush can be used to place the wire, not fingers, which will bend the wire. If using the paintbrush method then use the brush to also remove any excess glue or varnish. Some biplanes had double rigging wires and these can be reproduced by gluing (PVA or varnish again) two wires together and letting them dry before attaching to the model.

Another use, mainly on the larger scale models, is to represent the fabric lacing along the fuselage sides. The smaller 5-amp size wire is ideal for this and does not need to be straightened out first. Look in your shed for a bolt roughly the same pitch as the fabric lacing then tape the wire to the bolt at each end of the bolt (obviously the wire has to be a lot longer than the bolt). Push the wire into the screw thread with the thumb forming a series of vees, then cut to length and attach to your model with varnish. The lacing can then be painted along with the model highlighted as necessary.

Other uses for the ubiquitous fuse wire are only limited by yourself and your imagination.

Strange But True Cont.

Having to visit my doctor's recently, waiting to go in, I picked up a copy of the Essex Countryside magazine to read. The doctor, being delayed, meant that I had finished reading the interesting bits so I progressed onto the Letters page. At the end of one letter was the address of the person from Ilford, which for some reason appeared familiar but I couldn't work out why. Returning to the top of the letter there was the persons' name Paul Bennett. Yes the same Paul is our club member. Hence the connection between Ilford, my doctor and our club. So what you say but have you experienced anything similar?

Did you know there were *seven* Boeing B-29's involved in the raid on Hiroshima to drop the first atomic bomb?

The Enola Gay, three weather reconnaissance aircraft, a reserve aircraft and two more with observers and recording equipment. Now most people know the name of the first aircraft to drop the bomb but what about the second on Nagasaki? It was BOCKSCAR and was actually one of the reconnaissance aircraft that flew to Hiroshima.

Ricky



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Bob's "Business"

Hello everyone, well its competition time again so good luck to everyone and happy modelling. Don't forget next month sees the start of the model show season, starting on the 18/19th March with our own show "Southern Expo" being the first and one of the best. So lets see plenty of new models on the tables.

Airshow News

First of all news on the Old Flying Machine Company (OFMC), as you may be aware there was some doubt that Ray Hanna was going to keep going after the tragic death of his son Mark last year. Ray has decided to carry on as a tribute to Mark. Nigel Lamb, the ex work aerobatic champion is to carry on Marks work as the company has a lot of airshows and film work for the coming season.

The OFMC has some film work coming up this year. There is another Spielberg production and is to tell the story of the 101st Airborne Division from D-Day to the end of the war. Filming is to be done in England at Hatfield, where "Saving Private Ryan" was done and is to be a series on the small screen. There is also to be a Disney production due to be filmed soon. The new film is about the attack on Pearl Harbour. After seeing "Tora Tora Tora" more than once I can't see how Disney is going to better it. I wish them luck.

Vulcan News

This is a follow up to last years report. Well so far work on the mighty delta is going well with no serious problems encountered so far. The Vulcan's engines and spare units are to be tested next to bring them up to spec, with no test rig this will have to be done on the aircraft itself. There is still a long way to go before the delta gets the green light, up to 5 months work in fact. The next hurdle is to raise the 3 million pounds sponsorship to keep her flying. Donations via Flypast magazine, if you have a spare million or two.

Airshows

Here is a short list of the major shows for this year, with a month by month list starting in May.

May

27-28 th	USAF Mildenhall	01638 543341	WWW.Mildenhall.af.mil/airfete.htm
28-29 th	Southend-on-Sea Airshow	01702 215166	

June

2-4 th	North Weald Aerofair 2000	01992 524510
3-4 th	Biggin Hill Air Fair	01959 572277
18 th	RAF Cosford Air Show	0870 6062014
23-25 th	Goodwood Festival of Speed	01273 461616

July

8-9 th	Flying Legends Airshow Duxford	01223 835000
15 th	Yeovilton Somerset International Airshow	01935 456751
16 th	Plymouth Sound Devon International Air Fayre and Festival of Land Sea and Air	01752 262461
22-23 rd	Cottesmore, Leicestershire, Royal International Air Tattoo	01285 713300
24-30 th	Farnborough Hampshire	0207 2271067

August



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6 th	Old Warden Shuttleworth Collection Military Pageant	01767 627288
13 th	Coventry Air Atlantiques 1950s Airshow	01203 882629
13 th	Cranfield Classic Jet Fighter Show	01234 752153
September		
3 rd	Old Warden Shuttleworth Pageant	01767 627288
3 rd	Folkestone Seafront Shepway Airshow 2000	01303 852321
9-10 th	Duxford Battle of Britain Show	01223 835000
	Hopefully the largest gathering of Spitfires and Hurricanes ever at Duxford in this the 60 th anniversary of this battle.	
17 th	Biggin Hill 60 th Battle of Britain Show	01959 572277
	More Spits and Hurricanes and other warbirds	

Well there we have it, as you will note there is no North Weald Air Show in May. This is because the organisers can't meet the rising cost of the rates being imposed on them by the Council.

Bob



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Wrighty's References

In keeping with the set aims of this column, to bring details of hard to obtain information on less well known units where no recognised books have been published on the subject. In this regard, the two recent Luftwaffe 4 parters (Schlatgeshwader and night fighters) contained a wealth of information on dates, bases, strengths and also included relevant photos or drawings (to which thanks go to Peter for his desktop publishing skill on the computer). Put each part together and you have as much text as any paperback book, in fact they are books in their own right.

This month the RAF, the subject OTU's, fighter in this instance, but keep it, because it will be followed by Coastal, Flying Boat, Army Co-op and Bomber OTUs.

Another less publicised group were the Army Co-op and Tactical Reconnaissance Squadrons, but the basic groundwork is underway to bring their story to you in the coming summer months.

RAF Fighter Operational Training Units in W.W.II

Before any pilot joined a Squadron, he had to serve at an OTU. This is a neglected area in terms of units, bases and who flew what. There were many OTUs but only a dozen dedicated to fighter training, their history follows.

The numbers ranged from 51 to 63 but they were not formed in order, so the histories are listed in order of formation.

OTU	Codes				
56	FE all	GF all	HQ 44/45	OD 43/44	
55	EH all	PA all	ZX 43/45	VW 43/45	
57	LV all	PW all	XO all	JZ all	
54	QZ 4 OTU	BF 40/43	ST 44/45	ST 43/45	YX 42/45
52	GK 41/42	NS 41/43	OQ all	CT 41/42	TJ 42/43
58	PQ 40/44	XB 2TEU	ZZ 40/43	P9 45	
53	MV all	QG 43/45	OB 44/45		
59	II 45	MF 40/43	4Q 45	7L 45	
60	AT all	JP 40/42	8V 44/45		
61	HX all	KR all	TO AFS	UU all	DE 44
51	Codes unknown				
62	Codes unknown				
63	Codes unknown				



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No. 56 OTU (Dayfighters)

Sutton Bridge was the No. 11 Group Pool from September 1939 but in March 1940 it reformed as No. 6 OTU, the unit was equipped with Hurricanes (53) and the usual associated collection including Gladiators, Harvards and Masters, some of these were gradually phased out. In November 1940 the unit was renamed 56 OTU in line with other fighter OTUs. Supplying Hurricane pilots continued until March 1942 when the unit transferred to Tealing, which used Kinnell as a satellite. Hurricanes with Masters were now turning out pilots for the Middle East, also Lysander Target Tugs were on hand, a mixed training of bomber attack; ground strike etc all took place. No. 556 Squadron was formed and used on convoy escort.

In October 1943 the unit became No. 1 Tactical Exercise Unit (TEU) where more specialist training took place, Spitfires were also being used. This unit disbanded in July 1944. In December 1944 No. 56 OTU reformed with Typhoons and Tempests at Millfield, still a few Hurricanes and Masters were available for basic work, the unit took time to build up with new personnel many of whom were unfamiliar with the new fighters. Brunton was used as a satellite from January 1945 until May 1945 for the final section of the training syllabus. Millfield then embraced the complete unit, by September 1945 this unit had over 50 Tempests and Typhoons on hand. It finally disbanded in February 1946.

No. 55 Fighter OTU (Mixed Fighter)

12 Group FG Pool based at Aston Down was renamed No. 5 OTU in April 1940 using Spitfires, Hurricanes, Defiants and Blenheims, trained pilots for these aircraft, the usual basic ancillary aircraft were also used in training.

In November 1940 the unit was renamed 55 OTU (presumably to avoid confusion with 5(C) OTU), it turned out day fighter pilots for Hurricanes and night fighter pilots for Blenheims. In March 1941 it moved out to Ushworth which used Ouston as a satellite. Now training was for Hurricane fighter and fighter bomber tactics using mainly Mk.10 Hurricanes until they moved out to Annan in April 1942, still with Hurricanes in May 1942 a satellite Longtown was used by 2 flights, they were dedicated there for advanced training.

In October 1943 the unit at Longtown moved its Hurricanes to a new satellite Great Orton, staying there until May 1944. 55 OTU at Annan became No. 4 TEU in January 1944 and 3 TEU in March 1944, by now Typhoons were being used and the TEU Typhoon conversion unit was formed and moved to Honiley in May 1944. The OTU had in 1943 a strength of 80 Hurricanes, with assorted backup of Masters, also Lysander target tugs, later replaced by Martinets.

The TEU moved out of Annan for Aston Down in July 1944. Back at Aston Down by August 1944 the Hurricanes had gone and (64) Typhoons were on hand and in December 1944 No. 3 TEU became 55 OTU, training for rocket firing and ground attack with the same backup aircraft. Chedworth from December 1944 served as a satellite to Aston Down until the end of the war and the unit disbanded in May 1945.



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No. 57 Fighter OTU (Day Fighter Spitfire)

No. 7 OTU formed in June 1940 at Hawarden for No. 10 Groups fighter training initially on Spitfires (25), Hurricanes (14) and Masters (13), but by August 1940 it was standardised on Spitfires (58) backed by Masters and Battle target tugs. In line with other units No. 7 was renamed 57 OTU in December 1940, Spitfire training continued but Sealand, Speke and Cranage were used in autumn 1940 due to flooding problems at Hawarden. Spitfire training continued but by November 1942 due to airspace congestion the unit was moved to Eshott.

Later marks arrived at Eshott as training progressed at satellites at Boulmer also from November 1942, the advanced section of the training course was based here, all continued until June 1945 when the unit disbanded.

No. 54 Fighter OTU (Night Fighter)

Formed in November 1940 as No. 4 Night Fighter OTU with mainly Blenheims and Beaufighters as they became available based at Church Fenton.

Original equipment was Blenheims (31), Defiants (24), Harvards (6), plus ancillary Masters and Oxfords etc. In December 1940 No. 4 OTU was redesignated 54 OTU in line with other fighter OTUs, training for NF continued and from August 1941 Beaufighters replaced some of the Blenheims.

In May 1942 the unit moved to Charterhall, still with Blenheims, Defiants and Beaufighters, a satellite at Winfield was also used from the same time, this course was threefold, a conversion unit, intermediate unit and the advanced unit which was detached at Winfield for AI radar training. From May 1944 Mosquitoes began to be used on this part of the course.

By 1945 the unit had Beaufighters (69) and Mosquitoes (19) finally converting to all Mosquitoes by May 1945. The satellite at Winfield closed in May 1945, at Charterhall the unit continued into peacetime moving in November 1945 to Eastmoor.

No. 52 Fighter OTU (Day Single Seat)

Formed in December 1940 at Debden for Hurricane training also used Battles and Masters for basic work, in August 1941 the unit moved out to Aston Down. It was then re-equipped on Spitfires, with the usual associated backup machines, organised into 6 flights.

In August 1942 Chedworth was opened as a satellite to Aston Down and 2 flights of Spitfires were detached to Chedworth. Also 52 OTU formed a Squadron No. 552 in December 1942.

By August 1943 the need for the OTU passed and it disbanded.

As an offshoot of 52 OTU the Flight Leaders School was formed at Chedworth and Charmy Down and had 36 Spitfire Vs on hand.

No. 58 Fighter OTU

Formed in December 1940 at Grangemouth with Spitfires, due to various problems it took time to build up in 1941, part of the unit used Macmerry as a satellite in late 1941 until March 1942. By



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March 1942 a satellite at Balado Bridge was taken on, conversion to Spitfires, with the associated training machines and advanced training was conducted from the satellite. From October 1942 all Polish trainees were sent here and part of the OTU flights were Polish. Night flying also commenced at this time, as did the formation of the OTU Squadron No. 558 as in other fighter OTUs. Martinets replaced Lysander target tugs in May 1943. In October 1943 the unit was renamed No. 2 TEU, which eventually disbanded in June 1944.

In March 1945 the Day Fighter part of 41 OTU at Poulton was retitled 58 OTU whereupon it moved to Hawarden, the unit divided up into the three sections, conversion, standard and advanced training, the latter at Poulton all with Spitfires, final disbandment was in July 1945.

No 53. Fighter OTU (Day Fighter Spitfire)

Formed at Heston in February 1941 for single seater day fighter training, equipped with Spitfires at the outset the unit only stayed till May 1941 when it was transferred to Llandow. Using Spitfires with backup of Masters training of pilots proceeded here until May 1943 when it was moved to Kirton in Lindsey.

Similar training continued at Kirton with Spitfires and Masters, a satellite as Hibaldston also in operation from May 1943 and the unit continued its work until disbandment, obviously using the later mark Spitfires as they came available. Disbandment was effective on May 1945.

No. 59 Fighter OTU

Formed at Crosby on Eden in March 1941 for Hurricane day fighter training, the equipment was mainly ex Battle of Britain Hurricanes as the Squadrons went over to new models. By May 1941 some 70 were on hand. In July 1941 the satellite of Longtown was used to take some of the Hurricanes of the OTU.

In August 1942 the complete unit moved to Milfield with Brunton as its satellite, taking about a flight of Hurricanes for conversion. In March 1943 559 Squadron was formed here, but went to Milfield in May 1943.

By June 1943 the emphasis shifted to training for the Typhoon, but due to the limitation of the Typhoon the Hurricane was mainly used for this purpose. The low attack school was evolved as part of 59 OTU using the Hurricane IV (rocket firing) and (40mm cannon). The OTU disbanded in January 1944 and became the Flight Leaders School. Boulmer was occasionally used in 1943/44 as a satellite to 59 OTU.

In February 1945 59 OTU reformed at Acklington with Typhoons as a fighter training unit (½ unit) and disbanded in June 1945.

No. 60 Fighter OTU

Formed in May 1941 at Leconfield as a Night Fighter training unit with Blenheims (24), Defiants (61) and Oxfords (6) as the second night fighter training unit. Soon after in June 1941 this unit moved to East Fortune. At first both Blenheim and Defiant training took place but in October 1941 it was made a twin engined only unit, thus the Beaufighter with Blenheims were used, part of this



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time Malmerry was also used as a satellite. In June 1942 some Commonwealth Beaufighter crews started to use the OTU and in November 1942 60 OTU was renamed 132 OTU.

In May 1943 60 OTU reformed at High Ercall as a Night Intruder unit training with Mosquitoes (24) plus the associate aircraft of Ansons and Oxfords for basic work.

A combined 60/63 OTU Gunnery Squadron was detached to Chedworth from 63 OTU at Honiley in October 1943 to January 1944 with Mosquitoes (12).

In March 1943 60/63 OTU arrived at Finnmere and soon were absorbed into 13 OTU, it used Hampsted Norris as a satellite during this short period for its Mosquitoes (see 13 OTU).

No. 61 Fighter OTU

Formed at Heston in June 1941 as a Spitfire OTU with associated Harvard and Magisters for basic work. A new airfield at Rednal opened in April 1942 and the unit moved here, and Montfordbridge was the satellite station. Various improved marks of Spitfire were used as time progressed, night flying and mock combats with USAAF Thunderbolts at Atcham were also carried out. No. 561 Squadron was formed at Rednal in common with other OTUs.

In January 1945 some Mustangs were taken on for training and conversion to this aircraft. By June 1945 the complete unit moved to Keevil with Spitfire LF XIVs, Mustangs and was operational until renamed to 203 AFS in July 1947.

No. 51 Fighter OTU

Formed in August 1941 at Cranfield to train night fighter crews for Blenheims and Beaufighters, early equipment was the Blenheim only. In April 1942 a satellite at Twinwood Farm was taken on, by August 1942 the emphasis on aircraft changed from Blenheims to Beaufighters and over a period into 1943 fully re-equipped.

By July 1943 the unit had 88 various marks of Beaufighter, Blenheims and Beaufort dual control trainers and Lysander and Martinet target tugs as they trained the full range of night fighter crews. By July 1944 Mosquitoes began to replace some of the Beaufighters and fully replaced them by February 1945, the unit ran down at the wars end and disbanded in June 1945.

No. 62 Fighter OTU (NF Crew Training)

Formed at Usworth in June 1943 for training night fighter radar operators formally No. 3 Radar School. Aircraft used were Ansons in 3 flights of 14, the students then went to other Night Fighter OTUs to join pilots and crew up. A mixed variety of reasons caused the unit to move to Ouston in June 1943, continuous use of Ansons until early 1945 when Wellingtons began to replace them, the unit disbanded in June 1945.

Woolsington was used as a satellite from November 1943 to August 1944.

No. 63 Fighter OTU

Formed in August 1943 for AI radar training at Honiley using Beaufighters (34), Beauforts (10), Blenheims (2), plus the associated other single and twin engined trainers. In October 1943



"STICKY FINGERS"

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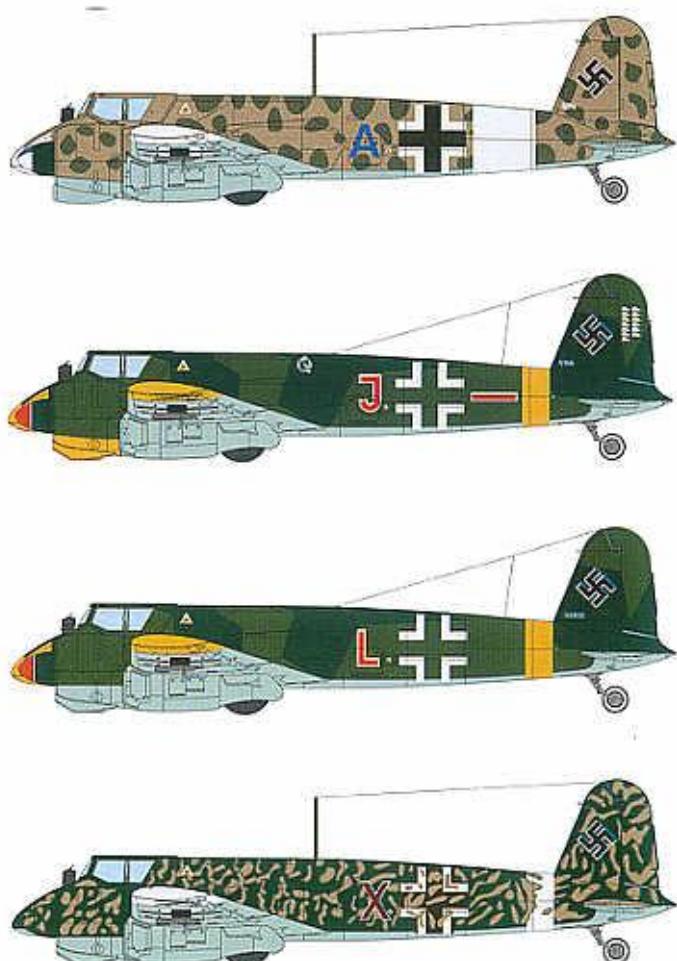
Wellingtons (5) adapted for this work were added. In March 1944 sufficient operators had been trained and the unit closed.

Chedworth in October 1943 took the air gunnery squadron of the unit and it gained a similar outfit from 60 OTU and the combined unit stayed till January 1944. They had Mosquitoes.

Addendum to SchaltGeshwader of the Luftwaffe

Henschel Hs-129

EaglesCal have issued a recent decal sheet with colourings for the Hs-129s, the colour schemes relate to the above article and are as follows.



Sch/G.2 (see part 2)

Blue "A" of 4(Pz) Staffel: Sand RLM 79 upper surfaces with Green RLM 80 mottle with blue RLM 78 undersides, white wing tips and theatre tail band, used in Libya 1942/43.

Purple "X" of 8 (Pz) Staffel: Greens RLM 70/71 uppers overpainted with sand 79, squiggle mottling, RLM 65 undersides with white wingtips and tail band, used in Tunisia early 1943.

Sch/G.1 (see part 2)

Red "J" of 7 Staffel: Greens 70/71 uppers and 65 undersides, yellow wingtips and tail theatre band for the Eastern Front, used early 1943.



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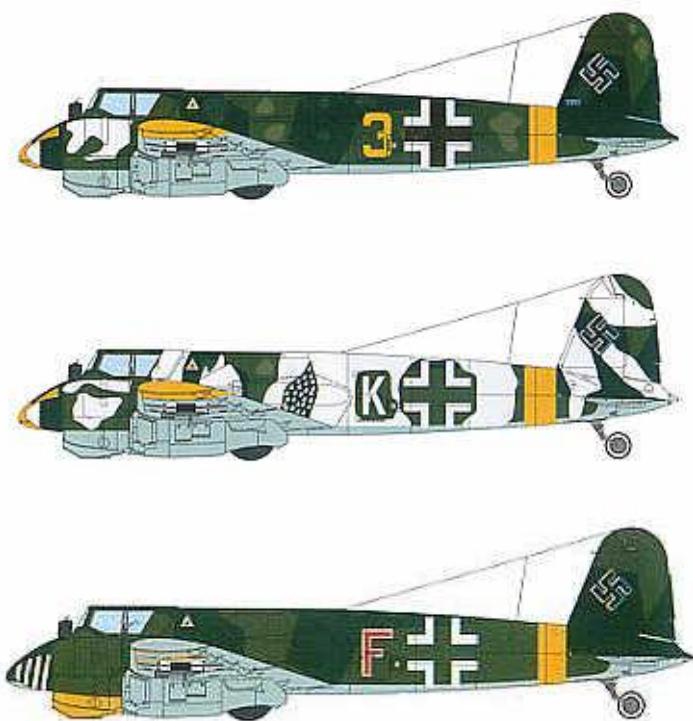
S.G.9 (see part 4)

Red "L" of IV/SG.9 (11 Staffel): Colours as for Red "J" Sch/G.1, used in late 1943 on the Eastern Front.

White "K" of IV/SG.9 (10 Staffel): Colours as for Red "J" Sch/G.1 but with winter white added in patches. See photo of this aircraft Fig 11 in part 4, used winter 1943/44.

Unknown of 13 (Pz) Staffel JG51: Colours as for Red "J" Scgh/G.1, but with very faded white finish on upper surfaces in 1943, this unit became part of IV/SG.9 in October 1943.

Red "F" of IV/SG.9 (11 Staffel): Mk103 cannon equipped, colours 70/71/65, with yellow tailband and wingtip stripes, black and white propeller spinners. Used in Hungary 1945, see photos Fig 12 Part 4.



Focke Wulf FW-190s of SKG.10 (See part 1)

A complimentary article written by Julian Edwards appeared in Scale Aircraft Modelling Volume 21 No. 9 (November 1999) on SKG.10's operations and losses over England. Copies can be arranged upon request.

Alan