



"STICKY FINGERS"

IPMS HORNCHURCH - NEWSLETTER



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Peter's "Prattlings"

Annual General Meeting

Next month (May) is the Annual General Meeting (AGM), otherwise known as "Bun Fight at the Methodist Church Hall". If anyone has any points they wish to discuss or raise at the AGM, please send them to me for inclusion in the Agenda. For those people who don't wish to "put their head over the parapet" suggestions can be sent anonymously. I'm sure that next years Club Secretary will be keen to have ideas for inclusion in the events schedule and also the Competition Secretary will, I'm sure, be looking for suggestions for competition themes. So thinking caps on please!

IPMS Barnet show

Just to prove to those members that couldn't go this is what a club stand looks like.



Thanks to Steve Hubbard for supplying the photo.



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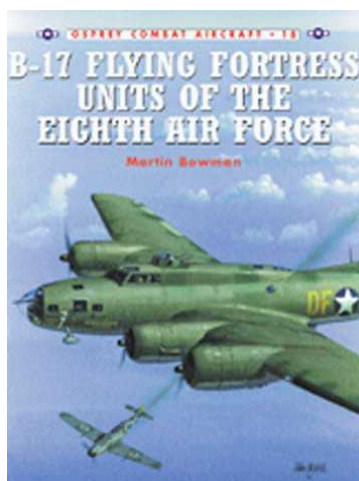
Tamiya New Kit Announcements

Tamiya will apparently announced the following new kits.

1/32	Mitsubishi A6M Zero Model 52	July
1/48	Dornier 335A	July
1/72	P-51D Mustang	June
1/72	Spitfire Mk.I	June
1/32	F-4J Phantom II Marines	May
1/35	Leopard 2A5	May
1/35	Dragon Wagon (Cab only)	July
1/35	Famo Accessory Set	July
1/16	Tiger I Early Model (Radio-control)	July
1/24	Ferrari F50 "Full View" (clear body)	June
1/12	Yamaha XV1600 Road Star	June
1/12	Suzuki RGV-Gamma 500	July

Osprey New Books

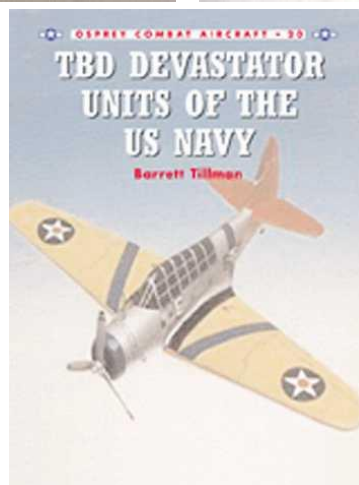
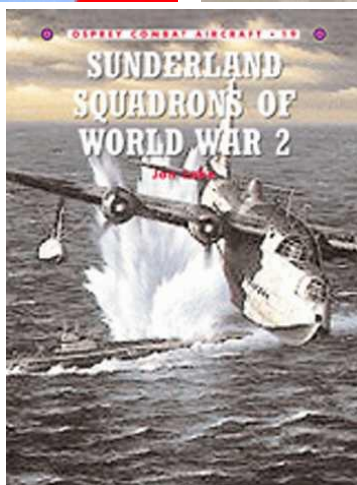
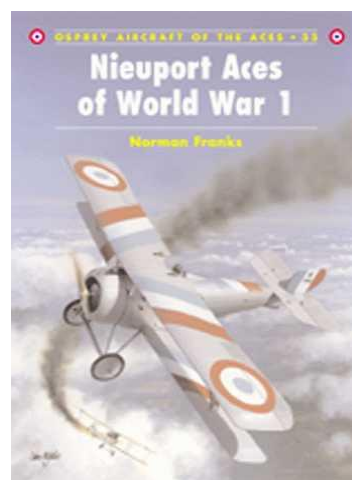
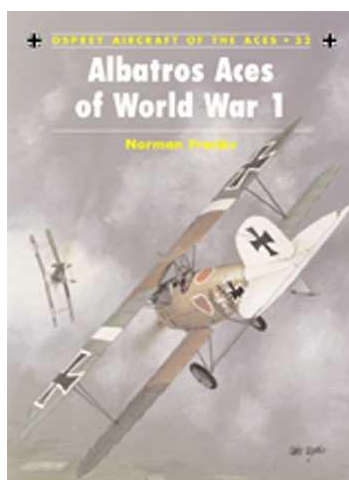
Some news from Osprey the book publishers this month. For those of you who collect some or all of their "Aces" or "Combat" series of books the following are due for release at some time this year, possibly in the order displayed here.





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Italian Aces - no picture supplied yet

Curtiss P-40 Warhawk Aces - CBI - no picture supplied yet

Peter

Ricky's "Ramblings"

Tips and Techniques

- * Acetone makes an excellent decal setting solution. Put it on generously and let soak overnight. It can also be used to polish out scratches in clear canopies.
- * Before painting, lightly sand plastic with 60-grit sandpaper to give the paint a better 'bite'.
- * In the summer, store those old kits in the attic. The warmth will prevent mildew.
- * Protect decals by wrapping them in wet paper towels and storing them in the bottom of your refrigerator's vegetable drawer.
- * To fill seams, sprinkle baking soda into the gap and then brush household vinegar into it.
- * To thoroughly clean your airbrush, occasionally throw it into the washing machine with the whites. Use bleach. Tumble dry.
- * When thinning paint for airbrushing, use real skim milk to get the recommended 'milk' consistency.
- * Never, ever, use any of the modelling tips in an April issue...



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Shading (cont.)

I would like to conclude my articles on shading this month and talk about Post shading again but using pastels. Finishing models basically falls into two categories, pristine from the factory look and the well weathered type. There are pro's and cons for both methods and the differences of opinion amongst modellers is what keeps our hobby alive.

As always "practice makes perfect" and undoubtedly weathering done by an expert does give the model an air of realism. With a little bit of practice all three types of shading I've spoken about can be used on one model.

No specialised tools are necessary, everything required, any modeller worth his salt already has i.e. brushes, knife, some form of mixing dishes, (use your imagination) and of course the pastel sticks. Scrape the pastel sticks to form a fine powder, if the powder is not as fine as you require use the blunt end of your knife to grind it further. Pastel shades can be mixed or matched as you so desire. Pastels are best applied to a flat surface finish if you have used gloss finish then the areas you are working on must be flattened. Generally the order of finishing is as follows,

- * Build your model (obviously)
- * Paint the model.
- * Apply Pre-shading
- * Apply a gloss coat finish.
- * Apply oil or watercolour wash if required
- * Highlight any lines or panels
- * Apply a flat coat finish
- * Apply the pastels and seal again if so desired.

Remember that experimenting is the way to better results. You may find that using white is too bright so use a light grey or mix the white in with a pastel shade near to the base coat your applying it to. You should also consider the following tips when applying shading,

- * Different paints and materials fade or stain differently.
- * Some shading/weathering is created whilst in flight so direction of flow should reflect this.
- * The top of an aircraft would get more sunlight than the sides or underneath and would therefore be more faded.

The effects that can be achieved are only limited by the modeller themselves. Pastels applied to areas rather than specific pieces of equipment sometimes give a better effect.

Finally these effects can be grouped into five major areas,

- * Staining over the surface of the model caused by dust, dirt, fluids or rain. Pastels replicate stained areas and faded edging better than other mediums used for more apparent stains.
- * Shadowing in places that are normally in shadow shows up the effect better.
- * Operational Grunge is acquired by the actual machine whilst in service. Oil, dirt, maintenance grunge is all attracted to the surface. Wind, rain and operational service will all have an effect on the spread.



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- * Fading of equipment or areas exposed to direct sunlight, particularly on upper surfaces.
- * Shading of areas more protected than others gives an impression of less wear and tear.

So another successful Southern Expo has passed into history. Being on the door gives you the opportunity to speak to traders and customers alike, the only complaint being that we don't hold it twice a year.

There were certainly bags of models being carried out even of the larger variety. Both Saturday and Sunday mornings were very hectic tailing off to the afternoon. Overall we were about 30 people down on last years total figure. We will have to put thinking caps on for next year to attract more people especially on Sunday.

Reading this months Scale Aviation Modeller in one of the articles a set of floats were being painted. The base colour was a Humbrol colour then overpainted with a Tamiya colour. Obviously it must be ok and works, but a thought struck me that I wasn't as knowledgeable on paints as I thought I was and maybe there were others like me. So is there anyone there who would like to give us all an insight into the paints we can use? What are best to use?

What's the difference between enamel and acrylic? What's better to use for spraying? Are Humbrol the "bees knees" of paints? Sometimes we forget that what is simple to us isn't to others or what we take for granted others haven't a clue. So come on out there help out a poor old pensioner.

Seen on an Internet site I visited recently "You cannot make anything foolproof, because the fools are so ingenious."

Also from another site "don't throw a fit.....build a kit."

Ricky

Ken's "Korner"

Visiting Barking Library last Saturday to return books, and select something new to read, I came across a brand new book in the W.W.II section that had never been out, so I thought I would have a read of that. The book was called "Agents By Moonlight - The Secret History of RAF Tempsford During W.W.II" by Freddie Clark (ISBN 0.7524.1691.X), first published in 1999. The period of Tempsford is 1942 to 1945 and as most people know this RAF station was near Sandy in Bedfordshire, from which Lysanders, Whitleys or Halifaxes flew S.O.E. agents to places in Europe, with the odd trip by Hudson.

Freddie Clark has based all his writing on analysis from the Squadron records taken from the Public Records Office, coupled with his own insight as a wartime Special Duty pilot with No. 138 Squadron. He was born in Walthamstow in 1923 and educated at Beal Modern Boys school in Ilford, Essex and worked as a Lloyds Insurance broker at Fairlop.

His aviation interest led him to join No. 4 Squadron A.D.C.C. (Ilford)(Air Defence Cadet Corps) in February 1939 and joined the RAFVR in 1941, doing his initial training at Hemswell. He did his flying training in South Africa and returned to fly Halifaxes with No. 138 Special Duty Squadron in



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1943. He was shot down in 1944 but with the help of the French Patriots he evaded capture until finally caught and interrogated at Dulag Luft and then at Stalag Luft III. He was repatriated after the war and remained in the RAF until 1948. He returned to Lloyds, specialising in aviation insurance. In 1953 he joined No. 600 (City of London) Auxiliary Squadron as their Intelligence Officer, until it was disbanded in 1957. He is now retired and lives in Kent.

During the early part of the war I lived in North London and my friend next door was evacuated to Sandy. I spent a weekend with him once and we took his dog for a walk across the fields and over the railway line, which was the LNER in those days. We walked through bushes and hedges for about a half a mile until we came to the edge of the airfield where there was not too far away aircraft all painted black. He knew it was there, but I didn't. It wasn't until later on in my life did I learn that this very airfield was in fact RAF Tempsford.

"For Information Please"

Are there any TV Addicts who began watching a four part serial on Monday 27th March 2000 on ITV at 9pm? It was entitled "Monsignor Renard". The plot is a French priest who has been away from his home town of St Josse-des-Bois for about 20 years and has returned in May 1940 just as the Germans are overrunning France. The peoples of the town are moving south, the roads are congested with broken down vehicles etc. and there are dead people all over the road. A Messerschmitt 109 yellow nosed aircraft comes down the road with all guns blazing, shooting everything in sight. The plot continues next Monday.

However at the end of the first episode in the credits that unfortunately spun by too fast to grasp what had been written. There is a mention of either Ray or Mark Hanna! Has anyone any information as to what this is referring to? John Thaw plays the part of the priest.

Ken

Bob's "Business"

Vulcan News

Avro Vulcan XH558 has passed all its technical surveys and has been given the green light to fly by the C.A.A. The aircraft has also got backing from an all party group of MPs and peers to return the big bird to the sky and it is hoped the M.o.D. will also give their backing and help in sponsorship. No date has been given when test flying will start as of yet, but it should not be too long. More updates to come.

"Sally B"

Boeing B-17 "Sally B" is to be made a charity trust. The trust has been set up to raise £300,000 per annum to keep her flying for many more years. Since last years engine trouble the bomber has been receiving a lot of TLC to get her back in the air, but has used up the funds from the "Sally B" supporters club and is in need of funds to get her back in the air. It would be sad if this famous aircraft was to be grounded as it would be missed at Duxford and the many airshows she appears at through the year.



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Donations may be sent to: -

The B-17 Charitable Trust
Po Box 92
Bury St Edmunds
Suffolk
IP2 8RR

Warbirds Gather at Pearl

Over the next few weeks a large number of warbirds are to head for Hawaii to start filming the latest Disney film called "Pearl Harbour". So far 4 P-40 Kittyhawks, 3 genuine Zeros which have been rebuilt from wrecks found on various islands in the Pacific, and also a number of "Tora, Tora, Tora" replicas from the Confederate Airforce. A number of mock-ups have also been built for the airfield action, including 16 P-40s. A number of other aircraft are also expected to head out soon. Watch this space for more news.

Airshow News May

1 st	Popham, Hants Flypast Aerojumble, Classic Vehicle Rally and Fly-in	01256 397733
	Kemble Glos Delta Jets Open Day and Jet Fly-in	01285 771144
7 th	Old Warden Beds Battle of France Airshow - Shuttleworth Collection Being as this is the 60 th Anniversary of the BoB, Shuttleworth have put on this show as a tribute to the French campaign, and a number of Hawker Hurricanes have been invited to appear plus some French aircraft.	01767 627288
13 th - 14 th	Newton Abbot Dorset Festival of Transport 2000	01626 201120
14 th	Popham Hants Pitts Special and Aerobatic Aircraft Fly-in	01256 397733
20 th	Old Warden Beds Shuttleworth Sunset Flying Display	01767 677288
	Duxford Cambs Wheelchairs on Wings	01235 531540
20 th - 21 st	Coventry Airport Warks Air Britain Fly-in	01543 677254
	Northrepps Norfolk Cromer Whirly Birds Weekend	01263 513015
21 st	Compton Abbas Dorset Pooleys Air Day	01747 811767
27 th - 28 th	North Weald Essex PFA Lea Valley Strut Fly-in	01992 525510
	Mildenhall Air Fete 2000 http://www.mildenhall.af.mil/airfete.htm	01638 543341



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Wrighty's References

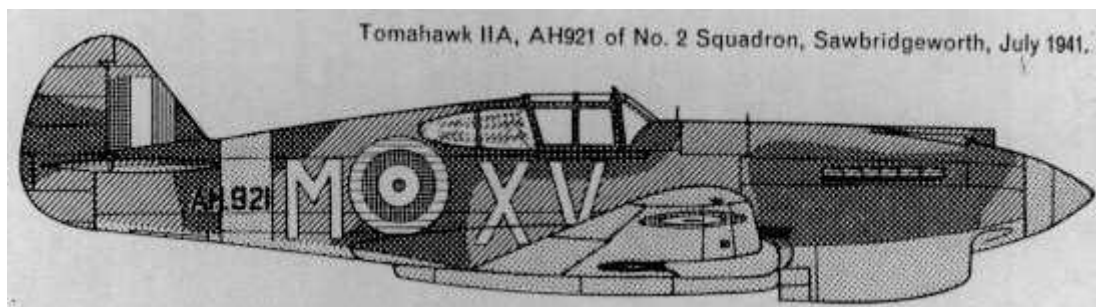
RAF Army Co-operation and Tactical Reconnaissance Squadrons in W.W.II

Part 2 - The Curtiss Tomahawk

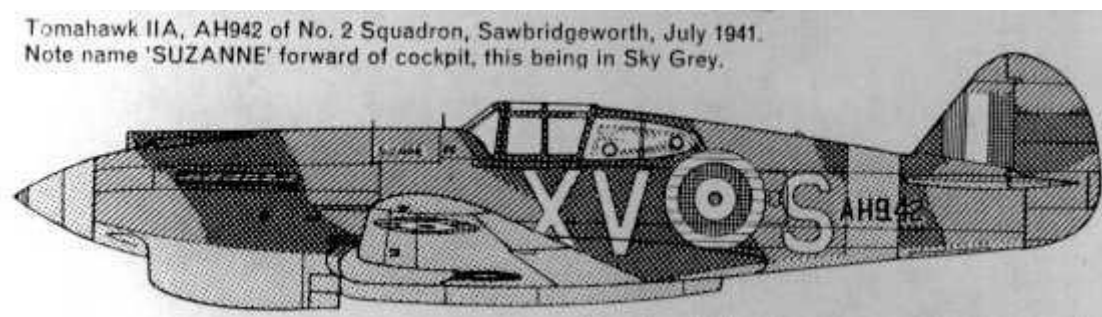
The Curtiss Tomahawk came into Army Co-operation service as a late choice. Originally Hurricanes were wanted, but due to unsuitable base airfields or shortages 50 Tomahawks were available to operate in a role where a fighters performance was required and thus began replacing the Lysanders. Although Tomahawks had arrived and had been modified early in 1941, there were problems and it took time to get the Squadrons equipped, following on from part one this took place as follows: -

No. 2 Squadron

Code XV



Equipped in August 1941 and operated from Sawbridgeworth alongside Lysanders mainly on Army Exercises until April 1942 when the Mustang 1 took over.



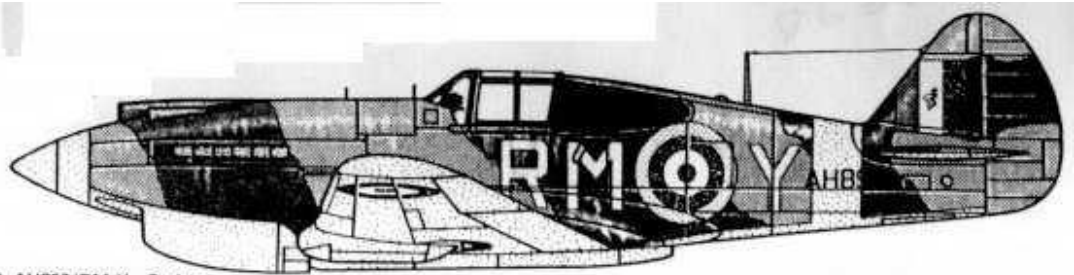
No. 26 Squadron

Code RM



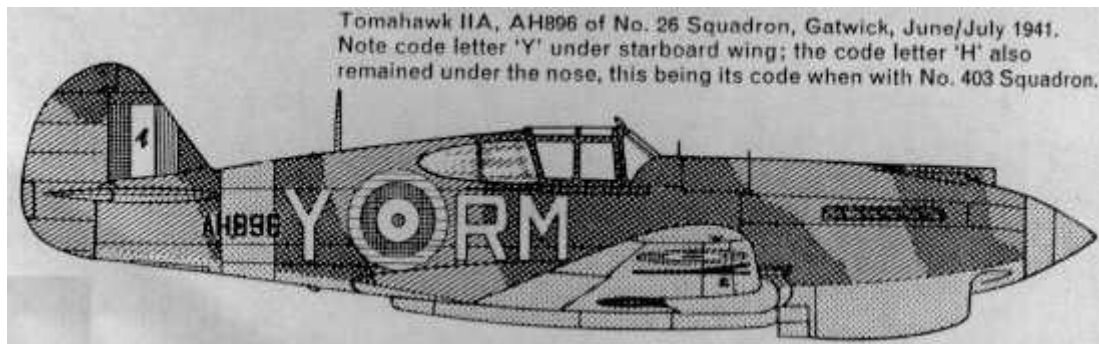
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Curtiss Tomahawk I AH896/RM-Y, Spring 1940. Dark green and Dark earth camouflage with Sky lower surfaces, spinner and fuselage band. Codes are Medium sea grey, serial numbers black. Springbok emblem on fin flash in full colour.

Equipped from February 1941 and operated from Gatwick, by October 1941 they flew "Rhubarbs" and did Photo-Reconnaissance over France. In January 1942 the first Mustang 1s arrived but the Tomahawks continued until the Mustang became established and finally phased out in September 1942.



Tomahawk IIA, AH896 of No. 26 Squadron, Gatwick, June/July 1941. Note code letter 'Y' under starboard wing; the code letter 'H' also remained under the nose, this being its code when with No. 403 Squadron.

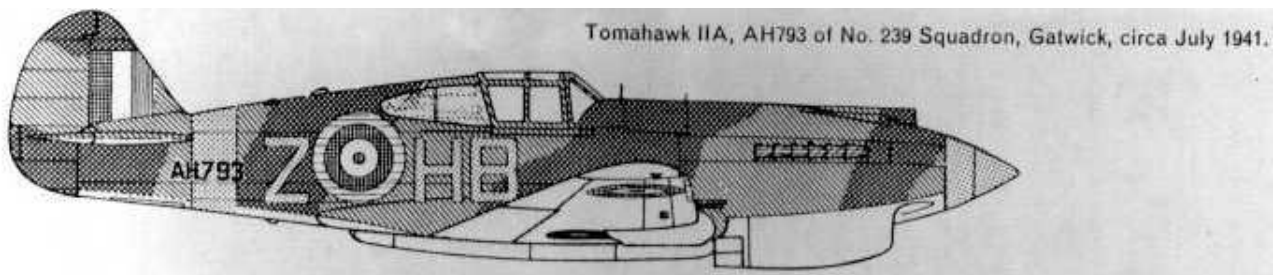
No. 231 Squadron

Code VM

Equipped in October 1941 and operated from bases in Northern Ireland and later Yorkshire until June 1943, largely on Army Exercises during this time, partial use of Tomahawks only, until Mustang 1s took over.

No. 239 Squadron

Code HB



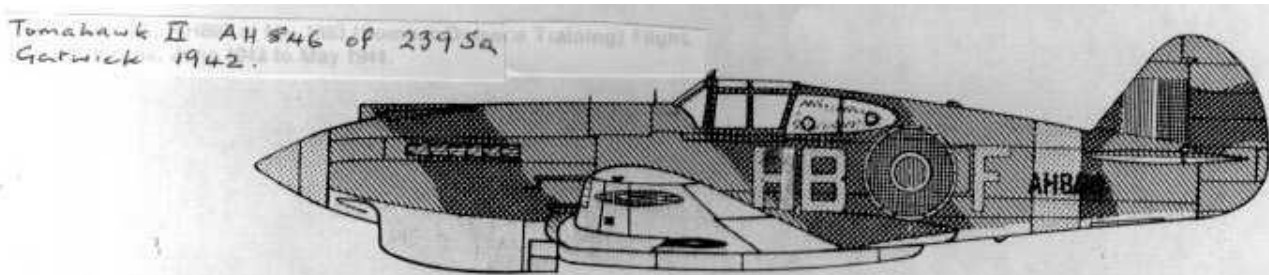
Tomahawk IIA, AH793 of No. 239 Squadron, Gatwick, circa July 1941.



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Equipped in June 1941 and operated from Gatwick and flew "Rhubarbs" from September 1941 over France-Belgium. By January 1942 Hurricanes arrived to take over the roles and by May 1942 the Tomahawk had gone.



No. 241 Squadron

Code RZ

Equipped in August 1941 and based at Bottisham, operating on Tactical Reconnaissance, only partially equipped, lasted till April 1942 when they gave way to Mustang 1s.

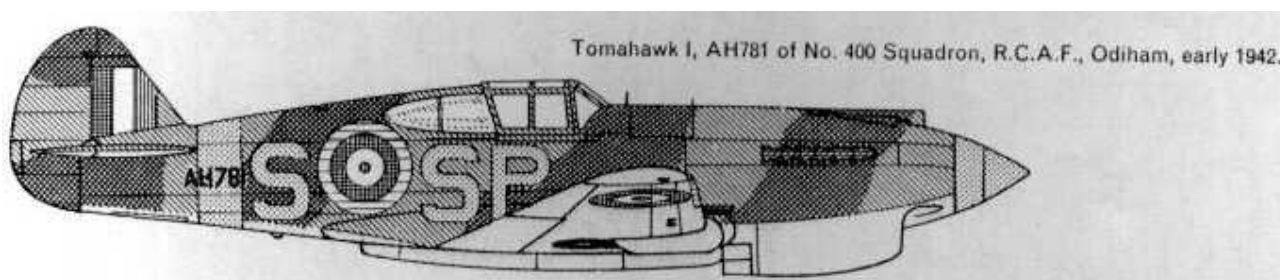
No. 268 Squadron

Code NM

Equipped in May 1941 and based at Snailwell with detachments in the South East flew "Rhubarbs" over Holland and convoy patrols, only partially equipped. Lasted till May 1942 when the Mustang 1s took over.

No. 400 Squadron

Code SP



Equipped in April 1941 and based at Odiham, in November 1941 flew "Rhubarbs" to France and "Populars" over the English Channel into the new year. This was repeated in 41/42, but by June 1942 Mustangs were on hand to take over the role.



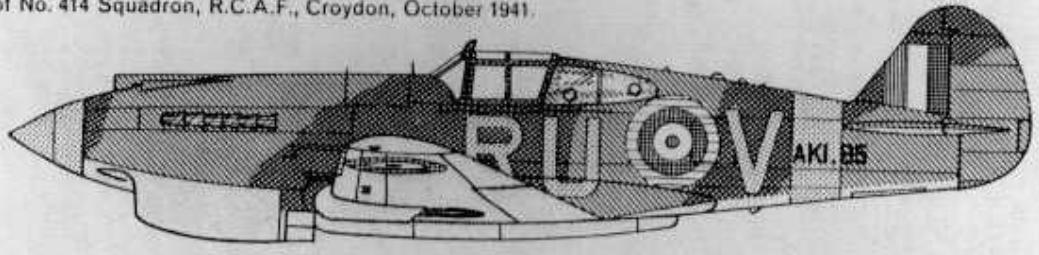
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No. 414 Squadron

Code RU

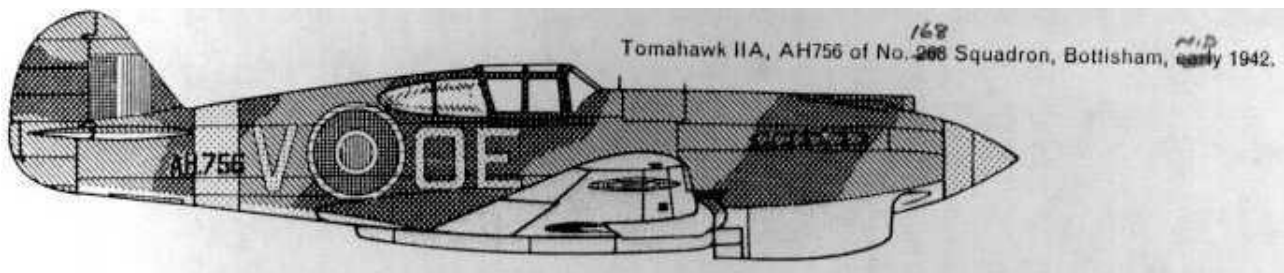
Tomahawk IIB, AK185 of No. 414 Squadron, R.C.A.F., Croydon, October 1941.



Equipped as a new Squadron jointly with Lysanders and Tomahawks in August 1941, operating from Broydon on Army Exercises until June 1942 when Mustang 1s took over.

No. 168 Squadron

Codes OE



Formed as a new Squadron in June 1942 from ex-268 Squadron Tomahawks in the Tactical Reconnaissance role. Operated from Snailwell and later Botisham. They were non-operational until Mustangs were in place by November 1942 for the Tactical Reconnaissance role.

No. 171 Squadron

Code not known

Formed as a new Squadron in June 1942 at Gatwick with Tomahawks for Tactical Reconnaissance training, non-operational until Mustangs took over in November 1942 for the Tactical Reconnaissance role.

No. 613 Squadron

Code ZR

Equipped in August 1941 with Tomahawks, operating from Doncaster and later Andover, they operated in conjunction with Lysanders on various Army Exercises until they were supplemented with Mustang 1s in June 1942.



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No. 430 Squadron

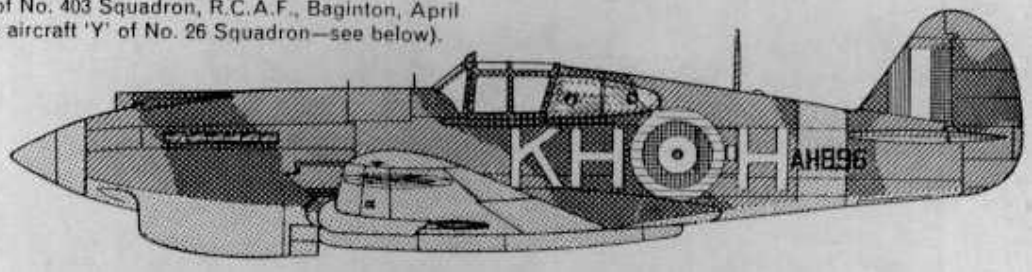
Code letters only

A Canadian (RCAF) new Squadron formed in January 1943 at Hartford Bridge for Army Co-operation work, used only non-operational until Mustang Is fully equipped the unit for operations by May 1943.

No. 403 Squadron

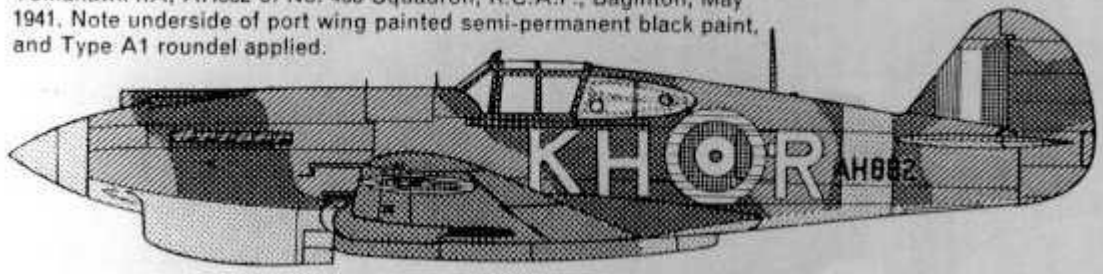
Code KH

Tomahawk IIA, AH896 of No. 403 Squadron, R.C.A.F., Baginton, April 1941. (This later became aircraft 'Y' of No. 26 Squadron—see below).



A Canadian (RCAF) new Squadron formed in March 1941 at Baginton for Army Co-operation work with Tomahawks, but in May 1941 their role changed to a Fighter Squadron. All aircraft were handed to No. 26 Squadron.

Tomahawk IIA, AH882 of No. 403 Squadron, R.C.A.F., Baginton, May 1941. Note underside of port wing painted semi-permanent black paint, and Type A1 roundel applied.





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Part 3 - The Bristol Blenheim

No. 13 Squadron

Code OO

On their return to Odiham in July 1941 this unit converted from Lysanders to Blenheim IVs as an Army Co-operation bomber unit, based at Odiham with detachments in the South East. The unit carried out many Army Exercises, the accent being on attacking invasion forces. From May 1942 they flew night intruder missions and took part in the "Dieppe" raid in August 1942. In September 1942 they equipped with Bisley aircraft (i.e. the Blenheim V) and went overseas to the Middle East assisting the Army until May 1943 when they became a "Coastal" unit.

No. 53 Squadron

Code TE (Pre- war) PZ (War)

This unit pre-war had been an Army Co-operation squadron with Hectors, in January 1939 it began replacing these with Blenheim IVs based at Odiham. With the outbreak of war they went to France with the B.E.F. in September 1939. Based at Poix, flying night reconnaissance over Germany and survey work on their area by day. When the German attack came in May 1940, the unit carried out tactical reconnaissance with high losses and moving backwards to several airfields before withdrawal back to England at the end of the month using airfields in Kent. They continued the fight, but in July 1940 its role was changed and the unit transferred to "Coastal Command".

No. 59 Squadron

Code PJ (Pre-war) TR (War)

Another pre-war Army Co-operation unit using Hectors. This squadron re-equipped with Blenheim IVs at Old Sarum in May 1939, their work-up barely complete, when war came, but they went to France in October 1939 joining 53 Squadron at Poix. Doing similar night reconnaissance similarly to No. 53 its losses forced retreat and withdrawal back to England in May 1940 to Andover and in July 1940 it was also transferred to "Coastal Command".

No. 614 Squadron

Code LJ

In August 1941 this unit based mainly in Scotland at Tranent, converted from Lysanders to Blenheim IVs, still in the Army Co-operation role, carrying out many Army Exercises in Scotland. From May 1942 it went to West Raynham and flew night bomber sorties over the occupied countries alongside No. 114 (Blenheim) Bomber Squadron. Later operating at Dieppe in May 1942 laying smokescreens etc. Later in that month it converted to Bisleys and went to Middle East along with 13 Squadron, later transferring to "Coastal".



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Part 4 - Hawker Hurricane

No. 225 Squadron

Codes LX, changed to WU in April 1942

In January 1942 this unit received its first Hurricane Is to operate alongside its Lysanders, but in the fighter reconnaissance role, used mainly for working up. Some Mustangs joined in May 1942, the units' main base was Thruxton, but it had many detachments. From August 1942 it moved to Northern Ireland but now flying Hurricane IIb or IIc until November 1942 when it transferred to the Middle East as part of "Operation Torch".

No. 241 Squadron

Code RZ

Having used Tomahawks from August 1941 and Mustangs from February 1942 in the Tactical Role the squadron were at Ayr in Scotland from May 1942, they began equipping with Hurricane IIc in October 1942. This was short lived as the unit was destined for the Middle East and went to Algiers in November 1942.



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RAF Operational Training Units in W.W.II - Part 2

As we are currently going through the various operations of Army Co-operation and also RAF OTUs, this seems an ideal time for Part 2 of RAF OTUs to be the Army Co-operation OTUs.

No. 41 OTU Army Co-operation

Formed from the School of Army Co-operation in September 1940 with Tomahawks (28), Magisters, Harvards and target towers at Old Sarum. Training was in elementary fighter work in co-operation with the Army. A satellite at Oaklands Hill was opened in September 1941 and fighter reconnaissance was brought into the schedule. By April 1942 Mustangs had joined the Tomahawks. From April 1942 to November 1942 Chilbolton was used as a Relief Landing Ground (RLG), by November 1942 the unit moved completely to Harwarden, equipped with Mustangs for fighter reconnaissance as opposed to Army Co-operation. In March 1943 Poulton was taken over as a satellite. By November 1943 No. 3 Tactical Exercise Unit was formed within the OTU with Mustangs, Hurricanes and Harvards. The Mustangs operated from the parent station, the others from the satellite. It closed in March 1944 with disbandment. Having continued at Harwarden on a limited scale till March 1945 when the unit reorganised, the fighter reconnaissance section went to Chilbolton, by now using Spitfires, hurricanes and Magisters for training in this work until June 1945 when it was disbanded. The day fighter section, which had been at Poulton was then renamed 58 OTU and moved to Harwarden.

No. 42 OTU Army Co-operation

Formed in April 1941 from No. 2 School of Army Co-operation at Andover. Initially to convert Lysander crews to Blenheim operation, a satellite at Thruxton from August 1941 was used for a detachment of the training program. In October 1942 the whole unit was transferred to Ashbourne by now equipped with Blenheim, Whitley, Ansons and Oxfords, this persisted till September 1943 when a change of role came about, preparing for glider towage for the forthcoming invasion. At this time, September 1943, Darley Moor was taken on as a satellite, training now consisted of initially Blenheim, then Whitley and also Albemarle, the Oxford (9) and Anson (10) with Martinets (2) and Lysanders (2) were at Darley during 1944 for W/OP Air Gunner training. This mode of training continued during 1944 at both bases until March 1945 when the need had receded and the unit disbanded much of it going to 80 OTU at Tiltstock.

No. 43 Army Co-operation OTU

Formed in October 1942 from 1424 Flight with Auster 1 and Tiger Moths (total 32) based at Larkhill training for Army Co-operation. In November 1942 the unit moved to Old Sarum and used Shewton also. By May 1943 Auster IIIs (30) were on hand, moved to Oatlands Hill in February 1944 and due to the spartan conditions here, moved to Andover in August 1944 where they used Thruxton as an RLG, continued on into peacetime still at Andover.

Alan