



# "STICKY FINGERS"

## IPMS HORNCHURCH - NEWSLETTER



**Don't Try This At Home!**

<b>Alan's "Annotations"</b> .....	<b>2</b>
Bournemouth Show 12 and 13 <sup>th</sup> August .....	2
IPMS London .....	2
Overseas Interest .....	2
Havering Show.....	3
<b>Peter's "Prattlings"</b> .....	<b>3</b>
Tamiya Car News.....	3
Masking Tip .....	3
Rules Of The Air.....	3
<b>Ricky's "Ramblings"</b> .....	<b>5</b>
May's Quiz Answers.....	5
Did You Know? .....	5
Canopies.....	6
<b>Ted's Tale</b> .....	<b>7</b>
<b>Bob's "Business"</b> .....	<b>8</b>
Show Diary - July/August .....	8
<b>Wrighty's References</b> .....	<b>9</b>
RAF Flying Boats of the 1930's .....	9
The Aircraft.....	10
Endurance and Special Flights .....	17
Squadrons, Stations and Locations .....	18



# "STICKY FINGERS"

## IPMS HORNCHURCH - NEWSLETTER

No. 201 Squadron .....	18
No. 202 Squadron .....	18
No. 203 Squadron .....	18
No. 204 Squadron .....	18
No. 205 Squadron .....	19
No. 209 Squadron .....	19
No. 210 Squadron .....	19
No. 228 Squadron .....	20
No. 230 Squadron .....	20
No. 240 Squadron .....	20

### **Alan's "Annotations"**

Firstly, many thanks to Ted Taylor for the slide show at the June meeting. He had with him many slides from the '70's quite a few of US Naval aircraft in their gull grey over white colour scheme and how many pictures of Constellations do you see? A very good variety of aviation pictures. Maybe Ted can be persuaded to bring some others at a future meeting.

### **Bournemouth Show 12 and 13<sup>th</sup> August**

Just a reminder that we have 12 feet booked for this show and at present only Dave Ryan is attending if you can get there for just one of the days please let me know.

### **IPMS London**

On the 28<sup>th</sup> June I decided to pay IPMS London a visit. Our very own Wally is reviving their fortunes and they now meet at St Brides Centre near Blackfriars station, which of course is quite handy for me after work. I was presented with an Airfix F5E as I came through the door, at first I thought that it was some sort of payment for turning up, but no, everyone had one and they had to be built by the September meeting!

When Wally had a quiet moment we got talking about things in general and in particular IPMS. Wally bounced an idea about a joint show with our friends down at Southend and a low key inter Club competition between us, Southend and IPMS London with two clubs competing and the third one judging. Obviously Southend haven't been contacted yet but I think it's worth trying.

### **Overseas Interest**

Recently Ken forwarded to me a letter he received from an IPMS member in Norway, who is keen to get in contact with UK modellers who are also interested in various types of modelling, mainly Armoured vehicles and dioramas.

If anyone wishes to write to him here is his address: -

Jonny Ree,  
Briggveien 67A,  
4624 Kristiansand,  
Norway

I shall send him a copy of Sticky Fingers as well.



# "STICKY FINGERS"

## IPMS HORNCHURCH - NEWSLETTER

### ***Havering Show***

The updated situation is that we have our 24 feet as a double frontage of 12 feet, so we are all set for the Bank Holiday weekend. Variety will be our theme, as we shall be promoting the club so we shall require plenty of models other than aircraft to attract all types, maybe even juniors. So if you know tonight that you will be interested please see Peter Bagshaw or me.

Best of luck to all entrants to the misc. competition tonight, and most of all enjoy our hobby.

***Alan***

### **Peter's "Prattlings"**

### ***Tamiya Car News***

Tamiya has once again negotiated the license to produce Ferrari kits. They are starting out by reissuing a number of their well-known kits, including: -

20024 F189 Portuguese GP  
20045 F310B  
24059 Testarossa  
24077 F-40  
24160 F-50  
24207 F-50 Yellow version  
a new "Full View" F-50 kit (featuring clear body parts)

When asked about the possibility of a new F-1 kit being released later, the response was predictable. "Well, we have the license from Ferrari and the team is doing great this year, so it's naturally something we'd like to do." Keep your fingers crossed!

In the bad news department comes word that Tamiya has not renewed their license to produce McLaren items, their contract expires at the end of June 2000.

### ***Masking Tip***

If you have to paint a low-viz camo scheme that requires precise reproduction because the decals are of opposite/split colours and are placed on the camo demarcation lines, photocopy your decal sheet. Paint the base colour of the scheme. Cut out the paper decal and place it on the model with rubber cement or masking tape. Paint the remainder of the camo scheme. With a new x-Acto blade, cut though the paper decal at the demarcation line and highlight the line with a sharp pencil. Remove the rest of the paper decals and cut in the areas with your airbrush following the pencil line. Now your decals will go on the correct location with the correct contrast.

### ***Rules Of The Air***

1. Every takeoff is optional. Every landing is mandatory.
2. If you push the stick forward, the houses get bigger. If you pull the stick back, they get smaller. That is, unless you keep pulling the stick all the way back, then they get bigger again.
3. Flying isn't dangerous. Crashing is what's dangerous.



# "STICKY FINGERS"

## IPMS HORNCHURCH - NEWSLETTER

4. It's always better to be down here wishing you were up there than up there wishing you were down here.
5. The ONLY time you have too much fuel is when you're on fire.
6. The propeller is just a big fan in front of the plane used to keep the pilot cool. When it stops, you can actually watch the pilot start sweating.
7. When in doubt, hold on to your altitude. No one has ever collided with the sky.
8. A 'good' landing is one from which you can walk away. A 'great' landing is one after which they can use the plane again.
9. Learn from the mistakes of others. You won't live long enough to make all of them yourself.
10. You know you've landed with the wheels up if it takes full power to taxi to the ramp.
11. The probability of survival is inversely proportional to the angle of arrival. Large angle of arrival, small probability of survival and vice versa.
12. Never let an aircraft take you somewhere your brain didn't get to five minutes earlier.
13. Stay out of clouds. The silver lining everyone keeps talking about might be another airplane going in the opposite direction. Reliable sources also report that mountains have been known to hide out in clouds.
14. Always try to keep the number of landings you make equal to the number of take offs you've made.
15. There are three simple rules for making a smooth landing. Unfortunately no one knows what they are.
16. You start with a bag full of luck and an empty bag of experience. The trick is to fill the bag of experience before you empty the bag of luck.
17. Helicopters can't fly; they're just so ugly the earth repels them.
18. If all you can see out of the window is ground that's going round and round and all you can hear is commotion coming from the passenger compartment, things are not at all as they should be.
19. In the ongoing battle between objects made of aluminium going hundreds of miles per hour and the ground going zero miles per hour, the ground has yet to lose.
20. Good judgement comes from experience. Unfortunately, the experience usually comes from bad judgement.
21. It's always a good idea to keep the pointy end going forward as much as possible.
22. Keep looking around. There's always something you've missed.
23. Remember, gravity is not just a good idea. It's the law. And it's not subject to repeal.
24. The three most useless things to a pilot are the altitude above you, runway behind you, and a tenth of a second ago.

Taken from the Aircraft Resource Centre ([www.AircraftResourceCentre.com](http://www.AircraftResourceCentre.com)) a great website with a good sense of humour, they have a daily joke section with a selection of similarly cheesy jokes and amusing pictures, oh and modelling stuff too.

*Peter*



# "STICKY FINGERS"

## IPMS HORNCHURCH - NEWSLETTER

### Ricky's "Ramblings"

Welcome to all my readers, or is it reader, or maybe no one is reading this!! Short and sweet this month due to other pressures (do you know I haven't surfed the net for two months). I missed out on last months "Fingers" luckily there was an increase in input from other sources so keep it coming.

Sitting down each month to find something that will interest the majority of you is becoming harder. I now have great respect for the writers in the modelling magazines having to produce new material month after month.

Who were the first people to build an aircraft that didn't fly?

The Wrong brothers.

Club membership now stands at a very healthy 40 and hopefully at next months Havering show where we will have a table we will pick up a few more which can only be good for us. Or can it? We may need a bigger hall; oi vay such is life.

### **May's Quiz Answers**

Q1. The Allied codename "Janice" described what type of plane in Japanese service?  
A1. Junkers Ju 88

Q2. How many guns were Convair F-102's equipped with?  
A2. None.....The F-102 was equipped only with missiles and rockets.

Q3. In what post W.W.II conflict did variants of the Spitfire and Me 109 meet as adversaries again.  
A3. The Arab-Israeli war of 1948.

Q4. In what two types of aircraft were Israel's first bombing raids flown.  
A4. Boeing B-17 and Douglas C-47.

Q5. What was the world's first operational **combat** aircraft to attain supersonic speed in level flight.  
A5. The Mikoyan Gurevitch MiG 19, just beating the F-100 Supersabre.

### **Did You Know?**

There have been 7 recorded cases where F-8 Crusaders have taken off with their wings still folded (no laughing). All but one managed to land. Apparently this type of flying was also done by an F-4J, 3 AT's (2 crashed) and 2 AD's (2 crashed)

Reconnaissance versions of the RA5C Vigilante Bomber carried a large fuel cell in the linear bomb bay, located between the engines, exiting out the tail. But, on a catapult launch, this 2,000lb fuel cell often broke loose, and just slid out causing quite a deck fire. If it tore out the plumbing as well, an onboard fire ensued.



# "STICKY FINGERS"

## IPMS HORNCHURCH - NEWSLETTER

### ***Canopies***

Last year I wrote a few articles on "Murphy's Laws of Modelling" and one of them was "The likelihood of cocking up a canopy is in direct proportion to the amount of work already invested in the kit".

How true! Hands up those amongst us who haven't cocked up one. The problem can even start when cutting off the sprue, one slight slip and that's another gonna. With a little practice and patience with a razor saw or **new** blade a decent cut can be made. However one slip and you have a scratched useless bit of plastic!

Or do you, with a brave heart and confidence try sanding it out. First use 400 grit paper working on the area until it becomes frosted evenly with no signs of scratches. Now repeat the sanding with 800 grit up to the finest grit you can find. The plastic should now be almost clear. Buff with plastic polish, Brasso metal polish or toothpaste (that's what I said). Finally dip the canopy in a drop of Klear floor polish which remains clear and doesn't yellow.

Now the canopy must be attached to your model. Stay clear of superglue which can craze the canopy plastic, the best adhesive is the white glue which is strong enough to stick and dries clear, although varnish is also acceptable.

Now comes the painting and the next tricky bit, to do a decent job parts of the canopy will have to be masked off. Masking is tricky, requires patience and is often not predictable. On other parts of the model masking is normally done to mask parts that should not be touched or make demarcation lines between different colours. With the canopy it's to cover areas where no paint is to remain and naturally time and effort is needed for a good job. Whatever you use to mask the areas must follow the following rules: -

- \* Its use should not damage surface detail
- \* It has to adhere to the surface closely
- \* It has to provide a sharp line.
- \* It must stick firmly to the surface, yet must be able to be removed easily and without damage to the part.

Here are just a few ways of achieving the desired effect.

- \* Cut up sellotape into small pieces and apply to the windows of the canopy. This works well with canopies **but not** on painted areas as it will lift the paint.
- \* Humbrol Maskol is a silicone substance, which flows over any irregular surface and leaves a sharp demarcation line. Apply it with something sharp that will not mark the canopy i.e. a toothpick.
- \* Cover the canopy in a small fresh piece of cling film, cut away the parts to be painted with a new blade, lift off the unwanted pieces with the tip of the blade.

Finally for a decent finish use Klear again over the whole canopy.

***Ricky***



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## IPMS HORNCHURCH - NEWSLETTER

### Ted's Tale

A bit of history from a former SAC warrior. Could this be yet another way to reduce cost of running an airfield? i.e. eliminate the requirement to hire contractors to remove the runway rubber!!!!

During the early 1970s, SAC's SIOP added a new twist to complicate the Soviet targeting problem by placing some of its FB-111As from Pease AFB, New Hampshire and Plattsburgh AFB, New York, at K.I. Sawyer AFB and Wurtsmith AFB, Michigan, respectively. Initially, six aircraft were placed on satellite alert, then this number was reduced to three. While the aircraft remained, aircrews and maintenance personnel were rotated through for TDY on a weekly basis. At K.I. Sawyer, there were B-52s and KC-135s assigned to the 410th Bombardment Wing. In addition, the 87th Fighter Interceptor Squadron, equipped with Convair F-106s, was stationed at the base. Each had its own alert facilities. For the FB-111As SAC built an alert facility, including six alert hangars. This SAC program was terminated in late 1974 or 1975.

While TDY, the FB-111 crews ran circles around the lumbering B-52s because of the vast performance differences between the two aircraft. When the last week of FB-111 satellite alert was being pulled, the B-52 crews asked if there would be a departure airshow. The reply was a resounding "Hell yes!"

Apparently word of their plans got back to the 509th Bombardment Wing headquarters at Pease, because there was a sudden configuration change ordered by the Deputy Commander for Operations (DO). The FB-111s were to be loaded with four external fuel tanks and a pair of SRAMs (unarmed) in the bomb bay. This combination raised the gross weight of the aircraft to 100,000lbs and limited the wing sweep to a mere 26 degrees because the outboard pylons did not swivel. This configuration was not conducive to an airshow departure. Realising this, the B-52 crews went on the attack calling the FB-111s "mini-BUFFs." The pride of the FB-111 community was at stake, but they could see no way to redeem themselves.

The flight leader, Major Ed (name changed to protect the innocent) kept mumbling that there would be an airshow. The major was facing a RIF within a few months. In addition, his navigator/bombardier Captain Bobby (name changed to protect the innocent), preferred the violin to tactics and he had been passed over for promotion to major. This combination was a DO's worst nightmare - a seasoned crew with nothing to lose! During the taxi-out the lead aircraft developed a problem and pulled off to the side. No. 2 took the lead and the two-ship FB-111 formation lumbered into the air and wallowed back to Pease AFB. Miraculously, the problem was resolved and No. 1 called for a takeoff. This aircraft also lumbered into the sky.

The takeoff was uneventful. As the gear was coming up the pilot called for a closed pattern to return to the field. The tower, assuming the problem had returned, cleared the aircraft. The pilot then asked for an extended downwind, which was also granted.

It was late in the year and K.I. Sawyer had placed 10' tall pine trees, which had been cut from a local forest at the 1,000' markers as an aid when the harsh winter snows come to the base.



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## IPMS HORNCHURCH - NEWSLETTER

The aircraft was on an extended final with enough fuel to head out across the Atlantic. With fuel to burn, he lit the afterburners and pushed the aircraft up to the tank limit speed of 0.9 Mach/600+ mph. The aircraft came over the runway overrun at 50' and the pilot flipped on the fuel dump. It was reported that his fiery plume was a quarter of a mile long!

The major kept the aircraft on the deck for the entire length of the runway, pulled the ship into the vertical doing a series of fiery aileron rolls. As he levelled out he called to his partner, "How'd it look, Bobby?" The unexpected reply was "Still burnin', Ed!" The major rolled over to view his handy work. All 12 pairs of evergreens were burning. In addition, the reverted rubber on the runway was aflame. Needless to say, the field was temporarily closed.

The crew made it back to Pease in 45 minutes. Nothing was said about the incident. The major made a surreptitious call back to the alert-hangar controller and asked about the situation, to which he heard the reply, "Still burnin', Ed!" The fire lasted more than an hour.

The major laid low around the squadron for several weeks, but nothing was said. Several months later, there was a retirement party for the major.

The DO went through the obligatory rituals. Then he leaned over and whispered in Ed's ear, "Still burnin', Ed!"

As a footnote, K.I. Sawyer's history recorded a cost saving because they did not have to perform their annual runway cleaning.

*Ted*

### **Bob's "Business"**

Well here we go, the start of the model competitions for this year with miscellaneous this month. As you are aware aircraft will be the competition next month. Good luck to everyone.

#### **Show Diary - July/August**

19 <sup>th</sup>	International Air Day, RNAS Culdrose, Cornwall	01326 574121
22 <sup>nd</sup> - 23 <sup>rd</sup>	Royal International Air Tattoo, RAF Cottesmore, Leicestershire	01285 713300
24 <sup>th</sup> - 30 <sup>th</sup>	Farnborough 2000, Farnborough, Hants	020 7220 1067
28 <sup>th</sup> - 30 <sup>th</sup>	Seafront Airshow, Weston Super-Mare, Somerset	01934 860346
29 <sup>th</sup>	Bucker Festival, North Weald, Essex	01992 524510
3 <sup>rd</sup> - 4 <sup>th</sup>	Seafront Airshow, Lowestoft, Suffolk	01502 523335
5 <sup>th</sup>	Agrunca UK All American Classic Fly-In, Kemble, Glos	01285 771177
5 <sup>th</sup> - 6 <sup>th</sup>	Norwich Airport Open Days and Airshow, Norwich, Norfolk	01603 411923
6 <sup>th</sup>	Shuttleworth Military Pageant, Old Warden, Beds	01767 627288
13 <sup>th</sup>	Air Atlantiques 1950's Airshow, Coventry, Warks	01203 882629
13 <sup>th</sup>	Classic Jet Fighter Show, Cranfield, Beds	01234 752153
17 <sup>th</sup> - 20 <sup>th</sup>	Seafront Airshow, Eastbourne, Sussex	01323 415998

*Bob*



# "STICKY FINGERS"

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### Wrighty's References

#### *RAF Flying Boats of the 1930's*

It has been said that the silver biplane flying boats of the 1930's era were probably the most attractive aircraft ever to grace the ranks of the RAF. With their sleek shapely hulls, mass of wires and struts, high mounted engines and all silver finish they have all the attributes one looks for to catch the eye at any modelling competition and yet how many actually exist in model form. Sadly hardly any, Matchbox produced the Stranraer and possibly Contrail may have offered a vacuform of perhaps one other. This month I'll detail these beautiful birds, as once again coverage in book form is virtually non-existent.

The following table shows at a glance a comparison of the flying boats of this era and how various improvements took place from the late 1920's leading through the 30's and in some cases into W.W.II in 1940.

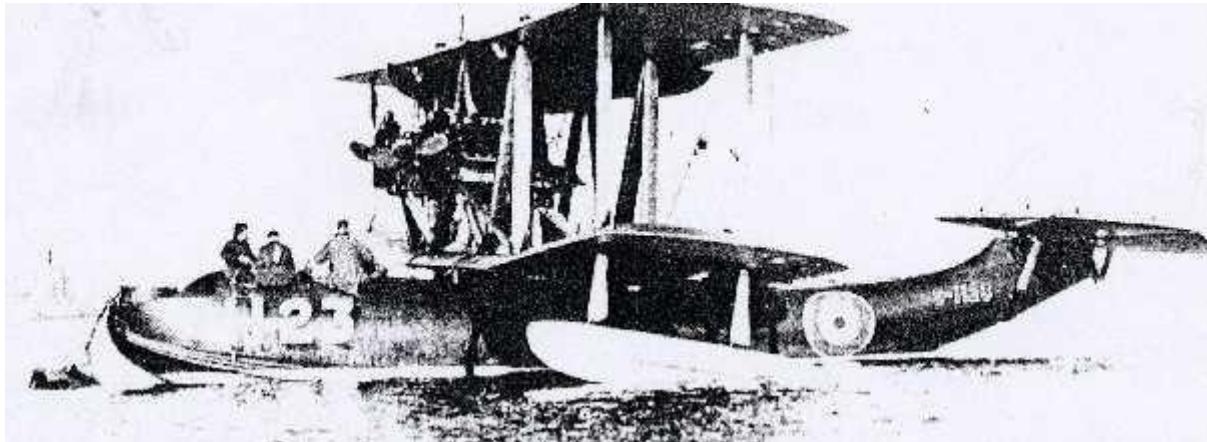
	Endurance & Range	Ceiling	Engines	Max Speed (MPH)	Armament	Crew	Size (Span x Length)
Blackburn Iris	470 x 5hr	10,000	675hp RR Condor	118	3 x .303 mg 2000lb bomb	5	97 x 67
Blackburn Perth	780	11,500	825hp RR Buzzard	132	1 x 37mm COW 2 x .303 mg 2000lb bomb	5	97 x 70
Supermarine Southampton	770	14,000	502hp Napier Lion	108	3 x Lewis 1100lb bomb	5	75 x 51
Supermarine Scapa	1,100	15,500	525hp RR Kestrel	141	3 x Lewis 1,000 bomb	5	75 x 53
Short Rangoon	650 x 4hr	12,000	540hp Bristol Jupiter	115	3 x Lewis 1,000 bomb	5	93 x 67
Short Singapore	1,000 x 6hr	15,000	560hp RR Kestrel	145	3 x Lewis 2,000 bomb	6	90 x 76
Saro Cloud	380	14,000	340hp Armstrong Siddley Serval	118	Provision for 2 guns only	2	64 x 50
Saro London	1,100 x 5½hr	19,900	1,000hp Bristol Pegasus	155	3 x Lewis 2,000 bomb	6	80 x 56¾
Supermarine Stranraer	1,000 x 9½	18,500	875hp Bristol Pegasus	165	3 x Lewis 1,000 bomb	6	85 x 55



# "STICKY FINGERS"

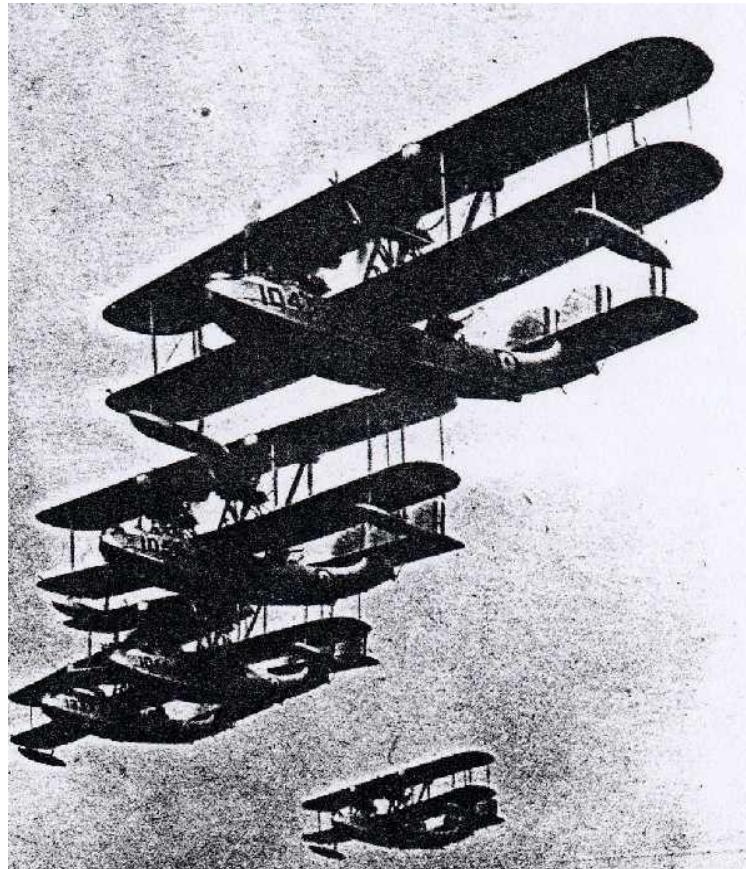
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### *The Aircraft*



**Figure 1 - Supermarine Southampton I**

One of the first to enter service was the Southampton I, in 1925, it had a wooden hull, two engines and 3 tailfins. In fact the Mk.Is were not silver painted, the wooden hull being dark blue in colour. The Mk.II had a duralium hull, a big advantage over the Mk.I, in the terms of weight saved (nearly 1,000lbs), and in fact 560lbs were saved due to the wood absorbing water. The 470hp Napier Lion engines of the Mk.I were uprated to 502hp on the Mk.II. A total of 68 aircraft were built and it was formally withdrawn from service in 1937.



**Figure 2 - Supermarine Southampton IIs**



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Another flying boat developed in the late 20's was the Blackburn Iris, the largest of all flying boats; it began with a wooden hull, and 3 x 650hp Rolls Royce Condor engines. The Mk.II then had a sheeted metal hull and 3 x 825hp Rolls Royce Buzzard engines, with which the Mk.III, by now had a duralium hull had been developed. The Mk.III served with No. 209 Squadron in 1931. The Iris's successor was the Perth, a much more powerful and refined aircraft that the Iris, whom it succeeded in 209 Squadron in 1934. Only 4 Perths were built however.

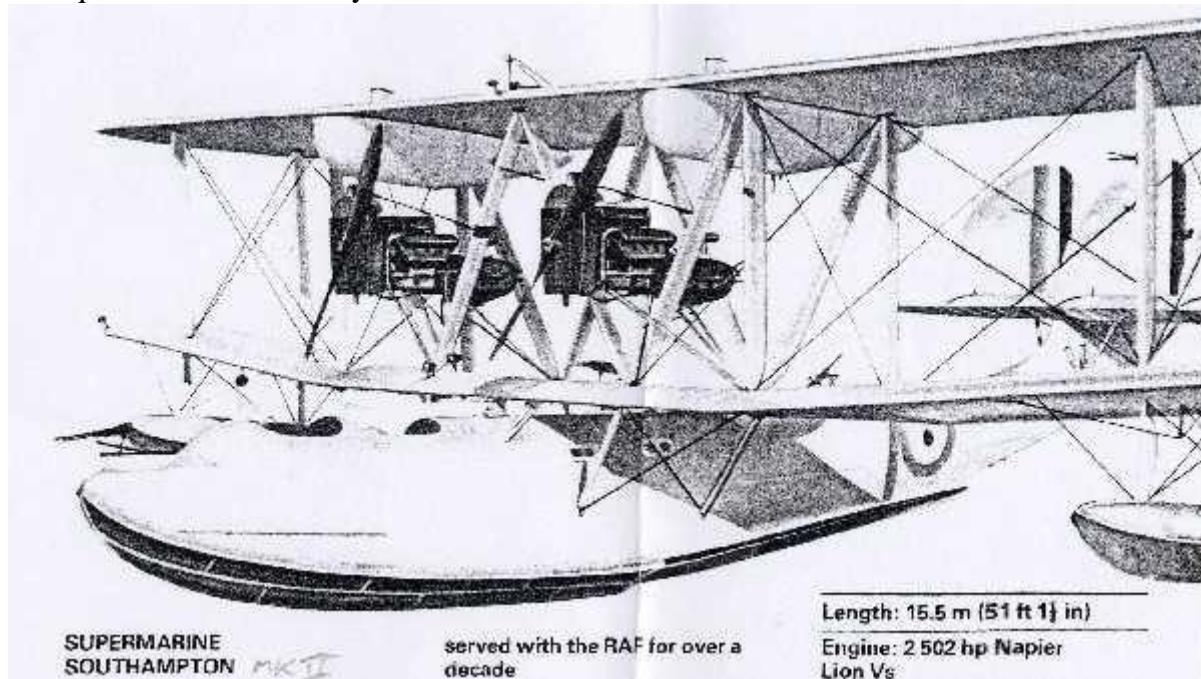


Figure 3 - Supermarine Southampton (sketch)

N.B. The 37mm COW gun was so called as it was by the Coventry Ordnance Works.

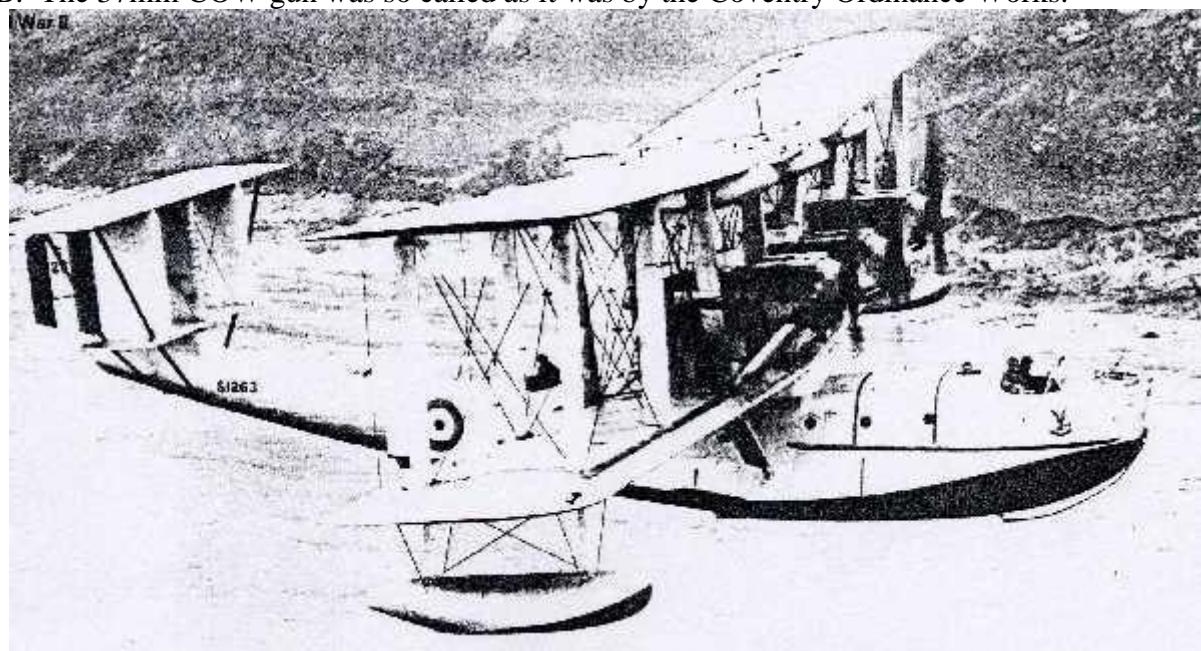


Figure 4 - Blackburn Iris V



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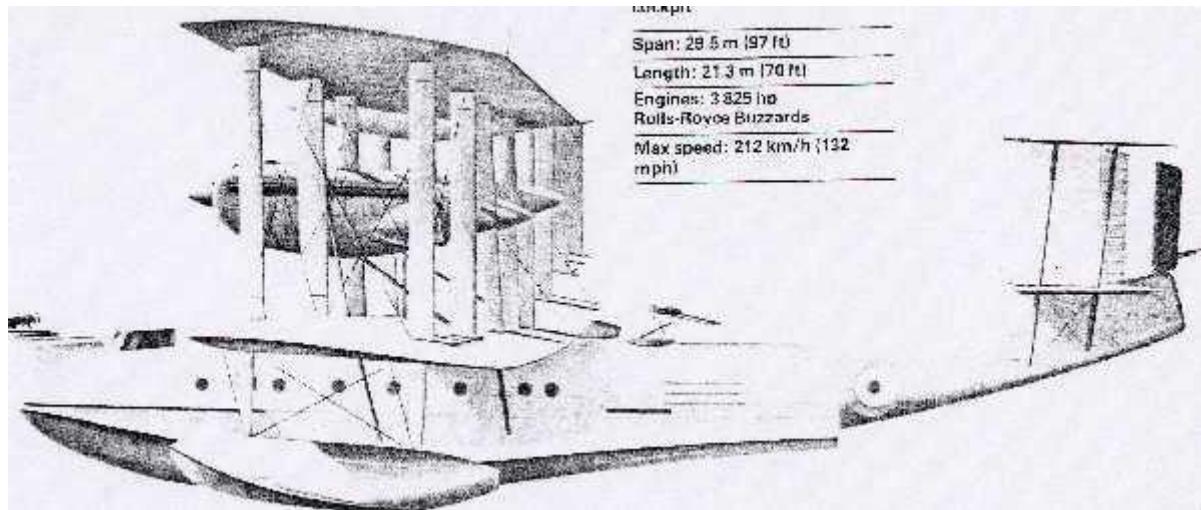


Figure 5 - Blackburn Perth



Figure 6 - Perth with COW gun

Shorts Rangoon was an adaptation of a civil flying boat, the Calcutta, for military use, all metal hull, 3 x 540hp Jupiter engines, single tail fin and fabric covered wings. It entered service in 1930 and the 6 supplied operated in the Middle East until 1935, when they returned to England for service with 210 Squadron.

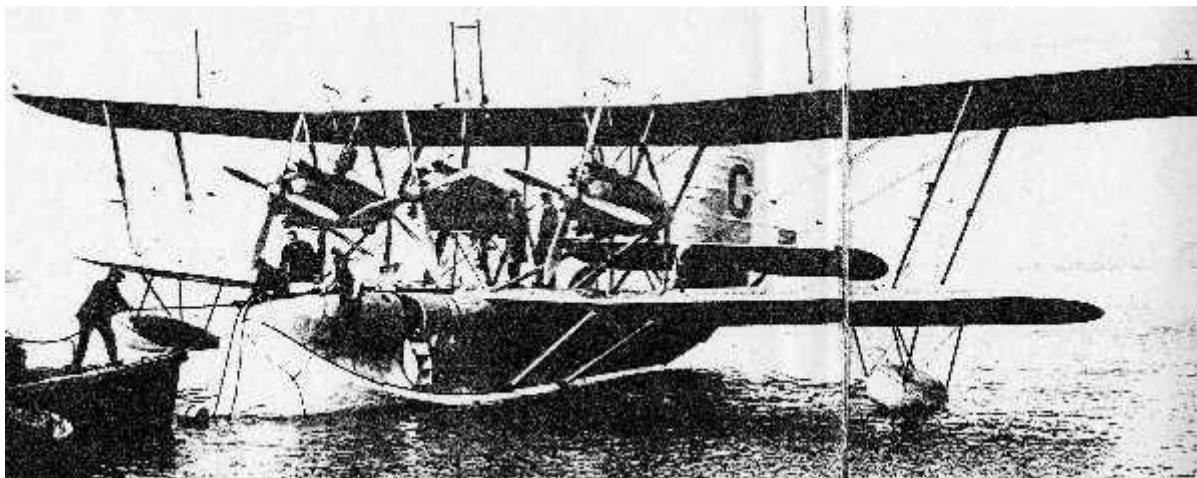
The Supermarine Scapa was a modernised version of their Southampton, but now re-engined with 2 x 525hp Rolls Royce Kestrels and a twin tail unit, it was also of all metal construction, except for the fabric covered wings and had enclosed cockpits. Only 14 were built and served with three squadrons from 1935.



# "STICKY FINGERS"

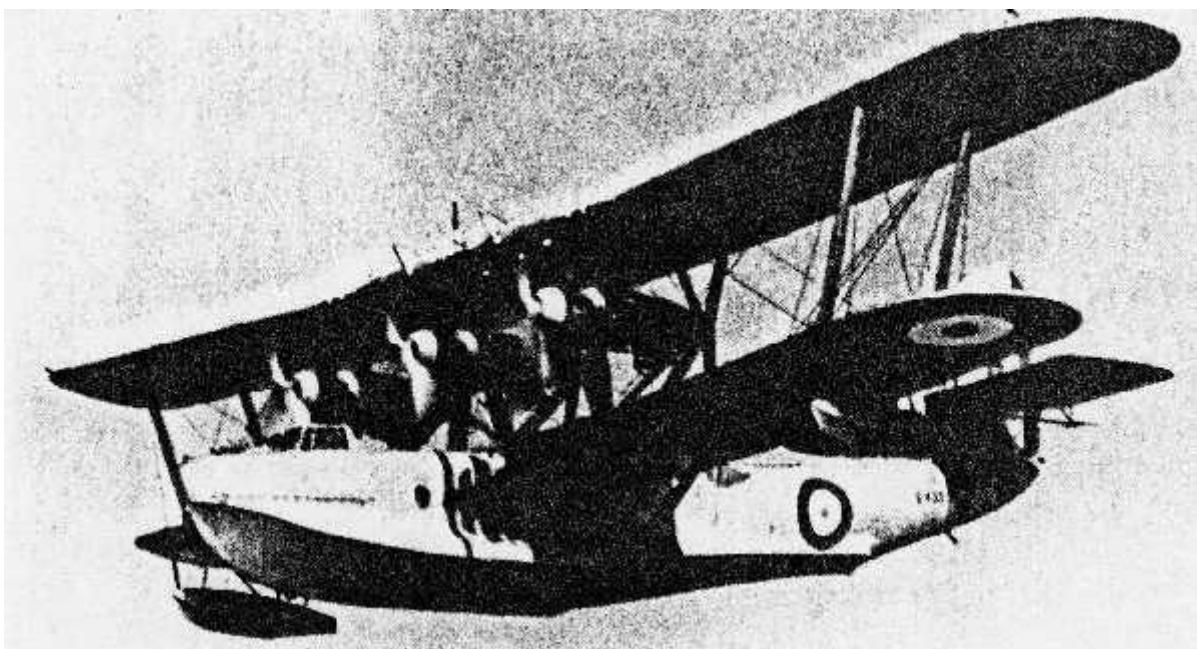
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Yet another manufacturer was Saro (Saunders Roe Ltd), their original effort the Cloud, with 2 x 340hp cowled engines mounted above the single high wing, enclosed cockpit and single tail fin was a development from a civil boat and used as a training aircraft between 1933-36. Only 16 were built.



**Figure 7 - Civil Calcutta flying boat, from which the Rangoon was developed**

Saro's next effort the London, has 2 x Pegasus III engines mounted on the upper wing with twin fin layout and the enclosed cockpit, on the Mk.II a mark "X" Pegasus was used with 4 bladed airscrews. The London entered service in 1936 and was not withdrawn until 1941, giving useful service early into W.W.II. A total of 31 were built.



**Figure 8 - Rangoon (S1433) of No. 203 Squadron**

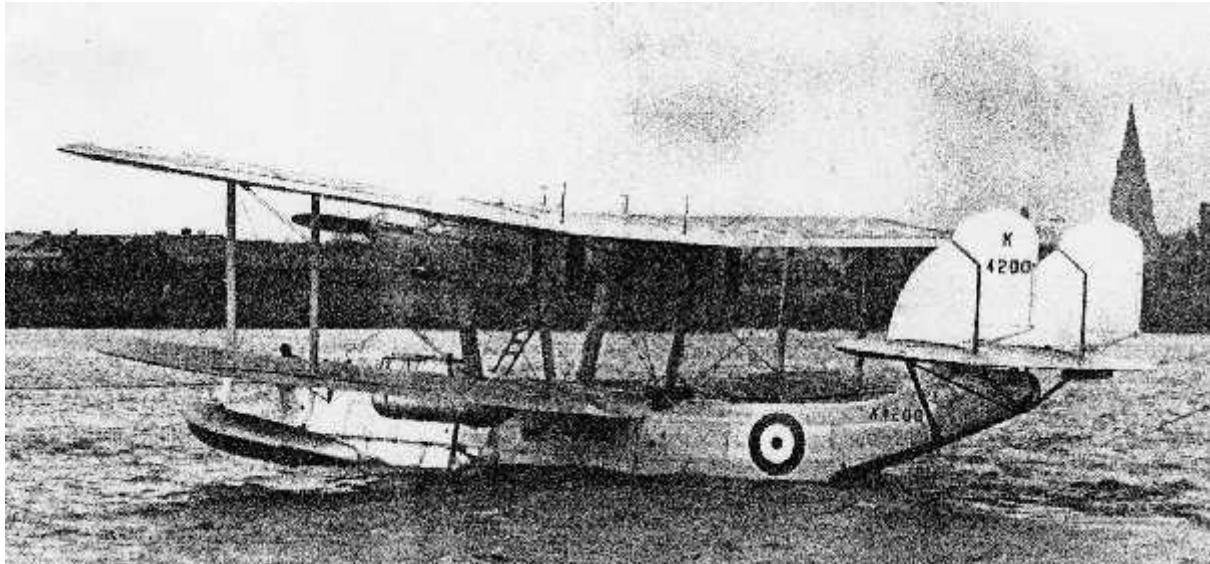
Short's Singapore was their last biplane flying boat, an original Mk.I of 1926 vintage was greatly improved and appeared as the Mk.III, this had 4 x 560hp Rolls Royce Kestrel engines in between wing nacelles, 2 pulling and 2 pushing. It also had a 3 tail fin arrangement and fully metal hull. It



# "STICKY FINGERS"

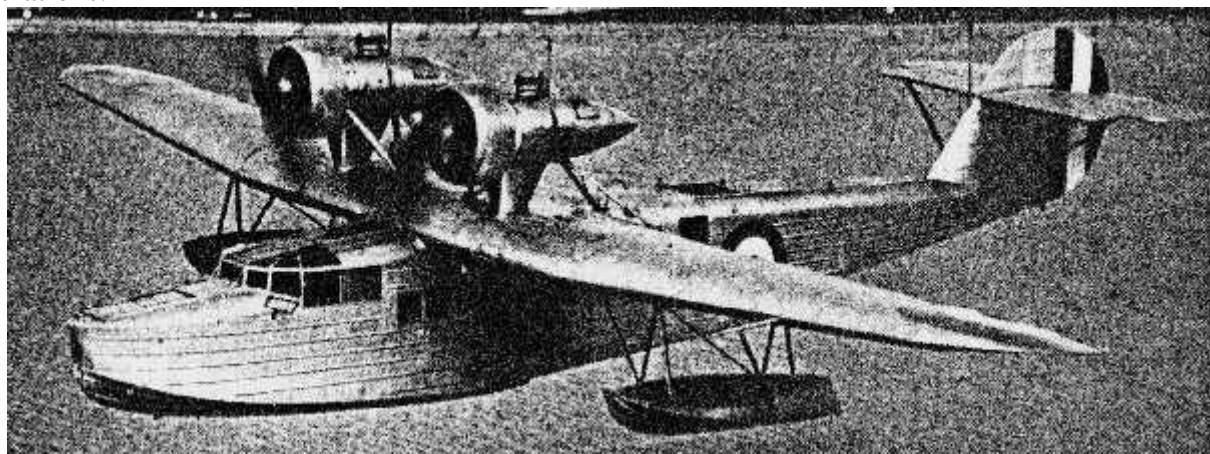
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entered service in 1935 and also served in the early part of W.W.II, withdrawn in 1940. A total of 37 were built.



**Figure 9 - Supermarine Scapa**

The ultimate biplane flying boat was the Supermarine Stranraer, designed by R.J. Mitchell (of Spitfire fame) in 1935, a twin engined wing mounted machine with 2 x 875hp Bristol Pegasus engines, a twin tail fin structure and a tail gun position and sleek well shaped all metal hull. It first equipped No. 228 Squadron in 1936 and was used exclusively in the UK with Coastal Command and served with that force in W.W.II until 1940. A total of 23 were built of which 15 survived to have their silver colours oversprayed with Extra Dark Sea Grey and Slate Grey for wartime operations.

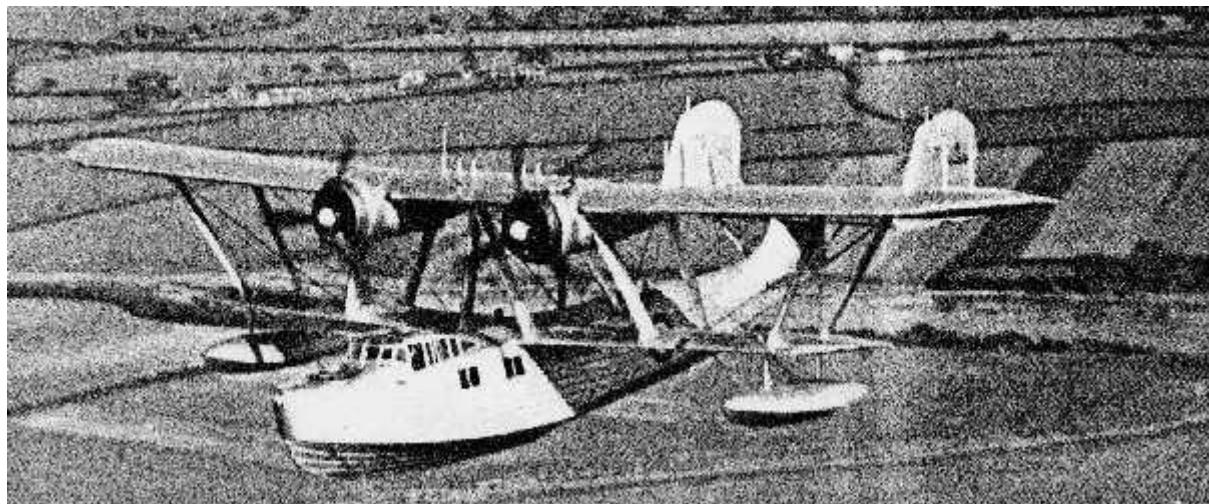


**Figure 10 - Saro Cloud**



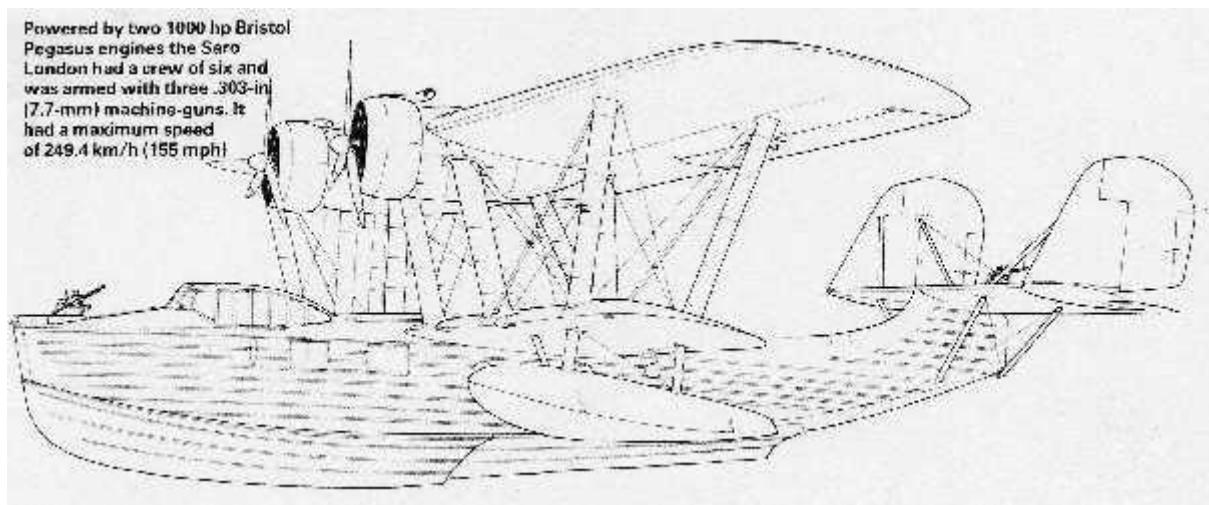
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**Figure 11 - Saro London**

Note: A Stranraer in excellent condition still exists in the RAF Museum Hendon, it is said that the advantage taken of anodising procedures to prevent seawater corrosion of the hull plating were responsible for the said superb condition of Hendon's example.



**Figure 12 - Saro London (sketch)**



# "STICKY FINGERS"

## IPMS HORNCHURCH - NEWSLETTER

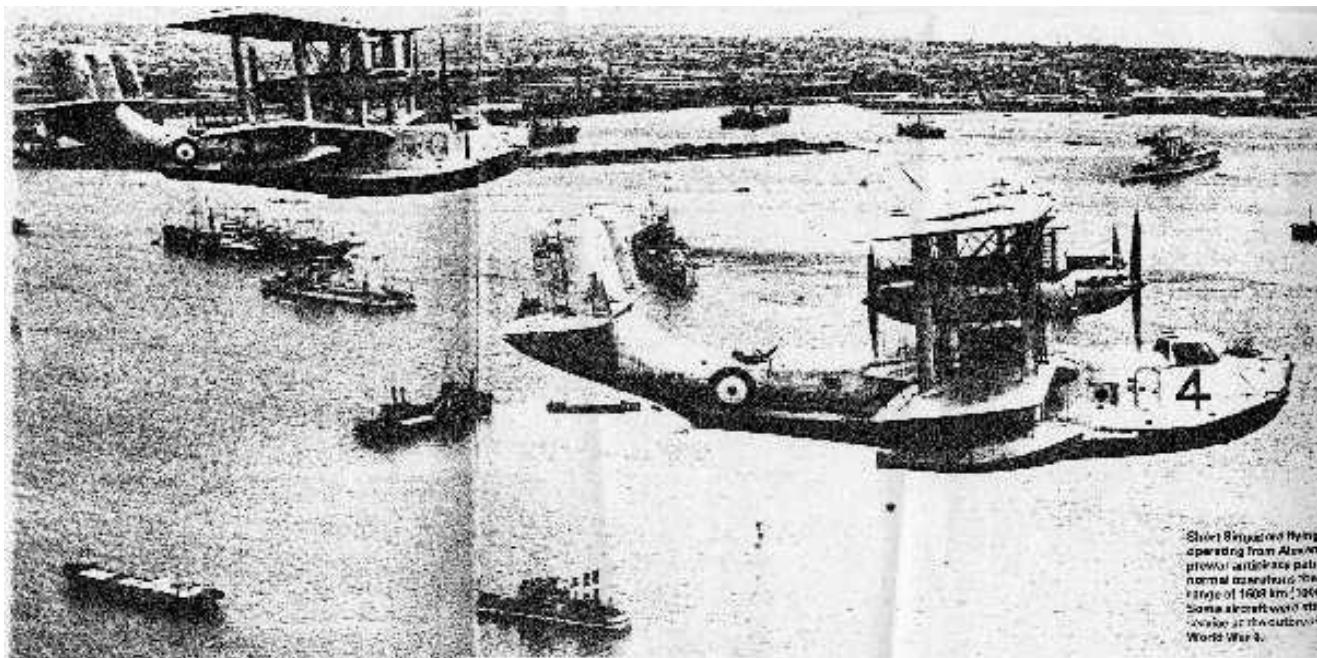


Figure 13 - Short Singapores

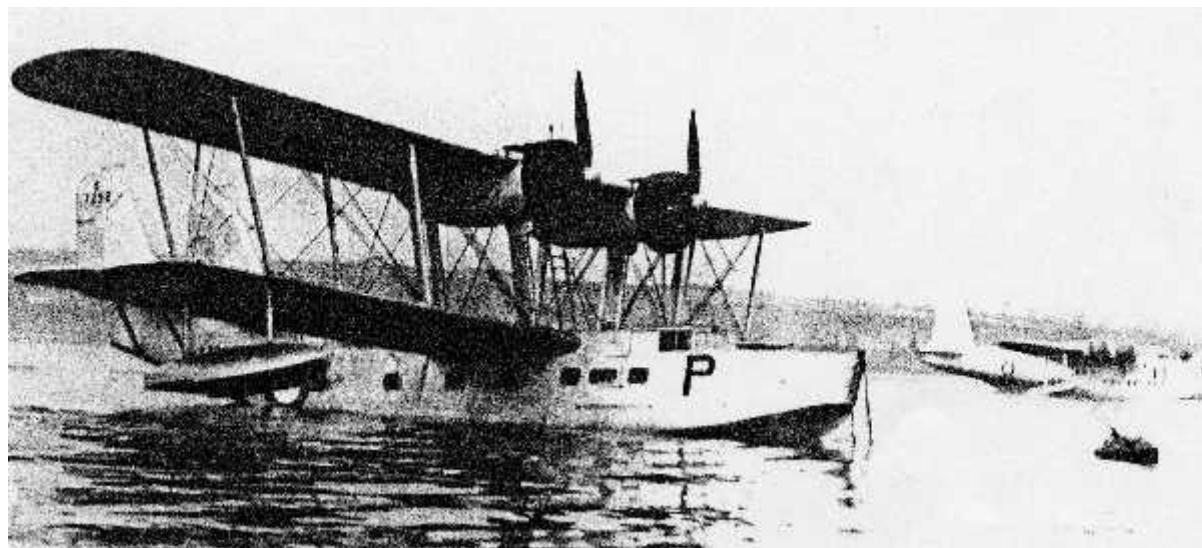


Figure 14 - Short Stranraer



# "STICKY FINGERS"

## IPMS HORNCHURCH - NEWSLETTER

### ***Endurance and Special Flights***

Flying boats were the elite of their time and flown by the RAF's elite crews. Their long range enabled far-flung visits to take place showing the flag, also for Mediterranean and Far East commitments. They were on station for any local problems and fleet support. Some of the special flights of note were: -

#### Blackburn Iris

1927	Baltic cruise
1928	17,000 mile tour of India by Sir Phillip Sassoon
1930	Plymouth the Iceland via Stornaway and back
	Plymouth to Gibraltar
1931	UK to Egypt and back

#### Southampton

1927/28	The Far East Flight, 27,000 miles Felixstowe-Med-Singapore-India-Australia and Hong Kong then back to Singapore on station
1929	19,500 Tour, Singapore to Nicobar and Adaman Islands and back

#### Singapore I

Loaned to Sir Alan Cobham for his 23,000 mile flight round Africa

#### London

1937/38	30,000 mile long cruise from England to N.S. Wales in Australia and back. A special long-range tank fitted to hull to increase range to 2,600 miles for this tour.
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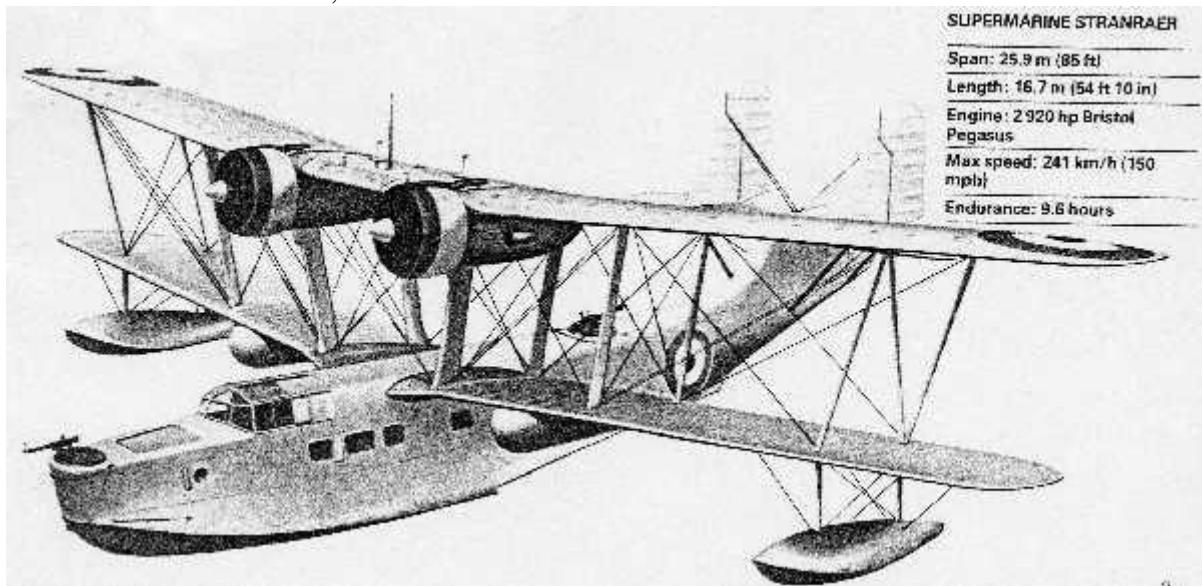


Figure 15 - Short Stranraer (Sketch)



# "STICKY FINGERS"

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### ***Squadrons, Stations and Locations***

Flying Boat Squadron numbers started in the 200 range, beginning with 201, but as the usual practice in the RAF were not allocated in chronological order. However short histories of each unit follows.

#### No. 201 Squadron

War code ZM

Reformed from No. 480 Flight (Coastal Recon) at Calshot, was expanded to squadron status with Southampton I & II in January 1929. The unit operated from the same base (Calshot) with the Home Fleet, but annually went on a long range cruise. In 1936, over a 9 month period the Saro London I & II replaced the ageing Southamptons. At the outbreak of war in September 1939 the unit moved to Scotland at Invergordon and Sullurn Voe in the Shetlands. It flew patrols over the North Sea to Norway searching for enemy raiders and submarines, it carried on until April 1940, when Sunderlands replaced the Londons, two of which were lost in this period.

#### No. 202 Squadron

War code TQ

Reformed in January 1929 from No. 481 Flight at Kalafrana (Malta) with Fairey IID & F seaplanes, although a flying boat squadron, it was six years before it actually flew them. This was in 1935 when Scapas were received, still at Malta. Working in the Mediterranean, but in 1936 they cruised down the West Coast of Africa looking for possible new flying boat bases. During the latter part of 1937 Saro London Mk.IIs replaced the Scapas, supervising Mediterranean tensions in the late '30s, until as war began they took up station at Gibraltar for convoy patrols and covering the Straits and entrance to the Med. This continued until mid 1941 when Catalinas took over the role.

#### No. 203 Squadron

War code NT

Reformed in January 1929 from No. 482 Flight at Plymouth, expanded to squadron status with Southampton IIs. In February 1929 it flew to its permanent overseas base at Basra (in Iraq on the Persian Gulf). Its task was to "show the flag" and keep a general reconnaissance of the Gulf area, it also undertook cruises to India in 1929 and 1931. It was re-equipped in 1931 with Rangoons, a flight to Melbourne Australia was made in 1934 by these aircraft. In the late 1930s the Singapore III replaced the Rangoon, still based in the Gulf but then had a spell in Aden, general duties followed, including cruises until the arrival of war. They returned to Aden as their war station for shipping patrols, but this was short lived as the unit converted to Blenheims and the last flying boat left in February 1940.

#### No. 204 Squadron

War code RF

Reformed in February 1929 at Plymouth as a new flying boat squadron with Southampton IIs for General Reconnaissance in "Home Waters", plus the usual annual cruise in 204s case the Mediterranean (32) and Baltic (33). In mid 1935 the Scapa replaced the Southampton and by



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September 1935 took up a new station at Alexandria in Egypt for the Abyssinian crisis with patrols etc. One year later they returned to Plymouth to equip with Saro London IIs. Due to problems ex-209 Squadron Perths were used as a temporary measure in 36/37. 5 Londons did the Australia flight mentioned earlier in December 1937 returning by May 1938. In the summer of 1939 conversion to Sunderlands began and the squadron was just equipped in time for W.W.II.

### No. 205 Squadron

War code FV

Reformed in January 1929 at Seletar (Singapore) from the Far East Flight mentioned earlier by expanding to Squadron status with Southampton IIs and later Mk.IIIIs. As the first flying boat squadron in the Far East, survey work and liaison cruises etc. In 1935 Singapore IIIIs gradually supplemented the ageing Southamptons but the last did not leave until February 1936. The routine didn't alter much as the new aircraft exercised with the Far East Fleet, only to be disturbed by the war. Base remained the same, aircraft were camouflaged, patrols over the Indian Ocean searching for German surface raiders and general patrols, using some temporary bases in Ceylon, Nicobar and Adaman Islands. In April 1941 the unit picked up its Catalina replacements from Manila (Philippines) and operated between here and Singapore with the Singapores before they retired in October 1941.

### No. 209 Squadron

War code WQ

Reformed in January 1930 at Plymouth, intended to operate Iris III flying boats, but a limited supply of aircraft and problems kept the maximum down to 4 only, other flying boats were used (e.g. Singapore and Londons) to keep serviceability. In 1935 Perths replaced the Iris in squadron service, but similar problems continued due to the limited numbers of Perths available. In 1935 they moved to Felixstowe, using various makeshift types. In February 1936 they eventually began proper re-equipment with Singapore IIIIs, in September 1937 they moved to Malta for a year, before coming back to Felixstowe, when they again changed aircraft this time to Stranraers in November 1938. Still with the Stranraer at the start of W.W.II they took up station at Invergordon (Scotland) flying patrols in the North Sea looking for the German Battle Fleet off Norway. Early in the war, December 1939, the Saro Lerwick arrived to replace the Stranraer, the last of which left in April 1940.

### No. 210 Squadron

Reformed March 1931 at Felixstowe with Southampton IIs, the unit moved to Pembroke Dock (Wales) where a new base was being established, in 1932 it made its first cruise to the Scandinavian countries. Although in November 1932 the unit began to receive Singapore IIIIs, it had to give them to 205 Squadron in Singapore. It then had to base at Gibraltar and pass more Singapore IIIIs to 203 Squadron in the Gulf, and then make use of their discarded Short Rangoons. Even in 1936 it had to give its aircraft to 230 Squadron in the Far East, but later that year it became operational and worked with the Home Fleet in 1937. Then in September 1937 it went to Arzew (Algeria) to help the French with anti-piracy patrols. When it returned to Pembroke later in 1938 it became the first Sunderland squadron, the final Singapores going in November 1938.



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### No. 228 Squadron

Reformed December 1936 at Pembroke Dock for flying the Stranraer, but until the aircraft were ready in sufficient numbers, 228 used a sundry collection of anything that was available. From April 1937 the aircraft were gradually received, Home Fleet exercises and a Mediterranean cruise took up the rest of the year and into 1938. In November 1938 it began to receive Sunderlands and also participated in flying these, to units in the Far East and Malta.

### No. 230 Squadron

Reformed in January 1934 at Pembroke Dock, it was April 1935 before Singapore III aircraft arrived, but after a short work up, by September 1935 they were sent to Alexandria in Egypt to help 204 Squadron with Abyssinian crisis. One year later they returned to Pembroke Dock. They soon left for a tour of the Far East to Hong Kong, then to Singapore to set up base at Seletar where they operated their Singapores in company with 205 Squadron until mid 1938 when they began conversion to Sunderlands.

### No. 240 Squadron

Reformed in March 1937 by expanding the Seaplane Training Flight at Calshot (Portsmouth) to squadron status with Scapas, it still operated as a training unit until November 1938 when re-equipment with Singapore IIIs took place, becoming operational in January 1939. In July 1939 the unit again re-equipped to fly Saro London IIs in the training role again, at the outbreak of war it was activated operational and went to Invergordon (Scotland) to do all the escort and patrol work necessary in the area around Scapa Flow. In May 1940 it went to Pembroke to again re-equip, this time with Stranraer aircraft, by July 1940 it went back to Scotland actually flying their Stranraers from Stranraer on Scotland's west coast for convoy escort. This persisted until March 1941 when they finally took charge of Catalinas for their work in W.W.II.

*Alan*