



# "STICKY FINGERS"

## IPMS HORNCHURCH - NEWSLETTER



**This is an actual fly-by during deployment of the Nuclear Aircraft Carrier USS Stennis. The pilot was grounded for 30 days, but he likes the picture and thinks it was worth it. Yikes!**

I feel the need....

### The Need for Speed!

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### Alan's "Annotations"

#### ***Havering Town Show 26th & 27th August 2001***

We have received an invitation to this show but the problem is that they are asking for a charge of £13.55 per metre frontage on top of hiring the tables at £5.45 each. As I think we had 4 or 5 last year and the tables were about 2 metres long, this is rather expensive.

Although on looking at condition 9 Craft and Community Exhibitors, we do not fall into either category of a) Community Exhibitor Organisations where income is derived from the sale of goods goes directly to the organisations funds or b) Craft Exhibitors Individuals who personally retain the income derived from the sale of goods.

I will contact the organisers and point out that we are not selling anything and maybe they will drop this one.

**Alan**



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### Peter's "Prattlings"

#### ***Annual General Meeting***

Next months meeting is the annual punch-up otherwise known as the Annual General Meeting (AGM). If anyone has any items they wish to raise at the meeting please drop Alan or I a note (postal or email) so we can add it to the agenda.

Steve Hubbard has put forward a proposal for changes to the competition format see page 20 for this.

#### ***Hornchurch on tour***

The following are pictures taken of the club on tour.

#### IPMS Brampton





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Cosford



Southern Expo





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**Peter**

### Ricky's "Ramblings"

#### **Hot Tips Hot Tips Hot Tips**

Having trouble with white gloss paint running away from sharp edges then prime the surface with flat paint before applying the gloss.

Reversing springs on clothes pegs is an old trick for making modelling clamps, but here's a new twist: Modify the ends so they'll fit more easily around details. Make several different ones with wide, thin, sharp ends etc. this way you'll always have the shape you need.

Do you have a defective radio, miniature cassette player, calculator or other electronic gear cluttering up your junk drawer? Don't throw it away - take it apart. Inside you'll find all manner of parts you can use for detail. Keep junk in your spares box.

To make accurate round masks when painting tires and wheels, attach a hobby-knife blade to a compass. Simply lash the blade to the compass leg with a rubber band, stick low-tack tape to an expendable surface, then cut a circle of tape to fit the masked area.



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### ***To Rig Or Not.....***

Building biplanes, the subject of rigging wire and antenna wire colours comes to mind.

The original wires were stainless steel and can be well represented by the numerous different materials available. I have read that stretched clear sprue for scale-effect, is more attractive although the use of human hairs painted black can add to scale realism. Although small, they do look good. Rigging/antenna wires in many cases, was a cable made up of braided copper-plated steel wires. On some aircraft the cable had been painted a grey colour, while on others it is left with exposure to the elements, this copper would weather to a dark green colour.

Assuming the average antenna wire thickness to be 18 gauge copper wire, with a decimal equivalent of .040 of an inch, (approximately 3/72") and the average human hair to be .004 of an inch, (3/720") then these revealing comparisons can be made.

In 1/48 scale an antenna wire would be .00083" in diameter. In 1/144 scale an antenna wire would be .00027" in diameter. In 1/48 scale a human hair representing an antenna wire would be equivalent to a 3/16" diameter wire, (4.5 times oversized). At 1/144 scale a human hair representing an antenna wire would be equivalent to a 5 3/4" diameter hawser.

Copper weighs 550 lbs per cubic foot. A 30-foot section of this would weigh about 3057 lbs.

The point is simply that scale and perception are the real issues. Gossamer filaments of .00083" diameter wire are hard to find and even harder to work with.

The only drawback to using hairs is their tendency to stretch and finding a suitable way to keep them tight, however many aircraft do have droopy cables, so ultimately it all works!

### ***W.W.II Icelandic Air Ace***

Thorstein Elton Jonsson, from Reykjavik, was the only Icelander to enlist in an aerial combat unit in World War II. He sailed on a trawler to England on April 18<sup>th</sup> 1940, arriving a few days later. He enlisted in the RAF in June and underwent basic training at Padgate. He spent about a month at RAF Debden while waiting to be admitted into flight schools. Finally he was sent to Babbacombe in Southern England for initial flight training. When the Battle of Britain began, training was moved to Wales and he finished that course in late August 1940.

Actual flight training in Tiger Moth biplanes began October 11<sup>th</sup> 1940 in Desford. There he was selected for further training as a fighter pilot, undergoing general training in Scotland in Miles Master trainer planes. He was sent to Heston, West of London to specialise as a fighter pilot, and graduated from Llandow in southern Wales.

Jonsson's first squadron, the 17th, operated Hawker Hurricane fighters out of Elgin, Scotland. The squadron's main duty was to fly cover for nearby convoys.

He flew Spitfires in North Africa during 1942 with the famous 111th fighter squadron. There he won his first victory, over a bomber, and shot down three other planes that year.



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In February 1943 he was over the RAF's 200-hour combat flying time and was sent to Dundee, Scotland to rest and recover. There he took over the post as a flight instructor

In January 1944 he was sent to Gravesend for service in the 65th squadron. Flying Mustang III F51, he participated in battles following D-Day around Normandy and flew missions ranging from ground attack strikes to escorting bombers attacking Germany. Again over the 200-hour limit in February, 1945, he was sent to Iceland for rest.

He enlisted in the 187 transport training squadron in 1945 and flew DC-3 transports, going as far as India.

Jonsson was credited with eight kills and claimed five more but lacked witnesses to back him up. He was awarded the Distinguished Flying Medal in 1943, left the RAF in 1946 and moved back to Iceland.

At home he followed a career as a commercial pilot and formed the Icelandic Air Rescue Squadron.

### ***Ricky's Believe It Or Not***

This is a true story. Albert McMahon was a tail gunner in the 306 BG during the Second World War. The B17 bomber of W.W.II was in a class of its own, as anyone who ever flew one will tell you. Disgruntled B24 crews invariably grumble about the popularity and the "good press" that the B17 always seems to have. The following tale, however, would seem to prove the merits of the wonderful things written and said about the grand old "Flying Fortress".

A B17 received a direct hit in the bomb bay over the target, causing it to break into pieces. The wings, fuselage and engines spiralled down separately, and the tail fluttered like a maple leaf toward the ground. The tail gunner, seeing that the rest of the airplane was gone, tried to bail out, but couldn't because of the mangled wreckage blocking him in. Like a typical tail gunner, he decided to make the best of the situation and strapped himself back into his seat. He reached overhead and grabbed a rudder cable, then reached down and pulled on the cables that control the elevator. The controls checked out okay, so he turned the tail around and proceeded to steer a course back for England. All went well and as he approached the coast he radioed the tower. "Tower, this a B17 tail gunner. The rest of my plane was shot away and I need clearance to make an emergency landing straight in on runway 27."

The tower responded: "Roger. B17 tail gunner, give me a call on five mile final."

When he was five miles out, the tail gunner radioed again: "Tower this is tail gunner, five miles out on final approach. Am I cleared to land?"

The tower operator answered frantically "Negative, B17 tailgunner! Do not land. Pull up and go around. There is a B24 in the traffic pattern with one engine shut down."

### ***Ya Gotta Laugh***

Mike and Maureen landed on Mars after accumulating enough frequent flier miles. They met a Martian couple and were talking about all sorts of things. Mike asked if Mars had a stock market, if



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they had laptop computers, and how they made money. Finally, Maureen brought up the subject of sex. "Just how do you guys do it?" asked Maureen.

The male Martian responded, "Pretty much the way you do." A discussion ensued, and finally the couples decided to swap partners for the night. Maureen and the male Martian went off to a bedroom where the Martian stripped.

Maureen was disappointed to find that he had a teeny weeny member, about half an inch long and just a quarter inch thick. "I don't think this is going to work," said Maureen "Why?" he asked. "What's the matter?"

"Well," she replied, "it's just not long enough to reach me!" "No problem," he said, and proceeded to slap his forehead with his palm. With each slap, his member grew until it was impressively long." Well," she said, "that's quite impressive, but it's still pretty narrow."

"No problem," he said, and started pulling his ears. With each pull, his member grew wider and wider.

"Wow!" she exclaimed. They fell into bed and made mad, passionate love.

The next day, the couples joined their normal partners and went their separate ways. As they walked along, Mike asked, "Well, was it any good?" "I hate to say it," said Maureen, "but it was pretty wonderful. How about you?"

"It was horrible," he replied. "All I got was a headache. She kept slapping my forehead and pulling my ears."

### **Trivia Quiz Answers**

Q1. What was the oldest U.S. bomber design to be flown in combat during W.W.11?

A1. The Martin B-10 was flown by the Dutch and the Turks in W.W.11

Q2. After W.W.1 what was the only aircraft to be specifically named in the Versailles treaty and why ?

A2. The Fokker D.V11 because it was so effective that its future production was severely limited.

Q3. Name the fighter that North American developed that shared the same lineage as the AT-6 Texan advanced trainer ?

A3. North American P-64.

Q4. To which operational aircraft was "haze camouflage" first applied in W.W.11?

A4. Lockheed P-38 Lightning.

Q5. What is the actual name of the Marines F-21 Lion ?

A5. KFIR C-2 an Israeli fighter jet.

**Ricky**



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### Bob's "Business"

Well here we go for the last competition of the year before the AGM. Before that let's not forget last months competition, so congratulations to Mick Pitts on his Lotus 49B win and to everyone else on the quality of their models on the night, well done.

Southern Expo has been and gone in the blink of an eye, but the show went off well with a steady stream of people coming through the doors over the weekend. A number of bargains were to be had under the tables and also off the traders with a good stock of models being had by club members. So thanks to Wally for his hard work in organising a marvellous show. Also a number of members did well in the Expo competitions.

### ***Trucks and Tracks***

19<sup>th</sup> – 20<sup>th</sup> May, military model show plus actual vehicles on show at the Leas Cliff Hall, Folkestone, Kent. Tel 01303 850801.

### ***War & Peace Show 2001***

Wednesday 18<sup>th</sup> to Sunday 22<sup>nd</sup> July. The Hop Farm Country Park, Beltring, Paddock Wood, Kent. On the A228, 10 minutes from junction 4 on the M20.

The War & Peace show is the largest military show in Europe and this year up to 3,300 vehicles have been invited to the event. There will be a number of themes for this years event, including "From Desert Fox to Desert Storm" with vehicles from the W.W.II North Africa campaign to the Gulf War, also the 60<sup>th</sup> Anniversary of the attack on Pearl Harbour will be remembered. The organisers have secured the services of Jim Dowdall who was the stunt co-ordinator for Steven Speilbergs "Saving Private Ryan" and "Band of Brothers" to choreograph the arena events. In the arena there will be screen machines to give a better look at the vehicles and re-enactors used in forthcoming movies such as "Enemy at the Gates" and "Band of Brothers". There will be a marquee for military models, plus up to 1,000 stalls selling anything from military books to jeeps, trucks and tanks etc. As you can see there will be plenty to do and see, so do yourself a favour and go, it's an event not to be missed.

For more information take a look at the web site [WWW.WARANDPEACE.UK.COM](http://WWW.WARANDPEACE.UK.COM)

### ***Airshow Dates***

#### August

4/5	North Weald, Essex	PFA Roadshow and Air Britain Fly-in	01992 524510
5	Old Warden, Beds	Shuttleworth Military Pageant	01767 626207
	Breighton, East Yorks	At Home Day and Jolly Jodellers Fly-in	01757 289065
11	Old Warden, Beds	Shuttleworth Evening Sunset Display	
12	Popham, Hants	Douglas Bader Vintage Piper Fly-in	01256 397733
16/19	Eastbourne Seafront, East Sussex	Airborne 2001	01323 415442
18/19	Woburn, Beds	22 <sup>nd</sup> Moth Club International Moth Rally	01442 852077
19	Rougham, Suffolk	Airshow 2001	01359 271471
23/24	Clacton-on-sea, Essex	Airshow	01255 253220



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26/27	Elvington, North Yorks	Great Yorkshire Airshow	01423 867144
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### September

1	Raydon, Norfolk	New Raydon Airshow	01206 562400
1-2	Shoreham, West Suffolk	RAFA Airshow, Battle of Britain	01273 441545
2	Folkestone Seafront, Kent	Shepway Airshow	01303 852321
	Old Warden, Beds	Shuttleworth Pageant Airshow	01767 626207
	Little Gransden, Beds	Children in Need Charity Fly-in	01480 392728
8-9	Duxford, Cambs	Autumn Airshow	01223 499301
16	Popham, Hants	Solent Aviation Society Fly-in	01256 397733
22-23	North Weald, Essex	Photo Day & Fly-in	01992 524510
30	Popham, Hants	Aerojumble Classic Vehicle Rally	01256 397733

### October

7	Old Warden, Beds	Shuttleworth Autumn Airshow	
	Popham, Hants	End of Season Fly-in	01256 397733
14	Duxford, Cambs	Autumn Airshow	01223 199301
	Rougham, Suffolk	1940s Theme Day Fly-in	01359 271471
28	North Weald, Essex	Halloween Fly-in	01992 524510

## Bob

### **How to Get Paint off Models - Jon Lowe**

How do you get the paint off your models? Removing the paint from a model is a problem I guess most of us have found at one time or another, and it is for this reason that I'm now detailing this technique.

Some years ago I acquired some old models from a car boot sale, one of which was an Airfix 1/24<sup>th</sup> scale Hurricane. At the time this was quite a find as this kit had been out of production for some time and had proved difficult to obtain through the usual sources. Although the kit was complete, it soon became obvious that it was going to take a lot of work to rebuild it, mainly because the paintwork was so bad. The bulk of the kit came apart without any real problems, which now left me with the question of how to remove the paint without damaging the plastic.

Having never come across this problem before I really had no idea of how to tackle it and so decided to take a trip to my local hobby shop to pick some brains. Now armed with various ideas and products I set about the job in hand and after a lot of time and effort had made no progress what so ever.

One of the products, the name of which escapes me, turned out to be the biggest waste of time ever. It came in the form of a paste, which had to be spread over the parts to be stripped. These were then placed in a plastic bag and left for 24 hours. At the end of this time they were placed in the bath, where I scrubbed them with soap and water until clean and hopefully paint free, but to my dismay this wasn't the case. After repeating the process several more times, I still came to the same end, and so it was at this point I decided to pack the kit away until a solution could be found.



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I have now come across a paint stripper that is easy to use, makes little mess and requires only the simplest of tools. In fact all you need is some cotton wool, clean cloths (preferably cotton e.g. old handkerchiefs) and an old toothbrush. The product I now use is actually a nail varnish remover, which I've found also removes "so far as I know" all types of model paint without causing any damage to the plastic underneath.

The reason for this is that the product is specifically designed for use with the artificial nails, which are made of plastic and is therefore plastic friendly, and in this respect differs from ordinary nail varnish remover. The product's full name is "Non Acetone Nail Varnish Remover" and is obtainable from various manufacturers. I usually obtain mine from "Sally Beauty Supplies" in Basildon and the one I use is made by "**ProCare**".

**Jon**



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### Ken's "Korner"

Following on from Jon's talk last month; this article from a Railway magazine should make interesting reading.

#### Ken

##### **Solvents safety rules**

Most of the organic solvents used in model making are potentially lethal if not treated with respect and caution. If used sensibly, however, they are reasonably safe.

##### **ENSURE ADEQUATE**

**VENTILATION** at all times. Do not inhale the vapour of evaporating solvent, or solvent spray mist. Avoid skin contact with solvent as much as possible. Keep the cap on the bottle when not actually using the solvent. Take care to ensure the bottle or jar will not be easily tipped over.

**DO NOT-SMOKE** while using solvents. Always keep any organic solvent away from naked flames, soldering irons or other sources of heat. Store solvents in tightly sealed labelled containers in a safe place away from heat or direct sunlight and out of reach of small children.

**NEVER MIX** different solvents or brands of adhesive together. Many of the harmful side effects of chemicals are not discovered until the substances have been in use for some time, so what seems innocuous today may turn out to be tomorrow's carcinogen. Therefore, treat all solvents as hazardous and always err on the side of caution.

##### **Solvents health hazards**

'Organic solvent' is a fairly loose term, and includes a wide range of chemicals, which exhibit differing properties and varying degrees of toxicity. The solvents we are concerned with here are those that dissolve plastics, and are thus used as adhesives for model making, although much of the following also applies to solvents used for thinning paints. The principal hazard is inhalation of the vapour, for most of

these chemicals are volatile and evaporate quickly; the mist of solvent produced by an airbrush or spraygun is equally dangerous. Breathing the fumes or mist for any prolonged period in small concentrations will induce headache, dizziness, drowsiness, nausea and vomiting. Breathing greater concentrations will produce the same symptoms more rapidly, and may additionally cause hallucination, respiratory sensitisation, unconsciousness and cardiac arrest. An example of inhaling concentrated solvent vapour is glue sniffing, which frequently causes death. **SOLVENTS CAN KILL YOU.**

Swallowing any organic solvent can be even more lethal. While most adult modellers will guard against accidentally getting solvent in their mouths, toddlers and small children may not be so cautious. Always store solvents away from youngsters, and do not leave children alone with open bottles of any chemical. Some brands of solvent adhesive are sold in bottles with childproof caps; either choose these brands or decant solvents into the glass childproof containers which can be obtained from chemists. If the maker of your favoured brand does not supply his product in a childproof bottle, you should write to them and suggest they do so in future.

##### **SOLVENTS CAN KILL CHILDREN.**

A solvent which is effective on plastic will also be effective on human tissue, and by dissolving natural oils and fats may cause painful drying and cracking of the skin. It can also exacerbate, or cause, rashes and eczema, so always try to minimise skin contact with any solvents. The vapour will also irritate the eyes, nose and throat. Chlorinated organic solvents are the most hazardous. Some may produce

phosgene (a very poisonous nerve gas) if exposed to sunlight, and many will do so if heated for instance, by breathing the vapour through a burning cigarette. Many chlorinated solvents are carcinogens (agents capable of causing cancers), and most can also cause severe damage to the liver.

##### **Solvents common types**

Solvents commonly used as adhesives **Acetone** is very volatile, with a boiling point of 50°C and is highly flammable. It is the active ingredient in nail varnish remover, and is completely miscible in water. It is not a very effective adhesive for plastics.

**Carbon tetrachloride** was once widely used as a dry cleaning fluid. It can produce phosgene gas if heated, is a potent liver toxin, is carcinogenic and can prove fatal even in small doses. It is banned from general sale. If you have any, you should **DISPOSE OF IT IMMEDIATELY.**

**Di-chloromethane** is very volatile, with a boiling point of 40°C. The vapour is an irritant, particularly of the eyes and respiratory tract. It is toxic and possibly carcinogenic. It produces a dangerously violent reaction in contact with hot aluminium.

**Ethyl acetate** is the solvent constituent of Evostick, and is highly flammable.

**Methyl ethylene ketone** is now usually known as Butan-2-one or 2 Butanone. It has a boiling point of 80°C and is therefore one of the least volatile solvents available but is flammable. It is often assumed to be the active ingredient of MekPak.

**Tri-chloromethane** is better known as Chloroform. It is very volatile; but non-flammable. It is addictive and possibly carcinogenic. It will produce



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phosgene if exposed to direct sunlight and so must be kept in a dark glass bottle.

**Tri-chloroethylene** and **tri-chloroethane** are very similar, and are non-flammable. Although there do not seem to be any specific health hazards associated with these two chemicals, the usual safety precautions (see above) must be observed. They form the basis of a product called Tri-Tak (see below). **Toluene** is sometimes used as a dilutant in plastic adhesives. Toluene (and its close chemical relative xylene) are flammable, possibly carcinogenic and may contain benzene (a dangerous toxin which can cause severe blood disorders) as an impurity.

### **Brand-named adhesives**

**Liquid Poly** is an adhesive containing toluene and tri-chloroethane. It is less fierce than some of the others and is on sale in most model shops.

**MekPak** is an adhesive marketed by Slaters Plasticard Limited, the

present constituents of which are uncertain. It is on sale in many model shops.

**Tri-Tak** contains either tri-chloroethylene or tri-chloroethane and is sold as a plastic adhesive by Thorpe Modelmakers, 98 Grays Inn Road, London WC1. It is an effective modelling adhesive and works well on Perspex.

**Plastic Weld** has di-chloromethane as the active ingredient, and is therefore very volatile. It is fiercer than many other adhesives and recommended for use with hard ABS plastics. It is usually sold alongside the Plastruct range of ABS sections in model shops. **Daywatt Poly** contains Butan2-one (2 Butanone) and is also suitable for "hard" plastics. It is widely available in model shops. To its manufacturer's credit, it carries a label broadly conforming to COSHH regulations (see below) which identifies the chemical content, prominently displays a chemical hazard symbol and also lists some of the specific hazards to users:

### **Solvents – COSHH and the hobby**

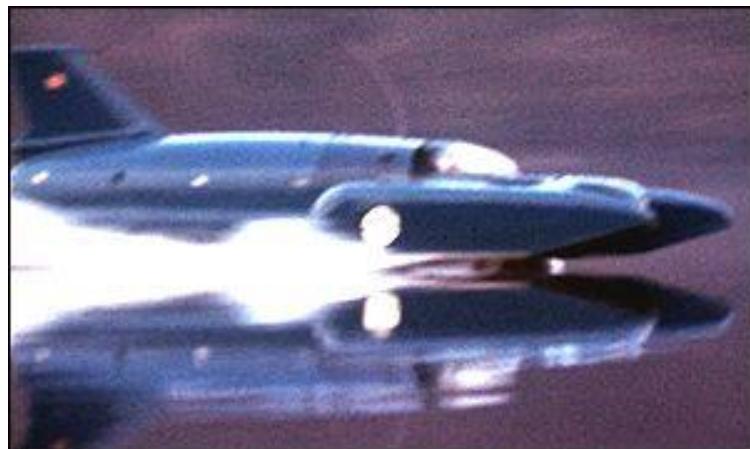
The packaging of solvents sold for use by modellers does not normally carry the comprehensive COSHH (Care of Substances Hazardous to Health) safety information and hazard warnings, which are the norm with commercial or scientific use. In fact, most modeller's liquid adhesives fail to even identify the ingredients on the label, which means that the consumer does not know what substance he or she is working with; more importantly, in the event of accident, medical attendants will not know what specific toxin they should be treating. Modelling Railways Illustrated believes that all chemicals sold for use by modellers (including adhesives, soldering fluxes, paint thinners, metal conditioners, metal 'stains' and cleaning compounds) should be clearly labelled with the identity of the contents and should carry appropriate hazard warnings.



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### Steve's Soapbox



Donald Campbell at speed in the Bluebird K7 on Lake Coniston in 1966.

#### ***Bluebird K7: Should it have been raised?***



Unless you're been on another planet you cannot failed to have seen the poignant images of the wreck of Donald Campbell's Bluebird K7 being raised from Lake Coniston early last month. Having watched the recovery & read the many news reports in both the papers & on the Internet I was disappointed with the unsympathetic and, in many cases, just plain inaccurate articles.



The first thing to strike me as odd was the 'calibrations' by the recovery team as the wreck was brought ashore. The image of one of the team members standing on the shattered hull of Bluebird giving the thumbs up sign was particularly disturbing (see photo, note the destroyed cockpit area). He was, after all, standing on the machine in which Campbell lost his life, the destroyed forward



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section of the boat bearing testament to that fact. The team explained away this indiscretion by saying they were simply happy that no one had been hurt during the recovery, hmmmm....

The next thing was a BBC reporter put his arm around Campbell's widow as the machine was brought ashore. She claimed it was a stunt on behalf of the BBC as she was not overcome nor needed to be held up and that it was staged in order to get a 'shot'. More insensitivity I think.

The final straw was the poor reporting of the original accident. Every single report I read failed miserably to correctly quote Campbell's last words. These ranged from "The bows up, I'm on my back, I'm gone" to "Complete accident I'm afraid". Had they bothered to do any research at all they would have discovered that his words were in fact "Got a lot of chop, can't see a thing, the bows up, (pause) she's going....." The words "Complete accident I'm afraid" was in fact the report from the timing crew nearest the accident after the accident had happened.

All in all I think the whole thing was handled insensitively, certainly it seemed to be more of a media circus at times than anything else. But the question still remains, should it have been recovered? I have mixed emotions on this.

I was twelve years old when Campbell was killed and, like most kids my age, had taken a huge interest in his record-breaking exploits. The blue machines with the proudly displayed Union Jacks seemed to symbolise all that was good about the country during the 50' and 60's. I can vividly remember the footage of the accident shown on the evening news that night and my twelve-year-old brain found it difficult to take in. England had lost a hero and I had lost a boyhood idol.

I think they were right to recover the wreck, had they not done so then it would surely been stripped by unscrupulous divers now that's its position was known. Although it was heart breaking to see the remains emerge from the water, the ripped off cockpit a witness to the violence of the accident, I think it was the right thing to do. It should now be restored to its original condition and put on display with his record breaking Bluebird car as a tribute to at least one twelve year old boys hero.



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### ***Donald Campbell***

The following was taken from the 'Across The Lake' website.



Donald

The son of Sir Malcolm Campbell, Donald was not really destined to follow his father, but after his father's death he decided he couldn't do anything else. Donald's early attempts at records began with the World Water-Speed record, he used the boat K4 for his early forays but despite some valiant efforts he struggled with the boat that his father used.

He suffered a 170mph crash in 1951. This prompted him to develop a completely new boat, the K7. This was to prove a formidable boat that was to see him set 7 World Water-Speed records between 1955 and 1964. The first was Ullswater where he set a record of 202Mph. This was raised to 216mph at Lake Mead in 1955. Then began a sequence of record raising runs at Conniston where he finally attained 248mph in 1958. He finally raised it to 276mph in 1964 at Lake Dumbleyung in 1964.

His attentions then turned to cars and while attempting a record run in 1960 at Utah, he crashed very heavily this resulted in a long convalescence period. It was during this period that people questioned his ability and many people believe that cracks in his psyche started to appear. However in 1964 at Lake Eyre, Australia, he set a new World Land Speed Record of 403.1mph.

In December of the same year, again in Australia, this time at Lake Dumbleyung he achieved a unique and incredible second world speed record, this time on water at 276.33Mph. Thus becoming the first and thus far only person to hold both Water and Land Speed Records at the same time.

Three years later in 1967 whilst trying to become the first person to go over 300mph on water he crashed at Conniston. He had achieved a run of 297mph on the first leg, but turning around without refuelling and not waiting for his wake to settle, he set off on the second leg. The boat lifted out of



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the water after exceeding 300mph, somersaulted and disintegrated on hitting the surface of the lake. His body was never found.

Superstition and luck were a major part in his life and the night before he pulled a "bad luck" hand at cards, which left him convinced that his run was doomed, this is why some feel he turned around too quickly.

### **Steve**



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### IPMS Hornchurch Annual Competition

#### ***March Miscellaneous Voting Results***

Position	Entrant	Entry	Votes
1 <sup>st</sup>	Mick Pitts	Lotus 49B	59
2 <sup>nd</sup>	Trevor Davies	M-8 Greyhound	55
3 <sup>rd</sup>	Ian Brown	Bentley	48
4 <sup>th</sup>	Steve Smith	Kangaroo	44
5 <sup>th</sup>	Mick Pitts	Panzer IV Lang	37
	Steve Smith	Mini	24
	Greg Brand	Tally Ho Coach	22
	Ron Newbold	Morgan 3 Wheeler	11

#### ***IPMS Hornchurch Trophy (Miscellaneous) - Final Positions***

Trevor Davies	119
Steve Smith	66
Mick Pitts	42
Ron Newbold	41
Ted Taylor	40
John Hone	38
Dave Ryan	33
Brian Lay	26
Alan Wright	22
Steve Hubbard	22
Greg Brand	22
Ian Brown	21
Peter Bagshaw	10
Ken Sparks	5
Mark Dorrington	5



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### Proposed IPMS Hornchurch AGM 2001 Agenda

1. Secretary's report
2. Assistant Secretary's report
3. Treasurer's report
4. Competition Secretary's report
5. Election of Officers
  - i) Secretary
  - ii) Assistant Secretary
  - iii) Treasurer
  - iv) Competition Secretary
6. Club Competitions
  - a) Announcement of winners for 2000/2001 competitions
  - b) A proposal for a different formula to the competition has been put forward by Steve Hubbard. See page 20 for this proposal.
  - c) Competition rules
7. Formulation of outstanding monthly dates for 2001/2002
8. Any Other Business



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### Proposal for competition format from May 2001

- 1 Each month a competition heat is held.
- 2 Each heat is divided into a number of groups as suggested below.

Group 1	Aircraft 1/50 scale and larger (Up to and including W.W.II)
Group 2	Aircraft 1/50 scale and larger (Post W.W.II).
Group 3	Aircraft 1/95 to 1/51 scale (pre W.W.II).
Group 4	Aircraft 1/95 to 1/51 scale (W.W.II).
Group 5	Aircraft 1/95 to 1/51 scale (post W.W.II).
Group 6	Aircraft 1/96 scale and smaller (any period).
Group 7	Civil Aircraft
Group 8	Military 1/47 scale and larger.
Group 9	Military 1/48 scale and smaller.
Group 10	Civil Vehicles.
Group 11	Miscellaneous.
Group 12	Figures
Group 13	Junior (under 16 years)
- 3 Members vote for one winning model only in each group for that heat.
- 4 The winners of each group heat are the one with the most votes.
- 5 A "finals night" is held in April where the group winners from each heat are judged to give an overall group winner.
- 6 An overall champion from the winners of groups 1-7 and groups 8-12 is then judged to give the recipients of the "Wally Arrowsmith Trophy" and the "IPMS Hornchurch Trophy".



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### **Wrighty's References**

Just over a year ago I began a series in this column regarding the Operational Training Units of the RAF in W.W.II. Originally 3 parts were produced dealing with the units, their aircraft, bases and purpose. They were: -

Part 1	Fighter OTUs	Feb 2000
Part 2	Army Co-Op OTUs	April 2000. This was incorporated in RAF Army Co-Op Squadrons Part 2.
Part 3	Coastal Command OTUs	August 2000

Since then the hefty work of the RCAF and the many pictures etc took a bit of space in the magazine and stretched over several months. However I am in the process of preparing further work on the Luftwaffe in 1944/45, but this is not yet complete, so I return to the RAF OTUs, this time bombers.

### ***RAF Bomber Operational Training Units in W.W.II***

The OTUs for Bomber training were the most numerous of all, widespread throughout Britain. Nos. ran from No. 10 OTU to No. 30 OTU inclusive, their history follows: -

#### No. 10 Bomber OTU

Codes

2G	40/45
VY	40/45
RK	42/45
JL	Coastal Command in 42/45
JY	45

Formed at Abingdon in April 1940 with Whitleys from 97 and 166 Squadrons (the Group Pool for 4 Group), the aircraft establishment was Whitleys (54) and Ansons (18) (ex 97 Squadron), which were organised into 3 Whitley and 1 Anson flight, this was achieved by July 1940. The satellite for the unit was Stanton Harcourt, which came into use in September 1940 for night flying, this flight 'C' disbanded in February 1941 and was replaced by the conversion flight 'A'. A further satellite at Mount Farm was used from July 1941 to February 1942. In August 1941 Lysander Target Tugs were added to the unit.

In April 1942 a special Coastal Command flight of Whitleys (26) formed and in August 1942 were detached to St Eval for maritime patrol work, the aircraft being modified with A.S.V. radar and depth charges. This continued for a year until July 1943.

The main OTU strength remained about the same in 42-43, participating in some raids and leaflet dropping etc, reorganised in the main unit used the parent station whilst 2 flights used the satellites. Between March 1944 and October 1944 Wellington Xs were gradually introduced and the Whitleys phased out. Also flying reverted to the satellites when Abingdon had runways laid. The Target Tugs were successively replaced by Martinets and Hurricanes, the unit continued into peacetime formally disbanding in September 1946.



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### No. 11 Bomber OTU

Codes

KJ	40/45
TX	40/45
OP	40/45
KH	45

Formed in April 1940 at Bassingbourne from No. 3 Group Pool 215 Squadron, with Wellingtons and Ansons for navigation training, during the next year later marks of Wellingtons were phased into the programme. In December 1941 the unit went to Steeple Morden while the parent station had concrete runways laid. Tempsford was used during the runway work as a temporary satellite from December 1942 to April 1942, although this satellite had been used since September 1940. Bassingbourne re-opened in April 1942. The training routine continued at both stations until September 1942 when the unit moved to Westcott. In December 1942 they had Wellingtons (54), Ansons (11) and 2 Lysander TTs.

In September 1942 the unit moved into Westcott still using Wellingtons (46), the satellite was Oakley, this was occupied by the units associated aircraft. Many crew trained here in 1944 were sent to overseas units. Late mark X Wellingtons replaced earlier models from September 1943, until by February 1944 they were fully equipped with Mk. Xs (50).

Oakley closed in August 1945 as did the parent unit, which was disbanded at the same time.

### No. 12 Bomber OTU

Codes

FQ	40/45
JP	40/41
ML	40/45

No. 52, 63 & 207 Squadrons with the Battle at Benson formed No. 1 Group Pool, in April 1940 training pilots for those lost in France with Battle squadrons, due to space the gunnery flight was detached to Penrhos. In July 1940 Mount Farm was used as a satellite. Soon after in 1940 training of Polish and Czech airman was the order of the day as the RAF wanted to drop the Battle from its inventory. By December 1940 it was agreed to become a Bomber OTU with Wellingtons, at first as ½ OTU with some Ansons as basic, and still some Battles for the overseas pilots. During 1941 the No. 1 Group Battle squadrons converted to Wellingtons and 12 OTU using Mount Farm for night-day exercises.

In July 1941 a new base Chipping Warden was moved into with Edgehill as a satellite, until June 1942, when Gaydon became a satellite, but in September 1942 a further change brought Thurweston in as a satellite being operational to April 1943 when Edgehill was now again taken over as the only satellite. The establishment in January 1942 was Wellingtons (54), Ansons (18), plus Target Tugs and basic equipment.

Taking part in various operations the Wellingtons were upgraded to Mk. IIIs by July 1942 and Mk. Xs by August 1943. Later a gunnery flight of Martinets and Hurricanes were taken on. This pattern



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persisted to the wars end of operations from Chipping Warden and conversion at Edgehill until finally the unit disbanded in June 1945.

### No. 13 Bomber OTU

Codes

FV	41/45
KQ	42/45
XJ	40/45
OY	44/45
SL	43/45
XD	43/44 Bostons

No. 2 Group Pool was formed from 104 and 108 Squadrons with Blenheims, but in April 1940 the unit was formed as 13 OTU at Bicester, training Blenheim crews for No. 2 Group also using Ansons as associated backup. Using Weston on the Green as a satellite between April 1940 and November 1940. Training continued for both home and overseas requirements, which were heavy due to operational losses. Hinton in the Hedges became the new satellite in November 1940 until July 1942, when Finmere was taken over as a replacement.

By April 1943 Blenheim training ceased in favour of Mitchells and Bostons, but still used Blenheims as conversion back up. In June 1943 the OTU now left Bomber Command to prepare crews for the 2<sup>nd</sup> TAF. Some Spitfires were used for fighter affiliation. Turweston became a second satellite from April 1943 to August 1943, Bostons and Mitchells moving in from the parent station. During January 1944 Mosquitoes arrived and during the year built up by June 1944 as the main equipment being used at both Bicester and Finmere. Gradually the other types were withdrawn, but the Mosquitoes moved to Harwell in October 1944 when that became the parent station instead of Bicester, the Mitchells and Bostons stayed at Finmere. Boston (March 1945) and Mitchell (May 1945) ceased training.

Harwell in October 1944 hosted 13 OTU as part of Air Defence of Great Britain and continued to train 2 Group crews absorbing 60 OTU in March 1945, mainly flying Mosquitoes and in July 1945 it moved to Middleton St. George for peacetime operation.

**Alan**