



"STICKY FINGERS"

IPMS HORNCHURCH - NEWSLETTER



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Alan's "Annotations"

So it's that time of year again, the chance where the members can tell the committee what they really think of them! The AGM, don't you just love it. We have at present one proposal from Steve Hubbard, which was printed in last month's Sticky Fingers, and just for those who might have missed out we are re printing in this month's issue.

Being that the proposal concerns competitions I'm sure that there will be much debate, but I'm putting a time limit of ten minutes before a vote is taken as we have quite a few other things to discuss also, not forgetting that all the posts on the committee come up for re election again this year so if you would care to have a crack at club secretary, assistant secretary, competitions secretary or treasurer now is the time to speak up.

As to the present committee, I would like to say on behalf of the membership many thanks to Peter Bagshaw for producing an excellent magazine each month, thanks also to Bob Ryan for running the comps so smoothly each month and Ricky for managing to extract funds from the most reluctant of members who have their wallets super glued before they come out on a Monday.

Thanks must also go to Alan Wright for his hard work on researching for the articles each month, Steve Hubbard for building us a web site, Steve Smith for securing us a discount at Beatties in Romford (which of course sadly will be closing down) Mick Pitts, the Ryan Brothers, Carmel, Robin and the other members who have represented IPMS Hornchurch at the various shows throughout the year.

Way back in 1988 I think, when Wally first started this club the first and virtually the only rule was that anyone coming through those doors for the first time would be made welcome from their first visit so that they would be back, this is what makes this club special, no prima donnas, no cliques so whatever tonight's verbal to and fro brings out I hope that in the words of the late, great Kenny Everett it will be done "In the best possible taste"

Up and coming shows, I have yet to hear from the "Fort full of Models" people, as this is getting nearer I will give them a nudge, I have taken the liberty of booking 12 feet for the club at this year's Nationals and I have asked that is next to my US Navy SIG stand so that either me or anyone on the SIG stand can keep an eye on the club stand. I will book us some space at the Chiltern Show, and the Mildenhall show, which I think just about, wraps it up.

Happy sprue smashing!

Alan

Peter's "Prattlings"

IPMS Hornchurch Web Pages

Steve Hubbard has kindly setup a web site for use by IPMS Hornchurch.

<http://homepages.tesco.net/~hornisse/webpage/hornchurch.html>



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"Moon Over the Pacific"



This photograph was taken in the late 70's on a mid-winter flight from xxxx, Okinawa to the states for delivery of the RF-4C to a periodic maintenance facility in California.

The aircrew was from xxxx AFB, Texas and was routinely "treated" to this good deal TDY. The formation consisted of one KC-135 tanker and two RF-4C's from the xxxx "Recce" outfit.

Sometime after the fifth or sixth in-flight refuelling, the normal boredom began to set in and to keep occupied the Phantom crews talked to the crew members of the tanker Aircraft on the HF radio just to chit-chat. During the conversation it was revealed that the tanker had some additional passengers on board, which included a flight nurse that was catching a hop back to the states. The nurse was then invited onto the flight deck, and talked to the crews of the F-4s and instantly became quite good friends with the pilot of #xxxx.

It was during the next refuelling, when after #xxx had "hooked-up" and began taking fuel, that the boom operator suddenly went out of view, and was replaced by a totally naked flight nurse, that then pressed her breasts against the refuelling window. The pilot of #xxx almost had an emergency "break-away", but hung in there and took the full off-load.

Following this flashing, the crew of #xxx decided to retaliate and took a high position on the tanker's left wing. Since it was a winter flight, the crew was also required to wear the famous "poopy suite", or anti-exposure flight suit in addition to the normal clothing. Luckily the pilot had first pinned the ejection seat before he began to undress. Anyone that has ever flown the Phantom will appreciate the degree of difficulty in performing this manoeuvre.

First the leg restraints had to be released, then the parachute was unbuckled, along with the seat pack and lap belt restraints. Next, off came the winter flight jacket, the normal flight suit and gloves, then the poopy suit, the thermal underwear and so forth. Then he had to stand on his head.



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The picture was taken by the pilot of the other F-4, and the timing was right after General Creech had issued his "Doctrine on Aircrew Discipline" which included more rules about not carrying a camera in the cockpit. The photograph became an instant success within the crew-dog underworld, and late in 1979, when xxxx's Wing Commander was fired for having lost so many crews and jets during a Red Flag, this photo was at the last minute, inserted into his going away picture, signed by all of the wing's crew members.

This Colonel was well liked by all, and to repay our kindness for having given him this moon shot, he emptied his lawn mower's supply of gasoline into his on-base back yard, and spelled the F ___ word in large enough letters that everyone could see it from the traffic pattern.

A parting shot. The pilot of #xxx, was never admonished for this incident, but was later in trouble for having sonic boomed his hometown on a cross-country. He was then selected for an assignment to the first F-16 squadron and disappeared.

The pilot that took the picture, was a Flight Commander at the time, was recalled by SAC and flew B-52's until he retired. He is now a Captain with American Airlines. The back-seaters were riffed a few years after the photo and also disappeared. And now you know the rest of the story.

The nurse, by the way, loved the gesture and met the pilot of #xxx that night at the O'Club, but that's another story.

Peter

Ricky's "Ramblings"

Hot Tips Hot Tips Hot Tips

Before using a new Acrylics brush, wet the brush with slightly soapy water to "charge" the ferrule (the metal band that holds the bristles in place on the end of the brush handle). It makes the brush much easier to clean, and gives the brush longer life.

After cleaning your paintbrushes with a brush soap, apply the soap to the brush and set the tip. This will help you keep the tip fine and prolong the life of your prized brushes. **Caution:** make sure to rinse the brush before using.

When you need to hold small parts for painting, attach them to a small piece of cardboard with masking or double sticky tape. This is particularly helpful when working with irregularly shaped detail parts.

Pencil lead holders, used by draftsmen, are ideal for holding cylindrical parts (shafts or gun barrels) for painting. Usually a single button in the end of the holder operates the collet, making it easy to operate with one hand. You can use an artist's knife blade in these handles as well. It makes a good cutting tool or scraper for a number of hard to reach locations.

If the threaded fittings on your airbrush are worn and leaky, try sealing them with a rub or two of beeswax across the offending threads.



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Ya Gotta Laugh

There was this fella in a pub one night that got really drunk, seriously really, really drunk. When the pub closed he got up to go home. As he stumbled out of the door he saw a nun walking along the road. So he stumbled over to her and punched her in the face. Well the nun was really surprised but before she could get up or say anything the fella punched her again and as she fell over he kicked her up the "posterior". By now the nun was pretty weak and couldn't move very much. So the fella stumbled over to her, put his face against hers and whispered.....not so tough tonight are you batman

Metallic Finishes: Kitchen Foil

There are many ways to achieve a metal finish on models. One of these is the use of aluminium foil. This is an interesting technique, though difficult to master. Here for your perusal are 21 steps to obtain a perfect result. Use this if you dare for a model of which you can be proud of.

1. Work in as dust free an environment as you can.
2. Scribe panel lines fairly heavily. Experiment with this on scrap before starting (see step 10).
3. Cut aluminium about 5 mm larger on each side than the panel to be covered. Don't try to use material with any sharp creases in it. The more compound curve there is, the smaller the panels will have to be
4. Place sheet on a clean flat surface with shiny side up, put adhesive on the shiny side and use matt side for weathered finish, then wipe it gently with a cloth dipped in soapy water. This gives a surface the adhesive will adhere to without beading up and leaving bare spots.
5. Spread a small amount of adhesive evenly over the surface, then cross-brushed it with a soft paintbrush to get an even application.
6. Allow to dry, to the point where it all looks shiny again. The surface remains tacky until applied.
7. Clean plastic surface, it should be clean and smooth but not necessarily polished.
8. Place foil on surface and begin in centre to burnish it down. For the weathered finish, use a balsa stick ,straight grained and soft, about 7 or 8 mm square. This gives a slightly scratched surface, which probably helps rather than hurts realism. If you want a shiny finish, find a very soft surfaced tool (dry Q-tip) to burnish with; aluminium is very easily marred. Maybe you're better off to accept a bit of scratching and fix it later by polishing.
9. Work outward from centre until entire panel has adhered. You can use quite a bit of pressure to ensure a close fit to plastic.
10. Trim the edges with the point of a sharp blade. At edges of panels already covered, the edge of the foil underneath will be obvious and will guide your knife point accurately so long as you keep knife reasonably straight and work with care. At edges where there is not another covered panel, you should be trimming at a panel line. The panel line, if properly scribed, will show through aluminium. Simply place a knifepoint at one end and draw it along the line. If you start in the groove, the knife will stay there! (Vary foil grain direction to get contrasting panels.)
11. Burnish down edges of panels. They tend to rise when you cut the material.
12. If any edges tend to curl up, especially at points like wing trailing edges, tack them down with super glue.
13. If you get a small bit of grit under the foil, it will make a noticeable bump on the surface. It can be removed with 500 grit wet/dry paper, but only if you are prepared to do some more finishing over the surrounding surface with finer grades of paper or polishing compounds.



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Stubborn bubbles in the centre of panels can be removed with a needle prick and further burnishing.

13. Scribe panel lines in aluminium following the lines in the plastic just as if you were trimming an edge. You might want to use a duller knife and not cut all the way through. This step isn't necessary unless you are applying foil over more than one panel.
14. If you replace a panel, you will have to clean adhesive from surface. Paper towel moistened with paint thinner works well. This can also be used to clean up adhesive where you have pulled away trimmed foil.
15. The final look of the surface can be suited to your purpose using a roto-tool and felt polishing wheel. Various compounds will give different degrees of flat or shine. Metal polish, toothpaste, rock polishing compounds, jeweller's
2. rouge, etc., can be used. Starting with an overall light sanding (600 or finer grit) using small circular motions or straight line polishing, depending on the effect required, will give tiny scratches characteristic of many metal finishes.
16. Aluminium can be pulled loose by masking tape, but masking can be done using Parafilm "M". In some cases you might want to paint first and run aluminium up to metal/paint edge. Be careful if you do this; even paint overspray can be enough to show through foil as a slightly rough surface.
17. Decals work on bare aluminium but may need a little extra adhesive such as white glue.
18. Paint aluminium white or grey before applying colour coats such as red wingtips. Some paints might be transparent enough to let shiny aluminium modify colour of a thin coat.
19. For really sharp curves such as cowlings, foil is difficult to use. Slit the foil from cowl front back to where the curve starts and then to fold and glue one "flap" at a time down to engine opening. The result is not perfect, but with care it can be made acceptable.

P-38 Lightning

Toughness was not the only quality that P-38 Lightnings exhibited. They were used in the original design role of interception and were modified for long-range escort, ground strafing, bombing, photo-recon and night fighting.

Modifications of the Lightning for the bombing role included a glazed nose and Norden bombsight, for the level bombing role and racks to accommodate torpedoes.

The Lightning had its problems as well as its virtues. One man's difficulties with this bird will afford some of us better insight into what it was like back in the "olden days".

In May, 1942, Harry Crim was assigned to the 55th Pursuit Squadron along with approximately 70 other pilots with little or no twin engine experience. Transition instruction was to have been made in a Lockheed C-40 (Model 12-A) but was cut short after a fatal accident that demolished the aircraft and killed the five pilots aboard. Subsequently, instruction consisted of a P-38 cockpit familiarisation period of about four hours which terminated with a blindfold test. After successful completion of the blindfold test, the pilot was put into the P-38, pointed toward the runway and told to fly. Such were the conditions in the early months of World War II.

Early P-38 aeroplanes earned the title of "Beast" because of some rather unpleasant characteristics: Marginal cooling capacity resulted in extended delays for takeoff; marginal directional control



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characteristics required added practice in single engine operation; pitch down at high speed and altitude; and troublesome high-pressure oxygen systems. Most problems were alleviated by design changes, with exception of bail out procedure. Harry Crim is credited with preparation of the tech order that solved that problem. In Harry's words...

"My experience in besting the "Beast" occurred in July, 1942, while another pilot and I were practising man to man combat with gun cameras at 20,000 feet. Accepted procedure was similar to that of a duel; i.e., planes headed in opposite directions. After two minutes each would turn 180 degrees and, on passing, the combat started. In this instance I had gone about one minute out when my right side got hot. When I looked down, I saw that the right side of the cockpit was burning about elbow height and the right engine cowling had burned off. I shut the engine down, feathered the prop, unfastened the seat belt, and started to crawl out the left window. The airplane was in a climb but as I released the wheel, it rolled to the right and started to dive. With effort, I regained the seat and controls, pulled the plane back into a climb and set the trim. I then crawled headfirst onto the wing, trying to slow my progress with my hands as wind forced me off the wing. As I went back, downwash of the wing carried me below the horizontal tail. I took a quick look to see how far. I passed about two feet below and about one foot to the right of the counterbalance weight that extended below the elevator.

I pulled the ripcord at about 7,000 feet, surveyed the countryside and saw my airplane hit the ground in a clearing behind a house. I didn't feel up to fighting oscillation of the parachute, so I just rode it down. It deposited me gently on my feet on the apex of the swing. I didn't even fall down. Collecting my chute, I walked through the woods to a road where I was picked up after a short wait."

Since this bailout was first reported with no injuries, Harry was requested to prepare the tech order on bailout procedure for the P-38.

Ricky



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IPMS Hornchurch Annual Competition

April Aircraft Voting Results

Position	Entrant	Entry	Votes
1 st	Ted Taylor	McDonnell Douglas F-4G Phantom	62
2 nd	Mick Pitts	Focke Wulf 190 D-13	53
3 rd	Wally Arrowsmith	Airbus A310	36
4 th	Dave Ryan Lee Lacey	Hawker Sea Fury Messerschmitt Me-109T	27
5 th	Ian Brown	Boeing Clipper	26
	Lee Lacey	Republic P-47D Thunderbolt	21
	Ron Penn	Lockheed Viking	17
	Ken Sparks	Dornier Do-24	16
	Brian Lay	Supermarine Seafire FR.47	9
	Ken Sparks	North American P-51D Mustang	8
	Peter Bagshaw	Fairey Swordfish	7
	Dave Ryan	North American P-51D Mustang	7
	John Bennett	Douglas DC-6	6
	Steve Hubbard	Hawker Sea Hawk	5
	Peter Bagshaw	Vought F4U-5 Corsair	3
	John Bennett	BAC 1-11	0
	Ron Newbold	Bristol Beaufighter	0

Wally Arrowsmith Trophy (Aircraft) – Final Positions

Wally Arrowsmith	101
Ted Taylor	83
Lee Lacey	69
Ian Brown	53
Dave Ryan	
Mick Pitts	46
Peter Bagshaw	
John Bennett	40
Ron Newbold	37
Charles Thompson	30
Dave Ryan	29
John Hone	28
Trevor Davies	26
Ken Sparks	25
Steve Hubbard	22
Brian Lay	20
Bob Ryan	10
Greg Brand	10
Steve Smith	10



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Alan Wright	5
Paul Bennett	5
Phil Worth	5
Ron Penn	5



1st F-4G Phantom



2nd Focke Wulf FW 190D-13



3rd Airbus A310



4th equal Hawker Sea Fury



4th equal Messerschmitt Me-109T



5th Boeing Clipper



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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 12 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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2001/2002 Schedule Template

June 18 th	
July 16 th	
August 20 th	
September 17 th	
October 15 th	
November 19 th	
December 17 th	
January 21 st	
February 18 th	
March 18 th	
April 15 th	
May 20 th	AGM



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Showcase Company

classique

Base premium acrylic case sits on a frosted base as standard, while a witness mark is shown across the base otherwise.

- Choice - plain or detailed model
- Choice - clear or frosted base
- Base on base - mounting fitted to the base of the model
- Choice of base - frosted or clear
- Choice of base - mounting for display
- Model can be mounted on a base for display

classique options

HOUSING MATERIAL	PROFILE	BASIC FINISH OPTIONS
RED	BLACK	SCENIC
WHITE	WHITE	SCENIC
BLACK	BLACK	SCENIC
WHITE	BLACK	SCENIC
BLACK	WHITE	SCENIC
BLACK	WHITE	SCENIC
BLACK	WHITE	SCENIC

FOOT OPTIONS

SCENIC	SCENIC
SCENIC	SCENIC

CLASSIQUE							
Postage & packing not included							
Suggested Use	Case No	Length	Breadth	Height	RRP	Base Model's Option	Finish Option
Car F1							
Single Car 1/43 base straight	CCA1	150	80	66	£9.99	£2.50	£0.50
Single Car 1/43 base diagonal	CCA2	135	115	85	£9.99	£2.50	£0.50
Two Car 1/43 base - start	CCA3	170	138	80	£16.99	£2.50	£0.50
Two Car 1/43 formal base	CCA4	240	130	120	£13.99	£3.00	£0.50
1/24 & 1/20 straight	CCA5	350	130	120	£16.99	£3.00	£0.75
Three Car 1/43 theme base	CCA6	450	210	150	£22.99	£3.00	£0.75
Rig 1/43	CCA7	450	210	150	£25.99	£3.00	£1.00
Rig 1/43 plus car/start up	CCA8	300	150	110	£15.99	£3.25	£0.75
1/18 straight	CCA9	250	230	110	£16.99	£3.00	£0.75
1/20 diag	CCA10	250	230	140	£16.99	£3.00	£0.75
1/18 diag	CCA11	350	230	185	£19.99	£4.00	£1.00
1/18 special	CCA12	420	300	170	£33.99	£4.00	£1.00
1/12	CCA13	300	150	125	£16.99	£3.25	£0.75
Non F1							
1/18 road	CCA14	350	230	110	£20.99	£4.00	£1.00
Long 1/18	CCA15	580	120	160	£28.99	£4.00	£1.00
Twin 1/18	CCA16	300	150	110	£15.99	£3.25	£0.50
Corgi steam	CCA17	450	120	150	£20.99	£3.00	£0.50
Cars							
Franklin/Darbury	CFD1	205	130	120	£13.99	£3.00	£0.50
Franklin/Darbury	CFD2	300	130	120	£15.99	£3.00	£0.50
Franklin/Darbury	CFD3	300	150	150	£16.99	£4.00	£0.50
Franklin/Darbury	CFD4	350	230	240	£29.99	£4.00	£1.00

elegance

Elegance is our premium showcase, manufactured from crystal clear acrylic. The base is frosted. The case glass is an unbroken view of the piece being showcased. The base is a solid black. The base is a solid black and transparent material, giving the base the highest quality finish possible.

- Choice - plain or detailed model
- Choice - clear or frosted base
- Base on base - mounting fitted to the base of the model
- Choice of base - frosted or clear
- Choice of base - mounting for display

elegance options

HOUSING MATERIAL	PROFILE	BASIC FINISH OPTIONS
RED	BLACK	SCENIC
WHITE	WHITE	SCENIC
BLACK	BLACK	SCENIC
WHITE	BLACK	SCENIC
BLACK	WHITE	SCENIC
BLACK	WHITE	SCENIC

FOOT OPTIONS

SCENIC	SCENIC
SCENIC	SCENIC

ELEGANCE							
Postage & packing not included							
Suggested Use	Case No	Length	Breadth	Height	RRP	Base Model's Option	Finish Option
Car F1							
Single Car 1/43 base straight	ECA1	150	80	66	n/a		
Single Car 1/43 base diagonal	ECA2	135	115	65	n/a		
Two Car 1/43 base - start	ECA3	170	135	80	n/a		
Two Car 1/43 formal base	ECA4	240	130	120	£44.99		
1/24 & 1/20 straight	ECA5	350	130	120	£48.99		
Three Car 1/43 theme base	ECA6	450	210	150	£66.99		
Rig 1/43	ECA7	450	210	150	£80.99		
Rig 1/43 plus car/start up	ECA8	300	150	110	£15.99		
1/18 straight	ECA9	250	230	110	£16.99		
1/20 diag	ECA10	250	230	140	£16.99		
1/18 diag	ECA11	350	230	185	£56.99		
1/18 special	ECA12	420	300	170	£84.99		
1/12	ECA13	300	150	125	£45.99		
Non F1							
1/18 road	ECA14	350	230	110	£56.99		
Long 1/18	ECA15	580	120	160	£84.99		
Twin 1/18	ECA16	300	150	110	£47.99		
Corgi steam	ECA17	450	120	150	£71.99		
Cars							
Franklin/Darbury	EDF1	285	130	120	£45.99		
Franklin/Darbury	EDF2	300	130	120	£47.99		
Franklin/Darbury	EDF3	300	150	150	£47.99		
Franklin/Darbury	EDF4	350	230	240	£56.99		

CLASSIQUE							
Postage & packing not included							
Suggested Use	Case No	Length	Breadth	Height	RRP	Base Model's Option	Finish Option
Trucks							
1/24 Trig	CTR1	400	100	120	£17.99	£4.00	£2.50
1/24 Tractor	CTR2	450	200	200	£25.99	£4.00	£1.00
1/24 Tractor and Trailer	CTR3	750	200	200	£35.99	£6.00	£2.00
1/24 Tractor and Trailer	CTR4	910	200	200	£40.99	£8.75	£1.50
Motorcycles							
Single 1/10 and 1/12	CMD1	240	130	140	£15.99	£3.00	£0.50
Double 1/12	CMD2	350	130	140	£16.99	£4.00	£0.75
Double 1/12	CMD3	350	300	140	£23.99	£6.00	£1.00
Three 1/10 and 1/12	CMD3	350	300	140	£23.99	£8.00	£1.00
1/24	CMD4	135	115	140	£18.99	£2.50	£0.50
Double 1/24	CMD5	170	135	140	£16.99	£2.50	£0.50
Military 1/35							
Kubelwagen truck	CML1	250	180	120	£11.99		
Standard tree	CML2	250	250	145	£15.99		
Standard tree 2	CML3	350	170	140	£16.99		
Large base	CML4	350	350	190	£25.99	£5.00	£1.00
Transporter case	CML5	650	250	200	£31.99	£5.00	£2.00
Aircraft							
Single engine 1/72	CAC1	200	200	120	£11.99	£4.00	£0.75
Single 1/72 jet twin	CAC2	300	300	120	£15.99	£5.00	£1.00
1/72 WW11 single 1/48	CAC3	350	350	150	£23.99	£5.00	£1.00
Single 1/48 jet	CAC4	450	120	190	£17.99	£5.00	£0.75
Naval							
1/720 Single ship ahead	CNA1	450	120	190	£17.99	£5.00	£0.75
1/700 Single ship diag.	CNA2	450	190	190	£21.99	£5.00	£1.00
1/700 Double diag.	CNA3	500	360	190	£33.99	£6.00	£2.00
1/500 museum	CNA4	760	200	220	£31.99	£5.00	£2.00
Trains							
00 small	CTR1	230	100	95	£15.99	£3.00	£0.50
00 large	CTR2	400	120	95	£17.99	£5.00	£0.75
0 small	CTR3	450	150	150	£21.99	£5.00	£1.00
0 medium	CTR4	600	150	150	£21.99	£5.00	£1.00
0 large	CTR5	750	150	150	£24.99	£6.00	£1.00

ELEGANCE							
Postage & packing not included							
Suggested Use	Case No	Length	Breadth	Height	RRP	Base Model's Option	Finish Option
Car F1							
Single Car 1/43 base straight	ECA1	150	80	66	n/a		
Single Car 1/43 base diagonal	ECA2	135	115	65	n/a		
Two Car 1/43 base - start	ECA3	170	135	80	n/a		
Two Car 1/43 formal base	ECA4	240	130	120	£44.99		
1/24 & 1/20 straight	ECA5	350	130	120	£48.99		
Three Car 1/43 theme base	ECA6	450	210	150	£66.99		
Rig 1/43	ECA7	450	210	150	£80.99		
Rig 1/43 plus car/start up	ECA8	300	150	110	£15.99		
1/18 straight	ECA9	250	230	110	£16.99		
1/20 diag	ECA10	250	230	140	£16.99		
1/18 diag	ECA11	350	230	185	£56.99		
1/18 special	ECA12	420	300	170	£84.99		
1/12	ECA13	300	150	125	£45.99		
Non F1							
1/18 road	ECA14	350	230	110	£56.99		
Long 1/18	ECA15	580	120	160	£84.99		
Twin 1/18	ECA16	300	150	110	£47.99		
Corgi steam	ECA17	450	120	150	£71.99		
Cars							
Franklin/Darbury	EDF1	285	130	120	£45.99		
Franklin/Darbury	EDF2	300	130	120	£47.99		
Franklin/Darbury	EDF3	300	150	150	£47.99		
Franklin/Darbury	EDF4	350	230	240	£56.99		

ELEGANCE							
Postage & packing not included							
Suggested Use	Case No	Length	Breadth	Height	RRP	Base Model's Option	Finish Option
Trucks							
1/24 Trig	CTR1	400	100	120	£79.99		
1/24 Tractor	CTR2	450	200	200	£111.99		
1/24 Tractor and Trailer	CTR3	750	200	200	£111.99		
1/24 Tractor and Trailer	CTR4	910	200	20			



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MERIDIAN		Postage & packing not included						
		Birds Eye Rosewood			Veneer			
	Suggested Use	Case No	Length	Width	Height	RRP	RRP	RRP
Car F1	Singer Car 1443 base straight	MCA1	150	80	65	n/a	n/a	n/a
	Singer Car 1443 base diagonal	MCA2	135	115	65	n/a	n/a	n/a
	Two Car 1443 base - start	MCA3	170	135	80	n/a	n/a	n/a
	Two Car 1443 formal base (124 x 125 straight)	MCA4	240	130	120	£20.50	£6.50	£4.00
	Three Car 1443 three base	MCA5	350	130	120	£22.99	£6.50	£5.50
	Rig 1443	MCA6	450	120	150	£29.99	n/a	£6.50
	Rig 1443 plus constant up	MCA7	450	210	150	£33.99	£19.00	£11.00
	1/16 straight	MCA8	300	150	110	£23.00	£3.20	£2.50
	1/20 diag	MCA9	250	230	110	£23.50	n/a	n/a
	1/16 special	MCA10	250	230	110	£23.50	n/a	n/a
	1/12	MCA11	350	230	185	£28.99	£12.00	£7.50
		MCA12	420	300	170	£44.50	n/a	n/a
Note F1	1/18 straight	MCA13	300	150	125	£24.99	£8.20	£5.50
	Long 1/18	MCA14	350	230	110	£29.99	£16.00	£10.00
	Twist 1/16	MCA15	350	120	150	£29.99	n/a	n/a
	Corgi steam	MCA16	300	150	120	£23.50	£8.20	£5.50
	Corgi tractor trailer	MCA17	450	120	150	£29.99	n/a	n/a
Cars	Franklin/Darbury	MFD1	200	130	120	£20.50	£6.00	£4.00
	Franklin/Darbury	MFD2	300	130	120	£22.99	£7.70	£4.50
	Franklin/Darbury	MFD3	300	150	120	£24.99	£9.20	£5.50
	Franklin/Darbury	MFD4	350	230	140	£38.99	£18.20	£9.50

Suggested Use		Case No	Length	Breadth	Height	Birds Eye Rose-wood veneer RRP	Birds Eye Rose-wood veneer RRP
Trucks	1/50 mg	MTR1	400	100	150	£26.99	n/a
	1/24 Tractor	MTR2	450	200	200	£33.99	n/a
	1/24 Tractor and trailer	MTR3	760	200	200	£31.99	£30.50 (£18.00)
	1/24 Tractor and trailer	MTR4	915	200	200	£36.99	n/a
Motocycles	Simpie 1/10 and 1/12	MMC1	240	130	140	£26.99	£8.50 (£4.00)
	Double 1/12	MMC2	360	130	140	£22.99	£9.50 (£5.50)
	Three 1/10 and 1/12	MMC3	350	350	140	£39.99	n/a
	1/24	MMC4	135	115	140	n/a	n/a
	Double 1/24	MMC5	170	135	140	n/a	n/a
Military 1/35	Kubelwagen truck	MML1	260	180	120	£22.99	n/a
	Standard base	MML2	250	250	140	£27.99	n/a
	Standard base 2	MML3	350	170	140	£29.99	n/a
	Large base	MML4	350	350	190	£42.99	n/a
	Transporter case	MML5	650	250	200	£33.99	n/a
Aircraft	Single engine 1/72	MAC1	200	200	120	£22.99	£8.20 (£4.75)
	Single 1/72 jet twin	MAC2	300	300	120	£28.99	£9.00 (£5.50)
	1/48 WWI biplane	MAC3	350	360	150	£35.99	n/a
Naval	1/700 Single ship ahead	MNA1	450	120	190	£11.99	£11.00 (£5.50)
	1/700 Single ship (Rep)	MNA2	450	190	190	£7.99	n/a
	1/700 Double deg	MNA3	500	390	190	£55.99	£38.50 (£22.50)
	1/500 museum	MNA4	760	200	220	£11.99	£30.50 (£16.00)
Trans.	00 small	MTR1A	230	100	95	£16.99	£5.00 (£3.00)
	00 large	MTR2A	400	120	95	£26.99	n/a
	0 small	MTR3A	450	150	150	£13.99	£13.70 (£8.00)
	0 medium	MTR4A	600	150	150	£7.99	£18.20 (£10.75)
	0 large	MTR5A	760	150	150	£41.99	n/a



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Wrighty's References

RAF Bomber Operational Training Units in W.W.II

No. 14 Bomber OTU

Codes

AM 40/45
GL 40/45
VB 40/45

No. 185 Squadron, Group Pool for Hampden bombers was used to form No. 14 OTU at Cottesmore in April 1940 with an establishment of 32 Hampdens, 16 Herefords and 24 Ansons provided the complete training of bomber crews for Hampden operations.

Woolfox Lodge was used as a rough landing ground, from the beginning until August 1941 when Saltby became the satellite.

Training continued and Hampdens took part in some raids during 1942, but in August 1943 the complete unit transferred to Market Harborough to operate Wellingtons with a backup of Ansons and Oxfords. A new satellite was established at Husbands Bosworth until June 1944 when the part of No. 14 OTU based there was renamed No. 85 OTU.

The main unit now became a 3/4 OTU still using Wellingtons. It was No. 1683 bomber defence flight that provided the fighter attack experience now, the unit continued in this fashion until disbanded in June 1945.

No. 15 Bomber OTU

Codes

BO
FH 40/44
KK 40/44

No. 75 and 148 Squadrons (No. 6 Group Pool) were used to form 16 OTU in April 1940 at Harwell with Wellingtons both day and night. A satellite at Hampstead Norris was taken on in August 1940.

Also a ferrying flight was incorporated into this OTU to fly Wellingtons to the Desert and Mediterranean via Gibraltar, this began in May 1941.

In July another satellite Mount Farm was taken over as Harwell closed for new runways to be laid. A & B flights were based here, whilst the ferry flight went to Hampstead Norris, Harwell re-opened in November 1941 and Mount Farm was evacuated. In 1942 a few operations were carried out with Bomber Command and ferry operations to the Mediterranean continued as delivery flights were stepped up to support the Desert war.



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In August 1942 Grove was intended to replace Hampstead Norris but after early use was found unsuitable so only the associated Gunnery Flight tended to use Hampstead Norris. In December 1943 the unit was upgraded to Wellington Xs, but soon after in March 1944 the unit requirement had declined and it disbanded, however the 35 Mk X Wellingtons were transferred to No. 21 OTU at Moreton in Marsh.

No. 16 Bomber OTU

Codes

GA 42/45
JS 40/45
XG 40/44

No. 7 & 76 Squadrons which were No. 5 Group Pool were formed in April 1940 into No. 16 OTU at Upper Heyford equipped with Hampdens, Ansons and associated aircraft, in July 1940 Croughton Brackley was taken on as a satellite and in the same month Herefords were added.

The unit trained crews for Hampdens and had the following establishment; Hampdens (45), Oxfords (12) and Ansons (13), Hampdens replaced the Herefords in April 1941.

Barford ST John became a replacement satellite in April 1942 and use was made of Hinton in Hedges from July 1942 when Barford St John was to be improved. From April 1942 Wellingtons arrived to replace the Hampdens and for a while both types were used. In December 1942 Barford St John re-opened for Wellingtons and Hinton was finally evacuated in March 1943.

In March 1943 the unit operated Wellingtons (59) and Ansons and the Gunnery Flight and associated aircraft. The main training continued with later marks of Wellington replacing the earlier as time progressed, they took part in leaflet dropping and minor raids until disbandment in December 1944.

However immediately the 1655 Flight Mosquito Conversion unit moved into the parent station and satellite with Mosquitoes and Oxfords and was renamed 16 OTU, they trained bomber crews for No. 8 Pathfinder Group until the war's end and then into peacetime.

No. 17 Bomber OTU

Codes

WJ 40/45
JG 40/44
AY 40/45

Formed in April 1940 at Upwood with Blenheim Is and IVs from No. 35 & 90 Squadrons (the No. 2 Group Pool) to share training duties of Blenheim crews with No. 13 OTU.

From late 1940 Polebrook was used as a satellite. A few Bostons were added in 1941 for a period. A second satellite Molesworth was taken in February 1942 and used till March 1943, when Polebrook was evacuated in favour of Worboys.



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As training continued Steeple Morden joined as second satellite in January 1943, but by May 1943 both this base and Worboys were vacated.

In April 1943 the unit transferred to re-equip with Wellingtons using Silverstone as the parent station and Turweston from June 1943 as satellite. The unit establishment was 54 Mk.III and Mk. X Wellingtons with associated Anson, Lysander and Martinets, training was carried out and some minor operations including leaflet dropping were undertaken. The unit continued into peacetime, finally closing Turweston in September 1945 and Silverstone in November 1945.

No. 18 Bomber OTU

Codes

WB

LD

Formed in March 1940 at Hucknall with 31 Battle aircraft for training Polish aircrew, but soon moved in June 1940 to a new parent station at Bramcote, where the unit was to concentrate on Wellingtons.

In February 1942 a detachment was sent to Thurleigh until June 1942 when it returned to Bramcote.

Also in February 1942 Bitteswell became a satellite station, also part of the unit used Finningley until Nuneaton was made available in February 1943 as the second satellite. By March 1943 the complete unit moved out of Bramcote to Finningley to replace No. 25 OTU that had disbanded.

Nuneaton (March 1943) and Bitteswell (June 1943) were disposed of and a new satellite Bircotes was taken on in August 1943.

Training Polish crews for Wellingtons was still the order of the day in late 1943. Bircotes was not really suitable for the programme and in November 1943 Worksop joined as first satellite. When Finningley closed for runway repairs both satellites took the strain.

By May 1944 Finningley re-opened and the main unit moved back in, with Doncaster taking over as a satellite from June 1944 from Worksop, this base housed the affiliation flights of Tomahawks, Oxfords and Martinets.

The unit gradually ran down towards the end of 1944 and disbanded in January 1945. Its successor being the Bomber Command Instructors School.

No. 19 Bomber OTU

Codes

UO 42/45

XF 40/45

ZV 40/43



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Formed in May 1940 at Kinloss for night bomber training with Whitleys and associated Ansons. In April 1941 Forres was taken on as a satellite, at about this time the early Whitleys were replaced by later models.

In August 1941 Dalcross was used for a short time to complete night flying training.

Some operations were carried out in 1942 and Brackla was used as a RLG for the Whitleys until April 1944, the satellite Forret was finally evacuated in October 1944, towards the wars end Wellingtons equipped the unit and it ran down until final disbandment in June 1945, when Kinloss the base throughout was passed to Coastal Command for No. 6 (C) OTU.

No. 20 Bomber OTU

Codes

JM	40/45
XL	40/45
ZT	40/43
YR	40/45
MK	44/45

Formed at Lossiemouth in May 1940 with Wellington and Ansons for night bomber training, elderly Wellingtons were used and only slowly replaced with later models, from June 1940 Elgin was used as the satellite.

In November 1941 due to airfield problems at Lossiemouth the unit took its Wellingtons to Lakenheath until January 1942. Early in 1942 the Lossiemouth runways were installed and the unit moved back in, still using Elgin, the associated flight aircraft were based there.

Some operations were carried out in 1942, newer Wellingtons were gradually being delivered, in June 1943 Milltown was also taken on as another satellite until January 1944, this helped when in late 1944 Elgins worn runways cancelled operations. By January 1944 the unit left, but used Milltown again in February 1945 when Lossiemouths runways were under repair, the training continued and wound down at the wars end Elgin closed in June 1945 and Lossiemouth in July 1945 when 20 OTU disbanded.

Alan