



# "STICKY FINGERS"

## IPMS HORNCHURCH - NEWSLETTER



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### Dave's "Divulgence"

Dear Members

For those of you who missed "Trucks 'n' Tracks" have missed quite a lot i.e. bargains galore. Every trader there gave 10 - 20% off all kits. I spent £140 and came away with at least £180 worth of stuff.

There were so many new kits for the AFV builder that you did not know which way to turn. The latest kit from Tamiya was the German Famo Halftrack, priced at £55 but some traders were selling it for £48. I got lucky by getting the 1/35<sup>th</sup> scale motorised Centurion tank by Academy, which is a copy of the old Tamiya kit for just £13.

When we were about to leave the show at about 3:30 p.m. we noticed a familiar face. When I went back to make sure who it was I was gobsmacked to see that it was none other than Vic Reeves from "Shooting Stars", it seems unreal that a madcap comedian like him could have such a hobby.

*Dave*

### Peter's "Prattlings"

Dear all

This has been a quiet month on the Internet with the only real excitement being the release of the new B-25 Mitchell from Accurate Miniatures, and as you may have read even this has some problems with fit.

I have however found a very good site dedicated to the W.W.II ace Bud Anderson of P-51 Mustang "Old Crow" fame.

<http://www.cebudanderson.com/>

Recently I have been reading the book "50 Years of Airfix" and it struck me how far this once great company has fallen. At it's peak it was releasing 30-40 new models a year, now we're lucky to see 1 in 3 years. Having said that the company is still releasing their old moulds, which can be a bonus as they come with better decals (i.e. usable or non yellowed) and in some cases beat the collectors price that might be charged, the James Bond gyrocopter or Fairey Rotordyne for example.

Interestingly in the book the best selling models were listed as Spitfire Mk.1, Hurricane Mk.1, Lancaster, Me-109G, Sea King and Mosquito. The first "real" Airfix kit released in 1952 was the "Golden Hind" sailing ship and this is still in production today, not bad going! Despite the Ferguson tractor being the first model it was only a promotional item for Ferguson and was never generally available, hence the estimated price of £1,000 for a copy.

Every so often a debate starts up over why Airfix are not investing in new moulds, for example a 1/48<sup>th</sup> British Aerospace Hawk trainer or English Electric Canberra. As ever someone always asks why the management keep releasing the old junk e.g. Messerschmitt Me-109G or the McDonnell



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Douglas F-4 Phantom, both kits acknowledged to be pretty inaccurate, without investing in new stuff. Of course the answer to the first bit is that they still sell, probably mostly to the junior market who most likely don't notice the poor fit or inaccurate outlines. To them it's an Me-109 or F-4 and that's what matters. In this respect we modellers should be grateful that these cheaper kits are available for the younger modeller to try, as they are the people who in later life will keep up the numbers of the more discernible modellers such as ourselves.

*Peter*

### Ricky's "Ramblings"

#### February's Quiz Answers

- Q1 When Marine ace Major Gregory "Pappy" Boyington was shot down over the Pacific after a fighter sweep, why is it his plane was left undamaged?  
A1 Because it wasn't his plane, he was piloting a borrowed one.
- Q2 In the Royal Navy what was the name for the Grumman Avenger?  
A2 Tarpon
- Q3 Name the three "V" bombers?  
A3 Valiant, Victor and Vulcan
- Q4 Who was the world's first ace (five kills or more)?  
A4 Roland Garros of France in a Morane Saulnier type L
- Q5 Can you fill in the blanks: Fargo, Fagot, Fresco, \_\_\_\_\_, Fishbed, Flogger, Foxbat, \_\_\_\_\_, Foxhound.  
A5 Farmer (Mig 19), Fulcrum (Mig 29)

#### Shading (cont.)

Last month I wrote an article on Pre-shading, I would like to continue with this theme this month but called Post shading. There are many ways of doing this, but this month I want to concentrate on using oils.

Shading involves doing just a part of the model or the whole model dependent upon the effect you wish to achieve.

How you treat your model can either add, or if overdone, detract from the result you want. Start by shading specific areas first then build up from there.

#### Post Shading

Basically the steps to follow are very simple, they are: -

Build and paint your model applying decals and whatever finishing coat you usually use. Putting on a finishing coat actually protects the colour scheme and decals. It also makes it easier to remove the oils if you are not satisfied.



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Use a cotton bud, small piece of cloth or whatever moistened with a thinning agent to remove the oil. It doesn't matter if the finish coat is gloss, semi-gloss or matt although there is some thought that matt varnish lets the oils adhere better.

Choose which colours you want to use for the different areas of the model your shading, or for the panel lines you want to emphasise. Remember that the art of shading is not to hide the base colour but to lighten or darken it dependent on the effect required. I read an article in which the modeller broke down the colours to their respective base colours to find his best colour for shading i.e. orange is red and yellow mixed, sandy is white and yellow therefore on a model with orange and sand colour he used yellow to shade his areas.

Shade the areas, panels etc by using the drybrushing technique. (No comments needed surely) The tip here is not to evenly fade the whole model, but certain areas or parts.

Work on the panel lines highlighting not all lines and not all to the same degree.

If your happy with the effect then let it dry, or if not, try blending the areas together moving from the emphasised areas to faded areas. Experiment with different tools to obtain differing effects.

### ***Did You Know***

That the USN/USMC designation for the Fairchild C – 119F is R4Q-2. Say that a few times but smile as you are saying it.

The Lockheed U-2 was originally flown without an ejector seat. Eventually they were all fitted with ejector seats developed by the Lockheed Company. Initially the seats left a lot to be desired. It was found that the seat would not penetrate through the canopy because the plastic hardened due to the freezing high altitude temperatures. Special spikes were fitted to the tops of the seats to penetrate the canopy.

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

I thought that this month I would include some little gems for our car modelling members. Hopefully I'm not teaching you what you already know.

When building street or custom cars then the chrome parts really make the model. If a part gets scratched or you remove too much to glue it then what can you do. To my knowledge there is no true chrome paint on the market to touch it up.

You could try stripping the chrome off the whole part and replace it with bare metal foil. If the scratch is quite small then try silver paint.

When painting a multicolour paint scheme always paint the lighter colours first then the darker ones. Darker colours will cover lighter colours easier than vice-versa. Sometimes you need to have a sharp definition between the different colours. This means using tape with a sharp edge something that masking tape doesn't have.



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So use the real thing buy striping tape that is used for striping real cars (made by 3M I think).

How do you get realistic lettering on tyres? Do you paint them on with a fine brush, use a stencil or fine decal lettering? Don't forget that you don't want to see the decal outline. First paint the tyre with clear gloss paint, this will give you a better surface for the decal to adhere to and also eliminate "silvering" of the decal. When the clear gloss has dried then apply the decal. Then when the decal has dried paint over the decal with a matt clear paint. This hides the decal edge and improves the look of the tyre.

If you want to replicate worn tyres then the tread must be sanded removing the glossy sheen. Do your sanding before adding any decal lettering.

Last year I included in "Sticky fingers" some of Murphy's Laws applicable to modelling. Well I've come up with another one that goes like this

"If Peter Bagshaw produces a new members list in Sticky Fingers by the next meeting it will be out of date already"

And so it was last month with a new member (welcome Trevor), deleting two members and renaming another. Also one member in conversation mentioned about using the Internet and having an E-mail account which we did not know about. I mentioned some sites that I had been on which he knew nothing about so I E-mailed a few to him. Hopefully another satisfied customer. So if you have access to the Internet and E-mail and haven't let us know then do so.

The outcome of this is that Peter says he will keep the Address list updated so either let him or myself know.

### ***Humour: Israeli Fighter Wing Problems***

Israeli engineers had problems with their new fighter. The aircraft had a tendency to loose its wings at Mach 1.2 speed. The Israeli Aircraft Industries guys tried everything: computer simulations, wind tunnel tests, composite wings, but didn't find a solution for the problem. Finally they decided to visit a Rabbi and ask him for help. The Rabbi listened to them and said, "You have to perforate the wings exactly where they have their weak points". "But, Rabbi," they said, "it will weaken the wing structure". "Do as I've told you!" The Rabbi said. So they did. And it worked! The test pilot didn't have any problems with flying it. The engineers couldn't believe their eyes. They went to the Rabbi again. "Rabbi, how did you know that wing perforation would solve our problems?" "Well," the Rabbi responded, "I don't know much about aircraft engineering, but I know one thing for sure. The toilet paper never tears off along the perforation."

If anyone thinks that precision scale modelling isn't a major international hobby, they should look at the expanding number of magazines, dedicated to scale modelling. Most of these magazines appear on the news stands as well as in the hobby shops and are obvious indicators of a large readership that will support the economics of magazine publishing.



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Without listing all the monthly titles and prices, you can easily check out the racks at your favourite hobby shop or your own reference files to see that this is a big business.

Scale Aviation Modeller, with more descriptive how-to-do-it articles, more profiles, and more colour and Scale Aircraft Modelling with more construction articles, more colour profiles, and more colour references are two of the better ones. And that's just airplanes.

From the U.S. there's Fine Scale Modeller, that covers all aspects of plastic modelling, and Military Modeller and a bunch of magazines devoted to car modelling. There are a number of other glossy magazines dedicated to modelling, some from France and Italy. My greatest wish is that they, or someone, would bring out an English language edition with their excellent how-to-do-it construction articles and great colour reference photos. That would certainly increase their circulation and reduce their costs.

There are other magazines from the Czech Republic, Russia, and Japan that haven't got into distribution, but this really an international hobby.

Then there are the national IPMS magazines. The Belgian production of Kit is one of the best of these.

On the club level, most clubs have a monthly or bi-monthly newsletter. Some have members' critiques of models along with construction and reference articles (as long as the volunteers keep producing.)

All this is just the modelling side. Many of the general aviation magazines include modelling references and certainly modellers are a major part of their circulation. And other aspects of modelling are served with reference material by magazines dedicated to their areas of interest. (Are there any Naval magazines out there?)

Apart from model trains, and possibly radio control modelling, precision scale modellers probably spend more money on magazines than any other hobbyists do. Just another indication of the standing of our hobby.

*Ricky*

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

#### ***Phantoms To Be Scrapped***

Around 30 RAF Phantoms are to be scrapped in the near future as the Ministry of Defence disposes of more of its aircraft. Usually aircraft are put up for tender and sold off to interested parties, but in the case of the Phantom it is still in service with many airforces as a front-line fighter, and may still be in service as late as 2020. This will make it the first fighter to serve for 60 years. In the case of RAF ex-machine agreements with government to government departments decree that aircraft as lethal as the Phantom have to be monitored when put up for disposal. It is hoped that some may go to museums but it's doubtful if any will go into private hands. It's a sad end to what is probably the





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greatest jet fighter of all time. For those of you who are Phantom fans there is a book by Airforces Monthly which tells the story of this great aircraft in past and present service, and up-to-date programmes to keep it flying for many years to come.

### ***Dakotas Gather at North Weald***

Last month I reported on Steven Spielberg's next project about the 101<sup>st</sup> Airborne Division. Well in the near future up to 6 Dakotas are to be based at North Weald for the flying scenes. So if you go to the market on Saturday mornings at North Weald you might be in for a treat. Also as many as 18 Dakotas are to be at the Biggin Hill Air Fair and are booked to fly in mass formation at the show.

### ***Me-109 Flies***

Last December at Santa Monica a 109E took to the air for the first time since 1941. This aircraft was 1 of 4 109Es brought back from Russia a few years ago by Craig Charleston of Colchester. The 109E Werk No. 3579 was selected to be the first to be restored and over the next couple of years it was lovingly restored. It was shipped to Santa Monica where its owner David Price of the Santa Monica Museum waited to finish the restoration and the fitting of its DB601a. What makes this 109E unique is that in 1940 it was assigned to I J/LG2, this unit was operating in conjunction with JG77. A certain Hans-Joachim Marseille joined the unit on August 24<sup>th</sup> he shot down a Spitfire and on September 2<sup>nd</sup> he was flying 109E 3579 coded White 14 when he shot down another Spitfire, but made a wheels up landing receiving 50 percent damage and was taken away for repair and was rebuilt as an E-7. It was eventually sent to Russia and was shot down, until being recovered a few years ago and brought back to England. The next 109 is already under restoration and is being built for a British collector with a first flight in 2001, if all goes well.

### ***New Exhibition at Hendon***

In this the 60<sup>th</sup> anniversary year of the Battle of Britain a new exhibition is to be opened at Hendon in the Battle of Britain Hall in April and will include film and other new exhibits. There is also a new exhibition to be opened at Duxford in time for the September show and will feature a 109E and other artefacts.

### ***Hawker Tempest to Fly***

The project to rebuild Hawker Tempest II MW763/G-TEMP has moved from Sandtoft airfield in Lincolnshire to the former bomber station of Gamston in Nottinghamshire. The aircraft is progressing well with over 80 percent of the aircraft complete. The fitting of its Bristol Centaurus is still to be installed, once it comes back from its overhaul and rebuild. No date has been given for its first flight yet, but it may well be sometime this year.

### ***Airshow Guide April***

- 9<sup>th</sup>            Hurricane Society meet and fly-in - North Weald airfield - 01992 524510  
               Jodel Club fly-in - Popham Airfield Hants - 01256 397733
- 16<sup>th</sup>           Daffodil Rally fly-in - Vintage Aircraft Club Popham Hants  
               Spring fly-in - Compton Abbas Wilts - 01747 811767
- 22 - 24<sup>th</sup>    DB Models day - Shuttleworth Collection Biggleswade - 01767 627288





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- 24<sup>th</sup>      Classic Aircraft fly-in - Middle Wallop Hants - 01980 674461  
            Gaster Flying Meet - North Coats Flying Club Lincs - 01472 388850
- 29<sup>th</sup>      PFA West Lonson Strut fly-in - Brooklands Museum Weybridge Surrey - 01258 830285  
            Fleet Air Arm fly-in - Goodwood Sussex - 01258 830285
- 30<sup>th</sup>      Vintage Piper fly-in - Old Buckenham Norfolk - 01353 663450

*Bob*



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### 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.

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"

### John Lewis

American airman who repeatedly escaped from German prison camps and inspired *The Great Escape*

JOHN LEWIS, who has died in North Carolina aged 84, was an American fighter pilot whose repeated attempts to break out of German prisoner-of-war camps were credited with being an inspiration for the character played by Steve McQueen in the film *The Great Escape*.

Virgil Hilts, the character played by McQueen, was an amalgamation of several different American officers imprisoned in Stalag Luft III, though the film, made in 1963, somewhat exaggerated their exploits. None ever tried to escape on a motorcycle (especially not the British 650cc Triumph featured in the film); nor did Lewis, who spent much time in the "cooler" or solitary confinement, pass the time by playing catch with a baseball.

But he did escape three times, only to be caught, taken back and placed in isolation on each occasion. The fourth time, his bid for freedom succeeded.

Lewis was first taken prisoner in 1943, when his P-39 Bell Air Cobra was shot down over North Africa while he was serving with the US Air Force. He managed to avoid capture for two weeks, darkening his skin with clay and wearing Arab dress. He was only found out when he ran across a German patrol and the wind blew open his robe, revealing his white legs.

Lewis was taken to Stalag Luft III, near Sagan in Upper Silesia. The camp eventually held 10,000 POWs within 59 acres, and had five miles of perimeter fencing.

Lewis arrived at the camp wearing (as did McQueen's character) civilian clothes rather than a uniform, since he had just been sent a jacket by a friend in North Carolina. Like most of the residents of

the camp, Lewis was preoccupied with escape and he quickly discovered a spot in the wire fence not covered by the searchlight. He twice tried to break out under the wire, the second time with a Pole. The pair had to crawl on their stomachs towards the fence, but instead of the two hours they had expected, it took eight to reach the perimeter.

Lewis had made a pair of crude wire-cutters from metal he had torn off the corrugated-iron barracks, and used them to cut through the two fences and a coil of wire between. He then sprinted for the woods, but had to go back to help his friend. But by now it was morning, and the escapees were soon caught.

He was placed on a diet of bread and water and put in solitary confinement, where he used the time to work out further escape plans. He was then brought in front of the camp commandant, Oberst Friedrich von Lindeiner-Wildau, who asked him to give his word that he would not try to escape again.

But before the break-out Lewis had been put on a train bound for another camp. Once aboard, he managed to get onto the roof and to jump off when it slowed down. Being used to living out of doors, Lewis evaded capture for three weeks before being caught and held in Munich, where he was told that if he tried to escape again he would be shot.

Nevertheless, towards the end of the war, Lewis, having made an impression of the necessary key on a bar of soap, escaped from his prison and mingled with a prisoners' working party cleaning up debris from Allied bombing raids.

In the confusion of another raid, he slipped his guards again and, after pausing for a

beer in a café, took a tram to the outskirts of Munich and headed for the Swiss border. At the town of Kempten he met some Frenchmen who were being used as forced labour in a factory. They provided him with a disguise — a Breton striped tee-shirt and a beret. When Lewis then fell ill, he was nursed by a German family.

After leaving them and hiding in woods, he eventually ran into some American troops who were advancing north from Austria. They provided him with cigarettes, chocolate and whisky. "I couldn't sleep that night," he later recalled. "Chocolate bar, take a drink, chocolate

bar, take a drink." Asked why he had kept trying to escape, he replied: "Well, I just wanted to come home."

John Dortch Lewis, always known as "Boaty" (from his mother's babyhood description of him as "you beautiful thing"), was born at Rocky Mount, North Carolina, on November 13 1914.

His father was a salesman, and John grew up and went to school in Goldsboro, North Carolina, later reading English at the state's university. He worked as an insurance

salesman, and then in 1940, feeling that Hitler had to be stopped, travelled north and enlisted in the Royal Canadian Air Force.

He flew Hurricanes in the Battle of Britain, and subsequently took part in the raid on Dieppe in August 1942 in which Canadian forces suffered heavy casualties.

Later that year, his aircraft was hit by enemy fire while over France. He managed to fly it back over the English Channel and crash-landed. He was ordered to stop flying because of his injuries, but

on hearing on the BBC that America was now recruiting pilots, he threw away his walking stick and transferred to the US Air Force.

After the war, he returned to Goldsboro, his job in insurance and his favourite pastime, fishing. He was later consulted about his activities in Stalag Luft III by Paul Brickhill, the author of the book on which *The Great Escape* was based, and by the makers of the film.

He married, in 1948, Carolyn Stenhouse; they had a son and two daughters.



Steve McQueen as Virgil Hilts, modelled on Lewis

through Harry in March 1944.

Only three of the escapees (the Norwegians Peter Bergsland and Jens Møller, and the Dutchman Bob van der Stok) made it to England, while 56 of those recaptured were executed by the Gestapo, among them the escape's organiser, Squadron Leader Roger Bushell (played by Richard Attenborough in the film).

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John Lewis as an airman before his capture

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### OBITUARIES

## Major Herbert 'Warby' Warburton

Army pilot who directed artillery fire in North Africa from a slow and unarmed spotter aircraft

**MAJOR HERBERT "WARBY" WARBURTON**, who has died aged 82, distinguished himself during the Second World War as an Army observation pilot in North Africa, Italy and Burma.

After the Operation Torch landings at Algiers in French North Africa in 1942, "Warby" — a nickname which reflected his warm and colourful personality — was quickly in action spotting artillery with 651 Squadron.

It was a perilous occupation, pottering about over enemy positions in an fragile, unarmed, single-engined Auster that seemed more suited to a flying club than to the hazards of war. Derived from the American Taylorcraft, this light monoplane cruised no faster than 100mph, and was restricted to a range of 250 miles.

As the First Army made its bold but unsuccessful dash for Tunis, there was a constant demand from Air Observation Post (AOP) crews for tactical information. Careless of the risk, Warburton circled enemy positions and directed artillery fire.

Constantly attacked by enemy fighters, he was also highly vulnerable to ground fire. But Warburton became known as "The Artful Dodger", so canny was he in manoeuvring his Auster until German pilots were forced to break off their attacks for lack of fuel.

He was awarded the *Croix de Guerre* in recognition of the operations he had flown in support of the Free French 19 Corps around d'Oum El Abouab, where his courageous observation in the face of enemy fire made possible the destruction of an ammunition dump and artillery battery.

Herbert Bradley Warburton was born at Amersham, Buckinghamshire, on July 26 1918, and educated at Ryemers College, Hull. While still at school he learned to fly with the Hull Flying Club. Afterwards he joined



Warburton: gave dazzling display of evasive flying

the Civil Air Guard and the Blackburn Aircraft Company.

On the outbreak of the Second World War, Warburton enlisted in the Royal Artillery, and in 1940 was commissioned as a second lieutenant in the 52nd Anti-Tank Regiment.

He volunteered as an Air Observation Post pilot. Awarded his Army flying badge in 1942, he was posted in the rank of captain to 651 Squadron. The next year, after the end of the Tunisian campaign, Warburton, by now a flight commander, moved to Sicily and Italy.

Posted home from Italy in 1944, Warburton qualified as a flying instructor at the Central Flying School. The next year he joined No 656, a sister AOP Squadron, taking

part both in its support of the 14th Army in Burma and in Operation Zipper, the liberation of Malaya and Singapore.

Following a brief spell as an instructor at the RAF Staff College, Warburton returned to the Far East, where he commanded 656 Squadron in the messy attempt to help the Dutch recover their East Indies colonies, much against the wishes of the Indonesian people. He was awarded the DFC in 1947.

Amid the chaos and general sense of frustration, Warburton raised spirits by declaring a weekly "Swiss Navy Day", when officers were encouraged to wear caps back to front and to drive their jeeps in reverse.

While sharing an airfield

with a Spitfire squadron, he was piqued by a young RAF pilot who bragged that soldiers flying Austers would stand no chance against a well-handled fighter aircraft.

Warburton challenged the young blood to a dogfight, and in a dazzling display of evasive flying made a complete ass of him in front of spectators from the station. That night he ostentatiously wore his spectacles, and fumbled his way to the bar, where the drinks were on the RAF.

On his way home to be demobilised, Warburton served briefly in Palestine with his former squadron, 651. Back at home, he ran Warby's Wine Store, the family shop, for a while, but fretted to return to the service. His opportunity came with the outbreak of the Korean War, when he was posted to No 1905 AOP Flight.

He returned to Malaya in command of 656 Squadron, where his experience and unconventional command — especially with his flight's Austers — contributed crucially to the defeat of jungle guerrillas. He was appointed MBE.

At much the same time, his Auster floatplane trials off Singapore, which involved take-off runs of up to a mile, indicated his potential as an experimental pilot.

Much of Warburton's operational success was due to his gift for bringing on new pilots. They might find him forbidding at first, but they soon recognised his incomparable experience and innate kindness and generosity of spirit.

Warburton returned home as a major to command No 665 AOP Squadron of the Royal Artillery Air Force at Liverpool, before training in America in 1957 as a helicopter pilot.

Subsequently he joined the Joint Experimental Helicopter Unit at Middle Wallop as a trials pilot, flying Whirlwinds and Sycamores, and became a founder member of

the Army Air Corps. As part of his work with the development of Army helicopters, he helped introduce the troubled Scout helicopter into service.

While second-in-command of the helicopter test squadron at Boscombe Down, he tested an open seated Wallis-Benson auto gyro for altitude, wearing an Irvine jacket, muffler and thick boots. An astonished Boeing 707 pilot called the Wiltshire experimental station and reported he had just passed under a teddy bear flying a curious motorcycle at 11,000 feet.

Warburton also undertook high-risk icing trials with the Wessex helicopter at Fort Churchill, Hudson Bay. He was attached to the Royal Norwegian Air Force to advise on icing trials.

After a spell working on the Lynx helicopter and other projects at Army Aviation HQ, Warburton retired in 1971 as the second-longest serving Army pilot.

But there was no break from helicopters. Warburton immediately joined Ferranti Helicopters as flight operations manager at Gatwick, and held similar posts with British Caledonian and British Airways.

When he finally retired, his career had embraced 42 fixed-wing and 24 rotary types, involving respectively 4,075 and 2,200 hours flying.

Latterly, Warburton enjoyed trout fishing on the Wiltshire Avon, though his activities were restricted by bronchial problems deriving from his time in the desert.

In 1974 he was elected Freeman of the Guild of Air Pilots and Air Navigators, and the next year he received a Ministry of Defence award for his work on the Scout and the invention of the Warby Weight Computer. Warburton was also a Fellow of the Royal Aeronautical Society.

In addition to his wartime medals, he was thrice mentioned in despatches.

He is survived by his wife Joan.



# "STICKY FINGERS"

## IPMS HORNCHURCH - NEWSLETTER

### IPMS Hornchurch Annual Competition 1999/2000

First of all congratulations to Trevor Davis and Brian Laye on their fine models in last months competition and also apologies to Ted Taylor who also had equal votes with Trevor, so we actually had a joint first, it was just as well Peter checked the votes. Next time I'll make sure I bring my glasses.

#### **February Aircraft Voting Results**

Position	Entrant	Entry	Votes
1 <sup>st</sup>	Trevor Davis Ted Taylor	Gloster Meteor F.1 Vought A-7 Corsair	57
2 <sup>nd</sup>	John Hone	Grumman F-14 Tomcat	46
3 <sup>rd</sup>	Steve Smith	Republic F-105 Thunderchief	41
4 <sup>th</sup>	Alan Wright	Sukhoi Su-34	28
5 <sup>th</sup>	Mick Pitts John Bennett	Douglas A-4F Skyhawk Lockheed Neptune	24
	Steve Smith	Messerschmitt Me-163	23
	Bob Ryan	McDonnell Douglas FGR.2 Phantom	22
	Peter Bagshaw	Dassault Ouragon	16
	Mick Pitts	Douglas A-4E Skyhawk	15
	John Bennett	Boeing 727	13
	Peter Bagshaw	Messerschmitt Me-262	8

#### **Wally Arrowsmith Trophy (Aircraft) - Positions**

Mick Pitts	64
Peter Bagshaw	60
John Bennett	58
Ted Taylor	53
Wally Arrowsmith	32
Ian Brown	30
Alan Wright	29
John Hone	28
Paul Bennett	28
Steve Smith	26
Trevor Davis	25
Ron Penn	24
Dave Ryan	22
Bob Ryan	15
Charlie Thompson	10
E Lacey	5
Ken Sparks	5



# "STICKY FINGERS"

## IPMS HORNCHURCH - NEWSLETTER

### *February Miscellaneous Voting Results*

Position	Entrant	Entry	Votes
1 <sup>st</sup>	Brian Lay	Han Solo	100
2 <sup>nd</sup>	Peter Bagshaw	Wallace and Grommit	95
3 <sup>rd</sup>	Ron Newbold	Star Wars STAP	79
4 <sup>th</sup>	Brian Laye	Stormtrooper	71

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

Peter Bagshaw	70
Brian Laye	49
Dave Ryan	44
Mick Pitts	41
Ron Newbold	38
Ken Sparks	26
John Hone	25
Ted Taylor	24
Mark Hogan	19
Steve Hubbard	14
Alan Wright	5
Bob Ryan	5
Chris Brown	5
Ian Brown	5
Steve Smith	5



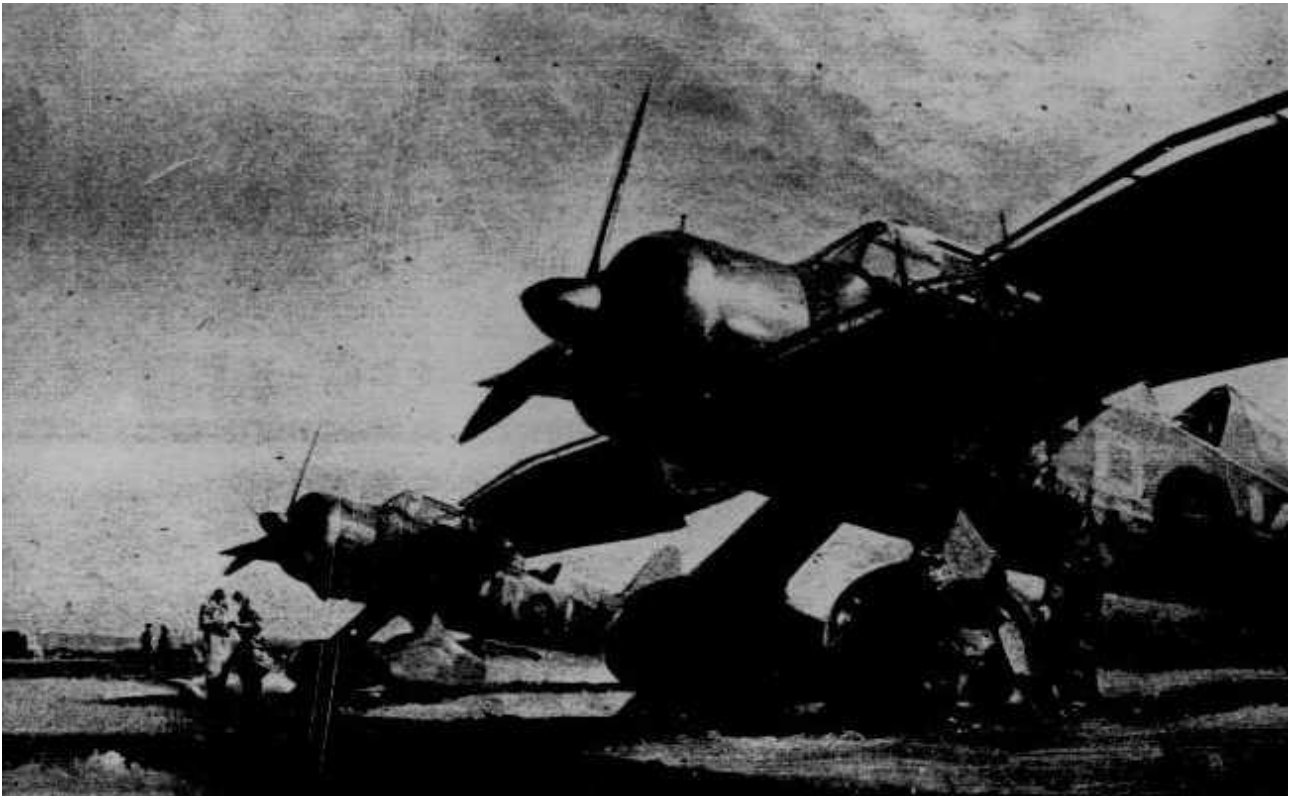


# "STICKY FINGERS"

## IPMS HORNCHURCH - NEWSLETTER

### Wrighty's References

#### *RAF Army Co-operation & Tactical Reconnaissance Squadrons in W.W.II*



#### ***Part 1 - The Westland Lysander***

When W.W.II began the RAF had just 5 Squadrons with their new Lysander Army Co-op aircraft. They also had 2 Auxiliary Squadrons, but these were still using Hawker Hectors. The Lysander units were despatched to France with the BEF. Overwhelmed in action in May 1940, which cost 120 aircraft, this caused rapid withdrawal, where upon the Lysander was used on anti-invasion patrols until the end of the year, then on a range of tasks, but mainly Army exercises. It plodded along in 1941 unlike the German Army, who had the Junkers Ju-87 Stuka supporting them. The usual comparison with the Lysander and the Fieseler Storch (Fi-156), but the true equivalent was the Henschel Hs-126 whose sizes and performances were very similar.

The Lysander became useful for all the odd jobs; it stayed in service alongside the Curtiss Tomahawk and later the North American Mustang for a year after becoming obsolete. We are concerned with only Army Co-op, but it is worth noting the aircraft was also used on Air Sea Rescue, clandestine operations with S.O.E., target towing, observation training and with the Royal Navy on 2<sup>nd</sup> line duties.

The Lysander also served in the Middle East (No. 6 & No. 208 Squadrons), Far East (No. 20 & 28 Squadrons), as well as serving with Egyptian, Tunisian, Irish, Finnish, Portuguese, Free French,



# "STICKY FINGERS"

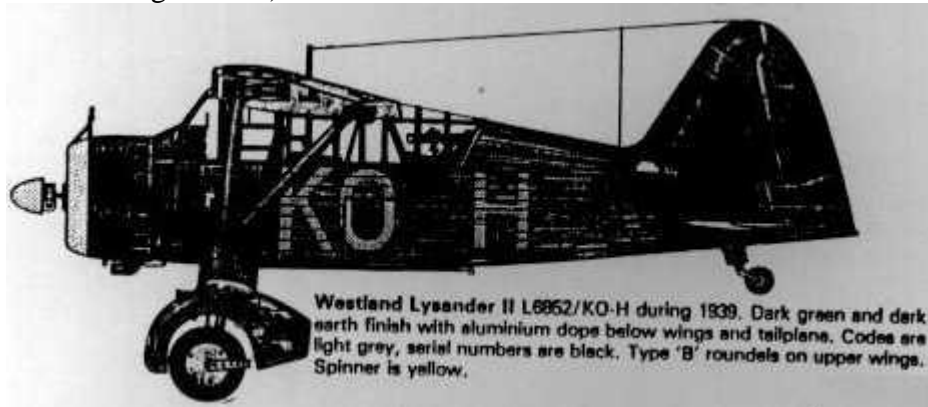
## IPMS HORNCHURCH - NEWSLETTER

Indian and Canadian airforces. No wonder the well loved "Lizzie" is so fondly remembered, not only for its individualistic shape, but as truly a maid of all work at a time when the "chips were down".

A brief history of each Army Co-op Squadrons Lysander operations follow: -

### No. 2 Squadron Sawbridgeworth

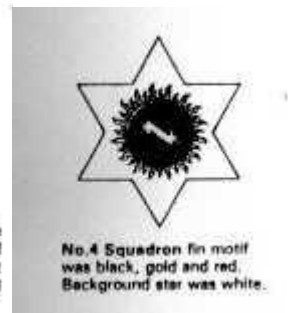
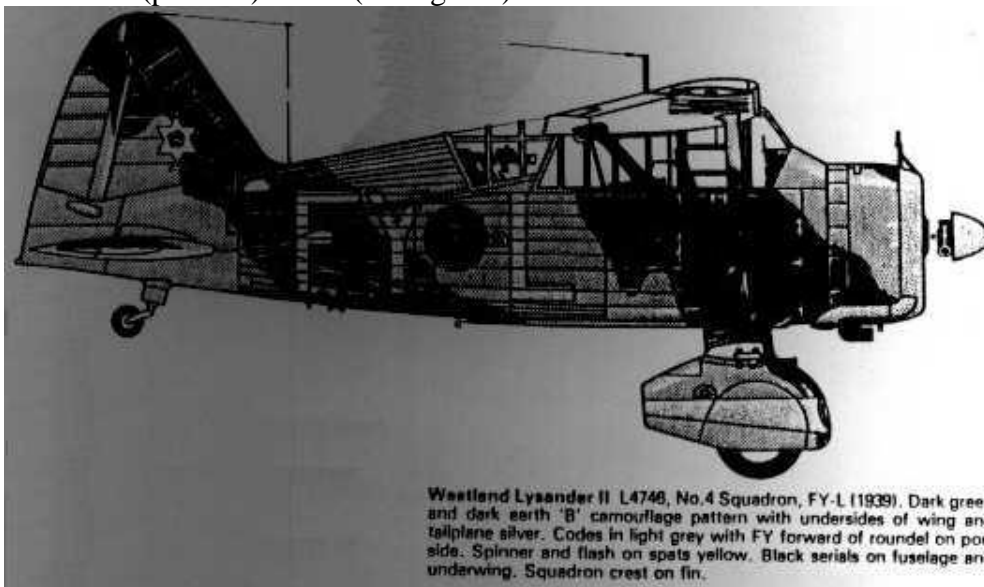
Codes KO (pre and during the war)



Equipped in September 1938 at Hawkinge, in October 1939 it went to France at Abbeville working with the 3<sup>rd</sup> British Division on photo reconnaissance. In the May 1940 German onslaught it was in action for 9 days before returning to England at Lympne from where it supported Dunkirk to the end of the month. Withdrawn in June 1940 to re-equip at Sawbridgeworth, during most of the rest of the next 2 years it was based here, doing anti-invasion patrols on the east coast until November. During 1940 frequent Army exercises were the order of the day until August 1941 when Tomahawks arrived, but due to problems the Lysanders stayed alongside the new aircraft until well into 1942, when the Mustang I had established itself.

### No. 4 Squadron

Codes FY (pre-war) & TV (during war)





# "STICKY FINGERS"

## IPMS HORNCHURCH - NEWSLETTER

Equipped in December 1938 at Odiham in September 1939 it went to France based at Monchy-Lagache, until May 1940 when the German onslaught took place. It then moved to Lillie, where it flew tactical reconnaissance sorties until May 24<sup>th</sup> for the Army, but losses forced a withdrawal back to Ringway. Now virtually non-operational, except for anti-invasion patrols in June 1940 it returned to Army exercises it also formed a detachment at Manston. There they did glider pilot training, mainly based at Clifton, until Lysanders were finally phased out in mid 1942 when the Mustang I came into service.

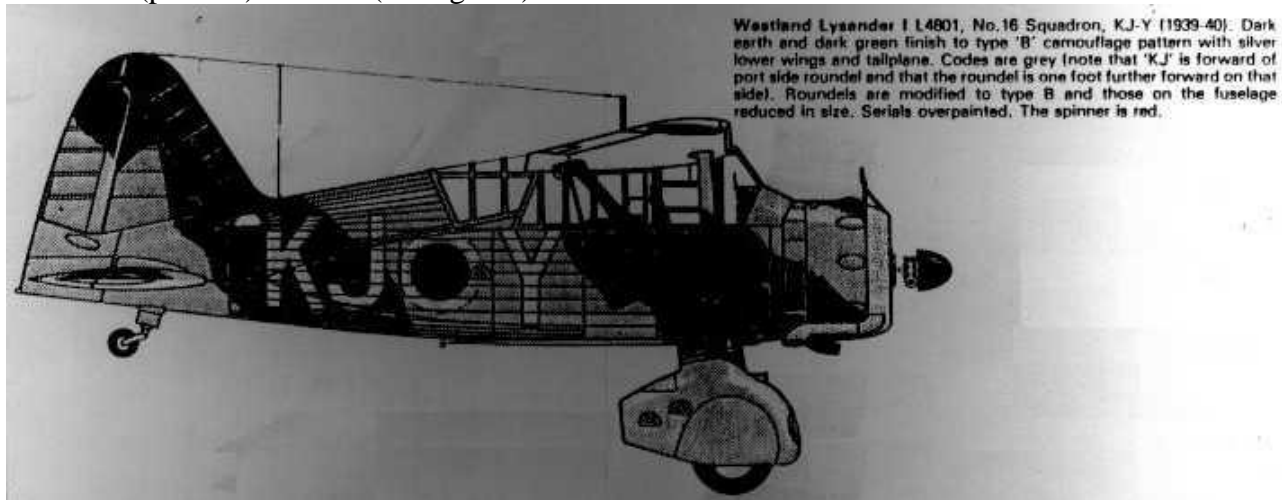
### No. 13 Squadron

Codes AN (pre war) and OO (during war)

Equipped in January 1939 at Odiham, in September 1939 went to France at Mons-en-Chaussee as part of the B.E.F., mapping its local area until the May onslaught, then to Flamicourt, it gradually retreated to Cherbourg flying tactical reconnaissance for the army and at Dunkirk suffering losses accordingly. It returned to Hawarden in late May 1940. Basically non-operational it set up an ASR detachment at Harmswell. It spent the best part of a year at Hooton Park with a detachment in Northern Ireland (which became 231 Squadron in September 1940) on General Duties. All Lysanders were replaced by August 1941 with Blenheims.

### No. 16 Squadron

Codes KJ (pre war) and VG (during war)



Westland Lysander I L4801, No.16 Squadron, KJ-Y (1939-40). Dark earth and dark green finish to type 'B' camouflage pattern with silver lower wings and tailplane. Codes are grey (note that 'KJ' is forward of port side roundel and that the roundel is one foot further forward on that side). Roundels are modified to type B and those on the fuselage reduced in size. Serials overpainted. The spinner is red.

Equipped in June 1938 at Old Sarum, early in the war its crews were used for the B.E.F. in France, the squadron testing sundry other aircraft for the Army Co-operation role. Its Lysanders carried out practice gas spraying with the army. In April 1940 it went to France, where 12 days action in May on Tactical Reconnaissance in the Le Cateau and St-Quentin areas. Losses forced withdrawal to Hawkinge, where it covered Dunkirk. Anti-invasion patrols continued through to April 1941 from various southern England airfields during which time an ASR detachment was set up at Roborough. During the summer of 1941 the unit reverted to Army Co-operation, until the Lysander was formally phased out in July 1942, when the Mustang Is took over.

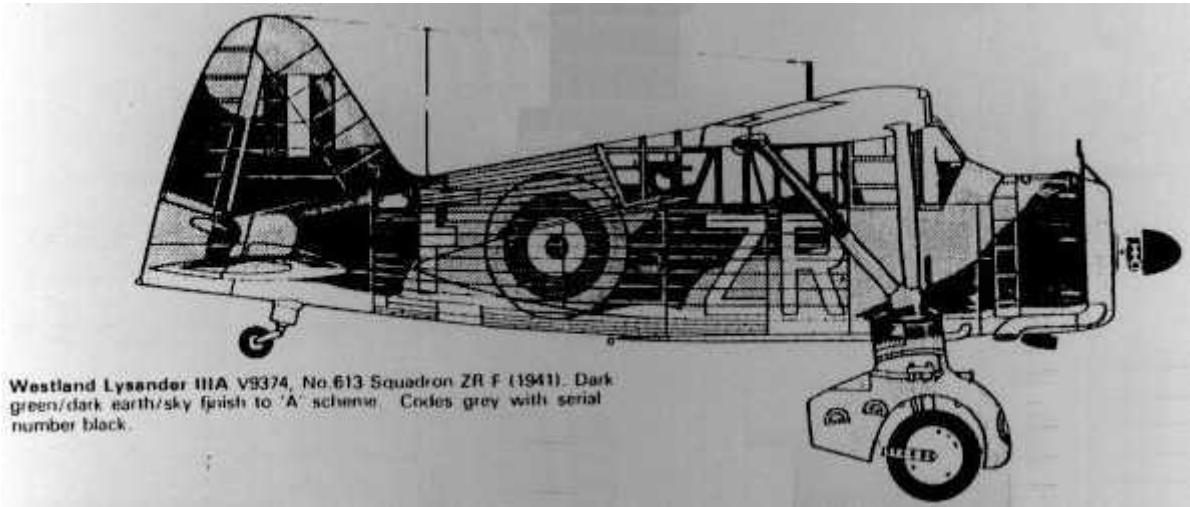
### No. 613 Squadron

Codes ZR



# "STICKY FINGERS"

## IPMS HORNCHURCH - NEWSLETTER



Westland Lysander IIIA V9374, No. 613 Squadron ZR F (1941). Dark green/dark earth/sky finish to 'A' scheme. Codes grey with serial number black.

An RAF Auxiliary Squadron at Odiham with Hawker Hectors at the outbreak of war, Lysanders arrived in April 1940 and both types operated over Calais in May with bombs and dropping supplies from Hawkinge. Stand by was maintained until June 1940, when the squadron then returned to Odiham for Army exercises. Anti-invasion patrols on the East Coast from Doncaster and Netherthorpe follow until November 1940. The Lysanders continued all the Army routines during 1941/42 until replaced by Tomahawks and later Mustang Is, finally leaving in June 1942.

### No. 614 Squadron

Codes YX

An RAF Auxiliary Squadron also at Odiham with Hawker Hectors at the outbreak of war, equipped with Lysanders in November 1939, working up during the spring it was sent to France at Amiens, providing backup and replacement to B.E.F. squadrons in May 1940. Back in the UK the anti-invasion patrols took place in east Scotland from Inverness. "A" Flight was used to become 241 Squadron in March 1940. From November 1940 Army Exercises with the Polish Army in June 1941. An ASR unit was setup from Tangmere in August 1941. Blenheims arrived to take over as Army Co-operation bomber unit.

### No. 26 Squadron

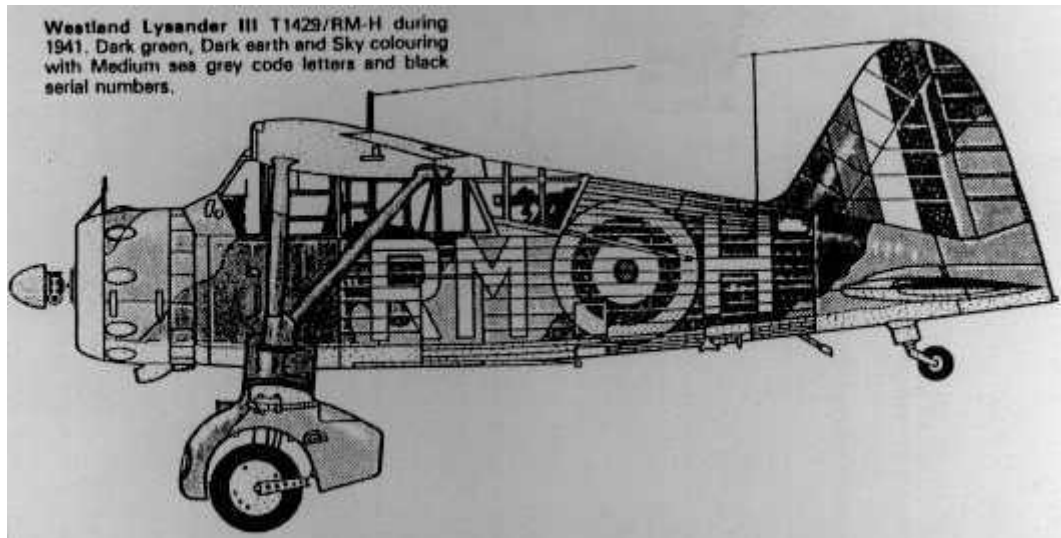
Codes HL (pre war) and RM (during war)





# "STICKY FINGERS"

## IPMS HORNCHURCH - NEWSLETTER



Equipped in February 1939 at Catterick, went to France with the B.E.F. in October 1939 using a number of different bases and operating with the Army, in the May 1940 onslaught it carried out tactical reconnaissance but suffered like the other units to Messerschmitt Me-109s and withdrew to Lympe. Operated over Calais (with 613 Squadron), then did anti-invasion patrols on the South Coast until November 1940. Centred around Gatwick, it was back to Army Exercises, by February 1941 Tomahawks were on hand, but some Lysanders remained until September 1942, before finally allowing the Mustang Is to take over.

### No. 225 Squadron

Codes LX

In October 1939 at Odiham 614 Squadron "B" Flight was reformed into 225 Squadron as wartime expansion took place, at first it acted as a ferry unit flying Lysanders out to France for operational units there. It had a slow work up and began anti-invasion patrols in June 1940, with detachments at many sites to cover the English Channel. Intermixed with Army exercises and an ASR unit at Pembrey. The Lysanders were phased out by June 1942 when Hurricanes and Mustang Is took on the Tactical Reconnaissance role.

### No. 231 Squadron

Codes VM

In July 1940 416 Flight at Aldergrove in Northern Ireland was expanded and renumbered 231 Squadron with Lysander IIs. It flew anti-invasion patrols and also border reconnaissance along the Eire border, but soon moved over to Army exercises from bases in Northern Ireland. In October 1941 it received some Tomahawks but still operated Lysander IIIs alongside until April 1943 when Mustang Is took over the Tactical Reconnaissance role.

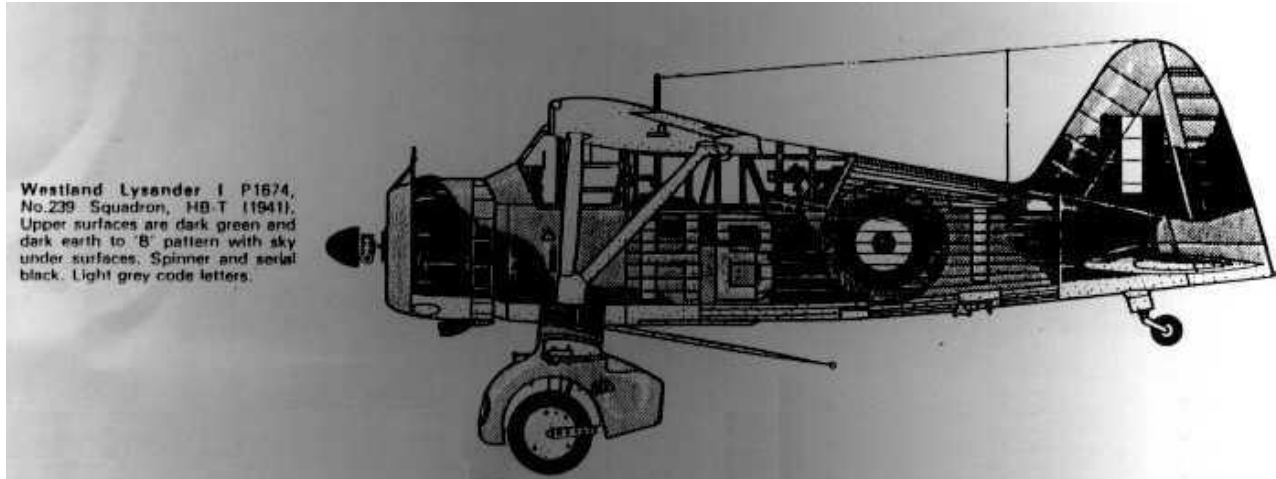


# "STICKY FINGERS"

## IPMS HORNCHURCH - NEWSLETTER

### No. 239 Squadron

Codes HB



Formed in September 1940 at Hatfield from Flights of No. 16 and 225 Squadron with Lysander IIs it expanded to Squadron strength initially doing odd tasks like radar calibration. By the end of the year it operated in the Army Co-operation roles from various bases in the south east centred around Gatwick. In July 1941 some Tomahawks were taken on charge, but Lysander IIIs were used alongside and in the ASR role until January 1942, when Hurricanes were used for Rhubarb patrols.

### No. 241 Squadron

Codes RZ

Formed in September 1940 at Inverness from Flights of No. 4 and 614 Squadrons with Lysander IIs it initially carried out anti-invasion patrols, it was soon working on Army Co-operation in Scotland on various exercises. In April 1941 it moved to Bury St Edmunds and carried out a photo survey of London and established an ASR role amongst other things. In July 1941 Tomahawks arrived, but the Mk. III Lysanders continued alongside them until April 1942 when the Mustang Is had established themselves in the Tactical Reconnaissance role.

### No. 268 Squadron

Codes NM

Formed in September 1940 at Bury St Edmunds from Flights of No. 2 and 26 Squadron with Lysanders. Initially it flew anti-invasion patrols in the south east till well into spring 1941, then Army exercises and radar calibration etc. It also worked alongside Tomahawks from May 1941 and did so until May 1942 when the Mustang Is took over in the Tactical Reconnaissance role.



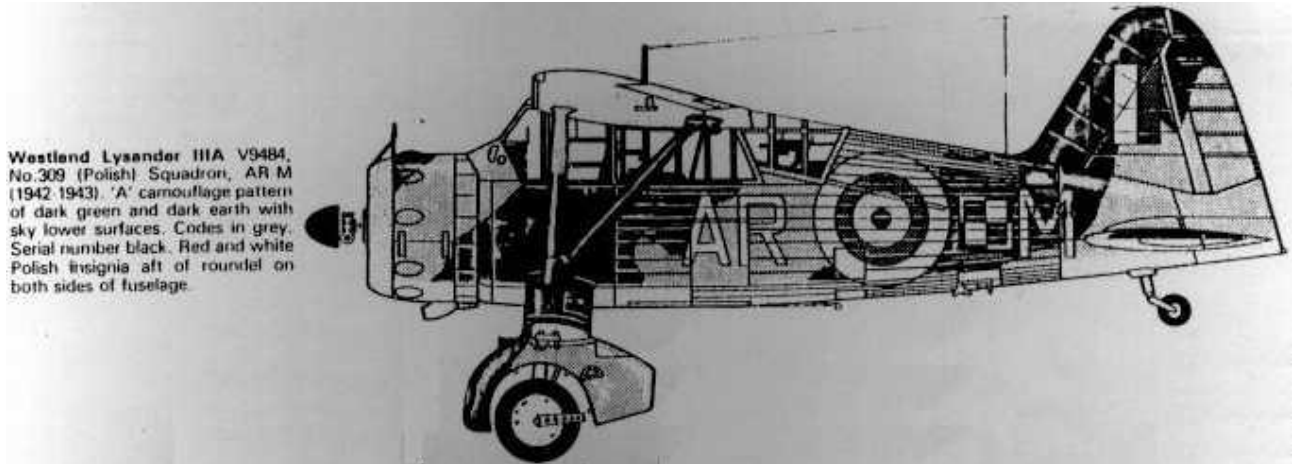


# "STICKY FINGERS"

## IPMS HORNCHURCH - NEWSLETTER

### No. 309 Squadron (Polish)

Codes AR



Westland Lysander IIIA V9484, No.309 (Polish) Squadron, AR M (1942-1943). 'A' camouflage pattern of dark green and dark earth with sky lower surfaces. Codes in grey. Serial number black. Red and white Polish insignia aft of roundel on both sides of fuselage.

Formed in October 1940 at Abbotsinch with Polish personnel, using Mk III Lysanders operating from bases in Scotland such as Renfrew and Dunino. Most of the time they co-operated with the 10<sup>th</sup> Polish Armoured Brigade on exercises etc until August 1942 when the unit converted to Mustang Is.



### No. 400 Squadron (Canadian)

Codes SP

Arrived from Canada in February 1940 as 110 Squadron RCAF. Based at Old Sarum with its Mk II Lysanders. Moving to Odiham in June 1940 it was too late to see action. It then worked in Surrey and Hampshire on Army exercises. In March 1941 it was renumbered 400 Squadron, although in April 1941 Tomahawks arrived, some Mk. III Lysanders remained on the Squadron until December 1941 during the workup period of the new fighters.

### No. 414 Squadron (Canadian)

Codes RU

Formed in August 1941 from RCAF personnel based at Croydon in the Army Co-operation role operating a mix of Lysander IIIs and Tomahawks, mainly in Army exercises. The role was now becoming obsolete and by August 1942 the new Mustang Is took over to make 414 a Tactical Reconnaissance Squadron.

*Alan*