



The
FlakSheet

February 2014

All the News We Make Up to Fit



**Randy Ball's
MiG-17F
(1959 PZL-Mielec Lim-5)
c/n 1C1611, N217SH
Alliance AirShow
10/20/13**



<http://www.ipmsusa.org/>

Membership

IPMS/USA is an organization dedicated to the fun of Scale Modeling. It was started by Jim Sage, of Dallas, Texas, in 1963. There are now branches of IPMS all over the world. Many of our Local Chapters and Regions sponsor Model shows and contests every year. Of course, you needn't be a member to just visit the shows, or attend the clubs.

As part of your IPMS/USA Membership, you will receive **The Modeler's Journal** six times a year. In it you will find stories of interest on subjects such as aircraft, armor, automotive, ships, figures, you name it. You will also find listings of IPMS contests and swap meets, hints and tips, and reviews.

Membership also qualifies you to participate in IPMS/USA sanctioned **Regional Contests**, as well as our World-famous **National Convention**, held each summer. As a member, you'll also be able to access our online Member's Forum where a wide variety of Society and Modeling topics are discussed, and enjoy real-time access to other Modelers for help with questions about Modeling or the Society in general.

In addition, many Hobby Shops around the county offer discounts to IPMS/USA Members. Memberships are available in several packages:

Junior 17 years old or Younger, \$12.00 per year

Adult 1 Year, \$25.00 2 Years \$49.00 3 Years \$73.00

Family Adult Membership plus \$5.00 (Additional Membership cards as requested)

Canada or Mexico \$30.00 per Year

Foreign \$32.00 per Year (Journal via Regular Mail) or \$55.00 per year (Journal via Air Mail)

Payment Information: Payment may be made via Personal Check, Money Order, or Credit Card. Applications using payment via Check or Money Order should be printed upon completion of the registration process, and mailed to:

**IPMS/USA
Dept. H
PO Box 2475
N. Canton, OH 44720-0475**

For any questions or problems with your membership application/renewal, please contact the IPMS/USA Officer Manager, Ms. M.J. Kinney, at manager@ipmsusa.org



The VP's Notes!

February 9, 2014 1:00 pm
Modeling Skills Workshop
Tamiya 1/48 2 ½ Ton Truck Build Session
Irving Garden & Arts Building

Be sure to bring your 2014 and 2015 Club build kits!
A ScaleFest Committee meeting will be held after the build session.

March 9, 2014 1:00 pm
Modeling Skills Workshop
TBD
Irving Garden & Arts Building

If you cleaned up at ModelFiesta in San Antonio, don't forget to display you trophies, real or imagined!
Be sure to bring your 2014 and 2015 Club build kits!

April 13, 2014 1:00 pm
NCT Fundraiser
Irving Senter Park Recreation Center

You know the drill! Bring a lot, sell a lot, buy a lot!

May 11, 2014 1:00 pm
Modeling Skills Workshop
TBD
Irving Garden & Arts Building

Be sure to bring your 2014 and 2015 Club build kits!





JOIN THE RAF

310. Perut' opět

OTEVÍRÁ

Nábor Pilotů !!!



Czech Mate

The Czech RAF Fighter Squadrons

By John Walen



Let's start this article with some brief historical background. With the disintegration of the Austro-Hungarian Empire in 1918, the nation of Czechoslovakia declared its independence. As a new nation, surrounded by potentially adversaries and without access to the ocean, Czechoslovakia's leadership saw the need to build a viable indigenous aircraft industry. So was born the motto "Air is our sea". The Czechoslovak government endeavor to balanced national design and construction with licensing engine and aircraft manufacturing from other nations. Several aircraft and aircraft-engine companies started and thrived in Czechoslovakia during the 1930's.



Official Squadron Badge of No. 1 Squadron RAF
Although difficult to see the center rectangle features the
Czech Lion

The largest of the Czechoslovakian aircraft manufacturers was the Avia Company, a branch of the enormous Skoda Works heavy machinery and military industrial enterprise. Founded in 1919 Avia made entire aircraft; including engines that were usually licensed Hispano-Suiza designs. The main Czechoslovak pursuit plane of the late 1930's was the B-534, which had a total production of 514 aircraft.



The official badge of the No 310 RAF Squadron
We Fight To Rebuild
A Czech Lion with Sword



*(The official badge of the No 68 RAF Squadron
Vzdy Pripraven (Always Ready)
A Czech tawny owl's head*

The Avia B-534 was one of the last biplane fighters in wide operational use, and also considered one of the best ever produced.



*The official badge of the No 312 RAF Squadron
Non Multi Sed Multa (Not Many, but Much)
French Escadrille des Cygelines (Storks)*



*The official badge of the No 313 RAF Squadron
Jeden Jestrab Mnoho Vran Rozhan
(One Hawk Scatters Many Crows)*

The state-controlled Letov aircraft company produced a number of different fighter, bomber, and reconnaissance aircraft. The Letov aircraft produced in the largest number was the S328 series, a multi-role reconnaissance plane of which 445 were built. The entire airframe was welded together, not bolted or riveted.

Aero Vodochody built the Aero A. 101 light bomber for the Czechoslovak Air Force. The bomber was used by Republican Forces during the Spanish Civil War.

On September 30, 1938 the British Prime Minister Neville Chamberlain and the French Prime Minister Eduard Daladier met at Munich with the German Fuhrer Adolf Hitler and the Italian Duce Benito Mussolini. An agreement was reached on Nazi Germany's territorial claims against Czechoslovakia, but no representative of the Czechoslovak Government was present.

In total, Munich and its aftermath – once the Hungarians and Poles had pressed their claims –



Avia B-534 (Airplane-Pictures.net)



Letov S328

resulted in Czechoslovakia losing over a quarter of its territory and about a third of its population. In strategic terms, the most serious loss was the German occupation of the western mountain ranges, which provided the Czechs with a natural protective barrier, together with a line of special fortifications.

In effect, this annexation guaranteed that Czechoslovakia could not effectively defend itself against Germany. Six months later, on March 15, 1939 German troops occupied the rest of the country. Czechoslovak armed forces were ordered to offer no resistance, since any such opposition would have been futile.

In the weeks that followed the occupation, thousands of Czech soldiers and airmen managed to leave Czechoslovakia, most of them escaping to neighboring Poland before sailing to France and joining French military services. Czech airmen were drafted into the Armée de l'Air and, in May 1940, took part in the short-lived Battle of France. The rapid fall of France then led to most Czech airmen escaping to Britain.

On July 2, 1940 the Czech President-in-exile sent a letter to the British Government urging that the Czech airmen be allowed to participate at once in the defense of Britain and that a formal agreement covering the status of Czech military personnel in Britain be concluded as soon as possible. The British Government acted quickly; within a month a Czech fighter squadron and a Czech bomber squadron had been formed.



Letov S328



Aero A.101 Light Bomber



Aero A.101 Light Bomber

The Czechs were desperately eager to fight and they brought invaluable flying experience and an unquenchable hatred of the Germans who were occupying their country. For its part, the Royal Air Force needed as many trained aircrew as it could muster as what was to become known as the Battle of Britain was about to commence.



Fokker F. IX licensed built by Avia as a medium bomber



Fokker F. IX licensed built by Avia as a medium bomber as the F.39



No 310 Squadron Pilots – Battle of Britain



No 310 Squadron Hurricane MK I (Wings Palette website)

The incorporation of the Czechs in the RAFVR (Royal Air Force Volunteer Reserve) and the formation of the Czech squadrons was all part of a process formally recognized in an official agreement between the British Government and the provisional Czechoslovak Government concluded in October 1940.

The agreement confirmed the employment of the Czech airmen with the Royal Air Force, the personnel being members of both the RAFVR and the Czechoslovak Armed Forces, subject to the laws of both forces. The cost of maintaining the Czechoslovak military effort was to be funded by the Czechoslovak Government from credits granted by the British Government.



Dogs were very popular with both Polish and Czech pilots (See November issue of FlakSheet)



No 310 Hurricane Mk I (airwarfare.com)

In line with agreements made with other exiled governments in Britain, it was agreed that the Czechoslovak flag would jointly fly at RAF stations where Czech squadrons were stationed and the Czech Air Force insignia would appear on aircraft assigned to Czech squadrons.

Most of the Czechs who joined the RAF trained at No 6 Operational Training Unit (OTU) before being assigned to one of four Czech RAF squadrons (two fighter and two bomber). These squadrons all had numbers in the 300 range, since RAF practice was that units of Allied personnel who had escaped from Europe should carry numbers in this series: the Czechs were Nos. 310 through 314.

In July 1940, the first Czech fighter squadron No. 310 (Squadron Code NN) was established at RAF Duxford and because of its pilots extensive experience needed only a month to reach operational status at which time it was assigned to 12 Group (Douglas Bader's "Big Wing"). The squadron was equipped with the Hurricane Mk I and fought in the Battle of Britain claiming 38 victories during the battle. The squadron's first engagement with the enemy came on August 26. The Czechs claimed two Dornier Do 17s and one Messerschmitt Bf 110 destroyed, but two Hurricanes were lost and another two were damaged. The unit's commander Squadron Leader George Blackwood wrote about this clash: *"Then I saw how Czechoslovakian airmen can fight. There was no need of commands by radio; they dashed at Germans without abashment. Excepting the fact that I have been shot down in this fight, I was absolutely content with the result of the first encounter"*.



No 312 Squadron Hurricane MK I (airwarfare.com)



No 310 Squadron Spitfire Mk IXc (Eduard internet store)

Here's a point of interest concerning the Battle of Britain - no less than one-fifth of the 2,927 RAF pilot's taking part in the battle were not British. There were many from the Commonwealth nations, including 101 New Zealanders and 94 Canadians. There were 147 Poles, 87 Czechs, 29 Belgians, 14 Frenchmen, 10 Irishmen, seven Americans, and even a Palestinian. Of the top ten scoring RAF pilots during the battle (achieving 14 or more victories), one was Czech, one was Polish, one was Australian and two were New Zealanders.

During 1941 No 310 Squadron began offensive operations flying sweeps over the English Channel providing bomber escorts and conducting intruder missions. It re-equipped with the Hurricane II in March 1941. In July 1941 the squadron moved to RAF Dyce, Scotland, to rest and re-equip with the Spitfire Mk IIa and Vb in October 1941.

The squadron returned to operations in December 1941 in Cornwall in the west of England. In July 1942 the squadron was re-equipped with the Spitfire Mk Vc and in July 1943 became one of the few squadrons to fly the high-altitude Spitfire Mk VI. In 1944, the squadron re-equipped with the Spitfire IX and became a fighter-bomber unit with No 134 Wing, flying ground attack missions during the Normandy landings. The squadron then spent the rest of the war flying armed reconnaissance missions along the Dutch and Belgian coasts.

In August 1945 the squadron moved to Prague to become part of the new Czechoslovak Air Force. It officially disbanded as an RAF squadron in 15 February 1946.

In August 1940, a second Czech fighter squadron, No 312 Squadron (Squadron Code DU), was formed at RAF Duxford. It reached operational status in October 1940, was also equipped with the Hurricane Mk I, and participated in the Battle of Britain. The squadron was re-equipped the Hurricane Ia in May 1941, and the Spitfires IIa in October 1941. It operated Spitfires from the west of England during 1942 mainly providing coastal patrols and shipping reconnaissance flights.



Spitfire Mk IXe LF (Eduard internet store)



No 312 Squadron Mk IXc

Among other major operations, it flew cover for the Operation Jubilee raid on Dieppe in 1942, losing one aircraft. In September 1943 it joined the 2nd Tactical Air Force as a fighter-bomber squadron with the Spitfire IX.

The squadron operated over France softening up targets in preparation for the invasion and then supporting the landings. In July 1944 the squadron moved to RAF Coltshall and operated daytime bomber escort flight over continental Europe. Following the end of the war the squadron moved to Prague in August 1945 before being disbanded on transfer to the Czechoslovak air force in February 1946.

In May 1941 the third Czech fighter squadron, No 313 Squadron (Squadron Code RY), was formed at RAF Catterick. It was equipped with Spitfires from the outset and remained so throughout its service history. It became part of No 11 Group at RAF Hornchurch in December 1941 and flew bomber escort and intruder missions over Western Europe. In June 1943 it became part of 2nd Tactical Air Force and began to take part in operations culminating in the Invasion of France in June 1944.

The squadron moved back to Scotland, the Orkneys, in July 1944 where it provided air defense for the Home Fleet at Scapa Flow. It returned to East Anglia in October where it undertook escort duties for daylight



No 313 Squadron Spitfire Mk Vb (expats.com)



No 312 Squadron Spitfire Mk IXc (Airfix internet website)

bombing missions as well as beginning ground attack operations over the Low Countries. Following the end of the war, 313 Squadron flew to Czechoslovakia in August 1945 where it was incorporated into the new Czech Air Force, disbanding as a RAF unit February 1946.

In February 1944, the three Czech fighter squadrons - now all operating Spitfires - were assembled into the "Czech Wing," No 132 Wing of the Second Tactical Air Force (2nd TAF). The three squadrons largely conducted joint missions until the end of the war. While most Czech pilots served in these three squadrons, about 100 other pilots served in other RAF squadrons.



Flight Lieutenant Karel Kuttelwascher



No 68 Squadron (Czech Flight) Beaufighter (multiweb.cz)

Most notably, following its formation into a night-fighter unit in January 1941, No 68 Squadron - which flew Blenheim and then Beaufighter night fighters - received a high number of Czechs throughout the war. Another RAF squadron that many Czechs were assigned to was the legendary No 1 Squadron with whom a total of 31 Czechs flew Hurricanes during the early war years, including the night-intruder ace Karel Kuttelwascher.

In the course of the war, the three Czech fighter squadrons were credited with 68 enemy aircraft destroyed and 37 probables. The "Czech Flight" of the night-fighting No 68 Squadron flew 1,905 missions and was credited with 18 and a half enemy aircraft destroyed plus five probable.

During service with other RAF squadrons, individual Czechoslovak pilots were credited with a total of 69 enemy aircraft destroyed plus 14 probables.

The two most successful Czech fighter pilots were Karel Kuttelwascher with 18 victories at No 1 Squadron and Josef Frantisek with 17 victories at the Polish 303 Squadron.



Sargent Josef Fantisek



No. 311 Squadron Liberator GR. Mark V



No. 311 Squadron Liberator GR. Mark V

Neither man served in one of the three Czech squadrons during the war and notably achieved virtually all their kills while flying on their own, one by night, the other by day.

Czechoslovak airmen served in a variety of other roles in the RAF, especially Transport Command, but also Ferry Command, photo reconnaissance, air-sea rescue, and No 138 Special Squadron dropping agents into enemy territory including occupied Czechoslovakia. Approximately 2,000 Czech airmen served in the RAF during the war...480 were killed; 273 of those lost served in the one Czech bomber Squadron (No 311 Squadron – which flew the Vickers Wellington and then the Consolidated B-24). At the end of the war, there were some 1,500 Czechoslovaks still serving in the RAF.

In February 1948, Communists staged a political coup in Czechoslovakia and took over control of the government and military. As far as the new regime was concerned, anyone who fought with the western allies was at best suspect and at worst a traitor. Within days of the coup, many former Czechs who served in the RAF were arrested and tried.



Change-Over Ceremony Prague 1945



No. 311 Squadron Liberator GR. Mark V aircrew and their dog at Beaulieu Airfield (Imperial War Museum)

Many other airmen were dismissed from the Czech Air Force. For the next 40 years, their achievements were virtually unknown in their own country. It was not until the “Velvet Revolution” of 1989 that official recognition was given to these men. But by then many of them had passed and those still alive were in their 70’s and 80’s. Overnight everyone in their country wanted to hear their stories, so the uniforms and medals came out and their stories told.

Czech RAF Links on the Web

These two links get you to an excellent WWII RAF color movie on the Czech fighter squadrons. I have never seen this movie before and it contains some of the best wartime images I’ve seen of Spitfires.

Czech Pilots in RAF Service – Part 1:

<http://www.youtube.com/watch?v=mFUt5GB1Jrc>

Czech Pilots in RAF Service – Part II:

<http://www.youtube.com/watch?v=BwCrK1p4P48>

“Dark Blue World” Links...After the “Battle of Britain” this is my favorite RAF Movie. The story centers around the friendship of two Czech pilots and the men in one of the Czech RAF squadrons.

Directed by Academy Award winning director Jon Sverak the movie has some phenomenal flying sequences. The movie is available on Amazon as a download and DVD, but make sure you order the Region 1 and English language version.

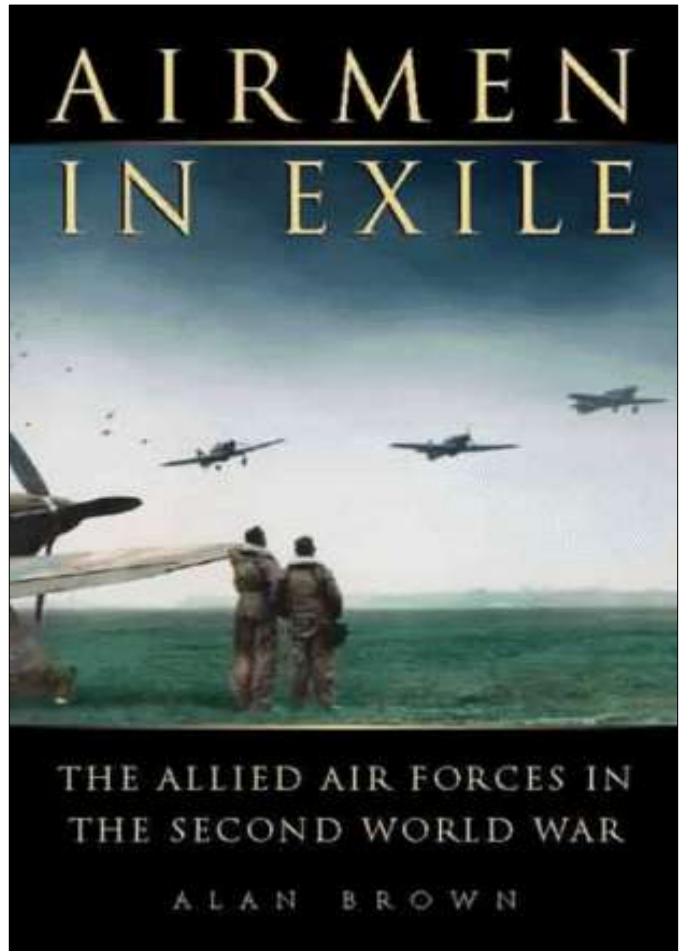
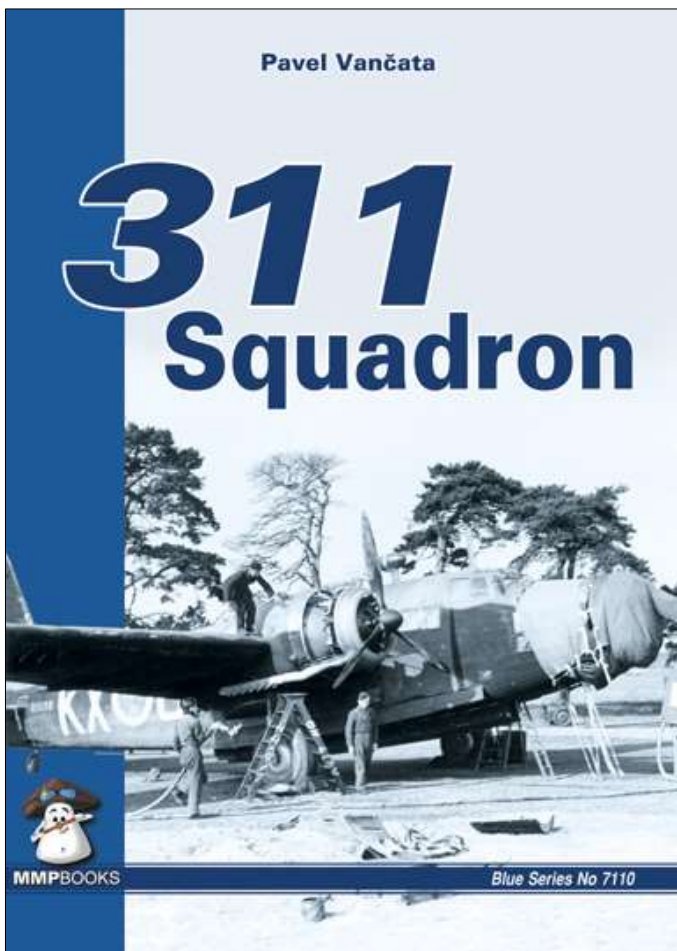
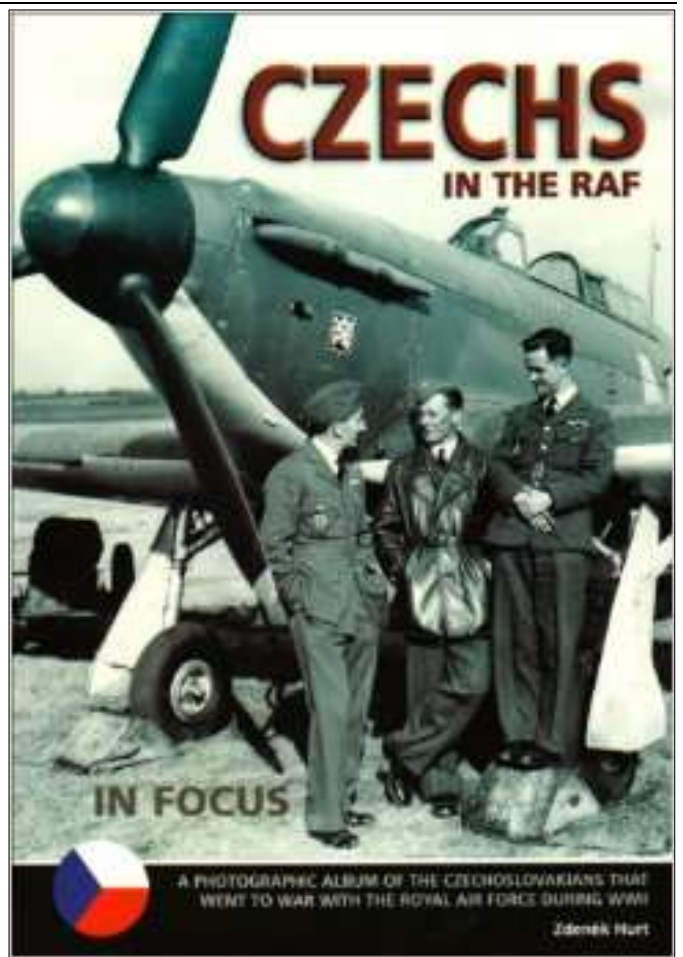
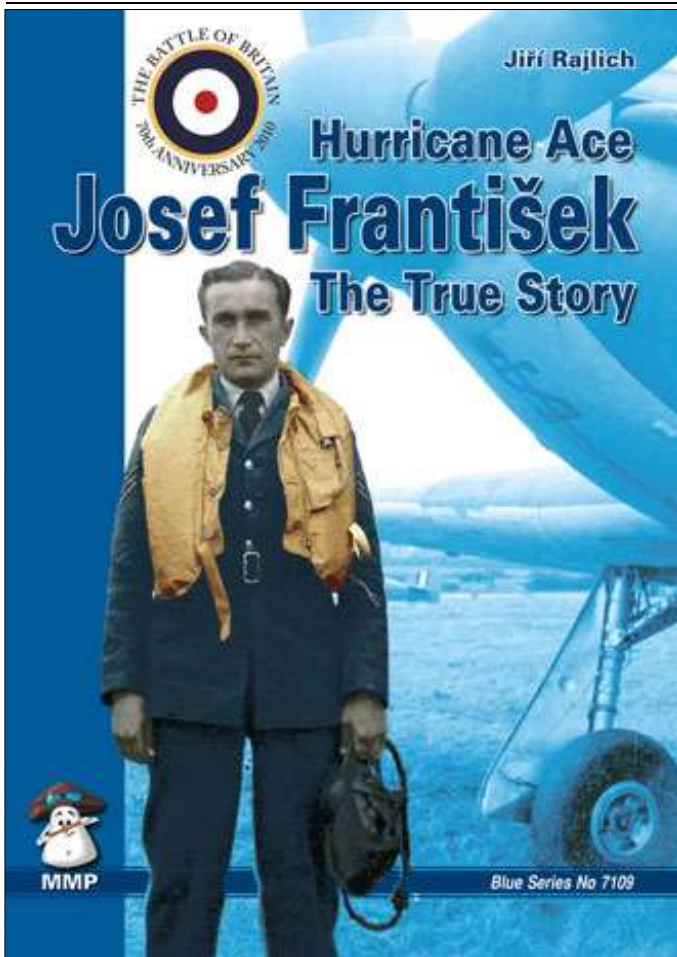
Link 1:

<http://www.youtube.com/watch?v=3GkOljwa1j0>

Link 2:

<http://www.youtube.com/watch?v=TKjR1V-Dg14>

Best “Pilots” Commercial...easily beats the Super Bowl commercials...check it out:



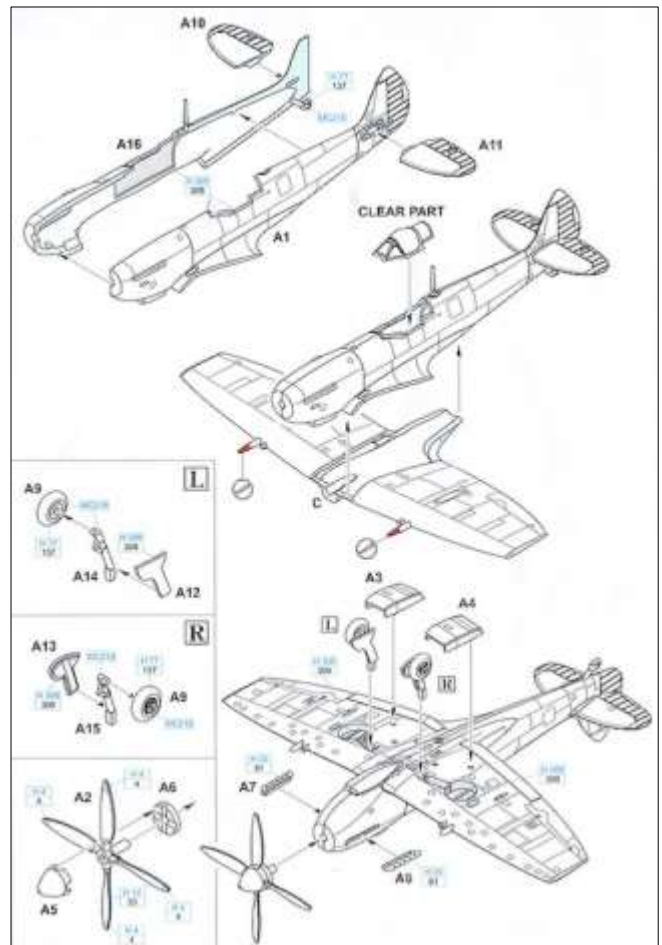
A FIGHTER PILOT'S CALL TO ARMS

Defending Britain and France
Against the Luftwaffe 1940-42

Stanislav Fejfar
Edited by Norman Franks
with Simon Muggleton



Eduard 1/144 Spitfire Mk IXe



Walen's

Kit Pick of the Month Eduard 1/48 Avia B.534

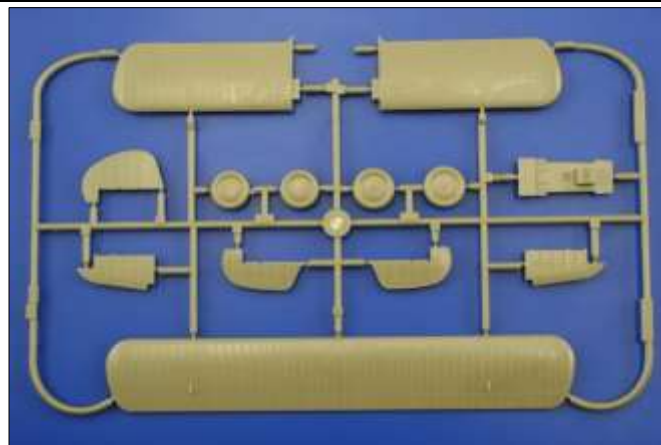


In 1932, the Czechoslovak aircraft company flew a first prototype of a single-engined fighter biplane, the Avia B-34, designed by František Novotný. After modification, the Czechoslovak Ministry of Defence placed an order for B-34s.

A second prototype, the Avia B-34/2, was built, which was intended to be powered by a 600 horsepower (450 kW) Avia Rr 29 radial engine instead of the Hispano-Suiza 12N V12 engine of the first prototype and the initial production series. This engine proved prone to overheating and vibration, however, and it was decided to re-engine the B.34/2 before it flew, fitting it with a Hispano-Suiza 12Ybrs V12 engine

The Avia B-34/2 made its maiden flight on 25 May 1933. The prototype was sent for testing in September and was redesignated as **B-534.1**. On 10 September, the B-534 was displayed to the public for the first time at an Army Air Day. It was to compete against the Praga E-44 and Letov Š-231.

A second prototype, the B-534/2 was completed in September 1933. It differed from the first prototype in having an enclosed cockpit, a revised tail and undercarriage.



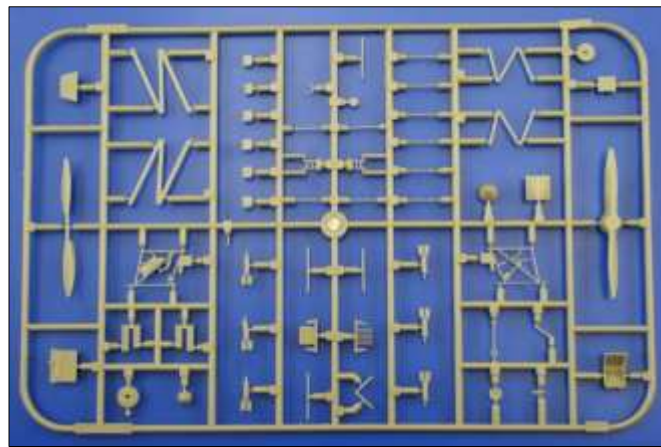
On 14 April 1934 test pilot Václav Kočí successfully gained a Czechoslovak national speed record of 365.7 kilometres per hour (227.2 mph).

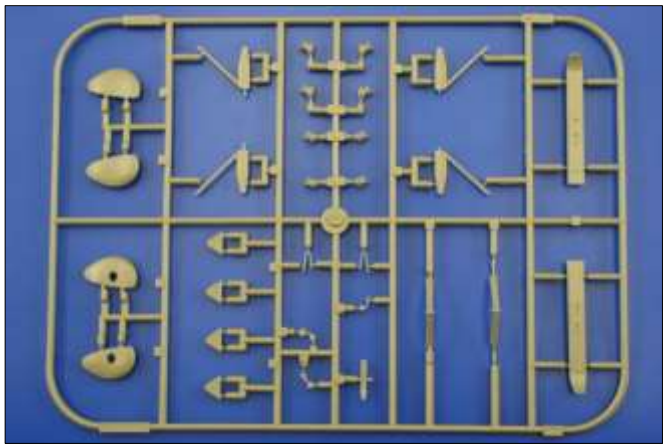
Additional testing followed and an initial order for thirty-four aircraft for the Czechoslovak Air Force, soon increasing to 147, was placed on 17 July 1934. At that time, the Avia B-534 was well ahead of its contemporaries.

The United Kingdom was still dependent on Hawker Furies, with the first Gloster Gladiators were being produced at this time. The Soviet Union was placing its hope on its Polikarpov aircraft designs. The United States was still using descendants of the Curtiss Hawk series, with the next generation monoplanes Seversky's P-35 and Curtiss' P-36 just about to fly as prototypes.

The Avia B-534 was designed as a single-engine biplane fighter with a license-built Hispano-Suiza inline powerplant, and fixed landing gear. The air forces of the 1930s were reluctant to abandon the maneuverability and climb rates of biplanes for the speed of monoplanes, even in the face of new and better technology.

The success of the Soviet pilots with biplanes may have contributed to this reluctance; they were known to strip their aircraft of sliding canopies, preferring to have the wind in their faces. Aircraft with two fabric-covered wings and fixed landing gear were also less expensive to manufacture.





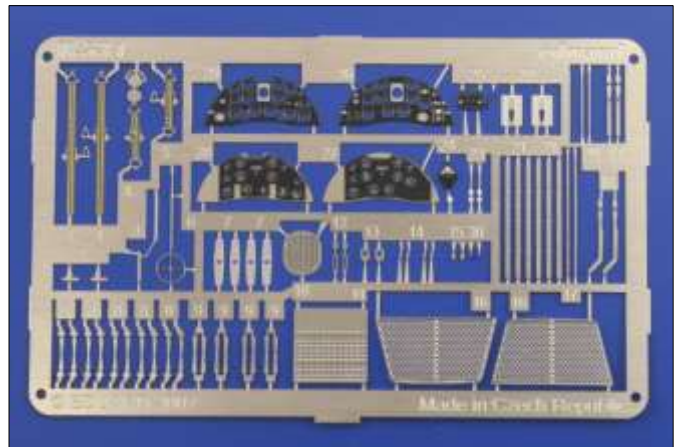
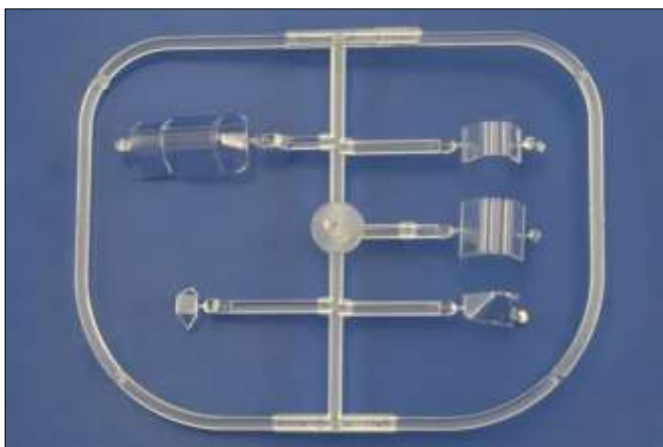
First deliveries of the B-534 to the Czechoslovak air force began in October 1935, and 666 or so had been completed by 1938. The first 100 of these were of the first series. The second prototype was the blueprint for the **I series**, although it was built with an open cockpit.

These early series aircraft were initially armed with four 7.92mm vz.28 guns. Two were located in the nose either side of the engine in a similar manner to the Avia B-34 and two were fitted in the wings. At an early stage of production it was however recognized that the wing mounted guns were troublesome. Aircraft from serial number B-534.47 were completed without the wing guns, which were also removed from the earlier aircraft.

The first to fourth series aircraft were fitted with the Avia license built version of the Hispano-Suiza 12Ydrs engine. This was a liquid cooled V12 cylinder engine with a capacity of 36.05 litres.

On the ground its normal power rating was 650 hp, it could deliver 750 hp for two minutes. At an operational height of 4,000 m (13,123 ft), it could reach 860 hp. Total fuel was 347 litres (76 gal) which was held in two fuselage fuel tanks of 90 and 257 litres.

The **II series** completed the remainder of the first order from the Czechoslovak Government, These were forty-five aircraft numbered B-534.102 to 147. Like the **I series** these carried four guns. However the solution to the problems with the wing mounted guns was to move these guns, now upgraded to the vz.30 to the fuselage with the others.

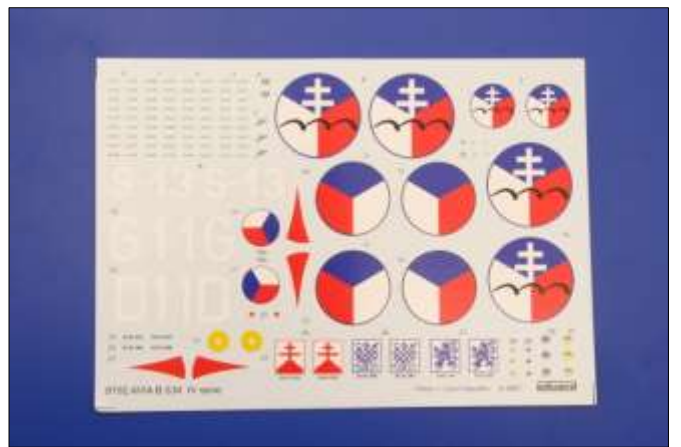


The four 7.92 mm (0.312 in) machine guns were located in the sides of the fuselage, firing through the propeller. One very modern innovation was a bubble canopy. This was tested on a small number of the early series aircraft, although certainly not a standard fit.

In 1936 a second order for 46 aircraft were issued by the government. The first 25 of these were the **B-534/III** version serial numbers B-534: 148–173. Production took place in the second half of 1936. It entered service between March and April 1937. The **III series** had aerodynamic refinements which saw the streamlining of the front carburetor air intake. Mudguard spats were also often added at the factory to the main gear.

The remainder of the second order from 534.174 to 534.193 were the **IV series**. With later orders the fourth series would occupy the serial numbers .174 and 445 and was therefore the most numerous of the types. The most important change to the earlier series was the enclosed cockpit. The **IV series** also enjoyed a metal light alloy Letov (Hochfeld) Hd-43 propeller. The various refinements allowed the **IV series** to have an increased speed of over 200 mph, and this placed it on par with the best of its contemporary biplanes.

A common alteration to the **IV series** was the replacement of the tail skid with a tail wheel. Operational experiences had shown that the spat on the main landing gear could become clogged with mud on





grassy airfields and cause take-off and landing problems. The spats were then often removed.

The superb performance of the aircraft was demonstrated at a flying exhibition in 1937. The aircraft was tested against the best in the world at the IV International Air Meeting at Zurich's Dübendorf airport. The B-534 entered three of the competitions.

The first of these tested climbing and diving. A German Bf 109 took first place and a Henschel Hs 123 pilot pushed his biplane to claim second. The B-534 took the next three positions. The B-534 outflew every other fighter participating, bar the Messerschmitt Bf 109 – and even then, the Avia was only 11 kph slower than the German aircraft. The abrupt partition of Czechoslovakia in 1939 prevented the use of the B-534 in combat by the nation that had produced it. By then, high performance monoplanes such as the Bf 109 and Britain's leading models – the Hawker Hurricane and Supermarine Spitfire – were raising the bar of fighter/interceptor standards. Four sub-types were produced during the B-534's production run, all with mostly minor improvements.

One major variation was introduced in this production run. The Bk-534 was designed to carry one 20 mm (0.79 in) cannon firing through the nose and only two 7.92 mm (0.312 in) machine guns to the sides.

Developmental problems prevented the cannon from ever being used and, desperate to get more aircraft in

the air, Avia decided to use a third machine gun in the nose only weeks before the German annexation of Czechoslovakia. Only three examples with this configuration were completed for the Czech air force, and the remaining production block was finished for the Germans.

On 1 September 1938, less than a month before the Munich Agreement would cause Czechoslovakia to lose 30% of its territory and 34% of its population, 328 B-534 and Bk-534s equipped 21 fighter squadrons of the Czechoslovak Air Force, with other aircraft being assigned to reserve and training squadrons, and deliveries continuing of the final batch of fighters.

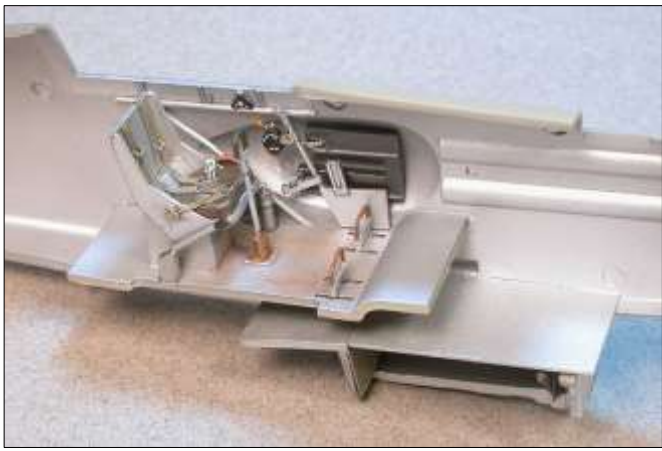
On 14 March 1939, Germany forced the partition of Czechoslovakia, with Slovakia being declared as the nominally independent Slovak Republic with Germany annexing the remaining "Czech" part of Czechoslovakia as the Protectorate of Bohemia and Moravia the next day.

The *Slovenské vzdušné zbrane* (Slovak Air Force) was organised out of the units of the Czechoslovak Air Force that were based in Slovakia at the time of partition, and inherited about 71 B-534s and Bk-534s.

Slovakia quickly had to use its new formed air force, weakened by the departure of Czech pilots, to defend itself when Hungary invaded on 23 March 1939. Two B-534s were shot down by Hungarian anti-aircraft fire



Model by Wolf Buddee (Hyperscale)



Model by Wolf Buddee (Hyperscale)

with four more being shot down by Hungarian Fiat CR-32 fighters and another Avia making a forced landing behind Hungarian lines, and being captured.

In September 1939, Slovakia participated in the German Invasion of Poland, with the aim of regaining territories lost to Poland at Munich. Two squadrons of B-534s supported the attack, escorting *Luftwaffe* Junkers Ju 87 bombers on eight missions, losing two B-534s while claiming a single Polish RWD-8 liaison aircraft shot down. The same squadrons served with the Germans in Ukraine during summer 1941, with one squadron returning in 1942 for anti-partisan duty. Obsolescence, lack of spare parts and the old Czechoslovak air force's curious fuel mixture (BiBoLi, or some other mix of alcohol, benzol and petrol) finally relegated the surviving B-534s to training duties.

This would have been the last operational service of the B-534s in Slovak colors if not for the Slovak National Uprising of September–October 1944. The rest of the Slovak air assets did not turn-coat as expected and the leaders of the uprising were faced with using a rag-tag collection of leftover aircraft, including several B-534s at Tri Duby airfield. On 2 September 1944, Master Sergeant František Cyprich, just after testing a repaired B-534, downed a Junkers Ju 52 transport under Hungarian colors on its way to a base in occupied Poland.



Model by Wolf Buddee (Hyperscale)



A Czech Republic air force Avia B-534

This was at once the first aerial victory for the Uprising and the last recorded biplane air-to-air victory. As the Slovak National Uprising was desperate for available aircraft, Sergeant Cyprich was derided by his colonel for not trying to force the Junkers Ju 52 to land and be captured instead. The last two B-534s at Tri Duby were burned as the base was evacuated on 25 October 1944.

Bulgaria bought seventy-eight Avia B-534s in 1939, well after the partition. The last batch of these aircraft arrived in March 1942. On 1 August 1943, seven of these aircraft were able to make two passes at American Consolidated B-24 Liberator bombers returning from the raid on Ploiești. Hits were scored but no B-24 Liberators were shot down and some of the Avia B-534s that received damage in the combat, cracked up on landing.

After the anti-German coup of 9 September 1944, Bulgaria switched sides overnight and its Avia B-534s were often used in ground attacks against German units. On 10 September 1944, six B-534s were involved in a brief melee with six German Bf 109s at low altitude. One B-534 was lost, but the Germans quickly broke off, wary of the low altitude and the B-534's manoeuvrability.

There are no real surviving airframes, but a very convincing B-534 replica is on display in the Prague Aviation Museum, Kbely, Czech Republic. A second very convincing replica, using (like the Kbely example) some original parts, is displayed at the Slovak Technical Museum at Košice International Airport, Slovakia.



Slovak Air Force Bk-534 operating in Ukraine in 1941



A replica Avia B-534 at the Prague Aviation Museum, Kbely, Czech Republic

Eduard T-Shirt

Dedicated to the Czech RAF Pilots



Last year at the IPMS National Convention I asked one of the guys at the Eduard table what the translation was – I was told “The boys are back”

John Walen

*John Walen, IPMS 17482
Proud IPMS NCT member since 1982*



Greetings

I have a lot of new stuff still on the verge of release. The holidays and the weather have caused many including myself some problems. My resin comes to me out of Chicago. Due to the mass of holiday shipping, the weather and then UPS having shipping issues at this time too, I have been out of resin for about a week and still waiting on delivery. As a result many orders are not filled. This should get resolved this week once the most recent weather issue is over.

With this issue I plan to get back to publishing more how too articles. They are not intended to be the end all to a model technique, just showing you some of mine. Recently On Hyperscale someone asked about making landing gear out of brass. I do this often as a master pattern for having the parts copied in white metal.





If you are needing some custom landing gear, a set of brass parts is very strong and will hold up a heavy model. For this sort of modeling it is best to make the base part from soldered brass and then add the finer bits like clamps and hoses or drag links from plastic, wire, solder or whatever medium you may choose to use. To make a white metal master these details must be in brass or they will be melted off in the molding process.

Below are parts being made for the 1/32 Bugatti kit shown last time. Some of the tools needed are shown. I like to use a small propane torch. It heats up the brass quickly. I also build on a heat proof tile. Other tools used are things most of you already have like files and wire cutters. A cut off wheel is also handy but be sure and wear safety glasses they do shatter at times.

Above is a simple gear strut. I like to through drill the wheel support and solder a piece of brass rod all the way through to assure the alignment is straight. I will trim it before casting it. It is hard to see here but I have a larger diameter piece of brass tubing sleeved onto the gear leg for an increase in diameter as on the real strut.

Below are some other parts I have made over the years. The first photo is of a large set of 1/16 scale brass details for a Hetzer Anti Tank Vehicle kit.

This set is for sale by the way.



Above is a partial set for a 1/16 NSU Motorenwerke SdKfz 2 Kleines Kettenrad HK 101 kit that I never released.

Below you will find the 1/48 Arctic C-47 conversion set for the Monogram C-47 kit. Twenty resin parts and decals for 'Tropical Tilly' as seen in the 50's Sci Fi classic *The Thing* and *Que Sera Sera*.

Now Available for only \$30.00



New nose, decals and main ski.



main ski parts



"Tropical Tilly"



"Tropical Tilly"



main ski assembled (two per kit)



new firewall and scoop



"Tropical Tilly"
New Exhausts



"Tropical Tilly"
Tail Ski



Next is a 1/48 Ford Model T Mail Truck conversion for the RPM Model T Ambulance which I just saw in the recent Squadron Mail Order Flyer, has been re-released. 12 resin parts and decals plus some WW-I vintage paper recruiting posters and cargo.

Now Available for only \$25.00



Model T Mail Truck conversion in development



1/48 Curtiss F9C Sparrowhawk in Development



1/48 Curtiss F9C Sparrowhawk. Resin, white metal and decals included. Please note that the Figure is just for scale and is not included in the kit.

Now Available for only \$40.00



1/32 Curtiss Hawk III The export model of the BF2C-1 used by Thailand and China. The conversion includes a new wider chord cowling and three blade prop. For use with the Hasegawa 1/32 scale kit.

Now Available for only \$18.00



1/72 Basler BT-67 conversion. Includes extra length for fuselage, Pratt & Whitney Canada PT6A-67R turboprop engine / nacelles / exhausts, new wing tips, plus a small sheet of decals. Decals include markings for the US Forest Service, Bassler Aero and Bolivia. Available by end of first quarter 2014

Mike

www.lonestarmodels.com



Upcoming Contests



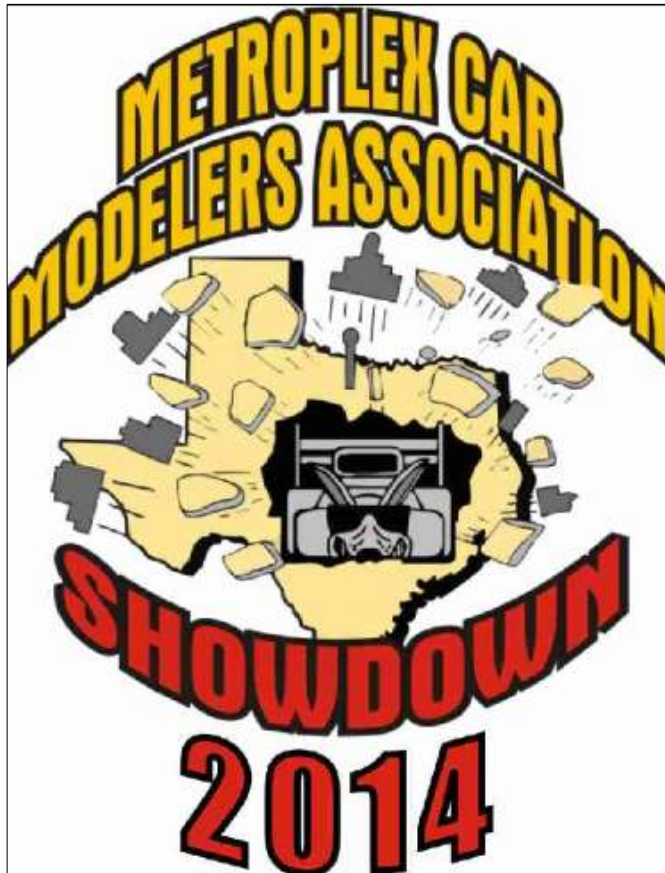
February 15, 2014

Model Fiesta 33

Theme: "Critters"

<http://www.alamosquadron.com>

IPMS Alamo Squadron
San Antonio Event Center
8111 Meadow Leaf Drive
San Antonio, Texas 78227



March 8, 2014

MCMA 2014 Showdown 24 Model Car Contest

<http://www.themcma.net/>

IPMS Metroplex Car Modelers Association
Dr. Pepper Star Center
12700 North Stemmons Freeway
Farmers Branch, Texas

March 8, 2014

RiverCon III

Theme: "D" Day

IPMS Red River Modelers

www.ipmsredrivermodelers.org

Clarion Hotel Shreveport
1419 East 70th Street
Shreveport, Louisiana



March 20-22, 2014

2013 Lone Star Figure Show

www.lonestarfigureshow.com

Lone Star Military Miniature Society
Renaissance Hotel
2222 Stemmons Freeway
Dallas, TX 75207

March 29, 2014

Great South TigerFest XXI

IPMS New Orleans Flying Tigers Scale Model Builders
St. Jerome K.C. Hall
3310 Florida Ave
Kenner, Louisiana

March 29, 2014

Tulsa Modelers Forum Contest & Show

IPMS Tulsa
Bixby Community Center
211 N. Cabaniss
Bixby, Oklahoma 74008



April 26, 2014

Model Mania 2014

IPMS Houston

<http://www.ipms-houston.org/>

Stafford Center
10505 Cash Road
Stafford, Texas



May 16 - 17, 2014

2014 Region VI Convention

IPMS Air Capital Modelers

<http://www.aircapitalipms.org/>

Marriott Hotel & Convention Center

9100 Corporate Hills Drive

Wichita, Kansas



May 31 – June 1, 2014

WonderFest

www.wonderfest.com

Crowne Plaza Louisville Airport Hotel

830 Phillips Lane

Louisville, Kentucky 40209



May 31, 2014

ScaleFest 2014

IPMS North Central Texas

<http://ipmsnct.net/>

Grapevine Convention Center

1209 South Main Street

Grapevine, Texas 76051

June 20-22, 2014

Squadron EagleQuest XXIII

Theme: The Fabulous 50s

https://www.squadron.com/eagle_quest_a/259.htm

Embassy Suites Dallas

DFW Airport North Outdoor World

2401 Bass Pro Drive, Grapevine, Texas 76051



August 2, 2014

HAMS 8th Annual Model Car Show and Contest

IPMS HAMS <http://www.ipms-hams.org/>

Cypress Creek Christian Community Center

Annex Building Gym

6823 Cypresswood Drive

Spring, Texas 77379

Fort Worth



Scale Modelers

September 14, 2014

SuperCon 2013

<http://www.fortworthscalemodelers.org/>

IPMS Fort Worth Scale Modelers

Bob Duncan Community Center

Vandergriff Park

2800 S. Center Street

Arlington, Texas

October 4, 2014

ASMS Capital Classic

IPMS Austin Scale Modeler Society

<http://www.austinsms.org>

Norris Conference Centers

2325 West Anderson Lane

Austin, Texas

Local Events of Interest



February 2, 2014 (Sunday)

IPMS MCMA <http://www.themcma.net/>

Monthly Meeting

Heritage Park, 217 South Main,

Irving, Texas 75060



February 6, 2014 (Thursday)

Cancelled due to Weather – to be Rescheduled

Lone Star Aero Club

www.lonestaraeroclub.org

Jim Hirsch, President of Air Tractor

DFW Airport at Hyw 360 & FAA Road

American Airlines C.R. Smith Museum

Fort Worth, Texas 76155



February 10, 2014 (Tuesday)

EAA Chapter 34 Meeting <http://www.eaa34.org>

TBD

UTA Campus Room 100, Nedderman Hall

416 Yates Street,

Arlington, Texas



February 11, 2014 (Wednesday)

Marauder Men of the Metroplex

<http://webspaces.webring.com/people/oj/jobiz/>

BBQ Meeting

Spring Creek Barbecue

3608 South Cooper Street,

Arlington, Texas 76015



February 15, 2014 (Saturday)

OBA / FACM / VMAP

2nd Saturday Work-Party 9:00 am to 2:00 pm

<http://www.b-36peacemakermuseum.org/>

<http://www.ov-10bronco.net>

<http://www.facmuseum.org>

3300 Ross Avenue

Meacham Airport

Fort Worth, Texas

Fort Worth



Scale Modelers

February 17, 2014 [Monday]

IPMS Fort Worth Scale Modelers

<http://www.fortworthscalemodelers.org/>

Richard Marmo: Photographing Models

Baptist Church of Benbrook

1015 McKinley Street

Benbrook, TX 76126

Local Events of Interest



February 18, 2014 (Tuesday)
 B-36 Peacemaker Museum
<http://www.b-36peacemakermuseum.org/>
 Chuck Carlock: Firebirds
 UNT Health Science Center Room 124, West Building
 3500 Camp Bowie Blvd., Fort Worth, Texas



FRONTIERS OF FLIGHT MUSEUM



February 12 - 18
 Frontiers of Flight Museum
<http://www.flightmuseum.com/>
 Stewart Dawson's Hawker Fury FB. II "Spirit of Texas"
 6911 Lemmon Avenue
 Dallas, Texas



February 22, 2014 (Saturday)
 Tyler Historic Aviation Memorial Museum
<http://www.tylerhamm.org>
 TBD
 Tyler Pounds Airport, 2198 Dixie Drive
 Tyler, Texas 75704



March 2, 2014 (Sunday)
 IPMS MCMA <http://www.themcma.net/>
 Monthly Meeting
 Heritage Park, 217 South Main,
 Irving, Texas 75060



PRESENTS

MODELFIESTA 33

THE INTERNATIONAL CONTEST OF TEXAS

THEME:

“Critters”

**Any subject with an animal, reptile or insect name
in its registration that rolled, sailed, flew, or
marched.**

Saturday, February 15, 2014

**San Antonio Event Center
8111 Meadow Leaf Drive San Antonio,
TX 78227**

**Visit our website <http://www.alamosquadron.com> between
now and the contest for latest information, scheduled
special events, and demonstrations**

Red River Modelers Presents

RiverCon III

2014

Scale Model Contest

Theme... "D" Day

Saturday March 8th

9:00am—4:30pm

Clarion Hotel Shreveport
1419 East 70th Street
Shreveport, Louisiana

E-Mail derrellt@comcast.net or maraderdriver@live.com

27th Annual

Tulsa Modelers Forum Contest & show

Saturday, March 29th, 2014
Bixby Community Center
211 N. Cabaniss, Bixby, OK 74008

tulsaipms.org



**FREE To The Viewing Public
REGISTRATION
9AM-12 NOON**

\$10 – First Entry (IPMS members \$8*)
\$2 – Each Additional Entry
\$2 – Display Models
FREE – Intermed. & Junior Modelers

**Raffle Drawings
10:30 a.m. – Every Half Hour**

**GRAND PRIZE DRAWING
2 p.m.**

**AWARDS PRESENTATION
3:00 p.m.**

*must show current IPMS membership card
to get discount

MASTER AWARDS

- Best of Show
- Best Aircraft of Show
- Best Military Vehicle of Show
- Best Figure of Show
- Best Fantasy & Sci Fi of Show
- Best Ship of Show
- Best Misc. of Show
- Best Automotive of Show

SPECIAL AWARDS

- Judge's Choice
- Modeler's Choice
- Best Foreign Car of Show
- Best Oklahoma Military of Show
- HobbyTown USA Award
- *Mystery Award*
- And More

INTERMEDIATE/NOVICE AWARDS

- Intermediate/Novice Best of Show

JUNIOR AWARDS

- Junior Best of Show

Tulsa Modelers contest & show is a family event
Nudity and risqe modeling subjects are prohibited

For more information visit www.tulsaIPMS.org
(printable registration forms and model categories)
E-Mail tulsamodelers@cox.net

VENDOR TABLES AVAILABLE:

\$30 First Table, \$20 Each Additional Table

IPMS Region 6 Convention Wichita, Kansas

May 16-17, 2014

Marriott Hotel & Event Center

PRAIRIE WIND 2014 **"INVASION STRIPES!"**



"The Air Capital of the World"

HAMS

Contact Rob at robert.mcquown@sbcglobal.net with any questions and for vendor tables. See the club webpage for updates and map of show location:

www.ipms-hams.org

Eight Annual Model Car Show and Contest

Supported by Cypress Creek Christian Community Center

Remembering Orphaned Marques

Schedule

8:00 AM to 9:30AM Vendor set up only
9:30 AM to 5:00PM Show open to public
9:30AM to 1:30PM Contest area open
1:30PM to 3:00PM Contest area closed for Judging
3:30PM to 4:00PM Awards Ceremony
4:00PM to 5:00PM Display and vendor break down

Admission: \$1 donation includes first door prize ticket

Contest entry fees:

Adults (18+) \$10 for first 2 entries, \$2 dollars each per additional entry.
Teens (13-17) \$5 for first 2 entries, \$1 each per additional entries.
Junior (under 12) \$1 for all you may enter.

Make N Take for the kids starting at 12 noon

Any car no longer in production such as AMC, Nash, Packard, Hudson, Stanley, and many others that have become obscure in today's world. All out of production American and foreign manufacturers are eligible.



Vendor tables will be available on first reserved basis at \$20 per table space. Last day to reserve is July 25, 2014.

Categories: Include; Box Stock, Street Rod, Street Machine, Factory Stock, Competition open-wheeled, and closed-wheeled, Foreign, Large and small commercial vehicles, large and small scale, Curbside, Miscellaneous, Custom, Diorama, Slammers, Motorcycles, Low riders. See club web site for details.

Awards: 1st, 2nd, 3rd will be presented in 21 categories. There also will be special awards for Best Paint, Engine, Interior, '32 Ford, Short track car and the Contest Theme.

Food and drink will be available at a nominal cost.

Saturday August 02, 2014 9:30AM to 5:00PM

**Cypress Creek Christian Community Center
Annex Building Gym
6823 Cypresswood Drive
Spring, Texas 77379**

Babe Of The Month

Glynis Barber



She studied at the Mountview Academy of Theatre Arts. Acting since 1978, her popular breakthrough came in 1981 with her role as Soolin in the BBC science fiction television series *Blake's 7*.

In 1982 she took the title role in the television series *Jane* playing a World War II heroine. This series was filmed against a blue screen allowing for the addition of a cartoon background, an experimental technique in its day.

However, Barber is best known for her mid-1980s role of Sgt. Harriet Makepeace in the British police

Glynis Barber (born Glynis van der Riet; 25 October 1955) is a South African-born British actress of Afrikaner descent. When she was five years old, her parents divorced, and she and her mother moved to Johannesburg.

She is best known for her portrayals of Soolin in *Blake's 7*, Sgt. Harriet Makepeace in the British police drama *Dempsey and Makepeace*, Fiona Brake in *Night and Day*, DCI Grace Barraclough in *Emmerdale* and Glenda Mitchell in *EastEnders*.





drama *Dempsey and Makepeace*, where she met her future husband, Michael Brandon.

Since 1987, Barber has appeared frequently in plays, films and television series. She also starred in the LWT drama series *Night and Day* as Fiona Brake.

In 2006 she joined the cast of ITV soap, *Emmerdale*, playing the character of DCI Grace Barraclough, investigating the death of Tom King on Christmas Day. She exited the soap in September 2007, when her character was killed.



In 2009, she appeared as hospital administrator Jean McAteer in *The Royal*, another ITV drama series set in Yorkshire. On 23 October 2009 it was announced she would play Glenda Mitchell the mother of Ronnie Mitchell, Roxy Mitchell and Danny Mitchell in *EastEnders* after Jill Gascoine withdrew from the role during her first day on set. On 27 February 2011 it was announced that Barber was to leave *EastEnders* in March 2011.

She is currently appearing in the ITV dancing show *Stepping Out* with husband Michael Brandon.

Her stage work has included *Macbeth*, *Killing Time* with Dennis Waterman, *High Flyers* with Hugh Grant, *Make Me a Match* and *The Graduate*. In 2011 Barber starred alongside Christopher Timothy and Denis Lill in Alan Ayckbourn's *Seasons Greetings* playing Belinda. In 2013 she plays impulsive and rebellious Melissa Gardner in *Love Letters* at Dundee Repertory Theatre along with Michael Brandon.



She appeared as Lady Caroline in Michael Winner's 1983 remake of *The Wicked Lady*, which starred Faye Dunaway. She later appeared alongside Vanessa Redgrave in the 1997 film, *Déjà Vu*.



She appeared as Anthea Davis in *On the Nose* in 2001 along with Dan Aykroyd and Robbie Coltrane.

Barber married actor Paul Antony Barber, whom she met at drama school, in 1976. They were divorced in 1979.

Barber married her *Dempsey and Makepeace* co-star Michael Brandon on 18 November 1989; they have a son, Alexander Max Brandon (born November 1992).





Museums

American Airlines C. R. Smith Museum

<http://www.crsmithmuseum.org>

Fort Worth, Texas 76155



Cavanaugh Flight Museum

<http://www.cavanaughflightmuseum.com>

4572 Claire Chennault

Addison, TX 75001



Cold War Air Museum

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

Lancaster, Texas 76106



Corsair (Goodyear FG-1D), Commemorative Air Force

www.caf-corsair.com

Lancaster Municipal Airport

630 Ferris Road, Lancaster, Texas 75115



Dallas-Fort Worth Wing, Commemorative Air Force

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

Lancaster Municipal Airport

630 Ferris Road, Lancaster, Texas 75115



Flight of the Phoenix Air Museum

www.flightofthephoenix.org

Hanger One, Gilmer Texas 75644



Frontiers of Flight Museum

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

6911 Lemmon Avenue Dallas, Texas

Hangar 10 Flying Museum

Hangar 10 Flying Museum

<http://www.hangar10.org/Site/Home.html>

1945 Matt Wright Lane

Denton Municipal Airport

Denton, Texas 76207



National WASP WWII Museum

<http://www.waspmuseum.org>

Sweetwater, Texas



OV-10 Bronco Museum

<http://www.ov-10bronco.net>

3300 Ross Avenue, Meacham Airport, Fort Worth, Texas



Ranger Wing, Commemorative Air Force

www.rangerwingcaf.com

Blackland Aircraft Corp. Hanger

Airport Blvd., Waco, Texas



Silent Wings Museum

www.silentwingsmuseum.com

6202 North I-27 Lubbock, Texas 79403

BG John C. L. Scribner



Texas Military Forces Museum

Camp Mabry

Austin Texas

Texas Military Forces Museum

<http://www.texasmilitaryforcesmuseum.org>

Camp Mabry, Austin, Texas



Tyler Historic Aviation Memorial Museum

<http://www.tylerhamm.org>

Jake Smith Exhibit Hall Tyler, Texas

Vintage Flying Museum

Featuring "Chuckle" one of the few remaining flying B-17's in the world

Vintage Flying Museum

<http://www.vintageflyingmuseum.org>

505 NW 38TH ST. Hangar 33 South, Fort Worth, Texas

Local Plastic Emporiums



M-A-L Hobbies

<http://www.malhobby.com>
108 S. Lee St., Irving, TX 75060
(972) 438.9233

HobbyTown USA Fort Worth



http://www.hobbytown.com/Fort_Worth-TX/
677 Sherry Lane
Fort Worth, TX 76116
(817) 735-0021

HobbyTown USA Dallas



The Corner Shopping Center
<http://hobbytown.com/TXDAL/>
8041 Walnut Hill, Suite 870
Dallas, TX 75231
(214) 987-4744

HobbyTown USA Arlington



<http://hobbytown.com/TXARL/>
4634 South Cooper St
Arlington, TX 76017
(817) 557-2225

HobbyTown USA Plano



<http://hobbytown.com/TXPLA/>
3303 N. Central Expressway
Plano, TX 75023
(972) 424-8493

HobbyTown USA Hurst



746 Grapevine Highway
Hurst, TX, 76054
(817) 581-1027

HobbyTown USA Tyler



French Quarter Shopping Center
<http://hobbytown.com/TXTYL/>
4566 S. Broadway
Tyler, TX 75703
(903) 509-3000

Mason's Hobby Lobby



6905 Grapevine Hwy.
Fort Worth, Texas 76180
(817) 284-0264

Roy's Hobby Shop



1309 Norwood DR.
Hurst, TX 76053
<http://www.royshobby.com/>
(817) 268-0210

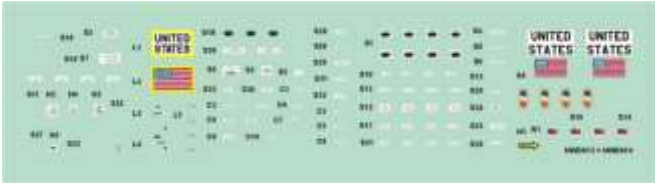
Wild Bill's Hobby Shop



535 East Shady Grove Rd.
Irving, Texas 75060
(972) 438-9224

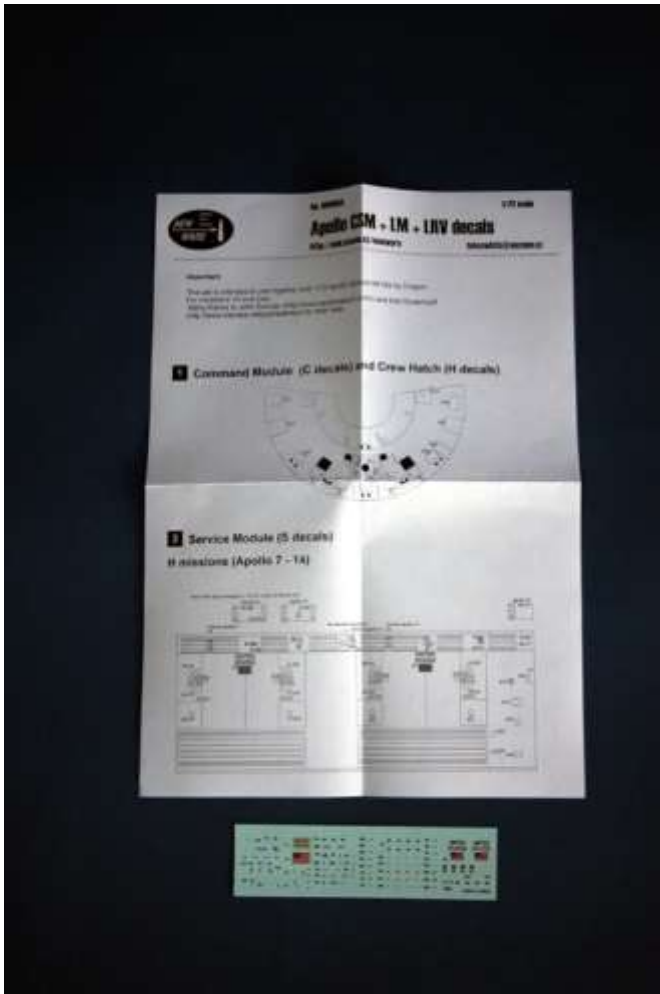
New Ware 1/72 Apollo CSM/LM/LRV Decals

By Sven Knudson, IPMS 32490
www.ninfinger.org



Decal set contains 98 decals for any Dragon 1/72 Apollo kit (Apollo 8, Apollo 11, Apollo 12, Apollo 17...). Included are decals for all Apollo 7-17 flights.

Kit contents: 98 decals
decal guide



Here are the decal guide and sheet.



Here's a closer look at the decal sheet.

Comments

This decal set is intended to be used with the Dragon 1/72 scale Apollo 7 - 17 kits. It includes markings for the Command and Service Modules for all H and J missions, the LM for all missions and the LRV.

Decals are identified by numbers printed next to each marking. The decal guide includes wraparound drawings for the CM and SM, three view drawings of the LM and two view drawings of the LRV showing where each marking is to be placed.

Order from: New Ware
ing. Tomas Kladiva
Klimkova 5
710 00 Slezska Ostrava
CZECH REPUBLIC
email: tom.nwkits@seznam.cz
web:
<http://www.mus.cz/~ales/newware/>

Price: \$ 7.00
<http://www.ninfinger.org>



Merit 1/35

U.S. M19

Tank Transporter

By Cookie Sewell



- Kit Number:** 63501
- Media:** 757 parts (669 in tan styrene, 37 black vinyl, 35 etched brass, 17 clear styrene, 1 length of nylon string)
- Pros:** First styrene kit of this vehicle in this scale; very nicely divided up with good choice of etched brass parts; lots of flexibility and applications
- Cons:** Fair number of very tiny parts
- Recommendation:** For American, British, Israeli or many other modelers from 1941 to the 1990s
- Price:** US \$ 150.00

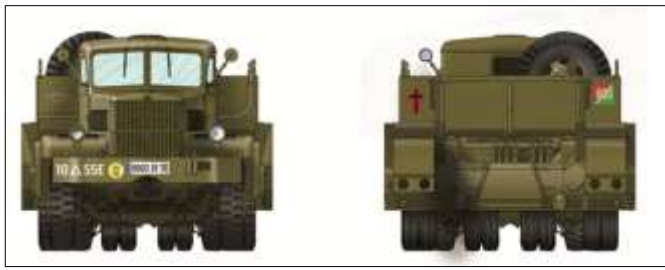


When tanks first appeared in WWI one of the first problems faced was how to move them to the parts of the battlefield where they were needed. The big British Marks had to move by rail, but the French found a heavy truck could easily carry the little FT tanks. As tanks developed, the problem began to intensify, and one of the reasons that J. Walter Christie was trying to sell his wheel-and-track design was "self-deployment" by a tank that could run along at up to 80 mph on wheels.

Nevertheless, not all tanks were needing movement; once damaged or knocked out, they would need to be recovered for repair. And as a result most countries began to look at purpose-built military tank transporter/retrievers.

The British, both working on their own efforts that resulted in the Scammell heavy truck and tank





transporter, also contacted the US Diamond T truck company in 1940 to develop a heavy tank transporter capable of moving tanks weighing up to 45 tons (the Scammell initially could handle 20 ton tanks, and later 30 ton loads).

The resulting vehicle was the Model 980, which was a diesel-power heavy truck rated at 12 tons cargo capacity. While only a 6x4 design and not really suitable for off-road movement, it had a four-speed transmission with three-speed transfer case so was capable of moving up to 120,000 pounds of cargo on a trailer at speeds of up to 23 mph. Admittedly its best mileage was only two miles per gallon, but with big fuel tanks it was up to the task.

The vehicle was standardized by the US Army as the M20 Truck 12-ton 6 x 4 and the trailer as the M9 45-ton Trailer; together they formed the M19 Tank Transporter. Production started in 1941 and continued until 1945 when it was replaced by the later M26 "Dragon Wagon" off-road capable armored tank transporter/retriever. Diamond T built 5,871 of these vehicles in two versions, either the Model 980 or the Model 981 with a different winch arrangement; there were also open or hardtop caps nearly identical to those used on the smaller 4-ton trucks from Diamond T, as well as later vehicles having a huge 1090 cid Hall-Scott gasoline engine vice the Hercules diesel.

The US Army made extensive use of the vehicle as did the British, with over 1,000 going to the UK for their use. But once the more capable M26 was introduced during the campaign in Europe, the M19 was used more for heavy cargo transport rather than tank retrieval. After the war the vehicles were either sold or provided under MAP - the Military Assistance Program - to NATO countries or sold for heavy cargo transport.



The Israeli Defense Forces acquired them and they were used to move tanks in both the Six-Day War and the Yom Kippur War among others.

About 35 years ago Matchbox released a model of the M19 in 1/76 scale and several versions have been released in resin, but Merit has the first full fledged kit of the big truck in styrene. While not cheap, it is a BIG model and very well detailed. The version in this kit is one of the original trucks with the Model 980 (M20) hardtop cab truck with single aspect winch and the Hercules DXFE diesel engine.

The kit fills a very large box (when the sample arrived my wife referred to it as a "crate"!) and has the more sensitive parts packed in foam a la Trumpeter. A small box in the center of the sprues holds the cab, trailer body, tires, clear styrene, etched brass and string.

Assembly starts with the Hercules engine and its main transmission. This takes all of Steps 1 and 2 as there are a lot of parts involved in the engine assembly. Step 3 covers the assembly of the frame and mounting the engine to the chassis. Step 4 covers the assembly and installation of the transfer case, steering gear, and winch roller feed assembly.

The driveline begins assembly in Step 54 with the springs being fitted and the two big driven axles being assembled. They are nearly identical but the forward axle has a feed for the connecting driveshaft (part B4) whereas the rear one does not. Note that the forward axle is D-D and the rear one is C-C. Also while there are torque arms used, unlike many other kits (the Omega M Ural-4320 coming to mind) the suspension does not operate.





(Without sufficient weight on the back end the tires cannot get traction against a full load and will spin; weight here gives the vehicle the oomph it needs to move the towed load.) No harm no foul on Merit for not providing it, as the ballast changed from vehicle to vehicle and some used concrete or even sections of tank armor for weight.

The cab is the next step and comes complete with all pedals - surprise! - as well as the controls for the transmission, transfer case, and power takeoff for the winch. Doors are one-piece with a choice of either full windows or no windows, but do come with both door handles and even the window cranks.

The truck is completed in Step 15 with the hood being installed - there is no notice of leaving it loose but it seems a shame to put all that work into the engine and then seal it away! With some careful work and perhaps a bit of reinforcement the hood (parts C10/13/34) can be left removable. Note that the front bumper does contain rollers for the winch to pass through.

Anyone who has ever built an HO railroad car will identify with the construction of the trailer, as one of the first items is the installation of the brake cylinders and rigging. Assembly of the trailer is reminiscent of the Tamiya "Dragon Wagon" one as it is a big assembly and a bit clumsy to handle in some steps.

As noted the winch does not come with a fairlead or hook, but two large pulley blocks are mounted on the deck of the trailer; they are fixed and not removable

Step 7 covers the installation of the truck wheel sets. None of them rotate so you will have to plan ahead when considering painting and finishing. With some care, the front wheels may be positioned in a turning position, but this will take some care and preferably some experience with posing wheel sets.

The fenders and main headlights are installed in Step 8. For the most part, the use of a blackout light (part L4) is only for the British vehicles so can be skipped for a US M19. The directions give you no indication of which is which or that two clear lenses (part GP2) are provided and may be used.

The fuel tanks and running boards come next, and there may be some seam problems with the main fuel tanks (parts A3/4/5/6) as they are split vertically; an etched brass non-skid plate covers the top but the ends are visible. Next is the winch assembly, but while it notes the nylon string is mounted on the drum there is no comment on rigging it out the back under the ballast body nor is there a hook or fairlead indicated.

Step 11 is the ballast body, and as these vehicles usually had some sort of dead weight in the body to give them traction (hence the name) some combination of model railway rock would probably look correct back here.





(their inner side is molded in place). Two flip-down loading ramps and four moveable chocks are provided for the load carried.

The turntable is assembled in Step 20 and includes full parking brake rigging. The tires and wheels are assembled into bogies of four tires each and it is probably easier to leave them off until painted and ready for final finishing. The last step involves the hitch (parts B15/62) but as they do not work it is an either/or process; if the model is on a diorama base this is a moot point.

Advanced modelers will want to pick up one of the reference books on this combo as it does need air and electrical lines run from the truck to the trailer.

The model comes with two finishing options, both in US Army olive drab: one American and one British. I have no idea on the British truck as to correct or not, but it comes with a full set of markings and census numbers for both the truck and trailer.

The US one comes with what appears to be accurate markings for the ASCZ (Advanced Section Communications Zone - the people who ran the famous "Red Ball Express" in France) and the 3595th Transportation Company, with markings for Truck 27. Note that most US units used one of two conventions for trailers - either a sequential number of one more than the prime mover and a second one with the same number but with a T after it. This kit comes with markings for TRK 28 which should be correct for the trailer as well.

Overall this is a stunning kit and something anyone who has the Tamiya M26, Sd.Kfz. 9 and trailer combination, or the Hobby Boss M1070 HET combo would like to complement them.

Thanks to Tony Chin of Merit International for the review sample.

Sprue Layout

- A 13 Main frame, fuel tanks, saddle brackets
- B 85x2 Suspension, truck wheels, driveline components
- C 43 Hood, fenders, chassis components
- D 27 Ballast body, winch drive
- E 91 Springs, transfer case, driveline components
- F 40 Hercules diesel engine, mounts
- G 11 Trailer chassis, frame details
- H 39 Trailer components, towing yoke
- J 38x4 Trailer wheels, ramps
- K 27x2 Ramps, trailer components
- L 27 Cab doors, seats, controls, bumper, floor
- GP1 17 Clear styrene
- MA 4 Etched brass
- MB 31 Etched brass
- - 1 Cab
- - 1 Trailer body
- - 1 Nylon string
- - 11 Large tires
- - 26 Small tires

Cookie Sewell



Spitfire Image of the Month



Supermarine Spitfire Mk. IXe, SL633, RAF Squadron 312

Naval Nostalgia



Robert Whitehead (right) with a rather battered test toledo, Fiume, c1875. His son John is at left.

Rat of the Month



Commander of the 3rd fighter , Petr Mikhailovich Petrov (Hero of the Soviet Union), next to his I-16

Red Ball Express Image of the Month



Art for Art's Sake



“Hook, Wheels, Flaps & Boards”; Lockheed T2V-1 Seastar; 18” x 24” oil on canvas, 1997, © Gerald Asher

Tail Shot



**Lewis Shaw's Ezell Aviation EJ-1, cn 001, N4229 (ex Temco TT-1 Bu144229)
Photo © by Jay Miller, IPMS #45, Proud IPMS-NCT member since 1964**

IPMS North Central Texas

President:	Michael McMurtrey	(214) 957-2907	donald.capone@navarrocollege.edu	IPMS USA # 1746
Vice President	Randy Spurr		walen4@tx.rr.com	IPMS USA # 7854
Contest Director	Lynn Rowley		ldr.rocket@gmail.com	IPMS USA # 31765
Treasurer:	Trevin Baker	(214) 797-9766		
Secretary	Ed Grune	(817) 473-8492	efgrune@att.net	IPMS USA#
Facebook Director	Richard Hanna		rwhanna@swbell.net	
Hannibal Lecter:	James Sharp		boxstock@tx.rr.com	

IPMS North Central Texas meets on the second Sunday of every month. Door opens at 1:00 p.m.; meeting begins at 1:30 p.m. See *Coming Events* for which facility the current meeting is being held.

The FlakSheet is a monthly publication of IPMS-NCT and is used to communicate chapter news, functions, contest information, and other events or items of interest on the local, regional, and national scenes. Subscriptions are 460 Kronor annually for an electronic subscription via email.

The views and opinions expressed in this newsletter are those of the authors and should not be construed as the views or opinions of IPMS North Central Texas or IPMS/USA.

Editor: Frank Landrus (viggenja37@sbcglobal.net) IPMS USA # 35035, IPMS-NCT Member since 1985.

Deadline for submissions to the *FlakSheet* is the 25th of the month prior to month of issue. Please submit as a WORD or ASCII text file on compact disc at the meeting or as an attachment via email to your editor.

