



**Est. 1973
COLUMBIA, SC**

NEWSFLASH JUNE 2014



By Modelers
— For Modelers



In the latest issue of...

IPMS/USA Journal
January + February 2014
Volume 26, Number 01

- **IPMS/UK 50th Anniversary Tour** - Celebrating half a century by seeing the sights, By Ron Bell
- **The IPMS/UK 50th Anniversary National Convention** - Putting the "International" in IPMS, By Randy Ray
- **Taking Her Deep** - Riich Models' 1:200 scale Late War Gato Class Submarine, By Mike Fleckenstein
- **Heavy Helo Hauler** - Building a Winning 1:48 MH-53E Sea Dragon from the Academy kit, By Kelly Quirk
- **New Kit, Old Crow** - Examining the details of Zoukei Mura's new 1:32 P-51D Mustang, By Tim Schubert
- **Boeing, Boeing, Done!** - Putting the Finishing Touches on AMT's ARIA RC-135 kit, By Richard C. Engar

Join IPMS/USA!

IPMS/USA is an organization dedicated to the fun of Scale Modeling. Started by Jim Sage of Dallas, Texas in 1964, there are now IPMS branches all over the world.

As part of your IPMS/USA membership, you will receive **The IPMS Journal** six times a year. In it you will find stories of interest on subjects such as aircraft, armor, automotive, ships, and figures. 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. In addition, many hobby shops around the county offer discounts to IPMS/USA members. To join IPMS/USA, simply use the form below or go to www.ipmsusa.org and click **Join IPMS/USA!**

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

IPMS/USA NEW MEMBER APPLICATION

IPMS No.: _____ Name: _____
(leave blank) FIRST M. LAST

Address: _____

City: _____ State: _____ Zip: _____

Phone: _____ email: _____

VISA/MasterCard Account # _____ - _____ - _____

Exp. Date: _____

Signature: _____

Adult: \$25 Junior (17 years old or younger): \$12 DOB: _____

Canada & Mexico: \$30 Other Foreign: \$32 Foreign Air Mail: \$55

Family (Adult dues + \$5, one set magazines, # of membership cards required: ___)

If recommended by an IPMS member,
list his/her name and member number _____ (name) _____ (IPMS#)

IPMS/USA

P.O. Box: 2475
North Canton, OH 44720-0475

Check out our web page: www.ipmsusa.org

Hello Swamp Foxes,

Welcome to the June Newsletter, Well another month has nearly come and gone.

Lets take a little time to reflect on the fast approaching D Day Anniversary and the actions of so many brave men that gave so much for our Freedom



HMS Warspite giving Naval Gunfire Support on D Day even though X turret was out of action



SUPPORT THE LOCAL HOBBY STORES



Hobby Town USA

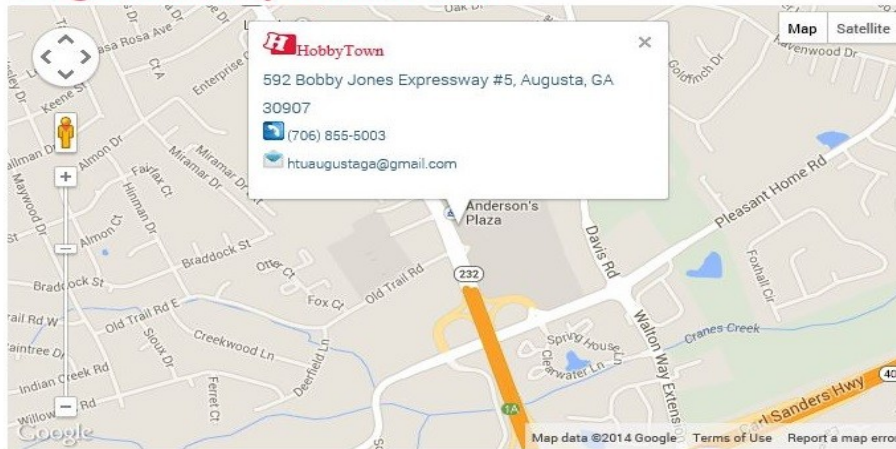
Hobby Shops

10120 Two Notch Rd, #5, Columbia, SC 29223

Cross Streets: Between Rivkin Blvd and Sparkleberry Ln Ext/Sparkleberry Ln

(803) 736-0959

Augusta HobbyTown USA:



NEW BROOKLAND RR



405 State Street,
West Columbia, SC 29169
Tel: (803) 791-3958

All Scales, All Major Brands
We Buy & Sell Used Lionel Trains

Joe L. Rucker
Owner



Firefly
Toys & Games

5060 SUNSET BLVD • LEXINGTON, SC 29072
803.996.FIRE (3473)

Monday - Thursday: 10am - 10pm
Friday, Saturday: 10am - Midnight
Sunday: 1pm - 9pm

SUPPORT THE LOCAL HOBBY ST

The last meeting took place 15th May 2014, 11 members in attendance.

Hub got the meeting underway and asked Darby to Introduce his guest Mr Rolland Herpst, after the introduction Hub went through General Business and Up coming shows, See the Flyer for This Coming Saturday 7th June 2014.

Mr Rolland Herpst then gave us all a very interesting talk about his Flying career, Thanks Darby for bringing Rolland along.

Plenty of new books and magazines were passed around along with the new model related items, and a few great builds and work in progress, We even had an model car on the table and Jeff and David were not here.....

Rolland Herpst in the red shirt next to Darby



Toms Me-262 and John Helms Tigercat



Jim Hamiltons Auto



Darbys Wooden Sailing Vessel



Hubs SU-2



Mikes Churchill, hopefully will get better pictures as it progresses



The SC Military Museum's
**PALMETTO MILITARY
FESTIVAL**
JUNE 7, 2014 - 9AM-5PM

✦ **FEATURING** ✦

**Grand Opening of the
SC Military Museum's
2nd building with all new
exhibits and displays!**

VINTAGE MILITARY WEAPONS,
EQUIPMENT, VEHICLES,
ARTILLERY PIECES,
DEMONSTRATIONS
& MUCH MORE!

**YOUR
HISTORY
YOUR
MUSEUM**

FREE ADMISSION!
FUN FOR THE ENTIRE FAMILY!
SEE UP CLOSE ARMORED
VEHICLES FROM THE
MODERN BATTLEFIELD!

1225 BLUFF ROAD, COLUMBIA

SCMILITARYMUSEUM.COM

Part 2 of the RAF Photo Shoot over Russia

This covers the Training and build up to the operations

RAF Photo shoot over Russia Part Two

Source: USAF Air Force Historical Research Agency, Maxwell AFB, Montgomery AL
K-WG-91-HI, Historical Report for September 1951 of 91st Strategic Reconnaissance, Lockbourne Air Force Base

Covering pages 45 - 49:

Mission Analysis

On 4 August 1951 three (3) Royal Air Force (RAF) crews reported to Barksdale Air Force Base, Louisiana for the purpose of participating in a training program to be given by personnel of the 91st Strategic Reconnaissance Wing. (See Ltr no no, Hqs 91st SRW to CG SAC, subj: Trng of RAF Crews, dtd 10 Oct 51) During the first week at Barksdale, the RAF crews were given a brief indoctrination in organizations within the USAF, the mission of strategic reconnaissance, and the internal organization and activities of a wing. Arrangements were then made for these crews to attend the B-45 Mobile Training Detachment (MTD) at Langley Air Force Base, Virginia. This course involved 120 hours of instruction and was attended by the RAF crews from 12 August 1951 thru 2 September 1951. Each crew passed this course successfully and reported to Lockbourne Air Force Base, Columbus, Ohio, on 5 September 1951 for flying training and further ground school under the supervision of the Commanding Officer, 91st Strategic Reconnaissance Wing.

The total ground school training per crew given by Headquarters, 91st Strat Recon Wing consisted of 80 hours of instruction, and was broken down into eight (8) different categories as follows: (1) **Physiological Indoctrination** – eight (8) hours consisting of four (4) hours classroom instruction covering the effects of high altitude flight on the human body, the mental hazards of which must be overcome, and the theory of operation of the pressure-demand oxygen system now in use by the USAF. The remaining four (4) hours of this training was consumed by simulated flight, through the use of a pressure chamber, to altitudes falling within normal operation of the B-45 type aircraft. An explosive decompression exercise was completed simulating decompression from 20,000 to 45,000 feet. (2) **Flying Safety** – three hours. This phase of ground training consisted of explanation of USAF and SAC flying safety programs, discussion of traffic control system as administered by Civil Aeronautics Authority, and the jurisdiction of this agency over USAF aircraft in flight. (3) **Regulations** – one (1) hour review of pertinent Air Force regulations covering general flight rules and requirements, visual flight rules, instrument flight rules, clearance rules and authorized deviations. (4) **Maintenance** - three (3) hours, concerning Strategic Air Command Maintenance System as outlined in SAC Regulation 66-12. (5) **Intelligence** – six (6) hours concerning deportment of captured personnel, interrogation of prisoners of war, and articles contained in the Geneva Convention. (6) **Navigation** – consisting of 14 hours training in the theory of radar in general and a complete breakdown of the APQ-24 indicator, computer, modulator systems, and their relation to each other; 11 hours of practice on the APQ-24 radar trainer making use of the set under simulated flight conditions; and four (4) hours of training on identification and breakup of targets as applied to reconnaissance radar scope photography. (7) **Basic**

Photography – eight (8) hours, consisting of training in the physical properties of light; principles and characteristics of lenses and filters upon components of light. Focal length of a lens and its application to photography; compilation scale; photographic coverage; flight line separation and exposure interval; photographic equipment used on the RB-45 and its operation. (8) **Miscellaneous** – consisting of six (6) hours link training, two (2) hours air refueling, 10 hours cruise control, and four (4) hours examination.

The flying training program for these three (3) RAF crews consisted of a series of missions designed to bring each crew to a combat ready status in the minimum of time. These missions have been designated as “P” missions. The breakdown of crew flying times is as follows: Crew Number One – 58:55 hours; Crew Number Two – 57:00 hours; and Crew Number Three – 50:55 hours. The following is the air training program as outlined by Headquarters 91st Strat Recon Wing for the training crews in transition to B-45 type aircraft.

Mission Description

P-1 Back seat familiarization ride, instructor pilot demonstrates
Operation of all emergency procedures

P-2 Front seat ride transition

P-3 Transition

P-4 This is normally a pre-solo stand board check but since
RAF crews did not solo until completion of training this time was used for more transition.

P-5 Instrument demonstration

P-6 Instrument practice

P-7 Instrument practice

P-8 Instrument practice

P-9 Instrument check

P-10 Night Check

P-11 Primarily a photo training mission and X country

P-12 In Flight Refueling Demonstration

P-13 In Flight Refueling Practice

P-14 In Flight Refueling Practice

P-15 In Flight Refueling Practice

P-16 Standardization Board Check

Two (2) of the three (3) RAF crews completed all phases of the foregoing air training successfully. RAF Crew Number Three did not complete the air refueling phase. After expending 14 hours and 45 minutes on the refueling training, it became obvious that considerable more time would be required before the potential aircraft commander on this crew could complete the air-to-air refueling with any degree of success. Experience of this Wing has shown that the normal crew training time required on this phase of training is 10 hours. RAF Crew Number One completed the air refueling training in 11 hours and RAF Crew Number Two completed the air refueling training in 13 hours. With the exception of the air refueling phase of this training program, all three (3) crews successfully completed their air training.

As a check on the capability of the RAF crews and to substantiate their combat ready status, each crew was briefed to fly a simulated combat mission. These simulated missions were flown without instructors and incorporated all phases of a normal reconnaissance mission including in-flight refueling, radar scope and conventional photography. The RAF Crew Number Three was flown by a combat ready aircraft commander of the 91st Strat Recon Wing. All of these missions were completed successfully and photo results were forwarded to higher headquarters for evaluation and observation. As a result of these missions and previous results, RAF Crew Number One and RAF Crew Number Two were considered Combat Ready by Headquarters 91st Strat Recon Wing. RAF Crew Number Three, with the exception of the aircraft commander, was also considered to be in a Combat Ready status.

Additional information

Source: USAF Air Force Historical Research Agency, Maxwell AFB, Montgomery AL
K-WG-91-HI, Supplement to May 1952 Historical Report of 91st Strategic Reconnaissance Wing

Covering pages 2 - 5:

Upon arrival at RAF Station Sculthorpe, a new development in the operation confronted the detachment. A directive was received from Headquarters, Seventh Air Division, to transfer the RB-45C aircraft to the Royal Air Force. Immediately the aircraft were repainted, obliterating the stars of the United States Air Force, and substituting the red, white and "bull-eyes" of the RAF. The transfer was completed on 5 April 1952 when the RAF accepted the 263 equipment from Lt. Colonel Marion C. Mixson, Detachment Commander.

A special Duties Flight, commanded by Squadron Leader John Crampton, was formed of RAF personnel who had received training in the RB-45C at Lockbourne, and had acquired additional training with the present detachment of the 91st Strat Rcn Wing at Sculthorpe. Three (3) reconnaissance crews were formed of these personnel and were assigned to fly the jet aircraft. Three (3) USAF air crews thus relieved of duty assignments, were then returned to the Zone of the Interior.

The operations which followed the transfer of aircraft, were conducted under the joint supervision of the RAF Bomber Command and Seventh U.S. Air Division. The mission of the detachment was twofold in purpose. First to co-operate with the RAF Photo Reconnaissance Unit at RAF Station Upwood in the accomplishment of a photographic project utilizing the APQ-24 radar equipment with certain modifications. Secondly to evaluate USAF aircraft and profile type missions by RAF crew personnel. During the project, a number of profile missions were executed and the operation was climaxed by two (2) highly successful maximum efforts. Further information concerning the flying operations of the Detachment will be included in a subsequent section of this report.

Upon completion of the project as set forth by RAF Bomber Command and Seventh U.S. Air Division,

the Detachment prepared for return to its home station, Lockbourne Air Force Base Ohio. Included in this preparation was the return of the RB-45C aircraft to the USAF, which was concluded with the transfer of 263 equipment on 5 May 1952.

The six (6) tanker aircraft departed RAF Station Sculthorpe, England, on 7 May 1952, and arrived at Lockbourne the following morning. The four (4) reconnaissance aircraft, (three (3) flown by RAF crews and one (1) flown by a USAF crew), departed Sculthorpe on 9 May 1952 and arrived Lockbourne on 11 May 1952. The latter four (4) aircraft remained at Keflavik, Iceland for nearly two days due to adverse weather conditions at the next refueling point of Goose Bay, Labrador.

The total strength of the organization while on temporary duty in the United Kingdom, included two hundred and twenty (220) USAF personnel and nine (9) RAF personnel. Thirty-seven (37) officers and one hundred eighty three (183) airmen comprised the total USAF strength while the RAF personnel included five (5) officers and four (4) airmen.

Flown by RAF personnel, the RB-45C aircraft completed nineteen (19) profile missions and two (2) highly successful maximum efforts of three (3) aircraft each. Sixty five thousand, eight hundred and five (65,805) gallons of fuel were transferred during the in-flight refueling operations. Of this total, forty eight thousand, six hundred and five (48,605) gallons of fuel were transferred during the completion of the profile missions, while a total of seventeen thousand, two hundred (17,200) gallons were received by jet aircraft while accomplishing the maximum effort requirements. During the first maximum effort flown on 12 April 1952, the total fuel transferred was four thousand, one hundred (4,100) gallons and the total RB-45C flying time was sixteen (16) hours and ten (10) minutes. On 17 April 1952, the second maximum effort was flown during which time, the three (3) jet aircraft compiled a total time aloft of twenty four (24) hours and twenty (20) minutes, and received thirteen thousand, one hundred (13,100) gallons of fuel in air refueling. Forty one (41) sorties were flown by the RB-45C type aircraft. This figure includes the profiles and maximum efforts described in the preceding subparagraph. Of the total sorties, twelve (12) were test flights and four (4) were for training purposes only. The total flying time amassed by the reconnaissance aircraft was one hundred eighty five (185) hours and fifty (50) minutes.

Upon completion of each mission, the exposed photographic film was delivered by courier, to Headquarters Seventh Air Division, South Ruislip, England. It was then forwarded to RAF Bomber Command for evaluation. No written evaluation reports were received by the Detachment, however, according to verbal reports, the missions were generally very successful.

A few pictures I have selected from the IPMS Atlanta show







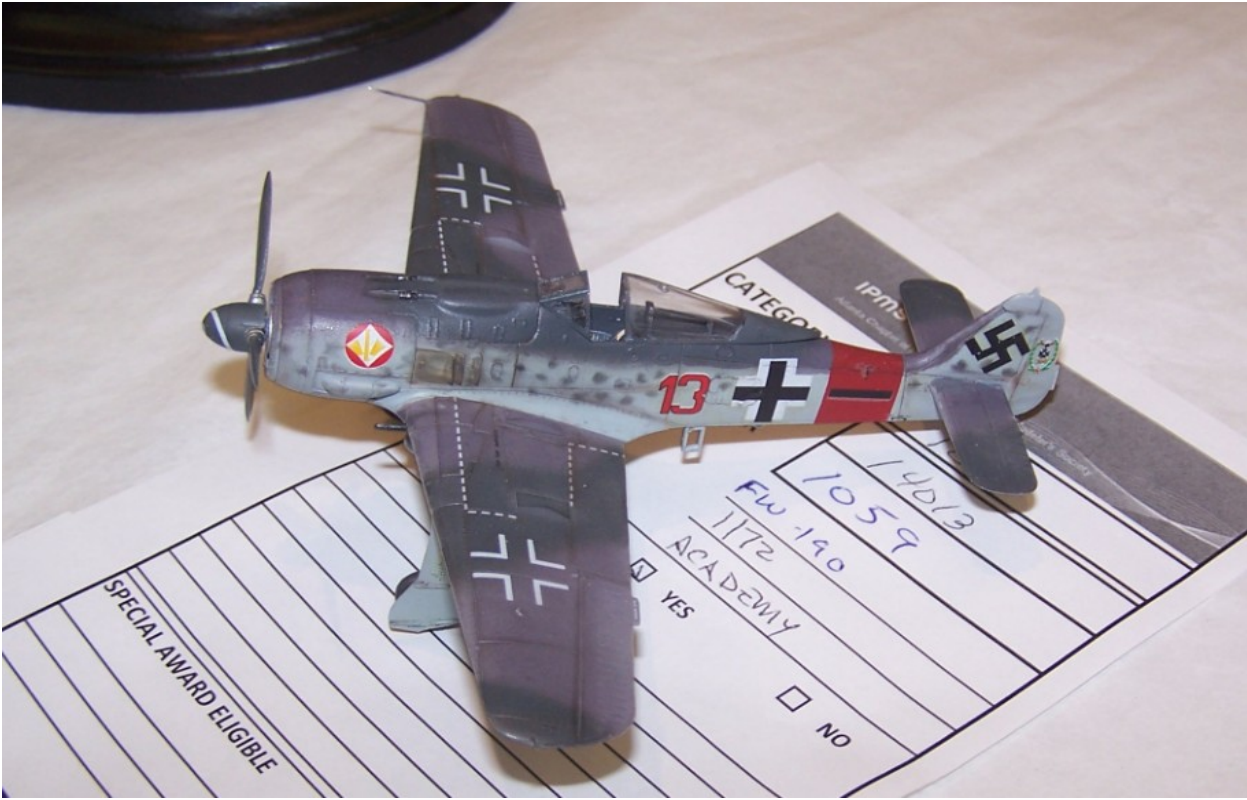




• Ten Minutes to Concert •



MEKONG DELTA - WEST OF SOC TRANG VIETNAM - APRIL 22, 1962
HMM-362 "ARCHIE'S ANGELS" - OPERATION LOCKJAW
FIRST MARINE COMBAT MISSION IN VIETNAM

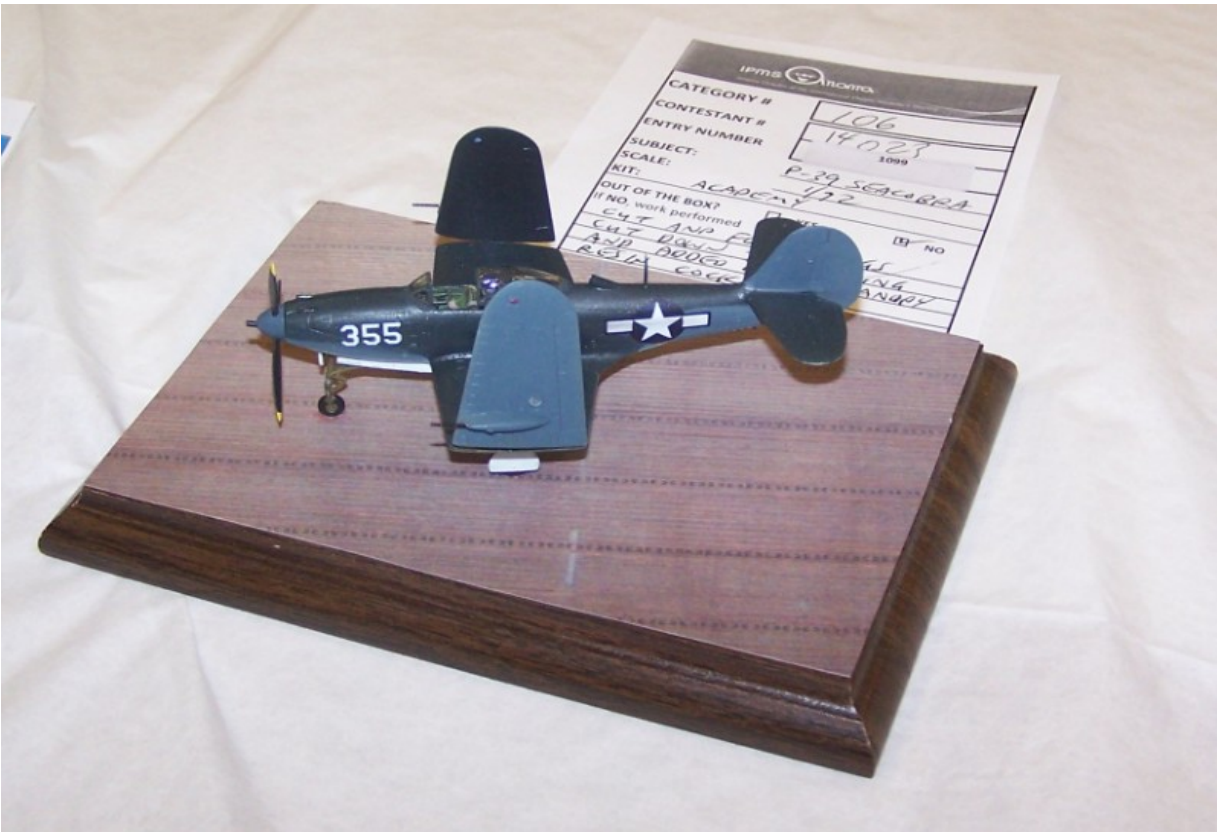








Paul Lovell from the Sumter Chapter Built this beautiful P-39 Sea Cobra



Next Club Meeting Thursday June 20 2014 at 6pm