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NEWSFLASH
June 2019



International Plastic Modelers' Society/USA Membership Application / Renewal Form

New ☐ Renewal ☐ IPMS #: _____

Name: _____

Address: _____

City: _____ State: _____

Zip Code: _____

Phone: _____ E-Mail: _____

Chapter Affiliation, if any: _____

Junior (17 years or younger)	\$17.00	_____	Date of Birth: _____
Adult	One year	\$30.00	_____
	Two years	\$58.00	_____
	Three years	\$86.00	_____
Canada & Mexico		\$35.00	_____
Foreign	Surface	\$38.00	_____

Family (1 set of Journals) _____ ← Adult fee + \$5.00 # of cards? _____

Your Signature: _____

If recommended by an IPMS member, please provide his/her:

Name: _____ IPMS #: _____

PAYMENT OPTIONS:

Cash	<input type="checkbox"/>	Amount: _____
Check	<input type="checkbox"/>	Check #: _____ Amount: _____
Credit Card	<input type="checkbox"/>	Master Card <input type="radio"/> Visa <input type="radio"/>
		Card Number: _____
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Billing Address, if different than above -

Address: _____

City: _____ State: _____

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Applications should be printed and mailed to: IPMS/USA, P.O. Box 56023, St Petersburg, FL 33732-6023

Hello Swamp Foxes, Welcome to the June 2019 Newsletter.

Hopefully we have all had some time at the benches, I look forward to seeing some of your work at the next meeting Wednesday 19th June 18.00 – 20.00 at Lexington Main Library.

May's meeting saw 23 members attend, The President opened the meeting and went through the agenda and any other business. After which it was onto the show and tell of Members models and we had a nice diverse selection to enjoy, some really great builds and in progress work as always.....

From the Front Office...

Howdy, all. Here's what's going on...

1. JUNE SHOW:

Venue set up on Friday afternoon (21 June) begins around 1 PM, and continues until the place is set up and ready to go--usually, this is done by 5:30 PM. If you can at all help out on Friday, please do.

Early registration for club members and out-of-towners who show up to help will be done on Friday afternoon as soon as the venue is set up. If you plan on entering models into either contest, plan to bring and register them Friday night. If you cannot be there Friday night, get your models registered no later than 9 AM Saturday.

Vendors will be allowed to start setting up on Friday as soon as the venue is organized and ready. Tim Darrah has sold all 62 vendor tables for the show, so getting everyone in and set up will be a challenge. For those club members who have vendor tables (Hub, Pete, Jim Hamilton, and John Helms), it would be best if you came and set up on Friday night to avoid the rush at the roll-up door on Saturday morning.

All club members are expected to be at the venue, ready to work, at 7 AM on Saturday, 22 June. At that time, the doors open for the vendors to set up. The doors open to the public at 9 AM.

We're expecting a full house. Things will be crowded and hectic at times. Please be aware of what's going on, be proactive, take a bit of initiative, and work together. If you don't have anything to do, just ask and you will be put to work.

Registration closes at noon. John Currie will begin the Judges Meeting shortly thereafter. Plan to grab lunch before the judges meeting. Anyone who is not otherwise engaged in show activity will be expected to help judge the contest. If you are new to judging, let John know at the judges meeting and he will place you with an experienced team as an OJT judge.

There will be three food vendor trucks on site, so you won't have to go far to get lunch.

The IPMS contest judging needs to be completed by 2:30 PM. We would like to present awards by 3 PM. AMPS awards will tentatively begin at 4 PM. We should be done with both awards ceremonies by 5 or 5:30 PM.

After the awards ceremonies, plan to stick around and help break the venue down. There will be some rental tables that will need to be stacked, and the venue's tables and chairs will need to be put away. If everyone pitches in, it can get done and we can be out by 6:30 PM.

And, once all the shouting is over, we normally head to grab some supper. You are all welcome to join us—we usually go to the Ruby Tuesday's on Garner's Ferry Road and I-77 (there are two at that interchange, we go to the one headed to Columbia, not the one towards Sumter).

2. RAFFLE: If you would like to donate anything to the raffle, you are welcome to do so. Bring it to the show on Friday afternoon or Saturday morning.

3. PROGRAM: Tonight's program is all about the June show.

4. MODEL INFORMATION SHEET: Don't forget to fill out John's model list. We decided to do this instead of the separate forms.

5. UPCOMING EVENTS:

Toy Soldier Show, State Museum: We were notified that this year's Toy Soldier Show will be held on Saturday, 10 August. It overlaps the IPMS/USA National Convention, and some of us will be out of town. However, Matthew Goodman has volunteered to take the point on this, and we will discuss it further at the meeting.

IPMS/USA National Convention: The 2019 IPMS/USA National Convention will be held in Chattanooga, at the Chattanooga Convention Center. Dates are 7-10 August 2019. Details on their website: <http://www.ipmsnationals.com/>

IPMS/USA Region 12 Convention: The IPMS Region 12 Regional Show will be held in Simpsonville, hosted by IPMS/Piedmont Scale Modelers. It will be at the Simpsonville Parks and Rec Center. Date is 14 September. Additional information can be found at <https://psmregion122019.wixsite.com/mysite>

6. CLUB SHIRTS: I will have the shirts with me on Wednesday night. Please be prepared to pay for them. Below is the breakdown:

Nothing due (T-shirts only or prepaid):

Zach Chapman, Kevin Cook, Trevor Edwards (paid), Darby Erd, D.C. Locke, John Melton, Andy Townsend, Bob Spagnola (paid)(Zach--I need your shirt size)

\$10 due (The following members asked for only a polo shirt, so they will pay the cost of the polo less the cost of a t-shirt, in the interest of fairness):

Paul DeLoreto, David Koopman, Jodie Peeler.

Brad Shealy asked for an extra T-shirt.

\$20 due (One each T-shirt and polo, the T-shirt is free):

Rick Broome, John Currie, Norman Foote, Matthew Goodman, Donnie Greenway, Jim Hamilton, John Helms, Larry Jeffcoat, Pete Maher, Lucio Martino, Mike Martucci, Ralph Nardone, Hub Plott, Mike Roof, Eric Schrowang, Tom Wingate

\$40 due: (one t-shirt and two polos):

Mike Gearon

7. AREA CLUBS: Don't forget the other modeling organizations area:

a. SCMA, First Monday of the month, 7PM, Genova Karate, 169-B Hwy 378 West, Lexington.

b. AMPS Central South Carolina, 6:00 PM, Second Thursday of the month, Richland Library, 763 Fashion Drive, Columbia



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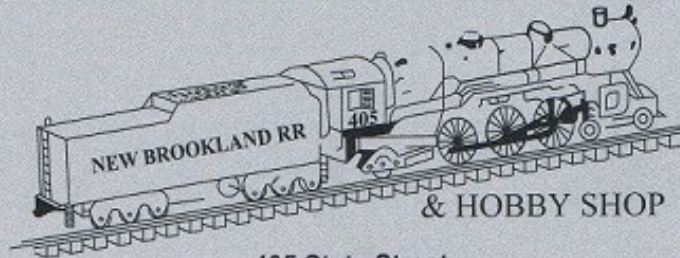


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A Brief History of the Rhodesian Air Force

Table of Names and Dates

The following table lists the various names of the Air Force since it's inception and the date of applicability.

<u>Unit Name</u>	<u>Date</u>
1st Battalion Rhodesia Regiment - Air Section	- November 1935
Air Section Southern Rhodesia Defence Force	- 17th July 1936
Southern Rhodesia Air Unit (SRAU)	- 1st April 1938
No1 Squadron, Southern Rhodesia Air Force	- 6th September 1939
No 237 (Rhodesia) Squadron, Royal Air Force	- 1st April 1940
Southern Rhodesian Staff Corps, Communications Squadron	- 15th September 1947
Southern Rhodesian Air Force	- 28th November 1947
Royal Rhodesian Air Force (RRAF)	- 15th October 1954
Rhodesian Air Force	- 8th April 1970
Zimbabwe Air Force	- 1980

A Brief History of the Rhodesian Air Force

It would be almost impossible to write the entire history of the Rhodesian Air Force and publish it on this web site. Therefore this is a brief outline of the history. If you require more detail then your should read extensively as it is unlikely that you will find all the detail under one cover.

1935

In November 1935 the air section of the territorial force was established and flying training began at Belvedere Airport, near Salisbury, under the command of the 1st Battalion Rhodesia Regiment. The aircraft used were De Havilland Tiger Moths. Scott Robertson was the first instructor and John Holderness was one of the first six pupil pilots.

1936

In March 1936 a Royal Air Force, Group Captain arrived from London to give advise on the development of the air unit. He was Arthur Harris, later to become the Commander of Bomber Command.

The Government Gazette of 17th July 1936, announced the formation of the Air Section Southern Rhodesia Defence Force.

1937

In November 1937 the second course of pilots were commissioned. This course included E.

("Ted") W. S. Jacklin who was later to become the first Chief of Air Staff and founder of Rhodesia's post war Air Force.

By December 1937 the new Cranborne aerodrome boasted two runways, hangars, workshops and offices and was ready for the official inspection by Colonel J. S. Morris, Officer Commanding the Southern Rhodesian Forces. Two Hawker Harts ("SR 1 and SR 2") were ready to fly.

1938

On the 21st February 1938 the air unit received its first De Havilland Tiger Moth. This aircraft was equipped for instrument flying.

The 1st April 1938 saw the separation of the air unit from the territorial forces when it took on the title of Southern Rhodesia Air Unit (SRAU). The Commanding Officer was Flt Lt. Jimmy Powell and the staff officer Air Services was Major Dirk Cloete.

The flying badge was similar to that of the Royal Air Force but the RAF was replaced with a miniature coat of arms of Southern Rhodesia. This later became the badge of the Royal Rhodesian Air Force except that the King's crown was replaced by a Queens Crown.

On Tuesday 11th June 1938 was the first time the Southern Rhodesia Air Unit was referred to in the newspaper (Rhodesia Herald) as the Rhodesian Air Force.

1939

In March 1939 a party of pilots and engineers flew in a Rhodesian government Rapide to Cairo to collect four Hawker Audax aircraft. These were flown to Southern Rhodesia.

On the 13th May 1939 the members of No 2 Pilots course received their wings. Included in this group were Ted Jacklin, Eric Spence, Tickey Tyas, Hugh Peyton, R. J. D. Christie and A.T.R. Hutchinson.

In June 1939 Lieutenant Colonel Charles Warburton Meredith AFC was appointed the new director of civil aviation and officer commanding the air section. He made it known that the thrust would be towards the establishment of an autonomous Air Force.

In late August 1939 the Southern Rhodesia Air Unit was dispatched to Nairobi as part of the mobilization for war with Germany. Britain declared war on Germany on 3rd September 1939.

On the 6th September 1939 the name of the Southern Rhodesia Air Unit was changed to No1 Squadron, Southern Rhodesia Air Force.

No 266 (Rhodesia) Squadron was reformed in October 1939. It was originally equipped with Fairy Battles and later with Spitfires. This squadron saw service in one of the fiercest phases of the war during the night raids on London, Birmingham and Coventry.

1940

1st April 1940 brought the unpopular name change of No.1 Squadron, Southern Rhodesia Air Force to No 237 (Rhodesia) Squadron Royal Air Force.

From June 1940 to November 1941 No 237 (Rhodesia) Squadron was engaged in the East African Campaign. Here they saw service in Kenya, Sudan and Eritrea.

1941

On the 1st August 1941 106 female recruits attested into the Southern Rhodesia Woman's Auxiliary Air Force. Their functions were clerical duties, fabric working, parachute packing, elementary mechanics and motor transport driving.

On the 15th August 1941 the Rhodesian Air Askari Corps was formed. Their duties included the provision of armed guards and non-armed labour for airfields. Members of this unit were all volunteers and provided a valuable service guarding and protecting airfields.

No 44 bomber squadron was another squadron to bear the name Rhodesia. They flew raids on Calais, Augsburg, Cologne, Kiel, Kassess, Rostock, Le Harvre and the Tirpitz among many others. The squadron was initially equipped with Hawker Hinds (from March 1937 to December 1939) then with Hampdens (1939 – 1942) and later in 1942 with Avro Lancaster Bombers.

1947

In 1947 the Empire Air Training Scheme was formed to train 350 pilots and navigators a year for the Royal Air Force and provision would be made within the scheme to train Rhodesian pilots.

A Communications Squadron was formed using a Leopard moth SR22 and was based at Cranborne. This was later joined by and Avro Anson SR21.

7th April 1947 saw the visit by the British Royal family. Air Vice Marshall Charles Meredith was knighted.

On the 15th September 1947 the Communications Squadron, Cranborne became known as the Southern Rhodesia Staff Corps, Communications Squadron (this was later to become No. 3 Squadron). At this time a Dakota purchased from the South African government was added to the squadron (SR 25). 12 Harvard Mark 11B aircraft were also purchased.

The staff establishment of pilots was 4 but the strength was only 3. the three were Warrant Officer Harold Hawkins (ex Sqn Ldr RAF), Sergeant Doug White (ex Flt Lt RAVR), Sergeant Tony Chisnall (ex Warrant Officer RAFVR). The forth post was advertised and was filled by Archie Wilson.

On the 28th November 1947 the Southern Rhodesian Air Force was officially reestablished by proclamation in the Government Gazette.

Colonel Garlake, General Officer Commanding Central Africa Command (later Major General) was responsible for the air force until 1956, by which time the Air Force had acquired a squadron of De Havilland Vampire FB9 aircraft.

The first commander of the air unit was Captain Keith Taute who was succeeded by Lieutenant Colonel E.W.S. Jacklin (later Air Vice Marshall). "Ted" Jacklin was a dynamic leader and the driving force behind the rebuilding of the force.

1948

On the 12th June 1948 the Communications Squadron received 3 Avro Anson Aircraft as part of an agreed compensation package from the British Government. These aircraft were allocated the number SR 29, SR 30 and SR 31.

In 1948 Russia had instituted the Berlin blockade. This resulted in Rhodesian men and being called up for service. Women were also being recruited into the Southern Rhodesia Woman's Military and Air Service.

1949

In May 1949 the first two Harvards purchased from the South African government arrived.

On the 1st March 1949 Lieutenant Colonel "Ted" Jacklin was appointed Commanding Officer of the Southern Rhodesia Staff Corps.

On the 18th June 1949 the government announced plans to build a new national airport on Kentucky Farm south of the city. This site was later to become the main air force base named New Sarum

During July 1949 the flying training of territorial volunteers began and No 1 Squadron, Southern Rhodesia Auxiliary Air Force was formed.

1950

The Photographic section came into being in 1950. This largely unnoticed section of the force would unbeknown to them at the time, play a large part in the planning of operations in the future.

In December 1950 it was announced that the name of the regular military air service would be the Southern Rhodesia Air Force.

1951

22nd March 1951 saw the arrival at Cranborne of 10 out of the 11 Spitfire aircraft. The 11th arrived in the 7th April 1951.

The first Short Service course for pilots started on the 1st September 1951.

27th September 1951 was the day on which No 1 Course, Southern Rhodesia Auxiliary Air Force received their wings. This course included the first air observer pilot for the Southern Rhodesia Artillery.

On the 18th December 1951, nine Spitfires out of eleven landed at Salisbury after the second ferry from England. One was destroyed and the pilot killed (Sergeant Owen Love) after having become disoriented in cloud over France and another had been extensively damaged on landing at Entebbe, in Uganda.

1952

By February 1952 the air force had a number of aircraft based at Kentucky. The second runway was in use and the sixth hangar was in the process of being built.

1st March 1952 saw the start of the second short service pilot training course.

On the 1st April 1952 the Southern Rhodesia Air Force officially moved to Kentucky (New Sarum).

The passing out parade for No1 Short Service Course was held at Kentucky on the 21st August 1952 there were 11 graduates. The parade commander was Captain A.O.G. Wilson (later to become Commander of the Air Force).

In October 1952 Southern Rhodesia Air Force headquarters moved out to New Sarum (Kentucky). The name of the air base was suggested by Keith Taute, Sarum was the Roman Name for Salisbury in Wiltshire, England.

The transport squadron, (No 1 Squadron) moved to New Sarum from Cranborne shortly afterwards and was re-designated No 3 Transport Squadron. No 1 Squadron became a Spitfire squadron.

The 14th December 1952 saw the first fatal accident since the war within the colony, when an Auster aircraft hit power cables and crashed into the Hunyani river. Lieutenant Corruthers an artillery observer pilot was killed.

1953

On the 23rd November 1953 the first four, twin engine, Percival Pembroke aircraft arrived at Salisbury airport.

12th December 1953 saw the first four Vampire FB9 aircraft arrive in Southern Rhodesia.

On the 6th August 1953 the Royal Air Force ensign was lowered for the last time at Thornhill marking the final graduation parade for the Royal Air Force Training Group. Royal Air Force training in Southern Rhodesia had come to an end.

1954

On the 20th May 1954 four Vampire FB9s and one Vampire T11 trainer arrived in Southern Rhodesia from RAF Benson in the UK.

10th August 1954 saw the arrival of a further 6 Vampires

On the 15th October 1954 the name of the air force was changed to "Royal Rhodesian Air Force" and adopted the Royal Air Force rank structure.

In late October 1954 the Royal Rhodesian Air Force took delivery of its second Dakota aircraft which was ferried out from England using the West African route.

Four Percival Provost aircraft arrived on 4th November 1954.

18th December 1954 saw the last flight of the Spitfire (SR64) in service with the RRAF.

1955

On the 10th March 1955 a flight of five Vampire T11 aircraft arrived from England

Another flight of Vampire arrived from England on the 1st November 1955.

On the 25th December 1955 another eight Provost T52 aircraft arrived.

These last two ferries brought the number of Vampire aircraft to 16 FB9s and 16 T11s, Provosts to 16, Dakotas to seven and Pembrokes to 2.

1956

January 1956 saw a major change in the RRAF when the number of squadrons was changed from three to four.

No.1 Squadron was formed at New Sarum with Vampire FB9 and T11 aircraft. It's major task to train Pilot Attack Instructors (PAIs).

No.2 Squadron was formed at New Sarum with Vampire FB9 and T11 aircraft. It was responsible for the Advanced Flying Training of Short Service Unit pupil pilots.

No. 3 Squadron the transport squadron was formed at New Sarum.

No. 4 Squadron which came into being on 3rd January 1956 was based at New Sarum and equipped with Provost aircraft. Its role was both internal security and pilot training.

On 5th March 1956 the move of No 4 Squadron to Thornhill Air Base in Gwelo was started. The move was completed on the 30th May 1956.

In August 1956 the Royal Rhodesian Air Force became autonomous from the control of the army.

1957

On the 11th December 1957 the first Vampire landed on the new runway at Thornhill the pilot was RAF Bentley (later Air Vice Marshall). The purpose was to test the newly completed runway.

1958

January 1958 saw the first detachment to Aden in the Middle East. 5 Dakotas and 19 Vampires flew off to the Middle East.

On 15th March 1958 No 1 Squadron moved from New Sarum to Thornhill.

In July 1958 No. 1 Squadron was detached to Aden to support the British forces following a coup in Iraq. 3 aircraft of No. 3 Squadron were in support.

On the 25th September 1958 No. 2 Squadron was reformed at Thornhill.

By the end of 1958 the installation the Ground Approach Radar at Thornhill was complete.

1959

In 1959 the Nyasaland emergency broke out and elements of No. 3 and No 4 Squadron were detached to Chileka airfield in support of the Federal Army.

During late March 1959 the first four English Electric Canberra aircraft arrived from England. From then on Canberra's arrived at the rate of two per month for four months.

In early June a further four Canberra aircraft arrived bringing the total to 15, These aircraft were to make up No. 5 and No. 6 Squadron.

In December 1959 No 3 Squadron received 2 Canadair DC-4M-2 aircraft.

1960

On 11th March 1960 the first parachute drop was carried out by No. 3 Squadron with 9 African Askari's and four Europeans, at New Sarum.

During March 1960 No 6 Squadron was disbanded and its members amalgamated with No. 5 Squadron.

No 2 Squadron was reformed to train flying instructors and ground attack.

In April 1960, 3 Air Supply Platoon was formed.

June 1960 No. 3 Squadron received the initial award of the Jacklin Trophy.

July 1960 saw the RRAF engaged in the Congo crisis.

1961

In 1961 pilot raining was restarted and No. 2 Squadron was responsible for this task.

On the 14th January 1961 the RRAF Volunteer Reserve was officially established.

In March 1961 the long awaited Canberra T4 training aircraft arrived.

March 1961 saw No 4 Squadron carrying out rain making experiments by releasing a mixture of salt and sand into clouds.

On the 14th April 1961 the General Service Unit (GSU) was formed under the command of Flying Officer Basil Lederboer.

30th June 1961 Air Vice Marshall E. W .S. Jacklin retired from the Royal Rhodesian Air Force.

5th October 1961 the Royal Rhodesian Air Force Parachute Training School was formed.

1962

January 1962 the Rolls-Royce Trophy was presented to the Royal Rhodesian Air Force.

No 7 Squadron was formed on the 28th February 1962.

No 6 Squadron was re-formed on 1st June 1962. It became operational on 14th September 1962.

20th December 1962 the first four Hawker Hunter aircraft arrived to replace the Vampire of No 1 Squadron.

1962 No 6 Squadron was disbanded and the personnel of Nos 5 and 6 Squadrons were combined on No 5 Squadron.

1963

31st December 1963 saw the break up of the Federation of Rhodesia and Nyasaland.

No 3 Squadron was reduced to an aircraft strength to four Canadairs and Four Dakotas

The Federation was officially dissolved on the 3rd December 1963. but the Royal prefix remained until March 1970 when Rhodesia became a Republic.

1964

In 1964 the name of the air force remained the Royal Rhodesian Air Force.

In October 1964 No 4 Squadron moved to Thornhill.

1964 No 5 Sqn moved to New Sarum.

1964 the aircraft silver paint scheme changed to two tone green camouflage.

During March 1964 the weekly shuttle New Sarum – Thornhill – Kumalo (Bulowayo) was inaugurated by No 3 Sqn.

April 1964 Winston Field resigned as prime minister and was replaced by Ian Smith.

4th July 1964 Mr Petrus Johannes Andries Oberholzer murdered by terrorists.

1965

9th November 1965 all squadrons placed on stand-by.

11th November 1965 Rhodesia declared unilateral independence (UDI)

1966

March 1966 No.105 (VR) Squadron was formed in the Lomogundi area.

17th May 1966 saw the murder of a farmer and his wife (the Viljoen's) on their farm “Nevada” in the Hartley area by terrorists

12th June 1966 first static line parachute jumps conducted by RLI.

November 1966 No 3 Squadron received a Beech Baron B55 from a South African organization.

1967

31st March 1967 first free fall parachute jump carried out from 15,000ft by Flt Lt Frank Hales of the Parachute Training School.

1967 saw the formation of No. 107 (VR) Squadron in the Lowveld (Chiredzi).

July 1967 saw the introduction of 130 lb concrete practice bomb invented by Flt Lt Alan Cockle.

1967 saw the arrival of the first Lockheed Aeromachi AL60 B “Trojan” aircraft. Assembly began on 1st August 1967 and the 9th aircraft was completed on the 24th August. the final aircraft was completed on the 6th September.

1st August 1967 No 6 Squadron was reformed and took on the training role and was allocated seven Provost T52s.

During the latter part of 1967 No 4 Squadron converted to Trojan aircraft but retained some Provost T52s.

July 1967 saw the onset of Operation Nickel

1967 No.7 Sqn was awarded the Jacklin Trophy

At the beginning of September 1967 an air show was held at New Sarum. Thousands of civilians attend the show to see the Hawker Hunters, Vampires and Canberras make a series of low runs before engaging in a mock dogfight. A mass parachute drop by the SAS initiated a demonstration of anti-terrorist warfare in which the Allouette III helicopters participated.

By the end of 1967 No 7 Squadron was committed to maintain helicopters on a semi-permanent basis at both Wankie (FAF 1) and Kariba (FAF2)

1968

July 1968 saw the start of Operations Griffin, Mansion, Excess and Gravel.

11th November 1968 the new Rhodesian flag was raised and a new roundel on the aircraft was introduced.

1969

7th January 1969 a South African Police Cessna 185 aircraft crashed at Kutanga Range, killing the South African pilot, Lieutenant Johan van Heerden and fatally injuring a Royal Rhodesian Air Force Armaments Officer Flight Lieutenant Don Annandale. The pilot was attempting to carry out a barrel roll after take off. Lieutenant van Heerden was killed outright and Don Annandale was severely burned. The fire vehicle taking Don to the hospital in Que Que was involved in an accident and overturned. A passing motorist then took Don to the hospital where he died several days later from his injuries.

June 1969. No. 4 Squadron was awarded the Jacklin Trophy for 1968.

23rd July 1969 Flight Lieutenant Bob Brakewell was severely injured when a Provost aircraft hung up and exploded during the de-arming.

1969 the Rhodesian Air Force carried out trials on its own version of a napalm bomb.

1970

2nd March 1970 Rhodesia became a republic and the flag, Air Force Ensign and roundel were changed. Two junior air force officer ranks changed. The rank of Pilot Officer was changed to Air Sub Lieutenant and Flying Officer to Air Lieutenant. The red, white and blue Royal Air Force roundel with a single silver and gold assegai remained the official marking of the Royal Rhodesian Air Force despite the change in national colours to green and white.

The roundel was changed to incorporate a white centre and a gold lion and tusk, outlined in black with a green outer circle. A new Ensign was also designed.

5th March 1970 saw the start of Operation Pluto

On the 8th April 1970 the Air Force name changed to Rhodesian Air Force.(RhAF) Chief of Air Staff was changed to Commander of the Air Force. the new Commander held the rank of Air Marshall.

10th April 1970 Operation Granite started.

In 1970 the name of the Air Force Police was changed to the Air Force Security Branch and members became known as security provosts. Their initial training was carried out at No 1 GTS, New Sarum.

6th May 1970 the Parachute Training School logged it's 10,000th jump.

1st July 1970 an Allouette III helicopter crashed at New Sarum killing Flight Lieutenant Mike Hill and Squadron Leader Gordon Nettleton

On the 8th August 1970 the name of the Air Force was officially changed to Rhodesian Air Force The title of Chief of the Air Staff was changed to Commander of the Air Force. The title was foreshortened to RhAF and was thence forth referred to as RHODAF. The rank of the Commanders of the army and air force were elevated to Lieutenant General and Air Marshall

14th September 1970 Air Lieutenant Trevor Baynham carried out a night forced landing in a Trojan aircraft during the casevac of Game Ranger Paul Coetzee from the lake Kariba area to Salisbury.

29th September 1970 saw the start of Operation Apollo (Mozambique).

23rd October 1970 the first Rhodesian Honours were awarded. Prior to this Rhodesians had been eligible for the full range of British Honours and Awards.

On 11th November 1970 seven formations took off for the Independence Day fly-past

1971

During 1971 as a security precaution all roundel and aircraft numbers were removed from the visible parts of the aircraft. Serial numbers were still carried but much reduced in size.

26th March 1971 Sergeant Harry Young died of his injuries following an accidental fire at the New Sarum bomb dump.

25th May 1971 the Rhodesian Air Force received the Freedom of the City of Salisbury. Airmen marched through the city streets with bayonets fixed and aircraft flew over the parade

1972

March 1972 Group Captain Ossie Penton was appointed Officer Commanding the Air Force Volunteer Reserves.

6th June 1972 - Wankie Disaster – Methane Gas Explosion in the coal mine trapped many miners. No 3 Squadron played a major role in transporting men and equipment to the scene.

4th August 1972 - Crash of Vampire at Thornhill killing Air Sub Lieutenant Dave Brown.

September October 1972 Start of Operation Sable (Mozambique)

On the 8th October 1972 the Rhodesian Air Force staged its first major Air Show at Thornhill. Between 8,000 and 10,000 people attended the spectacle.

On the 28th November the Air Force celebrated its 25th Anniversary. That is using the date of November 1947 as that when the Air Force was reformed after World War II. To celebrate 300 men marched through the streets of the City Of Salisbury. With bayonets fixed and colours flying, a right they had received when they were granted the freedom of the city in 1971. Before the parade the President Mr. Clifford Dupont presented the Air Force with its colours at Government House.

During 1972, 20,000 hours had been flown by the Air Force and the Defence of the country had cost \$24,000,000 (Rhodesian), 2.1% of the GDP.

1973

On the 15th May 1973 Air Marshall Archie Wilson retired from the Air Force after a career spanning 32 years. He was succeeded by Air Marshall Michael John (Mick) McLaren

15th May 1973 civilians visitors to Victoria Falls were attacked by members of the Zambian army at Victoria Falls. One woman was killed.

29th June 1973 saw the presentation of the first Defence Forces Meritorious Medals to Squadron Leader Peter Barnett, Squadron Leader James Boyd, Squadron Leader Ken Gipson, Mater Technician Bill Gaitens, and Warrant Officer Spike Owens.

Towards the end of 1973 with the increasing terrorist activity a Joint Operations Centre which had been established at Centenary (FAF3). Was upgraded with higher ranking officers and moved to Bindura. The senior army officer on the JOC was a Brigadier and the senior air force officer Wing Commander and later a Group Captain.

Centenary (FAF3 and Mount Darwin (FAF4) became sub JOCs with Lieutenant Colonel and Squadron Leader in command. JOC Bindura was not a tactical base and therefore not allocated any aircraft.

The Allouettes were grouped at Centenary and Mt. Darwin with two regular battalions, 1RAR and 1RLI respectively, together with members of the BSAP.

At first the helicopters ferried whatever troops were available at the time but it became increasingly obvious that that both men and machines must be on stand-by to provide fast reaction when an incident or sighting was reported. These reaction groups became known as "fire force" and the helicopters as "G-Cars"

27th August 1973 Air Marshall M. J. McLaren, Commander of the Rhodesian Air force presented the Jacklin Trophy to No.5 Squadron (The Squadrons 3rd Award)

21st September 1973 No.1 Squadron was presented with its Standard by Air Marshall A. O. G. Wilson (immediate past Commander of the Rhodesian Air Force).

1974

March 1974 saw the first night free fall parachute jump carried out by instructors of the Parachute Training School at New Sarum.

17th May 1974 No.1 Squadron received the Jacklin Trophy.

31st May 1974 Flight Lieutenant George Walker-Smith who had been serving as a pilot on No.3 Squadron qualified as aircraft Captain. He was the first Rhodesian Air Force Volunteer Reservist to be made an aircraft Captain on No.3 Squadron.

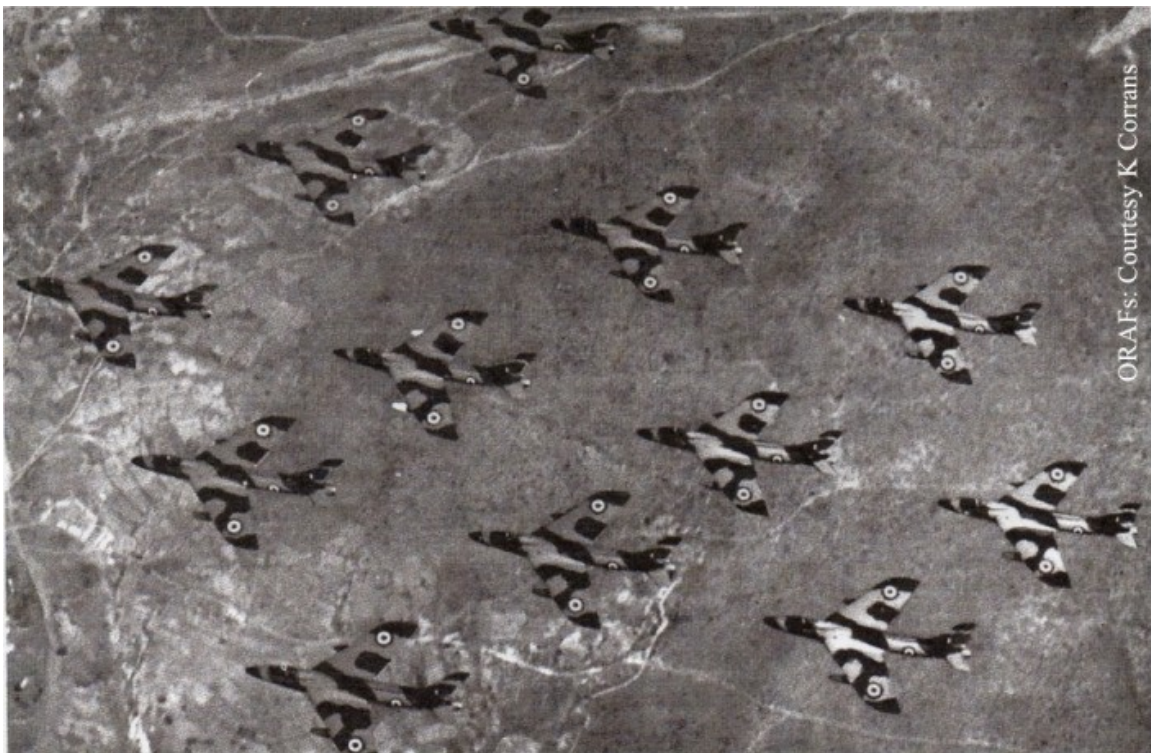
On 18 April 1980, Southern Rhodesia became the independent Republic of Zimbabwe.



DH Vampire T.11

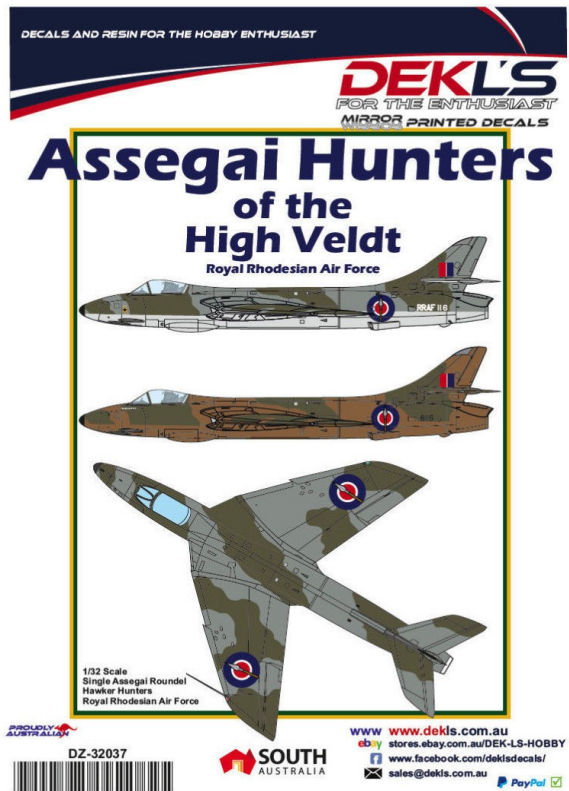


Alouette III



Hawker Hunter FGA 9s

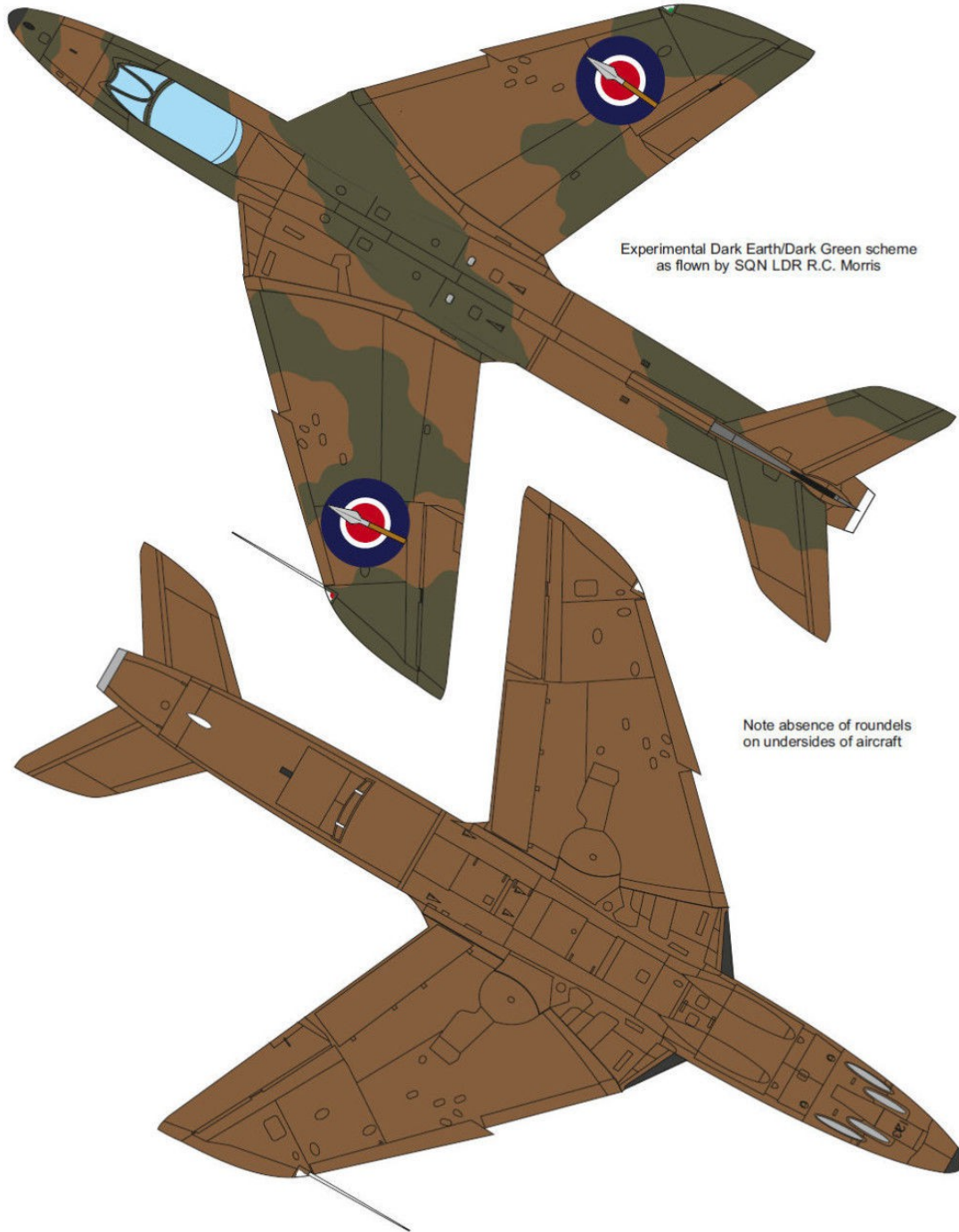
Future Project



Assegai Hunters

Hawker Hunters of the Royal Rhodesian Air Force

SQN LDR R.C. MORRIS



Pics from last months meeting



Tom Wingate – Takom – 1/35 scale Panther A.



Tom Wingate – MPC – 1/25 scale 67 GTO.



Donnie Greenway – Monogram – 1/24 Rommels Rod.



DC Locke – Revell – 1/48 scale PV-1 Lockheed Ventura.



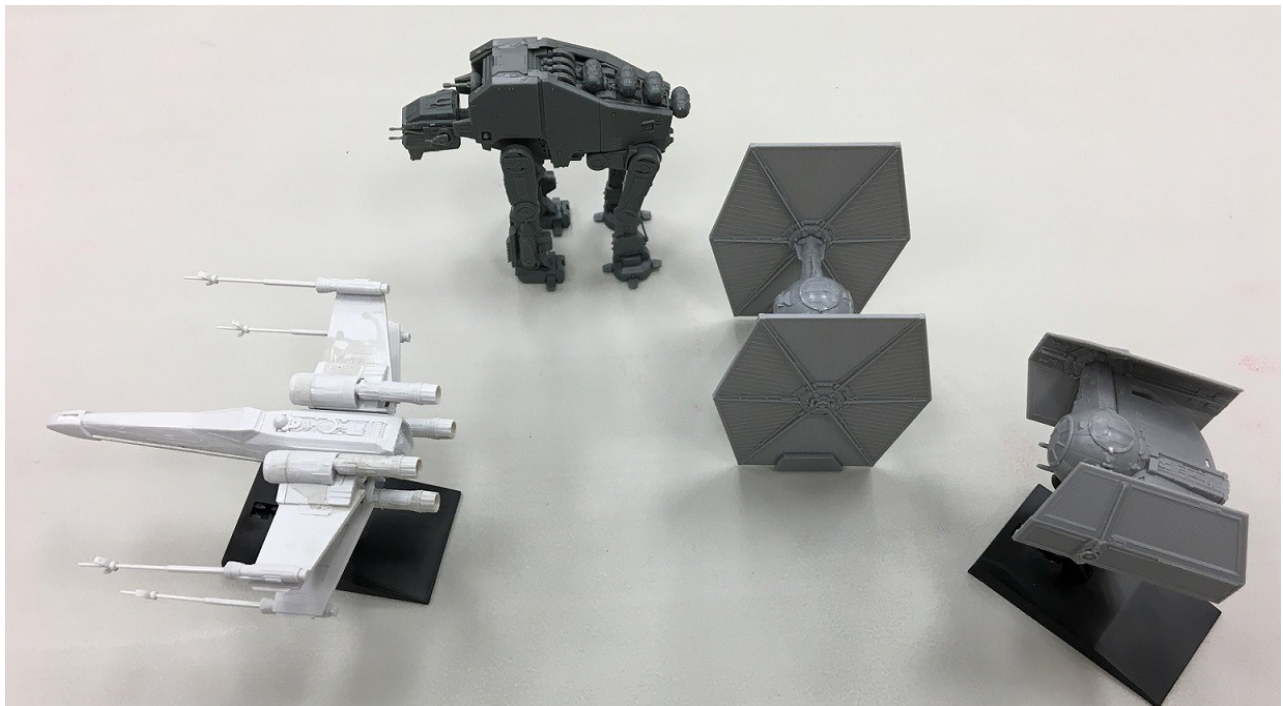
Bob Spagnola – AFV – 1/35 scale IDF Shot Kal Gimel.



Bob Spagnola – Tamiya – 1/35 scale Sturmpanzer IV Brumbar



Trevor Edwards – Tamiya – 1/35 scale Jeep.



John Currie – Bandai – Various scale Star Wars (in progress),



Rick Broome – Palmer Plastics – 1/32 scale 1937 Chevrolet (in progress)



John Helms – Academy – 1/48 scale XF5F Gruman Skyrocket



John Helms – Academy – 1/48 scale F4U-4 Corsair.

Club Shirts





Well thats all folks

See you at the next meeting Wednesday 19th June

John



IPMS/Mid-Carolina Swamp Fox Modelers
MODEL ENTRY FORM



(One per model, to be placed with the model on the contest table)

ENTRANT NUMBER		ENTRY LETTER	
CATEGORY		SCALE	
MODEL DESCRIPTION		KIT(S) USED	
CLUB AFILIATION		OUT OF BOX	

Describe the model (Tell us what you did to the kit to build the model as presented.)

Theme Award Eligible _____

Special Award Eligible _____



IPMS/Mid-Carolina Swamp Fox Modelers
MODEL ENTRY FORM



(One per model, to be placed with the model on the contest table)

ENTRANT NUMBER		ENTRY LETTER	
CATEGORY		SCALE	
MODEL DESCRIPTION		KIT(S) USED	
CLUB AFILIATION		OUT OF BOX	

Describe the model (Tell us what you did to the kit to build the model as presented.)



**IPMS/Mid-Carolina Swamp Fox Modelers
MASTER REGISTRATION FORM**



Entrant Number _____ (Admin Use Only)

Please type or print clearly and fill out completely

Last Name		First Name	
Street Address		City, State, Zip	
E-Mail		Phone	
Club Affiliation		IPMS Number	

ENTRY	CATEGORY	MODEL DESCRIPTION
A		
B		
C		
D		
E		
F		
G		
H		
I		
J		

ENTRY FEES	Adult	Junior
Up to THREE (3) models	\$15.00	\$6.00
Additional Models	_____ X \$3	_____ X \$2
IPMS Discount (\$2.00)		
TOTAL DUE		

_____ I AM INTERSTED IN VOLUNTEERING AS A JUDGE.

IPMS Mid Carolina Swamp Fox Modelers
2019 South Carolina Scale Model Mega Show IPMS Contest Categories

000, Junior (17 years old and younger)

010—Junior, All entries

100, Aircraft

110—Biplanes

120—1/72 scale single engine prop

130—1/48 scale single engine prop, Allied (by markings)

135—1/48 scale single engine prop, Axis (by markings)

140—Multi-engine prop, all scales

150—1/72 scale jet

161—1/48 scale jet

170—1/32 and larger, all types

180—Small Scale, including airliners

185—Civil/Sport, all scales and types (by markings)

190—Rotary wing, all scales

200, Ships

210—Surface, powered, all scales

220—Submarines, all scales

230—Sail, all scales and types

500, Automotive

510—Factory (Street) Stock

520—Street Rods and Street Machines

525—Customs

540—Competition, open wheel

542—Competition, Drag Racing

544—Competition, closed wheel other than NASCAR

546—Competition, closed wheel, NASCAR

550—Light Trucks

555—Heavy Trucks

560—Civil Service vehicles

570—Motorcycles, all scales

580—Curbsides and Slammers

600, Space and Sci-Fi

- 610—Real Space
- 620—Sci-Fi vehicles and ships
- 625—Sci-Fi figures and fighting suits (Gundam, MaK)

700, Dioramas

- 710—Aircraft
- 720—Automotive
- 730—Ships

800, Miscellaneous

- 810—Miscellaneous

900, Out of Box

- 910—Aircraft
- 920—Automotive
- 930—Ships
- 940—Miscellaneous

In addition:

We will award the following in addition to the traditional 1st, 2nd, and 3rd place awards. These will be judged by the show's judges.

Best Junior
Best Aircraft
Best Ship
The James Palasz Best Automotive Award
Best Space and Sci-Fi
Best Diorama
Best Miscellaneous
Best Out of Box

Theme Award: Hit the Beach! (as judged by the IPMS/Mid-Carolina Show Staff)

Special Award: Beach Racin' (as determined by Ralph Nardone, the award's sponsor)

The Monty Tuck Best of Show award

IPMS Mid Carolina Swamp Fox Modelers
2019 South Carolina Scale Model Mega Show Contest Rules

Please note that IPMS Mid Carolina will not be providing a separate, screened area for Adult-themed models. All participants must abide by the IPMS/USA policy on nudity and explicit themes (aircraft nose art not included).

1. **Eligibility:** All entrants must be registered with the contest. Absentee entries will be accepted only if they are registered under the name of the person who built the models. The same registration and entry fees apply to absentee entries.
2. All work ***must*** be the sole work of the builder listed on the registration form.
3. IPMS/USA Membership is not required to enter the contest. It is, however, encouraged.
4. Sweeps are allowed. However, we suggest those who wish to enter multiple models in the same category consider placing some of those models on the "Display Only" tables to allow others a better chance of an award.
5. Limited splits are available if necessary. There are no pre-planned splits.
6. The contest is open to all models except as follows:
 - a. Those which have earned a 1st Place at an IPMS Regional show
 - b. Those which have earned any award (1st, 2nd, or 3rd) at any IPMS/USA National Convention.
 - c. Factory-assembled and finished models (die-case and pre-painted/decorated) are not permitted in any of the adult categories.
 - d. We encourage all armor and figure models that meet the AMPS eligibility be entered into the AMPS contest.
 - e. Any AMPS-eligible items entered into the IPMS contest will be placed in the Miscellaneous Category.
7. Junior categories are reserved for modelers 17 years old and younger. Juniors may enter pre-painted (but not pre-assembled) models in their appropriate categories.
8. Nobody will be allowed to enter the contest room before registering all of their entries.
9. Bases will only be judged in the diorama categories.
10. Each entrant will determine which category their model belongs in. When in doubt, the Registrar will assist entrants in ensuring the model is entered into the most appropriate category.
11. Out of Box. For this contest, the following Out of Box rules apply with no exceptions:
 - a. Each model entered in the Out of Box class **must** be accompanied by its instruction sheet. Models without instruction sheets will be moved to the appropriate "Open" category.
 - b. Seams may be filled.
 - c. It is not permissible to cut control surfaces, open hatches or doors.
 - d. It is not permissible to add items such as seat belts, rigging, or ignition wires **unless these parts are part of the base kit in a High-Tech kit.**
 - e. No aftermarket or scratchbuilt parts are allowed.
 - f. Alternate paint schemes and decals are allowed.

- g. Any questions will be answered by reviewing the instruction sheet. If the instructions do not show a part or feature that has been added to the model, the model will be moved to the appropriate "Open" category.
- 12. This contest will be judged using IPMS/USA judging criteria to evaluate the craftsmanship exhibited in the model.
- 13. Three awards—1st, 2nd, and 3rd place—will be awarded for each category.
- 14. Best of Class awards will be awarded to the best model in each class (i.e., Best Aircraft, Best Ship, etc.)
- 15. The Monty Tuck Best of Show Award will be conferred upon the model judged as the best in the contest by the show's judges.
- 16. Any entrant trying to influence any judge at any time during the show will be disqualified from the contest.
- 17. **LARGE DISPLAYS:** People wishing to enter models with large bases (4 feet or more in any dimension) should be prepared to provide their own display table. Advance notification of any larger models would be appreciated.
- 18. **ALL JUDGES' DECISIONS ARE FINAL.**

IPMS/Mid-Carolina is not responsible for any lost or damaged models. Exhibit at your discretion.

Theme and Special Awards:

Theme Award: Hit the Beach! — Any subject associated with the beach. Think landing craft, amphibious and sea planes, beach buggies, sand rails, etc. This award will be judged by the SC Scale Model Mega Show IPMS Staff.

Special Award: Beach Racin' — The best model of a stock car raced on the Daytona Beach/Road course between 1949 and 1958. This award will be judged by the sponsors.

Fees and Other Information

1. Contest Entry Fees:

- a. Adults (18 years of age and older): \$15 first three entries, \$3 each additional
- b. Juniors (17 years of age and younger): \$6 first three entries, \$2 each additional
- c. IPMS members (with proof of membership) will receive a \$2 discount
- d. Modelers entering both the IPMS and AMPS contest will pay ONE base fee of \$15. The additional fee for additional models still applies and is paid to the applicable club.

2. General Admission: Free

- 3. **Display Only:** Those wishing to display their models (without having them judged) pay a flat rate of \$15 (adult)/\$6 (Juniors). Display Only is on a Space Available basis.

- 4. **Vendor Tables:** \$30 for each 8' table. Vendors are also asked to donate one item to the show raffle.

- 5. **Raffle:** Donations to the show raffle are appreciated.