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NEWSFLASH

September 2019



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

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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 September 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 18th September 18.00 – 20.00 at Lexington Main Library.

August's meeting saw 26 members attend, The President opened the meeting and went through the agenda and any other business (Recap on the Nats in Chattanooga and the Toy Soldier Fair) After which it was onto the show and tell of Members models and we had a nice diverse selection to enjoy as always, some really great builds and in progress work as always.....

From the Front Office...

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

1. **A recap of the IPMS/USA Region 12 show.**
2. **Club Officer Nominations:** We will be nominating club officers next month, and holding elections in November. Please review the Constitution and By-Laws, Sections 9 through 12, for the procedure:

<https://ipmsmidcarolina.files.wordpress.com/2018/07/cbl-rev-0.pdf>

In order to be an officer, you MUST be an IPMS/USA member—that's an IPMS/USA requirement. It should also go without saying that an officer is required to be present for club events.

While we're on the subject of elections, if you see anything in the C&BL that needs to be revised, bring it up for discussion this month, and we'll address it in November.

3. **Show Theme:** Last month, we chose "20/20 Vision" as our theme. Here is a quick list of eligible models by type:

Aircraft: Photo reconnaissance, Patrol, Scout, and Observation types.

Automobiles: Convertibles, topless vehicles, and Tom Daniel/Ed Roth/George Barris "bubble top" customs.

Ships: Patrol boats, "Technical" (spy) ships.

The Armory has locked down the dates of 19/20 June 2020. I have submitted the Event Form to IPMS/USA.

4. **SIDNA Sale:** The Second Annual SIDNA Sale will be held on Saturday, 7 December at the Genova Karate Studio (address below). If you want to reserve a slot, contact David Hoover at onesawman@gmail.com. The same rules from last year apply: Two slots per vendor on a first come-first served basis, vendors supply their own tables.
5. **Models, models, models:** That's why we do what we do. Whether complete or in progress, bring 'em in so we can all ooh and aah.

6. **Program:** We'll see what time we have remaining, and proceed accordingly. If I have time, I will get a model to the decal phase, and we can have a decals demonstration, but that all depends on getting a model to that point.

I will be starting a list for upcoming programs. If you want to see or present something, let me know. So far, these are the suggestions I've received:

Painting Figures—Rick Broome made the suggestion and Mike Roof said he could lead it.

Decals. See above—if I have a model ready, we'll do it.

Drawn-in panel lines—this has been suggested by numerous people.

Scribing panel lines.

Landscape, groundwork, and bases. I asked Mike a while back and he agreed to it, but at the present time he, like the rest of the AMPS chapter, is tied up on items for the club's display project. Coincidentally, we are at the groundwork and landscaping stage of the project—I believe Mike has extended the invitation to all who are interested, all you need to do is show up at Mike's on a build day.

7. **Area Clubs:** Don't forget the other modeling organizations in the 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 Wednesday of the month, Richland Library, 763 Fashion Drive, Columbia.



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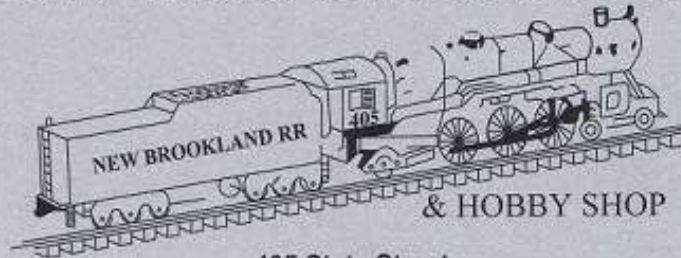


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Teen Debutantes

At the recent IPMS/USA National Convention in Chattanooga, I picked up a couple of kits from my childhood—Revell's 1/72 scale [F-15A \(kit H-257\)](#) from 1974 and [F-16A \(kit H-222\)](#) from 1976. Why, with all the up to date kits of these airplanes available, would I buy these dinosaurs?

Nostalgia.

There was a summer in the mid-1970's—probably 1977—when my brother and the other neighborhood kids virtually emptied the shelves at the local SuperX Drug Store of plastic models. One of the trips yielded the aforementioned kits. I can't recall who built what—I seem to recall building the F-16, but I could be mistaken. Anyway, these were pretty nice kits for their day, and honestly, they still stand up today if you consider what they are and what they aren't.

What they are: Affordable, quality Revell kits from the mid-1970's, they were based on early information from the USAF and manufacturers, and served as a few hours of fun time. They were available in more stores than just hobby shops.

What they aren't: Expensive, super-detailed Uber kits with every nut, bolt, and rivet correctly portrayed, available only in a hobby shop. However, they are good in outline, so they're also not garbage, as some have labeled them.

These kits are products of their time. With a few hours' work, maybe a little aftermarket, and you will have a couple of handsome models on the shelf.

Why would anyone build one of these? My answer—color. We see tons of current configuration F-15's and F-16's in their multiple shades of gray, but very seldom seen are the early pre-production and prototypes in their colorful roll-out and test schemes, which brings me to the point of this article...

Let's take a look at each—we'll see what we need to do, we'll take a look at what is available to do it, and we'll take a look at photos.

Starting with the F-15A, here's what we need to know:

1. The F-15, like the F-14, didn't have any "true" prototypes that wore an XF- or YF- designation—from the first airframe to the last, they were all F-15's. The plan was that any changes could be made on the production line; therefore the first airframes would serve as the Flight Test articles; they are often designated as preproduction or Full Scale Development aircraft.
2. The early F-15A's could be identified by their squared-off wingtips, un-notched horizontal stabilators, short speed brake, and the installation of the Douglas IC-7 ESCAPAC ejection seat.

Now, looking at the Revell kit, here's what we have:

1. Fairly nicely done exterior with recessed panel lines, for the most part.
2. Simple interior, it lends opportunity to scratchbuilding some of the smaller details. Actually, you could do a lot of good simply by installing an aftermarket Douglas IC-7 [ESCAPAC](#) ejection seat.
3. It represents the early aircraft with square wingtips, short speed brake, and the notch in the stabilators.

The first thing you must ascertain is whether or not the airplane you want to build had these features. Early in testing, engineers noted a problem with wing buffeting, and their "fix" was simple—they (literally) cut the wingtips off at about a 30 degree angle from wing tip at the leading edge to the aileron break on the trailing edge, giving the production Eagles their characteristic raked wingtips. The short speed brake remained through the first 12 production Eagles. It was extendable through a 66 degree angle, and this caused some rearward visibility issues for the pilots as well as some

buffeting. The cure was to extend the length of the speed brake, allowing the same braking action with a smaller extension angle. The early “long” (aka production) speed brakes had an external stiffener that was later removed.

Revell’s kit correctly depicts the short speed brake. One important item of note: There is no “well” into which the speed brake—either short or production—closes into. There are streamlining plates that stand perhaps ¼” off the skin of the airplane, but the brake closes flat onto the skin of the upper fuselage. The only well is for the actuator. Most kits of the F-15 still depict a recessed well, however. The fix? Build the airplane with the brake closed...

The final item is the notch, or dogtooth, on the horizontal stabilizer. Flight testing revealed a slight flutter problem, and adding the notch solved the problem (this was the opposite of the later F-18, where McAir engineers removed the dogtooth from the stabs on that airplane for the same reason). Revell gives you stabs with the dogtooth, but the first Eagle flights were flown with stabilizers without the snag. The fix? Square off the notch, insert a piece of properly sized Evergreen, and sand to shape.

Add a test boom (brass or Evergreen rod) to the nose and the appropriate paint and markings, and there you go. If it bothers you, source a set of early F-15A wheels, as they were different from the later F-15C versions.

The early airplanes were either Air Superiority Blue (FS15450/FS35450) or gloss white with various trim colors. The first Eagle, Serial 71-0280, wore Day-Glo red panels over the ASB, while some others wore International Orange or Gloss Blue. As for decals, you’re in luck—Caracal Decals has produced a [decalsheet](#) dedicated to the early F-15’s.

Incidentally, you can source Air Superiority Blue from Life Colour (UA 37), MRP (240), Hataka Red Line, Tru-Color (TCP-1229), Mr. Hobby (C074), K Color, and True North Precision Paint. Many of these are gloss, which is fine—the scheme consisted of a mix of gloss (15450) and matte (35450) Air Superiority Blue.

Some other miscellaneous items—the main landing gear of the F-15A, when viewed from directly forward or aft, cants outward, so make sure you position yours accordingly. The early flight test aircraft lacked the gun, so take note if your kit has the opening in the left wing leading edge glove. If you feel the need to replace the exhaust cans, make sure you use one with the “Turkey Feathers” installed.

If you want to work with a more modern kit in any scale, you will have to backdate them on your own. The easiest route to the early speed brake is to assemble the model with the brake closed, fill the seams with CA, and re-scribe the outline to depict the original speed brake.

To square off the wings, do what the engineers did in reverse—add a triangular piece of styrene sheet to the wingtip. The wingtip is the reference point.

Add the ESCAPAC seat, eliminate the gun, fill the notches in the stabs (as described above), and get Caracal’s early F-15 decal sheet. It is available in both 1/72nd and 1/48th scales.

In 1/32nd scale, you’re on your own, but it is not difficult. The hardest thing will be the markings since no decals exist.

Some good photos of the first Eagle in flight show the original wingtips and stabilators (Photos: USAF). They also show the lack of a gun, and that the main wheel doors remained open after the gear was extended:



Now, moving on to the F-16...

Unlike the Tomcat and Eagle, the F-16 program began with the General Dynamics Model 401 in a fly-off against the Northrop P-600 Cobra. Accordingly, both manufacturers produced two flight test prototypes, the YF-16 (Serial Numbers 72-1567 and 72-1568) and YF-17 (72-1569 and 79-1570). None of these airframes was considered a full-spec version of the eventual aircraft, they were merely test articles, hence the YF- designations.

The eventual winner was the YF-16. Following the two YF's, there were seven Full-Scale Development F-16A's produced, five single-seaters (Serial Numbers 75-0745 through 75-0750) and two two-seaters (Serial Numbers 75-0751 and 75-0752). For all intents and purposes for scale modeling, the FSD aircraft were virtually production airframes with the smaller horizontal stabilizers. They were fitted with the [Stencel SIIS](#) ejection seats, too.

The Revell kit is a pretty good representation of the FSD F-16A. A [replacement seat](#) might be worthwhile, and you'll want to replace the forked pitot tube of the YF-16 with a straight one made from tube or Evergreen rod, otherwise you get a decent model of the FSD airplanes. If you want to do some additional detailing, the main gear retraction jacks are missing, but are easily added with some scraps of Evergreen.

The kit came with markings for the first FSD airplane in the "Bicentennial" red, white, and blue scheme also worn by the two YF-16's, but for some reason they got the serial number wrong. At one time, Vingtour Decals offered a [decalsheet for the early Vipers](#), but it seems to be out of print and hard to find. If the decals in the Revell kit are in good condition, simply replace the kit-provided serial number with white numbers to depict "50745". Note that the "flag panel" was not always present, and sometimes included an Israeli or an Iranian flag, depending on who G-D was trying to sell the airplane to at the time.

The FSD F-16's were a colorful bunch of airplanes. Some wore overall single-color gray schemes, others wore experimental "Cloud" and two-tone grays, others were painted in the initial Compass Ghost Gray schemes. One of the two-seat F-16B's wore a "Lizard" scheme similar to the A-10's Euro-1 scheme of two greens and dark gray.

These airplanes had multiple roles, as well. They tested the extended tail housing, heavy ordnance carriage, special flight regimes (AFTI F-16), Wild Weasel systems, and alternate engines (in addition to the DFE, one of the two-seat F-16B's was fitted with a General Electric J79 as used in the F-4, in hopes that smaller air forces would acquire the type without having to do the dance with the DoD to gain access to the F100-powered airplanes before President Reagan relaxed the export rules). Two would be converted to F-16XL SCAMP configuration and used by NASA after the USAF was through with them.

75-0745 was the aircraft retrofitted with the General Electric F101 Derivative Fighter Engine (DFE), and when it received the new engine the tail logo read "F-16/101".

To do this with a more up-to-date kit, start with an early F-16A with the small stabs. In 1/72, try to find a Hasegawa F-16A+ kit and source some small stabs, or start with the Italeri kit—it ain't great, but it is a good starting place. In 1/48th scale, Tamiya and Monogram both offered fairly decent kits of early F-16's, you may want to try to find one. There are some goofs you'll want to fix—both have the early split nose gear doors, for instance—but a little work will yield a nice model. Replace the ACES II seat with the Stencel type, delete the position lights on the inlets, rearrange the antennas, and apply the appropriate markings. This should satisfy all but the most dedicated Viper fan.

Here are a few shots of the #1 FSD ship. The second photo is after it received the DFE and is sitting next to a production-standard F-16A. Note the longer test boom on the nose of the engine testbed, too...



Operation Jedburgh (Surprise, Kill, Vanish.)

Operation Jedburgh was a clandestine operation during World War II, in which personnel of the British Special Operations Executive, the U.S. Office of Strategic Services, the Free French Bureau Central de Renseignements et d'Action ("Central Bureau of Intelligence and Operations") and the Dutch and Belgian Armies were dropped by parachute into occupied France, the Netherlands and Belgium to conduct sabotage and guerrilla warfare, and to lead the local resistance forces in actions against the Germans.

The name of the operation was chosen at random from a Ministry of Defence code book, although several of those who took part in the operation later reflected that the name was apt as the town of Jedburgh in the Scottish Borders was notorious in the late Middle Ages for the activities of the raiders known as the Border Reivers.

Operation Jedburgh represented the first real cooperation in Europe between SOE and the Special Operations branch of OSS. By this period in the war, SOE had insufficient resources to mount the huge operation on its own; for example, it had access to only 23 Handley Page Halifax aircraft for dropping agents and stores, barely sufficient to maintain SOE's existing networks. OSS was able to augment this force with Consolidated B-24 Liberator aircraft operating from RAF Harrington which is where Operation Carpetbagger operated from.

The OSS eagerly sought to be involved, since in a single swoop it got more agents into northwestern Europe than it had during the entire previous period of the United States' involvement in the war. Nevertheless, General Eisenhower, the American Supreme Commander, ensured that the French would lead the operation and gave them command on 9 June 1944 of the Jedburgh teams in France.

Jedburgh teams

The Jedburgh teams were known by codenames which usually were first names (such as "Hugh"), with some names of medicines (such as "Novocaine") and a few random names thrown in to confuse German intelligence. The teams normally consisted of three men: a commander, an executive officer, and a non-commissioned radio operator. One of the officers would be British or American while the other would originate from the country to which the team deployed. The radio operator could be of any nationality.

About 300 "Jeds" were selected. After about two weeks of paramilitary training at commando training bases in the Scottish Highlands, they moved to Milton Hall near Peterborough, which was much closer to the airfields from which they were to be launched, and to London and Special Force Headquarters. At Milton Hall they received an intensive course in unarmed combat and sabotage techniques.

In addition to their personal weapons (which included an M1 carbine and a Colt automatic pistol for each member) and sabotage equipment, the teams dropped with the Type B Mark II radio, more commonly referred to as the B2 or "Jed Set", which was critical for communicating with Special Force Headquarters in London. They were also issued pieces of silk with five hundred phrases that they were likely to use in radio traffic replaced with four-letter codes to save time in transmission, and one-time pads to encipher their messages.

As the Jedburgh teams' mission was to inspire overt rather than clandestine resistance activity, they wore military uniform and were equipped with a variety of personal equipment such as medical supplies, food such as "K" and "C" ration packs, sleeping bags, field glasses and detailed maps of their operational areas, which were printed on silk like their radio ciphers. Agents who had previously been dropped to resistance groups had carried only "a gun, a spade (to bury their parachute) and false papers".

Operations

The first team in, codenamed "Hugh", parachuted into central France near Châteauroux the night before the Allied landings in Normandy, codenamed Operation Overlord. In total, 93 Jedburgh teams operated in 54 French metropolitan départements between June and December 1944. The Jedburgh teams normally parachuted in by night to meet a reception committee from a local Resistance or *Maquis* group. Their main function was to provide a link between the guerrillas and the Allied command. They could provide liaison, advice, expertise and leadership, but their most powerful asset was their ability to arrange airdrops of arms and ammunition.

Like all Allied forces who operated behind Nazi lines, the Jedburghs were subject to torture and execution in the event of capture, under Hitler's notorious Commando Order. Because the teams normally operated in uniform, to apply this order to them was a war crime. However, of the Jedburgh teams dropped into France, only British Captain Victor A. Gough met that fate, being shot while a prisoner on 25 November 1944.

Jedburgh operations in The Netherlands

From September 1944 to April 1945, eight Jedburgh teams were active in the Netherlands. The first team, code named "Dudley" was parachuted into the east of the Netherlands one week before Operation Market Garden. The next four teams were attached to the Airborne forces that carried out Market Garden. After the failure of Market Garden, one Jedburgh team trained (former) resistance men in the liberated South of the Netherlands.

In April 1945 the last two Dutch Jedburgh teams became operational. One team code named "Gambling", was a combined Jedburgh/Special Air Service (SAS) group that was dropped into the centre of the Netherlands to assist the Allied advance. The last team was parachuted into the Northern Netherlands as part of SAS operation "Amherst". Despite the fact that operating clandestinely in the flat and densely populated Netherlands was very difficult for the Jedburghs, the teams were quite successful.

Jedburgh operations in South East Asia

Jedburgh teams, or parties organised on a similar basis, also operated under the command of Lord Mountbatten in the South East Asia Command (SEAC) areas in 1945, including Japanese-occupied French Indo-China, where sixty French Jedburghs joined the newly created Corps Léger d'Intervention (C.L.I.) fighting the Japanese occupation.

In Burma, Jedburgh teams were used in operations "Billet" and "Character". "Billet" was a plan to raise resistance to the Japanese among the majority Burman population, primarily through the largely communist Anti-Fascist Organisation (AFO). "Character" was a scheme to raise the minority Karen People in the Karen Hills between the Sittang and Salween Rivers. The first Jeds to go on Character operations were flown into Burma in February 1945 with Lieutenant Colonel Peacock's Special Groups.

Aftermath

Many of the surviving American "Jeds" later held various positions of great responsibility in the US Army or the CIA. Examples include William Colby, who became director of the CIA, Lucien Conein, who was a key CIA officer in Vietnam, General John Singlaub and Colonel Aaron Bank (first commander of United States Army Special Forces).

Among French Jedburghs were Paul Aussaresses, later founder of the SDECE's 11e RPC, and counter-insurgency expert in French Algeria; Jean Sassi, another who later served in the 11e RPC, who pioneered conventional guerrilla commandos GCMA with Roger Trinquier during the First Indochina War; Guy Le Borgne, commander of the 8e Choc Parachute Battalion in Indochina, the 3rd Marine Infantry Parachute Regiment in Algeria and 11th Parachute Division.

A post-war accounting put the number at 276 of which 83 were Americans. There were also 90 British and 103 French troops.

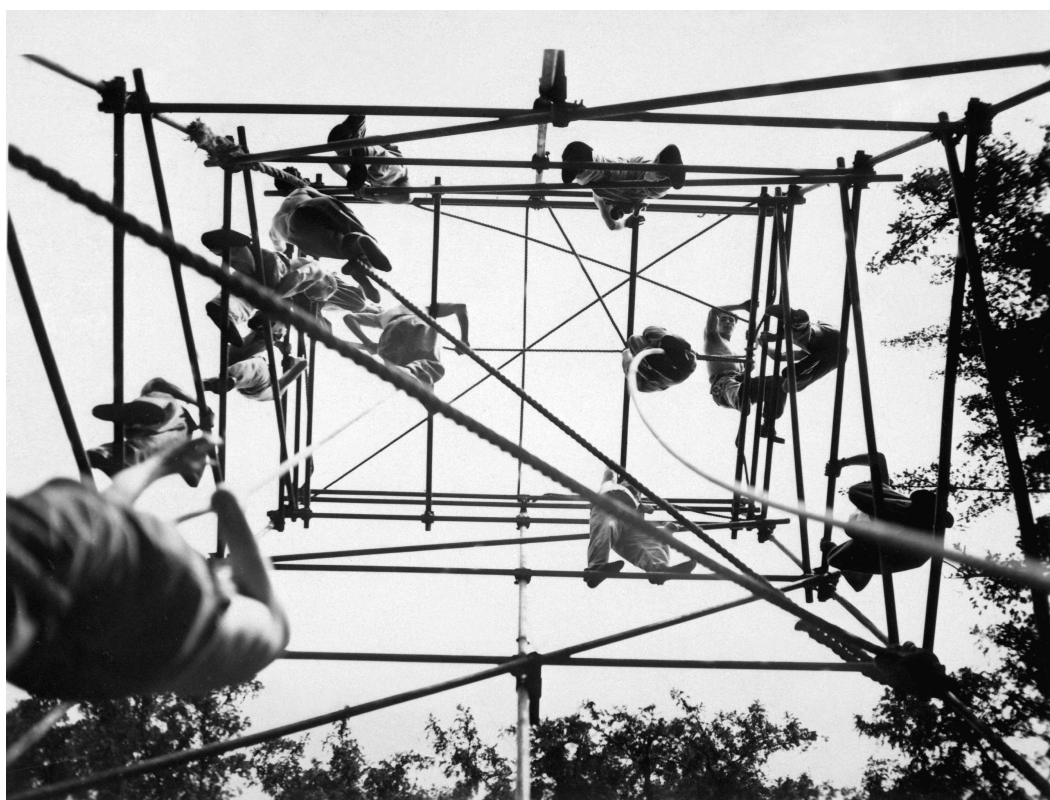
Links for further reading

<http://www.specialforcesroh.com/browse.php?pageid=jedburgh>

<https://web.archive.org/web/20060909023722/http://cgsc.leavenworth.army.mil/carl/resources/csi/Lewis/Lewis.asp>



Jedburgh team members in World War II.



Jedburghs on a high bars at an obstacle course in [Milton Hall](#), England



Jedburghs in front of a B-24 Liberator prior to departure



One of the most famous Jedburghs was William Colby, who would later become Director of the CIA, Colby (standing) leading OSS Jed Team as they prepare for mission.



Jedburgh Team Operations – Northeast France.



Jedburgh Team Operations – Northeast France.

Border Reivers

Scotland and England were frequently at war during the late [Middle Ages](#). During these wars, the livelihood of the people on the Borders was devastated by the contending armies. Even when the countries were not formally at war, tension remained high, and royal authority in either or both kingdoms was often weak, particularly in remote locations. The difficulty and uncertainties of basic human survival meant that communities and/or people kindred to each other would seek security through group strength and cunning. They would attempt to improve their livelihoods at their nominal enemies' expense, enemies who were frequently also just trying to survive. Loyalty to a feeble or distant monarch and reliance on the effectiveness of the law usually made people a target for [depredations](#) rather than conferring any security.

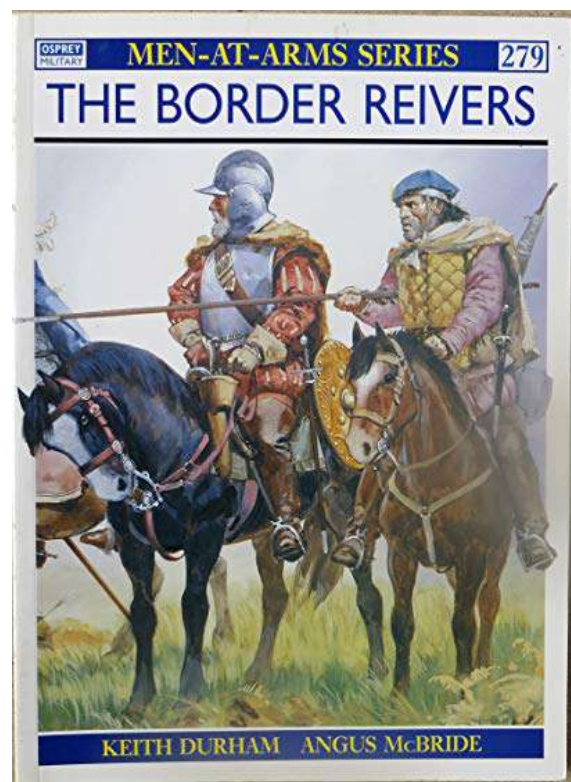
The Reivers were both English and Scottish and raided both sides of the border impartially, so long as the people they raided had no powerful protectors and no connection to their own kin. Their activities, although usually within a day's ride of the border, extended both north and south of their main haunts. English raiders were reported to have hit the outskirts of Edinburgh, and Scottish raids were known as far south as Yorkshire. The largest of these was The Great Raid of 1322, during the Scottish Wars of Independence, where it reached as far south as Chorley.

The Reivers heyday was in the last hundred years of their existence, during the time of the House of Stuart in the Kingdom of Scotland and the House of Tudor in the Kingdom of England.





16th Century Leather Jack



Jedburgh

Jedburgh is a historic royal burgh in the Scottish Borders, 10 miles from the English border. The town's proximity to the border made it a gateway to Scotland, but also made it a target for raids during the centuries of wars between England and Scotland.

Jedburgh has a population of 9,197 and is home to one of the finest Augustinian abbeys in Scotland, the royal charter confirmed Jedburgh's importance on Scotland's historic A-list, later to be strengthened through its connections to Mary Queen of Scots and a superb castle jail renowned for its ghostly goings-on.

Jedburgh Abbey

In 1118, prior to his ascension to the Scottish throne, Prince David established a foundation of canons regular of the order of St. Augustine at what is now Jedburgh. The foundation appeared to have the status of 'priory' in the early years and a man by the name of Daniel was described as the Prior of Geddwrda in 1139. The church was later raised to the status of monastery before becoming, in the years prior to King David's death in 1153, a fully fledged abbey dedicated to the Virgin Mary, probably in 1147.

Over the years, Jedburgh has been described by 83 different names or spellings.

Following the death of King David, the patronage and privileges of the abbey were accorded to his grandsons Malcolm IV of Scotland and William I of Scotland, also known as William the Lion. The King's son, Henry, had preceded his father in death. The nave and the choir were built in the 13th century and were in place by the time Alexander III of Scotland married Yolande, daughter of the Comte de Dreux on 14 October 1285 at the church. The great abbey was said to contain the finery of the best of Norman and early English Architecture. The Abbey Church of St. Mary of Jedeworth was growing in stature and importance and the abbot was even invited to attend Scottish Parliaments. As well as the lands and chapels in southern Scotland, Jedburgh Abbey owned great lands in [Northumberland](#). In 1296, the Abbot of Jedburgh swore fealty to [Edward I of England](#) at [Berwick-on-Tweed](#). Edward intended to rule the abbey and presented William de Jarum as the new [Abbot of Jedburgh](#) in 1296. After the defeat of the [Earl of Surrey](#) in 1297 at Stirling at the hands of [William Wallace](#), the abbey was pillaged and wrecked by the English as retribution. [Robert I of Scotland](#) (The Bruce) continued to patronise the church during his reign in the early 14th century. In 1346, after the Scottish defeat at the [Battle of Neville's Cross](#), the English once again slighted the church. Later that century, in 1370, David II of Scotland was instrumental in the

completion of the north transept we can still see today. The abbey faced more torture and destruction in 1410, 1416 and by the Earl of Warwick in 1464. In 1523, the town and abbey were set ablaze by the Earl of Surrey. The abbey faced more indignity in 1544 at the hands of the Earl of Hertford. The end came for the great Abbey of St. Mary of Jedburgh in 1560 with the coming of the Scottish Reformation.



Mary, Queen of Scots House – Jedburgh

Queen Mary's House is a listed sixteenth century building in [Jedburgh](#) which is where [Mary, Queen of Scots](#) stayed for a few weeks in 1566. The building has been open to the public since 1930 as a museum, *Although there is some debate as to whether this was indeed the fortified house she was taken to, it is believed that she stayed here, where she was gravely ill after riding 30 miles to Hermitage and back in one day to visit James Hepburn, the Earl of Bothwell who was himself seriously wounded, and falling into a bog on the way home* . The museum has concentrated on telling Queen Mary's story for the last thirty years.

The house was built in the sixteenth century in the town of Jedburgh near the [Jed Water](#). The original entrance to the house is thought to be from [Canongate Bridge](#) through what is now the garden.



The house displays memorabilia of Mary including jewellery, belongings, documents and paintings, and a watch which Mary lost in a bog and was found again 250 years later in a mole hill! The above panel shows Mary, Lord Darnley her second (murdered) husband, Lord Bothwell (later her third husband) and David Rizzio, her (also murdered) Secretary.





MARY'S DEATH MASK

Mary's death on the execution block, at the hand of Queen Elizabeth, was characterised by her dignity, bearing and composure. It was common to strike a mask from the severed head as soon as possible after death. The original appearance of the mask would be white and unembellished. This example, which was found by the late Dr Charles Hepburn of Glasgow, in Peterborough where Mary was first buried, has been hand painted.





TAPESTRY

This woven tapestry shows the meeting of Jacob and Esau from the Old Testament of the Bible. It is believed to be Flemish and may date from the 17th century. It has been part of the furnishings of Mary, Queen of Scots' House for many years. In fact, according to tradition, it was said to have been in the house when Mary stayed there, and some visitors in the past cut pieces from the lower edge as souvenirs.

The tapestry was eventually sold in the early 1900s. It was bought at a sale in London, by Mr F S Oliver of Edgerston, who donated it to Jedburgh Town Council so that it could be displayed in the house when it opened as a museum in 1930.





Jedburgh Castle Jail

Jedburgh Castle was a castle at Jedburgh in Scotland. It was fought over during the Wars of Scottish Independence, and was demolished by the Scots commanded by Sir James Douglas of Balvenie in 1409. The site of the original castle was used to build the reform prison based on John Howard (prison reformer) system, the construction of which started in 1820.

In 1823 a jail was built on the site to designs by Archibald Elliot. It was modified in 1847 by Thomas Brown. This closed in 1868. The building was restored to an 1820s appearance in 1968 by Aitken and Turnbull. It opened to the public as Jedburgh Castle Jail and Museum. The museum features local history displays.





The Jedburgh article was put together using various sources from Online and written works, Thanks to the Crazy Cat Lady for Pics from Jedburgh Abby and Queen Mary's House, it was fun researching and putting together the connections between them all

Members Models



Tom Wingate – Revell – 1/32 scale FW-190 F8.



Ralph Nardone – Revell – 1/72 scale F-101B with Caracal Maine ANG decals.



DC Locke – Monogram – 1/48 scale AH-1F – In progress.



Donnie Greenway – AMT – 1/25 scale Monkee Mobile.

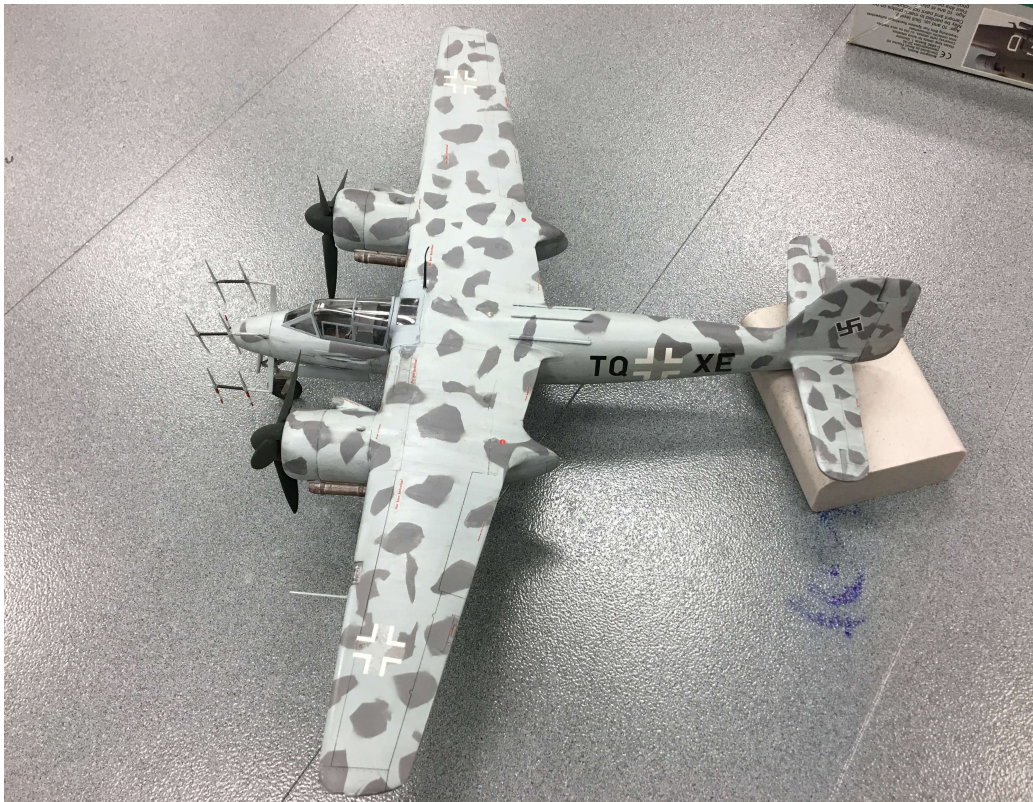




Kevin Cook – Various – 28mm scale Figures various, Game of Thrones etc.



Eric Schrowang – AMT – 1/20 scale Budwiserwagon – In progress.



John Melton – Revell Monogram – FW TA-154 Moskito.



Darby Erd – Airfix – 1/72 scale Spitfire Mk.IX – In progress.



Darby Erd – KP – 1/72 scale Lavochkin La-5FN.



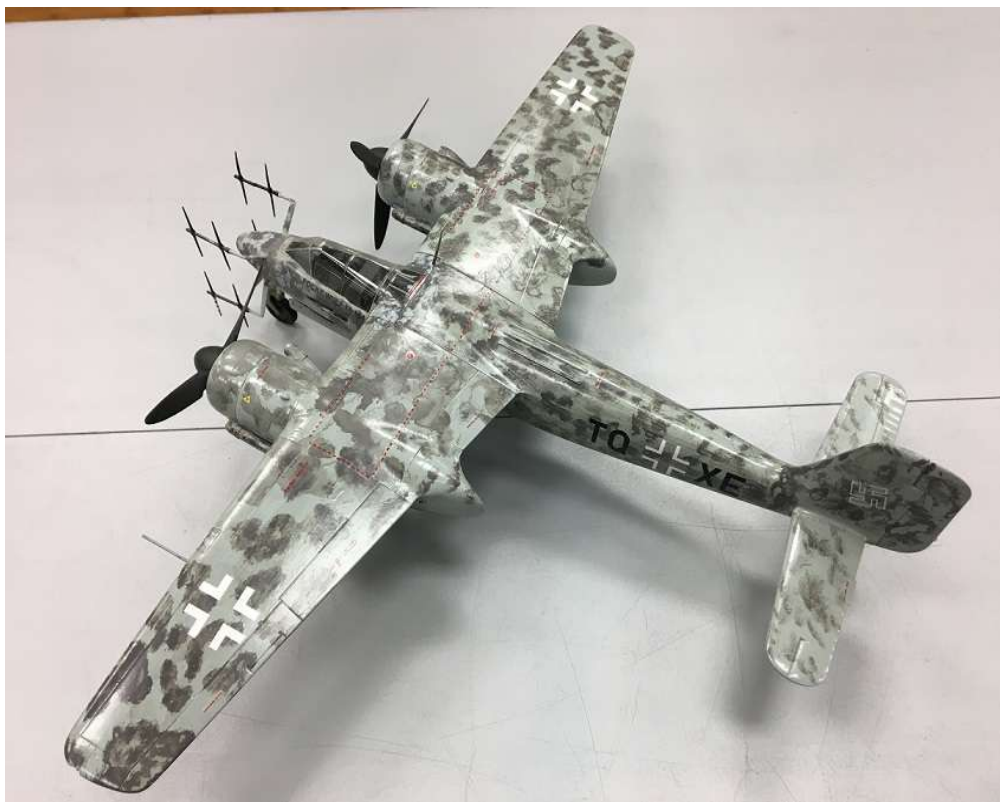
John Helms – Academy – 1/144 scale B-52G with AGM-28 Hound Dog.



John Helms – Williams Brothers – Laird Super Solution 1927 racer.



John Helms – Monogram – 1/48 scale F-100D Thunderbird One.



John Helms – Monogram Pro – 1/48 scale FW TA-154 Moskito.



Paul Deloreto = 1/40 scale HMS Bounty – In progress.



Bob Fisher – Airfix – 1/48 scale P-51 Mustangs.



Zach Chapman – Airfix – 1/48 scale P-40B.



Zach Chapman – Eduard – 1/48 scale FW-190 A-3.



Trevor Edwards – Tamiya – 1/35 scale Willy's Jeep.

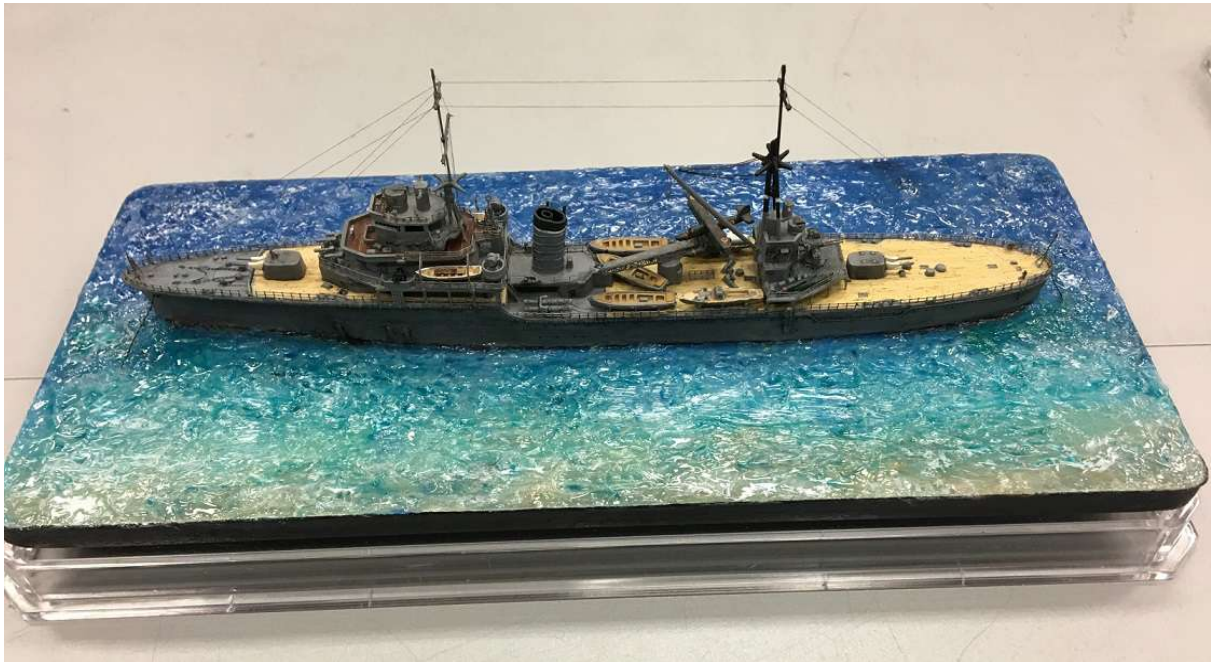




Trevor Edwards – Dragon – 1/35 scale Tiger 1, Verlinden Interior, Friul tracks.



Hub Plott – Tarangus – 1/48 scale Saab B17.



David Koopman – Aoshima – 1/700 scale Kashima (New Mold).



David Koopman – Aoshima – 1/700 Kashima with Scratchbuilt dock.



Dan Killinger – Micro Trains – 1/160 scale Custom CN & L 40' Steel Boxcar.



Mike Roof – Scratchbuilt – 1/72 scale FSB Ripcord Dio Accessories.

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Well thats all folks

See you at the next meeting Wednesday 18th September

John