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NEWSFLASH

February 2020



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Applications should be printed and mailed to: IPMS/USA, P.O. Box 1411 Riverview, FL 33568-1411

Hello Swamp Foxes, Welcome to the February 2020 Newsletter.

Hopefully many of you have had some good bench time over the last month, It was good to see the models and works in progress at the January meeting, I look forward to seeing some more of your work at the February meeting Wednesday 19th February, 18.00 – 20.00 at Lexington Main Library.

January's meet was opened by the President and all the points were covered, IPMS Membership for club members would be further investigated and discussed at the February Meeting. Then we went on to the Show and Tell of members models.

From the Front Office...

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

1. Dues. Dues are still being collected—if you have not paid, please do so. If you paid last month, see me for your updated membership card.
2. IPMS Membership. I have contacted the IPMS/USA Office Manager; if we decide to do this I have the information necessary to proceed. In the meantime, if anyone has any comments, we will discuss this evening.
3. June Show: The rules and categories are posted. The entry forms are being completed and will be posted when they are ready.

At some point before the show, we'll do some more judges' training. Nothing you learned so far will change—we only need to bring you all up to speed on the scoring system. It is easy—if you can count to 10 in half-point increments, you'd most of the way there!

4. Models. Bring your models in for Show and Tell—even Works-In-Progress (WIP) are welcome. We want to see what you're working on!

5. 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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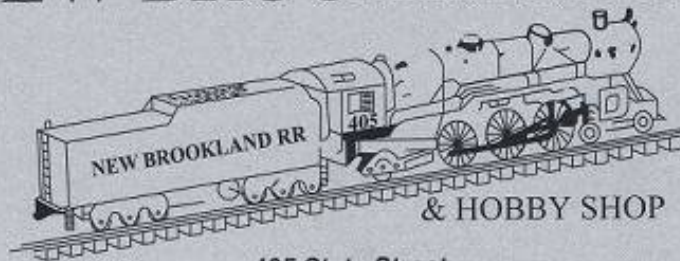


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What in the world is a YF-116D?

On our last outing, we discussed the various designation systems that the United States has used for military aircraft. We left off discussing the misuse and curious designations that have been used since the MDS was implemented in 1962.

If you recall, the highest numerical designations assigned were the F-110A (later re-designated F-4C) and the F-111 family. After that, the MDS kicked in.

“Wait”, you say. “We had the F-117A Nighthawk, didn’t we? What happened to the F-112 through F-116?” Patience, kids. That’s why we’re here...

In the late 1950’s and early 1960’s, technology was changing by leaps and bounds. Missiles were believed to be the way of the future—get a radar lock on, push the button, and *boom*, no more bad guy. Pilots were told that dog-fighting, along the lines of the silk scarf and goggles variety from WWI, was now obsolete. Electronics were the answer to all their problems, and they should let the black boxes do the work.

After a few years in Southeast Asia, the truth came out. Not only wasn’t dog-fighting *not* dead, it took more skill than the days of yore to do it—faster airplanes meant higher closing speeds, aircraft design played a much larger part, etc. So, the Department of Defense decided to do something to fix the problem. Initially, they began teaching the skills again using indigenous types as “the bad guy”, but in 1966 a unique opportunity arose...

The Israelis had just managed to capture an Iraqi MiG-21-F13 “Fishbed E”, and the Department of Defense somehow talked the IDF out of their new toy under the guise of just wanting to borrow it “for a little while”. The Defense Intelligence Agency (DIA) set up a program where the Air Force and Navy used the airplane in a series of engagements with various airplanes currently in their inventories, but placed a lot of emphasis on the F-4 Phantom II, since it was the new kid on the block. Since the gun envelope reticle on the F-4 was commonly called a doughnut, the program gained the name Operation HAVE DOUGHNUT.

Incidentally, the DIA told the Air Force and Navy to keep the results of HAVE DOUGHNUT under wraps. The services wanted to disseminate the information to their pilots, but officially were required to disavow themselves of any knowledge of the program. To sidestep this, the Navy began their Fighter Weapons School in Miramar. You may have heard of it—they call it TOP GUN. Later, the USAF would add the lessons learned to the syllabus at the USAF Fighter Weapons School and their RED FLAG program.

Okay, okay, so what does that do in the grand scheme of things? Well, the USAF couldn’t let the Rooskies know we had one of their shiny toys, so in an effort to camouflage the fact, they designated the MiG as “YF-110B”, the same base designation the early USAF F-4’s carried briefly before they were re-designated under the MDS.

A year later, a similar program was conducted using a captured Syrian MiG-17F (actually a Polish-built Lim-5, again obtained from Israel)—the program was called HAVE DRILL. In this instance, the MiG was designated “YF-113A”.

None of these designations was done in a linear manner—they were used as the need arose, and in different time frames. Some were used on multiple aircraft, or in multiple programs.

One of the better breakdowns of which airplane received what designation follows:

YF-110B: MiG-21-F13, Operation HAVE DOUGHNUT (tail number 80695, later 007) ex-Iraqi AF, 1968 (Later also used in the HAVE GLIB and HAVE IDEA programs) YF-110B: MiG-21-F13, Project HAVE GLIB and HAVE IDEA (tail number 004), ex-Indonesian AF. Thought to have been assembled from parts circa 1972 YF-110B: MiG-21-F13, Project HAVE GLIB and HAVE IDEA (tail number 010), ex-Indonesian AF. Also assumed to have been assembled from several airframes, circa 1972. YF-110C: MiG-21-F13/J-7B Operation CONSTANT PEG (various tail numbers), ex-Indonesian AF, built from parts. YF-110D: MiG-21MF Project HAVE COAT and Operation CONSTANT PEG, 1980-1988 YF-110E Classified aircraft, Project HAVE PHOENIX, stores carriage and separation, circa 1991 YF-110L: Classified aircraft, Project HAVE PHOENIX, stores carriage and separation, circa 1986-1992. YF-110M: Classified aircraft, Project HAVE PHOENIX, stores carriage, separation, envelope expansion, circa 1986-1993 YF-112C: Possibly Su-17, Project HAVE UP, 1979 (not confirmed) YF-113A: MiG-17F/Lim-5M Operation HAVE DRILL (tail number 055), ex-Syrian AF. YF-113B: MiG-23BN Project HAVE PAD, ex-Egyptian AF, 1978 YF-113C: MiG-17F/J-5 Project HAVE PRIVILEGE (tail number 1024), Chinese-built, Cambodian Khmer AF, 1970 YF-113C: Classified aircraft tested circa 1992, Project HAVE PHOENIX YF-113E: MiG-23MS, Project HAVE PAD, ex-Egyptian AF, 1978-1987 YF-113G: Classified prototype aircraft, flying qualities, avionics, circa 1993-1995, possibly a FME program YF-113H: Classified aircraft tested circa 1987-1988, Project HAVE PHOENIX

YF-114C: MiG-17F/Lim-5M, Project HAVE FERRY (tail number 002), ex-Syrian AF. Also employed in Project HAVE GLIB, and Operation CONSTANT PEG YF-114D: MiG-17PF (tail number 008), Project HAVE GLIB and HAVE IDEA, circa 1972 YF-116A: Classified aircraft, Project HAVE LOAN and HAVE PHOENIX, performance, envelope expansion, avionics, propulsion, circa 1991-1992

Operation CONSTANT PEG, by the way, was the name of the project that used an organized “adversary” force flying actual enemy aircraft. The unit, officially the 4477th Test and Evaluation Squadron (“Red Eagles”) at Tonopah, was formed in 1980, and disbanded ten years later. The most notable incident was when LGEN Bobby Bond was killed in the crash of a MiG-23BN—the official story was that he was killed performing a test hop, but when people were asking why a General was flying a test hop led to the USAF to admit the existence of the Red Eagles.

As for the disposition of these airplanes, again it depends on who you believe. They certainly couldn’t go to the “Boneyard” at Davis-Monthan. It is rumored that some were buried or used as targets. Some of the YF-110 (MiG-21) aircraft are displayed in museums—including the original YF-110B. The story goes that while we were supposed to return “their” airplane to the Israelis, we actually sent another MiG-21 in its place...

That brings us to the F-117...

The Lockheed F-117A was the result of the SENIOR TREND program, a follow-on of the previous HAVE BLUE programs. The HAVE BLUE aircraft, which were smaller and with a slightly different configuration, never received an “official” designator. The YF-117A designation was given to the FSD airframes (tail numbers 780-784) in 1981, and they carried it for their entire life span. The F-117A designation was bestowed upon the production SENIOR TREND aircraft (785-843) in 1982—again, these remained with the airplanes through the end of their careers.

At the time the airplane was entering service, the next available “F” number was F-19—and indeed, Testor’s graced the world with a model kit of an airplane they called “F-19”. Now, given that the airplane was actually optimized for air-to-ground—a fighter-bomber, or more to the point, an attack airplane—it received the “F” designator (as opposed to “A for attack”) for the same reason we

discussed last time. A senior Air Force commander decided that only a Top Dog pilot could actually strap one of these on and fly it, and there were no Top Dogs in the Attack, Bomber, or *gasp*, trash hauler communities. Nope, only a fighter jock was good enough, so “F-for-fighter” it was.

Now, where did “F-117” come from? There had been no fighters designated under the pre-1962 days since the F-111. Was it done as subterfuge? That was what some originally thought, but the answer has since been revealed. During flight testing, the call sign 117 was assigned to the airplanes, and the designation came from that—if you believe the stories.

There’s also a curiosity within the -117 designation, in the form of the YF-117D. That designation was given to the Northrop TACIT BLUE stealth technology demonstrator in 1982. TACIT BLUE was part of a multi-stage program to develop stealth technologies. Under the Battlefield Surveillance Aircraft Program-Experimental (BSA-X) and PAVE BLUE programs was the development of a stealth reconnaissance platform. TACIT BLUE was part of the ASSAULT BREAKER project to investigate the use of mass standoff aircraft used on a target. The information gained from TACIT BLUE were used on the B-2 Spirit program. Other sensor data gathered was later incorporated into the E-8 J-STARS aircraft.

Finally, the last suspected use of an F-1xx designation goes to the YF-118G, Boeing’s “Bird of Prey” stealth technology demonstrator.

The various HAVE programs were assigned as needed, sometimes on the spot. The same holds for the designations. HAVE GLIB and HAVE IDEA came the closest to consolidating the evaluations of Soviet airplanes under one roof. Later, these were replaced by HAVE PHOENIX, and in the end they were all put under the umbrella of CONSTANT PEG.

So, there you go.

As with the previous installation, this is by no means complete nor comprehensive. For further reading, here are a few links and books:

<http://www.designation-systems.net/usmilav/coverdesignations.html>

<https://www.secretprojects.co.uk/threads/those-mysterious-f-110-designations.10182/>

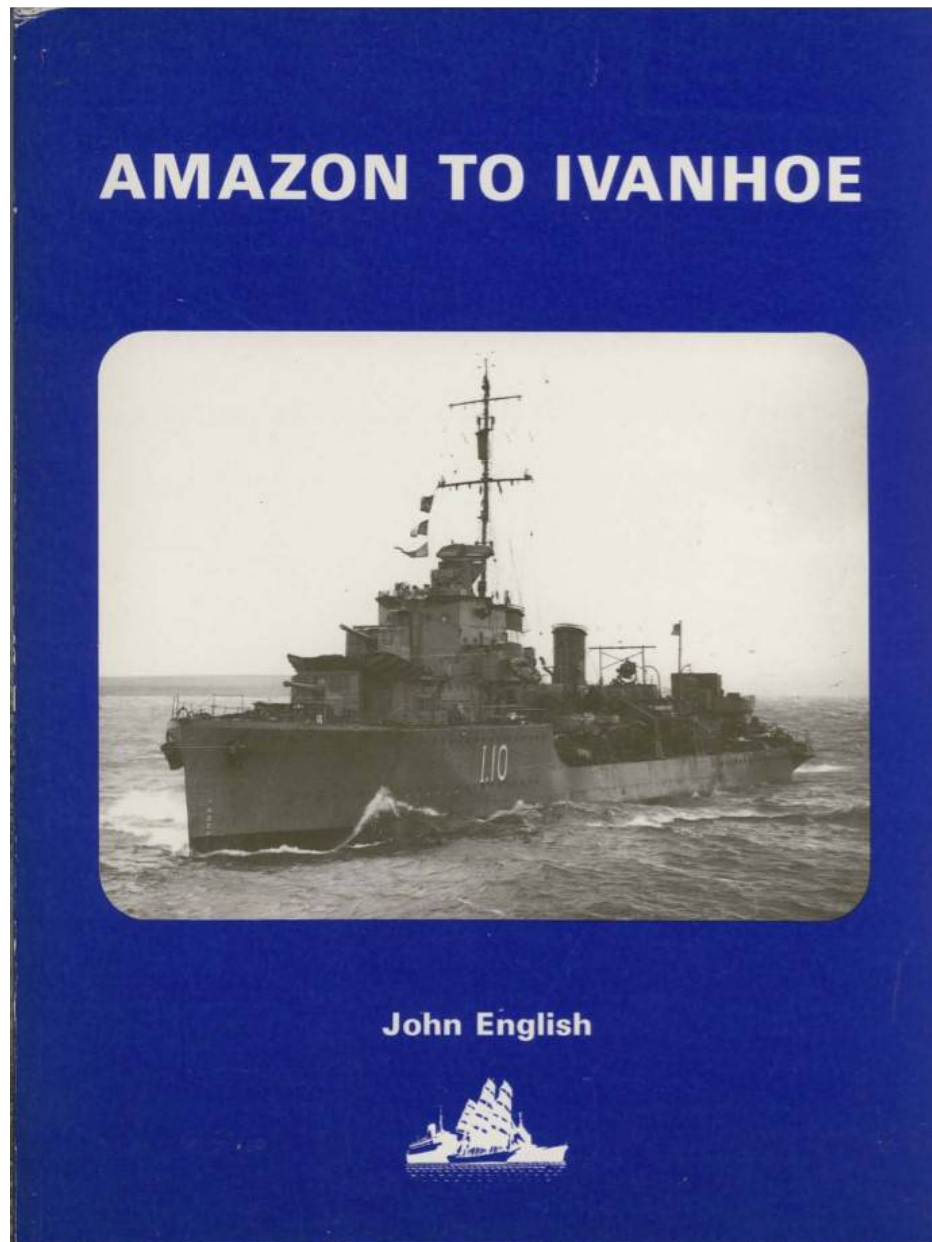
<https://www.amazon.com/s?k=9781780968681&i=stripbooks&linkCode=qs>

Ralph Nardone

British Tribal-class destroyer (1936)

About a month ago I had a message asking if HMS Eskimo was similar to HMS Harvester and Ivanhoe, It was an easy one to answer, No, they are like Night and Day. I am guessing he wanted to use the Eskimo hull as the basis to build Harvester and Ivanhoe, Harvester and Ivanhoe belonged to the H and I classes respectively. The classes from A through I changed very little from Amazon in 1928 to Ivanhoe 1937 with emphasis placed on Torpedo armed Destroyers

In my opinion the best reference for the A to I is



Design history

During the interwar period, advances in armament and machinery meant that by the mid-1930s, these "interwar standard" destroyers were being eclipsed by foreign designs, particularly from the likes of Italy, Japan and Germany.

The Tribal class came about during design studies for a Small Fleet Cruiser, Design V became the Tribal class, the Admiralty decided on a new destroyer type, with an emphasis on gunnery over torpedo warfare. The Dido Class Cruiser came about during this study.

The design study settled on a destroyer with eight 4.7 inch Quick Firing Mark XII guns in four twin mountings, with a maximum elevation of 40°, controlled by a low-angle (LA) director and high-angle / low-angle (HA/LA) rangefinder director on the bridge. To provide close range anti-aircraft protection, the design was fitted with a quadruple Mark VII QF 2 pdr "pom pom" mounting, and two quadruple Vickers .50 inch machine guns. These ships introduced the Fuze Keeping Clock High Angle Fire Control Computer, which was used on all subsequent British wartime destroyers. The ships were also armed with a quadruple bank of torpedo tubes. They were considered to be handsome ships, with a clipper bow that provided excellent seakeeping and two raked funnels and masts.

Construction

The Royal Navy placed an order for seven Tribals on 10 March 1936, with a second group of nine Tribals ordered on 9 June for two flotillas' worth of ships. The Royal Australian Navy and Royal Canadian Navy both ordered a flotilla of Tribals. The eight Australian ships were to be built in Australian shipyards. Three were completed, two in 1942 and one in 1945, but the rest were cancelled. The Canadian order was for four ships from British yards in 1940 (completed in 1942 and 1943) and another four from Canadian yards at Halifax in 1942. The latter were not completed until after the war.

Between 1937 and 1945, twenty-seven Tribals were built. Estimated cost per ship was around £340,000 excluding weaponry, and £520,000 overall.

Modifications

Wartime modifications

The Royal Navy equipped the Tribal class with a comparatively heavy anti-aircraft armament; all eight 4.7in guns could engage aircraft with predicted fire using the FKC computer, and thus provide a powerful augmentation to the battle-fleet's AA defence. The close range AA armament of a quad 2pdr and two quad Vickers machine guns was a marked advance over previous destroyer classes and heavier than most other nations' close range destroyer armament in 1939. However, prewar, the Royal Navy assumed that destroyers would be acting mainly as escorts for the battle-fleet, and would not be the primary focus of aerial attack and would not require more than 40 degree elevation for the main armament. Events soon showed that destroyers often functioned independently and so became the main target of Luftwaffe attack, especially by dive bombers. After the loss of *Afridi* and *Gurkha*, the remaining ships were taken in hand to improve the situation. Each ship's 'X' turret, which held a 4.7-inch mounting, was removed and replaced by a twin 4-inch gun QF Mark XVI on the mounting HA/LA

Mark XIX. The mainmast was cut down and the rear funnel was lowered to improve the arcs of fire for the anti-aircraft weapons. As they became available, the more effective 20 mm Oerlikon guns were added, at first adding to and eventually replacing the .50 inch machine guns. Depth charge storage was also increased, from 30 to 46 charges. Furthermore, the class initially had problems with leaks in feedwater tanks; this was traced to issues with the turbine blades caused by structural stress when steaming at high speed in rough weather.

By 1944, the four surviving British Tribals were given a tall lattice foremast to carry a Type 293 radar target indication and Type 291 air warning, with Type 285 radar added to the rangefinder-director. The first two Canadian built Tribals, *Micmac* and *Nootka*, were armed with the then standard armament of three 4.7-inch twin mountings and a single twin 4-inch mount, with the 4.7-inch mounts being given improved A.A. fuze setters, while the last two Canadian built Tribals were equipped with eight QF 4-inch Mk XVI naval guns with R.P.C. and four to six Bofors 40 mm guns as standard, along with a Mk VI Director.

Post-war modifications

Post war, survivors of the class met different fates: Royal Navy Tribals were retired by the 1950s, while Tribals in service with the Australian and Canadian navies continued in service, with many refitted as anti-submarine destroyers. The British-built Canadian Tribals landed their 4.7-inch guns, and received a pair of QF 4-inch Mk XVI naval guns in twin mounts in the 'A' and 'B' positions instead, improving anti-aircraft capabilities, a pair of Squid mortars for anti-submarine warfare, and a twin 3 inch/50 Mk 33 gun on the 'X' position as an anti-aircraft weapon. Sensors were also upgraded for their new roles, and as refitted, Canadian Tribals continued to serve until the 1960s.

Two of the Australian Tribals, *Arunta* and *Warramunga*, were modernised during the early 1950s. The aft-most 4.7-inch gun mounting was removed, with the space modified to accommodate a Squid anti-submarine mortar. New sonar and radar units were fitted, the latter requiring the replacement of the tripod radar mast with a stronger lattice structure. Although the modernisation was intended to take less than six months per ship, it took two years for each ship to be refitted, by which time their modifications had already become obsolete. Financial restrictions meant that the third Australian Tribal, *Bataan*, was not modernised, and a combination of manpower shortages and rapid obsolescence saw all three ships decommissioned by the end of the 1950s. [

Wartime Service

As some of the Royal Navy's most modern and powerful escorts, they were widely deployed in World War II, and served with great distinction in nearly all theatres of war. The Tribals were often selected for special tasks and as a result, losses were heavy, with 12 of the 16 Royal Navy Tribals sunk, as well as one Canadian ship. *Gurkha* has the rare and unfortunate distinction of being the name of two ships that were sunk in World War II: the L-class destroyer *Larne* was renamed to honour the lost Tribal-class ship, and was herself lost in 1942.

1940

Cossack earned fame early on in the war, when on 6 February 1940, commanded by Captain Philip

Vian, she pursued and then boarded the German tanker *Altmark* in neutral Norwegian waters in a daring attack to rescue around 300 British prisoners of war on board. Referred to as the *Altmark Incident*, this was the last true naval boarding action for the Royal Navy. *Gurkha* was an early loss, being sunk by German bombers off Stavanger. *Afridi* was lost soon afterwards to dive bombers while evacuating troops from Namsos. *Bedouin*, *Punjabi*, *Eskimo* and *Cossack* took part in the Second Battle of Narvik, where *Eskimo* had her bow blown off.



HMS Eskimo Second Battle of Narvik

1941

In May 1941, *Somali*, *Bedouin*, and *Eskimo*, along with the N-class destroyer HMAS *Nestor*, and Royal Navy cruisers *Edinburgh*, *Manchester*, and *Birmingham* boarded the German weather ship *München*, retrieving vital Enigma cypher codebooks.[24] In the same month, *Zulu*, *Sikh*, *Cossack*, *Maori* and Polish ORP *Piorun* were in action against the German battleship *Bismarck*, with *Mashona* being sunk by German aircraft during these operations. In the Mediterranean, *Mohawk* was lost as part of "Force K" torpedoed by the Italian destroyer *Luca Tarigo* in April, while *Cossack*, *Sikh*, *Zulu*, and *Maori* took part in Operation Substance, a relief convoy heading to Malta. *Cossack* was torpedoed by U-563 in October while escorting Convoy HG 74 in the Atlantic, west of Gibraltar, sinking later under tow. *Maori* and *Sikh* were amongst the victors at the Battle of Cape Bon in December. *Bedouin* took part in Operation Archery, a British combined operations raid which diverted German resources to Norway for the rest of the war.

1942

In 1942, *Matabele* was torpedoed and sunk by U-454 in the Barents Sea and *Maori* was hit in the engine room by a bomb whilst lying in Grand Harbour, Valletta, in February, catching fire and later blowing up where she lay. *Punjabi* was accidentally rammed and sunk by the battleship King George V in May, whilst performing close escort in thick fog. In June, *Bedouin* was disabled in action with Regia Marina's cruisers *Raimondo Montecuccoli* and *Eugenio di Savoia* during Operation Harpoon. Although later taken in tow by HMS *Partridge* the tow had to be cast when the Italian cruisers reappeared and, dead in the water, *Bedouin* was sunk by aircraft torpedo attack. *Ashanti* was assigned to Operation Pedestal of August 1942. In September, the final two Tribals lost in the Battle of the Mediterranean

were sunk; *Sikh* and *Zulu* during a disastrous raid on Tobruk. Also that month, *Somali* was torpedoed by *U-703* while covering the returning Russian Convoy QP 14. Although taken under tow by *Ashanti*, she sank four days later after heavy weather broke her back. This was the last Royal Navy Tribal lost during the war.

1943

In 1943, the four remaining British Tribals (*Ashanti*, *Eskimo*, *Tartar*, and *Nubian*) participated in Operation Retribution to prevent the Afrika Korps from being evacuated to Italy. *Tartar*, *Nubian* and *Eskimo* then covered the Allied invasion of Sicily. After the invasion of Sicily, the four then covered the Allied invasion of Italy at Salerno. *Ashanti* and *Athabaskan* then covered Arctic convoy RA 55A, which was involved in the Battle of North Cape, where the German battlecruiser *Scharnhorst* was sunk.

At the same time, the two active Australian Tribals, *Arunta* and *Warramunga*, were attached to the joint Australian-American Task Force 74 and supported a series of landings in New Britain, and deployed to support a series of landings in Operation Cartwheel.

The Canadian Tribals were also heavily engaged; *Athabaskan* was hit by German glide bombs while conducting operations in the Bay of Biscay and was put out of action for almost three months, while *Haida* and *Huron* escorted the various Arctic convoys.

1944

Eskimo, *Ashanti*, *Athabaskan*, *Haida*, *Huron*, *Nubian*, *Tartar* and later *Iroquois* saw extensive action in the English Channel before and after Operation Overlord, sinking or damaging a variety of enemy ships.

In April, HMCS *Athabaskan* and *Haida* engaged two Elbing-class torpedo boats in the Channel. *Athabaskan* was sunk by a torpedo from *T24*, while *Haida* pursued and forced aground *T27*. Afterward, *Haida* returned and managed to rescue 42 personnel from *Athabaskan*. One of the under-construction Canadian Tribals was then renamed *Athabaskan* as a tribute to the lost ship. During the Normandy invasion, *Eskimo*, *Tatar*, *Ashanti*, *Haida* and *Huron* sank, damaged, or drove ashore the Elbing-class torpedo boat *T24*, the Narvik-class destroyers *Z24* and *Z32*, and the ex-Dutch destroyer *Gerard Callenburgh* in a series of battles. Furthermore, *Haida* and *Eskimo* also sank the German U-boat *U-971* with depth charges and close in gunfire, rescuing 53 survivors. Afterward, *Eskimo* was involved in a collision with the destroyer HMS *Javelin*, which kept *Eskimo* out of action for five months.

After the Normandy invasion, *Nubian* was sent to screen Royal Navy Home Fleet units engaged in the protection of the Russian Convoy JW 59, and carrier-based aerial attacks on the German battleship *Tirpitz* and elsewhere in Norway. *Iroquois* and *Haida* met up with the Free French cruiser *Jeanne d'Arc* which was sailing from Algiers to Cherbourg carrying members of the French Provisional Government. *Iroquois* then escorted the liner RMS *Queen Mary* which was carrying the British Prime Minister Winston Churchill to the Second Quebec Conference.

1945

Eskimo, *Nubian*, and *Tartar* were given some minor tropicalisation refits and were sent east to join the British Eastern Fleet in the Indian Ocean as the Atlantic war wound down. There, *Eskimo*, *Nubian*, and *Tartar* engaged in escort of the Royal Navy major surface units and shore bombardment. Afterward,

Nubian, and *Tartar* were waiting as backup for Battle of the Malacca Strait, where the Japanese cruiser *Haguro* was sunk. *Eskimo* and *Nubian* were then engaged in anti-shipping patrols, sinking a Japanese merchant ship and a submarine chaser near Sumatra. This was the last Royal Navy surface action against shipping in World War II. In July, *Nubian* and *Tatar* prepared for Operation Zipper, the planned British landings in Malaya.

During this period, the Canadian Tribals continued to be engaged; *Haida*, *Huron* and *Iroquois* escorted Russian convoys until May 1945, when Germany surrendered. The Canadian Tribals then engaged in the escort of British warships liberating Norway following the German surrender. *Iroquois* then joined the British cruisers *Dido*, *Devonshire*, and destroyer *Savage* at Copenhagen and headed to Wilhelmshaven, as escort for the surrendered German cruisers *Prinz Eugen* and *Nürnberg*. Following this, the Canadian Tribals then returned to Halifax harbour for tropicalisation refits, which were suspended when the Japanese surrendered, and were sent into reserve.

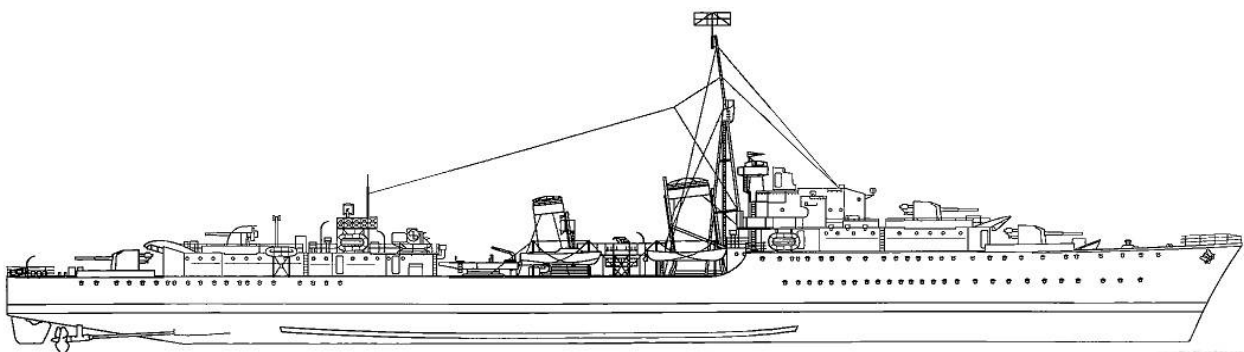
Post-war Service

Twenty-three Tribal-class destroyers were constructed before and during World War II; sixteen for the Royal Navy, four for the Royal Canadian Navy, and three for the Royal Australian Navy.^[2] Thirteen were lost during the war; six British Tribals to aircraft attack, four British and one Canadian Tribal to torpedo attacks, one British Tribal to shore batteries off Tobruk, and one British Tribal in a collision with a British battleship.

The surviving four British destroyers were paid off and sold for scrap during 1948 and 1949, while the Australian and Canadian Tribals were refitted and modernised for post-war service. Four destroyers still under construction in Canada when World War II ended were completed and then modernised, while five ships under construction in Australia were cancelled.

The Australian and Canadian ships, with the exception of *Micmac*, served during the Korean War, with *Bataan* at one point escorting a United States aircraft carrier with the same name. The Australian and Canadian Tribals continued in service until the late 1950s and early 1960s, when they were gradually decommissioned and sold for scrapping.

Only one ship of the class has been preserved. HMCS *Haida* was restored and is docked in Hamilton Harbour, Ontario, Canada as a museum ship. The bow of HMS *Maori*, sunk on 12 February 1942 by German aircraft, rests 43 ft below sea level in Valletta's Marsamxett Harbour, Malta, and is a popular scuba diving site.



HMS Eskimo 1941 as refitted.

The Ships

Royal Navy

| Name | Pennant number | Builder | Laid down | Launched | Commissioned |
|-----------------|----------------|---|-------------------|-------------------|------------------|
| <i>Afridi</i> | F07 | Vickers Armstrongs, Walker | 9 June 1936 | 8 June 1937 | 3 May 1938 |
| <i>Ashanti</i> | F51 | William Denny & Brothers, Dumbarton | 23 November 1936 | 5 November 1937 | 21 December 1938 |
| <i>Bedouin</i> | F67 | William Denny & Brothers, Dumbarton | 13 January 1937 | 21 December 1937 | 15 March 1939 |
| <i>Cossack</i> | F03 | Vickers Armstrongs, Walker | 9 June 1936 | 8 June 1937 | 7 June 1938 |
| <i>Eskimo</i> | F75 | Vickers Armstrongs, Walker | 5 August 1936 | 3 September 1937 | 30 December 1938 |
| <i>Gurkha</i> | F20 | Fairfield Shipbuilding & Engineering Company, Govan | 6 July 1936 | 7 July 1937 | 21 October 1938 |
| <i>Maori</i> | F24 | Fairfield Shipbuilding & Engineering Company, Govan | 6 July 1936 | 2 September 1937 | 2 January 1939 |
| <i>Mashona</i> | F59 | Vickers Armstrongs | 5 August 1936 | 3 September 1937 | 28 March 1939 |
| <i>Matabele</i> | F26 | Scotts Shipbuilding & Engineering Company, Greenock | 1 October 1936 | 6 October 1937 | 25 January 1939 |
| <i>Mohawk</i> | F31 | John I. Thornycroft & Company, Woolston | 16 July 1936 | 15 October 1937 | 7 September 1938 |
| <i>Nubian</i> | F36 | John I. Thornycroft & Company, Woolston | 10 August 1936 | 21 December 1937 | 6 December 1938 |
| <i>Punjabi</i> | F21 | Scotts Shipbuilding & Engineering Company, Greenock | 1 October 1936 | 18 December 1937 | 29 March 1939 |
| <i>Sikh</i> | F82 | Alexander Stephen & Sons, Linthouse | 24 September 1936 | 17 December 1937 | 12 October 1938 |
| <i>Somali</i> | F33 | Swan Hunter & Wigham Richardson, Wallsend | 26 August 1936 | 24 August 1937 | 12 December 1938 |
| <i>Tartar</i> | F43 | Swan Hunter & Wigham Richardson, Wallsend | 26 August 1936 | 21 October 1937 | 10 March 1939 |
| <i>Zulu</i> | F18 | Alexander Stephen & Sons, Linthouse | 10 August 1936 | 23 September 1937 | 7 September 1938 |

Royal Canadian Navy

| Name | Pennant number | Builder | Laid down | Launched | Commissioned |
|--|----------------|-------------------------------|-------------------|-------------------|-------------------|
| <i>Iroquois</i> (ex-Athabaskan) | G89/217 | Vickers Armstrongs, Newcastle | 19 September 1940 | 23 September 1941 | 10 December 1942 |
| <i>Athabaskan</i> (i) (ex-Iroquois) | G07 | | 31 October 1940 | 18 November 1941 | 3 February 1943 |
| <i>Huron</i> | G24/216 | | 15 July 1941 | 25 June 1942 | 28 July 1943 |
| <i>Haida</i> | G63/215 | | 29 September 1941 | 25 August 1942 | 18 September 1943 |
| <i>Micmac</i> | R10/214 | Halifax Shipyards, Halifax | 20 May 1942 | 18 September 1943 | 14 September 1945 |
| <i>Nootka</i> | R96/213 | | 20 May 1942 | 26 April 1944 | 9 August 1946 |
| <i>Cayuga</i> | R04/218 | | 7 October 1943 | 28 July 1945 | 20 October 1947 |
| <i>Athabaskan</i> (ii) | R79/219 | | 15 May 1944 | 4 May 1945 | 12 January 1947 |

Royal Australian Navy

| Name | Pennant number | Builder | Laid down | Launched | Commissioned |
|---------------------------|----------------|----------------------------------|------------------|------------------|------------------|
| <i>Arunta</i> | I30 | Cockatoo Island Dockyard, Sydney | 15 November 1939 | 30 November 1940 | 30 April 1942 |
| <i>Warramunga</i> | I44 | | 10 February 1940 | 2 February 1942 | 23 November 1942 |
| <i>Bataan</i> (ex-Kurnai) | I91 | | 18 February 1942 | 15 January 1944 | 25 May 1945 |

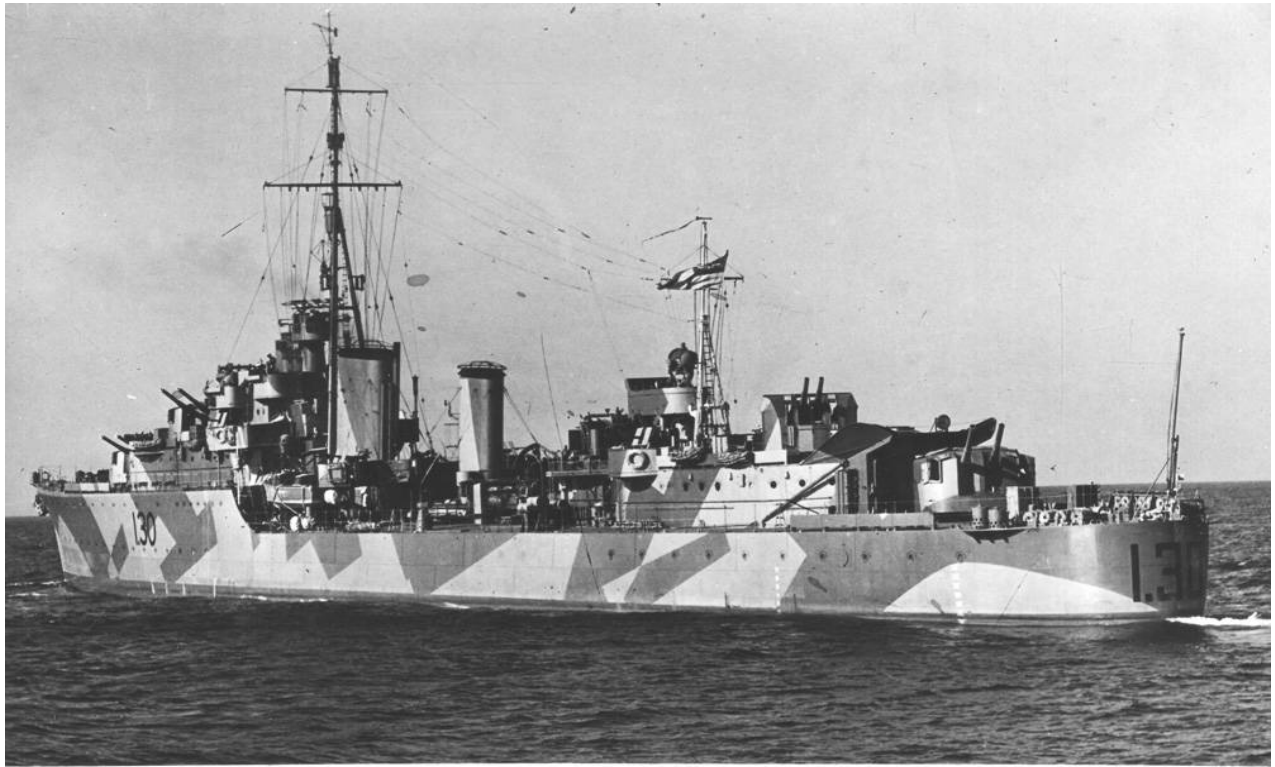
Tribal Class Pics



HMS Eskimo 1941



HMS Eskimo 1941



HMAS Arunta



HMAS Arunta



HMS Tartar



HMCS Athabaskan

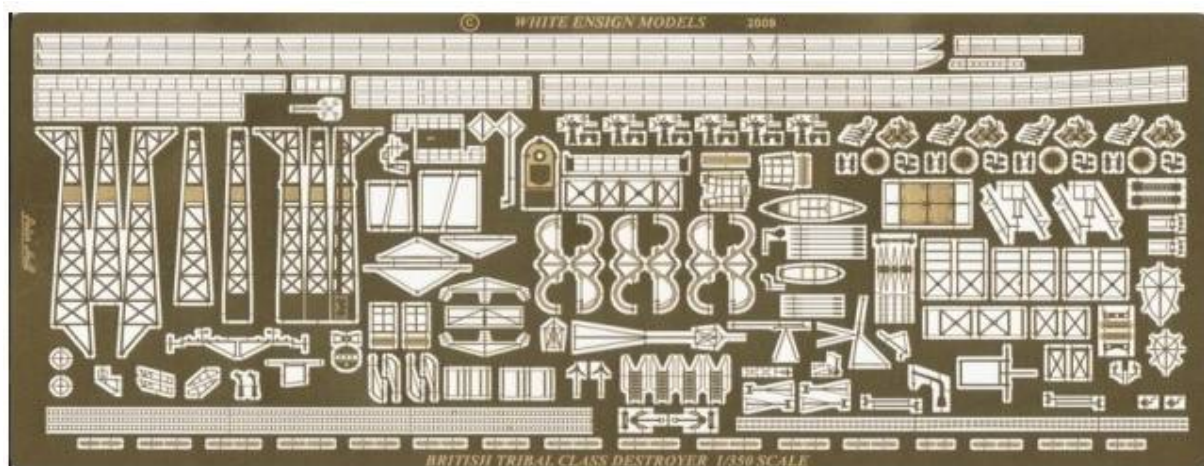
Modeling a Tribal Class Destroyer

For many years the only model I remember seeing of a Tribal class destroyer was the Revell 1/720 one that was in the box with the 1/720 HMS Ark Royal.

Trumpeter have in recent years released HMS Eskimo, Zulu and HMCS Huron in both 1/700 and 1/35

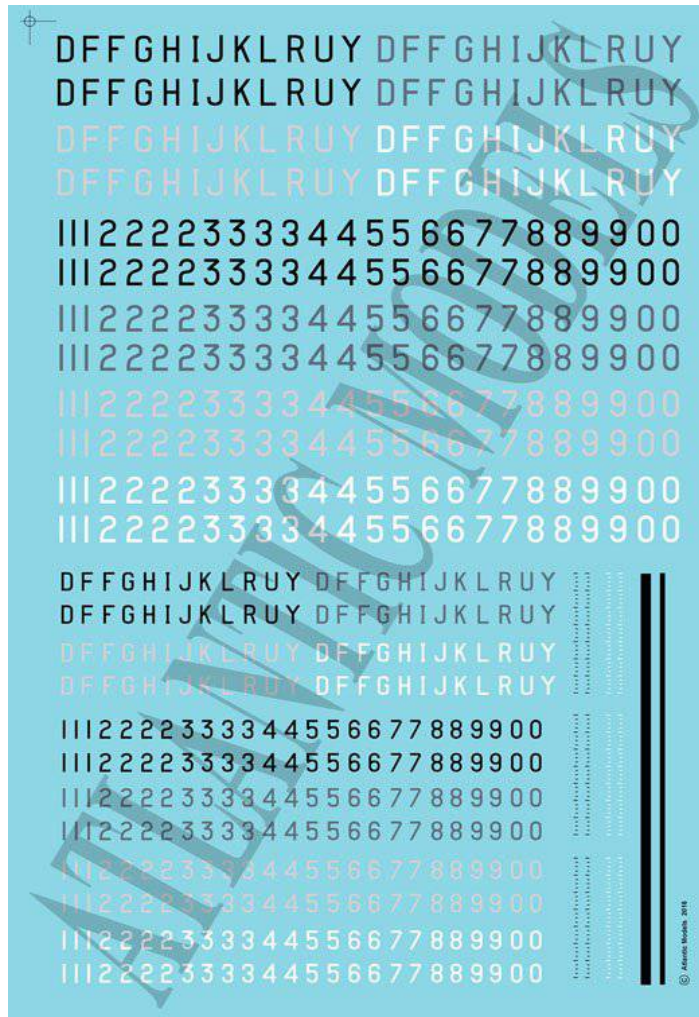


Photo Etch is available from White Ensign Models for The 1/720, 1/700 and the 1/350 kits, it is a nice comprehensive set with various



WEM 1/350 scale Tribal class set

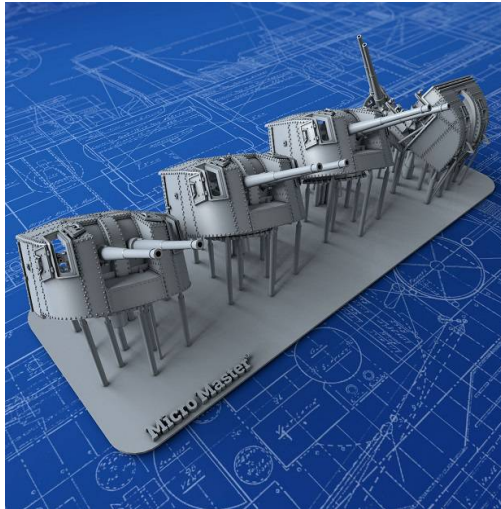
Decals to enable us to build any of the 23 wartime Tribals and should suffice for the post war RCN/RAN Tribals are available from Peter Hall's Atlantic Models <https://www.atlanticmodels.net>



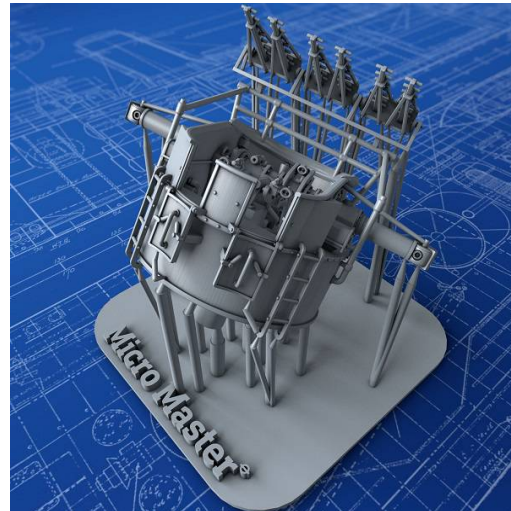
There are many other aftermarket parts available, such as Metal Barrels etc, but I have found what is close to my One Stop Shop for Royal Navy ship parts.

Simon Percival has had a store on Shapeways for many years now, but has now started his own business <https://micromaster.co.nz> Micro Master is the same name for his Shapeways store

Here is a selection of 1/350 scale parts for the Tribal class from Micro Master



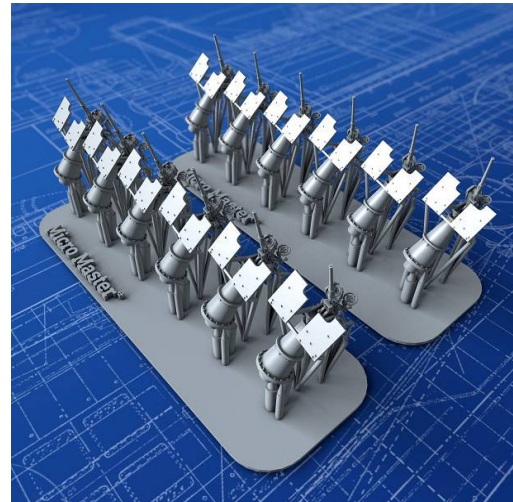
Royal Navy 4.7" MKXXII x3 & 4" MKXVI x1 Guns



Royal Navy Rangefinder Director MKIIIW



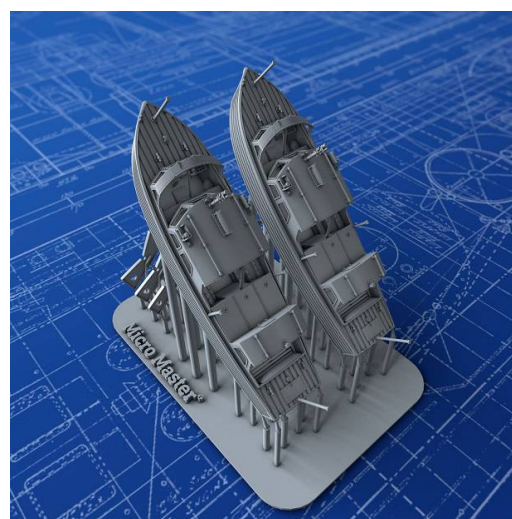
Royal Navy Quad Vickers 0.50"/62 MG MKIII



Royal Navy 20mm Oerlikon MKIIA Guns

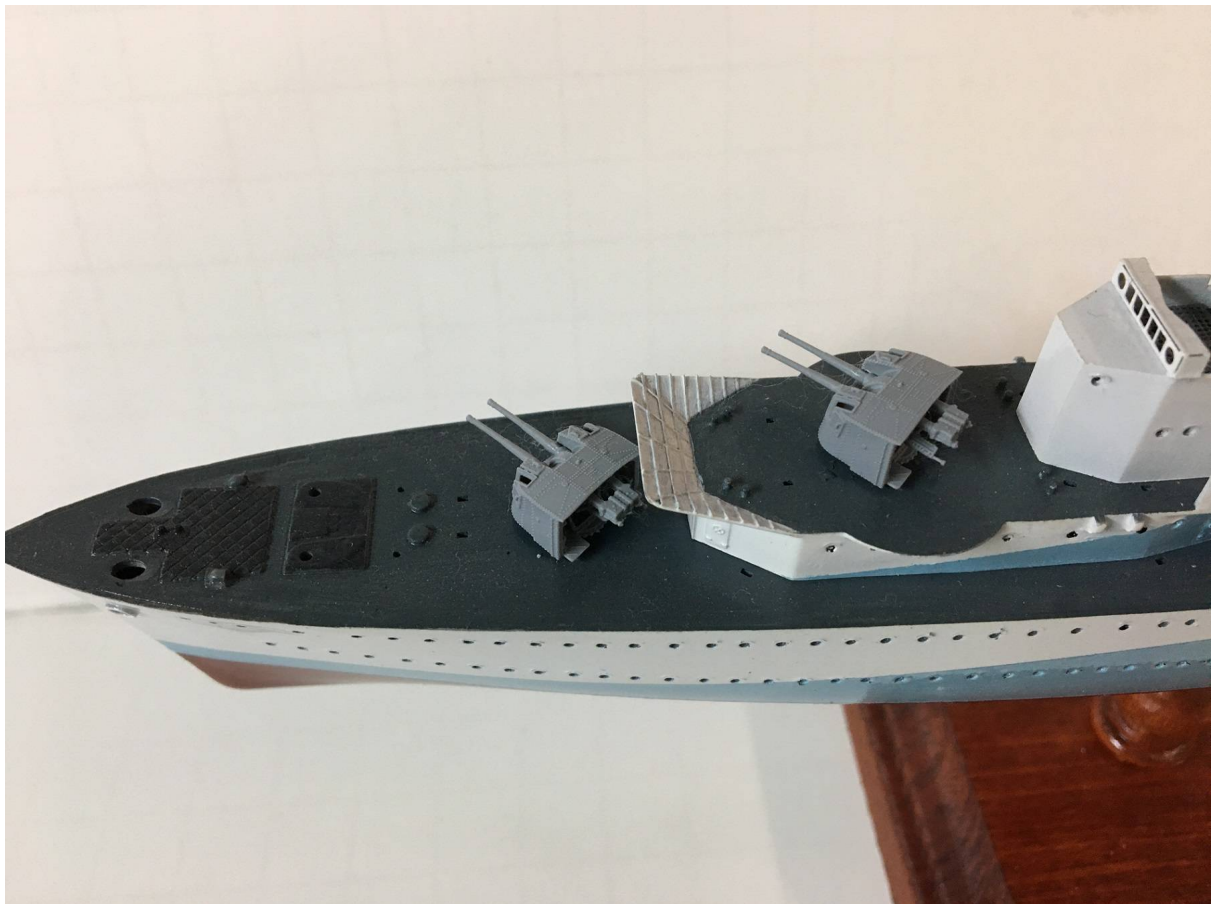


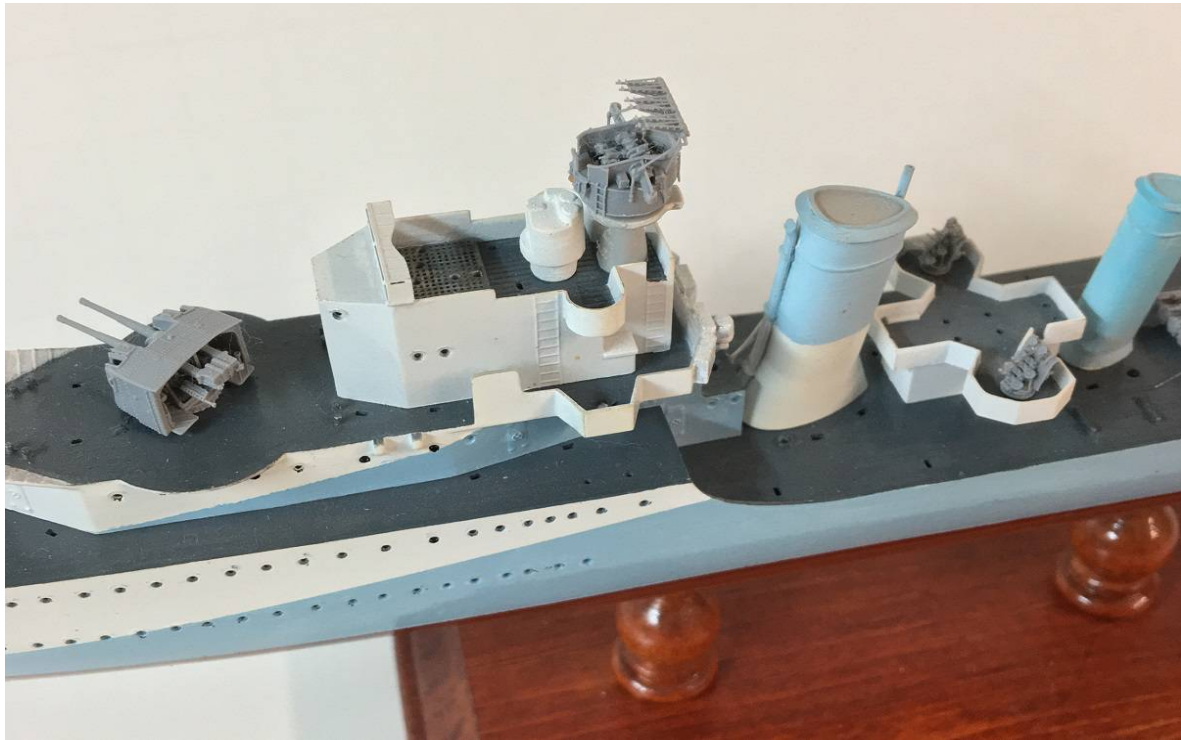
Royal Navy MKII Depth Charge Throwers



Royal Navy 25ft Fast Motor Boat

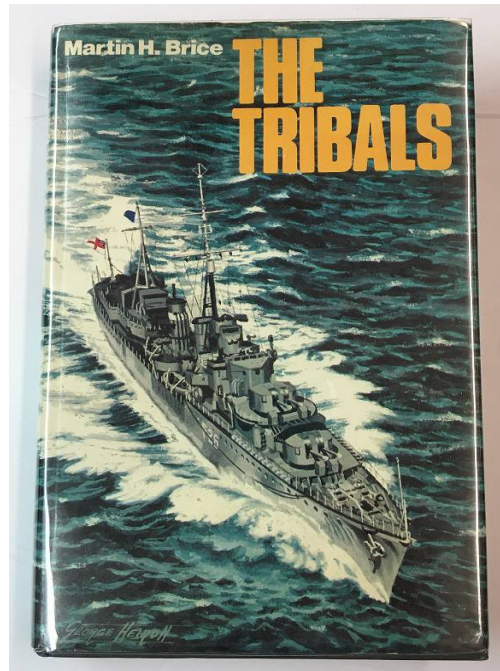
My in progress Trumpeter 1/350 scale HMS Eskimo



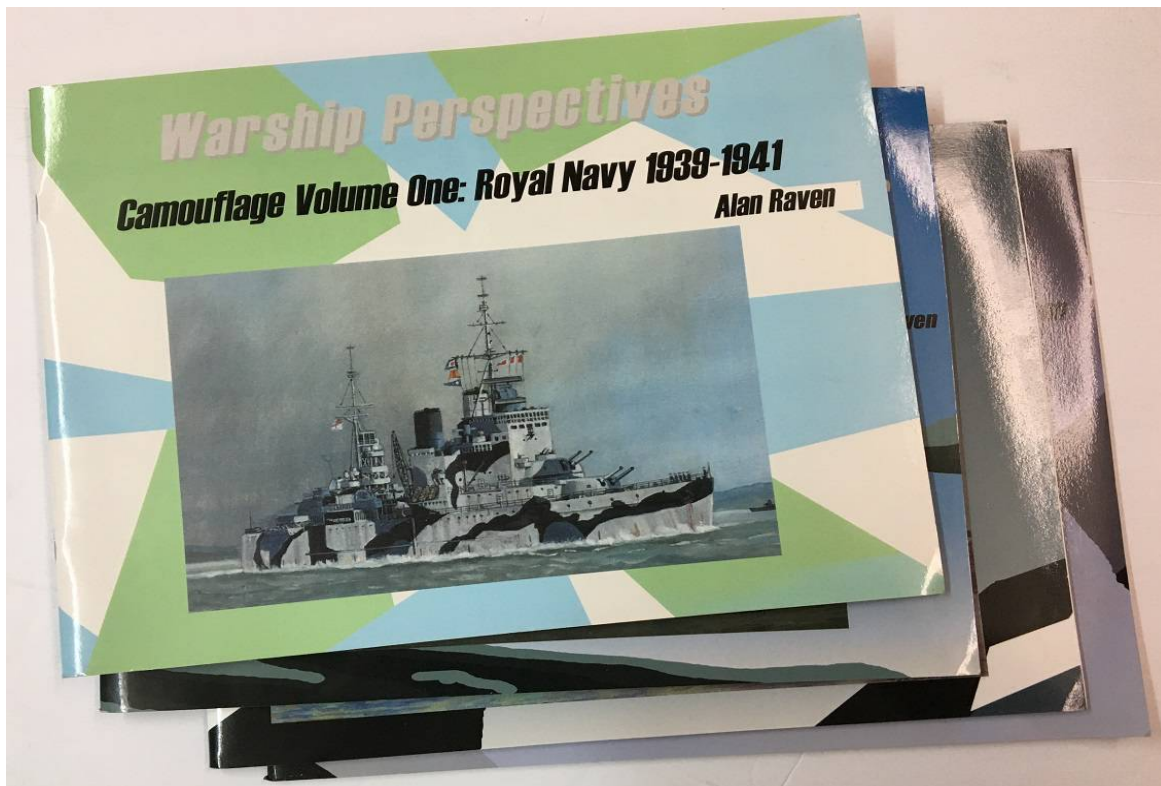


Research for this article included the use of the Internet and my own Library

My Favourite book on the Tribals



Guide for painting WW2 RN ships



John Currie

Last Meeting Pics



Trevor Edwards – Tamiya – 1/24 scale Porsche 911 GT1.



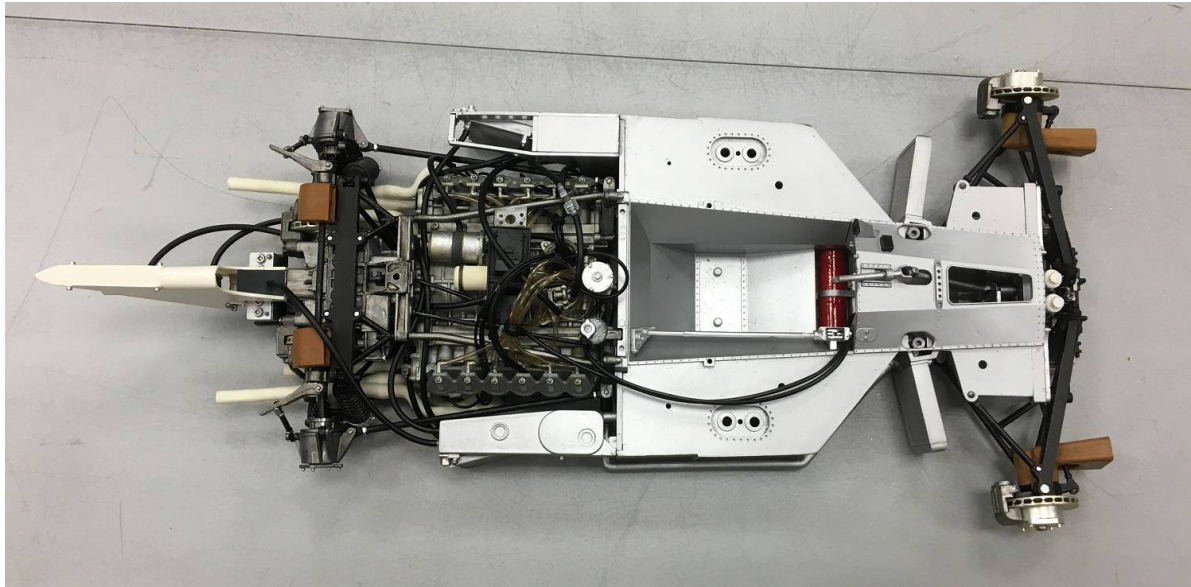
David Koopman – Fujimi – 1/700 scale IJN Kaga (In Progress).



Darby Erd – ICM – 1/72 scale SU-2 Soviet Light Bomber (In Progress).



Norman Foote – AMT – 1/25 scale 57 Ford custom 300.



Michael Carra – Tamiya - 1/12 scale Ferrari 312T Formula 1 (In Progress).



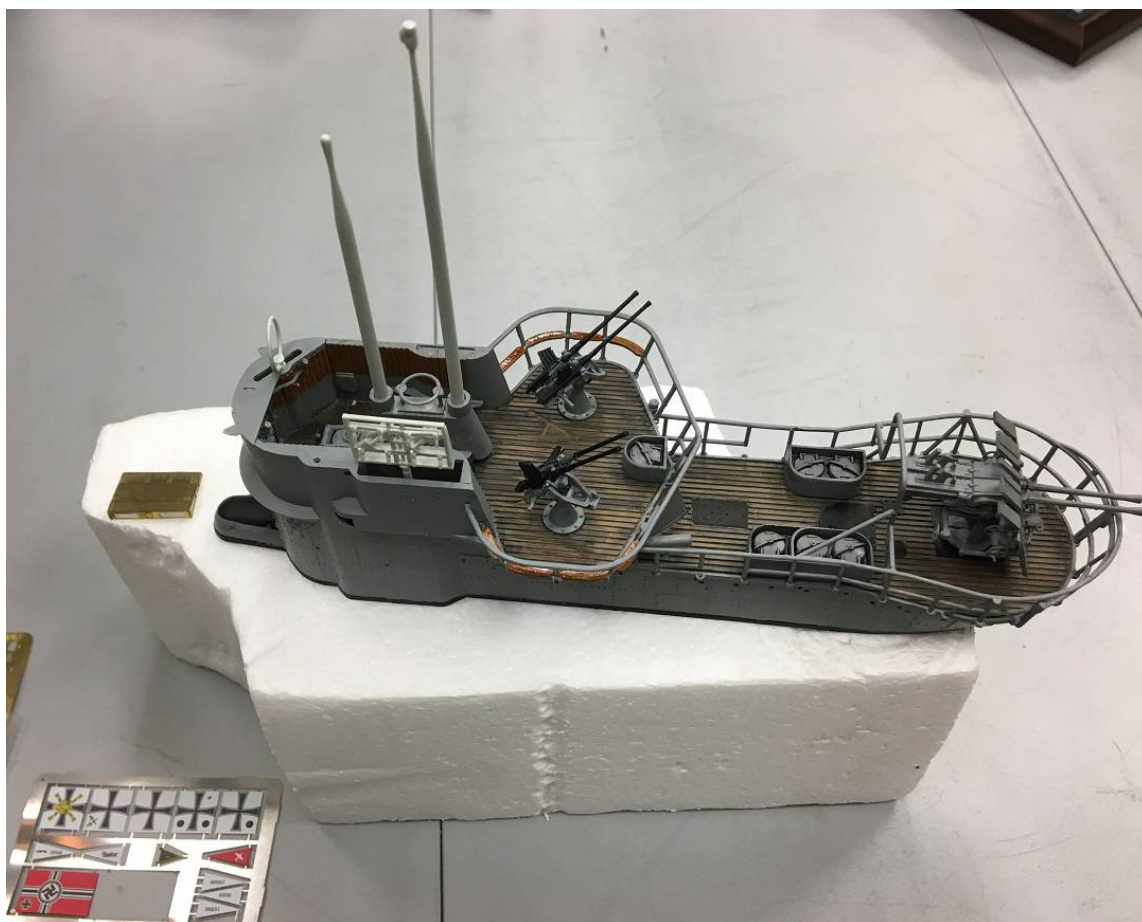
John Melton – Dragon – 1/35 scale T34/85 1944 model.



Lucio Martino – Academy – 1/72 scale Hawker Tempest (In Progress).



Lucio Martino – Zvezda – 1/35 scale Modern Russian Infantry "Polite People" (In Progress).



John Currie – Revell – 1/72 scale Type IX C/40 U-boat (In Progress).



John Helms – Academy – 1/144 scale B1A Strategic bomber.



Mike Martucci – Monogram – 1/24 scale 30 Touring car.



Mike Martucci – AMT – 1/24 scale 32 Ford "Vicky".



Tom Wingate – Tamiya – 1/35 scale T72.



Tom Wingate – AMT – 1/24 scale Ferrari 250 GT SWB.



Tom Wingate – Hasegawa – 1/72 scale Mig 17.



Tom Wingate – Hasegawa – 1/32 scale F-86F John Glenn.



Kevin Cook – 3D Printed – 1/72 scale US Vietnam War (FSB Ripcord)





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Well thats all folks

See you at the next meeting Wednesday 19th February

John