

# FEBRUARY 2020



## Group Build

1/32 SCALE Spitfire



We begin 2020, a new decade in modelling, with our 30th Year as a club, more details on this in future newsletters.

And with, I think our first group build, 1/32 scale Spitfire.

This is open to any make/mark/version of a 1/32 Spitfire Tamiya, Trumpeter, Revell, Hasegawa etc.

**LAUNCH DATE IS SET FOR FEB 4TH**

Let's get building.

It's going to be a fantastic year.

### Group Build

1/32 Scale Spitfire.

Scramble those Spitfires off the workbench, chocks away.

**Please Note:**

Articles and news are always welcome for inclusion in this newsletter. BUT views and information thus expressed are solely those of the author(s) and do not necessarily represent the views of the editor or the club as a whole. **Editor: Richard Clarke**

Articles for the April 2020 Issue to me please by March 24th 2020 - Hard or Soft copy.

Email me [clarker@godolphin.org](mailto:clarker@godolphin.org) - Or hand it in at a club night.



## Club News

Fantastic turn out for our “**What I Got For Xmas**” theme night.



What a selection of kits we had, right a cross the modelling and genre board.

Looking forward to seeing these finally make it as finished kits.

Plenty of new builds for 2020 graced the tables as well.

What a talented group of modellers we are.

2020 is our 30 year anniversary year, plenty happening this year to get our creative juices flowing.

Don't forget our Revell competition in May, get thinking of those Revell kits, how about a LWB Land Rover?

## Members Gallery

Richard brought his Light Box to a club night and took some pics of members models, these have been uploaded on to our website - looking good guys

Here is a selection of our member's models – we will be adding more images soon, also we will add more to the members already listed. We hope you like the models.



Richard's Models



Steve's Models



Nick's Models



Tony's Models



Chris's Models



Dave's Models



Colin's Models



Mike's Models



# Calendar of Events

<b>February</b>	4th	<b>"Shelf of Doom" Theme Night</b> ( <i>Group Build 1/32 Scale Spitfire Launch Night</i> )
	15th	<b>South West Model Show – Bovington Tank Museum</b>
	18th	<b>Club Night</b>
<b>March</b>	3rd	<b>"Colour Silver" Theme Night</b>
	17th	<b>Club Night – Demo Rusting Plastic by Richard C</b>
	21st	<b>Yeovil Model Show</b>
	24th	<b>Last Call for April Newsletter Articles</b>
<b>April</b>	7th	<b>"Invasion" Theme Night</b>
	18th	<b>Poole Vikings Model Show</b>
	21st	<b>Club Night</b>
<b>May</b>	5th	<b>"Civilian Vehicles" Theme Night</b>
	10th	<b>Milton Keynes Model Show</b>
	19th	<b>Club Night – Memorial Shield Competition</b>
	26th	<b>Last Call for June Newsletter Articles</b>
	30th	<b>Our Annual Model Show – "30 Years of Modelling Excellence" + Club Revell Competition</b>
<b>June</b>	2nd	<b>"Helicopters" Theme Night</b>
	16th	<b>Club Night – Talk Deli Dundar by Mike H</b>
<b>July</b>	7th	<b>"Battle of Britain" Theme Night</b>
	12th	<b>North Somerset Model Show</b>
	21st	<b>Club Night</b>
	28th	<b>Last Call for August Newsletter Articles</b>
<b>August</b>	2nd	<b>Avon Model Show</b>
	4th	<b>"Maritime" Theme Night</b>
	18th	<b>Club Night – Talk on T54/55 IDF by Brian R</b>

<b>September</b>	1st	<b>"Land Rover" Theme Night</b>
	15th	Club Night Talk MG42 Ray R + Uncle Brian's Quiz
	22nd	<b>Last Call for October Newsletter Articles</b>
<b>October</b>	6th	<b>"Red Arrows 55 Years Young" Theme Night</b>
	20th	Club Night
<b>November</b>	3rd	<b>AGM + "Gulf War" Theme Night</b>
	7th/8th	<b>Scale Model World Telford</b>
	17th	Club Night
	24th	<b>Last Call for December Newsletter Articles</b>
<b>December</b>	1st	<b>Xmas Meal?</b>
	15th	Club Night

This events are current as of Feb 1st 2020 - for up-to-date info please visit our website, or better still book mark it - [Salisbury Model Club Website](#)



## Theme Nights 2020

- January Tuesday 7th** – What I got for Xmas
- February Tuesday 4th** – Shelf of Doom
- March Tuesday 3rd** – Colour Silver
- April Tuesday 7th** – Invasion
- May Tuesday 5th** – Civilian Vehicles
- June Tuesday 2nd** – Helicopters
- July Tuesday 7th** – Battle of Britain
- August Tuesday 4th** – Maritime
- September Tuesday 1st** – Land Rover
- October Tuesday 6th** – Red Arrows 55 Years young
- November Tuesday 3rd** – AGM + Gulf War(s)
- December Tuesday 1st** – Xmas Meal?



## Up Coming Model Shows

- 15th Feb** - South West Model Show Bovington (Saturday)
- 21st March** - Yeovil Model Show (Saturday)
- 18th April** - Poole Vikings (Saturday)
- 10th May** - Milton Keynes (Sunday)



## A Real - Saving Private Ryan

There are not many of us who have not watched the epic Spielberg film "Saving Private Ryan" (*with its famous opening beach landing sequence*), where Captain John H Miller (*Tom Hanks*) is tasked with the responsibility of finding a remaining son, James Francis Ryan (*Matt Damon*) of four brothers, three of which have been killed, and get him back home to the United States. It was inspired by the story of the Niland Brothers.

This was part of American policy of not allowing a whole family of brothers to fall in Battle. More than 80 years earlier the British saved a real-life Private Ryan during WW1. However! there was no such policy in Britain for doing so.

Mr Townsend enlisted in November 1915 and was posted to No 3 Company 1st Battalion Coldstream Guards. He landed at Le Havre on August 30th 1916, but was returned to England by the end of year with trench foot. Having been discharged, he was recalled to the colours after he was fully fit and was soon back at the front with the Machine Gun Regiment.

The story of Private Tom Townsend army No 2584 has until now remained virtually unknown. He was now serving with the 4th Battalion of the Coldstream Guards Machine Gun Regiment when he learned that his two brothers, Fred and John had been killed.

An unidentified neighbour was so moved by Mrs Townsend's plight and her fears for her remaining son, is understood to have written to Queen Mary begging for him to be saved and returned home to his distraught mother.

Within weeks the War Office instructed the Army in France to despatch Private Townsend back to England at the earliest possible date, as the man being a No 1 priority and a sole survivor of three brothers.

It is still extraordinary because of a family in Shropshire where five brothers in Guards Regiments were all killed in action.

Nigel Steel, Head of Research and Information at the Imperial War Museum, said there was no official policy for withdrawing men from the battle, because the British view then, was that it was war, and you just had to get on with it.

**Ray**



## Group Build - My Spitfire... Mike H



I am very pleased that our club has decided on a "Group Build " I think it will not only create a greater sense of togetherness but gives the opportunity to share ideas and learn new skills from one another.

My choice for our 'Spitfire' build will be to try and make a spitfire Mk.11a which was flown with great expertise, by Polish pilots. Most had flown Bi -Planes for the polish air force, which not only were out of date aircraft, but were well and truly outclassed by both the German and Russian aircraft. The Polish air force was very small and compared to their enemies were just over whelmed.

Polish Pilots came over from their country before and after Poland was overcome and surrendered. Their expectation was that Britain would come to the rescue with new planes and men. It did not happen, which is why the Pilots came to Britain, well experienced in aerial warfare and ready to fight.

There were sixteen Polish Squadron's and 303"Kosciuszko" squadron was formed in July 1940 in Blackpool and had British Officers, Squadron Leader R.G, Kellett was their first commander. Many of the Polish personal had no idea of Fighter Command language or how the R.A.F. worked, or indeed speak or understand English. 303 Squadron with Polish Pilots was equipped first with 'Hurricane' Airplanes. The Polish were delighted with the Hurricane's. At last real aircraft to fly!

continued..



Stationed at Northolt, they were immediately called upon to take part in the 'Battle of Britain' alongside British, Czech, Dutch and allied manned squadrons of Spitfires and Hurricane's. On the 24<sup>th</sup> August 1940 they were scrambled for the first time.

British Pilots were not so experienced and consequently this showed in losses of men and aircraft. 303 Squadron was the most effective Squadron throughout 'The Battle of

Britain' with the highest kill scores over the days of the battle. They became the highest of 66 squadron's with 138 kills plus, possible kills and damaged enemy aircraft, with the fewest losses, of both aircraft and crews with kill to loss rate of 2.8 to 1. Tiredness kills, they never had time to be tired being on call day and night the during the Battle. Many Polish Pilots became "Aces" with their individual kills, scoring more individual kills than crew of other Squadrons.

Other, Polish Pilots, Crew and airfield staff were seconded to other wings, Bombers, Recon and ground staff. Indeed many of the very highly skilled ground staff were invaluable to the R.A.F throughout the whole War with their technical abilities.

In mid-1941 303 Squadron was amalgamated with another Polish Squadron, 306 Squadron and became No.1. Polish wing and were refitted with the Mk. 11a Spitfire. Flying from British airfields the Wing regularly took part in escort duties with Bomber Wings, strafing sorties, intelligence sorties, and of course 'D' Day landings in France. Their last duty on 25<sup>th</sup>.April 1945 was as escort to Avro Lancaster's in a raid on 'Berchtesgaden'.



Jan Donald Zumbach

Mainly based at Northolt airfield, although the Wing did get sent to many other airfields throughout the War. Upgrading their Spitfire's and finally in April 1945 being equipped with the North American Mustang 1V. The Squadron was, in December 1946 disbanded at Hethel airfield in Norfolk. Many Pilots and Personnel stayed on in the R.A.F. and those that did not stayed in Britain and became British citizens rather than go home to a Russian Polish State.

**BATTLE SCORES 1940 TO 1945:**

- Enemy Destroyed – 298
- Probable's – 35
- Damaged – 25

Mike H

**Kits members have chosen for their group build:**



4 members making this kit



1 member making this kit



2 members making this kit



1 Member making this kit



## Group Build - My Spitfire... Richard C



I shall be basing my build on a MkV Spitfire that was stationed on Malta.

It will either be a Mk Vb, 185 Squadron flown by Sgt Claude Weaver, Malta Sept 1942 or 249 Squadron, RAF Ta Kali March 1942 flown by Flight Officer Robert McNair.



**No 185 Squadron** was formed in 1918, then disbanded in April 1919. In 1938 the squadron was reformed at RAF Abingdon in June 1938. It was original setup as a bomber squadron.

The squadron was absorbed into an OTU (Operational Conversion Unit) in April 1940 before re-forming in Malta May 1941 as a fighter squadron. It reformed again in April 1942 in Malta from "C" Flight of 251 Squadron. The unit operated with Hawker Hurricanes for nearly a year, before the first Spitfires arrived on the island early 1942. The squadron took part in the fierce air battles that raged over the island, suffering increasingly heavy losses late in 1942 when the Bf 109f arrived on Sicily, outclassing the Hurricane.

The arrival of the Spitfires restored the balance, and the end of 1942 185 Squadron had gone onto the offensive, flying sweeps over Sicily, then in July 1943 supports the Allied invasion of Sicily.



**No 249 Squadron** was formed August 1918, but was disbanded October 1919. May 1940 it was reformed as a fighter squadron at RAF Church Fenton, equipped with Hurricanes the unit fought in the Battle of Britain. The only VC awarded to an RAF Fighter Command pilot during the Battle of Britain was won by James Brindles Nelson while serving with 249 Squadron. By 1942 it was transferred to Malta by aircraft carrier. There it formed part of the fighter defences, converting to Spitfires in February 1942. By October 1943 the squadron had moved to Italy, after 1944 it converted to Mustangs.

**Richard C**



## Group Build - My Spitfire... Mike M



I shall be basing mine on one flown by P/O Zdzislaw of **No. 318 "City of Gdańsk" Polish Fighter-Reconnaissance Squadron**. This was a Polish tactical reconnaissance squadron formed in Great Britain as part of an agreement between the Polish Government in Exile and the Britain in 1940. It was one of several Polish squadrons fighting alongside the RAF during World War II.

The squadron was formed on 20th March 1943 at RAF Detling, Kent from personnel of No. 309 Squadron and after training with Hawker Hurricane Mk.IIs it moved to the Middle East, operating from RAF Muqebila and RAF Gaza and continuing its training, specifically with II Corps of the Polish Army, by now using Hurricane Mk.IIBs. Training went on until 1944, when the squadron converted to Supermarine Spitfires. The squadron was then involved in ground attack and tactical reconnaissance operations over Italy in support of the Eighth Army and saw action at the Battle of Monte Cassino. After hostilities ceased the squadron remained in Italy for another year, but on 15 August 1946 it handed over its aircraft and returned to the UK, soon after, the squadron was disbanded at RAF Coltishall.

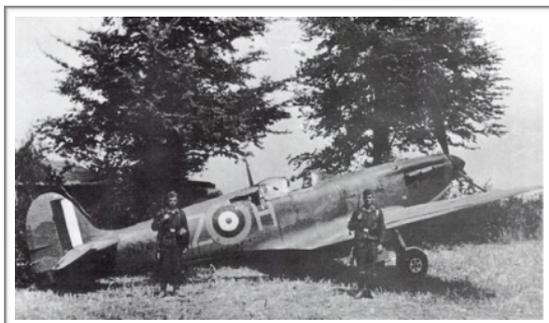
**Mike M**



# Group Build - My Spitfire... Sib0

Initially I wasn't planning on joining in the IPMS Salisbury 1/32 Spitfire group build but as so often happens a chance finding of an old picture got me interested.

It appears that during combat Spitfire N3277, AZ-H of No.234 Sqn was caused to force-land near Cherbourg on 15 August 1940. Flown by Pilot Officer Richard Hardy, his Spitfire nick named 'Dirty Dick', a Mark 1a, was immediately captured by the Germans.



Contemporary pictures show it had some damage just behind the cockpit which was repaired so that the aircraft could be taken over and tested by the Luftwaffe at Rechlin. It is reported that later in the war N3277 was re-marked 5+2.

The exact details seem to vary, some references state that N3277 and 5+2 are different aircraft and that N3277 went on to be re-engined with a Daimler 110 engine. Also the damage shown in the picture immediately after forced landing is often cited as caused by the pilot destroying secret equipment and radios, but is more likely to be from a 20mm flak that opened fire as the Spitfire crossed the coast on its way to landing.

N3277 can be seen above and it is clear in the picture opposite, the damage has been repaired and over painted crosses added. To my eyes it appears that the underside is still Sky type rather than the yellow that was common on captured aircraft and is how Oxford diecast presents their 1/72 scale model. As this colour was so often seen on all types of captured aircraft I would surmise it was added later, perhaps the unit located near to where N3277 landed had only white and black paint? Other pictures show the logo 'Dirty Dick' still present after this first paint job but possibly later. I'd expect the Victory V sign over a broken swastika that was painted below the canopy to also have been painted out as the airframe went back for higher authorities' inspection. This airframe will become my project which allows me some latitude in the exact finish. I'm starting out with Revell's 1/32 MkII kit.



Minimal aftermarket additions will help keep the cost from spiralling.

Sib0



## GROUP BUILD 2020 - 1/32 SPITFIRE

You can see all these group build articles on our **Group Build 2020** section on our website.

Thanks to those of you who have given me some info on their builds, it makes for a very interesting group build section.

I have added a page about the **Spitfire** and its various marks etc., which I hope you will find informative.

The build is still open, so if you want to join in the fun, we have 8 so far, can we make a round 10? If so then please let me know and bring along your Spitfire kit to the official launch on Tuesday 4th Feb.

Who knows, we may have our very own Squadron....

Editor