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"Terrorist attacks can shake the foundations of our biggest buildings, but they cannot touch the foundation of America. These acts shatter steel, but they cannot dent the steel of American resolve.

America was targeted for attack

because we are the brightest beacon for freedom and opportunity in the world. And no one will keep that light from shining."

~ President George W. Bush, September 11, 2001.

INSIDE THIS ISSUE

- 5** Rusty's Ramblin'
- 6** History in a Box: Allied Invasion of Italy (Sept '43)
- 8** Next Meeting: 18 October



"We're making it a small world, because small things matter!"



LAST MEETING

27 September: We met at the Branson Police and Fire Department's Joint Emergency Training Center.



Gary Sanders brought in two vintage AMT promotional models that he purchased at a flea market a few years ago. The 1958 Pontiac Bonneville when issued was a 3-in-1 kit, including parts for stock, custom and race versions.

Lynn Hampton brought in some pictures of his tube-frame dragsters that he builds and races. The four foot long drag cars are powered by Estes model rocket engines and can reach speeds over 100 mph!

Bryan Taylor has been helping his daughter work on a '41 Plymouth.



Evan Sherman has still been working on his P-61 Black Widow; he is doing some painting on the cockpit details.

Mike Steenstra brought in two Dragon armored jeeps that he's just finishing up, a scratch built cobblestone street base for his already completed King Tiger, some Dragon figures for his howitzer kit and his newly purchased Tamiya Panther D kit.





Steve McKinnon has been working on his BTR-80 and Israeli Defense Force M113 "Fitter".



Richard Carroll brought in a collection of built (by someone else) kits that he had collected through the years. Some he purchased outright, others were the gem at the bottom of a spares box that he had bought. Some were a unique hodge-podge of parts combined into some interesting vehicles.



Darren Gloyd has been working on building a pole trailer for one of his semi tractors.

Nick Kimes recently purchased and assembled a Star Wars Episode 7 Snap Tite kit of Poe's X-wing fighter by Revell. He said the

pre-painted kit is surprisingly detailed and well-engineered and includes a sound module. He's considering buying another one to load out with a lighting package and even more detail!





Nate Jones brought in two models: his recently completed Tamiya 1/35 scale Ford GPA amphibious jeep, and his in-progress Tamiya 1/48 scale Japanese A6M2-N "Rufe" floatplane.

Go to www.ipmsmoss.com and check out the Gallery for more pictures!

If you have an article or work in progress build that you would like included in *Sprue Bits*, please e-mail it to ipmsmoss@hotmail.com.

In honor of First Responder Appreciation Day ~ IPMS / MOSS Salutes our First Responders



Rusty's Ramblin'

by Rusty Hamblin

Since this is supposed to be me rambling I might as well do just that. I was just sitting here in my hobby room staring at a plastic model. This isn't a model I am currently building but one I have already built. What's so significant about that? How often do you go back and admire your own work? I have a china hutch in the living room filled with models that I hardly ever take a peek in. Is it really the finished model we want, just the experience of building it, or the unassembled model in our private stash?

I have a good customer at Branson Hobby Center (BHC) that comes in at least once a month and buys three or four model cars. I've seen photos of his work and he builds some stock others he modifies extensively. What impressed me most was that he finishes his models. So you might think he has a home filled with finished models but when he finishes a model he places it back in the original box and puts it away in a closet. He just doesn't care about looking at the finished model for eternity; for him the fun is all about the build.

So back to the model I am staring at. It's a 1/72 SR-71 Blackbird. Proudly it hangs in my hobby room, the only finished model aircraft in there. I built it in flight mode simply because I see so few aircraft built with landing gear up. I even devised my own fishing line hanging system to display it in flight. The paint slowed me down but honestly the flat black was one of the easiest paint jobs I have ever done. Decals don't scare me so I had lots of fun placing all of those little warnings and red stripes on this plane. I'm really proud of this model even though it is nowhere near show quality. As I write this I keep turning around to gaze up at my SR-71 streaking across the room at Mach 3.

So what's so special about this model? I tried to get rid of it. About a year and a half ago many MOSS members saw this model in its box at our annual club swap meet. I own several SR-71's in 1/48 scale so why did I need this little shrimp? I placed him up for adoption but fortunately no one took him home. That very night I brought it home and started work. If no one wants it, I'll build it, and that was what I did. I had a lot of fun too. Since I would need reference I dug out the couple of books I have on the SR-71 and read them. I knew this somewhat awkward looking plane was unique but I had no idea the engineering was so unmatched then and today. I didn't know that this is the only aircraft ever to fly with the afterburners lit constantly, other aircraft engines overheat after three or four minutes on afterburners. Cruising altitude is over 100,000 feet and at Mach 3. The skin of the aircraft at those speeds is often 1800°F and is cooled by the fuel. The pilots are not pilots at all but officially astronauts. The SR-71 became my second favorite aircraft right behind the F-16.

It all came about from a model I didn't want anymore. I would have missed a lot had one of my fellow club members grabbed up that model. What I'm rambling about, right after I give my SR-71 another affectionate glance, is be careful what you don't think you'll ever build and try to get rid of. My advice is keep all of it forever and buy even more. You never know what jewel might be lurking in all those plastic kits.



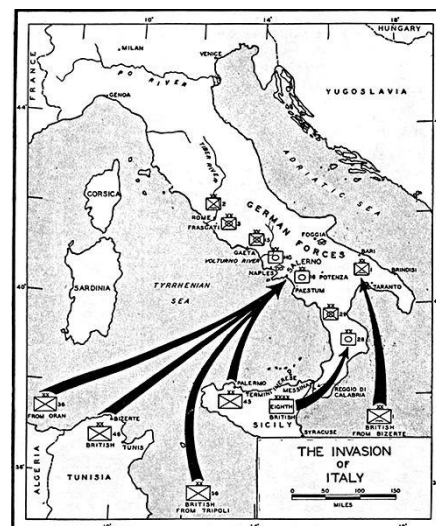
A test pilot climbs out of the experimental aircraft, having just torn off the wings and tail in a crash landing. The crash truck slides to a stop and out jumps a rescuer who yells, "What happened?" The test pilot's reply, "I don't know; I just got here myself."

History In A Box

Allied Invasion of Italy: September 1943

Following the defeat of the Axis Powers in North Africa, there was disagreement between the Allies as to what the next step should be. The British Prime Minister Winston Churchill in particular wanted to invade Italy, which in he called "the soft underbelly of the axis." Popular support in Italy for the war was declining, and he believed an invasion would remove Italy, and thus the influence of axis forces in the Mediterranean Sea, opening it to Allied traffic. In addition, it would tie down German forces, keeping them away from the Russian front. Stalin had been pressing to open a "second front" in Europe, which would weaken the Wehrmacht's invasion of Russia.

However, U.S. Army Chief of Staff George Marshall and much of the American staff wanted to avoid operations that might delay an invasion of Europe, discussed and planned as early as 1942, which finally materialized as *Operation Overlord* in 1944. When it became clear that no invasion could be undertaken in 1943, it was agreed to invade Sicily. The Allied invasion of Sicily in July 1943, codenamed *Operation Husky*, was highly successful, although many of the Axis forces managed to avoid capture and escape to the mainland. It was believed a quick invasion of Italy might hasten an Italian surrender and produce quick military victories over the German troops that could be trapped fighting in a hostile country.



On 3 September 1943, British Eighth Army's XIII Corps, which was composed of British and Canadian formations, launched Operation Baytown under General Bernard Montgomery's direction. Opposition to the landings was light and the Italian units surrendered almost immediately.

Operation Avalanche - the main invasion at Salerno by the U.S. 5th Army - began on 9 September 1943, and in order to secure surprise, the Army decided to assault without preliminary naval or aerial bombardment. However, tactical surprise was not achieved. As the first wave of the U.S. 36th Infantry Division approached the shore at Paestum a loudspeaker from the landing area proclaimed in English: "Come on in and give up. We have you covered." The Allied troops attacked nonetheless.

By the end of the first day the 5th Army, although it had not gained all its objectives, had made a promising start: British X Corps' two assault divisions had pushed between 5 and 7 miles inland and the special forces had advanced north across the Sorrento Peninsula and were looking down on the Plain of Naples.



For the next three days, the Allies fought to expand their beachhead while the Germans defended stubbornly to mask the build-up of their reinforcements for a counter-offensive. Over the same period, German reinforcements filtered into the battlefield. Units, short of transport and subjected to other delays, arrived piecemeal and were formed into ad-hoc battle groups for immediate action. By 13 September, all the immediately available reinforcements had arrived including additional elements from 3rd Panzergrenadier Division which had been released from further

north near Rome. By contrast, the Allied build-up was constrained by the limited transport available for the operation and the pre-determined schedule of the build-up based on how, during the planning phase, it had been anticipated the battle would develop. By 12 September, it had become clear that 5th Army had an acute shortage of infantry on the ground. On 12 September, General Alexander reported to London that: "I am not satisfied with the situation at *Avalanche*. The build-up is slow and they are pinned down to a bridgehead which has not enough depth. Everything is being done to push follow-up units and material to them. I expect heavy German counter-attack to be imminent." X Corps had taken a defensive posture because every battalion was committed and there were no reserves available to form an attack.

On 13 September, the Germans launched their counteroffensive. While the [German] battle groups attacked the northern flank of the beachhead, the main attack was on the boundary between the two Allied Corps which ran roughly from Battipaglia to the sea.

The [Germans] continued their strike south and south-west until reaching the confluence of the Sele and its large tributary, where it was stopped by [Allied] artillery firing over open sights, naval gunfire and a makeshift infantry position manned by artillerymen, drivers, cooks and clerks and anyone else that [the Division commander] could scrape together.

On 16 September, von Vietinghoff reported to Kesselring that the Allied air and naval superiority were decisive and that he had not the power to neutralize this. [The German] 10th Army had succeeded in preventing troops being cut off, and continuing the battle would just invite heavy losses. The approach of [the Allied] Eighth Army was also now posing a threat. He recommended to break off the battle, pivoting on Salerno to form a defensive line, preparatory to commencing withdrawal on 18/19 September. Kesselring's agreement reached von Vietinghoff early on 17 September.



The German 10th Army had come close to defeating the Salerno beachhead. In the end, the Germans...had failed to break through Allied lines and exploit the gains in the face of total Allied air superiority and artillery and naval gunfire support. The Allies had been fortunate that at this time Adolf Hitler had sided with the view of his Army Group commander in Northern Italy, Field Marshal Erwin Rommel, and decided that defending Italy south of Rome was not a strategic priority. As a result, Kesselring had been forbidden to call upon reserves from the northern Army Group.



The success of the 10th Army in inflicting heavy casualties, and Kesselring's strategic arguments, led Hitler to agree that the Allies should be kept away from German borders and prevented from gaining the oil resources of the Balkans. On 6 November, Hitler withdrew Rommel to oversee the build-up of defenses in northern France and gave Kesselring command of the whole of Italy with a remit to keep Rome in German hands for as long as possible.

By early October 1943, the whole of southern Italy was in Allied hands, and the Allied armies stood facing the Volturno Line, the first of a series of prepared defensive lines running across Italy from which the Germans chose to fight delaying actions, giving ground slowly and buying time to complete their preparation of the Winter Line, their strongest defensive line south of Rome. The next stage of the Italian Campaign became for the Allied armies a grinding and attritional slog against skillful, determined and well-prepared defenses in terrain and weather conditions which favoured defense and hampered the Allied advantages in mechanised equipment and air superiority. It took until mid-January 1944 to fight through the Volturno, Barbara and Bernhardt lines to reach the Gustav Line, the backbone of the Winter Line defenses, setting the scene for the four battles of Monte Cassino which took place between January and May 1944.

Taken directly from: https://en.wikipedia.org/wiki/Allied_invasion_of_Italy

NEXT MEETING

18 October 2015 - Sunday at 6pm at The White House Theatre (2255 Gretna Road) Bring a friend! Bring a model! See you there!

Go to www.ipmsmoss.com and check out the Events Calendar for upcoming meetings, shows and events!

We'll see you at the meeting on October 18th!
Take care, be safe and Happy Modeling!



"We're making it a small world!"

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