

IT'S ONLY A NEWSLETTER

IPMS Marietta Scale Modelers

March 2018

A CHANGE AT THE TOP

The March Meeting is now history, as is the presidency of Dave Lockhart. Dave has officially resigned from that position but swears he'll pop in occasionally. Dave is also assuming the president role at IPMS Atlanta. This is understandable as he lives in Duluth, and Atlanta meets at Peachtree Dekalb.

Martin Hatfield has graciously stepped up to assume the role of President. Martin has a background in graphic arts and computers, and is pretty much the go-to guy for Monsters, Comic Books and Science Fiction in our club. Mike Idacavage remains the VP, Larry Beam has graciously accepted the dormant Treasurer position, and yours truly will continue as secretary/chapter contact.

Once again, we are all volunteers and will rely on the rest of the club for assistance with meetings and shows.

QUIZ FOR MARCH

1. SGT Alvin York become a heroic figure in World War 1 when he single-handedly captured over one hundred German soldiers. In which division did he serve?
2. The Soviet Heavy Tanks following the KV series were prefaced IS. What does the IS stand for?
3. What power source is used to start the engines on a Douglas DC-8?



IPMS Marietta Scale Modelers

*Meet every 2nd Saturday of the month at Hobbytown USA in Kennesaw, GA
840 Ernest W Barrett Pkwy
NW, Kennesaw, GA 30144*

*President—Martin Hatfield
Vice President—Mike Idacavage
Secretary/Chapter Contact—Rob Morales
rmoe701@gmail.com*

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FEBRUARY NOTES

Rob Morales

Please note that we usually publish the meeting notes for the previous month. However, we held our annual show in conjunction with IMPS Atlanta on the scheduled date for our February meeting.

The 2018 AtlantaCon was a surprising success! Despite the need to adjust the show date from it's usual March slot to an earlier February timeframe to allow the use of the venue, a fantastic attendance in both attendees and models on display

102 contestants

520 models

200 general admissions

Thank you to all who helped out with setup, admissions, registration, photography, judging and breakdown!



THE SOVIET TANK THAT MISSED WWII

Roz Skellorn

TANKFEST 2018, to be held at The Tank Museum, UK, June 29 – July 1, will feature a running IS-3M Heavy Tank, appearing in the United Kingdom for the first time. The Belgian Royal Military Museum in Brussels has kindly lent it to The Tank Museum for the event.

Despite the best efforts of the Soviets, the IS-3 was not ready in time to see action in WWII. When it was unveiled at the Allied Victory Parade, in 1945, its advanced design shocked their Western allies.

The IS-3

Both used the same Kharkiv V2-IS diesel engine and had similar automotive arrangements. They also mounted the same 122mm D-25T gun. Adapted from an in-service artillery piece, it very convincingly resolved the KV-1's problem of inadequate firepower. Its armor piercing rounds could penetrate the frontal armor of a Tiger at 1,800 meters – over a mile.



Red Army IS-3, Berlin Victory Parade 1945

The IS-3 carried 28 rounds, generally split between 18 HE-Frag and 10 AP. The projectile and charge were loaded separately, which doubled the workload and restricted the rate of fire to two or three rounds per minute. The job was made more difficult by the highly sloped turret sides, which limited space to work in. The four-man crew consisted of a commander, gunner, loader, and driver.

The new tank's armor was far thicker than the IS-2, but the redesigned layout meant the IS-3, at 46 tons, weighed only around 1 ton more. The 'pike nosed' hull front was up to 120mm thick and the turret front a maximum of 240mm. The extreme sloping increased the effective thickness still further and rendered the IS-3 virtually impervious to any German gun at realistic combat range.

The combination of protection and firepower meant the IS-3 was in high demand and production was rushed. Unfortunately, it resulted in several mechanical issues being left unresolved. By May 24, 1945, twenty-nine had been built at Kirovsky, but only seventeen had passed testing. Production ended in mid-1946 after 2,311 had been made – just under half the number of IS-2s.

Between 1948 and 1952 extensive remedial work was carried out. It included reinforcing the engine mounting brackets and hull roof, improving the clutch and gearbox, and replacing the radio.

Many flaws remained, however, so more work was carried out in the mid-1950s (resulting in the IS-3M designation). The most prominent improvements were structural reinforcements to the hull and replacing the engine. They significantly improved the tank's reliability, but by that stage, it was clear the IS-3M's days were numbered. Most were put straight into mothballs.

More reliable than its successor, the IS-2 also received upgrades. In fact, the resulting IS-2M outlasted the IS-3, last being used in exercises in 1982.

Service History

Despite the Soviet efforts, the IS-3 arrived too late to see service during WWII. It was first seen in public at the Allied Victory Parade in Berlin on September 7, 1945, when the advanced design of the new tank astonished the Soviet's Western allies.



Soviet IS-3, Hungarian Uprising, Budapest 1956

The IS-3 saw minimal combat service. The Soviets only ever used it during the Hungarian Uprising in 1956. On October 23 Hungarians began protesting against their Soviet-controlled government. The protests escalated into street fighting, and Soviet armored units sent into the city suffered losses to fighters armed with grenades and Molotov cocktails. Fierce fighting continued until November 11, costing the lives of 2,500 Hungarian soldiers and civilians and 700 Soviet soldiers. According to Soviet records, just one IS-3 was damaged beyond repair.

The Egyptians also made use of the IS-3M. They possessed around 100 from 1956 onwards which saw combat against the Israelis during the Six Day War of 1967. Its thick armor and massive firepower worried the Israelis, but the outdated systems on the tank and inadequate training and motivation of the Egyptian crews meant they were not deployed to their full potential. The Egyptians lost 73, with many simply being abandoned. Captured in full working order by the Israelis they were re-engined with the powerpack from the T-54 and utilized until the early 1970s.



Egyptian Army JS-3, Six-Day War, 1967

The Vehicle at TANKFEST

Unfortunately, the service history of the IS-3M running at TANKFEST is unknown. It was donated to the Belgian Royal Military Museum in 1989, along with an ISU-152 assault gun.

After many years on display in the Museum's tank courtyard, in 2010 the vehicles were moved to the Museum's Bastogne Barracks site for restoration. In 2016 the IS-3M took part in the 60th Anniversary commemoration of the Hungarian Uprising and traveled to Soesterberg in the Netherlands for the Dutch National Military Museum's TankEvent.



IS-3 of the Royal Museum of the Armed Forces, Belgium

See the IS-3 running at TANKFEST 2018, June 29 – July 1. Tickets are available online: <http://tankmuseum.org/whats-on/bovart63807>

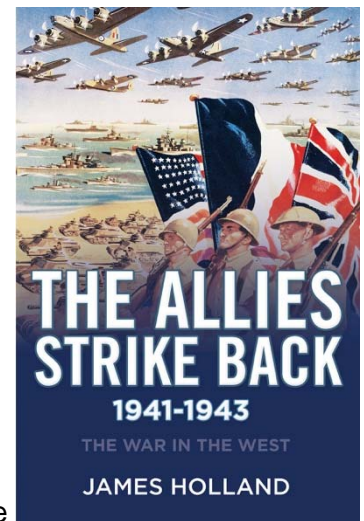
The photographs in this article are reproduced by kind permission of Pascal Mathieu and the Belgian War Heritage Institute (www.warhistory.be).

A message from The Tank Museum:

“Please Support Us: As a charity, we rely on public support for all our activities. Our work is funded entirely by people like you. With your support, we can continue to create content. With the right support we might be able to do it more regularly – and can be even more ambitious.”



BOOK REVIEW



Dave Lockhart

The Allies Strike Back

James Holland

Last May I reviewed James Holland's first book of his WWII trilogy: *The Rise of Germany, 1939-1941*. A terrific book. Mr. Holland has followed up with the second book of his trilogy: *The Allies Strike Back, 1941-1943*. This second book, starts off where the first book ended, with Germany in control of most of Europe seemingly invincible.

This excellent second book describes in riveting and exquisite detail what seemed to be a resounding victory by Germany was really the beginning of the end.

The Nazis seemed unstoppable in 1941 but were they really??

While Germany racked up many victories up to this point, there were many factors that ultimately lead to their overwhelming defeat.

When you look at Germany on a map, it's pretty much a landlocked country. While they have some access to the ocean on their north border, going through the North Sea was not an easy task. As over 90% of all goods are transported over the oceans (still the same as today) the only way Germany could maintain their high level of resources to continue to fight was to have a strong navy and merchant fleet. They didn't. Not only had they wasted their resources on their surface fleet (which was pretty much wiped out with the sinking of the *Bismarck*) they did not have enough U-boats to stop the Allied merchant fleet, but most importantly they faced the largest and most powerful navy at the time, the Royal Navy.

If one cannot get resources from the sea, then one must get them from the land. Having conquered France, Poland, Denmark, etc. they had bled these countries dry of food, oil, and vehicles. This wasn't enough. In the spring of 1941 Germany was running out of food and oil – fast.

Germany's plan all along was to win the war quickly and sue for peace. They tried to do this in the first world war and failed. They were doomed to fail again.

With dwindling resources in their own country and the conquered countries in Western Europe there was only one country that could supplies these resources and that was the Soviet Union. While many thought this was insanity, it was the only choice.

In June of 1941 Operation Barbarossa began. Germany had to win this quickly and within 500 miles. The initial months proved very successful for Germany. They drove along a 1200-mile front and defeated one Soviet Union Army after another. Then the wheels came off the bus – literally!

Germany started the campaign with over 2000 different vehicles – most captured from the defeat of France. 2000 different vehicles require a lot of different parts and technology which Germany did not have.

The train gauge for the Soviet tracks was different than the Germany rail tracks. Not only could they not be used but the Soviets destroyed all tracks as they pulled back.

While hundreds of thousands of Soviet troops were being killed or captured, the Soviets kept pouring in millions more of soldiers. Not only that, Stalin had pulled back his factories over 600 miles east of Moscow. Even if the Germans had reached Moscow, there was not a true victory in site.

As the campaign dragged on, summer turned to fall and fall to winter. With temperatures falling in places to -30°F, many of the German soldiers had only summer gear – the campaign was supposed to end in months. The defeat of the Germans in the Soviet Union was just a matter of time.

In June of 1941, Germany had only one enemy – Britain. By the end of the year they had three: Britain, the United States and the Soviet Union.

This is a fascinating book. Mr. Holland writes history as a novel – it's a great read. I highly recommend this to anyone interested in WWII history and can't wait for his third volume.

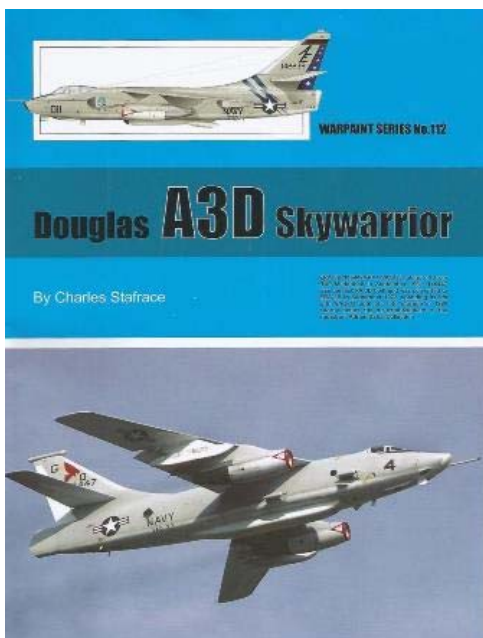
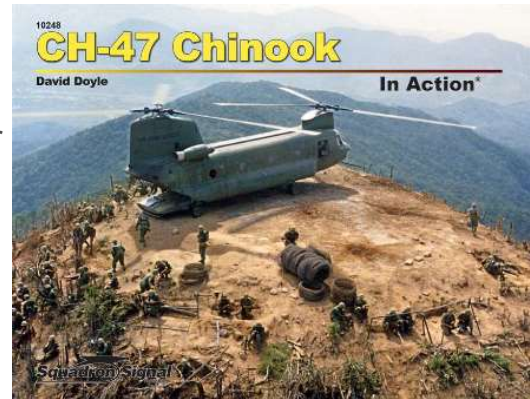


Panzerkampfwagen Somua S-35 with Pz II commander cupola. This tank, captured by the Germans after the Fall of France, was used for training and rear-echelon security duties

JIM'S PLASTIC MATTERS

Jim Pernikoff

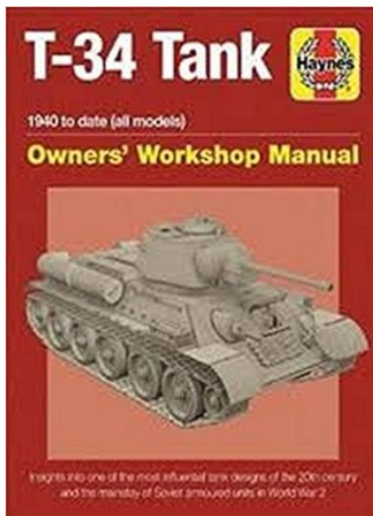
In the early days of helicopters, it seemed that every country tried tandem-rotor designs, but only the U.S. stuck with it, mainly in the form of the **CH-47 Chinook**, the subject of **Squadron Signal In Action #248**. Author David Doyle does a concise and complete job of describing its development (which started with the model 107, judged too small by the Army but accepted by the USMC as the CH-46) and all the variants up to the current CH-47F, along with special versions like the ACH-47 and MH-47. This leaves over half the book for an extended photo survey depicting all the tasks performed by the Chinook in Army service in color photos, including an appreciable number from Vietnam. This does an excellent job of showing the CH-47 "in action", justifying the title of the series. Two complaints: there is no photo showing a Chinook on the surface of the water, a capability you may not know it had but which I've seen done in person. And the RAF version is not mentioned at all; perhaps retaliation for Haynes devoting nearly its entire *Owners' Manual* to the British version? But if you're building an Army Chinook, you're going to want this book.



Warpaint #112 from **Guideline Publications** is on the **Douglas A3D Skywarrior** and is an ideal companion to the *Naval Fighters* books on the "Whale", adding one important component: color, in the form of numerous color photos and Richard Caruana's wonderful side views. The special purpose variants like the EA, KA and RA are covered well, and there is a section of color closeup photos and the usual list of kits, decals and accessories; also an appendix listing all of the A-3's fleet deployments, complete with tailcodes. As usual there is a large foldout in the back with line drawings in 1/72 scale. All told, a very good reference for an interesting warplane. *Warpaint* #114 on the USN/USMC Phantom II is the next to be published.

Brazilians at War is #4 in the *Latin America @War* series from **Helion & Company**, and unlike the previous books in the series which covered conflicts in the '50s and '60s, this one is about Brazilian aviation in WW2. The first thing that this brings to mind is the P-47 Thunderbolts that Brazilians flew in Italy, mainly on ground attack

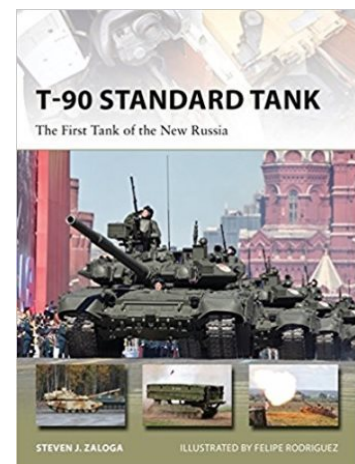
missions, and that duly makes up the second half of the book. The first half has to do with Brazilian coastal defense, and is actually more interesting. A large number of different types appear here: P-40s, B-25s, Vengeances, Venturas, Harpoons, the Vultee V-11a and even the Fw 58 Weihe! And a PBV is credited with sinking a U-boat off the coast. As usual for this series, the photos are priceless and there are maps and tables as appropriate, as well as 4 pages of color side-view drawings. There is also a list of all German and Italian submarines known to have operated off the Brazilian coast. A good bibliography but no index. This is a most interesting book. A companion volume on the Mexican Air Force is in work.



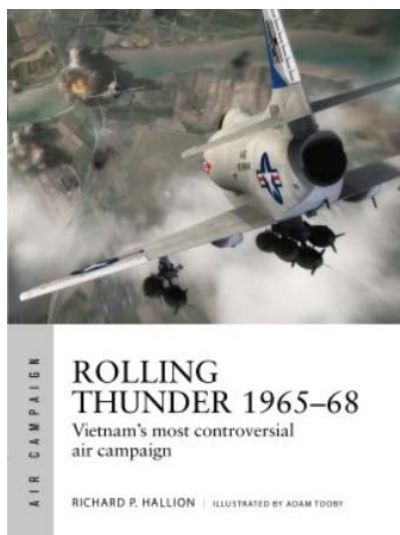
The latest *Owners' Workshop Manual* from **Haynes** is long overdue, on the **T-34 Tank**. This has a lot of history, starting with the origins of the Soviet tank force and continuing to the end of WW2, including an article on how production was moved east of the Ural mountains and detailing how the appearance of the Tiger and Panther forced the Soviets to up-gun their main tank to an 85mm gun. Another article gives the tank's postwar career, including Korea and the Middle East, and a photo shows a T-34 still in frontline service in Yemen in 2017! The technical part is arguably too brief at 40 pages, but does cover the prime points of armor, armament, systems and operation. There is a simplified 2-page isometric cut-away and a smaller side-view cutaway, a walk-around of detail

photos of mostly exterior features of tanks in museums, photos of the crew positions and a 2-page spread showing drawings of many of the different turret configurations. The SPGs based on the T-34 are described, as is its intended T-44 successor, which mated the T-34/85 turret with a new, low-slung hull using torsion bars, eventually to be used on the widely-used T-54 and its successors. Maybe not the definitive book on the T-34, but a good start for modelers.

A couple of more good **Osprey** books this month start with another Russian tank. *New Vanguard* #255 is on the **T-90 Standard Tank**, *The First Tank of the New Russia*, in which Steve Zaloga continues his coverage of Soviet/Russian MBTs that also included the T-64, T-72 and T-80. He shows that the T-90 is actually an upgraded T-72, reidentified because of the embarrassing performance of the T-72 in the 1991 Gulf war. The upgrades are described in great detail. There is a good deal of technical info in how a version built for India



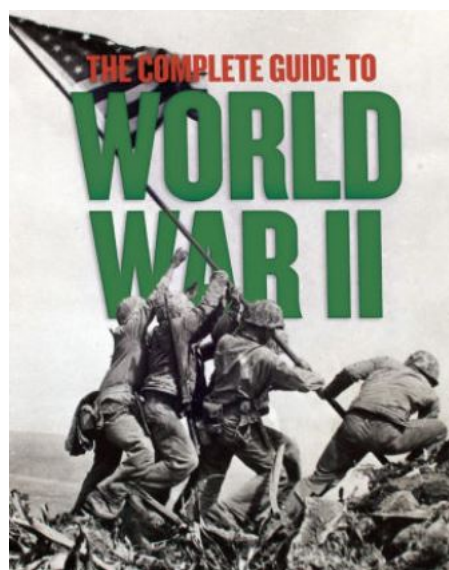
was actually more advanced than initial Russian T-90s, leading to a T-90A variant which is now the primary tank in service with the Russian army. Like the T-72, this tank was exported extensively and some of those tanks appear in the color side-view drawings. The various other vehicles based on the T-90 (and T-72) chassis are also described in detail, including some color side-views. You know by now that Zaloga knows his Russian stuff, and this packs a lot of good info in 48 pages.



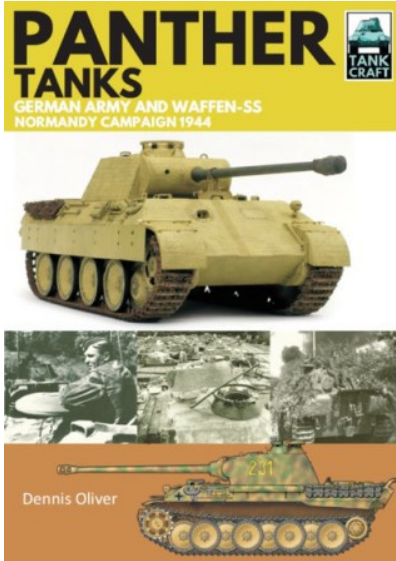
The new *Air Campaign* series continues with #3, **Rolling Thunder 1965-68**, which to my knowledge is the first book of this type to deal with a specific Vietnam air campaign. It is appropriately written by Richard Hallion, former historian of the USAF and curator of the NASM. It follows the standard layout for the series, starting with a chronology and then analyzing the U.S. offensive and Vietnamese defensive forces, including aircraft, weapons, organization and tactics, and there are numerous tables. Art-work includes some very fine battle maps and some great action paintings by Adam Tooby. The analysis, of course, points the reason for the lack of success for the campaign at the limitations imposed upon the military by the politicians; a sidebar compares

the campaign with the later Linebacker campaigns of 1972 (the subject of a future companion volume) which were less hindered and succeeded at bringing the Communists to the bargaining table. This is a superb book that shows both how to fight an air campaign, and how not to!

I have said this before: some of the most interesting books for adults can be found in the children's section of "big box" bookstores. That is the case of a series of *Complete Guides*, intended for middle-schoolers, appearing on a sale table at Barnes & Noble and published by their imprint **Sandy Creek**. The pertinent one here is **The Complete Guide to World War II**. One would think there would be nothing new here, but I was pleasantly surprised. Like other books in the series, there are over 60 two-page articles covering many aspects of the conflict. I never knew that the campaign to take Rabaul was known as Operation Cartwheel, how V-Mail really worked, or that a German village named Merkers had an interesting secret not divulged until war's end. Along with the battles, there are articles about the home front, the draft, the Holocaust, the Tuskegee airmen and POWs. There is little biographical information about anybody aside from FDR, and no mention of the Japanese-American internment camps, but otherwise seems pretty complete. There is a glossary



of terms highlighted in bold type throughout the text, and a decent index. At the original price of \$10, these books were good value; at the current price (as I write this) of \$5, they are a steal! Buy some to give as Christmas presents. Other books in the series include the American Revolution and the *Titanic*.

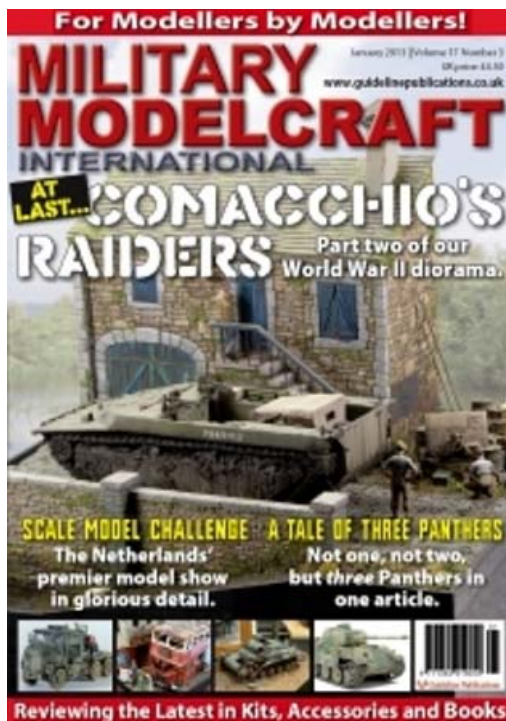


Booknotes: The new *Tankcraft* series from **Pen & Sword** has imminent releases on the Pz. I & II, the Pz. IV, the Jagdpanther and the T-34 and a later release on the Cromwell. *Flightcraft* has an imminent release on the Stuka and later releases on the Gloster Meteor, Spitfire V and Bf 109E. *Shipcraft* is still dormant.

PUBLISHERS SURVEY – GUIDELINE PUBLS & THE SERIES THEY INHERITED

I'm going to tell you the tale, as best as I can, about a British book publisher that went belly-up (an all-too-frequent occurrence), one that rose from their ashes and then did the same, and the White Knight, already a series-book publisher, that came to the rescue (sort of). Another way to look at it is: two separate but parallel book lineages that ultimately wound up in the same house. It's a complicated story, but pay attention. A key point is that all of these books were intended for modelers.

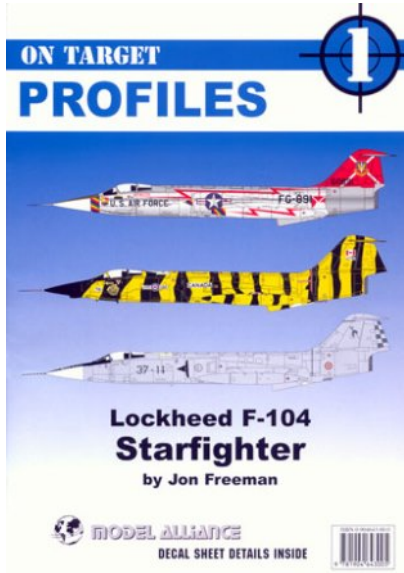
Our story starts with the late Alan Hall, a congenial English gentleman who I'm sure that some of you had the pleasure of meeting during his frequent visits to IPMS/USA national conventions. (Was he at our 2005 convention? I don't remember.) After a stint in the RAF, he was one of the original writers for Airfix Magazine when that publication started up in 1960; later he left to become editor of the house journal for the Royal Aircraft Establishment. He really wanted to go into publishing for himself, and in 1972 started **Alan W. Hall Publications** with a fortnightly newspaper called *Aviation News*. While a general purpose publication, every issue did feature a pull-out center-section sheet that had scale drawings of a famous aircraft; this feature was called *Warpaint*. In 1976 he decided to start a series of monographs using the same name, but only five were published over the next 3 years before the series was abandoned; perhaps the lack of color (for what was ostensibly a color-&-markings series) turned potential buyers off. Meanwhile, in 1978, he started a monthly magazine called *Scale*



Aircraft Modelling which is still alive and well today. In 1983, *Aviation News* was converted to a magazine format which at least had color covers, with the *Warpaint* inserts continuing. But in 1985 he sold the magazine to a new publisher that changed the format and ultimately folded the title into a different offering of theirs. (Today's *Aviation News* is a monthly from that same publisher, but isn't part of our story.)

After the failure of the first *Warpaint* series, he did another series of very short *Aviation News Mini-Monographs* which covered post-war British aircraft; they do not appear in the attached checklist because I have very little information on them, not even publication years (early '80s seems likely) or page counts (seemingly only 16-20, making them more like *Profile Publications*), and because they were never marketed in the U.S. There appear to have been about 18 of them. At some point the

name of the house became **Hall Park Books** – I don't know whether a partial change in ownership was involved. 1996 was a big year: Hall launched *Military Modelcraft International* as a companion magazine to *SAM*, and he started a new *Warpaint* series which had expanded coverage and now, color, which seemed to make the difference, since this series is still very much alive today and now has over 110 titles, with a few more added very year.



In 2000, Hall started a pair of series on colors & markings that were similar to *Warpaint* but didn't cover specific aircraft. These were in two sizes, with *Camouflage & Markings* being the name of the larger books and *Combat Colours* being the name of the smaller. These series, as noted on the checklists, had start-and-stop careers, with the first having a decade-long gap and the last volume (to date) coming in 2013, and the second stopping twice but apparently active once again today.

Alan Hall passed away in 2008 but his people kept the light burning. At some point the publisher's name on the copyright page changed to **Guideline Publications**, which I think was an acquisition, since Guideline is a larger house with titles on other sub-

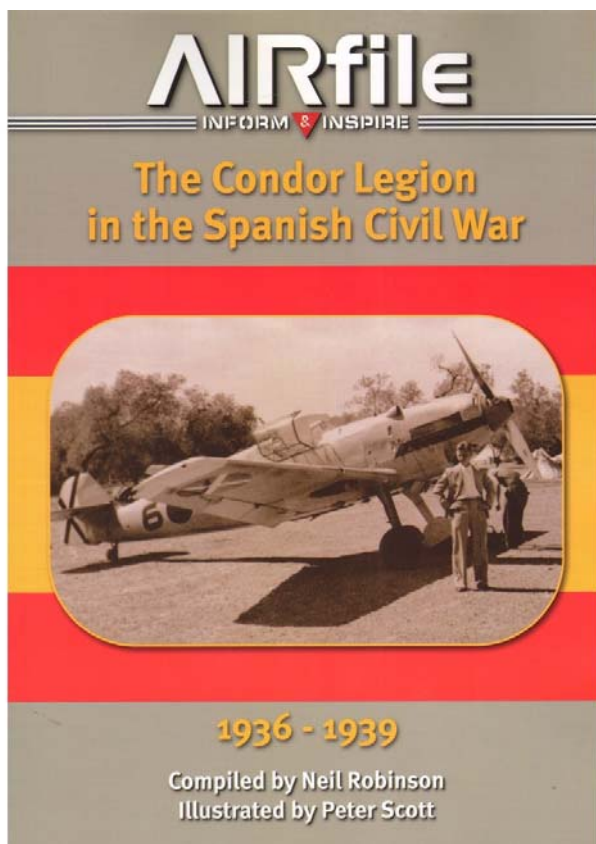
jects. In 2011 a series covering postwar *RAF Commands* was started, with 3 books appearing to date, and in 2013, a ground-based counterpart to *Combat Colours* was started, called *Armour in Theatre* and apparently still active today. But the Guideline name is key in the second part of our story, which now follows.

In 1997, some British cottage-industry modelers got together and formed an enterprise called **The Aviation Workshop** to sell decals and resin parts, with the name **Model Alliance** also appearing, mainly on the decals. Six years later, they hit upon a unique way to market their decals: publish a series of monographs which would come with a decal sheet featuring several of the aircraft depicted in the book, with a solicitation to buy more decal sheets containing other aircraft appearing in the same book. The books were called *On Target Profiles*, and while the idea of free decals was apparently dropped after only four volumes, the books sold well and the series continued. They also added a parallel series called *On Target Specials* which did not highlight individual aircraft; this series wound up outliving the original series. These were really nice books for historians as well as modelers; I particularly like the four volumes with *Wings* in their titles, which do a superb job of depicting the colorful interwar years in both the British and American air arms. They also started a se-



ries called *Spotlight* which only had 2 volumes published; having never seen one, I do not know what purpose that series was supposed to serve.

As seems to happen a lot in the U.K., this well-conceived operation eventually failed in 2012. Although financial difficulties were probably the main reason, I also read somewhere about infighting between several of the founding partners which brought the whole house of cards down. The fact is that by 2011, some of the people involved in the book publishing side of



things had already departed to start a new enterprise called **Airfile Publications**. You'll note some overlap in the publication dates, but the *Airfile* series was really the *On Target* series continued under a new name, with the same basic style. Early titles were general coverage but later some monographs were added. Unfortunately the enterprise only lasted three years; from what I've read, the event that brought it down was not theirs directly, but rather, the bankruptcy of their printers!

Fortunately, there was a White Knight that took over stewardship of the *Airfile* series, and have already published one new title, with at least one more due this spring and the promise of more to come. That savior was none other than **Guideline Publications**, which is what brings all of this activi-

ty together. While there are philosophical similarities between the *Airfile* series and the other series that Guideline was already doing, I suppose that the place each has in their lineup will be figured out in time, and that Guideline continues to publish interesting and useful books for the modeling community.

Some of these titles are still available from certain distributors. I would hope that Guideline would see fit to reprint some of the other excellent books in the *On Target* and *Airfile* series, but that remains to be seen. In the meantime, many titles are available from



IPMS/USA is the United States Branch of the International Plastic Modelers' Society, whose roots can be traced to the startup of the first IPMS National Branch during the 1960's in Great Britain. In 1964 a US-based modeler applied for a charter to start the US Branch. In the ensuing 4 decades, IPMS/USA has become a 5,000 member, all-volunteer organization dedicated to promoting the modeling hobby while providing a venue for modelers to share their skills in a social setting, along with friendly but spirited competition in the form of local, regional, and national contests and conventions. As this is written, there are over 220 active US chapters (including groups in Canada and the Philippines as well as one "cyber-chapter" existing entirely on the internet). These chapters are organized into 13 geographically-determined Regions, overseen by Regional Coordinators. The IPMS/USA Executive Board, made up of elected and appointed members, serves as the overall governing body for IPMS/USA.

IPMS/USA produces the Modelers' Journal, an all-color magazine supplied to our members 6 times each year. Sample copies of the Journal are available upon request, and you'll find several cover shots elsewhere in this handout.

In addition, IPMS/USA maintains one of the largest and most-visited public websites in the modeling community (www.ipmsusa.org). Members and visitors can view product reviews, chapter and contest information, see examples of members' work, and view images of contest, museum walkarounds, and the like. A members-only Forum allows discussion of specific topics of interest amongst our membership. The remainder of the website is open to the modeling public and sees thousands of hits weekly.

Contact Information: [IPMS/USA](http://www.ipmsusa.org) PO Box 56023 St. Petersburg, FL 33732-6023

IPMS/USA MEMBERSHIP FORM

IPMS No.: _____ Name: _____

Address: _____
If Renewing _____ First _____ Middle _____ Last _____

City: _____ State: _____ Zip: _____

Phone: _____ E-mail: _____

Signature (required by P.O.) _____

Type of Membership Adult, 1 Year: \$30 Adult, 2 Years: \$58 Adult, 3 Years: \$86

Junior (Under 18 Years) \$17 Family, 1 Year: \$35 (Adult + \$5, One Set Journals) How Many Cards? _____

Canada & Mexico: \$35 Other / Foreign: \$38 (Surface) Checks must be drawn on a US bank or international money order

Payment Method: Check Money Order

Chapter Affiliation, (if any): _____

If Recommended by an IPMS Member, Please List His / Her Name and Member Number:

Name: _____ IPMS No.: _____

IPMS/USA

Join or Renew Online at: www.ipmsusa.org

PO Box 56023

St. Petersburg, FL 33732-6023

QUIZ ANSWERS FOR DECEMBER

1. SGT York served in the "All-American" 82nd Infantry Division. The "All Americans" were a standard infantry division before the division went airborne in 1942.
2. "IS" refers to "Iosif Stalin"; in English, Joseph Stalin, the notorious ruler of the Soviet Union from the mid 1920s thru 1953. After Stalin's death, the IS-10 was renamed T-10, as many references to the dictator were removed from Soviet society.
3. An external air cart. The engines have pneumatic starters on them. The DC-8 is an old aircraft and was designed without an APU. (auxiliary power unit, the noisy little jet engine you hear running when the airplane is at the gate). All newer jets have APU's which supply pneumatic and electric power for engine start.

Contact Us

IPMS Marietta Scale
Modelers

Chapter Contact: Rob
Morales

rmoe701@gmail.com

