



MADDOG MONTHLY

The Official Publication of IPMS Boise Idaho

March 2007

www.maddog.delta-v.org

Calendar of Events:

February: WW
March: P-51 Group Build
April: Between Wars
June: Fast Women
July: CVMAC
August: Science Fiction
October: Korean "Police Action"
December: Christmas Show?



Executive Board:

President	Tom Gloeckle
Vice-President	Brian Geiger
Treasure	Rob Diamond
Secretary	John Thirion
Editor	Randy Hall
Chapter Contact	Kent Eckhart

Meeting Minutes 02/17/07

We had 29 members present. It was the inaugurations for the new executive board with Tom presiding. Some business matters were discussed. On the fun side we were reminded of some coming shows. The Spring Show in Seattle on April the 20th and the Great Salt Lake show with is the premiere event for car modelers.

Some modelers expressed their concerns with the present meeting place. The meeting room has become a retail area and there is some questions on how long his situation will be allowed to continue. Bill volunteered to check the Eagle senior center. If any members has any suggestions please let us know.

This was the month for the WWI theme. But first lets introduce a trio of great models that were for display only.

1. A Chevy Impala SS from Revel by Dennis Kuykendall.
2. The Tamiya F-14A by Marc Oliver, a truly impressive kit of a now retired aircraft!
3. The 1/72 Revell U-Boat by Randy Hall, some really very well done weathering.

WWI theme

1. 1/72 Roden Fokker E7 by Tom Gloeckle.
2. 1/72 Revell Fokker DVII by Tom Voght.
3. 1/32 Albatross DIII by Ian Robertson.
4. 1/72 Revell Eindecker EIII by Hugh Roberts.
5. 1/72 ESCI Albatross DIII by Hugh Roberts.
6. 1/35 Tauro A7V by Ray Sweet.
7. 1/72 Roden Nieuport II by Bill Miller.
8. 1/72 Revell Sopwith Camel by Rob Diamond.
9. 1/35 Emhar Mark IV Male by Don Vandervoort.
10. 1/32 Hobbycraft Nieuport 17 by Bill Miller
11. 1/72 Revell Nieuport 11 by Herb Arnold.
12. 1/72 Merlin Pfzal DRI by Herb Arnold.
13. 1/72 Toko/Roden Sopwith Strutter by Herb Arnold.
14. 1/72 Olymp Curtiss Jenny by Herb Arnold.
15. 1/72 Form a Plane Rumpler 6B1 by Herb Arnold.
16. 1/72 Airfix Avro 504 by Herb Arnold.
17. 1/48 Smer Fokker DR1 by Dave Stansel
18. 1/72 Rareplane Thomas Morse S4C by Herb Arnold.
19. 1/700 NNT Viribus Unitis by John Thirion.

The result were as follow;

First places : Tom with his Fokker E7 and Ian with the Albatross.

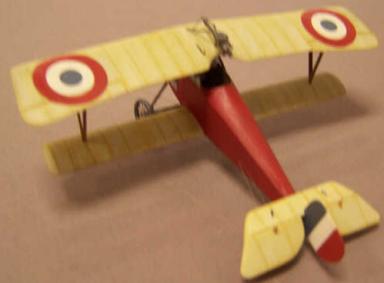
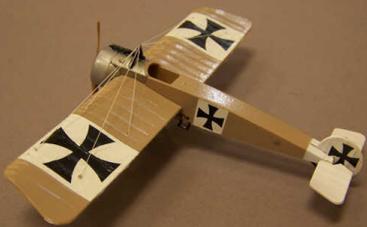
Second place: John Thirion with the Viribus Unitis.

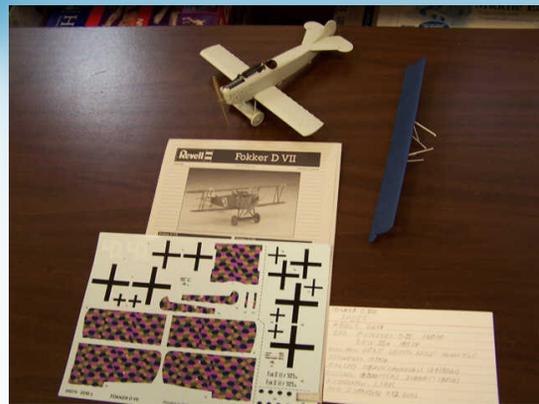
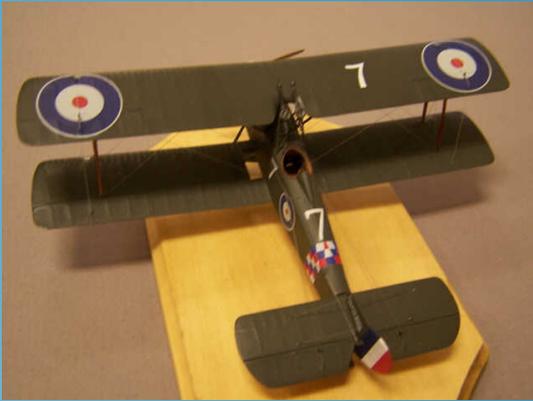
Third place; Herb Arnold with his Nieuport 11.



Worlds At War!!

Part One





TOMMY'S TALES

PART TWO

Wow, what a great turnout for the WW I theme! Lots of fine and interesting models were brought in. This month we have the group build for the 357th Fighter Group so get those Mustangs on the ramp! I'm frantically trying to get mine done and this means some heavy duty building this weekend.

On a little more serious note, it is becoming necessary to consider a new meeting place.

For those that have not been to a meeting recently, Hobbytown's meeting area has become a showroom for educational toys. Because of display shelves, though they roll out of the way, the space we have has become quite cramped. Particularly when we have a full house as we did last Saturday. I really hate to leave Hobbytown. They have been good to us, we paw through plastic before and after the meeting, and it shows we support the local hobby shop. That's always a good thing, but this is nearing a critical condition that could cost us members, and that's a bad thing.

We have thought of alternatives and here's a short list for your inspection.

1. A senior center in Eagle, the name eludes me.
2. Idaho Military Historical Museum.
3. The Warhawk Museum, a REAL outside shot and not very likely.
4. The meeting room at the mall Public Library.

My personal thought is to do what a lot of other clubs do and that is to meet at a church.

Being that I'm not a church goer I don't have a recommendation for that, but we do have members who do attend services at their given house of worship that might be able to put in a good word for us. Wherever we go there are some absolutes that we have to have.

1. We can not have it available one month and not the next. This is the big one!
2. It can't cost too much.
3. We can reserve it months in advance, see item 1.
4. It's got to be fairly good size to accommodate our rather large club.
5. Decent lighting would be nice.

I wish we had a Community Center like Seattle has, but we don't, so we will have to make do. If there's any idea I have missed and you plan on being at the model meeting this month then please let us know.

With that, I will see at the meeting.

The Scuttlebutt

I know that sometimes I introduce subjects that are only remotely linked to modeling in general. Nevertheless I believe that they may be interesting to the modelers who are historians by nature.

The first subject is concerning battleships moving sideways when they fire their big guns.

The answer is absolutely not. When a battleship fires a full broadside the water is being broiled by the muzzle blast of the big guns. This may give the impression that the ship is moved side way. The full mass of a 50,000 tons ship is just too great for the recoil of any guns to move it. Even the 18.1 inches of the Yamato. The wetted surface of a large ship such as the Iowa present too much resistance. With a length of about 850 feet and a dept of about 40 feet that is a huge amount of incompressible material to displace. Also we must remember that guns and their carriage are designed to absorb the huge recoil.

The second subject is concerning the armored flight deck on British Carriers and why the US did not armor their carrier's decks. First we should clarify the fact that both British and US designers used the same amount of armor but placed it in different area. The US designers choose the hangar deck as their strength deck. The obvious advantages were a low center of gravity, a light flight deck structure, easy repair, and more aircrafts could be carried. The British design practice was to armor the flight deck, the obvious negative are the size of the elevators are greatly restricted (restrict the size of aircrafts), the amount of aircrafts is much reduced, the stability problems are by some witnesses hellish in bad weather. The obvious advantage is the protection offered at the flight deck level.

The US choice was dictated by the availability of aircrafts and the belief that fighters did provide the best protection. The British did not have the luxury of a unlimited amount of aircrafts and build their ships to be able to take damage. Which was best under combat conditions. Well, the British design was a failure. When both British and US carriers were involved in Kamikaze attacks off the coast of Okinawa it did appear that the US carriers were shredded to pieces while the British were shrugging off all the hits. The truth is that the visible damage on US carrier was very superficial (but spectacular) and easily repaired. The damage on British carrier was not visible but structurally lethal.

The US Essex's who apparently suffered extensive damages were used for decades after the war. British ships such as the Formidable and Illustrious were unusable because of extensive structural damages (Machinery and propeller shafts out of alignment by several feet!), the illustrious also had major problems that could not be fixed without gutting the ship. Another problems faced by British carrier and their armored deck was fire. When a Corsair on the Illustrious rolled off the elevator into the hangar deck and racked the entire deck with 50 cal round the entire hangar burst into flamed the confined area acted as a furnace. Another fire occurred in the Indomitable which survived the war undamaged. The fire occurred in 1951, following explosions occurred, the results were severe hull girder damages the ship was repaired with concrete for the Coronation Review then scrapped.

Another problem with British hangar decks was their limited size, the maximum was 16 feet high and some were as low as 14 feet.

The Lexington's were 20 feet high, the Essex class were 17 feet 6 inches and easily adaptable to post war jets.

Another way to see the difference between the US and British carriers is that on the US ship the deck was an external deck, an appendage grafted on an armored hull and outside the ships girder. On British carrier the hangar was part of the internal structure and located within the ships girders. The external hangar offers large side openings (aircrafts can be warmed up in the hangar deck) loading and unloading aircrafts is easier, flight deck damage and hangar deck fires are easier to manage and there is no structural implications. Elevators can be much larger and easy to install. The internal hangar is contained within the ship's hull. Easier to protect (from the elements and enemy fires), relatively easier access to maintenance facilities. Deck elevators are smaller and difficult to repair and have serious structural implications.

It is interesting that in their post-war design the British did abandon the armored flight deck concept (the ships were never build).

Starting with the Forrestal, the size and structural stress required the abandonment of the hangar deck as the strength deck. Also the flight deck is not armored and the edge elevators do not compromise the rigidity of the flight deck. Today's US carriers are build extremely though, designed to take extreme damage, their fire and damage control and crew training is the best in the world and copied by everyone else.

It is interesting to note that most Kamikaze attacks on aircrafts carriers did bounced off the non armored fight deck. The critical factors being the presence of parked aircrafts on the deck.

It is difficult to say that one design was better than the other. The concept were dictated by the resources. The British had limited shipyard capability and few aircrafts, the US had an apparent unlimited capacity to build aircrafts and adapted their carrier to the task of carrying as many plane as possible.

The Japanese concept offers another dilemma, no deck protection, limited amount of aircrafts, limited shipyard capacity (during the war) they were bound to fail.

There are some rumors that Trumpeter will release the French

battleships Jean Bart and Richelieu. Sacrez bleu that would be a great

news. Those were big ships, equipped with eight 15in guns they were approximatively the same size as the Bismarck but a full two knots faster. If those two kits are successful (they were sister ships without much outside difference) could we expect the Strasbourg and Dunkerke. Both are expected in 1/350 and 1/700.

