



MAD DOG MONTHLY

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2009 THEME CONTESTS

BLUE	MARCH
CANADA	JUNE
RACE	SEPT.
KIT BASH	DEC.

THIS MONTH'S THEME IS
RACING



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Minutes for August meeting

A fairly quiet meeting, we discussed the possibility of bringing back the photo gallery on the website.

Mad Dog complimented on the quality of the newsletter, and received a corrected address for David Richardson.

Modeler of the Month

Randy - Academy Merkava, 1/35th scale.



Jeff D – Hasegawa Kate, 1/48th scale.



John K – Airfix Bo-105, 1/72nd scale and Revell Hunter, 1/144th scale.



Display

John K – Crown F-105, 1/144th scale.



John T – Pegaso 13th Century Knight, 90mm.



Paul – MPC McLaren M-8D, 1/20th scale, with side vent modified using an artificial fingernail.



Randy and his Merkava were the winner, congratulations Randy!



This month's theme - *Racing*



A Note From The Office Of The President

Summer is coming to and end all too fast. It seems like that happens each year. Maybe I'm getting older. Fall is in the air; it's time to change gears for the autumn. I hope everyone was able to accomplish much during the past months. I had a couple of trips, worked too many hours, and didn't build enough kits. Hopefully, that will change and everyone else will be able to build more. Of course, it is football season which will take away time from building your next masterpiece.

Darrin is the only one I know of that went to the Nationals, I'm sure he had a blast and the event lived up to his expectation. From what I have seen on the Internet about the show, the quality is topnotch as always. Everything went well from what I hear and people praised the organizers. I read the only problem was the lighting could have been better. We'll have Darrin enlighten us about his experience, from the models entries to the vendors.

This month's theme is RACERS. It should be pretty good as this includes land, sea, air, -- bikes, cars, planes, and boats -- anything that is built for speed. I wonder if anyone would even bring a Roman chariot. Bring what you have and we will race against each other. I remember slapping cars together, and rolling them down hill against other models at the playground back in elementary school. I guess when you are a kid, you don't have as much of an appreciation for the hobby.

Don't forget, I will also bring the lighting, backdrop, and camera to take pictures of any model you want to bring. See you then.



Bill Speece

A Perilous Tale

Tom Gloeckle

Immediately after WWII, a young man named Arturo Mazzerelle roamed the waterfront in Naples in search of treasure. He had been told that there was a warehouse where the Italian Navy had stored a large number of Barchino after the Americans had invaded. The tales of the men that drove these vessels on daring secret missions fascinated him. They were like his boyhood hero, the great Italian racing hero Tazio Nuvolari.

His idea was to acquire one of these small vessels and turn it into a racing boat. What better starting point was there? A small, single-engine boat designed to ram large warships with large explosives in the bow at very fast speeds, but where to get the money to buy one, his family back in Venice didn't have a lot of money. His father was a fishmonger, and besides, he didn't approve of this crazy notion of racing a boat. So Arturo wrote to his good friend that he nicknamed "Tipo". Tipo earned an apprenticeship with the Alfa Romeo racing team before the war, and fixed aircraft engines for the Italian Air Force during the war. After the war he was hired back on with Alfa as a team mechanic. Surely he must have some money. Tipo was fascinated by the idea of converting a weapon into a racing craft. A deal was struck to purchase the boat as long as Tipo could be the Crew Chief.

The boat was selected as being the best of the motley dozen or so boats in the warehouse. To say it was the best is actually stretching the truth by a far sight. The hull was in good shape, but the drive system was an appalling mess. Fortunately, there was a large pile of spare parts in the corner of the warehouse that they got for next to nothing. Tipo nodded fretfully at the sight of this mess, but he believed that something could be made of this collection of junk. They were given a corner of the warehouse to setup a shop and get the boat up and running.

The first task was to cobble together an engine and drive system that actually worked. Tipo machined a lot of the pistons and valves after his shift at the racing workshop was over. Arturo was busy trying to cleanup the hull and find something to replace the charge in the bow, which had been removed before storage. Arturo knew something had to be mounted there or the boat would be tail heavy, and quite dangerous to race at high speed. Arturo discovered he needed around 250-300 Kg of weight, and found the solution in a marble quarry outside of Naples. He asked to borrow Tipo's old Fiat Coupe to get a load of small pieces of marble to for the empty charge container in the bow. Meanwhile, Tipo had managed to get the running gear in good working order ready to put back in the boat.

Arturo decide that the boat could not stay in the gray paint that came from the builder. So he decided that the boat would be painted yellow from the waterline up. Yellow was a lucky color for him, and so was the number 17, which he painted on the bow. Arturo, being a patriotic Italian, painted the tricolori on the bow as well. Not very neatly though as he never claimed to be an artist. He decided to name the boat, but what should it be? Tipo was not feeling too good about the whole thing as he wasn't sure how well the engine would hold up and the hull looked rather sorry. But Tipo being a good friend with a rather wry sense of humor suggested "Il pericholo giallo", The Yellow Peril. Arturo liked the sound of it and promptly painted it on the stern. The name was to prove prophetic. He discovered that the boat was extraordinarily unstable in turns, maybe because it was designed to go straight at a target in a straight line. Arturo and Tipo considered numerous modifications to include trying out a fin on the propeller unit. All it did was make the boat go slower. So, it was decided to leave it as it was and remove the fin.

The first race for Peril was a short regatta around the Naples harbor. Arturo got a good start. Tipo had worked the night before to eliminate a misfire in the boat's Alfa engine. Arturo was running second and gaining on the first place leader, when disaster struck. The engine developed a fuel leak because of excessive engine vibration. The hot engine caught the fuel on fire, which ignited the boats wooden hull. Arturo just escaped with his life as the Peril exploded and the remnants sank to the harbor.

So ended the short racing career of Arturo Mazzerelle. He would return to Venice where he would continue the family business of being a Fishmonger until his death in 1991. His partner Tipo would return to the Alfa Romeo Grand Prix racing team where he would become head mechanic in the 1980s. He would retire and currently lives in a little village outside Turin where he continues to work on old Alfas for relaxation. Peril remains at the bottom of Naples harbor, a source of fascination for local divers and a source irritation to the harbormaster.

THE SCUTTLEBUTT

By John Thirion

The beginning of the Japanese Battleships

The first Japanese battleship build in Japan was the Satsuma build by the Yokosuka Shipyard and launched in 1906. Originally intended to have twelve 12 in guns it would have been the first dreadnaught. The guns were to be divided into center line and wing turrets. When it became apparent that half of the wing turrets could not be used at the same time as the center turrets it was decided to replace the 12 in wing turrets guns with 10 in gun. It was a woefully inadequate arrangement in term of fire control and ammunition stowage.

The last Japanese battleship (battlecruiser) build in a foreign shipyard was the Kongo. It was build by Vickers Barrow and launched in 1912, it was a modified and much improved version of the Vickers build Turkish battleship Reshadieh (completed and launched as HMS Erin). The Kongo was fast (27 knots) and heavily armed with eight 14 in and sixteen 6 in guns, the protection was 12.5 in for the main armor belt which was more than adequate for a WWI battlecruiser but inadequate in WWII.

There were rumors that the fourth of the Lion class, the HMS Tiger, was modified to incorporate some of the Kongo's features. Recently published documents show that the features added to the Tiger were normal progression in improvements and were planned well before the launching of the Kongo.

The Japanese were so impressed with the ship that they build themselves 3 more. The Hiei, the Haruna, and the Kirishima. All four were extensively transformed from Battlecruiser to fast battleship. The length was increased by 27 feet, funnels were reduced from 3 to 2, the amount of armor was increased by 50% (but not the thickness), a pagoda style foremast was added, the torpedo tubes were removed, new engines and boilers were added. The displacement rose to 31,720 tons from 27,500 tons but the speed was also increased to 27 knots. All four were lost during WWII.

Some interesting Naval jargon

Ninety days wonder- derisive term for an OCS graduate that arise from the lack of experience. The Marines are not so kind and call them 90 days blunder.

Baby shit- foul smelling grease.

Bird farm- an aircraft carrier.

Bitching betty- the female voice of the warning system in many newer aircrafts.

Double nuts- aircrafts with side numbers starting with 00.

FANG- f... air national guard.

Peeping Tom- F-14 Tomcat with TARP pod for Recon.

NFO- Naval Flight Officer aka non flying object.

RIO- Radar Intercept Officer aka GIB or guy in back.

Bug juice- a liquid similar in appearance to Kool Aid, served as beverage on Navy ships.

It comes in many colors but always has the same flavor. Extensively used by the Marines as a cleaning agent on brass items (it contains large amount of ascorbic acid).

My favorite "naval" movies.

Master and Commander.

The Cruel Sea.

K-19 the widowmaker

Das Boot

The Sand Pebbles.

Sink the Bismark.

The Bounty (the one with Mel Gibson).

Bridge at Toko-Ri.

Hunt for Red October.

Will not be able to attend the next meeting, will be on the Oregon Coast. I may attempt to make another trip to the Tillamook museum and check if they have anything new.

John T.

Ernst Udet's Bf-109 V-14

1937 Zurich Air Meet

By Tom Gloeckle

Germany had flouted the Versailles treaty for years. She was punished, at a tremendous economic hardship, for the Great War. Unfortunately, the allies, neglecting to enforce (or even relax) the overly excessive provision set forth, allowed Germany to eventually re-arm. So at this fourth prestigious air meet, Germany showcases the ever-growing new Luftwaffe. While a few of the displays wore camouflage and were of military application (Do-17, He-112, Fi-156), five of the entries were civilian modifications of fighter aircraft. Simply, the prototype war machines were stripped down, lightened, and unarmed versions demonstrating



Germany's technology, innovation, and somewhat arrogant attitude. Always looking for propaganda, Germany "proclaimed" the planes as stock for the races, when in fact they were highly modified versions of the Messerschmitt Me-109. Intended for speed, which the V-13 set a record, these fighters intimidated other countries and racing teams. As a result several countries did not enter several events for fear of losing or exposing any design weaknesses.



One of the favorites was Ernst Udet's V-14 prototype developed from the Bf-109D-0 utilizing a customized DB 601A engine. With high performance, entry number 6 was expected to win any competition. Regrettably, fate would decide otherwise. During the first race, engine-overheating problems forced Udet to drop out of his first competition. Shortly after take off on the next day, a high-pressure oil line failed, forcing the V-14 to crash land. Fortunately, Udet walked away with few injuries. However, the plane was a total right off having split in half behind the cockpit.

Getting started

Back in high school, our library had a book about the Augsburg Eagle that I checked out several times. One of the color profiles included a bright blue V-10 flown by Udet at the Zurich air races. More discrepancies arose when modern publications would amend the prototype designation to V-14. Who do you be-

lieve? With all the material lost during the war, propaganda, confusing company records, and interpreting information over time, it is still difficult to determine exactly what is what. Whichever variant it is, I still wanted to do one. I could have easily done a 1/48-scale plane, but I wanted a 1/32 size. This will be a bit daunting. No one produced a decal sheet. The Hasegawa kit had length issues. Matchbox's venerable kit had trenches. When Hasegawa introduced the Me-109 Gustov version, I figured I could combine two kits to produce a correct prototype. Well, projects are shelved over time collecting dust. Thankfully, the modeling gods answers prayer; Eduard recently released a sorely needed early Me-109 Emil. Now, I didn't have to worry about finishing the conversion.



The kit

This is a fantastic piece of engineering, design, and fit. The kit is an early version of the Emil E-1 without the under wing cannon bulges. It is also easily suitable for converting to a B or C version. Having 152 parts and a beautiful decal sheet, construction went together rather quickly. The photoetch parts really pop out interior and exterior detail. The panel lines are petite and the rivets are the smallest I have ever seen. They could get lost if too much paint is used. While the kit's cockpit out of the box doesn't need any help, I had already completed Cutting Edge's resin cockpit, which dropped in fairly well, saving painting and construction time. There is very little puttying to do on any of the seams, just sand and you're practically done. The only major areas needing attention is the front and rear of the wing where it mates to the underside of the fuselage. Follow a forum in progress build at www.militarymodelling.com.



There are, however, a few minor places that need attention. There are noticeable gaps within the engine radiator that need filling. Fortunately, one of the modifications will conceal the kit problem. The kit also lacks enough detailing behind the wheel strut attachment. Regrettably, it is possible to see too much of the underside of the cockpit. A little extra ducting will replicate the interior. The area behind the rear flaps, where the wing and fuselage

meet, also needs blocking. These are hardly worth complaining about.

This conversion is greatly simplified to back date to a civilian bird using the E-1 kit. I would sand off a few bumps here and there, plug the gun troughs and holes in the wing and upper cowling, fill in a couple of panel lines and hatches, and then scribe a couple of access doors. Only a few minor modifications are required. Those include: reshaping the rear radiator outlet with styrene and Nitro Stan, making the wheel well cutout circular, extending the gear doors, creating a new side supercharger inlet tube, building the intake trench, redoing the 't' shaped splitter on the wing radiators, thickening the mass balance, and modifying the propeller spinner. In addition, the V-14 had flush exhaust ports instead of pipes. I merely reversed the mounting part for the pipes and I have an instant flush exhaust. The wheel well inserts could work, but I needed to show the framing without the leather covering. I squished modeling clay between the wings and cut out the well box to make a makeshift template. Tracing the size on thin styrene sheet, I easily reproduced what I needed. There are several books depicting how the wheel wells appear, greatly assisting me. My Cutting Edge resin replacement wasn't correct in depth or angles and it wouldn't fit the Eduard kit, however, I could use it for replicating the sheet metal shapes. Other than that, I didn't want to do any extra detailing than necessary.

Painting

Everything needs prepped before any painting. This includes dipping the canopy in Future and applying the supplied masking templates. The propellers are polished metal on the front and RML 72 on the back. I picked out engine details seen through the vents with various blacks, silvers, and grays. I painted RML 02 used for the wheel wells, gears, flaps, canopy, and interior. After masking, I wanted to prime so the finish color would be uniform and consistent. Now to speculate on the fuselage color. Using black and white photographs to determine color is difficult at best. Other special planes such as the Me-209 were painted bright blue. Using this logic, previous profiles depicted Udet's plane this way. Later, in translations of German books and news articles, historians would later revise the color. After investigation, it is now widely accepted that the color is red, but which shade? The tone is noticeably different than that used on the tail swastika band. Bright red, wine red or Bordeaux are acceptable depending on your preference. How can any one dispute you? It is rumored that one of the fastening latches still exists being similar to RAL 3000 or 3002 (http://www.themeter.net/ral_e.htm), but there is no consensus.

Figuring out which color equivalent is correct for different brands of paint is confusing. Settling on a Model Master's 'signal light' red, I sprayed gloss red enamel overall. This color is darker than the tail band closer to RAL 2004. When dry, I used Red Pegasus racing decals <http://redpegasusdecals.com/> that came out recently. Fate helped out at the right time for this theme. Since they are silk-screened, they have a rougher texture than those of Micro Scale's silk-screening. They don't scratch like Alp's, but they are printed on one continuous film that needs close trimming. The real plane was polished for speed, so I scaled the finish for 1/32 scale. As for weathering, the plane wasn't operated enough to accumulate any stains or dirt, so I finally built a 'clean' model. Finally, after all these years the model came together. See you at the meeting.

