



MONTHLY

The Newsletter of IPMS Boise April 2010



THIS MONTH
Vandervoort 09
The Scuttlebutt
Seawolf Sub Review



Reminder - This Month's Meeting is April 24!

MINUTES

Don Vandervoort had to leave early so we started the Vandervoort presentations right away. Every entry in the Vandervoort received a \$2.00 coupon courtesy of Hobbytown. We have moved the April meeting to April 24th due to members going to the Spring Show and moving the Vandervoort to March. Brian reminded us about the SLC contest on May 1st and there will be a private tour of an armor collection available during the show. Price is \$30.00. Member Mark thomas returned to the after years of being gone. Welcome back Mark

Your Executive Board members are-
 President - Bill Speece
 Vice President - Brian Geiger
 Treasurer - Jeff D'Andrea
 Secretary and Editor - Tom Gloeckle
 Chapter Contact - Kent Eckhart

2010 Theme Builds-
 May - Movie and TV
 August - Battle of Britain
 November - Natural Finish

Reminder-April meeting is the 24th!

MEETING MODELS

Theme - Vandervoort Memeorial



Chevy Pickup 1/25th scale
by Randy Hall



1/32nd scale VW "Daily Driver"
by Gil Flores



1/25th '28 Ford Pickup
by John King



1/25th scale 48 Chevy



49 Mercury 1/25th Scale -
Sam Heesch



Nissan GT-R 1/24th Scale -
Tom Gloeckle



56 Chevy Nomad 1/25th scale



NASCAR Thunderbird
1/24th scale-John Wilch



Police Car and Fire Truck-
Jacob Marshall Age 7



Mack truck with Cat D-9 Dozer
1/25th -Brad Nevin



1/8th scale Big T with trailer-
Jim Burton



Penske PC-17 88 Indy 500 1/25th-
Bill Speece



Dodge L7000 with septic tank
1/25th -Brad Nevin



MEETING MODELS



Shermans 1/35th scale-
Bob Olson



Flak 36 Diorama 1/35th
Scale- Brian Geiger



SU-25J 1/144th Scale-
Herb Arnold
Model of the Month



SR-53 1/72nd Scale-
Herb Arnold



Seawolf SSN 1/350th Scale-
Jim Burton



P-38J 1/144th Scale-
John King

Display Models



SU-25 1/144th Scale-
John King



TF-104G 1/144th Scale-
John King



F-104G 1/144th Scale-
John King



Ferrari 126C2 1/24th scale-
Paul Erlendson



1/1 Easter Eggs-
Bill speece

PRESIDENTS NOTES

Another month has come and gone. I hope everyone is doing well. Hopefully no one showed up on the 3rd Saturday this month for the meeting. Darn the inconvenience of going to a model show and having fun, seeing friends, and spending too much money. As usual this trip should turn out well, the past shows have always been well run and full of terrific models. It's really a lot of fun to wander up and down the table and see all the great talent, fantastic models, and visit all the vendors around the outside wall. For those of you who have gone in the past, it is truly a fun experience. For those of you who have not gone, you don't know what you are missing out on. I know finances are a big determining factor in traveling long distance, but if you ever get the chance, all I can say is whoo hoo. Remember the first convention or show that you went too? It was a bit scary to go by myself to Portland back in 1989, but I met up with Kent and we went all over the place. I have been hooked ever since. We will tell you all about our adventures at the meeting.

Well, last months turn out for the Curt Vandervoot Memorial was fantastic. Big and small, fast and furious, old and new, there was a great abundance of subjects. The colors and subject matter ranged quite a bit. I hope next year turns out even better. Don, you did a fantastic job on the trophies, they were first rate. I am sure the winners are proud to have them. So congratulations to the winners. Jeff's detail on his two cars was outstanding. And Darrin's hands down over all winner is terrific. I hope he is able to send it to the Seattle Spring show. It would surely place well above all the others.

Themes like these actually help us model a subject that we normally wouldn't do. I appreciate the fine art of applying modeling techniques to other models, there are skills you don't need or use on other subjects. These themes are for fun, so it isn't about being scared and not doing something, it is about expanding your horizons. If you do flat military finishes, now you can tackle a gloss shine on a car or airliner. If your kits are clean, now you can weather them. As NIKE says, 'Just do it". Next up is TV and Movies. Boy, won't this one be fun. There are countless ideas floating around. What I like about the themes is that I have too many unfinished projects out there and this allows me to finally complete the kit. I also have too many kits that need refurbished and brought up to my modeling standards of today instead of when I built them decades ago. Keep at it and fill the tables with models.

Keep submitting your articles on a model build, technique, trip, book review, history of a subject, or anything. Keep building for Modeler of the Month.

The Soviet Union acquired western technology to improve their submarines through espionage and spying. Of course, most of their technology is stolen from the US. Indeed, the Acula class sub was quieter than the LA class sub. To counter any and future Soviet threat, the Navy wanted the quietest, stealthiest, and most lethal modern sub. (Actually, lethaliest should be used, but that isn't a word.) To fulfill its mission, The Seawolf would take the fight to where Soviet SSBN's lie in wait under the polar ice caps accompanied by a H.K. Acula. However, integrating all weapon systems, anti-shipping, anti-submarine warfare, battle space preparation roles, electronics, surveillance, Special Forces insertion, and communications capabilities, into one platform was an enormous expenditure. The original 12 boats would cost an estimated \$33.6 billion in 1991 dollars. 29 were planned, but the prohibited cost was too great for a weapons system with a diminishing Soviet threat. Until a less costly LA class replacement arrived (Virginia class --10% cheaper than the Seawolf), only 3 were built to keep the shipbuilders in business.



Noise reduction is a submarine's ultimate goal. Propeller design, directional stators, and propeller shroud along with sound dampening technology allow higher tactical speeds. At 25 knots, the Seawolf is rumored to be quieter than an LA class boat sitting at pier side. This is twice as fast as a LA boat can operate without being detected. The sail is strengthened to penetrate the ice sheet. She also has an 8-tube two-deck torpedo room, with a 30% more weapons load. That is 50 Tomahawk's, Harpoon's, or Mark 48 ADCAP torpedos. This means she can attack multiple targets and maintain battlefield dominance. At 353 feet long and 40' diameter, Seawolf can dive greater than 800'.

Normally, subs are numbered sequentially and use a hull number once. However, vice admiral Thunman broke tradition and decided to start at 21 indicating the 21-century. In the past subs are named for fish and other sea creatures. The LA class was named after the home city of sitting congressmen to garner support. The early SSBN boomers were named after important historic figures and, later, after states since there are no more battleships. Admiral Watkins wanted to rename subs after ocean animals again but was overruled. Seawolf stuck but the second boat, SSN 22, was christened Connecticut. SSN 23 was named Jimmy Carter after the only president to qualify on a sub.

Bronco is a fairly new manufacturer from China that is slowly making a name for themselves. The Seawolf kit contains 26 parts with no flash, and a small extensive decal sheet printed by Caritgraf from Italy. The kit scales out right on at just less than 12". Construction is simple as are most subs. There is good detail, recessed lines, ballast vents, and 6 sharp looking masts. The seam runs on both sides and isn't too hard to fill and shape. The prop's are well, um, straight vanes instead of fan shaped. The bow profile is off also; it's not quite round enough. The decals settle down well, have a flat finish, are sharply printed, could be thinner, and need a gloss overcoat to blend them in the finish. I decided to paint the camouflage on the mast instead of using the decals. The decal placement throughout is vague though. The instructions tell the modeler to paint the lower hull red. I have not seen any photos of red paint on the Seawolf. The paint scheme is very simple: all black. In or out of water causes the paint to fade to different shade of black. I wanted to add some color and went with black to the water line and dark gray for the hull. Simple Rustoleum primer out of a rattle can works well. I mask a toned down black and streaked the sides to give the finish some depth. Monochromatic colors appear toy like without slight weathering. Mine was quick and made to look right after sea trials in 1997. The escape markings are only applied to boats during assessments. After a gloss coat for the decals, which darkened the black, I sprayed a satin finish on the hull and flat coated the nonskid decking. I went with USS Connecticut SSN 22. Cost is anywhere from \$20-25 and is a quick build.

Bill Speece

New Kits:

ICM has announced the future release of the HMS Cossack, A British destroyer of WWII. Airfix HMS Illustrious is also to be released soon, unless it has already been released in Europe?

Dragon will be releasing the German destroyer Z-39. It is a "Narvik" type destroyer. German boats did not have names but were known by their numbers only. The Z-39 was built in Kiel. This type of destroyer had a very heavy armament of 5.9in guns which was more in line for a light cruiser than a destroyer. The very heavy forward turret resulted in the bow digging in the heavy seas of the North Atlantic. After the war it was taken over by Britain transferred to the US and initially sent to France where it was used until 1964.

All the above mentioned kits are styrene and in 1/350 Scale.

New Products:

Cold bendable wood! OK this stuff is more for the 1/1 Scale but I thought that it was intriguing enough that I should mention it .A Company in Washington state is advertising bendable wood. Of course it is not the cheap flexible soft wood but hardwood. At first we may think that it involves recycle plastic bottles , saw dust and thin veneer laminates. Not at all this is the real stuff, cherry, maple, etc.. . The wood stock is treated by a process invented in Denmark in the 90's and allows the wood to be treated in a certain way that it becomes extremely flexible.

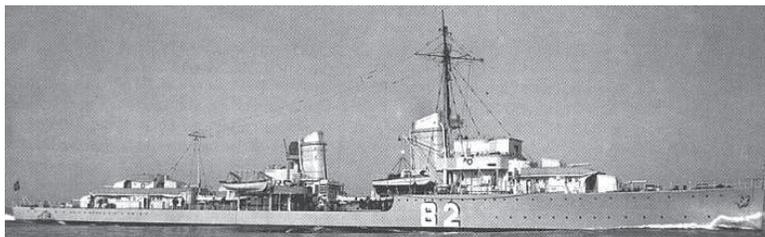
Green lumber is air-dried until about 25% if the moisture remains, then it is loaded in a steam chamber. From the steam chamber it is loaded into a machine that compress the wood longitudinally by a bout 20%, so a 10ft plank comes out as a 8ft plank. Also the wood loses 5 to 10% of strength. What happens is that the treated wood fibers look like miniature accordions which allows the wood to bend to great extend.

This system works very well for hardwood but not pine. In theory, a bend frame of treated wood should be weaker that a normal steam bended frame, but applications have shown that it was not the case and that the treated wood frames were in many instances stronger. Now you can build that fancy harbor in your backyard!

John P. Thirion



HMS Illustrious



Z-39 Destroyer