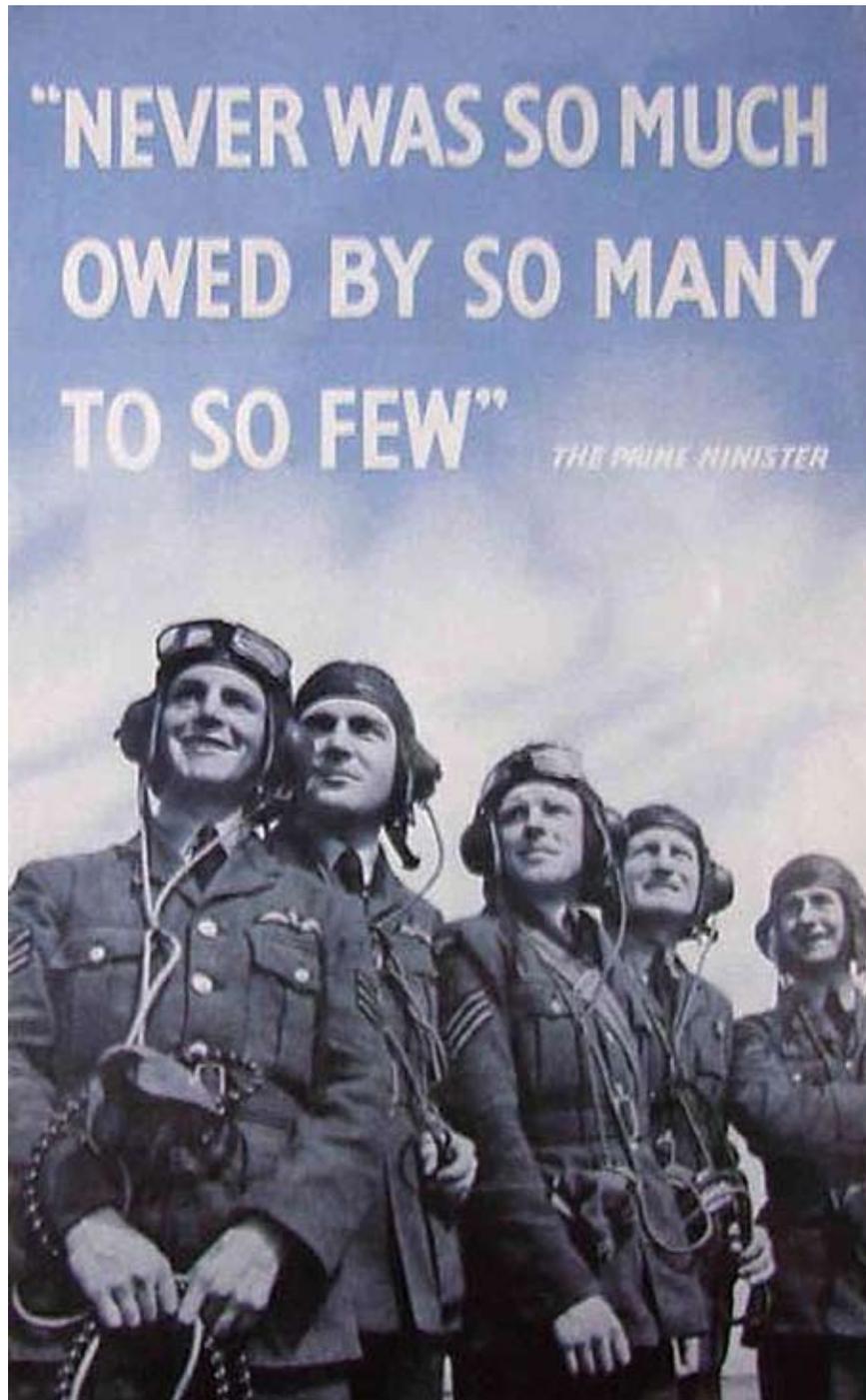


**MAD
DOG**

MONTHLY

The Newsletter of IPMS Boise

August 2010



This
was
their
finest
hour

Theme:
Battle
of
Britain

EDITORIAL

The beauty of being a newsletter Editor is that you get to prattle on about something you feel strongly or excited about. This month's theme, if you've known me for any period of time, is of particular interest to me. In the summer of 1940, a small force of men and their machines, were the only thing that stood between the Germans and complete control of the Atlantic. The U boat menace was bad enough, but if the British had lost and the Germans successful in invading Britain, the world would be a different place. Dunkirk had just ended and the British and French forces took a mighty beating. That event had strengthened the resolve of the British to fight to the last man and woman. It was a bloody and difficult summer, but the resolve of "the Few" and Hitler's decision that Russia was a more important target, Britain stood strong. Ultimately, that allowed America and Britain to invade and liberate Europe. So on the 70th anniversary of their finest hour we honor them in our own little way. Build on!

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-
 August - Battle of Britain
 November - Natural Finish

Model of the Month



1/48th Hobbycraft
DeHavilland Otter
by Mark Russell



1/48th Tamiya
Dodge 25 ton 6X6
by Derek Santos



1/144th A-Model
Canberra T-17
by Herb Arnold



1/24th scale Diamond Rio
auto transport
by John Wilch



1/144th Ozmods
RB-57D
by Herb Arnold



HO scale Winch
Model of the Month



1/144th Revell of Germany
F-104G
by John king



1/48th T-34 Vignette
by Ian Robertson



1/35 Tamiya Tiger I WIP
by Brian Geiger



1/32 Revell
Hurricane Mk I WIP
by Bill Speece



1/144 Minicraft
KC-97 WIP
by John King

The summer is almost over. I hope everyone has been able to accomplish much of what they set out to do. Where does the time go each year? It just seems to fly by so much faster than the year before. At least it hasn't been as hot as past years. Still, it is always harder to complete a model when there is so much else to do outside. Our meeting also falls on the same time as the state fair. How many of us will be able to make it to the meeting? I have a college roommate and his family visiting over the weekend, so I might not make it to the meeting. Hopefully, I will be at the meeting for about a half hour.

Remember this month we have Bill Bailey auctioning off many of his kits. Bring your money and buy lots of models. Economically, it has been tough for many people. We should try to help out when we can in any way we can. Bid on the kits, not too low of a bid, but fair and reasonable price. With people leaving or seeking new horizons, it's a good time to get some decent bargains.

Well, this month's theme is Battle of Britain; hopefully, there will be a good selection of subjects. If England hadn't won the air battle, the entire outcome of the war would have change. How much longer could the war have lasted or would we be speaking German? Air Command was days from defeat when the action shifted to attacking civilian targets. What a difference an incidental accident did to change the direction of Germany's war strategy. As Tom stated, this is one of his favorite times and subjects. If you haven't read up on history for some time, it is interesting to compare and contrast the beginning and end of the war, different equipment used, and people's attitudes.

So, on with my project, which, I probably won't finish in time. Why do I build models that require so much work? Well, it would be nice if the topics I want to build have an easy build made by Tamiya or Hasegawa. Most of my kits need so much improvement. The improvements for the Hurricane are no different.

Britain's war workhorse

As the only 1/32 Hurricane Mk1a on the market, Revell's kit interior and gear bays are woefully inadequate by today's standard, however, the overall shape and outline is quite good.

When Grey Matters resin picked up the MDC molds, the only after market set in 40 years, I could finally start the kit. I purchased the cockpit, wheel wells, gear doors, prop, spinner, vacu-formed canopy, and nose. All the parts are crisp, clean and petite. The fit is exceptional. I used Reheat Decals for the instrument dials. But, before installing the cockpit, I needed to complete the fuselage.

After adding small details to the side walls, which isn't much to add, the fuselage halves went together. I didn't like how two-dimensional the rudder looked, so, I cut it off and modified and detailed the hinge, trim tab, and fashioned an aluminum tube for the rear tail light. To better represent the fabric, the raised stitching was sanded down. I used putty to represent fillets to give depth instead of scribing a line. Plastic from this time is harder and requires more effort to scribe a panel line for other access panels.

Towards the nose, there are some subtle contours I felt needed improving. After I cut off the nose, I found the resin replacement didn't fit. I cut a little more than a 1/8" off the end. Of course that means that the leading wing to fuselage fillet needs correction. Since the cut goes through the middle of a panel and not along a panel line, I spent more time re-correcting the nose instead of trying to modify the original plastic to the correct shape. What a nightmare. The piece is completely solid and needs hollowed out to allow room for the interior. After scribing the fasteners and panel lines, it was time to tackle the wings. Jeez.

The wheel well replacement is absolutely superb. The interior is natural metal represented with Floquil's silver and stainless steel paint. All the panel lines are scribed, rivets sanded off and redone with RB Productions 'River-R', a cool rivet maker. I built a simple frame for the leading edge wing landing lamps. I found small round pins for the port/starboard wingtip lights and fashion the lens cover. The wing attachment covers are .05 sheet styrene on the top and bottom. Test fitting the fuselage to wings reveal a small gap I need to fill with more sheet styrene.

I'll see if I have enough time, probably not, to paint the dark earth, dark green, white, black, and silver camouflage. I have four nice reference books and numerous photos I can use to weather. Hope to see you at the meeting.

C.S.S. Palmetto State

Most of the gunboats build by the Confederacy during he Civil War were build on a similar pattern. A wooden hull with a large sloped superstructure on top. The armor was made of converted railroad iron over oak. One of those gunboat was the CSS Palmetto State. The State of North Carolina is known as the Palmetto state for the particular tree growing in that region. The gunboat was build to defend the harbor of Charleston and some of the necessary funds were raised by the ladies of Charleston through the sale of gunboat quilts. Another gunboat was build on the same pattern as the Palmetto State and would be called the CSS Chicora. The armor consisted of railroad iron laminated in plates 7 inches wide and 20 feet long. The backing consisted of 22 inches of oak. The iron armor had two layers for a total of 4 inches. The armor was reduced to 2 inches under the water line to a dept of 5 feet. The ship was 150 feet long, 34 feet wide and drew 11 feet of water. The armament consisted of a bow mounted 6.4 inch rifle gun, a 60 pdr at the stern and two broadside 8 inch guns. The speed was about 6 knots. The hull below the waterline was painted a reddish brown color, a mixture of iron oxyde and carrier (the slow the growth of algae, the same mixture of paint was used to paint barns). Some ships had the hull painted white, in this case the iron oxyde was replaced by lead oxyde. The superstructure was painted a blue grey color to help conceal the ship at night.



The Chicora and Palmetto State were involved with the defense of Charleston Harbor. On January 30, 1863 both gunboats attacked the blockading Union ships. After several hours of battle, the faster Union ships withdrew out of range. Later the Union reinforced the blockade using newer ironclads such as the USS Passaic with 150 pounds Dahlgren rifled guns. In April both Confederate ironclads renewed their attack on the union blockade. For the occasion the Palmetto State was armed with a spar torpedo. A 90 pounds charge of gunpowder was fitted at the end of a spar. The spar was fitted at the stern of the ship and elevated at about 45 degrees. At the time of attack it was lowered at about 6 feet underwater, contact with a target would brake a vial of fulminating mercury which in turn would detonate the powder. Most of the action between the Union ships and Confederate forts. A Union attack against Fort Wagner failed (some of the action was seen in the movie Glory) For the rest of the war both Confederate gunboats remained in Charleston harbor now joined by the CSS Charleston and CSS Columbia with 6 inch armor. They kept the harbor open for the blockade runners and the Union Navy was never able to close or seize the harbor r its defense. The city was finally abandoned and the ironclads were burned by their crews.



CSS Palmetto State 1/192 model by Flagship Models.

Part I The 1/192 scale is a very practical scale for this type of vessel. Smaller could very difficult to show the details and larger would be very costly in resin. Flagship Models earlier releases were derived from the old Lone Star molds. Newer releases are original molds. The kit is a somewhat improved older mold. There are two large parts that consist of the hull and the superstructure, they are divided at the approximate level of the waterline. Both parts have a fairly thick resin base about 3/16", this was removed by sanding. A 80 grit sheet of sandpaper was glued to a wood base and the extra material was removed by moving the pieces in a figure 8 motion. The rough surface provided an excellent grip for the glue. At this time the hull was pre-drilled to accept the supports that would hold the model on its base. Between sanding I made new boat supports to replace those that had been broken in the box. Also I build the stern apparatus that was to hold the spar torpedo in place. The superstructure of the model shows very well the iron armored plating, but the hull representation of the wood planking is fairly simplistic and not up to today's standards.

FIGURE UPDATE.

As most of the old timers in the club are aware, beside ship modeling (and the occasional aircraft) I am very active in the obscure world of figurine modeling (mostly middle ages and before). Therefore I would like to share with the rest of the club members some of the novelties available in figures of that era. One of the latest release by PEGASO (an Italian company) is a Viking chieftain in 90 mm. This is a very imposing figure by Andrea Jula which has reached a stage of almost perfection. It is made of 21 parts cast in metal. Some had questions about the eagle wings on the helmet, not to be concerned it is historically correct. Of course the famous horns were not and were an invention of the Victorian era. The more elaborate Viking helmets were often adorned with decoration albeit with items very light which would cause problems to the wearer during battle. The price for this figure is \$132.25.



Book Review

The Viking Art of War by Paddy Griffith.
Casemate 2009 ISBN 978-932033-60-1

Griffith is a former professor at the Royal Military Academy at Sandhurst. Through thorough studies he pieced together a repertoire of viking tactics used on land and sea from the 6th to the 11th century. It is obvious that this book is based on solid research of actual documents found throughout Europe and Africa (Arab sources). It is refreshing that it is not polluted by today's need for political correctness or touchy feeling. Vikings were brutal people in a brutal era, in the Dark Ages they were not "good Guys".

Tables are used to compare ship sizes, manpower, and logistic. There are also line drawings of the various weapons. The main weapons used was the spear and not the sword. The section on land warfare is divided into 4 categories from the large armies raised by kings and warlords to the isolated raiding party. It is noted that the Viking ships were excellent raiders (light and fast) but were not very good in naval battles against ships of other nations. The author also emphasizes the fact that the biggest influence of the Viking was not in warfare but as nation builders (Russia, England, Italy, and of course their strong influence in the French society in general). In the East they were the famous Varangian Guards of the Byzantine emperors. In Russia they founded the famous cities of Kiev and Novgorod.

In the Mediterranean, the Viking were never successful because they held in check by another type of raiders also using light and fast ships, the Arabs. One of the Viking strength was their adaptability and their propensity of assimilation amongst the local populations of the lands they conquered.

Highly recommended book for those interested in that era of European history often misrepresented in the popular culture.