



# MONTHLY

The Newsletter of IPMS Boise February 2011



Model of the Month  
George Bacon's 1/48th scale  
Special Hobbies  
Phonix D.1

***Reminder - Dues will be collected this meeting.***

**MEETING MINUTES**

Dues were collected starting in January. Stephen announced a hot rod building contest sponsored by Gearz TV. Entry deadline is May15. Further information is available at Hobbytown. Ray Sweet's built models will be taken to the Warhawk Museum for display. The disposition of his unbuilt collection is pending based on his son's inspection. Bill Bailey's remaining collection is being prepared for sale on eBay. Jeff D'Andrea is looking for a ride to the Spring Show. Unfortunately, due to drill weekend, Paul and I will not be attending the Spring Show. Don Vandervoort explained the premise of the up coming Vandervoort to some of our newer members. The spring contest at Hobbytown was discussed and a decision is pending with regard to it happening.

Next year's themes are-

February - Resurrection (Finishing a model you started but never finished.)

March - The Vandervoort

May - The Bill Bailey ( Build something you bought from Bill's collection)

August - Childhood Memeories ( Build a kit from your childhood or something you remember from it.)

November - Vignettes and dioramas

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

As we start a new year, I want to thank all the guys who are running for officers. Without you, we would not have a great club that we now have. I know some were reluctant to continue, hopefully there are no hard feelings and in the future someone else will step up to the plate. I don't know about you, but I like reading the newsletter and seeing if there will be something new each week. So keep contributing so our efforts are worthwhile. Remember as an incentive, the club pays your dues for a little bit of your time.

This month's theme is Resurrection: Something from the past that wasn't finished and is completed for this theme. That means 100% of my kits from the beginning of starting the hobby will qualify. Actually, that is too many for me to count. I seem to always have good intentions of finishing something before another project pops up. That's the great thing about the hobby as Bill Miller says, you can always get back to one of the projects months later without any worries. You know, I was rather surprised to hear that there are one or two people in the group that doesn't have a shelved kit. What kind of person is this that actually finishes what he started? My ambitions are bigger than my skills sometimes; these members' skills are simply great. Let's see what all of you bring, since the kit is already started, it shouldn't be that hard to finish now that you have a new perspective!

Two of my larger projects were shelved long ago because I thought I could scratch build a modification, paint since there were no decals, glued a sub-assembly in the wrong order, or tried to rebuild/correct shapes that were out of proportion. What was I thinking? Isn't it a bummer to discover that someone else had done already the modification in an upgrade resin set after you tackle the cutting?

Well, I finally ordered from a garage company that made replacement parts for my Mig 29 in 32nd scale. Zactomodels sells outstanding correction sets for several 32nd scale kits. Chris is out of Preston Idaho, and if you have ever seen his work, it is phenomenal. Check out [HYPER-LINK "http://www.zactomodels.com" www.zactomodels.com](http://www.zactomodels.com). Had I waited a few months or a year, (like that's even possible), I could have saved so much aggravation, time, cut fingers, and swearing. Hopefully this will be one more poker I can pull out of the fire in the coming months. The other project, a Revell Hunter in 32nd scale can now proceed (it went back in the box 8 years ago). About 2 months ago, I stopped by Barnes and Noble, which I haven't done for nearly 6 months. While going through one of the British model magazines, I spied a 'what's new' to order about "Miss Demeanor", a privately owned jet in outrageous colors. Here were decals for the hundreds of stars (686) that I dreaded of applying. The company, Cammett LTD, just released a limited issue set of 100. I just could not believe my luck and ultimate timing of stopping in the store. Now, I had to order a set before they were gone. How disappointed would I be, if on the day I found them, they were already sold out. Would everyone for miles around wonder who was screaming in agony? Fortunately, they were still in stock and I also splurged and ordered the custom paints for the kit also. The overseas packet arrived early this month and I am quite impressed. Two full decals sheets, history, instructions, and 8 glass jars of gloss enamel paint (about 10-12 ounces). Wo-hoo. This year might be a year of accomplishing a lot. All right you guys, bring you kits and be prepared to impress everyone. Should I expect 30 resurrected kits on the table this month? Remember, next month is Curt Vandervoot's Memorial "Wheels on Wheels" contest. As Don said, we've had a year to prepare. Last year the trophies were terrific. Let's make a great impression again next month.

See ya Saturday,  
Bill Speece

**MEETING MODELS**





**Draconian Marauder**  
from  
Buck Roger's in the 25th Century

The resurrection theme fits perfect in my idea of models. All of my kits at one time have been started and shelved numerous times. I still have kits that I build 30 years ago that are in various stages of restarting. This kit is the forgotten adversary from the late 70's TV show Buck Rogers. At the time it was a pretty cool show for a 16-17 year old. The special effects and model construction were state of the art. The scripts were imaginative for the era. OMG, how can we ever forget Erin Grey in her tight, hot, and white uniform? Of course looking back now at DVD's, I am totally embarrassed at some of the plot lines of the show. Intended as a sinister, nasty raider opposing the Earth Force Directorate, the Marauder never caught on as a threatening design with fans. In the annals of ship designs, the unappealing angles, flat fuselage, and oversized poorly positioned cockpit tried couldn't live up to expectations. It's just ugly, the proverbial redheaded stepchild. What do you expect from foes who wore samurai helmets and robes.



This is one of 2 kits released by Monogram in the late 70's. I built both of them, but of course, my skills were lacking at the time. A simple design with 18 pieces, the construction, layout, and detail, as I remember, created a quick build. I added some plastic strips to make the plain surfaces a little more detailed. I used



a plastic that was more of a vinyl instead of styrene and didn't last too long. Originally, the outrigger pods only had 4 fins instead of 8, so I used balsa to reproduce the other 4. They didn't last too long either. The first paint was some acrylic coral that actually adhered well.



Over time, I stripped it down and tried to restart again, but didn't succeed. With this theme coming up, it is now time to get cracking. I used a contour gauge to shape the base of the new fins. Gaps were filled and smoothed over. Since there is no detail, I raided the spare parts box for greeblies. I didn't want the parts to look like they were glued on as an after thought. For the

most part they sort of look integrated, but they are recognizable. I didn't want to put in that much time. One thing missing is some ornate detail on the front slope of the wing. I used styrene to roughly approximate the studio model, but there are less than a handful of photos on the web to know what it looks like. I hollowed out the triangle opening on top of the cockpit. The red cockpit didn't fit too well, so I outlined the area with thin styrene strip.

To start off, I painted black in the corners and crevices. Adding dark red to orange, I came up with a dark coral color for the body. It should be more orange/tan instead, but I can live with it. Then I added brown to the mix to airbrush in the corners and add streaking. Of course, I found a photo of the studio model from my trip to Seattle AFTER I painted the kit. JBOT decal makes replacement markings. Instead of applying a gloss coat to the wings, I dipped the decal in 50-50 water and Elmer's glue. There was no silvering and I didn't have to flat coat for the next step. What does space weathering look like when there is no weather in space? I made it dirty like the TV show. The ship was designed for combat and was not maintained. I hand painted metalizer for various vents and streaking. After that, I took a stiff bristled brush and 'painted' brown, gray, and black chalk in the corners and gave an over all dusting of dirt. A flat coat of Floquil sealed the project. Finally, I mixed clear red with Tamiya smoke for the canopy and the kit finished rather quickly.



Bill Speece

**Underwater Protection**

The most difficult type of protection for a warship is the underwater protection. At first underwater protection became necessary when it was observed that the new conical shells did travel a substantial distance underwater and could inflict serious damages to an unprotected hull.

With the advent of torpedoes, mines, limped charges, etc.. more protection was necessary. Blasts occurring underwater causes the "gas bubble" to expand upward and exert all the force on the underside of the hull. Ships with double or even triple bottoms can reduce the effects of flooding but the shock waves on the machinery, weapons, and optics can be extensive.

Weapons designed to strike the side of a ship (torpedoes and shells) causes a different type of blast that can be vented upward. Heavy armor is one solution but rarely it can be extended far enough toward the bilge to be practical. Also it was found that direct hits did not result in penetration of the armor but caused the support frames to be buckled and the armor plates displaced enough to cause major flooding and structural damages. Also there are virtually no protections for the rudders and propellers.

TDS, short for torpedo defense system were not available on pre-dreadnoughts and resulted in the sinking of many ships during the Russo-Japanese War of 1905. Dreadnought type vessels were the first ships to receive a dedicated TDS system. Most extended to the widest portion of the hull, the bow and the stern were not protected. The reason was that the width was not enough for the installation of the system..

Coal burning ships used the coal bunkers as protection. This was totally inadequate because coal bunkers were pierced by numerous coal scuttles that were impossible to make watertight, also coal dust can be very explosive. Coal does not provide the necessary expansion properties to the blast of the explosion. When coal was replaced with fuel oil the non-compressive properties of the oil presented the same problems.

Therefore it was determined that the following were necessary;

- The pressure of the blast must be absorbed.
- Splinters and fragments must be stopped.
- Inboard compartments must be protected from flooding.

Some of the solutions brought forward were;

- The only mean to absorb the blast was with open spaces.
- Liquid deplete the energy of fragments and splinters.
- Armored bulkheads are useful in stopping fragments but should be elastic enough to absorb the shock of the explosion.
- Inboard flooding could be prevented by placing additional bulkheads as far as possible from the site of a possible explosion.

The major problem was space. Larger warheads caused larger explosions and therefore more space was needed. Older ships were retrofitted with blisters that provided the necessary space to absorb the explosion. Severe listing could result when this empty space became flooded. Also it did not provide any protection from splinters or fragments.

The US designed the best TDS possible in 1915, it consisted of a 5 layers system. The inner and outer layers were empty space, the middle 3 layers were liquid filled. Also the armored bulkheads were elastic enough. This was demonstrated by the West Virginia at Pearl. The California sank because it was overloaded and the TBS was too low and the torpedo penetrated above the protection. The British developed the bulge system under the waterline, the pressure of the explosion was to be vented upward. This wasp like cross-section resulted in stability problems, Another solution was to fill the blisters with some type of material that would keep the water out. The material used was wood pulp. The pulp rotted from absorbing water from small leaks and the blisters became so corroded that they could be penetrated by a hammer blow. The Italian had the Pugliese system, The space were made of numerous large tubes which were in turn filled with smaller tubes. The theory was that the blast would be absorbed by crushing the cylinders, In theory the shock wave traveled around the cylinders and concentrated on the weakest point of the system. The results were the extreme vulnerability of the Italian battleships.



The Japanese solution was to use heavy armor but it was too rigid, and if the armor resisted the blast the armor plates were dislodged resulting in catastrophic flooding. The French Richelieu class had one of the best TDS system because of the extreme beam of the ships. But the French ships suffered from the same drawback as the US Dakota and Iowa Classes. The extreme fine lines toward the bow did not afford enough spaces for protection.

Notable torpedoes attacks in WWII

On October 30, 1939 HMS Rodney, HMS Hood and HMS Nelson were intercepted by the U-56. The Rodney was hit twice but either torpedoes failed to explode.

April 9, 1949. The Blucher was hit by a land launched torpedo (and numerous 280mm rounds), the ship sank in Oslo harbor. It was carrying 883 military staff members and numerous Gestapo agents. Most torpedoes launched against one ship; 55 against the Scharnhorst. Eleven were hits.

Best torpedo spread; I-19 which launched 6 torpedoes. The USS Wasp and USS O'Brien were sunk, the USS North Carolina was severely damaged.



**Figure review.**

Pegaso Teutonic Standard Bearer.  
 Sculptor: Viktor Konnov  
 Scale: 90mm (1/20)  
 Material: White metal.  
 Parts: 32

This model was initially released in 2006, due to the high price I was reluctant to spend a great part of my modeling budget on a single figure. But after 5 years in the waiting the desire was still there so I finally decided to take the plunge. Indeed it was well worth it, this is a beautifully engineered kit with great details and a stunning pose. The parts are safely

packaged with foam. As with most figure kits there are no instructions so research much dry fitting is in order. After all there are only 32 parts so assembly should be easy, right?

Because of the size and weight epoxy and soldering are in order, no ca glue to be used except for the smaller parts. The painting will be challenging since Andrea decided to discontinue their dry transfers.

Historical notes about this figure: In 1309 with the passing of the Crusades in the Middle East the Teutonic Order established their headquarter at Marienburg (today Malbork). The figure represent the standard bearer of the 13th Grand master of the Order, Karl von Beffard. The knight would be dressed in the cloak and tunic of the Order and carrying the standard of his master. The Order's colors were a black cross on a white background. Inside the cross, the imperial eagle was inserted on a yellow background. Von Beffard coat of arm was a red field with a gold crescent, quartered as was the custom. I have not yet made my mind but will probably try a different coat of arms from one of the preceding or subsequent Grand Master in the 14th century.

John P Thirion



RAY SWEET TRIBUTE

