

**MAD
DOG**

MONTHLY

The Newsletter of IPMS Boise October 2011



Model of the Month
Packwood Miniatures Mack AC with Universal Crane
1/48th Scale
by Gil Flores

MEETING MINUTES

The models for the Take and Make event arrived too late (9/12). So, we will have a special build for the church during February's meeting. It was also suggested that the first theme for the year, February meeting, would be to build anything from that venerable company Monogram. Calling it Mad Dog Monogram Madness Month. It was also discussed that elections are coming up next year. I'll be the first to say that I've done my bit for the club and I'm moving on to just being a member. That means next year one of you is going to have to step up and do the newsletter if you want one! I will not be at this month's meeting so you'll see me in November.

Next themes are-

November - Vignettes and dioramas

Your Executive Board members are-

President - Bill Speece

Vice President - Brian Geiger

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Secretary and Editor - Tom Gloeckle

Chapter Contact - Kent Eckhart

With summer temperatures staying warm so long, I guess the snow on top of Bogus last week means that summer has finally come to an end and autumn is upon us. This means I'll be inside more often and can get back to more modeling. I am sure all of you will be doing the same.

As I was researching another project, I began to wonder what it would be like to actually be there, in that time, experiencing the sights and sounds of past ages. What if I stood there and actually touched it? We all imagine traveling back in time, but what would it be like if you actually did it. Certainly nothing like glitz, glamour, or CGI of Hollywood. Nothing like the clean spic-n-span historical preservation we have today. Would colors be vibrant or dull and muted? Are smells old and awful, or vaguely familiar? Would there be any conveniences or modern items around or is everything made by hand or rudimentary with natural materials?

I imagine standing on the deck of the Civil War Monitor. I see how she looks in scale models 1:200 or even 1:72. However, I can't really grasp the feel of her in real life. We all have photos and scale drawings of our favorite subjects, but those don't compare to the real thing. If I ever travel to the Maritime museum, I could stand on the deck of a modern replica. Sorry to say, it looks incomplete and reminds me of a giant toy. That really doesn't give an experience of the real ship. On a hot day in 1862, with grubby unshaven, filthy, sailors might make me uneasy, but wouldn't it fantastic to live back in the day for a day? Think where and when you would like to go. Hope you enjoy the photos from the Air Force Museum I took last August. Many of us find it exciting to visit air museums and view technology as it changes and matures from the very beginning to today's technological achievements. The thought of going back in recent time is always appealing. An airplane can be more personal than a ship. I can see the size right in front of me and compare it with a model. It's a wonder that early machines flew with such primitive design and manufacturing. Still, looking back and realizing how much damage and destruction man has brought upon himself with this technology is amazing. Well, discussing the pros and cons of warfare isn't what modeling is about. It's the replication of the past and enjoying the wonderment of bygone technology and realizing that without it then, we wouldn't have the marvels of tomorrow.

See ya Saturday

MEETING MODELS



Revell Dale Earnhart Monte Carlo
1/24th Scale
by Bill Speece



Tamiya J2M Raiden
1/48th Scale
by Brian Geiger



Dragon Sd Kfz 182
1/35th Scale
by John Cromarty



Trumpeter Stryker
1/35th Scale
by Trevor Robertson



Tamiya F4U-1D
1/48th Scale
by Randy Hall



Dragon Flak 36 88MM
1/35th Scale
by John Cromarty



Dragon King Tiger
1/35th Scale
by John Cromarty



After several months of unpacking I finally got to the important items, my unbuilt models collection! It was Christmas all over again. One of the kit that I found was the old Heller Real de France, in the 1/75 scale it is 34 inches long and has almost 900 parts. It was one of those Heller "super" kits, the other being the Soleil Royal, the Chebec, and the HMS Victory.

Most of us are familiar with the Roman and Greek galleys of the antiquity but few of us are aware that galleys were used in warfare until late in the 17th century. The Heller kit represent a 170 ft ship with 31 pairs of oars and build in 1660. The heyday of the Renaissance galleys was in the 16th century which also witness one of the largest sea battle involving this type of ship.

Types of galley

- Galia Sottile (ordinary galley). The most numerous type, usually between 127 to 157 feet in length and about 17 feet wide.
- Command galleys, also known as Reale, Lanternas, Capitanas or Sultanas with the Ottomans. Some were unusual vessels of very large sizes. The largest were called the bastarda and could be over 200 feet in length. At Lepanto the Spanish Reale (flag ship of Don Juan) had 30 oars per side with 6 men per oar for a total of 360 oarsmen, 320 soldiers with firearms, 100 knight in full armor, plus another 50 armed sail ors. The bow of the ship was armed with 7 brass guns, the largest firing a 48 lbs cannon ball. It was also armed with 24 swivel guns spread over the entire ship.
- Galleass. Large Venitian galleys carrying large amount of guns in a rounded forecastle, they also carry upward to 500 marines. At Lepanto they were used as floating forts.
- Galliot, Fusta, and brigantines were smaller vessels used for raiding, scouting, carrying dispatch and in battle the larger vessels.

Ordnance

Most galleys carried their heavy guns in the bow, the largest being the 48 lbs but most were 12 lbs and smaller. The Spanish used iron shots while the Ottomans used stones. Many small swivel guns were spread throughout the entire ship as antipersonnel weapons. They had an open breach system that allowed for quick reload with prepared charges.

Tactics

- Spain ; Their galleys were heavier, armed with heavy guns and carried more soldiers. They were not very maneuverable and relied on boarding when they could use their highly trained troops. Also all the soldiers carried firearms.
- Venice; The last to use freemen as rowers, had fewer soldiers on boards and relied on long range gun duels. Their galleys were faster and the highly trained oarsmen were better than the slaves or convicts. Also the oarsmen could be used as fighting manpower if needed.
- Ottoman Empire; because they had galleys from all over the Mediteranean basin they did not have a specific type of ship. In general they did not have the heavy firepower of the Venetians or Spanish galleys. The Janisaries were with the Spanish infantry the best soldiers in the world but were armed with bow and arrows which put them in a severe disadvantage, also they did not wear the heavy body armor as the Spaniards or other european soldiers.
- Knight of St John; basically they were raiders and their galleys were custom build for that purpose. Very fast, agile, small guns, highly trained and superbly equipped soldiers (they already were using muskets).

Rowing arrangement

Only the Venetian used the old system "alla sensile" where a single oarsman pulled each oar. This required a very high amount of training and therefore used trained professional (very expensive). Everyone else used the "alla scalocio" where each oar was pulled by 3 men (up to 7 in very large galleys). This was not as efficient but cheaper because slaves and convicts were used. Some raiding galleys from the barbary coasts also used the alla sensile system for obvious reasons.

Lepanto

It was the largest and last naval battle involving large amount of galleys on both sided. The war started when the Ottomans attacked the Venetian colony of Cyprus. The city of Nicosia was taken after a long and bloody siege, then Famagusta was besieged. Unwilling to loose more troops the Ottomans offered free passage to the inhabitants and garrison if they surrendered. But instead everyone was killed except for the female taken as slaves. The governor of the city was skinned alive. This put Venice in an uproar and they declared war. The war was between the "League" was composed of Venice, Spain, Genoa, Papal States, Sicily, and the Knight of St Malta against the Ottoman Empire. The "League" naval forces were led by Don Juan of Austria (Spain), Sebastian Venier (Venice) and Gian Andrea Doria (Genoa). The Ottomans were led by Ali Pasha, Mohamed Sirocco, and Uluc Ali Reis.

The battle which occurred on october the 7th ,1571 of the coast of Greece involved on the Christian side 208 Galleys, 6 Galleas, 23000 soldiers, 40000 oarsmen and sailors with 1334 guns. The Ottomans had 251 galleys, 60 fustas, 32000 soldiers, 50000 sailors and oarsmen and 751 guns.

It was 3 battles into one with center formation and opposite wings fighting each other. The result was an overwhelming victory for the league who lost 17 ships, 7500 dead and 21000 wounded. The Ottomans lost 50 ships that were sunk, 137 captured, 20000 dead, 10000 wounded and prisoners (most were executed, the Venetians are rumored to have killed 4000 the evening of the battle) 15000 christian slaves were freed.

NAVAL TRIVIA

In 1917 the Germans introduced a remote-controlled explosive motorboat with a speed of 30 knots and 1500 pounds of explosive. It was controlled with a 30 miles long cable. The boats were guided from a shore station acting on spotting from an aircraft through radio communication. On october 17 the monitor Erebus who was shelling the Belgian coast was hit by such as boat and was out of service for 3 weeks.

The British submarines of the E class build by Vickers before WWI were a very successful design with numerous innovations. Amongst them was a toilet which could be used while submerged (the submarine not the toilet). This involved operating a very complicated sequence of valves and levers with the penalty of getting your own back for any mistake.

NEW MODELS

Pegaso has released another 90mm equestrian fire under the title of "Brother Knight of Saint John" also known as Knight Hospitaler.

This is another exquisite figure from the Russian sculptor Viktor Konov who was also responsible for two other equestrian figures ; the Standard Bearer of the Knight of Saint John and the stunning Teutonic Knight. This figure is available through the Red Lancer or directly from Pegaso USA.

John Thirion



