



MAD DOG MONTHLY

The Official Publication Of IPMS Boise, Idaho: November 2009



EXECUTIVE BOARD:

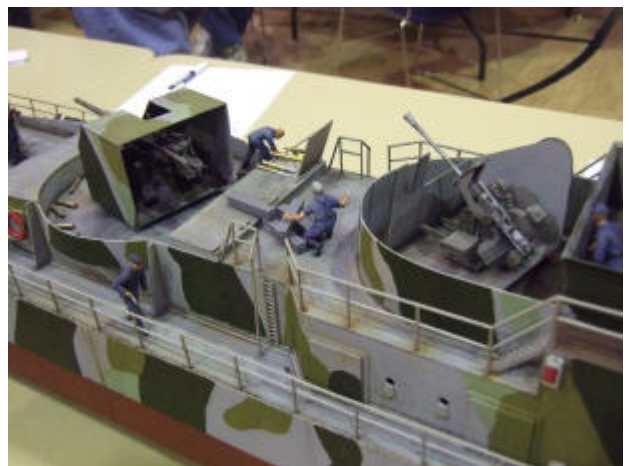
PRESIDENT:	BILL SPEECE
VICE PRESIDENT:	BRIAN GEIGER
TREASURER:	JEFF D'ANDREA
SECRETARY:	TOM GLOECKLE
CHAPTER CONTACT:	KENT ECKHART
EDITOR:	RANDY HALL

2009 THEME CONTESTS

BLUE	MARCH
CANADA	JUNE
RACE	SEPT.
KIT BASH	DEC.

October's Models





A Note From The Office Of The President

Fall is in the air and turning into winter, now is the time to get back into modeling and finishing all the other projects we have started. Times are tough for many people, I hope we will be able to keep on modeling and not have to cut back. Always invite a friend so we can grow our club. Of course we still have to watch the Bronco's play football. Soon we will turn our attentions to the indoor sport of basketball. So keep on modeling during the winter and bring your projects.

As I start another model that probably won't see completion for a while, I thought back as to how I started the hobby in the first place. My dad brought home a kit every once in a while for me to build. It wasn't until after I left home that my aunt told me that he built models himself before he started our family. Well, that's how I started. It seems like every week while mom was grocery shopping, I went over to the big toy store; the model isle was colorful and exciting. The boxes were more interesting to look at than perusing through the game section or the action figures. Inside they held imagination, fun, adventure, history, and something I could say I built all by myself. Back then; it didn't matter if it was a car, airplane, spaceship, or battleship. It was simply cool.

Planet of the Apes had dioramas in a bottle, Rat Fink ruled outrageous cars, the Flap Jack flapped its wings, the XB-70 thundered across the sky, the Klingons battled the Enterprise, and I couldn't believe the size of the Graf Zeppelin. Box art showed a picture of the finished kit or dramatic artwork and, of course, I wanted them all. Remember the series FSM did a few years ago about the classic box tops. I wish I still had mine. Too bad my mom threw them out in the early 80's after I left for college.

For a time, though, my interest focused solely on US air force jets. My dilemma was which tail code would I put on my air superiority blue F-15A. Back then, I would never even consider doing a Russian plane. I was solely doing American jets and science fiction. Times have changed and now I build almost anything. If it's cool, exciting, historical, interesting, outrageous, colorful, or just neat, I would eventually like to build it. Even if I won't build 10 percent of my collection, I still gotta have it. Now, I still remember I built a particular kit when I was a kid. One day, I'll build it again, but using the skills I have now to create a keeper. Maybe that could be one of our themes next year, build an old kit you did in your youth.

Some one had asked recently and I sent an email wondering if we wanted to do another display show at Hobby Town on the second Saturday of December before our meeting. What do you guys think? Don't forget to bring what you want photographed and the last theme build of the year: KITBASHED.



Bill Speece

The Scuttlebutt

John Thirion

A while back Dragon had announced the future release of the Scharnhorst, of course it is the WWII ship sister of the equally famous Gneisenau, therefore I was surprised to read that Combrig (a Russian company specializing in resin ship models) would also release a Scharnhorst. I was somewhat surprised because Combrig does specialize in WWI and Russo-Japanese War, their Scharnhorst was to be the WWI version. Very few modelers are aware that the WWII ships were named in honor of their namesake sunk during WWI at the Battle of the Falkland.

The Scharnhorst and Gneisenau were laid down in 1905 and launched in 1907. Both were part of the Asiatic Squadron under Admiral Graf von Spee. At the battle of the Coronel they sunk several British armored cruisers but met their demise against the new British battlecruisers which were faster and better armed, 8" guns against 12"!

Combrig kits are resin with an excellent PE fret, the kit will be offered in two different versions, full hull and waterline. There are rumors that the same company will be releasing a Sokol destroyer (Russian WWI), Sisoy Veliky Russian battleship, Cerberus (twin-turrets monitor) the Russian cruiser Rurik the French pre-dreadnought Danton and the German battleships Bayern and Baden. Some will be available as waterline, full hull or both.

Back to the Scharnhorst, the armored cruiser were designed to chase other cruisers and cause mayhem amongst the enemy's shipping lines. The last German armored cruiser was the famous Blucher sunk at the Dogger Bank. Armored cruisers were an upgrade to the protected cruiser which had only the powerplant protected by a thin armor, the armored cruiser had an armored deck and hull albeit fairly thin compared with the battlecruiser which was the last of this natural evolution for a bigger and faster cruiser.

The battle cruiser and battleship were finally morphed into the fast battleship of WWII.

SMS Scharnhorst

Length 427 feet Displacement 12 985 tons

Beam 72 feet Armament 8x8.2 inch

Draught 27 feet 6x 5.9 inch

Some of the armored cruisers used by other nations, Kasuga (Japan), Warrior (England), Rurik (Russia), Georgi Averoff (Greece) which is available in 1/350 from YS. The Kasuga is available also in 1/350 from Combrig.

The Scharnhorst announced by Dragon is the better known WWII ship. Both the Scharnhorst and the Gneisenau were built in 1938 by the Deutsche Werke Shipyards in Kiel. Both were the subject of much controversy as they started as the 4th and 5th units of the Deutschland class (Lutzow, Admiral Scheer, Admiral Graf Spee). Hitler was unhappy with the light protection of the Deutschland class and advocated for a larger and better protected version. Also with the French building their Dunkerques, a more appropriate response was needed. The navy wanted to arm the ships with 3 double turrets of 11" guns, Hitler had demanded that triple turrets were necessary and even advocated for 15" guns, but at the time those guns were not available but could have been retrofitted without problems and weight penalties. The German had build their ship to accommodate the heavy recoils of the larger guns (unlike the Japanese). Diesel engines were originally envisaged but they proved to be unreliable. Both ships were fitted with the "atlantic" bow when it was found out that in their original configuration the forward turret was constantly flooded in moderate sea. The Gneisenau was bombed in Kiel and was heavily damaged. Work to install the 15" guns was never completed and the ship was sunk in Gotehafen in 1945. The Scharnhorst was sunk by the HMS Duke of York after an epic battle in the North Atlantic.

It is ironic that the Deutschland class was very lightly protected but had 11" guns when 8" would have been more appropriate while the Scharnhorst was heavily protected but was armed with 11" guns when 15" would have been more appropriate. Therefore neither class could should deserve the designation of "battleship".

Deutschland Class

Gneisenau class

11.750 tons	displacement	34.840 tons
610 feet	length	753 feet
67 feet	beam	98 feet
3.1 to 2.4 in.	armor	13.8 to 7.9 in.
6x11 in, 8x5.9 in	armament	9x11 in, 12x 5.9 in.
28 knots	speed	31 knots
619	crew	1669

Admiral Scheer Rheinhard Scheer was the commander of the High Sea Fleet

Admiral Graf Spee Commanded the Asiatic Squadron at the Jutland

Lutzow Von Lutzow was a Prussian general during the Napoleonic wars.

Scharnhorst Chief of staff of Marshall Blucher during the Napoleon wars.

Gneisenau Prussian Field Marshall, he is credited with rallying the Prussian army at Waterloo and took over when Blucher was wounded, his action were the cause of Napoleon's defeat.

A 1/350 DKM Graf Spee is available both from Dragon models and Trumpeter. The Trumpeter models is about \$78 while the Dragon is \$39. The Trumpeter model has better detail on top but has some problems with the hull shape. The difference in price is probably caused by importer of Trumpeter models.

I will need a second or even a third job to buy all this stuff!!!!!!!!!!!!

John Thirion



Do-it-Yourself Headlights

by Brian Geiger

M.V. Productions makes great looking headlight lenses. Though they are usually associated with model railroading, they come in several sizes that can be used for a variety of model subjects. They are crystal clear and convey a realistic amount of depth from the face to the concave mirrored back. The problem arises when you can't find a particular size you need or even find them at all. Don't fret because you can make your own custom headlights for a wide range of sizes for mere pennies each.

Walmart sells acrylic fashion stones in their craft section. Just last week I purchased the bag in the rainbow package, containing 135 jewels, for less than three dollars, **1**. These faceted jewel stones have a mirrored backing and come in a couple different sized as well as colors.



Cut a section of sprue that will fit into a Dremel Tool, **2**. File one end smooth so that you can securely attach the jewel with CA glue. Keep in mind that you want the bond strong enough to hold while working but you will have to sever



the bond once you're finished. Don't get carried away with the glue, **3**.

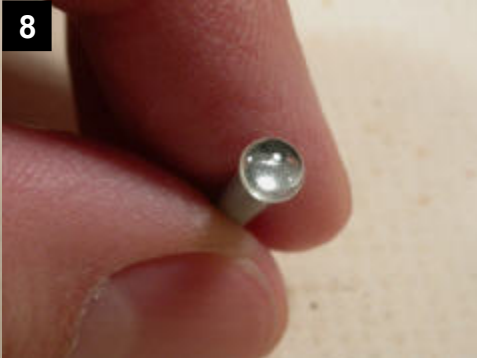
I like using a small file for shaping since the acrylic scrap can clog a coarse sanding stick. The file also removes material evenly without leaving deep scratches. Use a low speed since the acrylic can melt and discolor. Don't forget to use eye protection either. Start by shaping the outer edge so it becomes evenly rounded, **4**. Then remove material from the lens face, **5**. As the lens approaches your target size, take more care to shape the convex face. Check your size with the mating lamp fixture part.

Once you're happy with the size and shape, make a pass with a fine grit sanding stick, **6**. Final polishing can be done by hand with a fine sanding film or micro-mesh polishing cloth. At this point, the lens will still be a bit fogged, **7**. You don't have to spend a lot of time and energy polishing, thanks to the miracle of Future Floor Polish. Dunk the lens in Future, set it aside to dry, and then look at that shine!, **8**.

Now carefully separate the finished lamp from the sprue with some delicate swipes of an X-ACTO blade or fingernail.



Dragon JSU-152 with M.V. Productions headlamp



The danger is that any scratches or damage to the silver backing will be visible from the front. You may be able to touch up blemishes with some chrome paint but, if you're lucky, you won't have to.

Now you're ready to mount your lamp. After dry fitting, run a bead of white glue around the inside of your lamp fixture. Drop the lens into place and make any adjustments with a tooth pick. The white glue will fill any gaps. It dries clear and excess can be wiped away, even after it has dried.

M.V. Lamps are available in smaller sizes because there is a limit to how small you can work the acrylic. The curvature on the back of the acrylic stones is more shallow than the M.V. type. There's a point where the attempt to make a very small light will result in a virtually flat mirror with a thin plane of acrylic. Even though genuine M.V. Production lamps look one notch better, I've been very pleased with these home-made headlights. They're certainly cost effective!

As you look at these examples, keep in mind that I am a firm believer in weathering headlights on armor subjects. A dirty tank with gleaming shiny headlights simply makes no sense. Looking at the front of a car after moderate road use confirms the fact that dust and dirt tones down the shine. My aircraft examples intentionally have more sparkle. Now give it a try! 🎨

This tip comes courtesy of Dallas modeler, Keith Goodman. kgwings.com



