MADDOG MONTHLY

The Official Publication of IPMS Boise Idaho September 2007
www.maddog.delta-v.org

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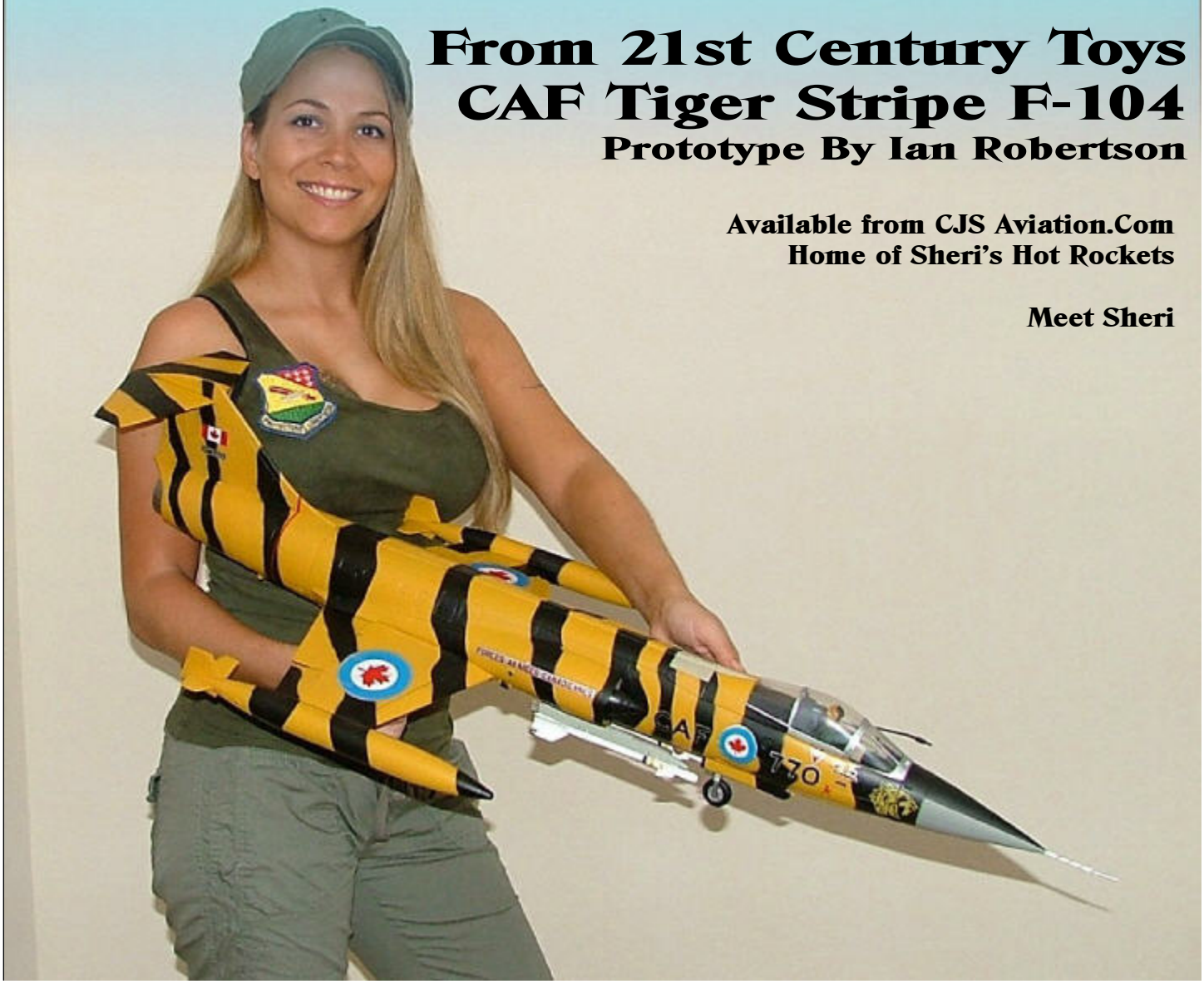
President:	Tom Gloeckle
Vice President:	Brian Geiger
Treasurer:	Rob Diamond
Secretary:	John Thirion
Chapter Contact:	Kent Eckhart
Editor:	Randy Hall

Calendar Of Events:

July ..... CVMAC
August ..... Science Fiction
September ... Model of the Month
October ..... Korean Police Action
November ... Model of the Month
December ..... Christmas Show?



From 21st Century Toys
CAF Tiger Stripe F-104
Prototype By Ian Robertson

Available from CJS Aviation.Com
Home of Sheri's Hot Rockets

Meet Sheri

August 2007 Meeting Minutes

Great turnout for a summer meeting. We had 31 members present. The first items that came an issue was the ever shrinking meeting area. The lack of space is becoming so acute that members are unable to move around. This is compounded with the occasional shopper, it has become necessary to find an alternate meeting place. Two meeting sites were brought to our attention, the first was a pizza restaurant, the second was a church. It was decide that we give the church a try. The next meeting will be held at this location, please see the included map. Kent suggested sponsoring a Trophy for the IPMS National, the motion was approved and the members, that were present, decided on a Trophy for a junior category.
It is almost time to decide on themes for next year, the following were put forward ; low and fast, anything pertaining to Idaho, water, resin and PE, classic kit, middle east, group build, British aircrafts, figures, prototypes, under the sea, carrier aircrafts.

Show and Tell

Gunner Severts Spitfire MK11, a 1/48 Tamyia kit which actually flew, albeit from a moving car!

(No Photo Available)

Rob Aveson The Pro Modeler 1/48 Junker night fighter.

Model of the month contest,

Ian Robertson Model Design Construction (MDC) Typhoon in 1/32.

Ian Robertson Hasegawa FW 190 D9 in 1/32.

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Keith Courter Italaeri 1/25 Western Star.

TomVogt !/25 Ed "Big Daddy" Roth's Road Agent from Revell/Monogram.

Cameron Severts ICM 1/48 P51D with Eagle Strike decals.

Cameron Severts Tamiya 1/48 P51B 359th Fighter Group.

Herb Arnold 1/72 Hasegawa P40F with a resin nose.

Herb Arnold 1/72 Dornier D1 from Minicraft,

Jim Burton 1/9 Testor Harley Davidson.

George Bacon 1/48 Hobbycraft Morane Saulnier.

The winners were 1st George Bacon

2nd Ian Robertson (FW 190)

and Herb Arnold (Do D1)

Science Fiction
Theme Contest

Tom Vogt Kit bashed "waszit", parts from various kits.

Brian Geiger AMT Star Trek "bird of prey"

Tom Gloeckle 1/1000 Polar Light NX-1 Enterprise.

John Thirion "Orkin Man", Verlinden and Heller figures.

Hugh Roberts Creature from the black lagoon, parts from Aurora, Monogram, and Polar Light.

Jim Burton AMT runabout from Star Trek deep space 9.

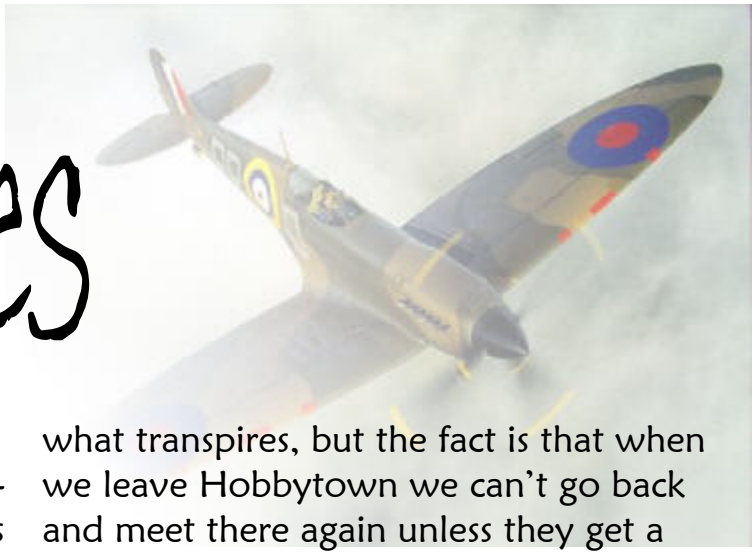
Terri Falk “Hydra” an Aurora kit.

Philip Pirie a paper, metal, and resin Soyuz kit.

Bill Speece AMT Klingon battle cruiser.

Randy Hall Wilco “space pod” from 2001 Space Odyssey.

Tommy's Tales



Greetings fellow modelers. I must say that last months Sci Fi category was quite a success. We had some very interesting models show just how imaginative we are. I like the fact we have embraced these special subjects so warmly. There's no theme this month, and the next one will be the Korean Conflict in November. On that topic we had a discussion last month about themes for the next year, and from what we came up with there are some very interesting ideas, and one that comes to mind that Bill Speece came up with was anything with an Idaho connection. John Thirion will have the ideas in more detail in his minutes.

The big news is that we have a new meeting venue. The church is called Foothills Christian Church at 9655 W. State St, hopefully there will be a map elsewhere in the newsletter, but it appears to be east of the Highway 55 intersection. I know that Hobbytown has been very good to us and I thank Geoff for welcoming us. However, the realities of business and our club size are becoming a direct conflict with one another and it's time for us to move on. We were assured by a member, whose name completely escapes me and for that I apologize profusely, that the leadership of the church has no problem with us using their facilities every month. We shall see what transpires, but the fact is that when we leave Hobbytown we can't go back and meet there again unless they get a dedicated meeting area.

On a different modeling topic, I finally, after 25 years, purchased a new airbrush. I gave in to all the glowing reviews that have been written and purchased an Iwata Eclipse. What a nice airbrush, haven't used it yet, but just love the feel of an all metal airbrush. I look to Kent, Ian and Brian, our Iwata experts to share their sage wisdom. Because that is what this hobby is all about, sharing our collective knowledge and experience, and of course playing with little plastic pieces parts!

Hopefully this meeting we can get a report about the Nationals last month from either Ian or Kent. I do have one question, when did they add a paper model category to the Nationals?

Anyway, see you all at Foothills Christian Church for the next great chapter of the Mad Dog Modelers.

Revell/Germany has released their new Bismark, apparently the kit is an improvement over the 30 years old Tamiya kit. The hull is in two pieces, split in the middle horizontally. This appear to be a new industry standard for companies seeking to put a lot of details on the hulls.Also the deck is in one piece. Trumpeter split their hull horizontally, this does not provide any added advantages except for the modelers who want to represent a waterline model). Apparently Revell is issuing a "sure thing" and we hope that if they are successful they will be releasing some other German ships such as the Sharnorst or the Prince Eugen.

After their excellent Essex kits, trumpeter is apparently having difficulties in keeping up with the quality. The reviews for their latest releases (ships) were less than favorable when quality of castings and fits were evaluated.

With their latest, the San Francisco some nasty rumors about Trumpeter copying someone else work is surfacing again (remember their Arizona). Apparently the Trumpeter kit could be a copy of the resin San Francisco by Model Warship. Why such allegations were made? The very specific errors made on the Classic Warship model are also present on the Trumpeter kit. I suspect that there is some copying from one manufacture to another using CMM equipment, but it would be easy to correct those errors when the model is represented digitally on 3D. Apparently Trumpeter does not bother in correcting errors, or does not have the research team to research the subject thoroughly. The Aoshima Takao is out and we are waiting for an in depth review.

If you are a ship modeler looking for something different or unusual, try a civil war ironclad. There are at least three companies providing kits on that subject. All the kits are resin and are available in 1/96 and 1/192 scale. Lets briefly review what is available.

Cottage Industry Models Their kits are in 1/96 and are very pricey, from $200 to $250. But you will have a model with a complete interior if you want to have a cutaway representation. They have the **USS Keokuk** which was an Union Ironclad made with laminated armor. The **CSS Palmetto State** is a very large model (27") of a confederate "railroad iron" ironclad. Slightly smaller at 24", the **CSS Arkansas** is a very unusual ironclad with a rectangular armored superstructure placed on top of a wooden hull. The superstructure being wider than the hull, armored plated are overlapping the hull's sides.The **USS Monadnock** is the crown jewel at $645!! The same company also offers the **Alexander Hamilton,** a two mast cutter of the revenue services.

Flagship Models offers a large selection of Union and Confederate ironclads. Their models are offered in 1/192 and therefore more affordable with prices ranging from $50 to $90.

Confederates ironclads; Manassas, Chicora, Palmetto State, Jackson, Albermale, Arkansas, Virginia, Texas, Atlanta, Tennessee, Frederickberg, Teaser, Neuse, and Virginia. The Atlanta is not an ironclad but a two masted barque.

Union: Monitor, Chattahooche, Keokuk, Casco, Alligator (sub), Cairo.

The Cairo is an interesting ship. Instead of being considered as an ocean going ironclad it was build specifically for riverine operations. Ships with propellers were not suitable for the river operation, therefore paddle-wheelers were required. Because of the paddle-wheel being very susceptible of being damaged it was place in centerline with the hull and toward the rear. Also it was encased in an armored box. With the kit ½ of the paddle wheel is provided as PE and is almost invisible unless you display your model with a mirror!

Happy modeling!

John Thirion

A Piece of Forgotten German Aviation
Special Hobby's Sack's AS-6
The What???

In 1939, Arthur Sack was a farmer enthralled by the new field of aviation. Aviation was fairly new for the German population because of the many restrictions imposed upon them from the Great War. (Though restrictions never stopped the Reich). Sack's built models of increasing size ending with the Sack AS-6 V1, his first piloted plane.

With help from the Mitteldeutsche Motorwerke Company and the Brandis air base (an Me-163 operator), Sack's was ready to have his dream test flown in early 1944. The AS-6 was a mishmash collection from other planes: the cockpit, seat and landing gear were from a wrecked Messerschmitt Bf-109B and an Argus engine came from an old Bf-108. The wing (if you can call it that) and tail assembly was new, framed of plywood.

On the third test run, the plane wildly careened down the runway without the tail lifting, although a small brief hop was finally achieved. On the fourth and final test, the jump was longer, and the AS-6 became airborne (which is really a stretch of the word) but immediately settled back down. On a web, I did find one RC flyer that flew the AS-6 with some modifications. The plane flew remarkable well. Then again I have also seen a video of a modified lawn mower flying quite well.

Later, the AS-6 was damaged in a strafing attack during the winter, and was broken up to salvage the wood. The remaining metal parts were thrown into the aircraft salvage area. What an ignominious ending for a simple farmer who had no formal training in aircraft design.

This 1/48 scale kit is just over 4" in diameter. As a reference, that's 16 feet for the real thing. For me, this is SMALL. There are 14 injected molded parts, 1 vacuform canopy, 13 nice resin pieces and a nice basic decal sheet printed by Propagteam. Naturally, I thought could be a quick assembly. I was surprised to find that the panel lines where all recessed. The actual aircraft was framed out of wood and then skinned by canvas. (One website says canvas, another site says plywood, so I have no clue which one it is). There is a little flash, but nothing to worry about. Being low pressure limited run kits; Special Hobby is known for some quality issues. Actually, the fit isn't bad at all and it is easy to assemble. Of course, I needed to sand the gluing surfaces and knock down the attachment stubs. The cockpit is made out of resin and represents the simplistic interior rather well. The forward fuselage was then attached to the 'wings' with a little trimming and fidgeting, the three-piece tail assembly glued on, and all the seams were filled. Then the little things were added, like tail bumper, landing gear, filters, and exhausts, ect.

Now I needed to paint this puppy. The instructions called out for early war colors of RLM 71 and 65. OK, is that what they used or did the testing unit use late war colors? There is ample evidence of squadrons getting rid of old stock of RLM 70/71/65 before the new RLM colors took effect, so I went with the kit instructions. This is after all, a one-off, totally ineffective, and utterly insignificant prototype, who would want to use new paint on it? I hand painted the plane (or should I call it a shape?) with Humbrol on the bottom and Aero Master on the top. I could achieve a streaking effect if the real Sack's was constructed out of plywood. Truthfully, I didn't want to clean my airbrush if I sprayed on the paint. I used chalks to weather the kit. All right, it only made a few test runs and would not have shown much use, but the kit would appear rather plain and toy like without adding some depth to it. The canopy was dipped in future, but that didn't seam to improve the appearance. Also, there was a slight dent on one pane that I couldn't flatten out. When all said is and done, this was a different subject to work on and a change of pace from other familiar looking models.

Greetings to IPMS Boise
I just wanted to say hello to all the IMPS Boise group. I need to send you guys this years dues.
It looks like I will not make the Nationals. The fellow I was rooming with (and the reservations made with) was recalled and back in England. The hotel is booked up as well as many of the local hotels. Also the shuttle may stay up an extra couple of days and I am working descent in Mission Control.

Looks like next year. Anyone going to the Mustang Gathering in September?
Can you send me a list of members, addresses, e-mails, and phone numbers?
Thanks David
Here are some lauch photos from the Cape and Mission Control Houston.

David Alexander MD
NASA Flight Surgeon
Expedition 14 Lead Crew Surgeon
Expedition 11 Deputy Crew Surgeon

STS-118

We were looking at some atmospheric parameters of the vehicle and some biometric data of the crew. We have to continually monitor the atmosphere. Things like O2, CO2, N2 and total atmospheric pressures and percents as well as contaminants. Also we monitor fire detection and galley. Crew data I can't go into. These are just a couple of things (like 1%) of what we monitor.

Getting shafted,
a ship's point of view!

Once a ship's hull has been selected it is time to determine the amount of horsepower that will be needed to propel that ship and to transform the power into thrust with the maximum efficiency. The main consideration is weight economy. We should remember that two small engines do weight more than a large engine of equivalent power. Also propellers, shaft, and gearing do represent weight. Therefore the ideal would be to keep those items to a minimum. One engine, one shaft, one prop, no gearing. Indeed, this arrangement is used in merchant ships. Most of today's merchant ships have one large diesel engine driving one fixed blade prop without any gearing. If you want to go faster, inject more fuel and get more rpm's from the engine/prop. Most of those ships are unable to dock by themselves or to maneuver in difficult area. Merchant ships are designed for economy of construction and use, not for the most efficient performance at high output.
The demands put on a warship are much different than what is required from a merchant ship.

The single centerline shaft is a poor choice for a heavy warship. One main problem is the ship being immobilized by battle damage or mechanical failure. Another problem is steering. Below 10 knots a single rudder behind a single prop becomes useless. Twin rudders only partially cure the problem. Multi shaft ships can use their engines to perform more precise steering control.
Another problem with a single shaft in the centerline is that the shaft lays above the keel which is also the primary support for the gun turrets. Another problem with a centerline shaft are the vibrations, the prop is operating in turbulence and is subject to vibrations. Those vibrations are transferred to the keel via the shaft. Centerline props are also more efficient at slow speed when the water flow is smooth. At high load the prop is becoming less efficient, up to 45% of the power is wasted.

Twin shafts. A twin shaft ship will require a larger engine room to house the two engines. The screws will as far as possible from the centerline to avoid interactions. It will substantially decrease the amount of vibrations but are more vulnerable to battle damage than a centerline shaft. The backup provided with another powerplant and the ability to maneuver using engine power are the main factors taken into consideration. Also lesser load on each prop allows more power to be delivered to the screws.

Quadruple shafts. The big negative is of course the amount of weight. Also it is difficult to space out four props to avoid negative interaction, therefore this arrangement is only feasible in only large hulls such as battleships and aircraft carriers (or the large US cruisers such as the Des Moines). Damage control is a big advantage, ease of steering, ability to fit smaller screws are also benefits.. Also it was found that it was possible to arrange the four props so that there was a propulsive benefits from the four props interacting on each other. The extra efficiency of 4% is relatively small .

Six shafts. Here we have hit the point of declining return. Way to much dead weight and interactions between the screws. Only one type of ship ever attempted this configuration. The Russian Popovka round ship.

Triple shafts. Triple shafts combine all the worst problems of the single shaft and double shaft layout. The only advantage is less vulnerability than a single shaft layout. The center line screw usually degrade the efficiency of the wing propellers. Admiral Scheer noted that his battle cruiser were able to keep the same speed with two engines shutting down the central engine and prop of his battle cruisers.
The British used a triple shaft arrangement on the Ark Royal and Illustrious because of the need for beam and high placed power units resulted in a very fine hull shape. Later, with the implacable and indefatigable they reverted to 4 shafts,

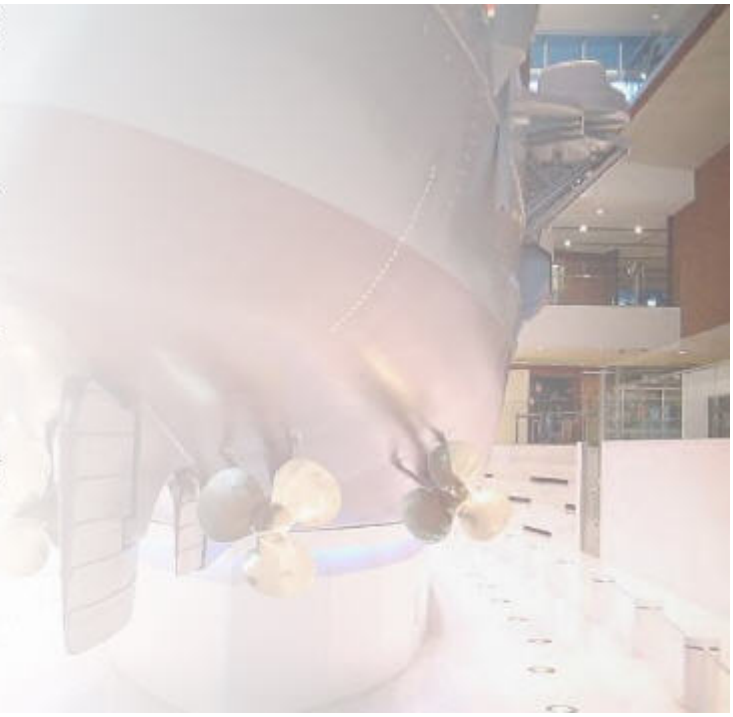
Summary
Single shaft Advantages: Good weight economy, protection of the shaft deep in the hull.

Disadvantages: Inefficient power utilization, high noise and Vibrations. No steering ability, no redundancy Incase of damage.

Double shaft Advantages: Relatively more efficient, low noise and vibrations. Redundancy in case of damage.
Disadvantage: Design problem with regard to power train configuration with the rest of the ship.

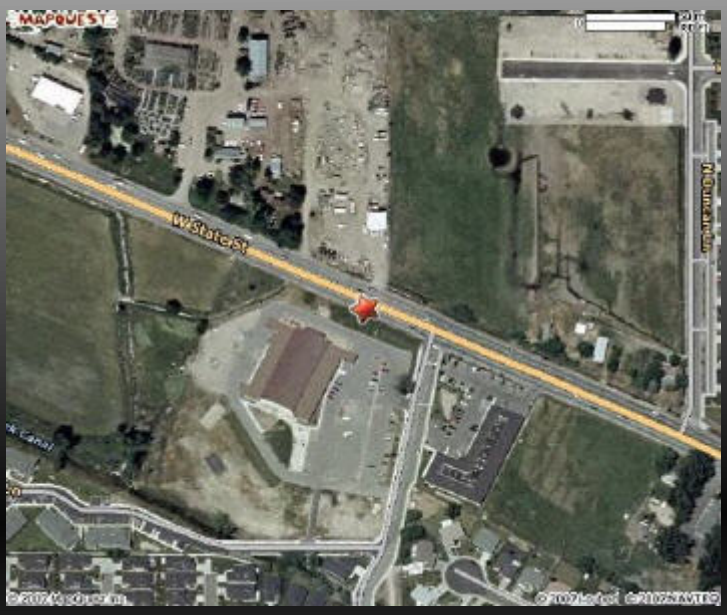
Tripe shaft Advantage: Power increase through a more narrow stern ,
Disadvantages: Inefficient power utilization, high noise and Vibrations (center shaft). Severe configuration problems with other parts of the ship,

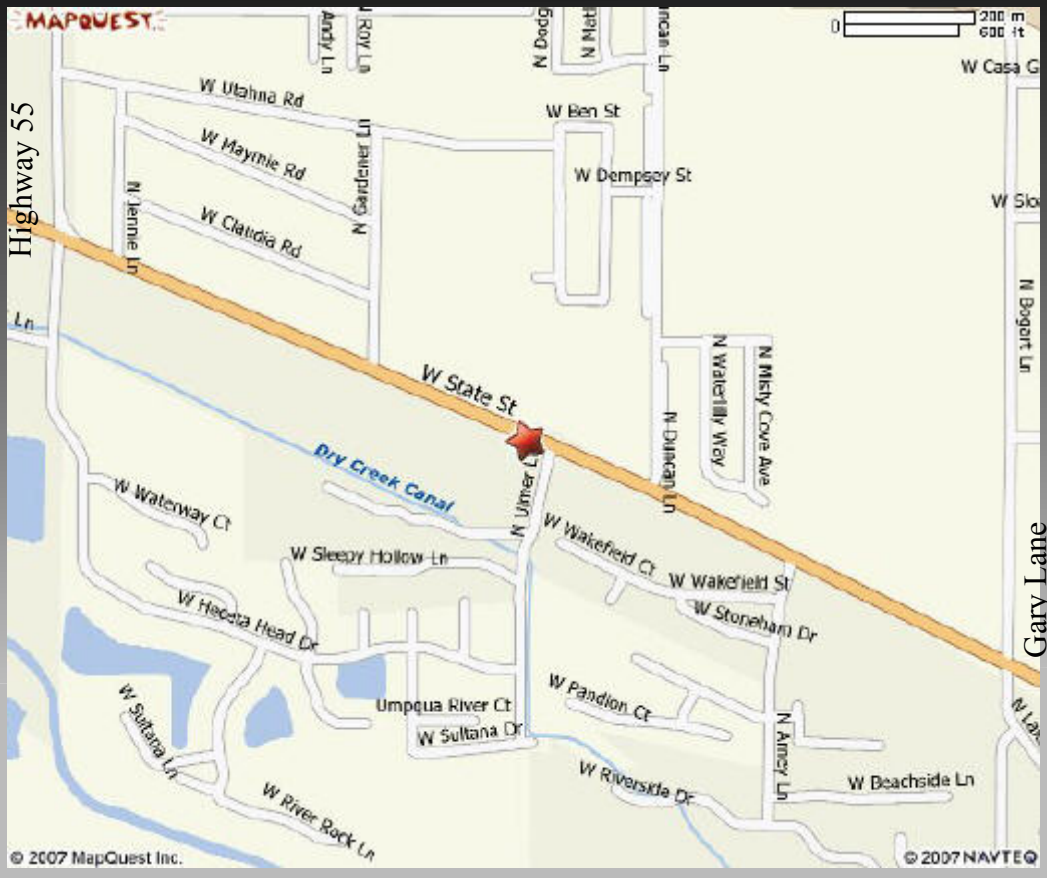
Quadruple shaft Advantages: Very efficient, reduced noise and vibrations, Steering with engines, redundancy, flexible Engine layout and subdivision of space.
Disadvantage; Require wider aft section.



September Meeting

Septembers meeting will be held at the Foothills Christian Church at 9655 West State Street between Gary Lane and Highway 55. Meeting start times will remain the same.





IPMS/USA NEW MEMBER APPLICATION

IPMS No.: _____ Name: _____
(leave blank) First Middle Last

Address: _____

City: _____ State: _____ Zip: _____

Phone: _____ E-mail: _____

Signature (Required by POI): _____

☐ Adult: **$21** ☐ Junior (17 Years Old or Younger): **$9**

☐ Trade Member: **$21** ☐ Canada & Mexico: **$25** ☐ Other/Foreign: **$28**

☐ Family (**Adult Dues + $5**, One Set Magazines, Number of Membership Cards Required: _____)

If Recommended by an IPMS Member, List His/Her Name and Member Number:

Name: _____ IPMS No.: _____

IPMS/USA **P.O. Box 2475**
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