



# SPRUE



The Roanoke Valley Chapter of the International Plastic Modeler's Society

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2007 REGION 2 CHAPTER OF THE YEAR

February 2009

## Contents

From The President	1
From the Crow's Nest	2
American Battleships	3
Meeting Photos	4
V-1 Flying Bomb	5
Calendar of Events	6

## Inside this issue:



American Battleships



V - 1 Flying Bomb

## From The President..

Well it's time to hit the road over the next several weeks and for me the first travel date is Saturday February 21<sup>st</sup> to Salisbury, North Carolina for the Mid-Carolina Model Car Swap Meet at the Salisbury Civic Center. It's always a fun time and a great show to attend. The next trip is of course is to our old pals up in Richmond for the Old Dominion Open Contest and Show at the Richmond International Speedway Complex on the 28<sup>th</sup> of February. Ashley Abernathy sent out an email the other week stating that they have sold 160 vendor tables. We'll have the RVIPMS travel bus up and running again for the trip so if you want to ride with the rest of the clan, contact Tim Ward for the details. On Saturday March 7<sup>th</sup> the MDA Model Car Contest & Swap Meet will take place at the Roanoke Civic Center where the club will have a display table set up and tables for you to work on your latest projects. This will be a good opportunity to promote the club to the general public so all members are encouraged to attend and bring any type of modeling subject to display, not just cars.

If you haven't done so already it's time to renew



Ken Bowyer and Tim Ward on the deck of the USS North Carolina during their recent visit to the WWII battleship.

your RVIPMS membership. Dues are still \$24.00 for one year. See Greg Clower at the meetings or mail your dues to RVIPMS, P.O. Box 20841, Roanoke, Va. 24018.

The 2009 Club election ballot is set and ole Hugo and Saddam would be proud, there's only have one candidate for each office this year. Could it have been some sort of intimidation or harassment of the membership, threats of bodily harm? No, it's more like... it's your turn! The election process will take place just in case there are some secret write-in votes that need to be counted. The candidates are listed in this issue of Sprue.

Starship Modeler recently conducted their latest online contest where the theme was "Battlestar Galactica"

related models. The contest was broken up into three categories that included scratch built, dioramas and kit based builds. RVIPMS member Tim Mullins entered three of his creations in the scratch built category and ended up placing fourth and fifth in class. For all of the contest entries and results, go to [starshipmodeler.com](http://starshipmodeler.com).

This month's contest is "open", so bring any of your recently completed builds along with any of your in-progress models to share with the club.

Remember, IPMS / Richmond show this weekend and the MDA Contest the week after. Be there!! I'm Out!

Dennis  
540-818-8162  
[eastsmith1@aol.com](mailto:eastsmith1@aol.com)



# FROM THE CROW'S NEST

BY TIM WARD

"Let's see, climb this ladder straight up, turn starboard, thru the watertight door, down three decks, over the #2 turret's powder magazine".....whew, all this just to get to the gift shop!?!?!?!? Just kidding, of course, but the "behind the scenes" tour that Cliff, Ken and I took of BB-55 North Carolina a couple of weeks ago was intense to say the least. I didn't know I needed my mountain climbing skills to survive the day. And my legs certainly felt the "burn" a couple of days later. I guess IPMS'ers need to exercise more than their glue-applying muscles occasionally. And my backside still has a bruise to show for my less than graceful exit from the 40mm Bofors quad mount. Just ask Cliff or Ken about that.....if they can keep a straight face. We had a great time and thanks go out to our NC buddy, Ken Bowyer for setting up this special tour. Although the weather was a bit drizzly, it added to the "at sea" atmosphere that all mariners must have endured. Four decks down below, grime and pointy objects kept poking me in the most inopportune areas. How those guys back in WWII managed to keep from ending up in sick bay just from running into or being stabbed, scalded or impaled by something is beyond me...and this was before the bullets started flying, or kamikazes did there thing. I guess they were smaller, younger and more agile than today's tourists. We climbed and crawled over gun emplacements, climbed vertical ladders to "Striker bridges", even donned communication headsets like we were getting ready to navigate the Marianas Straits. Our tour guides kept us informed on the different rooms we entered and we were amazed at the huge amount of



surplus war supplies that still inhabit the ship. Easily an E-Bay treasure trove, but our guides informed us that since the ship is still part of the US Navy that these items cannot be auctioned off. It's a shame, because the items are going to waste and the USS North Carolina Memorial Foundation could use the money.....maybe to get it out of the 30+ feet of mud it is mired in at present. After touring the ship for 4-plus hours, we let the gift shop separate us from some money, had lunch, and then returned for a couple of hours more touring of the outside of the ship. We had a great dinner at Macaroni Grill (IPMS trips must include fine dining...see IPMS rulebook), and then returned back to Ken and Bonnie's new house in Burgaw for the tour of Ken's new workshop, complete with newly completed USS Juneau and almost completed I-400 Jap sub. These both look great, should be able to see them at the 2009 ODO in Richmond. Well, let me climb these tired bones back down from the "Crow's Nest" and see if I can find my workbench.....maybe I should follow the cobwebs and dust????

Tim

Newsletter Editor - Dennis Smith  
Eastsmith1@aol.com

IPMS/Roanoke Valley meets the second and fourth Thursday of every month at the Science Museum located in downtown Roanoke at the "Center in the Square". The second Thursday building meetings are held in the classroom on the fifth floor and the fourth Thursday meetings are held on the same floor in the Conference room. All meetings start at 7:00pm.

If you have any questions about the club, meetings or need directions us.

Please mail all correspondence to:  
Roanoke Valley IPMS  
P.O. Box 20841  
Roanoke, VA. 24018

## 2009 Club Candidates

**President -  
Dennis Smith**  
**Vice - President -  
Terry Eastman**  
**Secretary -  
Bob Rohrback**  
**Treasurer -  
Greg Clower**

## WHATISIT ?

It's time again for that famous "whatisit?" contest. Take a gander at the picture below, fill out the ballot at the meeting and you may win a prize!!!  
Prize courtesy of

**Spastic Plastic**





## MODERN AMERICAN BATTLESHIPS

By Greg Clower

Tim and I think Cliff went down to North Carolina and visited Ken Bowyer. I understand that they were to take a “secret tour” of the battleship **North Carolina** innards that is not normally open to the public. I think this article will compliment their article of their visit to the battleship.

The first modern American battleships, the two *North Carolina* class, entered service in 1941 but did not become combat-ready until 1942. **North Carolina** went to the Pacific theater, and her sister **Washington** followed after brief service with the Royal Navy’s Home Fleet.

**North Carolina** came off the drawing board with two alternate designs, one with twelve 14-inch guns in three quadruple turrets, and one with nine 16-inch guns in three triple turrets.

**North Carolina** had been designed to resist 14-inch shellfire. The next class of American battleship, the **South Dakota’s**, had improved protection. Their speed was no greater than **North Carolina**. These ships in their late-war configurations sported very heavy anti-aircraft armament.

In 1938, the United States invoked the “escalator clause” of the 1936 London Treaty allowing the maximum size of

battleships to rise from 35,000 to 45,000 tons. Rumors said the Japanese had begun building 46,000 ton battleships; in reality the **Yamato** class displaced over 60,000 tons.

American designers produced a ship with some marked advantages over the much larger **Yamato** class super-battleships. The **Iowa** class were as fast as cruisers, in order to be able to run down the Japanese **Kongo**-class battlecruisers. They had new-model 16-inch guns, with 50-caliber barrels (meaning the barrel was 50 times as long as it was wide), compared to 45-caliber in **North Carolina** and **South Dakota**.

Four **Iowa**-class ships were completed during the war, serving in the Pacific as fast carrier escorts. They were reactivated for the Korean War, and one of them (**New Jersey**) saw action on the gun line off Vietnam. **Missouri**, slated to join her there, suffered repeated machinery breakdowns.

In the 1980s all four were modernized with missiles and electronic warfare gear and re-joined the fleet, with **New Jersey** shelling Lebanon in 1983 and two of her sisters bombarding Iraq in 1991, the last time a battleship would ever fire her guns in earnest. All four now serve as museum ships, officially available for re-activation but unlikely to see further service.

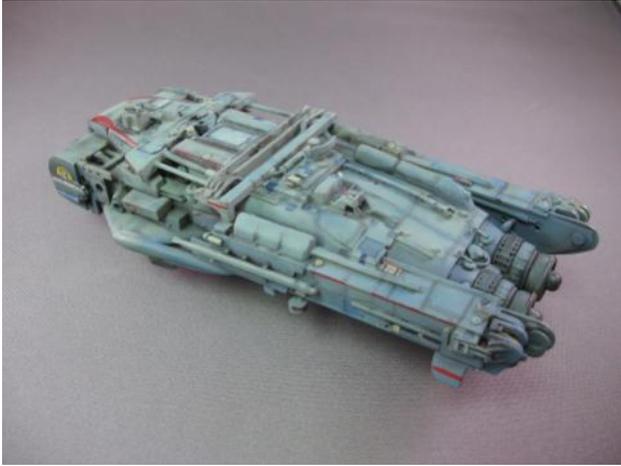
Two additional **Iowa**-class ships, **Illinois** and **Kentucky**, were begun in 1942 but neither was completed, despite some outlandish plans to complete **Kentucky** as a missile ship during the Cold War.

Some of the Navy’s admirals did not like the **Iowa** design at the time, however, and longed to return to the **South Dakota’s** concepts of greater protection at the cost of speed. The **Montana** class was designed to provide armor sufficient to stop the newest shells from the 16-inch/50-caliber rifle. They would have carried twelve 16-inch guns in four turrets (early designs show three turrets with four guns each).

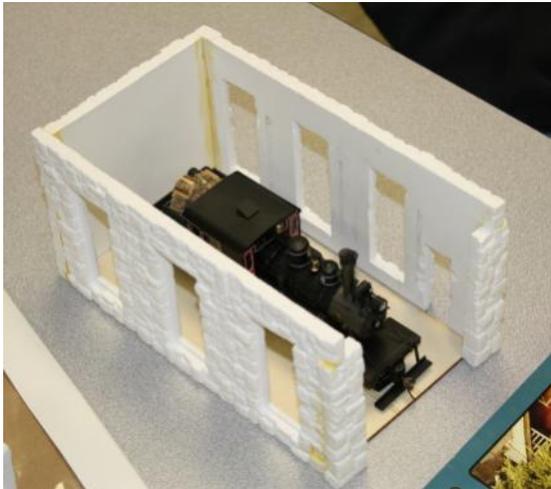
Five of the monstrous ships — 60,500 tons, compared to 48,000 for the **Iowa** class — were ordered in July 1940; part of the same program included the last two **Iowa**-class ships. None of the **Montana** class had been laid down when President Roosevelt ordered them cancelled in April 1942 and resources redirected to more useful warships. As completed, the **Montana** class would have reverted to the **South Dakota’s** speed of 27 knots. They would have been slightly longer than the **Iowa** class, thus still allowing Panama Canal passage and this huge size would have allowed the emplacement of massive numbers of anti-aircraft weapons.



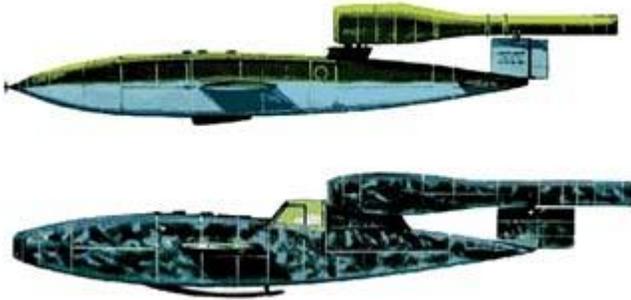
# JANUARY MEETING PICTURES



# FEBRUARY BUILD MEETING



# Vergeltungswaffe I



The V-1 was designed by Robert Lussar of the Fieseler company and Fritz Gossiau from the Argus engine works, with a fuselage constructed mainly of welded sheet steel and wings built similarly of plywood. The simple Pulse jet engine pulsed 50 times per second, and the characteristic buzzing sound gave rise to the colloquial names "buzz bomb" or "doodlebug" (after an Australian insect).

The V-1 guidance system used a simple autopilot to regulate height and speed. A weighted pendulum system provided fore-and-aft attitude measurement to control pitch (damped by a gyromagnetic compass, which it also stabilized). There was a more sophisticated interaction between yaw, roll, and other sensors: a gyromagnetic compass (set by swinging in a hangar before launch) gave feedback to control each of pitch and roll, but it was angled away from the horizontal so that controlling these degrees of freedom interacted: the gyroscope stayed trued up by feedback from the magnetic field, and from the fore and aft pendulum. This interaction meant that rudder control was enough without a separate banking mechanism.

The first test flight of the V-1 was in late 1941 or early 1942 at Peenemünde. On 13 June 1944, the first V-1 struck London next to the railway bridge on Grove Road, Mile End. Eight civilians were killed in the blast. The V1 launch sites could theoretically launch about 15 bombs per day, although this was never consistently achieved; the record was 18 in one day. Only a quarter hit their targets due to a combination of defensive measures, mechanical unreliability and guidance errors. Once the Allies had captured or destroyed the sites that were the principal launch points of V-1s aimed at England, the Germans switched to missile launches aimed at strategic points in the Low Countries, primarily the port of Antwerp.

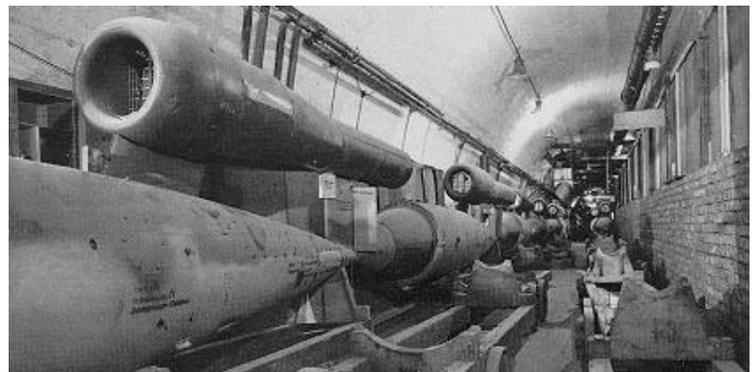
Late in the war several air-launched piloted V-1s, known as Reichenbergs, were built, but never used in combat. There were plans, not carried into practice, to use the Arado Ar 234 jet bomber to launch V-1s either by towing them aloft or by launching them from a "piggy back" position atop the aircraft.

**Due to British propaganda, the impact of the V-1 flying bomb was degraded. Yet, it killed 6,000 and wounded 40,000. Property damage between June 1944 and March 1945 ran into millions of English pounds.**

**Using Goggle type in FZG-76. A plethora of results will appear. For the modeler go to "FZG-76 Missile - War 44" for a good color profile, and for a complete review with actual sound of the pulsejet see "V-1 missile Buzz Bomb Vergeltungswaffe FZG-76".**

**The sound of the V-1 reinforced that it was a true terror weapon of vengeance.**

**Terry Eastman**



**V-1 assembly line**

**February**

26 - RVIPMS Business Meeting, 7:00pm, 5th Floor, Center in the Square.

28 - The 2009 Old Dominion Open Scale Model Show and Contest Richmond International Raceway Complex

**March**

7 - MDA Model Car Contest, Roanoke Civic Center, Roanoke, Va. 540-

818-8162

12 - RVIPMS Business Meeting, 7:00pm, 5th Floor, Center in the Square.

26 - RVIPMS Business Meeting, 7:00pm, 5th Floor, Center in the Square

**28 - Box Stock Rock 2009**

"DogCon", IPMS Blue/Gray Renegades, Lynchburg, Va. Robert Doss, 434-369-2047

**April**

9 - RVIPMS Business Meeting, 7:00pm, 5th Floor, Center in the Square.

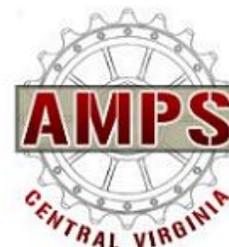
23 - RVIPMS Business Meeting, 7:00pm, 5th Floor, Center in the Square



**MDA Model Car Contest**



**March 7, 2009 Roanoke Civic Center**



IPMS Richmond Present:  
The 2009 Old Dominion Open Scale Model Show and Contest  
February 28, 2009  
At the Richmond International Raceway Complex

**IPMS/USA NEW MEMBER APPLICATION**

IPMS No.: \_\_\_\_\_ Name: \_\_\_\_\_  
(leave blank) FIRST M. LAST

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone: \_\_\_\_\_ email: \_\_\_\_\_

VISA/MasterCard Account # - - - - -

Exp. Date: \_\_\_\_\_

Signature: \_\_\_\_\_

Adult: \$25  Junior (17 years old or younger): \$12 DOB: \_\_\_\_\_

Canada & Mexico: \$30  Other Foreign: \$32  Foreign Air Mail: \$55

Family (Adult dues + \$5, one set magazines, # of membership cards required: \_\_\_\_\_)

If recommended by an IPMS member, list his/her name and member number \_\_\_\_\_ (name) \_\_\_\_\_ (IPMS#)

**IPMS/USA**

P.O. Box: 2475  
North Canton, OH 44720-0475

Check out our web page: [www.ipmsusa.org](http://www.ipmsusa.org)

**The February Business Meeting is on Thursday the 26th, 7:00 pm on the Fifth Floor at Center in the Square**

**Build it Bring it !!**

Sprue is the official publication of the Roanoke Valley Chapter of the International Plastic Modelers Society. The content of Sprue does not necessarily represent the official views of, nor is it endorsed by IPMS/USA or IPMS/Roanoke Valley. Opinions expressed are those of the authors.