



SPRUE



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

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2009 REGION 2 NEWSLETTER OF THE YEAR

March 2010

Contents

From The President	1
From the Crow's Nest	2
2010 Richmond ODO	3
81 MM Mortar	4
Germany's Carrier	5
Calendar of Events	6

From The President..

Thankfully the snow and cold weather is just about over. The snow had already melted from the ground in North Carolina when Tim Ward and I traveled to Salisbury on February 20th for the annual Mid-Carolina Model Car Swap Meet where we met up with good weather, good models, good friends and eventually good food. As usual the vendor tables were packed with model cars of all types, sizes and prices. Most of my time was spent talking and visiting with old friends and promoting the upcoming model contests and shows in our area. Once the show started winding down about eighteen of us went to the Farm House Restaurant for dinner and more tall tails. After grabbing some vittles Tim and I headed north on Route 52 to King, N.C. to check out King RC & Hobby. It's one of the best hobby shops you'll ever see, not a big shop, but stuff packed in every nook and cranny they could find. Check it out if you're ever in northern N.C.

The very next weekend, February 27th was the Old Dominion Open hosted by IPMS/Richmond. It was a great show with 51 vendors and 634 great contest models on the tables. A total of 12 RVIPMS members traveled to the show and all of the members who entered models in the event placed in competition. Congratulations to Bob Rohrbach, Chris Webb, Mitch Cundiff, Jay Dennis and Cliff Young for winning awards. I didn't have any models completed to enter into contest, but I was awarded the "2009 Region 2 Newsletter Editor of the Year" by Region 2 director, Glen Martin at the beginning of the awards presentation. Thanks to all who have contributed to the newsletter over the past several years as I consider it an award for the entire club. We'll be visiting with the Richmond clan again later this year as they'll be hosting the Region 2 Convention in October.

Saturday March 6th was the day for the MDA Model Car Contest in conjunction with the MDA Car Show at the Roanoke Civic Center. As contest organizers, Tom Allison and myself had already put in a day and a



Moonraker Diorama by Jay Dennis

half of work on Friday as car show committee members when 5:30 am rolled around Saturday morning. With a few minor table and chair adjustments we were ready for the vendors, visitors and contestants. A total of 67 entrants displayed 384 contest models with another 309 model cars on the display only table! We also more than doubled the amount of vendor tables sold than were sold at last years show. Thanks to everyone and to all of the club members who participated and helped with the show and the club display.

What is usually our build meeting date on March 11th, we were privileged to have a visit by special guest speaker Major Frank McFadden and his wife Betty. Major McFadden spoke on his career in the Marine Corps as a dive bomber pilot and a platoon commander in the Pacific. The visit and refreshments were arranged by Terry Eastman. More coverage and pictures in the next issue on Sprue.

Dennis Smith
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Inside this issue:



2010 Old Dominion Open



ON NE PASSE PAS
By Terry Eastman



FROM THE CROWS NEST

BY TIM WARD

Ahoy, mateys!! Enjoying this land-lubber weather?? I think I can see the grass growing in my front yard. I can't complain too much as I was doing too much complaining when I was shoveling snow off my Mini. Oh, well, a few chores like grass mowing gets me out in the fresh air and reminds me that it officially Convention season. We already had the Old Dominion Open in Richmond. Good show as always but I swear I need to stop forgetting my Snuggie and hot chocolate. C,mon guys, buy some heat?!?!? Good models, good vendors, nice awards and good friends in tow made for a very pleasant (but long) day. Hope everyone had a good time. We may do the same thing for the NOVA show if we have enough to warrant the RVIPMS van. Speaking of shows, it's time to get busy preparing for our own. Yeah, yeah.....I can hear you now. Here he comes with talk of raffle donations, sponsorship sales,

volunteering for duties. Yep, you're right, you're going to get the whole nine yards. It's already almost April and we need to get busy. Be ready to hit up your friends, relatives and work associates for trophy sponsorships and start looking in your closets and storage sheds for those kits, decals, tools, books and mags that you got at the last twelve convention's raffles and be ready to give. It makes all the difference when we do our raffle. For the new members, this is the time of year that is most exciting...going to shows and working on our own. And you thought it was just model building?!?!?!? We need all the help we can get (in more ways than one). I will be passing out sponsorship packages and discussing volunteer duties at the next meeting so try to make the meeting if you aren't watching American Idol that night. Speaking of shows, I want to congratulate our own Dennis Smith for his well deserved "Newsletter

Newsletter Editor - Dennis Smith
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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

Editor of the Year" award that was presented to him at the ODO. Well done, sir!!! While I have your attention, I have a road trip that I am working on. I feel it's about time for an air show, maybe Dayton or Andrews. Let me know what you think at the next meeting so I can see what kind of interest we have. In the meantime look for me to be riding that tractor in the mode of Jimmy Johnson, turning left (but not too fast) until the yard is done. Carry on, that is all.

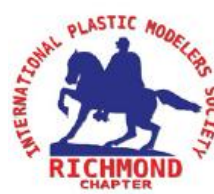
Tim

Directions to the club meeting room at VMT.

OK Guys, I drew you a picture on how to get to the new meeting place at the Virginia Museum of Transportation. From Salem Ave. turn onto 1 1/2 St. or 1.5 St. Follow it around and drive under the overpass and then to the right. The parking lot is behind the museum as indicated in the picture. Enter through the rear door, walk down the hallway and turn right. Don't try to enter though the main entrance, the doors will be locked.



2010 Old Dominion Open



February 27, 2010

Some of the pictures from the 2010 ODO by Dennis Smith



ON NE PASSE PAS

"They shall not pass"



81 mm Mortar, Model 1932 Casement Installation

By Terry Eastman

This represents a part of the Maginot Line in SW France. Bloc 5 of the Ouvrage (fortress) at Roche-la-Croix in the area of Briancon. This area faces Italy across from Turin.

The maximum range of the 80 mm mortar was 3600 meters. The weapon was serviced by a crew of 5, and fired at a fixed angle of 45 degrees.

Range was adjusted by the propellant charge used. The rate of fire was 13 rounds per minute.

The mortar had two recoil cylinders and was water cooled. The weight of the mortar bomb was 3.300 kg with an explosive charge of 0.350 to 0.400 kg.

Terry



GERMANY'S AIRCRAFT CARRIER

This article is a short history of the German Aircraft Carrier that never was during World War II.

When the Nazis came to power in 1933, they found that the Reichsmarine had an expansion program already quietly under way. However, the proposed fleet lacked aircraft carriers. 36-year-old Naval architect Wilhelm Haderer was tapped to draft a ship to fill this need, and he responded with a plan for a 22,000-ton ship carrying 50 planes. She would carry eight 8-inch guns in casemate mounts set rather low on the hull, later replaced by double mounts with 5.9-inch guns. While Haderer's design was somewhat backward in its heavy armament, he foresaw later developments by including a substantial anti-aircraft armament: 10 4.1-inch anti-aircraft guns (Germany did not produce a dual-purpose naval gun until very late in the war) and dozens of small-caliber automatic weapons.

The Anglo-German Naval Agreement of 1935 allowed Germany to build warships adding up to 35 percent of the total British tonnage in each given category, and this caused Haderer's design to be shelved. Instead, the Navy now wanted two aircraft carriers of 19,500 tons each, to equal the allowable treaty tonnage. The actual design came in at 23,450 tons. The anti-aircraft armament now became 22 37mm guns and seven, eventually raised to 28, of the same 20mm Oerlikon guns mounted on American carriers.

Designing a carrier frustrated the new German team, who slipped a couple of engineers into the delegation visiting Britain's "Navy Week" in 1935. They snapped pictures of the British carrier *Glorious* and even wrangled a tour of her near-sister *Furious*.

The Japanese agreed to give a tour of their carrier *Akagi* and access to their naval architects. *Akagi* had just been moved into Sasebo Navy. Japanese engineers appear to have tried their best to help the Germans, handing over 100 blueprints of *Akagi* and apparently of *Soryu* as well, then under construction in Kure.

Flugzeugträger A began construction on 26 December 1936 at Deutsche Werke in Kiel, taking over the slipway cleared three weeks earlier by the launch of the battle cruiser *Gneisenau*. Per German practice, she did not officially receive a name at first, and was later christened *Graf Zeppelin* in honor of the developer of airship travel. By April 1940 she was 90 percent complete, but the engineers still had not solved the problems of catapult design and arrestor gear. The ever-helpful Japanese could offer no assistance this time: Japanese carriers did not use catapults, and the Imperial Navy's architects advised the Germans to forego them as well. Air Force technical experts (a politically important part of the design team, as the Luftwaffe controlled all that flew in Germany's military) insisted that a catapult would be necessary to launch the heavier combat planes foreseen in the future. Flugzeugträger B began construction in 1938 at Germaniaerft, another private yard in Kiel, on the slipway va-

cated by the cruiser *Prinz Eugen*. German engineers planned to build her more slowly than *Graf Zeppelin*, to take advantage of any lessons learned from building the first carrier. Though never officially named, all understood that this second ship would be called *Peter Strasser*, after the head of the German Naval Airship Division who died while bombing England in 1918.



Launching the carrier.

Construction stopped on carrier B in September 1939, when she was complete up to her armored deck and in February 1940 scrapping began. Work stopped on *Graf Zeppelin* in April 1940 with the yard estimating the carrier to be 90 percent complete. Her 5.9-inch guns were removed and shipped to Norway for emplacement in coastal batteries.

In July the nearly complete hull was towed to Gotenhafen, the former Polish port of Gdynia, to be laid up there in a location less likely to suffer enemy air attacks. Not long afterward, Japanese victories in the Pacific made an impression on Adolf Hitler. Germany's supreme leader issued orders in March to complete *Graf Zeppelin* and build more carriers as well. Work resumed on *Graf Zeppelin* in July 1942, and in December the carrier returned to Kiel for more work. But in January new orders stopped the work to divert labor and materials to the submarine program, and in April the carrier returned to Stettin for good.

On 24 April 1945 the Germans attempted to scuttle the ship in Stettin's harbor, but had trouble towing the hulk and she ran aground. She settled to the bottom only half-sunk, and the Soviets raised her the next spring. Now reduced to the status of barge, the ship with a load of captured weaponry was towed to Leningrad in 1947, but ran on several mines in the Gulf of Finland during rough weather. The upper works were dismantled and scrapped there, and the badly damaged hull was torpedoed by Soviet destroyers as a target sometime in 1948 or 1949

March _____

25 - RVIPMS Business Meeting, Virginia Transportation Museum

April _____

3 - MosquitoCon, IPMS New Jersey, Bill Schwarz, 732-567-3724

8 - RVIPMS Build Meeting, Virginia Transportation Museum

17 - NNL East, Wayne, NJ, nnleat.com

22 - RVIPMS Business Meeting, Virginia Transportation Museum

May _____

13- RVIPMS Build Meeting, Virginia Transportation Museum

22- Northern Virginia Model Classic, IPMS/ Northern Virginia Modelers, Tom Henderson, 703-680-9354

27 - RVIPMS Build Meeting, Virginia Transportation Museum

Club Officers _____

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Next Month

Coverage from the MDA Model Car Contest

VIRGINIA SHOOTOUT

Model Contest & Show
August 14, 2010
Roanoke Civic Center
Roanoke Virginia

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
Check out our web page: www.ipmsusa.org North Canton, OH, 44720-0475

ATTENTION !!!
The March Business Meeting will be on the 25th at the Virginia Museum of Transportation

Be Prepared to VOTE!

March Business Meeting Contest is Open Category

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.