

# SPRUE



*The Official Newsletter of the Roanoke Valley Chapter of the IPMS/USA*

## **Message from the Prez....**

*It's hard to believe but here we are starting another year. My dad always told me that as I got older the time would fly by faster and faster and he was correct. I can remember sitting in school wondering when the day was going to end and now it seems like I am having two birthdays a year. Oh well nothing we can do about it except keep moving.*

*I hope everyone had a great Holiday Season and didn't over do on the cookies and candies. I know that's wishful thinking because I didn't do a great job of it myself. I do hope everyone got that gift they were looking for and especially if it was that nice kit you were wanting. I do want to thank Devin for getting our club Christmas Party together and making sure we had a great time. If you missed the party you missed some great food, fun and excitement. I don't think I heard anyone say anything but great stuff about the excellent food had by all and of course the Dirty Santa always makes for a interesting evening and this year was no different. But the main thing was that everyone that came could enjoy a nice evening with fellow members and just have a grand night. Thanks again Devin!*

*Well with a new year starting out that means we have shows coming up just around the corner and of course our show we are hosting in August. Richmond is just a little over a month away so I hope everyone is getting those entries ready for the that show and of course MDA will follow just a week later. Not too far off down the road will be Fairfax as well. We will be in full swing on our show from this point out so hopefully everyone will help if ask to on things we need done and as always, we will be needing sponsorships for trophies and such. Look for more information in the coming newsletters and meetings for updates and requests for stuff we need help with.*

*Well I guess that's it for now. Again, I hope everyone had a great Holiday and enjoyed a few weeks off from meetings and such.*

*Until next month.....Happy Modeling!*

*Rocky*

## **Points of Interest**

*\*January business meeting will be on 1/26/17 at 7pm.*

*\*2017 Old Dominion Open will be on 2/25/17.*

*Let's welcome Mike Basham to our family of plastic loving nuts!!*

*HI MIKE!!!!*

## **Dirty Santa Calm This Year**

*On a cold and blustery Thursday night, the RVIPMS held its annual Christmas Party at Jersey Lilly's in Salem. With the cold and low wind chill temperatures, it sure felt like Christmas for sure which didn't keep members from attending the great evening. With about twenty-five or so members and guests in attendance Katie, our waitress for the night, was kept busy getting drink refills and food orders all night long. It was obvious that she had done this many times before with big groups by the way her organizational skills were shown all night long.*

*After everyone with their various meals had finished (and a few members with a Hershey dessert to die for) we set into the much-anticipated event of Dirty Santa. Tim once again handled the duties of doing the number drawing and overseeing the presents being given out. While the gift giving was mostly calm this year, there was some swapping and switching going on, which is just all part of playing Dirty Santa. A few of the members even got a little extra surprise in the form of a gift certificate attached to the bottom of their gift.*

*After the Dirty Santa gift exchange, there was still a few extra gifts left on the table which were auctioned off to raise some extra for the club. The auction almost ended up being as exciting as the gift exchange earlier as Tim had said not all the gift certificates had been handed out yet. So, members were going at it trying to figure which gifts may have the remaining certificates in them and how far to bid a gift up before stopping.*

*Along with the meal and gift exchange a lot of the members brought in models for a small contest. As with all our club contest the examples on display were outstanding and amazing to look.*

*I want to thank Devin for all his time in planning and setting up this event for the club and making sure once again this year we had a great and outstanding Christmas Party!*



## **24 Build Around the Corner by: Rocky Sink**

*I'm not sure if anyone will be attempting the Annual 24 Hour Build this year or not but if so get the coffee ready. The dates of the build are January 28 and 29. The event starts on the 28<sup>th</sup> and 12 pm and ends on the 29<sup>th</sup> and 12 pm. If you are interested, you can go the Facebook page 11<sup>th</sup> Annual 24 Hour Build and find all the rules and send in a picture and name of what you plan on building. Basically, you must start with a new, unstarted kit and have 24 hours to build it. It's not going to be a contest entry probably but you would be amazed at what you can do in 24 hours if you plan ahead on your kit. My first year was little better than disaster. Each year after that I have gotten to where I plan out pretty good and actually end up with a better than decent model. This year I will be building the 1972 Oldsmobile Indy 500 Pace Car. I will update you on how things go after the build.*

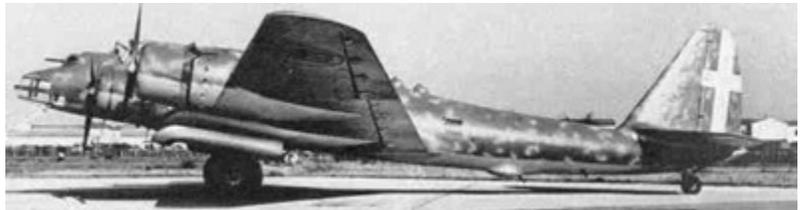


## **The Italian Flying Fortress by Mike Bennighof, Ph. D.**

*October 2016 (submitted by Greg Clower)*

*Italy entered the Second World War with an outstanding reputation for aircraft design and a generation of excellent pilots. But most of the aircraft turned out to be under powered and not a match for British- and American-made planes, nor were they up to the standards of Italy's German allies.*

*By 1941 this had changed with the introduction of the German-made Daimler-Benz DB.601 power plant, and the licensed version built in Italy by Alfa Romeo. Italian fighters now met international standards, but for the most part bombers lagged behind. These carried radial engines of much less power than the liquid-cooled DB.601.*



*The P.108, main production version.*

*Most Italian bombers were two-engined types for tactical use, or three-engined like the very good Savoia-Marchetti SM.79. But Italy also had an outstanding four-engined strategic bomber available. Despite the Italian origins of strategic bombing theory through the writings of Giulio Douhet, the Piaggio P.108 languished on the war's sidelines, seeing very little use.*

*The P.108 project began in the late 1930s, with an air ministry request for a long-range strategic bomber. Piaggio designer Giovanni Casiraghi returned from the United States, where he'd worked at Waco designing airliners, and took over leadership of the Piaggio design team. Piaggio built the most powerful engines in Italy, big radials that generated impressive horsepower but had a well-earned reputation for mechanical failure. In some ways, four engines thus became necessary when using the Piaggio power plants, but Casiraghi wanted to build on the concepts of the American Boeing B-17 and surpass that plane's performance.*

*The first test version, the P.50, appeared in 1938. This plane's first version had its engines mounted in tandem, but the second went to a more conventional four-mount arrangement. This plane had the Piaggio P. XI radial engine, generating 1,000 horsepower each.*

*The P.108 appeared in 1939, with P.XII engines of 1,350 horsepower each. It met Casiraghi's goals of surpassing the B-17. Four prototypes competed, and the P.108 came in second to the Cant Z.1014, another four-engine design. But the Cant plane cost twice what the P.108 did, and Piaggio won the contract. Their all-metal plane featured long range, a powerful armament (seven 12.7mm machine guns, two of them remote-controlled) and sleek modern lines.*

*Soon afterward, the plane crashed and a new prototype was not ready until the next spring. Engine failures slowed training of the new 274th BGR (long-range bombardment) squadron equipped with the plane, and these missions came to a complete halt when Capt. Bruno Mussolini, Il Duce's beloved son, died at the controls of a P.108 on 7 August 1941. His father never truly recovered from the loss, though his squadron eventually did so and undertook its first war mission in June 1942 with a night raid on Gibraltar. Other raids on Algeria and against enemy shipping followed.*

*In all 163 planes were built, but they did not have the impact they could have thanks to poor engine reliability and the political implications of Bruno's death. With their long range, heavy bomb load and impressive defensive armament the planes could have had a sizeable impact on the Mediterranean naval war. Instead, they remain a curiosity.*



*The P.108 Artigliere*

*One variant had a 102mm modified naval cannon mounted in the nose, for attacks against enemy shipping. This was not a unique concept; several*

*nations mounted large cannon in their airplanes for similar purposes (notably the North American B25 Mitchell with its 75mm gun). Things didn't go quite as planned: the first aerial test shot nearly vaporized King Vittorio Emanuele III, while the gun's recoil almost tore the plane's nose off. The project went no further than one test plane.*

*As an airliner, the P.108C had air-conditioning and a pressurized cabin for its 36 passengers. Its long range allowed it to easily handle trans-Atlantic routes. The very similar P.108T transport lacked pressurization and had two 12.7mm machine guns. Both planes had a widened fuselage to increase carrying capacity.*

*The follow-on version, called the P.133, had even more powerful P. XV engines and correspondingly greater range and bomb load. Defensive armament climbed to six 20mm cannon and three 12.7mm machine guns. The plane had not entered testing when the program reached an abrupt end.*

*The bomber's production came to a halt on 31 August 1943, when a massive Allied bombing raid destroyed the Pontedera plant in Tuscany where it was built. After the war, Piaggio re-tooled the small starter motor used on the big P. XII radials of the P.108 and used it to power the Vespa scooters it now builds in the re-built Pontedera plant.*

# Upcoming Events and Shows

- Feb. 25, 2017 Old Dominion Open Richmond, VA  
Chazz Klanian [csklanian@verizon.net](mailto:csklanian@verizon.net)
- March 3-5, 2017 MDA Car Show Roanoke, VA  
Dennis Smith [eastsmith1@aol.com](mailto:eastsmith1@aol.com)
- April 1, 2017 MosquitoCon 2017 Wayne, NJ  
Bill Schwarz [whsch@optimum.net](mailto:whsch@optimum.net)
- April 29, 2017 NOVA Model Classic Fairfax, VA  
Tom Henderson [tomhenderson51@verizon.net](mailto:tomhenderson51@verizon.net)
- Aug. 12, 2017 VA Shoot-Out 2017 Salem, VA  
Greg Clower [gclower@aol.com](mailto:gclower@aol.com)
- Sept. 16, 2017 PennCon2017 Carlise, PA  
Chester Mohn [magus47@aol.com](mailto:magus47@aol.com)



IPMS Richmond Presents  
**Old Dominion Open**  
Scale Model Show and Contest  
February 25, 2017

**Richmond Raceway Complex**  
The Henrico Building 600 E Laburnum Richmond, VA 23222  
Doors open 8:30 Registration closes 12:30

Over 60 Model Categories  
Hobby Vendors Special Awards  
Huge Kit Drawings

For More Information:  
Bob Walls 804-740-3736 [robertwalls@comcast.net](mailto:robertwalls@comcast.net)  
[www.ipmsrichmond.org](http://www.ipmsrichmond.org)

37th Annual  
**MDA CARSHOW**  
March 3<sup>rd</sup> 4<sup>th</sup> 5<sup>th</sup> 2017  
[WWW.MDACARSHOW.COM](http://WWW.MDACARSHOW.COM)

**BERGLUND CENTER**  
710 Williamson Rd. Roanoke VA

2 Full Floors of Vehicles | Automotive Flea Market  
Car Corral | Model Car Contest | Car Club Alley  
Local Racing Section | Indoor/Outdoor Vendors  
... and more

Children 6-12 \$9<sup>00</sup>  
Adults \$12<sup>00</sup>  
Under 6 FREE

All Proceeds Benefit MDA

SAVE THE DATE!!  
2017  
**VIRGINIA SHOOTOUT**  
Hosted By  
Roanoke Valley IPMS

**Saturday, August 12, 2017**

New Location for 2017:  
Salem Civic Center  
1001 Roanoke Blvd  
Salem, VA 24153

Contacts:  
Chairman/Vendors: Greg Clower  
540-650-1552 [gclower@aol.com](mailto:gclower@aol.com)  
Co-Chair: Rocky Sink  
540-580-2023 [snkchevcol@aol.com](mailto:snkchevcol@aol.com)

Please check our website and Facebook page for updates as it come available.  
[www.rvipms.com](http://www.rvipms.com) Facebook: Roanoke Valley Chapter of IPMS

Remember to check the websites and/or chapter contact for up to the date info and details on the contests.



PO Box 20841  
Roanoke, VA 24018

If you have any questions about the club, meetings, or need directions, contact us at; [www.rvipms.com](http://www.rvipms.com) or mail written correspondence to: Roanoke Valley IPMS P.O. Box 20841 Roanoke, VA. 24018.



**RVIPMS meetings are held at the Virginia Museum of Transportation.**

**How to get there;**

From Salem Ave. turn onto 1 1/2 St. Drive the very short distance to Norfolk Ave. SW and turn left. Follow under the 2nd st. over-pass to the back of the museum. The fenced parking lot is behind the building as indicated in the picture. Enter through the rear door, (the main entrance will be locked) walk down the hallway and turn right. Meeting room is in right corner.

**When to get there;**

The club has two meetings per month, with a couple exceptions. Build meetings are the second Thursday each month. Business meetings are the fourth Thursday each month. All meetings start at 7 p.m. For further details visit our website. [www.rvipms.com](http://www.rvipms.com)

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.