

Genuine IPMS Richmond

# SPARE PARTS

March

An IPMS/USA Award Winning Newsletter

2021

Next Meeting:

Because of COVID-19 concerns, all previously scheduled IPMS Richmond activities are cancelled until further notice. Any change of status will be shared with chapter members via email, social media, and/or phone.



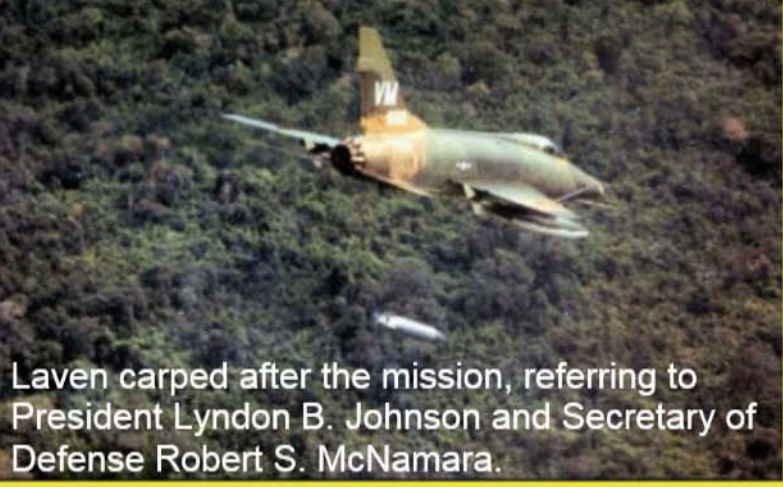
Donna watches this TV channel, I don't, well, I didn't. Walking through the family room at Christmas-time of 2019, to get to the kitchen, I caught a glimpse of the above scene, and scrambled to take a photo. I hope to see more TV shows with pre-teens building models, wouldn't that be nice!

IPMS Richmond - Social Media Presence  
[www.ipmsrichmond.blogspot.com](http://www.ipmsrichmond.blogspot.com)

# SPARE PARTS LIST

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"I felt that my squadron commander was LBJ and my operations officer was McNamara,"



Laven carped after the mission, referring to President Lyndon B. Johnson and Secretary of Defense Robert S. McNamara.

## PRESIDENT'S MESSAGE:

...Michael Lyons

Guys,

It has been awhile since we have been able to meet in person, but I know you all have been working on something to pass the time and keep your sanity. For the April Spare Parts lets share what we have been working on with Mark so he can get in the newsletter. Does not matter if its just starting or a completed model send Mark some pics and any build details to share with the rest of your fellow modelers. Also if you have any new tools, tips or model releases that you are using or following.



Thanks, Mike

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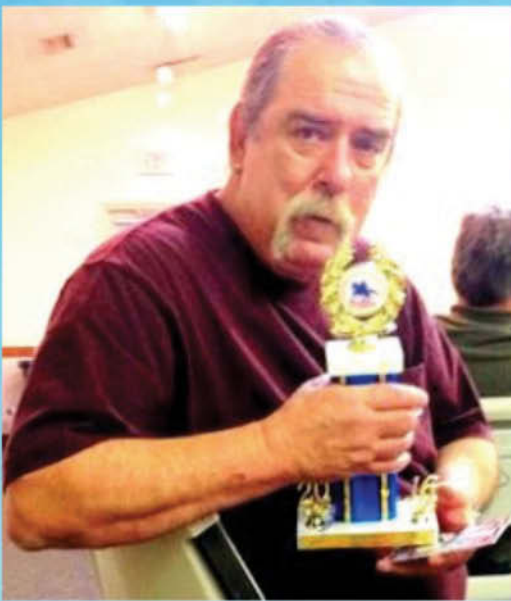
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# Tom Albright



It is with great sadness that I inform readers of the passing of RAMS and IPMS Richmond member, Tom Albright, on Saturday, February 27. Tom was a modeling latecomer, making an impact on local as well as the Mid-Atlantic car modeling scene with his beautifully rendered automotive models. Experimenting with layering various color paints on white plastic spoons, Tom wowed fellow modelers and contest judges with flawlessly applied deep and glossy finishes, as well as with superior building skills. Most amazing (for me) was his mastery of applying paints with "rattle cans". Although Tom possessed at least one excellent airbrush and a professional spray booth, he rarely, if ever, finished a project utilizing them. Again, amazing. Tom practiced his artistry in a very nicely appointed "shed" which featured air conditioning, heat, ample power, lighting, and a covered porch. The "Models BY TOM" sign, shown above, hangs from beneath one of his "studio" shed's windows. Tom authored **"Tom's Scale Auto Tips"**, a feature of this newsletter, which last appeared in the December 2020 issue. Tom was very reserved, as well as generous, gracious, and humble. Tom and Evelyn hosted at least one RAMS event at his country home, located in a very rural area in Chesterfield County. He volunteered to work a front table during the last Old Dominion Open, being very helpful to first-time ODO participants.

Upon meeting Tom for the first time, his deep and confident voice could be intimidating, but within a few minutes of conversation, he's referring to you as "Brother", all the while getting to know you, and making a new friend. I shared another of his hobbies, metal detecting, or relic hunting as our particular form of it is called. My brother, Jon, and I would visit to show him our latest finds, which Tom enjoyed, even when our digs were meager. Nobody, but nobody, calls my younger brother "Johnny", but Tom did! And, of course, he was always happy to show his latest model builds and recent kit acquisitions.

Tom, we're going to miss you, "Brother"!

...Mark



## Part 1: History and the Kit



### History and Specifications:

S.M. (Seiner Majestät—His Majesty's) U9 was a petroleum-electric submarine of the Imperial German Navy in World War I. There were four boats in her class: U9, U10, U11, and U12, although U9 is by far the most famous. The U9 class can best be described as submersible torpedo boats as these were mostly operated above water—diving was the exceptional case.

U9's construction was ordered on July 15, 1908, her keel was laid down by Kaiserliche Werft in Danzig, she was launched on February 22, 1910, and was commissioned on April 18, 1910.

The double hulled U9 was 57.38 m long (188 ft 3 in) with an internal pressure hull that was 48 m long (157 ft 6 in). The beam was 6 m (19 ft 8 in) wide. She had a draft of 3.13 m (10 ft 3 in) and a displacement of 493 tons above water and 611 tons under water.

U9 used a complicated petrol-electric drive system involving a complex 3-engine transmission. This configuration was chosen because the petrol engines were neither reversible nor controllable in the true sense. Maneuvering was only possible with the electric engines with one being used to charge the batteries and one to drive the boat. When the boat was underway on the sea, it was usually only the petrol engines that were used to propel the boat.

U9 was fitted with two Körting 8-cylinder plus two Körting 6-cylinder two-stroke petrol engines for use on the surface and two Siemens-Schuckert double-acting electric motors plus two electric motors for underwater use. These engines powered two shafts, each with a 1.45 m (4.8 ft) propeller, which gave the boat a top surface speed of 14.2 knots and 8.1 knots when submerged. Cruising range was 1,800 nautical miles at 14 knots on the surface, and 80 nautical miles at 5 knots under water. Diving depth was 50 m.

The U9 was armed with four 50 cm (20 in) torpedo tubes, two fitted in the bow and two in the stern and carried 6 torpedoes. Originally, the boat was equipped with a machine gun, which was augmented with a 3.7 cm (1.5 in) Hotchkiss gun when war broke out in 1914. In 1915, an additional 5 cm (2.0 in) gun was fitted. When U9 underwent a major refit in 1916, two mine-laying rails were added, which were later removed. The boat's complement was 4 officers and 31 enlisted men.

On September 22, 1914, under the command of Kapitänleutnant Otto Weddingen, U9 sank three British armored cruisers (HMS Aboukir, HMS Hogue, and HMS Cressy) one after the other and on October 15 sank the British armored cruiser HMS Hawke. After that, U9 was allowed to carry an Iron Cross on her conning tower. Apart from U9, only the small cruiser SMS Emden received this honor during World War I. U9 undertook a total of seven combat cruises and sank five warships. No other boat sank more warships during World War I.

After the war, U9 was delivered to the British on November 26, 1918 and in 1919 she was scrapped in Morecambe, Lancashire.



## The Kit:

This recent kit by Das Werk is their first foray into a naval subject at this scale (1/72) and for this period (World War I). I pre-ordered this kit from [Andy's Hobby Headquarters](#) after seeing his "first look" video on YouTube. Given the current issues with shipping due to Covid, I have to say that this kit arrived from China *via* Andy in a timely manner and in good shape.

The box is of sturdy construction and the box art on the top is shown in the image above—top notch! Opening the box, one finds four sprues, containing, I believe, 164 parts in clear plastic resealable bags, a decal sheet with markings for all four boats in the class (U9-U12), a very nice, gloss-paper instruction manual (Fig. 1 below), and because I was one of the first orders, a 99-page bound book covering background information, history, technology, crew, and the kit (Fig. 2 below). The kit does not include any photoetch but I understand PE sets are/will be available.



Figure 1: Cover of the Instruction Manual

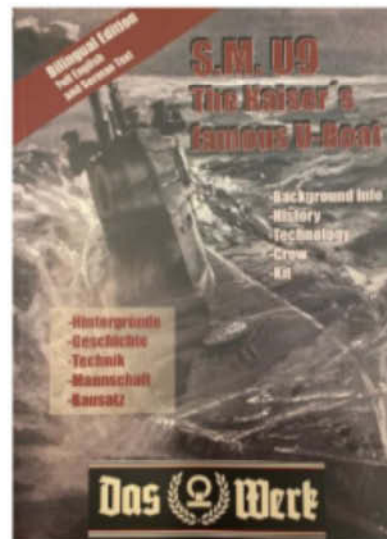


Figure 2: Book Cover

Das Werk's research for this kit involved divers visiting the recently discovered wreck of U12 in 157 feet of water off the coast of Eyemouth to measure some key areas. The plastic itself is finely molded with over 7,000 rivets and numerous sunken bolt heads (Fig. 3 below). The conning tower has options for both open railing and for the canvas wrappings. If one is careful, these can be interchangeable. Turnbuckles are included to aid in some of the rigging. Although no rigging plan is included, the drawing on the cover of the instruction book should suffice.

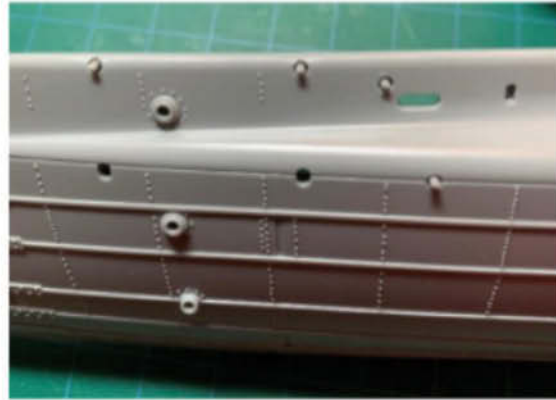


Figure 3: Rivet and Bolt Detail

One thing that I found particularly helpful was the included list of recommended paints. In addition to the usual listings for Humbrol, Mr. Hobby, Tamiya, and Vallejo, they also include Mission Models and AMMO of MIG. Very nice. Following is the painting page of the instructions (Fig. 4).

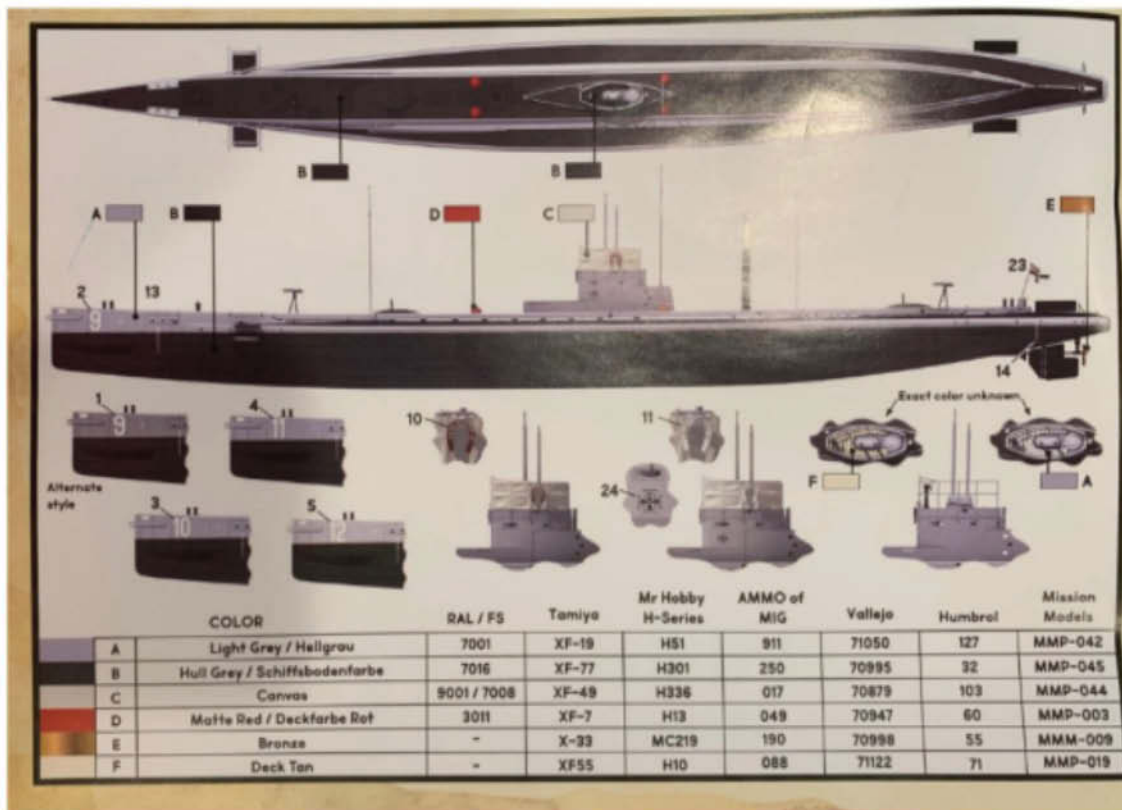


Figure 4: Painting Schematic

**Next Up:** Construction begins with the hull.

Hey guys

Hope everyone is doing well. I've been rather busy with Covid-19 volunteering at the RIR since the last update. I have been able to get back to the project over the weekend. I've done some stuff. I am going to post these photos to my Facebook Modeling page shortly but wanted you to see them first.

I've filled in awful sink marks in the landing gear doors that Trumpeter really screwed up on. One of the attached photos will show the orange bondo filler that I've used to fill in those areas. I suppose I should be thankful there are no knock out punches on the inside of the gear doors!



I have painted the rear stabilizers and inserted them into the body so you can see how I'll "droop" them in the pose. I also removed some of the clear paints on the bare metal area of the engine cover. I did not like the clear green so off it went with a clean moistened paper towel and some Tamiya thinner. I think what I have is more realistic in color hue. Once I hairspray over that area and put on color coats and then remove that paint with a moistened tooth brush to make the paint appear to have burned off, I'll be happy with it. I will be "fading" the camo and painter darker demarcation lines to make some photos. Remember, I want this bird to be rode very hard and put up sloppy wet!!!



The discolored afterburner "Burnt" area where the engine cowl is located is Alclad II Burnt Metal and Alclad II Jet Exhaust, with Tamiya Clear Yellow, Red and Orange, with some Blue and Green, layered to give off different tones.

I intend to add a Napalm Canister on one of the hardpoints. I painted that with gloss Tamiya black, then after polishing that out as a gloss primer, I used "Alclad II Polished Aluminum. The "Polished" paint that I'm referring to is Alclad II "Polished Aluminum". It was applied over a coat of Tamiya Gloss Black from their rattle can series, decanted into a bottle and allowed to "gas" off. Once that gassed away, I then put some of the paint, diluted with Tamiya lacquer thinner into the airbrush and applied that liberally. Once dried, that paint was polished to a high gloss finish. I then applied the Alclad II Polished Aluminum paint on top of the gloss black. That is what makes the (below) pod so metal looking!!



Glen

### F-100 "Super Sabres" In Vietnam Gallery

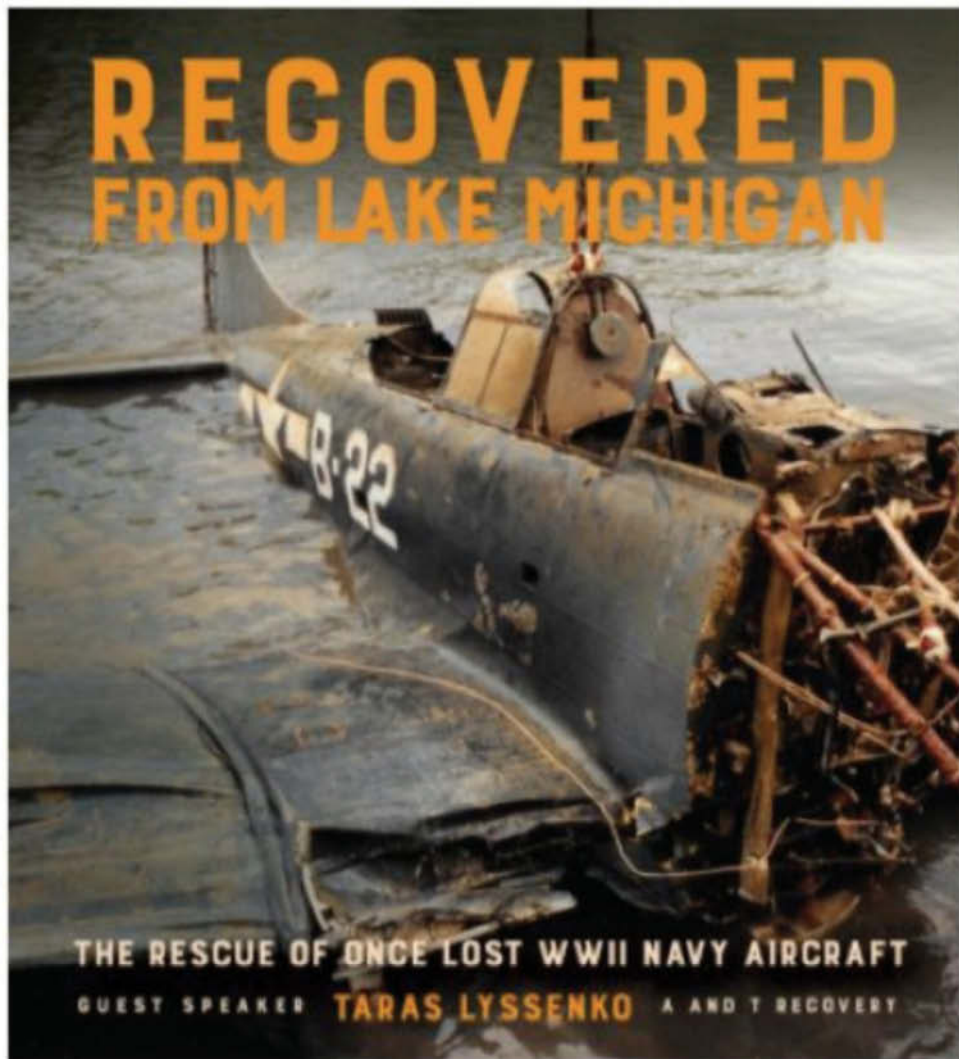
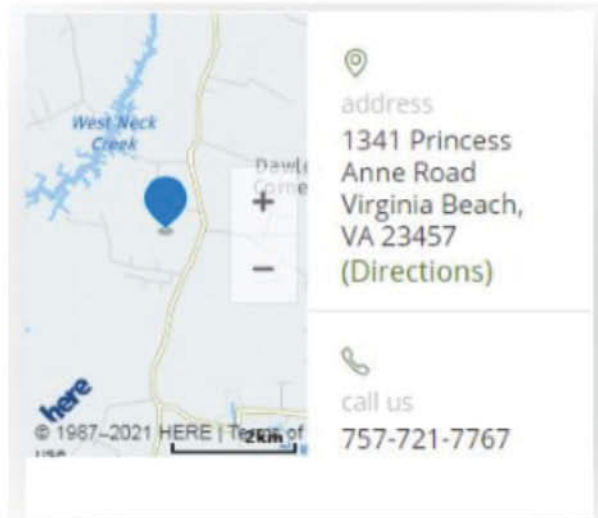
The only F-100Cs to fly in combat in Vietnam flew with ANG units which had been called up for that conflict. A total of four ANG squadrons (from Colorado, New York, Iowa, and New Mexico) flew F-100Cs in Vietnam. A total of 476 F-100Cs were built. The safety record of the F-100C was not all that good, some 85 of them being involved in major accidents.



F-100 Ejection Seat







CORRECTED TIME: 1PM

Special Edition Webinar

## The Rescue of the Once Lost World War II Navy Aircraft from Lake Michigan

Guest Speaker: Taras Lyssenko, A and T Recovery

Saturday, March, 27th at 1pm

During World War II, from the autumn of 1942 through late 1945, the United States Navy conducted aircraft carrier qualification on Lake Michigan off of Chicago. The area had been selected to provide a safe location away from possible enemy submarine attack. As a result of mishaps, approximately 130 of the aircraft were lost in the lake. In the 1980's a small team began surveying the southern basin of the lake to locate the lost aircraft. They were so successful that they became the primary contractor in a program under the direction of the management of the National Naval Aviation Museum, supported by the Naval Aviation Museum Foundation, which rescued dozens of the airplanes. The aircraft, built and used by the men and women of the "Greatest Generation" to preserve the world's freedom and liberty have been restored, placed in museums and airports across the nation, and can now be seen by the American public. Join Taras Lyssenko, General Manager of A and T Recovery as he presents his firsthand account of this fantastic story.

To learn how to register for seminar please contact The Military Aviation Museum at: (757) 721-7767 or [director@militaryaviationmuseum.ccsend.com](mailto:director@militaryaviationmuseum.ccsend.com)

# IPMS Richmond Chapter Information

The Richmond Chapter of the International Plastic Modelers Society was established in 1972 by five area scale modelers. Combining great talent and passion for scale modeling, they created IPMS Richmond, with the expressed hope of spreading their enthusiasm for modeling to others in Central Virginia, and beyond.

Chapter members and guests meet the second Monday of each month, sharing their latest projects during "Show 'n Tell", developing improved modeling techniques while enjoying award winning members' demonstrations and special guest speakers. Members organize trips to public events that focus on scale modeling, competition, and history. Quarterly, our members gather just to build models as a group, and to enjoy each other's modeling, in-progress.

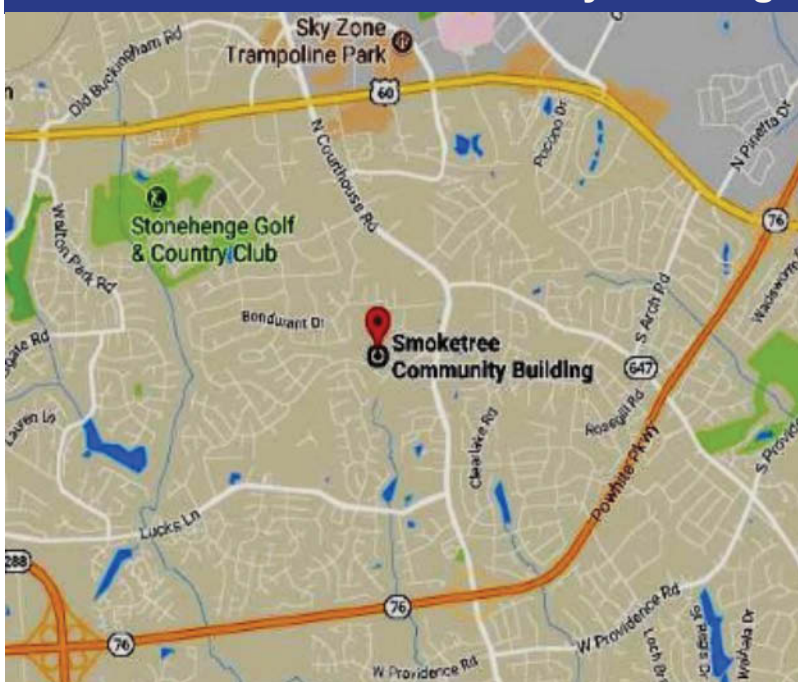
IPMS Richmond hosts the Mid-Atlantic's largest annual one-day scale modeling event, the Old Dominion Open model show and contest, which attracts a thousand, and more, to fellowship, compete, shop vendors offering the latest and vintage hobby products, and to be amazed at the over 1,000 completed scale models on display.

IPMS USA membership is encouraged, but not required. Chapter annual membership fee: \$25 (& special discount family membership fee). IPMS Richmond is governed by its constitution and by-laws, administered by annually elected officers. We share your love for scale modeling, no matter the subject, and we invite you to join us.

**visit [IPMSRICHMOND.blogspot.com](http://IPMSRICHMOND.blogspot.com)**



## Venue: Smoketree Community Building



**11100 Smoketree Drive, Richmond**

## Chapter Officers

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