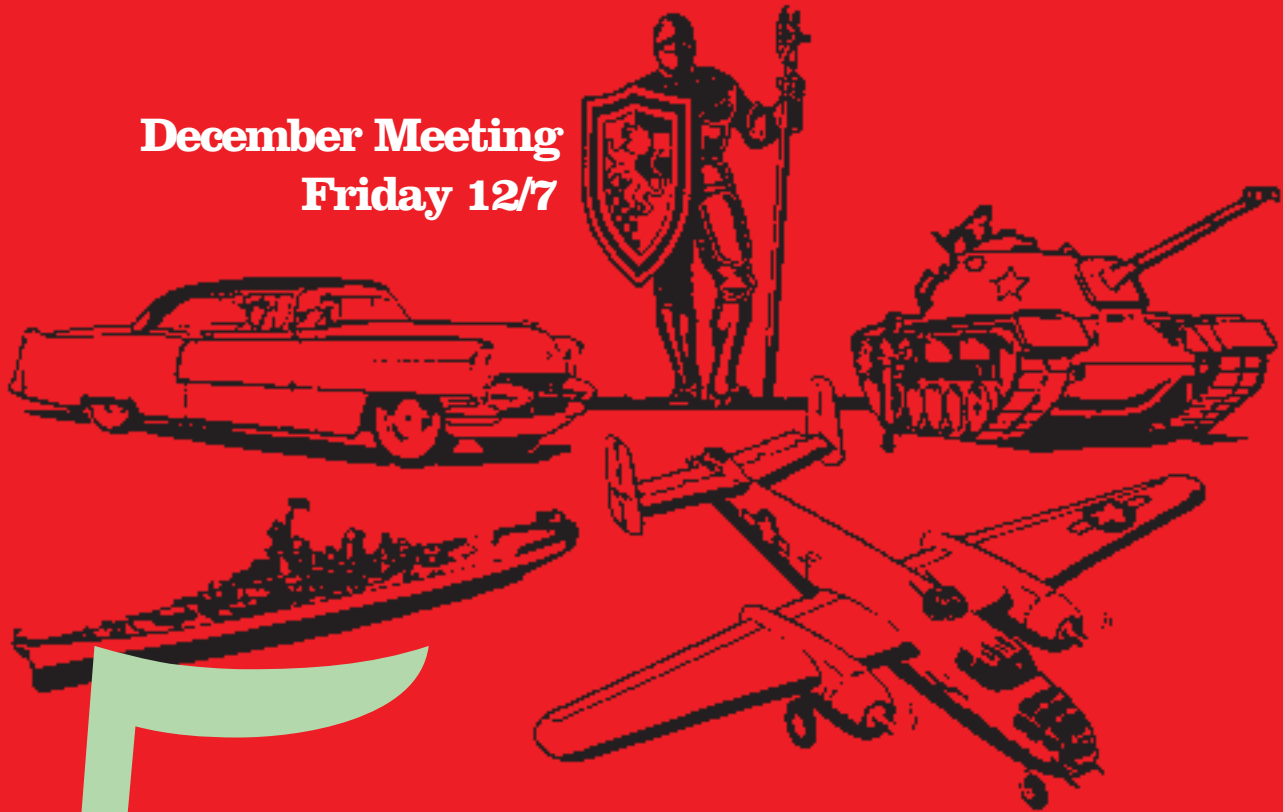


Newsletter



**December Meeting
Friday 12/7**



5

Favorites Contest & Holiday Party

OUR DECEMBER MEETING is the occasion of the Annual Five Favorite Contest. Enter up to three models and receive a ballot to vote your Five Favorites among the other models displayed in the contest. The only standard is “the five models you’d most like to take home.”

As always, you must enter a model to vote, and in the interest of good sportsmanship, you’re on your honor to not vote for your own models.

December is also our annual Holiday Buffet, so bring some great food to stock the table and share with your colleagues! Family and friends are invited to attend! ■

November Meeting Report

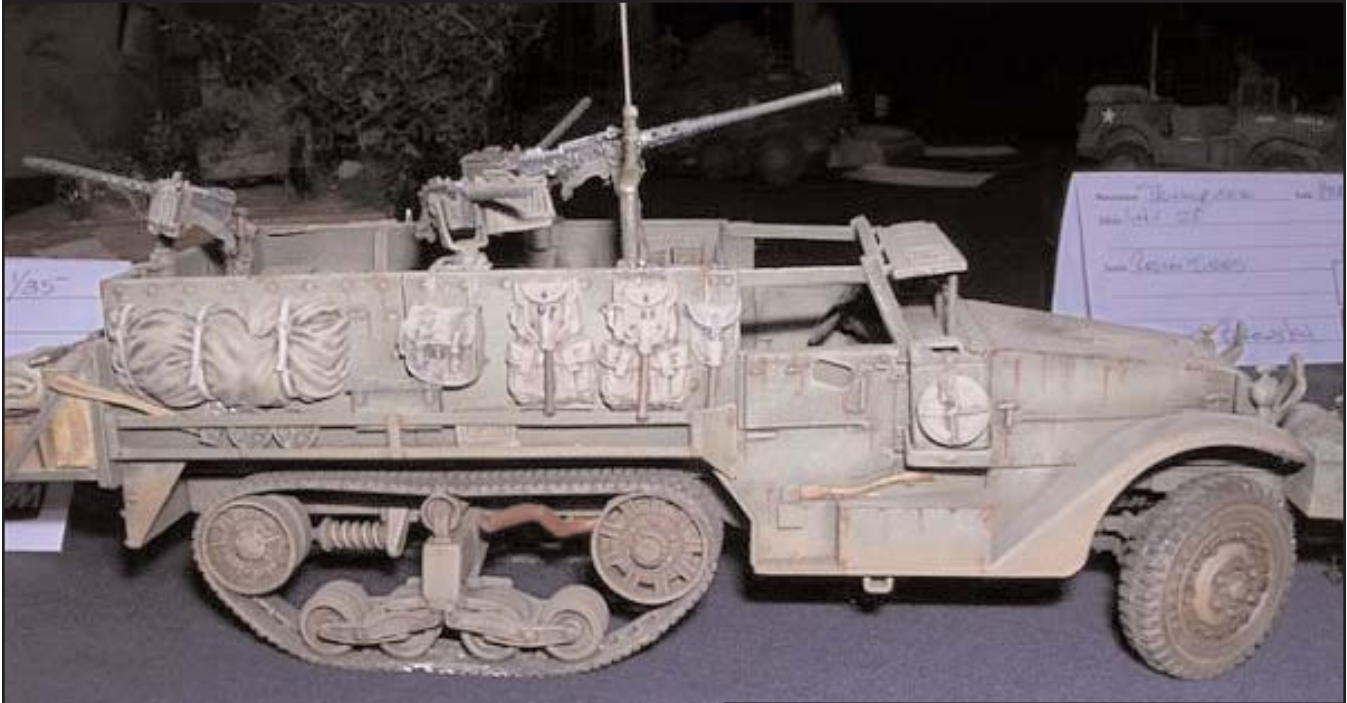
30+ MEMBERS AND GUESTS were present at the November meeting, with a phenomenal turnout on the display tables...

David Anderson; Danbury Mint die-cast 1/48 F-14 tomcat, Hot Wheels 1/18 die-cast '39 Lincoln Zephyr, Monogram 1/48 TBD Devastator diorama, 1/12 '57 Chevyx2 (stock and pro-stock). **Wayne Borowsky;** Trumpeter 1/35 Stryker, 1/35 Lav 25, Tamiya 1/35 M3, 1/35 Hummer, Verlinden 1/35 V100, Skybow 1/35 WC56. **Bob Doebley;** 1/35 M3A1 war-surplus fire service brush truck. **Doug Goerke;** Forces of Valor die-cast 1/32 P-51D (486th F.Squad.), 1/32 Spitfire IX (241 squad.). **John Goschke;** Monogram 1/24 '29 Ford Model A roadster pickup (in-progress), 1/24 '30 Model A coupe (in-progress). **Greg Hogg;** Modelhaus 1/25 '56 Mercury Montclair convertible (in-progress), Revell 1/25 '49 Mercury custom (in-progress). **Brad James;** Hasegawa 1/72 M3A1 halftrack. **Keith Jones;** MPC '83 Chevy Cavalier mini-stock racer (in-progress), AMT '62 Mercury Cometx2 (replica stock and full custom). **Tommy Kortman;** Revell/Italeri 1/25 "Top Fuel Halftrack", AMT 1/25 '37 Chevy modified stock racer (in-progress). **Joe Leonetti;** Hasegawa 1/48 Spitfire, Tamiya/Italeri 1/35 SdKfz 251. **Chris Menold;** Monogram 1/48 F/A-18 "Blue Angels". **Mike Napoleon;** AMT '25 Ford model T snowmobile/half track conversion. **Don Senner;** 1/48 P-51, Heller 1/72 Constellation, 1/25 '64 Falcon, 1/144 B-17. **Lou Ursino;** Revell-Germany 1/35 German Luchs (Lynx) armored car, Tamiya/Kendall 1/35 M3 75mm GMC. **Drew Volz;** Fujimi 1/72 Skyhawk. **Joe Volz;** AFV Club 1/35 Sdkfz.251D halftrack, Hasegawa 1/72 F/A-18F Super Hornet. **Sean Volz;** AMT 1/72 F-15A Eagle. **Joe Vattilana;** 1/72 "STOL Half Track". **Tony Wootson;** Hasegawa 1/72 F/A-18 Hornet (in-progress), 1/72 F/A-18 Hornet Blue Angels in-flight diorama (in-progress).



On display at the November meeting... (from top) Dave Anderson's Monogram 1/48 colorful Devastator on deck, Keith Jones's sharp stock Mercury Comet, Drew Volz's well-done Skyhawk in flight (how long before father and son are duking it out on the contest table!). (PHOTOS BY BOB DOEBLEY)

November report continued on page 3...



HALF TRACK CHALLENGE!

THE VOTING FOR BEST HALF TRACK was really tough, with some of the most creative and high-quality modeling ever seen at DelVal on display in entries from Mike Napoleon, Wayne Borowsky, Joe Vattilana, Tommy Kortman, Bob Doebley, Lou Ursino, and Brad James. Ultimately, the well-deserved win went to Wayne Borowsky's classic, beautifully weathered and detailed M3A1. Congratulations, Wayne!

Top to bottom; The Winner!... Wayne Borowsky's fantastic M3A1. Some of the other entries... Tommy Kortman's "Top Fueler," Joe Vattilana's "STOL Attack Half Track," Mike Napoleon's Model T snowmobile.

(PHOTOS BY BOB DOEBLEY)



NOVEMBER BUSINESS MEETING: Chris Menold was voted into DVSM membership. Chris's Blue Angels F-18 was one of the stand-out pieces on display.

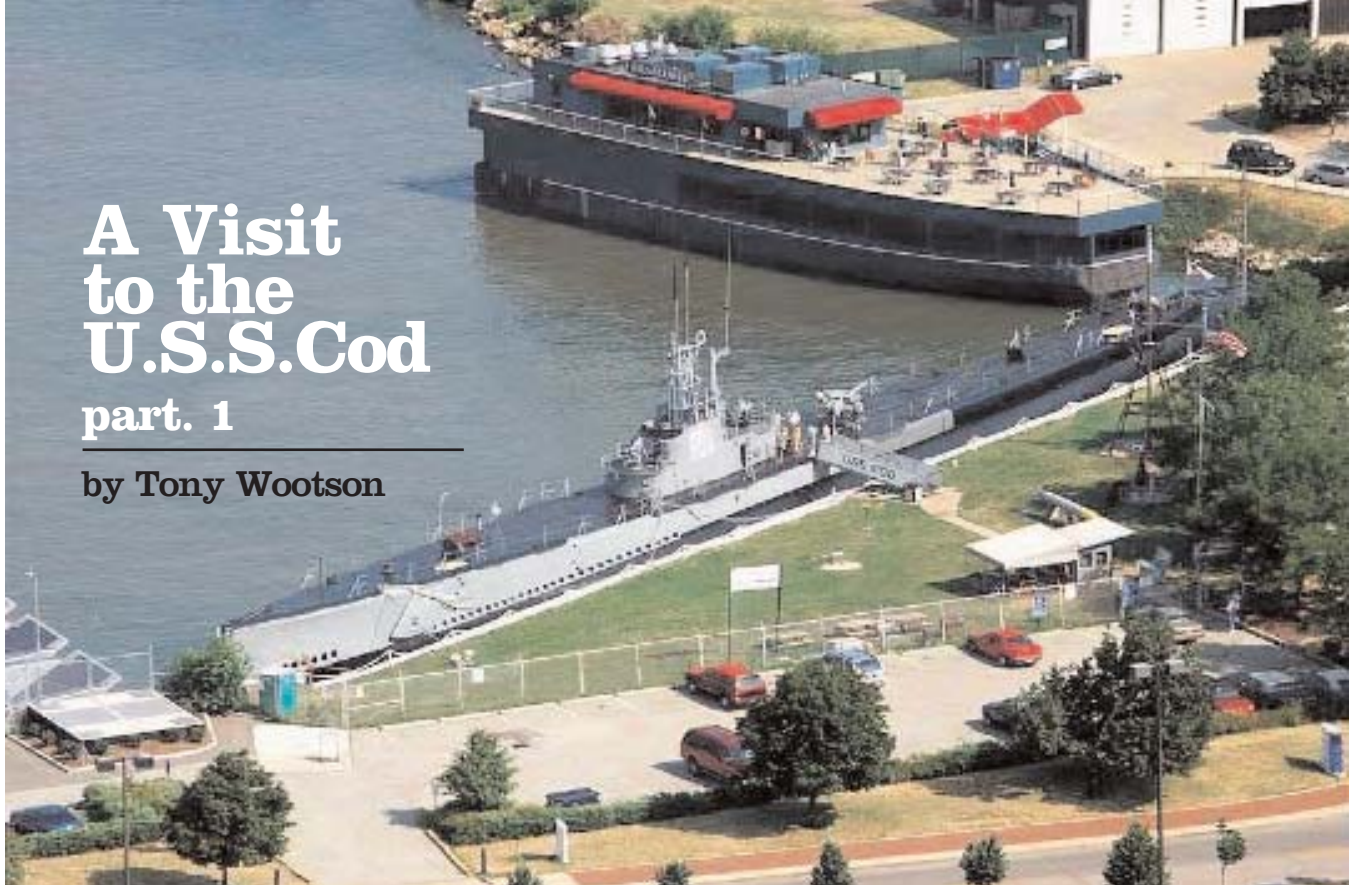
Tommy Kortman was elected as Contest Chairman for 2008. He will take over the reins from **Joe Volz**, whose two year term ends this year. Thank you, Tommy for stepping up and thanks to Joe for doing a great over the last two years! ■



A Visit to the U.S.S. Cod

part. 1

by Tony Wootson



This great aerial photo of the Cod, posted at <http://www.usscod.org>, was taken by Scott Medlong, www.medlong.com

EARLIER THIS SUMMER I made a trip to Cleveland, Ohio for a family reunion. During the trip I had the opportunity to visit the U.S.S. Cod, which is a World War II submarine, docked on Lake Erie.

Even though I unfortunately did not take my camera with me, I did grab a pamphlet on the sub, and accumulated (and retained) a surprising large amount of detailed information from the tour. I ended up walking down to Lake Erie from the hotel where I was staying at. The walk ultimately ended up being a bit longer than I thought – (around 2 miles, each way). The U.S.S. Cod is located 5 minutes down from the Rock and Roll Museum, which is also situated on Lake Erie.

After paying the very reasonable \$6.00 admission fee, I “walked the plank” up onto the sub. The first thing that struck me was the relative small size of the submarine. The Cod is a “Gato” class WWII submarine, having a length of only 312 feet (and weighing 1,525 tons).

The second thing I noticed was a HUGE gun mounted on the main deck, just aft of the conning tower. This 5 inch, 25 caliber “wet gun” has a stainless steel liner inside the barrel, which helped the gun resist corrosion from sea water when the submarine was submerged. The gun has two seats attached to it, one on either side. Both seats have functional wheels and levers, with one rotating the gun around 270 degrees, and the second pivoting the gun up and down.

The third thing I noticed was the lack of a “traditional” entry and exit into and out of the submarine. Because the Cod had not been altered from her wartime configuration, it was necessary to enter and exit the sub through the original fore and aft hatchways via vertical ladders. During operational times, these hatches were only used for emergencies, with the crew entering and exiting the submarine while the Cod was submerged. (The hatch located in the conning tower was the one traditionally used to enter and exit the sub).

FORWARD TORPEDO ROOM Upon descending into the Cod I found myself in the forward torpedo room. Six of the Cod’s ten torpedo tubes are located at the front of this compartment, with a total of 16 torpedoes

stored here. (Six torpedoes were stored in the tubes, with another ten used for reloading).

There were two different types of torpedoes on display here. The first was the Mk. 14, which is a 3,000 pound steam-driven torpedo. This was the primary anti-ship weapon used by U.S. submarines from 1940 up into the late 1970s. The Mk. 14 burned a combination of water, alcohol and air to generate steam that created its propulsion. The Mk. 14 could travel up to 4,000 yards at speeds up to 53 mph. It contained 643 pounds of explosives. This Mk. 14 was unfortunately was plagued with problems during the first 2 years of the war, which sometimes prevented it from exploding.

The second torpedo displayed in the forward torpedo room was the Mk. 18. The Mk. 18 was similar to the Mk. 14. However, the Mk. 18 traveled at a slower speed of 30 mph. (The advantage the Mk. 18 had over the Mk. 14 was it did not leave the telltale exhaust trail that the Mk. 14 left).

I was struck by the lack of space and very tight fit this forward torpedo compartment had. (I'm not claustrophobic at all. However, the very close proximity of everything, along with the small space available quickly made me feel very closed in. And just think...I was the only one in this room).

It was interesting to note that the working and living areas of the Cod was located on just one level, (even though there were storage areas in several places located below the main deck of the submarine, along with an upper floor in the conning tower). It was also interesting to note that many sleeping bunks were located in this room. They were positioned directly above and below the torpedoes. There are a total of 15 bunks located in this room. In addition, there are another 15 bunks located in the aft torpedo room. (With space being a premium on the sub, sleeping bunks were often situated wherever they could be squeezed in). Surprisingly, the two torpedo rooms were the preferred locations on the submarine to sleep. This was due to both the cooler temperatures along with the quietness of the rooms – that is, until a target was sighted.

When I left this room I entered the Officer's State & Ward Room and Forward Battery Room.

OFFICER'S STATE & WARD ROOM AND FORWARD BATTERY ROOM The next room I entered contained the officer's sleeping area, shower, bathroom and pantry. This was considered "Officers Country" and was where the Cod's officers slept, ate, hung out and held meetings. Found directly below is the Forward Battery room, which is a rubber-lined compartment that stores 126 lead-acid electric storage batteries. (There is an additional After Battery Compartment, which houses the remaining 126 batteries).

Each battery cell measures 21.5 inches by 15 inches by 54 inches and weighs 1,650 pounds. The batteries are recharged by the submarine's five diesel engines, (which also supply power to the Cod's four electric motors that drive the sub up to 24 mph while she is on the surface). When submerged, the 252 batteries supply the Cod with power, enabling it to travel at a maximum sustained speed of only 9 mph for up to 60 minutes. Due to this short duration, the typical speed of the Cod when submerged is a lower 2 mph, which allows it to remain submerged for up to 48 hours.

When leaving this room I entered the Control Room.

CONTROL ROOM As is obvious from its name, this is where the Cod's controls used to dive, surface and keep the sub level are located. Some of the devices found here are indicator lights, which indicate if valves and hatches are opened or closed when the COD submerges. In addition, hydraulic manifold levers, used to flood the COD's ballast tanks with sea water to make the sub dive are located here, along with a bank of air valves used to force up to 3,000 psi of compressed air into the ballast tanks to surface the COD. There are also bow and stern control wheels, which control the angle of the COD's descent and ascent when submerged. The

“Pump Room”, located directly below contains the two air compressors, pumps and air conditioning equipment.

Located directly above the Control Room is the Conning Tower.

CONNING TOWER The Conning Tower, which is a narrow, cylindrical chamber located directly above the Control Room is the COD’s attack center. It contains the search and attack periscopes, the main steering station, the firing buttons for the 10 torpedo tubes, the torpedo data computer, and the radar and sonar equipment. Up to 11 men occupy this room during an attack. In addition, the previously mentioned Conning Tower hatch is located here.

Located directly aft of the Control Room is the Galley and After Battery Compartment.

Tony’s visit to the Cod will conclude in the January issue.



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