



MARCH 2014



The Georgia Mountain Modelers is a Chapter of the International Plastic Modelers Society (IPMS/Georgia Mountain Modelers 03-47). Our club meetings are in a relatively loose, informal, conversational format. IPMS/USA is an organization dedicated to the fun of Scale Modeling. In

January of 1964, Jim Sage, from Dallas, Texas, was invited to form an independent and equal branch of IPMS/UK, and soon IPMS/USA was born. There are now hundreds of IPMS chapters all over the world. Many Local Chapters and Regions sponsor Model Shows & Contests every year. You do not have to be a member to attend the shows or our local club meetings. But, you will need to be an IPMS member to enter models in any of the National IPMS events. You can join at the IPMS/USA website...

<http://www.ipmsusa.org/index.htm> . Our chapter is a part of IPMS Region 3; you can learn more about our region, and the other clubs located in the region, at <http://ipmsregion3.org/index.html> . If you are not an IPMS member, we HIGHLY recommend that you join the organization.

## WHY JOIN IPMS?

A long time ago, in a galaxy far, far away, back when Squadron was an actual hobby shop and the only US print option for the scale modeler was the mediocre, “Scale Modeler,” the IPMS/USA publications were the only link between the modeler and the outside (the closet) world. Today, there is the Internet. So, why be bothered with IPMS/USA? First and foremost is the network of local clubs that afford the modeler the opportunity to commune with likeminded people and show off his/her work. If you take the time (and I have on several occasions) to compare the number of local shows/contests sponsored by IPMS/USA affiliates nationwide to those sponsored by all other organizations/companies-COMBINED- , you will find IPMS/USA sponsors, on average, three times per year as many as all the others, again, COMBINED.



The second reason to join IPMS/USA is the opportunity to have your work published in our bi-monthly publication, the IPMS/USA, “Journal,” magazine. “Oh, piffle,” as you turn up your nose at our little pedestrian rag. Yeah, right. Just wait for the thrill of seeing your ebullient words of prose, coupled with your Renaissance creation of a model in print. If you’ve ever had a date with a crush of the opposite sex, it comes a bit close to that. And, while on the topic, just try getting your opus published by some of the mainstream modeling magazines.....good luck.

Another rather excellent reason for joining IPMS/USA and a local club (or creating your own) is the excellent event insurance Mother IPMS/USA provides. Try putting on a contest or a mall show without insurance. First, it won’t happen. Second, it will cost you/your club a veritable fortune. Not so if you are an IPMS/USA affiliated club.

**Join IPMS/USA and be a contributing member of a passion worth preserving!**

**IPMS Membership Form**

**IPMS/USA MEMBERSHIP FORM**

IPMS No.: \_\_\_\_\_ Name \_\_\_\_\_  
First Middle Last

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

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

Phone: \_\_\_\_\_ E-mail: \_\_\_\_\_

Signature (required by P.O.) \_\_\_\_\_

Type of Membership  Adult, 1 Year: \$25  Adult, 2 Years: \$49  Adult, 3 Years: \$73

Junior (Under 18 Years) \$12  Family, 1 Year: \$30 (Adult + \$5, One Set Journals) How Many Cards? \_\_\_\_\_

Canada & Mexico: \$30  Other / Foreign: \$32 (Surface)  Other / Foreign: \$55 (Air)

Payment Method:  Check  Money Order  Credit Card (MC/ VISA only)

Credit Card No: \_\_\_\_\_ Expiration Date: \_\_\_\_\_

If Recommended by an IPMS Member, Please List His / Her Name and Member Number:

Name: \_\_\_\_\_ IPMS No.: \_\_\_\_\_

**IPMS/USA**

Join or Renew Online at: [www.ipmsusa.org](http://www.ipmsusa.org)

P.O. Box 2475

North Canton, OH 44720-0475

**P**lease use this form for both New Member applications and Renewals for existing members. Your expiration issue is shown just above your name and address on the back cover.

You may copy this form if you wish. Please mail form and payment to:

**IPMS/USA,  
PO Box 2475,  
North Canton, OH  
44720-0475**

The March + April issue is chock full of interesting articles, not the least of which being one on applying Zimmerit, another detailing armor dioramas, and yet one more highlighting basic photography techniques. This issue is also special for the memorials to IPMS/USA founder Jim Sage who passed away recently.

## CHAPTER OFFICERS

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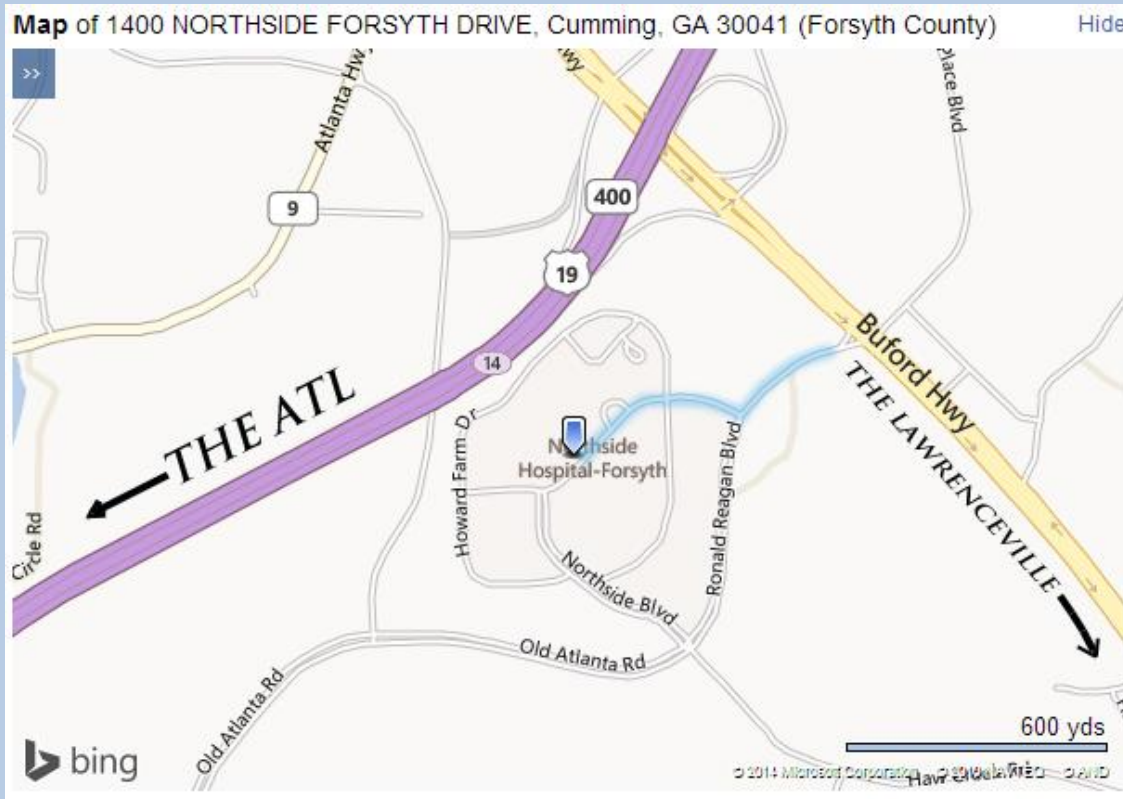
## WEB SITE NEWS

**Join us on Facebook to continue the modeling fun. No politics, no social issues, no nastiness...just some excellent modeling camaraderie!**

**<https://www.facebook.com/groups/479334665478654/>**

# NEXT MEETING

**Tuesday, April 29, 2014, @7PM**



**Northside Hospital Bldg, 1400, Northside Forsyth Dr, Cumming**



**It was the first time I had ever attended a swap meet with so many people trying to give models away! That was an amazing thing. A few members brought models to show, but I didn't bring my camera.**

**So bring your models again to this meeting. In the meantime, have some fun with these detail shots of the USS Batfish.**

# **IN THIS ISSUE**



- 1. USS BATFISH WALK AROUND WALK THROUGH AND WALK UNDER**
- 2. CALENDAR OF UPCOMING EVENTS**



**Commemorative panorama, made up from 30 individual exposures, to remember the trip.**



**I went on another two-week road trip with my USAF flying buddy, Jim Phillips. We truly enjoyed a great number of sights and tastes. Starting in Tulsa, OK, we wound our way through Vicksburg, MS, then to New Orleans finally stopping in Central FL for some hog hunting (they all got away..LOL). On the way, we stopped in to tour the USS Batfish in Muskogee, OK. So, here are some detail shots for youse guys! Enjoy.**





**Control room panorama**

**The museum is chock full of sub-related memorabilia.**





**Batfish, a Balao class submarine, was commissioned August 21, 1943 at the Portsmouth Naval Yard. After seven war patrols in which she claimed sinking 15 enemy ships for a total of 37,484 tons she was finally struck from the Naval Vessel Registry on November 1, 1969. Batfish is most noted for sinking three enemy submarines.**

**<http://www.ussbatfish.com/> is the official website that features a virtual tour of the sub complete with many other detail shots.**



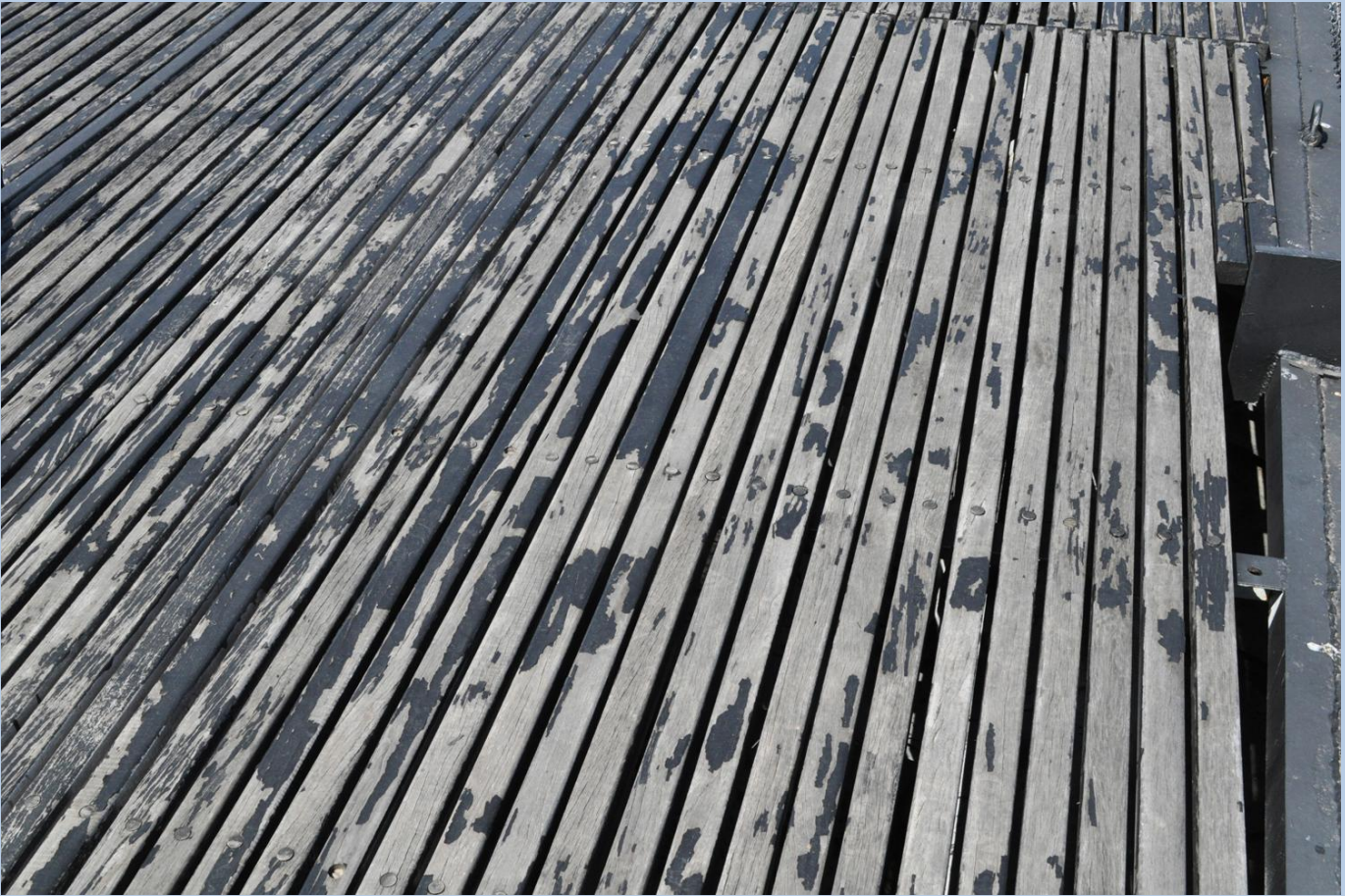
**My friend, LtCol Jim Phillips, USAF, Ret stands athwart one of the batteries used by US Fleet boats. There were 250 such batteries powering US Fleet boats weighing around 400,000 pounds!**



**A decidedly unique museum oddity is this preserved batfish.**



**This flag was carried on Batfish's 7<sup>th</sup>, and last, war patrol.**



**Batfish is an open book with virtually unrestricted access to all areas of the ship including the bilge! I elected to stay away from the bilge, but did venture down to the lower quarters of the boat as the photos will soon show.**

**This first shot shows the condition of the deck planking today. The teak planking was painted so as to reduce the boat's visibility under water from the air. But, the paint wears. What is important from a modeling point of view is the fact that teak goes grey quickly after exposure to salt water and sun. So, if you are painting your decks a pretty wood color, it's wrong. I've been on other teak covered decks, from the USS Olympia to WWII battleships, including the USS Iowa when she was berthed at Inchon back in the late 80s. Unless the teak is painted and maintained, the wood turns grey like this one.**



**Batfish offers excellent access to all areas of the deck. Access to the bridge is restricted due to the lack of wood planking. Also, the boat suffers from the ravages of time and the elements with many areas rusted through. But, I still managed to climb onto the bridge for a few shots as you will see. The photo to the left shows the forward escape hatch.**



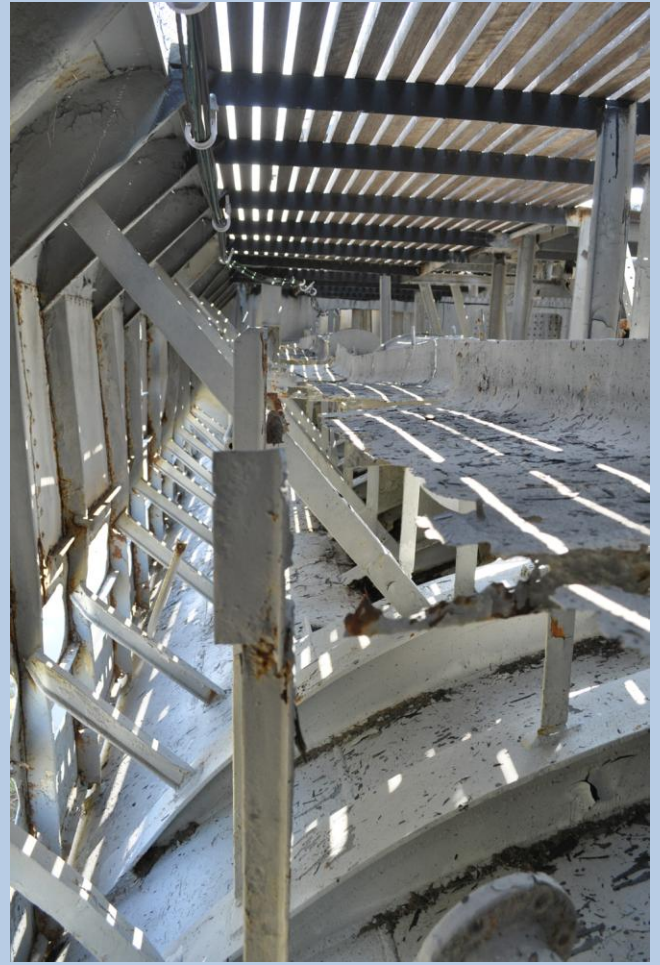








**On the fore deck, this structure was opened to show the equipment underneath. There are two spheres in there. Perhaps an emergency float for locating a downed sub? There are more spheres below the deck serving what purpose I cannot guess.**



**There were several deck hatches that afforded access to the space between the deck and pressure hull. As you can see from the photos, it's a maze of steel supports and pipes!**







**This is the drive gear for the bow planes.**



**More details on the bow planes**

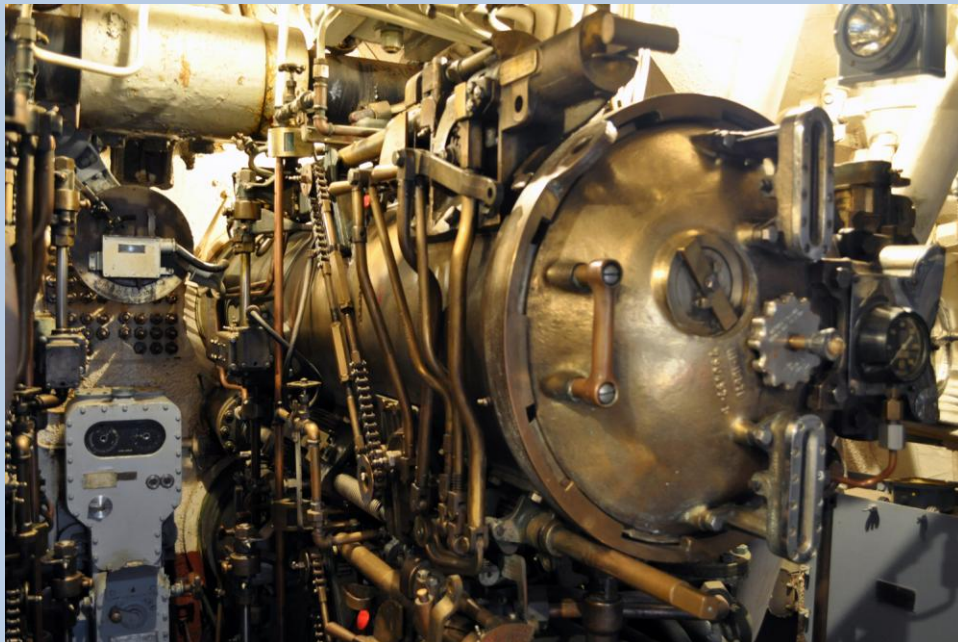




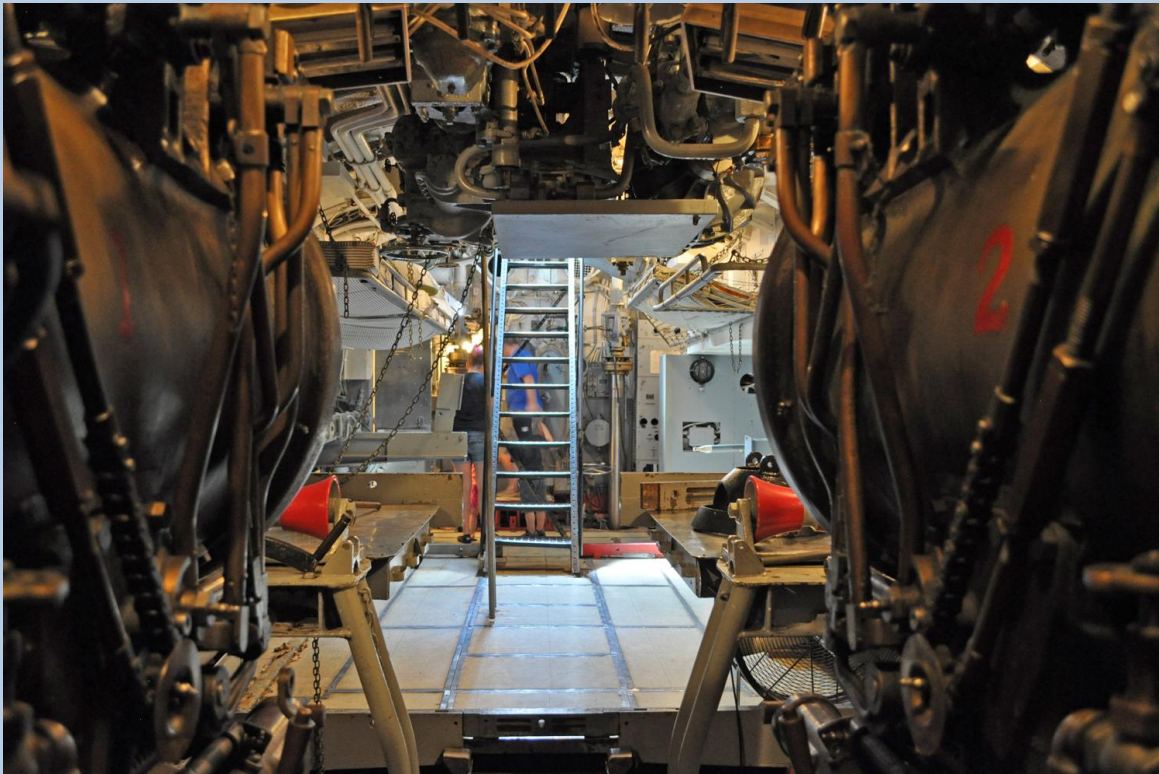
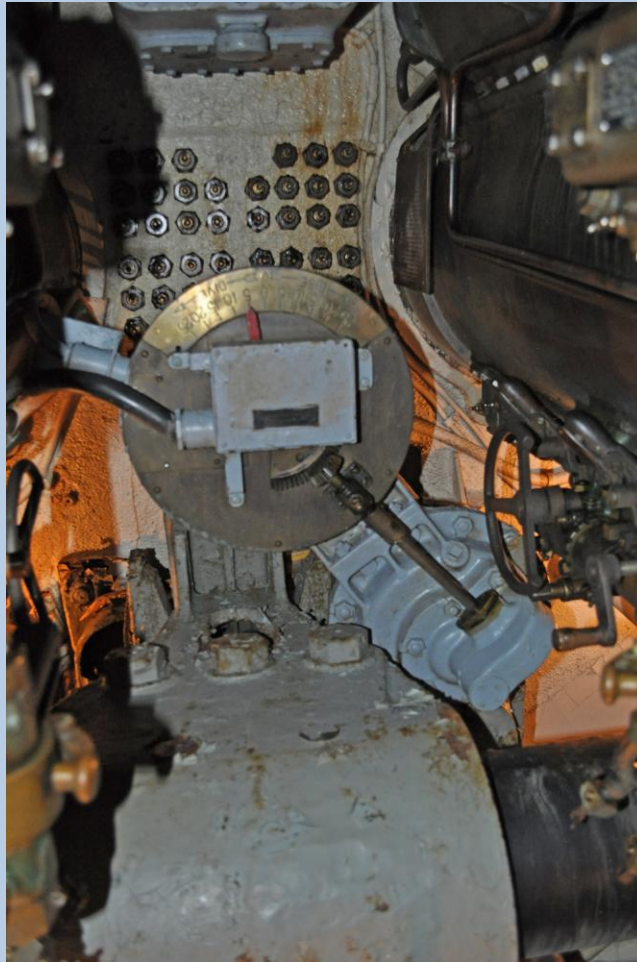
**This is the aft hatch from the inside.**



**While on the road, Jim and I listened to the war chronical of Rear Admiral Eugene, “Lucky,” Fluckey, “Thunder Below,” on an audio book. His tale gave some sense of what it must have been to be a submariner in combat. In addition, he was careful to note the travails of the average sailor including hot bunking. This photo in the forward torpedo room gives you some idea of how cramped the spaces were. Men slept with the torpedos!**







**Tucked in between the forward torpedo tubes looking aft.**



**Officer's Mess**

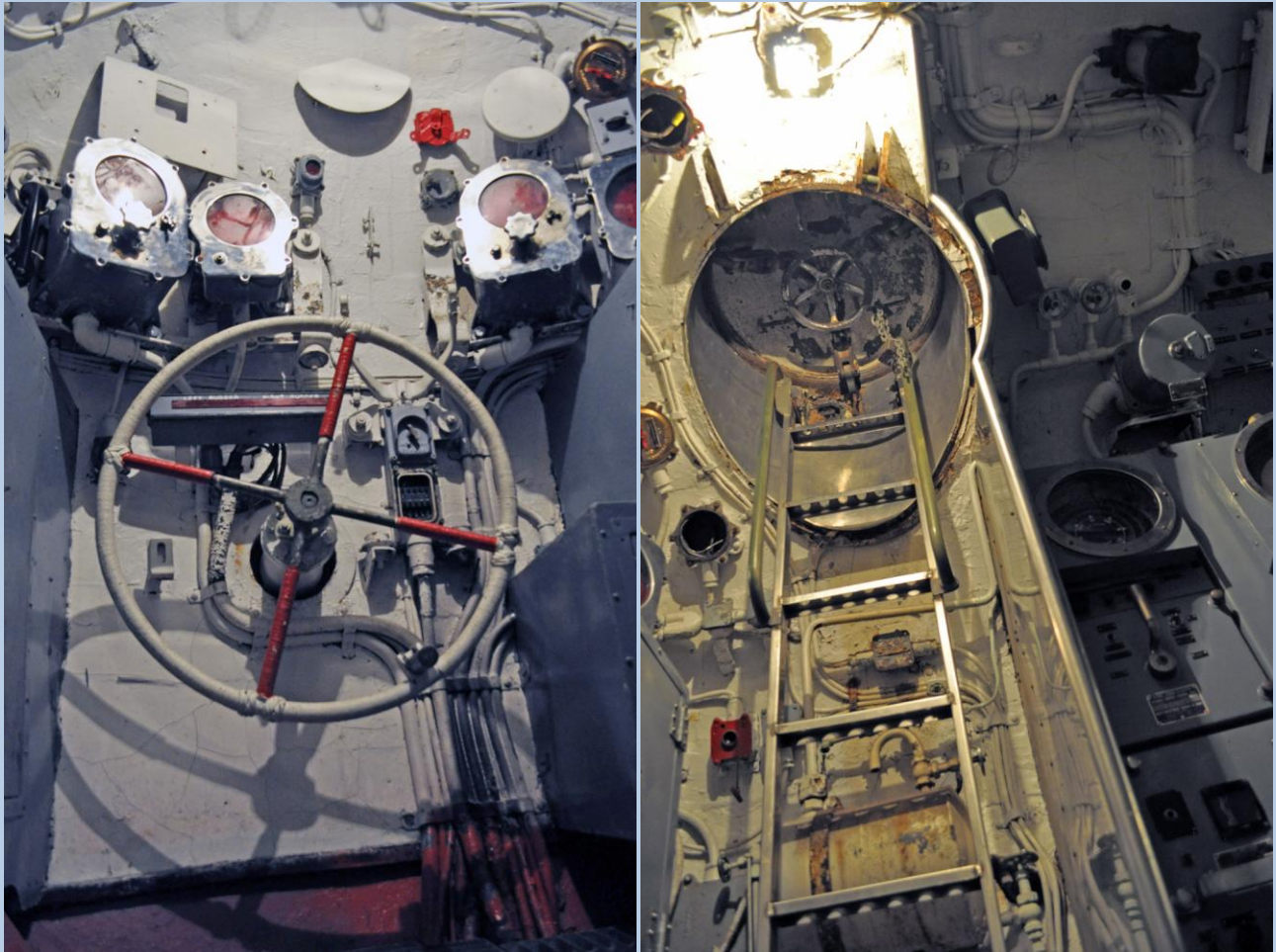


**Officer's Quarters**



**Chiefs' Quarters**





**Steering control and conning tower access. For some reason, complete access to the conning tower was restricted.**



**Here are several views of the conning tower, periscopes and various equipment.**





**Crew's mess**



**Main crew quarters**





**This funnel-shaped device bears explanation. I learned this from an old Fleet submariner many years ago. Not widely known is the fact that Fleet boats filled their ballast tanks with fuel oil. As the fuel oil burned off, it was replaced by sea water. This device separates the fuel oil from the sea water**



**Not all Balao class subs were equipped with Fairbanks-Morse diesels. General Motors and Allis-Chalmers engines also powered Balao boats.**

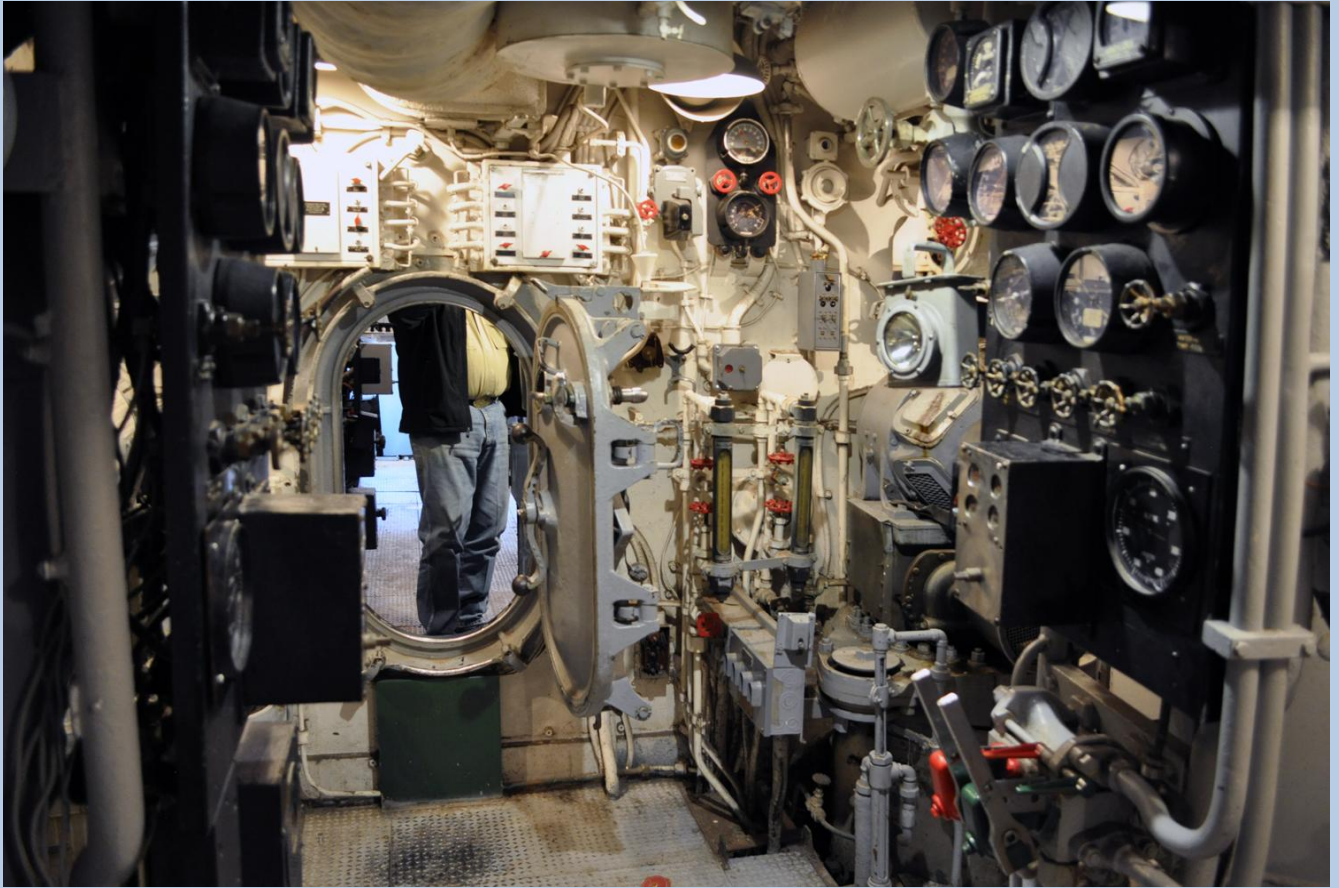


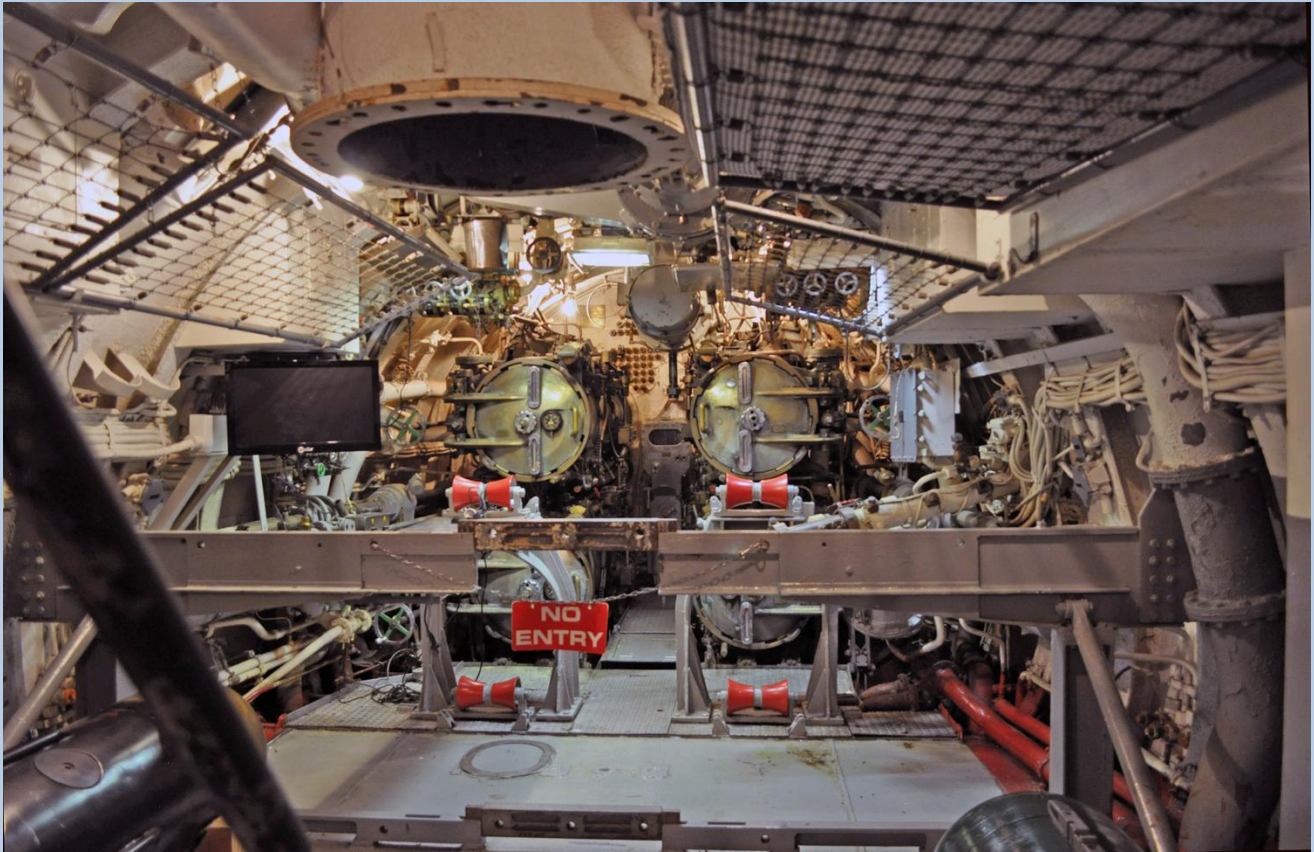


**Below the main crew deck is a claustrophobic wonderland of machinery and storage spaces. Mechanics could actually repair and replace critical engine components while underway.**



**With the access cover removed, a mechanic had, not so easy, access to the crankshaft and connecting rods.**





**Unlike the forward torpedo room, the aft was off limits.**



**The Main Induction valve was a critical piece of equipment.**



**The Main Induction Valve was the principal source of air to operate the diesel engines. Failure to close it before diving meant disaster for the crew!**



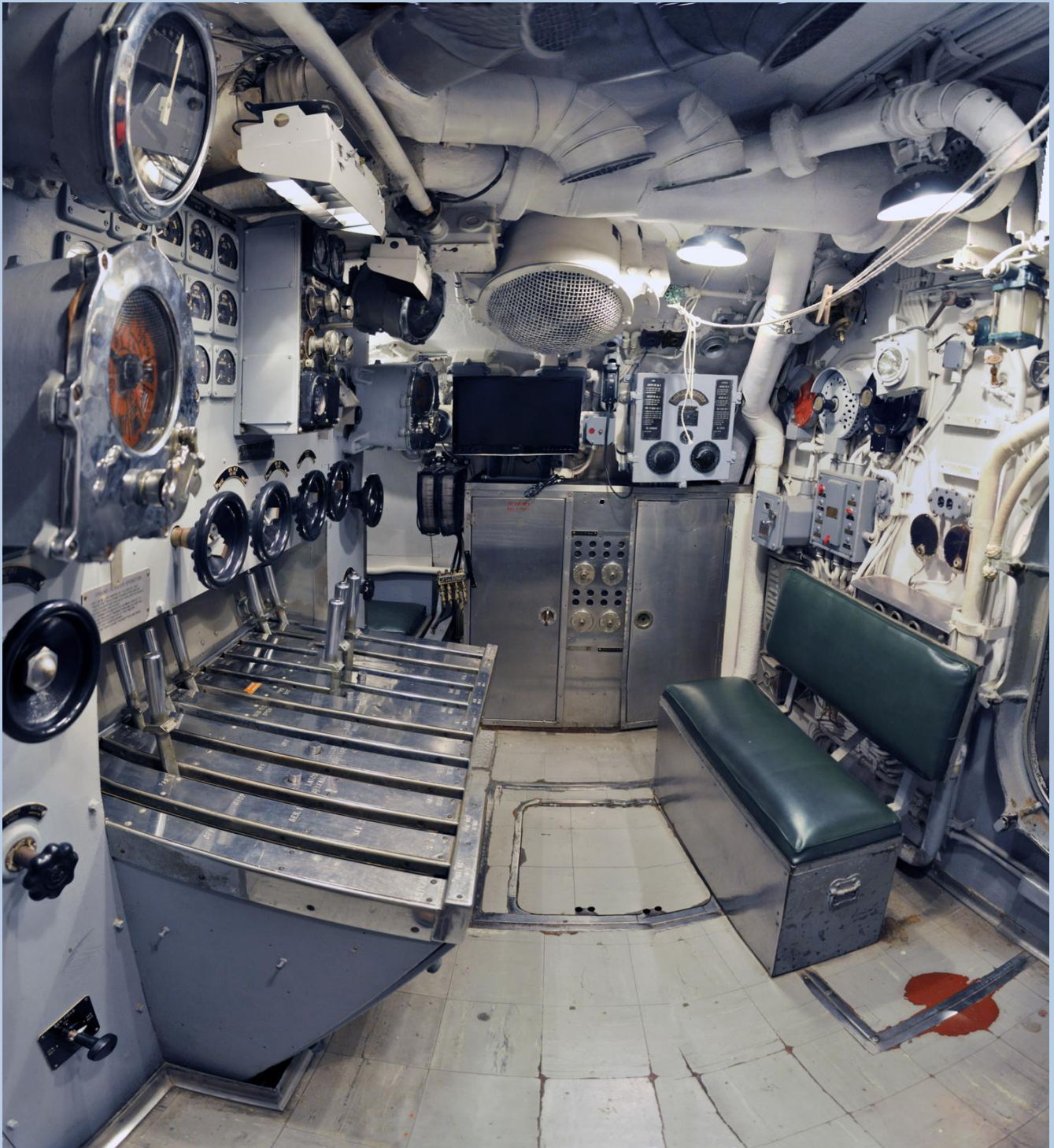
**You can see the lever that operated the MIV in the center of this photo.**





**40 mm cigarette deck gun**



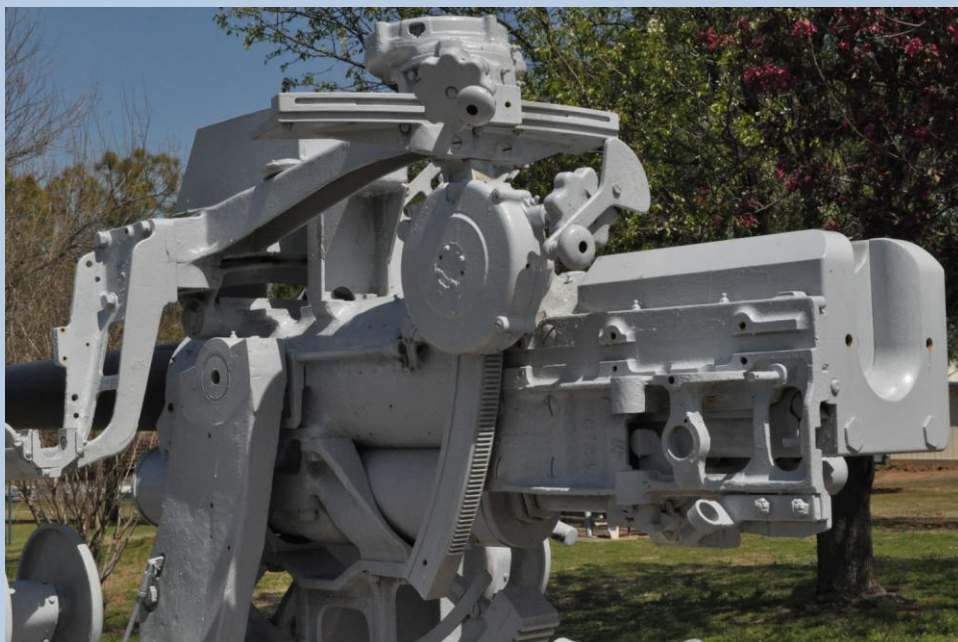


**This is a composite panorama shot of the maneuvering room. There is absolutely no room to stand back and get an overall perspective shot like this. I made six separate exposures to create this one shot.**





**Bafish, still on patrol...**

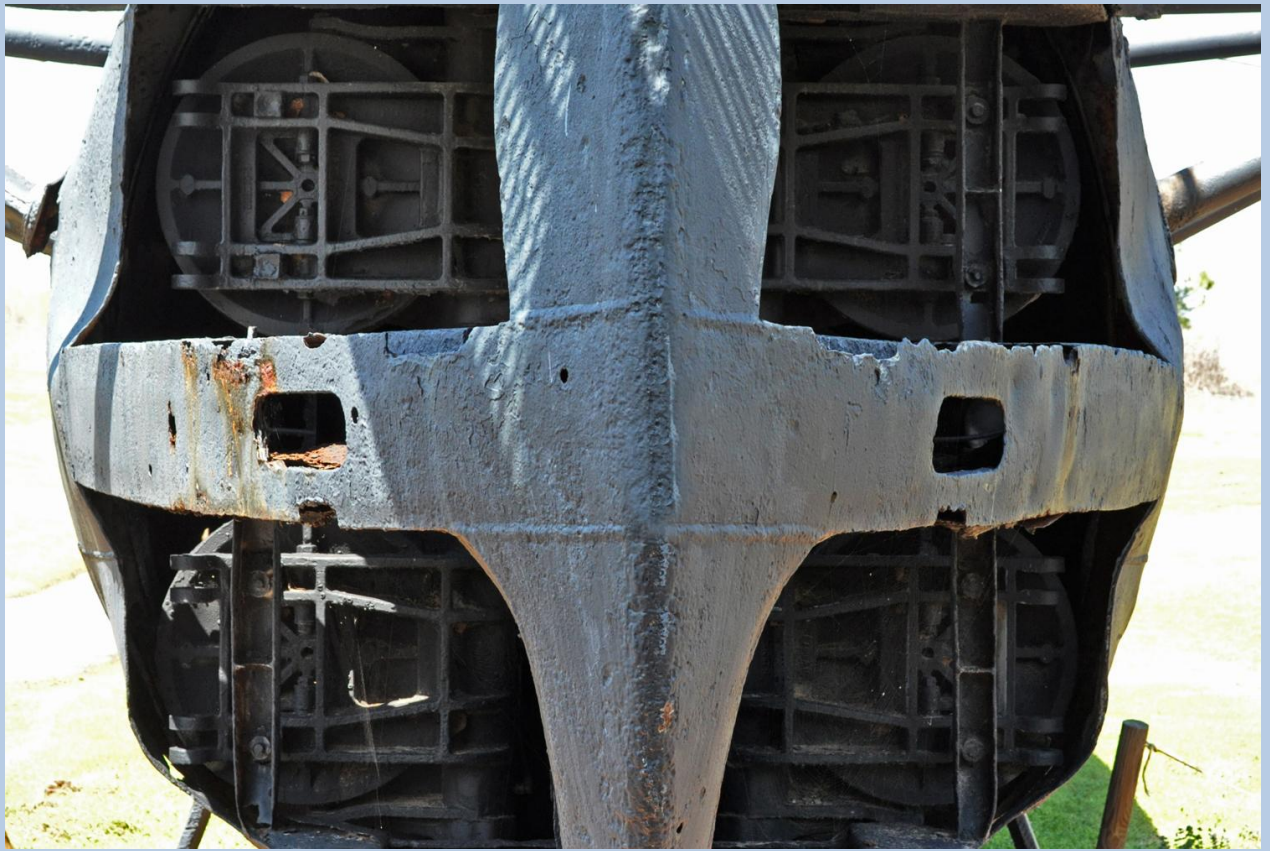


**Several views of a 4" deck gun**














# GMM HAPPENINGS

## GMM Club Meeting: 29 Apr

5/10/2014 Georgia IPMS Atlanta Con 2014 [www](#)  
Marietta Marietta, GA - IAM Local 709 Union Hall  
Region 3 1032 South Marietta Pkwy SE [Map](#)  
IPMS Atlanta  
[Bill Johnston](#) (678) 308-7308

2014  
IPMS/Louisville  
Invitational  
Contest

**D-Day**  
*The Invasion of  
Normandy*  
70<sup>th</sup> Anniversary

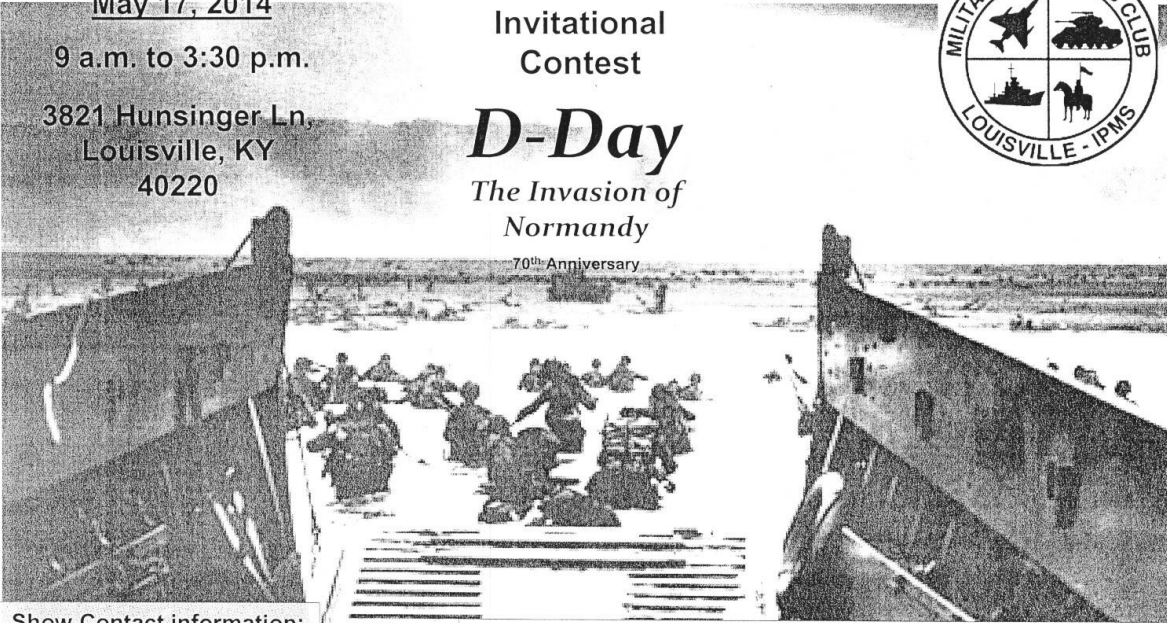


May 17, 2014  
9 a.m. to 3:30 p.m.  
3821 Hunsinger Ln,  
Louisville, KY  
40220

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Dave Crouch  
[dcrou@bellsouth.net](mailto:dcrou@bellsouth.net)

Entry fee: \$10(\$8 for IPMS/USA members with card) which includes the first two models, \$1 per model after the second.  
Juniors: (under 18) Flat \$5. General admission: \$2

[www.MMCL.org](http://www.MMCL.org)





6/7/2014

**Georgia**

Warner Robins  
Region 3

**ScottCon 2014**



Museum of Aviation  
1942 Heritage Blvd [Map](#)  
IPMS/Gen. R. L. Scott  
[Bill Paul](#) (478) 929-3210

**GMM Club Meeting: 27 May**

**GMM Club Meeting: 24 June**

**GMM Club Meeting: 29 July**

**GMM Club Meeting: 26 Aug**

**GMM Club Meeting: 30 Sep**

**GMM Club Meeting: 28 Oct**

**GMM Club Meeting: 25 Nov**

**GMM Club Meeting: 30 Dec or TBD**



*"That's all Folks!"*