



MADDOG MONTHLY

The Official Newsletter Of IPMS Boise, Idaho

May 2007

www.maddog.delta-v.org



SEATTLE SPRING SHOW 2007

Calendar of Events:

February:	WW
March:	P-51 Group Build
April:	Between Wars
June:	Fast Women
July:	CVMAC
August:	Science Fiction
October:	Korean "Police Action"
December:	Christmas Show?

Executive Board

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Meeting minutes for April 20th

So far the search for a new meeting locale has not been successful.

The P51 group build overlapped the “Between the War” theme and the member voted to allow the “Between Wars” theme to overlap the next meeting which does not have a theme.

Don Vandevoort 1/72 ESCI TU22 Blinder Soviet Air Force twin engine bomber.

Tom Vogt 1/25 scale pickup truck made up of several kits.

Gary Maslonka 1/48 F-51 the Tamiya kit as a 1947 ground attack aircraft.

John Thirion 1/700 Deutchland, the old Italaeri kit, and the 1/700 Fuji from Modelkrat.

Marshal Sanders 1/48 Hobbycraft P-26 Peashooter.

Herb Arnold 1/72 Revell Hawker Hurricane Mk2 with Far East color.

1/72 Interavia Sukoi SU-3. The 1939 high altitude fighter.

1/72 Curtiss YP-37 which was an interim design. A vacuform kit from Rareplane.

1/72 Tamiya P-51 flown by JJ England.

Terry Falk 1/72 William Brothers Gamma, designed in 1933 and held several speed records.

Jim Burton 1/48 P-51C from Accurate Miniature.

1/48 P-51B from Accurate Miniature.

1/48 P-51D from Tamiya.

1/48 P-51K from Hasegawa in Australian colors.

1/48 A36 by Hasegawa, this was the precursor of the P-51.

Bob Olson 1/72 Tamiya P-51B

Tom Gloeckle 1/48 Tamiya P51B.

David Stansel 1/48 Tamiya P-51B, “Old Crow” with decals from Tamiya and Testor.

1/48 Tamiya P-51B “Nooky Brooky”

1/48 Tamiya P51B “Missouri Armada”.

1/48 P51 from Pro Modeller with Modelmaster decals.

Jeff D’Andrea 1/48 P51 ICM kit of the “Jersey Bounce”.

The winners were; for the “in between the war” Don and his Blinder.

The winner of the P51 group build was Jeff with the “Jersey Bounce”.





April 2007: Between Wars And P-51 Part 2





The Prez's Prattle

Greetings fellow Mad Dogs!

The cursory report from Mad Dog Bill was that the Spring Show was quite good, and from the newsletter from IPMS Seattle that Randy sent out, it was considered a success. Though the numbers of models has declined, and having talked to Kent, this seems to be a trend everywhere. The economy maybe a factor, people are building less, or time is catching up with the hobby and our numbers are dwindling. I really don't know why, but it would be nice to see the trend reverse. Myself, Paul, and Tom Vogt attended the Greater Salt Lake Model Car Contest on the first weekend in May, and I myself, found it very disappointing. The number of models was lower or the same from two years ago, and the vendor's area was very sad indeed. I have seen more vendors at the old Yakima show! Paul and I have considered skipping future GSLs and instead going to the Spring Show.

On the Utah front some disappointing things seem to be happening. NUSMA, the group responsible for SHOCON/The Gathering is having issues with the leadership. Their President, who seems to have turned the club into his personal admiration society, wants to limit the contest to just aircraft models. This is suicidal and will surely destroy that contest. However, the SLC chapter is starting a new contest that will be at a new downtown venue and will be held in April, I believe the 28th. It will be an open contest to all modelers who come. Unfortunately, this is in almost direct conflict with the Spring Show. Let me finish this subject with a caveat as this information was related to me by Alan that works at MRS/Douglas Hobbies. Brian with his connections down there may have a different picture of the situation.

On a lighter note, the Navy display at the Warhawk Museum is coming up in June, so lets look at the date and come up with a plan to have a display table there. It's been fun in the past and they get a lot of people there, so public exposure to the club is a good thing. Paul has also talked to Geoff about the meeting room and he was unaware of the seating situation. Geoff indicated that he may more chairs somewhere and the plan was to clean out that storage area so that there would be more room for more chairs. It's still going to be a bit cozy.

June appears to be "Fast Women" subject, my grasp of these builds seems to be lost, but I'm shooting to get something done. July is the Vandervoort, and this month is a continuation of "Between the Wars." I've got to get something done! See you Saturday!



Seattle Spring Show 2007

by Brian Geiger



Like the swallows returning to San Juan Capistrano, this Spring kicked off with another successful regional contest in Seattle. Wild Bill Miller, Darrin Bringman, and I flew out the day before the contest and were joined by Tim Bradley.



We wasted no time in sight seeing with a tour to the Everett Boeing factory. The Everett main factory is listed in the Guinness Book of World Records as the largest building in the world by volume. It covers 98.3 acres under one roof, enough to fit 911 basketball courts. The ceiling is nearly nine stories, 90 feet, above the factory floor. Each of the hangar doors is nearly the size of a football field. The building is so large that the factory once created its own weather. Warm air and moisture

accumulated near the ceiling, forming clouds. The problem was corrected by an air circulation system installed in the ceiling.

The factory is divided up into assembly lines for each type of aircraft. The newest line is for the 787 Dreamliner, due to enter service in 2008. About half of its fuselage and wings are constructed of composite materials, making the airplane about 40,000 pounds lighter than a conventional aircraft of the same size. The strength of the

composites made it possible to design the 787 with larger windows and to set cabin pressure to a lower altitude, which increases the humidity and passenger comfort during flight. The 787 is also more fuel efficient and produces fewer emissions. The most visible difference I noticed was the distinct bow of the wings while in flight. (They're really "bow-ing"... Get it?)

To take advantage of a tax break for moving assembly lines, the 787 line will actually be in motion at a rate of nearly two inches per minute.

The day was short so we pilled back into the Magnum and headed down to Boeing Field for the World of Flight Museum. By the time we arrived, the museum was only open for another half hour so we had to do a very accelerated tour. The



Nearly all the parts and components of the airplanes that Boeing designs and assembles are manufactured elsewhere. A worldwide





new planes since my last visit, two years ago, were the MiG-17 and B-47. Both were parked outside in front of the entrance. The MiG seemed pretty small to me, especially compared to today's fighters.

unleashed outside the boundaries of historical accuracy.

The mad dogs were well represented and every dog won an award. Full contest coverage and results can be found in the Seattle IPMS newsletter <http://www.ipms-seattle.org/newsletters/2007Newsletters/2007>



Contest Day

We arrived close to opening time and headed right to the vendor tables. As in previous years, there were plenty of killer deals and it took restraint not to go overboard. We were limited by our cargo capacity as airline passengers. Bill did the sensible thing and focused on aftermarket decals.

we were well represented, meaning I didn't notice any sparse categories with just a few entries. The quality level was also on par with a regional event.



I managed to take close to 300 contest pictures that are posted at <http://bgeiger.delta-v.org/IPMSseattle/>. One of the entries I didn't get a picture of was a collection of aircraft carriers with

There were approximately 600 models on display, which was a manageable amount to take in during the allotted time. Add many more and it becomes difficult to get a good look at everything. The categories



full decks of planes. The thought of decaling all the planes of one carrier is frightening. Multiply that by seven or eight and you've got pure insanity. Each carrier had its own clear dust cover case, which made photography futile.

This year's "wacky theme" was hypothetical WWI aircraft. Again, it is refreshing to see whimsical creativity



May51.pdf.

Mad Dog Results

George Bacon - Aircraft-Biplanes, Vintage
1st Bleriot XI Penguin
2nd Moraine G Trainer

Tim Bradley - Aircraft-Airliners
3rd Reno Air MD-90

Darrin Bringman - Aircraft-1/48th Single Prop-Allied
Honorable Mention P-51D Mustang

Brian Geiger - Aircraft-1/32nd & Larger- Prop
2nd Bf 109G-6 Wilde Sau

Bill Miller - Aircraft-1/48th Single Prop-Allied
Honorable Mention AT-6 Texan



The event was well organized and managed. Again, the judges simply worked around the spectators without having to clear the hall. Most entrants stayed through the awards ceremony and I didn't notice a huge contingent packing up their models for an early escape.

Congratulations and thanks to the organizers in Seattle. They seem to have the formula down for a highly successful show with seeming ease. They're already at work preparing for next year's show that will be at the same place, April 19, 2008. If you have the chance to make the trip, I highly recommend it. Start working on your entry today! ☺



P-38 FLY-IN NAMPAA IDAHO



May 5th and 6th saw a gathering of World War Two warbirds at the Nampa International Airport Bar and Grill. The attendees were the P-38 "23 Skidoo" from Chino, California. The Warhawk Air Museum's P-40 and T-28 were in fine form and Mark Peterson's P-51D Diamond Back wowed the crowd. Guest Speakers included two P-38 aces who captivated the crowd with their reminiscing's. And an expedition member who helped recover the P-38 Glacier Gal.

IPMS/USA NEW MEMBER APPLICATION

IPMS No.: _____ Name: _____ (Last First Middle) _____

Address: _____

City: _____ State: _____ Zip: _____

Phone: _____ E-mail: _____

Signature (Required by PO): _____

Adult: \$21 Junior (17 Years Old or Younger): \$9

Trade Member: \$21 Canada & Mexico: \$25 Other/Foreign: \$28

Family (Adult Dues + \$5, One Set Magazines, Number of Membership Cards Required: _____)

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

Name: _____ IPMS No.: _____

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