



MONTHLY

The Newsletter of IPMS Boise September 2010



Winner
Darrin Bringman

Battle of Britain
Theme
Tamiya 1/48th scale
Bf-109E-3

MEETING MINUTES

Reminder to all, the model meeting has been moved to the second Saturday of September. This is because the McMinville show is the third weekend, and we have members that maybe attending. We will be meeting in one of the classrooms as there's a schedule conflict in the gym. It might get a bit cozy.

Also Bill Bailey is having his auction of models. So bring your money.

At the meeting Kent gave us a review of the Nationals at Phoenix. He indicated attendance was down, but still quite good.

Mark Russell's Cousin, Nathan, visited for the first time in quite a while after leaving the Army.

Another reminder, November is the theme "Natural Finish."

Your Executive Board members are-

President - Bill Speece

Vice President - Brian Geiger

Treasurer - Jeff D'Andrea

Secretary and Editor - Tom Gloeckle

Chapter Contact - Kent Eckhart

2010 Theme Builds-

November - Natural Finish

Theme Models

2nd Place



1/72nd Tamiya
Bf-109E-4
by Herb Arnold

3rd Place



1/48th Monogram
He-111
by Jeff D'Andrea



Revell
Messa Schnitzel and
RIF RAF Spitfire
by JIM burton



1/72nd Hasegawa
Hurricane Mk. I
by Tom Gloeckle



1/48th Tamiya
Spitfire Mk. I
by Tom Gloeckle



1/48th Tamiya
Bf-109E-3
by Tom Gloeckle



1/48th Hasegawa
Hurricane Mk. I
by Ian Robertson



1/48th Tamiya
Spitfire Mk. I
by Ian Robertson



1/48th Eduard
Bf-110C
by Ian Robertson



1/72nd Hasegawa
He-111P
by Ian Robertson



1/32 Revell
Hurricane Mk I WIP
by Bill Speece

MEETING MODELS

1/35th Tamiya Tiger I
by Brian Geiger
Model of the Month



1/35th Trumpeter
KV-1
by Ian Robertson



1/48th Tamiya
Mosquito FB VI
by John Thirion



1/48th Hasegawa
Typhoon Mk. I
by John Thirion



1/48th Hasegawa
Typhoon Mk. I
by Brian Geiger



1/72nd Heller
Spitfires Mk. Vb & XVIe
by Terry Falk



1/48th Hasegawa
F6F-5 Hellcat
by Mark Russell



PRESIDENT'S NOTES

What a great group of guys we have in the group. Each month we have a terrific turnout and the show of models is outstanding, not only in the quality, but in the subject matter. When someone brings a model with a realistic finish, the group is really interested in any new techniques. When Gil explained how he did the old rust salt method I'm sure several of you will try to reproduce a similar finish. Darrin's and Ian's effort and finish of there kits shine out all the time, for example. Thanks for sharing how it's done. I want to also thank all the other members of the group that put forth an effort to make the Mad Dogs successful. Without you, there of course, would be no IPMS Boise. Keep it up. Arlen has provided us with a spacious meeting place. The air conditioning last month felt good. For all of you who set up the meeting for everyone to enjoy, thanks. And to all who stay later and help take down the chairs and tables. It is a lot of work. I certainly wouldn't want to continue offering a place to meet if I would have to do everything by myself. Set up and take down is something everyone should participate in so a few aren't always doing the job. This month we will have Bill Bailey bringing in his kits. Let's help him out financially by buying his kits. Then thanks for the guys who are helping him store and transport the boxes to the meetings. I understand that Gil will assist him to sell lots on ebay, if there are any left. Each month brings a newsletter, which is time and effort by the officers. Remember to throw your hat in the ring when it comes time for officers next year. So we can continue to edit and produce a good newsletter, keep writing articles. Thanks to John who writes the Scuttlebutt each month. Even though he isn't able to attend every month, he contributes his knowledge, expertise, and updates on new kits. I am sorry I haven't been able to write more with goofy computer problems. As I have said before, it doesn't matter what you write, just write and submit an article. That takes us to those who put the newsletter together and put it on the website, thanks Tom and Brian. The newsletter looks good. One of the biggest thanks I would like to offer is to Jeff. He has updated the accounting and membership records, quite a lot of work. His efforts secured a printer so we could save money on printing. With his resources, he produced a huge banner we can use at any gathering. The Battle of Britain posters really reinforced the feeling of the theme. He also prints and buys the first, second, and third place awards. He also found numerous article and images of Mt. Rushmore for Don on his own. He printed some great photos that you would not have known about. I also hope Ray appreciates the group photo Brian took and most of us signed. The shot looked great. Let's see it on the web site too. Thanks to all of you again who put in work, time, and effort that make the Mad Dogs who we are. If you want to help more in the future, sure would like to thank you now for any help you can give.

Bill Speece

New Releases

Italeri has released a 1/35 MAS (Italian PT boat), also planned by the same company is a British Vosper. This would complete a nice collection of WWII PT boats from 4 different countries. Already available in styrene are the German s-100 and the US Elco-80. The only other possibility would be the Russian Tupolev. The acronym MAS stands for the Italian translation of MTB or motor torpedo boat, Motoscafo Armato Silurante. Sometimes the letters SVAN were added at the end of MAS, it stood for Societa Veneziana Automobili Navale, the builder located in Venice. The class 500 boats were capable of 45 knots and were armed with two 450 mm torpedoes, in addition they had one Breda 20mm gun and one 6.6mm machinegun. The MAS was propelled by two engines which developed a total of 2400 hp. The boats were 61.7 feet long and 15.4 feet wide with a displacement of 29.4 t. They had a crew of 13, the range was about 300 nm at full speed.

The British Vosper was a larger and much heavier boat. The length was 73 ft, had a displacement of 49t, could reach 40 knots being propelled by 3 Packard V-12 developing a total of 4200 hp. They were armed with two 457mm (18 inch) torpedoes, one 57mm gum, one 20mm Oerlikon and two .303 Vickers.

The famous German S Boats were longer and narrower, also they were relying on their famous diesel engines which increased their range to 800 miles. They also had a larger crew of 24 men, and were armed with two 533 mm torpedoes, one twin 20mm and one single 20mm guns and one 37mm gun. AT 79 t they were the heaviest.

The American PT boat represented in 1/35 scale were of the 80's series Elco boats. They were made to operate in the Pacific and had different characteristics. The length was 78 feet and a very wide beam of 19.5 feet, the displacement was only 43 t due to the use of plywood construction for the hull. The max speed was 41 knots which was rarely achieved. Like he Vosper they were propelled by three Packard V-12 . They had four 21 inch torpedoes, one 20mm gun and two .50 cal machineguns. The Russian Tupolev was the smallest and the fastest of the group. The original Russian PT's were propelled by American or Italian engines until the Russian could produce a reliable high performance engine. The torpedoes were small, only 12 inch. The boats could reach 58 knots on mirror calm sea, Their aluminum hulls were prone to corrosion if the boats were kept in salt water. They were to be dry docked after each missions. The Russian engine developed 1250 hp on a single shaft for the 40 foot boat. They were effective only in the relatively calm Black Sea.

The Greek Company YS for Ylannis Sagladinos has released a 1/35 Tupolev G5 in resin.



CSS Palmetto State Part 2

After finishing the wood base (I am not very good with a router!) and painting the hull I encountered another obstacle, the part with would form the end pf the keel at the stern was not usable. Also, the 3 blades propeller was missing one blade. I contacted the Flagship Model through email but did not get any answer. Not wanting to delay my project any longer I decided to build my own propeller. The shaft was easy enough but the blades were a bigger challenge, I made them out of paper stock, twisted them into the appropriate shape and soaked them with ca glue. So far so good, the problem arose when I tried to space the prop on the shaft, after several attempts I finally reached an acceptable result. That is the time when the mail brought me the replacement prop *&#;\$@*!!

And yes it is better than the scratchbuild one. Apparently future props will be in resin instead of metal. I contacted the company and inquired about the feasibility to included a prop with the PE. So back to more sanding then repaint the hull,