

Maddog Monthly

The official Newsletter of IPMS Boise May 2005

25 cents



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www.maddog.delta-v.org

CALENDAR OF EVENTS

MAY: "IT'S ALIVE"

JULY: C. V. AUTO CONTEST

AUGUST: "SH4"

SEPTEMBER 17: MC MINNVILLE

SEPTEMBER 17-18: M. H. AIR
SHOW

SEPTEMBER 23-24: THE
GATHERING

NOVEMBER: "HEAVY HAULERS"

APRIL 2005 MEETING MINUTES

Ian Robertson, presiding in the absence of Brian Geiger (away in Seattle for the Spring Show), opened the meeting at 06:00 pm. 20 members were present.

It has not yet been decided to which organization the auction money will go to. Gary Keith of the Idaho History Museum requested to be considered as an option. A vote will be held at the next meeting concerning the allocation of the funds, if you want to have a voice, and a vote, be present.

Model of the month

Don Vandervoort – Robbie from the movie The Forbidden Planet. This Robbie is the movie version and not the one that was used in the subsequent TV show. Apparently this Polar Light kit is a re-release of an old Aurora kit.

Terry Falk- A Ford Trimotor 1/72, in this case the “Southern Cross” which accomplished the first flight from the US to Australia. This is a Frog kit.

The 1/72 Monogram B mustang. A great rendition of an older kit that is on its way to become a classic. In this case Terry choose to represent the “Boise Bee”.

Howard Carpenter- The Monogram 1/24 scale of the 1963 A.J. Watson Indy Roadster that was powered by the ubiquitous Offenhauser engine.

A 1957 Ford Ranchero, also in 1/24, by Revell. This kit has the particularity not to have a one piece body, but instead being made of several different pieces. Howard had to use parts from a AMT kit for the accurate front bumper, grill, and wheels. The model was finished using Testor dark cherry red.

Tom Gloekle- The Special Hobby 1/72 DeHaviland Hornet which is apparently a small version of the 1/48 scale model by Classic Airframe. This kit did include plastic, resin, and photoetched parts, still Tom felt the need to add his own scratchbuild parts.

A Gloster Pioneer or Whittle. This 1/72 little beauty come from Pavla. Apparently it is not Tom’s favorite due to fit and details problems, but the final product was a great rendition of a pioneeet of British aviation.

Ray Sweet- The Airfix 1/72 Nakajima 91. This aircraft used the same wings as the Bristol Bulldog. Japan did purchased several of the Bulldogs and copied the wings. Ray followed the same procedure with his kit. The Fiat BR-20, a 1/72 Italaeri kit. This Italian built aircraft was bartered by the Japanese for soy beans. Ray therefore choosed to have Japanese decals on his models.

Jim Burton- The 1/35 scale MRC Black Hawk, an impressive chopper at an impressive scale.

David Richardson- The Hasegawa 1/72 English Electric Lightning FMK6, always an attraction getter with those fuel tanks above the wings.

Ian Robertson- The Revell 1/32 FW 190D-9 (square tail), Ian also brought a kit in progress. Another FW-190 (no surprise here!) using some resin parts by Jay Rutman.

1 st Place	Ray Sweet – Fiat BR-20
2 nd Place	Ray Sweet - Nakajima 91
3 rd Place	David Richardson – Lightning Howard Carpenter – Watson Indy Roadster

Flash news

Both Randy and Bryan got 1st places at the Spring Show, be there at the next meeting to admire those models. The mad dogs were again well represented.

How I Spent my Seattle Spring Show Vacation

By Brian Geiger

The MadDogs made a pretty good showing in Seattle this year and I figured I'd give a report.

Part I - Traveling with models

Airfare between Boise & Seattle is pretty affordable, especially in light of recent gas prices. It's a quick trip but one of the drawbacks is the limited cargo space. Two suitcases, a carry on, and one item like a laptop computer is all you get. This calls for careful planning, both when selecting your entries and while going nuts in the vendor area. For the most part, we had pretty good luck getting everything through airport security. Bill Speece didn't even get held up with his resin raptor claw. (You can't bring fingernail clippers but raptor claws are ok?) Bill Bailey apparently got double-teamed. While being pulled aside to be wanded, another security person seized the opportunity to give his models a good shaking, even though they were in a clear plastic box. Bill wasn't very happy about that. Within an hour or so we were in the very scenic, green, and drizzly Seattle.

Part II - Museum of Flight

After a quick brunch at Randy's Restaurant, we switched right to tour mode and hit the Museum of Flight. Having toured the MOF two years ago, I thought it would be more of the same. Wrong! Over the last year they acquired some of all of the Champlin collection from AZ. They built a

two-story wing that houses 10 WWII and 17 WWI aircraft. Some are replicas but the originals are quite rare, like the only Yak-9U in the U.S., a Ki-43-IIb Hayabusa, and of course the yellow 10 Fw 190D-13. Most of



Rebuilt original Yak 9-U from Novosibirsk, Siberia. It is one of four original aircraft known.

the planes were displayed in the form of 1:1 scale vignettes, with groundwork and background props to set the scene. Tim mentioned that the low lighting was intentional, to preserve the colors. That gave the displays a theatrical feel. There were also artifacts used by the pilots on display, such as side arms, survival kits, navigation instruments, etc...



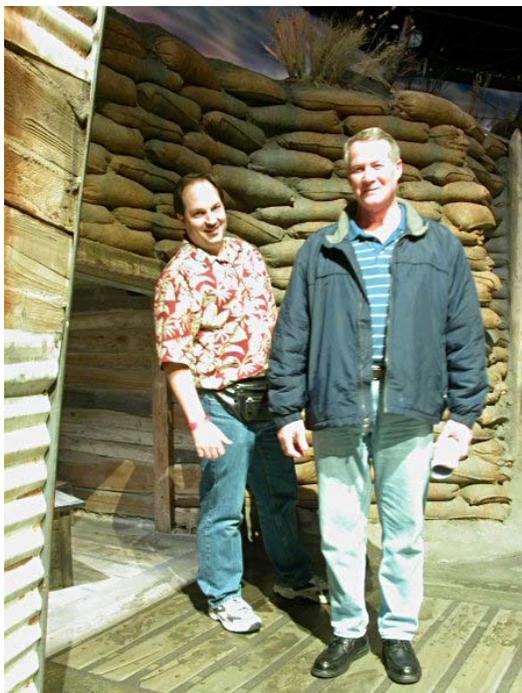
The WWI planes are on the second floor. Again, there are some very rare birds like the world's first fighter plane, the Caproni Ca 20. I found that to be very interesting because it is displayed un-restored, almost entirely original.

The battered covering of scars and stains from 1914 was something that a modeler could really appreciate. I was fascinated by the ornate mix of crafted woods, metals, and

fabric used on early aircraft. That makes WWI models seem very challenging to me.



Bill Speece, Brian Geiger, Bill Miller, Tim Bradley, and Randy Hall SEATTLE 2005



Tim & Bill demonstrated their flight prowess on the two WWI simulators.

The other new features to me were the ability to board the first jet Air Force One and the Concorde. There's a lot of interesting history there.

Part III - Sci-Fi Museum



Our next stop was the Science Fiction Museum. We found a vast array of costumes, props, and manuscripts that ran the full spectrum of sci-fi history. Randy was able to point out some of the more obscure objects. (Evidently, there's a movie by the name of "Star Wars" that achieved some popularity.) Seriously, there was some major sci-fi memorabilia like the Darth Vader mask/helmet used in The Empire Strikes back. This version featured special lenses to give the swordfighter optimal viewing during the fight scene against Luke. There was also an alien head from Predator, costumes & the command chair from the original Star Trek series, an ET mannequin, a Cylon Raider, Robocop, costumes from the original Planet of the Apes, the B9 robot from Lost in Space, Robby, Tweaky, Terminators, aliens, etc... the list goes on and on. As for miniatures, they had ET's mother ship and the miniature Elliot with ET on the bicycle used for the flying in front of the moon scene. Very cool stuff.



The Sci-Fi museum is co-located with the Experience Music Project which is a contemporary music museum. We didn't pay the extra fee to enter but they had some costumes on display in front of the entrance that included Gene, Paul, and Ace's Kiss costumes from the 1977 Alive II tour. I only managed to set up and take one picture of Gene's boot before "the man" told me that, due to some kind of licensing deal, I could only take pictures of the guitar sculpture at the entrance.



I bought some raffle tickets. This time, they reserved a "major item" for each hours drawing so all the good stuff didn't disappear right away.

Phase two of my plan was to walk the tables and actually look at the models. I couldn't really be sure to see everything because entries kept rolling in throughout the morning. Tim, for example, executed the famous all-night paint and decal session the night before the contest. He and his entry arrived with mere minutes to spare.

Part IV - Contest

The Seattle Show has gotten bigger and better each year and this was no exception. Both sides of the community center were filled very nicely. Everything seemed to run very smoothly from what I observed. I breezed through check in since I had downloaded and filled out my registration slips earlier. After stashing all my stuff under a table, I initiated phase one; scope out the vendor tables. There was a good mix of both retail vendors and personal collectors. After spending some money, I was ready to get my models entries placed on the tables. I met Jerry Crandall and admired the collection of 1/32 Luftwaffe models he had on display at his vendor table. He also had some airplane parts on display, including the top instrument panel faceplate from a Fw 190.

About two hours into the show, I started phase three; taking pictures. Equipping myself with a sturdy tripod I started snapping away. Take pictures, change batteries, more pictures, change memory card, pictures, batteries, etc... That's how it went, right into the awards ceremony. I admit it. I spent too much time taking pictures and not enough time relaxing and taking in the show.



My rabid picture taking was facilitated by the fact that they allowed the public to remain in the hall while the models were being judged. They just made a couple announcements to please make way for the judging teams. This seemed to work fine.



There were some very nice models to be sure. I feel like a dork for not remembering what won best of show. I believe that Wolf Buddee's 1/48 F4F-4 Wildcat won the best of class award. There was a very impressive 1/35 USS Intrepid carrier model that was loaded with planes that were individually



numbered and even had microscopic radio antennae. The MadDogs brought home some awards so we were well represented. A few categories, like sci-fi, were light but the aircraft tables were pretty full. The armor section had a new category to accommodate Tamiya's new 1/48 line.



There was a lot of contest coverage this year. Mark Thompson was there taking pictures for FSM so we'll probably see a few shots in and upcoming year in modeling special. Internet Modeler has come out with several articles detailing the Schneider Trophy Competition category. You can visit a couple on line galleries, including the 300+ pictures I posted here:

<http://bgeiger.delta-v.org/IPMSSeattle/>
<http://svsm.org/gallery/Seattle2005>



It was a great trip as always and, looking back now, seems like it came and went super quickly. Now it's time to get ready for this month's theme contest! I look forward to actually attending one of our meetings for a change. See you there!

- Brian

Club Business:

There is an issue of how we would like to distribute the funds that were raised from the last auction. There are plenty of options and everything (that is legal) is certainly open for discussion. Gary Keith has proposed that some of the funds help the Idaho Military Museum. We've also discussed various local charity organizations in the area such as the ID Food Bank, Rescue Mission, and Salvation Army. Some have suggested that we reserve a small portion as seed money for a small local contest – bigger than a theme contest but smaller than a regional event.

I invite all of you to give the matter some thought before our next meeting so we can be prepared to explore all of the options and come up with a plan that most everyone will be happy with. The money could even be divided into portions. It's your club so think about how you want your money spent.

Cyber-modeling tip:

I've been a fan of the Google search engine for years now. It keeps getting better. (I should have bought some stock.) Have you tried the image search? Go to google.com and enter your search word but this time, hit the "Images" link. You'll be presented with pages of thumbnail images with links to their respective pages. The cool thing is that you can see just what you're getting before spending the bandwidth to get there. I tried it out entering the names of a few Luftwaffe planes. First off, I noticed that it's hard to search for images of any Luftwaffe planes and not come up with pictures of Ian's models in his familiar natural setting. (Prolific.) Secondly, I found some new modeling spots I hadn't seen before, many of them in foreign languages. These would most likely be overlooked with a

conventional text search. Give it a try and see how many more hours you can kill on the computer, you sick freak.

- Brian

(Thanks for an excellent club update, Brian. Any changes to the original document were entirely due to software limitations – Ed)

April 2005 Model Gallery
Photos by John Thirion







Check out our web page: www.ipmsusa.org

IPMS/USA

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