



Maddog Monthly

The official Publication Of The IPMS Boise Maddog Modelers



www.maddog.delta-v.org

July, 2006

Calendar of Events

January	MoM
February	MoM, Civil theme
March	MoM, MoY
April	MoM
May	MoM, Resin theme
June	MoM
July	MoM, C.V. Auto contest
August	MoM, Photo Etch theme
September	MoM
October	MoM
November	MoM, Color Silver theme
December	MoM, Christmas Show

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Vice President: Ian Robertson
Secretary: John Thirion
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Chapter Contact: Bill Speece



The meeting started at 18:09, Brian Geiger presiding. 23 visitors and members were present. We had a first viewing of Tamiya surprise release of the French Char B, and yes it is in 1/35 scale. The members who attended the Warhawk display reported that it was a success, except for one child who almost got severely injured! Some of the airplane guys were still drooling over the F-22 fly by at Hill Air Force base.



Next month will be the car contest, Don told us that there will be 3 trophies. The next theme contest will be photo-etched, very inspirational! Paul, reintroduced the idea for another auction, the members decided to put the idea on a very slow burner. Some of us hope for a long power failure!

Model of the Month

Ian Robertson : Hasegawa P-51 D “Mustang” in 1/32 scale. The old Hase kit With re-engraved panel lines, resin cockpit, vacuform canopy, hollow metal exhaust, detailed wheel wells, ect.. not to forget a very original paint scheme that only Ian could come up with.
Marshall Sanders : Another Hasegawa P-51 Mustang, but this one in 1/72.

Marshall used some Aeromaster decals, oil paint and pastels for weathering with great results,

Ray Sweet: A F-104 “Starfighter” of the German Air Force. Ray build this Model over 30 years ago and do not recall which kit it was, look like a Revell . Anyway it is the opinion of some of our own in house model historians.

John Thirion: The 1/350 ISW monitor Puritan in resin. The ill fated Tresher, Also in 1/350 from Yankee Modelwork, but in reality a re-release of the old Blue Water Navy model.

Mike Smith: A 1/48 Cayuse Helicopter.

Brian Geiger: A couple of Swingers (model hanging from the living room Ceiling) both kits were in 1/72. A F-111 and a Tornado.

Bill Speece: A surprise here, a Nascar model that did not belong to Tom V. Bill did an outstanding job on the finish (after all he does airliners), Bill used Blue Magic and Future to achieve a great finish.

Dave Richardson: A heavily weathered 1/48 Monogram Skyhawk.

Don Vandevort: A diorama inspired from the last King Kong movie. I That the scene was titled “size does matter”. Included were a modified T-Rex from Revell and a King Kong entirely scratbuild by Don. As usual with Don the painting was first class, check the close up photos for the facial expressions .

David Stansel: Dave decided to go large scale this time by refurbishing an Old kit from Dave Ross. There was a lengthy discussion concerning the use of PE in 1/700, apparently Dave who uses angel hairs for the rigging of 1/2400 models did not see any reason not to do so! Anyway good job on that Revell Sharnhorst.

The winners were

- 1st place Don V and his diorama.
- 2nd place Dave R. with the 1/48 Skyhawk
- 3rd places Ian R. Marsall S and John T. (Puritan)



Mad Dog Workshop

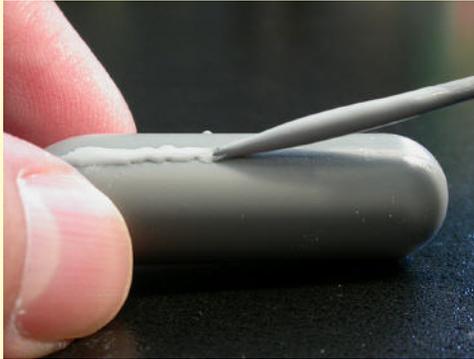
by Brian Geiger

This month I'm going to try something a little different. I'm going to present a simple modeling tip. Being academically minded, Ian coined the moniker, "Sprue U". Summer is going strong but just for now, let's go back to school!

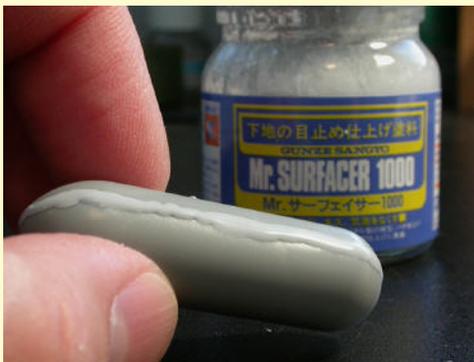


Lesson 1 Seam filling with Mr. Surfacer

Ok, I know I touched on this a bit last month but there's pictures now so humor me and follow along. Mr. Surfacer comes in many forms; as a liquid bottle or a spray can, white or gray color, and varying degrees of thickness. Mr. Surfacer 500 is the thickest whereas 1000 and 1200 are thinner and more suitable for spray-



ing. For this demonstration, I'll be applying Mr. Surfacer 1000 with a toothpick. It can also be brushed on but, regardless of how you apply it, Mr. Surfacer has a



nice self-leveling effect. We'll be



wiping most of the filler off so excess is not really a concern.

Give it some time to dry. Thin coats are ready for the next step within minutes but you may want to allow an hour if you've built up several layers. Mr. Color Thinner will dissolve the Surfacer / filler,



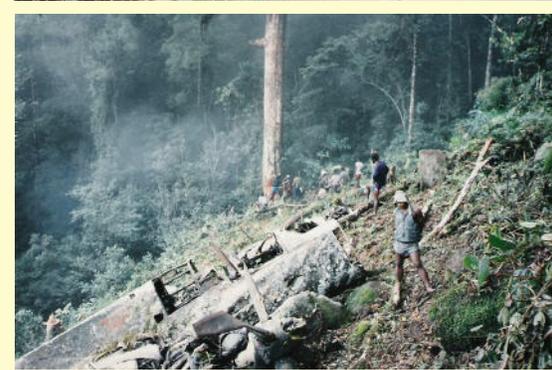
even if it has dried for weeks.

Dampen a cotton swab or cloth with Mr. Color Thinner. I've heard that other lacquer thinners will work too but I haven't tried myself. Brush the area using motions that go across the seam. If you work in line with the seam, you'll likely remove all of the Mr. Surfacer. As the filler dissolves, it will leave a milky residue. At this stage, you can use a paper towel or finger to swipe it away, remembering to work across the seam. The key is to feather in the filler without revealing the seam edges.

As I was driving away from a garage sale a few Saturday's ago, one of the license plates I approached read "P61DRIVER". There sat an elderly gentleman waiting for his wife who no doubt spends lots of money buying stuff. I pulled up and said "hi" and "I see you were a Black Widow pilot". He lit up when he saw that someone knew what a P-61 was. I told him that my homeroom teacher's father flew for the 61st in the Pacific and that I had made a model for him a few years ago. The gentleman also flew in the South Pacific when the Aussie's were getting ready to invade. His squadron mostly flew cover on their convoys at night and jokingly stated that he didn't know what the day was except that it was time to sleep. Previously, they had flown the P-70 Tigercat for a bit, but it wasn't really designed for nocturnal missions. I then told him that I was from Oley, Pennsylvania about 10 miles from the Mid-Atlantic Air Museum. He was familiar with the museum and their efforts to rebuild a flying P-61. It turns out he knew the pilot that flew that particular airplane because it was a plane from his squadron, the 550th at Hollandia airfield (today, know as Jayapura), in West Papua New Guinea.

Everyone flying the Black Widow at the time was a fresh new pilot without a tremendous amount of stick time. The pilot had taken off with his crew and buzzed the field a couple of times. On the last flyby he banked left, which was the wrong thing to do. Unfortunately, there was a small knoll (in his words) that was in his way, but big enough indeed. The day was extremely hot; Mt Cyclops was two miles away and 5050' in elevation. The pilot was about 50-100 foot shy of clearing the top of the ridge when he impacted. Fortunately, every one walked away after the rescue party arrived two days later. The remains of the plane stayed there for over 40 years when he stated that the museum traded an AT-6 for the P-61. I couldn't find any confirmation on this, or how much the museum paid for the plane.

I saw the restoration a few years back and it still will be numerous years to go before it is flyable. There are no original or spare parts available and many of the pieces need to be remade by hand. The recovered plane will have an estimated 65% of the original airframe in it, which had nearly 10 hours of flying time on it when it crashed. I knew that there were three known examples still around, but before we parted, the gentleman informed me that one of the examples is in Chinese hands. It turns out to be Beijing Aeronautical Engineering Institute. The other two I researched were delivered after the war and are in the Smithsonian and the USAF Museum at Edward's. To see how the beautiful restoration is coming along, check out the latest news release at http://www.maam.org/p61/p61_pr_0506.htm. When the restoration is complete, this will be the only flying example of a P-61 in the world. What a unique coincidence and great timing, if I had arrived a few minutes later or gone to other sales, I would not have had an enjoyable conversation with the "P-61DRIVER".



In 1924, the battleship Arizona had dropped anchor in New York harbor. The ship was opened for general public visit. At some point a very attractive 19 years old brunette, named Madeline Blair decided to stay on board to ride the ship all the way to California. She hid in one of the gun turret for a while then in the engineering space. Several sailors brought her food and uniforms. The sailors were very well rewarded by the young stowaway. But all good things have an end, when the Chief radioman found out about the extra curricular activities occurring in the engineers space, and reported the facts to the officer of the deck. By that time Madeline had been aboard the Arizona for nearly a month! Retributions were harsh for the sailors. The chief retired soon afterward but had to carry a gun for the rest of his life.

New releases

ISW has released the USS Ohio BB-12 in 1/350 (resin). Three ship of this class were build, the Ohio, Missouri, and Maine. Apparently the kit will represent the ship in its 1912 appearance. This means grey paint job and cage masts.

Gold Medal Models has recently releases a new 1/350 PE set for modern US Navy. This is a redesigned set with relief etching. It fit ships such as the Arleigh Burke, Spruance, and Ticonderoga. Some parts can also be used on the Forrest Sherman and Belknap. There is enough for two ships.

Bill Speece will be bringing a large quantity of model kits for sale To the next meeting. Bring your money!

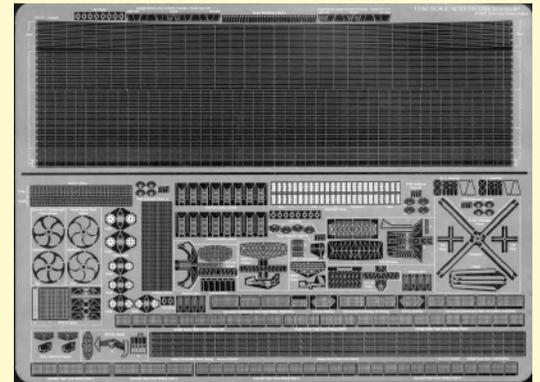
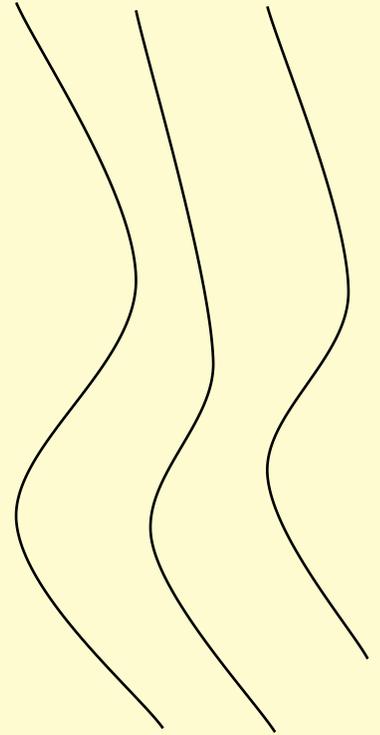


Photo # NH 83967 Crew of USS Arizona's Turret # Four, circa 1924



International Space Station Expedition 13



Commander Pavel V. Vinogradov



Flight Engineer Thomas Reiter



Science Officer/Flight Eng.
Jeffrey Williams



The STS-121 mission of Space Shuttle Discovery marks the return of a three member crew to the International Space Station with the arrival of European Space Agency Astronaut Thomas Reiter.

Expedition 14



Michael E. Lopez-Alegria
Commander/Science Officer



Mikhail Tyurin
Flight Engineer



Sunita L. Williams
Flight Engineer



Greetings to all the MadDog Modelers.

Just to give everyone an update.

I am the Lead Crew Surgeon for Expedition 14 to the International Space Station.

My 6 months prep of the Astronaut is winding down. He has completed all the medical training for the expedition. The final medical certification has been granted and I have presented him to the Multilateral Space Medicine Board for International Long Duration Certification. The Soyuz launch is between 14-22 September. I will leave for Russia in August and then to Baikanor Kazakstan 2 weeks prior to launch. We are all prepping for the Shuttle Launch in July.

David DOC Alexander

F-117 NightHawk Stealth Fighter

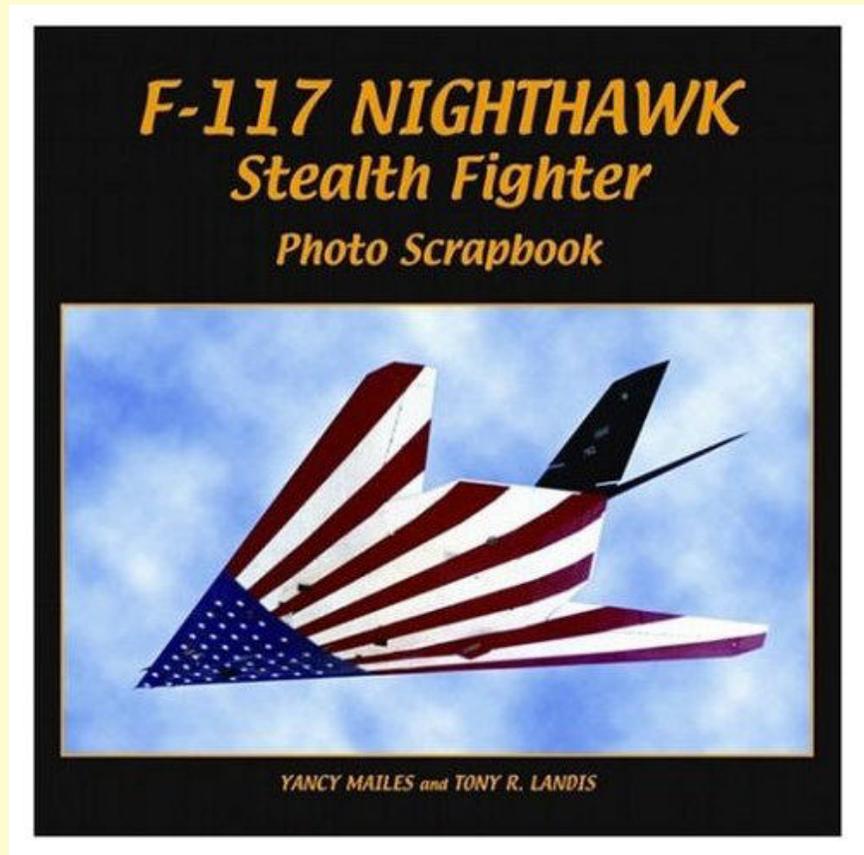
I wanted to drop a line and inform the Maddog Modelers that my book has finally hit the shelves. See the attached link for a description and the second link for a review.

<http://www.amazon.com/gp/product/158007099X/104-5156678-7791149?v=glance&n=283155>

I hope all is going well out in Boise.

Yancy Mailes

V/R
MSgt Yancy Mailes



From Amazon.Com

The F-117 Nighthawk was the world's first operational aircraft designed and built to utilize stealth technology. It was developed specifically to attack high-value targets and escape without being detected by hostile radar systems. The F-117 first saw action during Operation Just Cause in Panama in December 1989, it owned the skies over Iraq during Desert Storm in early 1991, and it supplemented NATO's Operation Allied Force in Yugoslavia and Kosovo. This photography-driven history follows the design, construction, and flight-testing of BLUE-01 and BLUE-02, Lockheed's original demonstrator aircraft. The focus then shifts to the Scorpion Flight Test Team and the development of the F-117 from its first flight through its Initial Operational Capability approval. Only recently has the veil of secrecy surrounding the F-117 and its history been lifted, allowing the general public to learn about this groundbreaking aircraft and its amazing development team. F-117 Stealth Fighter Photo Scrapbook contains never-before-seen photography covering the design, construction, and development of the F-117 and its service history in Operation Desert Storm.

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