



MADDOG MONTHLY

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John Thirion

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Calendar Of Events:

July	CVMAC
August	Science Fiction
September ...	Model of the Month
October	Korean Police Action
November ...	Model of the Month
December	Christmas Show?

Meeting Minutes for September 15th.

Twenty two members were present for this first meeting away from Hobby Town. Our new meeting site was beyond expectation, great lighting, space to move around, enough chairs, enough table to display the biggest models. Thank you Arlen Marshall for providing us this new meeting site.

Kent and Ian did provided us an update on the Nationals. Overall it was a success. It appear that the problems that some of the attendees encountered were caused by some misunderstanding between the organizers and the fire marshal. Vendors unable to set their products the day before, boxes that could not be stored under the display tables, etc..

The next National will be held in Virginia Beach, for 2009 Colombus offered the winning bid. So go bye Portland Oregon.

Dave Stansel is back from his sojourn in Afghanistan and gave us report on the famous Bagram Air Force base modeling club.

Kent brought a trio of aircrafts, one of them the Me 109K won a third place at the National.

The Ontario Air Show was held on the 19th of September, apparently it went under everybody's radar, except for Dan Shepard. Shocon was held at the old train station in Ogden, apparently it is now a much smaller show, about 300 models displayed. A far cry from the 1500 record just a few years ago. The good news is that the Salt Lake club will have a far larger show in April.

I did spend a few days at the Oregon Coast and drove through McMinnville, I noticed that they were adding a new aircraft hangar, does anybody has any idea of the proposed display?

Model of the Month

Arlen Marshall 1/25 AMT/ERTL pick-ups, one Ford and one Dodge. Both painted with Duplicolor. Can not be more accurate than that!



Tom Vogt 1/12 Revell "chopper" with some modification from the original.



Tom Vogt 1/25 65 Olds 88, modified stocker. An AMT kit.



Tom Vogt 1/25 AMT/ERTL modified 36 Chevy "flimsy 5".



Tom Vogt 1/25 Revell/Monogram Tom Daniels' "pie wagon".



Tom Vogt 1/24 Monogram MG-TC (?)

Tom Vogt 1/25 Revell/ Monogram 69 Shelby Mustang. (?)

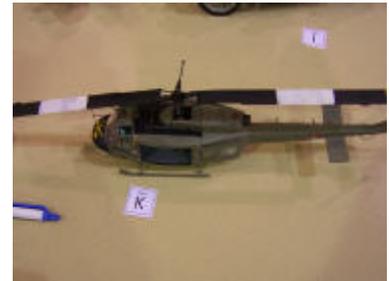
Dave Stansel 1/48 Revell Pro Modeler P-47, all the way from Afganistan.



John Wilsh 1/16 Hbbycraft RR Silver Gost with an inline 6.



John Wilsh 1/48 UH A from Monogram



Bill Speece 1/48 Special Hobby Sack's AS-6.



Dennis Kuykendal 1/35 Tamiya Sherman in german colores.



Dennis Kuykendal 1/35 Tomyia M3 Halftrack in German colors



John Wilsh Imperial Star Destroyer.



Darren Bringman 1/48 Hasegawa in flight.



Tom Gloeckle A trio of Battle of Britain aircraft, Hasegawa Spitfire, Hasegawa and Airfix Hurricanes.



Jim Burton A football player figure.



Dave Stansel also displayed the Graft Zep-pelin, with lighted interior (gondolas), A large kit in the 1/245 box scale.



The Scuttlebutt

Trumpeter has announced the release of the French battleship Richelieu. This is a real landmark (excuse the punt) in the ship modeling community.



We had become used to the numerous releases of the same class of ships, how many Essex aircraft carrier does someone really need? There are so many historical ships that have not yet been released, a Queen Elizabeth class battleship, anyone?

The Richelieu and the Jean Bart were the largest battleships built for the French Navy. Also, armed with eight 15 in guns they were the most powerful. The basic layout was similar to the Dunkerque class with the main armament concentrated in a pair of quadruple turrets forward of the superstructure and the grouping of the secondary armament abreast and behind the superstructure. The main guns were 15 in which could fire a 1940 lb shell at 50,000 yard. Each of the quadruple mounting was in fact two twin mounting in a common turret. The secondary guns were three triple 6in. Anti aircraft guns consisted of twelve 3.9in and sixteen 37mm. With a speed of 32kt it was considered as a true fast battleship, only the Iowa class was faster. With a length of 813 feet and a displacement of 47,500 tons it was the equal to the Bismark, Vittorio Veneto, and North Carolina.

The Richelieu was nearly completed when France capitulated. The crew escaped with the

ship and joined the allied side, The ship was completed in the US. The Richelieu was attached to the British Home Fleet then to the Pacific Fleet. The Jean Bart escaped to Casablanca and fired on the US forces landing in Morocco. She was badly damaged by British battleship gunfire and by US aircrafts, the ship was rebuilt after the war. Both ship supported the French intervention in Indochina and were scrapped in 1968.



The HMS Victoria has been found about 10 miles off the shore of Tripoli. The ship sunk bow first and is in a near perpendicular position in 500 feet of water. The bow is stuck in the mud up to the level of the forward turret which leaves about 75% of the ship visible.

The Victoria was built in 1890 and embodied the RN doctrine of using the ram and end-on fire at the expense of all-around firepower. The ship was armed with two 16.25in guns in a forward turret and one 10in in a turret abaft of the superstructure. Being the first battleship powered by triple expansion engines it had both funnels side by side. While in maneuvers in the Mediterranean the Victoria was rammed by the Camperdown and sunk with the loss of 358 of her crew out of a total of 560.

The Pros & Cons of SHOCON 2007

by Brian Geiger



Shocon! It was great to see a lot of old friends back for the latest Utah regional contest. Bill Speece also made a last minute decision to make the trip so there were multiple mad dogs present. It was a fun event and there were fantastic models on display. As with my last year's review, allow me to present some pro's & con's.



CONS

As predicted by some, the overall attendance was low. About 20 people attended the Friday night banquet at Golden Coral where they auctioned off fewer than ten kits. The mood was closer to a regular club dinner than that of a special event, pretty informal.

The contest opened at 8:30am but got off to a slow start. There were no lines to contend with. Most of the vendors were there early but a two or three didn't show till after 10:00. The contest hall also felt like it took longer than usual to get into gear. When it did, it became evident that the turnout was going to be low. I overheard the unofficial number of entries was 309. That is the smallest

turnout in many years. Dare I speculate on why the low numbers? Being from out-of-state I want to say that there was little advertising for the event. Past organizers did a good job of creating a pre-contest buzz by sending out periodic email updates. However, IPMS Seattle doesn't send out email updates and they still continue to grow year to year. So what's the difference?

PROs

If the lack of an email update was a con, then you've got to give them credit for having all the updated contest info on the NUSMA web site¹. The schedule, locations, fees, categories ... it was all there in advance.

Once again, NUSMA's registration procedure was efficient and user-friendly. There were separate tables for entrants to fill out their paperwork without clogging the registration. I never noticed more than two people waiting at a time. Looking past the low turnout, you've still got to admire their streamlined system.

There were some great bargains to be found in the vendor area. I picked up a Tamiya 1/32 Zero for \$45 and saw someone else get a Special Hobby I-16



thrown in for free because the fuselage halves were glued together. Score! Among the unique vendors present was fellow Idahoan, Chris Wilson (a.k.a. Zactoman). Chris is currently marketing a couple sets of 1/32 A-7 & Su-27 correction sets dealing with the canopy, nose, and intakes. What really caught my eye was the 1/32 master for a YF-23 that he's working on. He hopes to produce a full kit in the near future. If it looks anything like the crisp fine detail on his master, it should be an awesome kit.



His web page² also has a link to some progress pictures he's posted on ARC³.

Some of the model entries that caught my eye were David Brenchley's 1/32 Tony. Seeing it in person made me run to the vendor room to buy the kit. Scott Lord, who hand painted fuselage art on a JN-4 Jenny last year, was back again with a fantastic 1/48 P-47 adorned with another hand painted beauty on the nose. Two of the Canadians who came down from Calgary had some BIG helos and an F-105, all in 1/32. I missed getting any pictures of the figures but there were many high quality entries, including a musketeer posed next to an archway with a small electronically lit lamp. There

were a good number of science fiction entries including a scratch built creation by Dave Reese and multiple entries of the newer Fine Molds Star Wars kits. The detail on the Fine Molds kits are what I always dreamt about back when I tried battling the MPC kits.

The event followed the outlined schedule with the hall closing at 2:00 for judging. I participated in judging the armor and figure categories. It's always amazing to see what issues come up when being viewed by four or five judges. I enjoyed the time to really study the fine models on display. I didn't hear any grumbling afterwards and the money I earned in bribes helped pay for gas. (kidding)

The special awards were announced at 5:00 and the hall cleared out shortly thereafter. Bill took home a 2nd place award in miscellaneous auto and 3rd in Curbside. I swept the moderate detail support armor category. (It didn't really dawn on me that all of my entries were in the same category till I arrived.) It was my first sweep. Did I mention that I helped judge the armor categories?...

The traditional printed program is being replaced by the contest results gallery posted on the NUSMA web page. I'll miss the comprehensive stats on all the participants but at least you'll be able to see pictures of the first place and special category awards in color.



Pictures and stats from the last two year's contests are still there if you haven't seen them yet.

If the momentum of the Shocon contest is waning, a new wave is growing on the horizon. IPMS slc is really gearing up for the SLC-08 contest coming up April 26. They had nicely printed flyers on hand at Shocon so they're definitely getting the word out in advance. You can also see contest details, including a professionally polished video update, on their web page⁴.

I was very happy to experience again the fond memories of Shocon, even if it was smaller than previous years. I've added another gallery of close to 200 pictures⁵. Check 'em out and get ready for April! 🍀



¹ www.nusma.org

² www.zactomodels.com

³

www.arcforums.com/forums/air/index.php?showtopic=89934

⁴ ipmssl.org/contest

⁵ <http://bgeiger.delta-v.org/shocon/>

The adventures of Styrene Man, Capt 51, and Mr. 72.

Day 1

We departed from Idaho at the early hour of 8:00am on the 23th of September. Of course Styrene Man, and Mr. 72 had both managed to not sleep the night before, making for a very tiring trip that tried the patients of Capt 51! The first thing we learned is that if you are in the last and cheapest seat on an airline the seat is up against the bulkhead and does not recline. For some confusing reason though this situation does not mean that those sitting in front of you will oblige in not reclining their seats.

Once we squeezed out of that very tight situation, we found ourselves in the Minneapolis airport. Although names will be withheld to protect the guilty (Styrene Man), certain individuals Styrene Man thought it would be fun (Styrene Man) to schedule a long layover (Styrene Man) so we could explore the airport (Styrene Man). This gave us plenty of time to search for the mythical record breaking Learjet Mr. 72 was "certain" he had seen on display during an earlier visit. This also allowed us to observe what happens when someone leaves an ear plug on a moving escalator (see picture).

Once we finally were able to get on our final flight and arrive in Ohio, we were off to collect our rental car. How exciting to get to drive a wonderful PT Cruiser for eight days and only have to pay small rental fee.... but wait there's more! We seem to have forgotten that apparently when you rent a car, the rental agency does not quote you the insurance costs until after you arrive at the front desk. Even more exciting for us is that rental car insurance cost almost as much as actually renting the car. We really felt that the original amount was too little to pay for a wonderful bottom of the line PT Cruiser, in fact was wonderful to get to pay more than double our original amount!

With that fun process over we were on our way to collect our car. Before we left, the nice lady at the reception desk reminded us to verify what damage was present before we drove off in it. Much to our astonishment that was wonderful advice, as for when we found our PT Cruiser it seemed to have been the victim of a fender bender! Not wanting to drive off in a damaged vehicle we requested another, a Pontiac G6. It was quite exciting to watch Styrene Man get in, and back out of a Pontiac G6 in an amazing time of less than a second. Apparently this vehicle had a stench akin to that of a cheap pub just after closing time. It was off to find yet another PT Cruiser.

With all that behind us it was on to our hotel. Having seen pictures of this most reputable picturesque establishment on the Internet we were looking forward to a wondrous and aromatic stay. Unfortunately that was not to be. Upon our arrival, after crossing the tracks to the wrong side of town (where Broad Street had a dual meaning) we were surprised to discover that the hourly rates had recently been stolen and replaced with daily rates. We got to our rooms and discovered where rental Pontiac G6s get their aroma. In need of food and a STRONG drink, we made our way around the derelict cars in the hotel lot and went in search of a pub. To make a long story short, Lucky's Pub and Grill does not really live up to its name.

In need of somewhat better accommodations we put Styrene Man's skills of late night female desk clerk wooing to use. Fortunately after much flirtatious negotiations this yielded better accommodations and there was much rejoicing.

Day 2

It now was time to put Styrene Man's latent super powers to use. These powers are a unique ability to sense the scent of polystyrene from distances greater than that of a shark after blood. We were in for an action packed day of hobby shop after hobby shop, all expertly detected by Styrene Man's keen sense of direction and powers of detection. Unfortunately this super ability had a negative side effect similar to that of throwing your wallet in to a gaping black hole in Columbus Ohio. Kit and Parts, Kits and Parts, Kits and Parts,.....



Day 3

Up and on the road early to the Air Force Museum at Wright-Patterson AFB. Enough has probably already been printed about this museum and we were in too much awe to add to it. If any of you plan to visit the museum you might want to plan for at least two days in order to take it all in. Three days would be preferred in order to thoroughly explore all three hangers and the missile display along with the annex which houses the x-planes and presidential aircraft.

Day 4

Up and on the road early for another day at the museum. Two days just aren't enough to see all the aircraft and displays at the museum. We finished up the day with another hobby shop on the east side of Columbus. Cap 51 fell off the 48th scale wagon for a cleared 1/72 P-51. Oh the horror of it. Mr. 72 beamed with joy. Day number four ended with thoughts of P-51s dancing across the skies of Ohio





tient and willing to share all their stories over the roar of merlins and turbojets. Many autographs were acquired and hands were shaken.

We also found out that Styrene Man's superpowers include locating fellow Mad-dogs in mass crowds. Styrene Man had forgotten to contact Doc before leaving Boise. But



never fear, he sensed a familiar presence nearby, turned around and cried out "Doc". No more than six feet away was a fellow Maddog that hadn't been seen since 2003. Much rejoicing took place at that time. Schedules were checked and we all were able to gather for dinner the following evening. The conversation was excellent, unfortunately the restaurant wasn't (homecoming party). We had discovered Columbus to be hit and miss concerning people and restaurants like any big city.

Day 5

RAIN.... HEAVY, HEAVY RAIN. I hate rain, grumbles Cap 51. By the way did you know Cap 51 hates rain. Styrene Man and Mr. 72 experienced Cap 51's intense dislike of precipitation in person. We were afraid he might melt. After discovering first hand that the air show was postponed due to, you guessed it, RAIN we satiated our lust for things with wings by gorging ourselves on yet even more hobby shops and kits, thereby losing even further touch with the contents of our wallets.



Day 6, 7, and 8

The air show begins! Capt 51 entered a state of bliss..... enough said. It is amazing to note that during this air show there seemed to be little or no down time. Often in air shows there is quite a bit of lag time between acts, during this show there was rarely a pause in action. As one show was landing the next was taking off from the second runway. Even with three days it was not possible to take in all there was to see. Besides the many P-51s, there were P-47s, P-40s, P-38s (to include Glacier Girl),



B-17s, B-25s, T-6s, PT-19s, C-130, F-16s, F-15s, F-22s, a B-2, Lancaster, P-63, C-47, C-5, C-17, KC-135, Cirrus and a Waco just to name a few. The Aces were abundant and very friendly. Styrene Man's super powers allowed him to be among a small group of VIP's lucky enough to hear an oration from Col. Bud Anderson. Mr. 72 and Cap 51's jealousy is very ugly, just ask Styrene Man. The veterans were very pa-





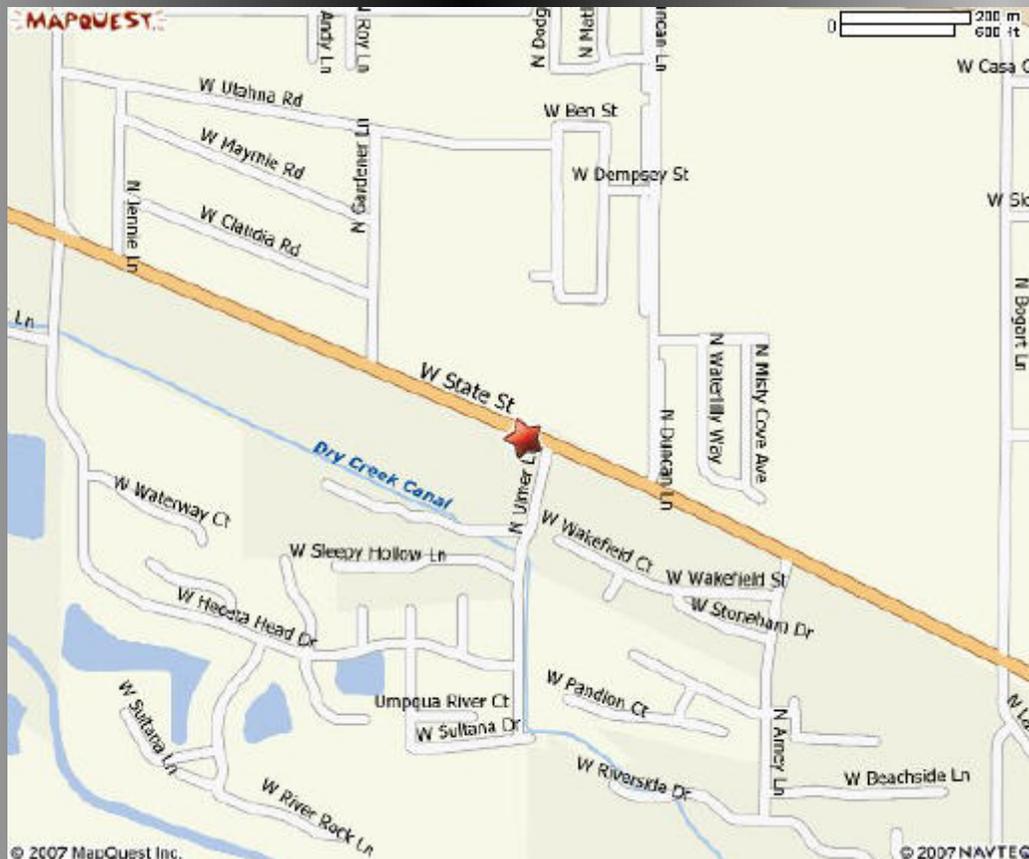
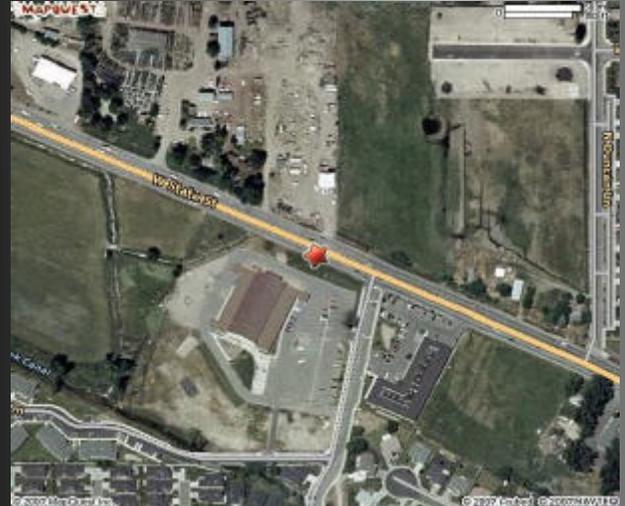
Final Thoughts



The Air Force Museum is almost worth the trip in itself. If you visit that region plan for at least two days to take it all in. The Gathering of Mustangs and Legends was nearly overwhelming. Three eight to ten hour days in the sun can be very exhausting. The sound of twenty plus P-51s passing overhead made Styrene Man wish that his powers included slowing or stopping time as all too fast the formation was gone. Much to Cap 51's amusement P-51s are louder than P-47s which are Styrene Man's favorite. The Columbus area hobby shops are excellent and staffed by the nicest used car salesmen you could ever hope to do business with. They invited us to their casual Friday night at the hobby shop meeting where they proceeded to turn our cash into sale priced plastic kits. So we had many souvenirs to bring back with us, almost too many. All the kits we brought back as checked baggage were in surprisingly great shape, it shocked us too. In conclusion a once in a lifetime time was had by all. I personally am looking forward to the IPMS Nationals in 2009 because the guys there will undoubtedly make it a memorable time.

October Meeting

October's meeting will be held at the Foothills Christian Church at 9655 West State Street between Gary Lane and Highway 55. Meeting start times will remain the same.



IPMS/USA NEW MEMBER APPLICATION

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

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.: _____

IPMS/USA

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