



# The **MADDOG MONTHLY** IN **RAIDERS** OF SLC 08

The Official Publication of IPMS Boise, Idaho June 2008  
[www.maddog.delta-v.org](http://www.maddog.delta-v.org)

Well we have quite a newsletter this month. As promised, Brian Geiger has a fantastic report from the first annual Salt Lake City Convention, SLC08. John Thirion informs us again with another installment of The Scuttlebutt. And Tom Gloeckle comes to us with fresh insight in the Prez's Prattle. All this and May's meeting minutes and photos too!

Due to personal reasons, John Thirion will be stepping down as Club Secretary. I would like to thank John for his many years of service to IPMS Boise. As anyone who has filled the shoes of Club Secretary knows, the level of dedication the job requires is high and John has always done an excellent job of filling those shoes. So please join me in thanking John for his years of service to the club.

The deadline for newsletter article submissions is changing. The new deadline will be the first of every month. So July's deadline will be July 1st. This is being done in an effort to make life a little easier for the Secretary and myself. Plus, it should help improve the quality of the newsletter, since I'll have more time to put it together.

Many thanks, Gracias

Randy Hall

## 2008 Theme Schedule:

February: Tamiya  
May: Idaho  
August: Luftwaffe  
November: Carrier Related

## Executive Board:

President: Tom Gloeckle  
Vice President: Brian Geiger  
Treasurer: Rob Diamond  
Secretary: John Thirion  
Chapter Contact: Kent Eckhart  
Editor: Randy Hall

## Minutes for May 17 meeting

22 members were present. Tom, who is Herb's brother was present. Brian gave us a short report on the Salt Lake Show, there were 566 entries, many were repeats from previous shows, nevertheless a good showing for a first time. The weakest part was the vendors, only 4 present. The members voted to have the newsletters enclosed in an envelope.

### Theme contest Idaho.

1. **Hugh Roberts** 1/48 Monogram F-102A with Pro Modeler decals and Eduard PE in the cockpit.



2. **Ian Robertson** 1/32 Trumpeter P-47 Razorback with resin wheels by Master Cast and after market drop tank.



3. **Tom Vogt** 1/35 Tamiya PBR "Piber".



4. **Brian Geiger** 1/35 Dragon "potato smasher" german hand grenade.



5. **John Thirion** 80 mm Indian princess from the now defunct Phoenix Models.



6. **David Stansell** 1/144 Minicrat P-51's diorama.



9. **Bob Olson** ICM 1/48 P-51B with Super Scale decals.



7. **Randy Hall** 1/48 Revell Scorpion F-89C backdated to an B model and finished with Alcad and model Master paints.



10. **Bob Olson** Hasegawa 1/72 Phantom .



8. **Darren Bingham** 1/144 Minicraft P-51B Dwayne Beeson's airplane when he was shot down.



11. **Terry Falk** 1/72 Avenger modified as an air tanker. An old Airfix kit with wingtips vortex plates and highly modified fuselage.



**12. Herb Arnold** 1/144 Crow F-111E which was based at Mountain Home.



**13. Herb Arnold** 1/144 LS/Dragon F-15E.



**14. Bill Speece** Revell 1/32 P-51 very originally displayed ,



## **Model of the Month**

**1. Tom Vogt** "41" Chevy Pickup from Revell.



**2. Tom Vogt** 66 Chevy El Camino in 1/25 from Revell.



3. **Tom Vogt** 1/25 Revell Formula Racing boat on a trailer.



4. **Darren Bingham** 1/48 Tamiya P-51B in flight with a resin cast clear propeller.



5. **Brian Geiger** 1/35 KV-2 with 152mm gun in Big Turret a Tamiya model with the resin Commander's turret.



6. **Ray Sweet** The 1/72 Airfix S-Boat modified as a rescue vessel.



7. **Mark Russel** AMT 1/48 Hellcat modified as a night fighter.  
(No Picture)

## Display only models.

**Don Vandervoort** A scratch build tarantula, this full scale model represent the bird eating specimen which can be found in South America.



**Don Vandervoort** another beautiful scratch build model from the animal kingdom, this time a King Cobra.



**First place for the theme contest**  
**Ian Robertson**



**David Stansell** 1/144 P-47.  
(No Picture)

**Model of the month first place**  
**Darren Bingham**

**Terry Falk** Fujimi Cutlass in 1/72.



**Tom Vogt** 53 Ford Crown Victoria with green windshield (illegal in California).



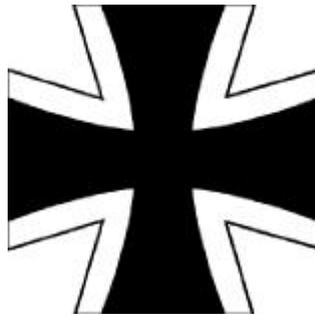
The Maddog Staff hard at work.



## Prez's Prattle

Quite a meeting last month with lots of very nice models, and there was an extremely strong turnout for the Idaho theme. It's nice to see that you all have warmed up to the theme months. The next one is a strong one, that being Luftwaffe in August. Remember all, that includes the post war new Luft-

waffe. I myself am trying to get two models done for that, but the month of June is going to be a tough one for modeling for me as I will be out of



town for nearly two weeks and will return just in time for the meeting. The next theme after Luftwaffe will be Carrier Born in November. I must say with a heavy

heart and a debt of thanks to John Thirion for his sterling service as Chapter Secretary. He's stepping



down from that post, and now we need a new Secretary. So wouldn't it be cool if one of our younger members would step and take that position. It would involve helping Randy sending out the hard copy newsletter and taking minutes at the meeting. By

the way, John will continue to come to the meetings as a member at large.

Oh, I forgot to mention, the position comes with a membership to IPMS/USA.

It was discussed that due to the perpetual destruction of members newsletters that we send them out in envelopes. Since most members are getting their newsletters online and the numbers of hardcopies are small we can afford to do that. The



other thought that was proposed to me was instead of sending out the newsletter; make it available at the meeting and perhaps in color. We save postage, and put it into a better product.

That's really all I have for now. So hopefully, the weather and the airlines will be in my favor and I will be there for the Meeting.

*Tom Gloeckle*



# SLC-08

## *Contest & Tour Report by Brian Geiger*

### **SLC Success Story**

It was quite refreshing to see SLC come out strong with their first regional contest of the decade. The contest was well attended with 566 entries and turned out to be very profitable for their club.

The vendors, while not extreme in numbers, had some great deals. I saw both discontinued kits and new releases at very friendly prices.

The following Mad Dogs made the trip: Bill Baily, Jim Burton, Brian Geiger, Tom Vogt, John Wilsh. I hope I didn't leave anyone out. Fellow Idahoans from

Pocatello were present as well as travelers from Colorado, New Mexico, and Arizona. It was clear the the contest received a great turnout from the local area club members. Some locals had as many as 20-30 entries.

Alleyn Kinney was back with his ever-growing 1/35 scratch-built German armored locomotive. It spanned three tables, and he had even more cars entered as single entries in locomotive categories. Scott Lords returned with another aircraft with hand-painted nose art. His latest was a superbly finished 1/48 Monogram C-47. Anthony Kochevar won the best ship award with a 1/700 Battleship Yamato. It's hard not to go cross-eyed while

admiring all the rigging, railing, lining, and fully loaded flight decks of his entries. In the automobile category, check out the painted landscape on the chain guard of George Layton's Crusader Chopper.

The awards were nicely done. The People's Choice award went to Mike McFadden for his scratch built shadow-box scene, "Titanic".

Online galleries of the contest and armor tour can be found at the following:  
<http://bgeiger.delta-v.org/SLC-08/>  
<http://picasaweb.google.com/phil13/SLC08Pt1>  
<http://picasaweb.google.com/phil13/SLC08Pt2>





While the contest itself was a one day event, a special bonus was added when Mike Sanchez arranged for a tour of a private military vehicle collection in Tooele the following day. The collection featured many rare vehicles, some being only one of a few existing examples. It's hard to believe that this was a private collection, especially considering that a large percentage of them were restored to be fully functional, both drivable and fireable.

Roger Condron, restorer and curator, lead us through a guided tour of the large warehouse that was reminiscent of the closing scene of Raiders of the Lost Ark. He pointed out some of the real rarities, like a prototype of the M3 halftrack, one of only two built. Besides the British Universal Carrier, or Bren Gun Carrier, they had an extended Canadian version. Ironically, none of remaining five examples in existence are currently housed in Canada.

While pausing at a Russian AA gun, Roger pointed out that the Russians intentionally oversized their gun such that it could accept either Russian or captured German ammunition. Germans wanting to use captured stocks of Russian ammo would be out of luck. Clever.

Their 10.5cm leichte Feldhaubitze 18 was used in HBO's "Band of Brothers" and was signed by Denver "Bull" Randleman, actual member of Easy Company.



The T-34/85 tank was purchased from a museum in Serbia. The Hetzer is of Swiss origin and is probably post-war Czech built. Speaking of post-war, the outdoor picture is that of a rare British Conqueror tank, which is the world's largest production tank. (There have been larger tanks but "production" is the key word here.) It was developed as a response to the Soviet Josef Stalin IS-3 heavy tanks and carried a larger 120 mm gun.

Finally, WWII German armor builders are no strangers to the mystery surrounding the actual color of dunkelgelb. The collection included two wheeled carts in their original factory applied dunkelgelb. It was certainly different than what I envisioned, having more dull-gray mud tone than the prevalent "sand" color often used by modelers. That debate will continue due to paint variations and field applications but it was revealing to see a definitive example

The tour had a surreal quality since so many of these vehicles were the same familiar shapes we've come to recognize lined up on display shelves. To walk among them was eerie. It was fun to speculate on the operating controls of the artillery pieces and tanks. I gained a real world appreciation for the thickness of armor and the often cramped conditions that the combatants faced during perilous times. I'll stick to the perils of toxic paint fumes, super glue, and the occasional nick of an Xacto knife. ☹️





# Viking ships.

*John Thirion*



One of the best known and most notorious type of ships ever build is the Viking drakkar or dragon ship, a term that evolved from the frequent use of a carved dragon head at the prow.

Most of our knowledge of Viking ships has been gained from the discovery of several vessels.

The Gokstad and Oseberg ships in Norway, a group of 5 ships recovered off Skuderved in Zealand, and finally another ship found at Ladby in Denmark. Secondary informations are available from written sources and the Bayeux Tapestry.

Viking ships took many

forms, but a clear distinction between warships and merchant ships had evolved very early. The most distinct difference between merchant vessels and warships was that the former were short and broad with a high freeboard and a tendency to depend on sail power. Warship were longer and narrower, drew very little water and could be easily powered with sails or oars. This resulted in the adoption of the generic term longship when referring to any Viking warship.

The warships varied considerably in size and were classified according to the number of oars on one side. So a 13 oars vessel had 13 oars on each side for a total of 26. The most suitable size were from 14 to 16 oars. Those vessels could carry a crew of about 30, were very fast under sail, and drew very little water (12 to 18 inches depending of the load).

The vessels with more oars were usually used to ferry larges armies of invasion and could carry horse for short distances (William's invasion of England). Boats with 20, 25, 30 and more oars per side were also build but in smaller numbers. In the 10<sup>th</sup> Century the Gulath-



Gokstad Boat



Oseberg Boat

hinglaw of Norway recorded the existence of 160 14 and 16 oars, 120 20 oars, 116 25 oars and only one 30 oars. Occasionally larger vessels were build such as Olaf Tryggvason's Long Serpent with 34 oars and Harols Hardrada's Great Dragon with 36 oars.

.The longest Viking ship discovered was 92 feet long and 15 feet wide with 25 oars per side. Most ships were between 60 and 70 feet long. The length being limited by the size of timber available for the keel which was made in a single piece of oak. In 1962 the reproduction of a longboat made with a laminated keel broke in the North Sea with the total loss of the crew. Longships were made with two small raised decks at the bow and stern. In between a rough deck was made of loose planks that could be lifted to facilitate bailing. At anchor the main deck could be covered by a large awning over a light timber frame. Shields were hung in slots in a timber rail attached to he gunwale in such a way that rowing was possible. There are contro-versies concerning the use of the shields, some argue that the shields were only positioned on the side before a sea battle, while others argue that the shields could be secured

during rough wa-ter to pro-vide extra protection from the element.

The ves-sels had a very low freeboard.

The crews' belongings were stored in chests that doubled as seats were rowing. A few ships had crossbeams on which the rowers could sit; in that case belongings were stored in large leather bags that doubled as sleeping bags.

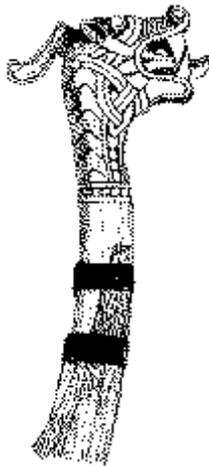
Under sail, a longship could reach 12 to 14 knots, and 5 to 6 knots under oars. The sails were made of linen or wool. The diamond pattern on the sail was a result of the strengthening strips of leather or ropes designed to prevent the sail from loosing its shape. The raising or lowering of the single

square sail could easily be done from the deck with the help of a simple reefing system. The mast was about 1/2 the length of the ship. Document describe the colors of the sails as striped or check-ered in blue, red, green and white. The prow and the



stern were carved to look resemble animals heads and tails. Viking laws and believes required that the head be removed when entering friendly port.

Viking ships were build in winter at the end of the farming season. They were made of oak except for the mast which was made of pine. The ships were clinker built, the strakes were very thin to save weight (1 to 1.7 inches). The top most strake had portholes with shutters to accommodate the oars. The ribs were

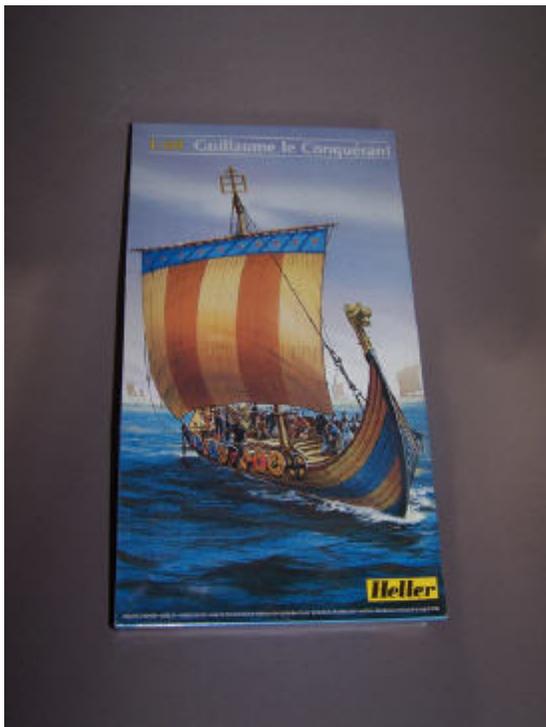


positioned when the hull was completed, they were lashed with leather strips to maintain flexibility. The steering was accomplished by the large steering

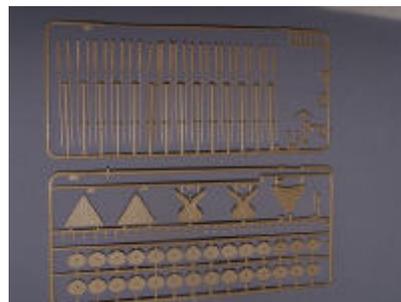
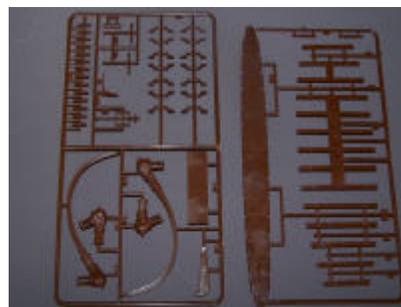
oar positioned on the right of the vessel.

Models of Viking vessels.

1. Revell # RG 5403, 1/50 , goes well with 30 mm figures. This kit is about 15" long and cost about \$25. It is out of production but can be available from Squadron.
2. Heller #80886, 1/60 "William the Conqueror's" ship, this is a 14 oars vessel.



3. Heller #80853 1/60 contains two vessels and was released for the anniversary of the discovery of Newfoundland in 992 by Eric the Red. It contain the ship of Eric the Red and the boat of Thorfinn Karlsefni which is the same kit offered in 80886. Both of those Heller offerings are out of production but are easily available.



4. Mantua, 1/50 wood kit.
5. Andrea. 1/32 resin and metal kit, historically accurate and has a crew of 32. It is the best kit available by far.. The scale is made to accommodate 54mm figures for those who want to add to the 32 already available with this kit. The cost is \$525.

Your Name: \_\_\_\_\_  
Model Name: \_\_\_\_\_  
Manufacturer: \_\_\_\_\_  
Scale: \_\_\_\_\_  
Notes: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Your Name: \_\_\_\_\_  
Model Name: \_\_\_\_\_  
Manufacturer: \_\_\_\_\_  
Scale: \_\_\_\_\_  
Notes: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Your Name: \_\_\_\_\_  
Model Name: \_\_\_\_\_  
Manufacturer: \_\_\_\_\_  
Scale: \_\_\_\_\_  
Notes: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Your Name: \_\_\_\_\_  
Model Name: \_\_\_\_\_  
Manufacturer: \_\_\_\_\_  
Scale: \_\_\_\_\_  
Notes: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**IPMS/USA**

P.O. Box 2475  
North Canton, OH 44720-0475

Join or Renew Online at: [www.ipmsusa.org](http://www.ipmsusa.org)

---

Name: \_\_\_\_\_ IPMS No.: \_\_\_\_\_

If Recommended by an IPMS Member, Please List His / Her Name and Member Number: \_\_\_\_\_

Credit Card No: \_\_\_\_\_ Expiration Date: \_\_\_\_\_

Payment Method:  Check  Money Order  Credit Card (MC/VISA only)

Junior (Under 18 Years) \$12  Family, 1 Year: \$30 (Adult + \$5. One Set Journals)  Other / Foreign: \$32 (Surface)  Other / Foreign: \$55 (AIR)

Canada & Mexico: \$30

Type of Membership:  Adult, 1 Year: \$25  Adult, 2 Years: \$49  Adult, 3 Years: \$73

How Many Cards? \_\_\_\_\_

Signature (required by P.O.) \_\_\_\_\_

Phone: \_\_\_\_\_ E-mail: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Address: \_\_\_\_\_

IPMS No.: \_\_\_\_\_ Name: \_\_\_\_\_ First \_\_\_\_\_ Middle \_\_\_\_\_ Last \_\_\_\_\_

**IPMS/USA MEMBERSHIP FORM**

IPMS BOISE  
6709 W. Morton Dr.  
Boise ID 83704

