



MADDOG MONTHLY

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THE 2008 KURT VANDERVOORT MEMORIAL

AUTO CONTEST

FIRST PLACE

MARK OLIVER FOR HIS

1/25TH SCALE

EL CAMINO

DECEMBER 2008 MEETING MINUTES

What a good turn out for the end of the year with 22 members. It is nice that members bring family to the meeting. Jim's wife showed up and Brian's brother Aaron attended also. Hey guy's, have more family members come to the meetings and continue to invite people you meet to join. We have figured out which categories will be the next year's themes. They look pretty good. The top winners are: 1) the color BLUE, 2) anything relating to CANADA, 3) all things that RACE, and finally, 4) a KIT BASH project. This order gives plenty of time to complete the entries. Keep some of the other ideas for next year; a few were popular.

We also have a couple of names thrown in the hat for officers next year. Those that would like to run are Bill S. for president, Brian G. for vice-president, Jeff D. for treasurer, Tom G. for secretary, and the talented Randy H. to continue our newsletter. If any one else would like to undertake a position, you are welcome to try out also. It is a good way to keep the group going. Without your commitment, the group won't be as fun to come to.

Let's start with MOM, leaving the best for later.

Randy H.

144 Minicraft Delta beach towel scheme 777



144 Airfix Fed Ex A300



200 Hasegawa SAM 28000 (Air Force 1)



Darrin

48 Eduard Hellcat good kit no major issues



Mark O.

35 Dragon 600 parts and nice fit



Ian R.

35 'Battle of Kursk' metal tracks



Cameron S.
Revell snap Jedi Starfighter



Now to the big show of the year with 16
entires:

THE KURT VANDERVOORT MEMORIAL.

Arlen M.
24 Revell Ford truck with black Krylon spray paint



Congrats to Darrin with his outstanding F6-F Hell-
cat



Tom G.
20 Tamiya Ra272 Honda's first Formula attempt



72 RevG TPZ.1 Fuchs in UN markings



Brian G.
12 Tamiya Datsun 240Z in nice burgundy red



Wayne K.
24 Charger R/T wired



Tom V.
24 Hummer limo



Mark O.
25 El Camino kit bash, resin, hand carved parts,
the whole nine yards



24 Rivera low rider



24 Viper push-me-pull-me concept



Jeff D.
16 Testors Lamborghini LP500s Countach re-
worked, rewired, repainted



Dave S.
25 Dodge Charger RT hotel build with many issues



25 '69 Ford Mustang Mack 1



25 '69 Chevy Camaro Z-28



Terry F.
12 Fujimi Honda CV100 cycle in diorama



Sam H.
25 AMT '49 Mercury chop



25 Revell '49 Mercury chopped himself



By a landslide, First place goes to Mark O. wins with his fantastic El Camino presentation.

In Second, is Jeff D. many hours of work in his "beautiful women" Countach.
Third goes to Brian G. for his efforts on the 240Z.
Arlen wins the drawing for a huge Payhailer from Don V.



MADDOG MODELER INTERVIEW WITH BILL BAILEY

BROUGHT TO YOU BY BRIAN GEIGER

I was born in Miami, FL on May 14, 1948 and we moved to New Orleans, LA in Dec. of that year.

My Dad was a pilot for Pan American Airways, but decided he wanted to go back to New Orleans and the company he'd flown for prior to WW II.

I grew up in the N.O. area and enlisted in the US Army in Nov. 1966.

I was first stationed in Colorado Springs, CO with the 5th Mechanized Infantry Division then was transferred to the 3rd Armored Division in Friedburg, Germany for 2 years. (In Elvis' old unit no less)

I was originally an Infantryman, but had enlisted for Armor, so was transferred to the local Armored Battalion for OJT Armor training.

Since they already had full crews I was sent to the Transportation Section in HQ Company and became a truck driver for the remainder of my time in CO.

I had to carry two drivers licenses, one for wheeled vehicles and one for tracked vehicles and became proficient in everything from a jeep to a 50 passenger bus and all the types of tracked vehicles in the Company.

After I was sent to Germany I became an Armor Crewman in a Line tank crew and stayed there working my way up to Tank Commander before rotating home in Oct. 1969.



I was Honorably Discharged in Nov. 1972.

After I was separated from active duty service in 1969 I went straight to work in the oilfields of South Louisiana and basically stayed out there working in various disciplines for the next 11 years.

I worked on suction dredges, bucket dredges, derrick barges, drilling rigs, tug boats and crew boats and in between offshore jobs I worked at New Orleans Lakefront Airport, the local civil aviation airport.

In May of 1980 I moved to Seattle, WA where I lived until I moved to Jerome in 1998.

While in Seattle I worked on the waterfront with a security company and later at the Seattle Museum of Flight.

Since my Dad was a professional pilot I grew up in and around airplanes.

He worked 7 days on and 2 days off, so I frequently went out to the airport with him on weekends and a lot more often during the summers.

(I had a bicycle out at Lakefront Airport before I had one at home, Dad knew I understood propellers, he wasn't sure I understood cars and street traffic).

So I've always had a love for airplanes and aviation history.

I built my first model when I was about 4 or 5 years old, with a bit of help from my Uncle who bought me a kit of the X-3 (okay, he did the glue work, I directed).

Since then I've built over 400 models that I can account for, quite a few more if you include those that met a flaming end in my mis-spent youth.

I started building whatever caught my eye in whatever box scale they happened to be in. Later I settled on 48th scale when the Monogram fighters appeared on the scene in the '60s.

Most building came to a halt

after I went in the service, I did build a few in CO and gave them to the kids in the Base Hospital, but quickly realized that I didn't have the space to store supplies or really the money to spend on it so I hung up my modeling ambitions until I got out.

I picked it up again in the early '70s but decided on a switch to 72nd scale to save space.

Most of the aircraft models I've built since have been in 72nd scale.



One of the things that caught my eye early on after I got out of the Army was a Tamiya 48th scale model of an M-60A1 tank that was carrying the unit markings of my old outfit in Germany, of course I picked it up and that got me started in armor modeling.

I built a few more in 48th scale before finding 35th scale and have been building armor in that scale since. A couple years ago I realized I couldn't see well enough to work in 72nd scale at any level of competence so I switched to 48th scale for aircraft (and completed the cycle back to 48th scale).

My backlog of unbuilt kits had numbered over 3000 in 72nd scale, but has shrunk to just over 1000 (I think) and somewhere north of 800 48th & 35th scale models.

I recently gave Rob Diamond almost all of my built 72nd scale models, over 300 of them - WHY, I'm asked ?

Because I'd been looking at some of them for over 40 years and I was tired of them.

They were dirty and some were broken, some had flakeing decals and in general I was not interested in maintaining them anymore.

I was about to give them to the local kids when Rob and Dave Stansell (?) came over to the house last summer after the Twin Falls airshow and wanted a tour of my (infamous) garage and model room (AKA The Sanctuary, a name given to it by my wife, since the first words out a newcomers mouth was usually something on the order of "JESUS Ch...T" or "Oh My God").

They took home several boxes of built kits that afternoon and a few more have followed since.

I'd have to say my favorite built models that gave me the most pleasure are my kitbashed model of my old M-60 tank that I crewed, the model of the Lockheed A-11 Blackbird I kitbashed out of an SR-71 and YF-12 with a lot of putty and sanding thrown in and the F4U seaplane I did for the Schneider '49 contest in Seattle.

Notice a trend there, I like to do things that are off the beaten path, things you can't get in a box.

I like to build, I don't really like finishing, ie painting and decaling.



Which is why I have a lot of unfinished models sitting around and why I never seem to have a project done for a Club contest or theme.

They get started, but rarely get finished (name the contest theme over the last couple of years and I probably have a kit I started for it).

When I was hammering out 72nd scale kits in the early '80s I would sometime finish 3 a week, now I'm really lucky to finish 1 a year. If I get motivated enough I can crank out a 48th scale kit in about 10 days, maybe less. That hasn't happened recently.

The only groundbreaking I've done lately was the Widgeon model from Classic Airframes.

It was the first time I've been involved in the development of a kit from the ground up and it was a very interesting experience. The amount of work that goes into the design of a kit is astounding. I've also been doing the research for some aftermarket decals for the kit and a resin engine conversion for it too. Since this is an airplane I know more and care more about than any other it was really a labor of love and I enjoyed every step in the process. (Even dealing with Czech mold makers whos technical English reading skills were only slightly better than my ability read Czech which is to say - none.)

The only things I'm really waiting to see are the decals and resin engine conversion I've been working on. That's not to say if something new comes out that tickles my fancy I won't entertain the thought of a purchase, but funds are really tight and I have enough unbuilt to last two lifetimes, so it's going to have to be real special (or on sale) for me to break out the debit card.

I first found out about the club back in 1999 after stumbling onto Hobbytown during a Saturday build weekend (remember those ?) and talking to Terry Falk. He told me about the club and when they met and I came back up the next month for a regular meeting and have been coming every month since - weather and schedule permitting.

I had belonged to the Seattle IPMS Chapter when I lived there and have been a National Member for almost as long.

I really wish there was enough interest in the Twin Falls area to get a Chapter going here, but then I'd still come up to Boise to see you guys anyway.

This club has some of the most talented modelers I've ever seen.

I've learned more and had more fun with this group than I think I ever did with the two clubs I belonged to in Seattle.

My only real regret is that I can't stay for "pie" more often, it's just too far to drive on a full tummy, I'd likely fall asleep coming home.

And that would not make the wife very happy, I'd screw up her car.



2009 THEME CONTESTS

BLUE

CANADA

RACE

KIT BASH

DATES TO FOLLOW...

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