

September 2005

.25 Cents



MADDOG MONTHLY

The Official Publication of IPMS Boise, Idaho

www.maddog.delta-v.org

Calendar of Events

August: "She"

Sept. 17: McMinnville

Sept. 17-18: M. H. Air Show

Sept. 23-24: The Gathering

November: "Heavy Haulers"

Executive Board

President: Brian Geiger

Vice President: Ian Robertson

Secretary: John Thirion

Treasurer: Kent Eckhart

Editor: Randy Hall

Chapter Contact: Bill Speece



August 2005 meeting minutes

- The meeting officially started at 1807, Brian Geiger presiding.
- There were 27 members present for this last meeting of the summer season.
- The Warhawk Museum B25 fly in was a success. The museum has kits to be build for anyone who is interested. Some dioramas are in great need of restoration.
- September will be a busy month with the Mountain Home Air show, the McMinnville contest, and the next weekend ShowCon at Layton.

Model of the month

1. Tom Vogt – AMT 1/25 40's Ford Early modified and with electrical wires for fuel lines.
2. Tom Vogt – Monogram 1/24 Porche 911, box stock.
3. Herb Arnold – 1/144 Sukhoi SU- 15 scratchbuild.
4. Herb Arnold Mig 19 scratchbuild.
5. Herb Arnold SU-9 scratchbuild.
6. Ray Sweet – 1/72 Phantom F4D, Hasegawa, Vietnam era.
7. Brian Geiger – 1/35 ESCI T-55 in Egyptian scheme.
8. Ian Robertson – 1/48 Hasegawa Folgore.
9. Ian Robertson – Hasegawa P-47 Thunderbolt.
10. Ian Robertson – 1/48 JU 188 by Dragon.

The winners for the model of the month were;

1st place Ian Robertson with the Folgore.

2nd place Herb Arnold and his MIG 19.

3rd place went to Ray Sweet and the Phantom.



She contest

1. Bill Miller- Smith Nederland 1/200 Ocean tug, an Imai kit. Detailing included clear plastic windows, a scratchbuild interior. Gunze Sangyo and Testor paints were used.
2. Dan Shepard- 1/35 Dragon Sherman M4A1. The original box model was transformed to an early M4 with direct vision ports hull.
3. John Thirion - countess karstein 1/8 figure from solarwind.
4. Bob Olson – 1/48 Monogram corsair Lulubel.

The winners were;

1st place, John Thirion and the Countess.

2nd place Dan Shepard with his SHERman

3rd place went to Bill Miller and the Smith Nederland.



1st Place

2nd Place



3rd Place

War Hawk Air Museum B-25 Fly-in

I thought you'd enjoy seeing a few more pictures from last month's display at the Warhawk Museum. Thanks again to all who participated. The models really enhanced the event theme. I was relieved that no models were harmed, although there were a few close calls. I don't know what it is about thin radio antennae that just makes people want to touch them. The museum staff were very appreciative and assured me that they'll call on us again.

Personally, I've been spending a lot of hours modeling lately. SHOCON is right around the corner and nothing sucks the fun out of a contest like a last minute deadline entry. Plan ahead. I look forward to seeing a lot of Mad Dogs in Layton.

Model on!
Brian



Mad Dog Modelers
Modeler Profile – Ray Sweet
By Herb Arnold

#1 in a series of modeling biographies

Ray joined our group just a few months ago, but I don't think it will be news to anyone that he already had years of experience under his belt. Ray started modeling as a boy, like a lot of us. In the 1930's, though, the best material available for a creative youngster was the leftover wood from orange crates! From this humble clay he made a Stinson Reliant, his first scale aircraft. As you might expect, when he discovered balsa wood the world of solid modeling opened up to him like a clam. From that point on in his life, Ray was either working on a model or planning one.

Early on, he also had an appreciation of how to financially support his pasttime. A hobby store owner in Minneapolis was a willing customer for the balsa wood insulation Ray and his brother 'appropriated' from a nearby Reefer car, and Ray also kept him supplied with cellulose dope that was curiously similar to the stuff used in quantity at the local flying field! You have to admire the enterprise of youth...

He completed training as an aviation mechanic and joined Northwest Airlines to work on DC-2's and 3's up in Fairbanks. Balsa wood and modeling supplies were hard to come by, but he carved with what he could and kept busy working on the real things. In those last days before World War II started, Ray remembered seeing a single P-35 pass through, which represented 20% of the air defense of Alaska at the time!

Looking for more adventure than what Northwest Airlines could offer, he joined the maritime service. It was on a trip in the Pacific when he came down with malaria and wound up in a Philippine hospital. During his recuperation, the drugs made him turn as yellow as a lemon, but the USO supplied him with model kits, which he chummed out with pleasure. A local Army sergeant was impressed enough that he brought over plans, and Ray and his fellow patients soon built a squadron of military ID models.

After recovery, Ray was back at sea with the merchant marine. The war ended, and he took a position on a ship hauling a reluctant boatload of Italian POW's back to Italy. It seems that many had adjusted rather well to their incarceration in America, and more than a few took the risk to jump overboard and swim for shore rather than go back home! Eventually, the ship made it to Naples and Ray enjoyed a memorable port call. Besides the food, charming locals, and some interesting post-war aircraft junkyards, he came across his first plastic model. It was a Lindberg P-80, a small kit, but made of this new stuff called 'polystyrene plastic' which grabbed his interest and kept it for many years.

Returning to the states, Ray married and settled down to raise a family. He landed a job with Standard Oil which moved him to Portland, then Boise, then took up the grocery business in Nampa, always building models when he could. A late-in-life career change got him into the electronics field, and he took a job in Phoenix with Goodyear Aerospace. Defense contracts provided work on projects as varied as ICBM nosecones, ECM gear for the Navy, and SLAR for German F-104s. This period also coincided with Ray's participation in a very active modeling club in Phoenix and the production of their newsletter 'Dirty Plastic'. This quickly grew into a well-respected and extremely informative publication through the 70's and 80's, due entirely to Ray's artistic and organizational talents. These were the salad days! Ray developed a world class reference library (more on that to come), acquired a stockpile of thousands(!) of kits, and built a fine collection of finished models that he still retains today.

Retirement came, Ray sold off the majority of the kit stockpile, and came back to Idaho. He and Patty took some well-deserved years off to travel and enjoy themselves. Nowadays you'll find him spending a lot of time up in his summer cabin during the week, but his itch to get out the x-acto knife and build models is just as strong as ever.

We all have our particular 'set-ups' to conduct this hobby, and Ray's is worth special mention. He's got both an office and a work room. The office has a closet completely filled with books, as well as what his wife, Patty, calls the 'Giant Scrapbook Project'. Giant it is, filling over 100 full-sized binders of meticulously cross-referenced drawings, pictures and articles gathered over a lifetime of modeling. This is simply a breathtaking accomplishment in itself. We all say, "I know I had that information somewhere..." Well, Ray actually organized it, filed it, and can find it!

I want to say thank you to Ray and Patty for their generosity and graciousness to allow me into their home for this article. It was a lot of fun to hear recollections from the 'dawn of plastic modeling', as well as just hear a fascinating life story of a very industrious, inventive and talented individual. This article barely passes on the high points, and I apologize to Ray in advance if I got any facts wrong. Hopefully, it will raise your interest some, and you can ask Ray to fill you in on the details I've left out.

Mad Dog Modeler Profile #1

Name: Ray Sweet

Subject Matter: Aircraft mostly, but no small amount of dallying in warships, some cars, and even a few AFVs.

Scale of choice: 1/72 (The One True Scale) figures prominently, but Ray doesn't hesitate to branch out if the subject intrigues him.

Stash size: Maybe only 100 or so kits today, but he did his part to keep the modeling companies in the black during earlier days...

Current Project: An Airfix 1/72 Short Stirling is on the bench... wings like an underdeveloped fruit fly, and a fuselage that makes a boxcar look sleek...

Of special note: The man behind 'Dirty Plastic', who built a reference library that would make your eyes water...



ASKOLD; Imperial Russian Navy Protected Cruiser.

The five thin stacks of the Askold present a very distinctive silhouette, and has been a favorite among resin ship manufacturers. Three companies have produced this ship in 1/700 and one in 1/350. The subject of this article is the 1/350 resin kit by Combrig.

The name Askold (Oskold, Skald) is from the story of one of the knights of Ryurik - a Viking chief invited by the Novgorod Slavs to become their king. Askold then left his master and took over the city of Kiev. In 866 he fought the Eastern Roman and later he was killed when Oleg the new king of Novgorod took over Kiev.

Askold was built by the Krupp Germania Shipyard for the Russian Navy and was launched in 1900.

Length; 433 feet

Breadth; 49 feet.

Complement; 20 officers and 514 petty officers and men.

Speed; 23.61 knots, 27 mph.

Armament; 12 152mm guns with splinter shields

12 75mm guns, 8 47mm guns, 2 37mm guns

2 7mm machine guns

2 64mm guns on carriages for landing parties.

6 380mm torpedo tubes

Engines; 9 boilers powering 3 four cylinder engines connected to 3

Propellers. The middle prop was slightly smaller. The machinery

was extremely powerful (24,000 hp) for a ship of this size, but also

economical at cruising speed (10 knots). When comparing to the

Varyag, of the same size and displacement, when can see how

economical the powerplant was.

Askold - 7400 tons of coal for 18,500 miles

Varyag - 8500 tons of coal for 8000 miles

The Askold survived the surprise attack on Port Arthur in 1904 by the Japanese. Participated in several attacks against the Japanese fleet, her speed enabled the Askold to keep up with the destroyers. When the city fell, the Askold was able to break the blockade and escape with another fast cruiser, the Novik. At Tushima the Askold and Novik headed a dead run by the Russian cruisers against the Japanese fleet. The Askold was hit numerous times by shells as large as 12 inches but managed to reach the port of Shanghai. The Novik was the only other ship that was able to escape. During WW I the Askold protected convoys between Colombo and Calcutta against the German raider Emden. When Turkey joined the war the Askold was sent in the Mediterranean and participated in the ill fated attack against the Dardanelles (Gallipoli). In 1917 the Askold was sent to protect the convoys between Bodo (Norway) and Arkhangelsk. At the start of the Russian revolution it was seized by the British and the guns were used on armored train of the White army. The ship was then sent to England until 1921 at that time it was returned to Russia. The Soviets decided that they did not have any use for the ship and sold it to Germany for breaking. The money was used to buy locomotives in the US.

Combrig or Kombrig is a Russian company that has been extremely prolific in releasing 1/700 scale models in resin. Also, they have released five kits in 1/350 scale. All are extremely well cast and highly detailed. Also for resin kit they are affordable. The price is comparable to a styrene kit with added aftermarket PE. All resin kits are packaged with their own dedicated PE set.

The assembly instructions are very comprehensive and are some of the best among resin kit manufacturers.

The hull is molded in two pieces, divided at the water line, a nice feature for those who like to display the kit as a water line model. No large amount of resin to remove. The two parts have a small resin lip that needs to be removed. Most of the parts are hollow, this casting technique greatly reduces shrinkage. All the superstructures are molded separately, this greatly simplifies the painting of the deck. The finely engraved 152mm guns have their own splinter shields from the PE set. The portholes are deep enough and no drilling is necessary.

You can choose three different color schemes, white until 1904, olive green during the Russo-Japanese war, and grey during WW I. Originally I painted my model white, but after several months on the dockyard shelf I decided that olive green would be a better color for his ship. What type of olive green, nobody really knows, and even fewer seem to care! After several trials with different greens I choose Japanese Army Green (Model Master) for the hull and the superstructures, Model Master Wood for the wood deck, Model Master Acryl Burnt Sienna for the linoleum deck, and Tanya Red for the anti-fouling paint. Of course CA glue was used throughout. Stretched sru for riggings, tattered bamboo skewers for the masts. I made my own base, the supports are brass rods polished and covered with Future. The portholes were darkened using a 01 Sakura pen with black ink. The torpedo nets are not present but the shelves were left in place. Most of the ships had their nets removed because of the danger of having them deployed accidentally in battle and fouling the propellers. Overall this is an excellent resin kit, far superior to what is available in styrene, also extremely accurate and comes with its dedicated PE set.



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.: _____

Check out our web page: www.ipmsusa.org

P.O. Box 2475
North Canton, OH 44720

IPMS BOISE
3653 Wylie Lane
Boise ID 83703

