



Ways to get up and out (slides)
by Scott Swiger Frantsen

A thesis submitted to the Graduate Faculty in partial fulfillment of the requirements for the degree of
Master of Applied Art
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Abstract:
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WAYS TO GET UP & OUT

by

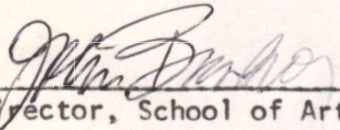
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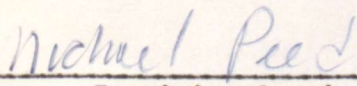
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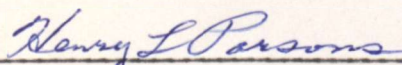
of

MASTER OF APPLIED ART

Approved:


Director, School of Art


Chairman, Examining Committee


Graduate Dean

MONTANA STATE UNIVERSITY
Bozeman, Montana

May, 1974

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To my parents--for all the money they lent to me in my various times of need.

To my lawyer--Richard Globus and my psychiatrist, Scott Morrison, for helping me escape the draft and finding a solid peace of mind.

WAYS TO GET UP AND OUT

My main concern in my life is finding the vehicle for getting way up and out into the air. I want the vehicle (vehicle in this case meaning the means for transporting one's self) to be my vehicle - my own way, my own man-made contraption to get up and out into the air.

I have deep interests in both static and kinetic vehicles; that is, I am involved in the participation of one's self whether it be the control of a kinetic vehicle or the being controlled by a static vehicle. It is also very important to me that the vehicle, aesthetically speaking, looks and feels right. For example, for me to get into a Piper Cub and learn to fly that plane would be all wrong. I want to produce the vehicle and also set the guidelines for that vehicle's operation. Whether it be flying, climbing, being catapulted, etc., I want to be the control.

Being in the air has always held a deep fascination for me. Climbing trees in northwest Missouri as a child was about the only way to get to that other plane of perspective; that important plane for seeing all the things differently that grow so familiar to one who always looks with his feet on the ground.

Windmills, too, always held that instant vehicle for getting up to that other plane and I think that windmills, more than anything, got me interested in man-made approaches to that other very important plane of seeing or perceiving. Here were relatively simple, airy structures, 30 or 40 feet high; as high as some Elm trees; much more solid in appearance and yet when climbed, just as sturdy.

That sort of set the stage for the contraptions that I've made for a long time, but the concrete ideas started jelling only this year. As early as eight or nine years of age, I was making tree houses 40 or 50 feet up in old Elm trees, wind carts with sails for propulsion and imagining flying up there with those crows.

Another very important facet of my attempts for that plane were the gadgets and the gizmos so important for man-made vehicles: pulleys, gussets, lots of bolts and eyelets, rivets, guy-wires, torsion-bars and more. All of these are very important to my vehicles. They feel right, they give me the feeling of "contraption", and contraptions just make me feel at home. The very word contraption implies home-made, self-built and that's how I want my vehicles to feel.

SLIDES

1. Untitled
2. Detail
3. Detail
4. 4 Chairs - Ceramic - 6" to 10" High
5. 4 Chairs - Ceramic
6. Tower and Ladder - Ceramic - 4' High
7. Tower - Wood - 8' High
8. Detail
9. High-Fire Airplane - Ceramic
10. Airplane With Tits & Saddle
11. Cucumber Airplane - Ceramic & Wood
12. Good Luck, Boys - Sheetmetal, Glass & Wood
13. Detail
14. Aero-Structure - Plywood, Steel Fasteners & Aircraft Cable
15. Detail
16. Detail
17. Aero-Skid - Japanese Mahogany Plywood
18. Aero-Skid



