



# Maddog Monthly

The official Publication Of The IPMS Boise Maddog Modelers  
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# February Meeting minutes

The meeting begin at 17:55 Ian presiding in the absence of Brian Geiger. A total of 22 members were present. Two new members were present, George Bacon from Boise, and Ed Jurasas who reside in Nampa. Welcome to the club.

## Model of the month



1. Don Vandevort - The 1/35 DML T80w?ERA as with most of Don's kit this was another bad one, but as usual the end product was worth the effort,
2. Tom Vogt - The helicopter from the TV show Airwolf, model in 1/35 th.
3. Ian Robertson - This time Ian brought us a Ta 152H with British marking, a resin kit with many parts cannibalized from the Hasegawa kit. I think that Ian is running out of German scheme!
4. John Thirion- The 1/192 ISW Russian floating gun battery Novgorod. The only ship that you could take out for a spin.

The result were:

1st The Novgorod by john thirion

2<sup>nd</sup> The Ta 152 by Ian Robertson

3<sup>rd</sup> The T80 by Don Vandevort.

1st



2nd



3rd



## Its "civil" theme contest.



1. Paul Erlendson - A 1/32 Revell Ferrari 360 Modena.
2. Tom Gloeckle - The Minicraft 1/144 Airbus with the Virgin Airline colors.
3. Tom Gloeckle - Another Minicraft kit, this time the MD-80. Both kit were very impressive. Windows were filled with a filler and represented with decals. With his MD-80 Tom had problems with the decals representing he paper airplane scheme. Apparently Mr. decal softener and Mrs. decal did not get along very well!
4. Wayne Keith - A very well done Piper Tri-Pacer from Monogram in 1/31.
5. Tom Vogt - Mystery Ship aircraft, a 1/48 scale model by Testor.
6. Tom Vogt - A Dodge Viper in 1/24 (Snap-Tite) also from Testor.
7. Bob Olson - A 1/77 Ford Tri Motor from Revell in 1/77.
8. Chris Brose - A model of one of the Glider that has been in production for the longest period of time. The ASK 21, a 1/32 scale kit from Revell.
9. Bill Bailey - The HASA F6F-3 also known by his nom de guerre the Hellcat.
10. Jim Burton - A Packard Phantom, an all metal kit.

The results were:

1<sup>st</sup> Tom Gloeckle with the Virgin Atlantic Airbus.

2<sup>nd</sup> Bill Bailey with his civilian Hellcat.

3<sup>rd</sup> Tom Vogt and his Mystery Ship, winner of the first Thompson Trophy.

1st



2nd



3rd



# Nitpicking

by Brian Geiger

Perhaps the most heated debate since, "Taste great vs. Less filling" has been the pronunciation of the word, "Decal". Ok, I admit this is rather trivial but when you mix a group of modelers from North America, England, and/or Australia, you will surely hear the difference. Britain and most of her former colonies seem to favor "deckle", sounded like speckle. However, most Yanks say "deecal". I was curious about why there was an alternate pronunciation and perhaps selfishly motivated by the desire to declare that some were pronouncing it WRONG! That desire only survived as long as the evidence supported my personal preference.

## What did I find?

A quick glance at a dictionary should have nailed the answer but it got more complicated. Sure, I found numerous sources that confirmed the Yank pronunciation. Webster's offers "dE-'kal", di-'kal, and a Canadian 'de-k&l." Part of the confusion stems from the word's etymology as well as the advent of the decal process. The word "decal" is short for decalcomania. which means "the fad of transferring tracings".

According to Wikipedia, decalcomania, or *décalcomanie*, is a decorative technique by which engravings and prints may be transferred to other materials. The process was invented in Russia and introduced into the United States at least as early as 1868.

The surrealist Oscar Domínguez (referring to his work as "decalcomania with no preconceived object") took up the technique in 1936, using gouache spread thinly on a sheet of paper or other surface (glass has been used), which is then pressed onto another surface such as a canvas. Black gouache was originally used in

Dominguez's practice, though colours later made their appearance.

Bartleby.com's American Heritage Dictionary seems to offer conflicting information. It specifies the pronunciation of dE-kalkuh-mA'nE-uh but then lists the following etymology:

**ETYMOLOGY:** French *décalcomanie*, from *décalquer*, to transfer a tracing ( *de-*, off, from, from Latin *de*; see *de-* + *calquer*, to trace; see *calque*) + *manie*, craze (from its popularity in the 19th century) (from Late Latin *mania*, madness; see *mania*).

The conflict in pronunciation stems from the fact that all romance languages, (French, Spanish, Italian, etc...) use the same vowel sounds as Latin. That would suport "de-kalko-ma'ni-e" rather than "dE-kalkuh-mA'nE-uh". Hey! There must have been a lot of decal-mania going on because we've got Latin and French roots being used by Spanish artists from a process supposedly invented in Russia.

So, who's the winner here? I'm going to have to call it a draw. Languages change over time and distance. There's enough interwoven history with this word to justify just about anything. Perhaps the more purist pronunciation would be "decal", as in "day-call" but I don't hear anyone saying it that way. Perhaps I should take solace in something we can all agree on; Eagle Cals makes awesome WWII Luftwaffe decals! See how thin the dotted lines are on the wing walks? Sweet! The added historical documentation and profiles by Tom Tullis are second to none. Let's stop all this bickering and build some models! →



# T-38 Talon

## The White Rocket

The T-38 was designed in the mid 1950s as the trainer variant of a lightweight fighter project (the N-156 project) by the Northrop Corporation. Although the United States Air Force had no need for a small fighter at the time, it became interested in the trainer as a replacement for the Lockheed T-33s it was then using in this role. The first of three prototypes (designated YT-38) flew on March 10, 1959. The type was quickly adopted and the first production examples were delivered in 1961, officially entering service on March 17 that year. When production ended in 1972, 1,187 T-38s had been built. Since its introduction, it is estimated that some 50,000 military pilots have trained on this aircraft. (Wikipedia)

Quality model kits on this bird have been sorely lacking for many years in all scales. In the past year, Sword finally came to our rescue with a 1/48 and 1/72 version. It wasn't until about two years ago Collect-Aire started the ball rolling by introducing a 1/32-resin kit, # 3205. They are a bit expensive, \$195 +s&h. However, I found several on ebay for \$170 with no shipping charges. Whoo hoo. After fruitlessly searching for two years for a better price I took the plunge. If you want one, act quickly to purchase one on ebay. The www address is:

<http://cgi.ebay.com/ws/eBay/SAPI.dll?ViewItem&item=6036803265&rd=1&sspageame=STRK%3AMEWU%3AIT&rd=1>



The model is packaged in a standard strong Collect-Aire box with a print of a T-38A on the cover. The kit is molded in a fine, yellow crème cast resin with the landing gear and actuators in white metal. There are 70 plus parts in this kit. The parts are packaged in numerous smaller sealed plastic bags to prevent loss and damage so that I could not reach an actual count. For the most part, the surface is relatively smooth, but did I notice some brush marks of the mold release. Something that 1000 grit sandpaper will remove. I have found a few resin bubbles that didn't make it to the surface. I might poke them to fill them in so they won't collapse on the finished paint. However, some pinholes will need to be filled on the smaller parts like the wheel rims and one instrument panel. The kit comes with two vacuform canopies. Give me another whoo hoo. It is always a nice touch to have an extra canopy or 2 in case the modeling gremlins strike while you are cutting the canopy from the carrier sheet. The canopy frame is cast in resin with an ultra thin flash carrier around it. Detailed resin canopy frames with internal detail round out this area. The model can be built with the canopies open or closed.

The fuselage is hollow and split vertically; I will need to reinforce a part of the lower rear fuselage on one side since the inside is a bit thin. There are enough bulkheads to create a solid model. All panel lines and rivets are very finely recessed. There appears to be no surprises in the manner that the kit builds up as the sequence follows standard injection molded aircraft. The cockpit is composed of a third of the overall parts count and has both early and the new late style Northrop Improved Ejection seats. The newer seat have molded on seat harnesses, while the older style seat tubs have no belts on it. Now I could use one set on my Hasegawa F-5E. The cockpit instrument panel and side panels have molded in raised detail, although I felt it a bit lacking. There is also a small clear plastic sheet and (unsymmetrical) template to represent the inter-canopy blast frame glass. This is to prevent the windblast from injuring the rear seater. Actually, it is to stop the flight instructor from strangling the trainee.



The metal parts for the landing gear are some of the best metal castings I have seen. They are not grainy at all and require little sanding on the seams. The entire wing structure is molded in one piece, protected by a cardboard sheet, is extremely thin, and in scale with very sharp leading and trailing edges. I hate blunt edges and this will simplify construction. In addition, the speed brakes can be in the opened or closed position.

The "builders guide" is five double printed sheets with easy to follow expanded views of assembly. Three pages of instructions are for decal stencil placement and history. There is also a five-sheet double printed color reference guide of the decal options. This last booklet includes an eight-page color reference guide for the different markings that come with the kit. What about the markings you may ask? Collect-Aire has done an outstanding job when selecting the markings for a jet that has been used in so many different schemes. They have included decals to do a total of six different style markings for the Talon. These markings are spread out over 4 huge decal sheets and are very well printed. To start, there are 3 different versions of the NASA T-38. Paul, you can build the Talon with the early yellow tail band, NASA "Wurm" markings or the current style "Vector" markings. For the Vector aircraft, there is a choice of 4 different aircraft schemes, differing only in registration and pilot names. There is one set of two-tone blue pinstripes for the NASA proficiency/training aircraft. The registrations for the six different aircraft are printed separately on small segments of blue stripe. Just cut out the small section of solid stripe and add the segments containing the registration of choice. Probably the most visually stunning of the markings are those for the USAF Thunderbirds. This is my definite favorite. All of the red, white and blue markings are included for this version - top and bottom. No masking needed. Great flag sheet too. The markings for the "Number 1" aircraft are included. The next Talon covered is an all black T-38 flown at Holloman AFB. These aircraft are used as F-117A proficiency trainers. The markings for this aircraft are a light gray. The last set is for an 86<sup>th</sup> Squadron T-38A of the ATC in standard Training Command colors (overall white). All stenciling and rescue marks are included in multiple colors for each version and is readable.

Now, the big question I have been asked since I bought my kit "is it worth it?" At this price my opinion is - yes. The kit is well designed and the moldings are of very high quality. It is the only T-38A available in 1/32 and will look outstanding in this scale. I have waited a long time for a decent T-38A model and I am happy to report that Collect-Aire met my expectations. The biggest problem is that with the great decal options, I'll have to save up and buy more kits!

# The Scuttlebutt: *John Thirion*

Scuttlebutt, the nautical term for drinking fountain or rumors. It came from the combination of two words, scuttle or to make a hole in the bottom of a ship to sink it, and butt a water cask that collected fresh water for the crew consumption. It was an area where the crew gathered to collect their ration of fresh water. Also it became a place where rumors concerning the ship's destination originated. Today every water fountain aboard a ship is referred as the scuttlebutt, also any "unofficial" news is also referred as the scuttlebutt.

Trumpeter release of the Hood has been delayed until April. Hopefully the 4 piece main deck is not part of an april fool joke.

Revell, Germany, has announced the future release for the end of the year of a 1/72 Gato/Balao US sub, make room on you shelve, this thing will be big!

Trumpeter will release a 1/144 Balao/Gato sub a nice alternative for those who lack the space. Hopefully it will be better than their Seawolf attempt.

Finally for those of you who like big and heavy (and expensive) chunk of resin, Yankee Modelworks will release the US Montana. This is how this monster will have compared to the New Jersey and Yamato.

New Jersey	Yamato	Montana	
887 ft	826 ft	921 ft	Length
108 ft	121 ft	121 ft	width

## Notes from the Hierarchy:

IPMS Region 7 Club and Northwest Hobby Clubs

See the link below and we'll see you and your club at the Pearson Air Museum in Vancouver, WA

<http://www.angelfire.com/wa3/ipmspearsonmodeleers/Annual Show 2006.htm>

Don Vandervoort will be holding a kit sale this summer. All who are interested should see Don at this months meeting where he will have a list of available kits.

Don would also like to reiterate that the 5 minute talking guideline is just that. A guideline. If the group is having a lively discussion, please don't feel the need to stop after five minutes.

# Modeling Q&A *With Herb Arnold*

Our's is truly a world wide hobby. Nothing illustrates this better than our contests and those that visit them.

Unfortunately some countries are just cooler than others.

The following series of photos were taken at three different locations. Can you match the picture with the right country?

Czech Rep.



U. S. A.



Austria



A.



B.

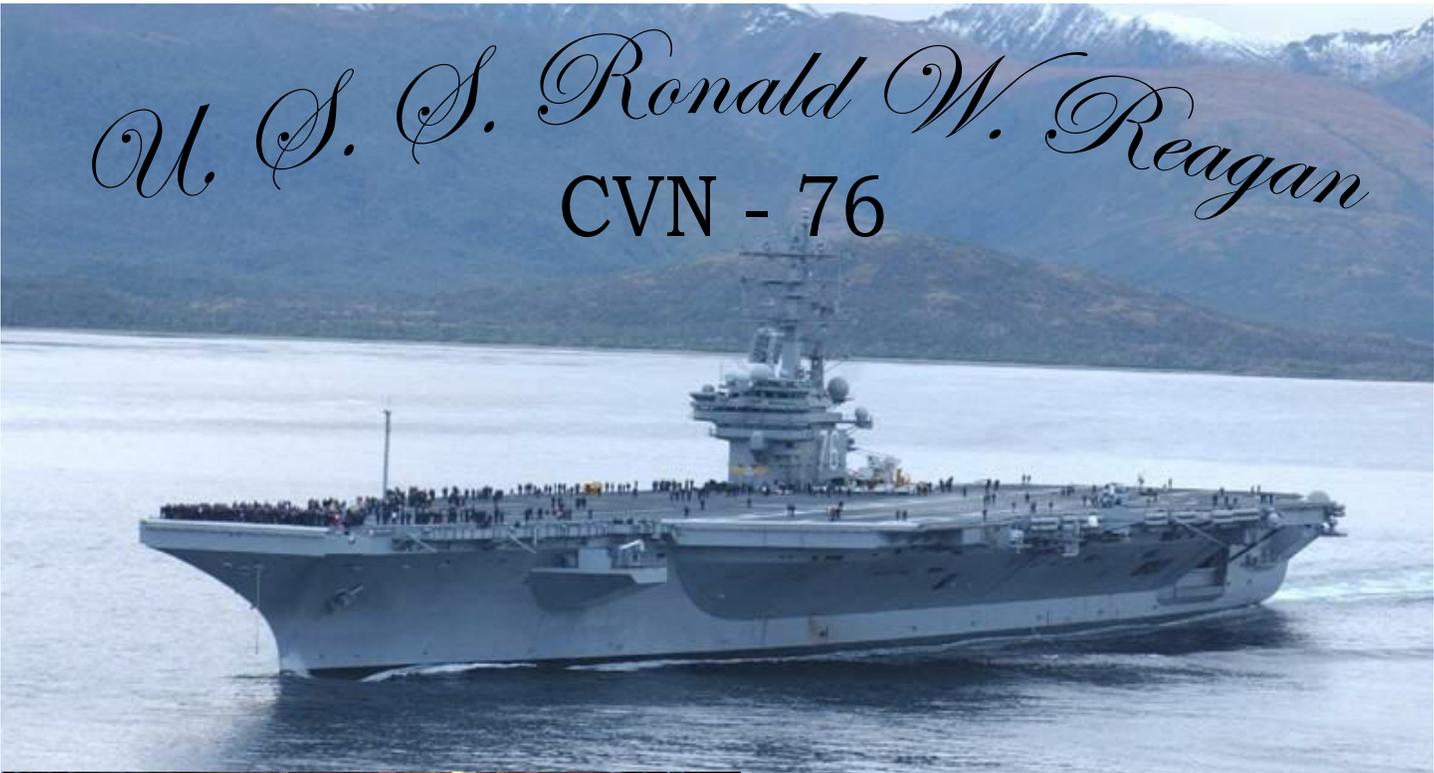


C.



A. Austria  
B. Czech Rep.  
C. U. S. Sorry!

*U. S. S. Ronald W. Reagan*  
CVN - 76



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