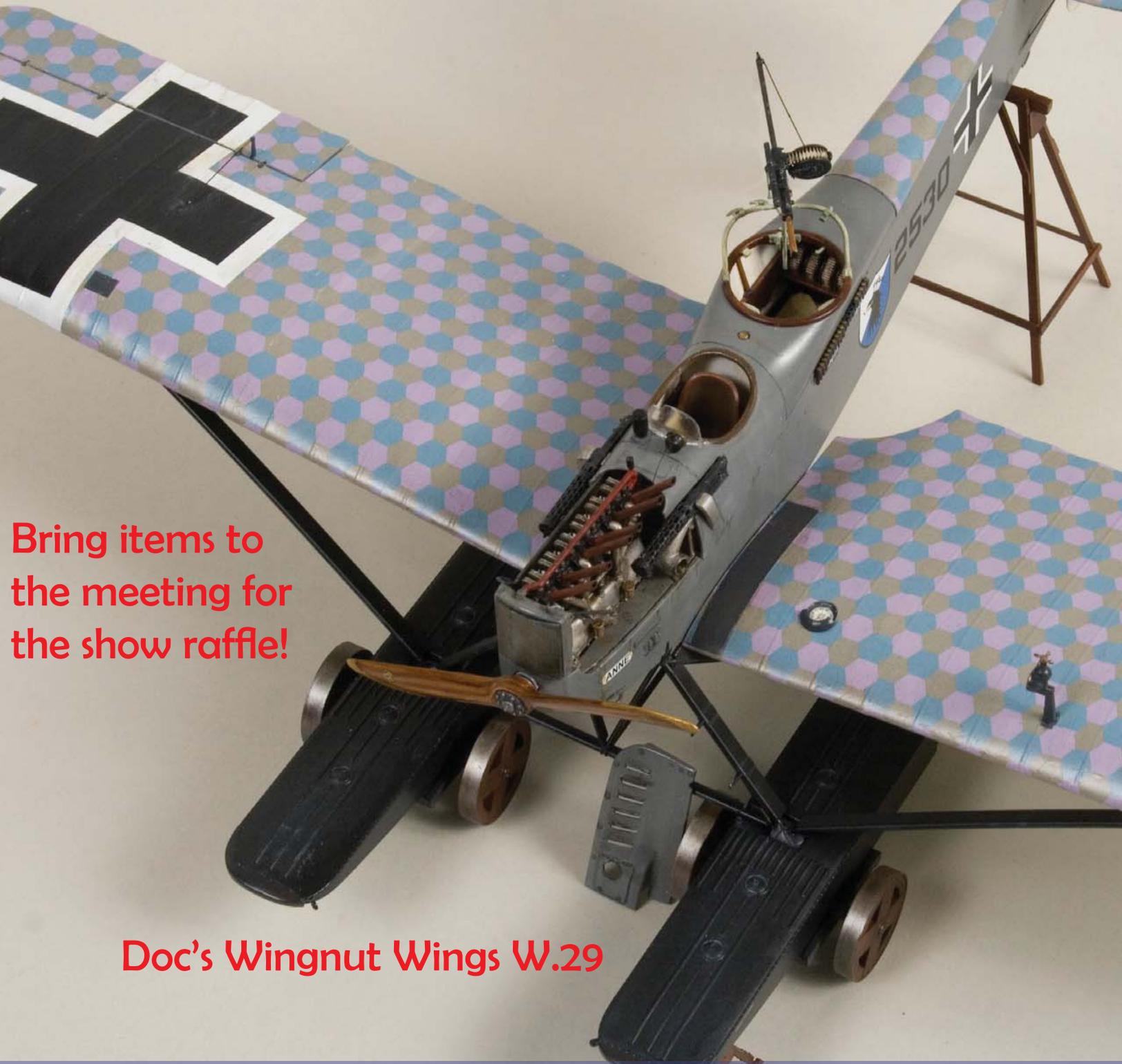


Tactical Notes

April 2014

I hate the IRS Special Issue



Bring items to
the meeting for
the show raffle!

Doc's Wingnut Wings W.29

Next meeting: Thursday, April 17st, 2014 7p.m.

Show prep

2012, 2013 & 2014 Region 4 Newsletter of the Year!

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"**Tactical Notes**" is the Newsletter of the Military Modelers Club of Louisville, Inc. We appreciate your taking the time to read this little newsletter. We'd appreciate it even more if you would write something. **Yes, I am talking to you!**

Cover Photos: W.29 by Dennis O'Connor, photo by Randy Fuller

Editor's Note

If you've been attending the Saturday workshop regularly, you've seen Doc working on the fantastic Wingnut Wings kit of the W.29. I extracted a promise from Doc that when the kit was done he'd give me an article for the newsletter. True to his word, in this issue you'll find Doc's article. Enjoy. I know I have.

The Indy show report that I promised in the last issue has been put off till next month due to the size of the articles in this issue. You'll also note that our own Crazy Canuck has taken this issue off. He has been occupied with a relocation. Previously Jim was located in Akron, OH. He is now a resident of the great northwest, specifically Seattle, WA. We are hoping the Mounties don't sneak across the border and drag him back to Canada, where rumor has it he faces multiple morals related charges. If we are lucky, his regular column will return next month. Possibly with a salmon related theme.

If you missed the last meeting, you missed a great Friday Night Fight. I was only able to stay for a couple of hours, but I have been told by reliable sources that building went on late into the night (*You would think that all that building would lead to more articles.-Ed.*)

In addition to the recent Indy contest, MMCL members attended the recent Dayton show. As usual, success followed. I hope to have a report on the Dayton show from one of the attendees. Speaking of shows, our show is coming up in May. We'll have a short (*We promise, it will be short-Ed.*) business meeting to cover the last minute show prep. See you there.

From the Tom Field photograph collection... Handley Page W.10/1 G-EBMM

By Dennis Sparks, Propaganda Minister, MMCL Eastern Bloc



This photo is taken from one of several postcards in the collection, and was mailed to the then-13 year old Tom Field in 1927. The identity of the sender is unknown, but whoever it was, they were delightfully laconic, as the entire message on the back of the card reads simply "In Paris again". The subject of the photo is GEBMM, a Handley Page W.10 that was used by Imperial Airways from 1926 until 1932.

In December 1914, only a few months after the outbreak of the First World War, Britain's Royal Navy issued a formal specification seeking "a bloody paralyzer of an aeroplane" for use as a long range bomber. One of the first British aircraft manufacturers, Handley Page Ltd., responded with a proposal for a land-based twin-engine biplane with a wingspan of 100 feet. The firm had previously been numbering their aircraft designs with successive letters of the alphabet, and so this new design became known as the Type O.

The prototype flew for the first time almost a year later on 17 December 1915, which was coincidentally the twelfth anniversary of the Wright brothers'

first powered flight. Unfortunately, the aircraft's two 150 hp. Sunbeam engines were not up to the task, as the aircraft could not exceed 55 mph in flight. Removing some of the armor protection for the crew and installing more powerful 260 hp. Rolls Royce Eagle II engines, combined with other weight and drag reducing measures, resulted in an aircraft that was deemed suitable for production, and as the Type O/100, it entered combat in March 1917.

After 46 O/100s had been built, production shifted to the improved O/400 with still larger engines, and a total of over 550 of them were built before the end of the war. Entering widespread service in April 1918, O/400s often operated in formations of up to 40 aircraft, bombing both during the day and at night. The reputation that they gained during the war was such that for up to a decade later almost any large aeroplane in Great Britain was commonly referred to as a "Handley Page" without regard to the actual manufacturer.

In 1919, the firm founded an airline using nine war-surplus O/400s that they had re-purchased from the government. Operating as Handley Page Transport, they inaugurated their regularly scheduled London to Paris service in February 1920. However, the internal wire bracing that was used in the O/400's fuselage made for awkward passenger accommodations, so Handley Page quickly reworked the design to produce the Type W, their first series of purpose-built commercial aircraft. The first examples in the series were

known as the W.8, which carried fifteen passengers in an enclosed cabin while the two-man crew flew the aircraft from an open cockpit. Beginning service in 1921, the W.8 was the first commercial aircraft to have a lavatory. Two improved versions, designated as the W.9 and the W.10, soon followed. A total of 25 Type W series aircraft were built in both twin- and three-engine versions. By 1924, Handley Page Transport had merged with three other small airlines to produce Imperial Airways. Flying from Croydon Airport south of London, Imperial used its fleet of Type W's to offer service to Paris, Brussels and Cologne.

The final version to see production was the W.10, with four being built in 1925-26. Equipped with two 450 hp. Napier Lion II engines, the W.10 could carry sixteen passengers and a crew of two, with a normal cruising speed of about 90 mph. G-EBMM was the first W.10 to be delivered to Imperial, who named the aircraft "*City of Melbourne*". The photograph used on the postcard was taken just prior to delivery in February 1926 at Cricklewood, the site of the Handley Page factory.

All four of the W.10s built were eventually lost. G-EBMS "*City of London*" was the first, forced down in the English Channel after an engine failure on 21 October 1926. Fortunately, all twelve aboard were rescued by a nearby fishing vessel. G-EBMT "*City of Ottawa*" suffered a similar fate in June 1929, with seven fatalities.

By 1931, all of Imperial's Type

W's were being supplanted by the larger four-engine Handley Page HP.42, which could carry up to 24 passengers. The two remaining W.10s, G-EBMM and its sister ship G-EBMR "City of Pretoria" were purchased by the pioneering English aviator Sir Alan Cobham. Operating as a part of his firm National Air Days Ltd., both made numerous appearances at airshows throughout England for the next few years, being used to give short rides to the crowds.

Cobham later modified both aircraft to allow them to be used as aerial refueling tankers to support his planned non-stop flight from England to India. The flight originated from Portsmouth on the morning of 24 September 1934, with Cobham's single-engine Airspeed Courier G-ABXN being refueled by G-EBMM while some 20 miles at sea. The tanker then returned to Portsmouth for refueling before heading for London. Later that same afternoon, G-EBMM suffered a structural failure shortly after takeoff at Heston and crashed, killing all four aboard. Unaware of the tragedy, Cobham arrived over Malta and was successfully refueled by G-EBMR. Upon its return to Malta, this second tanker was written off after a heavy landing at Hal Far. Shortly afterward, the throttle linkage on Cobham's Courier failed, causing the engine to shut down. Cobham was able to glide the aircraft back to Malta and landed, ending the attempt at the record.

Vultee Vengeance Fuselage Correction (Cockpit, Bomb Bay and Engine Detail Set)

By David Goudie, IPMS-Canada 3542, and IPMS # 6340

Scale: 1:48

Manufacturer: OzMods

Manufacturer Web Site: <http://ozmods-kits.com/>

Kit Supplied by: OzMods

Manufacturer Catalogue Number: OZCONV 4280

MSRP: Au\$ 66.00 plus shipping

Enquiries: ozmods@bigpond.net.au



The **Vultee A-31 Vengeance** was an American dive bomber of World War II, built by Vultee Aircraft. A modified version was designated **A-35**. The Vengeance was not used in combat by the United States; it did see combat, however, with the British Royal Air Force, the Royal Australian Air Force, and the Indian Air Force in Southeast Asia and the Southwest Pacific. The A-31 remained in service with U.S. units until 1945, primarily in a target-tug role. Source: Wikipedia (http://en.wikipedia.org/wiki/Vultee_A-31_Vengeance#Operational_history). The

last surviving complete example is in the Camden Air Museum in New South Wales, Australia. OzMods spent a great deal of time taking precise measurements of this example. The measurements were then rechecked to ensure accuracy. OzMods has a thing for accuracy and it shows.

The Vultee Vengeance is an airplane of sentimental value to me. When I was in knee pants (knee high to a grasshopper in the vernacular of the upper mid-western US my father brought home a stick and tissue balsa kit (Guillows®?) of this airplane. I was turned loose with an X-acto® knife and a tube of Comet® balsa glue.

I cut out the parts, pinned them to the plans and glued them together to make what I thought was a fine model. Then I added the tissue and tightened it by shrinking it with water and then banana oil from the local apothecary. I never had a chance to paint it because it was rubber powered and in my enthusiasm I over tightened the “motor” and it suddenly collapsed on itself. Thus started my less than stellar modelling career. Now to move on to the meat of this review.

The kit arrived from down under carefully packaged in an outer shell. Opening the shipping box revealed a white corrugated box with a colour

label and a sticker proudly proclaiming “Made in Australia”. Nice touch. I wish American Companies did more of this.

The box label clearly states “THIS PRODUCT IS NOT SUITABLE FOR USE BY CHILDREN. FOR EXPERIENCED MODELLERS ONLY.” Heed this warning

because the kit is a limited run moulded polyurethane set of parts. This is not a “shake & bake” project. A sanding block and razor sharp knife will be required.

As revealed in the included photos you will be scratching your head at the title “Correction and Upgrade”. While designed as precisely that it is it makes one ask how bad was the A-Z Models kit that it is to correct and upgrade. From the included parts it would appear that this kit is a total replacement for

the A-Z kit sans the wings.

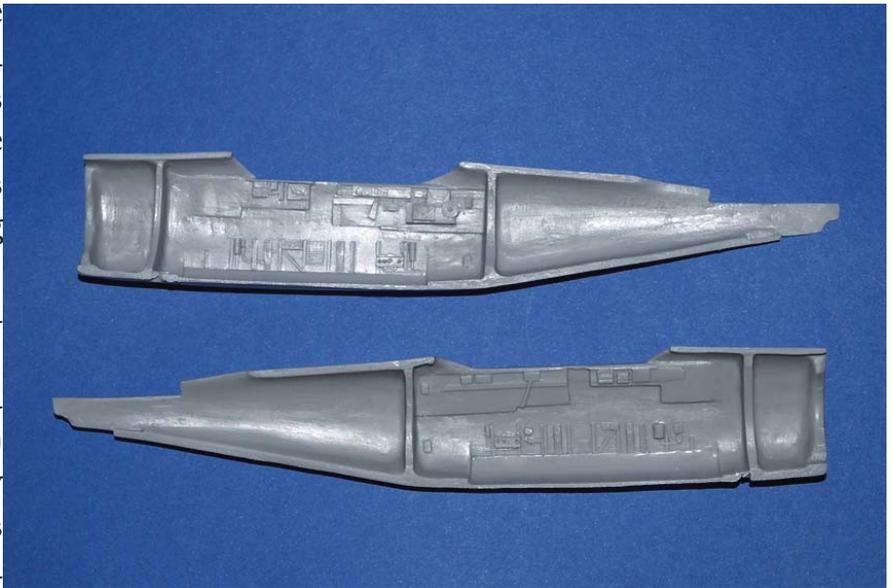
So what about the kit itself. OzMods took great care and a lot of re-work and time was spent in making these mouldings as accurate and detailed as possible. OzMods went to the trouble of several reworks of the finished moulds to get it right. The panel lines are crisp and very finely recessed. You will need a magnifier to pick up some other details, such as really fine recessed rivets and the pilot’s instrumentation.

1. Fuselage is very finely detailed with panel lines and rivets. So fine that they may indeed be to scale. A degree of sanding will be required along with taping to align



both sides. Nothing unusual for limited run resin kits of this type. Boxes, wiring and control wheels are crisply moulded on the interior sidewalls. The cockpit area is finished off with a one piece floor, with details moulded in for the forward and aft areas. Everything is very crisply moulded once again. The pilot seat is a separately cast part and once again quite crisp and includes the very finely cast height adjustment rails. Forward and aft bulkheads are included including an instrument panel with such finely moulded in instruments you will find painting them a real challenge. The instrument panel casting also included nicely done rudder pedals.

2. The forward fuselage has a bulkhead to mount the double rowed Wright R-2600 Cyclone 14 engine. The engine consists of the standard single casting for each row of cylinders with each cylinder showing the very finely made cooling fins. Next comes the forward crank case housing to add. A crisply cast engine cowling comes next and then you get two choices of cowling noses. The difference is that one has a single intake opening at the bottom and the No. 2 choice has a second smaller intake at the top. You get a three bladed prop (separate blades) to build up onto the very crisp hub. Exhaust tubes include concave tapered ends to mimic open pipes are separate castings.



3. Moving on to a description of the bomb bay, as previously stated the overhead in the bay is actually the underside of the cockpit casting. Stringers, bomb mounts and what I believe are torpedo cradles are present. You supply any armament. You do have the option of opening the bay by cutting the marked double doors on the belly and folded replacements are included.
4. The horizontal tailplane and vertical fin are very well done with the now standard to the kit level of detail. This attention to detail includes the asymmetrical airfoil of the vertical fin which offsets engine torque.

5. No landing gear struts are included so must come from the A-Z kit along with the wings. However a very nice set of the now usual finely detailed wheel/tires are included.

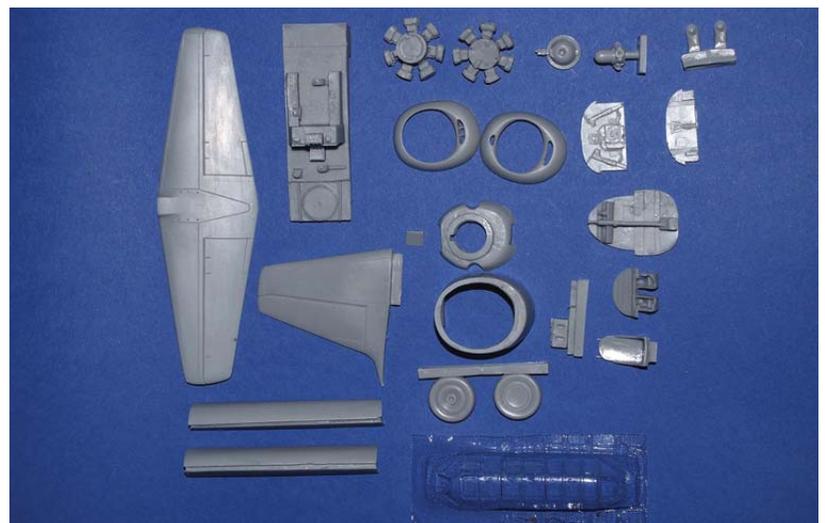
6. The parts shown in the photo as a collection in a blue background with clear cover package are the parts too finely cast to be slipping around in a bag with bigger or heavier parts. These include the airscrew blades, cockpit rollover crew protection bars dual mount defensive machine guns, (2) pitot, control stick, bomb drop slings, pilot control quadrants, and several other tiny fiddly bits.

7. The canopy is a vac-formed unit with framing moulded in. Very clear, very thin. Packing it with Museum Tack or such may make it easier to work with until time to attach with watch makers glue, or a common white glue.

8. I didn't mention the instruction sheet. There isn't one. What you get is far better. A CD-ROM is included with the kit with simple, easy to understand instructions and photos of the actual airplane details, in colour, from the last "living" example house in Australia.

The kit contains no decals so you are on your own. The airplane was mainly used for target towing by the United States but saw combat service with the RAF, RAAF and the Indian Air Force in SE Asia and the SW Pacific. Brazil and the Free French also acquired some. You should find a nice choice for an unusual and eye catching model.

In experienced hands and using patience the builder can have a very nice and unusual kit in his collection. I want to thank Mr. Greg Anderson, owner and proprietor of OzMods for giving this opportunity. OzMods makes a very nice line of resin kits, upgrades, conversions and accessories for the modelers. OzMods also has a small line of very nicely cast figures from the Great War and WWII. Give them a look.



You Asked For It, Mate.

Randy Fuller

MMCL/Eastern Bloc

Member-at-Large

Organized Chaos Part II

Last month I told you about my custom wall-mounted paint racks, and even though I thought they were easy to build, I have not seen any pictures of your paint racks (that I'm sure your ran right out to Lowe's to get your building supplies as soon as you read my article.) Maybe that rack was a little much, or you don't have the wall space, or whatever. This month I offer you a cheap and easy BENCH-TOP paint organizer that I'm sure anyone can easily build.

Step one: get some scrap plywood. $\frac{3}{4}$ " thick is what I recommend. You can make it any length you want, depending upon the size of the bottle you wish to organize. For this demonstration, I will be making my "paint stairs" 18" long with 1.5" wide shelves. With four "steps" this rack will hold about 52 bottles of Testor's MM bottles.

Step two: cut the pieces to size. I want 4 shelves, so I am cutting 4 pieces. How much simpler can I make this? Since these are going to be stacked, the individual pieces are cut in increments of the desired shelf width. Since I want 1½", I will cut the following – 1½" x 18", 3" x 18", 4½" x 18" and 6" x 18". If you want more steps, just keep cutting pieces until you get to your desired size.



Step three: glue together. Spread a bead of wood glue on the surfaces to be joined, and place together. Clamps help to hold tightly, but you can wrap tape around, set some heavy weight on it, or actually wrap tightly with plastic wrap to hold until dry. No mechanical fasteners! You should be able to have this part done in 15 minutes! Once the glue cures, you are ready to stack with paint! The steps give you easy access to each bottle and you can see what's in it, rather than looking at a cluster of caps on your bench.





And this is completely customizable for any situation. Need a longer organizer for the back of your workbench? Then cut it to 36". Have bigger or smaller bottles? Adjust the width of each shelf accordingly. I made this organizer in only a few minutes while I was writing this article! So there's no excuse to get your bench in order.

And the first MMCL member who comes up to me at this month's meeting and gives me the secret word (DOWNUNDER) can have this actual paint organizer! Now get back to work!



Recycle report

Our second recycle of the year was a banner recycle. Thanks to a big effort, we had 69 lbs of aluminum at a current price of .62 a pound. That, along with some copper brought in by Stewart Gordon, meant we netted a total of \$50.08.



Building the Wingnut Wings Brandenburg W. 29

By Dennis "Doc" O'Connor

The Subject

By 1916 the Hansa-Brandenburg (shortened to Brandenburg) W.12 biplane had been introduced as a two-seat fighter in the North Sea. One of the major advantages



of this design was the inverted rudder, which allowed an unimpeded field of fire to the rear of the plane. However, as the war in the northern waters evolved, it soon became clear that the W.12 was too slow and had limited maneuverability against the well-armed Curtiss and Felixstowe seaplanes flown by the British. Soon German naval aviators were pleading for a replacement, which eventually arrived as the Brandenburg W.29 monoplane. Removal of the upper wing reduced drag, improved airspeed and dramatically improved the field of fire for the gunner/observer.

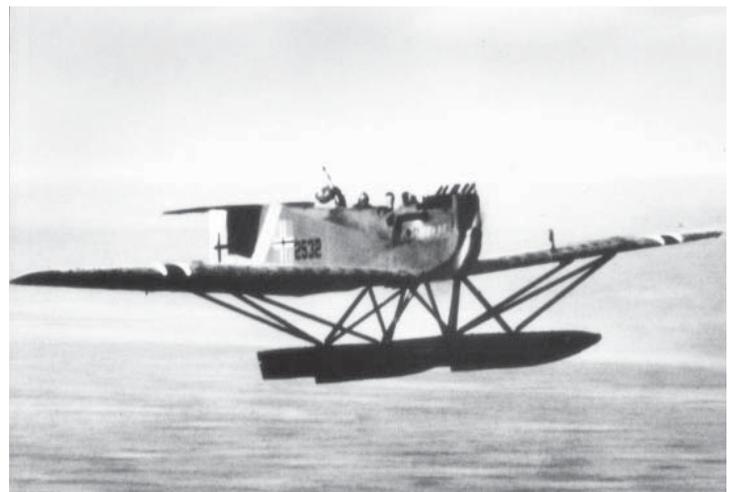
Exactly who came up with the original design of the W.29 is unclear. According to popular belief, Ernst Heinkel drew the shape on the back of a wine list one evening while he was bored at a cabaret. It would seem that Heinkel, a obstinate self promoter along the lines of Anthony Fokker, became bored easily at drinking establishments, for he also claimed to have designed the W.12 on the back of a beer coaster! For the W.29 Heinkel stated, "The change was not difficult. It was a matter of fingertip intuition. I only removed the top wing and cabine struts (from the W.12) and enlarged the lower wing. In principle that was all." Today we know that those modifications were somewhat more complex, and the development of the W.29 was more likely under the direction of *Diplom-Ingeneiur* Hanns Klemm. Three prototypes were ordered by the Naval Air Services-one for flight testing, one for static load testing and one held in reserve. Each was given a different engine. One had a 150 hp Benz III, the second had a 169 Mercedes D.IIIa and the third and 185 hp BMW.IIIa. The maiden flight was conducted on the Plauer See on March 27, 1918. The findings of the flight and load tests resulted in increasing the rudder size and strengthening the floats and struts. In the end, the *Reichts*

Marine Amt (Reichs Marine Office) ordered 50 aircraft by April 1918, most of which were equipped with the Benz III. The W.29s were mostly based at Zeebrugge in Belgium and Warnemünde in northern Germany.

The first encounter between W.29s and British naval planes occurred in July 1918 when 4 W.29s under the command of *Oberleutnant zur See* Friedrich Christiansen attacked three Felixstowe F.2As. While one W.29 had a damaged radiator and had to withdraw, the other three brought down all British flying boats. Two days later five W.29s, again under the command of Christiansen, attacked and damaged the British submarine C 25. A second attack, using 5 kg bombs, disabled the C 25 and a second submarine (E 51) sent to render assistance.

A common tactic used by the W.29s would be to sit on the surface of the water until signaled by a patrolling Albatross or W.12 that the enemy had been sighted. They would then take off and dive on the unsuspecting prey. The one problem with the W.29's performance in combat was severe buffeting during slow turns related to the tail plane design. The lateral stabilizer extension was shortened in the field, and later modified at the factory, which successfully resolved the problem. In the end, depending on the time of year, W.29s sported 4 different tail planes.

W.29s were designated by their individual number followed by a modifier based on their armament and equipment. The "C" designator indicated a 2 seat airplane, which was then followed by the number of fixed and flexible machine guns. The most common W.29 was the C3MG (pilot and observer with 2 fixed and one flexible machine gun). Other designators included HFT for wireless sender and B for bombing equipment. The markings included a sea grey (blue-grey) fuselage and white tail. The undersides of the fuselage and tail plane were light blue. The undersides of the wings and elevators were doped linen. The upper fuselage, tail plane, elevator and wings were covered by a 3 color lozenge fabric designated Navy Blue or Navy Brown. It is not entirely clear how the floats



were covered, but most authorities feel that the struts and floats were covered with a black pitch to protect against sea salt, while a minority feel that lozenge fabric was also used to cover the upper floats (as was done with the majority of the W.12s).

The vastly improved speed and outstanding performance of the W.29 resulted in the German Naval Services ordering more monoplanes in unprecedented numbers. By the Armistice Agreement in 1918, 100 seaplanes, including 25 W.29s, were kept intact to search for mines. Post war Brandenburg monoplanes were produced under license in Denmark, Finland, Norway and Japan, and served well into the mid 1930s.

The Kit

In late December 2010, Wingnut Wings released a 1/32 scale Brandenburg W.29. It quickly became their most popular release, probably because it was a monoplane with a unique design that required essentially no rigging. It was the first Wingnut kit to completely sell out 18 months later, and it has been out of production since. Nevertheless, rumors persist of a



special edition W.29 with over 100 photoetch parts to be released sometime in the future.

The box is typical Wingnut Wings-sturdy cardboard with beautiful artwork by Steve Anderson. Inside are nine individually sealed sprues of grey and clear styrene totaling over 200 parts, one set of photoetch, one metal spar to support the massive wings at the correct dihedral, and three large sheets of decals, one of which contains the Naval lozenge.

There are options for 5 different versions, which initially was somewhat of a disappointment to those awaiting this kit. When originally announced, the box art showed Christiansen's monoplane (2512 C3MG) with the large black "C" in a black diamond on a white background. However, his livery was not one of the five options once the kit was released. Soon thereafter, Pheon decals announced that they would release a set of Christiansen markings. According

to the notes from Pheon, the version that would best fit with those markings was “C” (2530 C3MG “Anne”), which was also the most visually interesting with its large Balkenkreutz (straight crosses), Wappen (Coat-of-Arms) and flairs. Many hope that the rumored special edition will be Christiansen’s monoplane.

Unfortunately, the Wingnut color guide gave keys for Tamiya and Humbrol paints, none of which are readily available at the LHS (Scale Reproductions, Inc.) However, the Internet has palettes to convert Tamiya and Humbrol to Vallejo colors, and reasonable substitutes were obtained.

The 25 page instructions are comprehensive, with reference photos. My advice: study them carefully. Do not skip over any of the reference photos as many have the location of various decals. Once you evaluate the different versions and decide which one to build, there is no turning back as each one is unique in terms of the parts and tailplanes that are used. Another useful reference for construction is “Builda Betta Burga” in Windsock International Vol. 27 (March/April 2011), which is a build log by Ray Rimmell

As with most Wingnut kits, assembly can be broken down into major subsets: The interior, engine, fuselage, tail and wings, and struts and floats. The following represents notes and comments during various stages of assembly.

The interior

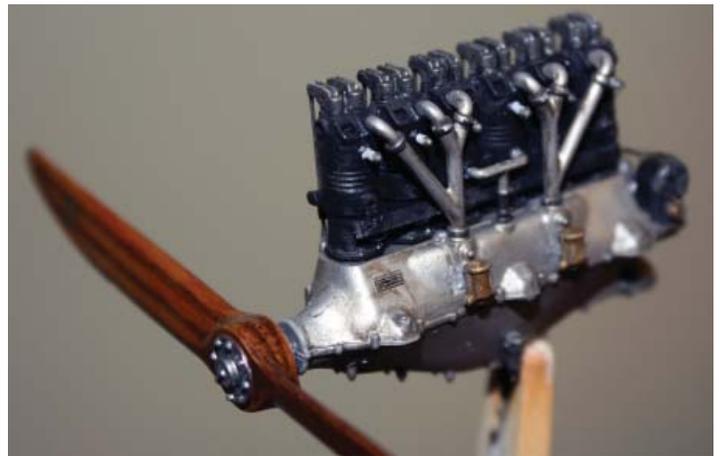
Assembly is straightforward. The interior engine bay, cockpit and observers space are quite detailed and contain number tiny fragile parts-care is required during assembly. In addition, one of first items is placement of the metal spar to the wings in the primary fuel tank. If forgotten, placement is impossible once the fuel tank is glued to the floorboard. The photoetch seat belts and gears for the yoke were much easier to work with than those of the Junkers, as Wingnut Wings had made the former extremely thick. Placement of the rudder support braces



is vague in the instructions, but clarified in their “hints and tips” on the website (the rear supports go on the crossbar at the base of the yoke). Another common error that many modelers make is wrapping the control wheel with wire to simulate cord. This is based on photographs of the only surviving Brandenburg monoplane, a W.33 based in Finland. Although similar, the two cockpits probably differed in many aspects, including the control wheel. Rigging the control cables is not too difficult (I used 32 g jeweler’s wire). However, small holes have to be drilled into the panels, pulleys and boxes along the sides of the fuselage. Lastly, as with all Wingnut kits, tolerances are extremely tight. Be sure no paint is present on parts that have to be joined.

The Benz BZ.III Engine

The engine has its own sprue of over 20 parts. Wingnut Wings gives you to choice of using cylinders with pre-molded push rods or a set without, allowing you to use wire or sprue as a substitute (I used 28 g jeweler’s wire). Unfortunately, the distributor and spark plug cable covers are not included, but these can easily be replicated using styrene rods.



The Fuselage and wings

Joining the fuselage requires minimal effort, so long as engine bay, cockpit and observer inner spars are sanded to remove any paint. A small sinkhole behind the radiator is easily filled with putty and minimal putty is needed for the fuselage half seams. On the other hand, the wing halves do not align well at the tips, which apparently is also problem with the Gotha wings. A fair amount of sanding and putty are needed to get a reasonable concealment of the seam. Another valuable lesson (learned the hard way): do not use classic styrene cement on the trailing edges of the wings. They are extremely thin and the liquefaction of the plastic by the cement will warp the surface.

As stated before, the major advantage of this kit is the lack of a second wing and essentially no rigging (control cables only for the wings and tails)-two features that drive modelers away from aircraft of the Great War. However, with the W.29 lacks in rigging, it more than makes up with decals-almost 100 of them, many of which involved extremely large lozenge panels. Preparation meant multiple coats of Future clear acrylic-the recommendation was at least five coats. The small decals and intermediate size decals could be placed with little effort; they seated well with essentially no silvering. The oversized lozenge panels, however, had brown borders along the edge, which left lines between the panels on the wings and upper fuselage. One can opt to cut into the panes to remove the lines (which I did), but this left exaggerated gaps when the panels were applied. Even with the borders left on, some gapping between the panels will occur. To remove the excess, it is best to allow the decal to dry for 24 hours and then cut near the wing or tail edge with a fresh sharp knife. Lastly, sand any residual with a flexible file. Fortunately, Wingnut Wings provides lots of extra individual hexes, lines and small panels of lozenge for repairs, so that the end result is quite presentable.

The Struts and Floats

The struts assembly is straightforward and, when finished, give excellent support



to an otherwise large and heavy model. However, one must be careful the make sure that the pins and slots set completely in their holes. Otherwise their alignment will be uneven and the wing spars will not fit correctly. The only rigging besides the control cables are the cross cables between the floats. Holes are present in the cross bars for placement. It is best to place these lines (I used 28 gauge wire) before the fuselage struts are assembled on the floats; otherwise, access will be extremely difficult.

Final Assembly

AK Interactive diluted Salt Water wash was applied to the struts, floats and undersides of the wings and fuselage. Pastels were used to bring out some depth and add some dirt. Oil and fuel stains were added to match extant photos. The beaching dollies and trestles were assembled, painted and placed under the floats and tail.

In the end, another magnificent piece from Wingnut Wings, designed in such a way that even a modeler with a modicum of skills (such as myself) can produce a museum piece.



Financial Report

By Alex Restrepo

Mar 2014

PNC Bank

Starting Cash Balance:

\$3,659.13

Cash Receipts	Date	
Recycling	3/1/2014	\$25.20
Workshop fee	3/3/2014	\$30.00
Workshop fee	3/8/2014	\$30.00
Pins	3/8/2014	\$80.00
Decals	3/8/2014	\$10.00
Membership (New and Renewal)	3/22/2014	\$20.00
Pins and Decals	3/22/2014	\$55.00
Workshop fee	3/22/2014	\$25.00
Workshop fee	3/25/2014	\$35.00
Donation	3/22/2014	\$20.00

TOTAL RECEIPTS

\$330.20

Cash Or Debit Expenses:	Date	
Check # 7036 (E) KYANNA Rent	3/8/2014	(250.00)
DC Crown Trophy Pins	3/3/2014	(143.14)
Check # 1075 MMCL Decals	3/6/2014	(170.00)
DC Crown Trophy Awards	3/14/2014	(492.90)
Nationals Trophey Sponsorship	3/26/2014	(75.00)

TOTAL EXPENSES

(\$1,131.04)

NET Monthly Increase(Decrease):

(\$800.84)

ENDING CASH BALANCE:

Mar 2014

\$2,858.29



President's Page

By Stu Cox

MMCL Members, Ask not what your club can do for you, but what you can do for your club!

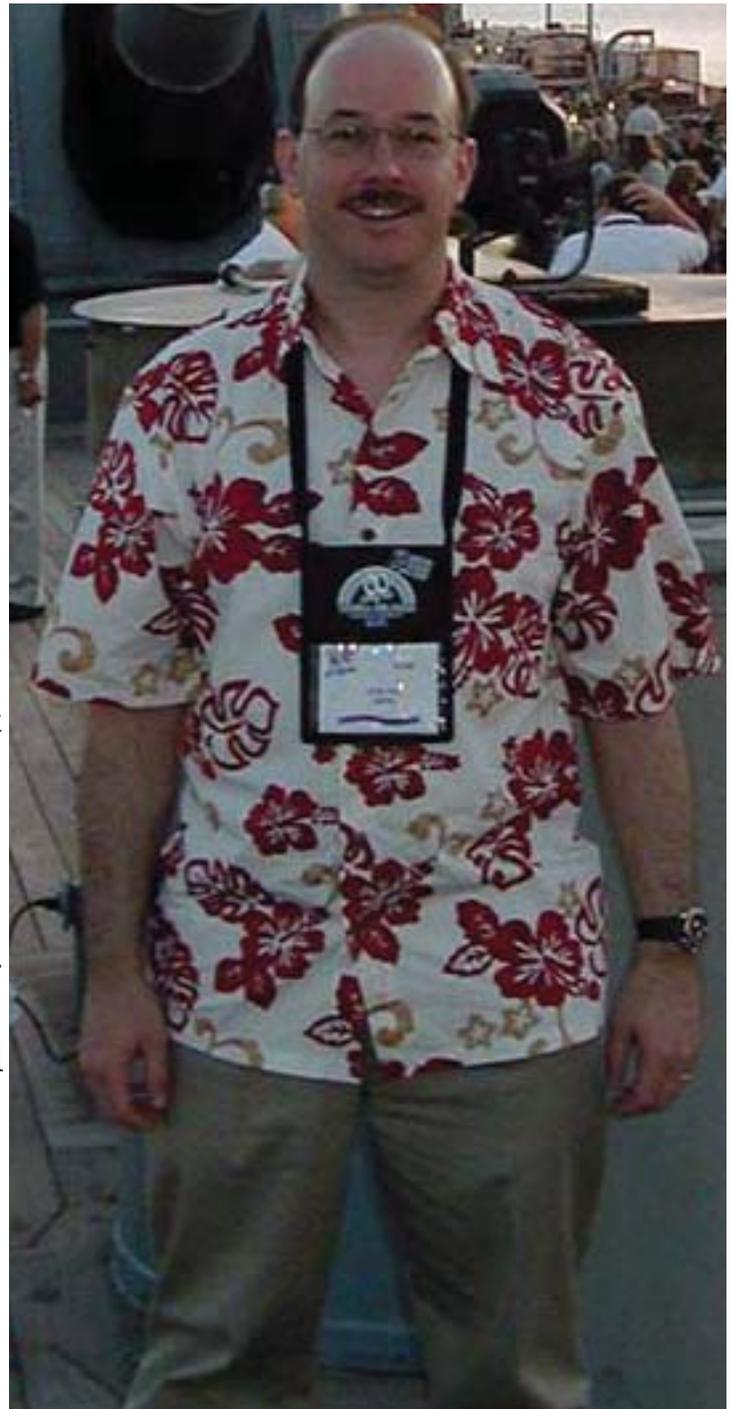
We are one month out from our May 17, 2014 Invitational Show & Contest. We are just about set, with just the final preparations needed to be ready. Terry Hill has done an awesome job with preparation of the awards and other show details. We will spend our time during the monthly meeting this Thursday on finalizing some details and our execution plan. Your support will be needed for the Thursday, Friday and Saturday setup and show sessions.

In addition to our business meeting, we will have the long awaited Cold War Era Main Battle Tank Smackdown, along with our regular raffle and model show and tell discussions.

We are having record attendance at our Saturday Workshop sessions. This is a great opportunity to work building kits, painting at our spacious paint booth and sharing insights and experience with your fellow club members. We are recognized by many other IPMS clubs for our well stocked facility and participation!

I will have the new MMCL lapel pins and window decals available for sale at the meeting for \$5 each. We have plenty and plan to sell these at the show to benefit the club. Finally, please be sure to start looking closely at your private kit/accessory stash. Your club needs quality kits, accessories and books donated to round out our raffle inventory. We are well known for our show raffle, and much of our show income is generated this way.

Please plan to attend! Thank you, President Stu(g) Cox



2014
IPMS/Louisville
Invitational
Contest

May 17, 2014
9 a.m. to 3:30 p.m.

3821 Hunsinger Ln,
Louisville, KY
40220

D-Day
The Invasion of
Normandy

70th Anniversary



Show Contact information:

Dr. Terry Hill

thill135434@aol.com

Vendor Contact

Dave Crouch

dcrou@bellsouth.net

Entry fee: \$10(\$8 for IPMS/USA members with card) which includes the first two models, \$1 per model after the second.
Juniors: (under 18) Flat \$5. General admission: \$2

www.MMCL.org

Please Join us on





Military Modelers of Louisville Membership

Name: _____

Address: _____

City: _____ ST: _____ Zip: _____

Home Phone: _____ Cell: _____

E-mail: _____

Modeling Subject Interest Area _____

Are you an IPMS Member? _____ IPMS Number _____

What are the advantages of membership to the Military Modelers Club of Louisville?

- Monthly meetings held on the third Thursday of the month at the club workshop located at 3821 Hunsinger Lane in Louisville KY.
- A monthly subscription to the official newsletter of the Military Modelers Club of Louisville, Tactical Notes. Tactical Notes contains kit reviews, editorials and modeling techniques.
- The Club Workshop. MMCL has its own club workshop. This is a great place for modelers to build kits and have a good time. The club provides tables, work lights, airbooth, air supply and various tools. We also have quarterly all evening building sessions at this location. A reasonable workshop fee is collected for Saturday sessions.
- Monthly Smackdowns & Quarterly in house model contests with prizes.
- Monthly model kit raffle.
- Annual club holiday party

All of this and more is included in your yearly \$10.00 membership (junior \$5.00) dues.
Please complete all information above and forward your check made out to MMCL for \$10.00 to:

Stuart Cox - President
4100 Wimpole Rd
Louisville, KY 40218
scox2010@gmail.com

Please visit us on the web at www.mmcl.org

PD DT _____