

May 2014

# Tactical Notes



8  
ersion  
&  
chbuilt  
Scales

Special Model Contest Issue

Next meeting:  
Thursday, May  
17th, 2014 7p.m.  
Contest setup

Registration Form  
Annual Model Contest and Swap Meet  
I.P.M.S./Roscoe Turner Chapter

Entry Number	47
Category Number	
Scale	1/6
Kit(s) Used	Horizon
Subject	Velociraptor
Modification	Replaced mold

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

## To contact MMCL:

President:

Stu “Vespacian” Cox

Email: [Scox2010@gmail.com](mailto:Scox2010@gmail.com)

Vice President:

Dr. Terry “Claudius” Hill

Email: [Thill35434@aol.com](mailto:Thill35434@aol.com)

Secretary:

David Knights

Email: [LOULAW@AOL.COM](mailto:LOULAW@AOL.COM)

Associate Editor

Lee “Julius” Fogel

Email: [adfogel@yahoo.com](mailto:adfogel@yahoo.com)

Member at Large:

Randy “Calligula” Fuller

Email: [Glusnffr@aol.com](mailto:Glusnffr@aol.com)

Treasurer:

Alex “Nero” Restrepo

Email: [Alexrest@aol.com](mailto:Alexrest@aol.com)

Webmanglers:

Mike “Romulus” Nofsinger

Email: [Mnofsinger@insightbb.com](mailto:Mnofsinger@insightbb.com)

John “Octavian” Sachs

Email: [J3cubfan@gmail.com](mailto:J3cubfan@gmail.com)

“**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: Dinosaur at the Indy show. Photo by MMCL member Lee Fogel.**

## Editor’s Note

After a couple of long issues, this one is a bit short. It isn’t because I didn’t have enough material, but rather it is because I’ve run short on time. I’ve been out of town the last two weekends and this has cut into all my modeling related activities.

The last meeting was a good one. We had a great turnout, and quite a number of models by a lot of different members. In fact, with all that building going on, I am not sure why I haven’t gotten more articles. (hint, hint).

The club is gathering cans and other metal scrap for another recycle run. If you have something to contribute, please bring it by the shop and put it in the back room. I will probably make another run the weekend after our show.

We have club elections coming up at the end of this year. While the current administration has done a great job, I’d like to encourage any current member to consider running for an office. New blood is one of the things that keeps this club vital. Speaking of new blood, we are above 60 members again. I’d like to see us get back to 80 members again. So, if you see someone in Brian’s or anywhere else who are into modeling, step up, introduce yourself and recruit a new member.

Oh, and lastly, I am not sure you’ve heard, but we have a model contest coming up this weekend. Come on out. Bring out a model or two and volunteer to help. See you there.

## Indy show report

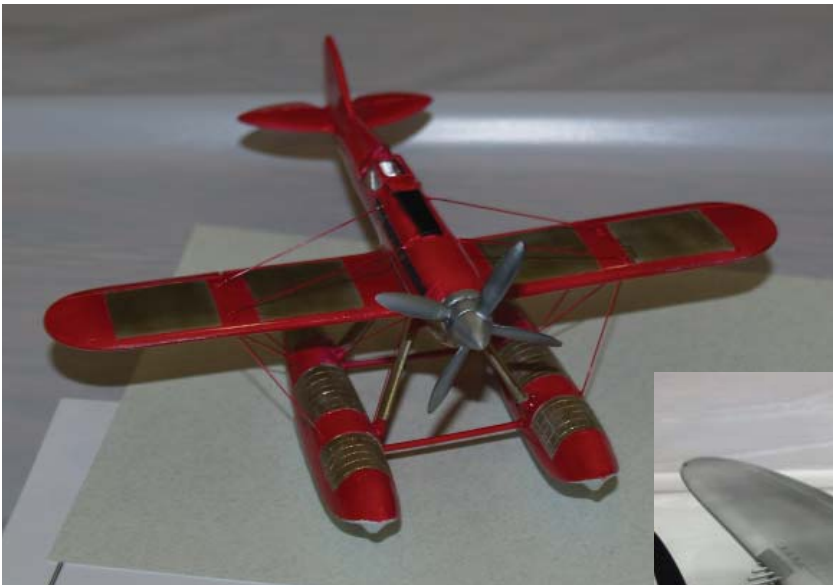
*By D.M. Knights IPMS/USA 17656, IPMS/Canada C6091*

In March, our fellow IPMS/USA club to the north, the IPMS club in Indianapolis held their annual model contest. This is a contest I enjoy a lot and I try to make it up every year. However the last couple of years I haven't been able to make it up to the show, so I was particularly thrilled that my schedule worked out this year and I was able to not only attend, but vend as well.

The show was just as I remember it, with a few less models in years past. The vendors were good and I was able to sell much of what I bought. Of course, I plowed those "profits" back into new kits and decals and books.

A bunch of MMCL members attended, including Lee Fogel, Dr Terry Hill, Scott King, Mike Nofsinger, Travis Collard, Stu Cox among others. Many awards were won by MMCLers. As Terry says Vini, Vidi, Vici!

Following are photos from the show by several members.







# Modeling a 1911 Deperdussin Type A monoplane

By Dennis Sparks, MMCL Eastern Bloc Propaganda Minister

## A relatively brief history of Armand Deperdussin and his aircraft...

Armand Deperdussin (pronounced as “depper-DUE-sin”) was born c.1860-1870 (accounts vary) in or near Liege, Belgium (or possibly in or near Paris, as again, accounts vary).

He held a number of jobs a young man, including working in a pharmacy and as a traveling sales representative for a Belgian chocolate firm, and still later was a singer in a Brussels night club. In Paris in 1902, he decided to venture into business on his own; borrowing enough money to begin buying imported silk in large quantities and then re-selling it in smaller portions to Parisian dress shops at a handsome profit. Possibly aided by the threat of the loss of the silk trade from the Far East during the Russo-Japanese war of 1904-05, he quickly both amassed a fortune and simultaneously developed a real flair for extravagant spending.

In the first decade of the 20<sup>th</sup> century, a number of French aviation enthusiasts began forming their own companies to design and build aeroplanes, and names like Voisin, Blériot, Bréguet, Caudron and Levassieur began entering the lexicon of aviation history. After a chance meeting with an engineer named Louis Béchereau, Deperdussin also became interested



in joining this new aero-industry and so in 1909 formed a company that he originally named **Aéroplanes Deperdussin**, before changing the name to **Société de Production des Aéroplanes Deperdussin** a few years later. Béchereau had previously worked for Clément Ader, who is regarded as the founding father of French





aviation, and so Deperdussin immediately hired him as his chief designer. After one false start with a canard design, in 1910 Béchereau designed the elegant aircraft that's the subject of this article.

The fuselage structure was a simple wire-braced box girder that was only about twelve inches deep. The depth of the forward section was increased by the addition of a shallow wooden veneer shell below the wings, but it was still more of a case of the pilot sitting on the aircraft rather than in it. A brass fuel tank was strapped atop the main wing spar just ahead of the pilot. His only instruments were sight glasses on the fuel and oil tanks.

Several different engines were used, but the two principal options were either an Anzani three cylinder engine that was rated at about 35 hp. or the larger seven cylinder Gnome Omega rotary engine, which was rated for closer to 50 hp. (A quick plug: Please recall that the Aviation Museum of Kentucky now has a Gnome Omega in its engine collection.)

The wings were of a wood and fabric construction typical for the period, with roll axis control being via wing warping instead of ailerons. The original horizontal tail surfaces were totally flat, but on many or most of the later aircraft they were given a pronounced airfoil curvature to add lift, which was reputed to make the aircraft "more lively".

The aircraft's control column was an inverted U-shape that straddled the narrow fuselage, and moving it fore and aft controlled the elevators. An automotive-type steering wheel was mounted on this column, and turning it pulled cables that warped the wings, although roll control was reported to be rather marginal. A conventional rudder bar at the pilot's feet effected yaw control.

And while I couldn't find any specifics mention or photographic evidence to support this, I've surmised that at some point during production the rear fuselage might have been extended, moving the vertical stabilizer further to the rear so that the rudder was completely aft of the

elevator. Possibly this was done hand-in-hand when the airfoil horizontal tail surface was installed. As was common with aircraft of that era, one can find variations in the published basic dimensions.

Deperdussin also began operating three flight schools, and the design quickly evolved into both two- and three-seat models with more powerful engines. A 1911 sales brochure listed four versions, with the single seat version now being dubbed as the "Type A". An accurate count is difficult, but it's believed that about 60 Type A's were built.



By the following year, a beautifully streamlined racing version with a monocoque plywood fuselage and still larger engine was winning races and setting records in both Europe and the US.

But in August 1913, Deperdussin's world came crashing down around him. He was arrested and charged with fraud, a crime to which he quickly confessed. In order to support his lifestyle, which included providing lavish cash prizes at a number of air races, he had begun forging orders and receipts and using these documents to borrow increasingly larger bank loans. He was immediately incarcerated and was still awaiting his trial when the World War began a year later. With Deperdussin disgraced, Béchereau and a consortium formed by their former rival Blériot bought the company's assets and reformed it as **Société Pour L'Aviation et ses Dérivés**, thus retaining the same **SPAD** acronym.

With the war approaching, a small number of the two-seat Deperdussins were outfitted with a machine gun on a tall flexible mount, allowing a standing(!) gunner in the front cockpit to fire over the propeller arc. Perhaps a few of the Type A's also served early in the war as trainers and unarmed scouts.



The new company went on to build over 10,000 SPAD VII and SPAD XIII fighters during the war, and an estimated 20% of all of the French-built aircraft of the period were of SPAD design.



## Dayton AMPS and IPMS Show Report

**By Dr. Terry Hill**

This year's Dayton show was a combination of an AMPS regional and their IPMS invitational. This was a different situation due to the fact that we could choose as to which of the 2 we wanted to enter our pieces. Obviously if you wanted to enter the AMPS side, it had to be armor related but you could enter your armor related items in the IPMS side. This gave us a variety of choices if we chose to pursue it. For me, I enter my 5 entries on the AMPS side and Rich split his entries to both sides.

The show was good. I have taken a liking to this show when held at this venue. It was in the hotel right outside the main gate to Wright Patterson Air Base. It is a good facility, with adequate rooms, good parking, and you can stay overnight if you choose. There is a sports bar off the main entrance with cold beer and plenty of Makers, so what more can you ask for.

The vendor room is a little small, but served the purpose. There were several good vendors including Last Calvary, Horner Hobbies, several book vendors, and a good collection of garage dealers. There was enough vendors to see to it that we came home quite a bit poorer than we were before. Well, isn't that what it's all about? I have really become fond of Last Cavalry. He carries many unusual and hard to find accessories, paints, and tools. I always enjoy going over all his stuff.

The contest was decent. There were many very good entries this year. Out of 5 entries that I entered I scored on 3. I cannot remember how many Rich received, but I know he once again brought home a wheel barrel's worth. Once again he practice the Russian art of war, overwhelm them with sheer numbers. I am going to have to get a bigger vehicle is this continues.

The show is worth the short 2 hour trip and is highly recommended. This is the Gruppenfuhre over and out.





# Financial Report

*By Alex Restrepo*

April 2014      PNC Bank

Starting Cash Balance: \$2,898.29

Cash Receipts	Date	
Workshop fee	4/4/2014	\$40.00
Award Sponsorship	4/19/2014	\$115.00
Recycling	4/19/2014	\$50.08
Member renewals	4/19/2014	\$30.00
Raffle	4/19/2014	\$54.00
Pins/Decals	4/19/2014	\$55.00
Workshop fee	4/22/2014	\$70.00
Workshop fee	4/26/2014	\$40.00
Member renewals	4/26/2014	\$10.00
<b>TOTAL RECEIPTS</b>		<b>\$464.08</b>

Cash Or Debit Expenses:	Date	
Check # 7037 (E) KYANNA Rent	3/8/2014	(250.00)
SRI Smack down award	4/19/2014	(15.00)
<b>TOTAL EXPENSES</b>		<b>(\$265.00)</b>

**NET Monthly Increase(Decrease):** **\$199.08**

**ENDING CASH BALANCE:** **Apr 2014** **\$3,097.37**

# President's Page

*By Stu Cox*

**HEADLINE: MMCL INVITATIONAL Contest & Show** - This weekend, Saturday May 17, 2014. At the KYANA Automobile Club (aka MMCL Global Headquarters). We need your help in setup during our meeting this upcoming Thursday evening. We will NOT have a regular business meeting, raffle or show-n-tell. We will be setting up and preparing the facility for the show on Saturday. So for those thinking about skipping, **DON'T**. We need all hands on deck to prepare the facility!

We will be setting up the tent after 1:00pm on Friday and completing some other final touches. Be sure to be at our facility bright and early on Saturday morning, as we will need to place road signs, help vendors get moved in and set up and get the doors open to the modeling public by 9:00am sharp! We'll have great food provided again by Wills Grill. We have all tables sold at this point, and are expecting record entry numbers for the contest.

We need **ALL HANDS ON DECK** for judging as well. The more folks we have on hand, the quicker we can get through all the categories and move on to the presentations. If you know someone who is interested in judging, be sure to invite them to be there before 12:00pm. That's when our judging will start.

Finally, we'll need everyone to stick around and help police up and get the facility back in order. We are normally done by 5:00 or so as we have great members who help get it all done!

So, be sure to wear your MMCL Shirt or PIN and NAME BADGE. We'll have shirts available for sale for \$10 if you need one (pins are \$5). You will receive a discount on your meal if you have your name badge or MMCL shirt on.

Thanks for every one's help in advance! See you Thursday, Friday and Saturday day of show!

*PS - We'll be having a Friday Night Fight again in JUNE. We'll be targeting Friday Night, June 20th! So put that on your calendar! Thanks!*

President Stu(g) Cox



# 2014 IPMS/Louisville Invitational Contest

## *D-Day* *The Invasion of Normandy* *70th Anniversary*

May 17, 2014  
9 a.m. to 3:30 p.m.  
3821 Hunsinger Ln  
Louisville, KY 40220



Show contact: Dr. Terry Hill  
thill35434@aol.com  
Vendor contact: Dave Crouch  
dcrou@bellsouth.net  
www.MMCL.org

Entry fee: \$10 (\$8 for IPMS members with card) includes two models, \$1 per additional models. Juniors: (under 18) Flat \$5. General admission: \$2



## 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](http://www.mmcl.org)

PD DT \_\_\_\_\_