

March 2014

Revell's Virgin Space plane

Yes, they are wearing MMCL pins.

Can you identify them?

Tactical Notes

Paint Rack Plans



Next meeting: Friday, March 21st, 2014 6 p.m.
 Friday Night Fight
 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: Model by Rich Guetig, photo by Randy Fuller

Editor's Note

Normally, in this space I review what happened at the last monthly meeting for those who didn't get to attend. However, even though I helped arrange the monthly presentation for the meeting, I was unable to attend due to a sick child. The reports I received were that Mike did his usual excellent job.

So, instead of a meeting report I'd like to take a moment to thank everyone who has contributed to the newsletter over the last year. Surprisingly, Tactical Notes was chosen as the Region 4 "Newsletter of the Year" for the 3rd year in a row. While I'd love to take credit for this, the real reason is that the club members (and the Cranky Canuck) have supplied me with quality original content. What makes Tactical Notes good is that there is interesting original articles and not just a rehash of club happenings or copies of stuff just from other newsletters or the internet.

Quite a few club members attended the Indy show this past weekend. This support for their show will hopefully translate into a number of them coming down to our show. Those of you who frequent various forums, please mention our show when you are online. More and more, attendance is driven off of online postings.

This month our meeting is on Friday the 21st instead of Thursday the 20th. This will be a Friday Night Fight. Please attend. These are some of the best times you will have with other club members. Come out and do some building.

Finally, I'd like to recruit some members to do presentations at upcoming meetings. Please contact Stu Cox and volunteer. We all have something to contribute. Remember one of the club's goals is to foster learning and growth in modeling skills.

You Asked For It.

Randy Fuller

MMCL/Eastern Bloc

Member-at-Large

Organized Chaos?

Last month I posted several photos of my custom-built workshop on the web, and received a huge round of applause from the modeling community. So I must have had the right idea. Being able to build and paint your masterpieces requires a space where you can keep track of everything. Building on the kitchen table is for amateurs! So kudos to all of you who have a more-or-less permanent “man-cave” where you can build in peace, undisturbed...at one with the plastic. But nothing can ruin your mojo faster than not finding the paint you need!

Over the years, as my workshop has evolved, I've kept my paint in plastic bins, dedicated drawers, or even just sitting atop the workbench. And as my paint collection grew, surely as my model collection grew, I knew I needed a better system. I wanted a wall mounted system for easy access and visibility, I wanted cheap, and it had to fit MY needs. So I designed a simple rack, that is easy to build, can be made to fit any space and any paint bottle. Any you only need a few things:

- 2'x4' 1/2" MDF board (2 will make one rack with left-overs)
- 1/4" thick hardwood board (at least 2" wide, and the

length will depend on the size of your rack)

- Glue, screws and nails (wood glue that is, 2" dry-wall screws for mounting, and brad nails for assembly)
- A saw (a table saw is the best, but you could do it with a hand saw if necessary)
- You don't need 'em, but these are helpful: clamps, a brad nailgun, carpenter's square, power drill and 1/4" drillbit.

The materials will cost you less than \$20 at any home improvement store. The smaller sheet of MDF may be a bit more expensive per piece than buying a 4x8 sheet, but it's a LOT easier to handle! MDF is fairly dense and heavy, so don't build a rack that is difficult to lift and position. This design is about functionality rather than aesthetics. It's up to you if you want to finish the rack by painting or staining the wood – I left mine unfinished. And this isn't shop class, as I expect you have some woodworking knowledge, so I won't get into too many building details. Step one is determining the size of your paint rack. Oh look, the board is already 2x4, perfect, we'll use that. Now determine the shelf size based upon the bottles of paint you have. For example, Testor's MM and Alclad bottles are about 1 1/4" in diameter,

while Tamiya jars are over 1½”, and Vallejo-type bottles are less than an inch. Determine the width of each shelf, and add a little wiggle room – at least an 1/8 of an inch, and using the second piece of MDF board, rip 2’ long shelves of the width you need. My one rack for just the Testors paint has 13 shelves. You can vary the shelf width depending upon your stash of paint. From this photo you can see I have a variety of paint on the rack.

I use the hardwood pieces (in my rack I used Poplar) to create a little lip around the shelf to keep everything in its place. Don’t make it too high or you can’t see the color, but just enough to keep things from slipping off, about a ¼” proud is fine. Since your shelf is ½” thick cut your hardwood fronts to ¾” wide by 2’ long and glue on (brad nails help speed up the process). If you want to add end caps to each shelf, remember to shorten each shelf by ¼” to ½” to accommodate the end cap stock width. Now start at the bottom of the rack and attach the first shelf. Make sure it is aligned with the bottom edge, and is square. Glue the shelf to the MDF board, and clamp until the glue is set. Again, if you can use a nailgun, 1” brad nails shot from the back of the board speed up the process.

Allow enough space between shelves so that you can easily remove the bottles! Testors bottles are just under 2” tall, therefore have about 2 ½” to 3” between shelves for clearance. Adjust the height for various container sizes. Once everything is completed, mount it to a wall with 2” drywall screws. Locate the studs in the wall, pre-drill holes in the MDF board, and add four screws to secure it. A 2x4’ paint rack can hold over 250 bottles of paint! I couldn’t be happier with the final design. Everything is at eye level and within easy reach. My only complaint was my shortsightedness with my paint collection. Since completing this paint rack, I’ve moved into Vallejo colors, and required more room! I added a swing away rack to help accommodate the growing family of colors. Go build a custom paint rack like this, get organized, and keep on building & painting brothers!



Review: Revell/Germany 1/144th scale White Knight Two and SpaceShipTwo

By Dennis Sparks, MMCL Eastern Bloc Propaganda Minister

In 1996, entrepreneur Peter Diamandis formed the X-Prize Foundation to promote the commercial development of space flight. The foundation offered a prize of ten million dollars to the first non-government organization that could build and launch a spacecraft capable of carrying three people to an altitude of 100 kilometers above the earth's surface and to do so twice within a two-week period.

One of the entrants vying to win the X-Prize was SpaceShipOne, which was designed and built by Burt Rutan's firm Scaled Composites. Their plan also included building a larger carrier aircraft that they named White Knight, which was to carry the spacecraft to 50,000 feet for an air-launch. After a number of test flights beginning in 2003, SpaceShipOne claimed the X-Prize in October 2004, and is now on display at the Air and Space Museum in Washington, D.C.

In 2005, Rutan and Richard Branson called The Spaceship Company, and larger spacecraft that could carry a six passengers to the edge of space. the much larger SpaceShipTwo, with its larger carrier aircraft, White Knight Two (WK2).

Note: Various internet sources either include or delete the spaces in the designation of the carrier aircraft, so the name appears as either "White Knight Two" or "WhiteKnightTwo", but seem to more consistently spell the name of the spacecraft without any spaces.

The current plan is to build five SS2s and either two or three WK2s, all of which will be operated by Virgin Galactic, a newly formed space tourism company within Branson's Virgin Group. For \$200,000, passengers will get to experience 3-4g of acceleration during the powered phase of the flight and up to 6g during deceleration during a two-hour flight that will exceed speeds of Mach 3 and 100 kilometers (62 miles) of altitude and will include about six minutes of weightlessness. 370 people have already paid a deposit for a flight, with 80,000 additional names currently on the waiting list for a flight.

The first WK2, now named VMS Eve after Branson's mother, flew for the first time in December 2008. And the first SS2, named VSS Enterprise



started a joint venture with Branson's Spaceship Company, and began planning a crew of two and a larger spacecraft that could carry six passengers to the edge of space. The result was the much larger SpaceShipTwo, or SS2, along with its larger carrier aircraft to be dubbed

White Knight Two (WK2). Various internet sources either include or delete the spaces in the designation of the carrier aircraft, so the name appears as either "White Knight Two" or "WhiteKnightTwo", but seem to more consistently spell the name of the spacecraft without any spaces.

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in homage to the television series *Star Trek*, made its first gliding flight in October 2010 and its first powered test flight in April 2013. Commercial flights could begin by as early as this year.

Revell of Germany has just released a 1/144th scale model of VMS Eve and VSS Enterprise. The kit allows both aircraft to be displayed either separately or mated together, and with their landing gear either retracted or extended. A stand is provided to support the mated pair in an in-flight attitude. MSRP for the kit (#04842) is \$30.

In 1/144th scale, WK2's wingspan of 141 feet scales out to 11.75 inches, or about the same as a Boeing 707 jet liner or the WWII-era B-29 bomber. The entire upper surface of the wing is molded as one piece, capturing the dihedral of the various sections. The mating device to allow WK2 to carry SS2 is molded as a separate piece, possibly so that White Knight Two can also later be modeled as configured to carry LauncherOne, a proposed orbital launch vehicle that might be used to carry 100-200 kg satellites into orbit. Since the design of LauncherOne is still ongoing, it is not included in the kit.

The unique wingtip-mounted vertical tail booms and horizontal stabilizers pose the question of exactly how to define SpaceShipTwo's wingspan, but internet sources generally agree that it has an overall length of 60 feet, so the model of SS2 should be five inches long.

And while it's not mentioned in the kit's instructions, these tail booms are molded separately in a way that would easily allow them to be displayed in the 60 degree tilted-up, or "feathered" position as would be seen on the spacecraft's descent. There is no detail of the internal hinge mechanism, and some very minor surgery would be required to detach and reposition the wing's trailing edge flaps. The kit includes the additional small horizontal fins that were added to inner sides of the vertical tails following the first test flight. The twin fuselages of the White Knight Two are intended to be configured to allow either orientation flights for later passengers on SpaceShipTwo, or to provide (relatively) less expensive flights for "day trippers". No interiors are provided in the kit for either craft, as the portholes are only about 1/8" diameter in this scale and little or nothing could be seen through them. However, it's anticipated that MMCL Eastern Bloc member Randy Fuller may opt to scratch-build them into his model...

As would be expected on an all-composite airframe, there are very few panel lines on the model, but the ones that are present are petite. The first stage compressor blades on the four Pratt and Whitney turbofan engines of WK2 are nicely rendered as well. The overall color scheme is gloss white, so builders of combat aircraft and armor subjects should probably consult a car modeler to learn how flawless gloss finishes can be achieved. The decal sheet has a beautiful rendering of the eye-catching Virgin Galactic logo that covers the entire lower wing surface of SS2.

The Cranky Canuck

By Jim Bates

Jim's Excellent Zero Adventure

What do you do on a rainy Sunday in Seattle? Go look at Zeros of course.

Over the years, the Flying Heritage Collection at Paine Field has gathered quite a collection of World War Two war-birds. Sadly, they tend to display only the show pieces - the beautifully restored flying examples. But on Saturday, February 22, 2014, they opened their new Zero Rising exhibit which features three Mitsubishi A6M Zeros in differing states of repair.



The A6M3 is a flying beauty, but quite honestly there isn't much original Zero left in it. It has a P&W R-1830 engine and is configured as a two-seater. The hulk that was the basis for the restoration was discovered at Babo Airfield in Indonesia and recovered with two other siblings in the early 1990s. Sent to Russia for restoration, it started flying a few years ago and is always a blast to see in the air.

The static Zero is A6M5 HK-102, which spent many years on display with the Planes of Fame collection in California. Purchased by FHC in 2001, it has been in storage until recently. The future plans of the Flying Heritage Collection are always murky, but I assume this airplane will eventually enter the queue for restoration to flying condition.

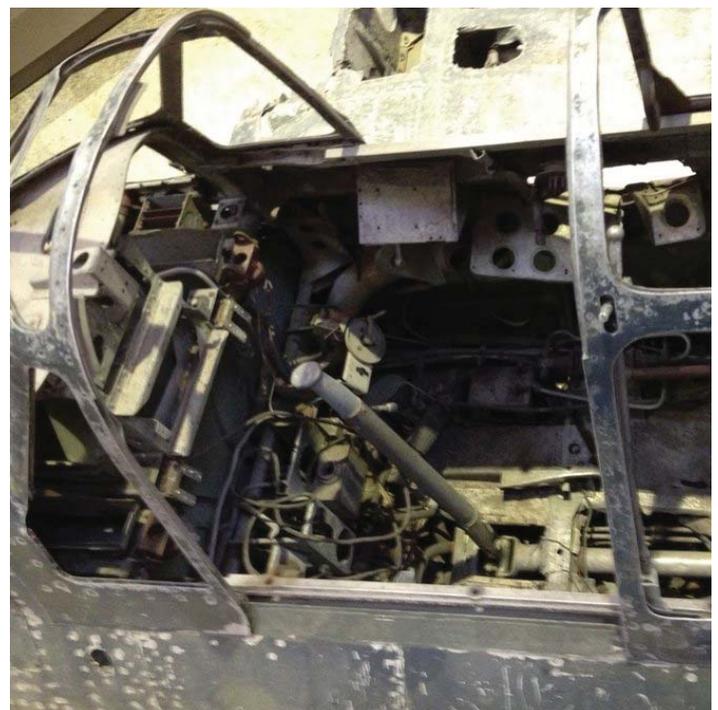


The wreck is the infamous «Atlanta Zero.» Captured by the US Marines in Saipan, it was transferred back to the United States on the USS Copahoe. Operated by the Technical Air Intelligence Center as TAIC 11, it had an accident in Atlanta in 1945. After the war, it was sold and spent many years rotting away outside J. H. Elliot Antiques in Atlanta. Finally recovered in the early 90s, the unrestored aircraft was on display for a short time with FHC at their Arlington location and only recently saw the light of day again for this display. It is a fascinating artifact. (There was a RAF Zero also marked as TAIC 11, but it appears to be a different airframe.)



Also, on display were two Sakae engines, one from the A6M5 and one from an A6M2 Zero, and some guns purportedly from the Atlanta Zero.

It was a treat to see all three together. Perhaps this is a turning point for FHC, which I hope will continue showing us more of the history they have locked away in its hangars.



This week on WJRD
"Radio Free Pewee Valley"
The Uncle's Cooking hour

Thursday, 9 P.M.
With Special Guest
Stu "The Colonel" Cox

This week's recipe:
Chicken and Langistino

Steam Punk Coastal Submarine

David Goudie, IPMS-Canada 3542, IPMS-USA 6340

Scale: 1:144

Manufacturer: Alliance Model Works™

Manufacturer Web Site: <http://www.alliancemodelworks.com>

Kit Supplied by: Author purchased from Sprue Brothers (<http://store.spruebrothers.com/default.asp>)

Manufacturer Catalogue Number: FW001

MSRP: US \$95.00

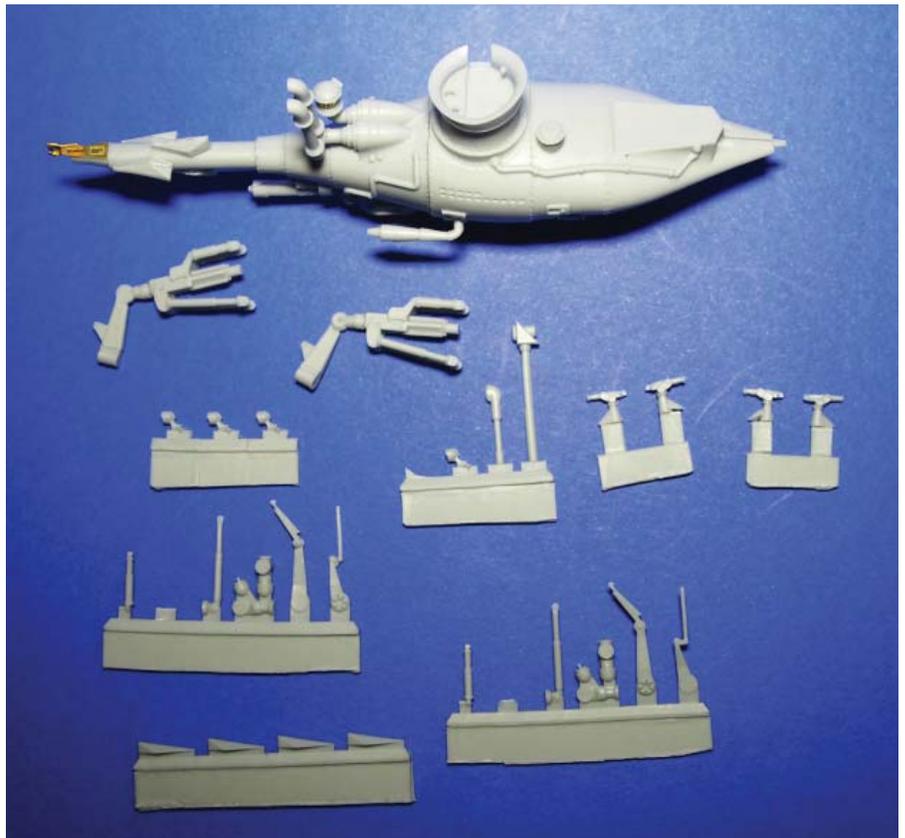
History: I saw this kit in its early stages when attending the IPMS/USA National Convention in Loveland. The manufacturer is Alliance Modelworks™ and this appears to be their first complete kit to be released. Steam Punk is best described as Victorian Era technology mixed with modern concepts. For example I saw a film once which showed a steam powered airship which was controlled by the pilot moving levers and turning valves. If you have an interest to delve further a quick search on the internet will get you loads of information. It's a fun subject for building models and figures of the genre.

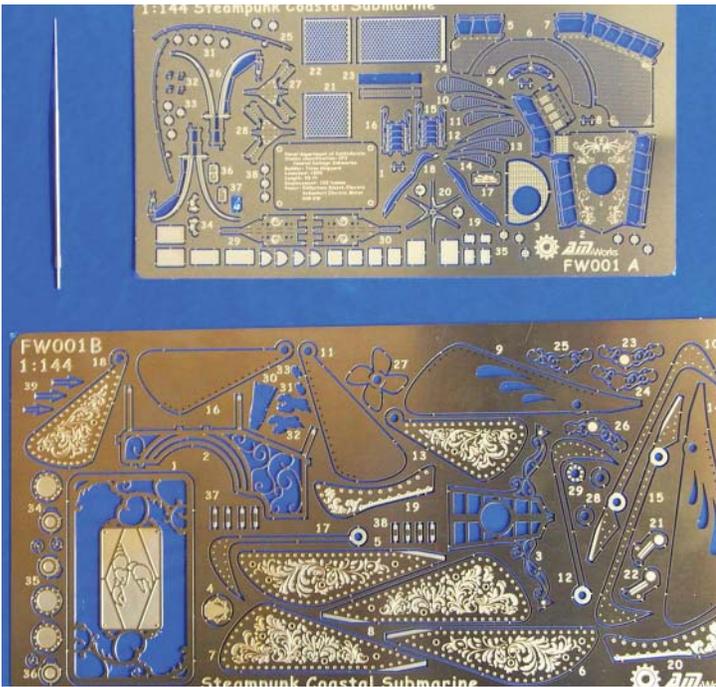
The Kit:

The box itself is typical “Garage Kit” construction with a very nice art of the model superimposed over an old style map. The artwork also has the obligatory gears, Victorian fonts and other stuff when doing anything “steam punk”.

Opening the sturdy box you will be greeted by well-padded and packed parts. The resin parts are in separate zip-lock bags. Detail on the castings is fine and extensive for the scale of the kit. Most of the parts are what you would expect in a better quality resin set of castings.

The photoetch is also bagged and there are two frets. The larger of the pair is of a slightly thicker gauge. You will also find a small decal sheet with U-boat style fish and numbers and such. The decals will add interest and





colour. A finely machined brass rod is included as an optional antenna along with an optional star shaped array to top the rod.

One area where I feel that the kit falls down a little is the instruction sheets. There are four pages printed duplex on two sheets. For a garage kit they are really quite nice. The problem lies lack of information and some inaccuracies. For example the towing hook assembly shows a claw with a rotating grasp/locking “finger”. While the drawing shows only one “finger” there are two supplied on the etch sheet and mechanically, one would make no sense. I put one on each side.

Another example is what appears to be a hatch of some sort starboard and forward of the conning tower. This consists of a resin hatch glued to a trunk projecting from the hull. So far, so good. There are also three P.E. parts which are shown as optional attachments to the top of that hatch and they would just look weird if placed

on top of the domed resin detail. No hint is given as to how they should look when glued and attached. These parts are also given incorrect call outs indicating they are on P.E. sheet “A” when they are actually on sheet “B”. The positive thing about the inaccurate instructions sheets is that (at least in my kit) I got three sets of the same sheets. All the same. Go figure!

Assembly: Here’s where the fun begins. It is the best of times and the worst of time. I have no problem with assembling a resin kit and my preferred adhesive for resin is two-part epoxy whenever possible. I think it gives a stronger and more satisfactory bond. That is the best of times. CA on the other hand has always been my nemesis.

The most difficult part of the kit is the photoetch. The plus side of the etch parts is that they are beautifully and finely rendered. The negative side of the etch parts is that they are beautifully and finely rendered. At least for my 10-thumbs. I would recommend that the deck/rail integrated forward deck parts be left until just prior to painting. I also recommend that the model be mounted on the supplied display stand or other choice as soon as possible in the assembly stage to prevent damage to the fine detail photoetch. I am speaking mostly of the previously mentioned deck rails which will bend and flex if you just look at them. That is how fine they are. The salvage manipulating claws are also very delicate and easily popped off. Mounting the entire model onto a plaque when close to the finish will go a great distance towards protecting the

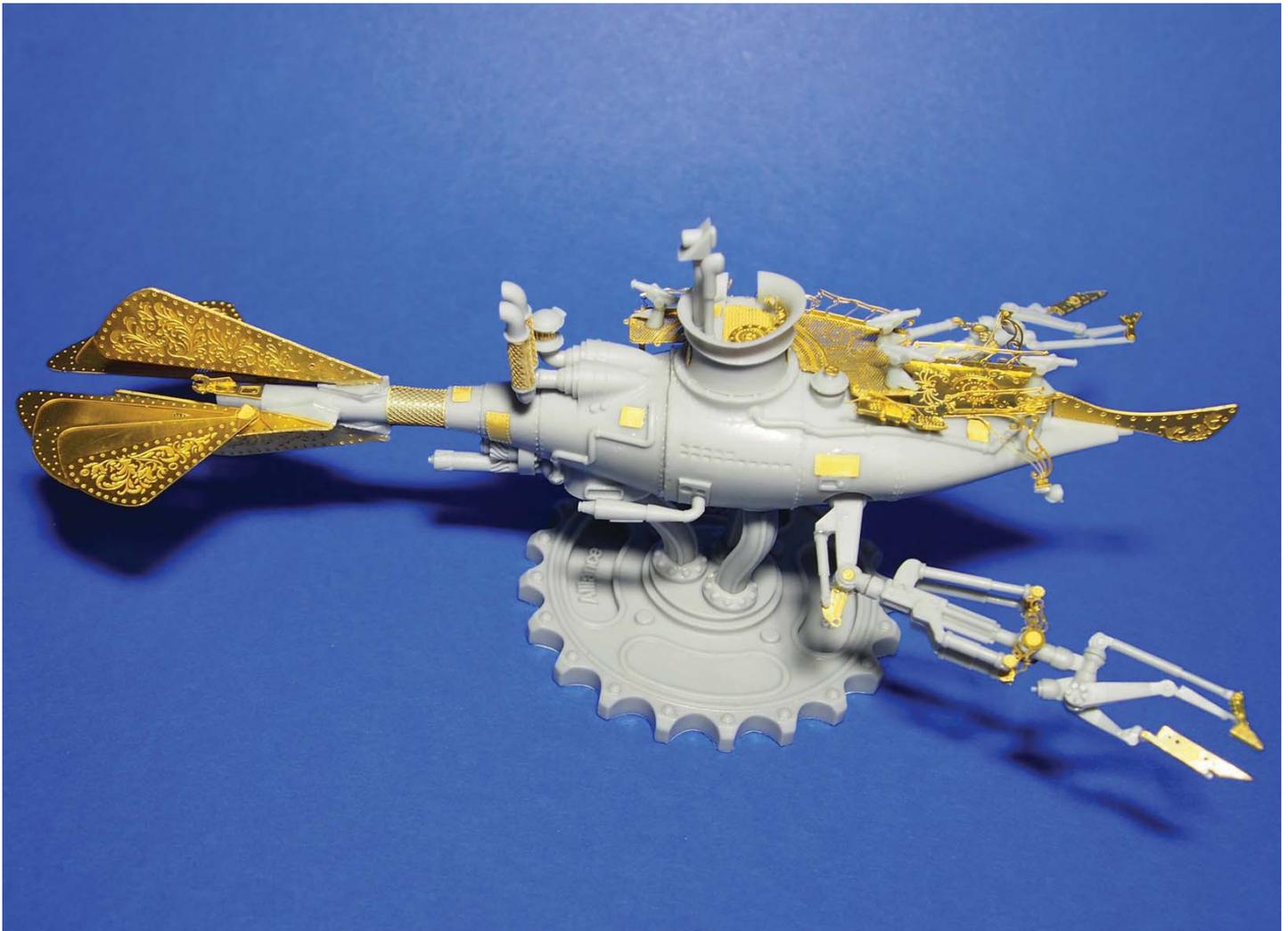
claws and fins from damage.

Painting: As an imaginary piece you can do about anything you want. I had considered going Alclad II® Chrome as a possibility but then went with a fish type theme. Using various shades of grey in a dark grey base and moving out to a layer of lighter grey spots and stripes graduating to a green striping. I made the hull underside a light grey below the waterline. All paints used were Vallejo® acrylics.

When satisfied with my imaginary fish painting I added several decals from the copious selection and then used an orange brown colour to wash rust stains from the ballast vents and various places I thought might be rust

Final touches: I epoxied my model to the plaque purchased at a local trophy shop and sat back to admire the first actual kit completed in several years. By the way the plaque purchased at the trophy shop was a reject. Cost me \$2.00 for an 8x10" finished walnut base. Just had to use some Goo-Gone® to remove tape residue. I did give the shop \$3.00 because I figured for what I got \$2.00 was not enough. It was fair and they guy will remember me.

To complete my display I added several decorative gears and stuff from a "bag-o'-gears" for Steam Punk projects over the internet.





Verdict: Expensive kit; excellent casting of resin parts; extremely high quality photoetch parts; highly original subject well executed. The manufacturer did a great job on the photoetch but in being so good I had a minor nightmare dealing with the exceptionally fine detail and delicate parts. That is my situation and definitely not on the manufacturer.

Thanks for reading and I hope you find this useful. I hope that Alliance Model Works™ decides to continue with this genre of kits.

Reprinted with the kind permission of the author, this article originally appeared in the February 2014 issue of the Sprue Examiner, the newsletter of the Austin Scale Model Society.

Recycle Update:

Despite slumping aluminum prices, we are off to a good start on the recycle. We've been expending some club funds to improve the club experience recently, so recycling is another way we can help replenish the club funds.

Please collect aluminum and brass and bring it to the shop or drop it off at Scale Reproductions. I'll collect it and take it to the recycle. This is a relatively simple way we can all give back to the club.

Book Review: On Spartan Wings, The Royal Hellenic Air Force in World War 2

By John Carr

176 pgs

8 pgs of B&W photos

ISBN: 978-1-84884-798-9

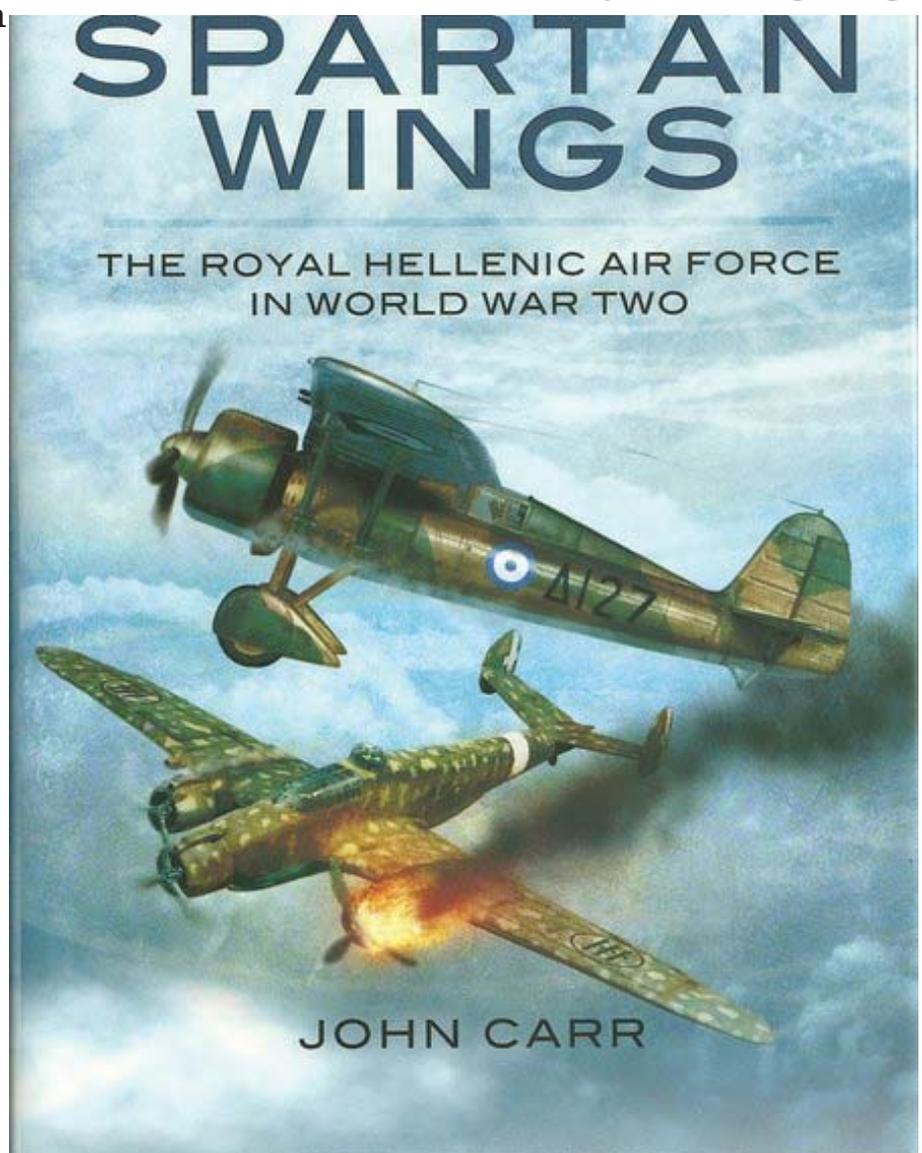
**Review by D. M. Knights IPMS/USA
17656, IPMS/Canada C6091**

The story of Greece's heroic resistance against an Italian invasion in 1940 and 1941 and its tragic fall to invading German forces is one of the bittersweet stories of World War II. Those events provide the beginning of the story told by On Spartan Wings, which tells the story of the Greek Air Force in World War II. This is a sadly under-told story and this book helps fill a gap.

The book starts with the founding of aviation in Greece before World War I. The political instability that plagued Greece in the years after World War I forms the backdrop for the development of the Greek Air Force. As the political situation swings between the political left and right, the air force is left to founder as neither political party sees it as a priority. Additionally, officers perceived as supporting one or the other political party were promoted when their party was in power.

This led to factionalism within the air force that was to have terrible consequences as the Greeks fought as part of the Royal Air Force after the fall of Greece.

After the introduction describing the events above, the book launches into the meat of the story. The rag-tag Greek Air Force resisting and then driving back the invading Italians using a motley collection of aircraft purchased from France, Britain, Poland and Germany. Once the Germans invade, the Greeks are simply overwhelmed and ultimately the air force is destroyed as a fighting

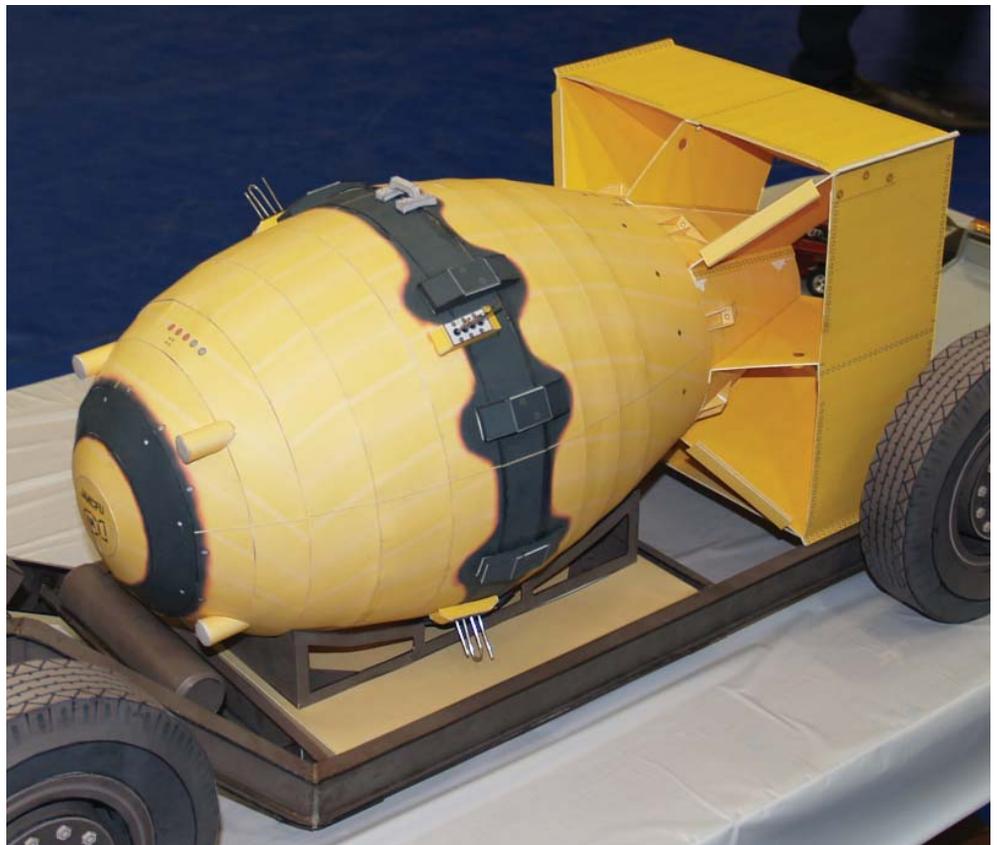


force, except for 13 Mira (Squadron) which escaped intact with 5 Avro Ansons. A number of Greek airmen escaped Greece, first to Crete and then to Egypt. These men, along with 13 Mira were to form the nucleus of the Greek Air Force in exile. These airmen were go on to form 335 and 336 squadrons of the Royal Air Force. They fought in Egypt, Libya and Italy before finally returning to Greece in December of 1944. While fighting as part of the RAF, the Greeks suffered from factionalism and low morale which lead at one point to an open mutiny, which was downplayed/ covered up by Greek politicians and some of the higher ranking Greek officers in an attempt to avoid the RAF disbanding the Greek-manned formations.

to a sometimes less than stellar operational record.

The text is accompanied by 8 pages of interesting black and white photos. As a modeler, I would have liked to see more photos and would also have liked some color profiles or illustrations of some of the Greek aircraft. The book may be of limited interest to modelers due to a lack of this type of information. However, the book is of general historical interest and may provide the modeler with inspiration toward further research and subsequent modeling of a Greek aircraft from World War II.

The story told in this book is compelling. The author does a good job, though some of the stories told in the book seem to border on the apocryphal, rather than a straight reporting of events. I suspect that many of these stories developed at the time that the Greeks were resisting overwhelming odds and thus the stories of heroism served to bolster morale. Much of the latter part of the book deals as much with the political factionalism that plagued the Greek Air Force in exile leading



Look for a truth bomb next month as we review the results of the Indy show!

Financial Report**By Alex Restrepo**

Feb 2014 PNC Bank

Starting Cash Balance: \$3,663.13

Cash Receipts	Date	
Workshop fees	2/3/2014	\$40.00
Member renewals	2/3/2014	\$50.00
Member renewals (PP)	2/6/2014	\$20.00
Contest Table Fee	2/10/2014	\$40.00
Workshop fees	2/10/2014	\$35.00
Member renewals	2/10/2014	\$20.00
Member renewals	2/15/2014	\$10.00
Workshop fees	2/15/2014	\$60.00
Raffel	2/20/2014	\$73.00
Shirt sale	2/20/2014	\$10.00
Workshop fees	2/22/2014	\$30.00
TOTAL RECEIPTS		\$388.00

Cash Or Debit Expenses:	Date	
Check # 7035 (E) KYANNA Rent	2/8/2014	(250.00)
DC Crowne Tropy for Pins	2/??/2014	(142.00)
TOTAL EXPENSES		(\$392.00)
NET Monthly Increase(Decrease):		(\$4.00)

ENDING CASH BALANCE: Feb 2014 \$3,659.13

President's Page

By Stu Cox

MMCL Friday Night Fights will be held this upcoming Friday, March 21st at the KYANA building from 3:00PM until ????. Mike Nofsinger will

be arriving early to open up and set up the facility for a great evening of scale modeling fellowship. Plan to bring paint and your air brush too if you would like to get some painting done. Our spacious air booth and painting center has become quite popular and is well used on Saturday mornings during regular workshop.

We now have MMCL club **Lapel Pins** and auto **Window Decals** in stock and available for purchase. These are available for **\$5** each and have already proven popular. A number of our guys wore the gold pin to the Indy Show this past Saturday and represented the club with pride! We have plenty on hand of each and will be selling these at upcoming Workshop and Meeting events.

Our April club meeting will focus on final plans for the the upcoming **May 17, MMCL Invitational Show and Contest**. We are once again planning to fill the KYANA facility on Hunsinger Lane with scale modelers, vendors, contest entries and guests for our annual show. We will feature KYANA Auto Club vehicles on the front lawn, and we are working to negotiate for some 1:1 scale Military Vehicles to be present and on display outside as well. We have plenty to do, and need the help of each of our members in execution of the show of the two day setup period, and actual show day event.

MMCL needs all of you to scour your collections and stashes for model kits and accessories to donate to our **Show Raffle**. While we have a start, we will need quite a bit more. We have a solid reputation for the quality of our show raffle. We are interested in more current and popular kits, so look for opportunities to donate where you may have duplicates or triplicates that you might be able to part with. We will spend time at the April Meeting discussing the help needed!

Thanks to all of you for your support of MMCL! We'll see you Friday!



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 information:

Dr. Terry Hill

thill35434@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 Form 2014

Name: _____

Address: _____

City: _____ ST: _____ Zip: _____

Phone: _____ E-mail: _____

Birth Date: _____ Year Joined Club: _____

Would you like to receive your newsletter by e-mail? The e-mail version of Tactical Notes is in full color and is sent using the PDF format: Yes _____ No _____

Do you give MMCL permission to place your contact information on the club website: Yes _____ No _____

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 and various tools. We also have quarterly all night model building sessions at this location.
- Quarterly in house model contests with prizes.
- Monthly model kit raffle.
- Annual club cookout.

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:

Stu Cox, President
4100 WIMPOLE ROAD
LOUISVILLE, KY 40218
502-499-6618
COX40218@BELLSOUTH.NET

Please visit us on the web at WWW.MMCL.ORG

PD DT _____