

Tactical Notes



March 2024



Next Meeting 7 PM Thursday March 21st, 2024

Friday Night Fights will be April 19th at 6 PM

To Contact MMCL:

President:
Rich Guetig
Email: wolfandgang@twc.com
Phone: 502-931-0302

Vice President:
Alex Restrepo
Email: alexrest@aol.com

Treasurer:
Bill Wise
Email: williamd.wise@aol.com

Secretary/ Tactical Notes
Editor:
Jason Sizemore
Email: sizemj@gmail.com
Phone: 502-377-4330

Show Chairman:
Joe Betz
Email: jbetz2970@gmail.com

Member At Large:
Julia Evelsizer
Email: juliaevelsizer@yahoo.com

Member At Large:
Randy Fuller
Email: srandfuller@gmail.com

Don't Forget to join us on our Saturday Morning Workshops. The Workshop is open most Saturdays from 6 AM to Noon.



Editor's Notes

MMCL Members,
How is your Hetzer coming along? Is it going to be ready for our upcoming Smackdown at our monthly meeting on April 19th? My Hetzer is about ready for weathering now. Other than the Hetzer what other things are on your bench? Currently my other build is an old (vintage) Monogram/Revell P-47D Razorback in 1/48th scale. It may not have the most detail, or have a high parts count, or the fit of a newer Tamiya kit, but it is a good kit for tooling that was done in the Carter administration, and I am enjoying the build for sure. I would love to know what vintage kit you built recently and was it enjoyable or not?

It is also spring show season. Are you planning to go to any IPMS Region Four shows? I am planning to go to Dayton for WrightCon, and the IPMS Roscoe Turner Show in Indianapolis. I hope to see any fellow MMCL members there.

Take care and happy modeling.
Jason

* Cover Photo Info: The X-1A in flight Picture by USAF

Membership Renewal: Please renew as soon as you can. You can renew online (PayPal), in person at the Saturday Workshop or at a Monthly Meeting, or at Scale Reproductions (Please, NO debit or credit cards).

President's Page

Dear MMCL Members,

Spring is upon us and Hetzer-mania is full swing! Several members have started their Hetzer and some have even finished. The April Smackdown will be Friday, April 19, 2024, which will also be our "Friday Night Fights." As usual, we will order pizza for everyone in attendance.

Regardless what you are working on, this hobby is relaxing and rewarding. You get to see a finished project. If you are like me, I have started several projects and even have base coats on them. Then I get interested in another project and put the other one aside. I can't tell you how many unfinished projects (25+) that I need to complete. I finally decided, the HELL with it, I'm going to enjoy what I do. If that means finishing a project every so often, then so be it! I figure that one of these days all of you will probably be picking through my started and un-started stash. I guess what I am trying to say, do whatever makes you happy in this hobby.

Speaking of my stash, it has waxed and waned over the years. I have donated kits, given kits away, and even sold kits. I have to say that this is even part of the hobby. The hunt to find a specific kit can be just as fun as building one. Okay, I'll say it, I am a collector and builder! I would rather collect and build models than say, spend money playing golf. I figure that whatever stash I have when my number comes up will either be sold for a minimal amount, donated to the club, or given away to friends and MMCL members.

Have you thought about your own stash? Is your significant other giving you grief over the size, the cost, or the space it takes up? If so, you are a normal modeler. We all have ways of sneaking those extra kits in our house. All you need to do is ask one of our members. My wife actually gave me the green light to rent a storage unit. No more sneaking kits in the house! I just have to keep her from seeing the storage unit! – haha!

Reminders;

- Donate a kit or two for our monthly raffle at the February meeting.
- Bring your completed model(s) for Show-N-Tell
- Renew your club membership for 2024
- Keep working on your Hetzer for the April Smackdown. Any kit, any scale, anything goes!

As always, relieve your stress level and build a model (not an ICM kit)!

See you at the meeting

Rich

The Bell X-1 family

By Dennis Sparks

Most folks with at least a passing interest in aviation history will recall the story of how in October 1947, Chuck Yeager became the first pilot to break the sound barrier in the orange Bell X-1 that he had named 'Glamorous Glennis'. Others who watched the 1983 film 'The Right Stuff' saw a historically, or even hysterically, inaccurate account of Yeager's accomplishment. But the story's a bit more complicated than the movie.

The design work had been started in 1944 as a joint USAAF and NACA project, under the original designation of XS-1, for Experimental Sonic One. A contract with the Bell Aircraft Company of Buffalo, New York was signed in March 1945 which called for the production of three aircraft. They were assigned the three consecutive serial numbers 46-062, -063 and -064, with the 46 indicating the fiscal year 1946 when the money to purchase them was authorized by Congress. The 'S' was later dropped from the designation, with the design becoming simply the X-1.

Since there were no sufficiently powerful jet engines at the time, the Reaction Motors XLR-11 rocket engine was chosen. This engine was actually a cluster of four smaller rockets that could be independently ignited, which served as a throttle. With all four running the engine produced about 6000 pounds of thrust, with the onboard fuel supply of ethanol/water and liquid oxygen oxidizer providing about 2½ minutes of powered flight..

X-1-1 was the first to fly, making ten gliding flights at Pinecastle AFB, Florida from January-March 1946, all with Bell test pilot Jack Woolums aboard. It was then sent to Muroc AAF Base in California and was assigned to the NACA Flight Test Unit, which was later renamed as the NACA High-Speed Flight Research Station, and still later as the High-Speed Flight Station, Edwards AFB, CA. The second X-1, s/n 46-063, soon joined the X-1-1 at Edwards, making its first flight in October.

Primarily flying the second X-1, Bell test pilot Chalmers 'Slick' Goodlin was the pilot for 27 of the next 28 X-1 flights before the end of the Bell test program in May 1947. The two aircraft then turned over the USAAF for further testing.

Air Force Captain Charles Yeager flew the X-1-1 for the first time on 06 August and exceeded Mach 1 on his thirteenth flight on 14 October, which was the fiftieth flight of the X-1 program. Yeager named this aircraft Glamorous Glennis as a tribute to his wife and flew it a total of 32 times, with nine other pilots adding another fifty flights before it was retired. Yeager also used this aircraft to make the X-1 program's only flight that took off directly from the runway instead of being carried aloft.

The first two X-1s were delivered wearing an overall high visibility orange paint scheme. Both used nitrogen to pressurize the propellant tanks, while the third X-1 was to be fitted with turbo pumps. But the development of these pumps delayed its delivery until 1951,

by which time it and the second were wearing an overall white scheme. At least the number one aircraft (and possibly X-1-2) also at some point had worn a hybrid scheme of orange, but with the vertical tail and the dorsal and ventral strakes painted white. Glamorous Glennis was in fact delivered to the Smithsonian museum in this scheme, who returned it to the overall orange scheme of its record breaking flight.

X-1-3 was named Queenie, but it had a very short career, making only one gliding flight in November 1951 before it was destroyed a few days later by an explosion while mated with the EB-50A carrier aircraft while both were still on the ground. X-1 pilot Joseph Cotton was severely burned in the accident.

With Glamorous Glennis retired and X-1-3 destroyed, the number 2 aircraft was tasked with completing the original remaining test program. But soon after the X-1-1 was retired, NACA discovered that the high pressure nitrogen spheres in number 2 were deteriorating, with the aircraft making its 54th and final flight in October 1951.

Fortunately, only a month after Yeager's first supersonic flight, the USAF began talks with Bell about building a second generation of X-1 variants. Four slightly different examples were envisioned, to be designated as the X-1A, B, C, and D. These would be powered by the same XLR-11 rocket engine, but with the turbo pumps of the X-1-3 and larger fuel and oxidizer tanks.

The first of these to fly was the X-1D (s/n 48-1384), which made an unpowered flight in July 1951. But it caught fire and was jettisoned from the carrier aircraft while attempting its second flight.

The next one to fly was the X-1A (s/n 48-1384), which arrived at Edwards seventeen months later in January 1953. Bell test pilot Jean 'Skip' Ziegler made one gliding and three powered flights in this aircraft before it was returned to Bell's Buffalo NY plant for further improvements. It returned to Edwards in October and resumed flying with Yeager as the pilot. The aircraft reached Mach 2.44 (1650 mph) on his fourth powered flight, but the flight nearly ended in disaster when the aircraft began tumbling violently in all three axes, falling 51,000 feet in 51 seconds before Yeager was able to regain control and land safely.

The X-1A was also lost to an explosion in August 1955 with NACA pilot Joe Walker escaping uninjured. The problem was traced to the incompatibility of the Ulmer leather gaskets used on the liquid oxygen tanks, which probably played a role in some of the earlier losses.

The proposed X-1C was to test weaponry during supersonic flight but this portion of the contract was cancelled while still in the mockup stage, with its intended role being addressed by the F-100 Super Sabre.

The X-1B (s/n 48-1385) flew 27 times before January 1958, and was used mostly to explore aerodynamic heating. It was retired after discovering evidence of cracks in the

liquid oxygen tank and is now on display at the National Museum of the US Air Force, Wright-Patterson AFB, OH

The last chapter of the X-1 story involves s/n 46-063, the second of the original X-1 series. It was revived after its original retirement and returned to Bell to be upgraded to the X-1E in order to pursue the goals originally set for the X-1D and X-1-3. Now named Little Joe, it received a number of improvements, including newly designed wings and (belatedly) an ejection seat. It flew again in December 1955 and made 26 flights until again being retired in November 1958. It's now on display outside NASA Armstrong Flight Research Center at Edwards AFB, CA

The Kits:

The original X-1 is the Tamiya kit 60601, which was originally released in 1991, but it is actually a re-box of the Hobby Spot 7201 kit, which was released in 1989. I can't find anything about this firm.

Both the Hobby Spot and Tamiya releases appear to be identical and feature a complete extra fuselage that's molded in clear plastic, and with a full fuselage interior. A small ball bearing is provided to glue inside the large LOX tank that's located directly behind the cockpit to keep the model properly sitting on its nose gear.

Most of the online build articles show it as the famous Glamorous Glennis in the overall orange scheme, but I opted to build this kit as the unnamed number 2 aircraft wearing the overall white paint. I had no real problems with the build, but it does seem that the tail number decal seems oversized. And it also seems like every time I handle the model I manage to break off the probes on the nose and/or wingtips and have to repair or replace them.

The X-1E is the Special Hobby kit SH72158 "Last Model", which was released in 2007. For no particular reason that I can discern, the kit has resin mail landing gear wells, the pilot's seat and engine bells. The only problem I can recall during construction involved getting the resin gear wells to fit correctly. The really amazing decal sheet contains a lot of small stencil decals, which went on with no problems.

I painted both the X-1 and the X-1E with Tamiya's gloss white lacquer, decanting it from its spray can and applying it with my old reliable Badger 350 airbrush. It required multiple coats and in the end was way too glossy. So after decaling I added an airbrushed coat of a mixture of Model Master Acryl Clear Flat and Semi Flat.

The X-1A is the Special Hobby kit SH72160 "Second Generation" Bell X-1A/D, which was released in 2008. As far as I can tell from the photos, this aircraft was flown with an overall unpainted natural metal finish. Some photos show a portion of the fuselage that appears to be white, but I think that may simply be a coating of ice on the outside of the super cold liquid oxygen tank.

The surviving X-1B at Wright Pat is overall NMF and is not highly polished, so I airbrushed this one using the little square bottle of Testors flat aluminum. I then brushed on a coat of Future, applied the decals, and finished up with some of the same Flat and Semi Flat Acryl.



Griffith is posed in the cockpit of X-1-2, which serves to illustrate that trying to exit the aircraft in flight would very likely be fatal, as the pilot would strike the right wing. Griffith flew this aircraft nine times from September 1949 till October 1950 and also made multiple flights in NACA's X-4, Skystreak and Skyrocket. The photo is from the Wikipedia entry for Griffith.



My models of the X-1-2 (left) and the same airframe after being rebuilt as the X-1E (right)



My models of the X-1-2 (left) and the later X-1A (right)



MMCL would also like to congratulate Dennis Sparks the author of this article on winning the 2023 Presidents Award for Distinguished Performance and Quality in Scale Modeling Aircraft and Historical Interest.

Upcoming IPMS Region Four Shows



[WrightCon 2024 - The IPMS/USA Region IV Convention](#)

March 23-24 Dayton OH

Saturday 9 Am to 5 PM

Sunday 9 AM to 3 PM

[IPMS Roscoe Turner Indianapolis Invitational Contest & Swap Meet](#)

April 6th 9:00 AM to 4:00 PM Lebanon, IN

[Model Con 419](#)

April 20th 9 AM to 4 PM Perrysburg, OH

[SEMMEEX 2024](#)

April 27, 2024 - 9:00 AM to 5:00 PM St Clair Shores, MI

Pictures from MMCL's February 2024 Meeting



Military Modelers Club of Louisville

“Hetzer Tank Destroyer”

SMACKDOWN



Guidelines;

1. Any Kit
2. Any Scale
3. Any Markings
4. Scratch-built models are allowed!!!!!!!

** Must be a **NEW** build and finished by **Friday April 19, 2024** (MMCL monthly meeting and Friday Night Fights).

** Members can have more than one entry.

** Members present will vote on the best entry. Non-entrants will count the votes and determine the winners.

** 1st Place will win a plaque and a \$25.00 gift certificate, 2nd Place a \$15.00 gift certificate and 3rd Place a \$10.00 gift certificate.

2024 Military Modelers Club of Louisville IPMS Invitational Contest

New location

**Paroquet Springs Convention Center
395 Paroquet Springs Drive,
Shepherdsville, KY, 40165**

Saturday Sept. 28th 9:00 AM - 3:30PM

SHOW THEME:

Models of subjects from the 80's



**FOOD
CONCESSIONS
ON SITE**

**Show Contact :
Joe Betz
jbetz2970@gmail.com**

**Vendor Contact:
Dave Crouch
dcrou@bellsouth.net**

Website: MMCL.org

**Largest
Raffle
In Region 4**

**General Admission: \$5.00
Contest Entry Fee: \$10 (\$8 for IPMS Members)
Includes First two Models, \$1 per additional model,
Juniors (Under 18) \$5 unlimited entries
See MMCL.org for
Contest Entry Forms and Categories**

IPMS Guideline:
"In light of the current pandemic situation, please be aware that neither IPMS/USA nor its Chapters (Military Modelers Club Of Louisville) are liable for any potential transmission of illnesses. Those planning to attend events do so at your own risk and should (A) follow existing safe social distancing and mask use recommendations and (B) abide by any local or state regulations regarding gatherings."

