

TACTICAL NOTES

The Official Newsletter of the Military Modeler's Club of Louisville
January 2002 Website: www.mmcl.org
Club Motto: Oh... how many kits am "I" going to build this year?



Next Meeting: Thursday, January 17th 2002

Aussies Declare Holiday, Working Class Elated!

Today in Sydney, Australian Prime Minister John Howard officially declared January 10th as Scott King Day marking the largest single day rise in GNP indicators in Australian history. This stellar rise was directly attributed to recent activities of the holiday's namesake, MMCL's own Scott King of Jeffersonville, Indiana and their subsequent impact on the slumping Australian economy. Prime Minister Howard remarked "Thanks to one deep pocketed Yank we are experiencing an economic turn around as never seen before. This holiday is an extension of our gratitude". A more modest line was taken by Mr. King, when reached for comment he stated "Wow, a holiday?? All I did was order some model kits. A couple of gift certificates from Outback would have been fine!"

The Official 2002 MMCL List Of

"How Many Kits I plan to build this Year"

Uncle Daddy.....	6 models
Mike Baskette.....	3 models
John McIntyre.....	7 models
Noel Walker.....	6 models
David Knights.....	6 models
Scott King.....	3 models
Jerry Davis.....	1 model
Randy Fuller.....	8 models
Mark Cable.....	10 models
Mike Oberholtzer.....	1 model



My Favorite Websites

By D. M. Knights

www.stormbirds.com



Do you like the Me-262? I do. I haven't built one since I've been back in modeling; however, one of my goals for 2002 is to complete one. For those of you who aren't aware of it, the Internet is a great tool for doing research for your modeling project. In my travels around the net, I found the site listed above. It is a must review site for anyone interested in the 262.

The site covers everything from the different variations of the 262, to its camouflage and markings. It even has an area covering the project currently underway to build five new flyable Me-262s. If you want to buy one of these, you can even email the company building them. As for the price, if you have to ask, you can't afford it. The site has a database area where you can put in any werknummer for any Me-262 built and it will tell you the type and subtype as well as in many cases the fate of the aircraft. The site also has an impressive links page that has many links to Me-262 sites as well as Luftwaffe sites in general.

If you have any interest in the 262, check out this site. You are sure to find something of interest.



The President's Page... by Terry Hill

Dear Fellow Modelers:

I sincerely hope that each of you had a very Merry Christmas and a peaceful New Year. This will be a very busy and fun-filled year for the MMCL. We have a lot of activities planned and plenty of work to be done. We are now approximately 6 months out from the IPMS Region IV convention. It is time to begin narrowing our focus and to begin tying up loose ends. There is still much work to be done and you will all be needed to pull this off successfully. Please be ready to serve when called upon.

Last month's meeting and Christmas party was a great success. There were almost 40 members in attendance, which makes up almost 50% of the club. The in-house contest had 12 entries with Tim Pivonka's Japanese floatplane taking 1st place. I was impressed by the quality of the entries. Each contest has provided better and better entries. Don't forget the next contest is going to be a car contest. It can be any type of car, military or civilian. Be creative; let's make this contest something special.

Discussions have been put forth to make the next contest a "Midway Theme" contest. This would be anything: aircraft, ship, figure etc, directly related to the battle of Midway. After the contest, we can loan the entries to the Lexington Air Museum to be put on temporary display, more on this at the January meeting.

Speaking of the January meeting: we will return the meeting date to January 17th. We will also have the catchall contest this month for all those that started something for a contest in 2001, and never finished it. Pull out the old projects and finish them up. We will be having a Friday night model session on January 25, 2002. It will begin at 6:00pm, pizzas will be bought, drinks will be there. So, if you can't make it on Saturday mornings, here is your chance to participate. There may be a MMCL video in February. I will let everyone know as soon as the date is firmed up. Well guys, see you on the 17th. Keep on modeling. Terry

Book Review

Osprey Aviation Elite #5 B-29 Hunters of the JAAF

By Koji Takaki & Henry Sakaida

Review by D.M. Knights

The latest book in the Osprey Aviation Elite series is the above entitled volume, which, as the title suggests covers the Japanese Army Air Force units that engaged in defense of the home islands against the B-29 raids in 1944 and 1945. While the book covers these units and their pilots, its real focus is on those JAAF pilots who engaged in ramming attacks against the B-29s. The book is 128 pages long with many black and white photos of the pilots and their aircraft as well as 14 pages of color side profiles and examples of the different types of kill markings displayed on JAAF aircraft.

For a volume with only 128 pages and many photos illustrating the text, the book actually took me a few nights to read. (Insert your own joke here!) I found the descriptions of the combats between the JAAF fighters and the B-29s quite compelling. The authors have done an excellent job of getting quotes and first hand account from many of the participants. Not only did a number of the Japanese pilots survive their ramming attacks against the B-29s; there were several pilots who survived multiple ramming combats. The authors also do a good job conveying how difficult a target the



B-29 was to bring down via normal aerial combat methods. While acknowledging the terrible damage and casualties inflicted by the B-29 raids, especially the night firebombing raids, the authors do not dwell on this. They also recognize that B-29 crews who bailed out over Japan were quite likely to be executed rather than treated as prisoners of war. According to the authors at least 132 B-29 crewmen were executed after being shot down over Japan.

All in all, this book is an excellent value. It covers an area of aviation history that has received little attention prior now. Considering that much of the information on this period of the war was destroyed after the capitulation of Japan at the end of World War II, the authors have been

able to assemble a large amount of detailed information. This volume retails for \$19.95. I picked my copy up from Brian at Scale Reproductions.

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"Tactical Notes" is the Newsletter of the Military Modelers Club of Louisville, Inc. We here by assume absolutely no liability, guilt, blame or otherwise. If you don't like it... tough crap!

Another Good Web Site...

Granted, this page is geared for the Wizards and Lizards crowd, however, if you are into mold making and casting of parts, or plan to be in the near future, a visit to the following site is worth checking out. There is lots of use full information in his mold making and parts casting sections of the web site, excellent material for someone new to all this.

www.hirstarts.com

The Fume Extractor...

An Editorial By Michael Baskette

Well, it didn't take long for the smack talk to start. MMCL survived a mere 24 hours into the new year until the gloves came off. Those on the E-list certainly witnessed a colorful , yet sad parade of what basically boiled down to "My dad can beat up your dad". The seeds of smackdown have been sewn, and unnamed members of MMCL are doomed to another year of unproductive, half-ass building of subjects holding little vested interest other than being offered up as a dare. Have fun guys for gods of foolish pride shall not be want for fresh sacrifice this modeling season...

Yeah I know...what a load of crap! I admit, I'm just babbling. The rest of us truly enjoy the months of fallout sure to follow these fine examples of defending one's honor. Kind of like Smackdown nuclear winter. So in the spirit of sportmanship, I leave you with this, recent entries from the 1st annual invitational of the I.P. Freely chapter of the International Plastic Martyr's Society, Blevinsville, IN.

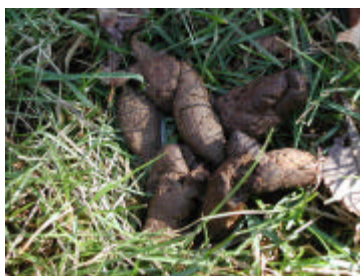


Left, The fine 1/350th Tirpitz in stealth scheme by Devin Smyth, Esq. (Hard to see in this view because it's at the house)

Right, A 1/7,000,000th U-Hoo Boat by Dick Nogott (He had a bigger one, but the Blue Meanies stole it)



**And finally,
Yet another 1/350th Tirpitz, this time by J.R. Doenitz. (Hmm, look like everything came out ok!)**



MILITARY MODELERS CLUB OF LOUISVILLE

Membership Information

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone: () _____ E-Mail: _____

Birthdate: _____

Benefits of membership include:

- * Club Workshop available to all members
- * Subscription to the club newsletter "Tactical Notes"
- * Club Library
- * Quarterly in-house model competitions
- * Learn from fellow modelers
- * Yearly invitational show

Adult membership \$10.00 Youth Membership (age 15 & under) \$4.00

Meetings held Third Thursday of month at 7:00 PM in club workshop located at 114 Fairfax Ave. Please use rear entrance.

Please mail this form along with a check to (or bring to club meeting with cash/check)

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PLEASE VISIT OUR WEB SITE AT: WWW.MMCL.ORG

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Louisville

February 2002 Website: www.mmcl.org
Club Motto: Really? The Uncle is going to run for IPMS
President??



Next Meeting: Thursday, February 21st 2002

2002 1st Quarter Friday Night Fights a Success!!

For those of you who missed it, too bad. Your fellow MMCL members went into the wee hours of the morning and on into dawn the next day for some 18 hours of extreme modeling. In fact four faithful modelers made the long haul all the way till morning. John "Uncle Daddy" Dietrich, David Knights, Jerry Davis, and Mike Baskette remained steadfast through the night and all but Jerry were able to partake of the celebration brew at the BBC following the conclusion of normal Saturday shop hours. The only downer was the chilling bit of commentary by Jerry's wife, stating in a late night phone call "It's just not right for grown men to have a sleep over!".

Why Lynne is my favorite sister-in-law,

or

A book review of "Aircraft of the Aces Legends of W.W. 2"

Published by Osprey Aviation

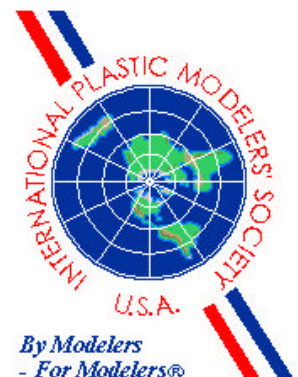
Compiled by Tony Holmes

Artwork by Iain Wyllie

Review by D. M. Knights

Most aircraft modelers are familiar with the Osprey "Aircraft of the Aces" and "Aviation Elite" series. The above-styled book is a compilation of different profiles of individual aces of WWII and appears to be drawn in part from the two series listed above. The book consists of 30 profiles of WWII aces. One of the nice things about this book is that the profiles are of some of the less well-known aces. Instead of a profile of Hartman and Bong, you get profiles of Herman Graf and Duane Beeson. Each profile contains a story of a particular action involving the pilot being profiled. In addition, each profile has a description of one of the aircraft flown by the ace profiled and a color side view of the aircraft. Each and every one of these stories makes great reading. Each is only a page or two long. Several of the profiles inspired me to try and find out more about the particular pilots involved. Any of the aircraft would make great modeling subjects.

The reason for the title of this article is that my sister in law Lynne gave me a copy of this book for Christmas. It was one of the best presents I got this year. Thanks Lynne.





The President's Page... by Terry Hill

Dear Fellow Modelers:

This month brings us the anticipation of warm weather and spring. We wait with rapt anticipation for the coming of good weather and the additional model shows through the spring. The model contest season has started with the Region III convention in Atlanta the weekend of Feb 1-2. Three members of our club made the trek to Atlanta, and was rewarded with good weather, and a very good contest. There were about 940 entries in the contest: with a lot of excellent pieces.

Your President received (1) 1st place, (2) 2nd place, and (1) 3rd place awards. This gives our club 2 straight years that we have walked away with awards from their Regional. The competition was tough, and numbers were many, but we did alright. This gives our club a good reputation amongst other clubs and Regions. The important point is that we are showing the flag and making contacts for our Regional in June.

Speaking of the Regional, we were able to make contact and get commitment from a couple of more vendors for our regional. We also were able to develop interest in other modelers for our show. David assures me that things are moving along in the planning for the show. We have gotten a formal commitment from the Patton Museum for a trip to the restoration areas during the show weekend. We look forward to the Regional and anticipate a great time.

By the time this gets out, we will have attended the Indy show and the next show will be the Dayton show on Feb. 23rd. If you are planning on going to this or are thinking about going let us know. Do not forget that this month brings Valentine's Day. Don't forget your sweetheart that day or you may be sleeping on the couch. In the Uncle's case, he has to take care of the inflatable woman he keeps by his bed. Plastic roses for a plastic lady... Not a bad deal, and a lot cheaper.

This month we will be taking orders for the new club shirts. If you want a shirt, be at the meeting or contact David "Twitchy" Knights. The meeting will be on Feb. 21st at 7:00p.m., so plan on being there and bring in what you have been working on. See you Thursday.

Terry

Show Review

The 2002 Region 2 Regional Convention

The Atlanta Model Exposition

Review by D.M. Knights

On February 1st and 2nd, 2002 I had the pleasure of attending the Region 2 regional convention in Atlanta, GA. Having attended the same show in Atlanta last year, I was looking forward to the two-day event. I was not disappointed. In addition to the vendors at the show, a trip to Atlanta allowed a visit to AAA Hobbies and The War Room, two fine hobby shops.

Two other members of MMCL also attended the show. Dr. Terry "Bone cracker" Hill and Pete "Reach out and touch someone" Gay both made the drive down from Louisville. Since I had checked into the

hotel on Thursday night due to a business trip I had in Atlanta, I was able to meet Terry and Pete on their way down from Louisville. We met in Marietta and made a trip to AAA Hobbies. AAA is a good local hobby shop, with a fine stock of kits and supplies. Money was exchanged for goods. After a quick side trip to return my rental car, The War Room was next on the agenda. The War Room is another fine shop with good kits and supplies. They also run a large wargaming room and have a large number of wargaming supplies. The War Room also has an excellent supply of reference books including nearly all of the Schiffer publications. It is one of the best that I have seen at any hobby shop.

The show itself was at the same high school as last year. The facilities are roomy and the local club, IPMS/Northmen, takes advantage of this by having over 100 vendor tables. These vendors succeeded in separating Terry, Pete and I from our money in short order. Very welcome was the attendance of Meteor Products, who had at least ten tables full of merchandise. They also brought the entire front portion of a MiG-21 that they had purchased down south and were transporting back home to Northern Virginia. In addition, the host club vends food at the site, which is very convenient for those people attending the show who don't want to go to the local Hooters for food. The show was well attended this year with 942 models entered.

As can be deduced from the number of models entered, the competition was very stiff. Our own Dr. Hill received four awards for his various dioramas. A great time was had by all. This is one show that will be on my show schedule year after year.

Please Remember Your 2002 Dues

Our Treasurer would like to remind all MMCL members to pay up when you get the opportunity. In light of recent changes in the 401K provisions at Kentucky Farm Bureau, Mr Nofsinger asks that all reapplication checks be made payable to Mike Nofsinger and that in addition, only a signature is required. Mike will fill in the rest on your behalf. Thanks!

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The Ready Room... Joe Turpen

Well I was going to finish the aircraft carrier flight deck modeling details with his edition of the Ready Room however I have decided not to for two reasons. One is **Operation Enduring Freedom**, which is now underway. The second is the transition from the F-14 to the F/A-18E/F. This will be going on while the air wings have to participate in the previously mentioned operation. As a matter of fact CVW-8, which has participated in Operation Enduring Freedom, is involved in this transition even as you read this article. Since the two events have basically become linked, in a way, I decided to talk about them in this edition.

Since squadron mail order has chosen to highlight the aircraft that are participating in Operation Enduring Freedom I figured it would be a good idea to give you the information that would be necessary to build models of the aircraft marked for the squadrons that have participated so far. To this point three carriers and their air wings have participated in Operation Enduring Freedom. As I stated earlier there is the added challenge of transitioning to new aircraft at the same time and you will see that in this article. Two of the air wings 8 and 11 who were first on the site are also the wings that are involved in the transition to the Super Hornet.

ENTERPRISE CVN-65			
CVW-8			
Squadron	A/C	Modex	Tail Code
VF-41	F-14A	1XX	AJ
VF-14	F-14A	2XX	AJ
VFA-15	F/A-18C	3XX	AJ
VFA-87	F/A-18C	4XX	AJ
VAQ-141	EA-6B	50X	AJ
VAW-124	E-2C	60X	AJ
HS-3	SH-60F, HH-60H	61X	AJ
VS-24	S-3B	7XX	AJ
VRC-40 Det 5	C-2A	40/54	AJ

Air Wing 8, which has returned from its deployment, will be the first to see its fighter squadron's transition to the F/A-18 Super Hornet. Effective 1 December 2001 VF-41 became VFA-41 and VF-14 became VFA-14 as they turned in their Tomcats. The squadrons have moved to NAS Lemoore to transition to Super Hornets. VFA-14 will transition to the F/A-14E while VFA-41 will transition to the F/A-18F. Once the transition is complete they will join CVW-11.

The other air wing that is scheduled for transition to the Super Hornet has also recently returned from Operation Enduring Freedom. This is CVW-11. However CVW-11 is really in for even more changes than just new aircraft. Now that they have returned from deployment they will be assigned to USS NIMITZ CVN-68. The acquisition of Super Hornets should occur in 2003 when VFA-14 and VFA-41 replace VF-213 and VFA-97.

CARL VINSON CVN-70			
CVW-11			
Squadron	A/C	Modex	Tail Code
VF-213	F-14D	1XX	NG
VFA-97	F/A-18A	2XX	NG
VFA-22	F/A-18C	S3XX	NG
VFA-94	F/A-18C	4XX	NG
VAQ-135	EA-6B	50X	NG
VAW-117	E-2C	60X	NG
HS-6	SH-60F, HH-60H	61X	NG
VS-29	S-3B	7XX	NG
VRC-30 Det	C-2A	XX/XX	NG



After these air wings the next on to take up station for this operation is supposed to be the USS JOHN C. STENNIS CVN-74 with CVW-9. Evidently they will relieve on of the ships mentioned on the left. At this point I have no idea when this will occur. However when it occurs I'll give you the organization of the air wing.

THEODORE ROOSEVELT CVN-71			
CVW-1			
Squadron	A/C	Modex	Tail Code
VF-102	F-14B	1XX	AB
VMFA-251	F/A-18C	2XX	AB
VFA-82	F/A-18C	3XX	AB
VFA-86	F/A-18C	4XX	AB
VAQ-137	EA-6B	50X	AB
VAW-123	E-2C	60X	AB
HS-11	SH-60F, HH-60H	61X	AB
VS-32	S-3B	7XX	AB
VRC-40 Det	C-2A	XX/XX	AB

KITTY HAWK CV-63			
CVW-5			
Squadron	A/C	Modex	Tail Code
VF154	F-14A	1XX	NF
VFA-27	F/A-18C	2XX	NF
VFA-192	F/A-18C	3XX	NF
VFA-195	F/A18C	4XX	NF
VAQ-136	EA-6B	50X	NF
VAW-115	E-2C	60X	NF
HS-14	SH-60F, HH-60H	61X	NF
VS-21	S-3B	7XX	NF
VRC-30 Det	C-2A	XX/XX	NF

Well one other things that is usually interesting.

At least one of the squadrons that are now learning the ins and outs of the Super Hornet has made a final cruise patch for the F-14. This is VF-41 who made a final cruise patch for this last cruise since they have now turned in their Tomcats. So the last thing I have for this issue is a copy of that patch. Also, at this point the only one squadron has transitioned to the F/A-18E that is VFA-115, which is assigned to CVW-14 in the USS ABRAHAM LINCOLN CVN-72.

John Dietrich for IPMS/USA President 2004 Uncle Daddy Needs You!!!!!!!!!!

The Uncle Daddy Campaign needs volunteers! If the 2004 campaign is to be successful, you need to step forward now and do your part. Leave your families and quit your jobs! Devote your entire waking life to this noble effort. Sell everything you have and send your campaign donation to:

Uncle Daddy for President c/o Tecate Brewery P.O. Box 69 Guadalaraha, Mexico 6H9 0PO	or	Uncle Daddy for President c/o Tecate Brewery 920 Mason Headly Dr. Lexington, KY 40504
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MMCL Chess Corner Friday Night Fight Tournament Game #1

White John R. Dietrich
Black: David M. Knights

White	Black
D4	D5
C4	C6
NC3	NF6
CxD	CxD
A3	E6
BG5	H6
BH4	BD6
E3	QB6
BxN	G7xF6
BB5+	BD7
BxD7+	KxD7
B4	RC8
RC1	F5
O-O	RE8
NE5+	DxE
DxE	QC6
QA4	QxQ
NA4xQ	RxR
RxR	B6
F4	RC8
RxR	KxR
NC3	NC7
H3	A5
BxA	BxA
G4	FxG
HxG	KD8
F5	ExF
GxF	KE7
KF2	D6
E6	KD6
KG3	H5
KH4	KE5
Draw	



The Fume Extractor: an Editorial by Michael Baskette

Well 2002 is moving along at a steady clip and March is almost here. The end of February bring one of my favorite events, the Ohio Valley Militaria Society's Show of Shows, held February 21st-24th at the Fair and Expo Center. I encourage all of those interested in military history to make a point to attend. Even if you are not a militaria collector, the show is an opportunity to visit the world's largest hands-on museum by visiting table after table of militaria for sale. Also, OVMS members

compete for display prizes in the display area. Here you can check out the collecting interests of others. Featured guests this year include the pilot and navigator of the Enola Gay (Hiroshima) and the pilot of Box Car (Nagasaki).

I would also like to invite you to come by and see me at the show as well. I will be assisting my friend Toomas Salazar of OstFront Militaria at his six vendor tables. Toomas recently had a container of material cleared by customs and this show will be the first public offering from this cache. The harvest of spending all last summer in Estonia will be there for sale. Items ranging from the fabulous to the rusted piece of junk will be available for purchase. Come by, you might find a bargain!.

On the modeling front, I think I'm going to need some serious help to make my quota this year. After two months, none of my projects have moved forward and I have bought at least eleven new kits this year already. Man, I'm running out of room!

MILITARY MODELERS CLUB OF LOUISVILLE

Membership Information

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone: () _____ E-Mail: _____

Birthdate: _____

Benefits of membership include:

- * Club Workshop available to all members
- * Subscription to the club newsletter "Tactical Notes"
- * Club Library
- * Quarterly in-house model competitions
- * Learn from fellow modelers
- * Yearly invitational show

Adult membership \$10.00 Youth Membership (age 15 & under) \$4.00

Meetings held Third Thursday of month at 7:00 PM in club workshop located at 114 Fairfax Ave. Please use rear entrance.

Please mail this form along with a check to (or bring to club meeting with cash/check)

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PLEASE VISIT OUR WEB SITE AT: WWW.MMCL.ORG

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Louisville

March 2002 Website: www.mmcl.org
Club Motto: Hey Jerry... You goin' to AMPS?



Next Meeting: Thursday, March 21st 2002

Home Stretch, MMCL Regional Event Looms

Well folks, we're getting close now. Three short months from now we will all be up to our armpits in regional show activities. Many have already made commitments to assist in various activities, but the officer's Corp assures Tactical Notes that there will be plenty of work to go around. This show should prove to be the single largest event MMCL have ever hosted and the club will need all the help it can get to pull it off smoothly. So with a three-month window, the show date should now be clearly within a reasonable window for each of us to make a firm commitment to assist.



A Peep From the Veep!

Demos and Displays: We will begin scheduling club demos again after the Regional Show in June.

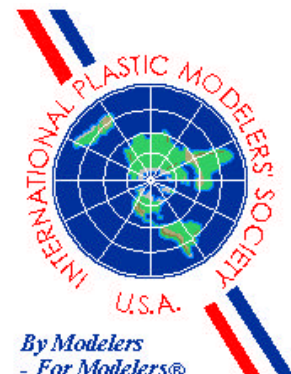
Don't forget, the Kentucky Aviation Museum is looking for items to display for their Battle Of Midway Theme. There is a list of items that have been promised, and another list of items that would like to have, contact MMCL member Dennis Sparks for more info.

-----**Help Wanted**-----

Wanted: Copy of the instruction sheet from the Williams Brothers kit of the Lockheed Electra. Contact Scott King



Wanted: Color and marking Information on USMC SBD-2 Dauntlesses at Battle of Midway. I think I saw a color profile someplace but I can't remember where, if you someone could help me I would appreciate it. Contact Scott King



In Honor of our Fallen Friend...A Tribute to Michael Haggerty

Mike was a 23-year veteran (retiree) of the United States Air Force. He was born in North Carolina and raised in Florida. He enlisted in the air force after high school and was sent Photo-Journalist school.

Among some of his accomplishments are being the first ever air force combat photographer to earn his jump wings from the army. He flew in approximately 45 different types of aircraft and logged over 2000 hrs of flying time. He was HALO/HAHO (High Altitude Low Opening/High Altitude High Opening) certified military parachutist with over 60 jumps to his credit and was also a graduate of Army Ranger School. Mike earned Military Photographer of the year in 1996 and was 1st runner-up in 1989.

Mike traveled extensively throughout the world and had earned a reputation that would precede him. He was in demand by everyone from ash & trash squadrons to fighter outfits and spec ops units and would get assignments to with all four of the armed forces. He met his wife, who was in the military at the time they met, while on assignment in Korea. They would marry a couple years later and have a son and a daughter, of which he was very proud. He was always there for people and would try to lend a hand where he could, whether you wanted it or not.

I met Mike in Macedonia (FYROM) he accompanied my scout section on many patrol and a couple of walks with my sniper team. I remember the first time we met. They said I would take a combat photographer with me, and my sniper buddy. We were skeptical and hesitant. So we briefed him and started with be quiet and no light routine when I asked if he had any experience with patrolling. He rattled off the aforementioned list of accomplishments. I said "Here you take the big gun and I'll take the pictures!" But Mike never showboated or stepped on toes. Later he would go to Bosnia with a small advisor group. This was to assess the deployment of troops to Bosnia and the logistics needed. The day they were leaving they were walking across the tarmac when they came under fire. The aircraft was already spooled up. They began to run for the aircraft as it began a slow taxi to expedite a departure. Just as mike was climbing into the plane a bullet had caught him in the right shoulder. The last man pushed him in the plane and off they flew. He was the first American shot in Bosnia and was awarded the Purple Heart.

When he retired he moved to Kentucky to work for Bionetics on Ft Knox. They are a contractor of Recruiting Command HQ that make the fancy display trailers, photo and multi media demos. Mike was a good friend. And from now on whenever I pick up a camera I will remember Mike and miss him.

C'ya later Mike, Pete Gay



The President's Page... by Terry Hill

Dear Fellow Modelers:

This month's newsletter brings a piece of sad information to pass on. A member of our club, Mike Haggerty was killed in an auto accident on a business trip to Florida a week ago. He leaves behind a wife and 2 children. Mike was a military veteran, and had a great interest in aviation, and F-4 Phantoms. We will all miss him at the meetings, and pray for his family. The club has donated money to his children's education fund.

This month will bring the great Car Contest at the club meeting. If you have been working on a car, get it finished, and bring it on. We hope to have a good turnout for this contest, so don't miss this meeting. Also remember, that we have the "Midway" contest coming up in May. So, get to work and do something related to the Battle of Midway. This will not only support our club, but can also support the Lexington group and the Kentucky Air Museum. Don't procrastinate, let's get it done.

The Regional is just 3 months away. The final push will start soon. Be prepared to step up and pitch in. We will need everyone to help out to make this show successful. If you don't volunteer for a spot, you will be assigned one. So, this will give you the opportunity to serve where you want to. More on this to come.

We have taken orders for the club shirts. If you were not at the last meeting and did not make the list, you can contact David Knights (his phone # is in this newsletter), and let him know what you will need.

The MMCL club Video night will be held this month. The video night will be held at my house on the night of March 23rd. It will begin at 6:00pm and will run for 6-7 hours. Food and soft drinks will be provided BYOB for all you drinkers out there. Maps to my house will be provided at the club meeting on March 21st. If you have any questions, call me at 423-7832.

We hope that we can get the bugs with the newsletter worked out this month. We apologize for any problems getting your newsletter last month. Our crack team of computer geeks have been working overtime trying to solve the problem. They said something about a herniated floppy disc; umm sounds like a Chiropractic problem to me. Anyway, let's hope they have the problem taken care of. If not the shootings will begin at dawn.

Well, we will see you on the 21st and the 23rd. In the meantime, keep Mike Haggerty's family in your prayers.

Keep on modeling.

Terry

AVG MARKINGS - AN OVERVIEW IN 1/72 SCALE...by Scott King

The release last year of the excellent Eagle Cals AVG (Flying Tigers) decal sheets prompted this article, which is a look at the various AVG markings available in 1/72 scale Curtiss Hawk 81-A (or P40B/C) kits and after-market decal sheets. I have restricted the scope to only 1/72 because that is what I build and have at hand for comparative purposes.

The AVG Hawk 81-A's were delivered sans markings to Burma in mid- to late-1941. The typical AVG (or Flying Tiger) markings were added roughly in stages. Tail numbers from P-8101 to P-8200 were added first as the aircraft were assembled in Burma, beginning in August 1941. Fuselage numbers began to be added soon afterwards, in various sizes and styles, from about 20" to 24" tall starting in late August. Nose numbers (5"- 6" tall) were also painted on. By November 1941, the remaining markings were being applied to the Hawks that had survived the initial pilots' training. The Hawks received Chinese insignia on the wings in four places, usually about 36" in diameter, (although some were larger or smaller), squadron ID bands on their fuselages in white, blue or red, and most (eventually) received shark mouths. Some, mostly 3rd Squadron or "Hell's Angels" also had squadron markings applied. The outbreak of the war and subsequent dispersal of the three squadrons to Rangoon, Burma and Kunming, China interrupted this process and some planes never received the full complement of markings.

(1) FROG P40 Tomahawk kit # F197

Aircraft depicted is # 38 of the 2nd P.S. (Panda Bears).

Chinese Insignia - Okay in size and color, 36" and faded blue. The blue used for these markings faded quite rapidly, so there is some latitude in deciding what is acceptable.

Fuselage number - Style and size (20") okay. The stroke of the numbers is a bit broad but IMHO okay.

Tail and nose numbers - Too large.

Panda Bear and Black Panther personal insignia - Probably bogus, likely based on artwork that appeared at least in Air Classics in 1966, advertising A Pictorial History of the Flying Tigers. The only photos I have seen of this a/c, circa March 1942, show no evidence of these items.

Shark mouth - Typical AVG style, but doesn't match the photos of # 38.

(2) Tally Ho decal sheet # 72019

Number 38 is again featured.

Chinese insignia - Two sizes, 36" and 40", in a darker blue than FROG's decal sheet.

Fuselage and nose number - Size and style correct.

Tail number - "P-9289" was never assigned to AVG a/c, and is in wrong style, looks like it belongs on a railroad car.

Shark mouth - Doesn't match photos of # 38, may be usable on another AVG Hawk.

Panda Bears and Black Panther - Included, not needed for this a/c, or any other AVG a/c.

(3) Micro Scale (Super Scale) decal sheet # 72-10

An ambitious decal sheet with markings for 6 AVG Hawk 81-A's, # 3, 13, 44, 68, 75, and 77. Unfortunately it is quite dated, I think it first appeared in the 1960's.

Chinese insignia - Best part of this sheet, in 36" and 40" diameter, there are twelve of each in a fairly fresh painted blue.

Hell's Angels insignia - Probably usable, if you find a well-printed sheet. Two out of three sheets I have had were out of register, in the red on white areas.

Leaping Tigers - Look good, but should have been printed in (mostly) orange with black and some yellow areas. There is no orange on these, yellow being substituted. The Tigers were supplied as decals to the AVG and should be identical, unlike everything else, which was stenciled on, or hand painted.

Shark mouths - None of the decals match any of the photos I have seen of these particular a/c, and they are out of register besides.

Fuselage, nose, and tail numbers - None of them are correct in size or style for any AVG Hawk I have seen.

Adam and Eve (1st P.S.) insignia - May be usable someplace, but not on # 3 or 13, based on the photographic evidence I have. Mine are out of register besides.

This sheet would be worth revamping, and would complement the Eagle Cals sheets nicely. Please....

(4) Pavla Curtiss Hawk 81-A kit # 72033

Aircraft featured is # 68. Nicely printed sheet, by Extratech.

Chinese insignia - Faded blue, about 38" Diameter.

Fuselage number - Correct style, maybe a bit too tall, but usable.

Shark mouth, tail number, Hell's Angel, Leaping Tiger - All look good, a nice touch is an extra tail number (P-8143) which probably belonged to a/c # 10. Number 68 had a second Hell's Angel painted on at some point on the starboard side, this is not provided.

(5) Academy - Minicraft P40B Tomahawk kit # 1655

Decals provided for # 68 (again).

Chinese insignia - Two scale out at 36", the other two at 42", which IMHO is too large, and all four are printed in a blue that is way too dark.

Fuselage number - Too small for this a/c, about 18" tall. Numbers may be usable on other AVG a/c.

Hell's Angels - Two provided, look fairly close to the photographs.

Shark mouths - Not a match for photographs of # 68, but look like AVG shark mouths.

Tail numbers, laughing (yes, laughing) Tiger - Throw them away...

(6) Eagle Editions Ltd. Eagle Cals Sheets # 30 (1st P.S.), # 31 (2nd P.S.), # 32 (3rd P.S.)

At last! I think someone actually looked at some photographs when they did the artwork for these decals. Anyway they are precisely printed and most of the various items look like they belong on the aircraft depicted. Each sheet comes with a full color booklet with profile and plan views showing the placement of the various items. These three decal sheets completely eclipse all previous offerings. Buy them.

Sheet # 30 (1st P.S.) - Features a/c # 1, 3, 7, and 21. My only quibbles with this sheet are: Tail number for # 21 is incorrect, and the "Adam and Eve" apple insignia for # 3 are missing the stick figures. The apples may have been corrected since last year's Nationals. Two (or six) extra Chinese insignia are provided. Aircraft # 1 may not have had them applied before it was lost in an accident that took the life of Pete Atkinson.

Sheet # 31 (2nd P.S.) - Has markings for # 44, 47, 49, and 52. Really nice, everything is good, even has shark mouths with blue or black lips - some "Panda Bear" a/c did have blue lips, some were later repainted black. Number 49 supposedly had an "Orating Panda" on its starboard side, but this not provided, probably because no photograph of it exists. There are not enough Chinese insignia, only 10 are on this sheet, should have 16.

Sheet # 32 (3rd P.S.) - This one has a/c # 47, 75, and 88. Number 47 is shown after its transfer to the "Hell's Angels", with revised markings. I do question the shark mouth provided for # 88, it doesn't look like the photos of # 88 I have seen, but looks like a typical AVG marking. Otherwise excellent.

In general, Eagle Editions' Chinese insignia seem a little small, they scale out at 30" diameter, I think many of them were closer to 36", but some were larger or smaller.

It would have been nice if Aeromaster had released their 1/48 scale AVG sheet SP 48-07 in 1/72, but they didn't, possibly because there wasn't a worthwhile early P40 to put them on.

Disclaimer: I don't pretend to be an expert, my only qualification is a long-time interest in the AVG. So if anyone has any better or additional information, I would be most grateful if you would share it with me.

Bibliography: The main sources for the photos and text I used for this overview are listed below.
The Pictorial History of the Flying Tigers by Larry M. Pistole

American Volunteer Group Colours and Markings, Osprey Aircraft of the Aces 41, by Terrill Clements

Tigers Over China, The Aircraft of the A.V.G., Eagle Files # 4, by Thomas A. Tullis

American Volunteer Group: The First American Aces, Aeromaster Decal Sheet SP 48-07 instruction booklet by Terrill Clements

Thanks to Dave Knights and Noel Walker for their loan of the Academy-Minicraft P40 kit and the Aeromaster booklet

MILITARY MODELERS CLUB OF LOUISVILLE

Membership Information

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Birthdate: _____

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TACTICAL NOTES

The Newsletter of the Military Modeler's Club of Louisville, Inc. April 2002

Club Motto: Pay up cheap ass!



Reapplication Deadline Expires!

This is it, your last issue of Tactical Notes for those who have not renewed their 2002 membership dues to the MMCL. Those not wishing to miss a single issue should remit their dues to club secretary, Mike Nofsinger by the next general meeting. We at Tactical Notes are certain this is a mere oversight on your part realize that no one would care to miss a single issue as our Pulitzer Prize is imminent! Please reapply be a part of this soon to be award-winning publication.

Duty: A Father, His Son, and the Man Who Won the War, By Bob Greene...Reviewed By Chris Kappesser

Spring is upon us again and our thoughts slowly turn to summer. As we start to plan our summer vacations, whether it is a week at the beach with the family or lazy day relaxing in the sun we seem to enjoy it more when we are reading. So before call your travel agent or head to the bookstore here is something you might want to consider.

Bob Greene's latest contribution paying respect to the World War II generation is *Duty: A Father, His Son, and The Man Who Won the War*. In *Duty*, Greene writes about his search to better know his father after his father's death. In his search Greene develops a relationship with another World War II veteran Col. Paul Tibbets. Through his conversations with Tibbets Greene learns about his father's life experiences in particular how the war shaped his fathers life.

Duty does an excellent job in explaining the experiences that shaped this generation. While reading this book you can not help from picking up on the idiosyncrasies displayed by Greene's father or Tibbets that are reminiscent of our parents or grandparents. The book delves deep in to the Greene's relationship with his father prior to his death and how he continued to search for meaning in their relationship after his death.

The book falls short in a delivering any deep insight in to Tibbets' mission that ended the war and ushered in the Atomic age. You do get the feel of Tibbets' no non-sense manner, his deep sense of honor, and duty. Short of that, the book misses the mark. With approximately a third of the book consisting of conversations with Tibbets and the rest consisting of Bob Greene's search for meaning in the wake of his father's death.

If your are looking to learn more about the Enola Gay's mission and the events that led up to the bombing of Hiroshima, I would recommend looking elsewhere.



SMALL GROUP INFO EXCHANGE... *Tony Schneider*

Mark, Asif, and myself were invited to Indianapolis on 9 March by Vic Russell for a model airliner builder's group meeting. This is a special interest group of about ten members of the Indy area IPMS. Asif and I went a couple of years ago but they meet monthly. We had a lengthy discussion session about kit flaws and remedies, new kits and products, and a very well done demonstration on basic vacuform construction. Before you cut on a vacuform, spray it with gray primer. If you make your scribing marks very carefully, you then just sand away the white bare plastic until all you have is gray. You will not be far off.

For those of you involved in small special interest groups (SIG), if you don't contact others in near by cities, you might be passing up a good thing. I was a good time by all I think and would look forward to it again. The only downside was the Tail Warning Radar system on my Honda was INOP and we took a direct hit from large sign in the rear window. Into every ones life a little rain or 10,000 pieces of broken glass must fall.



Dear Modelers:

The time is rapidly approaching for the Regional. I know that much of the preliminary work has been done, but there is still a lot to be done. We have only 2 meetings left before the big event; the next two meetings will be devoted primarily to the final planning and assignment of duties for the show. Be sure to be there to help out, and be ready to go in June when the time comes.

There are a few upcoming shows around our area over the next month or two. The fiesta is Evansville on April 13, then Amps the weekend after that, and the Region 5 Regional in St. Louis. Try to make one of these to support their club, and they hopefully will support ours.

The club shirts will be discussed at the meeting this month, as well as some of the other topics involving the club and the Regional. Tony Schneider won 1st place in last month's car contest with a very nice Mercedes. After all the years of faithful attendance at the meetings, it was nice to Tony win. Hopefully Tony will join us in another contest real soon. Perhaps an airliner contest in the near future.

Speaking of contest, don't forget that the Midway Contest will be held in May for the support of the Bluegrass Air Museum. Let's get some of those projects moving, and get them done by May. I will hopefully have a 1/700 scale Hornet done by then, and I know that others are working on items. Let's show our support and build one for the Gipper.

With the upcoming Regional almost on top of us, the club has decided to postpone the annual club auction until later in the year. If there are any old kits that you want to donate to the club for the auction, you can drop them off at the workshop anytime. This is always a great money making item for the club, and everyone has a great time at it. We will try to have it real soon. Well guys we'll see you on the 18th, until then, keep on modeling.

Terry

Early Scooters... *Joe Turpen*

Well Steve Ginter has done it again if you are a scooter lover. He has now produced another in his series of aircraft books this one being **Naval Fighters Number Forty-Nine Douglas A-4A/B Skyhawk in Navy Service**. This will complement his other recent books, in the list at the end of this review, concerning the A-4E/F in both Navy and Marine Corps service.

As with the earlier book concerning the Skyhawk there are plenty of illustrations that are going to be useful to modelers as well as anyone interested in the Scooter. This book offers excellent coverage of the first Skyhawks as they went through development and added such items as the sugar-scoop over the exhaust. Excellent coverage is given to the test aircraft for the A-4D-1 (A-4A). The A-4D-2 (A-4B) test aircraft is also shown and the two most noticeable changes are mentioned. These are the refueling boom on the nose and the tadpole (inside-out rudder). There are some pictures of the A4D-2 prior to the addition of the refueling probe.

Following the format of his earlier books on the Skyhawk there are many illustrations, which come from the maintenance and NATOPS (Naval Aviation Training and Operational Procedures Standardized) manuals. However there are differences since this book contains painting diagrams for the standard markings applied to the aircraft. As with the E/F volume the standard aircraft characteristics information is provided. Therefore all the books are complementary and make a nice set of references on this particular aircraft. Between the various volumes that have been written so far concerning the Skyhawk a modeler should have a very good set of reference diagrams that can be used to build and detail these aircraft. Right now what I'm waiting on is the edition that will cover the Marine units, which operated the A and B models of the Skyhawk.

Also, as with the other books Ginter has written histories of the squadrons and various other units who operated these models of the Skyhawk. Some of these squadrons, such as VA-15, continue today as Strike Fighter (VFA) squadrons. I must say this time there were some interesting units mentioned such as the Naval Parachute Facility and Naval Aircraft Torpedo Unit. Also, probably the most interesting fighter squadrons the Navy has had are covered. These are the anti-submarine fighter squadrons VSF-1 and VSF-3. Though their histories are short they are interesting. Another interesting topic in this volume is the development of the buddy stores refueling system. Again, some pictures of the system in development are provided. I hope that there is not only an A/B Marine volume coming soon but that we will see one on the C/L, M and the two seaters. At this point I must say that these books are extremely good and an excellent addition to any modelers library either as a general reference book or to use as guides to build Skyhawks.

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"Tactical Notes" is the Newsletter of the Military Modelers Club of Louisville, Inc. We here by assume absolutely no liability, guilt, blame or otherwise. If you don't like it... tough crap!

Well after checking around I found some more information on the A-4's so here is an updated list of some references on the Skyhawk.

Drendel, Lou. A-4 Skyhawk in Action. Aircraft No. Eleven
Elward, Brad. McDonnell Douglas A-4 Skyhawk. Crowood Aviation Series
Gann, Harry. Aircraft in Profile No.102 Douglas A-4 Skyhawk
Gann, Harry. Wings of Fame Volume 4 Douglas A-4 Skyhawk Variant Briefing Part 1
Gann, Harry. Wings of Fame Volume 5 Douglas A-4 Skyhawk Variant Briefing Part 2
Ginter, Steve. Douglas A-4E/F Skyhawk in Navy Service Naval Fighters Number Fifty-One
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Kilduff, Peter. Douglas A-4 Skyhawk Osprey Air Combat
Kinzey, Bert. Detail and Scale A-4 Skyhawk. D&S Volume 32
Kinzey, Bert and Leader, Ray. Colorful U.S. Navy A-4 Skyhawks C&M Vol. 18
Peacock, Lindsay. A-4 Skyhawk. Osprey Combat Aircraft Series No. 11
Ward, Richard and McDowell, Ernest. Arco-Aircam Aviation Series No. 34 McDonnell-Douglas A-4A/L Skyhawk in USN-US Marine Corps Royal Australian Navy & Royal New Zealand Air Force Service

A last note about the best source on Skyhawks, both the aircraft and squadrons, the most important source is the Skyhawk Association. They have a web site **Skyhawk.org**, but they also have a discussion group for modelers interested in the A-4. It's on Community Zero and you have to go through an administrator to gain access but it has just started up and has potential. If you check their web site you will see they actually refer you to help for modelers. This is one group that is **modeler friendly**. Anyone wanting to join the Skyhawk discussion group they have contact me and we'll get you started. Remember you can never have enough Skyhawks and Skyhawks forever.

SCALE EFFECTS ON COLORS...*Tony Schnieder (Again)*

About ten years ago I contributed a couple of conversion articles to an fledgling publication called AIRLINE MODEL BUILDER that only lasted for a few issues. You think getting articles for our newsletter is hard, confine it to airliners. Long time IPMS contributor Walt Fink wrote a very complete and detailed article on what happens when colors are scaled down. I had never heard of this before and found a lot of truth in what he wrote.



Mike's Russian Equipment Presentation

Over the years, I have done a few experiments. There have been ideas at our own MMCL demonstrations about scanning "real" colors and custom mixing at paint stores. I have heard of AMD members looking for paint chips from airlines. I have paint chips from Southwest Airlines, matching them onto 1/144 models DOES NOT work.

The original article went into great length on distance and scale of the viewed subject. A 1/200 scale airliner cannot be viewed the same as a 54mm figure that we see at our show and tell sessions. The basic problem is light reflection and distance. At a recent MMCL show and tell session, there was a figure of a Confederate Sgt. in typical uniform. We can view this from a relatively close scale distance. The 1/144 and 1/200 airliners that we bring in cannot be viewed from the same relative scale distance. This can open a really large can of worms if you start taking in smog , haze , air pollution.

This comes down to the fact that a color gets lighter as the viewing distance increases. A recent AMD chart from IPMS Stockholm suggest that you add white to the base color in the following percentages; 1/32 = 7%, 1/48 =10%, 1/72 =15%, & 1/144 =23%. The last seems a little on the overboard side to me personally. I was able to run a couple of experiment with the help of airliner ramp people, (before 9/11 naturally. The TWA all red reverse paint scheme MD80 could be touched up with Testors #1104 Dark Red. For the 1/144 model, I had to back up to Testors #1103 Red.

The second experiment was with bottles of Testors Model Master gray paint next to a USAirways B737 in direct sunlight. It could be touched up with Dark Ghost Grey # 36320 or even slightly darker. After several tries, I painted my 1/144 Light Ghost Grey # 36375 and after using Future for gloss, was quite satisfied. I bring up this idea because there seem to be an awful lot time and effort on exact detail in the modeling publications that I read. Look at the two color examples that I have mentioned. You are building the model and what ends up looking good to you is what counts. Sometimes models don't quite end up the way you want. It might be a simple mistake on color perspectives. Try you own color shading experiments.



**The Fume
Extractor...**
*An Editorial
By Mike
Baskette*

“Spring has
Sprung”,
Thank
Goodness!
Historically,
I’m not one to
hate winter,

but basically I thought 2001 sucked and spring of 2002 will hopefully bring new life on all fronts.

I want to express my gratitude to those contributing to this issue. A lot of folks



David's Christmas Tree!!

stepped up this month and contributed some good material. Please, keep it coming. Our club is full of great talent and it is good to see it manifested in useful material for the newsletter. Kit & book reviews, construction articles, historical reference, we'll take anything.

Not only are articles in constant need, it is worth reminding the membership that Skippy is soliciting topics for clinics so that we can get these fired up again. I refer again to the abundance of talent in our club and hope some of you will be willing to step up and teach us something new. I hope to be able to do another installment to my presentation on Red Army uniforms, possibly two. In addition, I have a couple of modeling related topics to possibly offer as well. Hopefully, I will be hard pressed to find a time slot due to a high degree of participation from other clinicians.

Over the years, we've had some pretty good meetings. Whether it is a well-supported contest, interesting clinic, or just a lot of laughs. However, the March meeting was a stand out for me. I was pleasantly surprised by our special guest at the March meeting and enjoyed his stories relating his wartime experiences a great deal as I'm sure many of us did. Unfortunately our WW2 veterans are leaving us at a fast pace. They all have a story to tell worth hearing, I'm glad we got the opportunity last month.

YOUR ARTICLE HERE!!!!!!!!!!!!

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TACTICAL NOTES

The Newsletter of the Military Modeler's Club of Louisville, Inc. May 2002

Club Motto: Sure I'll judge, work registration; donate to the raffle, what ever you need!

Website: www.mmcl.org



The Final Lap

As every club member is painfully aware, we are in the final lap in the race to the 2002 Region 4 regional contest. The awards will be delivered within a week; the arrangements have been made for the Ft. Knox tour and the special classes at the show. The vendors have poured in their money to reserve tables. It now looks like we will have 100 vendor tables for the show.

The only thing left is the club members stepping up and contributing when it counts, the days of the contest. The club meeting in May will have a lot of news about the contest and volunteers will be sought for specific jobs. Step up!! In every organization there are always a few who criticize from the sidelines but when asked, refuse to step up and be counted. Our club is blessed with few of those individuals. And when the smoke clears and the show is over, it will be those who stepped forward and asked, "What can I do?" who will be the ones who will be remembered and who will be able to take pride in a show well run.

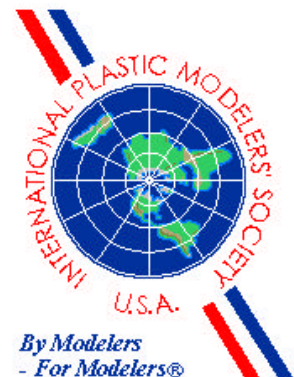
In advance, I'd like to take a moment to thank several members who have already contributed to making my life easier as show chairman. Many people have stepped forward, but few have done so to the extent that Dr. Terry Hill has. Terry has taken the burden of organizing the Ft. Knox tour and the Chris Morosko classes off my overburdened shoulders. He has contributed much to the upcoming raffle. He has been there at every step of the way to assist me. If this show is the success I believe it will be, it will be due in no small part to Dr. Terry Hill. Thanks Terry! In addition, I want to thank John Blossom. As always John and his band of Merry Pranksters have taken on the most important job, that of registration. We have, year in and year out, one of the smoothest contest registrations I have ever seen. It is thanks to John, Tony and the gang. Also, thanks go out to Uncle Daddy and his raffle boys. UD has performed this job admirably and I know that come contest time it is one of the jobs that require the most effort. Thanks UD! Finally, I want to thank Jerry Davis, the website has been a



great help in being able to point potential attendees to for information. But more than that, Jerry has always been there, willing to jump in and handle any job; to offer helpful suggestions without thought of getting any credit and always doing so in a constructive manner. Way to go Jer.

Please attend the May meeting and please be ready to help. I will have a list of jobs.

One of them has your name on it!!! **Dave**



By Modelers
- For Modelers®



Dear Modelers:

Well, That time has finally arrived. After 2 years of planning, work, and discussion, the Region 4 regional is only 1 month away. The planning is over, the contacting is done, and all we have to do is DO IT. David hosted a final planning meeting on the 27th of April, and it appears that everything is now in place. We plan to have a super regional, and hope you intend to be there. You will not be disappointed with what you find there. We will have 100 vendor tables, 40 display tables, 5-6 WWII era vehicles, classes by Chris Panzer Mrosko, a tour to the restoration area of the Patton Museum, a concession stand, and much more. Make this a must thing to do, and be sure to bring along your family and friends.

I attended the Region 5 regional last weekend in St. Louis, and was very disappointed in the overall size, and general air of the show. There were only 31 vendor tables in 2 rather small rooms, and the display room was small and not well lighted. There were only about 300 entries, many of them in large groups from a few individuals. There was not a great deal of traffic through the show and several of the vendors were not happily with that. M&Models from Chicago closed up at noon on Sat. and went home early. They were not happy at all. This just shows me that all the planning and work that has gone into this has been well worth the effort. We will beat that regional all to hell, not that it is a contest; but it will be nice to offer the participants a lot for their money.

The club shirts have been ordered, but may not be ready for the club meeting. We will have them at the workshop on Sat. mornings until the show, or you can pick up your shirt at the show, and pay for it either then, or at the meeting. I have seen the prototype shirt, and they look great. You will not be disappointed believe me.

Don't forget, this month is the "Midway" contest at the club meeting. If you are going to enter the contest, get your item done, and have it at the meeting. I will have a 1/700 scale Hornet to enter, and then it goes off to Lexington with the guys. Hope you will do the same thing with your entry.

A big round of thanks goes to all the men who have contributed so far in the planning, work, and brainstorming for the Regional. Without men like David, Jerry, Uncle, Noel, etc.; this thing would have never gotten off the ground. Remember; be sure to bring a "nice" kit or more to donate to the raffle for the Regional. We have a lot of nice items, but can always use more. Don't be stingy, open your hearts, dig down in you jeans, and bring out the green. (Sorry, I forgot myself, thought I was preaching to the church). None the less, we do need extra kits to help flesh out the raffle.

Doug and Brian Phelps went to St. Louis, and both received awards at the Regional. Brian has become a very good modeler in the Junior category, and as always, his father Doug has maintain the high quality of models that we have become accustomed to.

This month's meeting will consist of the "midway" contest and final plans for the Regional. Be sure to be at the meeting and be ready for the big show. See you on the 16th of May. **Terry**

Book (on Tape) Review

Fighter Squadron at Guadalcanal by Max Brand

Review by D. M. Knights

As some club members may be aware, I recently took a job with a law firm in Lexington. This means, among other things that I have some significant time in my car, not only back and forth to Lexington every day (yes Noel, its only about 45-55 minutes) but also some additional time in the car as I make court appearances throughout the state. One thing I have been doing in the car is listening to books on tape and CD. There is a great store near my house called I ♥ Audiobooks, which rents books on tape and CDs. If you haven't been to this store, I recommend it highly. This is a great way to listen to many different books on tape without having to invest the \$20+ that most of these books cost new.

Among other things they have a good selection of military history books. I recently listened to "Fighter Squadron at Guadalcanal" by Max Brand. The author was a famous author of the 30's and 40's who wrote the rough draft of this book after doing interviews in 1943 with the members of VMF-212, which had just returned from Guadalcanal. Before the author could put the book in finished form he was killed in Italy while working as a war correspondent. Thus this book was never put into final form and was lost to the world for over 40 years.

In 1989, several members of VMF-212 who had different rough draft versions of the book contacted the author's daughter and arranged to have the book edited and published. Thus this book represents one of the last contemporaneously written accounts of air combat in WWII. The book contains many gripping stories of air combat between members of VMF-212 in their F4F Wildcats and various types of Japanese Navy aircraft. Since it is told in the voice of the pilots themselves, and at the time when victory in WWII was far from certain, it is a strong reminder of what the war years were like and how many people felt about the war, and the enemy. What I found most surprising was how much empathy was displayed by many of the pilots for their Japanese counterparts, especially since Pearl Harbor was still a fresh memory and these men were in the middle of a life and death struggle with their opponents.

I can highly recommend this book to anyone interested in WWII air combat. I found it hard to stop listening to, and believe that it will inspire modelers and just plain history buffs alike. A must read (or listen)!

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The Fume Extractor...*An Editorial By Mike Baskette*

Looks like it's showtime in Kentucky once again. This year I will be serving in the capacity of Chief Judge at our upcoming regional. I will be looking to many of you to form the core of the judging teams, particularly in those areas where, quite frankly, I have limited expertise. I'm sure I'll be able to solicit judges from regional attendees, but I'm counting on many of you to not hide behind other show duties as step up and help with judging. Some new blood would be nice to see as well.

On another topic, AMPS was big fun this year as Dave has summarized in his show review. I'd like to thank John Charvat for letting me tag along with he and Pete Gay for the 9+ hour drive. Army stories, lots of Army stories. I enjoyed it though, when you've been in as long as these two I can imagine you have pretty much seen it all. I'd like to mention that both Pete and John took silver awards in their respective categories. Had they not made the mistake of having all their entries with in a single category, there is no doubt they would have come away with several more. I think next year they are both prepared to spread the field a bit more. For their first AMPS appearance ever, these two went all out and volunteered for the judging team. (Something, in eight years, that I have never done) Good show guys!

I'll close on a more solemn note. Missing this year from the AMPS national convention was a very respected modeler and a man I truly admired. His name was David Lockhart. Dave's home club was the Arm/Air Chapter of the IPMS in Spencer, NC. I was saddened to learn of Dave's death to cancer late last week. He had missed AMPS while undergoing treatment on a positive prognosis, needless to say this was a sad shock to all that knew him. I first met Dave at an Arm/Air invitational in Salisbury, NC in 1985 as a highschooler. He was one of the first really good modelers I ever met. Over the last decade, I have run into him at shows in the southeast and at AMPS. Whether by name or by face, he always remembered who I was and made it a point to say hello or ask how I had been. As both of us were Southerners, his accent (or lack there of) was always comforting in the glut of "Noreaster" attending the AMPS national convention. Dave's fortie was modern armor, with a strong bias toward Israeli and Arab armies. His models were always stand outs, hence his ascent to the rank of AMPS Master Modeler. He was a humble and friendly man that will be greatly missed among the armor modeling fraternity. If you knew him, you know what I'm talking about. If you did not, then trust me when I state with 100% confidence that you would have like the man. Pleasant journey Dave!

Club Shirts Are In!

If you ordered a club shirt through the incessant diligence of our own Jerry Davis, these should be available at the May meeting. Information can be found at:

<http://www.mmcl.org/shirts.htm>.

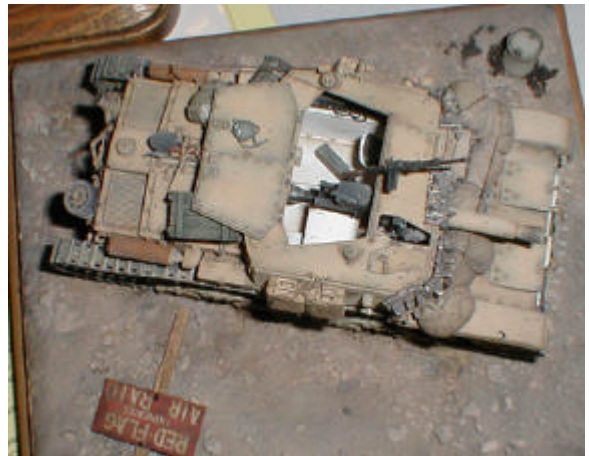
Due to lack of space and the fact that he (JD) didn't have the "hardware" to include the butt of his joke (Dave Knights) on the original email distribution, we regret we cannot paste the entire manuscript. C'mon Jerry, be an Almond Joy not a Mounds...

AMPS 2002

Review by D.M. Knights

AMPS held their 2002 annual national contest in Harve De Grace, MD on April 19th & 20th, 2002. As it has been for the last few years, the show was held in the small community center in Harve de Grace. Having attended the show the last four years, it appeared to me that the number of entries was down, though AMPS had managed to wedge two more vendor tables into the vendor area to bring the total number of tables to 84. The weather was beautiful this year for the show which meant that, unlike years past, the building where the show was housed was only mildly uncomfortable instead of unbearably hot.

Four members of MMCL attended AMPS this year, myself, Mike Baskette, Pete Gay and John Chavat. There may have been other members there, but these are the four that I saw. John, Pete and Mike all entered the contest with each of them bringing home at least one award. In fact, our own Mike Baskette received a gold medal in Advanced, Best Russian Subject, and was a very close second for Best of Show. Way to go Mr. Editor!



Italian SPG

The vendor's room at AMPS contains most modeling items and kits that any armor modeler looks for, however, unlike many IPMS shows, there are very few deals and discounts to be had. Most items sell for close to retail price and you have to dig to find the bargains. I think that each of us who attended did find one or more items they were looking for. I personally can't wait to see what Mike does with the

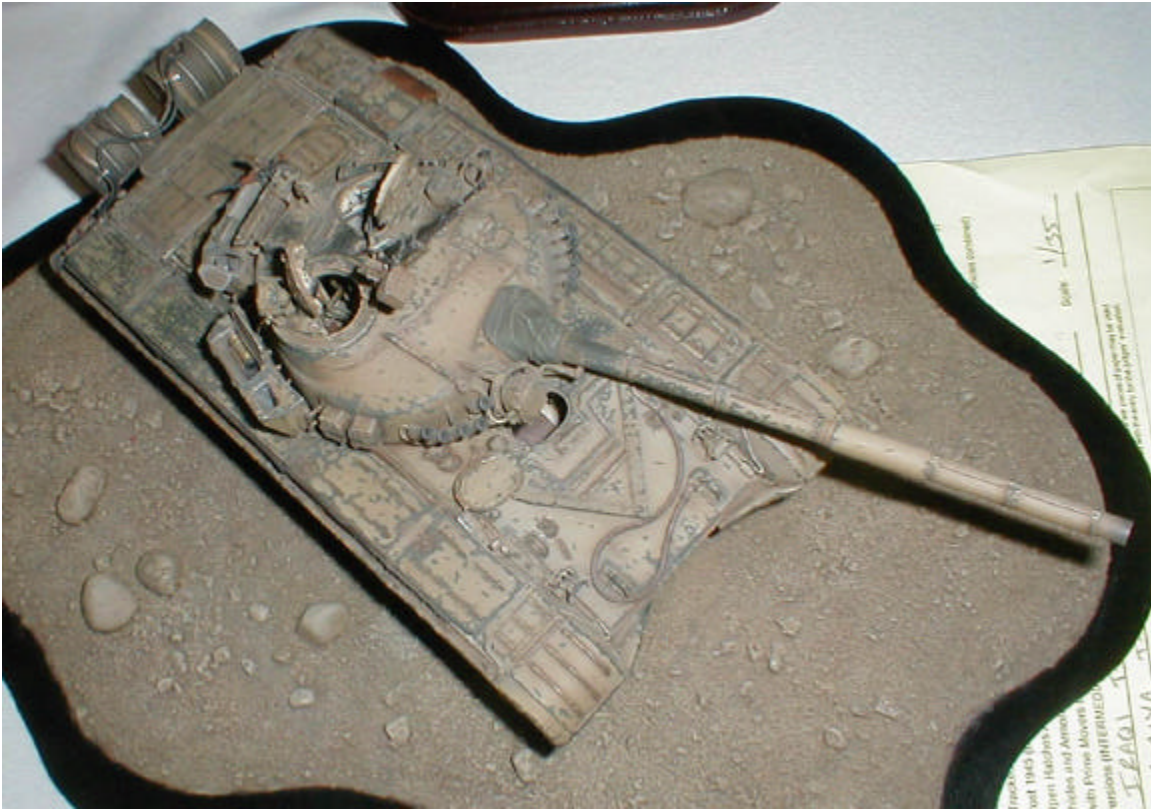


information he gets out of the Russian T-35 book that he bought. Looks to me like he has already scoped out his next "monster" project; or maybe it will be the 203mm howitzer. Who knows?

The brave band of MMCLer's didn't make it to the AMPS business meeting on Friday night. There was too much beer that needed consuming. We have heard through the grapevine that 2003 AMPS will be held in Harve De Grace, but that AMPS will be moving the show in 2004. Where it will be moving, no one seems to know.

With this article I've included a few pictures of some of the fine models that were entered in this years contest.

A beautiful M1A1. The picture doesn't do it justice



Best of Show T-72

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TACTICAL NOTES

The Newsletter of the Military Modeler's Club of Louisville, Inc. June 2002

Club Motto: Our Shows are Better Than Your Shows

Website: www.mmcl.org

Next Meeting: Thursday, June 20th @ 7:00pm



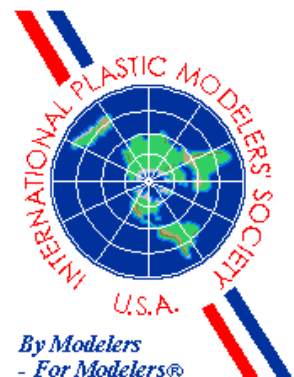
Build It, And They Will Come

Now that the regional show is behind us I thought it would be a good time to take a moment and reflect the current status of the Military Modelers Club of Louisville, where we are, and where we are headed. Frankly, I do not think that the club has ever been in better shape; the club coffers are full to overflowing, the membership roles are getting longer every year, and, most importantly the number of models produced by the members and their quality is truly impressive. Our club is lucky to have a number of national award-winning modelers. In addition, our club is the only one of which I am aware which has it's own dedicated modeling facilities, thanks to our generous benefactor Dr. Terry Hill. All that having said, I am certain the club, as good as it is, can be better. How you ask? Actually, it's up to you, the membership. The members need to let the officers know what they would like for the club to do. Do we need more building seminars, or do we need more guest speakers? These are all good questions that you, the membership, must answer.

Club elections are coming up in December. That means that the nominations for the officer positions will be taking place in October. It's important for you, the club member, to consider running for one of the club officer positions. While I personally think that we have a very good group of officers (modest, aren't I?), it has been shown in the past that MMCL benefits when new blood is injected to the officer group. New people bring new ideas.

In conclusion, I'd like to say that MMCL is great, and I hope that it keeps getting better. I know it will as long as the membership contributes the way it has up to now.

David





Dear Club Members:

Well, it is finally over. The Regional is history and on all counts it was a huge success. We had 385 entries in the contest, hundreds of people pass through the doors, and a successful bus trip to Ft. Knox. There were 3 well-received classes by Chris Mrosko, a well-run raffle, 3 restored WWII vehicles, and a WWI static display. The registration, judging, and hospitality hour ran like clockwork. Finally, a vendor area that had something for everyone.

Gentlemen, we outdid ourselves this time. The work done by all the members involved made the show the success that it was. Everyone who handled registration, the raffle, security, judging, set-up, teardown, and general grunt work; made the show work smoothly. It appears that we made some money on the show, but the final count isn't complete yet. We didn't really set out to make a lot of money on this; however, it is nice when you can make money on a show.

This brings up the next topic, and this is whether we should have an invitational next year. If we do, I would like to see it held at the same location, but only one day this time. We will have to discuss this at the June meeting. If we do have the show, then we need to have someone step up to be the show chairman. It will be a whole lot easier this time because we have done most of the contact work already. Come to the meeting and voice your opinion.



We will have the club auction in the Fall or Winter months. This will depend on how things go over the next few months. We will keep you posted on this. This month we will have to pick a subject for the next in-house contest. If you have a particular subject that you want to see built, come to meeting and let us know. Well, I look forward to seeing you at the meeting on June 20th. Until then, keep on modeling. Terry

The Battle of Midway Exhibit, Bluegrass Aviation Museum *Information provided by Dennis Sparks*

A total of thirteen different modelers loaned models for the exhibit. There were forty-one 1/700th scale ship models, with five US and 36 Japanese ships represented. There were models of all four of the Japanese carriers that were sunk at Midway, all of the battleships, most of the cruisers, and a sprinkling of smaller vessels. On the American side, all three carriers were represented, along with one of the four cruisers that was at the battle, plus one model of a 'Gato' class sub.

There were 21 aircraft models present, in both 1/72nd and 1/48th scale, representing all of the major types, including those flown from Midway itself.

Here's a list of the modelers that contributed...

Andy Andrus - 1/72nd SBD
John Blossom - 30 Japanese ship models
Randy Fuller - 1/48th SBD-3
Terry Hill - USS Hornet
Tim Pivonka - 1/48th D3A1 'Val'
Corky Mohedano - 1/50th 'Pete' and 'Gato' sub
Asif Qureshi - 1/48th P-40E and SBD-2
Rob Schneider - two Japanese LSTs
Charles Segars - 1/48th TBF and 1/72nd F4F-3
Dennis Sparks - eight ship models and six aircraft models
Joe Turpen - Japanese carrier Soryu
Don Sproule - 1/72nd PBV-5A
Jerry Sudduth - 1/72nd F2A, B-17E, B-26, SB2U, and TBD-1

The last two are not MMCL members, but have attended meetings.

The models were repeatedly photographed by museum visitors. A number of handouts for the upcoming contest were distributed. Joe Turpen and I fielded many questions on Saturday, both about the history of the real aircraft or ships and on modeling. Don Sproule was on hand all day Sunday to answer similar questions. Total known damage to the models is a loose aileron on Andy's SBD, an antenna knocked off of the cruiser Portland, and an F4F dislodged from the model of the Enterprise. All loose parts were recovered.

About 2000 people saw the exhibit, including two retired rear admirals and at least three local USN veterans of the Battle. The rear admirals were Donald Mac Showers and Thomas A. Brooks. Showers brought with him a Japanese flag taken from the battleship Nagato. He has had the flag in his possession since 1945. Talks were given at the museum by Showers and Brooks, whose military careers were spent in various Intelligence capacities.

The keynote speaker was retired Captain Ned Beach, who spent most of his military career in submarines. His first combat patrol was at the Battle of Midway, where his sub ran aground at Midway. He gave a talk at the museum and at a dinner that evening. He wrote the book "Run Silent, Run Deep" about his wartime experiences, and is currently finishing his fourteenth book.

In addition to the museum's collection, there were four real aircraft on display, an SBD-5 and one of the 'Tora Tora Tora' Kates, plus Lexingtonian Dave Trapp's BT-13. Dave Mockabee flew his N2S-3 Stearman trainer in from Somerset and offered rides in it for \$100. For \$350, you could also purchase a flight in the SBD.

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MILL SPRINGS; Campaign and Battle of Mill Springs, Kentucky **By Kenneth A. Hafendorfer...***Review by Tony Schneider*

The author has written several books on Civil War activities in the state of Kentucky. You might have read his book or heard of the Battle of Perryville, Kentucky. There was also a book on the Confederate Cavalry raiding exploits entitled "They Died By Twos And Tens".

Mill Springs is located south west of Somerset on the Cumberland River. My Civil War knowledge is very limited. I had never heard of the place or the battle. The Battle of Mill Springs was the first major Union victory of the Civil War.

The text of the book is 563 pages long plus an appendix on firearms used, the death of General Zollicoffer, casualties, and Cemeteries. This seems a bit much at first, but there is very, very liberal use of maps especially during the actual battle which is described hour by hour, or more, from 06:00 to about 16:00 on the day of 19 January, 1862.

There is quite a lot about the loss of General Felix Kirk Zollicoffer, the Confederate commander in a rather bizarre way in the heat of battle. [If you think this guy had a rough time with his name in high school, there are many other equally dated names of many other soldiers.]

The military members of our club are going to "love" the conduct of the officers during the battle. "Recon" could possibly have been the name of the lead mule pulling the Confederate chow wagon, but that's as close as it comes to what we currently think of.

The whole text of this book is written from the view of the front line troops on both sides. There are letters written home. The author has gone to great length to tell what it was personally like to be right smack in the middle of a battle fought in January, in freezing rain, with minimal clothing, scrounging for boots or dry socks, little if any shelter, incompetent leadership {personal opinion}, non-existent or poor supplies, and fighting with flint type weapons in the rain.

For MMCL members with any interest at all in the Civil War, I must recommend this book. Descriptions of fighting in the weather conditions impressed me the most. There is a detailed description of the clothing of Gen. Zollicoffer, as well equipment and clothing scrounged in order to survive.

This book is only available from Hawley Cooke. The price is \$43.00, and worth it.



The Fume Extractor...*An Editorial By Mike Baskette*

Anybody else still tired from the show? I am. Nothing like being on your feet all day and missing a few meals. Of course nothing pays off like a hard day's work and I think our show results show this clearly. I don't think I have ever seen the membership pull together and hit the task at hand as well as was demonstrated during the Regional convention. Everyone was clearly doing their part and then some. I don't recall ever seeing anyone goofing off for anything more than a reasonable break from the action. Great job everyone, a success all around.

At times I wished I was a normal show attendee. My show duties kept me out of the vendor area for much of the show. I only managed to drop a meager \$20. Maybe that was a good thing. Besides shopping, I'd loved to have had an opportunity to go on the Ft. Knox tour. It sounds like that was a real blast for those who did make it. It seems Mr. Lemons went out of his way to make the day memorable for those taking the tour. I would like to see the MMCL make a sizeable donation to the Patton Museum in appreciation for their cooperation. The tour, coupled with the vehicle and militaria displays, gave showgoers more opportunity to see 1:1 scale military vehicles and equipment than we got at the AMPS National Convention this year due to post restrictions at Aberdeen.

Personally, I wish to thank all those members who chipped in and assisted in the judging this year. This made my baptism of fire as chief judge much easier. I learned quite a bit about the job as the day went along. While I felt I may have been better prepared at some instances, I think judging in general went fairly well. Regardless, I did the best I could do that day. Dave Knights asked me after the conclusion of the event if I dare to do the job again. I reflected on a few comments made by others at the closing of judging that were a calous reminder that it can be a thankless job. But in the end it wasn't, and yes I'll do it again. A special thank you goes out to John Charvat, who recently relocated to the DC metro area, for making the trip back to Kentucky to help us out. Thanks, you earned a pair of additional points for your antlers from Bullwinkle's Brats n' Bagels club.

Our raffle chairman, John Deitrich would like to extend additional thank yous to Chis Kappesser and Brian Phelps work helping the MMCL "Mega Raffle" go off with out a hitch.

Great Job Everyone!

Book Review

Wings of Denial by Warren Trest and Donald Dodd

Review by D.M. Knights

During a business trip in February of this year, a trip that I managed to schedule in conjunction with the Region 2 Regional Convention in Atlanta, I flew in to Birmingham, AL. Before proceeding on to Atlanta, I decided to stop by the Southern Museum of Flight, just outside the Birmingham airport. <http://www.southernmuseumofflight.org> I knew the museum was there, but in my several trips to Birmingham, I had never managed to get over to see it. If you ever fly into Birmingham, take a few minutes to go by and see the museum.

By now, I know you are asking yourself what all this has to do with a book review. Well, I'll tell you. While I was touring the museum, I managed to meet one of the people involved in the museum, Donald Dodd. We had a pleasant talk and he answered several of the questions I had about the Flying Tigers display at the museum. Prof. Dodd had written several books, copies of which were on sale in the museum gift shop. The title above was one of the books. I was very interested in the subject, and having the chance to get the author to autograph the book was too much to pass up, so I got it.

The subtitle of the book is "The Alabama Air National Guard's Covert Roll at the Bay of Pigs" The book covers the events leading up to the Bay of Pigs operation, including an overview of the political situation at the time, and the steps that the CIA took to recruit members of the Alabama Air National Guard to work for the CIA in assisting Cuban nationals in attempting to overthrow Castro. The CIA had decided to supply the anti-Castro forces with A-26 bombers. The reason they chose to recruit from the Alabama Air National Guard is that the Alabama unit had recently converted from the A-26.

The CIA trained the anti-Castro forces in Guatemala. Originally the CIA had planned to allow the Alabama crews to fly operational missions in support of the invasion. However, the new Kennedy administration wanted to try and distance itself from the upcoming operation, and they forbid the Alabama crews from flying operational missions.

The bulk of the book describes the action in and around the invasion. It describes the strikes by the anti-Castro aircraft on the Cuban airfields, destroying most, but not all of the Cuban fighter aircraft. The failure to completely wipe out the Cuban air force led to disaster. By the third day of the invasion, the situation was desperate and the CIA finally allowed the U.S. crews to fly strikes in support of the invasion. The end of the book details these strikes and the losses suffered by these crews.

I enjoyed the book and can wholeheartedly recommend it highly. You can obtain a copy through the Southern Museum of Flight.



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Club Motto: Another Show?...Aw Dad, are we there yet?

Website: www.mmcl.org



To Be, or Not to Be: That is the Question!

It looks like the MMCL is moving swiftly to its next heated debate. After two years of incessant show planning behind them, this world class scale modeling organization is now contemplating its next move. Some perceive a momentum that must be preserved or a position within the regional hierarchy that must be maintained. Others are simply tired and would like a rest from the yearly hoo-ha associated with the planning, selling, and putting on such gala affair. A house divided once again, the MMCL faithful will be hashing it out over the next few weeks. With both sides offering reasonable arguments for their position, it is too early to call at this point. If they wish to have a say in this exchange, members are encouraged to attend the July meeting and offer their input. Regardless of which camp you are in, this one promises to be a good one.

Book Review

Night Fighters "Hunters of the Reich"

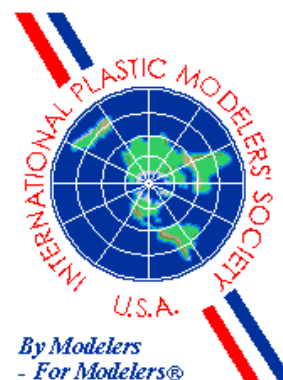
by David P. Williams

by D.M. Knights

For a number of years I have been a member of the Military History Book Club. You see their ads in a number of different magazines. In addition, you get their bulk mailings if you end up on any number of mailing lists. I got this book from the Military History Book Club. I've always had a fascination with the Luftwaffe night fighter force. Not only did they use a wide variety of aircraft, but they also had a number of unusual paint schemes.

The author, David Williams, has written several books on different aspects of air warfare, including a companion volume on Luftwaffe day fighters. As the title indicates, this book covers the Luftwaffe Night Fighter force. After a brief introductory overview of the Nachtjagd, each of the subsequent chapters covers the career of a famous German night fighting ace.

Each of the chapters is interesting and describes how the ace became a pilot and subsequently came to fly night fighters. The descriptions of the night fighter combat are interesting and intense, though it seems that the story of combat



told by each ace is very similar. Night fighting seems to have had sameness to it not found among day fighting.

In addition to the stories of the careers of these famous aces, each chapter contains photos; many candid from the pilots own collections as well as some illustrating types the pilot flew. The only thing I would have like to have seen in the book was color illustrations of each of the aircraft flown by the featured pilots.

I liked the book and can recommend it to anyone with even a slight interest in the subject. I can't tell you the retail price of the book, but if you want it, it would be a good reason to join the Military History Book club.



Dear Modelers:

This month will bring a little different format for the club meeting. To thank everyone for their hard work and time at the Regional, we will be having a pizza party. I have contacted Bearn's pizza across the street from the workshop and they have agreed to set up a buffet type pizza bash for us. The club will pay for the meal, just come and enjoy the fun. The meeting will be on July 18th, and will start at 7:00pm. Meet over at Bearn's and come hungry.

In this issue of the newsletter you will find point/counterpoint articles in regards to whether to have an invitational contest next year. Please take time to read the articles, think it over, and be prepared to vote on the issue this month. The theme for the next in-house contest will be, (are you sitting down), airliners. This was voted on in honor of Tony Schneider (our resident airline guy), who is undergoing some health problems. Tony, if you're reading this "This one's for you big guy". Tony, just know that we are all thinking of you and look forward to seeing you again real soon.

Things are a little quiet on the event schedule right now. The IPMS National in Virginia Beach will be at the end of July. Next comes Mastercon on Labor Day weekend, and the Cincinnati show on Sept 14. There will be a "smack down" contest going on involving a German Fokker D7. Anyone interested in entering, check with Tim Provonka.

It has been decided that the next club auction will be held during one of the winter months. We will keep you posted on this later. Also, it was voted on to hold our Oct. meeting in Lexington at the Air Museum located there. It is about time we go down there and support them. Every month they come up here and support us. Let's have a good turn out that month.

Don't forget the pizza bash this month, and the club cookout in Sept. Also, club elections will be coming up in December: if interested in serving as an officer, let us know. See you at the Pizza Party! Terry

The Pros of Holding an Invitational Next Year:

This article will be an attempt to put forth the positive aspects of having a show next year.

1. First and foremost, the need to maintain a continuity in our shows. It is my opinion, that we as a club should establish a niche in the schedule of events each year, and stick to it. People are creatures of habit, and will develop a habit of coming to our shows if we continue to provide a quality product.

2. The next show should be scheduled in the latter part of October 2003, thereby giving us approximately 15 months prep time. This time of the year will not be bothered by bad weather, other shows, and Holiday schedules.

3. After formulating a master outline of previous shows and how to put them on; the leg work on future shows should be reasonably minimal. David and I have put together a "bible" of how, what and who to contact to put on future shows. This will make any shows in the future much easier to plan and put on. There is no need to re-invent the wheel every year.

4. Maintenance of the yearly scheduled show helps keep the club focused and centered. The shows have brought the club together like I have never seen before. The club members come together to volunteer to help and worked as a group to assure success. This motivation has kept our club on the cutting edge and it has elevated our club to a higher level.

5. Continued yearly shows allows us to interact with other clubs in the region, vendors, participants, and maintain contact with venues, and others needed to put on a successful show. If we as a club wish to be considered as a player in Region IV, then we must lead by example and maintain the best damn show in the Region.

We cannot rest on our laurels and expect to be taken seriously as a leader in Region IV. There is an adage and it is that if you aren't leading the pack the view never changes. We must continue moving or we will be run over in life. Successful people set goals and challenges in their lives and work to achieve them, they are not satisfied to sit still and let life roll by. We cannot stand still; we must move on. We must strive to do better and we will succeed. We must seek new worlds to conquer.

We have seen what apathy, lethargy, and disinterest have done to other clubs across the Region. Several clubs in Kentucky have come and gone due to lack of interest and focus. We must guard against apathy. We cannot repeat the mistakes of these other clubs.

We welcome your comments and discussions on this topic. **Terry C. Hill**

To Show or Not To Show...that is the Question....

By J.R. (Uncle Daddy) Dietrich

Well my fellow club members we have just come off a great modeling cycle topped with a fantastic Regional show. What more could one ask? Our Regional was held at a premier site, top of the line vendors, a raffle to knock your socks off, fantastic entries, and, as I gather, a great time by all. All of this leads to the question of should we have a show again next year or should we wait and put on another show in 2004. Well I hope to convince the membership that a one-year lay off is to the club's benefit.

To begin, I must confess that this was a great Regional to follow up to our stunning Invitational in 2001. I have heard the argument, however, that it is important for MMCL to keep up with the "momentum" of the show. *Nonsense!* There is not such thing as "momentum". For example, we had a two-year lull between our show in 1999 and our 2001 Invitational and it was the most profitable and successful show that MMCL ever hosted. So much for momentum! You either have reputation for a good show or you don't and quite frankly, delaying a year has nothing to do with "momentum". Modelers and vendors remember where the action is regardless of whether there was a year lay off or not.

The second point to consider is the burden on club members, both in terms of time and money. I was glad to see the level of participation at our show by our own members, not only in attendance, but also in setting up the facility and tear down. Most of the work, however, is behind the scenes and requires a considerable investment of time. The show chairman is responsible for overseeing operations and picking up the slack when someone falls (this happens more then you think). The rest of the team is involved in searching for a site, negotiating prices, working with peripheral suppliers for tables and other items, searching for trophies, acquiring raffle donations, etc. Then on game day, these members can't enjoy the show as they are either stuck at their assigned post or can only get away to check out the vendors, entries, etc. for short periods. This is hardly an ideal situation for some of us that want to find the deals too. You also have to keep in mind that for the past several shows, it has always been the same people who have volunteered to do all of the above. Let me tell you from personal experience...it gets old!

In terms of monetary donations, our club has the most generous collection of modelers anywhere. Not only do they give kits freely for our auctions and raffles, they are also very liberal spenders at these same events. The club currently enjoys a very healthy treasury balance, a balance that most clubs can't dream of building. So why not lay off a year and let those generous people have a break! For the off year, why not have our annual club auction, which we could perhaps hold, off site? There are a number of club activities not related to the traditional show that we could hold for the benefit of our membership.

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Another consideration is the number of model shows that are held in our Regions. It has been said that a number of shows this year have been a financial bust for their hosts. I believe that some of these losses are directly attributed to the shows raffle, or lack of raffle, activity. By that I mean our club has always had a very successful raffle largely because of the size of our club and the historical generosity by certain givers. Not all clubs enjoy the base that we have. Manufacturers are not as generous as in years past simply because there are more and more shows which means more and more donations. Manufacturers are in the business of making money and while I'm sure they all have large advertising budgets, donations have dropped significantly over the years. This means that club membership must pick up the slack. While we are a very generous lot, sometimes you can "pass the hat" one too many times. In addition, by having shows every other year, I feel that there will be more modeling dollars available to satisfy everyone. Naturally, there would have to be mutual cooperation within the Region but that is something that our coordinator should be considering.

Finally, why not *take some time off*? Let the club enjoy a year without its members being tapped out for this or for that or attending monthly meetings loaded down with show duties. I know that those members that have done little or nothing still would like to have the opportunity to have a local show but I think by laying off a year it would make more members "hungry" to participate and do all the work that has to be done in order to make a profitable show for our club, the vendors, and the show participants.



The Fume Extractor...An Editorial By Mike Baskette

First things first, this newsletter came together under some wild circumstances. To begin with, I telephoned John Dietrich to request his promise article within minutes of him actually sending it to me already. Second, as if the kismet event above wasn't enough, his article title ends is coincidentally similar to the headline. It was a headline, which I had already laid down before ever reading his article. Therefore I left it as it was.

Enough of that, the current debate is more fun. On this issue of a 2003 show, we have seen representatives from both sides put forth argument on why it is or isn't a good idea. My position is pretty much decided if we circle about these same arguments at the upcoming meeting. However regardless of which option is taken, I plan on continuing giving the support at whatever level I'm able. I encourage the entire membership to avoid the "sour grapes" reaction to the decision should it not go your way. What ever happens, we're still all in the same club.

If we did vote to host a 2003 show, I will concede that the "Show Bible" and the 15 months gained by moving the date to October are decent support for why things might go easier than what some may be assuming. However, they are not reasons to have the show. I think the attitudes put forth as the consequences of not hosting a 2003 show in pro item #5 are exaggerated. I hardly think the club will sink to such lows should we take a break next year. The pros argue that "...we must lead by example...". The numbers of shows in our region have created a situation where the show calendar is plagued with mediocrity, and even shows ending in the red. Because of this, our regional coordinator has been trying to encourage regional clubs to consider biannual scheduling to give other venues a chance at success. So here is a chance to lead by example. Yes this article is biased, but after all it is an editorial.

AMPS Membership Information

The Armor Modeling and Preservation Society (AMPS) is an independent organization dedicated to serving those interested in the modeling of armor and military models. *Boresight* is the official publication of AMPS and features articles that are submitted by its members.

Membership in the Society is for a one-year period. Membership includes a one-year subscription to *Boresight* and voting rights at the annual meeting, among other privileges. *Boresight* is published six-times per year and mailed for members using Third Class Bulk mail in the U.S. and Printed Matter rates for all foreign members.

Membership rates: \$20.00 U.S.; Canada: \$25.00; All Others: \$25.00 surface; \$35.00 airmail. All payments must be in U.S. funds, by check or money order. All foreign payments must be made by bank draft or money order drawn on a U.S. bank. Sorry, but credit cards can not be accepted. Membership begins with the first issue after the membership application is received.

Send your membership dues, along with name and address information, to:

AMPS
Membership Department
PO Box 331,
Darlington, MD 21034

IPMS/USA NEW MEMBER APPLICATION	
IPMS No.: _____ (leave blank)	Name: _____ FIRST M. LAST
Address: _____ _____	
City: _____	State: _____ Zip: _____
Signature (required by PO): _____	
<input type="checkbox"/> Adult: \$21	<input type="checkbox"/> Junior (17 years old or younger): \$9
<input type="checkbox"/> Trade Member: \$21	<input type="checkbox"/> Canada & Mexico: \$25
<input type="checkbox"/> Family (Adult dues + \$5, one set magazines, # of membership cards required: _____)	<input type="checkbox"/> Other Foreign: \$28
<input type="checkbox"/> If recommended by an IPMS member, list his/her name and member number	_____ (name) _____ (IPMS#)
IPMS/USA	P.O. Box: 2475
Check out our web page: www.ipmsusa.org	North Canton, OH 44720-2475

TACTICAL NOTES

The Newsletter of the Military Modeler's Club of Louisville, Inc. August 2002

Club Motto: Here we go again! Website: www.mmcl.org
Next Meeting: Thursday, August 15th @ 7:00pm

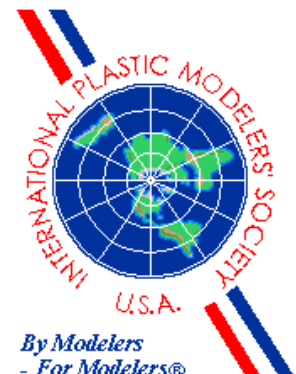


All Quiet on the Modeling Front

Whether it is the summer heat or family activities, modeling efforts seem to be approaching the typical seasonal low. Experts disagree on the root causes, but all can attest to the slowed output and general lack of interest once the dog days of summer set in. Of course this phenomenon holds true with all productive activity and is not limited to strictly modeling. Hopefully the MMCL will be on the fast track to recovery in the coming months as the fall season pushes many of us back indoors.



The Largest Traveling Hobby Shop!! The 2002 IPMS Nationals Vendor Room.





Dear Modelers:

Welcome to the doldrums of summer. August usually marks the end of the summer and the start of school for many of the parents in the club. I know that for many of you thoughts must now turn to the preparation of your kids for another school year. Let's not forget that we have a meeting coming up on the 15th of the month.

By the time that the meeting gets here, some of the club members will have been to the IPMS National, and will have reports on the show and convention. I think that David Knights, Alex, and I are going, as well as some others. We will probably have quite a bit to tell everyone. Don't forget, September will bring the club cookout, the airliner contest, and further discussion of the next show. The consensus is at this time that we will hold the show in Shepherdsville on the 25th of Oct. 2003. We would like to arrange a club swap meet, and mini, in-house contest for Lexington perhaps next year. We will be talking with the guys in Lexington about this more in the near future.

Speaking of the Lexington boys, we will be holding the October meeting in Lexington and will have a guest speaker. He is a former member of the fighter group called the blue nosers. This should be a great meeting, so everyone try to get there.

There will be plenty of shows and other activities coming up over the next several months. Mastercon in St. Louis, Labor Day weekend, Cincinnati show in Sept and the Chicago figure show in Oct. For those of you looking for a great time, any one of these will be great. Try to make Cincy, or Chicago

All those who missed the pizza party last meeting really missed a great time. The pizzas were good with plenty of it, the cokes were cold, the beer was cold, and the friendship was special. It was David and my way of saying thank you to all who helped make the Regional so successful. We voted to have another contest next Oct. and we have already got the ball rolling on it. Don't worry, we won't wear you out with the nuts and bolts operations of the show, but will report on what progress has been made. Alex Restrepo has volunteered to be show chair, and I will work with him very closely. Keep you posted. Keep in mind that this December will bring club elections. If you don't like the way the club is running, run for office. If you think you have new ideas for the club, run for office. If you are tired of seeing my sorry face at the meetings, run for office, finally if you can do a better job with anything in the club, run for office. I am inclined to think that I will run for office again, but things can change. Let us know by November if you intend to run.

This month I will go over the club cook out routine for those who are new to it. Every year the food is great, the meeting is loose, and the fun is abundant. We hope to have a big turnout this year, so plan to be there. Well guys, I will see you at the meeting on the 15th. Can't wait for the Nationals, and to tell you all about it. See you then.

Terry



The Fume Extractor... *An Editorial By Mike Baskette*

Ah yes, the summer heat... It seems like I can't get anything done. Well, at least on the modeling front that is. The militaria business seems to be booming. My friend Toomas is back in Tallinn this summer on a four month buying blitz. The net of which has turned my basement into nothing short of a quartermaster's depot. Hopefully when he returns at the end of summer we can start to move this stuff.

I'm sure some of you out there are wondering about my annual cookout in Lexington this year. Due to the excessive heat this summer, I've been putting it off in hopes of finding a more pleasant weekend to have it. Anyone who has been to a major modeling event knows that there is nothing quite like a room full of sweaty modelers. What I am considering at this point is to put together something in conjunction with the October meeting in Lexington. A free meal might provided a bit more motivation for the Louisville ranks to make the trip up, and be during a cooler time of the year for everyone's enjoyment. I'll bring it up at the meeting and we can see if it looks like a match at that time.

Almost forgot, I have been doing some modeling after all... only it's Dietrich's stuff and not my own. I tell you, you try to help a guy out and all of a sudden you're labeled his "boy". Due to an unfortunate string of crappy kits, everyone's favorite Uncle has needed some assistance in recent weeks. I've been recasting some parts to replace those missing from one kit and those poorly cast in another. This should count for something.



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A beautiful 1/72 Scale Vindicator at this year's 2002 IPMS Nationals. This was as beautiful model as I have ever seen.



By: Tom Romanowski

Leave it to the French...

By now a lot of you know who I am and where I came from. My favorite modeling subject is WWII. I grew up around people who fought on the eastern front, flew in the Battle of Britain, defended Tobruk, and captured the Monte Cassino. It shouldn't be hard to understand why any plane with a red and white checkerboard or a vehicle with a white eagle is very special to me.

A lot of books and publications expertly avoid explaining the first year of the war. All one can learn is that Poland fell in two weeks (even though the last combat unit did not surrender till the 6th of October), and that the brave French did their best to stop the Germans. By the way, why are some people making us look stupid with Polack jokes, when they themselves can not figure out that in any calendar, even ancient Egyptian, 36 days is not 2 weeks?

Anyway... you can understand my excitement when I noticed two "Armes Militaria" magazines that were devoted to the Polish Campaign. The only problem... they were written entirely in French. Months went by and all I could do was enjoy the pictures. Then I came across a fairly new magazine on the market "Militaria i Fakty". For those of you who do not speak Polish it translates to "Militaria and Facts". Surprise, surprise.. guess what is reviewed in this years first issue? Yes sir, you are correct! It is "Armes Militaria" #37 and #40. The very same ones I have. The review is done by Tom Basarabowicz (don't try to pronounce it).



I'm not a history expert and I will be the first one to admit that I am very, very far from being one, but after reading Tom's review I was very disappointed with Mr. Buffetaut and Mr. Restayn, the French historians who wrote and illustrated #37 and #40 of "Armes Militaria". I was a little skeptic of Tom's comments, so I spent a few evenings on the internet at www.systrans.com translating certain parts of the French magazines. Tom did not lie. I came to the conclusion that instead of "Armes Militaria" the magazine should be called "History according to two French guys in tight bicycle shorts". Those darn French, a bunch of rifle droppers. I can understand if someone does not know the difference between TK-3 and TKS, or PF508 from PF621, but how the heck can they confuse a tank with a tractor pulling a trailer? That is like confusing my ford Ranger with a semi tractor trailer. Mr. Buffetaut creates armies that did not exist and Mr. Restayn paints them on the maps. But that is not the worst. The worst is in #40. Mr. Buffetaut comes out with a few pictures of people (including Jews) standing by the bus and claims that they are being fed by the compassionate German army. Now, lets think about that for a while. I have nothing against the Jews, but I am sure that the Germans did. Then, when describing the Soviet invasion on Poland, he states that "Russians - as brother Slavs - were welcomed with open arms." After reading that statement I had enough. I think Mr. Buffetaut confused the Soviet invasion on Poland with a German attack on France. Maybe his grandpa shared a tear of joy when the Germans marched through Paris, but others did not enjoy being sent to gulags in Siberia or being shot in the back of the head by the NKVD.

So in conclusion I must say that I am very disappointed with "Armes Militaria". I will never look at that magazine without thinking about the "good work" done by comrade Buffetaut and comrade Restayn and what other monkey business those two are up to these days.

Radio Free Pewee Valley

(The Truth Will Set You Free!)

Friday's line-up

12:00-2:00 am...Let's Talk Astronomy

Tonight's topics include Telescope Envy and Choosing Electric Socks

2:00-3:00 am...Insomniac Hour

Topic: Are you sure your sump pump will work once you've gone to bed?

3:00-5:00 am...Dead Air

5:00-7:00 am...House Keeping for the Compulsive (featuring that damn cat)

Topic: Robust carpets that withstand daily vacuuming

7:00am-12:00 pm... Jammin' to the Oldies, with "Howlin' Uncle Wolfman"

12:00-1:00pm...Lunch with the Uncle (Live Broadcast from Hooter's)

Roving commentary and mindless chit-chat with voluptuous young table servers

1:00-4:00pm... More Jammin' to the Oldies with "DJ the DJ"

4:00-5:00pm... Pushing the Envelope; The FCC and Your Rights

5:00-6:00pm... Shark's Den; Billiards for the Serious Sportsman

Special Guest: Vinnie "Eight-Ball" Patronoli from Louisville's "Bait Shop"

Topic: The flaw in trying to win your money back with a \$200 pool cue.

6:00-6:01 pm... A minute for modeling, with the Uncle and his latest "really nice kit"

6:01-9:00 pm... Hammin' it up, with John and Rick

Listen in as our bosom buddies "dog cuss" folks from the Four Corners of the globe

9:00-11:00 pm... As the World Scorns (Radio drama by the Pewee Valley Players) This weeks pivotal episode answers the mystery "Who Shat J.R.?"

11:00 pm –12:00 am... Pint, Puff, and Pontificate

A beer'n smoke with the Uncle as he tells how things used to & ought to be!

Resin From Finland? JS-Models Conversions... *Mike Baskette*

About three months ago, I caught wind of JS-Models via the Missing Links web site. After finding a mail order source, I decided to purchase a pair of turrets representing two of the many T34 variants produced during the war.

JS26 T-34 m 1941 STZ **JS27 T-34 m 1940 HPZ**

In about 10 days, I received my order and was truly pleased with the products. Both turrets were well cast and highly accurate. The kits include not only the turrets and associated hatches etc., but hull conversion parts are also included. These consist of the MG mount, drivers hatch, and the rear hull parts needed to backdate the Tamiya T34 hull to the 1940/41 type. The turrets are solid cast with a recess under the main hatch for a crew figure. Most of the remaining parts are cast in open faced molds which leads me to my only low mark for these kits.

The rear hull plate, with the early rectangular access hatch, is cast in this manner. The detail side of this molding is very good. Because it was cast open face, however, the backside is raw resin, which varies greatly in thickness. This part will have to be sanded heavily to get it flat enough to mate with the Tamiya hull. Doing this and maintaining a uniform thickness in the finished part will be most difficult



Despite this shortcoming, the kits should prove useful to T-34 fans. Worth noting is that the HPZ Model 1940 turret is the only welded model 1940 turret currently on the market to my knowledge.

JS Models (**J**armo Lindgren and **S**ampo Mikkola) have taken it upon themselves to offer modelers some really great products. I recommend purchasing these or any of the other JS-Models products through the web store found at:

<http://www.kolumbus.fi/martti.kuivalainen/engindex.html>

Martti Kuivalainen operates a hobby shop in Finland, which takes VISA, making the international purchase as easy as any other. The web site has no secure ordering so I recommend you FAX your card information. Dealing with Martti was a breeze. I FAXed my order with a request to confirm by E-mail, which he promptly did.

Modeling Note: Modeler's choosing to take advantage of these turrets need to be aware that they represent specific Finnish captured vehicles now in the Parloa collection. The roof periscopes, as molded, are Finnish modified. Check your references to determine the original Soviet configuration for each model.

MILITARY MODELERS CLUB OF LOUISVILLE

Membership Information

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone: () _____ E-Mail: _____

Birthdate: _____

Benefits of membership include:

- * Club Workshop available to all members
- * Subscription to the club newsletter "Tactical Notes"
- * Club Library
- * Quarterly in-house model competitions
- * Learn from fellow modelers
- * Yearly invitational show

Adult membership \$10.00 Youth Membership (age 15 & under) \$4.00

Meetings held Third Thursday of month at 7:00 PM in club workshop located at 114 Fairfax Ave. Please use rear entrance.

Please mail this form along with a check to (or bring to club meeting with cash/check)

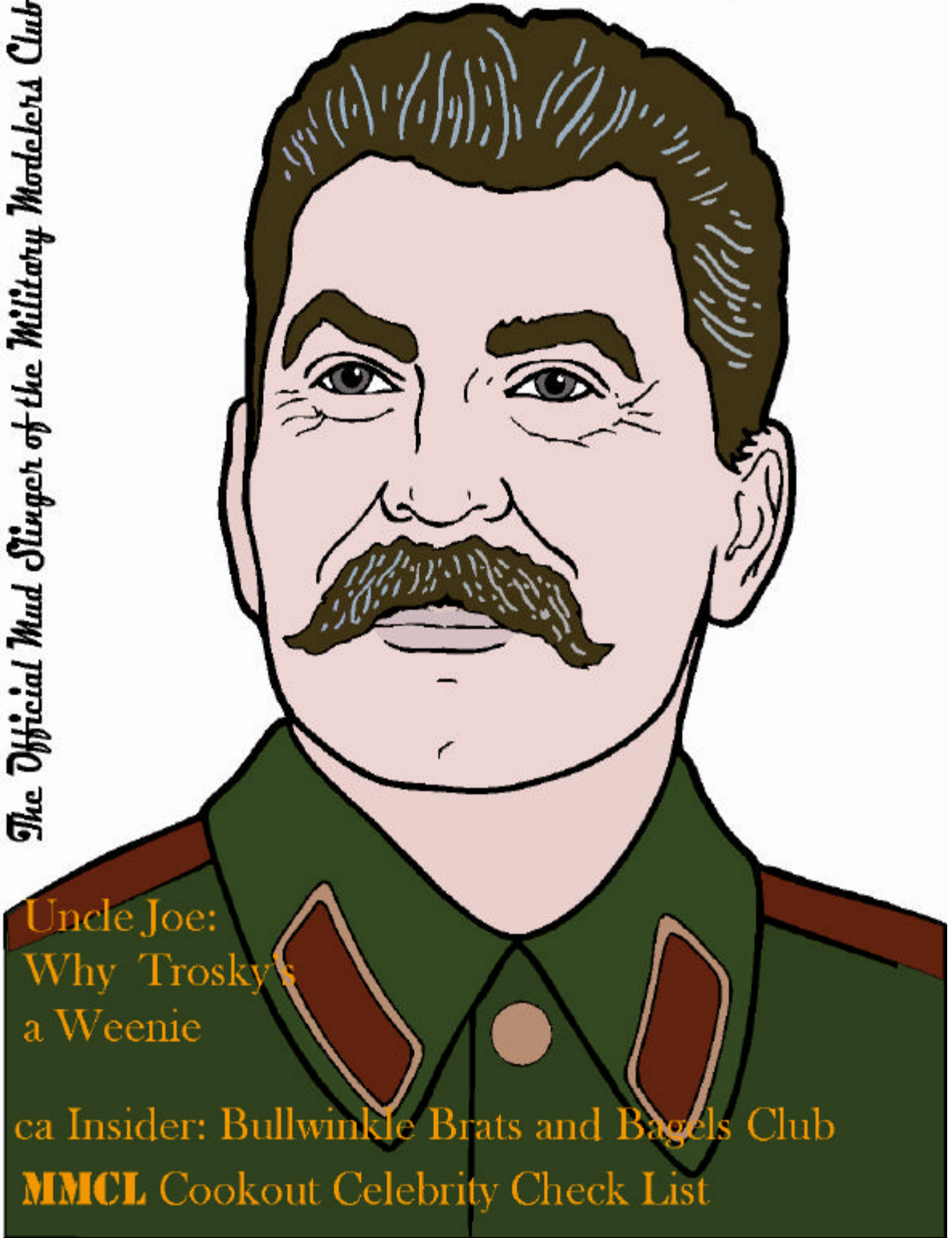
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TACTICAL NOTES

The Official Mud Singer of the Military Modelers Club of Louisville

cigar
aficionado



Uncle Joe:
Why Trosky's
a Weenie

ca Insider: Bullwinkle Brats and Bagels Club

MMCL Cookout Celebrity Check List

Vital Club Info.

Next Meeting: Saturday, September 21st 12:00 Noon



Theme: Club Cookout

Official Club Web Site: www.mmcl.org

Club Motto: We pander to the fringe modeler!

This informational feature brought to you by
RADIO FREE PEWEE VALLEY
WJRD



Dear Fellow Modelers:

This month will bring the great MMCL cookout. It will be held on Saturday Sept. 21, and will begin at 12:00 noon. This means that there will be NO Thursday night meeting, the meeting will be part of the cookout. In addition to the cookout, there will be the airliner contest, a brief business meeting, and a good time for all. Remember, please bring a covered dish in sufficient quantity to feed around 30-35 people. Things such as baked beans, slaw, pasta salads, and other such food types are needed. Cookies, cakes, etc. can also be useful. The meat and the drinks will be provided by the club. Don't forget the date change and the time for the cookout.

This month will bring the airliner contest in honor of Tony Schneider. I hope Tony will be feeling well enough for him to be at the meeting. Let's hope that we have a lot of entries for this contest. The next theme for our December contest will be 1/72 scale armor. It doesn't matter what nationality, just in 1/72nd scale. This should prove to be an interesting contest. Don't forget the Fokker D7 smack-down in Nov. As you can see, there is a lot of contests and things going on in the upcoming months.

Speaking of the upcoming months, the Oct. meeting will be held on Saturday Oct. 19th, and will be held in Lexington. The meeting will be preceded by a cookout at Mike Baskette's house. For those who have not been in attendance at Mike's past cookouts, you've missed out on a lot of fun. There will be more information on Mike's in the next newsletter. The meeting will be held at the KY Air Museum and will feature guest speakers.

Don't forget that Sept 14. is the Cincinnati Show, Oct will bring the Dayton show, and the Chicago figure show, and there are other shows looming on the horizon. For those of you who like to hit the road, there is plenty of opportunities in the near future for you to travel. I hope to see everyone at the cookout in Sept. Until then, keep on modeling, and stay safe. Terry

The iron cavalry...A Book Review by Rob Schneider, (Eastern Bloc)

If you have an interest in the history and development of armored fighting vehicles, "The Iron Cavalry" by Ralph Zumbro should be on your reading list. The book traces the history of fighting vehicles and armored warfare from the ancient Egyptian battle of Kadesh to modern times and even "What-ifs" the near future. Zumbro has selected events from history, which played a role in the development of armored warfare.

Using historical documents, including eyewitness reports where possible, the book considers elements such as ancient chariots, the development of artillery and the possible use of chemical weapons at Agincourt, (the yew tree from which the English longbows were made also produces a rather nasty nerve toxin), to the war wagons of Jan Zizka used during the Crusades in eastern Europe. From more recent times, Zumbro cites some of the lesser known events in World Wars I & II, such as the use of tanks and especially Rolls Royce armored cars by the British in North Africa in WWI and the relatively unknown battle of Nomonhan in Mongolia, (Georgi Zhukov of later fame wiped out a Japanese Army with BT 5 fast tanks and OT130 flame-thrower tanks in August of 1939), the very successful use of tanks by the Japanese in their campaign in Malaya, and the Russian employment of several thousand Lend-Lease Sherman tanks. Several tankers share their experiences from the Korea and Viet Nam. In fact the author served in the 69th Armor in Viet Nam, (and wrote another very readable book, "Tank Sergeant" about that experience).

Much of the book is drawn from articles and reports in "The Cavalry Journal" which became "Armor" magazine. The author's experience as a tanker gives him a definite advantage over many military historians, since he has "been there and done that". I enjoyed the book and would recommend it highly.



1/48 MC-200 at the IPMS Nationals

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The Fume Extractor...An Editorial By Mike Baskette

Setting modeling aside for a moment and interesting tale has happened by me that I thought I'd share. It begins with the contents of one of the scores of boxes that my friend Toomas has mailed me from Tallinn, Estonia during his summer militaria-buying blitz. From time to time to make life interesting, Toomas will stowaway a bottle of local spirits as a small bonus. In one recent box was a ½ liter bottle of beer bearing the name Tehumardi, named for a small hamlet on Estonia's island of Saaremaa. Contents aside, the bottle's label was most interesting. Under the name was the image of a shattered helmet bearing a Soviet star and a stylized representation of a Russian socket bayonet. Above the name was a mass of caricatures depicting Red Army and Nazi soldiers engaged in furious fisticuffs. Their various shoutings and cries represented as flying Soviet stars and swastikas. Pretty bold for a beer label I thought... So what is this story of Tehumardi?

Sometime in October of 1944, reconnaissance force comprised of Red Army troops of an ethnic Estonian unit crossed over to the Island of Saaremaa under the cover of darkness. Thinking they had landed well south of the German defenders, they proceeded south along a rural lane to eventually link up with a force approaching from that direction.

Unknown to this Red Army force, elements of the 20th Waffen Grenadier division, also ethnic Estonian, was south of their landing point. These grenadiers were proceeding in their direction in retreat of the impending Soviet assault on the island. In the dark of night, these two forces met on the road at Tehumardi. Because the Soviet force thought they had met their link up, and because the Nazi's thought it was their reinforcements, the units closed to less than 50 feet before true identities were established. A horrific melee quickly erupted, resulting in wholesale slaughter on both sides of medieval proportion.



While death struggles such as this were commonplace on the Eastern Front, the battle at Tehumardi is unique. It stands as a tragic paradox of Estonians killing Estonians in a war that the world brought to their doorstep. This is much like the brother on brother stories of our own Civil War, but a battle immortalized on a beer label? Still, it seemed unusual to me. Surely there was something more worthy to brand a beer than the self-induced genocide of your countrymen. Then it all came together. This beer is an 8% brew and the only other word in the name that I can translate is "kange" which means strong, harsh, hard, potent, etc. Once I had finished consuming the contents of this single bottle, it became obvious that a couple more of these boys would have your head feeling much like that shattered helmet on the label. Finally, all of this was making sense.



IPMS National Conventions: A Day at the Beach (Virginia that is)... *Show Report By David Knights*

The biggest week in modeling in the USA occurred recently in Virginia Beach, VA on July 31-August 3, 2002. The IPMS National convention was held in Virginia Beach, the site of the 1996 convention. Having attended the 1996 convention, and considering it the best of the 10 or 11 nationals I have attended, I was anxious to attend this year's event. Not to spoil the suspense, but I was not disappointed. Because I recently started a new job, I was limited in the amount of time I was able to take off to attend this year's event. I flew into Norfolk on the morning of Thursday August 1st and flew out on Friday August 2nd. Thus I was able to spend two full days attending the convention. It was indeed two FULL days.

Several MMCL members attended this year's event. When I arrived on Thursday morning, after picking up my rental car, I drove straight to the venue for the convention. It was in the same site as the 1996 site. On the way, I used my cell phone to call our president, Dr. Terry Hill, who I knew had come in on Tuesday. As you would expect, I reached Terry at the convention site, where he was eagerly scoping out the vendors areas and snapping up the early deals. Terry was also busy accepting phone orders from MMCL members who could not attend.

After meeting Terry, we proceeded directly to the vendor area where money immediately began to fly out of my wallet at a fantastic rate. I was able to pick up 2 kits and a large supply of resin accessories, photo-etch and reference. I was able to pick up Bret Green's new book on the Me-262, which I had been anxiously awaiting as well as the latest issues of Scale Aircraft Modeling & Scale Aircraft Modeler International. I was able to speak with the editors of both of the aforementioned

magazines and enjoyed their take on modeling in general and on the US modeling scene.

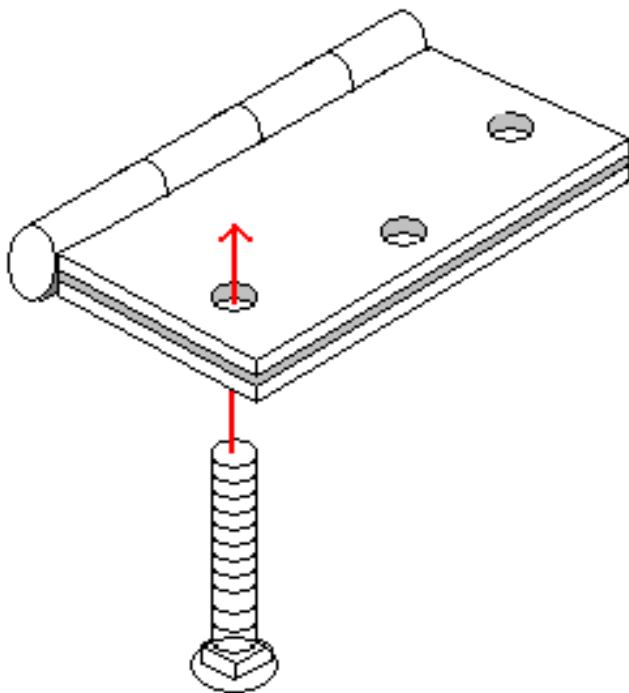
It goes without saying that the models entered were great. Since I left on Friday, I didn't get to see everything that was entered, but what I did see was of the highest quality. I've included a few pictures with this report to give you some idea of the models entered.

Over the last few Nationals I've attended, I have found that the seminars that are usually offered by the host chapter free of charge, have been an excellent source of modeling knowledge. This year I was able to attend two such seminars. The first was hosted by Dave Klaus and was on decals, and the second was on "What judges look for" and was hosted by the IPMS national judges. Both were excellent, and learned a lot.

I rank this National as the second or third best I've ever been to. If you haven't been to one, you should consider attending the one next year in Oklahoma City. Obviously this doesn't have the attraction that Virginia Beach had as far as location goes, but my wife tells me that OKC is a great place. I plan to be there. I would love to see MMCL have even more than the 10 or so members we had at Virginia Beach. See you there!!!!

Poor Man's PE Bender

OK all you cheap asses out there. Balking at shelling out the big bucks for a Hold N' Fold? Don't use enough PE to justify the expenditure? Cruised by this on the Missing Links web forum and thought I'd pass it along. You know...this might just work!



PE Bender

Use a 4" door hinge whose complete face closes together.

Insert carriage bolts in the outermost holes. Use wingnuts to tighten and loosen the hinge halves.

Insert the PE into the hinge and clamp with the wingnuts. Bend the PE up by pressing onto a hard surface, etc. Don't hammer the PE it as this will dent it.

Loosen wingnuts to remove the bent PE.

Image borrowed from a discussion group posting on Missing Links

MISSING!!!!!!!!!!

The photo-etch bender that the club has purchased for use at the workshop has gone missing. The officers assume that a club member accidentally took it home. Please check your workshops at home and in your toolboxes to see if you might have it. If you do, please return it to the shop. Thanks!!

The MMCL Officers.

Nominations

The club will be holding nominations for the officer positions at the November meeting. Please consider running for a post. Having new members get involved is essential in order to keep the club growing. While there is a lot of hard work involved, the rewards are great. The pay is non-existent, but the praise of modelers everywhere is worth more than all the money in the world!!! We need people to run for President, Secretary (please!!!) Vice President, Treasurer and Member-at-Large.

NAME TAGS

Attention!! All members who need new nametags please contact David Knights at loulaw@aol.com or call 494-3910. A new order will be placed soon. The club officers would like to see members wearing their nametags to meetings and contests, so get yours if you don't have one.

Thanks, David

INFORMATION NEEDED!!!!

Information needed: All information on Type VII U -boats. Particularly, detail photographs and drawings. Contact: David M. Knights loulaw@aol.com or dknights@fmlaw.com

TAKTISCHE AMNERKUNGEN

The Official Newsletter of the Military Modelers Club of Louisville



On tour with the MMCL:
Members travel to the Eastern Front

Oktoberfest

Baskette's Beer n' Brats Fest

Vital Club Info.

Next Meeting: Saturday, October 19th (See Terry's Column for Scheduling)

Theme: Baskette's Cookout & Lexington Traveling Meeting

Official Club Web Site: www.mmcl.org

Club Motto: Free Food?... Count me in!

**This informational feature brought to you by
RADIO FREE PEWEE VALLEY
WJRD**



Dear Fellow Modelers:

This month will bring a little different meeting format. This month we will be holding the meeting in Lexington at the Ky. Air Museum located at the Bluegrass Field in Lexington. This is located across from Keenland Race track off US60 and Man-o-War Blvd. This is just west of the beltway around Lexington, and is an easy drive from Louisville. The meeting will feature a tour of the museum, and a guest speaker. The guest speaker is a WWII veteran who was a member of the 352nd Fighter Group "The Blue Noses" and it should be a great talk. If you have a copy of the Osprey book on the 352nd, you might want to bring it along and get it autographed by one of the members.

Mike Baskette stated at the last meeting that he was going to host his annual cookout the same day as the meeting in Lexington; Oct. 19. Mike will start the cookout around 1:00 and then those who attend the cookout can go to the meeting, which is due to start at 5:00. I am assuming Mike will include additional information about the location and the cookout later in this newsletter. He will probably need some type of head count in order to have enough food and drink. If you intend to go, let him know.

We will have a brief business meeting, a raffle, and the guest speaker at the meeting. This should be a great time, the weather should be just right, and the talk will be worth the ride. Do not forget, no meeting on Thursday the 17th, the meeting is on Saturday Oct. 19. The club elections are coming up and if you have thought about being an officer, let us know. At this time, I am unsure as to whether I will run for President again. It has been 4 years, and perhaps it's time for a change. I will decide before the Nov. meeting and let you know.

For those of you who missed the club cookout last month, you missed a great time. The food was great, and the crowd seemed to have a good time. Tony Schneider stopped by and it was good to see him. We wish him well in his on-going fight with health problems. Another long time club member and a terrific modeler has taken ill. Richard Mitchell has been battling lung cancer, and we are all

praying for him and his family. We hope to see Rich at one of the meetings real soon. If you have a chance, send him a card wishing him well. Rich, if there is anything we can do for you let us know. Well, see you on the 19th in Lexington. Terry

The Dayton Model Contest...David Knights

On October 5th, 2002 I attended the Dayton model show with several other MMCL members. This was the first time in several years that I had attended the Dayton show. The show had 360 models entered. I do not know the number of people who entered or attended.

Several of the MMCL members who attended won awards. Tom Romanowski won 1 first place awards, 1 second place awards and Best ship. Our vice-president, "Skippy" won a second place award for his slightly less than finished Orion. Several of our Lexington members also attended and entered. I did not get the tally of their awards.

The show in general was better than I remember from years past. The site was easy to get to and close to the US Air Force Museum. Unfortunately, the model room was poorly lit which makes viewing the models difficult. As at previous Dayton shows, there were not a lot of vendors. I would venture to say that there were half as many vendor tables than at the recent Cincinnati show. Given the good location of Dayton in our Region and the attraction of the Museum, I do not understand this.

The main attraction of the Dayton show is the U.S. Air Force Museum. Unfortunately, the Museum was partially closed due to the ongoing expansion. The Museum is adding a third and fourth building which will double the display space. I was disappointed at not being able to see the entire museum. However, I was able to see and photograph the Me-262, which had been moved into the modern flight building during the renovation.

It is my understanding that Dayton is going to a once every two year schedule for their show. I can't wait for the next show two years from now.

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Program Notes and Museum Attractions for 19 October meeting

The museum closes at 5 PM, and the meeting will start as soon as possible after that, when the last of the museum visitors have been (gently!) shooed out.

Former 352nd Fighter Group pilot Bobby Dodd has promised to arrive at the museum at 5:30 PM to talk for a few minutes about his experiences flying P-51 Mustangs with the [Bluenosers](#), one of the most famous fighter groups in the WWII 8th AF. Bobby flew with the group from July 1944 till VE Day. Be sure to bring any 8th AF or 352nd FG books if you want his autograph.

There **WILL** be a raffle! The items to be raffled off will be donated by members of the MMCL Eastern Bloc and will include a copy of the recent Osprey title by Tom Ivie on the 352nd FG. A color side plate and photo of Bobby's aircraft is included in this book. Proceeds from the raffle will be donated to the museum.

There will be a small display of models of 352nd FG aircraft on hand for the meeting. If you have any such models in your collection, please bring them with you!

Several of the museum's docents have expressed an interest in attending the meeting to hear Bobby speak. If his schedule permits, museum director Col. Steve Parker will also attend. Don't act too surprised if he makes a few suggestions for potential modeling projects for the museum. The museum was very appreciative of this summer's MMCL model exhibit on the Battle of Midway, and would like to encourage future cooperation.

On 20 September, the museum received its newest aircraft, an AH-1F Cobra attack helicopter. It's the most complete of any of the ex-military aircraft we've received, with full cockpit instrumentation, engine and transmission. The only visible evidence that it's been retired from active duty is that the gun barrels have been welded shut.

Another recent acquisition is the Sisu sailplane. Of all metal construction, only ten production aircraft were built, but three different pilots used a Sisu to capture the US National Soaring Championships during the 1960s. A Sisu was the first sailplane in the world to soar for a distance of more than 1000 kilometers. The design was nominated for consideration as one of the 100 most important aircraft of the first 100 years of flight.

Another aircraft that warrants attention is the 1929 TravelAir D4D. One of only about six built, this aircraft was used for promotional skywriting for Pepsi for almost 20 years beginning in the early 1930s. For their 75th anniversary, Pepsi re-acquired the aircraft and it was flown for another 20 years. Pepsi has

now donated this aircraft to the Air and Space Museum and it is on loan to the AMK until early 2003. Air and Space will soon reclaim it and plan to hang it in their new building at Dulles, which is scheduled to open in December 2003. This is practically your last chance to see and photograph this aircraft while it's sitting at ground level.

And don't fail to examine the Lockheed Model 12A Electra Junior. This aircraft was used as a spy plane in the summer of 1939 and was the last British civilian aircraft to leave Berlin before the start of WWII in Europe. Later, it appeared in several movies, and was recently the subject of a 1/72nd scale kit produced by the Czech firm MPM.

Directions from Louisville to the Aviation Museum of Kentucky

- (1) Take I-64 east bound to the second Frankfort exit, which is US 60.
- (2) Turn right on US 60, which is a four lane highway, but with a **well patrolled 55 mph speed limit!** You're now headed toward Versailles, about ten miles away.
- (3) Approaching Versailles, remain on the four lane road, which is now the US 60 Bypass of downtown Versailles. The Bypass bends away to the left, while the smaller US60 Business continues straight ahead and becomes Main Street.
- (4) At the end of the Bypass, make a left turn toward Lexington. This is once again US 60, which is still a four lane highway, and with a 55 mph speed limit as soon as you leave the Versailles city limits.
- (5) After about ten miles, you'll pass the main entrance to Keeneland on your left, and the airport will be across the road on your right.
- (6) Make a right at the next light, on to Man-o-War Blvd.
- (7) Do **NOT** turn at the first light, as this will take you to the terminal. Go through this light and make the NEXT right turn (no traffic light) on to Airport Road.
- (8) As you drive down this road, you'll see the AMK hangar on your right. It has **Aviation Museum of Kentucky** in large blue letters on the front of it. Make a right turn on to Hangar Drive. The black iron gates leading into the museum's parking lot are at the top of the hill, just as Hangar Drive makes a left turn.

If you're coming from Mike's house in Lexington, start with (5) above, but make a LEFT turn on to Man-o-War.

IMPORTANT NOTE

Keeneland's three week autumn racing program will be in full stride. Traffic in this area will be heavy! As you approach the area (coming from Louisville) make SURE that you get in the right lane, as you'll soon be making a right turn on to Man-o-War. If any of you would like to feed the ponies some of your

hard-earned modeling money, I can highly recommend the place. There should be plenty of time to pig out at Mike's house and still see a few races before the meeting starts. However, call me or send me an email note and I'll provide directions for reaching the rear parking lots, which are USUALLY faster to get in to and out of than the main lots up front. And no, I don't have any hot tips for wagering purposes....

Dennis E. Sparks
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The Fume Extractor...*An Editorial By Mike Baskette*

October's meeting should be a blast. Once again we have paired my annual cookout with a special event hosted by our Lexington members and the Aviation Museum of Kentucky. Hopefully the weather will cooperate and turnout will be high. On my end, I just got my display room all cleaned up for viewing and the OstFront inventory will be accessible to curious parties as well. For those of you who plan on attending, feel free to arrive around noon if you like. Terry mentioned 1:00pm (probably to allow for normal Saturday shop hours in Louisville), but if you want to come out a little earlier that will be fine.

Our evening activities should also be entertaining as well. Once again, we have the opportunity to hear from a WWII fighter pilot.

Personally, I love listening to these guys. Thanks go to the Lexington guys and the Aviation Museum of Kentucky for setting this up. I'll see you all on Saturday!!



Directions to Mike's House

Follow the Directions provided by Dennis Sparks, but do not turn right onto Man'O War Blvd from US60. Continue straight on US60 at this intersection and proceed into Lexington. You will pass under New Circle Road. At the 4th light after New Circle Road (at Cardinal Hill Rehab Hospital) make a right on to Mason Headley Road. This is my street and the house is 922 on the right.

Come and drink Mike's Beer!!!!!!!!!!!!!!!!!!!!!!

MISSING!!!!!!!!!!

The photo-etch bender that the club has purchased for use at the workshop has gone missing. The officers assume that a club member accidentally took it home. Please check your workshops at home and in your toolboxes to see if you might have it. If you do, please return it to the shop. Thanks!!

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Thanks, David

INFORMATION NEEDED!!!!

Information needed: All information on Type VII U -boats. Particularly, detail photographs and drawings. Contact: David M. Knights loulaw@aol.com or dknights@fmblaw.com

TACTICAL NOTES

The Official Newsletter of the Military Modelers Club of Louisville

MARTHA
STEWART

Living



**Watch Chef "W" Roast
a Thanksgiving Turkey**

**Martha & Wynonna:
Color Coordinating Ajoining Cells**

MMCL Nomination Night "Show Up or Get Elected!"

Vital Club Info.

Next Meeting: November 21st, 2002

Theme: Club Officer Nominations and Bad Tie Night

Official Club Web Site: www.mmcl.org

Club Motto: "I respectfully decline"

**This informational feature brought to you by
RADIO FREE PEWEE VALLEY
WJRD**



Dear Fellow Modelers:

This month brings a lot of activity at the meeting. We will be taking nominations for club officers. If you would like to run for, or know someone who would like to serve as an officer: be sure to be at the meeting and voice your intent. There will be the "Fokker D7" smack down this month. You will have the opportunity to vote for the best. If you are working on a Fokker, be sure to finish it, and have it at the meeting. There will be a raffle, and a show and tell at the meeting.

Speaking of meetings; the Oct. meeting in Lexington was a great success. There were approximately 16-18 members in attendance and we were rewarded with a great talk by Bobby Dodd. Dodd was a WWII P-51 fighter pilot with the 352nd Fighter Squadron (Blue Nose Bastards of Bodney). We thank him for his great talk, the kind willingness to give of his time on a rainy Saturday evening, and all he did for our country during WWII. The guys at the air museum did a great job of hosting the meeting and we had a terrific raffle there. I want to thank Mike Baskette for once again opening his home and hosting the cookout. Those who were there had a great meal, great things to look at, and a great group of guys in attendance. Thank you very much Mike and Robin.

According to Alex, we have been put on the Region 4 schedule for our contest next year. The date is set (Oct 25), the location is set (Paroquet Springs Convention Center), now we need to come up with the theme. Since this will be in the year 2003, and that is 60 years after 1943, perhaps we should pick one of the major battles or events in 1943 as the theme. We could pick themes such as "Fall of Stalingrad" (January 31, 1943), the Soviet winter offensive on Karkov, Manstein's counter offensive and the recapture of Karkov. We could use Operation Citadel battle of Kursk or part of that battle. Invasion of Sicily or Italy could be used, or we could pick one of the "Island Hopping" battles in the Pacific. Think about what would interest you and we'll vote on it at the meeting.

The meeting will be held on Thursday night Nov. 21 at 7:00pm. Try to be there and be ready to contribute to the meeting. See you on the 21st. Terry

The KV-I project (Part 1)... David Knights

I was recently inspired, for some unknown reason, to build a KV-1. In light of Mike Baskette's beautiful build of the KV-1 a few years ago, I wonder why since I know it won't compare to his masterpiece. In any event, I consulted with the master and Mike gave me some valuable tips. I thought I'd give the MMCL readers a blow by blow account of my struggles with this model. Hopefully, if we are lucky, there might be a finished model on the other side of odyssey.

Step One: Tracks

You would think that maybe research would be the first step. It wasn't. I got drawn into this project by beginning a set of Modelkasten track for the KV-1. As many of you know, I frequent the workshop on Saturday mornings. The Modelkasten tracks were a great project for construction on Saturday mornings. They were easy to construct, easy to transport and easy to paint and weather at the shop. I started assembling the track well before I had decided to build the KV-1 as my next project.

The track went together quite well. This is the second set of Modelkasten track I have assembled, and like last time I found them to be easy, if somewhat tedious, to construct. The tracks are of simple link and pin construction. With 96 links on each side, it is a time consuming process. I think that it took three or four sessions at the shop to get both sets assembled and painted. I painted the track with Tamiya red-brown acrylic, and when they were dry I gave them a wash of dirty brown/black thinner. This is a great use for used thinner. Keep a little from when you are cleaning your paintbrush or airbrush.

Step Two: Research.

Oh yea, research. Now that I am building this kit, I guess I should know something about the KV-1 other than it looks cool. Well, I could have spent countless hours pouring over websites and book catalogues, or I could just call someone who had already done that work for me. Yep, one call to Mike Baskette and I had a collection of books on the KV-1. In addition, I got some information from Tom Romanowski. Below is a list of books I have used so far in the project:

Model Art. No.338, The T-34 and KV tanks.; Model Art Co. 1989

Osprey New Vanguard No 17, KV-1 & 2 Heavy Tanks 1941-1945; Reed Consumer Books, Ltd. 1995

Osprey Vanguard No 24, Soviet Heavy Tanks; Osprey Publishing, Ltd. 1981

Stalins Giganten KW-I KW-II ; Podzun-Pallas-Verlag 1978

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"Tactical Notes" is the Newsletter of the Military Modelers Club of Louisville, Inc. We here by assume absolutely no liability, guilt, blame or otherwise. If you don't like it... tough crap!

A polish book on the KV series that I do not have any idea of its title or publisher.

The research has supplied lots of information and many questions. The first of which involved the many different types of road wheels that appeared on different versions of the KV tank series. But, more on this in the next installment...



MMCL'ers (and any other modelers on this mailing list!)

The most recent issue of the Friends Journal, the quarterly magazine for the Friends of the USAF museum, lists a group reunion to be held on 20-25 May 2003 in Louisville.

The reunion is for former members of the 58th Fighter Group in WWII, the 58th Fighter Bomber Group in Korea, and other associated organizations. I was wondering if there might be sufficient interest from club members to offer them a display of models of some of their aircraft? If several of you would be interested in building a model or two, we can call or e-mail them and see if they would be

interested in such a display.

I'll try to bring more material to the November club meeting, but here's a brief "biography" of the group....

They came into existence on 15 January 1942 and trained on P-35s, P-39s and P-40s. They served as a pilot replacement training squadron for some time, but in the autumn of 1943 they went to New Guinea and flew P-47s till VJ Day. They started with camouflaged razorback Jugs, but also flew natural metal finish (NMF) razorbacks and the later bubble canopied P-47s. They served as close air support and saw little air to air combat, and so had no big-name aces with the group.

As the war progressed, they made a number of moves toward Japan, moving to the Philippines, Okinawa and Korea. The group remained in the theater post war as part of the Far East Air Force.

During the Korean War, they flew ground attack missions using the several versions of the straight-winged F-84 Thunderjet. Among their missions were several highly successful dam bursting strikes in N. Korea.

During both WWII and Korea, they flew a number of "used" aircraft that had seen previous service with other units. Due to the press of war, the markings of these previous units remained on the aircraft for often extended periods of time, which could serve to further increase the marking options available to us as modelers. Also, the only operational WWII fighter squadron from Mexico, the P-47-equipped 201st FS, was attached to the 58th FG from late 1944, which offers the possibility for yet another set of unusual markings for someone to model.

There are a number of state-of-the-art kits on the market to model the aircraft they flew. In fact, one of the decal options for either the Monogram or the Tamiya (I forget which) F-84G is for an aircraft named "Four Queens", which was flown by a squadron CO in the 58th FBG. Anyone interested?

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Gap Filling Without the Sanding...Well A Lot Less Sanding.

By Chris Kappesser

It is the inevitable, when modeling you will come across gap that needs filling. This to me is the part of modeling that I enjoy the least. Use a toothpick to run a thin bead of CA glue in to a gap that has been dosed with a healthy amount of accelerator, then comes the sanding. Using various grits of sanding sticks, files, and flex-i-files, work off the excess glue without removing panel lines, rivets, and other fine detail. Not to mention paying particular attention in not sanding the part out of shape.

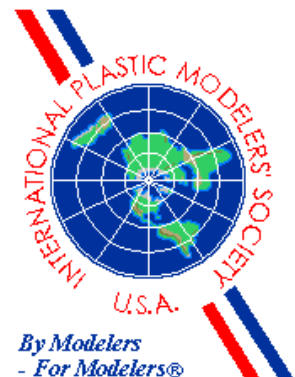
I have recently come across a simple technique that provides excellent gap filling without the sanding. Okay, maybe it does not totally eliminate sanding, but it does reduce the amount considerably. Further, the chances are you already have the tools needed in your modeling supplies.

To fill the gap you will need toluene based putty. I have tried both the Tamiya putty and the Squadron White putty and I prefer the Tamiya putty. The Squadron putty seems to be gritty and requires more sanding, which defeats our purpose. Next, you will need an acetone based fingernail polish remover. It is important that you use an acetone based fingernail polish remover. Non-acetone based removers will not work with the putty.

Once you have identified the gap start applying the putty with a toothpick. Depending on where the gap is located you may choose to mask around the seam. Once the putty has been applied dip a Q-tip in the fingernail polish remover and gently wipe over the freshly filled gap until the excess putty has been removed. It is best to do this before the putty dries. After you are satisfied that the gap has been filled, allow the putty to dry. Once dried inspect the area around the filled gap. If there is any excess putty that was not removed with the Q-tip, use a medium or fine grit sanding stick to remove and smooth the edges.



There you have it, a quick and simple way to gap filling without excessive amounts of sanding. I have found this to work well in those hard to reach areas and it also works great in wing roots. This simple technique has made gap filling a little more enjoyable for me and I hope it will for you.



SOLDIER OF SURRENDER

The Official Magazine of the French Military

WHITE FLAGS:

New technology that could save your life!

FITNESS:

3 Great exercises to help you keep your arms up longer!

FASHION:

You don't have to give up looking great! Hair care tips for the battlefield.

OUR BIGGEST ARMS REVIEW EVER!

See what guns survived our grueling drop test gauntlet!

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MISSING!!!!!!!

The photo-etch bender that the club has purchased for use at the workshop has gone missing. The officers assume that a club member accidentally took it home. Please check your workshops at home and in your toolboxes to see if you might have it. If you do, please return it to the shop. Thanks!!

The MMCL Officers.

Nominations

The club will be holding nominations for the officer positions at the November meeting. Please consider running for a post. Having new members get involved is essential in order to keep the club growing. While there is a lot of hard work involved, the rewards are great. The pay is non-existent, but the praise of modelers everywhere is worth more than all the money in the world!!! We need people to run for President, Secretary (please!!!) Vice President, Treasurer and Member-at-Large.

NAME TAGS

Attention!! All members who need new nametags please contact David Knights at loulaw@aol.com or call 494-3910. A new order will be placed soon. The club officers would like to see members wearing their nametags to meetings and contests, so get yours if you don't have one.

Thanks, David

INFORMATION NEEDED!!!!

Information needed: All information on Type VII U-boats. Particularly, detail photographs and drawings. Contact: David M. Knights loulaw@aol.com or dknights@fmblaw.com

TACTICAL NOTES

The Official Newsletter of the Military Modelers Club of Louisville

Rolling Stone

Keith Talks Candid: The Dark Side of Modeling, Sniffing Glue

RS at the MMCL Christmas Party

**MMCL Election Night Theme
Song Selection: "Elected"...Alice Cooper**



Vital Club Info.

Next Meeting: Saturday, December 19th , Club Workshop

Theme: MMCL Bi-Annual Elections and 1/72nd Scale Armor Contest

Official Club Web Site: www.mmcl.org

Club Motto: Merry Christmas and Happy New Year

**This informational feature brought to you by
RADIO FREE PEWEE VALLEY
WJRD**



Dear Modelers:

Depending on the results of the elections this month, this may be my last official message to you. This month's meeting will be a busy one. We will be having the annual Christmas party with pizza and soft drinks and snacks. We will also have the 1/72 scale armor contest, and we will be having the club election of officers.

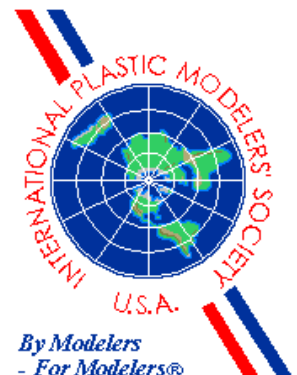
The Pizza will be ordered for and delivered to the workshop like we did last year. Anyone who would like to bring cookies, brownies, cakes etc. is more than welcomed. The cost of the pizza, and drinks will be paid by the club. Come to meeting hungry, we will have plenty of pizza and snacks

for everyone.

This month will bring the 1/72nd scale armor contest. From the looks of it, there could be more entries in this contest than any one we have had in the past. A lot of the members are working on entries, and this should be a tough contest to judge. Be ready to vote for you favorite entry.

Don't forget, we will be voting for the officers for the next 2 years this month. The club has come a long way over the last 4 years. The meetings are very well attended, the raffles have been a great success, the contests have been fun, and the invitational and regional have been a great success. Let's work real hard to continue this success. Think carefully about who you want to run the club the next 2 years and take the time to vote.

From what I have heard, David has ordered new name tags for those who need them. If you ordered them, hopefully they will be at the meeting this month. Jerry Davis also put in an order for sweat shirts with the club



logo on them. They are really nice looking, and they should be ready soon.

At the last meeting, it was voted on that the theme of the next in-house contest will be "night-fighters". It doesn't matter what scale, what era, or what nationality, just so long as it's a night-fighter. So, dig into your collection of kits, come up with that night fighter, and jump into the fray.

I want to take a moment to thank all those men who have helped me so much of the last 4 years of being president. Without their help, I would not have been able to have had such a successful term in office. David Knights, Noel Walker, Jerry Davis, Scott King, Mike Baskette, Alex Restrepo, John "Uncle" Dietrich, and many more. These men, and all of you have made this club what it is today. The club is one of the most active, and busiest clubs in the Region. It couldn't have happened without you guys. Thank you ever so much.

Lastly, I want to take this opportunity to wish all of you and your families a very Merry Christmas and a Happy New Year. May the holidays bring you all the kits that you desire, and bring you family peace and joy now, and throughout next year. See you on the 19th.

Terry

Some thoughts of a retiring club officer

By David M. Knights

Well, whatever the outcome of the elections in December, one thing is for certain, come January 1st, 2003, I will not be a club officer for the first time in a long time. I've been a member of MMCL since 1981, and for most of the 21 years I've been in one or another of the club officer positions. I'd like to take a moment to reflect back and look forward. When I joined the club in 1981, it met in Oleh Dub's hobby shop in Plainview. The club was a thriving group when I came to it thanks to many of the members at the time, including the club's founder, Dr. Terry Hill. However, the club was but a foreshadow of what it has become. I don't remember exactly how many members we had back then, but on club meeting night, which I think even back then was the third Thursday of the month, didn't have nearly the 35 we had at November's meeting. Right now, the club has over 90 members, the most in its history.

Before going forward to make some suggestions for the future, I'd be remiss if I did not take a moment to mention some of the people who deserve the credit for MMCL's success. First and foremost, everyone in the club should be truly grateful to the club's founder and benefactor, Dr. Terry Hill. Terry not only founded the club, but through the years, he has supported it with his time, treasure and talent. The club has really grown by leaps and bounds, and Terry deserves much of the credit. I, for one, have enjoyed being along for the ride.

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The rest of the current officers also deserve a nod. Mike Nofsinger has been our club treasurer for more years than I care to remember. He is a fixture at our monthly meetings. Scott “Skippy” King, our vice-president, has done a great job in assisting president Hill and organizing how-to features at our monthly meetings, as schedules have allowed. {more on this below} Thanks also to Noel Walker our member at large. Noel is a regular at the meetings and on Saturday. Finally, a huge thank you to Mike Baskette, who has edited our newsletter for the last two years, and who will be our new club secretary absent some really major voter fraud.

For the next two years at least I get to sit back and kibitz as others do the heavy lifting. However, that doesn’t mean I won’t be participating. In fact, that is one of my suggestions for the future. I know the work that the club officers put in. I can tell you from personal experience that the club officers welcome members coming up to them and suggesting things to make the club better. They appreciate even more an offer to help; to coordinate a new project, or pitch in at a club meeting. It is easy to stand around and criticize what goes on. It takes a real committed member to step forward and offer to help. We need more of the latter and less of the former.

Here are a few areas where I think the rank and file club members can help. First, MMCL has a great resource in our club library, yet most members aren’t even aware its there. A club member needs to step up and take charge of this area and get it organized.

Last club meeting Tim Pivonka put on a great demonstration regarding how to create panel line effects. We’ve had a couple of good demonstrations and talks this past year. Scott did a great job of organizing these for club meetings. But to continue, more club members need to volunteer for this. Each member has something to contribute. Step up and offer to put on a demo at a meeting.

The newsletter we put out is one of the better ones put out by any IPMS club. If you don’t believe me, go out on the web and take a look at some of the others. Mike has really taken the newsletter to the next level. However, as inventive as Mike has been, the newsletter depends on content. Mike needs articles. A lot of members of the club are building. I see it at the meetings. Now, turn those built kits into articles!



I have some other ideas, but I’ll save them for another article.

Identify this aircraft!!!! See your new club secretary for your \$10,000.00 cash prize.

“When a panzer comes along, you must Zimmerit!”

The New Eduard Zimmerit... Pete Gay

What ? You don't remember DEVO? Puh Lease.

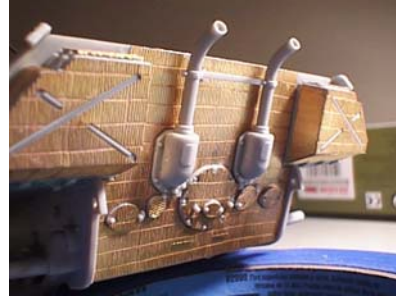
Lately we have not had many panzer releases that require the ancient technique of “Zimmerit.” Yes, yes I know the Panther releases are beckoning the use of these skills but for the most part its PAK carriers that we have seen and amphibious vehicles that carrier the ass & trash of combat. So, I decided to build a manly German panzer. Namely the new Dragon Panther A Early. After reading a few books on the subject, I discovered that this panzer would in deed need the Zimmerit touch. As I began reading, I wondered what is this stuff is. How did it work? Therefore, it was off to the internet. Well according to www.panzerdiesel.com ; Zimmerit is a protective coating that was developed by C.W. Zimmer Company in Berlin; that is the origin of its name. A British Army report identifies the composition consisting of the following:

- 25% polyvinyl acetate (matrix)
- 10% saw dust (filler)
- 40% barium sulphate
- 10% zinc sulphide
- 15% ochre pigment (coloring)

My wife thinks my thinner smells bad. That stuff had to reek. Maybe I should find these ingredients and mix up about 500 pounds and package it in 10 oz cans. I could take them to AMPS and reap the rewards. Not. The material itself had no antimagnetic properties at all. It simply formed a non-magnetic barrier from the hull of the panzer and any magnetic device. Here are some stats on the amount of Zimmerit required to coat a vehicle. Maybe I should post this on Missing-Lynx. Some of those yahoos would scale down the weight of putty to coat their models. Sorry I digress easily. Anywho, here are the amounts. The StuGIII would require 70 Kg (a kilogram is equal to 2.2 pounds), Panzer IV would require 100 Kg, Panther would require 160 Kg, and the tank everyone loves (ya know you do Baskette) Tiger I would require 200 Kg. I am guessing a Tiger II would go about 300 Kg. Now on with the product review. For more Zimmerit history, try <http://www.activevr.com/afv/zimmerit.html> .

I had been see in this product roll in and out of Scale reproductions in ones and twos, like most model accessories but always avoided it for some reason. I had looked at the Verlinden type, it is quite thick, and the copper looking metal does not seen conducive to the bending required. Now that I had decided to build, a Panther A I needed Zimmer it immediately. Scale reproduction had no Cavalier, tried and true, but did have the Eduard Zimmerit set specifically for this kit. I rolled the dice and took it home. You know what they say “No balls, no blue chips!” I d know everyone has there own style of construction and directions are for the insight impaired, but Zimmerit pretty much has to be applied to the kit parts first. I must say it is a fulfilling step of construction because you see your panzer transform from a mere panzer into a manly panzer. The Eduard set comes with a basic instruction sheet and the pieces are cut almost precisely to fit the kit parts. I did have to trim one piece and file down the top turret edges a bit but nothing drastic or difficult. I was a bit worried about applying large strips like the hull or turret sides but they went on flawlessly. I would cut apiece off and if it were bent, I would place convex side up (that is the outside of the curve) on a piece of mouse pad and gently roll a piece of dowel over it to counter the bend. Once flat, I would place it exactly as I wanted on the portion to be covered.

Gluing was a snap with 3-second super glue with a needle hose tip from SIG (SIGSH10220 CA applicator Tip) I will leave it up to you to guess where I got it. I will admit and some MMCL'ers witnessed the explicative used in the placement the exacting process of placing the pieces. After the pieces are dried in place, some filing is required with the fine metal file. In addition, you can pound on corners and flat surfaces to give some dents and varied surface to the texture. Bald spots, spots where the Zimmerit chipped off can be made with a roto-tool. However, be careful when doing this.



In the end, I have a new favorite when it comes to Zimmerit. I give this product 5 out of 5 Bratwursts!



MILITARY MODELERS CLUB OF LOUISVILLE

Membership Information

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone: () _____ E-Mail: _____

Birthdate: _____

Benefits of membership include:

- * Club Workshop available to all members
- * Subscription to the club newsletter "Tactical Notes"
- * Club Library
- * Quarterly in-house model competitions
- * Learn from fellow modelers
- * Yearly invitational show

Adult membership \$10.00 Youth Membership (age 15 & under) \$4.00

Meetings held Third Thursday of month at 7:00 PM in club workshop located at 114 Fairfax Ave. Please use rear entrance.

Please mail this form along with a check to (or bring to club meeting with cash/check)

Mike Nofsinger
Club Treasurer
5011 Wabash Place
Louisville, Ky 40214
(502)366-2823
E-Mail MNOFSINGER@HOME.COM

PLEASE VISIT OUR WEB SITE AT: WWW.MMCL.ORG