

June 2014

Tactical Notes



"They'll never see Germany again."

Next meeting: Friday, June 21st, 2014 6 p.m.
Friday Night Fight

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

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

Cover Photos: MMCL 2014 Best of Show diorama,
Model by Brock Hopkins Jr.

This week on WJRD

"Radio Free Pewee Valley"
The Judging Expose:
How judges conspire to keep
the civil war
modeler down

Thursday, 9 P.M.
Special Guest, Paul Crouch

Editor's Note

Mea Culpa, Mea Culpa, Mea Maxima Culpa

HERE IS YOUR JUNE ISSUE. I HAVE SEVERAL APOLOGIES TO MAKE. FIRST, I APOLOGIZE TO DENNIS SPARKS, OUR CONSTANT CONTRIBUTOR, AS I INADVERTENTLY CUT HIS DEPERDUSSIN ARTICLE IN TWO. I PUBLISHED THE FIRST HALF IN LAST MONTH'S ISSUE. THIS MONTH'S ISSUE CONTAINS THE REST OF THE ARTICLE.

NEXT, I APOLOGIZE TO THE MEMBERS THAT THE MMCL CONTEST WRAP UP ARTICLE ISN'T IN THIS ISSUE. I HAD INTENDED TO GET A SHOW WRAP UP REPORT WITH PHOTOS IN THIS ISSUE, BUT I JUST DIDN'T HAVE TIME TO FINISH THE ARTICLE IN TIME FOR THIS ISSUE.

FINALLY, I APOLOGIZE THAT THIS ISSUE ISN'T A BIT LONGER. I HAD INTENDED TO ADD ONE OR TWO MORE ARTICLES TO THIS ISSUE, BUT AGAIN TIME WORKED AGAINST ME.

NOW FOR THE GOOD NEWS. AS YOU ALL KNOW, THE SHOW WAS A ROUSING SUCCESS. YOU CAN SEE FROM THE FINANCIAL REPORT ELSEWHERE IN THIS ISSUE, OUR TREASURY IS ON SOLID GROUND. IN ADDITION, WE HAD A 20% INCREASE IN THE NUMBER OF MODELS ENTERED OVER LAST YEAR AND AN INCREASED NUMBER OF ENTRANTS.

IN THE MOST RECENT IPMS/USA JOURNAL, OUR MEMBER DENNIS SPARKS, HAD HIS DC-3 ARTICLE PUBLISHED. THAT IS THE SAME ARTICLE THAT PREVIOUSLY APPEARED IN TACTICAL NOTES(TN). THAT MAKES THE SECOND TN ARTICLE TO APPEAR IN THE JOURNAL. IN ADDITION ANOTHER ARTICLE THAT HAS APPEARED HERE IS SCHEDULED TO APPEAR IN AN UPCOMING ISSUE.

MEMBERS HAVE BEEN WRITING MORE ARTICLES, SO I ACTUALLY HAVE A FEW ARTICLES IN THE PIPELINE. HOWEVER, I DON'T WANT THE MEMBERS TO SLACK OFF. PLEASE KEEP THE ARTICLES COMING. WHEN I HAVE LOTS OF ARTICLES, IT MAKES PREPARING NEWSLETTERS MUCH EASIER.

Deperdussin Part 2

By Dennis Sparks, MMCL East Bloc Education and Propaganda Minister

Followed by a somewhat shorter history of the model company and the film...

This 1/48th scale Deperdussin was one of a series of six model kits representing aircraft from the 1910-1913 period that were the first kits produced by a British firm named Inpact. According to the original box art for the kits, they were produced “in association with” the 1965 comedic film *Those Magnificent Men in their Flying Machines; Or, How I Flew from London to Paris in 25 Hours 11 Minutes*. But since several of the six kits represented aircraft that were not featured in the film, while several aircraft that were prominent in the film were not included, linking the kits with the film seems to have been more of a fortunate coincidence for Inpact rather than a planned effort.

The other five kits included in Inpact’s initial series were the Blériot XI and Martin Handasyde No. 3 monoplanes, plus a Bristol Boxkite Military biplane, an Avro biplane and the unusual Avro triplane IV. The kits were originally released in the UK in March 1966, and began appearing on shelves in the US about two years later.



Only the Deperdussin, the Boxkite and the Triplane were actually featured in the film, although the other three kit subjects either resembled or were related to some of the replica aeroplanes seen in the film. Six full scale flying replicas of aircraft had been built for the film, and as a

testament to their accuracy, several of these replicas were either sold or donated to museums after filming was finished. Another fourteen full size static replicas of both real and somewhat fanciful aircraft were also constructed for the film and some of these ended up in museums as well.

However, the Deperdussin seen in the film was not one of the purpose-built replicas, but is instead a surviving original production aircraft, believed to be the 43rd one built. It has long been in the Shuttleworth Collection in the UK and is still flown on occasion, making it the second oldest aircraft that's still in flying condition.

In 1967, Inpact released a second series of models, this time consisting of four 1930s-era RAF and RNAS biplane fighters, the Bristol Bulldog, Fairey Flycatcher, Hawker Fury and Gloster Gladiator.

But after experiencing financial difficulties, Inpact was forced to liquidate their assets and so these ten kits were to be their entire output. This

is something of a shame really, as current reviews and build articles commonly mention the high quality of the kits, noting that they still compare favorably with kits that were mastered 40 years later.

In my search for additional information about the company, I talked several times with Alan Bussie, the proprietor of OldModelKits.

com, who either provided or confirmed much of this information, but even he could not identify the people behind Inpact or learn of what had become of them. (Aficionados of vintage plastic models should definitely peruse his web page.)

Fortunately for modelers, the molds were purchased by the American firm Pyro c.1969 and the models were soon re-issued under the Pyro name. Pyro was in turn sold to Life-Like in 1972, and the kits appeared under the Life-Like brand beginning in the mid-1970s. The molds are now owned by Lindberg, which over the last several decades has periodically released only the later series. However, Lindberg is now in the process of releasing new pressings of the original six Inpact kits, including the Deperdussin, which is due in mid-April 2014.

Another surviving original Deperdussin is on display at the Norsk Teknisk Museum in Oslo, Norway. Both have the extended(?) fuselage and the airfoil tail, but the Shuttle-



worth aircraft has the Anzani engine, while the one in Oslo has the Gnome rotary engine as provided with the model kit, and so for that reason I decided to pattern my model to represent it.

And finally, building the model...

The fuselage sides under the wing were removable panels, and appear to have been either simple fabric panels that were laced to the structure, or were possibly sheet metal on some aircraft, but they are missing on the Oslo aircraft. However, I opted to keep these molded-on panels on my model for structural reasons, painting them a darker aluminum color to suggest sheet metal panels with heavy castor oil staining from the rotary engine.

To improve the appearance of the cockpit I removed a portion of the kit's lower fuselage to open up the large fairing under the nose and added a few bits of Evergreen plastic strip to represent the internal structure. I also built a simple seat to replace the non-descript bench for the kit's pilot. The kit includes a nicely rendered and suitably attired seated pilot, but he ended up in my scrap parts box.

The tail end of the kit's fuselage is bluntly rounded, with separate halves of the elevator on each side of the fuselage. Perhaps this was correct for the earliest Deperdussins with the flat horizontal tail surfaces, but on both the Oslo and the Shuttleworth aircraft the fuselage tapers smoothly to a vertical post.

To replicate this, I cut off about 1/4" of the rear fuselage and used Evergreen strip to fashion the four uncovered longerons of the presumably extended fuselage, leaving off the rudder post for the moment. I also filled in the mounting slots for the horizontal and vertical tails.

The kit's horizontal tail planes represent the earlier flat style. But on aircraft with airfoil tails, the a one-piece ing between and lower lon- removed the el- the horizontal and added a pieces of Ev- modify their to bridge them



the curved elevator was affair, pass- the upper gerons. I evators from stabilizers couple of ergreen to shape and together.

I cut off ing tabs on the

the mount- horizontal

and vertical stabilizers, then gently curved the horizontal stabs by hand and attached them to the fuselage with superglue. I glued the modified elevator to the rear edge of the stab, and then added a piece of Evergreen strip for the rudder post. Finally, I attached the vertical stabilizer to the fuselage, with it

now positioned so that the rudder is aft of the elevator.

The only other modification I made to the kit was the substitution of photo etched spoked wheels. This particular pair was left over from my earlier Sopwith Tabloid model, but Eduard offers a photo etch sheet of wire wheels (stock number 48505). I've bought a sheet of these from Brian at Scale Reproductions that I'll try out on a later model.

The wings and tail surfaces were brush-painted with a mix of Humbrol enamels, using about a 60/40 ratio of #34 matte white and #103 matte cream. Even this is a bit darker than contemporary color photos of the surviving original aircraft, which appears to be almost off-white.

The kit's instructions include a complete step-by-step description of how to add the rigging wires, which I followed, substituting E-Z line, a very small, very stretchy rubber line that I also got from Brian. I'd already tried using this once before on a biplane model and found it to be a somewhat frustrating experience.

But with that one behind me, I found it much easier to use this time. The fact that this model is a monoplane may have also made it easier to rig, as I had more room to work.

With the assembly, painting and rigging finished, it was time to add the decals. The French national roundels were leftovers from the decal sheet that came with

a Roden 1/48th scale Sopwith 1 1/2 Strutter, while the numeral one was fashioned from an aftermarket sheet of black stripe decal.

The markings on the original aircraft on display in Oslo are both interesting and enigmatic. From what I can read from online sources, the aircraft was originally ordered from Deperdussin's firm in April 1912 by Lars Bjerke, who wanted to use it to make paid appearances at events around Norway. He dispatched one of his employees, Jul Hansen, to attend Deperdussin's flight school in Rouen, France, with cost of instruction being included in the purchase price.

Near the end of his training, Jul crashed and suffered a broken leg following a mid-air collision with a balloon. After recovering, he passed his flight exams and returned to Norway to await the arrival of the new aircraft, which arrived in September. Jul then spent the rest of 1912 and the spring of 1913 assembling and testing the aircraft while awaiting the arrival of warm weather, which finally arrived in



May.

After only a handful of flights, the aircraft was damaged in a crash, and repairs weren't finished until September. After another small number of flights, the aircraft was again damaged in a crash, with the wreckage being stored until additional parts could be acquired. One account is that it was never flown again, but was eventually rebuilt for museum display.

An email enquiry sent to the museum seeking additional details went unanswered, leaving me to surmise that the right wing might be a replacement taken from an aircraft that had been operated by the French air force early in the World War. Note that the numeral 1 on the upper surface of the wing is reversed and positioned directly over the same numeral on the lower surface of the wing. Apparently, the covering was translucent, requiring the upper number to be reversed so that an observer on the ground would see only one properly oriented number.



“Hey, where is the MMCL show report and photos. Pardner? What, in next month's issue?”

Recycle Update:

Even though the club did very well on the contest this year, I'd like to keep the club collecting aluminum for our recycle project. The price of aluminum has been holding steady and we have done at least three recycle runs so far this year.

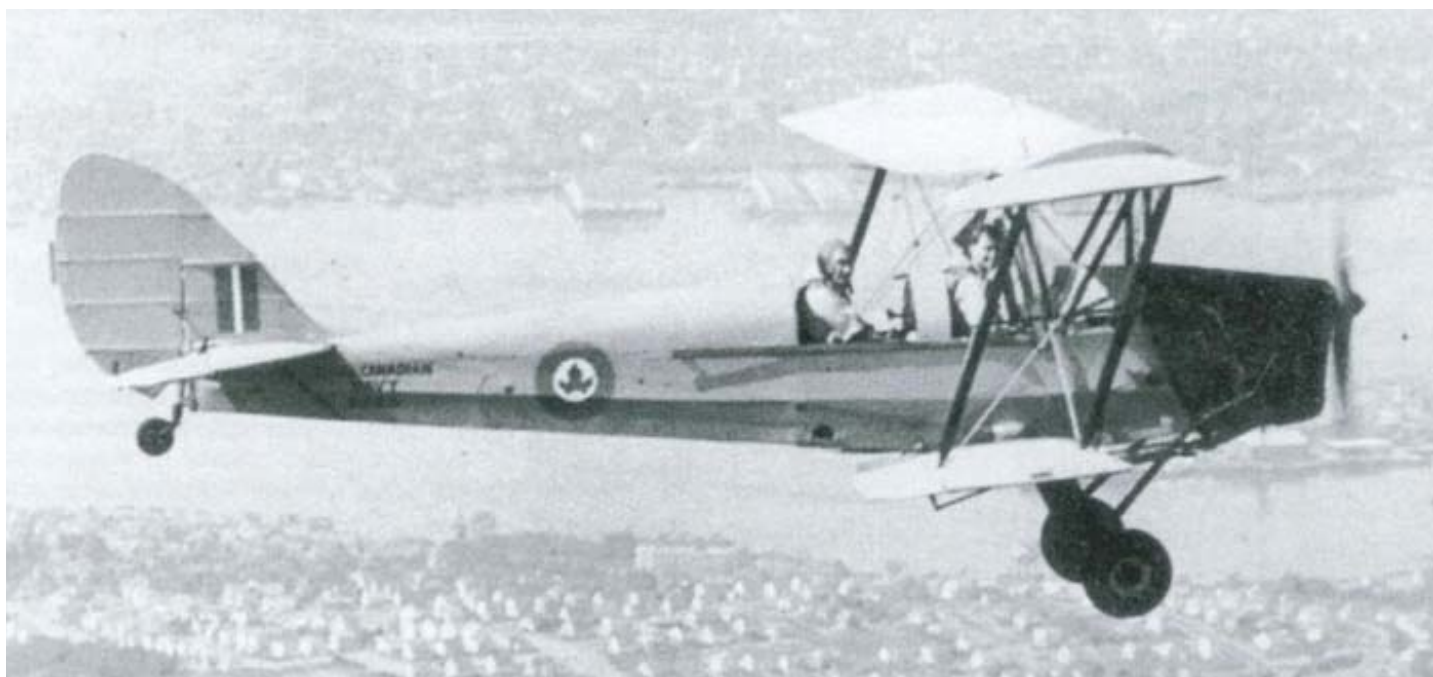
Please continue to bring aluminum and other recyclable metals to the club workshop so that we can continue to add to the club coffers. Hey, Alex can't get to Aruba unless we all buckle down!

The Cranky Canuck

By Jim Bates

The Tiger Moth in Royal Canadian Navy Service and in 1/72 Scale

In 1948, the Royal Canadian Navy purchased three former RCAF Tiger Moths from the Ottawa Flying Club. The aircraft acquired by the Navy were Canadian-built DH.82c Tiger Moths which featured a canopy, cockpit heating, revised landing gear, and a tail wheel. Two of the airplanes did little flying with the Navy, but 8865 was flown by FRU 743 as a station hack until 1957.



Historical Tiger Moth Kits

The first 1/72 Tiger Moth was issued by Airfix in 1957. Very much a product of its time, it was short on detail and accuracy, but surprisingly was included in the Airfix catalogue almost continuously from 1957 until 2012.

In the 1980s, Aeroclub released a Tiger Moth which consisted of the major airframe parts in short run injected plastic and the details in white metal. Canadian modelers were ecstatic that it included a Canadian canopy and a Menasco Moth cowl bowl. In the 1990s Pavla released another short run Tiger Moth with crude plastic parts and nice resin details. It was issued as both a Canadian and British Tiger Moth. Last year AZ Models of the Czech Republic issued a revised version of the Pavla kit with much better plastic parts, but no resin details. It was a huge step up in quality, but still not quite the modern kit that the Tiger Moth deserved.

Airfix “New Tool” Tiger Moth

Issued in early 2014, the Airfix Tiger Moth is wonderful and shows Airfix at the top of their game. While only issued as a British DH.82a Tiger Moth and not containing the canopy nor landing gear modifications needed for a de-Havilland Canada build DH.82c, it is a beautiful kit. (Currently there are three distinct boxings, a civilian Tiger Moth, a military aircraft in camouflage over yellow, and a gift set in all over yellow.) Molded in grey plastic and spread out over three sprues the kit features beautifully molded fabric detail and excellent detail for the scale. The cockpit consists of two seats, two control columns, two pilot figures, and instrument panels with decals for the instruments. The cockpit doors are molded closed, but separate pieces are provided to fit them open. (For the RCN Tiger Moth they will need to be removed.) The engineering for adding the struts and top wing are well thought out, and should make this somewhat scary part of biplane modeling a snap. A small clear sprue provides the two windscreens, which would not be required for a RCN Tiger Moth. Interestingly, a tailwheel is included, though not mentioned in the instructions. This will make building a RCN Tiger Moth just a little bit easier. The instructions themselves are interesting in that they consist of CAD drawings rather than the usual two dimensional instructions seen in kits. A nice little rigging diagram is included for those who wish to rig the biplane. While not quite correct to build one of the RCN’s Tiger Moths, the only surviving photo of 8865 shows the plane flying without a canopy. By using the tailwheel, slightly adjusting the landing gear struts forward, adding a windscreen and canopy rails, a nice facsimile of the RCN’s Tiger Moth can be built, but the modeler will be on his or her own to find some decals.

Highly recommended. It is an excellent kit and at under \$10 great value for the money.



Book review: Roy Porter's Model Buildings Masterclass

128 Pgs

Publisher: Windrow & Greene 1997

ISBN 1 85915 063 2

Review by D. M. Knights IPMS/USA

17656, IPMS/Canada C6091

I'll be honest with you. Most modeling books I've read have not impressed me much. They are either too basic, too short or not detailed enough. However, I can say that this book is none of those things. It may well be the best book on any aspect of modeling that I've read. Each of its 128 pages is packed with information such that even though it is only 128 pages, it is not a short read. The author goes into great, sometimes painstaking detail on each aspect of construction of different types of buildings for modeling all types and eras.

The work is well illustrated with many photos of "in progress" shots as well as finished buildings, mostly set in diorama settings. Some of the photos have a bit of a yellow cast which

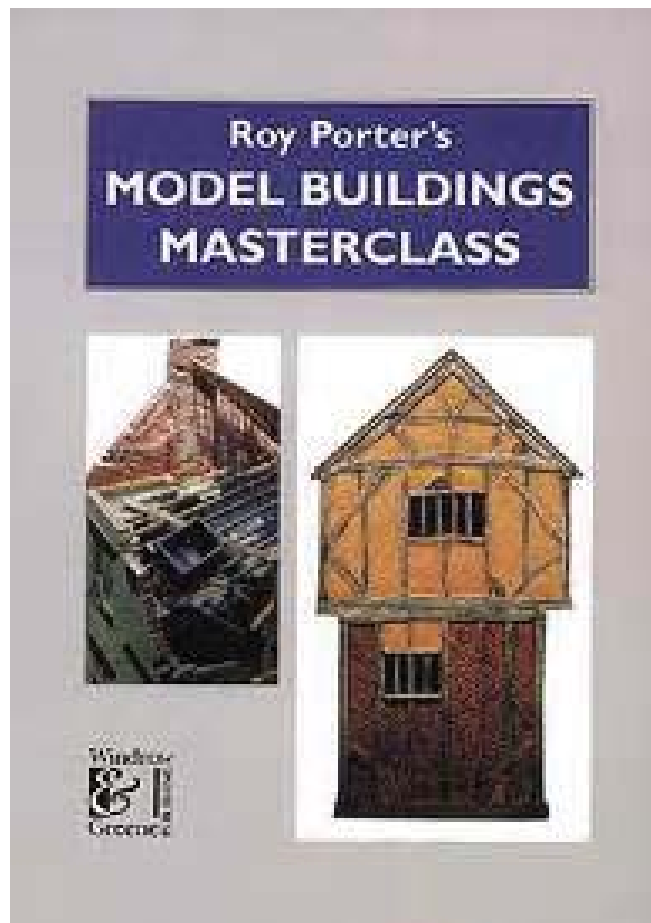
detracts a bit, but not much, from the amazing modeling they illustrate. This book is almost 20 years old and I suspect that if done today with more modern digital photography and printing techniques this would not be a problem today.

The only other criticism I might have of this fantastic book is also related to its age. Because of the fact that the book is 20 years old, the author uses some "old school" techniques such as using different types of paper and

cardboard for some of his construction elements. Some of this is by choice as he thinks that these materials provide some advantages in modeling the appearance of stone and slate in some uses. However, if the book was written today I suspect that there would have been more use of resin casting, photoetch and possibly new technologies such as 3-D printing.

The author clearly loves his subject and

along the way you learn not only about modeling techniques, but a lot about actual building construction methods, as an understanding of these is necessary to proper representation of the subject in a small scale. Subjects covered are too



numerous to list in full, but a partial listing includes brickwork, European timber and plaster buildings, creation of war damaged structures, and cast concrete fortifications. This only barely touches on all the subjects covered.

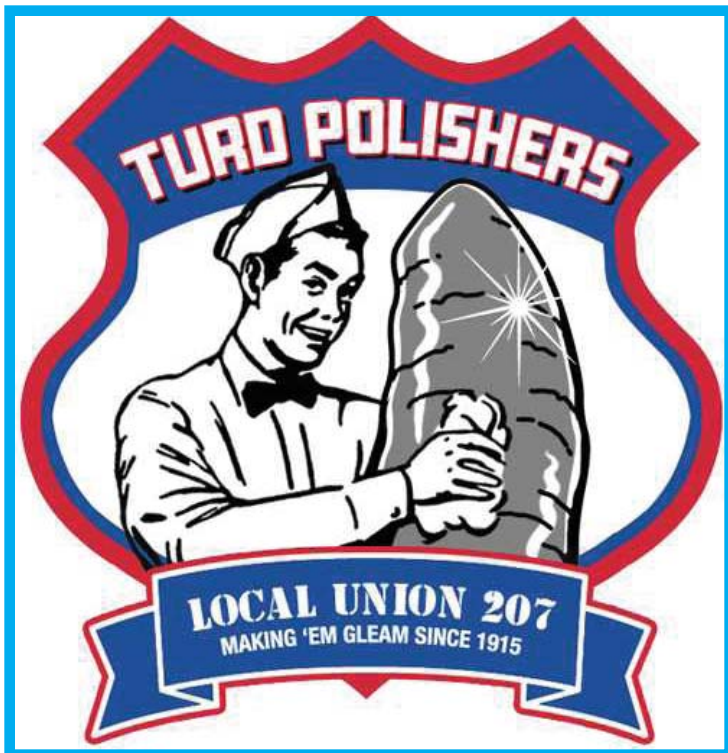
The author has made the masters for numerous resin castings and he mentions a number of times the company that he has done this for, Thirtysecond street castings. I was unaware of the company or the products. Sadly a Google search failed to find the company so, I don't know if the products are still available.

I cannot recommend this book highly enough. While I do not know if it is still published, it is readily available on the secondary market. Amazon lists it from several sellers in the \$30-40 range. I'd like to thank Rich Guetig for lending me his copy.

MMCL Current Membership list

- | | |
|--------------|------------|
| Baskette | Raderer |
| Becker | Restrepo |
| Brown | Ritz |
| Burnstien | Romanowski |
| Collard | Rossetti |
| Cox | Sachs |
| Cox | Sallee |
| Crouch | Schnieder |
| Davis | Schulz |
| Degot | Smith |
| Dellacoletta | Sparks |
| Dietrich | Thayer |
| Fuller | Trent |
| Gay | Wagner |
| Gordon | Walker |
| Grant | Wise |
| Green | Baete |
| Guetig | Bunger |
| Hardcastle | Hill |
| Heidorf | Knights |
| Hsu | |
| King | |
| Knights | |
| Mahoney | |
| McKinzie | |
| McKinzie | |
| Moreno | |
| Nofsinger | |
| O'Connor | |
| O'Connor | |
| Phelps | |
| Pierce | |
| Ponton | |
| Qureshi | |

If your last name isn't on this list contact a club officer. If you aren't on the list, you'll be dropped from the MMCL membership list and email.



Financial Report

By Alex Restrepo

May 2014

Starting Cash Balance: **\$3,097.37**

Cash Receipts	Date	
Workshop fee	5/5/2014	\$25.00
Table fee	5/5/2014	\$60.00
Workshop fee	5/12/2014	-\$65.00
Show deposit (see detailed report)	5/19/2014	\$3,267.00
Workshop fee	5/27/2014	\$55.00

TOTAL RECEIPTS **\$3,472.00**

Cash Or Debit Expenses:	Date	
Check # 7038 (E) KYANNA Rent	5/8/2014	(250.00)
Cash (Kroger, etc...)	5/17/2014	(29.61)
Check # 1075 Name Tags	5/12/2014	(52.47)
Cash (Car Club Trophy)	5/25/2014	(30.00)
Check # 1091 Tee Shirts	5/13/2014	(262.00)
DC Home Depot	5/16/2014	(97.42)
DC Ballou's Tables	5/16/2014	(312.70)
DC Office Depot	5/16/2014	(98.30)
DC Target	5/16/2014	(14.67)
DC Hobby Lobby	5/16/2014	(14.82)
Cash for show	5/16/2014	(400.00)

TOTAL EXPENSES **(\$1,161.99)**

NET Monthly Increase(Decrease): \$2,310.01

ENDING CASH BALANCE: **May 2014** **\$5,040.79**

President's Page

By Stu Cox

Thank you for all the support provided for our MMCL Invitational show in May! The event was very successful, and we were able to clear about \$2,800 after expenses this year. We had a great start given awards were paid for and we eliminated rental expenses for table cloths, etc. We received a lot of positive feedback via email, calls and comments from attendees from all over the region! Model entries were way up this year too, so participation is on the increase!

We have a Friday Night Fights "Build Session" coming up this Friday, June 20th! Please plan to come out early! Some arrive now as early as 4 or 5pm to get started on an evening of scale model building and fellowship! We will NOT have a Workshop this upcoming Saturday though as KYANA has their YARD SALE that day, and the property will be very heavily populated with shoppers!

So, I wanted to review the MMCL Summer calendar once again that I sent out a few weeks ago.

Friday, June 20th - "Friday Night Fights Build Session & June Monthly Meeting". **There is NO regular monthly meeting on Thursday, June 19th.**

Saturday, June 21 - NO WORKSHOP - KYANA Yard sale Day

Saturday, June 28 - "Military Vehicle Preservation Association (MVPA)" event at the Fairgrounds. MMCL will have a table and will be talking up our club and scale modeling in support of historic military vehicles! We will plan to be there instead of the Workshop that day, so please plan to support the club and bring a model or two to display!

Friday, July 4th - SITTM ("Stick It To The Man") Bonus Workshop - "Patriotic Modeling At It's Best"

Thursday, July 17 - MMCL Regular Meeting

Thursday, August 21 - MMCL Regular Meeting -or- Club Dinner Night Out

Monday, September 1 - SITTM Bonus Workshop - "Labor Of Love Modeling Day"

We will also be having our regular paid Saturday Workshop sessions EVERY WEEK, unless as noted above!

Thanks again, and we'll see you at Friday Night Fights this week!

President, Stu(g)

Military Modelers of Louisville Membership Form 2014

Name: _____

Address: _____

City: _____ ST: _____ Zip: _____

Phone: _____ E-mail: _____

Birth Date: _____ Year Joined Club: _____

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

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

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

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

All of this and more is included in your yearly \$10.00 membership (junior \$5.00) dues.

Please complete all information above and forward your check made out to MMCL for \$10.00 to:

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

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

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