

TACTICAL NOTES

The Award Winning Newsletter of the Military Modelers Club of Louisville

December 2005

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- **The President's Page**
- **Alclad II Review or "Twitchy has silver fingers"**
- **AFV Club's "Long Tom" (Not MMCL's "Short Tom")**
- **Dennis Helps to Expand Your Vocabulary**
- **Re-Up or Else... Someone will elect you to office**

Vital Club Intel.

Next Meeting: Thursday, January 19th @ The Church of Exalted Plastic, 7:00 pm

Theme and Activities: General Meeting

Official Club Web Site: www.mmcl.org

Club Motto: So many kits... So little time!

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

The President's Page... *Jerry Davis*

Hello Fellow Modelers,

Happy 2006! We as a club just completed an awesome year. We did a few things differently that helped promote the hobby. This was done as we shared modeling experiences at the Ft. Knox Memorial Day re-enactment, the "Dawn Patrol" and some modeling displays at citywide libraries. The 2006 club modeling event calendar is posted so please take a moment to preview it. As always, should you like to see a modeling event on the calendar, just give a yell and we'll include it.

There are some upcoming shows in February with Columbus booked as the the first contest of the '06 season. We are in the height of building in preparation for the show circuit.

Congratulations to our 4th quarter in house contest winners. They were:

Randy Fuller 1st Place 1/35 Dragon Flak 88
Tom "Balki" Romanowski 2nd Place 1/35 Trumpeter KV2
Rich Guetig 3rd Place 1/144 Dragon Leopold

Don't forget that we have the club auction coming up. This event has always proved to be one of our top "fun" events so please participate.

On the note of memberships, it's re-enlistment time. So far, we've had a low turnout of reups, so see one of the officers Our club dues are still a modest \$10.00 (adult) per year.

Don't forget about our club displays in the local libraries. This is a series of library displays across the metro that promotes the hobby, the club and IPMS/USA. The club has two displays in January. One is at the Okolona branch and the other at the Fairdale branch. Both displays are very nice with good portrayals of the hobby, our club and IPMS/USA.

We have a unique event scheduled in the Bon-Aire library on January 11th titled "Modeling 101". This seminar will feature basic modeling construction techniques. Another "Modeling 101" seminar is scheduled for January 25th, (5:30 p.m - 7:30 p.m.) at the Fairdale library Continuing on, we have a club display scheduled for the Southwest library in ValleyStation throughout the month of February 2006. After January, our next "Modeling 101" seminar is scheduled for Monday, April 10th at the Soutwest library. More modeling workshops are in the planning stages, so stayed tuned.

To contact MMCL:

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We'll be adding some more libraries for our Metro Library Campaign. Currently, we are booked to have a club displays in the following libraries.

Model Displays

Jeffersontown Oct-Nov 2005

Okolona January 2006

Fairdale January 2006

Southwest February 2006

Modeling 101 Seminars

Bon Aire, January 11th 5:30 - 7:30 p.m.

Fairdale Library January 25th 6:00 - 8:00 p.m.

Southwest Library April 10th 6:00 - 7:00 p.m.

Product Review: Alclad II...By D.M. Knights

In a late response to our editor's call for articles on modeling items we used or built in 2005, I offer the following:

Bare metal. The mere words strike fear into the heart of any aircraft modeler. Other than one brief foray back in 1985, I like many aircraft modelers, have avoided doing any schemes calling for a bare metal aircraft. Like most aircraft modelers, this is because bare metal is so hard to reproduce convincingly. Not any more. In 2005, for the first time, I used Alclad II. This product comes in numerous shades, recreating everything from polished aluminum to burnt metal very convincingly. It is slightly more expensive than an equivalent amount of enamel paint, with a bottle running about \$8.00. The product is meant to be airbrushed.

Like any good finish, a bare metal finish with Alclad II starts with good surface preparation. The plastic must be clean and free of any scratches from assembly and sanding. They must be polished out or they will show up in the final finish. Once the surface to be painted is blemish free, the surface should be primed. If you are painting with the polished aluminum shade, the maker of Alclad II has you prime the surface with gloss black. It does not recommend a primer under any of the other shades. However, I've found that coating the model surface with Future helps eliminate any blemishes and gives a much better finish.

Once the Alclad II is dry, it can be masked over with tape or post-it notes. However, you cannot use liquid masking agents over it. They will lift the alclad II product off the model's surface. By using several different shades of Alclad II, you can create a very realistic "panelling" effect.

Alclad II was my most pleasant surprise of 2005. My search for a way to recreate bare metal finishes is now over. I'm now ready to tackle a number of aircraft models that I have been putting off. Try some of this product. I can assure you that you won't be disappointed. It is available locally from Scale Reproductions.

Kit Review - M59 155mm “Long Tom” ...by Jerry Davis



The American 155mm artillery gun was an exceptional artillery weapon of WWII. Well known by its nickname "Long Tom", the gun proved itself as a needed artillery piece among the U.S. weapons inventory.

The gun could launch a 95 pound projectile upwards of 15 miles with high accuracy. Its rate of fire was 40 rounds per hour that included high-explosive, chemical, smoke, or illuminating shells.

The cannon weighed in at a hefty 30,600 pounds which included a specially built trailer with eight multi-directional pneumatic

tires plus a two wheel limber mounted under the trail ends.

The "Long Tom" saw action in the MTO, the ETO and the Pacific. The cannon was also used by the Marines and Army coastal defense units protecting the harbors and coastlines of the United States and its territories such as Alaska. The “Long Tom” was manned by a 14-man gun crew and because of its size, it was moved by the tracked M4 High Speed Tractor ‘Prime Mover’ and only a few were transported using the 2 1/2 ton “Duce and a Half” truck.

The AFV kit (# 35009) of the M59 is the only kit available for this cannon in 1/35th scale. The kit is not a bad build but a word to the wise, study the directions carefully; they are confusing. I managed to place the trails on the wrong sides and had to pry them off with care. I also muffed one of the axles placing it backwards and had to struggle to make it look correct.

The kit actually goes together nicely but there are a fair number of sink marks that need attention. The barrel is metal which caused concern for me thinking the gun would tip over, but it's ok, the trails and carriage lend enough support. The tires are rubber but lack any side detail such as size, manufacturer, etc. however, they do portray a great multi-directional (nub) tread. There are not a whole lot of pieces to go on this kit and there are some add-ons such as photo etch but this build is without all that fuss. There is a limber and travel lock included so the gun can be displayed in the travel mode, but I opted for the firing mode.

All in all, not a bad kit which gives a good impression of how large the 155mm gun is in comparison to other calibers of the day. This gun was towed by the prime artillery mover of the day, the M5 High Speed Tractor, and no real kit of that is on the market. The Long Tom kit was purchased from Scale Reproductions and ran in the mid-20 dollar range.

A Word with You, Please... From Dennis Sparks

scumble \SKUM-bul\ *verb*

1: a: to make (as color or a painting) less brilliant by covering with a thin coat of opaque or semi-opaque color

b: to apply (a color) in this manner

2: to soften the lines or colors of (a drawing) by rubbing lightly

It's that time to renew your MMCL dues. Please do so by completing a 2006 club renewal form and turning it into Mike "Danger" Nofsinger.



Remember, dues are still only \$10.00 for adults By being a member, you get a lot of value for your dues.

- | | |
|---|--|
| Monthly Meetings | IPMS Conventions |
| Monthly Newsletter | Quarterly Model Contests |
| Club Workshop | Quarterly "Friday Night Fights" |
| Annual Club Auction | Monthly Kit Raffles |
| Club Cookout & Holiday Party | How 2 Seminars |

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- **The President's Page**
- **Book Reviewed, "If You Survive", or why Dave never models**
- **Again, Re-Up or Else... or Else**
- **Article...MIA Come on folks, Help a Guy out!!!**
- **Article...MIA Newsletter of the Year?**

Vital Club Intel.

Next Meeting: Thursday, February 16th @ The Church of Exalted Plastic, 7:00 pm

Theme and Activities: 2006 MMCL CLUB AUCTION

Official Club Web Site: www.mmcl.org

Club Motto: So many kits... So little time!

**This informational feature brought to you by
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WJRD**

The President's Page... *Jerry Davis*

Hello Fellow Modelers,

February is here and with it, our annual "Club Auction." The auction is scheduled for our February meeting which is Thursday, February 16th. This event is one of the club's highlights since many members can pick up some great deals at some much discounted prices. The club accepts cash or checks, and please brings some things to donate to this very worthy cause.

The show circuit opens with the Columbus show on Saturday, February 18th. This is followed by the Indy show a little later in the year on March 25th. The Great Lakes regional is being hosted by Toledo in Perrysburg Ohio and scheduled for May 13th.

The Metro Library campaign saw us in Okolona and Fairdale libraries in January and both displays and "Modeling 101" seminars received some high accolades. We are in the Southwest library branch during February, so please, check out the club's display in their two giant entrance windows. The next "Modeling 101" seminar is scheduled for the Southwest library branch in April.

The U.S half-track smack down is preceding nicely with some more members jumping on the bandwagon. This friendly inner contest is to debut in June, so, "fights on!"

The March meeting will see our first "Friday Night Fights" of the year and is scheduled for March 17th. Yep, that's right, St. Paddy's Day so the theme is "Anything Green." This night will also feature our first of the year in-house contest so it's a perfect time to display what you've been working on this year. As always, the in-house contest winners receive gift certificates to Scale Reproductions.

Don't forget to re-enlist!. So far, we've had a low turnout of reups, so see one of the officers Our club dues are still a modest \$10.00 (adult) per year.

...Jerry...

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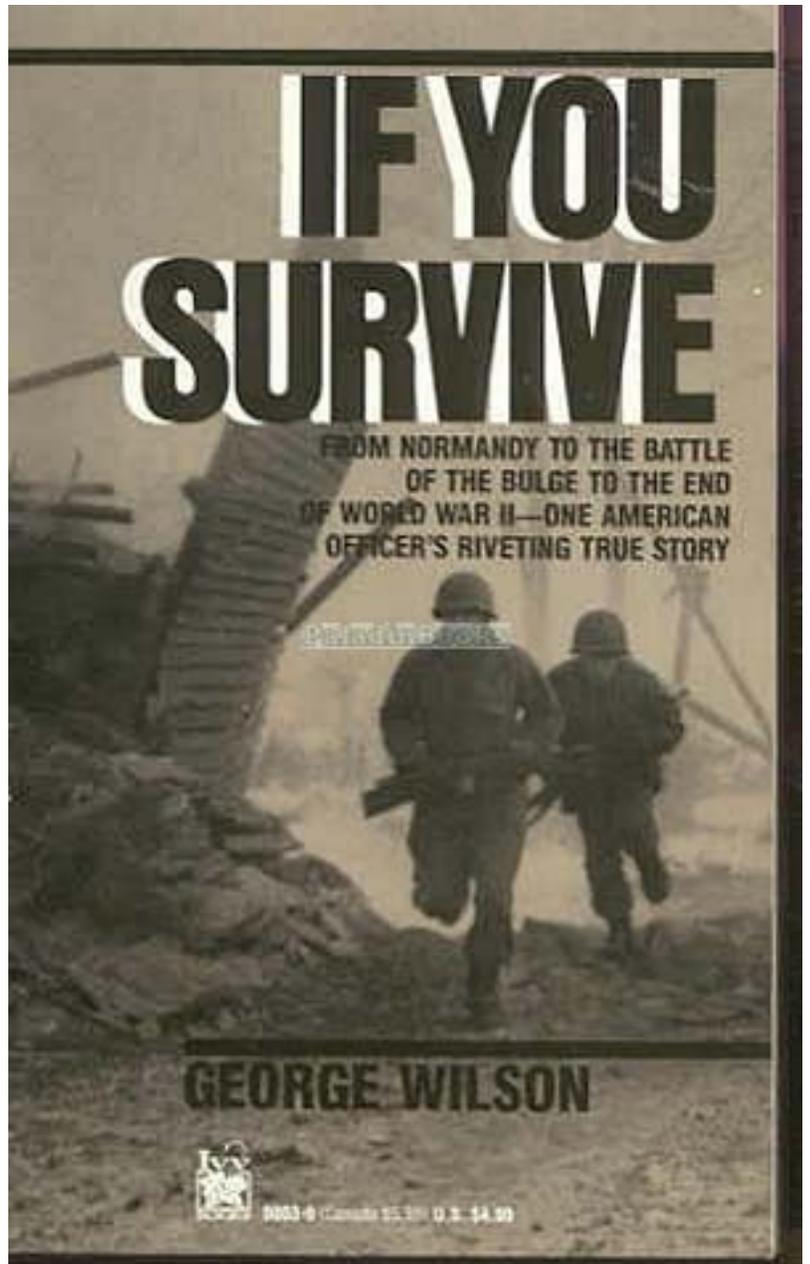
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Book review: **If You Survive** by George Wilson...*Review by D.M. Knights*

As you know from my previous book reviews, I like books that describe small unit combat action. The author of this book was a U.S. infantry junior officer in Europe from July 1944 to the end of the war. The book recounts the author's experience of combat during his time at the front, which at one point spanned 8 straight months of combat. He was present for many of the great battles of the western front campaign, from just after D-Day, to the breakout by the Third army, to the rush to Paris and the Rhine, as well as being on the southern shoulder of the Battle of the Bulge.

His descriptions of his combat experiences are straightforward and don't seem to have suffered embellishments with the passage of time. Yet, the stories are compelling. Just one example is the author's story of being caught at night on a street between a Sherman and a Mark IV who conduct a duel at point blank range. The diorama possibilities in the book are endless.

Given the rate at which the WWII veterans are dying, stories like these are being lost for forever every day. This is a tragedy. I urge you to get a copy of this book and read it. It is excellent history. It will serve as inspiration to modelers who read it. Finally it will serve to remind the reader of the great sacrifices made by those Americans who fought in WWII.



This Month at the February Regular Meeting

MMCL CLUB AUCTION

Bring your Kits!... Bring Your Cash!

It's that time to renew your MMCL dues. Please do so by completing a 2006 club renewal form and turning it into Mike "Danger" Nofsinger.



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- **Trumpeter's SA-6 From the Uncle**
- **Making Canopies That Sparkle (Part 1)**
- **Product Review – S&K Hobby Drill**

Vital Club Intel.

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Theme and Activities: Friday Nite Fights and Quarterly Contest

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The President's Page... *Jerry Davis*

Hello Fellow Modelers,

Our February annual "Club Auction" was a great success. Although we did not set any new records, our income generated from this annual event proved to be respectable. Thank all of you that donated items for this cause and thanks go out to those that purchased items along with Mark Cable, our Master of Ceremonies and Danger who kept things in tally with the financials. The overall spender leader this year was Stu Gordan and placing second was yours truly. The club netted a hefty sum of money for this cause.

I plan to have available the club financials at the March meeting. These financials include the 2005 revenues and expenses along with the 2006 club budget. I'll explain more about the financials at the March meeting.

Also included at the March meeting will be the draft by-laws revision. These are completed and currently under review by the officers. We'll have copies for those in attendance. We don't plan to discuss any of them during March but wish for the membership to take a copy home and review them. We then will discuss the changes at the April meeting and if everyone or the majority is in agreement, we can submit them for vote change. The committee and officers included some revisions to some gray areas in the current by-laws with a goal to clear up some things that have happened in the past.

At the March meeting will be our first "Friday Night Fights" of the year. The date is scheduled for March 17th. This is also St. Paddy's Day so the theme is "Anything Green." This night will also feature our first of the year in-house contest so it's a perfect time to display what you've been working on this year. As always, the in house contest winners receive gift certificates to Scale Reproductions.

Don't forget to supply our newsletter with some articles. It takes a short amount of time to write and submit an article. Mike indicates the article well if drying up, so please jot down a few things about your latest build project or a review of a book, tool, or other hobby related topic.

The next show in our immediate area is the Indy show on March 25th. The Great Lakes regional is being hosted by Toledo in Perrysburg Ohio and scheduled for May 13th.

The Metro Library campaign saw us in the Southwest Branch (Valley Station) library in February. According to the head librarian, the display spawned a lot of interest. There is a "Modeling 101 seminar scheduled for the Southwest library branch in April.

For anyone wishing to get involved in the U.S half-track smack, the due date is June.

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Trumpeter's SAM-6 Anti Aircraft Missile & Launcher...By John (Uncle Daddy) Dietrich

To be honest, this is one of the first Trumpeter kits that I have purchased that I actually have begun construction and it was a good choice. The SA-6 has been in service for quite some time and has been part of the inventory in a number of the former Soviet client states. The kit comes with painting detail for a typical Soviet vehicle as well as a couple of Warsaw Pact schemes.

Research:

I went to the good old web to find some interesting articles about the SA-6 before I began to build the kit. There is an excellent article by Steve Zaloga that can be found on the missing-lynx.com site. Zaloga gives you some important points about the paint schemes and tips for building the kit. He also goes into some measurement comparisons, which, as far as I'm concerned, are merely academic. You can also surf the web and find several sites that have photos (none very good) about the subject. There is also a new publication (Concord?) coming out soon that is entirely devoted to the SA-6. I believe it will have lots of useful photos which will cover various paint schemes, etc. You may want to wait until the book becomes available before starting your project.

Construction:

I started my project, like all my projects, by working on the ordnance first. The vehicle that I chose was similar to the Polish version where the missiles were painted in an overall light green with yellow bands and a white (white gray) tip. After construction of the missiles, which is pretty straight forward, I used a primer of Floquil RR Primer Gray. I like to use the Floquil as it has "bite" and adheres to the plastic better than most primers. It is also useful when priming photo etch or resin parts. For the light green base, I used Model Master field green (FS 34097) and for the yellow bands, I used Model Master Deep Yellow. The missile tips were painted in a white lightly tinted with a bit of gray. After this was done, on to the chassis!

The vehicle comes with a small bit of photo etch which is useful and of good quality. To begin, I used my "patented" epoxy the mounting bolt in the hull technique by centering the mounting bolt inside the chassis. I then began to assemble the kit pretty much according to the instructions.

The kit is of excellent quality, however, there are some sinkholes that need to be corrected. For example, Parts C2 and B17 need some attention. I also decided to do part C46, the ditching log seen on Soviet vehicles, by priming the piece with Floquil Gray primer and after a good cure, air brushed Vallejo light brown. When this cured after several days, I brushed on a layer of Windsor Newton Burnt Umber. The technique is similar to what I did on my Armstrong gun in that I wiped the oil paint off leaving the darker colour in the recessed areas. This makes the log look like a log! Care must be taken during the construction of the mobile launch pad. You can depict the vehicle in a launch or transport mode. I chose the launch position as I think it looks better this way. You must be very careful with this when assembling the immobility rack.

After basic assembly, I painted the vehicle in an overall Field Green (see above), which included the road wheels. I then painted the rubber wheel part with Floquil Weathered Black, which looks like weathered rubber. I used a mix of Model Master Dark Green and a bit of black to make a dark green which was air brushed in a typical camo pattern along with some red brown. I decided to use the kit sectional/link track, which looks pretty good. After cleaning up a bit, I sprayed them an overall Floquil Gunship Red (no longer available) and applied a black wash. After mounting, I will touch up with a bit of metal dry brush.

My final presentation will be on a drawer front base that has been stained and finished. I have prepared a simple ground cover using a Celuclay type product and painting over with acrylic brown. I'll put some ground cover on for effect.

Conclusion:

This is a fine kit to work with as the fit is unbelievably good and most of the injected parts crisp. The only real issues that I found are the sinkholes on the parts noted above. I think that the book coming out on the SA-6 will open up a lot of options for presentation of this kit and the builder should find it a rewarding project. Trumpeter has really come a long way in presenting unique vehicles that other manufacturers have avoided. I hope Trumpeter continues with its commitment to quality and detail and to find more "obscure" vehicles. The Uncle gives it a Two Thumbs Up!!!!

Finishing Touches: Making Canopies That Sparkle (Part 1)... By Randy Fuller, MMCL/Eastern Bloc

If you build a lot of aircraft, like me, you know that the canopy can make or break a great model. These tips I've tried on mostly 1:48 scale kits, but they can be applied to smaller or larger pieces. I've broken down the finishing to three steps: choose, prep, and paint.

Step one: choose your canopy. This may seem like a no brainer – use what is in the box. Ah, it's not always that simple. You may want a thinner, vacu-formed canopy, especially for a WWII bird. Keep in mind the scale of the "glass" you are modeling. For modern aircraft, the kit injected molded canopies are just fine, but sometimes you may want something a little lighter, especially in 1:72 scale or smaller. So check out the options before you begin,



Step two: prepare your glass. This is the most complicated and intensive step, I think. For this explanation, I'll be using a 1:48 canopy form a Hasegawa F-14A kit (since that's on my bench right now.) Start by looking at and through both the canopy and windscreen. The molded framing may be too thick and should be thinned down or even removed completely. Keep in mind that there may be some framing molded on the part that you may not want to remove, so proceed carefully. You may notice small imperfections and scratches. There may even be an ugly mold seam!

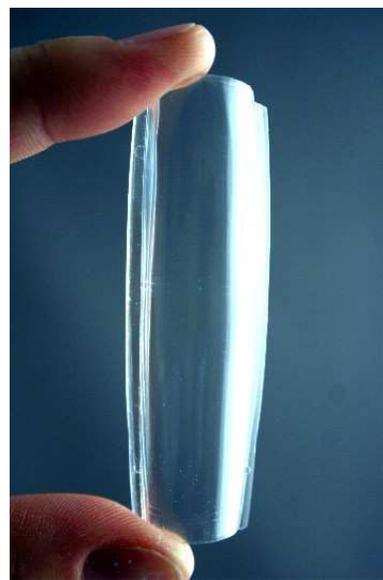
Not to worry, get a triple grit sanding stick or a set of polishing pads and start working only on the damaged or unwanted areas. Keep the grit wet at all times, lightly sand in a circle, and slowly progress through the finer grits, covering the previous area sanded. Rinse the part between each grit. Trust me, you can get the piece crystal clear again, I promise. Next, get some liquid or paste polishing compounds, I like the Novus polishing set of three compounds, but the Tamiya polishing compound is good, as is the old stand-by: BMF Plastic Polish. Go though the polishing compounds following the manufacturer's directions, and finish with a thorough cleaning. I use alcohol and a soft cloth. It takes a bit of effort and patience, but it will be worth it. Check once more for any scratches or imperfections.





Remember these rules: start small and work in a circle (as you progress with finer grits, you'll need to increase the area you're sanding), always rinse off the residue between grits (you don't want any coarser residue when progressing), and work any liquid or paste polish until dry, then clean. If you're satisfied with the clarity of the piece, move on to the final stage: Back to the Future.

Clean the parts with Windex or ammonia and water, then immediately dip in a Future acrylic bath. I keep a Tupperware container of Future just for this step. Dip the part in the bath and swirl it around a bit. Pull it out and let the excess drip off, then place the part in a clean place to completely cure.



I keep a Styrofoam sandwich container on the bench to hold these parts while they dry. Wait a few days, and I mean two to three days before you even open the box! Once fully cured, take the canopy out and look for any dust particles that may have landed on the wet Future. If you have and specks, you'll need to start over. Remove the Future with more Windex or ammonia, wipe it clean, and re-dip. Any cleaner with ammonia will dissolve the cured Future without harming the plastic. I know, I've tried it.

To ensure you give the Future enough time to cure, you'll have to wait for part two. In the next article, I will go into details regarding masking techniques, painting, and installing photoetched details. So hurry up and get those canopies polished, then wait. Most of us are used to that, right?

Product Review – S&K Hobby Drill... by Jerry Davis

A new product that I recently ran across is that of a new hobby drill, hobby drill #6504. This product is made by K&S Engineering (<http://www.ksmetals.com/Homepage/>) and is well worth the price tag of \$19.95. It is battery powered and uses 4 “AA” batteries. It has a little more torque than the Tamiya battery operated drill but less than that of a Dremel tool.

It is powerful enough to etch metal or wood, drill holes and emboss metal, sand, mold, or sharpen tools. The actual drill is lightweight and the battery pack is attached by a cord which may be attached to the user’s belt. The unit is molded in a resilient plastic and offers a unique camouflage print.

The hobby drill comes complete with a nice set of stylus, etching and drill bit, 2 sanding disks, and 3 different size chucks. This nice little addition to my tool box was purchased at Scale Reproductions.



FREE PASS

March 17TH FRIDAY NIGHT FIGHTS !!!!!!

FREE PASS

TACTLESS NOTES

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- **Decaling for Dullards**
- **Make Realistic Mud from Only Dirt and Water**
- **Hypocrisy In Scale:**
 - **“Man, Model Railroading Sucks...”**
 - **“Dude, Check Out Trumpeter's BK52
Kreigslocomotive, It's Unreal!”**

Vital Club Intel.

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The President's Page... *Jerry Davis*

Hello Fellow Modelers,

On a good note, MMCL has just been awarded the IPMS/USA "Great Lakes Region Chapter of the Year" (COY). This is the second year in a row that the club received some sort of IPMS/USA recognition. We are fresh off a win for the "National Newsletter of the Year" and the club is now recognized as the region COY. We now advance into competition for the IPMS/USA National Chapter of the Year. Our March meeting and "Friday Night Fights" was deemed a success. Some real building occurred and some were building in fast preparation for the March 28th Indy contest. Congratulations to our club members that entered the first in-house contest for 2006. The winners were:

Richard Guetig 1st Place
Jerry Davis 2nd Place
Andy Cox 3rd Place

As always, thanks to Scale Reproductions for providing the 1st place gift certificate.

The financial "State of the Club" was presented at the March meeting with some discussion on our revenues and expenses for 2006. We may wish to discuss this topic further and more in depth at the April meeting.

The draft by-laws revision is completed and currently available for membership review. Deleted changes are annotated with a strikethrough; added changes are highlighted in red. Please take a few minutes to download your copy and review them. We plan to discuss these changes at the April meeting and if the majority is in agreement, we can submit them for vote change. The revision includes some revisions to gray areas in the current by-laws with a goal to clear up some things that has happened in the past.

Mike still is asking for newsletter articles. Mike works hard on this monthly publication so lend a hand to Mike and write an article about something you are working on.

The next show appearing on the he radar screen is the Great Lakes regional. This regional is being hosted by Toledo in Perrysburg Ohio and scheduled for May 13th.

The Metro Library campaign saw us in the Southwest Branch (Valley Station) library in February. According to the head librarian, the display spawned a lot of interest and invited us to keep it at the library another week. There is a "Modeling 101 seminar scheduled for the Southwest library branch on April 10th.

For anyone wishing to get involved in the U.S half-track smackdown, the due date is June. Any U.S. half-track variant is eligible. Word is there is one that is completed and a competitor.

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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!

Modeling the Lavochkin LaGG-3...by Dennis Sparks

The LaGG-3 was designed and produced at a very desperate time for the Soviet Union. Due to a shortage of lightweight alloys, the aircraft was constructed largely from plastic-impregnated plywood. While it possessed a good top speed, it was both overweight and underpowered, making it slow to accelerate and sluggish to maneuver. Compounding the problem, it was rushed into front line service while still suffering from a host of development problems. It was in almost every measure outclassed by the Bf 109s and Fw 190s that were its principal opponents.



However, the pressing need for large quantities of even an admittedly inferior aircraft precluded any major improvements to the design that might have slowed production. With morale plummeting, Lavochkin and two factory test pilots embarked on a tour of LaGG-3 units to demonstrate tactics to best utilize the fighter's strengths and to minimize its many faults. These demonstrations, plus a series of minor improvements that were introduced during the production run improved the situation somewhat, and several of the more expert pilots began to accumulate a respectable number of victories with the type. After a production run of more than 6500 aircraft, LaGG-3 production was halted in the summer of 1942. Lavochkin re-worked the design, substituting a lighter and more powerful air-cooled radial engine. A number of unfinished LaGG-3 airframes were thus converted to produce the first of the more successful La-5 series.



the aircraft.

In the mid-1990s, LTD Models in the Czech Republic produced six kits of WWII aircraft that till that point had not been offered in 1/48th scale. In addition to the LaGG-3, the series included a Polish PZL P-11C, Rumanian IAR-80, French Dewoitine D.520, Soviet Yak-9 and an Australian CA-13 Boomerang. All of these kits suffered from the usual ills associated with limited run kits: errors in the overall shape, poor fit, thick trailing edges, and a propensity for confusing the details from various versions of

Still, because of the unusual subjects offered, I bought all of them. I quickly built both the PZL and the IAR-80 and had the temerity to enter them in a couple of area contests. Like most of my models, they never won anything, but I had fun building them. Later, when Squadron reduced the prices on several of the remaining LTD kits to \$5 each, I picked up two additional examples of the LaGG-3 and added them to my ever-increasing cache of unbuilt kits.

When Corky, Randy and I began discussing building a series of models representing aircraft flown in the 1939-44 Finnish-Soviet wars, I recalled that I had these kits. I quick check confirmed that the kit included Finnish markings for a captured LaGG-3.

On 14 September 1942, white 57 from the Soviet 524 IAP made a forced landing inside Finland and was quickly recovered by Finnish ground forces. It became one of three LaGG-3s that the Finns captured, repaired and then pressed into service against their former owners. I immediately decided to build two models, showing the aircraft as it appeared in the markings of both air forces. The 1996 "In Action" book on the LaGG features this aircraft on its cover.

The first step was construction of the cockpits. I'm gradually becoming acclimated to the concept of shelling out a few extra shekels for an aftermarket cockpit set for kits that are deficient in this area, but as far as I could tell none were currently available. I opted to add to simply paint them mostly gray and install a set of photoetch seat belts. The belts I happened to have on hand were for WWII US aircraft, but I stuck them in anyway, which established the TLAR standard for these two models. (TLAR, for That Looks About Right...)

Next up was dealing with the radiator intake and exhaust ducting. The LaGG-3's radiator was mounted low in the fuselage below and behind the pilot as in the P-51 Mustang and was actually rather more sleek in comparison. The kit provided a crude attempt for the inlet and outlet ducting as well as a simple plate to represent the front surface of the radiator. With exquisite understatement, the instruction sheet indicated that these parts should be trimmed to fit. Much hacking, carving, test fitting, followed by filling with largish quantities of super glue and sanding were needed to even approach TLAR.



As with the Mustang, the LaGG-3 had a large moveable door in the outlet ducting to restrict or increase the air flow through the radiator. On the kit, this is molded in the full "up" position for minimum air flow, and a separate door is provided should one want to model any other door position. While most commonly photographed on the ground in the full "down" position, this would have entailed further elective plastic surgery, so I took the gentleman's way out here and left it unmodified.

After getting the fuselage halves together, it was time to address the air intake on the bottom of the nose. It was molded into the two fuselage halves, and by this time I was unsurprised to see that the result was decidedly asymmetrical. My previous experience in carving jack-o-lanterns was of some benefit here, and I was able to trim the inlet into an acceptable shape. It was at this point that I belatedly realized that while a carefully placed internal blanking plate would have been both desirable and commendable, it was emphatically not mandatory.

The trailing and leading edges of the upper and lower wing pieces were sanded to produce a thinner profile. The one-piece lower wing surface was then attached to the fuselage. The two upper wing halves were then attached, butting them firmly against the fuselage. Any misaligned or poor fit problems were thus transferred to the wing tips where they were easier to correct.

The smaller air intakes in each wing root were poorly formed. After a fair amount of sanding and shaping, I finally despaired of getting them to look presentable and filled them in with Tamiya putty. When it had dried, I re-

carved the inlets. After getting all four (two wings x two planes) inlets to approximately the same size and shape, I discovered that the oval-shaped openings that I had crafted were correct for only the earliest versions of the LaGG-3, and should have instead been rectangular on the version that I had chosen to model. TLAR triumphed again as I left them unchanged.

Like later model Bf 109s, the LaGG-3 was not fitted with doors to completely cover the wells, leaving a portion of each wheel exposed. The openings in the lower wing for the wheels were decidedly misshapen, so I used paper to make an appropriately sized circle template, traced this onto the wing and spent a few minutes reshaping the wells.

Finally, both models were ready for my favorite part of modeling, the paint job. Both the Soviet and the Finnish camouflage schemes called for an olive green and black over light blue, and I reasoned that it was unlikely that the Soviets would have provided the Finns with paint stocks. A quick check revealed conflicting information as to the Federal Standard numbers for the ideal colors for both schemes, so I settled more or less at random for two similar olives and blues, but elected to use the same Model Master Aircraft Interior Black on both.



While the Finns used a typical wave camouflage pattern on aircraft that they had built or purchased, they used a hard-edged splinter pattern on captured aircraft. Why? Perhaps it was thought to aid in recognition of a former-foe, now-friendly aircraft? I used my trusty Badger 350 airbrush to paint both aircraft, free handing a soft edge for the Soviet paint scheme. A small pile of Post-it notes were consumed to mask the hard edges of the Finnish scheme.

The customary Future gloss acrylic floor finish was then hand brushed on to each model and after several days to allow for it to cure, the decals were applied. The kit provided a vacuform canopy, which generally causes me some anxiety. Fearing that I would need to do some filling and filleting around them, I elected to attach both canopies before I applied the final coats of clear flat finish. Unexpectedly, the canopies were among the best fitting parts of the entire kit. After attaching them with Testors Clear Parts Cement, I hand painted all of the framework on both kits in the Interior Black. I then overpainted with the olive greens where appropriate.

The kit provided two sets of wheels to represent both smooth and treaded tires, but both were completely unusable. Other than the seatbelts, a set of True Details wheels were the only aftermarket parts used for these two kits. These were intended for the later La-5, but were probably correct for at least the later LaGG-3s as well. I also cut out landing gear cover doors from thin plastic sheet to replace the crude ones in the kit.

Instead of my usual hand-mixed clear flat coat of Future plus Tamiya Flat Base, I opted this time to try the Model Master Acryl Clear Flat, which I thinned about 25% with a 50/50 mix of isopropyl alcohol and water and applied with the Badger. This the first time I'd tried the Acryl flat coat and I'm sort of lukewarm about it. It dried quickly and smoothly to a dead flat finish, but it looks to me to also have a slight opacity, and grayed out the colors. Not necessarily a bad thing, but something I'll watch for the next time I use it.

Finally, I added a bit of weathering, trying the Tamiya weathering pastel sets for the first time. My usual technique is to sand a bit of artist's pastel chalk on 400 or 600 grit sandpaper, and use a dry paintbrush to apply the resulting powder. The Tamiya pastels are interesting to use. They have an almost oily feel to them, but applied easily with a dry paintbrush as usual. One difference is that they tend to adhere adamantly to the model. If you're dissatisfied with it, most of the powdered chalk can be rubbed off easily with a dampened cloth. The Tamiya pastels seem much more permanent, so I didn't bother to apply a clear flat coat over them.

Since the LaGG-3 was a largely wood-covered aircraft, there would have been little natural metal exposed due to normal wear and tear. Also the Soviets typically used a fairly durable lacquer paint that adhered well to the wood. I settled for a bit of exhaust staining, some dirt on the tires, and a bit of accumulated grime in the few panel lines.

When I was well along with these two models, ICM announced at the Nuremburg show their intent to release a family of LaGG-3s in 1/48th scale. It wouldn't be surprising to find that if and when these ICM kits make their appearance, they will be far superior to the older offering. But still, I had fun pounding these kits into presentable models. And given both my somewhat lowered expectations for the final results and the blow-out cost of the kits, I was willing to try a few things that I wouldn't have wanted to do with a more expensive kit.

Review: Tamiya Spray-Work Paint Booth... by Pete Gay

I have recently re-located to Germany due to government service and for the move I had to sacrifice some modeling items. Mainly paint, movers don't want it in a shipment (that was costly but went to a worthy recipient), and my mondo, 110 volt, self built paint booth. I thought I would not need a 110 device in Germany, land of 60 cycles and 220 volts. The paint booth I had was made out of particle board and a hamster cage fan rated a 225 CFM. I also installed a light and used a HVAC filter for a furnace over the intake hole. The general shape was a rectangle big enough to fit a 1/350 scale Yamoto in side it comfortably. In short it was big and weighed a ton! So now here I am in Germany and no paint booth. My new



digs' are roughly half the size of my old digs' and storage is at a premium. If you're European you're thinking. "Spoiled Yank, welcome to our hell!" Anyway, I started looking about for a new paint booth. First stop, that's right, EBay! Well I found a few on EBay but NO one wanted to ship via US Mail to an Army Post Office box! All of them, the ones I was interested in, all used UPS or some other sort of private delivery company. None of these can deliver to a private APO address. Next stop were the local and internet retailers. So I check for a local source. No GO! There are only a couple of "real" hobby shops in Germany, which I have found since arriving. None of which were closer than a 3 hour driver without traffic on the autobahn. I don't know if you have been in Germany lately but the Autobahns should be renamed "Park Platz" (parking lot). I looked for a German place to order from but the best deal I could find would end up about \$350.00 after exchange rate and such. Too much!

So I finally decided on buying a major vendor product. Say Badger, Pasche, Gunze, or Tamiya. After looking for sources I found Rainbow 10 to be the most reliable source. I deduced this mainly from friends opinions as I never ordered much online before. I liked Rainbow 10 because they post a simple .csv (MS EXCEL) file or html file for

that day's current stock in the warehouse. No guessing about stock status. Now Rainbow 10 had both the Gunze and Tamiya products but I knew nothing about either one. So I fired up Google to start researching. I found nothing!! That is right, NOTHING! Go ahead and look for yourself, I'll wait here..... See, I told you so! I also tried Yahoo. The only references I found were a few articles where someone said they used a booth but no specifics. , hence the reason for this review. Now I was in a conundrum. Which way to go? I had no specs on either booth other than the dimensions and that was it. Now if you know me, you know I am a Tamiya NUT! I love almost everything Tamiya. In fact I have only bought one Tamiya product that I questioned after purchase and use. That will be another review. So I went with Tamiya again. Note: If I could afford two booths I would most definitely try the Gunze product also! So the great folks of Rainbow 10 had my booth to me in Germany in 3 days with there regular shipping by EMS. Two days more in customs and import tax from the same and I had my booth. Oh well, I guess that is the nature of our international hobby.

Well from just pulling the booth out of the box I thought "this is compact!" (polite for "somewhat small") However, it is open and so the work area will be ventilated appropriately. Also provide are a set of filters, four to be exact, that are installed in something of a serpentine style. I ordered an extra set of filters also; too have on hand (that is the army guy in me coming out). Also in the box are two sections of vent hose. The exhaust duct port on the Tamiya is 2.5 inches, so a regular size American dry vent hose will not work. However the two sections do slip together and each section is capable of being bent into a position and staying there. I find this very convenient. The filtration path of the booth is also unique as the air passing through the device goes round 3 separate 90 degree bends of filters before exiting the fan duct. The booth is also capable of being packed up and it has a carry handle on its top balance point. Convenient for those of us who are in the hotel the night before a contest and are adding that last detail. Is there ever enough detail? And the entire booth can be cleaned by using a bit of thinners (only Tamiya paint is guaranteed to be removed from the plastic and resin booth). Please see the photos for a birds eye view. The real test of course is does it work!? Well in short, yes it does. Mind you, it is not a black hole series paint booth that sucks all matter within a few lights years of its epicenter into it and delivering it to another part of the universe. But it will take out the paint particles and exhaust the fumes to a window that is a foot or so behind it. I do give this a booth an A+ for its filter path. Much better than any home built or even \$400 dollar booths I have seen. And the air path is not as restricted as it would be by a paper medium filter.

And that's all I have to say 'bout that!!

Those Screwball Modelers!

In the April issue of **Scale Auto** magazine, there's an article on modeling the 1969 Mercury Cougar. Describing using a wash to highlight the front grill, "Flat-black bottle paint, diluted with thinner until it has the consistence of *nonfat* milk...".

How's that for being specific? Is 2% milk too thick?

TACTICAL NOTES

The Award Winning Newsletter of the Military Modelers Club of Louisville

May 2006

Inside this issue:

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- **MMCL Eastern Bloc's Buffalo Herd... Part 1**
- **Making Canopies That Sparkle... Part 2**

Vital Club Intel.

Next Meeting: Thursday, May 18th @ The Church of Exalted Plastic, 7:00 pm

Theme and Activities: Regular Meeting

Official Club Web Site: www.mmcl.org

Club Motto: So many kits... So little time!

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

The President's Page... *Jerry Davis*

Hello Fellow Modelers,

Congratulations are in order for Rich Guetig for being selected as the MMCL newsletter contributor of the year. Rich has done a great job with his review of how to depict structure ruins. His article also appeared in the IPMS/USA Journal.

On the building circuit, don't forget about the June contest and the U.S. Halftrack smack down. This is scheduled for the June meeting along with the regular in-house contest.

I'd like to review that although the financials were discussed during the April meeting and we are not projected to be in the black this year, it is not panic time. One of the reasons that our financials suffered this year is the fact we did not have a show. The combination of a show and our annual club raffle usually contributes to positive revenues. We may look at having another auction in the fall to offset things.

As always, Mike is always looking for newsletter articles. Submit your article to Mike so he will have time to incorporate it into the newsletter.

On the show circuit, the R4 regional is being hosted by Toledo in Perrysburg Ohio and scheduled for May 13th.

The Metro Library campaign saw us in the Southwest Branch (Valley Station) library again in April. This included a "Modeling 101 seminar to an active audience and further promotes the hobby and the club.

Tool Review: Tamiya Spray Painting Stand... *By Jerry Davis*



I had my eye on this little tool for awhile and when I saw it at Scale Reproductions recently, I decided to pick it up. The Spray Painting Stand (Item #74522) is a set of two (2) stands that makes airbrushing a little more easily.

Advertised as a multipurpose painting stand set, it comes complete with the two stands. Both stands can be adjusted and used for a wide range of sized and shaped pieces.

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Both units are turntables that rotate freely without binding. The larger one has different sized holes on the surface to affix parts while still on the plastic sprue or can be affixed to the stand using wooden dowels or other item inserted into the holes. The unit comes with 4 spring clips and additional clips may be purchased (item #7807143)

The smaller stand has two adjustable clips that can be affixed in such a manner to hold items from the inside. This unit is more adaptable for painting cars.

On the downside of both stands is that they are made out of some hard plastic/PVC material so cleanup is not desirable with cleaning fluids such as lacquer thinner.

Besides that, the units are still helpful especially for under \$20.00 for both. I've been using a 12" Rubbermaid type turntable for years and because of its flat profile, it can be difficult to use. The Tamiya painting stands elevates the work a few inches from the flat surface making it easier to get into all those nooks and crannies.



Brewster Buffalo F2A-2 US Navy 1941... *Corky Mohandano*



This kit is the Tamiya B339 export version boxing, but built as a US Navy F2A-2 in pre-war light gray. The necessary parts and decals for this version are included in the kit. A photo of this aircraft can be found on Page 16 of Squadron/signal publications' F2A Buffalo in action.

This was an enjoyable build. I did add several after-market parts, but tried to keep things in check by using only those parts that gave what I felt would be the most bang for the effort. From an Eduard photo etch set I used the dash, seat, seat belts, floor, fuel tank, loop antenna, brake lines, and flaps. I also used true details resin wheels, but sanded the side bulge

down to reduce the weight effect. To position the canopy open, I cut the center section out of the kit part and replaced it with the center section of a squadron vacuform canopy.

Modifications to the kit included cutting out and repositioning the control surfaces, and scribing a few of the most prominent panel lines on the fuselage. The kit is molded with a combination of raised and recessed lines. Wing guns are depicted as a simple hole on the leading edge of the wing. Photos show a short barrel sticking out here. I added a piece of plastic rod and drilled out the end with a pin vise to better represent this detail.

The only serious fit problem I encountered during construction was attaching the wing assembly to the fuselage. The lower fuselage section of the wing assembly did not match up well to the rest of the kit. It required a lot of sanding, putty, and panel line reconstruction to get a satisfactory match.

The kit is painted with Tamiya acrylics except for the light gray which is Tamiya spray can lacquer. I used Model Master Acryl clear gloss to prep for decals and weathering. I used an acrylic sludge wash around the

wheels, undercarriage assemblies, control surface joints, cowling vents and exhaust pipes. I used a sharpened pencil to accent other panel lines. Both of these techniques allow the weathering material to be removed with a moistened cotton swab, so it is easy to correct mistakes and regulate the intensity of the effect. I was happy with the results. The medium gray line left by the pencil was precise and brought out the panel lines and molded details, but in a more subtle way. I am assuming the actual aircraft was well maintained and kept clean. Clear semi-gloss Acryl was used as a last coat. It is my understanding the light grey used by the Navy at this time was not a gloss.



The last details were finishing the metal prop with SNJ polishing powder, masking and painting the wing walk areas flat black, putting clear flat on the tire rubber and using 6 mil ceramic wire for the antenna.

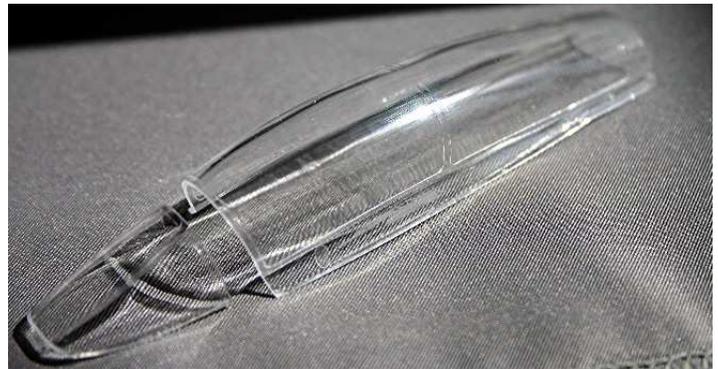
Finishing Touches: Making Canopies That Sparkle (Part 2)...

By Randy Fuller, MMCL/Eastern Bloc



Ready to finish that canopy? If you read and followed the last article you completed steps one and two: chose your poison – kit or aftermarket vacu-form; and polished out the imperfections, then finished with a dip in the Future pool. And you should have allowed sufficient time for that to cure, so open your dust-free zone and remove your nearly completed canopy. I would recommend wearing soft cloth gloves to prevent fingerprints. The Future coat is pretty tough, but I hate to go back and polish out my fingerprints. Look at your canopy. See how it almost glistens in the light? Much better than what you started with, huh?

But clarity is only part of the package. You need to add some color and detail. So on to Step 3: masking and painting. I have tried everything to mask off my canopies: blue painter's tape, Scotch Magic tape, masking



tape, low-tack masking tape, frisket film, Bare-Metal foil, liquid mask, and Parafilm. And I'm not going to tell you which is the best, because this is a subjective thing. I will tell you what I like and dislike about each, and what my masking preference is.



One more thing, I normally only mask and paint the outside of 1:72 and 1:48 canopies. In some cases, I will paint the inside of a 1:32 canopy frame. The masking techniques are the same, but there is a greater degree of difficulty getting inside the canopy. Of course I will cover up the inside of the canopy with some blue tape to mask for any over-spray. So on to the materials.

My usual masking material is Parafilm. I know this is a touchy product and many modelers have trouble with it. For me, I've used it enough to get it to work and I know its limitations. Bottom line it works for me and I like the fact it leaves no residue to clean up later. For the rest, here's my two cents:

Blue Painter's Tape: sharp edges, hard to cut on the canopy because you can't see the underlying details. I use it for almost all other masking situations.

Scotch Magic Tape: thin and fairly easy to cut on the part. Leaves a residue and can be a pain to remove.

Masking tape: too much residue obscures details. I never use it on any model project.

Low-tack Masking Tape: I use the yellow tape sold by Parma or Tamiya for RC car bodies. It's fairly thin and flexible. I cut thin strips and apply to edges. No residue, but sometimes can pull up from tight curves. Not bad, I do like it.

Frisket film: no residue, but hard to get to stick on curves. Don't use it much at all, but I keep a few sheets in the workshop.

Bare-Metal Foil: ultra thin, easy to cut and see details, no bleeding or early release. My only complaint is removal; I end up spending a lot of time removing the foil and adhesive. I like it better when I have a lot of small panes rather than a large bubble canopy.

Liquid masking: it's good for large areas, but takes multiple coats and time for drying. When I do use it, I tape the edges and fill with liquid mask. Also like it for unusually shaped windows.

One more technique, if you want to spend the money, are Black Magic Masks, or any aftermarket pre-cut masks, like Eduard. The material is OK, no residue and fairly good adhesion. It's nice to have everything pre-cut, but I find for the most part that the masks just don't fit quite right. I've used them, and probably will still use them from time to time, but with the forethought that I will need to work the fit. If you don't like masking and cutting, try a set for yourself.



And for my current F-14 project, I am trying the Eduard pre-cut masks. They're made from the low-tack yellow tape, and the fit is actually quite good. The masks themselves are not complete canopy covers, they are just the edges to the glass portions; which is actually good, since the tape is a bit stretchy and you can manipulate it enough around the curves. You have to fill in the remaining area with tape or liquid mask.



Now, you may opt out of masking altogether and hand paint the framing. If you have a steady hand and fine brush, go for it. I don't much like brush painting, and so I tend to mostly mask and airbrush. On the other hand, you could try Fast Frames by True Details. I

don't even think they are produced anymore, but you might find some in the hobby shop discount rack. My thoughts . . . well, my Mom said "if you haven't got anything nice to say...."



So, you've picked your favorite masking material, and you have the canopy covered. Don't forget to cover up the inside surfaces to prevent over spray. Now it's time to paint. Normally, I am only painting the outside, so my first color will be the cockpit interior color, then I paint the exterior color(s), and finish with a coat of lacquer to seal. If any decals need to go on the sides of the canopy, now's the time to do this too. Then the masking comes off and the final step is to install the canopy.



There are some final details to talk about, if you go that route. Some canopies are colored. The front of the windscreen on the F-14 is blue, F-16's look slightly yellow-gold, some skylights on helicopters are green and the F-117 windows are gold. For the transparent colors I use Alclad or Tamiya transparent colors applied with an airbrush. I will mask off everything except the area to be colored, spray the color and then mask for frame painting. I've found that Alclad pale gold is a good representation of the F-117 windows. Spray on the inside and very lightly. From certain angles the window will appear solid gold and other will be transparent. It's a cool effect. Sometimes I will glue the front windscreen to the fuselage first, then mask and paint, that way I can blend the edges and fill as necessary before spending a lot of time masking and painting. With this kit, the fit is so good, it's not necessary.



Finally, I add the photoetched details. I will install these after all the painting is complete. I shape interior parts to the frame first, and then I paint the outer sides the appropriate colors, then I glue into the frame with epoxy. You could use superglue, and Future is supposed to resist superglue hazing, but I don't like the odds. White glue will work, but I find its holding power isn't the best. Start in the middle and work your way around both sides. Go slow and use the glue sparingly. Finish up with any plastic details last, like the inner frame on the Hasegawa kit.

Now you're done, crystal clear canopy, crisp paint lines, and eye-popping details! I know it takes a bit of work, but I think you'll find it all worth it. It's kind of funny to think something that is clear needs so much attention to be seen. You'll have to wait to see the completed canopy on the completed model, though. I can't write these articles and build at the same time!

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The Award Winning Newsletter of the Military Modelers Club of Louisville

June 2006

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Vital Club Intel.

Next Meeting: Friday, June 16th @ The Church of Exalted Plastic, 7:00 pm

Theme and Activities: Ice cream Social and Friday Nite Fights

Official Club Web Site: www.mmcl.org

Club Motto: So many kits... So little time!

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

The President's Page... *Jerry Davis*

Hello Fellow Modelers,

We offer huge congratulations to Mike Jones and his new bride, Andrianna. The couple tied the knot late May at a Saturday evening service. Mike is still working part time at Scale Reproductions and we'll see if he can attend the upcoming Friday Night Fights on June 16th. Mike and Andrianna have a registry at Scale Reproductions; a modeler to the very end!

Speaking of Friday Night, we'll be combining the quarterly "Build-a-Thon" with an "Ice Cream Social" so bring your appetite and sweet tooth for some mouth watering summer treats.

Also in the news are a few things such as the upcoming birth of Mike and Robin Baskette 's second little one and the announcement of Tom and Heather's first. Balki and Heather are expecting the new bundle for a Christmas Day arrival. Delivery by UPS of course...!!!!

Thanks to the club members that are donating raffle items and contributing to the monthly newsletter by submitting articles. A reminder, each member that contributes either gets a free raffle ticket.

1 FREE PASS 1
Friday Nite Fight
Who Says
"No Free Passes"?
1 FREE PASS 1

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otherwise. If you don't like it... tough crap!

AMPS 2006: A Show Report... by Mike Baskette

Well, either hell froze over or as the old saying goes “Necessity is the mother of invention”. In this case the necessity was the lack of show venue in Harve de Grace, MD other than Easter weekend. The invention, if you will, was a new venue. Wow, imagine that! The 2006 AMPS National Convention was held at the WWII Vehicle Museum and Learning Center on April 28th and 29th in Hubbard, OH.

After about a two year absence from the AMPS show scene, I elected to attend this years event given that the driving distance was effectively cut in half versus the 10 hour haul the Harve de Grace that was endured in the past. The new venues also got my attention since the museum was held in the museum amongst the various vehicles held in the collection.

I can honestly say that I am most glad I decided to attend. The venue was certainly a high point of the overall show. Housed in a spacious defunct indoor tennis club, the museum is comprised almost entirely of United States military vehicles, both armored and unarmored, from World War Two. Virtually all of the equipment demonstrate a high level of restoration and are functional. In addition, there was a guided tour offered of a separate wing to the facility that contained a fine collection of WW2 uniforms and small arms. The largest piece in the collection was a soft cab “Dragon Wagon”. On its trailer was one of the more unique pieces in the collection, the M3 Lee used in the comedy film 1941. This vehicle is actually a well executed wooden mock-up based on a “Priest” SPG.

The show contained the usual jam packed tables of armor entries, many to world class standards. The large venue offered more vendor space which meant more comfortable shopping for everyone and more to choose from. The usual AMPS cast of characters was there along with several additional vendors. Shopping was good. Though I didn't attend any, the typical AMPS line-up of armor and modeling related seminars was available. If lingering sour grapes or uncertainty kept you away this year, you missed a good opportunity to attend this even while it was a bit closer to home. The 2007 show is back in HdG .

The Good: Venue... more space = more vendors. Imagine that! Move the show and people will still come, Imagine that!

The Bad: Lighting.... The lighting sucked plain and simple. Additional lights were set up for judging and general model viewing, but the vendor area was left to the mercy of sparse sodium vapor lighting from a very high ceiling.

The Ugly: Even though the venue was barely across the Pennsylvania line, the show was still billed as in the mid-West.

What was missed from years past: Chesapeake Bay food and Coakley's Pub.

What wasn't missed: Harve de Grace Community Center... For a show billed as “World-class”, the HdG C.C. is well, a dump. I'm sure the price is right, God knows it better be. Gone was having to go cheek to cheek (the lower two) with Hygiene challenged model freaks in a cramped, stuffy little show hall.

What's New that I will miss next year? That Italian restaurant we ate at whose name escapes me. Hubbard, OH is a borough of Youngstown, a depressed former steel mill town. With that are the descendants of a sizeable Italian immigrant population who remain resident to the region. Youngstown has Italian restaurants in practically every strip mall. We found a doozie in a family owned and operated stand alone operation. This was hands down the best Italian food I have ever had... and I've had a lot.

Mike,

Could you place this in the newsletter asking for other club members to write their Senator? It is a cut and paste letter asking them to support the HB4806. HB 4806 just cleared the House and now must pass the Senate.

...Jerry...

Dear Senator Bunning:

I ask that you favorably support HB 4806 - the Military Toy Replica Act. Passage of this Bill will "prohibit defense contractors from requiring licenses or fees for use of military likenesses or designation."

This bill specifically provides exemptions for U.S.-based hobby and toy companies involved in the development, marketing, and sale of assembled or unassembled replicas of U.S. military hardware.

For more than fifty years, military aircraft, ships, and vehicle design and designations have been in the public domain and free from licensing restraints as the actual subjects were contracted and fully funded by the U.S. Government on behalf of the U.S. citizenry.

Recently, major U.S. Defense contractors or their designated licensing agents have begun programs to appropriate these federally-assigned type designations (i.e. P-51, P-38, B-17, B-52), and associated names such as the "Mustang", "Lightning", "Flying Fortress", "Stratofortress"), and likenesses into intellectual property for corporate gain through royalty income from readily-recognized names and likenesses.

FAILURE to pass H. B. 4806 will have the following negative effects:

- 1.) Increase product costs at all levels of distribution
- 2.) Reduce access to a wide variety of available product as low-volume subjects will be deleted or eliminated as they will no longer be financially viable.
- 3.) Significantly increase new product development cycles and costs due to the unwarranted burden of new licensing requirements.
- 4.) Adversely affect a hobby related industry.

Protect our access to the national military heritage and protect access to scale replicas of military aircraft, vessels, and vehicles that have been funded by the U.S. Government with taxpayer dollars.

Sincerely,

Jerry Davis
President
Military Modelers of Louisville

TACTICAL NOTES

The Award Winning Newsletter of the Military Modelers Club of Louisville

July 2006

Inside this issue:

- **The President's Page**
- **Buffalos Abound... Another Eastern Bloc Brewster**
- **Workshop News...Something to Think About**
- **95 Theses on the Cathedral Door**

Vital Club Intel.

Next Meeting: Thursday, July 20th @ The Church of Exalted Plastic, 7:00 pm

Theme and Activities: General Meeting

Official Club Web Site: www.mmcl.org

Club Motto: So many kits... So little time!

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

The President's Page... *Jerry Davis*

Hello Fellow Modelers,

Happy July and with it marks mid-summer. The IPMS/USA Nationals are right around the corner with them being held in Kansas City. From what I hear, the vendor tables are sold out along with rooms at the host hotel. For anyone interested, there are some of our members that are planning to attend.

Speaking of nationals, in June, the club committed to the forming of an exploratory committee to seek out the answers to questions of MMCL hosting the nationals in 2009. Over the past several years when the subject of MMCL hosting the nationals surfaced, the idea was always driven off by negative conjecture. This negativism has always been a "shoot from the hip" philosophy without proven fact. The MMCL exploratory committee is charged with finding answers to questions concerning hosting a national and based on factual information. After they complete their fact finding, the committee will present their findings to the club along with a recommendation to go or no go. The formal proposal would have to be presented to the IPMS/USA Executive Board at the 2007 nationals.

I have been a strong proponent for MMCL to host a national. First and foremost, this would be a show that drives itself. The IPMS/USA national is the largest modeling event in the country. Conducted annually, it has been a sought after event by modelers nationwide. Our location and the proximity to Ft. Knox is a natural draw. Atlanta hosted the 2005 nationals and finally broke the record of the Columbus nationals. I believe the geographical location of Louisville is a natural site to host such an event. Louisville has so much to offer attendees.

Don't shoot the idea down without looking at all the facts. Here's one fact that is substantiated. MMCL has not hosted an unsuccessful invitational or regional which gives reason to believe that we can pull off a successful national. Over the past years, we have committed to host a few regional, our own invitational and the AMPS nationals. All of these were done with good planning and club involvement. When faced with potential situations of roadblocks affecting these shows, we as a club always responded and pulled it off.

We are still trying to gain information for the August 5th setup at Ft. Knox, so stay tuned..

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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!

Modeling the Finnish Brewster B-239...by Dennis Sparks

Produced in three major variants, the Brewster Buffalo was destined to become the stuff of legends. Its general reputation ranged from being barely adequate to being one of the worst fighter aircraft of the Second World War. But the ones flown by Finland proved to be the remarkable exception.

When attacked by the Soviet Union in 1939, Finland desperately tried to acquire modern aircraft from various foreign manufacturers. Finnish government representatives petitioned the US State Department to be allowed to purchase several US types, including the Brewster F2A fighter then being built for the US Navy.



With the expectation of improved performance in the newer F2A-2, the Navy acquiesced to Finland's request, allowing them to purchase the remaining 44 F2A-1 models that were still on the assembly line. Brewster modified them by substituting an export-approved version of the Wright R-1830 engine and deleting some of the specialized naval equipment. More or less by luck, this produced a Buffalo that was in many ways superior to the later "improved" versions.

The name "Buffalo" was given to the Brewster fighter by the British, probably at least partially due to their fondness for alliteration (as in Supermarine Spitfire, Hawker Hurricane and the ubiquitous but mythical Farley Fruitbat). Whatever the reason, the name seemed apt for the portly fighter, and was promptly adopted by most of the air arms that used the aircraft. The Finns, however, apparently never used the term, referring to them simply as "Brewsters", or occasionally as "Sky Pearls" or "Pearls of the Northern Skies". Who says the Finns have no sense of humor?

For many years, Tamiya's kit of the mid-production F2A-2 was the only available mainstream 1/48th scale kit of the Brewster Buffalo. After an absence of several years, Tamiya re-released it last year (kit #61094) as the Brewster Model 339, which was an export version of the basic -2 model. Corky used this kit to build the very nice pre-war US Navy F2A-2 that was featured in May's Tactical Notes.

Also in 2005, Classic Airframes introduced their 1/48th scale kits of the early Buffalos, releasing both a US Navy F2A-1 (kit #4100) and the export version B-239 in Finnish service (kit #4101). As I had long been interested in the three distinct wars that Finland fought during WWII, I elected to build one of their B-239s.

The Tamiya F2A-2 and the Classic Airframes B-239 are very comparable dimensionally. Other than the different overall length, which is correct, practically the only other discernable difference is that the chord of the horizontal tailplanes is slightly less on the Classic Airframes kit. It's hard to say which is correct, and the difference is slight enough as to only noticeable when the two finished models are scrutinized side by side. Both kits feature delicate engraved surface detail that is remarkably similar, but subtly different. Nor is their any major difference in the quality of the fit of the two kits.

Czech model kit producers are however apparently enamored with photoetch parts, as it seems that every one of their kits is chock full of intricate brass fiddleybits. As I'm usually more of a "build 'em and move on" kind of modeler, these subtleties are largely lost on me. As a case in point, the kit has an extraordinarily complex representation of the forward fuselage internal structure supporting the engine and machine guns. But since almost all of this is completely hidden once installed in the fuselage, after a few frustrating moments I chucked the lot and substituted a few bits of scrap to support the very nice resin representation of the rear of the engine and left it at that. If that's heresy, so be it...

I did however use a fair amount of the fret's cockpit parts, as the Buffalo has a largish greenhouse and the casual viewer (perhaps when wielding a not so casual flashlight) would be able to actually see some of this handiwork.

As Corky did with his F2A-2, I each elected to use the True Details aftermarket wheels on my B-239. And as Corky mentioned, I too elected to sand off some to the sidewall bulge, as True Details seems intent upon depicting tires that need some airing up.

Delivered in an overall silver lacquer, the Finns later added an olive green and black camouflage scheme to the upper surfaces. During the winter, it was common to overpaint the black portion of this camouflage with a temporary white coating that was made from powdered chalk mixed with glue, which was then hurriedly applied with a paint brush, avoiding the canopy framework, national insignia and tactical or personal markings.

To replicate all of this, I first painted the undersides with Floquil Old Silver, and then later overcoated it with a layer of Future, which to my eyes helps sell the idea that this is indeed a silver paint, and not a bare metal finish. I used Model Masters paints to mix an olive green and Aircraft Interior Black for the two upper surface colors. All of these were applied with my trusty Badger 350 airbrush using about 25 psi.

After allowing these colors to dry for several days, I applied a layer of Future with a soft paintbrush over the entire surface and allowed it to dry before turning to the kit-supplied decals. As is my habit lately, I applied a fresh drop of Future to the model in the appropriate locations, sliding the wet decal off of the backing paper and directly onto the still liquid Future. Not only does this help improve adhesion (not a problem in this case), but it also neatly fills any remaining micro crevices under the decal, eliminating the dreaded silvering effect.



When all of this had dried, I again used my airbrush to overpaint almost all of the black with a patchy layer of dirty white to represent the temporary winter camouflage. I used a small paintbrush to roughen up the edges of the white as I went along, producing the mostly hard edges as seen in the photos. After the white dried, I wet sanded it lightly in several places with used 600 grit sandpaper to abrade away

some of it, letting the underlying black show through as if the temporary white chalk layer had worn thin. A final coat of Future dulled with Tamiya's Flat Base was then applied by airbrush.

Of the many decal options provided with the kit, I elected to model BW-393, which is quite possibly the world's highest scoring single fighter plane. Like most of the Finnish Brewsters, it was flown by a number of different pilots. Hans Wind scored 26 of his victories in this aircraft. Eino Luukkainen added an additional seven kills, and several other pilots combined to add another eight, bringing its total to 41.

While I was unable to learn of BW-393's ultimate fate, eight of the Finnish Brewsters survived five years of war, serving on as trainers until September of 1948. These eight were eventually scrapped, but two other airframes still survive.



The single example of the Humu, a Finnish-built prototype B-239 with a Russian engine and plywood wings, resides in museum in Finland. Plans to build the Humu in quantity were abandoned after Finland was allowed to purchase Bf 109s from Nazi Germany.

In 1998, an intact Finnish B-239 was discovered in a Russian lake, where it had been ditched in June 1942. BW-373 was recovered and after extensive negotiations arrived at the National Aviation Museum at Pensacola, Florida in 2004. Due to its uniqueness and its combat history, any initial thoughts to restore and mark it as a F2A-3 from the Battle of Midway were quickly tabled. The aircraft will be displayed much as it was recovered from the lake, with only the

accumulated grime removed and any damage from its recovery repaired, serving as a tribute to a much-maligned machine and the men who flew it.

Workshop News (or Workshop Blues)...By J. R. (Uncle) Dietrich

I think that it is about time to give the club as a whole a reasonably accurate accounting of the workshop activity so that an intelligent decision can be made by the general membership as to the future of the facility.

An Overview:

The club workshop has been a wonderful asset as well as a liability. Let me give you some background. Many moons ago when Brian vacated the good Dr. Hill's basement to venture forth with his business, Stuart Gordon, Dave Knights, Mac, and I came up with this great idea to use the Dr.'s basement as a general club workshop and a place to hold meetings. The agreement was that the club would pay for liability insurance to protect the good Dr., would build benches and provide the necessary equipment (lights, tools, etc.) so that we would have a place to model and share some good Saturday morning camaraderie. This all went well and everyone had a great time. There was plenty of jousting, good laughs but all in fun. We were, as far as I know, the *ONLY* IPMS club to have a dedicated workshop. All was well but the like everything else in life, circumstances changes. The good Dr. moved his practice and Dave (via his father) found our present site, and a **fine site** it is. The original site, Dr. Hill's basement, was "gratis" in terms of energy costs (I will address this at a late date). The new facility, however, is costing the club \$50 per Saturday plus each monthly meeting. The club did invest in lights and the necessary equipment to sustain a viable building site when we moved to our new location.

Current Situation:

The premise was that the new workshop would be self-sustaining. This meant that we would require a minimum of ten paying people at \$5.00 each to sustain the workshop. The facts are that we have never had ten people attend at any one session. The argument then was that club shows and the annual auction would subsidize the workshop, which *if held and successful*, would be a true statement; and up to last year, this was a reality.

Unfortunately, the dynamics have changed. The club has no shows scheduled in the immediate future (invitational or otherwise) and our annual auction proceeds have dropped dramatically from the levels sustained over the last five or six years. In addition, dwindling membership would imply that dues renewals are insufficient for the club to maintain the facility in its present form.

The workshop attendance is down as well. This is due to a number of reasons, including but not limited to, 1) disgruntled members, 2) members leaving the Louisville area, and 3) personal commitments of members (meaning family obligations, etc.). Let's examine each of these points:

- 1) We have had a number of members who were long time regulars and, right or wrong, left the club/workshop for political reasons, personal reasons, or reasons stemming from personal conflict with other members. I'm not passing judgment here on anyone but the facts are the facts. They are gone and for purposes of this discussion, the reasons for their departure are academic.
- 2) A number of members have moved away because of their employment and not renewed their membership, many of our Fort Knox members have departed because of the world situation and/or retirement, the passing of some of our members, and viable employment (or lack of) problems. All valid but unfortunately real.
- 3) Some of our regular attendees have now the greater (and better I might add) personal obligations as a result of new additions to the family and other non -club related issues.

Concerns that need to be addressed by the General Membership:

As a financial professional, it is *clear* that the workshop is *not self-sustaining* and this is an important issue that needs to be recognized by the membership. As a club, we need to formulate some solutions. Let me suggest *some* options.

- 1) Close the workshop and save the expense (no explanation needed).
- 2) Increase workshop attendance. This sounds easy but not so. We have opened the club to non-members as long as they pay the \$5 maintenance fee. Believe it or not, we have had several attendees that were, shall I say, rather well off financially that got offended about the \$5 and never returned. *Sad but true*. Not only that, it's hard to find enough people who want to make a commitment on a Saturday morning to attend on a regular basis. Also, quite a few of our members live out of the Louisville area and it is not economically viable to make a regular Saturday trip.
- 3) Cut the workshop to two Saturdays each month rather than the average of four. This is fine but contrary to the good Dr. Hill's comments at our May meeting; you end up with only an incremental "saving" by cutting the *losses* in half.
- 4) Limit our attendance at KYANA to one meeting per month, the regular Thursday meeting. You can change the meeting from Thursday to Friday once a quarter to accommodate our "Friday Night Fights" and quarterly contests. I would also suggest that each *builder* in those sessions pay \$5 to defer some of the club costs.
- 5) Do **nothing** and continue to dwindle the club funds and make KYANA rich and happy.
- 6) Make weekly attendees pay the full brunt of the \$50 cost. If there are four people in attendance, they each pay \$12.50 each, etc. Not very likely by anyone's standards. What do you think?

As it stands right now we only have approximately four regular attendees and that may drop by one or two depending upon their personal situation. Clearly the club must make some decision as the workshop **does not and appears never to self sustain.**

I'm sure there are other alternatives and ideas but I think it is important that the membership as a whole take a hard look at this problem and make a decision. I know that the **"It's all about modeling"** cliché is fine but this is a reality folks.

I hope that all of you put your thinking caps on and come up with a reasonable solution that the club can live with on a long-term basis. The club needs to brainstorm this issue and the sooner the better. Remember, the workshop revolves around the club and not the club around the workshop. I present this as probably the longest running "attendee" of the workshop so let's see how we can maintain this asset without long term negative consequences.

95 Theses... *an editorial by Mike Baskette*

To many of you, John Dietrich's call to address the present workshop issue may come as a bit of a surprise. To those with above average involvement in the club it should not. When John first sent me the article for inclusion in this month's newsletter I was a bit put back myself and while I understand the concern, I was quick to challenge John on what the real issue was. My position being that the lack of self-sufficiency in the funding of the workshop was not the problem. We don't have a financial problem; we have a financial symptom to a problem in the membership. A friendly conversation ensued and I promise him an answer to the underlying question of "What do we do?" Well, here is my first attempt to answer that.

To back up a bit, over the last couple of years as John tells, us we have lost several people for a host of reasons either through non-renewal or non-participation. Unfortunately some of those folks historically had been highly involved in the club and all this has gotten to the point that it is affecting the club in a negative way. The drop-off in workshop attendance is a symptom of that underlying problem in my opinion.

Some of those departures are the result of bad blood. On that topic, I will refrain from placing blame on anyone; much less suggest who owes whom an apology. I will say generally though, that the disintegration of old friendships is a very sad thing for me to witness. My present wisdom says that an offense can occur even without malicious intent. That is even if we feel we have done nothing wrong, the other party may have a different understanding of what was said or how it was communicated. In that event, the better man will apologize anyway, if for nothing else than the misunderstanding. I say these things without any real knowledge of the details surrounding these personal rifts. I only say it so that ALL those involved on ALL sides of these disputes may reevaluate their present positions. The rest is up to them

Other departures are for personal reasons not related to the club and some are for reasons that are soundly related to the club. I am certain that there are some very solid reasons for these folks to temper their participation and we should respect those reasons. However, I have to wonder if backing away from the club is not an all too easy thing to do given our current malaise. I wonder if backing away from club activities were viewed as a larger sacrifice, just maybe these folks would be a little less apt toward wholesale abandon. It is easy to give up on something you do not value.

Providing a better slate of activities is really the only way to test any of my theories. Fix our membership problem and the workshop situation will fix itself. Simply rearranging current club meeting schedules or shutting down our workshop to stop a potential financial situation is misguided if the underlying problem is not addressed. So again the question to be asked is how do we fix it? Here is what I feel needs to be considered, understood, etc.

1) “Charity Projects”: *Club activities focused towards people outside our club, not in the hobby or hobby organizations.*

While these activities certainly have merit, they have it only in the context of a vital club that is meeting all the other expectations of its membership. We are not such a club at present; this membership problem is statement to that. So let’s just stop. I recommend that for at least 12 months we cease all such external endeavors and focus 100% of our effort selfishly and internally on hobby related activities targeted directly at the general membership

2) Meeting Structure

If we are to focus internally, what do we do? The quarterly contests are a good foundation to build on. I think the club would benefit from approaching our meeting structure differently. I think the NMRA chapter I belong to is a good model of what we should strive for. In those meetings, business is minimized and there is a planned hobby related clinic at every meeting. With a little effort, this is an obtainable reality for our club. We have lots of talented people in our club to leverage. I realize this is no small task and will take the efforts of a few people to get rolling. Jerry has already established a club calendar and a habit of looking further out than the next meeting but it is under utilized. We can do a better job of filling in the blanks, the list is endless.

3) Club Web Site

We have a wonderful website that could certainly be further utilized. We should look at using it to lead group builds, post a running gallery of club member projects, or provide a venue for more expanded articles too large for the news letter. Rich Guetig’s diorama structure article is a prime example. I mention these ideas because I have personally been involved in a web based build diary with one of my current projects. The eagerness to have something new to post has really jump started my modeling lately and I have been as productive as I ever remember being. Engaging others in similar activities would likely put the fun back in there hobby as well.

4) The National Bid

I agree that the committee work should proceed as chartered, but I disagree with Jerry that the negative reception of this idea in the past was “Shooting from the Hip”. The folks who squashed this in the past, of which admittedly I was one, were a majority within the handful of club members who year after year step up to actually put on the show.

The doubt these folks put forth when faced with this national show idea is doubt seeded in wisdom won by experience. The regional shows taxed us to the limit in terms of man power in times of high club vitality. The folks adverse to this idea in the past had sound reason to doubt that any uplift in manpower to execute a national show was asking a lot, if not too much of the club. Given the present membership issues, we are not in a good position to step up to the challenge. Despite my past doubts, I would like to see us host the national show at some point. Our issues of membership and vitality must be corrected first or this idea doesn’t stand a chance. I feel these issues must carry as much weight in this decision as these “facts” that the committee is off investigating. If all is good, go for it. If it remains as is, forget it. Lets investigate, but don’t get all wrapped around the axle about this bid, we have more pressing problems.

Well, so far I only have 4 Theses so Martin Luther 95, Mike 4. I think my point in all of this is that if we focus on ourselves for a while and get back to the things that bring us all together; the pains we are enduring slowly subside. Maybe some folks will even come back into the fold. If anyone would like to discuss any of these topics either publicly or privately, by all means contact me. I am well past being upset about any of this; I just want to help fix it.

TACTICAL NOTES

The Award Winning Newsletter of the Military Modelers Club of Louisville

August 2006

Inside this issue:

- **A Short President's Page**
 - ***Jerry's Computer Crashed***
- **No Articles**
 - ***It's the end of Summer, no one is writing any***
- **And almost nothing from the Editor**
 - ***We just had a baby and I'm beat***

Vital Club Intel.

Next Meeting: Thursday, August 17th @ The Church of Exalted Plastic, 7:00 pm

**Theme and Activities: General Meeting & P.E. Soldering Techniques Seminar or...
"Balki Burns His Fingers"**

Official Club Web Site: www.mmcl.org

Club Motto: So many kits... So little time!

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

The President's Page... *Jerry Davis*

Hello Fellow Modelers,

Well August is here and about gone and hopefully with it, the hot and humid summer. As fall approaches, we look for cooler weather forcing us into back into our hobby rooms and getting ready for the show circuit.

Congratulations to our esteemed newsletter editor, Mike Baskette and his wife Robin on the birth of their #2 son. It's also confirmed that Balki and his wife Heather are expecting a baby girl in December.

From all reports, the IPMS/USA Nationals held in Kansas City were great. The announcement is made that Virginia Beach will hosted the east coast 2008 nationals. Virginia Beach is about a 10 hour drive from Louisville. On the regional show circuit, there is a change of the date for the Cincinnati show. That show is now scheduled for September 30th instead of October 28th.

Our club is still doing great things. The club received the award for the "Great Lakes Region Chapter of the Year" and I am now in receipt of the plaque. I'll have it available for the August meeting. Speaking of recognition, I received word that the club's website placed within the top 5 from all IPMS/USA sites. Although we didn't capture the #1 slot, being in the top 5 still rings praises.

Please try to attend the August meeting. Balki is conducting a soldering seminar on photo etch so this should prove interesting. Unfortunately, because of a teaching commitment, I cannot not attend.

If you wake up some Saturday morning and feel the urge to model, visit the club's workshop. We still have a bunch of members that show up and build while supporting this club feature.

There are a couple of smackdown's on and the Uncle can brief everyone at the August meeting.

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Enjoy the Rest of Your Summer

Given the lack of articles and the fact that this is our first week solo with the new baby, how about we all just take a lemonade break and have at it again in September. Get me some new material folks and lets finish out the year with a bang. Show season is coming up and I'm sure many of you have article worthy work in front of you. Finally, I wanted to express my gratitude for all the well wishing emails after our birth announcement. Robin and I are grateful for the kind words from our extended MMCL family... Thanks, Mike

TACTICAL NOTES

The Award Winning Newsletter of the Military Modelers Club of Louisville

September 2006

Inside this issue:

- **The President's Page**
- **Game Warden Dietz Declares Smackdown Season Open!**
- **What You Missed Last Month!**
- **A Bright Future For Putty!**

Vital Club Intel.

Next Meeting: Friday, September 22nd @ The Church of Exalted Plastic, 7:00 pm

Theme and Activities: General Meeting and Friday Nite Fights!

Official Club Web Site: www.mmcl.org

Club Motto: So many kits... So little time!

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

The President's Page... *Jerry Davis*

Hello Fellow Modelers,

There are some changes to the schedule for the next few months one being the September meeting. The September meeting is switched from Thursday to Friday, September 22nd. The meeting will be in conjunction with a fall Friday Night Fights. As with all our FNFs, get there early and stake out a space and bring plenty of projects to work on.

The contest is pushed back until the November meeting in order for folks to get better prepared for an in house contest. The webpage calendar will be updated as soon as I can figure out why things are not uploading correctly.

On the horizon are the elections of the 2007-2008 officers. The club will entertain nominations at the October meeting. This is a great opportunity for some members to get involved in the running and direction of the club.

Be sure to check out the show circuit. Saturday, September 30th is the Cincy show which is usually well attended by many MMCL members.

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FREE PASS
SEPTEMBER 22nd FRIDAY NIGHT FIGHTS !!!!!
FREE PASS

Der Schmackdown!... A Double Dog Dare from Everyone's Favorite Uncle

In the interest of stimulating building, I thought that it would be kind of fun to have an ongoing smack down listing of who, what, and where the club members are "Smacking Down" their kits against individuals or the club as a whole. In any event, I hope to keep this as a monthly piece in the newsletter to remind folks who is generating some building for friendly competition.

If you have a "grudge" build and would like to be added to the list, please contact me or Mike Baskette. It's all in fun and maybe it will help some of us to complete something for a change!

<i>Schmackdown</i>	<i>Subject</i>	<i>When</i>
Uncle vs. Noel Walker	1/32 Polikarpov I16 T24	TBA
Uncle vs Mac	1/48 Cromwell	TBA
Club Smackdown	Open (1 per individual)	Nov Meeting

What Did You Miss Last Month?

Attendees of the August general meeting were treated to a clinic on soldering techniques at they apply to photo etched detail parts. The clinic was performed by MMCL's Tom "Balki" Romanowski.

Those present say the clinic was both entertaining and informative. Tom had this to say about his own performance.

"I hope the guys have learned more than not to buy Cold-Heat and how not to burn the house down"



A Bright Future for Putty...Randy Fuller (MMCL – Eastern Bloc)



I just tried the new Light Curing Putty (No. 88888) from Tamiya. And this stuff is very cool! It's a translucent yellow-orange polymer that acts like regular contour putty. You trowel it over the area to be filled, smooth it out, and can work it for a while. Then the magic can begin. To harden it, you only need to expose it

to direct sunlight for one minute. Yes, 60 seconds and this putty hardens into a material that is slightly harder than normal cured putty, but I don't think it's quite as hard as freshly cured superglue.

It sands well, but I felt I had to go a bit more aggressively than I would have on standard putty. At first, it felt a little waxy, but after a few swipes of the sanding sticks it smoothed out nicely. It took panel line scribing well, and painted over like plastic. Wow! I went from filling a seam, to sanding, to painting in less than 5 minutes -- without extra globs of superglue or accelerator to worry about either. And it didn't even smell bad. And because it has the consistency of a true putty, I had more time to move it with a spatula around the seam -- which you can't do with superglue.

The instructions note three important points; (1) the putty should be applied no thicker than 2 mm. This allows the light to penetrate throughout and properly cure it. For thicker applications, it should be build up in layers. (2) The putty can only be cured with direct sunlight or fluorescent light. Regular light bulbs (incandescent) will not affect the putty. This means you can work it around under standard lighting, but cure it with special lighting. In sunlight it takes about a minute, under fluorescent light, about two minutes. And the fluorescent light should be a few inches from the putty's surface. An overhead light will take much longer. Finally (3), the putty should be stored in a cool and very dark place. Tamiya provides a little black protective bag to store the tube in, and they recommend keeping that in the original box.

Now, it dries to translucent yellow, so it looks kind of weird. If you don't have a desk lamp with a fluorescent bulb, it could be a pain to cure having to hold it up to the shop light. But if you do it during the day, and step outside to cure it, your eyes won't have time to adjust before it's finished! I haven't used it on a long seam yet, or to re-contour a section, but I do like this stuff already. Probably won't hold up like a superglue filler will, for trouble areas, but it may replace my standard tube of putty for smaller applications. I like it because I get the ease and control of a putty, with the speed of a cyanoacrylate. I recommend you get some and try it. Even if it just for the "WOW" factor.

TACTICAL NOTES

The Award Winning Newsletter of the Military Modelers Club of Louisville

October 2006

Inside this issue:

- **The President's Page**
- **Dynamic Duo Review-Two Must Have Armor Books**
- **Unlikely Use For An Old Tooth Brush**
- **Tool Review: Mission Model's Multi-Tool**
- **From the Lighter Side, A Tidbit From Dennis**

Vital Club Intel.

Next Meeting: Thursday, October 19th @ The Church of Exalted Plastic, 7:00 pm

Theme and Activities: General Meeting and Nomination of 2007-2009 Officer Candidates

Official Club Web Site: www.mmcl.org

Club Motto: So many kits... So little time!

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

The President's Page... *Jerry Davis*

Hello Fellow Modelers,

Fall is in the air with cooler temperatures, shorter days and a chance to build. I've been so busy the past few months that I didn't know if I was coming or going. The on-line calendar for October is wrong. Since we moved things around and had the Friday Night Fight in September, the October meeting is scheduled for Thursday, October 19th at the workshop beginning at 7:00 p.m. Remember that the contest is pushed back until the November meeting in order for folks to get better prepared for this in house contest.

On the radar screen are the elections of the 2007-2008 officers. Nominations are made at the October meeting with the elections at the December meeting.

I haven't had the time to look at the webpages to figure out why things are not uploading correctly. I may get time to look at them but then again, in the midst of planning school work, grading papers, getting my classroom squared away, conducting fund raisers, mentoring college faculty and teaching at nite, etc. I feel that it's time to step down as the club's webmaster. I just don't have the time to perform this function any longer. The website was launched in 1996, so 10 years of doing this is plenty. So the club is looking for someone to take over this duty. It requires a bit of computer knowledge and I can show the candidate(s) how to do the HTML and FTP. It's not all that hard. So step forward and volunteer to keep the webpages afloat. I have the club's FTP software and am willing to lend out the software to do the webpage editing to the candidate(s) wishing to get involved.

On a closing note, there are some shows around the corner so check them out. The next one is Dayton on Saturday, October 14th.

Dynamic Duo: Book Reviews...by *Mike Baskette*

I say dynamic duo, but the only thing these two titles have in common is that I took ownership of a copy of both in the same week. Which two? The first was the new "Char B1 bis-AFV Super Detail Photo Book Vol.2" by ModelArt, and the second was "Jagdpanzer 38 Hetzer" from MBI's new ModelFile series.

Starting with ModelArt title on the Char B1 bis, this publisher has created a knock-out winner with this one. Given the level of research I like to do, I am never one to suggest there is a single source reference for anything, but ModelArt's 64 page "Char B1 bis" is as about as close as it gets. This volume contains scores of full color, close-up photos of surviving vehicles in excruciating detail. This is coupled with a nice level of supporting text (not just captions), as well scale drawings, eight color elevations, and a peppering of excerpts

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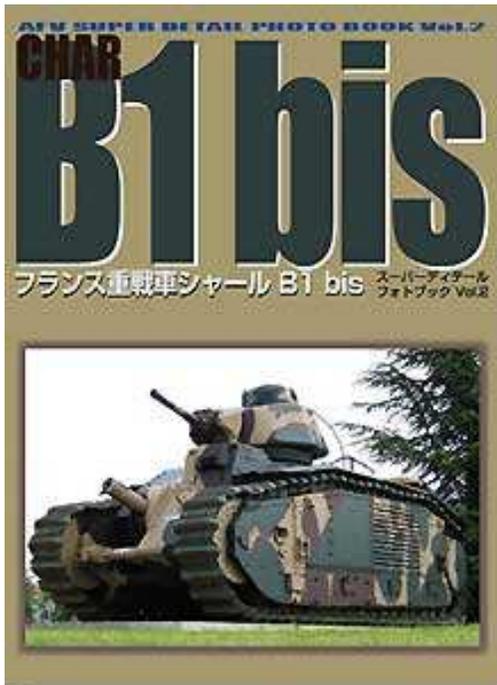
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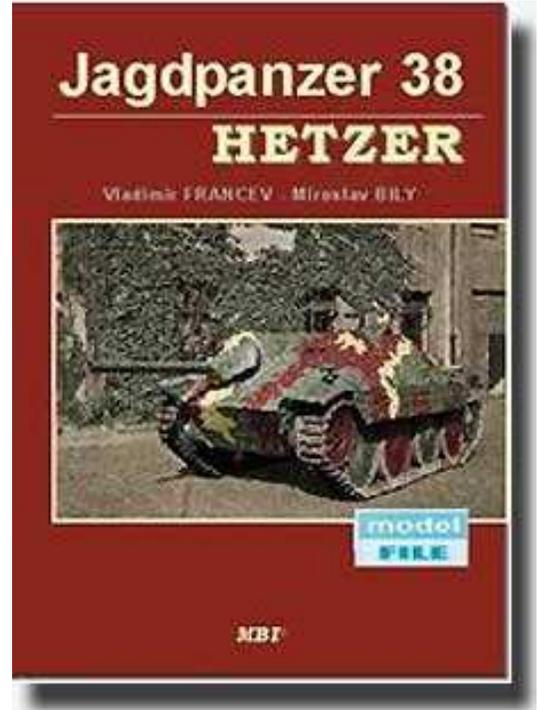
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from Char B1 bis training and design documents that detail various parts of the vehicle. This book is not cheap as far as 64 page paper backs go, but well worth the price.

The second title presented here is the new ModelFile title on the Jagdpanzer 38 “Hetzer” from MBI. I must admit that when I saw this title announced, I was sure it was no more than a reprint of MBI’s excellent prior work on the Hetzer. Not true, this title is much like the ModelArt book described above. Filled with modeler oriented close-up photos of external details, fighting compartment



interior, engine bay details, and even the optical systems, this book covers the Hetzer like none before it. In addition to the photos, there are also included line drawings of the initial and final versions of the vehicle. Further, we get two beautiful cut-away diagrams showing the placement of the internal stowage, sans armament so it can be clearly seen. Finally, and worth the price of the book in my opinion, is a color, five view color plate showing the universal paint scheme applied to all Hetzers leaving Skoda and BMM in the closing months of the war. This book is an excellent addition to your armor library and a super compliment to the MBI Hetzer book that came before it.

Hi-tech Toothbrushes... *Randy Fuller MMCL – Eastern Bloc*

I know we all have a few toothbrushes on our workbenches for spattering “mud” and general cleaning. My gripe is after sanding, I’ll have dust in the corners and engraved portions that are hard to clean out. Well, I was getting ready to change my toothbrush, when I thought this might be a better “tool. I had an Oral-B “Pulsar” toothbrush. It’s a battery-powered disposable toothbrush, with a compact cup of bristles on the tip. Since the battery was still good, I tried it on a project. I had just sanded the part and needed to clean out the dust. A dip in water and I turned it on and the part came clean almost instantly. The high-frequency vibration with the bristles on the part cleaned out the dust like a sonicator. I didn’t have to scrub too hard either. A quick rinse in water and I was done. Man, I love technology.



Mission Models Multi-Tool...*Randy Fuller MMCL – Eastern Bloc*

We all have worked with photo etched details, and every now and then we'll need a curved part, either for railing, or gun jackets, or holding straps. I usually try to find a piece of plastic tubing, or a paintbrush handle, even a bottle of paint to make a smooth curve. Since Micro-Mark was having a sale, I decided to go hi-tech and try Mission Models Multi-Tools; both large and small (item nos. MM-08 & MM-07). Mission also touts them as dry-transfer burnishing tools as well.

What you get for about \$30 apiece is a machined aluminum rod with 7 curved sections and a cone shaped tip, for, well, coned shaped curves. The small tool has .375, .325, .275, .225, .175, .100, & .047 inch sections. The large covers .500, .350, .300, .250, .200, .125, & .063 inches. So between the two there is no overlap on the curves. Measurements (English and Metric) are etched on the tools themselves. Instructions on tempering the PE parts by heating before bending are included.



I am working on Academy's M-10, and had a few PE parts from Eduard's detail set that needed bending, particularly the light guards and shell racks. I didn't bother to heat the parts up beforehand, since they were rather small and thin. I trimmed them off the fret, positioned on the tool and gently pressed them into the desired curve. And, well "wow", it worked. Surprise.

The tools do their job: you can make smooth curves of a specific diameter. I felt that the exact diameter I wanted wasn't one of the ones available, and there's only about an inch of space at each diameter, and with big fingers, it was a little tricky keeping everything straight.

I got a nice curve on the parts that I wanted. And I will probably find more stuff to bend in the future, but I can not say it was a great buy or a super value. I bought both for less than \$50 on sale, but I don't feel it was worth it. I suppose if you have a lot of repetitive curves to make, especially on small pieces (I don't think this will do too well with larger panels, like aircraft panels), this will help out a bit. Still, a piece of evergreen tubing is a lot cheaper and can get the job done just as well. If I had to choose between having an Etch-Mate or the Multi-Tool, I'd take the Etch-Mate. By far the best PE tool out there today.

TidBit from Dennis Sparks...

In the April issue of **Scale Auto** magazine, there's an article on modeling the 1969 Mercury Cougar. Describing using a wash to highlight the front grill, "Flat-black bottle paint, diluted with thinner until it has the consistence of *nonfat* milk.." (Italics mine). How's that for being specific? Is 2% milk too thick?

Editor's Note... Given the level of support and high spirit of camaraderie offered by the resident car guys in the former Lexington club (tongue firmly planted in cheek), I find it quite surprising that Dennis is reading **Scale Auto**. I'm watching you Dennis!

TACTICAL NOTES

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November 2006

Inside this issue:

- **The President's Page**
- **Still another Buffalo... U.S. Navy F2A-3 Trainer**
- **What You Missed Last Month!**
- **Book Review: "Wings Over Suez"**

Vital Club Intel.

Next Meeting: Thursday, November 16th @ The Church of Exalted Plastic, 7:00 pm

Theme and Activities: Fourth Quarter Contest

Official Club Web Site: www.mmcl.org

Club Motto: So many kits... So little time!

**This informational feature brought to you by
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The President's Page... *Editor for Jerry Davis*

Hello Fellow Modelers,

Fall is upon us and hopefully more indoor time for some healthy modeling. Last month's meeting involved the nomination of candidates for the 2007-2008 term. Presently the nominations were as follows:

President...Mike Baskette

Vice President...Stu Cox

Secretary...Rich Guetig

Treasurer...Mike Nofsinger

Member at Large...Noel Walker

Parties interested in pursuing club officer positions have until one week prior to the November meeting to have their nominations posted. The election will be held at the December meeting.

Speaking of the December meeting, there has been some casual mention of having a Christmas dinner at an area restaurant in lieu of the work shop. At present this is tentative so stay tuned for further information.

This month's meeting will host the year's final quarterly contest so bring out your best for a year end finale. The contest is an open affair, so anything you wish to bring out is fair game. Of course the obligatory Show and Tell should follow the contest and if it is anything like last month's, we should all learn something new!

Finally, newsletter material is getting pretty thin. We strive to bring you a useful newsletter every month. Still, we are only the composers of material you folks take the time to submit. Most of you are more than capable, so lets see it!

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Modeling a US Navy F2A-3 Trainer... by Dennis Sparks



The Brewster F2A was designed in response to a 1936 request from the US Navy for a modern fighter plane. After winning a competition with the Grumman and Seversky entries, Brewster was awarded an initial contract for 54 aircraft in June 1937.

While the Navy was anxious to begin receiving its newest fighter, only eleven F2A-1s had been delivered by the end of 1939. In a deal brokered by the US State Department, the 44 aircraft that still on the assembly lines were instead sold to Finland. An additional order was placed for an equivalent number of F2A-2s with an uprated engine to replace the ones that had been sold to Finland, but the delivery of these aircraft was again delayed, this time by a government-approved order for 40 fighters for Belgium.

By the end of 1940, the Navy had finally received its F2A-2s. Unfortunately, the extra power available from the new engine was more than offset by the weight of the additional installed equipment requested by the Navy. As a result, the performance of the F2A-2 was actually worse in some regards than the initial version. Still, the Navy was generally pleased with its new charges until a series of incidents during carrier trials indicated a weakness in the landing gear. This was eventually largely solved by the simple expedient of increasing the tire pressure, but the first rumblings of discontent had been heard.

When the Navy asked for a third version with additional range, Brewster was obliged to add a fuel tank in the fuselage forward of the cockpit and two more in the leading edges of the wings. With no offsetting increase in power, performance deteriorated even more. Designated the F2A-3, deliveries of 108 examples of this final variant began in January 1941. Unsatisfied with both the delivery rate and the performance, the Navy turned to the Grumman F4F Wildcat and began releasing the F2As to the Marines, who were in the process of increasing the number of its land-based squadrons. Most were to see service as trainers, but two Marine squadrons were to use the F2A-3 in combat.



VMF-221 was based at Midway and on the first day of the Battle managed to put up 21 F2A-3s and five F4F-3s in an attempt to blunt the first wave of the Japanese attack. Thirteen of the Brewsters and two of the Wildcats were shot down. The fact that the mostly inexperienced Marine pilots were badly outnumbered by an elite cadre of Japanese naval pilots was overlooked in the rush to place the blame on the F2A's shortcomings.

This was to be the last combat use of the F2A by the US. Surviving Buffalos from various Navy and Marine squadrons and supply depots were shipped back to the US for use as trainers, serving alongside the last of the newly produced -3s, which were delivered directly to training squadrons. Given the rigors of wartime training, most of them were scrapped by late 1943 or early 1944.

Prior to the Special Hobby kit of the F2A-3, which were released in 2005, the only way to build a -3 version was to convert the venerable Tamiya F2A-2 kit. Both Aeromaster and Red Roo offered a conversion kit, and the Red Roo kit was used to build this model. I started this model as soon as the Special Hobby kits were announced with the thought that it could serve as a comparison when I built the newer kit.

The bulk of the conversion involves lengthening the fuselage by ten scale inches, as the F2A-3's engine had been moved forward by this amount to accommodate the additional fuselage fuel tank. Red Roo's conversion is a simple oval of resin that's to be inserted into the fuselage directly aft of the cowling.



Prior to assembling the fuselage, I used a razor saw to remove the engine cowling from the two fuselage halves. I finished up the kit's cockpit and glued the fuselage together, then used super glue to attach the resin extension to the front of the fuselage. After sanding and filling the joint, I turned to the now separate cowling.

I glued together the two cowling halves and added the one-piece engine and cowling front. But when I test fitted the cowling to the fuselage I discovered a largish problem. As with practically all aircraft with air cooled radial engines, cooling air entered the front of

the Brewster's cowling, flowed around the individual cylinders, and then exited at the rear of the cowling.

The F2A-3 didn't use cowl flaps to regulate this air stream, but instead simply used a cowling that was slightly larger in diameter than the fuselage to provide an exit pathway for the cooling air. The Buffalo's forward fuselage is oval in cross-section and tapers toward the cowling in both the horizontal and vertical axis, and the Red Roo extension of course continues this tapering. The resulting decrease in diameter of the front of the fuselage now makes the cowling appear oversized.

I'm pretty sure this wasn't how Brewster solved this problem, but rather than trying to increase the diameter of the fuselage, my approach was to reduce the diameter of the cowling. I added super glue to the inside of the cowling so that I could thin the plastic without fear of it becoming too fragile and began removing plastic. I ended up sanding off about a sixteenth of an inch from the top-to-bottom dimension and a slightly lesser amount from the sides until the cowling looked right when butted up to the fuselage. Fortunately, there's very little in the way of surface detail in this area, so a few quick swipes with an X-acto knife served to restore the few panel lines.

I now turned my attention to the propeller. The F2A-1 used an uncuffed Hamilton Standard prop that was nine feet in diameter. With the more powerful engine installed on the F2A-2s and -3s, the Ham Standard was replaced with a 10' 3" Curtiss Electric prop that had very prominent cuffs. Frankly, these cuffs are poorly represented in the Tamiya kit, and there just didn't seem to be any way to fix it.

I searched my scrap parts box and came up with a four-bladed cuffed prop from the old Monogram P-51D Mustang kit. I was able to reshape three of the blades to approximate the F2A-3's prop blades, and then scratch built a hub and pitch controls for them with a few pieces of Evergreen plastic rod and tube in various diameters.

One of the few other visible differences between the -2 and -3 was the deletion of some of the canopy framing on the center section. Pieces of clear curved Plexiglas were instead glued together to produce a frameless center

section to improve visibility. Red Roo suggests that this can be adequately represented by the simple expedient of leaving the center sections of canopy framing unpainted, with these scribed lines now depicting the overlapped glue joints on the actual canopy. Who am I to disagree with them?

I elected to model BuNo. 1553, as it was one of the eight Buffalos from VMF-221 to survive their disastrous attack on the Japanese strike force at Midway. It was flown that day by Capt. William Humberd, who was awarded the Navy Cross for his actions, shooting down one of Akagi's A6M2 Zekes that was defending the bombers. The cover illustration of Jim Maas' Squadron/Signal "In Action" book on the Buffalo depicts this action.

After the Battle of Midway, the aircraft was shipped to the US. The In Action book also contains a photograph that was taken of BuNo. 1553 while serving later as a trainer at NAS Miami in Florida. To improve visibility, the tail surfaces had been painted bright orange, and this is how I elected to finish my model.



Model Master's PRU Blue was used for the Intermediate Blue, as I think their representation of this color is both too pale and too gray. I used MM's Russian Underside Gray (because it was on hand, that's why!) for

the undersurface color and their International Orange for the orange tails. I also oversprayed the cloth covered control surfaces with a lighter version of the mid-blue to represent some fading. Aftermarket decal sheets were used for both the national insignia and the minimal numbering. After the decals had dried for a few days, a final coat of clear not-quite flat was applied, using a mixture of Future and Tamiya's acrylic Flat Base.

To preserve some differences in apparent sheen, I often prefer to add at least some of the expected grime and routine wear and tear after I've applied the flat coat. As a wartime trainer, I assumed that the aircraft probably had seen heavy use, with little regard for keeping the oil and exhaust stains under control. I used a dark gray chalk from one of Tamiya's weathering kits to darken the fuselage aft of the cowling. I then rubbed this area down with a scrap of cotton cloth which gave it a slight sheen, the intent being to represent accumulated oil that had leaked from the engine and had then been deposited along the fuselage.

This staining can be seen in photos of practically every radial-engined aircraft, and the Buffalo was certainly no exception. Upon examining a black and white photo of one particularly well-used Buffalo, the author of a build/review article for the Special Hobby kit concluded that the engine cowling had been painted in a lighter color than the fuselage, while others were of the opinion that this apparent difference in color on this same photo was due simply to the accumulation of oil leaking from the engine and discoloring the paint.

I have one other small quibble with one of the online reviews, which indicates that the F2A-3 carried a container of emergency rations located under a small metal door on the left side of the aft portion of the canopy. Other sources indicate that this door provided access to a fuel or oil tank cap, and I would think this was perhaps more likely. Either way, I painted a small square of the aft canopy in the mid-blue color to represent this solid door.

I elected to use the Tamiya kit's main wheels for this model, even though they were much wider than the True Details replacements that I'd used on some of my other Buffalo models. I had read that a small solid rubber tail wheel was installed on carrier-based Buffalos, but that this was replaced with a larger pneumatic tire when the

aircraft was land-based. Fortunately, both are included in the kit. So maybe a wider main wheel tire was also installed when the aircraft was used as a trainer?

And there you have it. As usual, the model actually looks better in Randy Fuller's photos than in does in real life. And since I've already built both the Classic Airframes F2A-1 and a stock Tamiya F2A-2, it may be a while before I build Special Hobby's F2A-3 to compare it with this conversion. So many kits, so little time...

What You Missed Last Month...your Editor

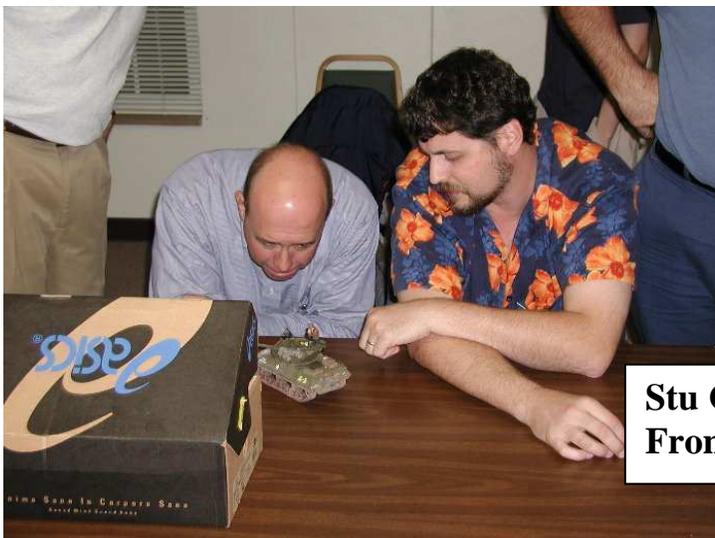
Last month's meeting was somewhat lightly attended. However, this was not a bad thing for those who attended. With only a handful of Show and Tell models, each participant was able to discuss their project in a great deal of detail. Eventually the crowd naturally melded into a couple of small groups in which specifics of each model were discussed. The small crowd in attendance was pretty enthusiastic.



Randy Fuller's M10 TD



Skippy's 1/72nd Vultee



Stu Cox Gets the Low Down From Randy!

Book review: Wings over Suez By Brian Cull, David Nicolle & Shlomo Aloni

ISBN 1 898697 48 5

Review by Studly Hungwell

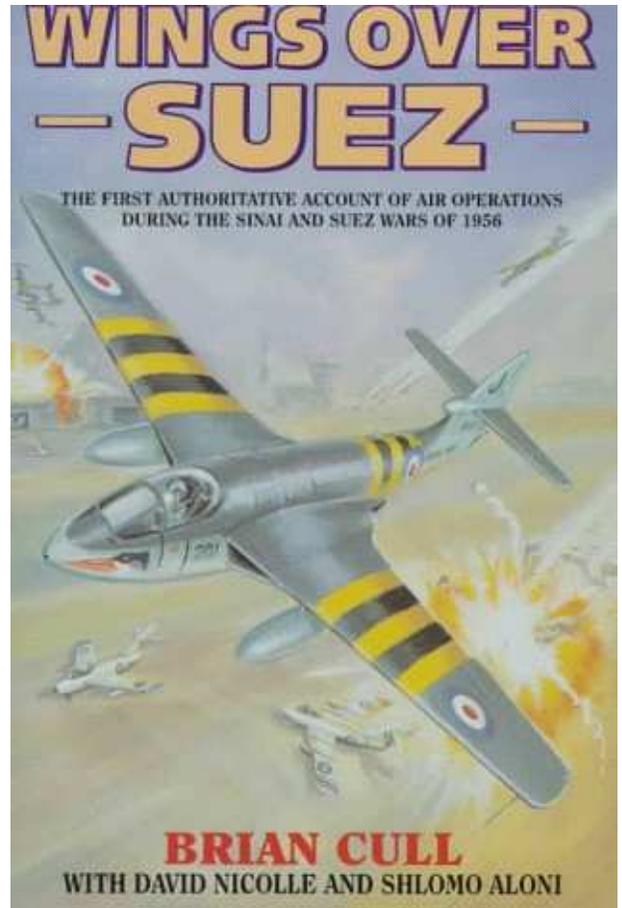
This book was originally published in 1996, and is just now being reprinted, I assume due to the fact that 2006 is the 50th anniversary of the 1956 Suez crisis. Even though I knew that the book was about to be reissued, I picked up my copy off eBay for a pretty good price. I am a huge fan of Brian Cull's other books. I decided to pick this one up after reading his previous book, "Spitfires over Israel", written with these same two co-authors. I was very pleased with "Spitfires over Israel" and was hoping this book would be just as good. I wasn't disappointed.

The book is 385 pages and actually is three separate, though related, stories. The first part of the book picks up where "Spitfires over Israel" left off. It covers the developments in the Israeli and Arab air forces from the end of the 1948-1949 war to the war in 1956. The arms race that Israel and Egypt engaged in with regard to their air forces is described in detail. This portion also covers the drift of Egypt from a British influenced and equipped country to a Soviet satellite.

The second portion of the book describes the Israeli assault on the Egyptians in the Sinai desert. The Israelis had planned this assault in order to give Britain and France an excuse to strike the Egyptians in an attempt to punish them for Egyptian President Nasser's recent nationalization of the Suez Canal. The Israelis had planned their attacks carefully, using their air force to neutralize the local Egyptian air units and to support their ground units, especially the paratroopers who were dropped at several locations in the Sinai. The Egyptian air force fought back valiantly engaging mostly in ground attack missions to support their troops.

The situation for the Egyptians changed when the British and French intervened on the pretext of protecting the canal. This intervention took the form of air strikes by British and French air and naval air force units, mainly against the Egyptian air force. This is the subject of the third section of the book. The reader gets a good impression of the massive nature of the air assault that simply wiped out the Egyptian air force. President Nasser made a decision early on not to have his pilots oppose the Anglo-French assault. As a result, the Egyptian air force was destroyed on the ground, but the Egyptians lost few pilots and after the conflict they were quickly reequipped by the Soviets. The details of the assault are well covered by the authors, with the Egyptians on the receiving end of attacks by Valiants, Canberras, Sea Hawks, Wyverns and Corsairs, among other aircraft.

The text is supported by photos throughout. Many of the photos are from the authors' private collections or the collections of many of the participants in the events described in the book. Many of the photos will be of interest to modelers, as will many of the listings of serial numbers and units involved in the air action. The book is well printed and easy to read. The authors have done an excellent job of interviewing and quoting extensively from descriptions of the participants. I highly recommend all of the books in which Brian Cull is an author or co-author. This book is no exception. Get it and enjoy.



TACTICAL NOTES

The Award Winning Newsletter of the Military Modelers Club of Louisville

December 2006

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Vital Club Intel.

Next Meeting: Thursday, December 21st @ Logans Road House/Shelbyville Road , 7:00 pm

Theme and Activities: Christmas Dinner Outing and "Election"

Official Club Web Site: www.mmcl.org

Club Motto: So many kits... So little time!

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

The President's Page... *Jerry Davis*

Hello Fellow Modelers,

Well December is here and along with the new month are the hopes and dreams of getting some new stuff for Christmas. There has really been a plethora of new stuff hit the shelves and the quality is outstanding. By the way, Scale Reproductions is open on Sunday's up until Christmas, so be sure to stop in and see what new items adorn his shop. Speaking of Brian, I want to personally thank him for his continued support of the club over a number of years. Brian takes a good ribbing from all of us from time to time, but he has continued to donate raffle items month after month at the monthly meetings.

On an administrative note, the December meeting slated for the 21st of the month offers a new venue. The location is at Logan's on Shellbyville Road across from the Mall St. Matthews. This is a first for our club and should prove interesting since we can eat steak or whatever suits your fancy while washing it all down with some Christmas cheer. We'll meet in the separate room and we have it reserved from 7:00 p.m. until 9:00 p.m.

One item on the meeting agenda is the election of the 2007-2008 officers. The new slate is running unopposed so it's basically a no brainier. The officers are:

President Mike Baskette
Vice-President Stu Cox
Treasurer Mike "Danger" Nofsinger
Secretary Rich Guetig
Member-at-Large Noel Walker

Congratulations to the incoming officers and we all wish them well.

Over the past two years, I must say that it has been an interesting ride. MMCL has forged new ground with some notable accomplishments. We were able to establish ourselves in the eyes of IPMS/USA by being selected as having the "Best Newsletter" of the year and on the heels of that we received some well deserved recognition as the Great Lakes Region "Chapter of the Year." Our website placed within the top 10 IPMS/USA on-line presence for a multiple of years.

To top of all that, we managed to establish some firsts with the Fort Knox Memorial Day Re-enactment setup, the trip to Dayton to observe the "Dawn Patrol" WWI fly-in and the memorable tour of the Patton Museum along with the behind-the-scenes look at the restoration vehicles. We put on one heck of a regional and managed to portray our club at a number of metro libraries and involve upcoming modelers at some modeling seminars.

The club workshop continues to thrive with a core element of dedicated modelers while the membership remains solid with us hovering at 49 members. Financially, the club treasury remains stable, so what is next for MMCL? It will be up to the new officers to have the club continue in the fine tradition of having fun through modeling.

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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!

The As and Bs of F2A “Buffaloes” (That’s Australian and Barclay)...

by Randy Fuller *MMCL Eastern Bloc*

This article started 11 months ago. I was asked by fellow Eastern Bloc-er, Dennis Sparks, to compare two new kits of the same aircraft: The Brewster F2A-1 “Buffalo.” I chose to build the Classic Airframes F2A (kit no. 4100) and the Tamiya B-339 (kit no. 94). The B-339 was the F2A-2 export model that was sent to the RAAF before WWII. To make matters worse, I painted the F2A in a very unusual paint scheme – an experimental low visibility scheme developed by McClelland Barclay, a Naval Reserve Officer and noted artist.



The first part of this article will discuss the pros and cons of both kits. The second part will deal with the paint. First off, both kits offer a rather well detailed Buffalo. Fine engravings, detailed cockpits, landing gear, and engines.

The Classic Airframes kit came with some resin details and a photoetched fret. My main complaint with this kit was the overall kit design, in that there were no positive location holes for any parts. Only small raised lines indicated where parts were supposed to go. This was particularly troublesome behind the cockpit and the engine mounts. Yes, that’s right; the engine mounts are intricately detailed rods and brackets. The back of the engine even has a detailed crankcase. Bad news is all that detail gets hidden

within the fuselage. Which was OK, because it was a tricky assembly, and I know I didn’t get everything aligned perfectly.

The Tamiya kit was a typical Tamiya kit. No flash, clean parts, positive location points, and typical detail. I did add Eduard photoetch details for the cockpit and engine just to dress it up a bit. The downside to this kit was the one piece canopy. If you’re in a hurry, it’s great. One piece, pretty good fit. But all the internal details get toned down looking through the “glass.” The kit did include a sheet of window mask material. It was not die cut, but printed with the outlines of the kit windows, so I had to spend some time carefully cutting out the tiny pieces.



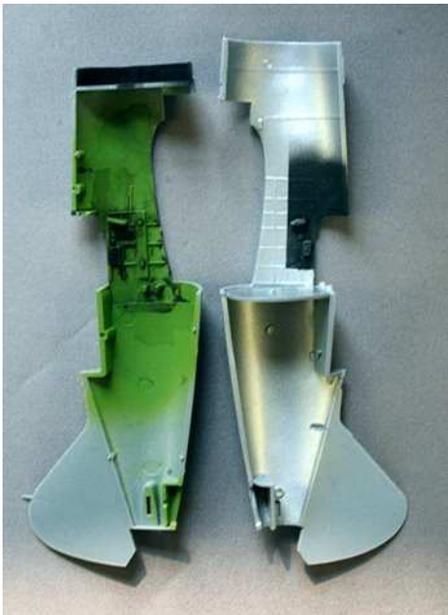
Side by side, both look good. About the same dimensions, level of detail, and overall quality. The Classic Airframes loses some ground as it was a bit trickier to put together. I think that the average builder would have no trouble with the Tamiya kit, but I’d recommend tackling the CA kit only for the experienced modeler looking for a new challenge or frustration.

Now on to paint. The Tamiya kit was finished in Model Master Enamels in a standard three color camouflage scheme used by the Royal Australian Air Force. I used the paint masks provided by Tamiya. Good news is they held and didn't bleed during the painting. I used Red Roo decals for the squadron markings. Pretty straightforward, airbrushed the colors free hand, coated with Future, then decaled. The fuselage color band was painted on, too.

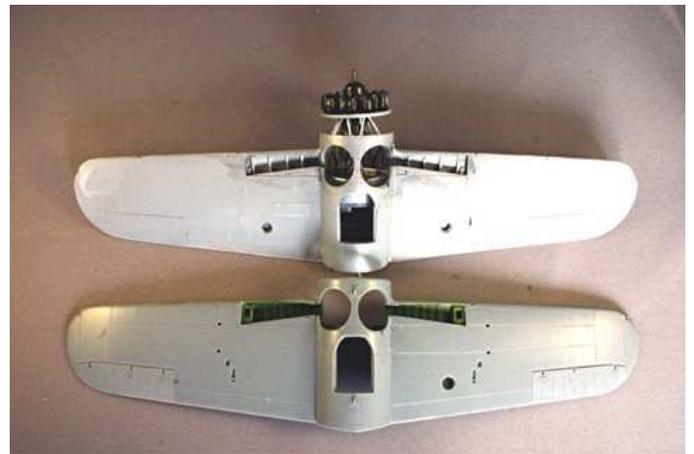
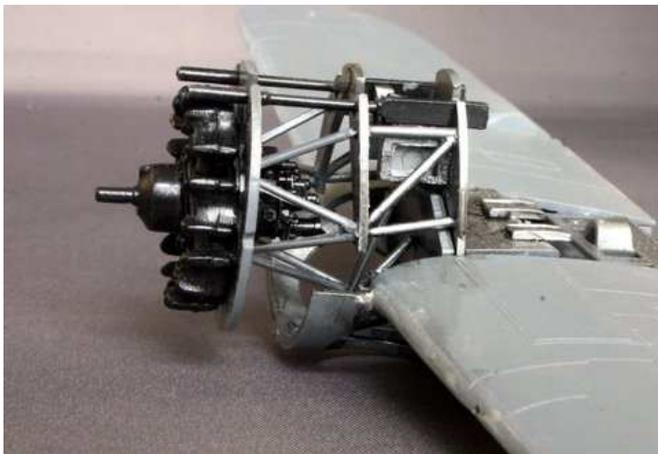


Now for the really fun stuff, I painted an experimental paint scheme from the 1930s with very little documentation and no instructions, decals, or color suggestions! I found a few B&W photos of this particular airframe, a three color drawing on the markings, and a very short article discussing possible colors from the Naval Historical Center. I guess that was

enough to give me a stroke, but I pushed ahead anyway. I masked the windows with Black Magic masks. I stuffed Parafilm in the engine opening and wheel wells. I painted the first color, and then used a variety of tape strips to mask off the lines and designs. This worked great for the angular designs, but I had to get creative for the curves. I printed a few copies of the three view sheet scaled to just about fit the actual model. Then I carefully traced the designs onto a piece of wide tape, and then painstakingly transferred the hand-cut masks to the model. Finally I airbrushed the top color. For the long curving lines on the bottom of the fuselage, I hand-painted them with a brush.



A little weathering and both were done. I also added Moskit exhausts to both kits for a little extra detail. Overall I'm please with both kits, but I'm going to lean towards the Tamiya kit as it was a bit easier to build. And I would definitely recommend that if you want to paint a Barclay scheme, wait for someone to produce a set of paint masks or decals. Believe me, you're save yourself a lot of strife!



Vintage Modeling #1...by Dennis Sparks

This is intended as the first of several small articles on vintage plastic modeling, focusing primarily on the models that my father built between about 1955 and 1970.



Dad was born in 1930, and like many boys of that era, he built balsa wood flying models. During WWII, he also assembled and painted kits of solid wood scale model aeroplanes as school projects. These were intended to be used as identification aids in the war effort, but they were later supplanted by the better known mass-produced black solid rubber models.

As an adult, he turned to building and flying control-line aircraft that were powered by glow-ignition engines. But living in a small mobile home with a wife and three children placed severe storage limits for his flying models in addition to curtailing his hobby budget. And so by about 1955 he had returned to scale modeling, starting with the “mixed media” kits of the era - solid balsa models with a few injection molded plastic detail parts. He continued with some of the earliest all-plastic models as they became available.

His primary area of interest shifted to commercial aviation, and there were a surprising number of airliner models produced at this time. For the subject of this first article, I’ve chosen his model of the Stinson Model “U” Trimotor, a kit that was produced by the Ideal Toy Corporation’s (ITC) as kit #3722. As it happens, I have an unbuilt example of this kit and the date on the back of the decal indicates that it was printed in January 1957.



The Ideal Toy and Novelty Company had been incorporated in 1907 by Morris and Rose Michtom, who four years earlier had been among the first to mass produce and sell teddy bears. In 1938, the company name was simplified to the Ideal Toy Company, or ITC, and by the mid-1950s the firm was producing a line of plastic model kits. In the last decade or so, a few of their molds have been resurrected and new examples of the kits produced, such as Glencoe’s Curtiss Condor and Navy blimp.

Even by today's standards, the Stinson Tri-motor would be an esoteric subject for producing a model kit, but in the 1950s the rationale for its selection would seem to have been completely unfathomable. With very few plastic models of any kind being produced, one would think that one of the sleek Air Force or Navy fighter jets of the period would have been a more logical choice over this rather obscure vintage airliner. The kit also largely predates the concept of producing models to a constant scale. The Model U's wingspan of 66 feet is reduced to 12 inches for the model, or 1" = 5.5 feet (1/66th scale).



Incorporated in 1926, the Stinson Aircraft Corporation produced over 13,000 aircraft. Almost all of these were single engine general aviation aircraft capable of carrying 2-4 passengers. Included in this total were almost 4000 Stinson L-5s built during WWII for use as Army liaison aircraft. But in the early 1930s, Stinson also produced a number of larger three-engine aircraft intended for the corporate and commercial airline markets.

Their 8-12 passenger Stinson SM-6000 was similar in size and general appearance to the more familiar Ford Tri-motor. And priced at \$19,000-\$25,000 each, the fabric-covered Stinsons were less than half the cost of the all-metal Ford. But they also made their first appearance some six years later than the Ford. And with the age of the fabric-covered airliner drawing rapidly to an end, only about 40 were built.

The Stinson Model "U" of 1932 was a slightly larger development of the SM-6000. Chief among its recognition features was the addition a lower stub wing that supported the landing gear, giving the aircraft the appearance of a sesquiplane. Only 23 were built, with almost all of them delivered to American Airways. A single example was also later acquired by Eastern Air Transport, the predecessor to Eastern Airlines.

My father built this kit sometime in the early 1960s, painting it with a brush from Testors small 10 cent bottle of gloss red and applying the kit-supplied decals. For reasons that he can no longer recall, he omitted the prominent wing bracing struts. Perhaps one or more was either broken or missing from the kit?

This kit is an early example in the long history of plastic model kits that were issued with incorrect decal markings. The kit-supplied registration of NC432M was actually used on c/n 9000, which was the prototype for the Model U. The one flown by Eastern was the fifteenth example built, and was registered as NC12129.

A quick Google search located a few tidbits of the history of both aircraft. NC432M is mentioned in the register of the Davis-Monthan Aviation Field in Arizona. It landed there on 22 August 1932, eastbound from Los Angeles and enroute to Cleveland with a pilot and four "modocs" on board. A sidebar to the story indicates that modoc was a slang term in vogue at the time to describe a person who talks boastfully about flying, but who rarely actually flies. NC432M later saw service with National Airlines in Florida from 1937-41.

NC12129 was originally purchased by the Ludington Line, an airline operating routes from New York-Philadelphia-Washington DC, with NC12129 joining its fleet of eight SM-6000s. Despite having Amelia Earhart as a company vice-president and with a contract bid that was only one-third as large, Ludington lost the all-important US airmail contract to Eastern, and was soon forced out of business. Eastern promptly bought their fleet of Stinsons.

So there you have it. Not too much on the topic of modeling per se, but with a hopefully interesting bit of aviation history tossed in...

What You Missed Last Month... *your Editor*

Last month's meeting played host to the 4th Quarter open contest. The contest was well represented, and seemed to boil down to Terry Hill versus the Easter Bloc. Thanks to Brian Bunger's Scale Reproductions, the monthly raffle had several nice recent releases and folks seemed eager to shell out the dead presidents to take a chance on a prize. Several members showed up with bags of Aluminum cans which were carted off by Scott King to exchange for treasury money. Both the recycling program and the monthly raffle are important club fund raisers, so let's keep the donations and participation high in 2007. In all a decent meeting, but could be bettered next month by your attendance if you happened to miss November. So come on out!

