

Tactical Notes

The Newsletter of the Military Modelers Club of Louisville, Inc.

January 2001

Club Motto: "Save the Whales... Collect the Whole Set!"

Website: www.mmcl.org



Next Meeting: **January 18th, 2001 7 p.m.**

Baskette Doesn't Get His Dubya!



President's Page *by Dr. Terry Hill*

Fellow Modelers:

I sincerely hope that each of you had an enjoyable holiday season and that the Lord blessed each of you. The holiday season brings hectic schedules, and busy travel plans. Let's hope that you were able to find some time to work on that favorite model kit. January's meeting will bring the catch-all contest for the kits that were started, but not finished in time for previous contests. There will be additional information discussed about the upcoming Invitational contest in March. Be ready to step up and volunteer to help at the contest. We will need all the help we can get, and you don't want my boys coming around to your house in the middle of the night and dragging you out in front of your wife and children. Volunteer before you are gang-pressed into service. There are several smack-down grudge matches going on in the club. There is a 1/72 scale Japanese Betty Bomber contest, a 1/72 German E-boat contest in progress, and the M-113 contest is still out there hanging around. If you want to jump into one of these grudge matches, let us know. I welcome the newly elected officers to their positions. Mike Baskette will be the new editor of the newsletter; so, if you have any articles to submit send them to Mike. I welcome Scott King as the new VP, Mike Nofsinger as Treasurer, David Knights as Secretary, and Noel Walker as Member at Large. This should be a good hard working slate of officers; and I expect the club to continue to prosper. We will have our hands full putting on the Invitational and the Regional and will be staying very busy. There are several upcoming shows over the next few months. If you are interested, contact some of the club members for additional information. See you all on January 18th. Until then, keep on modeling.

Terry



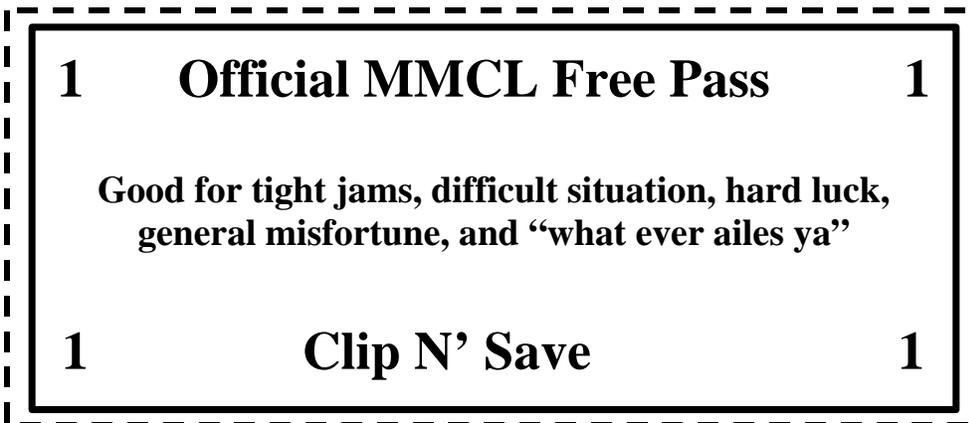
From the Cupola... *An Editor's Note by M.W. Baskette*

What? I thought Twitchy was Secretary? Well actually he is, but I have volunteered to have a go at this newsletter thing and Dave has graciously passed the editorial torch to yours truly. Regardless of the fact that I did not get the required 16 votes to hold MMCL office, I promise to do my darndest to bring you a useful and interesting newsletter. So, Happy New Year and I hope Santa brought you plenty of modeling goodies this season. I got a nice set of miniature pliers, what about you?

With the dawn of the New Year upon us, I'm sure many of us have made resolutions both publicly and privately. One of mine is to increase my club participation and attendance. 2000 was slight improvement over 1999, but this year I hope to be around a lot more. Hopefully this newsletter will be the vehicle to get me there. Typically, I have found modeling related resolutions to be pretty much useless. All I can say is that if I can locate a pack of Grandt-Line wing nuts, I might actually finish a model in 2001. Wouldn't that be something! Getting my new workshop squared away is also a priority. I think the clutter I fight every time I sit down to work on something is a real mood killer. The new cabinets are in so with any luck, this should happen soon

I better wrap this up, my beer is getting warm. Happy New Year everyone, I wish you all the best this year. Be careful, modeling can be dangerous business! I'll see you at the meeting.

Michael "Dubya" Baskette



If you find any typos in this newsletter, keep it to yourself. Either that or you get to type it next month. Pffft!

To contact MMCL:

President:
Dr. Terry Hill
114 Fairfax Ave.
Louisville, KY 40207
Email: thill35434@aol.com

Secretary
"Raggedy" David Knights
P.O. Box 22272
Louisville, KY 40252
Email: loulaw@aol.com

Vice President:
Scott "Skippy" King
2 Merrifield Place
Clarksville, IN 47219
Email: scottking@aol.com

Editor
M.W. Baskette
922 Mason Headley Rd.
Lexington, KY 40504
Email: carworks@gte.net

Member at Large:
C. Noel Walker
513 Oxford Pl.
Louisville, KY 40207
Email: Cwalker011@aol.com

Treasurer:
Mike Nofsinger
5011 Wabash Pl.
Louisville, KY 40214
Email: mnofsinger@home.com

Big talk but no action:
Jerry Davis
3021 Rockaway Dr.
Louisville, KY 40216
Email: mmcl-1@home.com

"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!

MMCL Club Officers for 2001

President: Dr. Terry Hill

Veep: Scott King

Treasurer: Mike Nofsinger

Secretary: David Knights...again

Member

At Large: C. Noel Walker

WC 53 Command Car Review– by Jerry Davis

“A Hunka-Hunka Burning Resin”

S-Model, a firm from Poland, is the manufacturer of the U.S. WC 53 Command Car “Carryall” model. The WC 53 shares the same chassis as the WC 52/54 version vehicles that were in abundance during WWII. The command car was used primarily for command, control and communications and I assume at brigade and higher command structure levels.

This kit is one hundred percent resin that includes everything but the side and rear glass panes. The chassis, wheels, bumpers, running boards, cab, doors, fenders and steering wheel and shifting levers are a knockoff of the WC 54 ambulance kit that was released by Peerless Max, Testors and Italeri years ago.

The mold makers of this resin kit did a good job in casting the molds since many of the small parts are faithfully reproduced without any major flaws. The front hood and cab combination is molded solid so no kit bashing to place an engine in the kit is do-able.



The front grill is finely molded and intricate in detail much better than the injected molded ones on the Peerless or Italeri kits. I often wondered why someone doesn't make grills for these versions of softskin vehicles in photo etch, (Hello - Eduard – wake-up call - Hello). The chassis is nicely done with medium flash and cleanup. The tires are molded as one piece eliminating the need to fill the gaps on two piece sets. The chassis slaps together with ease but some of the small steering parts are very delicate. It appears the smaller the part – the larger the clean up process but nothing that the average modeler can't handle. The body is molded as one piece from the cab back and

New Product for AMS Sufferers:

The model railroad world has provided scale modelers in general with a new product geared toward those with a knack for sweating the details. **Tichy Train Group** has released a series of styrene cast rivets similar to those made by **Grandt-Line**. However the manufacturer promise these to be flash free and have the heads centered on the stems unlike those made by the later.

Each pack includes 200 rust colored castings, and sell for \$2.50 per pack retail. These useful bits are available in the following sizes and part numbers:

8017 0.020" rivet

8018 0.025" rivet

8019 0.030" rivet

8020 0.035" rivet



needs some clean up here and there – but I expect that in a resin kit. The toughest part of the kit is a small fit problem where the body matches up with the rear tire fender wells but nothing that a small bit of filling and light sanding can't handle. The front windshield and front door glasses are vac-u-form that takes some careful cutting to release them. The body interior comes with the front and passenger seats and stops there. To deck this out, a set of after market radios should be installed with some maps and other military paraphernalia. There is enough room for the super detailer to go crazy and add a lot of stuff enhancing the model's appearance.

I found this kit at an on-line eBay auction and was surprised to get it for \$32.00 that included shipping. I wasn't sure of the quality when I was bidding on it but took a chance and am pleased. As with most resin kits, there is a fair amount of cleanup required and super glue the method of bonding. Since this is the only model of the command car that I am aware of, I am so glad that I acquired it. This kit may have been out for awhile but tucked away in European shelves for some time, I don't know. I have seen a few more of these kits surface on the Internet auctions and they are bidding for \$35.00 and up – so I feel lucky. It's a rare and different vehicle that is a welcome addition to the armor enthusiast.



Let us Forget Not... an editorial by Al Hoffman

Being a heavy reader and sometimes military modeler I tend to read historical novels with a military slant. I've begun to notice a trend lately. Usually you can tell what the subject matter of a book is by looking at the cover or by reading the inner cover. This book was about a profession known as "Heir Hunting", that is, seeking missing heirs to an estate. That was the basic premise of this book but it was really "Herr Hunting". The deceased was actually a Nazi accountant who transferred stolen Nazi loot into Swiss bank accounts. This got me thinking. The book before this was about Nazi art plunderers, who ended up in Siberia. It is beginning to seem like the Nazi was everywhere.

Let's expand on this. A few generations from now when Alice takes her trip to Oz will the Munchkins be Nazis? Will the wicked witch in Snow White be a Nazi? When we finally travel to another solar system will one of the worries be that it is populated by Nazis? Will Adolf Hitler only be remembered as the star of Mel Brooks classic "Springtime For Hitler" from the movie "The Producers". Only time will tell.

Now A Word from your Illustrious Secretary...

Much to my dismay, the December meeting saw my reelection as club secretary. I had noted even were this to occur, I would be turning the production of the newsletter over to Mike Baskette. If all has gone according to plan this should be Mike's first issue. You can send articles to Mike via email at carworks@gte.net or you can continue to send them to me and I'll pass them along. I'll be writing the occasional article for Mike, but I'll no longer be writing a monthly editor's note. I am sure there will be much rejoicing over that. In any event, I hope that you will all continue to write articles for the newsletter as you have done in the past. I intend to vigorously pursue the matter of the vote fraud that I believe occurred in December and led to my re-election. To support that investigation, I have hired Mr. David Boies and Mr. Bill Daley to assist me. I have moved my headquarters to Palm Beach, Florida. Some of you will be receiving subpoenas shortly. Good luck!!

David Knights

MV Products Lens Size & Part Number Chart

DRILL SIZE	DIAMETER		M. V. PRODUCTS STOCK NUMBERS				
	INCH	MILLIMETER	Clear	Red	Green	Amber	Blue
55	.052"	1.32 mm	LS 300	LS 301	LS 302	LS 303	LS 506
52	.063"	1.62 mm	LS 22	LS 220	LS 221	LS 222	LS 507
49	.073"	1.85 mm	LS 26	LS 103			
47	.078"	1.99 mm	LS 25	LS 24			
45	.082"	2.08 mm	LS 28	LS 28			
44	.086"	2.18 mm	LS 20	LS 200	LS 201	LS 202	LS 508
41	.096"	2.43 mm	L 409	L 410	L 411	L 412	
38	.101"	2.58 mm	LS 29	LS 30		LS 31	LS 32
32	.116"	2.94 mm	L 116	L 117			
30	.128"	3.26 mm	L 128	L 129		L 130	L 131
29	.136"	3.45 mm	L 136	L 137		L 138	L 139
25	.149"	3.79 mm	L 149	L 150			
21	.159"	4.03 mm	L 159	L 180			
19	.166"	4.21 mm	L 166	L 167		L 168	L 169
17	.173"	4.39 mm	L 173	L 174			
15	.180"	4.57 mm	L 180	L 181		L 182	L 183
13	.185"	4.69 mm	L 185				
10	.193"	4.91 mm	L 193				
8	.199"	5.08 mm	L 199	L 198		L 197	
6	.204"	5.18 mm	L 204				
4	.209"	5.30 mm	L 209	L 210	L 211	L 212	
2	.221"	5.61 mm	L 218	L 216		L 217	
1	.228"	5.79 mm	L 228	L 229		L 230	L 231
15/16"	.234"	5.94 mm	L 401				
1/4"	.250"	6.35 mm	L 248				
13/16"	.265"	6.73 mm	L 402				
3/16"	.281"	7.13 mm	L 403	L 414		L 415	
13/16"	.296"	7.51 mm	L 404				
5/16"	.312"	7.92 mm	L 400				
21/16"	.328"	8.33 mm	L 405				
11/16"	.343"	8.71 mm	L 406				
13/16"	.359"	9.11 mm	L 407				
3/8"	.375"	9.57 mm	L 408				
1/2"	.500"	12.7 mm	L 413				

About now you are probably asking yourself if there is any point to this drivell. I believe there is. The generation that fought WWII both at home and on the battlefield, both male and female, is leaving us at an alarming rate now. While not to belittle any Veteran from any military action this is the generation that fought to allow us to live as we do today. When they are gone, gone also is the first hand knowledge of this period of time. It is often said that History repeats itself, if so, perhaps it is because history is not only forgotten, but distorted as above.

We as members of IPMS have a duty to perpetuate this history as accurately as possible. I encourage our Chapter and all other Chapters to invite as many of these people to speak at our meetings as possible while there is still time. Our Chapter has been fortunate to have three such people share their experiences with us at our meetings at different times. The IPMS is in an ideal position to support all forms of museums which attempt to preserve the past for the future. It is time to get more involved on both a local and national level.

Many generations in the future a Time Capsule is opened. In it is a plastic model of a tank on a base that has a plaque that says "Sherman". As they people are trying to figure out what this is one says, "I remember reading about a Sherman that burned Atlanta to drive out the Nazis in our first Civil War. Maybe this is what they were talking about". Far fetched? Maybe.

Al Hoffman

IPMS/USA NEW MEMBER APPLICATION			
IPMS No.:	Name:		
(leave blank)	FIRST	M.	LAST
Address:			
City:		State:	Zip:
Signature (required by PO):			
<input type="checkbox"/> Adult: \$19	<input type="checkbox"/> Junior (17 years old or younger): \$9		
<input type="checkbox"/> Trade Member: \$19	<input type="checkbox"/> Canada & Mexico: \$25	<input type="checkbox"/> Other Foreign: \$28	
<input type="checkbox"/> Family (Adult dues + \$5, one set magazines, # of membership cards required: __)			
<input type="checkbox"/> If recommended by an IPMS member,			
list his/her name and member number		(name)	(IPMS#)
IPMS/USA		P.O. Box: 6138	
Check out our web page: www.ipmsusa.org		Warner Robins, GA 31095-6138	

AMPS Membership Information

The Armor Modeling and Preservation Society (AMPS) is an independent organization dedicated to serving those interested in the modeling of armor and military models. *Boresight* is the official publication of AMPS and features articles that are submitted by its members. Membership in the Society is for a one-year period. Membership includes a one-year subscription to *Boresight* and voting rights at the annual meeting, among other privileges. *Boresight* is published six-times per year and mailed for members using Third Class Bulk mail in the U.S. and Printed Matter rates for all foreign members. Membership rates: \$20.00 U.S.; Canada: \$25.00; All Others: \$25.00 surface; \$35.00 airmail. All payments must be in U.S. funds, by check or money order. All foreign payments must be made by bank draft or money order drawn on a U.S. bank. Sorry, but credit cards can not be accepted. Membership begins with the first issue after the membership application is received. Send your membership dues, along with name and address information, to:

AMPS
 Membership Department
 PO Box 331,
 Darlington, MD 21034

MILITARY MODELERS CLUB OF LOUISVILLE

Membership Information

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone: () _____ E-Mail: _____

Birthdate: _____

Benefits of membership include:

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

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

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

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

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

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

TACTICAL NOTES

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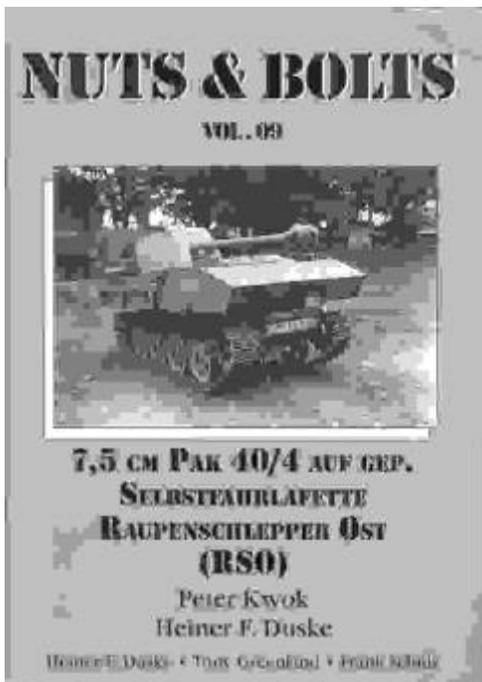
Club Motto: No job is so simple that it can't be done wrong! Website: www.mmcl.org



Next Meeting: February 15th, 2001 7 p.m.

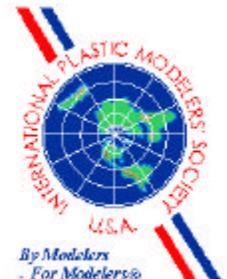
German Ship Grudge Match Is On

Yet another sideshow has emerged within the loyal ranks of the MMCL that promises to be loads of fun. As if our quarterly contest were not satiating enough, some of our compatriots seem hell-bent on being top dog all year-round. This latest "smack-down", set to conclude in August, is open to all MMCL members willing to give German ship modeling a try. Any interested party should contact Dave "Cabin boy" Knights or John "Hard to Starboard" Dietrich for the formalities. Rumor has it there is a nice prize involved other than the honor of being top builder of Teutonic Tugboats, but I'll leave the details of that to our little sailors mentioned above.



Editor's Recommendation: Nuts & Bolts Vol. 09

Over the last few years I've been following this series of publications, but due to the spotty reviews and genuine lack of urgency, I had yet to buy one. I picked up Nuts and Bolts volume 9 to pad an order to VLS and was pleasantly surprised. This volume features the 7.5 cm Pak 40 auf RSO (For Mr. Restrepo that is 7.5cm Panzerabwehrkanone auf Raupenschlepper-Ost), and inside are around 120 B/W photos of wartime and postwar origin. The bulk of these are of the recently restored vehicle currently on display in Koblenz, Germany. All are very clear with good contrast and cover the subject to a proctological level of scrutinization. Anyone attempting the Italeri kit of this ungainly tank destroyer will be greatly served by this book. This one gets 4 stars and I will be taking a closer look at the others in this series. *M.W. Baskette*



A Penny Saved is a Penny Earned: Surfing the net a while back for hobby tools, I ran across a deal that almost looked too good to be true. Harbor Freight Tool Company (www.harborfreight.com) sells a set of miniature drill bits, wire size #60-#80, for \$1.99 plus S&H. Keep in mind this is nearly identical to 20 bit sets offered by X-acto and Mascot at nearly \$20 through hobby retailers. Club member Jerry Davis took the chance on my blind recommendation to try them out. Jerry reports these drill bits work as well as the drills offered by the more familiar companies mentioned above, and now that he has reconciled the fact that these were probably made by political prisoners in the People's Republic of China he is quite happy with them. I too will be giving these a shot; heck for \$1.99 not much is at stake. Jerry has a few extra sets at a slightly uplifted price to cover his shipping expenses. I would see him first if all you need is one set as the shipping will be more than the drill bits if that is your only item. Editor

From the Cupola: an Editor's Note by M.W. Baskette

Despite a weeklong bout of Bronchitis, I have managed to get out my second issue of TN. Newsletter aside, I have been in a bit of a modeling frenzy lately and have actually begun to get some paint on my SU76. Modeling is fun most of the time, but this thing is starting to take its toll. All the bobbles I've added have made it very fragile and difficult to handle. I hope to bring it one more time for Show and Tell before it goes under the airbrush.

By the time you read this, the Atlanta Regional and Indianapolis Invitational shows will be history. I ask those who attended these affairs to please write us a show report for inclusion in Tactical Notes. Both of these should have been well attended by the MMCL.

One other item you fellow tread-heads need to be aware of is AMPS 2001. While not in Louisville unfortunately, some of us are planning to attend. Some travel plans are currently in the works, and I will be handling at least part of the hotel accommodations. Please let me know if you plan on attending so that we may get the rooms squared away.

Keep the articles coming, and I'll see you at the meeting.

Michael W. Baskette

Revell 1/144 737-800 by T. Schnieder

The plastic model gods have shined on 1/144-scale model builders. The Boeing 737 has received much attention in the last two years. This kit depicts the current "standard" size 737, that seats 162-189 passengers and weighs in at about 160,000 lbs. In this country, American, Continental and Delta have ordered the 800 series. Being longer, this kit could also be shortened to make a Southwest 737-700 or -600.

This kit comes with about 45 decals and about 55 plastic parts depending on what version you build. The fuselage has two main halves with a separate glass area for the cockpit, similar to the recent Minicraft offerings.. It has antennas and lamps molded in, plus add-on duct shields, drain tubes and blade antennas. The APU intake on the right rear is a nice touch that you see on the Dayco models, but that the Minicraft kits omit.

The engines are similar to other kits using the CFM engines, but the wing assembly consists of one lower wing and two separate upper halves. The arrangement fits well and I needed no filler when building mine. Landing gear is often forgotten about or but an after thought. The shape of the engines is correct for the earlier 737-300, -400 and -500. However, for this version, the engines should be more round when viewed from the front. With this kit, the wheels are slightly larger than they should be, and the nose gear comes in five pieces. It can be a little tricky to assemble, but looks good when finished.

The instructions are good enough for someone familiar with airliners. The panel lines are engraved. Using Mark Cable's drawings for reference, the lines are apparently correct and the shape is well reproduced. Decals are for Hapag-Lloyd and usable, though I will build mine as a Continental.

Revell-Germany has also released an Airbus A321, the Airbus competitor to the 737. The kit is very similar to this one but doesn't have the clear cockpit area, only the clear glass for the windshield itself. The engraved panel detail is similar and it has many fine detail parts. It looks good and will make a nice companion to the 737.



President's Page *by Dr. Terry Hill*

Dear Fellow Modelers:

The activity sure has picked up now that we draw near the date of the MMCL Invitational. The room is secured, vendors are set, awards will be done soon and the raffle items are rolling in. All that is required now is for you to step up and lend a hand to make this contest one of our best yet. David Knights will be glad to put your name in for one of the job spots, and can use all the help he can get. So, don't be shy, pull yourself up off the couch, beat feet in the general direction of the door, and bounce up and volunteer. January's meeting was a huge success. We had 34 members in attendance, 2 guests, raised 104.00 in the raffle, and had a terrific catch-all contest. Congratulations to Noel Walker for winning 1st place in the contest. Congratulations also to all those who entered the contest. Keep building and keep entering. Hopefully the club meetings will continue to grow and remain vibrant and enjoyable.

Scott a.k.a. "Skippy" King, the new VP will be developing a plan to have quarterly class demonstrations at the club meetings. We tried to have this at the Saturday workshop, but couldn't get the attendance. So, we will try to revive the plan and have it quarterly at the meetings.. He might be contacting you to assist in putting on a class. If Skippy calls, you will answer. We will have a sign-in register at future meetings for quests to sign in. This will give us information to follow up with to contact them about joining or coming back to another meeting. Some of us will be going to Atlanta for the IPMS Region 3 contest on Feb. 2-3. We will let you know how that goes at the next meeting. Also, several club members will be going to Indy for their annual contest, film at 11:00.

Don't forget the Hanomag 250 contest in March, or Invitational on March 24th, and this month we will choose the topic of the aircraft contest in June. Well, see you on Feb; 15th. Until then, keep on modeling!

Terry

Bummer of the Month: Kalmbach goes cheap!

Everyone get their March 2001 issue of FineScale Modeler? I got mine. Noticeably absent this month was the protective plastic cover that normally protects issues from transit damage.

Unfortunately for me, they forgot to tell Mother Nature not to rain while the issues were in route. I found mine in the mailbox damp, wrinkled, and torn... Thanks! I bet I'm not the only one that would gladly give up all those freakin' subscription drop cards for one measly plastic bag.

To contact MMCL:

President:
Dr. Terry "7 min." Hill
114 Fairfax Ave.
Louisville, KY 40207
Email: thill35434@aol.com

Secretary
David "The Mole" Knights
P.O. Box 22272
Louisville, KY 40252
Email: loulaw@aol.com

Vice President:
Scott "Skippy" King
2 Merrifield Place
Clarksville, IN 47219
Email: scotting@aol.com

Editor
M.W. Baskette
922 Mason Headley Rd.
Lexington, KY 40504
Email: carworks@gte.net

Member at Large:
C. Noel Walker
513 Oxford Pl.
Louisville, KY 40207
Email: Cwalker011@aol.com

Treasurer:
Mike "Danger Boy" Nofsinger
5011 Wabash Pl.
Louisville, KY 40214
Email: mnofsinger@home.com

MMCL Spin Doctor:
Jerry Davis
3021 Rockaway Dr.
Louisville, KY 40216
Email: mmcl-1@home.com

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I Hate Acrylics Pt. 2 (A small order of crow) by D. M. Knights

A few issues back I wrote a short article detailing my unsuccessful search for a good acrylic paint to airbrush. My conclusion in that article was that the best acrylic paint currently out there is the Tamiya line, but that none of the paints currently on the market were really satisfactory for airbrushing. However, I recently tried Vallejo's new line of airbrush acrylics. These new paints may have finally convinced me that an acrylic can be as good as an enamel for airbrushing. (I'll take that order of crow well done, please) I've used these new paints on three separate occasions. I have found that they spray very well and give good coverage. The paints can be thinned with tap water, but I have been using them straight from the little squeeze bottles they come in, with out any thinning whatsoever.

I do have a few minor complaints/reservations about these paints. First, like most acrylics, they don't sand as well as an enamel. However, they are much better than any other acrylic that I've ever used, and the difference between them and enamels in this respect is minimal. Second, the color range is rather limited at the moment, consisting of basic German aircraft and armor colors. This may change in the future, and, these colors can be easily mixed to achieve any desired color. Finally, when spraying a very fine line, the color is sometimes less than fully opaque, however, this can also be true of enamels. I will continue to experiment with these paints and will report my experiences in the future. Thus far, I am pleased with them. Now, where is that plate of crow? *(Thanks Dave; hopefully for the rest of use they are non-toxic, Dave can't seem to remember where the fan switch is on the shop spray booth...Editor)*

Truth in Modeling by David Crouch

The Grumman F3F was a development of the F2F naval fighter and a precursor of the F4F Wildcat, which became famous in WWII at places like Guadalcanal and Midway. In fact, taking even a quick look at the F3F, it is easy to describe it as a Wildcat with two wings.

The first prototype flew in 1935 and production versions served with several navy fighter squadrons, until the last one was retired in 1943. Pilots reported the plane was extremely maneuverable and easy to fly, but never fired a shot in combat. The F3F spent its last years as an advanced trainer and squadron hack.



The Accurate Miniatures 1/48th scale rendition of this plane has been out for about a year now and, having picked one up when it first came out, I recently completed the dash-1 version. Like each AM kit I've tackled, this one was extremely well detailed and, with few exceptions, a pleasure to build.

The F3F is packaged like all other of this company's products which is to say that there is plenty of clear plastic to protect the parts and decals from scratches and breakage. Speaking of decals, AM provides you with enough markings to build just about any of these birds ever produced.

If you follow the instructions, which I highly recommend, you'll start with the cockpit. The fit is excellent but be sure to align the tub so that it sits up straight in the fuselage with the headrest in the center. AM has you fit the tail wheel and arresting hook at this point but I prefer leaving these items off until after sanding and painting. Some very minor surgery and they will fit inside easily. Other than one other step, this is as far as you should stray from the instruction sheet.

After you've assembled the fuselage, sandwiching the cockpit tub, and then adding the lower "A" arms, you come to the most problematic part of the kit. I chose to wait and add the landing gear doors after painting but whether you attach them now or later, you will have trouble.

The instructions tell you to be patient and that the landing gear assembly is delicate but that they "will fit perfectly." Well, ladies and germs, after about two hours of trying it is my humble opinion that they do not and will never fit perfectly. I had to saw part of the fuel tank sides off and also separate them from the gear doors. You may want to try something different but don't fret too much about this as it is not really noticeable if you are reasonably careful about not cutting off more than you have to. Trim, fit, trim, fit...you get the idea.

Another place you'll have to be careful is the fuselage top cover – part D52. The fit to the fuselage is not perfect and that silver finish you'll be applying will exaggerate any flaws so be careful to keep the finish smooth while saving as much detail as you can.

The rest of the kit is pretty straightforward until it's time to attach the one-piece upper wing to the struts on the fuselage and the lower wing. The fit is excellent but, unless you're a biplane veteran, you'll want to be patient. I used 5-minute epoxy here to give myself plenty of time to align all of the attachment points while at the same time getting a strong bond. Also, be careful not to get any glue in the holed and indentations that will be accepting the photo-etched rigging.

Speaking of rigging, I really hope this becomes standard in all biplane kits as it makes it so much easier on the builder. My hat is off to AM for a fantastic idea. If biplanes have scared you in the past because of all those tiny wires, you don't have to worry about that here. And everything fits perfectly, although part PE92 requires some special attention when bending.

One thing that Accurate Miniatures can't help you out with is that bare metal finish and, unless you are building the "Gulfhawk" version, you're going to have to break out the silver paint. I use Floquil "old silver" on the fuselage and, to get a little brighter silver, SNJ on the wings. Chrome yellow, not lemon yellow used on army birds of the period, was applied to the top of the upper wing. This color wraps around the lower wing at the leading edge but you'll have to check your references as to how much because it depends on the particular aircraft you are modeling.

My choice was a plane that served on the U.S.S. Wasp. It was flown by the leader of the 3rd Section of VF-7 and had black tail colors and blue bands on the cowl and rear fuselage. This plane is the subject of a color plate in Navy Air Colors Vol.1 1911-1945 by Squadron /Signal and a photograph in their **Grumman Biplane Fighters in Action** book.

The decal sheet, as I mentioned, is extensive and of very good quality. The only problem I could find is that the tail codes are a little large. But this is being picky. I had a great time building this kit and highly recommend it.

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Membership in the Society is for a one-year period. Membership includes a one-year subscription to *Boresight* and voting rights at the annual meeting, among other privileges. *Boresight* is published six-times per year and mailed for members using Third Class Bulk mail in the U.S. and Printed Matter rates for all foreign members. Membership rates: \$20.00 U.S.; Canada: \$25.00; All Others: \$25.00 surface; \$35.00 airmail. All payments must be in U.S. funds, by check or money order. All foreign payments must be made by bank draft or money order drawn on a U.S. bank. Sorry, but credit cards can not be accepted. Membership begins with the first issue after the membership application is received.

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

AMPS
 Membership Department
 PO Box 331,
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MILITARY MODELERS CLUB OF LOUISVILLE

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

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

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

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

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

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

TACTICAL NOTES

The Newsletter of the Military Modeler's Club of Louisville, Inc. March 2001

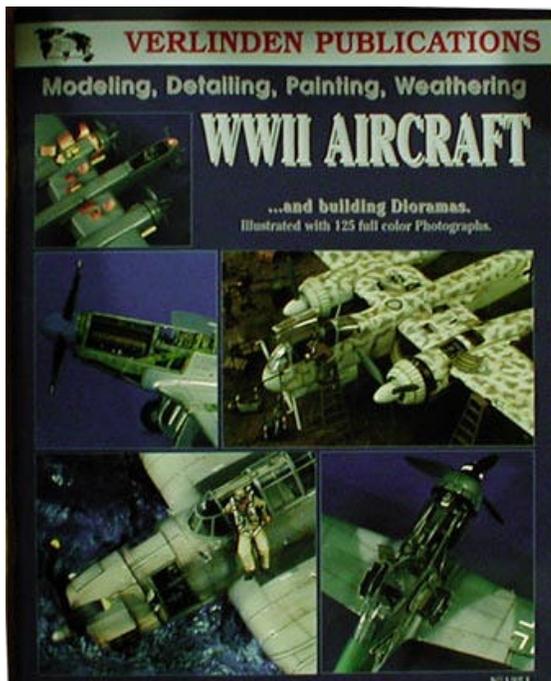
Club Motto: We're all cheap... look at our tardy renewals! Website: www.mmcl.org



Next Meeting: March 15th, 2001 7 p.m.

Last Call for MMCL Renewals

All Hands on Deck... Members, the March issue of Tactical Notes (that's this issue for those not paying attention) will be the last time you get a renewal for your 2001 MMCL dues in print. Besides, we need the print space for next month's centerfold... After three months of reminders, it's high time you became accountable. So with only 50% or so paid renewals to date, consider yourself warned. In April, your name will be dropped from the roster if your obligation is not met. For Pete's sake, it's a measly 10 bucks folks. It's the cheapest seats in town!



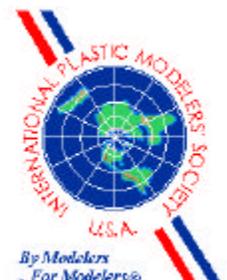
Chicken McNuggets and other things to avoid

by D. M. Knights

About once a year, I go to McDonalds and order Chicken McNuggets. I don't go in intending to buy them. Every time, for some reason, I just end up buying them because they sound good at that moment. And every time, without exception, I end up regretting it. They are NASTY! Hell, what part of the chicken is the McNugget anyway?

The point of the preceding isn't just to vent about fast food. It has a modeling tie-in. (At last, I hear you cry) I have the exact same experience every time I buy a Verlinden modeling book. The object of my wrath on this occasion is VP's "Modeling, Detailing, Painting, Weathering WWII Aircraft". Just like the aforementioned McNuggets, Verlinden books lure you into purchasing them. In the case of this particular book, it looks good at first glance. It is well designed, visually appealing, and has some photographs of some really nice models. It is only after you buy the book and examine it more closely that you

realize what you should have known all along, that it is the modeling equivalent of junk food and will do nothing but leave you poorer and with desperate need to run to the nearest toilet!
(Cont. page 2)



This book is in no way a modeling guide. Rather it is a 48-page advertisement for Verlinden products that you, the poor sucker, paid about \$13.00 bucks for the privilege of owning.

The models that are the subjects of the six sections of the book look to be very nice models. I'd have loved some insight into some of the techniques used in their construction. However since this is a non-stop advertisement for Verlinden products, you don't get any such insight. You do get to know what Verlinden products were used in each of the aircraft and dioramas. And most of these aircraft models are actually aircraft dioramas...all the better to sell you more Verlinden products! In any event, don't be tempted by this McNugget of a book. It might seem like a good idea at first glance, but like the McNuggets, you'll be regretting it later!



The President's Page: By Terry Hill

Dear Fellow Modelers:

Well the long awaited month of March is finally here which means that the MMCL Invitational is only weeks away. As I have been stating for the last several months, we will need all the help we can get to pull this off successfully. Don't be shy, just jump up and volunteer to help out. David Knights will be the overall master of ceremonies, but will need each of our help to make this the best show we have ever had. As of this date, we have sold out of tables, which will pretty much cover the cost of the room and the trophies. The raffle items are pouring in, and we have well over 100 items, and the list goes on. We will have retail value, between 1,500 & 2,000 dollars worth of items. There has been a lot of work done by many people to make this go, and your help is needed to finish it up. So, be there early, and plan to stay late. For those of you who were not at the last meeting, the subject picked for the next in-house aircraft contest was an F-18, in any scale. For those of you who are interested in modern jets, here is your chance to shine. The judging will be in June, so get off your butt and get building. Besides the MMCL Invitational coming up this month, we have the in-house Hanomag 250 contest with the judging to be held at the March meeting. If you are working on one of those gems, get it done, and get it in. The Evansville contest will be in April, along with the AMPS National. May will bring the club Auction. Please go through your collection and if there are any old kits, or new kits that you feel that you will never build and you'd like to donate them to the club auction, now is the time to do it. The auction is always a lot of fun, and you can get some terrific bargains. So circle your calendar for the 3rd Thursday night in May and plan on being there for the fun. Remember, BOBO and his box will be there for your entertainment. In June, Mike Baskette and I will put on a demonstration of the German uniform and equipment. For those of you who have never seen this, it is a great opportunity to see how the uniforms were worn, and how the equipment was carried. It also helps you understand what the equipment was used for by the average German grunt. There is a Kriegsmarine smack down underway even as we speak. Several of the club members have money riding on this and judging will be done in August. It will be great to see what comes of all this. One thing is for certain, when the smell of money is in the air, the Uncle is like sharks in a feeding frenzy. He is hard at work on a 1/350 German battleship Tirpitz. Word has it that he has a CD of Kriegsmarine music and that he is marching around his house with the hull of the ship under his arm. The music inspires him to greater heights. If you haven't paid your dues, be sure to get them in to Mike Nofsinger

before the end of this month. We hope that you will all make it to this month's meeting and find out if there is anything that can be done to help get ready for the show. Until then, keep on modeling and get ready for the show. Let's make sure that our club has a good representation at the show as far as entries go. See you on March 15th.
Terry

KIT REVIEW by Scott King

KIT: FOKKER DrI

MANUFACTURER: EDUARD, KIT #7014 SCALE: 1/72

FIRST LOOKS

This is the first kit in a series of three Fokker Triplanes released by Eduard. This is the standard kit, consisting of 35 parts on 2 sprues of fawn colored plastic, Express Mask for painting the wheels, and 2 markings options. No photo etch is provided, this being reserved for the Profi Pack kits.

Decals are provided for 2 aircraft, a Jasta 27 aircraft flown by Leutnant Klimke, trimmed in yellow with black anchors on the fuselage and stabilizer, and 152/17, one of Manfred von Richthofen's mounts.

The plastic parts are very cleanly molded with no flash. The scribing and detailing are delicate, and the trailing edges of the wings and stabilizer are suitably thin. The parts match the drawings in the Fokker Triplane Datafile Special, and I am comfortable with that.

CONSTRUCTION

I generally followed the kit's well laid-out instructions, really only deviating when I reworked the interior.

FUSELAGE AND INTERIOR

The kit supplies: 2 piece control stick, floorboard with molded-on rudder pedals, seat, fabric panel/rear cockpit wall, ammo containers, and molded-on side wall detail. This would look okay as supplied, but I couldn't resist the challenge to improve it a little. I began by scraping off the all the internal sidewall detail, the rudder pedals, and control stick linkage from between the floorboards forward of the stick mounting, and thinned down the edges of the seat back. Next, I painted the cockpit walls and rear panel Modelmaster Radome Tan (looks like linen color), the floorboards and lower wing spar tan streaked



with brown for a wood effect, and the seat black. The sidewall detail was added from 3 triangles of wood grain decal and some gray stretched sprue (for the plywood fairings and steel tube structure). A compass was fabricated from 2 pieces of stretched sprue and a brass bezel from a Tom's Modelworks photo

To contact MMCL:

President:
Dr. Terry "7 min." Hill
114 Fairfax Ave.
Louisville, KY 40207
Email: thill35434@aol.com

Secretary
David "Compact Rental" Knights
P.O. Box 22272
Louisville, KY 40252
Email: loulaw@aol.com

Vice President:
Scott "Skippy" King
2 Merrifield Place
Clarksville, IN 47219
Email: scottking@aol.com

Editor
M.W. Baskette
922 Mason Headley Rd.
Lexington, KY 40504
Email: carworks@gte.net

Member at Large:
C. Noel Walker
513 Oxford Pl.
Louisville, KY 40207
Email: Cwalker011@aol.com

Treasurer:
Mike "Danger Boy" Nofsinger
5011 Wabash Pl.
Louisville, KY 40214
Email: mnofsinger@home.com

MMCL Spin Doctor:
Jerry "SPAM" Davis
3021 Rockaway Dr.
Louisville, KY 40216
Email: mmcl-1@home.com

"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!

etch sheet, which also provided a seat frame, mixture control lever, and pilot's harness. A control column came from a Hawkeye Designs Fokker Triplane (it comes with 2). After all this was in place, I glued the fuselage together and glued the lower wing in place. Just a little trimming and filling was required at the wing/fuselage joint, worth mentioning because this was about the only place. Some bits of fine wire and stretched sprue provided lift handles and a pilot step, which I attached with CA at this time.

ENGINE, COWL, GUNS

The engine was a little simplified so I added intake pipes and pushrods from copper wire and stretched sprue. The cowl was thinned down from the inside to give it a more scale appearance, and the cooling jackets were cut off from the molded machine guns, and replaced with a photo etched pair from an Eduard Albatros DV.

PAINTING AND FINISHING

I wanted to do two things at this stage. First I wanted to paint my Fokker as Lothar von Richthofen's (the famous Manfred's brother) Jasta 11 machine, trimmed with red and yellow. I also wanted to apply the finish in similar sequence to what was done at the factory and in the field. Typical factory finish for most triplanes was streaky olive over clear doped linen upper surfaces and wheel covers, olive cowl and metal panels, turquoise lower surfaces and turquoise and/or olive struts and axle fairing.

First I painted all fabric areas with ModelMaster Radome Tan. Next, all metal areas (cowl, firewall, upper fuselage deck, and lower fuselage panel) got a coat of aluminum enamel. I applied the streaky finish to all upper fabric covered surfaces using Polly Scale Acrylic Olive Drab. I attempted to replicate the "factory" method, so using a brush and some slightly thinned olive, I started at the front and one side of the fuselage and brushed single, parallel, vertical strokes until the brush was almost dry. Then I recharged the brush and continued, until that side was completed, then moved to the opposite side, again beginning at the front, then did the angled streaks on the upper surfaces of the wings, stabilizer/elevator, and turtledeck, using photos as a guide for the streaking, which was generally angled from right to left. The olive was also applied to the wheel covers, by mounting them on a toothpick and rotating while applying the olive starting at the rim and moving toward the hub. The same olive was airbrushed on the cowl, upper decking, axle wing, all struts, and the panels on the top wing and fuselage sides that would have had a white field for the crosses (these were frequently overpainted at unit level to reduce visibility).



For the turquoise I used Floquil German 78 Light Blue. I masked off the lower wing cross panels (they were often simply clear doped linen instead of white) and the fuselage sides and airbrushed the undersides of the wings, fuselage, stabilizer, and axle wing.

At this point I applied the decals for the serial number Fok DrI 454/17 (from an old MicroScale decal sheet), and painted the entire rear fuselage, stabilizer, rudder and top of the upper wing with thin coats of lightened ModelMaster yellow. I was able to get the effect I wanted, that is, to have the various underlying colors show through slightly. Using the same technique, I airbrushed the struts, cowl, and outer wheel covers red.

A coat of "Future" came next, and then I applied the kit crosses and weight panel, trimming the white from the underwing crosses first. They went on without any problem, using a little Solvaset and Microset. A little weathering was followed by a final coat of Future. Final assembly followed the kit instructions, and the small amount of rigging was applied, using .005" stainless steel wire.

I highly recommend this kit to anyone interested in WWI aircraft. The fit, ease of assembly, and minimal rigging would make it an ideal kit for the beginning WWI modeler, and there are plenty of aftermarket decals and detail parts for the more advanced modeler.

REFERENCES:

Windsock Magazine, Vol. 8, No. 4

Windsock Datafile Special Fokker Triplane

Bob Pearson's Aviation Profile Page, http://members.nbc.com/Sopwith_5F1/downloads.htm

A View from the Cupola... *An editor's note*

by *Michael W. Baskette*

The end of February really seems to mark the real beginning of my new year. This is because of the Ohio Valley Military Society's Show of Shows. This show is typically my first hobby related event of the year, so I really look forward to it. At the recent show, I was able to meet face to face my dealer and friend who lives in Estonia, and he brought along the latest batch of Red Army militaria items I was buying from him. With this lot, my collection is complete enough to present a fairly comprehensive clinic on WW2 Red Army uniforms. I will try and get this on the schedule in the summer, and it should be a nice comparison versus the joint clinic Terry and I will be doing in June dealing with German uniforms and equipment.

On the modeling front, David Knights and I are gearing up for the trip to Maryland at the end of April. We will be attending the 2001 AMPS National Convention. This has been a regular pilgrimage for me since this organization was founded. This year I will again be entering the contest after missing last year due to my sheer laziness. The room is booked, plane tickets bought, and the car is rented. All that is left is for me to finish the SU76M, and come up with some spare cash.

Don't forget everyone's services are requested at our upcoming invitational show on March 24. I'm looking forward to our show this month, and I hope to see all of you there in a couple of weeks.

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Club Treasurer
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TACTLESS NOTES

The Newsletter of the Military Modeler's Club of Louisville, Inc. April 2001

Club Motto: You'll never find a more wretched hive of scum and villainy!

Website: www.bumperdumper.com

Happy April :^)



Next Meeting: April 19th, 2001 7 p.m.

MMCL Hosts Stellar Invitational!

Great folks! If you were there, you know how great it was. If you were not, then at best you missed a super show in all regards because you were spending time with friends, family, etc. At worst, you're just lazy. Either way, you missed a record turnout and an absolutely fabulous model show. For those who assisted, take a moment to pat yourself on the back, but nothing more please. Too much self-gratification will make you go blind... At least that's what the Uncle's mother told him when he was a teenager.

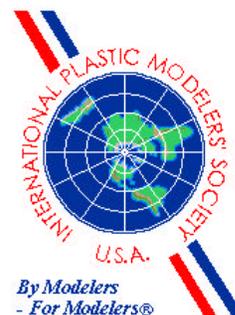
Bad Tweezers Got you in a Pinch?... M.W. Baskette

A good source for quality miniature tools for scale modeling can sometimes be difficult to locate. Anyone who has ever subscribed to a Kalmbach publication has certainly endured the barrage of MicroMark catalogs in the years following. I have no problem with that, but to be honest much of what they offer is not all that great. Their products range from really good to the totally absurd. In addition, you pay a premium for being able to buy from this one stop tool shop. One may also run into those "cheap tool guys" at various IPMS shows and the like. Their wares are typically low-grade items from Central Asia & the Far East or reject material from various lab and medical suppliers. Here you will find a bountiful supply of pliers and tweezers whose tips are bent or whose jaws don't close squarely. Sorry, not for me.

It has been my experience that crappy tools lead to frustration because they end up letting you down when you need them most. Likewise, I find that good tools are typically well worth their expense. All of this babble has come about due to some recent frustration with tweezers. I lost my best pair and the rest are old, have been dropped a few too many times, covered in paint and glue, etc. Time was at hand for refitting. After checking my wholesale outlets and coming up empty handed, I turned to a company that we buy lab equipment from at my place of employment.

The company is Cole-Palmer, www.colepalmer.com. In their catalog, I found no fewer than nine styles of precision tweezers in various tip sizes and shapes. They are stainless steel and have a great frosted non-glare finish to the bodies. Best

of all, the quality is superb since they are geared toward the laboratory market. Granted, they were a bit more expensive than those offered from other sources at \$7.70 each, but that did not stop me from ordering one of each style. (Too expensive for your taste ???, Read the first two sentences of the second paragraph again!). Being a detail freak, tweezers are some of my most frequently used tools. If your modeling tastes have you reaching for the tweezers regularly, I highly recommend any and all of these as potential upgrades for your tool collection.





The President's Page Terry Hill

Ladies and Gentlemen:

Well the 2001 Invitational is history, and all I can say is WOW!!! It was one of the best invitational that the club has ever put on. The room was better than average, the hotel was more than cooperative, the raffle was a huge success, and the vendors were terrific. I would like to take a moment to thank all the club members whom stepped up the day of the show and made this a success. I feel that David will name them individually, so I won't repeat him. Suffice to say, that

without you, it wouldn't have worked. The show was a huge financial success, and we have the necessary seed money for the Regional next year. We will soon be having a debrief meeting to go over the invitational, and lay groundwork for the Regional. You will be notified so that if you would care to attend this meeting and put your two cents worth in, you will be able to. Special thanks goes to David (master show chairman) for his long and hard work, making this best ever show. We have proven to ourselves that a show is planned properly, and the groundwork is laid right, then we can put on one kick-butt show. There will be more discussion on this at the meeting, so don't miss it.

April brings flowers, and more shows to go to. April 14th will be Evansville's show, and since we saw several of the Evansville people at our show, we should try to return the favor, and attend their show. I know that several of our guys are going, so join us and have some fun on the road. AMPS will be April 28-29, and it looks like several of our guys will be making the trek to the Mecca of armor. The Region 4 Regional will be in Lavonia, MI. this year, and some of the club has planned on going. If interested contact those who are going and hitch a ride. April 20, we will be having a Friday night model-thon at the workshop. Please try to come and join us for fun and festivities. We will be ordering Pizza and have drinks, and who knows, we might even get some building done. Starts at 6:00 and runs until the last ones still standing. Be there or be square.

May will bring the annual club auction. This will give everyone an opportunity to purge their inventory of all those old kits that you will never build, or the kits you won in the show's raffle and figure that you will never get around to building. Please bring some kits for the auction, and remember, last year will made right at \$1,000.00 at the auction, perhaps will can equal that his year. Regardless, come, bring some kits, bid on some kits, and have fun.

Don't forget, June will be the F-18 contest and will also bring the uniform display by Mike (the bolt counter) Baskette, and myself. I hope this will prove to be an interesting demo, and will be worthwhile for the hardcore figure painters. I hope that everyone has renewed his dues by now, and will continue to share in the fun at the meetings and other activities. The club and meetings continue to grow. With addition of the men from Lexington, the meetings have almost become standing room only. It is certainly a welcome sight to see the guys take the time to drive all the way up from Lexington. I sincerely hope that they feel they have found a home and will be with us for a long time to come. There are some very good modelers in that group and once again, I welcome them one and all. Perhaps, in the near future, we can convince some of the Evansville people to occasionally come up and pay us a visit. It is only 30 minutes further than Lexington is. How about it Evansville? Care to join us for a couple of meetings? We may even get a few more members from Indy, now that Kevin (tuck a buck) Smith has moved his act to Indy. Kevin, see what you can do to round up some of the Indy bunch and bring them along. Well, it looks like I have rambled on long enough. Keep modeling and see you on the 19th. *Terry*

A Thought on the IPMS National Convention... *Jerry Davis*

I would like to take this opportunity to discuss the IPMS National Convention. This year, July 4-7, the IPMS National Convention is scheduled for Chicago. The Chicago chapter hosting the nationals has a membership of about 90 individuals. Normally, the convention rotates among regions. This year, the convention is scheduled out of region rotation because no chapter in the western region committed to host it. Last year it was held in Dallas and the year before that, Orlando. I understand that Minneapolis/St. Paul, Dayton and Oklahoma are bidding on the 2003 convention.

The idea of the convention is to promote modeling through the brotherhood of international modelers. As with any modeling show, there is a model display, selection of vendors, raffles and award presentations. Over the past 3 years, MMCL has committed to host two invitational's that were successful and submitted a request to host the AMPS convention. Although AMPS was voted to stay in Maryland by a narrow margin, I know that MMCL would have put on a first-class show that rivals the Maryland show had it come to Louisville.

I have mentioned MMCL hosting a national convention a few times to some people. I have always received negative responses and "flak." In these responses, I was told that the hosting club assumes all the risk, the hosting club must front all the money and that the hosting club is responsible for everything and that IPMS does very little in support and garnishes all the profits. I also was told that the club officers are held liable for the money and could be sued should something go wrong. I'm a believer in facts so I set out to clear up some myths. I contacted Ron Bell who in turn sent me an IPMS/USA Bidding packet.

I reviewed the packet and uncovered that following:

- The hosting chapter should have \$1,000 capital to start. If not, IPMS offers a \$2,000 non-interest loan to the hosting chapter for start-up (seed) money that must be paid back to IPMS before expenses and profits are determined.
- IPMS has a set of established guidelines to maintain a level of professionalism for the convention. These guidelines are "common sense" and must be maintained in order to maintain a standard.
- The hosting club and IPMS split all profits evenly from the proceeds of the convention. The packet included a spreadsheet with financials that go back many years and on only one year was there a recorded loss.
- Should the convention be in the red, IPMS assumes all financially responsibility.
- IPMS provides all liability and event insurance for the convention.
- IPMS provides for the bonding for the hosting chapter convention chair and treasurer.
- IPMS provides a body of judges under the direction of the national head judge.
- IPMS provides the list of categories.
- IPMS provides funding for the Most Popular Model and Judges Grand Award.
- IPMS provides for the necessary photography for publication in the Journal.
- IPMS provides for the Chapter of the Year, Newsletter of the Year and WebMaster of the Year awards.
- The hosting chapter provides a convention chairperson and treasurer.
- The hosting chapter provides a vendor coordinator, contest coordinator and awards ceremony coordinator. There is no mention of a raffle coordinator but I would suspect one is appointed.
- The hosting chapter provides for any printing of forms, advertising and manpower for the actual event.
- The hosting chapter provides round trip transportation for the national officer.

- The hosting chapter provides adequate space for the convention to include model display and space for vendors. No banquet meal is required but preferred.
- The hosting chapter provides for local media coverage.
- The hosting chapter provides regular category awards and special awards along with Most Popular Model and Judges Best of Show awards.
- The hosting chapter provides a space for the IPMS National to set up for solicitation and registration of new members.

I have formed the philosophy that the same amount of work goes into the planning stages that do an invitational and regional. Admittedly, there is more work during the convention dates, but the planning functions are the same only on a larger scale. It takes the same amount of time to conduct an on-site visit for a venue site of 5,000 sq. ft. versus a 15,000 sq. ft. site and it takes the same amount of time to negotiate the price. The planning function includes negotiating the venue site, contacting the vendors, soliciting for raffle items, marketing the event and procuring award items. Being a national event, much of the work is passive. By this I mean that this would contact hosting club chairs, such as the vendor chairperson, by many of the vendors for space reservations instead of the other way around making life a whole lot easier.

In my analysis, I took a look at our recent invitational. There were some members involved in planning that went to great lengths in picking the site, marketing the event, ordering the trophies, contacting vendors and securing items for the raffle. On the day of the show, there were members coming out of the woodwork insuring that the show went off without a hitch. During the show, I observed people having fun and an aura of excitement in the air. At the close of the day, people were tired but ecstatic over how well the show went.

In the IPMS packet, they state that the goal of hosting the national is not to make money nor lose money, however, I'm sure that IPMS prefers to make money. They indicate that the bottom line in hosting the nationals is to promote modeling and not run the show as a business. I thought about that a lot and concur but think that in order to be successful; the convention committee must plan the operation as a business in order to insure the event makes money.

We have a very active membership in MMCL that includes modelers that come from as far as Lexington to participate in club activities. New found relationships really shined at our invitational and we really impressed our guests and ourselves. We are now faced with hosting the regional and I have all the confidence in the world that the show will come off successful. Successful in the eyes of IPMS is modelers having fun. Yes, I am optimistic and hopeful that we turn a profit from the regional because I do not wish for MMCL to loose money.

MMCL has a proven track record in hosting shows. We are anticipating a great regional that is in the planning stage with some of the roadwork already laid. We have the perfect hook of our proximity to Fort Knox and the Patton Museum to help support modeling events here in Louisville. Additionally, Louisville's central location is a big plus for modelers within a reasonable ten-hour drive.

There is talk among some of our club member's to host a MMCL invitational every year. I believe that MMCL should and needs to establish itself but to raise the bar and establish itself nationally. I gained support from club members when we decided to host the AMPS nationals but this did not come to fruition because of the AMPS membership voting by a slim margin to keep it in Maryland. Hosting the IPMS national convention is an idea that I believe we, as a club, should pursue.

It is too late to submit a bid for the 2003 convention and the next rotation for our region is 2006. Some members that I spoke with about hosting an IPMS National Convention say, no way – I will quit! I admit I was staunchly opposed to having an invitational a year before hosting the regional because of the risk factor involved. I was wrong on my position. It was a GREAT invitational! With the leadership that our club has and general membership of 60 plus individuals, I believe we should form an exploratory committee to determine the risk and see if someday hosting an IPMS National Convention is do-able. I ask everyone to answer this question: Is MMCL up to the challenge to host an IPMS National? I am sure that there will be some heated debate over this issue in the upcoming months but does it hurt to look? It's an idea that warrants discussion. Ideas are thoughts that could eventually turn into goals and then reality.

My First Figure

Or

What MMCL means to me

Or

It's worth getting up early on Saturday

By D. M. Knights

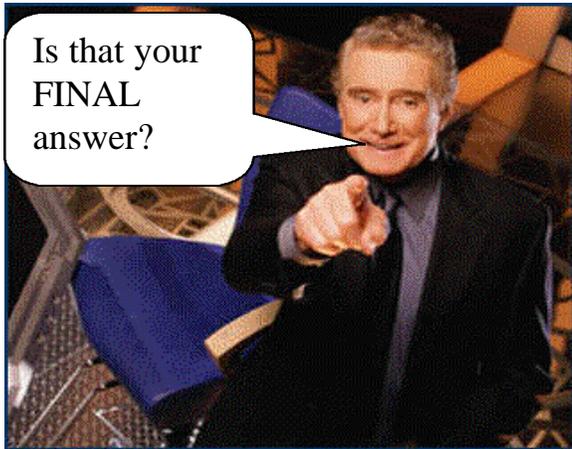
As we all know there are many members of MMCL whom we never see. They join the club for the discount at Brian's, (Thanks, Brian), and never participate in the club. Still others join and get the newsletter and make an occasional meeting, but that is about the extent of their involvement. Still others make every club meeting and bring their work to show and participate in the club contests and raffles but don't get involved more deeply with the club. Hopefully the following tale will convince all of the members of MMCL, no matter what their current level of involvement, to put more into their membership in the club. It is true, as the following tale shows, that you get out of it what you put into it.

Since I have no children and a wonderfully understanding wife, my Saturday mornings tend to be fairly free. I can be found most Saturday mornings at the club workshop in the basement of 114 Fairfax Ave. toiling away on my latest project. I have always admired the work done by figure modelers, especially the ones in our club like Noel, Dave Crouch, Mike Baete and Dave Stokes. I have also noticed that some of the skills these modelers exhibit seem to translate over into other type of modeling such as armor or aircraft. Therefore, I've always wanted to give figure modeling a try but have never known how to start.

Noel Walker, another regular at the Saturday morning sessions agreed some months ago to host a class teaching figure painting to anyone interested. He suggested that a good starting subject would be the Confederate artilleryman bust by Verlinden. I dutifully obtained this kit at the Verlinden Christmas sale. Over the following months, Noel generously shared of his own modeling time to teach several other members and me the basics of figure painting. I struggled with this new area of modeling. Several times I put the bust away and went on to other projects. However, with Noel's encouragement I came back to the project and with his help and guidance recently completed it.

It's not perfect, but I really like it. I can honestly say that I enjoyed doing a figure and want to do more in the future. I also want to test out my theory and see if doing figures improves my modeling in other areas.

The point to this tale is this; there are many talented modelers in this club. They are very willing to teach you what they know and help you improve what you do. I think that is the biggest of all of the many benefits of MMCL club membership. If you can, stop by some Saturday morning and bring something to work on. I can guarantee you'll have a great time and I suspect you'll learn a thing or two.



Regis, I'd like to Poll the Audience...

Over my modeling career, I have often been plagued by an airbrushing problem that many of us refer to as pebbling. Pebbling is the condition where paint pigment tends to pile up on the modeling surface leaving an undesirable, rough, grainy texture. For me, this problem seems to manifest itself when using oil based paints. Regardless, it did show up a bit when I primed my latest model when using an oil based undercoat. While only pebbling slightly in deep corners, it did serve as a reminder that I needed a solution to the problem for future efforts. I thought the MMCL E-mail list would be a good venue to poll for a solution. I wrote to the list as follows:

Guys,
Here is a question since I'm in the middle of painting the SU76. Why is it that when I airbrush enamels or lacquers, I get a grainy texture (what we have been calling pebbling) in the nooks and crannies of the zone I'm spraying? While it did occur a bit on the SU76 it is not a problem. However, fear of this issue keeps me from spraying many fine paints. Usually the problem arises for me because I do prime with ModelMaster light gray because I find acrylics chip when you sand them. This renders them useless as primers IMHO. Typically I spray this at about 25 psi using a bulk hardware store thinner. Not sure where my problem lies, but I can make this happen almost every time... and that sucks!!! Look forward to your input
Mike B

The response I got was great so I thought I'd post a few of the comments for the benefit of others. I have paraphrased for the sake of space, but they were basically as follows:

"...the result is usually due to the paint drying before it hits the surface. This is the result of too thin paint, too high pressure, too long of a distance from the brush to the surface, or a combination of some or all of the proceeding. Now I shoot around 12 to 15 PSI with Tamiya Acrylics mixed at about 3:2, paint to thinner and I use the prescribed thinner for the paint used." **Pete Gay**

"...the pressure you spray also sounds too high. At that PSI the carrier is being atomized out of the color, creating a dry spray condition. This also creates excessive over spray, collecting in your nooks and crannies... I believe the heart of your problem is paint being too dry when it contacts the surface" **Al Hoffman**

"...The pebbles are not really adhered to the surface and can be wiped away with an old pantyhose." **David Knights**

"...Another possible cause could be that you're not thinning the paint enough. I like to cut it with about 40% thinner or just barely thick enough so that the paint won't run. Spray with Very light coats. The pebbling effect is caused when dry paint is hitting the surface rather than wet paint." **Dave Crouch**

"Please pass on any good input you get. I some times have the same trouble." **Kevin Smith** *(I feel your pain Sock!)*

There was great consensus among the responses as to just what the root of my problem was, and I think I can get a handle on it now. I am really pleased with the advice I got, but not surprised. This is the whole point of having a club right ?!?!?! I will certainly be putting it all to the test on my next project. Until then, I need to ask Dave to loan me one of his old pantyhose. Preferably some that don't reek of cheap champagne and smoke. I always wondered why he walked the way he does. **M.W. Baskette**

A View from the Cupola... *An editor's note from Michael W. Baskette*

Much has been said already, but I cannot express enough how great our invitational really was. A stellar effort by all resulted in a show that will be hard to top. Bill Hornback and I didn't know if we'd ever get finished judging all those armor entries. Probably the single biggest plus from my judge's point of view, was that our best of show choice required a careful look to be fully appreciated. It certainly was not the sexiest entry on the table. However, the fact that it was noticed for what it was goes far in showing that every entry was given honest consideration and viewing by the respective judging teams. The prize was not simply given to the most popular or flashy entry.

I must say, I have been inspired by the show and have been at my workbench quite a bit since the show. I'm still in preparation for the up coming AMPS 2001 show. Hopefully by the time you read this I will be all but finished, and hope to have this model for view at the April meeting. My biggest challenge after this will be deciding what to build next!

As you may have noticed, this month's issue is expanded due to the omission of the various renewal and application forms. The national organization info will only be run bi-monthly from this point on to make room for more useful information & article. Of course this is provided I have enough material to fill the pages, so please keep the articles coming. A steady flow of material really makes the job easier.

And finally... I've been attempting this month to get some of the MMCL computer gamers into Head-to-Head gaming with Close Combat 3 (The Russian Front). I realize this has been superceded by two newer releases, but it is the preferred engine of the hardcore Close Combat crowd. Besides, I don't have the newer two. I've had a couple takers, but I'm sure there are many more of you out there. For those who are interested, I have a word document containing URLs to all the required download sites. Drop me an E-mail if you need a copy of this to get started. I'll close with this; think you're good? My dog can beat the computer! The Motherland is calling!

To contact MMCL:

President:
Dr. Terry "7 min." Hill
114 Fairfax Ave.
Louisville, KY 40207
Email: thill35434@aol.com

Secretary
David "Leggs" Knights
P.O. Box 22272
Louisville, KY 40252
Email: loulaw@aol.com

Vice President:
Scott "Skippy" King
2 Merrifield Place
Clarksville, IN 47219
Email: scottking@aol.com

Editor
M.W. Baskette
922 Mason Headley Rd.
Lexington, KY 40504
Email: carworks@gte.net

Member at Large:
C. Noel Walker
513 Oxford Pl.
Louisville, KY 40207
Email: Cwalker011@aol.com

Treasurer:
Mike "Danger Boy" Nofsinger
5011 Wabash Pl.
Louisville, KY 40214
Email: mnofsinger@home.com

MMCL Spin Doctor:
Jerry "SPAM" Davis
3021 Rockaway Dr.
Louisville, KY 40216
Email: mmcl-1@home.com

"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!

TACTICAL NOTES

The Newsletter of the Military Modeler's Club of Louisville, Inc. May 2001

Club Motto: Set your standards low enough and you'll never be disappointed!

Website: www.mmcl.org



Next Meeting: **May 17th, 2001 7 p.m.**

MMCL'ers Jet Away to AMPS

Several club members made the annual pilgrimage to Havre de Grace, Maryland recently to attend the 2001 show hosted by the Armor Modeling and Preservation Society. A great time was had by all, and details can be found within the golden text of Tactical Notes. Despite the modest venue (to be polite), AMPS proves yet again to be an armor modeler's shopping dream! I think all that attended returned to Kentucky a bit poorer than when we left, buying scores of items we will likely never build. Isn't that what modeling is all about?!?!? Ah... the fun of it!

The Siege of Dien Bien Phu by Bernard B. Fall (Ada Capo Paperback)

A book review by J.R. Dietrich

The book's sub title is "hell in a very small place" and it was thus appropriately named. Fall gives a very detailed description of the account, which ended France's colonial empire in Indo China in 1954.

The book starts out with a brief description of France's build up of military power in the region after the Japanese surrender in 1945. He then goes into considerable detail of the French effort to secure the western region of Viet Nam near the Laotian border at the little hamlet of Dien Bien Phu. The French goal at the time was to draw General Giap's troops into a classic battle where they would have been at a considerable disadvantage against French air power. It was thought that if the Dien Bien Phu area were properly fortified, even a siege effort by the communist forces known as the Viet Minh would allow French artillery based in the fortress and regional air power to finish off the Viet Minh insurgency once and for all. The main purpose for establishment of the camp was to draw the Viet Minh into one final battle that would eliminate organized military opposition against the French.



The principal failure according to Fall was that the site selected was not a very good place to be held at siege. The area around the town of Dien Bien Phu, the river Nam Yum, and Hwy 41 was centered in a valley where enemy artillery would have a clear line of fire on the fortress. The French commander on site, Col de Castries and the chief of artillery at the fortress were confident that the Viet Minh could not move heavy artillery through the jungle in sufficient numbers to pose a threat to the camp. Each of the hills within the valley became a strong point to cover the main area of the fortress. As scout patrols soon found out, the Viet Minh were extremely active in the area and Giap made good use out of the local populace and coolie labor to move the much needed artillery into firing position.

At the beginning of the battle, the fortress was manned by French Paratroop units and various units of the Foreign Legion. While they had a small air strip which could land cargo planes and fighters, the constant pounding of artillery soon made the strip unusable and the French had to rely on air drops of men and material. The air drops were not very successful as the Viet Minh set up AAA to make the air approaches to the camp suicidal. French air losses as detailed in the book were appalling.

As the battle developed, it was apparent that the French did not have the means to prevent the fall of the fortress in its 15,000-man force. At one point the French requested American air assistance in the form of B-29 bombing missions to relieve the pressure on Dien Bien Phu, however, Eisenhower and the British were cool to the idea and it never was put into operation. The US and British preference was to defer any decision until the scheduled meetings could take place between the warring parties in Geneva that summer or fall.

That was the death blow to the fortress and May 7th, 1954 the French surrendered the fortress soon to be followed that July by the French granting self rule which created the independent states of North and South Vietnam.

What is incredible is how the individual French officers and men defended the fort for as long as they did against incredible odds. The conditions were miserable with rain, heat, and constant shelling from the hillside, encroachment of enemy tunnels and trenches, which eventually strangled the French position. I have never been a great lover of the French military, however, you can't help admire the courage of the officers and men who fought and died in this very remote part of the world. As we all know, this marked the end of the first war for Viet Nam only to evolve into another war less than a decade later. Highly Recommended!!!!!!

2001 MMCL Invitational Show Report *by D. M. Knights*

As you all know by now, the 2001 MMCL Invitational is history. The awards have been given out, the raffle items have been won; and all the bills have been paid. The good news is that we made a profit and had a record number of models entered. The bad news is...well, there isn't really any bad news. Many of you have already heard all of this at least once through email or at the April meeting, but I wanted to put the information in the newsletter for all the club members, and expand on some of the thoughts I've expressed about the contest.

First, the numbers. The club netted \$2,320.00 after all the expenses were paid. We had 41 vendor tables and 310 models entered by # of contestants. We had guests from as far away as Atlanta and Memphis. The raffle raised \$1,079.00, thanks in no small part to Uncle Daddy and his raffle crew. Bill Hornback and Mike Baskette and their judging teams had their work cut out for them given the number of entries, especially in the armor categories. Yet, they managed to get the entries judged in a timely manner and allowed the awards ceremonies to go off on time. All In all, a great show.



Best of Show He-100

That having been said, what lessons can we take from the invitational and apply to the upcoming regional? First, I learned that the members of the club really turn out to help on the day of the show. I failed to take this into account. For the regional, I will try to have planned jobs for more of the members.



Patton and his Command Car

Second, while we had a great raffle, it is obvious that manufacturers and distributors are getting more solicitations for donations all the time. This means that we will have to work even harder to get the necessary items for the regional raffle.

Third, we learned that nothing brings in both vendors and entrants like having our members visit other clubs shows. Dr. Hill, Pete Gay and I attended a number of shows in the 8 months leading up to our invitational. We made a point of introducing ourselves to other modelers at these shows and making a direct plea to the vendors to come to our show. We also took flyers for our invitational to these shows. It paid off in a big way! For any members who attend shows this year, please take some regional flyers at the very least. Dr. Hill, your newsletter editor and I recently started the advertising for the regional when we attended AMPS.

Fourth, our website has become a great asset in advertising the show. It was nice to be able to point people who inquired about the details of the show to the website. However, due mainly to my being too busy, we did not put the entry forms on the website so that people could download them and have them filled out ahead of time. Also, since the regional is a multi-day show with numerous events, we will need to have a schedule of events on the site.

I am sure there are other lessons to be taken from the invitational experience. These are just the ones off the top of my head. If you have some suggestions for the regional, please email them to me at loulaw@aol.com. Finally, I have included a few pictures from our recent invitational.



Airliners... Airliners... Airliners



The President's Page...*Terry Hill*

Dear Modelers: The month of May brings May flowers as well as the club's annual auction. The meeting will be relegated to the auction with little or no business done. It is important that all of you go through your collections and select those kits that you'll never build, and donate them to the

auction. In addition to those old "junk kits," consider donating one or two really "nice" kits to bolster sales. The club is counting on all of us to come through with the goods. On the flip side, this gives us all a chance to pick up some good kits at reasonable prices. Bring fists full of dollars because we can't count on the Uncle to carry us this year. It should prove to be a fun time, but remember Mr. Bobo will be in attendance with his infamous "box". Come and join the fun.

June will bring the in-house contest of the F-18. For those who are working hard on their entry, time is running out. This month will also bring the vote on the next armor subject for the in-house contest for Sept. If you want a voice in the subject, be there to cast your vote.

This month will bring the IPMS Region 4 convention. It will be in Lavonia, MI. and the club is sending David to represent the club at the convention. It is important to have an official representative at this show since we will be hosting it next year. David will report back in June on the outcome of the show.

The IPMS National will be in Chicago in July and many of us are going up to it. If you are interested in going, keep in touch. Several club members went to AMPS and the talk around the show was for Louisville to host the AMPS National in the future. Well, that will take some convincing after the aborted bid of last year. We will keep you posted on this later.

Several really neat new kits have hit the market lately. Be sure to visit your local hobby shop and check out some of the goodies that keep pouring into the market. Remember; support your local hobby shop, because they support you.

Well Gentlemen, see you on the 17th. Until then, keep on modeling.

To contact MMCL:

President:

Dr. Terry "Buy it all" Hill
114 Fairfax Ave.
Louisville, KY 40207
Email: thill35434@aol.com

Secretary

David "Mr. Fixit" Knights
P.O. Box 22272
Louisville, KY 40252
Email: loulaw@aol.com

Vice President:

Scott "Skippy" King
2 Merrifield Place
Clarksville, IN 47219
Email: scottking@aol.com

Editor

M.W. Baskette
922 Mason Headley Rd.
Lexington, KY 40504
Email: carworks@gte.net

Member at Large:

C. Noel Walker
513 Oxford Pl.
Louisville, KY 40207
Email: Cwalker011@aol.com

Treasurer:

Mike "Danger Boy" Nofsinger
5011 Wabash Pl.
Louisville, KY 40214
Email: mnofsinger@home.com

MMCL Spin Doctor:

Jerry "SPAM" Davis
3021 Rockaway Dr.
Louisville, KY 40216
Email: mmcl-1@home.com

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CREATING WATER: ...By Kevin H. Smith

In the last few months I am sure many of you have heard of the Kriegsmarine smackdown. There are several of us who are participating in this contest. While most of the entries are going to be full-hulled vessels I am sure there are going to be a waterline kit or two entered. I for one will be entering a 1/700th Scharnhorst. The one drawback with waterlines is that they do not look right just placed on a wood base or the table. How do you make a quality presentation with a waterline kit? You place the piece on simulated ocean! This will give your waterline kit that little extra that can make a contest winner from a contest also ran!

In the next few paragraphs I will detail the simple way I use to make water. First off, though it is one process there are two mediums used to simulate water. Both require that you find a wood base that is slightly larger than the completed kits length and width. One to two inches out from each side and fore to aft is a good spacing. Routing of the wood base should be done and it should be excluded from the spacing, not considered part of. At this point you should stain and seal your wood base in whichever manner you chose. I usually use polyurethane for sealer. After you have finished this basic woodworking you can get down to creating your ocean. One other common procedure shared by both mediums is the coloring of the ocean. Since both mediums are acrylic based, any of the acrylic paints will do for coloring. Find the colors you want and mix to achieve the proper shading you want. Remember shallow water has a greener tint than deep, ocean. Paint a piece of cardstock and let dry to see if you like the final shade.

Here is where you make the choice as to which of the mediums you wish to use to make water. The first is artist gel. This material looks like clear gel and comes gloss or matte. To get the wet look of water you should use the gloss style gel. Mix your colors into the gel then spread to about an eighth inch thickness across the surface of the base. Now take a piece of Saran Wrap and pull tightly up around the bottom of your ship kit so it is stretched tight fore to aft, coming up the sides a quarter inch. Push the ship with the Saran wrap into the still wet gel. (If you want you can make your water base before you start building your ship kit. Since you are using the saran wrap that will keep the gel from adhering to the hull of the ship.) After placing the ship, leaving the wrap in place, take a brush, swab, or sponge and texture the gel into a wave effect. This is also the time to create the bow and stern wakes in the water. This effect will require adding white paint to the correct areas. You can practice this on a scrap cardstock before working on the base to get it right. After the gel has begun to solidify, about one hour, you can remove the ship and let the gel cure over night. When the gel has totally solidified carefully remove the excess wrap from the top edges of the waves. Too aggressive a tug and you will damage your waves.

The other medium you can use is called modeling paste. This is a white paste that can be molded into textured relief. The process for it is the same as for gel. The difference being that the paste dries to a flat finish. To get it to shine you will have to spray a gloss coat over the dried paste before mounting the ship permanently. You can choose to leave the paste flat, it is your preference.

The final act is attaching the ship to the base when is completed. This can be done using whatever adhesive you like. After you have done this, your ship is ready to go to the shows. There are some plastic base plates that have been produced by certain companies specifically for waterline ship kits. If you want you can choose to use those. Some are quite well done. I prefer to create my own oceans. I

think that with practice anyone can make well-done oceans. Just make sure that your water does not upstage your ship!!!

(Thanks for the article Sock; I look forward to many more...Editor)

AMPS 2001, An After Action Report... *Terry Hill*

Well it was a long strange journey that the merry band of men embarked on that weekend in April. What started out as a flight on Friday morning to Baltimore ended up as all three of us catching the late flight on Thursday. We were packed into the SouthWest Airlines jet like sardines and I was forced to sit next to Brunehilda the bitch of the skies. Next time I think I will opt to fly in baggage, less hassles with fellow humans. At any rate, we arrive at Baltimore just shy of me committing what I would consider justifiable homicide on my fellow row mates. After collecting David's flight bag, we head off to the motel. After checking in we walked over to the Marriot and go to the sports bar for some cold beer, and wings: you reading this Uncle? After shutting the place down, we walk back to our motel and await the coming of the next day.

Dawn comes the next day with us in rapt anticipation of the show and the vendors. In the meantime, we had some time to kill, so we went to the Armor museum to once again view the slowly rusting hulks of once proud fighting vehicles. It is a shame that someone cannot think to protect these valuable priceless relics. Oh well, that's politics. After viewing the tanks on display, we stopped and looked over the Elephant that still sits on the side of the railroad tracks where it was off loaded some 2 years ago. Come on guys, some one transport that thing back to a suitable spot or put it into safekeeping. How many of those things are there around, maybe 6-8?

After leaving the museum, we drove to the show and found it open for business. We immediately jumped into the shopping frenzy. It was like having blood in the water. Some of the biggest names in vendors were there and money was changing hands at a furious rate. I entered the fray with a shopping list from Noel and Jerry. I was able to get what they wanted and then set upon my quest for those new and unique items. I was hopelessly lost in the melee of sales. Money was flying out of my hands like it had a mind of it's own. I tried to save myself, but there was no hope for me. I was a goner. I looked to David for help, but only got that look of glee that marked his spotting of a deal for him. I saw that he was going to be useless so I turned to Mike Baskette, but he too was neck deep in the buying frenzy. I felt like I was the charter passenger on the Titanic and we were going down. Only the rumbling in our stomachs saved us that day. We went to a nice Irish pub on the bay and had more beer and wings. We regrouped ourselves, marshaled our remaining financial resources, and went back to the show.

We ran into fellow club member Bill Hornback and saw Dan Norman there. It was good to see Dan fresh from the Fatherland. Anyway, once more into the fray. After more shopping until our calf muscles began cramping, and our wallets screamed we retired back to the motel where we did what else? Drank beer. We could hear the Uncle's liver alarm all the way to Baltimore.

The next day brought the finale to our shopping. We had to get ready to return to Louisville and some semblance of normalcy. The biggest problem was how were we going to get all our newly purchased treasures on the plane home.

Fortunately, there were only 45 people on the flight and we were able to remove several rows of seats to

handle to bulk containers of goods. Who needs UPS when we got Southwest? Any way, we arrived back in Louisville around 11:15pm Sat. night with bags full of toys. Remember, the one who dies with the most toys wins. We were all exhausted, but filled with memories of a totally fun weekend. Everyone should try it just once.

From the Cupola... *an Editorial by Michael W. Baskette*

I would first like to extend a thank you to all those who contributed articles recently. The inflow of material was very good over the last few weeks. I got much into this newsletter, but am sandbagging the balance for the June issue. So, Mac and Tony S. please don't think I decided not to run your features. I'm just holding onto them a bit for the ensuing summer drought. I was tempted to boost this issue to a whopping eleven pages, but though this to be the wiser choice. Maybe I'll get to expand in the future.

Terry may have mentioned this in the President's Page, but we are doing a joint display of German combat uniform and kit at the June meeting. I'm really looking forward to this as I like sharing my collection with interested people. If you are into figures, dioramas, or just interested in the period, you should find this interesting.

With summer comes warmer weather, outdoor activities, and usually less modeling. To keep everyone in the spirit(s) of camaraderie, Robin and I will be hosting a brat and beer cookout sometime this summer. Historically, this coincided with the Lexington show. However, since this show is currently defunct we do not have that as an enticement to get you folks to make the trip. Several of the MMCL mafia have stated they would make the trip just for free beer and food, so we are going to plan on having something this summer. You'll be able to check out my new finished basement with workshop and militaria display room. Plus see the new master suite that will be under construction by then. Watch the newsletters for details and everyone in the club is welcome.

TACTICAL NOTES

The Newsletter of the Military Modeler's Club of Louisville, Inc. June 2001

Club Motto: Our editor is absent minded and forgot to put one here!!!!!!!

Website: www.mmcl.org



Next Meeting: **June
21th, 2001 7 p.m.**

Uncle goes to StarGAYz 2001

We regret to inform you that the June 2001, MMCL monthly meeting will be without the colorful off-humored candor of our beloved John Dietrich. His sitting in the nocturnal dry heat of the western desert staring into the heavens through a \$3000 piece of computerized glass (He informs us that it's really, really nice). Just as we were, I'm sure the legions of mouth breathing, armchair astrophysicist will be duly impressed by the Uncle's recent purchase. Oh... one more thing if you read this before you embark on your journey John. I'm most certain it will come up in conversation with your newfound comrades. That Gene Roddenberry guy they keep toasting? He created Star Trek.

Book Review by *D.M. Knights*

Fatal Decisions, Errors and Blunders in WWII

By **Edmund Blandford**

Published by **Castle Books ISBN: 0-7858-1366-7**

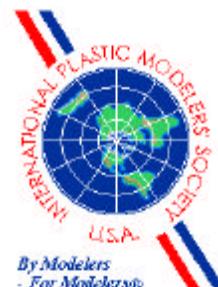
"You get what you pay for!"

For me, one of the joys of going on vacation is the chance to catch up on my reading. I try to read at least one book while on vacation. I came across this book on the bargain table at Barnes & Noble for \$9.99. Since I didn't already have something picked out to read on vacation, I bought this book. It was a mistake.

The author, who is British, writes in a very peculiar style. It is quite difficult to read. In fact, this book was actually more difficult to read than many books that I've read that were translations from foreign languages. Some of the stories are familiar, such as the sinking of the liner Athenia and the story of Rudolph Hess' flight to England. A few are interesting, but most are just pointless. In fact, I was beginning to wonder as I read this book

whether or not the author was suffering from Alzheimer's, since many of the stories just seem to end.

I really hate to be so negative, however, I don't even think that someone who isn't very familiar with the history of World War II would enjoy this book due to its odd prose and many stories that just seem to stop rather than end. You get what you pay for, so go out and buy the book on Dien Ben Phu that Uncle Daddy reviewed in the last issue.



The Indianapolis Airline Modeling Forum... *Tony Schneider*

On the 17th of February, 2001, Asif, his, and I did a recon mission to Indianapolis to check out an airline modeling forum put on by Vic Russell, Sr. and Jr. at Big 4 Hobbies. Vic had a good display of built up airliners, kits of vacuform and injection molded types, decals, etc. in 1/144th, 1/200th, and even 1/72nd scale. This was not a swap meet, but an effort to show what is available to someone not familiar with our end of modeling.

There were about a dozen modelers on hand with only one who had never built an airliner. We had a very good roundtable discussion on methods, products, and new ideas

We had on aircraft, a Playboy Bunny DC-9-30, that was a good example of performing extensive research on your model regardless of it being a tank, ship, diorama or aircraft. This DC9 was finished in overall gloss black on the wings as well as the fuselage. The correct windows were omitted as on the special configuration of the real aircraft. This modeler had to seek a private collection of Playboy magazines and spend exhaustive hours combing through issues of the 1960's and 70's for his references. (*Man that must have sucked.., Barbie Benton, Mitsy Rowe, oh the agony!...Editor*)

This type of forum for other so called S.I.G.S. might be good for expansion and up to date knowledge.



To contact MMCL:

President:

Dr. Terry "Rack & Crack" Hill
114 Fairfax Ave.
Louisville, KY 40207
Email: thill35434@aol.com

Secretary

David "Insp. Gadget" Knights
P.O. Box 22272
Louisville, KY 40252
Email: loulaw@aol.com

Vice President:

Scott "Skippy" King
2 Merrifield Place
Clarksville, IN 47219
Email: scottking@aol.com

Editor

M.W. "This 'ole House" Baskette
922 Mason Headley Rd.
Lexington, KY 40504
Email: carworks@gte.net

Member at Large:

C. Noel Walker
513 Oxford Pl.
Louisville, KY 40207
Email: Cwalker011@aol.com

Treasurer:

Mike "Junk Mail" Nofsinger
5011 Wabash Pl.
Louisville, KY 40214
Email: mnofsinger@home.com

MMCL Spin Doctor:

Jerry "SPAM" Davis
3021 Rockaway Dr.
Louisville, KY 40216
Email: mmcl-1@home.com

"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!

Cheap Tool Alternatives: *by John "Mac" McIntire*

A few newsletters ago Mike Baskette wrote an article about the purchase of "QUALITY TOOLS". With some items I can agree with him. A good pair of Xuron cutters will last a lot longer than one of those Chinese copies whose blades can notch on a piece of hard solder or fine brass wire. Also a good Zona saw will out last two or three of those cheaper clones when working on a full resin kit or cutting pieces of hardwood to dress up that static model kit. A woodcutter's flush cut saw is even better

But (...there's almost always a "but"...) with some items it just makes sense (or cents) to go with the less expensive option. Let me run through a few examples: Garrett-Wade, a woodworker's tool company, sells a set of four, stainless steel, hand forged, putty applicators or spatulas for \$46.00. Or, I can go through one of the cheaper tool outlets and pick up a nice piece, Taiwanese set for \$9.00 to \$12.00. I've been using a cheap set for about six years now, and they're still fine.

Or, a modeler can spend \$2.25 apiece on those expensive sanding sticks, or go to a beauty shop supply house and pick up sanding sticks for \$0.69 each. To me, this one is a "no brainer". Why spend extra on something, if used correctly, is ruined in a few months anyway. Some argue that the Flexpad sanding sticks are smaller and tapered on one end for getting into narrower places. With a pair of scissors anyone can take a regular sanding stick and make it tapered, curved, shorter, narrower, or whatever. Make it exactly what you need, and still save over a dollar each.

One of the best examples of "cheaper can be just as good" is a set of needle files. I've seen these tools selling for anywhere from \$12.00 to \$95 dollars a set. (Yes, there's a set of five, machinist's detailing, needle files out there retailing for \$92.95, and they appear no different than the \$15.00 to \$20.00 set available through MicroMark.) Guys, only someone with more dollars than sense, or a "Tool Fool" like the Uncle, would spend \$93.00 for a set of needle files. All you need is a decent inexpensive set. The key is keeping them clean.

In any of the various tool catalogs you can find file cleaners ranging from \$5.00 to \$15.00. However, one of the best file cleaners isn't there. It's located in your nearest sporting goods store. Pick up a Hoppes gun bore brush, preferably .22 or .30 caliber. It's a small metal shaft with a section of spirally wrapped brass bristles. With this little item you can clean up a 20 apiece file set in a bout 15 minutes. The cost for the little jewel is about \$1.50. (CREDIT WHERE CREDIT IS DUE DEPARTMENT: I learned this tip a long time ago from Mike Beate. Thanks Mike!)

The gist of this article is that I think Mike "Basket-Case" Baskette is mistaken. The most expensive, quality tool is not always the best one. It comes down to a tool by tool comparison on what gets the job done the easiest, and least expensively. Personally, I'd rather spend the extra money I have on a kit, or a conversion, or a detail set, or a reference book than a more expensive sanding stick or needle file. But maybe that's just me!!



The Presidents Page + : *Terry Hill*

Dear fellow modelers:

May has come and gone and once again brought with it a very successful club auction. The total proceeds from the auction this year was once again \$1,000.00. Considering all factors, that was a terrific effort. We had 40 members in attendance, and everyone had a great time. I think that the overall quality of the kits in the auction has improved significantly over the last 2-3 years. Most of the BoBo items have been melted down and used for plastic lawn

ornaments. A deep and genuine tank you goes out to Brian for donating the Famo and Trailer kit, and to all those who brought the great kits that made this auction a success. That money will go toward helping get the Regional set for next year. Speaking of the Regional, Jerry reports that the motel on the grounds of the convention center at Shepherdsville will be open in June of this year. He is blocking out rooms for Friday and Saturday night to make sure that the club has plenty for the show. Many of the club members will be staying there on Friday night at least so that we don't have to run back and forth to the show. If you are interested in doing that, talk to Jerry. We are going to strongly encourage all the vendors and the entrants to stay at that hotel. We will discuss this more at the next couple of meetings.

Speaking of the meetings; this month's meeting will feature a display of WWII German uniforms and field gear as worn by the German soldiers during that conflict. Mike Baskette and myself will be putting on the demo, and in the past it has been a big hit with the club members. Try to make it to the meeting and check it out. This month will also be the voting on the F-18 contest. If you have finished one, and plan on entering, make sure that you make this meeting.

Last month we voted on the armor subject for the Sept. contest. The #1 vote was the German Tiger tank. It can be a Tiger 1, or Tiger 2, or any variation built on a Tiger chassis. Now no one can say that this is not a subject that has not been thoroughly covered in reference materials, articles, photos, and kit manufacture. There is more "stuff" related to the Tiger out there than you could assimilate it 3 life times. So get off you collective arses, and build one of these gems. The IPMS National is about 1 month away. It will be held in Chicago this year, which is extremely close for a National. I strongly recommend that you make an attempt to attend part if not all of the National. It will be well worth the effort. You will see some of the best modeling in the country at this event. The vendor's room is worth the trip alone. I have 3 rooms booked in my name at the convention hotel, and if anyone wants to grab one of the rooms, let me know. I will be taking one room, and David knights wants one. If you need a room, get on it now.

There has been a turn over in the Region 4 coordinator as Jim Johnson was forced to resign due to personal business. I hope that the leadership of Region 4 will be straightened out before the National, and that we will be able to count on support for the Region 4 convention next year. Keep in mind some of the upcoming events in the area over the next few months. The club Kriegsmarine smack-down in August, club cookout and Tiger contest in Sept. The Cincinnati show in Sept. Mastercon over Labor Day, Chicago figure show in Oct., and several other contests coming up. Well, see you at the club meeting on the 21st. Keep modeling, and keep happy... Terry

Magazine Review *by D. M. Knights*

Aviation in Miniature

While I am mainly an aircraft modeler, (when I model at all, I hear you cry), I do occasionally build armor. I have become addicted to Military Modeling in Review (MMiR), the magazine that I think is the best modeling magazine currently produced. Its quality of articles and production values are unmatched in the modeling publishing industry. MMiR's only fault may be that it doesn't come out on the most regular schedule. There have been many times when I've been reading MMiR and wished that aviation modeling had an equivalent magazine. Sure, Scale Aircraft Modeling and Scale Aircraft Modeler International are both good magazines, but neither has the production values or depth of articles that MMiR has.



However, there is good news for aircraft modelers. A new magazine has appeared, Aviation in Miniature, which appears to be trying to be the MMiR of aviation magazines. Three issues have been published so far, each one getting a little bit better than the previous one. Understandably, as with any new publishing venture, the publisher, Wurger Publications, is starting cautiously. The magazine is currently published twice a year.

The magazine currently consists of 60 all color pages. Each issue has grown in the number of pages. Only in the most recent issue has the magazine had any significant advertising. The quality of the models profiled in the articles is excellent. The articles are written by some very good, award winning modelers. The first two issues tended to have only photos of completed models. The current issue

has more in-progress shots.

I highly recommend this magazine. At about \$14 an issue, this magazine isn't cheap, however, it is well worth it now and just keeps getting better.

Have you seen this man?

Last seen in the Arizona desert, wandering aimlessly in search of beer. Smells of beer and astronomy geeks. If found, administer mouth to mouth at your own risk. Give IV beer drip and call someone who cares. Modest reward offered by the stockholders of Bluegrass Brewing Company.





From the Cupola...*An Editorial by M.W. Baskette*

Greetings, the hot, humid days of summer are nearly upon us. Staying cool I presume in the air-conditioned comfort of your modeling lair? As you can see from the snap shot at the left, I've been playing around with the Black and White function on our recently purchased digital camera. While not something I'd normally recommend, I couldn't resist throwing on this early 40's vintage garb just once for something like this. Had we driven to AMPS this year, I'd rather have shot this in front of Aberdeen Proving Grounds KV-1.

Articles, articles, I need articles!!!! Dave seems to keep me going with a steady supply of short features, and Terry's column is automatic. However, I need more material and I'm glad I saved Tony's and Mac's for this month. So please keep'em coming.

To take a more editorial stance, I suggest we heed some of the advice in Mac's feature on cheap tools this month. He has some solid recommendations. But (...there's almost always a "but"...) looking back to my original feature on paying more for good tweezers, I'm hard pressed to find anywhere that I stated that "the most expensive quality tools were the best ones". Anyway I'm a fair man and despite the flawed accusation, can attest that Mac's tips should save you a bundle. With that money, I shall wait until Tamiya's next big release and plunk it all down on the expensive resin kit that it just made obsolete, and doesn't come with a trailer... He He

Hope plenty of you come out for this month's meeting. The uniform and equipment demonstration that Terry and I will be presenting should provide some useful insight into how German field kit was worn as well as what it looked like.

House addition is about 75% complete. The finish carpentry, tile work, painting, & the deck expansion are all that remain. Robin and I will be hosting a club cookout later this summer so stay tuned for the next Baskette Beer & Brat Fest. With no show in Lexington this summer to act as a lure, I expect you regulars to make good on your promise to attend.

IPMS/USA NEW MEMBER APPLICATION			
IPMS No.:	Name:		
(leave blank)	FIRST	M.	LAST
Address:			
City:		State:	Zip:
Signature (required by PO):			
<input type="checkbox"/> Adult: \$19	<input type="checkbox"/> Junior (17 years old or younger): \$9		
<input type="checkbox"/> Trade Member: \$19	<input type="checkbox"/> Canada & Mexico: \$25	<input type="checkbox"/> Other Foreign: \$28	
<input type="checkbox"/> Family (Adult dues + \$5, one set magazines, # of membership cards required: __)			
<input type="checkbox"/> If recommended by an IPMS member,			
list his/her name and member number		(name)	(IPMS#)
		P.O. Box: 6138 Warner Robins, GA 31095-6138	
Check out our web page: www.ipmsusa.org			

AMPS Membership Information

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

Membership in the Society is for a one-year period. Membership includes a one-year subscription to *Boresight* and voting rights at the annual meeting, among other privileges. *Boresight* is published six-times per year and mailed for members using Third Class Bulk mail in the U.S. and Printed Matter rates for all foreign members. Membership rates: \$20.00 U.S.; Canada: \$25.00; All Others: \$25.00 surface; \$35.00 airmail. All payments must be in U.S. funds, by check or money order. All foreign payments must be made by bank draft or money order drawn on a U.S. bank. Sorry, but credit cards can not be accepted. Membership begins with the first issue after the membership application is received.

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

AMPS
 Membership Department
 PO Box 331,
 Darlington, MD 21034

TACTICAL NOTES

The Newsletter of the Military Modeler's Club of Louisville, Inc. July 2001

Club Motto: Man, I wish I'd gone to Chicago

Website: www.mmcl.org



Next Meeting: July
19th, 2001 7 p.m.

Uncle Sees the Circles of Uranus!

Longing for good beer, J.R. Dietrich was forced to leave the solitude of the Arizona desert for the literally greener pastures of the Ohio River Valley. John informs us that although the trip was really swell, staring into the heavens through a telescope really isn't much different than staring at the bottom of a glass through the amber beauty of a pint of BBC Alt... other than you get to drink the beer. This news rang loud at Louville's Bluegrass Brewing Company and they were sure glad to see John return. They inform Tactical Notes that they were just hours away from having to layoff "everybody's favorite waiter" Jeff due to drops in revenue. Welcome back John.

IT'S AN ADVENTURE, BUILD IT !

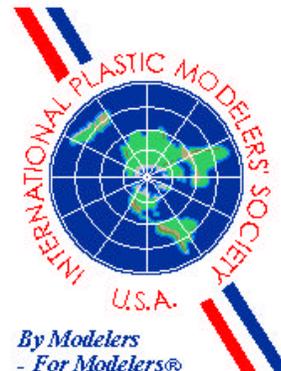
By Kevin H. Smith

Kriegsmarine Bismark Part 1: Introduction and Reference

OK, I accepted the thrown gauntlet of battle and the stated conditions!! Now I'm faced with building two German Naval Vessels of the Second World War. The 1/700 Scharnhorst is my official entry in the club Kriegsmarine smackdown. I also took it as time to extend a personal challenge to the Uncle in 1/350 scale sister ships Tripitz and Bismark. Thus my second entry, and the subject of this and two more newsletter articles. All will deal with the start to finish story about the good, bad, and the ugly of building a 1/350 Tamiya Bismark.

First off, it took a little deciding to come to the choice of the Tamiya kit. There are several other 350th Bismarcks out there, the least expensive being Lindberg's, and the most being a resin kit costing in the 3-figure price range. Tamiya's is around \$50-60 depending on your source. I acquired mine from Mike Baskette for \$40 (unabashed promo plug). I am currently in the process of acquiring the Lindberg kit to see if that might have

been a better choice. At around \$20 the cost is right. (I will let you know at the end of the third article my conclusions.) Let me state here that simply because a company producing model kits has a reputation for quality in other venues; ie: aircraft and armor, it does not mean that all of their kits are at the same level. Ships from any company are still the biggest challenge to any kit builder. In some cases with the amount of photo-etch detailing



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and good reference, an inexpensive simple kit with little molded-in detail might be best.

Which brings me to my first point: Make up in your mind how much work you are willing to put into the project. Ships like armor have distinctive parameters. They are engineering marvels and very capable weapons of war. You can go overboard, literally, with detailing out a ship model. Set for yourself a level of workmanship that you wish to attain, and then plan the construction and painting accordingly. Since I am going up against Herr Dietrich, I am going full bore down their throats!!!! Sorry, U.S.M.C. flashback!! In particular, turning this kit Bismark into a decent reproduction of the actual warship. With that mindset, I began my secondary purchases in regards to building the Tamiya kit, reference and photo-etch. Not necessarily in that order! With Gold Medal Models photo-etch, there are several listings of very good reference books in the instructions. I highly recommend that if you are going to build a ship kit, look to see if GMM makes a set for it. Eduard also makes a very good set of photo-etch, but they do not have a reference book listing included. Both of these companies make a wide variety of sets to cover many scales and subjects. For this project I picked up the Gold Medal Models set for \$36. I also picked up extra ladders and watertight doors. I wish to do a visually impressive work. I will save what I do not use for future work. (Maybe I'll finish that IJN Yamato now.)

Point number two is to be made now: Get enough reference material to accomplish the task you have set for yourself. Make sure you have at least one GOOD technical reference book with data concerning construction and characteristics of the ship. Then get as many picture books as is necessary to do the detailing right. I already had several WWII naval ship data references, but books on the Bismark exclusively, I did not. I invested in two books right off the bat. One, a photo book by Schiffer Publishing. The other, a Naval Institute Press book covering the Bismark and Tripitz. The NIP book is technical references dealing with build charts, layout diagrams of the engineering details, and specifics concerning the construction of the Bismark. This is an absolute necessity when you do heavy detailing of your project. This will be apparent when I cover the construction of this ship kit.

Having acquired the kit, the photo-etch, and the reference books I upped the additional \$10 entry fee to put the Bismark in the smackdown. I had the knowledge. I had the raw material. Now it was time to grit my teeth and tackle the job to be done: build a good representation of the Bismark using the kit as a start. This was going to be a breeze!!! Woe be to he who assumes too easily a job done. It is from here that I encountered the age-old military axiom "No plan of battle survives contact with the enemy". The Tamiya Bismark revealed itself to be a much tougher engagement than expected.

To contact MMCL:

President:

Dr. Terry "Rack & Crack" Hill
114 Fairfax Ave.
Louisville, KY 40207
Email: thill35434@aol.com

Secretary

David "ChiTown" Knights
P.O. Box 22272
Louisville, KY 40252
Email: loulaw@aol.com

Vice President:

Scott "Skippy" King
2 Merrifield Place
Clarksville, IN 47219
Email: scottking@aol.com

Editor

M.W. "Patio Joe" Baskette
922 Mason Headley Rd.
Lexington, KY 40504
Email: carworks@gte.net

Member at Large:

C. Noel Walker
513 Oxford Pl.
Louisville, KY 40207
Email: Cwalker011@aol.com

Treasurer:

Mike "Junk Mail" Nofsinger
5011 Wabash Pl.
Louisville, KY 40214
Email: mnofsinger@home.com

MMCL Spin Doctor:

Jerry "SPAM" Davis
3021 Rockaway Dr.
Louisville, KY 40216
Email: mmcl-1@home.com

"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 President's Page... Terry Hill

Dear Club members:

This month brings many things to be thankful for. The birth of our nation, which gives us the freedom to pursue the hobbies that we all like so much. Our country which allows us the opportunities not seen in so many other countries. July brings the IPMS Nationals with over 600 vendors tables. After all, the man with the most toys wins, and what better place to increase the supply of those marvelous toys. The July meeting of the MMCL, and the coming of football season soon.

For those who missed the last meeting, you missed a great one. We had over 30 members there, had an \$85.00 raffle, and the F-18 contest. There were 4 entries in the F-18 contest, and Mr. Fuller, I believe, from Lexington, won first place. Congratulations and keep up the good work everyone. There was also the infamous display of German field gear and uniforms put on by Mike Baskette and myself. It seemed to be well received, and most of the members stayed around for it. Perhaps, Mike would be willing to put on a Russian display at a later meeting. How about it Mike?

The next in house contest will be on Tiger tanks. It can be any model of variation, just a tiger tank. There is 2 1/2 months left until the contest, so get it in gear and get the tigers done. We will be voting in August for the next aircraft theme, so be ready to put in your 2 cents worth. David has been busy working on the Regional, and will keep us updated as to the progress. There is much to be done, and time is rolling on. We will be having organizational meetings starting soon, so be ready to roll up your sleeves, and get to work. Don't forget about the upcoming Mastercon contest on Labor Day weekend, the Cincinnati show in Sept., and the Chicago figure show in Oct. There will be good representation by the club at all these events. Note of information, Enemy At The Gates will be released on video and DVD on August 14th. Keep your eyes open for the release. This is a pretty good movie, even if there was a romantic plot woven in it. Look for it soon. It is with great elation that I announce that the Uncle and DJ have returned safely from their travels in the desert. Even though we had to put the National Parks Service on full alert, mobilize the portable beer wagons, and have respirators on stand by, they survived and have returned to us none the worse for wear. There is this story going around about a guy putting quarters into the cactus and trying to draw a cold draft beer from it's branches. It must have been quite a sight when the Uncle's liver alarm went off at 11:00 EST which made it 9:00 MST in Arizona. Well guys, see you at the July meeting. Keep modeling, and we'll report back on the Nationals. Terry

Tool Review *by D. M. Knights*

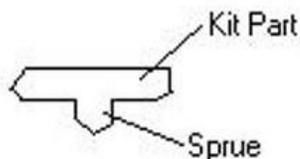


Fig. 1

Flush cutting tool

At the risk of inserting myself into the great tool debate, I'd like to pass along some information on a tool that I have found very helpful. I can't claim any credit for discovery of this tool, your illustrious editor turned me on to it about a year ago.

When modeling, one of the many areas where I have had trouble is getting a flush cut when removing small parts from sprues. When using most cutters, they leave an angle at the point of removal from the sprue. (See Fig. 1) X-acto knives are little better and have a tendency to damage or bend the part you are cutting.

Mike "I are a editor" Baskette mentioned one Saturday at the bunker how he had struggled with the same problem, especially with Grant Line bolts and nuts, and had recently found a tool that solved many of his problems.



The tool is called a Precision Sprue Cutter and is made by B & B Hobby Supply. It is apparently a tool used by small-scale railroad modelers. As you can see from the accompanying picture, the tool resembles a pair of tweezers with the ends bent toward each other. The ends have sharpened edges and when slipped around a small sprue attachment point, end up cutting the part free with a nice flat even cut. This is especially useful on small parts since cutting them with a cutter that leaves an angled base leaves a risk of damaging them when sanding them to get a level surface.

I got my Precision cutter at Scale Reproductions where it retails for about \$14.00, and I also believe that Micro Mark as well as some other wholesale tool outlets carry them. Pick one up. I think you'll find they supply a new solution to separating small parts from sprues.

Regional Show Hotel Update

The hotel for the regional, The Country Inn and Suites, is now accepting reservations. The reservation phone number is:

502-543-8400

Make sure that you use the code word, "Military Modeler."

You can also preview some more information on the Regional web page at: <http://www.mmcl.org/r4.htm>



The Fume Extractor... ***An Editorial by Michael W. Baskette***

July has arrived, but unfortunately my home remodeling forced my abstinence from the I.P. M.S. National Show in Chicago. I'm sure it was a grand affair for those able to make the trip up. The good news in all this is that the house is finished! Now I can get back to enjoying the summer like I should.

This brings me to a good point regarding my club Beer and Brat Fest. I had mentioned last month that the lack of a summer show in Lexington seemed like it would squash the attendance at my annual summer bash. However, a phone call from fellow Lexington native Dennis Sparks offered a promising turn of events. On Thursday August 9th 2001, the Collins Foundation's WW2 vintage B17 and B24 Bombers will be visiting the Kentucky Aviation Museum at Bluegrass Airport. These birds will be on display through the weekend and one will be ferrying paid passengers into the blue yonder for a once in a lifetime ride. Dennis

saw this as a golden opportunity for a club outing to see the going's-on at the museum with the added bonus of viewing the bombers. He has also secured a one day 20% off shopping outing to Hobbytown USA for those who attend. In addition, this should give my little shindig a little boost. So, with the wife's blessing there we have it!

Baskette's Beer, Brat, & Bomber Fest

Details: We will be bringing this up for discussion at the July Meeting for I am unsure how we want to orchestrate this event. Details such as the time for arrival at the museum or my place can be hashed out at that time. At this point, I'm not sure when the museum & bomber viewing opens on Saturday. This will determine whether folks go there before coming to the cookout. Regardless, I have provided the basic directions to my house below.

Take I64 East from Louisville towards Lexington.

Exit I64 at US60 to Versailles. (First exit after crossing the Kentucky River)

**At Versailles, US60 turns sharply left at a stoplight directly facing Woodford Feed.
Follow US60 through the turn towards Lexington.**

You will pass the airport at Man O' War Blvd and then cross under New Circle Road.

After New Circle Road proceed to the 4th stoplight. This is my street, Mason Headley Road.

At this intersection there is a cemetery on the right and Cardinal Hill Rehab. Hospital on the left.

Turn right at this light and follow Mason Headley to house 922!

Something Borrowed, An Article from the August 1993 Eagle Squadron Bulletin

Home Brew Brewster B-239...*Jesse Thorn*

I sometimes get inspiration for modeling projects from the history books I read. Ever since I read 'Fighter Over Finland' the wartime autobiography of Finland's leading fighter ace Eino Juutilainen. I wanted to build a Finnish Brewster Model 229. The Finns are an interesting people who live half the year in cold semi-darkness, have the highest rates of alcoholism depression and suicide in Europe, and have a national passion for dancing the Tango. The Finns fought against the Soviets on two separate occasions during the Second World War often against vastly numerically superior forces using obsolete equipment that the armies of other countries no longer wanted. One such hand-me-down aircraft was the American Brewster Model 239. This was an export version of the Brewster F2A-1 designed originally for the US. Navy. The Navy disliked the fighter and in sympathy of the Finns struggle against the much larger Soviet Union the US. declared the plane as surplus material and sent them to Finland. The Finns loved them and called them Sky Pearls. The Brewsters remained in service with the Finnish air force until after the war and were even used against the retreating Germans in 1944 after an armistice was signed with the Soviet Union. The Brewster enjoyed a measure of success in Finnish service not realized by any other air force (with the possible exception of the Dutch in the Pacific) racking up an impressive kill-to-loss ratio of 26:1 destroying 496 enemy aircraft for a loss of only 19! Most of Finland's wartime aces achieved their first victories in the Sky Pearl.

The Finnish B-239s were outfitted with an export version of the Cyclone R-1820-G5 engine. In addition the Finns also made changes to the cockpit adding a DF loop and an armored pilot seat & headrest. The tailhook arresting gear was also removed. The B-239 was armed with four .50 caliber machine guns, two mounted above the engine and two in the wings.

I used the 1/48th Tamiya Brewster F2A-2 Buffalo kit as the basis for my conversion. This kit represents a later Naval version. This kit has been around for a while and is still a good piece of styrene. The fit is overall very good with crisply molded detail, a combination of raised and recessed panel lines, little flash, and just about zero sink holes or ejector pin marks in visible areas. I used the old version of the kit which comes with parts for two different versions, decals for US Dutch and British aircraft, pilot figures, and cockpit detail. I paid \$18 for mine. (On a side note, I understand the reissue lacks some of the extra pieces and cockpit detail and costs about twice as much!)

The major areas of change needed to backdate the Tamiya kit included:

1. Different cowl shape: flatter in profile, more rounded air intake, higher and more pronounced oil cooler air intake scoops, bulges for cowling mounted MGs.
2. Cockpit: Finnish armored pilot's seat and DF loop in place of the life raft container.
3. Front fuselage panel lines: the pattern differed between the two variants.
4. Engine gas vents: had to be moved from the front to the rear near the tailplane.

5. Belly window: not present on B-239.

6. Spinner. The propeller spinner was smaller on the B-239 than those supplied with the kit.

For reference I found the Squadron/Signal F2A Buffalo in Action to be invaluable. It has great photos and line drawings of the Finnish B-239 version. This is out of print, but I was able to find one by calling the various mail-order hobby shops that advertise in FSM.

1. Engine cowl. I took the kit part and compared it to the drawings and photos in the book. I rounded out the bottom of the front opening. I built up the bottom oil cooler intake with a piece of sheet styrene and superglue. In profile the B-239 engine cowl is flatter than the kit part. I built up the shapes of the upper and lower air scoops with Milliput epoxy putty. Before this had hardened I used water, a paintbrush, and my fingers to smooth and shape the putty. After the putty hardened I used a variety of files to shape the air intakes. For the MG bulges, I used a small deburring bit on my Dremel tool to drill out 'troughs' for the guns. I next glued lengths of 30 thou plastic rod into the troughs and faired them over with Milliput. I wet-shaped it and sanded it smooth when hard. Finally, I drilled out the plastic rods with a 20 thou drill bit in a pin-vise to represent the .50 caliber MGs.

2. Cockpit. I sanded the top of the kit seat flat and glued the armored headrest to the top of this. I then shaped it with sandpaper until it looked like the armored seat in the book pictures. I used Milliput to make seat cushions. I then made a DF loop by wrapping a short length of 10 thou Evergreen styrene strip around a file handle and gluing the ends together. This was mounted on the cockpit rear decking.

3. Forward fuselage panel lines. I filled the existing kit lines with superglue and putty. When this hardened I drew in new lines with pencil and then scribed new panel lines using the techniques demonstrated at a recent club meeting.

4. Engine gas vents. I filled the forward ones with superglue and then scribed new ones below the tailplane using a pointed scriber.

5. Belly window. I glued the kit window in place and then faired it over with thick superglue, which was sanded to shape after hardening.

6. Spinner. I cut one of the kit spinners in half above the holes for the prop blades with a razor saw and then sanded it to shape.

Miscellaneous changes included the removal of the belly fuel vents. These were not present on the B-239. I also filled in the slot for the tailhook in the rear fuselage end. You should use the stubby version of the tail cone and not the more elongated later version.

After screwing up the canopy with a major glue mistake I got a Squadron clear vacuform canopy. This was the first time I had used a vac canopy and I basically followed the instructions that accompanied the piece.

Painting. I wanted to try Testor's ModelMaster enamel paints in my new ModelMaster airbrush. I mixed colors to match the paintings in the Squadron Signal book. The under surfaces are a light blue-gray and the upper surfaces are an olive green and black cloud pattern much like the two-tone pattern used on W.W.II English and American aircraft. I had much trouble spraying the ModelMaster paints, which surprised me, since I was using the Testor's airbrush. I found that the coarsely

ground pigments settled to the bottom of the paint cup and clogged the paint channels in the cup as well as the paint nozzle. I ended up thinning them 70% with the Testor's Airbrush Thinner which made them so thin as to be nearly unusable. Using the medium (tan) nozzle they ran easily except at the minimum air pressure and flow! After much cursing and gnashing of teeth I finally applied enough light semi-transparent coats of paint to finish the job.

Decals. I used the markings for Lt. Hans Winde the world's foremost Brewster Ace who achieved 39 of his 75 kills in the Brewster. Why this guy? Well, they come with the great AeroMaster Finnish aircraft sheet and I couldn't find any decals for Juutilainen's aircraft. The decals are similar in quality to SuperScale. They are well registered, have fairly bright and saturated colors, thin, and also come with the annoying low quality marking guides that seem to be favored by the leading decal suppliers. I had a bit of underlying paint show through the white of the decals and a bit of silvering with the aircraft ID number, but all-in-all I like these stickers and would recommend them if you haven't already tried them.

All photos of wartime Brewsters show them in a real scuzzy and dirty looking appearance. I ran a 3-mm drafting panel along the recessed areas and used pastels to simulate exhaust and oil stains.

Finally I added an antenna. I used a piece of super thin nylon sewing thread, Signature 100% Transparent Nylon, "Smoke" color (250 yards for \$1.69, enough for a lifetime of modeling). The antenna is anchored to the tail and at about 1 scale foot from the base it divides and one piece runs to a forward antenna mast and the other to the left side of the fuselage behind the cockpit. To recreate this I used the following simple trick: I tied what I call a "slip knot". This is the knot I always use to attach fishing line to leaders and lures and resembles a modified hangman's knot. Anyway, I tied one of these in the thread and dipped the knot in superglue to replicate the insulated lead. Then the remaining two strands were attached to the mast and the fuselage. Easy and it looks good. (Thanks to Kevin Witte for suggesting the thread.)

So, I had fun recreating this bit of history. It is a good kit and an easy conversion and I got a third place for it in the 1/48th conversion category at the regional. The cool thing is, you get to make a non-German airplane that still has swastikas - 6 of them no less! Not Politically Correct but Historically Accurate as Spanky would say.

Write Me An Article Please!

IPMS/USA NEW MEMBER APPLICATION			
IPMS No.:	Name:		
(leave blank)	FIRST	M.	LAST
Address:			
City:		State:	Zip:
Signature (required by PO):			
<input type="checkbox"/> Adult: \$19	<input type="checkbox"/> Junior (17 years old or younger): \$9		
<input type="checkbox"/> Trade Member: \$19	<input type="checkbox"/> Canada & Mexico: \$25	<input type="checkbox"/> Other Foreign: \$28	
<input type="checkbox"/> Family (Adult dues + \$5, one set magazines, # of membership cards required: __)			
<input type="checkbox"/> If recommended by an IPMS member,			
list his/her name and member number		(name)	(IPMS#)
IPMS/USA		P.O. Box: 6138	
Check out our web page: www.ipmsusa.org		Warner Robins, GA 31095-6138	

AMPS Membership Information

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

Membership in the Society is for a one-year period. Membership includes a one-year subscription to *Boresight* and voting rights at the annual meeting, among other privileges. *Boresight* is published six-times per year and mailed for members using Third Class Bulk mail in the U.S. and Printed Matter rates for all foreign members. Membership rates: \$20.00 U.S.; Canada: \$25.00; All Others: \$25.00 surface; \$35.00 airmail. All payments must be in U.S. funds, by check or money order. All foreign payments must be made by bank draft or money order drawn on a U.S. bank. Sorry, but credit cards can not be accepted. Membership begins with the first issue after the membership application is received.

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

AMPS
 Membership Department
 PO Box 331,
 Darlington, MD 21034

TACTICAL NOTES

The Newsletter of the Military Modeler's Club of Louisville, Inc. August 2001

Club Motto: Hard work pays off in the future... Laziness pays off now!

Website: www.mmcl.org



Next Meeting: **August 16th, 2001 7 p.m.**

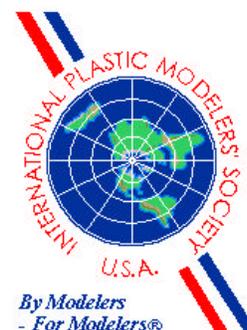
Webmaster Lands Spokesmodel Endorsement!

Hormel Foods Incorporated today signed the MMCL's own Jerry Davis to a six year tour as the official Hormel Foods spokesmodel. President and CEO Elbert Donovan made the announcement in person today before an eager press. When asked "Why hire Jerry?" Donovan replied "Jerry fits our strategic plan for a newer, hipper image" He went on to explain that current trends in health consciousness have steadily eroded Hormel's year to year earnings. In response to this, Hormel will try to reach the "on line" American. Donovan states that Hormel will play on the fact that the brand name for one of its core products has now become synonymous with junk E-mail. "Jerry fits in nicely to our grand plan" stated Donovan. "Jerry shows no inhibition to forwarding on the dumbest of jokes, ridiculous "true" stories, stupid pictures, and political dogma to scores of innocent friends, co-workers and family"... "Not only that, but he actually had the audacity to complain publicly about how is new job was taking so much of his time that he might have to stop being the webmaster for the MMCL". Tactical Notes has learned that with in days of making such outlandish comments, Davis seemed to find plenty of time to forward no fewer than ten Junk E-mails to fellow club members. One must have been so stupid that it moved him to send it twice. (The total is likely much higher, but the staff computer crashed due exceeded bandwidth during the "Davis Download". For a sneak preview of the Hormel ad campaign please see page four.

CLUB DEMOS AND DISPLAYS ...A Peep From the Veep (Scott King)!

As you all remember, we had an excellent display of German WWII uniforms put on at our June meeting by Dr. Hill and Mike Baskette. Coming up next, Scheduled for our October meeting, is a display of Russian WWII Uniforms, also by Mike Baskette. We are planning quarterly displays and "How To" sessions, and have a short list of suggested topics, including Building Plexiglas display cases, carving wooden propeller, and making display bases. Please give this some thought and if you have any ideas or if there is a technique you would like one of our fellow modelers to demonstrate, please bring it up for discussion at the August meeting. Thank you again, Mike and Terry, for an excellent job on the German Uniform display.

On Saturday, October 6, from 10:00 AM TO 5:00 PM, we are planning a club display in conjunction with Scale Reproductions' anniversary sale. We are looking for volunteers to bring models and/or man the display tables. This is a perfect opportunity to return a little of the support Brian has given to MMCL, take advantage of the sale, show off some of your handiwork, and talk up the MMCL to



prospective new members. Brian has tables and chairs available, and the display area is on the sheltered walkway in front of the store. There may be other clubs in attendance (RX car club, Train Club) so there could be a lot of activity, and a chance to see what some of the other clubs are all about.

The Ready Room: *by Joe “Brick” Turpen*

Well actually this should probably be called The Ready Room revisited since this is the reincarnation of an article that originally started years ago for the Robert L. Scott IPMS chapter. Hopefully using this column I can explain things about both Marine and Naval Aviation. Because of the subject this column will cover a variety of different subjects and hopefully not only be interesting but educational as well.

Because of the subject area not only will aircraft be covered but also the ships and organization of both naval and marine aviation. People may not realize it but the carrier’s construction and make up is directly related to the aircraft that will operate from her flight deck. At the same time I will address such organizations as the Imperial Japanese Navy as well as the Royal Navy. Their philosophies, such as that of carrier design, differed from that of the US Navy. Believe it or not but this even influenced the number of aircraft each navy figured it could operate from their carriers. This means I, hopefully, will talk about some of the different classes of carriers since at times there were major steps forward. Also, with the Lexington class there were things such as the considerations of not only weight but also where to locate the gun turrets and how many. Also, as time went on the Essex carriers really saw changes as they moved into not only the jet age but assumed the duties of sub hunter. We’ll talk about these things as time goes by though trust me.

Also, as I stated, we will look at the organization of an air group/wing (CVG/CVW) since this has changed over time as aircraft capabilities and missions have changed. At the same time we’ll talk about the Air Task Group (ATG) that existed for a very short time during the Korea era. The marine air group (MAG) is also a completely different organization from that of the navy and will be talked about as well. Hopefully while talking about the air wings, the term I use, I will be able to assemble charts that will tell you which squadrons made up the air wings at different times as well as the carrier they were assigned to Modex used by each squadron and the appropriate tail codes. An example follows:

USS ABRAHAM LINCOLN CVN-72			
CVW-14			
WestPac/Persian Gulf			
17 August 2000 to 12 February 2001			
Squadron	A/C	Mode x	Tail Code
VF-31	F-14D	1XX	NK
VFA-115	F/A-18C	2XX	NK
VFA-113	F/A-18C	3XX	NK
VFA-25	F/A-18C	4XX	NK
VAQ-139	EA-6B	50X	NK
VAW-113	E-2C	60X	NK
HS-4	HH/SH- 60F/H	61X	NK
VS-35	S-3B	7XX	NK
VRC-30 Det 1	C-2A	36/37	NK

Source The Hook Spring 2001

We'll also trace the lineage of the squadrons, which will be interesting to say the least. The Navy has done everything possible to confuse the lineages by using multiple numbers and names for the squadrons. I mean how many Red Rippers, Jolly Rogers, and Black Panthers can there be? I mean the Jolly Rogers were VF-17 now they're VF-103 so tell me how did that happen over all these years? As much as I hate to say it the Marines are easier to figure out.

Oh, yes don't worry I'm not going to forget the airplanes especially those fantastic attack (VA) types. Ok, I'm biased and I admit it but hey what can I say. There are some very interesting twists such as a folding wing A-4? Yes two did exist but more about that later.

Well I hope this turns into something you will look forward to and I can find enough to keep you interested.



The President's Page...Terry Hill

August is bringing the end of summer breaks, beginning of football, and the beginning of school. It, also bring the great Kriegsmarine smackdown. This month we will have to vote on the best Kriegsmarine entry, and let the chips fall where they may. It should be an interesting meeting due to the contest, and this month we will be deciding the next aircraft theme

for the next mini-contest. Try to attend the meeting and stay abreast of what's happening.

Sept. meeting will be the club's annual cookout and meeting combined. We will be asking everyone who comes to bring a covered dish or snack food for the meal. The uncle and Danger-boy will be manning the grill, so the food is in good hands. Drinks will be provided free to those that attend, and a good time will be had by all. We will also be judging the Tiger contest at that meeting, so come and vote for your favorite. The date of the cookout will be the 22nd of Sept., so mark your calendars and plan on being there.

The Regional is approaching, and plans are moving along. There will be much work to do over the next 6 months, so jump in there and help out. More information will be provided as things progress. There are several events coming up over the next 4-5months that may interest you. The Cincinnati show on Sept. 8, the Chicago Figure show in Oct., Brian's anniversary sale on Oct 6, and several other shows on the horizon. Try to make an effort to attend some of these events and show the flag.

To contact MMCL:

President:

Dr. Terry "Rack & Crack" Hill
114 Fairfax Ave.
Louisville, KY 40207
Email: thill35434@aol.com

Secretary

40 Daves & 40 Knights
P.O. Box 22272
Louisville, KY 40252
Email: loulaw@aol.com

Vice President:

Scott "Skippy" King
2 Merrifield Place
Clarksville, IN 47219
Email: scottking@aol.com

Editor

M.W. "Patio Joe" Baskette
922 Mason Headley Rd.
Lexington, KY 40504
Email: carworks@gte.net

Member at Large:

Noel "better late than never" Walker
513 Oxford Pl.
Louisville, KY 40207
Email: Cwalker011@aol.com

Treasurer:

Mike "Danger Boy" Nofsinger
5011 Wabash Pl.
Louisville, KY 40214
Email: mnofsinger@home.com

MMCL Spin Doctor:

Jerry "SPAM" Davis
3021 Rockaway Dr.
Louisville, KY 40216
Email: mmcl-1@home.com

"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 raffle last month brought in over \$100 and has been averaging over \$75 a month for the last 6-7 months. This will end up bringing in over \$1,000 for the club over the last year. This has been such a tremendous success, but it has been largely due to the generosity of Scale Reproduction, and select club members who have donated items to raffle off. I would like to suggest that each of you on occasion select 1 kit and bring it in for the raffles. This will take the burden off those that give all the time, and helps the club grow and prosper. The club is in better financial shape right now than I can ever remember, and I founded this club!

We owe all the success to the generosity and hard work of the club members, and the continued support by all of you. Keep up the good work. A president's blue ribbon panel has been formed to look into getting new club shirts. There has been a 30-day time limit set on proposals for new shirts, so if you want a voice in the final decision, then attend this month's meeting and let us know what you think. Hopefully, we will have several choices to choose from, and they will be good ones. Well, time marches on, and a kit calls me even as we speak. See you at the August meeting. Terry



Show report by D.M. "40" Knights

The 2001 IPMS national convention and model contest was held in Chicago, IL on July 4th through July 8th. This was my 9th or 10th IPMS national convention. I would say that this show ranked solidly in the middle of all the previous nationals I've attended. It wasn't the best national I've attended, but it was pretty good.

The Good

The contest room was spacious and well lit. The vendor's room upstairs was also spacious and well lit. Registration was handled in an efficient manner. It was actually one of the least painful registrations I've been through at a National. The members of the local clubs who supplied the workers for the show were helpful and efficient, even if they seemed stretched somewhat thin, especially on Wednesday & Thursday. This national was put on by not one, but two clubs, jointly. With the ever growing size and work demands of the nationals, this seems to be a trend.

The quality of the models was excellent. The aircraft categories were especially well represented. I saw very few models that were not up to national standards. One of the vendors, Pacific Coast Models put on a free beer blast on Friday night. It started at 8 p.m. on Friday, and your author finally left the meeting at 2 a.m. on Saturday. It was a wonderful experience. The people attending the seminar discussed almost every modeling topic imaginable, and it was a real treat to get the perspective of a model distributor about the state of the business. Another vendor, Eagle Editions, brought in several WWII aces and put on several autograph sessions and aces seminars. I was able to meet and get the autograph of a former Flying Tiger.

I was able to attend the IPMS Internet seminar. I picked up some interesting tips on what other clubs were doing with their websites.

Battleship Fuso in 1/700 Scale



The Bad

The hotel was average at best and way overpriced. One of the problems the nationals seems to be experiencing is in finding suitable venues. In fact, this has led to talk of a permanent sight or sights for the nationals. While there were

many vendors, there were not as many as in years past. Further, the venue did not have one room that was large enough to hold all the vendors. Therefore, some had to be put in an auxiliary room in the basement of the hotel. This room was not nearly as nice as the one in the main venue. Also, there were very few vendors who catered to armor modelers. While there are more aircraft modelers in IPMS, there are still many armor modelers who attend. I believe that one of the drawbacks of AMPS is that it has split the modeling community. I think the lack of armor vendors at the nationals is one sign of this.



SiG 33 on a PzIII chassis

won any awards at the contest, which is unusual; given the number of members in our club who have won at past nationals. While the vendors were not as good as last year in Dallas, they were more than sufficient to drain my wallet of all available cash. MMCL held nightly satellite meetings at the sports bar in the hotel. These meeting alone were well worth the trip. At these sessions, all those in attendance were able to solve all MMCL's problems.....now, if we could just remember what we decided.

Almost all of the seminars were attendance by "ticket only". This, too, was in contrast to Dallas last year where almost all were free. The raffle at the nationals was nothing particularly special and the host chapters made the mistake of not putting out all of the items in the raffle for view, so there was no way to know what was available to win. Uncle Daddy could have taught them a few things about how to run a raffle.

The Ugly

Several members of MMCL attended the nationals and several members entered the contest. None of our members



The Fume Extractor...

An Editorial by Michael W. Baskette

Tell you what, I'm going to keep it short. I will forfeit my plans to rant on about the current MMCL Raffle proposal, club funds, etc. I will simply say thank you to all those who helped make the Beer, Brat, and Bomber Fest a real blast. What a day we had drinking, eating, laughing and carrying on in the shadow of the Collings Foundation B17, which circled all day in the skies above the party. For those that missed it, don't give up as there is always next year. To everyone, I hope you get this newsletter amid the barrage of E-crap forwarded by our beloved webmaster...HeHe

Uncle Daddy For IPMS President!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!

Our beloved Uncle is running an insurgency write in campaign for President of IPMS! All MMCL members who are also IPMS members (and that should be all of you) are urged to write-in John R. Dietrich for President and mail in their ballots. Lets see if, in the words of UD, "Kick in the door and the whole rotten structure will collapse!"



Großadmiral Doenitz, Who shall
be zee vinnah of die MMCL
Deutcherschiff Schmachtdown ?



Mein Fuehrer, I haff no idea!?!?
Vee muss zee vat are die odds
from our comrades at Caesar's
Casinoboot !!

Caeser s of Indiana

MMCL German Ship Smackdown

House Odds

Terry "Tocktor Mangle-ya " Hill	25:1
David "Herr Fliedermas" Knights	62.5:1
Jerry "Kolsch" Davis	47:1
John "die Schote" MacIntyre	15:1
Kevin "Strumpf" Smith	7:1
John "Onkel Doenitz" Dietrich	781.5:1

Tactical Notes

The Newsletter of the Military Modelers Club of Louisville, Inc.



September 2001

Club Motto: Boy, I'll bet you're glad I'm not the editor anymore

GrossAdmiral Dietrich loses battle of the Ohio. Tirpitz torpedoed by U-35!!!!

A Blast from the Past!

Greetings to all the members of MMCL! I've been called in to substitute on this issue of Tactical Notes for our illustrious editor, Mike Baskette, so that we can take our revenge for everything he's said about us in the last eight issues. However, Mike asked me to remind all the members that he has detailed files on each member of MMCL, (Mike also says that the internet is a wonderful thing), so we can't go too far.

That having been said, those of you who didn't attend the Baskette's Beer and Brat fest in Lexington missed a heck of a party. I'd like to extend MMCL's thanks to Mike's wife, Robin, who allowed a bunch of half-inebriated modelers to rummage through her newly renovated home, and even fed us. Thanks Robin, we promise not to show up again for another year!

The August meeting was amazing! August is traditionally our smallest meeting, due to end of summer vacations. In years past, there have been as few as 8 members in attendance. This year we had 40 members at the August meeting. The club will be getting a few more chairs to provide seating at the bunker.

Name tags for new members and replacements for those who have lost theirs, including your club secretary, have been made and are available for pick up at the bunker. If there is anyone who is still missing a nametag, let me or our vice-president (or is that president of vice) Scott King know and we'll get you one. Speaking of nametags, the club officers would like to ask the members to wear their nametags to the meetings. With 40+ members attending each meeting, it is hard for everyone to know everyone. The nametags will help us older members, who have Alzheimer's, put names with faces.

Well, enough for the serious stuff, let the games begin! Hey Mike, duck!!!

David

**Special Meeting Time and Date:
Saturday, September 22nd, 2001 at 12:00 noon.
If you're there Thursday, you'll be alone!!!!**

President's Page by Dr. Terry "Bone Breaker" Hill

Dear Fellow Modelers:

This month brings the annual, don't miss it, spectacular, fun filled, MMCL club cookout. There will be dancing girls, food galore, fireworks and guest appearances by George W. Bush. (boy do we know how to throw a party or what?) In all seriousness, this is one of the times when the club meetings are a little more laid back and gives all a chance to relax and have fun. This also gives our significant others a chance to see each other and swap war stories about us. I expect everyone to bring his or her spouse except Uncle, he will bring his cigar. Speaking of bring something, be sure to bring a covered dish with food in it please. The meat, drinks and buns will be provided. The rest is up to us.

This month will bring the Tiger contest. A rumor has it that there will be the largest contest to date. Mitch Ritchell says he will be bringing a couple of entries, and Mort Schmitt said he has a couple to enter. Combined with my 2 entries, and the cast of thousands, we should have a good turn out. See, I told you if you pick decent themes, you get decent contests.

For those of you who didn't go to Mastercon, it was a good trip. At 03:45 am, a sleepy eyed band of 3 left Louisville for the Great Arch on the Mississippi. After driving for 5 hours we reached the Promised Land (the parking lot of VLS. To our surprise there standing second in line to get in to the warehouse sale was none other then Stu, the Cpt. Hornback, and Mitchell. Once the doors opened to the sale, the action was fast and furious. I was disappointed to see that some of the in-house items that you would think that VLS would naturally have in stock were not in. What is that deal? But, the deals were there and money was spent. We then cruised through the show, and finally ended up make a stop at CRM Hobbies. We managed to get back to Louisville by 5:00 pm and even listened to the UofL game on the radio. It was fun for all who went.

For those of you who were not at the last meeting, the theme for the Dec. in-house contest was split. The theme will be either seaplanes, or rotary wings aircraft. So now is the time to pull out that old helicopter, seaplane, of similar piece, and build it. We expect a ton of entries based upon the number of people who voted for each item. I expect to see 34 entries on the tables come December.

The club shirt project is moving along as well as the new name tag. If you do not have a name tag, or you lost yours, contact David Knights. With the Regional only 10 months away, we need to start tying up some loose ends. We will keep you posted as to the progress.

I need to run for now, see you all on the 22nd of Sept.

Terry

John Dietrich for IPMS President

A call for donations!

The friends of John R. Dietrich, yes there are such people, have formed a committee to elect John, President of IPMS. Like any Chicago political machine, money is needed for bribes and to buy votes. Therefore, the John R. Dietrich campaign committee is soliciting donations. We suggest that this would be a good use for your upcoming tax rebate check. To donate, send your check or cash to:

The Committee to Elect Uncle Daddy, c/o Mercedes, The Blue Flamingo Lounge, P.O. Box 69, Memphis, TN 69069

Minutes of the BBC meeting

As is usual, August saw the meeting after the meeting being held. The restraining order was dissolved thanks to MMCL's crack legal team, so once again Mac and UD are allowed in the BBC. Once again Mac and UD made the supreme sacrifice and left the regular meeting early in order to insure that members who attended the meeting after the meeting had seats. As thanks for this selfless sacrifice, the club voted to pay UD's bar tab from club funds....so once again, the club is broke.

The rest of the meeting was consumed, as it were (ahem) with ideas to raise funds to replenish the club treasury. Of the many ideas, the most popular was to have the club conduct beer sales. UD was put in charge of this project, and with his experience, we are sure that the club treasury will once again be flush (ahem) with funds!

US admits losing nuke (an article from an Australian newspaper)

August 12, 2001

A NUCLEAR bomb, 100 times more powerful than the one dropped on Hiroshima, is lying 10km off the east coast of the United States. Until now one of the most closely guarded secrets in US military history, its existence has been confirmed in newly declassified documents which reveal how it was dumped in the sea after a mid-air collision more than 40 years ago. Pentagon officials, though admitting they do not know the bomb's exact location, insist it is safe. They have rejected demands for it to be recovered, saying it is too dangerous to be touched. The 3450kg hydrogen bomb, known as a Mark 15 weapon, has been lying off the coast of Georgia since February 5, 1958, when it was jettisoned from a B-47 Stratojet bomber after the plane was struck by a fighter jet during a training exercise at 36,000ft. One of the bomber's wings was damaged and an engine dislodged. The pilot, Maj. Howard Richardson, was ordered to drop the 3.5m bomb before attempting to land. He did so near Tybee Island, close to the mouth of the Savannah River. Despite a 10-week search, the bomb was never found.

In a top-secret memo to the chairman of the Atomic Energy Commission (AEC), a Pentagon official wrote: "A B-47 aircraft with a (word censored) nuclear weapon aboard was damaged in a collision with an F-86 aircraft near Sylvania. "The B-47 aircraft attempted three times unsuccessfully to land with the weapon. "The weapon was then jettisoned visually over water off the mouth of the Savannah River. No detonation was observed." Documents reveal the search was called off when another hydrogen bomb

was accidentally dropped near Florence, South Carolina. A TNT explosive trigger detonated on impact, but the actual nuclear device did not explode. Troops looking for the bomb off the coast were then ordered to Florence to conduct a clean-up operation. They never returned to Tybee Island. "The search for this weapon was discontinued on 4-16-'58 and the weapon is considered irretrievably lost," one of the declassified documents states. The military suspected the bomb plunged into water 6m deep, coming to rest beneath about 5m of sand. The bomb's existence was only made public when a salvage company, run by former CIA officer Bert Soleau, offered to find it. Now Georgians are demanding action, but the military is standing firm, saying recovery could take five years and cost \$23 million.

Officials claim the bomb is safe because, though it contained 180kg of TNT to trigger the atomic explosion, a vital link between the TNT and the nuclear device had been removed. Without the link -- in this case a capsule containing plutonium -- detonation was impossible. This has been challenged by former servicemen and residents, who have discovered documents stating it was armed.

Derek Duke, a former US Air Force pilot from Savannah, cites a 1966 memo to the Congress Joint Committee on Atomic Energy by W.J. Howard, then assistant to the secretary of defense, stating that the bomb was a "complete weapon". Howard H. Nixon, a former crew chief who loaded nuclear weapons on to planes at Georgia's Hunter Army Airfield from 1957 to 1959, said the bombs were always armed. "Never in my air force career did I install a Mark 15 weapon without installing the plutonium capsule," he said. The capsule debate has failed to convince Mr. Duke. "It's a nuclear bomb," he said. "It's like if I take the battery out of your car, then I try to convince you it's not a car." Tybee Islanders agree. Mayor Walter Parker said: "It's in the best interest of everybody that it be found to determine what condition the weapon is in." Resident Ken Wade was more blunt: "There is no doubt we've got a nuclear bomb right here in our neighborhood."

F o r S a l e :

Just in time for early Christmas shopping, a new item that is a must for MMCL members. Luggage tags guaranteed to get you noticed when you travel.



*For yours, send \$5.00 to Uncle Daddy, c/o Seska,
www.slipperyuncle.com*

August Anecdotes

Our members were here,
Over forty I hear,
Bunker was filled top to
bottom.

Of this I am proud,
It was raucous and loud,
Cam'rad'rie won't be
forgotten.

When President Hill
And Kev Smith said to
"Chill",
My ears could have used
some cotton.

In September I'll bet,
Though we won't see
Baskette,
Our Tac Notes won't be
forgotten.

But Ol' David Knights
Was a little uptight,
Articles he hasn't gotten.

And Jerry the Man,
Who's the King of All
Spam,
Said "E-mail wars will
be fought on."

The airliner crew
Brought a dozen or two,
Beauties that won't be
forgotten.

The Uncle was hot,
Nick's torpedoes missed
not,

His Kriegschiff went to the bottom.

And Tim if you could,
Please just tell us 'bout wood,
Demos by you could be brought
on.

September's up next,
So members don't forget,
Club Cookout comes ev'ry
Autumn.

Anon.



**Noel demonstrates his
new modeling technique
using his feet.** *See what you
miss when you don't show up at the
shop on Saturday!*

To contact MMCL:

President:
Mike " Mr. Brat" Baskette
Suite 69
Our Lady of Peace
Louisville, KY 40207
Email: bratboy@aol.com

Secretary
Mike "Who me?" Baskette
Gulag 13
Riga Latvia 5\$J %&L
Email: graverobber@aol.com

Vice President:
Mike " Skippy " Baskette
114 Fairfax Ave.
Louisville, KY 40207
Email: biplane@aol.com

Editor
M.W. "Tim Taylor" Baskette
922 Mason Headley Rd.
Lexington, KY 40504
Email: carworks@gte.net

Member at Large:
Mike "Large Member"
Baskette
Men's Health Clinic
102 El Guapo Way
Guadalajara, Mexico
Email: elguapo@aol.com

Treasurer:
Mike "Show me the money"
Baskette
Future address:
Sunset Beach Resort
Montego Bay, Jamaica
Email:
cusuckers@nospam.com

"Tactical Notes" is the Newsletter of the
Military Modelers Club of Louisville, Inc.
Does something seem wrong with this list?
Well, too bad! I don't like typing this any
more than you like reading it!

Did you know?^{By D.M. Knights}

Did you know that the U.S. Air Force dropped nuclear weapons on Kentucky? When did they do this and where? Email your answer to the editor at loulaw@aol.com. Answer will be printed in the next issue of Tactical Notes.

Ol' Rocky Raccoon
Played under the moon,
Should not have strayed on the
wires.

I heard a great sound,
My power went down,
Ran out the back to inquire.

And now he lies dead,
With smoke 'round his head,
Smells like his fur was on fire.

I knelt by his side,
And saw he was fried,
I knew the 'coon was expired.

His tongue it hung out,
The end of his snout,
Wonder what he had desired?

Now Rocky I'll bet,
Was Mike Baskette's pet,
Though he would say I'm a
liar.

The moral I guess,
Is don't ever mess,
Around on electrical wires.

So let's drink a toast,
To Ol' Rocky's ghost,
From life he's fully retired.

Anon.

2001 - A Space Oddity

On Saturday, September 29th, 2001. The IPMS Fremont KitBashers will host "2001 - A Space Oddity." Our First Invitational as an IPMS Club.



We have obtained a fine facility, The Sandusky County Fairgrounds in Fremont, Ohio - close to eating, shopping, and other venues of entertainment.



General Admission: \$4.00

Raffles will be held all day!

Special "Sci-Fi Film Festival" to be held during the day
ALSO A "Make 'n Take" Model Session for the kids!

Buy a Table & Raise money for the Kit you really want to Build!

Vendor Tables - \$25.00 each



Table (If available) Day of Show: \$30.00

SPECIAL MASTERS CATEGORY

Open to former Regional & National Winners

This is an open category with judging by popular vote.

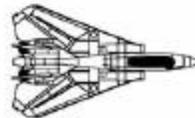
A 1st, 2nd and 3rd will be awarded in this Category

Proof of National or Regional winning entry will be required



For Further Information Contact:

Mike Edwards
424 Fourth Street
Fremont, Ohio 43420
(419) 332-7525



Pete Misciasci
2440 Baker Road
Fremont, Ohio 43420
(419) 332-7855
petemisc@czworks.net

Wanted Dead or Alive



For abuse of the English language
For poor use of graphic design
For abusing his betters in print

Reward \$500

To collect, contact robin baskette

Peep from the Veep by Scott "Skippy" King

CLUB DEMOS AND DISPLAYS

Don't forget, next month will be Mike Baskette's display of WWII Russian uniforms and equipment. It will certainly be informative and interesting.

We have expanded our list of upcoming Demos and Displays, a list of future topics include: Building Plexiglas display cases, Carving wooden propellers, Making display bases, Making weld seams on armored vehicles, and Making wooden display cases. Thanks in advance to those individuals who have volunteered, a list of names and tentative dates will be forthcoming.

Plans are moving ahead for the Club Display to be put on at Scale Reproductions annual sale on Oct. 6. As stated before, this is a chance to thank Brian Bunker and Scale reproductions for their generous support of MMCL. The following individuals have volunteered to help out by bringing models and/or manning the display tables: Tim Pivonka, Corky Mohedano, Andy Glessner, Dave Crouch, Terry Hill, Rick Whitworth, and Cliff Burnstein. Anyone else wishing to volunteer or anyone whose name I have omitted please get in contact with me, and to those listed above we thank you.

Building the Fujimi F1M2 "Pete" *By D.M. Knights*

As you know if you attended the August meeting, there was a vigorous discussion over the subject of the in club contest to be held at the December meeting. After numerous rounds of voting and many hanging chads, it was decided that the co-subjects of the contest would be seaplanes (including flying boats) and rotary wing aircraft. Given the number of votes cast at the December meeting, I am sure we can expect to see approximately 34 models at the December meeting!

For me, the decision of what seaplane to build was pretty easy. I had always wanted to build a model of the F1M "Pete" Japanese fighter/observation floatplane of World War II. I briefly considered some other choices, but the "Pete" was my clear first choice. Several years ago, Fujimi came out with a very nice kit of the F1M in 72nd scale. I decided now would be a good time to dig it out and give it a try.

The kit has {number} pieces. It is molded in light gray plastic. The surface features are delicately engraved. The "Pete" has both fabric covered and metal covered surfaces. Both of these are represented nicely on the kit.

One of the first things I did was go through my library to see what I had on the "Pete". While I did not want to go completely AMS on the model, I did want to do a little research. I found useful information in the following publications:

Osprey Aircraft of the Aces #22 Imperial Japanese Navy Aces 1937-1945
By Henry Sakaida 1998

Famous Airplanes of the World #47 Imperial Japanese Navy Reconnaissance Seaplanes
Bunrin-do Co. Ltd. 1994

Koku -Fan Japanese Military Aircraft Illustrated Bunrin-do Co. Ltd. 1990

Japanese Navy Aircraft Colours & Markings in the Pacific War...and before
Ian K. Baker 1991

Japanese Aircraft Interiors 1940-1945 Monogram Aviation Publications
Robert C. Mikesh 2000

Japanese Naval Air Force Camouflage and Markings World War II
Donald W. Thorpe Aero Publishers, Inc. 1977

Once I did a little research, it was time to cut plastic. The first decision the modeler needs to make with this kit is whether to display the kit on its beaching trolley, with full "hull" float, or whether to display the aircraft as it appears when sitting in the water. Since I decided to display the model on a base, I decided that the waterline option was the better choice. If you make this choice, you will need to make sure that you choose the wingtip float option that goes with the waterline center float. I assembled the center float without problem. The fit is excellent.

Next I moved on to the engine. This kit has a very nicely molded radial engine. Unfortunately, when its finished, it is hidden behind a cowling and propeller and spinner. However, its still worth painting and washing the engine, it looks really nice when its done.

If you have this kit, you'll notice by now that I have not been following the sequence of construction called for by the kits instructions. I rarely do. This sometimes leads to embarrassing problems. Even when I don't follow the sequence called for by the instructions, I try to take a few minutes to carefully review the instructions for possible sticking points or construction challenges. This doesn't eliminate getting caught in a trap when building out of sequence, but it does lessen chance that they will happen. Next Month....construction complete; I hope!!!

Secretary's Editorial

Why you should join IPMS/USA

As most of the members of MMCL may know, our club is a chapter of IPMS/USA. But I wonder how many MMCL members know what IPMS/USA is and what it does. IPMS (International Plastic Modelers Society) was started in the United Kingdom. A national organization was formed here in the United States shortly thereafter. IPMS/USA quickly authorized local chapters as part of the national organization. At last count there were approximately 250 local chapters (of which MMCL is one). There are approximately 5000 members of the national organization. IPMS/USA is one of the few national IPMS organizations that do not require members of local chapters to also be members of the national organization. While MMCL members are not required to be national IPMS members, there are a number of good reasons for you, the MMCL member, to join IPMS/USA.

First, IPMS/USA is the framework that allows MMCL and other local chapters to exist. While I am not saying MMCL wouldn't exist without the national organization, it would be much tougher for our local club to do things like, recruit new members and schedule contests that don't conflict with other local club's contests. Also, a national organization allows a club like ours to stand out and shine among modeling clubs by doing things like.... hosting a regional contest. Also, the national organization holds a national contest each year. If you haven't attended one, you should make every effort to do so. It is a modeler's dream.

For your \$21 dollars a year, you get a modeling magazine, the Journal, six times a year. You get contact with other modelers. You get a chance to influence model manufacturers since many of the model manufacturers solicit information and opinion from IPMS/USA and its members.

Like any all-volunteer organization, IPMS/USA is not without its flaws, just like MMCL. But, like any all-volunteer organization, you can improve it, just by joining and participating. I hope you will consider joining and participating.

Scale Reproductions Hobby Shop Anniversary Sale!!

Saturday, October 6th 10am-5pm

This is our annual BIG SALE to celebrate another great year of business.

- Most items will be 15% off our already low prices!
- Many Special Sale items at or BELOW our cost!
- Scheduled displays from local hobby clubs.
- Free drinks and snacks.

Thanks to everyone for your support over the years and we hope to see you soon!

Directions:

I-264 (Watterson Expressway) to Breckinridge Lane SOUTH exit.

Go one mile south on Breckinridge Lane. crossing Taylorsville Rd and Hikes Lane. Turn left into McMahan Plaza, We are directly behind the Burger King.

Questions? Call/Fax (502)459-5849 E-Mail Brian@SRI.WIN.NET

AMPS Membership Information

The Armor Modeling and Preservation Society (AMPS) is an independent organization dedicated to serving those interested in the modeling of armor and military models.

Boresight is the official publication of AMPS and features articles that are submitted by its members.

Membership in the Society is for a one-year period. Membership includes a one-year subscription to *Boresight* and voting rights at the annual meeting, among other privileges.

Boresight is published six-times per year and mailed for members using Third Class Bulk mail in the U.S. and Printed Matter rates for all foreign members.

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

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

AMPS
Membership Department
PO Box 331,
Darlington, MD 21034

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



Tali me Banana... Nighttime come an de bomb go boom!
ebsite: www.mmcl.org

Next Meeting:
October 18th, 2001
7:00pm

Missing Editor Returns... Sort of

After laying low for nearly a month to avoid the legal shakedown after last month's newsletter, Mike Baskette has stepped from the shadows to take the reigns once again. Much to his delight, club chaplain John Dietrich bore the brunt of the onslaught out of kindness, sense of duty, and compassion. Rumor has it the bounty on Baskette's head was insufficient and John absorbed the first barrage in hopes that the stakes would be raised. Raised to a level in which he might be interested in cashing in on himself.

In additional news, the Kentucky Bar Association reprimanded MMCL's own David Knight's for negligence. While only a verbal warning was handed down, the association told David that a second offence would force them to nominate him for mayor in the next Louisville campaign so that his name can be duly dragged through the mud. Stating such negligence was truly unbecoming of a man in the legal profession. The offense? Seems David actually forgot that someone owed him money.

Demos and Displays, A Peep from the Veep... "Skippy" King

Our Club display, put on in conjunction with Scale Reproductions' Anniversary Sale on Oct 6, was a resounding success. Many MMCL members came by to visit and lend a hand. We had the opportunity to meet some potential new members, young and old, and show off our handiwork. Of note is that virtually every interest of our club was represented in the display, and the volunteers themselves were a cross-section of our membership, we should be proud of that. I wish to thank those who generously donated their time and models to the display: John Blossom, Cliff Burnstein, Andy Glessner, Terry Hill, Amanda King, Corky Mohedano, Rob Schneider, and Tony Schneider, and to Dave Knights for his assistance. My apologies if I have overlooked anyone. Without your collective efforts it would have been impossible. And thanks to Brian Bunger and Scale Reproductions for providing refreshments and pizza, we are looking forward to next year!



Unfortunately, due to other commitments, Mike Baskette will be unable to put on the Soviet WWII uniform display scheduled for the October meeting. He has generously offered to reschedule it for the November or December meeting. Give it some thought, and we will bring it up at the October meeting. Additionally, it does require a fair amount of work to set up and take down one of these displays, not to mention the fact Mike lives in Lexington. I am sure Mike would appreciate any offers to help out. Scott



SCOOTERS FOREVER... *Joe "Brick" Turpen*

They called her the Tinker Toy Bomber, Scooter, Bantam Bomber, Heinemann's Hotrod and, oh yes, the Navy named her the Skyhawk. This aircraft has always been a favorite of mine and I am always looking for information so when Steve Ginter came out with two books on the A-4E/F's needless to say I was curious. The specific books are Naval Fighters Number Fifty-One Douglas A-4E/F Skyhawk in Navy Service by Steve Ginter and Naval Fighters Number Fifty-Two Douglas A-4E/F Skyhawk in Marine Service by Steve Ginter and Steven Albright.

As I stated these books only cover the E and F models of the Skyhawk and are therefore limited in their coverage. I must say right off that the way these books were written you actually have to have both books, which, I think, was very clever. You see neither book will stand-alone unless you just want pictures of the Skyhawks. The first book, which covers the Navy models, also has all the technical information. In this volume there is considerable information that comes from both the Naval Aviation Training and Operational Procedures Standardized (NATOPS) manual and technical manuals for this aircraft. The illustrations provide insight into some of the complexities of the aircraft. If you are a cockpit person there are good illustrations of the layout of both models. This volume shows the launch hook up for the A-4, weapons usage, ejection seats and general layout of the aircraft. These are just some examples of what will be found in the Navy volume. One thing that I really liked was the description that was given of the ordnance that could be carried by this aircraft. However as I stated you really have to have both books for all the information. You see the Marine volume contains the information concerning the kits that have been produced of these particular models of the Skyhawk. Also, thought the Navy volume has a comparison of the Skyhawk from the A-4C through TA-4J the Marine volume has the Standard Aircraft Characteristics information for the A-4F. So really you need both volumes but the first will be the most important for the modeler who is looking for details.

Now for the other portion of the books once you have seen the technical and model sections. A major portion of each book deals with the squadrons that operated these models of the A-4. Because of that don't look for a complete listing of A-4 squadrons because it's not there. If the unit didn't operate either the E or F model your not going to find them. So don't go looking for VA-66 they aren't there since the last model they operated was the A-4C prior to being disestablished. Each squadron has a short history provided with, in most cases, lots of pictures. It was nice that they also included both the composite (VC) and fighter (VF) squadrons that operated these aircraft. They also cover the Naval Fighter Weapons School (Top Gun) aircraft. The histories, thought just short sketches are informative and some do list activities the squadron was involved in

To contact MMCL:

President:

Dr. Terry "Rack & Crack" Hill
114 Fairfax Ave.
Louisville, KY 40207
Email: thill35434@aol.com

Secretary

40 Daves & 40 Knights
P.O. Box 22272
Louisville, KY 40252
Email: loulaw@aol.com

Vice President:

Scott "Skippy" King
2 Merrifield Place
Clarksville, IN 47219
Email: scottking@aol.com

Editor

M.W. "Patio Joe" Baskette
922 Mason Headley Rd.
Lexington, KY 40504
Email: carworks@gte.net

Member at Large:

Noel "better late than never" Walker
513 Oxford Pl.
Louisville, KY 40207
Email: Cwalker011@aol.com

Treasurer:

Mike "Danger Boy" Nofsinger
5011 Wabash Pl.
Louisville, KY 40214
Email: mnofsinger@home.com

MMCL Spin Doctor:

Jerry "SPAM" Davis
3021 Rockaway Dr.
Louisville, KY 40216
Email: mmcl-1@home.com

"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!

during Vietnam. There is a terminology problem though with some of the histories that just stand out. Some of these units are still in operation today with F/A-18's. They are referred to as fighter attack squadrons, which would be correct for Marine units. However, Navy squadrons are referred to as strike fighter squadrons. The difference? Marine ones use the designation VMFA while Navy ones use VFA. Yes, I know the difference is only one letter but they are referred to differently. I also have one complaint about the pictures. Except for the covers they are all black and white what happened to color? Though I do realize that that the majority of the aircraft had the same basic color scheme the individual squadron markings could be very colorful. If you are going to try to confirm the squadrons colors for a particular period these book will not help much, if any. Also, Top Gun and the other aggressor squadrons had a variety paint schemes in use at the same time. Black and white will never do for units like these and this would have been a good place to document some of those schemes. The only place color is used is on the front and back covers with the back being the best.

I do recommend the books though since they are good references for this particular aircraft. However, I would like to see volumes that cover the other models of this aircraft. Lets face it you can never have enough Skyhawks!

Well for those who are interested her is a little list of other Skyhawk books and articles:

Aircraft in Profile No. 102 Douglas A-4 Skyhawk

Wings of Fame Volume 4 Douglas A-4 Skyhawk Variant Briefing Part 1

Wings of Fame Volume 5 Douglas A-4 Skyhawk Variant Briefing Part 2

A-4 Skyhawk in Action

Detail and Scale A-4 Skyhawk

Arco-Aircam Aviation Series No. 34 McDonnell-Douglas A-4A/L Skyhawk in USN-US

Marine Corps Royal Australian Navy & Royal New Zealand Air Force Service



WW2 Infantry Combat Uniforms And Equipment of the Red Army

I apologize for the postponement, but here is a small preview of what's in store for you. This demo will cover Enlisted and Officer's grade uniforms of 1935, 1941 and 1943 regulation, as well as a sample of the equipment and head gear typically worn by the soldiers in the People's and Peasant's Red Army of the Great Patriotic War.





The President's Page... *Terry Hill*

Dear Fellow Modelers:

This certainly has been a month that none of us will ever forget. We all spent days glued to the TV's trying to make sense of what happened on 9-11-01. All of our lives suddenly changed that day and will have effects on all of us for years to come. We offer our prayers and thoughts to the brave rescue workers who still carry on the gruesome task of clean up. Now that we are striking back at the terrorists, our prayers go with the brave men of

our military who are carrying the war to the enemy. May God protect them and bring them back to us safe from harm.

Now for club business. For those who could not attend the club cookout; you missed a good time. The food was great, the drinks were free, and the socializing was above all, the best. The winners of the Tiger contest were 1. Terry Hill, 2. Rich Mitchell. 3. Pete Gay. There were 8 entries total, and all of them were superior in quality. The next contest will be a split category between Floatplanes, and Rotary Wing aircraft. The clock is running, and time is ticking by, so if you are going to enter this contest, get with it and finish that piece.

The Regional preparation is moving along well at this point. David Knights is doing a great job with the prep work, but still needs help. Let's all jump in and help out. There are several road trips coming up over the next couple months. We intend to show the flag at as many contests as possible.

Brian's annual sale was a lot of fun. A big thanks goes to "Skippy" for the co-ordination of the MMCL exhibit at the sale. A thanks goes to all those men who brought items to display. We got a lot of interest in the display, and spent a great deal of time talking with people about the models. A big thanks also goes to Brian himself for the support and the tables for the display.

We will resume a regular club meeting schedule this month. We will meet on Thursday Oct. 18, 2001 at 7:00p.m. Bring in an item you are working on for show and tell and tell us what you are doing with it. We will also resume the monthly raffle this month. See you all on the 18th. Terry



A Call to Arms... *By D.M. Knights*

As the members of MMCL know, we are hosting the 2002 IPMS Region 4 Regional Convention on June 7th and 8th, 2002. Much of the preliminary work has already been done. Now is the time for members to step up and volunteer. Volunteers are needed in the following areas.

Special Awards: The club is producing several of the specialty awards by hand. If you are interested, please contact Dr. Terry Hill for details.

Regular Awards: I need a couple of volunteers to step up and help me shop for our regular 1st, 2nd and 3rd. Place awards. Several members have said they would help, so those of you who expressed an interest, please contact me.

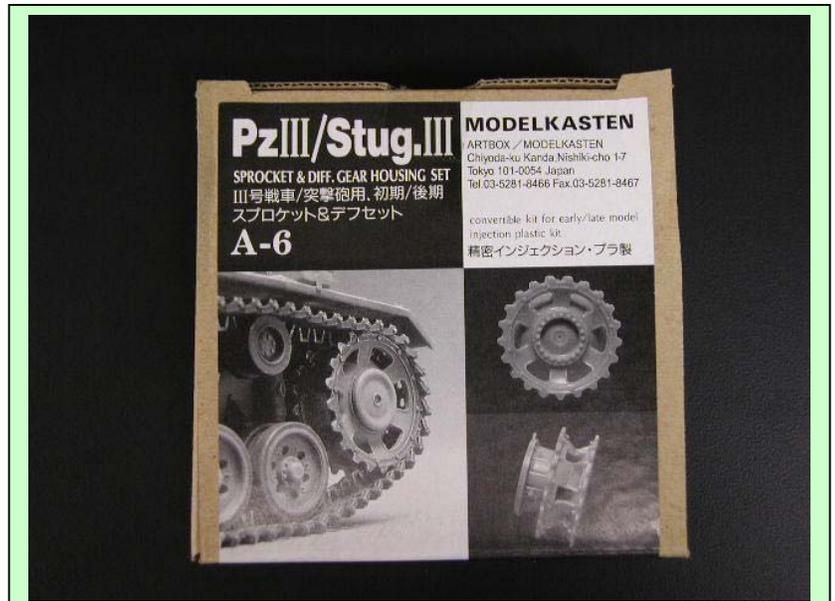
Raffle: John "Uncle Daddy" Dietrich is running the raffle. Please contact him to volunteer to help. I need him to give me a list of his workers for both Friday and Saturday by the first of November, so now is the time to contact him and volunteer to help.

Security: I need one person to volunteer to be in charge of security at the show. In addition, that person will need three or four helpers so that the doors to the show are manned during show hours.

Make and Take: Nick Degott has generously agreed to head up this effort. I am sure he could use a volunteer or two.

We will discuss a lot of this at the October meeting, so come prepared to step up and help. Thanks!

David Knights
Chief of Nothing



A Worth While Accessory ?... *M. Baskette*

When I started my latest project (S.I.G. 33 auf. PzIII) I chose to diverge a bit from my typical style of modeling fairly fresh vehicle, and model one a bit worse for wear. Wishing to model a vehicle with the hub caps missing on the drive sprockets let me to investigate Model Kasten kit #A-6. This is a Pz/StuG III sprocket and differential gear cover set used to upgrade existing kits. While not cheap, this set was a nice surprise. The parts included allow for many possibilities.

Inside you will find parts to construct two pairs of sprockets, one early/middle and one late production style. To do this, there are two styles of differential gear covers and two different sprocket tooth rings. These tooth rings are separate from the sprocket wheel as on the real vehicle. Most importantly for my application, the wheels are molded with the hubs caps separately. This allows the modeler to construct a sprocket with the hub missing and the mounting bolts exposed, a condition often seen in period photographs of vehicles in service.

While most of the details of this upgrade are hidden behind the tracks, the hubless sprockets are a neat effect. Worth the price? Isn't it always?



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

Greetings

I'm back in the editor's seat this month after a month off. My thanks go to Dave for being gracious enough to take the reins for the September issue. My absence was consumed by the preparation for and attendance of the 2001 Military Antiques Extravaganza (AKA the MAX Show) held in Monroeville, PA. In recent months I have become a quasi-volunteer for a friend of mine in the militaria business, and I was assisting him with his show presence at the 2001 MAX Show. While attending the show, I picked up some new items for my own collection as well and had planned on showing them off at my Red Army display at the October meeting. However, I regret that scheduling conflicts have forced the postponement of my planned display. Hopefully the November meeting will be suitable for the reschedule.

On the modeling front I wish to direct you to a decent web site. www.eduard.com. While not what I'd call very flash, Eduard's web site proves up to date and suitably useful in a sea of neglected, token web sites that seem to plague the net. On this site, the modeler may preview virtually all of Eduard's photo-etched brass detail sets. Typically you will find a view of each fret, but some go as far to show a detailed model in it's unpainted state. In addition, many sets have the instruction sheets available for preview as well. Not crappy scans, but down loadable in full color, PDF format. I had no fewer than a dozen sets I was potentially interested in, and after about 2 hours of evaluation (looking at the base plastic kit, the Eduard images and instruction sheets) I was able to cull them down to those that were worth while with out investing a dime.

From a short sighted view, this may seemed to have worked against them as the provided information convinced me not to buy at least some of their product. However, I suspect in the long run that the sets I do end up with will be a more satisfying purchase and put to better use. In the past, I've been known to dog Edward pretty badly for producing some of the most useless detail sets around, often including parts created completely from their imagination. In recent years, Eduard has seemed to turn a corner on quality and accuracy. The level of information provided a www.eduard.com is another step in the right direction. If photo-etch is in your bag of tricks, it is worth a trip to the sight before plunking down you money.

Another Pleasant Cyber Experience...



No Uncle, it's not a Yahoo singles chat room. I am referring to a recent web site order placed with RZM Imports of Southbury, CT. I went to RZM to obtain the Model Kasten parts mentioned earlier as most distributors do not carry the entire line of Model Kasten's smaller parts. I placed the order on a Monday via their secure web site. For ordering via the web you receive a 10% discount and my order was shipped with free freight. My merchandise arrived by Priority Mail on my doorstep on the following Friday afternoon. RZM has a wide selection of military books as well as the complete line from Model Kasten. Check them out at www.rzm.com

TACTICAL NOTES

The Newsletter of the Military Modeler's Club of Louisville, Inc.
November 2001

Club Motto: Hey, It really wasn't attached to the base!
Website: www.mmcl.org



Next Meeting: November
15th, 2001 7:00pm

Allies Win... Long Suspected, Proven True!

New research conducted by a team of historians has confirmed something long suspected by Shermanaholics: The Allies, technically, won World War Two. This is certainly going to cause some confusion among mainstream modelers, especially dioramists. Until now, the bulk of the evidence from category entry numbers, reference book publishing, and diorama themes has solidly demonstrated German victory in all WWII campaigns. For years, the lunatic fringe of our hobby (those who model non-German subjects) has been whispering about this possibility. Now we regular modelers have some rethinking to do. One frightening implication for dioramists: It's possible that some knocked out tanks were not, in all cases, T-34s.

An In The Box Review... by "Skippy" King

KIT: ALBATROS DII (L.V.G.) MAKER: EDUARD

PRICE: \$20.70 AT SCALE REPRODUCTIONS, ROSEMONT HOBBY

The Albatros DII was the immediate predecessor of the more famous Albatros DIII/DV/DVa series of fighters of WWI. This kit depicts the L.V.G.- and early Albatros-built version of the DII, with fuselage side "ear" radiators, instead of the more typical upper wing mounted radiator.

The kit contains 66 crisp, flash-free parts molded in a medium tan plastic. The part outlines conform closely to the Albatros DII drawings in the Datafile Special "Albatros Fighters". Express Mask is included for

masking the wheel covers and the various metal panels on the fuselage. The DII kit has a fairly complete cockpit consisting of numerous parts. Photo etch is not provided, nor is it really needed, as most of the smaller components are quite delicately molded (I still prefer to have photo etch for the "Spandau" cooling jackets and seat belts). An added feature is a nicely molded, seated pilot figure.

Though the Albatros DII and DIII series were very similar (except for the wings, square-tipped in the DII and angled in the DIII), a quick comparison of the Eduard DII and DIII kits reveals this is a new tooling. The lower wing of the DII is molded in one piece along with a section of the lower fuselage, unlike the DIII, which had separate wing panels butt joined to the fuselage.



The landing gear legs and engine components appear to be the same size as those in the DIII kit (possibly slightly undersize according to some enthusiasts) but thankfully the wheels have been corrected, I am convinced they were noticeably too small in the DIII. The parts layout and the inclusion of the header tank for a wing-mounted radiator on one of the sprues, makes it obvious Eduard will kit other versions of the Albatros DII.

Simple fuselage markings are provided for two Jasta 9 aircraft, one with white birds, the other with crossed swords on white panels. Both aircraft feature a banded three-color upper and pale blue, lower color scheme, with varnished plywood fuselages.

Eduard has come a long way since their first kits only a few years ago. The Albatros DII is easily on par with the best kits in the industry, and looks to be a fairly easy build. I recommend it without hesitation to anyone interested in WWI aircraft.

I Hate Acrylics (Pt.3)... by *D.M. Knights*

As many of you may remember from my previous articles on this subject, I have been searching for a suitable replacement for enamel paints in modeling. I have tried numerous brands and found the Tamiya and Vallejo brands to be the best. However, in my use of these paints, I have continued to experience problems.

These problems revolve around three major drawbacks of acrylic paints. First, while the Tamiya and Vallejo brands are far superior to other acrylic paints on the market, neither will spray as fine a line as enamel paint. I think this simply has to do with the fact that acrylics do not have as fine a pigment as enamels and they tend to dry on the way from the airbrush to the painting surface more readily than enamels. Second, acrylics are not as opaque as enamels. Many times this is not important since it only requires several mist coats of an acrylic to get the same opacity that you would get with enamel. However, there are certain times with certain freehand camouflage schemes where you need coverage in one pass since you cannot go back and cover the same area again. In these cases, only enamel will do. Third, neither the Tamiya or Vallejo lines have a large selection of colors, especially military colors.

I will continue to use acrylics for some jobs; however, I do not see them replacing the enamel paints I use any time soon.

To contact MMCL:

President:
Dr. Terry "Rack & Crack" Hill
114 Fairfax Ave.
Louisville, KY 40207
Email: thill35434@aol.com

Secretary
40 Daves & 40 Knights
P.O. Box 22272
Louisville, KY 40252
Email: loulaw@aol.com

Vice President:
Scott "Skippy" King
2 Merrifield Place
Clarksville, IN 47219
Email: scottking@aol.com

Editor
M.W. "Mad Mailer" Baskette
922 Mason Headley Rd.
Lexington, KY 40504
Email: carworks@gte.net

Member at Large:
Noel "better late than never" Walker
513 Oxford Pl.
Louisville, KY 40207
Email: Cwalker011@aol.com

Treasurer:
Mike "Danger Boy" Nofsinger
5011 Wabash Pl.
Louisville, KY 40214
Email: mnofsinger@home.com

MMCL Spin Doctor:
Jerry "SPAM" Davis
3021 Rockaway Dr.
Louisville, KY 40216
Email: mmcl-1@home.com

"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 President's Page...by Terry Hill

Dear Fellow Modelers:

I want to take this time to wish each and every one of you a peaceful and happy Thanksgiving. For all of us this year's holidays will be marked by concerns about the security of the country and the world. For the first time in many years, our forces will be engaged in hostile action during that time of the year that we all like to think of family and home. We continue to pray for the brave men of our armed forces and hope that they will bring to and end this horrible nightmare that has descended on our country.

Last month's meeting was well attended and we had a good business meeting. This month's meeting will have several things going on. We will be voting for the next mini-contest theme. Some talk has been kicked around about having a, are you sitting down, car model. This would be quite a switch and would give us a chance to do something different. Come to the meeting and let your feelings be known. If you don't vote, then don't complain. This month Mike Baskette will be putting on his display of Russian uniforms and equipment. This is a great demo, and I think all of you will enjoy it. Be sure to be there and don't miss it. As usual, there will be a brief business meeting, raffle, and a show and tell. There will also be more discussion on the Regional. Already some of the club members have been on the road hitting other model contests to spread the word about the Regional. We have been to Chicago, Huntsville, Ala., and Smyrna, TN. We are going to attend as many as possible to get the word out about our contest. If you have a chance to go, you should join the merry band of road warriors.

We have officially rechartered as a chapter of the IPMS. I strongly encourage all of you to join the IPMS if you are not a member already. The more members we have who belong to the IPMS, the better it looks. Think it over, the IPMS represents the modeling world to the manufacturers, and numbers do count. This month's meeting will be held on Nov. 15, at 7:00 so don't be late. I hope to see all of you there ready to have fun. See you then. Terry



An interesting piece from the recent invitational show in Huntsville, AL.

Get out and go to a show or two, you can probably use the inspirations!

The Ready Room... *by Joe Turpen*

Well after some thought I decided to write this, and the next couple columns, about the carriers and two of the most important areas if you are going to do dioramas and complete ships. These are the flight deck and the over looked, in my opinion, hangar bay. Needless to say both areas are packed with aircraft at all times when the carrier is at sea. Though the hangar bay is over looked it is vital to the operation of the ship and her aircraft. It also can provide some interesting diorama subjects if you would like to set up some maintenance action.

I'm going to do this as sort of a tour of both areas of the ship and, at the same time, tell you some of the things to look for when you are working on detailing these parts of the ship. One very important piece of advice when you are about to do this is get photos of the appropriate section or the overall area. The carriers I'm going to concentrate on are the Forrestal's and beyond. At some point I'll go back and talk about the earlier carriers and some of the modifications from the axial to the angled deck.



The flight decks, starting with that of the Forrestal, basically come in two configurations. The first is the layout found on the four Forrestal's. This layout was two catapults on the bow and two on the waist. They also have four elevators, three of which are located on the starboard side and one on the port. The three on the starboard side were one forward of the island and two aft. The port side elevator was located on the forward portion of the waist or angle. The major change in flight deck configuration appeared with the Kitty Hawk, which has been referred to as the improved Forrestal class. You will sometimes see this second configuration referred to as the modified Forrestal configuration. This change moved the elevators as well as the island. Now there are two elevators forward of the island and the port side elevator was moved to the rear of the angle forward of the LSO platform.

OK well now lets get to it. The first thing is that the flight deck is actually divided into three zones referred to as Fly 1, Fly 2 and Fly 3. Fly 1 is the forward portion of the flight deck and is where the bow cats are located. This is a great area for some dioramas but there are a several things to watch. This area does have some booby traps in it that will catch you if your not careful. Some of these will be more likely to catch you if you are building the complete ship than doing a diorama so I'll just literally start at the bow and head for the cats.

First check to see if the hull number is solid or just painted on in outline form. Also, check the foul line and see if it's present. The foul line will be a red and white line that is painted on the deck. This line is used to determine if safe flight operations can be conducted. If anything--aircraft part or yellow gear, is beyond this line then you have what is called a "fouled deck" and operations must be halted until the problem is removed. Yellow gear is the tow trucks and other vehicles that are used on the flight deck and also includes such items as tow bars and wheel chocks. When the foul line is on the deck it will appear as a V-shaped set of lines that start between the catapults. A portion of this line may appear in a diorama of an aircraft while it is on the catapult. Just watch which side you put the line on since it will depend on the catapult your using for your diorama. Something else that is between the catapults is the ordnance elevator and sometimes it is very noticeable due to a color variation on the doors. They will also have a safety marking around them that is either going to be a yellow or a yellow and

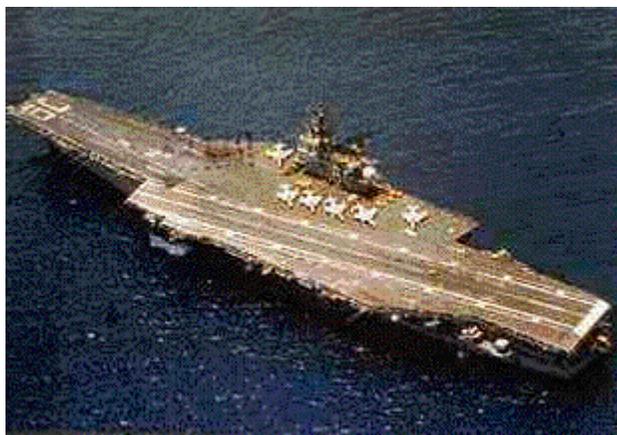
red outline. Again check on the particular ship you are modeling and see about this door. On the newer carriers, Nimitz class, you will also have to handle the bubble, which is between the catapults to see how it has been marked. The older ships will have a small but probably not noticeable opening unless you are building a 1/350th model or maybe one in the 1/500th scale range. This is where one of the aviation boatswain will sit to monitor the catapults during the launch sequence. These last items will probably not show up in a diorama but would be noticeable in a full-scale model of the ship.

There are two items that are in the area of the catapults that will be noticeable. One is only noticeable in a diorama and the other will appear in both. The first are the markings that are used on the catapult for the hold back bars. When you look at a catapult toward the Jet Blast Deflector (JBD), on older carriers, you will find marks where the hold back bars were to be attached depending on the aircraft to be launched. If you are doing a 1/48th or 1/32nd scale diorama and you are showing the bird on the cat you would be able to see these welded markings. These would be on any carrier that was capable of using the bridled system to launch aircraft. A bridled launched



aircraft most people would be familiar with is the Phantom. Aircraft that use the nose tow launch system, such as the A-6, had the hold back bar attached to the rear of the nose gear. I don't think there are any exceptions to this rule with the nose tow launched birds. Again pictures of the aircraft in its launch configuration would be extremely helpful. There are two reasons for this. First the hold back bars are going to be attached at different locations, probably near the tail, of the aircraft. Second, and similar to the first, is that the launch bridle attaches at different points on the various aircraft. On the Skyhawk the attachments for the launch bridle are in the main mount wells while on the Phantom they are located in indentions where the wing meets the fuselage just aft of the intakes.

Of course the final item on the bow is the JBD's, which of course everyone sees when they are raised for a launch. Is there a catch? Sure there is! First again you have to know the era you are modeling. Prior to the introduction of the Tomcat they were smaller than once this aircraft became active. The first carrier to have the new JBD's was the Forrestal, which had them installed during their yard availability period in 1971. This was because the Forrestal would carrier qualify the Tomcat. All Nimitz carriers automatically had the wider JBD's



but earlier carriers would have had them changed as more and more of the Fighter (VF) squadrons transitioned to the Tomcat. The Midway class ships, Midway and Coral Sea, would never have the wider JBD's though since their air wings never operated with the Tomcats. As for the JBD itself well they are easy to do. Just put a small indentation in the flight deck and basically put the JBD's at the angle with the braces at the back and your ready. Just look at some pictures and this should be no problem. The JBD's will also probably have a white line running through them and going forward. This is a portion of the deck launch arrow, which actually starts farther back and runs up between the bow catapults. It passes very close

to, or over, the port catapult and, in most cases, would only appear in a diorama that was using this catapult. However it will be present any time you are building a complete model. Again check the ships flight deck markings because I doubt many ships are doing deck launches anymore so the line-up arrow may not be there.

Another item that may appear between the catapults are two large circles possibly with a line in them. These are the helicopter launch sites. Again these are optional and will not always appear so check the photos of the ship.

Well that basically takes care of the bow or fly 1 area of the flight deck. Next time I'll do Fly 2 and Fly 3, which is the area that contains the island and the after portion of the flight deck. These areas of the flight deck actually has some great potential for unique dioramas and is extremely important if you are building a model and will have to do the flight deck. So in the next article we'll finish off this part of the ship and depending on space may go ahead and do the hangar bay an over looked but interesting area of the ship that does have some potential.



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

As promised, I will be providing a seminar on Red Army uniforms of WW2 at the November meeting. Hopefully this will be as well received as the joint effort put on a few months back by Dr. Hill and myself. What I plan on covering is the uniform and kit of the Red Army infantry soldier as it was during three distinct phases of regulation. These will be the 1935 regulation of the prewar and early war era (1935-1941), the 1941 regulation of the mid war years (1941-1943), and finally the 1943 regulation of the late war and early postwar years (1943-1949). I will be primarily focused on the infantry, but will have a couple examples from other branches of service to fill in the gaps. I will retain the bulk of my Armored crewman selection for a later date.

It looks as if that might make a good seminar on it's own. However, what I have in store for the November meeting will be fairly comprehensive with respect to infantry. Most kit, headgear, footwear, and even under garments will be addressed. So, I'll see all of you at the meeting and hope that some of you take away something useful from the display.

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AMPS Membership Information

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

Membership in the Society is for a one-year period. Membership includes a one-year subscription to *Boresight* and voting rights at the annual meeting, among other privileges. *Boresight* is published six-times per year and mailed for members using Third Class Bulk mail in the U.S. and Printed Matter rates for all foreign members. Membership rates: \$20.00 U.S.; Canada: \$25.00; All Others: \$25.00 surface; \$35.00 airmail. All payments must be in U.S. funds, by check or money order. All foreign payments must be made by bank draft or money order drawn on a U.S. bank. Sorry, but credit cards can not be accepted. Membership begins with the first issue after the membership application is received.

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

AMPS
 Membership Department
 PO Box 331,
 Darlington, MD 21034

TACTICAL NOTES

The Newsletter of the Military Modeler's
Club of Louisville, Inc. December 2001

Club Motto: Dang, another year already... (Kits bought: 137 – Kits Built: 1 ½)

Website: www.mmcl.org



Next Meeting:
December 13th, 2001
7:00pm

MMCL Becomes APMS Affiliate Chapter!

In light of recent swings in modeling interest made evident by club show and tell sessions, It was decided very late into one of the last BBC meetings (we can't remember which) should diversify. It has come time to recognize the airline modelers within our ranks who have braved persecution and stepped boldly from the closet into the spotlight. MMCL matches your ante and raises you one new affiliation to the Airline Plastic Modeler's Society. Here's to you Mr. Airline Modeler guy!!

TRUTH IN MODELING...*By David Crouch*

Gen. John B. Gordon, C.S.A.

A native of Georgia and one of fourteen children, John Brown Gordon was a lawyer and coal mine developer when the Civil War broke out in 1861. Living in Alabama at the time, he organized a company of volunteers known as the Raccoon Roughs. Most of them were mountain men and boys known for their wild and raucous ways. Although Gordon had no formal military training, this conglomeration of rustics elected him leader.

Even though Gordon had not even the faintest idea of the basic military skills, he was an intelligent man with a gift of the language. He used his oratory to become a marvelous leader and pored over manuals. The company slowly began to evolve into a group that could follow orders and move in unison. Gordon initially took them to Georgia to enlist, but the governor of that state was so swamped with volunteers that he told them to go back to their homes and await his call. After many telegrams, the governor of Alabama finally accepted Gordon's offer. The company went to Montgomery and was made part of the Sixth Alabama Regiment of Infantry.

By the spring of 1862 Gordon was a colonel and commander of the regiment when the unit saw it's first major action at Seven Pines in Virginia. On the morning of May 31 Gordon was ordered to attack a Yankee stronghold. Riding horseback so that he could be seen by his men, with his adjutant beside him, Gordon spurred his animal over the enemy breastworks. His adjutant fell



dead as did the regiment's major. Gordon reformed his men and made another charge before his lieutenant colonel also fell dead. Gordon was the only officer left, and his soldiers later said that they could hear Yankee gunners shouting, "Shoot that man on horseback."

By this time six of his twelve companies had lost their officers also, in addition to their brigade commander. But Gordon charged on. He passed his younger brother who had been hit but still he charged. "There was no time to stop, no time for anything except to move on and fire on," he later said.

Then his horse was shot out from under him and Gordon had to slog on foot through a swamp to find that his regiment had become separated from the rest of the brigade. He recalled, "Every horse ridden into the fight, my own among them, was dead. Fully one half of my line officers and half my men were dead or wounded."

After sending a flanking force under one of his remaining captains to stall the reinforcements that were moving up Gordon was finally ordered to withdraw. The few Alabamians that survived believed ever after that here was an invincible charmed god of war that they would follow anywhere.

Later in the year at Antietam, the Sixth Alabama found itself in the middle of a strong Yankee onslaught. The first Federal volley struck Gordon in the leg and killed the commander of the adjacent regiment standing with him. A second bullet hit the same leg, leaving Gordon staggering but still erect. A third and then a fourth bullet tore into his arm and shoulder. A fifth smashed his jaw and he fell paralyzed, face down in his hat, nearly drowning in his own blood.

Gordon survived but faced many months of recuperation. His regiment was virtually disintegrated in the battle. Gordon's wife, Fanny, who accompanied him throughout the war was instrumental in his recovery.

After his promotion to brigadier general, Gordon fought at Chancellorsville, Gettysburg and Spotsylvania. Appointed a major general, he led the failed assault on Fort Stedman at Petersburg.

Douglas Southall Freeman wrote in his book "Lee's Lieutenants," "If the final order of march had been arranged to honor those who had fought hardest and with highest distinction during the last days of the war, Gordon rightly would have been put first." By the time of the surrender at Appomatox, Gordon had been made a lieutenant general by Lee. He was 33 years old.

After the war Gordon served two terms as a Democratic U.S. senator from Georgia and also governor of the state. He published a popular memoir of his war experiences late in his life. He died in 1904.

To contact MMCL:

President:
Dr. Terry "Rack & Crack" Hill
114 Fairfax Ave.
Louisville, KY 40207
Email: thill35434@aol.com

Secretary
40 Daves & 40 Knights
P.O. Box 22272
Louisville, KY 40252
Email: loulaw@aol.com

Vice President:
Scott "Skippy" King
2 Merrifield Place
Clarksville, IN 47219
Email: scottking@aol.com

Editor
M.W. "Mad Mailer" Baskette
922 Mason Headley Rd.
Lexington, KY 40504
Email: carworks@gte.net

Member at Large:
Noel "better late than never" Walker
513 Oxford Pl.
Louisville, KY 40207
Email: Cwalker011@aol.com

Treasurer:
Mike "Danger Boy" Nofsinger
5011 Wabash Pl.
Louisville, KY 40214
Email: mnofsinger@home.com

MMCL Spin Doctor:
Jerry "SPAM" Davis
3021 Rockaway Dr.
Louisville, KY 40216
Email: mmcl-1@home.com

"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!

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I recently started painting the Legends of Lore bust of Gordon that is part of their Civil War series. As with the rest of the series it is a beautifully cast piece. It is a very good likeness of Gordon wearing his general's frock coat. To be picky I might say his face is a little too full, unlike photographs of him from the period which show him to be almost gaunt.

A few years ago Warriors put out a full figure of Gordon as he appeared in the uniform of a colonel at the time of the Seven Pines battle. A gorgeous figure but, unfortunately, very hard to come by. It was taken directly from a painting by Don Troiani entitled "Colonel of the Confederacy." The artist sued Warriors and the company was forced to take it out of production. If you can find it and want to model the best figure of Gordon made so far, you will not be disappointed.

The AMK is looking for a few good models... *Dennis Sparks*

In addition to the exhibits in its hangar in the general aviation area of Lexington's Bluegrass Airport, the Aviation Museum of Kentucky (AMK) maintains a pair of large showcases located in the terminal building. While the exhibits at the museum tend to remain unchanged for relatively long periods of time (2-3 years or more), they would prefer that the exhibits in the terminal showcases be changed every 3-6 months.

The museum would like to borrow small collections of models depicting some facet of civilian or military aviation history for display in the terminal. These collections can be an individual effort, the work of two or three modelers, or a club project. Brief descriptive notes are also needed so that we can produce placards for each model.

MMCL members who would be interested in participating can e-mail either of us with lists of completed models and/or suggestions for display topics. With lists of completed models from several modelers in hand, Randy and I may be able to simply "bolt together" a display or two using a few models from each modeler. While we obviously would like for the main theme of each display to be aviation-related, there's plenty of room for relevant armor, ship, and figure models to be included as well. Perhaps we can incorporate subjects for displays into a few of our quarterly in-house contests.

Note that these terminal showcases are not reserved exclusively for exhibits of models. Collections of aviation related uniforms, photographs, posters, or other memorabilia have all at one time or another formed the basis for some of these displays. Different exhibits may be displayed in each showcase, or one exhibit may use both cases as the size of the collection warrants.

The showcases are situated end-to-end, have locking sliding glass doors on both sides and are lit from above with internal fluorescent lamps. The end caps are solid and are white on the inner surfaces. Each case is about six feet long by two feet wide and has a white base plus one glass shelf as a display surface. Leaving room for placards and/or memorabilia, each case can hold about 15-20 average sized models.

Randy Fuller (gluesniff@aol.com)

Dennis E. Sparks (sparks@caer.uky.edu)



The President's Page...by Terry Hill

Dear Fellow Modelers:

Well, as we rap up another year I would like to wish each and every one of you and your families a very warm and sincere Merry Christmas and a happy holiday season. We have much to be thankful for and this time of year causes us all to pause and remember how lucky we are to live in a country as great as ours. Let us all remember those who lost so much on Sept. 11, and those who are putting their lives on the line to protect us, and our families. Let us never forget what they give us every day.

This month will bring our annual Christmas party on December 13, at 7:00pm. This is the 2nd Thursday of the month, instead of the 3rd so that it does not interfere with other Christmas plans. The meeting will have the mini-contest, snacks, drinks, and fun for all. Try to make it if you can, if not, we'll miss you.

We want to say good bye to Andy who heads back to Germany a couple of days after the party. In the short time that he has been a club member he has added a great deal to our club. He has been a great modeler, and a fun guy to be with. He has said that he will miss the club a lot in Germany, but hopes to stay in touch with us all. Who knows maybe we'll plan a giant road trip to Germany and crash in his house. I'm sure his wife would love that. Well Andy we are going to miss you, but good luck and happy modeling in the fatherland.

There has been discussions on having another contest in January for all those kits you started for another contest this year and never quite got done. If the interest is there, we will have it. Let us know what you want done. Info on the Regional is kind of quiet right now, but it looks like most of the awards have been ordered. So, things are moving along. Will report on this at the meeting.

As far as the meeting is concerned, if everyone who is coming will bring some sort of dessert type food like brownies, cookies, etc, it will help out. Remember, there will be almost 40-50 members in attendance, so bring enough to go around. As I said before, the drinks will be provided by the club.

Well guys, I look forward to seeing you at the party. Take care, Happy Holidays, and have a joyous and prosperous New Year...Terry

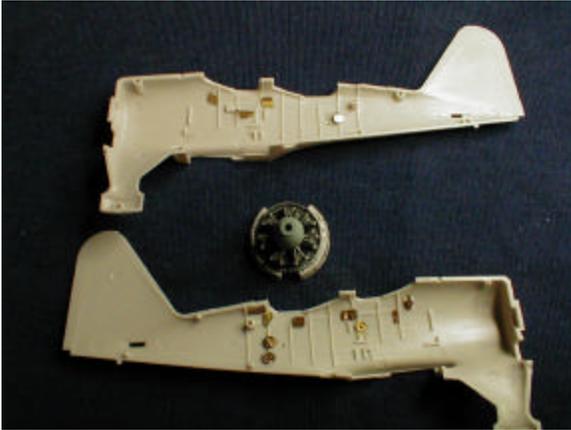
Building the Fujimi 1/72nd scale F1M "Pete" (Pt.2)...

By D.M. Knights

When we last left this kit, the engine had been completed and work had begun on the interior. I had planned to have the model completed and in the process of being painted by the time this issue of **Tactical Notes** came out. However, plans don't always work out. On the way to painting, I ran into a couple of issues.

The Fujimi kit has a very nice interior. However, the nicely done stringers and longeron detail is marred by numerous ejector pin marks. In this case there is a solution short of sanding off all the detail and replacing it with strip styrene. Eduard makes a photoetch set for this kit. As it happens, most of the photoetch parts for the

interior just happen to cover the ejector pin marks. This feature makes the Eduard set a must have for building this kit.



Having attached the photoetch, I painted the interior with Valejo interior green. I then added a wash made from tube oils and thinner. I went back over the whole interior lightly with the Valejo and then dry brushed the interior with a light gray. I was very happy with how this turned out. The only disappointment is that very little of the interior is visible once the fuselage is assembled. Though I did make a mistake in not painting the interior of the fuselage far enough back, forgetting that it would be visible through of the rear of the gunner's compartment. I corrected this by painting with an airbrush after the fuselage was assembled, but I would have been much better off to have painted farther back in the rear fuselage to begin with.

After working on the interior, I turned my attention to the upper and lower wings of this biplane. Each wing is made up of parts, an upper and lower part. It was while assembling the lower wing that I ran into my biggest disappointment with this kit. In the past I have found Fujimi kits to be well engineered and easy to build. In the case of the upper wing on this kit I really have to question what the Fujimi mold designers were thinking. The bottom of the aircraft's lower wing is fabric covered beginning about halfway back on each lower wing. Fujimi represented this fabric covering with a very nice scalloped fabric effect on the back half of the lower wing. Then, in the bonehead modeling move of the century, the mold cutters at Fujimi put the mating separation line directly down the middle of the fabric surfaces, making a seam that is nearly impossible to fill. This is all the worse because Fujimi could have put the separation line where the fabric surface begins and it would have worked beautifully. Needless to say, filling and eliminating the resulting seam line took quite a while.



I initially filled the seam with Milliput and wiped the excess away. I then used a #10 blade to scrape along the seam. I primed the seam and found that a lot of work still to be done. Next, I used Mr. Surfacer 500 along the seam. I had heard that the excess of this could be wiped off with alcohol. This is not the case. You can tell by the smell that this stuff is Lacquer based. I let it dry and then wiped some of the excess with thinner. I then scrapped again with the #10 blade and sanded with fine sandpaper wrapped around the end of a paintbrush to preserve the fabric effect. Then it was back to priming. It finally worked, but it was a major pain.

Next installment....assembly and painting...and Stompo-Bravo!

WANTED

(Dead or Alive!)

Hello All,

I am searching for the old ESCI, 1/72nd scale armor kits. If anyone has any that they would be willing to part with, Please contact me. There are certain ones in particular I am looking for, but any that you have are of interest to me. You can reply to this email or let me know the next time you see me. I should be at the January meeting.

Thanks ,

Kevin Smith (smithkev@symbol.com)

Secretary's Note

Hi guys, its me again. I just wanted to write a short note to let you know the status of several things the club is doing. First, thanks to Mark Cable, the new club logo is done. It is actually the same club logo as before, but Mark, our resident computer artist, took our logo and cleaned it up. This will help us with several project. Thanks Mark!

One of the first uses of our new logo will be on the awards for the 2002 Regional. One of our Frankfort members, Corky, lent great assistance in finding someone to do our awards. Those awards are being ordered at this time and should be in hand by the January meeting. Thanks Corky!

Another use of our club logo will be for use on the new club shirts. I will be taking orders for these at the December and January meeting. They will be approximately \$20 a piece. We want to have these in hand for our Regional. Thanks to Jerry Davis for his assistance in helping locate a vendor for these shirts.

A reminder to all members that its time to re-up your membership for 2002. There is an application with this issue. Please fill it out and mail it to Mike immediately. We have 80+ members, and I'd like to see us go over 90 in 2002. If you know someone who isn't a member who should be, invite them to join. A big thanks to Brian for all he has done for the club this past year. From the club discount, to distributing our applications, to the monthly donations to the raffle, Brain has done a lot for MMCL this year. Thanks Brian!

That is it for now. See you Thursday, David

A picture of your editor hard at work!



MILITARY MODELERS CLUB OF LOUISVILLE

Membership Information

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone: () _____ E-Mail: _____

Birthdate: _____

Benefits of membership include:

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

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

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

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

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

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