

January 2012

Tactical Notes

THE NEWSLETTER OF THE MILITARY MODELERS CLUB OF LOUISVILLE

2012: The end of the world. Better finish those unbuilt kits!!!!



**Next Meeting
Thursday,
January
19th, 2012
7 pm**

**General
meeting and
show and tell**



WWW.MMCL.ORG

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

Cover Photos: All of the Knights family grandchildren. Hey, you give me photos of the models you've been building, I'll use them.

Editor's Note

Here it is. Your second newsletter in January. This is the actual January 2012 issue. I would love to be able to report on the December Christmas dinner meeting, however I was unable to attend. However, I am reliably informed that all who attended had a good time.

I am also happy to report that my constant pleas for articles are paying off. This issue has two articles by club members and I have one or two in reserve. This is no time to rest of our laurels. There is a lot of building going on at the shop on Saturdays. Please consider writing something up for the newsletter.

The January meeting will have a **SHORT**, and we promise, **SHORT** meeting on the upcoming show. Come ready to volunteer for something. Also, please bring what you are working on or just finished.

FINALLY, BRING ALUMINUM. THIS HAS BEEN VERY SUCCESSFUL IN RAISING FUNDS FOR THE CLUB TO OFFSET OUR RENT.

Building the Hobby Boss 1/48th scale Me 262A-1a/U4 “Wilma Jeanne”

By Dennis Sparks

History of the aircraft

Near the end of the Second World War in Europe, one of the numerous armament trials that were conducted on the Me 262 was the replacement of the aircraft's normal complement of four 30mm cannon with a single Rheinmetall-Mauser Mk 214A V3 50 mm cannon. The aircraft was to carry 22 of the 1.54kg rounds, which could be fired at a rate of 45 rounds per minute. To conduct the test, two new Me 262A-1a's were selected from the assembly lines and fitted with new nose sections. In order to make room to install the cannon, the front landing gear had to be altered to allow it to rotate 90 degrees as it retracted.

The first aircraft to be completed, serial no. 111899, was flown 19 times and the gun test fired in flight at Messerschmitt's field at Lager-Lechfeld before being turned over to JV44 in April 1945. There's one report that it was flown on two sorties against American B-26 Marauders on 16 April, with the gun jamming on both flights. Serial number 170083 was the second aircraft, and it was completed later in April and possibly had not been flown

before it was captured by American soldiers. Like its predecessor, the letter “V” and the last three digits of the serial number were painted on each side of the fuselage to indicate that it was a test aircraft. The US 54th Air Disarmament Squadron had been tasked with locating and protecting surviving jets for further study in the US and quickly gained control of the prize. They eventually accumulated a total of ten flyable Me 262s at Lager-Lechfeld, many of which were assembled from undamaged portions of the many derelict jets on hand. The German national insignia were painted over and somewhat incorrectly proportioned American insignia were added. The jets were also given names by individual members of the 54th, and these were emblazoned on the left side of the nose, with the unit's unofficial motto “Feudin’ 54th” added to the right side. V083's new crew chief, Sgt. Freiburger had named the aircraft “Wilma Jeanne” after his wife, but when Col. Watson arrived to begin organizing the ferry flights to Cherbourg, France, he selected it as “his” aircraft and re-named it “Happy Hunter II” after his son. (His former P-47 had been named “Happy Hunter”.) With the new name applied, Watson flew the

aircraft to Melun (near Paris) on 10 June.

One of Messerschmitt's most experienced test pilots, Ludwig "Willi" Hoffman, was one of a number of civilian employees who had been helping the Americans reassemble and prepare the aircraft, and he was asked to make the final delivery flight from Melun to Cherbourg, where all of the aircraft were to be loaded on a small escort carrier for shipment to the US.

On what was to prove to be its final flight on 19 June, the turbine wheel of one of its engines disintegrated, damaging the horizontal stabilizer and elevator. With the aircraft in an uncontrollable steep dive, Hoffman was forced to bail out at speed of about 500 mph, surviving with a broken leg and multiple minor injuries. The aircraft crashed near Jersey, about 35 miles from Cherbourg.

Building the model

The Hobby Boss series of 1/48th scale Me 262s represents the fifth-ish time that kits of the aircraft have been offered in this scale. I can well remember the now-ancient Lindberg kit that I built as a kid in the middle 1960s. This was followed a decade or more later by the still serviceable Monogram offering, and later still by the expensive (for the time) Trimaster kit.

Trimaster was among the first to offer kits at what are now considered to be modern standards, featuring intricate engraved panel lines, and including cast resin and photoetched parts. These molds were later used by Dragon (and Italeri?), with the resin parts being replaced by ones made of less expensive injection molded styrene.

These were supplanted at least in part for many modelers by Tamiya's fine offering, although Tamiya has not to my knowledge released much in the way of different versions. Hobby Boss began selling their Me 262 kits a year or so ago, and as they have done frequently with other subjects, have offered several different variants. The Trimaster/Dragon family of Me 262s also offered a kit of V083, and there is (or was) a resin and turned metal aftermarket conversion for the Tamiya kit.

I own, but have not yet built, examples of both the Tamiya kit and several of the different versions offered by Dragon (though I do not have the one representing V083). So I cannot offer direct build comparisons of them with the Hobby Boss kit. I did take a few minutes to sift through the Tamiya kit as I was building the Hobby Boss, and I failed to see

any glaring differences. Nor have I read any negative reviews of the Hobby Boss kit on the usual internet sites.

But I can tell you after finishing the kit that it goes together very well with minimal sanding and filling. I was especially impressed by the rendition of the complex shapes of the rear of the engine fairings and by the suitably intricate cockpit, albeit with blank instrument faces and decals. Personally, I'd as soon dry brush some raised instrument detail, coat the faces with Future and be done with it, but that's just me. There's also a wealth of detail offered inside the main wheel wells of the underside of the cockpit. Another nice touch is a cast metal nose gear compartment that eliminates the need to add weight to the nose.

The kit also offers a detailed representation of the honking big cannon inside the nose, and of the inside of the radio compartment, which could be (barely!) seen via an open hatch on the fuselage aft of the cockpit. But neither of these features particularly appealed to me personally, so I simply glued both of the hatches closed and added



most of the leftover bits to the spare parts box for possible future use on something completely different.

The muzzle of the cannon was molded as two separate pieces and I completely botched this and had to fabricate a replacement from the tip of a missile selected from the scrap box. The turned metal barrel in the

aftermarket correction would have certainly improved the look.

Finally, on to my favorite parts, the painting and decaling...

Almost no one correctly preps their Me 262 models before painting them, as Messerschmitt puttied over most of the panel lines and sanded them smooth before painting, leaving only the various access hatches, inspection ports and the join lines of major subassemblies to disrupt the surface. But intentionally filling in all of those petite recessed panel lines is anathema to most modelers these days, and who am I to flaunt convention?

The actual paint scheme that was applied to V083 is open to speculation. While there are several low quality black and white photos of the aircraft, they are inconclusive. While most review modelers seem to agree that the undersides of the aircraft was painted in RLM 76 Light Blue, the upper surfaces have been variously opined to have been either overall RLM 81 Brown Violet (a rather brownish Olive Drab), or an overall RLM 83 Dark Green, or perhaps a soft splinter camouflage pattern using both colors. Pick one and dare someone else to prove you wrong.

After staring at the few available photos, I opted to go with RLM83 for the top color, but decided to apply it in a somewhat patchy or thin coating. I used Model Master's version of RLM 76 (MM enamel #2086) for the undersurfaces. The vertical stab certainly appears to have been a soft mottle over RLM 76, and the demarcation line between the upper and lower colors was very low on the fuselage, so I also painted the vertical stab, but extended this color only about 3/8" up along the sides of the rest of the fuselage. I then used Model Master enamel #1787 Green Drab (FS #34086) to represent the RLM 83, leaving some areas more lightly covered, particularly low on the fuselage. The photos appear to show two different paint patterns on the left engine, indicating that the engine had perhaps been replaced at some point with one from a different aircraft.

The kit decals are very good, but didn't offer the option of portraying it as I wanted. The "Wilma Jeanne" name is included, and while the decal sheet had a plethora (I had to work this word in somehow) of stenciling, it only had the German national insignia. There's probably no way to learn if the name had been added before or after the US insignia were painted on. But certainly at some point both were applied, while the aircraft might never have had the name and the German insignia at the same time.

I assumed that the former owner's national insignia had been over painted with US paints, namely olive drab and neutral gray. While factory-applied camouflage paint had been discontinued on American aircraft from late 1943, there were still a number of instances of field applications of olive drab, particularly on (mostly Ninth Air Force) aircraft that had moved to the continent in the weeks after D-Day, so I thought supplies of these two paints should have been available to them. Certainly the 54th ADS might have instead used German paints, but the photos seemed to show at least a bit of contrasting tone where the insignia had been painted out, and I wanted to convey this impression.

But if there was too much contrast between the new paint and the original surface color, over painting by following only the shape of the German cross itself would have left it still recognizable. One review modeler got around this by adding the US insignia to the top and bottom of both wings. But I decided to represent this by adding the US insignia in its proper positions only and then covering the German insignia on the opposite wing with a simple square. I couldn't find any photographic evidence either way.

Actually applying the decals of the German insignia and then applying paint or other decals over them would have probably have produced an out-of-scale thickness, so I first used a US insignia that was just large enough to have completely covered the cross on one wing, and then added a square of the same size as the cross to the other wing. Note that extending the cross into a square makes it too large to have been covered by same size the US insignia. I also elected to position the US insignia so that they were oriented along the line of flight instead of being aligned with the wing sweep. On the vertical tail I simply added a square of olive drab that was the same size, placement and orientation as the swastika. On the fuselage, I first added a US insignia that was slightly smaller than the cross, and then added small rectangles of olive drab where portions of the original German insignia would have remained visible.

The model's US national insignia were taken from an aftermarket decal sheet. When these insignia were painted on the real aircraft, the painters made the white sidebars too long, and I represented this by using portions of a second decal to extend them on all four positions.

There was a small, very simple line drawing of Wilma Jeanne Freiburger's face under her name on the real aircraft which is not represented on the kit's decal sheet. And the "Feudin' 54th" that was added to the right side of the nose was also missed, but I decided not to try to add these by hand.

As a final step, I added a set of pre-painted photoetch seat belts from Eduard's #49002 fret for WWII German fighters.



The Warning **The 1st Chasseurs at Auerstadt – 1806**

By David L. Stokes

Early in the morning of October 16 1806 a patrol from the 1st Chasseurs a Cheval was scouting a head of lead elements of General Gudin's 3rd Division of Marshall Davout's III Corps of La Grande Armee of Napoleon Bonaparte when they made contact with lead elements of the Prussian Army. This piece depicts a Brigadier (Corporal) of the 1st Chasseurs signaling his comrades just prior to this moment. The rider and horse are heavily converted Historex parts, including an NCO Historex resin head.

The appropriate horse sections were selected and the legs, one on each half, were routed out with a Dremel tool and brass wire was cemented in with 5 Minute Epoxy to provide strength. The wire from the front leg was left long enough to provide the spine in the neck. The routed legs were re-sculpted with Magic Sculpt 2part Epoxy putty. The next was built up from Magic Sculpt as well. The sheepskin shabraque was modified by removing the molded on blanket, thinning the edges of the shabraque, sharpening the edge detail and adding blanket roll ends made from Magic Sculpt. The horse tail and the shabraque were textured with a pyro-gravure. All harness straps were made from copy paper painted with acrylic paints and super glued to the model.

The rider was built up from an upper body, pelvic girdle, and boots cut from a set of Historex body parts. The arms and legs were formed from wire covered in Magic Sculpt to rough in the shape. Then Magic Sculpt was used to set final details including the coat tails of the Habit Long of the Chasseur. All buttons were added from various sized rivet sets. The carbine and cartouche straps are from rolled out Magic Sculpt and the saber slings are painted paper. The base is from Ken Thomas Art Bases. The ground work is built up with various thicknesses of Balsa expoxied together. The tree stump and the rock it is growing around are from the yard. The ground is made up of Cell-u-clay mixed with white glue and acrylic paint, with rocks and gravel added with cat litter and Static grass and crepe hair provided the various grasses. The cat litter and grasses were attached to the still wet Cell-u-clay with an acrylic matte medium. The mushrooms, both on the tree



and the ground are made from Magic Sculpt. The groundwork was then painted with thinned artist oil paints and highlighted and shaded.

The major pieces, horse and rider were primed with a fine grain white primer from a home center store. Then the major areas were undercoat with Vallejo acrylic colors. These provide a good base for the finish coat of oil paints. All areas are highlighted and shaded. The paints for cloth items are mixed and spread on old business cards to soak out some of the oil carrier. After an appropriate period on the cards the paint is transferred to a palette, the glossy side of a piece of freezer paper works well. White spirit is used to bring the “dried” oil paint to a workable consistency. The metallic parts are painted with printers inks for the yellow metal parts and acrylic metallic pigments for the pewter and steel items. These are over painted with thin washes of Tamyia and Vallejo smoke to had depth and sheen.



Final assembly consists of attaching the rider to the horse, adding the stirrups, saber and carbine, attaching reins and hands and mounting the completed piece to the base. Five minute epoxy is used to attach the piece and base as this provides the most secure attachment. Once the epoxy has cured chalk pigments are added to represent dust, dirt and grime.

Financial Report

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by Alex "Fingers" Restrepo

MMCL December 2011 Financial Summary

Nov Starting Balance: \$6,050.63

MTD TOTAL RECEIPTS (Workshop Fees, Recycling): \$210.00

Nov MTD TOTAL EXPENSES (Kyana Rent, KFB Membersip, Dinner awards): \$399.08

Dec, 31, 2011 Balance: \$5,861.55

President's Page

By Stu Cox, MMCL President

I hope everyone had a wonderful holiday season and that Santa was good to everyone. Hopefully your hobby bench

is warmed up and filled with "in progress" armor, aircraft, figures, sci-fi, and yes.....glossy/primary colored 4-wheeled driving objects galore!

Please make a point to make the meeting this upcoming Thursday, January 19th. Terry Hill will be leading a full discussion of the plans and next steps for final planning of our MMCL May 19 Show & Contest! We need everyone's support and participation to help make this show execute like clockwork! We've done this many times before, and I expect all to fall into place in support of a very successful event.

A number of our "award winning modelers" are planning to carry on the Southern conquest this upcoming weekend and will be heading out to the Chattanooga IPMS Invitational show and contest. Please talk with Terry and Rich this Thursday as they are leading the charge, and we believe there are others interested in participating! Way to go "Veni Vidi Vici" Team!

By the way, make sure you make a point to come by the Saturday workshop and watch Doc O'Connor's progress each Saturday on the 1/32 scale "ATOMIC CANNON". He has taken on the challenge and has commenced with a complete build of this historic 1960's kit that was originally issued by Renwal. He has targeted the cleanup and refinement of all of the "mini men" figures included in the kit first. Believe me, the repeated atomic blasts have left this fine squad of men in need of much care and handling! Dennis seeks an authentic build of the entire kit to help recreate his childhood modelling memories! He will be commencing the build of the gun itself soon. Did you know that the boxart bills this kit as "Fully Operational Model, Does EVERYTHING But Fire"! Come on out to see Doc in action on this one! A must see!

Happy New Year Modeling, and see you all at the workshop!



Military Modelers of Louisville Membership Form 2011

Name: _____

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Phone: _____ E-mail: _____

Birth Date: _____ Year Joined Club: _____

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

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

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

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

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

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

Stu Cox, Treasurer

4100 WIMPOLE ROAD

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COX40218@BELLSOUTH.NET

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

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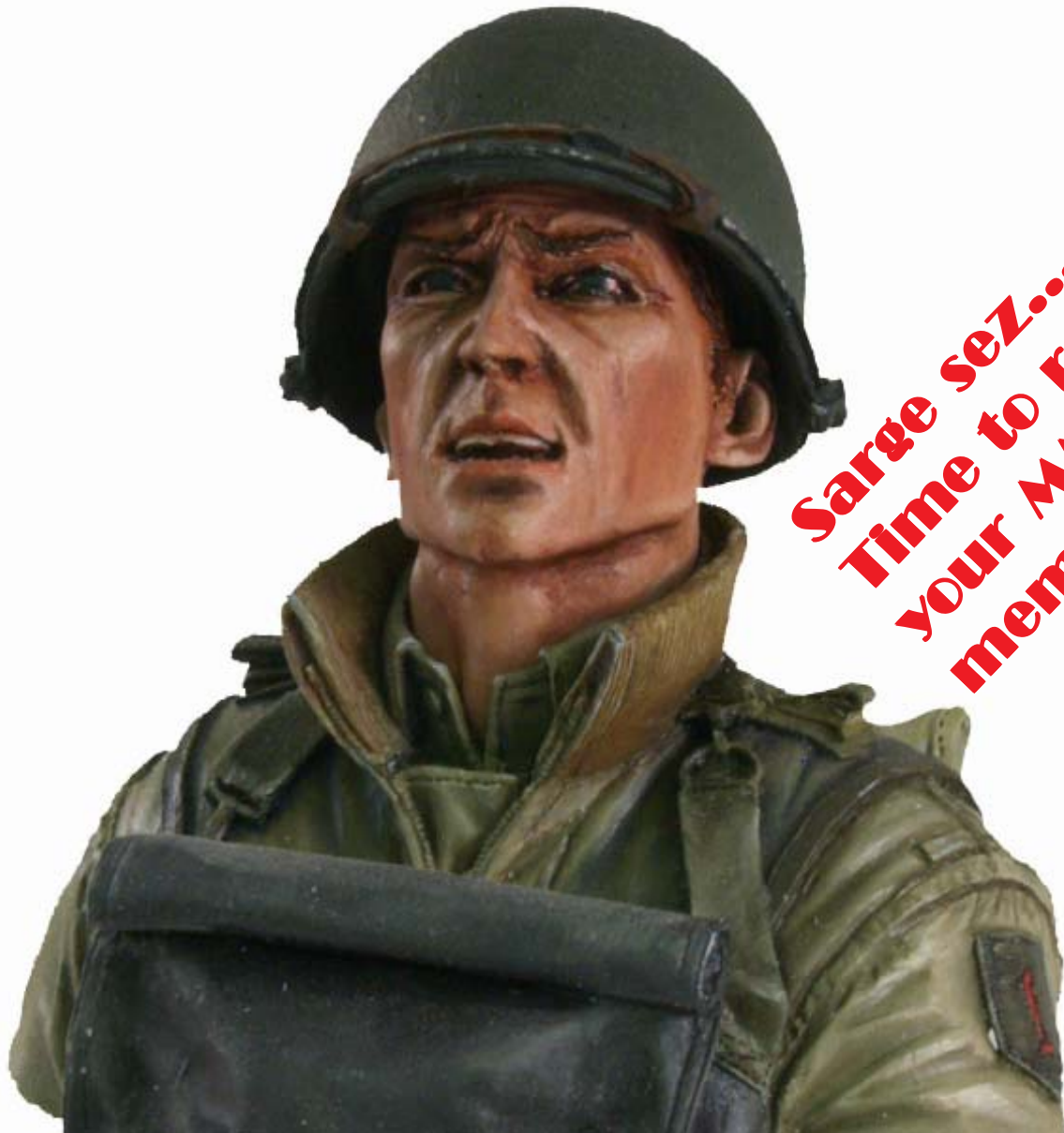
AMPS

To join AMPS (Armor Modeling & Preservation Society), go to their website:
<http://www.amps-armor.org/>

February 2012

Tactical Notes

THE NEWSLETTER OF THE MILITARY MODELERS CLUB OF LOUISVILLE



**Sarge sez.....
Time to reup
your MMCL
membership**



**Next Meeting
Thursday,
February
16th, 2012
7 pm
Photo
slideshow**



WWW.MMCL.ORG

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Vice President:
 Terry “Crack Back” Hill
 Email: Thill35434@aol.com

Secretary:
 David Knights
 Email: LOULAW@AOL.COM

Member at Large:
 Noel “Ron Paul” Walker
 Email: CWalker011@aol.com

Treasurer:
 Alex “The Package” Restrepo
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Webmangler:
 Mike “Workshop” Nofsinger
 Email: Mnofsinger@insightbb.com

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Cover Photos: Noel Walker’s recently completed bust which made an appearance at the January meeting.

Editor’s Note

Wow. I hadn’t made the last two meetings in a row. (That probably hadn’t happened more than once or twice in the 30 years I’ve been in the club.) MMCL certainly started off 2012 with a bang. Even though there wasn’t a formal presentation on tap, we still had a great turnout, with approximately 25- 30 people there, with a new member in attendance.

In the absence of our club president, Dr. Hill stepped into this unfamiliar task and took over the reigns of MMCL. (Good luck getting the presidency back, Stu!) After a mercifully short discussion of the upcoming contest, we had a raffle and show and tell. It was a stellar raffle with generous contributions from our local hobby retailer as well as from several club members.

February should be equally as good. Be sure to bring a raffle donation. Also, bring aluminum cans for the club. We make good money off this. Finally, please write an article for the newsletter. We’ve had good contributions lately, so let’s keep this trend up.



Dr. Terry Hill’s diorama at the recent Chattanooga Model Show

Book Review: The Soviet Soldier of WWII

Review by Stu Cox IPMS# 43941

Hardcover: 176 pages

Publisher: Histoire and Collections (September 2011)

Language: English

ISBN-10: 2352501008

I recently found myself purchasing a copy of “The Soviet Soldier of WWII” from Scale Reproductions, Inc. This book covers the “uniforms, insignia, equipment and weapons” of the Russian Soldier during WWII and should be an excellent modeling/painting reference.

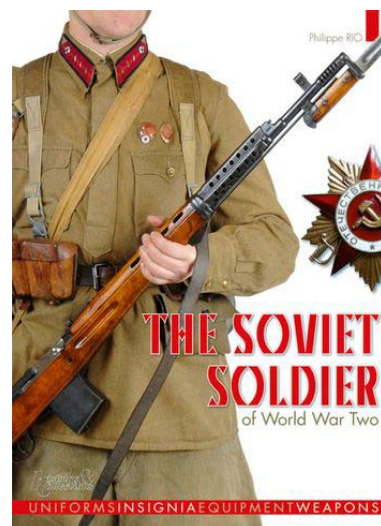
Philippe Rio is the author, and the book is published by “Histoire & Collections” out of France. The book is a large format, hard-bound color print book jam packed with a ton of useful information about the Russian officers and soldiers of Stalin’s armed services.

This book is similar to some of the previous editions about the German and Allied soldiers and their gear. However, this author has included many other useful sections of unit formations, decorations and awards, and some facts on quantities and concentrations of various types of weapons, vehicles, tanks and artillery pieces. This book has

an excellent variety for use as a reference in support of Russian figure painting and gear configuration. There is adequate coverage of the early war, 1941-42 eras, and then a detail on the 1943-1945 uniform configurations.

Anyway, I highly recommend that you check out this book and consider adding this to your collection if you have any interest or need for Soviet Soldier reference information. I found the narrative easy to follow and engaging, but this book really shines with an exhaustive collection of color photos of soldier uniforms, web gear, hardware and weapons for reference use. I am not sure how much of the included items are original, verses recreations for re-enactors, but regardless, the accuracy appears high, and the variety very useful!

I’ve asked Brian to consider ordering in some more for those who might be interested, so let him know your thoughts! Thanks!



Suicide Sabre – Modeling the Nakajima Ki-115a Tsurugi

By Dennis Sparks

By the beginning of the last year of WWII, the Japanese Army believed that even the large numbers of obsolescent aircraft that they had been amassing for suicide attacks on the American fleet would still be insufficient to ward off the coming invasion of the homeland. On 20 January 1945, Nakajima was asked to design a purpose-built kamikaze aircraft to supplement these numbers. The army stipulated that the aircraft was to be capable of being built very quickly using mostly non-strategic materials, be powered by a number of different obsolete or rebuilt 800-1200 hp. radial engines, capable of carrying an 800 kg. bomb, and that it could be piloted by inexperienced pilots.

The result was the Ki-115 Tsuguri (Sabre), which flew for the first time only two months



later. Designed to be built with unskilled labor, it featured a simple circular cross-section fuselage with a steel structure covered with thin sheet steel. The wings were all metal, but the horizontal and vertical tail was made of wood with a fabric covering.

Flight testing quickly revealed its many shortcomings. The jettisonable landing gear lacked any kind of shock absorbers, making it difficult to handle on all but the smoothest surfaces. The location of cockpit severely limited forward vision. With a bomb nestled semi-recessed under the fuselage, the takeoff roll was very long, and once in the air, it required a skilled pilot to maintain control. After several fatal accidents during its flight tests, the design was minimally modified to produce the Ki-115a. Rudimentary shock absorbers were incorporated into the landing gear and a pair of small auxiliary flaps were added to the trailing edge of the wing. Provision was also made to attach a pair of solid rockets under the wing to increase speed in the final dive to the target.

An all wood wing with increased span was also proposed for the Ki-115b, but none of these were produced before the war ended. A total of 104 examples of the Ki-

115 and Ki-115a were built, but fortunately none were used in combat. The only remaining example is in storage in pieces at the Garber Facility of the Smithsonian's National Air and Space Museum.

With such a brief history, it would seem unlikely that a plastic model of the Ki-115 would be produced, but the Czech firm Eduard released a 1/48th scale kit a few years ago. The kit goes together quickly with no memorable vices, It offers a detailed engine and cockpit, which is complete with photoetched seat belts.



All of the photos that I could find of the Ki-115 on the internet appeared to have either largely unpainted natural metal finishes (NMF) or an overall dark green upper surfaces. I had originally opted to go with the NMF for my model, but as I was unsatisfied with the look of the Humbrol Metalkote paint that I

had used, I opted to over paint the upper surfaces with green. As I was also ready to paint a Ki-61 Tony with the “palm frond” style of striped camouflage, I decided to test my freehand technique first on the Ki-115 before giving it a solid coating of the green. But I was pleased with the look and decided to leave it in this scheme. Call it an IJAAF 1946 scheme if you wish...



The Ki-115 at the NASM storage facility

The Hardest Day

The Battle of Britain, 18 August 1940

By Alfred Price

Review by D.M. Knights IMPS #17656, IMPS/Canada C6091

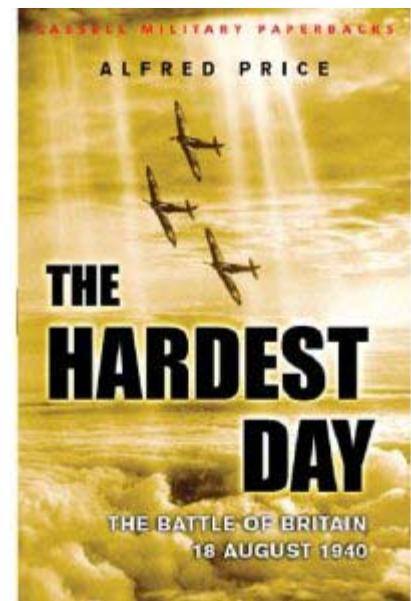
223 Pgs

ISBN 978-1-4072-1458-0

The Ploesti raid is one of the most interesting events in WWII to me. What, wait a minute. Isn't this a review of a book on the Battle of Britain? Yes, yes it is. But read on a little further.

This book, first published in 1979 (This edition was published in 1998), covers the events of August 18th, 1940, which the author deems to be "the hardest day" in the Battle of Britain. On that day, 100 German and 136 British aircraft were destroyed; more than any other single day during the battle. The author covers all of the actions on that day, covering the numerous German fighter and bomber missions and the British counterattacks. During this phase of the battle, the Germans were still attacking airfields and radar stations during daylight. The author does a fantastic job of providing insights and descriptions from participants on all sides of the battle, both those in the air and those on the ground.

The attack on Kenley airfield is particularly well covered. Oh, and the tie in to Ploesti? I didn't know it at the time I bought the book, but one of the features on of the air war on this day that makes in particularly interesting is that the Germans planned to make a low level raid with the 9th Staffel of KG 76 on Kenley airfield just after it was attacked by high level bombers. The 9 planes of the 9th Staffel swept in over the field at roof hanger height after the main attack. Like the Ploesti attack, it was costly to the attackers, with 4 of the participating aircraft shot down and the other 5 damaged to varying degrees. Author Price does a fantastic job with the story of this part of the attack. You can tell from the attention to the detail and the descriptions of this part of the battle, it



served as the inspiration to the author to tell the story of this particular day.

Having been written in 1979, many of the participants were still alive and all of us interested in the history of the battle are greatly indebted to the author for all of the personal interviews and recollections he gathered. I am glad this book has been reissued and I can highly recommend it to anyone with even a passing interest in this part of the air war in Europe in WWII. I happened to pick my copy up at Half Price Books for the bargain price of \$4.99. The only downside of the book is that it is printed on rather cheap, rough, paperback pulp, so the photographs don't reproduce very well.

Financial Report

by Alex "Fingers" Restrepo

MMCL January 2012 Financial Summary

January		2012		PNC Bank	
Starting Cash Balance:			\$5,861.55		
Cash Receipts	Date		Check Receipts	Date	
Workshop Fees	1/3/2012	\$25.00			
Club Raffle	1/3/2012	\$99.00			
Workshop Fees	1/9/2012	\$45.00			
Membership renewals	1/23/2012	\$120.00			
Workshop Fees	1/16/2012	\$15.00			
<u>Total Cash Receipts</u>		\$304.00	<u>Total Reimbursements</u>		
TOTAL RECEIPTS			\$304.00		
Cash Or Debit Expenses:	Date		Cash Or Debit Expenses:	Date	
#7008 KYANNA Rent	1/6/2012	(250.00)	Item		0.00
#1017 Floral Arrangements	1/17/2012	(93.13)	Item		0.00
I					
<u>Total Cash Expenses:</u>					(\$343.13)
<u>Total Reimbursements:</u>					0.00
TOTAL EXPENSES			(\$343.13)		
NET Monthly Increase(Decrease):			(\$39.13)		
ENDING CASH BALANCE:January 2012			\$5,822.42		

The Cranky Canuk

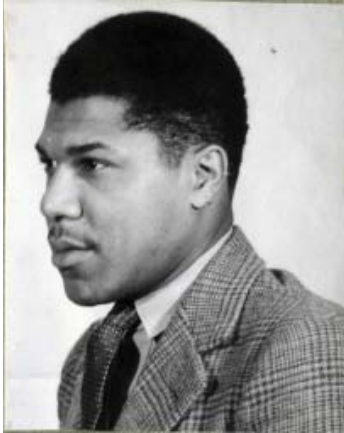
By Jim Bates, Esq. B.A., J.D., MM*



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F/O Allan Selwyn Bundy, RCAF

By Jim Bates



While most aviation fans are aware of the Tuskegee Airmen and their brave struggle to fly combat missions with the United States Army Air Force, it is almost forgotten that one black Canadian pilot flew operations with the RCAF in Europe in an integrated Squadron.

Allan Selwyn Bundy was born in 1920, in Dartmouth Nova Scotia and was a champion track and field star in high school. Also an excellent student, he was awarded an I.O.D.E.

(Imperial Order of the Daughters of the Empire) Scholarship to attend Dalhousie University where he studied chemistry and continued to excel in sports. A 1943 article in the Toronto Star states that he expected to become a doctor, though he goes on to say in the same article that if things go well with flying "I'll give up the idea of becoming a doctor."

Like many Canadian men during World War Two, he wanted to serve and fight for his country. However, upon visiting a RCAF recruiting office in Halifax, his white friend was accepted into the RCAF, but he was rejected without an explanation. About a year later, Mr. Bundy ignored an army conscription notice, which resulted in a visit by an RCMP Officer. Mr. Bundy related in a 1997 Toronto Star article that, "I told him that I had gone to join the air force in 1939 and if the bullet that kills me is not good enough for the air force, then it is not good enough for the army either - so take me away." Apparently this was enough for the Mountie, who did not arrest him. In 1942, after some personnel changes at the recruiting station, Allan Bundy was accepted into the RCAF with serial number J35842. In July 1942, he was assigned to a No. 5 Manning Depot in Lachine, Quebec for basic training. He worked his



way through the British Commonwealth Air Training Plan and by the summer of 1943 was completing his training on Harvards at 14 S.F.T.S. in Aylmer, Ontario. He received his commission as a Flying Officer in September 1943.

While it appears that Mr. Bundy was the first black officer in the RCAF, the first black RCAF combat pilot, and may have been the first black man to be accepted into the BCATP, he was not the first black pilot in the RCAF. That honor belongs to Gerry Bell of Hamilton, Ontario, who enlisted in the RCAF in 1936 and commenced flight training on DeHavilland Moths with No. 119 Squadron in 1937. During the war Mr. Bell rose to the rank of Sergeant and trained pilots with one of 6 Group's Heavy Conversion Units before serving a gunner with 424 Squadron. Sadly it appears that the only combat Mr. Bell saw was as aircrew and not as pilot in command.

After training, Allan Bundy was assigned to fly Beaufighters with 404 Squadron in Scotland. Upon completing operational training he was informed that all of the white navigators had refused to fly with him. That left Mr. Bundy with no option but to transfer to a fighter squadron. However, during the pendency of the transfer, Sergeant Elwood "Lefty" Wright agreed to be his navigator. On their first op on October 15, 1944, Bundy and Wright participated in the sinking of two German ships in Norway. This was the first of either 42 or 43 operations (sources vary) that Bundy and Wright flew as part of the 404 Squadron in Beaufighters, and later Mosquitos, from Banff and Dallachy, Scotland. On December 7, 1944 the Bundy and Wright



were part of a strike on Norway, flying Beaufighter NE800 "EE-N", which was bounced by 25 German Fw-190 and Bf-109s. Their Mustang escort was able to deter the attackers, but the strike was aborted, and all members of 404 Squadron returned home, with only one navigator receiving minor wounds. Upon flying his last



mission in 1945, Allan Bundy gave up flying and returned home to live in Toronto. He was quoted in a 1997 Toronto Star article as saying “I go to sleep every night flying a Beaufighter. I take off and I land every night. I was

scared to death, but I loved it.” Allan Bundy passed away on December 9, 2001, in Toronto.

While Allan Bundy’s is mostly forgotten today, he was mentioned in a Senate Debate in March 1999. Senator Calvin Ruck told his story as follows:

“I will tell you a story of a gentleman from Nova Scotia named Allan Bundy. He applied to go into the air force and they refused to take him. He went home and forgot about the matter. Finally, an RCMP officer knocked on his door because he had not responded to a request to enlist in the army. He told the RCMP official to arrest him, that he would not go into the army if he was not good enough for the air force. Consequently, the officer did not arrest him.

After a while he got word from headquarters that he was accepted in the Royal Canadian Air Force. He got his training in Ontario. He got his wings as flying officer and he went overseas. There, another problem cropped up. None of the white people wanted to fly with him. As the in-charge flying officer, he needed a second pilot to help fly the two-seaters. Finally, one man volunteered to serve with him.

For some strange reason, Allan Bundy and that particular gentleman who served with him both survived and came back from overseas. Other men who thought Allan Bundy was not good enough to be their flying officer, unfortunately, did not come back alive.”



Aluminum for MMCL



In 2011, MMCL made somewhere around \$250.00 from aluminum recycling. In 2010, we made over \$300.00 from recycling. This has been a very good program for MMCL raising the equivalent of one month's rent for the club. Please continue to collect aluminum and bring it to the monthly meeting or to the Saturday workshop. MMCL appreciates your help.

MMCL Family News

MMCL Members,

Our friend and club member, Sergeant Bill Wise, deployed to Afghanistan with the US Army 3rd ID "Rock Of The Marne" yesterday (Saturday, Feb 4).

Please keep Bill and his family in your thoughts and prayers.

Bill will be establishing an MMCL Workshop Outpost in Afghanistan and will be recruiting members for our IPMS / MMCL Afghanistan Workshop. Bill will be acting Commandant of this satellite workshop. We will be communicating with Bill regarding our opportunity to support the satellite workshop with hobby supplies and kits over the upcoming months.

Bill can be contacted at his US Army email address once he settles in.



More to come on this opportunity for supporting our troops! Keep Bill in your thoughts please

In the absence of President Stu, VP Hill holds the attention members attending

President's Page

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By Stu Cox, MMCL President

Come on out this cold February Thursday night to meet with your MMCL Colleagues, see some model builds in-process and enjoy some show review photos. We'll have "show-n-tell" reviews so bring some of your work-in-process kits to share with others. We'll break out the computer and projector and will have a "Armored Vehicle Battle Damage Walk-Around Review" as well as see some Show Contest Photos taken at recent contests attended by our own members! Please bring any recent show "winning entries" if you have them to show our members as well!

We will have an update from Terry on the plans and next steps for the MMCL May 19 Show & Contest! Everyone's support and participation is greatly appreciated to help make this show execute like clockwork! We are relying on our members experience to plan and execute a very successful show event.

A number of our "award winning modelers" attended the Chattanooga IPMS Invitational show and contest with great success. Terry, Rich, Ted and Daniel led the charge again! Way to go "Veni Vidi Vici" Team, sounds like you have represented the club well again. This upcoming Saturday (February 18) is the Columbus IPMS Invitational Contest & Show. I don't have a count yet, but it is possible that we will have some members go up there to participate. We'll get a head count on Thursday night at our meeting. For those not going, there will be a group attending our Saturday morning workshop.

Speaking of the Saturday workshop, you need to come out and watch Doc O'Connor's progress on the 1/32 scale "ATOMIC CANNON". He has completed cleanup on his awesome Atomic squiggle crew members, and has proceeded on to building the actual gun assembly for the kit. He was last seen polishing this magnificent "tool"...ummm.."weapon" of mass destruction during this morning's build session. This build is a great blast from the past and is a great contribution to the other model subjects being built by members on Saturday mornings! Come on out to see Doc in action on this one! It is still a must see!

We will see you all this Thursday night! Stu



2012 IPMS/Louisville Invitational Contest

May 19, 2012

9 a.m. to 3:30 p.m.

New Location

3891 Hunsinger Ln,
Louisville, KY 40220

Show Contact information:

Dr. Terry Hill

thill35434@aol.com

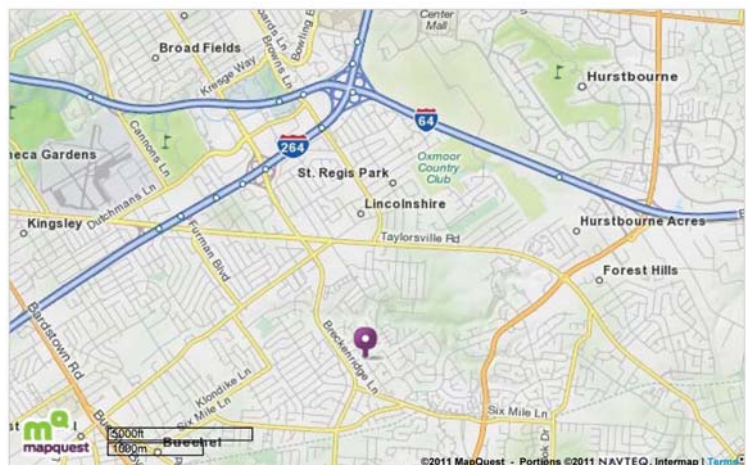
502-544-6383

Vendor Contact information:

David M. Knights

LOULAW@aol.com

502-418-0930





Military Modelers of Louisville Membership Form 2012

Name: _____

Address: _____

City: _____ ST: _____ Zip: _____

Phone: _____ E-mail: _____

Birth Date: _____ Year Joined Club: _____

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

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

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

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

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

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

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

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

PD DT _____

IPMS/USA MEMBERSHIP FORM

IPMS No.: _____ Name _____
First Middle Last

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Phone: _____ E-mail: _____

Signature (required by P.O.) _____

Type of Membership Adult, 1 Year: \$25 Adult, 2 Years: \$49 Adult, 3 Years: \$73
 Junior (Under 18 Years) \$12 Family, 1 Year: \$30 (Adult + \$5, One Set Journals) How Many Cards? _____
 Canada & Mexico: \$30 Other / Foreign: \$32 (Surface) Other / Foreign: \$55 (Air)

Payment Method: Check Money Order Credit Card (MC/ VISA only)

Credit Card No: _____ Expiration Date: _____

If Recommended by an IPMS Member, Please List His / Her Name and Member Number:

Name: _____ IPMS No.: _____

IPMS/USA
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P.O. Box 2475
North Canton, OH 44720-0475

AMPS

To join AMPS (Armor Modeling & Preservation Society), go to their website:
<http://www.amps-armor.org/>

March 2012

Tactical Notes

Have you renewed yet?

**MMCL takes Chattanooga
Report Inside**



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

Cover Photos: Photo of TBF from the Chattanooga model contest



Large scale Stuka at Chattanooga

©PHOTO BY DR. T. HILL

Editor's Note

Welcome to the March 2012 issue of Tactical Notes. You may note some changes in the appearance of the newsletter. Your editor recently purchased, with his own funds, Adobe InDesign 5.5 software. This is a significant upgrade to the Pagemaker 7.0 software that was previously used to produce the newsletter. This should allow me to do a lot to improve the appearance of the newsletter.

This is where you come in. I can't do anything with the new software without articles and photos to fill the issues. I have been pleased that several members have stepped up and produced content for the newsletter recently. Thanks a bunch. This month's cover photo by Dr. Terry Hill is but a small example. Terry took this photo with his cell phone camera at the recent Chattanooga model contest. There is a lot of building going on at the shop, and I'd like to see some articles on some of the superb models I've seen being produced.

Suggestions are always welcome. If you see something regarding the newsletter that you think could be improved, let me know. Thanks and happy modeling.

Vintage Modeling

by Dennis Sparks

This is the second of an intended series of articles featuring some of the models built by my father forty or more years ago. **{Editor's note: Dennis wrote this article in 2007 and I managed to misplace it until recently. My apologies.}** This time, the subject is the Lockheed L188 Electra.

—
Long range commercial aviation was dominated in the early 1950s by aircraft like the Douglas DC-6 and DC-7, Lockheed's L-749 and L-1069 Constellation and Boeing's Model 377 Stratocruiser. But the sound of the future could already be heard in the whine of the turbojet engine, which was soon to be powering aircraft such as the deHavilland Comet, Boeing 707 and Douglas DC-8.

But for a time at least, it seemed that there was yet another type of engine that would be suitable for commercial aircraft, one that would bridge the gulf between the traditional reciprocating engines and the new turbojets.

Introduced in 1953, the Vickers Viscount became the world's first airliner to be powered by turboprop engines. Both Capitol

and Continental Airlines operated the Viscount in the US, but with an initial capacity of around 50 passengers, it was seen as a bit too small for some routes. Therefore, American Airlines asked Lockheed for a similar aircraft that could instead seat 75-100 and their response was the Model L188. Lockheed chose to revive the name Electra for the new airliner from their 1930's vintage Model 10. The most well-known of the Model 10s was the one flown by Amelia Earhart.

American launched the type by placing an order for 35 aircraft in June 1955. By the time the first prototype had flown in December 1957, Lockheed had orders from Eastern, Braniff, Northwest and others totaling 144 aircraft, which was about halfway to Lockheed's estimate of the 300 needed to financially break even on the design.



The L188 was initially popular with both aircrew and passengers. Its four 3750 shp. Allison turboprops made it 100 mph faster than the aircraft it was intended to supplant. Its passenger compartment was also larger, quieter and more comfortable. Due to an ongoing pilot's strike at American, Eastern became the first airline to place the Electra in service, with the first flight on 12 January 1959 from New York's LaGuardia airport to Miami. With the strike over, American's Electras entered

service a few days later.

Disaster struck quickly. On 03 February, American's first L188, registered as N6101A, crashed into the East River while on approach to LaGuardia, and 65 of the 73 aboard were killed. The subsequent investigation blamed pilot error, citing among other things, a faulty setting on the altimeter, leaving the autopilot engaged too far into the approach, and marginal weather. Coincidentally, that same day Buddy Holly, the Big Bopper and Richie Valens were killed in an unrelated plane crash at Clear Lake, Iowa.

Worse was to come. On 29 September 1959, Braniff's Flight 542, an L188 enroute from Houston to New York broke up in the air over Buffalo, Texas, killing all 33 aboard. Pieces of aluminum and fuel literally rained on eyewitnesses, and the left wing was found several miles from the crash

site. On 17 March 1960, a second Electra disintegrated over Indiana. Eyewitnesses reported that both wings had come off the aircraft in flight. Northwest Flight 710 crashed vertically into an open field, killing 63.

But with over 130 L188s already in service, the FAA was reluctant to ground the entire fleet. However, as a safety precaution, they immediately ordered that the cruising speed be reduced from 373 mph to 316 mph. On 25 March, the FAA further reduced the maximum permitted cruise speed to 259 mph.

Lockheed engineers scrambled to find out what had gone wrong. Boeing lent staff, simulators and provided access to a wind tunnel. Douglas sent engineers and equipment, most notably flutter vanes that could be attached to wing tips to induce oscillations. The discovery of the nature of the problem was announced



only a few weeks later on 05 May 1960. The engine mounts, which had not been designed by Lockheed, were found to be too weak and susceptible to damage. The outboard engines then induced a whirl mode oscillation in the wing, which was by coincidence near the natural oscillation frequency of the wing, causing failure in as little as 30 seconds.

Lockheed immediately recalled all of the aircraft, strengthening the engine mounts and the wing. The total cost of the modification program was \$25 million, all of which was borne by Lockheed. In 1961, the FAA lifted the speed limits on the modified aircraft.

But the Electra's reputation had been ruined and no further airline orders were forthcoming. Production ended that same year with only 170 examples built. Although turboprop engines remain popular for smaller commuter and corporate aircraft, the Electra was to be the only large American-built turboprop airliner. A number of L188s were converted to cargo aircraft with the addition of a strengthened floor and a large cargo door. The last domestic airline to offer passenger service in Electras was Reeve Aleutian Airways, which sold off its fleet in 2001.

Fortunately for Lockheed, the US Navy had been looking for a suitable aircraft to replace the P2V Neptune, which was currently in service as a long range patrol bomber and was being used primarily for anti-submarine patrol. The performance

characteristics of the L188 airframe proved to be a good match to the Navy's requirements. The first of over 600 P-3 Orions flew in August 1958, and the type remains in service.

Revell released their 1/115th scale kit of the Electra in 1957. In addition to the straight-up airliner, Revell also produced a special boxing that featured decals for the Electra that was being leased at the time by the Los Angeles Dodgers baseball team. The Dodgers Electra was intended to be sold exclusively at the baseball stadium's gift shop, and I as understand it, never appeared on the shelves at the local hobby emporium or dime store.

The mold was later altered to yield a kit of the P-3A Orion by adding a MAD boom and deleting the windows, and so the original kit can never be re-released. Unbuilt examples of the airliner kit show up frequently on eBay, generally fetching bids of \$50-75. The kit of the Dodgers Electra is much more rare, and accordingly commands much higher prices, on the order of \$500 or so.

Dad built two examples, with the first one using the American Airlines decals that were provided with the kit. The registration number is N6100A, which may have actually been one of Lockheed's demonstration aircraft, since as I noted earlier, American's first Electra was registered as N6101A. To the best of my recollection, Dad brush painted the overall natural metal finish, working

from a baby food jar of aluminum paint that he'd appropriated from the Tenneco plant where he worked.

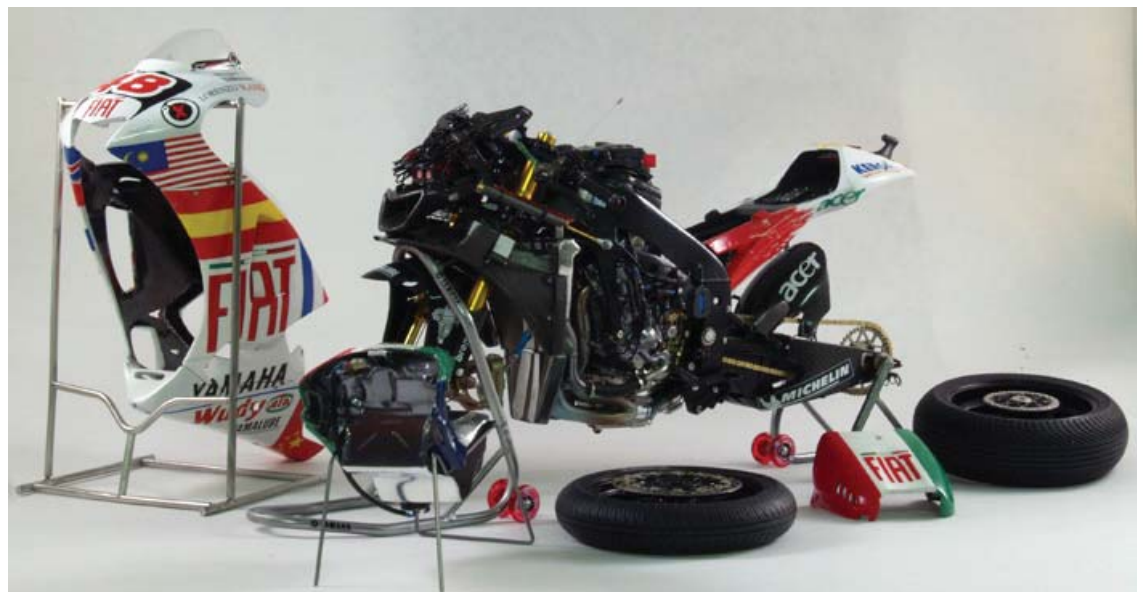
Eastern Airlines' Electras entered service wearing the blue window stripe and the red Falcon logo as seen on their earlier Connies. But they began repainting their aircraft in the blue "hockey stick" logo in 1964, and I can recall Dad saving newspaper advertisements that featured photos of Eastern's Electras in this new scheme. During a visit with my aunt in Louisville, we made a side trip to Standiford Field so that he could make notes about the various markings and colors used on these aircraft.

He used spray cans of flat white and silver from the hardware store to paint this second Electra, opting to model N5501, which was Eastern's first Electra. If there were any aftermarket decals available at the time for Eastern's new scheme, Dad didn't know about them, so he carefully hand painted all of the markings, using his notes and sketches as guidelines. I don't know if we saw this actual aircraft at Standiford, but it was the one that was

featured in the newspaper ads. And since he seldom discarded anything willingly, I still have one of these clippings and his notes.

His usual technique to keep the nose wheel on the ground was to tightly pack window glazing compound into each half of the nose before assembly, and this has proved to be an unfortunate choice. As the glazing compound aged, it swelled slightly, with the result that many of his models are now splitting apart at the nose. This can be seen in the photos of the Eastern Electra, but so far it has not similarly afflicted the American model.

And as usual, my thanks to fellow MMCL member Randy Fuller for taking the photos...



One of MMCL member Daniel Ledford's beautiful motorcycles

©PHOTO BY D.M. KNIGHTS

Naval Battles of the First World War

By Geoffrey Bennett

ISBN 1 84415 300 2

320 pgs

Review by D. M. Knights, IPMS/USA 17656, IPMS/
Canada C6091

One of the reasons I model is that I have an avid interest in military history. Modeling serves as an outlet for bringing that history to life is some small way. My interest in military history is pretty wide ranging. However, there are many areas of military history that I have little information on, yet I find interesting. Lately, I've been trying to expand my knowledge by reading books on some of these areas that I haven't learned much about previously.

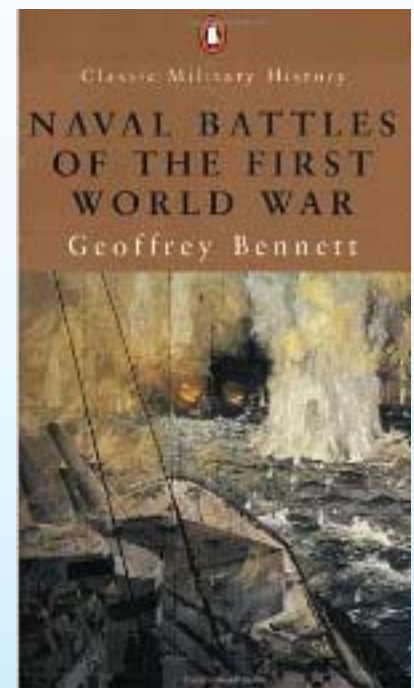
One area I've always wanted to know more about is WWI naval battles. Who doesn't love the big Dreadnought-style battleships? I was in Half Price Books and came across this book which for \$4.99 seemed to fill the bill to expand my knowledge in this area.

The book was originally published in 1968, and was reissued by its current publisher, Pen & Sword, in 2005. The author, who served in the Royal Navy, has written several books on naval subjects. Quite naturally the author starts with a brief overview of the navies of Germany and Great Britain prior to the outbreak of WWI. After this, the book dives right into the outbreak of the war and the initial naval battles that occurred. Neither side

was prepared for the outbreak of war and many of the ships of each navy were out of position, in far flung places all over the globe.

The initial chapters of the book cover the British attempts to locate and bring to battle the German cruisers that were cruising in the Mediterranean, Pacific and South Atlantic. Conversely, the Germans were attempting to shake their British pursuers and wreak havoc on British and allied shipping.

Of course, the meat of the book is devoted to the British attempts to bring on a general engagement with the German High Seas Fleet in the North Sea. The battle that everyone expected to happen at the beginning of the war didn't end up happening for over two years. Despite frequent German raiding on the British coast, the British were unable to bring on a general engagement until the Battle of Jutland in 1916. While the battle was essentially a draw, the German High Seas fleet did not emerge again to risk a general engagement until just before the end of the war in 1918. No other general engagement did end up occurring before the war ended and the



Germans ended up surrendering and then scuttling the major units of the fleet in British waters in 1919.

The one area only briefly mentioned by the book is the German U-boat war and the attempts to cut Britain off and starve the country into submission. Of course, that subject would require a book all unto itself.

This was a quick and compelling read. I enjoyed it and learned a lot about a subject that I hadn't known much about. I highly recommend the book, especially for the price. By the way, numerous models have come out recently in 350th scale of these WW I battleships. Trumpeter has even recently released a WW I Queen Elizabeth class battleship in 700th scale. To my knowledge, this is the first time a WW I battleship has been released in injection molded plastic. This book will serve as inspiration for building any of these kits.

Chattanooga Show report:

By Dr. Terry Hill



The Veni Vidi Vici crew was off and running early on a Saturday morning. Rich, Daniel, Ted and me met at Brian's at 5:00am eager to get the 2012 campaign season started. Amongst the 4 of us we had a total of 42 entries scattered over multitudes of categories. We had entries in auto, aircraft, armor, dios, and figures. Rich entered 14 entries, Ted had 10 entries, Daniel had 6 entries, and I had 12 entries.

The trip was relatively uneventful except we ran into rain just east of Nashville that stayed with us until we reached Chattanooga. Going over the mountains near Mount Eagle we hit fog and low lying clouds that made life a little interesting to say the least. We arrived at the event site after a little over 4 hours' worth of drive time. Stewart Gordon followed us down, but did not enter the contest. He spent the morning shopping the vendors, checking out the entries, and catching up on the hobby. All five of us went to lunch together at Hooters and checked out the local

Another one of MMCL member Daniel Ledford's beautiful motorcycles

©PHOTO BY DR. T. HILL



talent. After carefully judging the local talent at Hooters, we can honestly say that they don't hold a candle to the girls in Louisville. After lunch we bid a fond farewell to Stew, and headed back to the show.



The vendors were pretty decent with many of the regional vendors present. These included but were not limited to CRM, Middle Tennessee Models, Horner Hobbies, and many more. The vendors were more than willing to separate us from our hard earned money, and in many instances, we were more than willing to oblige. This being the first show of 2012, it was good to get the juices flowing and to dive into the vendors' pit. Little quarter was given and none was asked. We all came home with jewels and tidbits fit for the gods. It is always great to see Chris Merceal, Al Horner, and the other guys. We took flyers of our show, and talked up the show to the vendors. We hope to see many of them at our show.

The judging commenced at 12:00 noon and continued for the next 3 hours or so. I understand that they had some difficulty in some of the judging. In particular, the auto cat-

Maltida Tank

©PHOTO BY DR. T. HILL

egory was a disaster. That category had 3 judges 2 of which quit half way through the judging and left. The show organizers had to scramble around to get judges to finish. Well needless to say this proved to be a real clusters @!&%*#. As a result poor Daniel got hosed in that category. The final results were as follows:
Rich: 7 Golds, 4 silvers, and 3 Bronze
Daniel: 2 Golds, and 4 Silvers
Ted: 2 silvers, 3 bronze
Me: 6 golds, 5 silvers, 1 bronze
Ted would have scored better than that if he had just dusted the dust and cobwebs off his Spitfires. Somehow the judges didn't take to the authentic dust effect on Ted's aircraft. I think Ted learned a lesson from this for future shows. As I said, Daniel got hosed in the competition. Entries that have consistently scored golds in other shows and won best of auto were overlooked. By comparison, I hear the Daniel won best of auto at

Columbus last weekend. So needless to say Daniel was steamed and it took us about 2 hours to talk him down off the ledge. I am glad to hear that he has recovered and has gone on to glory at Columbus. Daniel has been a great addition to the club, and has filled that niche in the auto categories that has been missing from our show crews. We are fortunate to have him.



The cockpit of a P-38

©ALL PHOTOS BY DR. T. HILL



A captured Bren Gun Carrier and Trailer.

A race car. I don't know, ask Daniel



The Cranky Canuck

By Jim Bates, B.A., J.D. M.M. IPMS/USA

Last year, Kinetic Models of China released a 1/48 Grumman S-2 Tracker, but sadly it was the longer U.S. Navy S-2E version and not applicable to a Royal Canadian Navy Tracker. However, it appears that Kinetic will release a short fuselage S2F, possibly with Canadian markings, sometime in 2012. For those who cannot wait, Belcher Bits has issued resin conversion parts to help with the changes. These parts include the short tailplanes and the aft end of the nacelles. Even with these parts, there will be surgery needed to shorten the fuselage. In addition, Belcher has released a decal sheet to build any of the RCN or CAF Trackers. (<http://www.belcherbits.com>)



Later this year Revell AG will be reissuing the old Matchbox 1/72 Flower Class Corvette in a "Platinum Edition" which will include photo-etched parts, a self-adhesive wooden deck, and metal barrels for the cannons. I assume it will once again include markings to build HMCS Snowberry.

Finally, the editor passed along a link to Navis Neptun's website at http://www.navis-neptun.de/home/home_e.html which has some very nice 1/1250 ship models.

Airfix 1/72 Swordfish

In the annals of naval aviation history, the Fairey Swordfish is well known as one of the few biplanes still in service at the end of World War Two and also as one of the few aircraft to have outlived its successors. In fact, the Royal Canadian Navy continued to fly the 'Fish post war before the aircraft were flown across Canada and used as ground based training aids.

While 1/72 scale Swordfish have not exactly been rare, with kits released by Airfix, Frog, and Matchbox, all of these kits date from the 1970s or earlier. Thankfully, Airfix has stepped up the plate to replace their 1958 tooling with a brand new kit.

And what a kit it is! Spread out over four grey and one clear sprues is almost everything a modeler could ask to build a wheeled Swordfish in 1/72. Fifteen parts make up the cockpit, framing, and rear gunner position and about the only thing missing are seatbelts. Eleven parts make up the cowl and engine, and the wings can be built spread or folded. The rudder is separate and weapons options include a torpedo, drop tank, and bombs. You even get a little torpedo trolley if you choose not to mount the torpedo to the aircraft. Molding is to the usual new Airfix style with no flash. I like the fabric repre-

sentation and detail is overall excellent. Decals are provided for an early silver Swordfish from 820 Squadron and a Taranto raider. This is a really nice kit and all the more so as Airfix has kept the price under \$20. (Airfix plans to issue the kit with floats sometime in 2012.)

Phoenix Squadron by Rowland White

It is not often that a book on a historical military subject is as fast paced and page turning as a novel, but Phoenix Squadron surely is. Ostensibly about the Fleet Air Arm's "raid" on British Honduras (now Belize) to deter a Guatemalan invasion, it does an amazing job of illustrating FAA carrier aviation in the 70s and the political process that would put an end to the UK's use of "real" aircraft carriers. Quite honestly it boggles the mind that the politicians didn't see how successful the operation was, and that they were unable to foresee how invaluable an aircraft carrier was for future power projection. (Maybe even deterring an invasion of the Falklands?) The book is gripping and covers it all: flying Phantoms, Buccaneers, and Gannets, the political maneuvering both of the crisis itself and the the cost cutting folly that would lead to the end of the Ark Royal. Highly recommended.

Military Modeling Club Of Louisville

Income and Expense Report

By Alex Restrepo

February 2012

PNC Bank

Starting Cash Balance:

\$5,822.42

Cash Receipts	Date	
Workshop Fees	1/3/2012	\$95.00
Workshop Fees	2/11/2012	\$20.00
Dues (Fred R.)	2/13/2012	\$10.00
Dues (Multiple)	2/16/2012	\$50.00
Raffle	2/16/2012	\$62.00
Workshop Fees	2/29/2012	\$90.00
Total Cash Receipts		\$327.00
TOTAL RECEIPTS		\$327.00

Cash Or Debit Expenses:	Date	
#7009 KYANNA Rent	2/6/2012	(250.00)
#1018 Terry Hill	2/9/2012	(211.00)
Total Cash Expenses:		(\$461.00)

TOTAL EXPENSES (\$461.00)

NET Monthly Increase(Decrease): (\$134.00)

ENDING CASH BALANCE: February 2012
\$5,688.42

President's Page

President - Stu Cox

Come on out this upcoming **FRIDAY EVENING, MARCH 16th for "MMCL Friday Night Fights"** at the Kyana building on Hunsinger Lane!

We will be modeling from 6pm until Midnight or so! Friday Night Fights is a quarterly event now and always yields a great turn-out!

We had a number of club members participating in model contest/shows this weekend, and will be able to hear all about successful contest winnings. Terry Hill and Rich Guetig travelled to the **Cookeville, Tennessee Show**. Dave Crouch, Daniel Ledford and I attended the **IPMS Roscoe Turner Indianapolis show!** I know that Terry and Rich likely cleaned-up in the awards at the Cookeville Show! Daniel won "Best Of Show" in the Automobile Class, and Dave received a First Place for a figure/bust that he painted! We'll hear all about the shows and awards during Friday Night Fights this week.

We are TWO MONTHS away from our MMCL Invitational Model Show/Contest, scheduled for May 19th. We have a good assortment of vendors signed up, with more added after discussions at the Indy show this past weekend. We should have a good regional attendance as modelers from Cincinnati and Indianapolis who are concerned about gas prices may likely opt to travel to our show instead

of some of those further away that weekend.

We need everyone's help in volunteering to help with final preparations. We will need help with the Raffle Administration, Contest Judging, Signage Placement, Parking & Direction Support, and the cascade of our flyer's out to other businesses in the area that cater to the Scale Modeling community. Our goal is to get Louisville based modelers who don't always attend model shows out to see what our club and the IPMS is all about.

Oh yes, and one final thing! Be sure to scour your kit collections for model, accessory and reference book donations for the club raffle! One thing I heard loud and clear this weekend while at the Indy show was that MMCL is VERY WELL KNOWN for having an awesome raffle! Many attendees are willing to spend money on buying numerous raffle tickets due to our awesome collection of items in our raffles. So let's keep that tradition up, and wow attendees once again!

Please be ready to serve your club when asked for volunteer support against this show! Your club leadership appreciates everything that each member can do to be actively involved and a part of executing an awesome 2012 Model Show!

Thanks, and we'll see everyone this week for FRIDAY NIGHT FIGHTS!!!

Military Modelers of Louisville Membership Form 2012

Name: _____

Address: _____

City: _____ ST: _____ Zip: _____

Phone: _____ E-mail: _____

Birth Date: _____ Year Joined Club: _____

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

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

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

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

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

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

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

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

PD DT _____

April 2012

Tactical Notes

NEXT MEETING: APRIL 19TH, 2012
7 P.M.



SD. KFZ. 222 MANIA!



To contact MMCL:

President:
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Email: Thill35434@aol.com

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Treasurer:
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Webmangler:
Mike "Workshop" Nofsinger
Email: Mnofsinger@insightbb.com

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

Cover Photos: Photo of TBF from the Chattanooga model contest

Editor's Note

Here is the April issue of Tactical Notes. You'll note that I am still experimenting with the new features of InDesign 5.5. I hope that you like the upgraded appearance. If you have comments or suggestions, let me know.

I want to thank Dennis, Randy and Jim for their contributions to this issue. I am very pleased with the quality of the articles we are getting. I am especially pleased that we have an armor article for this issue. Given the many, many members who build armor, and our reputation as an "armor club", our newsletter has been sorely lacking in armor articles. How about we get some more? OK, you've got your marching orders armor guys. Get out there and write. If you need help with photos, let me know.

The club contest is May 19th. We are 30 days out and counting. Things are looking good, but now isn't the time to relax. We are going to need club members to turn out that day and help. I especially need folks to volunteer to judge. If you aren't going to enter in a particular category, please volunteer to judge.

Barry Numerick's Bf-109 1st Place winner at Dayton



The meeting is Thursday, April 19th, 2012. There will be a SHORT (the officers promise it will be short) discussion of the upcoming contest. There will be the usual show and tell and raffle. In addition, club president Stu Cox promises a presentation of some kind.

Decal review: Starfighter Decals 72-113 Prewar Wildcats Pt. 2

Review by D.M Knights IPMS/USA 17656, IPMS
Canada C6091

72nd scale modelers have been blessed recently with two companies concentrating on Pre-WWII and WWII naval aircraft decals. Yellow Wings Decals (<http://www.yellow-wingsdecals.com/decals/index.php>) and Starfighter Decals (<http://www.starfighter-decals.com/index.html>) are both producing really great decals of “yellow wings” aircraft. I’ve always wanted to build a Yellow wings era aircraft. However, my slow building pace had kept me from ever getting one in to production. A challenge build at an MMCL meeting prompted me to finally build a Yellow wings aircraft. While I didn’t manage to finish it on time, I did finally manage to finish.

The subject I chose was an F4F-3. Hasegawa has an excellent F4F-4, and I knew that the conversion to an F4F-3 wasn’t that difficult given the aftermarket items available. However, decals were an issue. While Hasegawa did issue an F4F-4 in a Yellow wings boxing, with decals appropriate to an F4F-

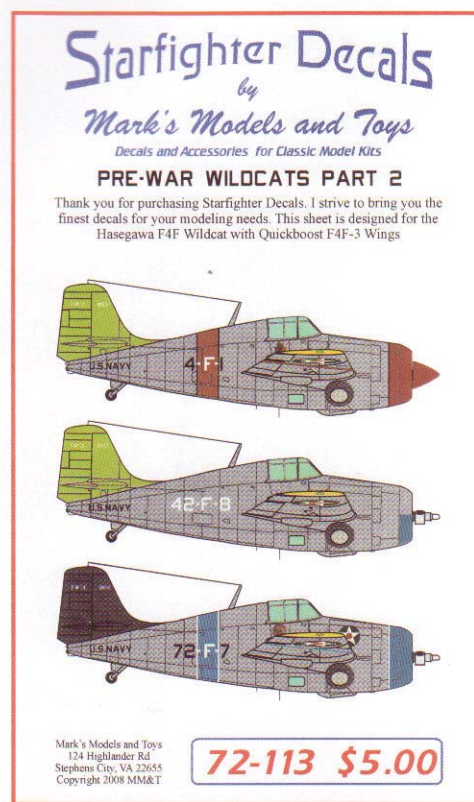
3, I’ve never really liked the decals from Hasegawa. They’ve always seemed overly thick to me. Looking at Starfighter decals, I found they made a sheet that was just what the doctor ordered.

Starfighter sheet 72-113, titled Prewar Wildcats Pt. 2 has markings for 3 F4F-3s in Yellow wings markings. One of the choices is for an aircraft of VF-72 onboard the USS Wasp. It is for the section leader of the second section, aircraft #7.

The Starfighter sheet is smaller than a typical Microscale sheet. The sheet costs \$5. In order to get all the markings on the sheet, Starfighter has put the decals on the sheet very close together. This means that care must be taken in locating the appropriate decal on the sheet and cutting it out. Your care will be rewarded, as the decals are thin, in register and the color saturation is excellent.

The decals are so thin that care must be taken with the longer decals as they will easily wrap upon themselves if care

is not taken. I recommend holding the decal by the backing paper and sliding just a small part off the end of the backing paper and onto the model and once it is secured, pulling the backing sheet out slowly as more of



the decals lays down on the model.

The only thing missing from the decal sheet, and there really isn't any easy way to do it as a decal, is the True Blue ring on the cowl lip. I used Model Master True Blue, which, while it doesn't perfectly match the other True Blue markings that are decals on the sheet, but it is close enough that since the painted markings and the decal markings aren't next to each other, no one will notice. While Starfighter doesn't give you the True Blue cowl marking, they do give you the white border that goes around the cowl. As with all the other markings, it is wonderful. However, given its length and width, again care must be taken during application.

In sum, this is a great decal sheet, and at \$5 it is a steal. I applaud the manufacturer for their commitment to supplying such a quality product at such a reasonable price. Highly recommended.



From the Tom Field Photo Collection... the Boeing P26A "Peashooter" ARTICLE BY DENNIS SPARKS

In September 1931, design work began on a company-funded project at Boeing for a new type of all-metal fighter plane. A few months later, an Air Corps contract was issued for three prototype examples, with the new aircraft flying for the first time in March 1932. Its original military designation was XP936, but before the first production examples were delivered the designation had been changed to the P26. But because of the long telescopic gun sight that was mounted in front of the windscreen, the new fighter quickly became widely (but unofficially) known as the "Peashooter".

Wearing a variety of brightly colored Air Corps and unit markings, the P26 was very photogenic and was popular with the general public, appearing often in magazines and at air shows across the country in the 1930s. But

the rapid pace of progress in aerodynamics at the time ensured that it was to become something of an anachronism even before its production run of 151 had ended in 1936. Its open cockpit, wirebraced wings and fixed landing gear all seemed out of place when compared to the likes of the RAF's new Hawker Hurricane and the German Luftwaffe's Messerschmitt 109, whose prototypes were both flying by the end of 1935.

The squadron assignment of the aircraft in Tom's photos has proved to be something of an enigma. The first P26s had been delivered to the 20th Pursuit Group at Barksdale, Louisiana in December 1933, and the whitetrimmed red scallops seen on the cowling ring of one aircraft are known to have been used by the Group's 77th Pursuit Squadron. Also, before receiving their Peashooters, the 20th PG had previously flown the Boeing P12 biplane, and one can be seen posed alongside the P26s in one of the photos. However, the unit badge seen on the fuselage or turnover pylon on several of the Peashooters doesn't appear to match any known squadron or group markings.

Several respondents to internet queries about the photos suggested that they appear to have been taken at a military open house event in the mid 1930s. One added that the architecture of the buildings and the tower in the background did not appear to match period photos taken at Barksdale, and suggested that the photos may have instead been taken at Langley Field, Virginia. Perhaps coincidentally, one of Tom's other photos is an aerial view of Langley.

In USAAC service, the P26 was a front line fighter for only about three years before being replaced by the more modern Seversky P35 and Curtiss P36. Handed down to secondary units, the Peashooter continued to serve for several more years and was eventually used by more

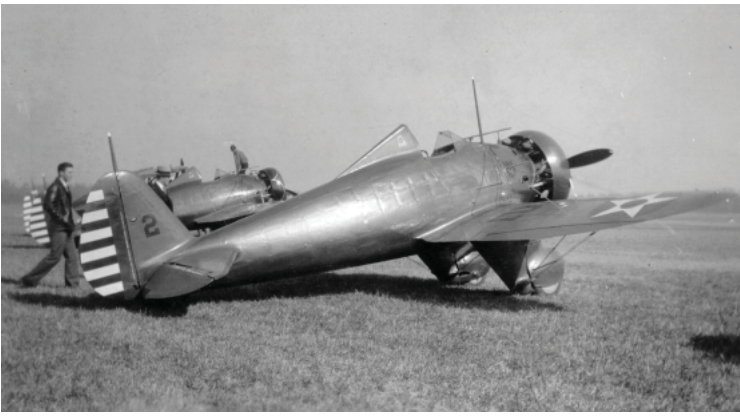
than twenty squadrons, although due to the relatively small number produced it never fully equipped more than six squadrons at any one time. A few Peashooters were still in use in Hawaii, the Panama Canal Zone and in the Philippines at the time of the Japanese attack on Pearl Harbor. Filipino Peashooters were able to claim two or three victories over Japanese G3M "Nell" bombers and the much superior Mitsubishi A6M2 "Zero" fighter.

In 1943, seven of the former Canal Zone P26s were acquired by Guatemala, and the last two were finally retired there in 1956. These two are the only surviving original Peashooters, and are they are now on display at the Planes of Fame Museum in Chino, California and at the National Air and Space Museum in Washington DC. The National Museum of the US Air Force also has a full sized replica that was built using plans that were provided by Boeing.

There at least two other photos in the Tom Field collection that are related to his P26 photos. One is a photo of a

Curtiss A8
Shrike





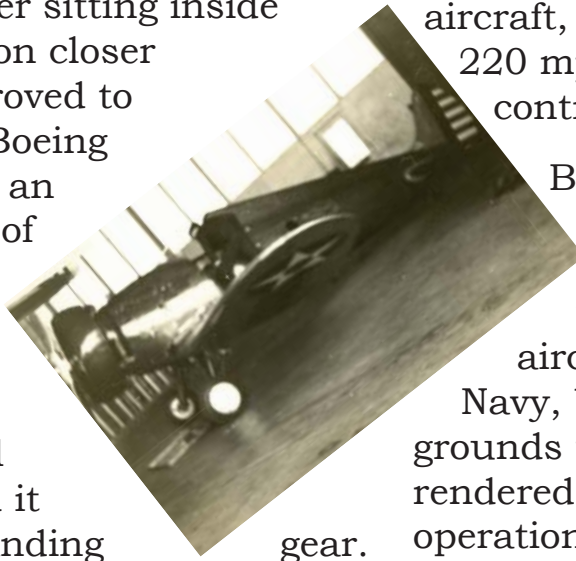
attack aircraft that was featured in an earlier newsletter article. The background structures are the same, and the Shrike was likely sitting alongside the Peashooters when the photos were taken.

The second photo is a blurred image of what appeared at first glance to be another Peashooter sitting inside a hangar. But upon closer examination, it proved to be a much rarer Boeing P29. Intended as an improved version of the Peashooter, it featured a fully internally braced wing to eliminate the P26's external bracing wires and it had retractable landing gear. The Army ordered three prototypes, and their construction was already underway as the first production examples of the P26 were entering service.

With an anticipated top speed of over 250 mph, the Army specified an enclosed cockpit for the P29, and Boeing obliged with a close fitting canopy. But when the canopy was deemed by Army test pilots to be too restrictive, the first P29 was returned

to Boeing to be modified to revert it to an open cockpit. This aircraft was reclaimed by the Army in April 1934, and it became the sole P29A. It was sent to Langley for further evaluation, and so it may well be the subject of Tom's photo.

Boeing engineers added a much larger and more cumbersome cockpit enclosure to the second P29, but it too was deemed unsatisfactory, so the third example was finished with the same open cockpit design seen on the P29A. An engine change resulted in it being later designated as the P29B, and it was sent to Chanute Field for evaluation. But with all three aircraft, the top speed was only about 220 mph, and so no production contracts were offered.



Boeing also offered a modified version of the P29 to the US Navy. As the XF7B1, it was the first monoplane fighter aircraft to be evaluated by the Navy, but it was rejected on the grounds that its higher landing speed rendered it unsuitable for carrier operations.

In addition to service with the US Army Air Corps, a small number of Peashooters were sold to China, where they were used in combat against the Japanese near Nanking beginning in August 1937. They were opposed there by the Mitsubishi A5M "Claude", which also had an open cockpit and fixed landing gear. These were the world's first aerial dogfights between metal monoplane fighter aircraft.

Building Tamiya's Sd. Kfz. 222

Randy Fuller MMCL/Eastern Bloc

ALL PHOTOS IN ARTICLE © RANDY FULLER 2012

As you know, I will build just about anything out there – old and new, simple and complex, historical or fantastical. Well this time I dusted off a kit I had laying around for some time, the Tamiya Sd. Kfz. 222 re-re-release (yes, it's the third time for this old veteran) that has been upgraded with a metal barrel and PE grenade screens, and has added figures, a motorcycle and rider, and some barrels and gas/water cans, so you almost have a diorama in a box! In addition to this kit, and knowing I cannot leave well enough alone, I added the Royal Model [RM] interior set.

The Tamiya kit is still a really nice, well-fitting kit, despite its age. Surface details are crisp and, the molding is fairly clean – I did have several ejector pin marks to fill (that would be noticeable if you really looked.) A lot of parts did have mold parting lines that need clean-up, but there's no major flash on the parts, which is pretty good for a kit that's pushing 35!

I started out following the kit directions and built the undercarriage first; there were several pin marks on the inside of the rails that I filled

with Vallejo Plastic Putty. Once sanded smooth I glued the parts in place, and then used a little Gunze Mr. Surfacer on some obvious seams where the rails met the hull, which will be covered by the wheels anyway,



but I know it's there! I glued up the three piece wheels, gluing the mounting hub so they wouldn't roll. The tread detail is great for a plastic mold, and it only needed a little sanding to smooth them out. I left the wheels off until after painting. Now I concentrated on adding the interior.



The Royal Model set comes in a slim box, but packed with details! A huge fret in brass, one small sheet in stainless, and several stubs in resin for pioneer tools, driver's area details, grenades, stowage boxes, and a new gun mount. And with that, I began the demolition. I used a Dremel with a cutting wheel to remove most of the molded in gun mount from the lower hull then I used a mini-chisel to clean up what was left. I just wanted the surface flush since the large PE floor plate would cover this area up. I also chiseled away the interior bumps from the upper and lower hull parts where the mounting locations were for exterior details, like the spare and visors. I used 0.10" plastic sheet, as instructed in the RM instructions for additional plating inside the hull. Some dry fitting was necessary here

I added a small drop of medium CA and carefully placed in position, while some of the smaller parts I positioned first then took a microbrush with thin CA to the area and let it wick into the part.

All of the interior details got a little clean up with a sanding file to remove the nibs and pour stubs. The biggest challenge was the gun mount. It required a lot of sanding and test fitting since the first test the gun sat way too high! So the resin part got pared down a lot from how it was molded, but it's just about right. I also had to cut off the attachment point on the gun cradle too, and this left a flush bottom with a hole. To compensate for the lack of gluing area, I drilled out the resin pillar on my drill press and inserted the "pin"

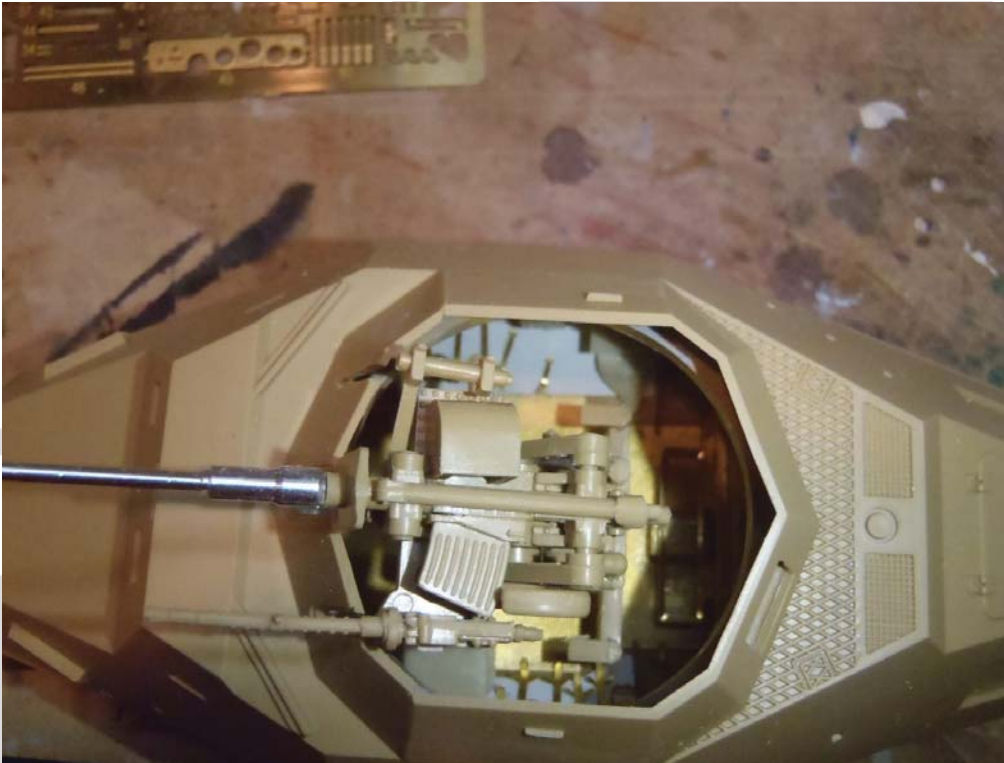


I cut off the cradle. This actually made the mounting point a lot stronger and allows me to rotate the gun.

As with any endeavor adding aftermarket parts, some modifications must be made to the original kit. Removing the pillar is not so obvious, but opening the side doors is. Since I was adding the interior, you wouldn't see much looking

and there, but the installation of the details went fast. Everything was attached with CA glue. Some pieces

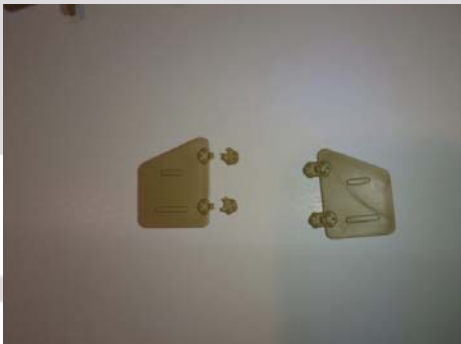
in from the turret I went ahead and modified the doors to be open. This required careful surgery to cut off the



being a primer or grey-green color. Vallejo colors were airbrushed in the parts, with details picked out by hand with a small detail brush. The empty engine compartment was airbrushed with black since the screen on the rear bulkhead might allow a glimpse into the empty space. I dipped some steel wool in German Grey paint then dabbed and scraped the wool over the interior to simulate chipping.

Washes, filters, and pigments dirtied up the interior of this North African warrior.

molded hinges. Using a PE razor saw, I carefully cut off the outside hinge from each door, then positioning the door in the opening, I added the hinges to the exterior hull with a little bit of Tenax and a micro-applicator.



I finished gluing in all the fiddly bits inside the hull and turret pieces, added details with stretched sprue as necessary, then primed with Alclad White Primer and Microfiller. The

I did subassemblies here and there, with the gun being no exception. I followed the kit instructions, primed the assembly with Alclad Black Base, and finished with Alclad Steel and Gunmetal. A little dry brushing brought out the details. I also painted the wheels separately by airbrushing Vallejo Old Rubber over the whole wheel, and then I masked off the tires with parafilm and painted the hubs the camo color. I built up and detailed the turret -inside and out - as well.

I bent the kit supplied grenade screens to shape and glued the seams with CA glue. I cleaned up all the external attachments and would paint separately. I built up the kit figures as I planned on making this into a diorama at some point. As with many projects, test fitting is essential, especially with the gun. I had to



research I did found the interior walls to be an ivory color with the floor

mount at a slight angle because I couldn't get the gunner figure to fit with the radio in place!!



The basic build is pretty straight forward and I, for the most part, followed the kit instructions in sequence. Once I was happy with the interior details, I put the gun in place and closed up the hull. It was a really tight fit with all of the details inside, so I needed to coax the upper hull in place with tape, but I still needed some filler along the seam. I wasn't worried about the gap since it was a very angular vehicle and after sanding and painting you'd never tell it was there! I added some of the finer pieces to the hull: headlights, width markers, mirror and fenders at this point, hiding the gaps with putty, CA glue, and Mr. Surfacer. Everything fit well and I had no major problems.

The last major bit of work was to

box in the left side stowage bins, as there is a huge gap that would be seen from underneath the 222. I used

a few thin pieces of plastic sheet to box it in. I also filled in the backs of the mufflers for good measure. And just when you thought the build was done, I decided this beast need some war wounds. One thing I wanted to show was a tear in the canvas spare wheel cover. So I thinned out the back of the part with a Dremel with a grinding bit, warmed up the thin plastic with a heat gun,

and then poked it open with a sharp blade. . Since there was a hole, I now needed the spare! I made a quick mold of one of the wheels, cast a thin spare, painted it and glue behind the opening. I added some bullet holes using a drill, then reamed out the edge of the hole, and finally smoothed it over with a drop of Tamiya Extra Thin Cement.



That pretty much wrapped up building this kit. There are still some

pieces and parts to be attached, but I like to keep dissimilar colors off until after the main painting is done. I masked off the open turret and gun and got ready to spray! Now I would move onto the painting stage. I will cover this part of my 222 experience in my next article, so stay tuned!!

Eric Larson's Fw-200C



John Vitkus' 72nd scale Junkers F-13 at Dayton

The Cranky Canuck

By Jim "Mr. Seattle" Bates

Book Review:

Title: Empire of the Clouds

Author: James Hamilton-Paterson

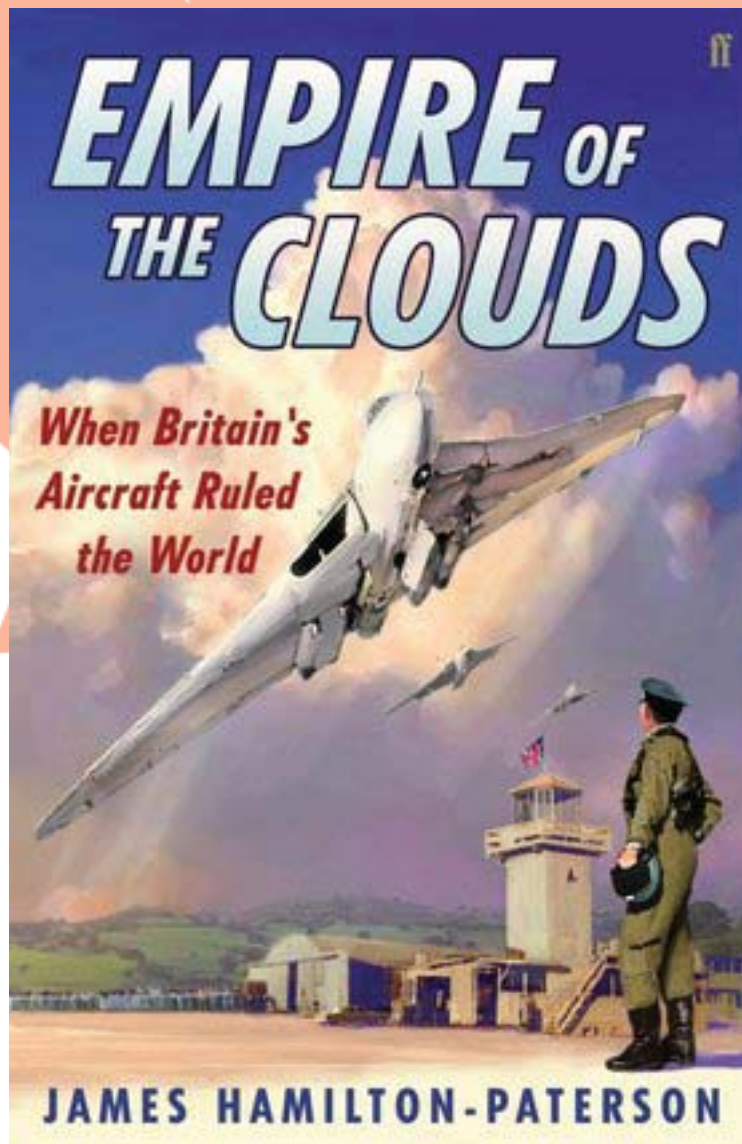
Publisher: Farber and Farber

This rather interesting book is a combination memoir, biography of Canadian test pilot Bill Waterton, and indictment of the British aviation industry. Hamilton-Paterson tells the story of a bloated industry that started out with such promise, but was able to squander that promise through inefficiency, political meddling, and just plain ignorance. (It is shocking to read just how many prototypes were scrapped just before flight testing was to begin.) Oddly, it seems the engineers were successful in spite of themselves and the RAF never insisted that they had a functioning product before taking an aircraft on strength. (For example

early Hunters that couldn't actually fire their guns.) The sections on Bill Waterton are quite eye opening in that his employer Gloster seemed to not value any of his input as Chief Test pilot. Cockpit ergonomics, heck at times pilot safety, didn't appear to be of much interest to the industry. (Let alone paying a living wage.) There are a few hilarious stories, such as the Valiant being built on a field without a runway that the Valiant could be operated from, the the



need to end flight testing in order to not miss lunch. It appears that many British lament the failures of their aviation industry, and often blame the politicians, but it appears that they were only part of the problem, and there was much blame to go around and much of it may be placed on the aviation companies themselves. A fascinating and enjoyable, but very British read.



President's Page

By Stu Cox

MMCL Members!

This Thursday, April 19th will mark the ONE MONTH pre-date for our **May 19th MMCL Invitational Show & Contest to be held at the KYANA Building on Hunsinger Lane in Louisville!**

Terry Hill, your show Chairman, has made all table and skirt rental arrangements and Dave Knights has sold all of the vendor tables. We have conducted a dry run table layout in the upper vendor and lower contest areas. The BBQ vendor is ready and planning on serving a quality BBQ meal to all who would like to purchase one day of show!

MMCL Leadership held a meeting with the KYANA Car Club Leadership Team last week, and reviewed all of our detailed plans. They are enthusiastic about our show and are very supportive! KYANA even plans to have a few of their members on hand with their 1:1 scale cars to showcase on their lawn. We are also trying to arrange for a possible military vehicle display or two! We'll see what we can come up with.

The Louisville Model Car Club has provided a vote of support and will have members on hand to participate and help with contest judging. Thanks to Russ Fischer for providing Computer Design Layout

services in planning our vendor and contest area table layouts!

As mentioned previously, we will need all of our own MMCL members who are available to help with the final show preparations and event execution on the 19th. I thank those who have already volunteered and committed support! Please let me know what areas below you will be willing to help with! We will start setting up on Thursday and Friday May 17th-18th. We'll be at the show site at 0-Dark-30 (Terry Time) on Saturday the 19th, and plan to stay until we have cleaned and returned the Kyana facility to it's original luster!

Areas that we will need assistance:

- 1) Parking / Traffic Flow Management (rotating shifts)
- 2) Registration Show/Contest Administration - Check-in
- 3) Contest Judging - Louisville Model Car Club Members, MMCL Members AND Show Participants From Other Chapters who are interested.
- 4) Raffle - rotating shifts of support to run the raffle all day (WE ARE COLLECTING RAFFLE ITEMS NOW! BRING TO WORKSHOP ON SATURDAYS)
- 5) Setup & Preparation - Thursday 17th, Friday 18th and Saturday AM 19th.

6) Cleanup: Staying around Saturday after the show to help tear down and putting the Kyana building back just the way we found it!

7) Vendor Relations - We want to help make our show vendors feel welcome, supported and successful

8) MMCL Good Will Ambassador's for IPMS Chapter guests, as well as local Louisville Hobbyists who may not be affiliated with a club! All of our members can fulfill this role by making guests feel WELCOME!

We plan to have an awesome time with our show! Thanks, and we'll look forward to seeing you at our monthly club meeting this Thursday evening!



The Divine Scale Society entry at Dayton

Financial Report

By ALEX RESTREPO

MILITARY MODELING CLUB OF LOUISVILLE

MARCH 2012 PNC BANK

STARTING CASH BALANCE:

\$5,593.42

CASH RECEIPTS DATE	CHECK		
WORKSHOP	3/5/2012	\$40.00	
WORKSHOP	3/23/2012	\$15.00	
DUES	3/23/2012	\$20.00	
RECYCLE	3/23/2012	\$54.60	
WORKSHOP	3/26/2012	\$20.00	
TOTAL CASH RECEIPTS	\$149.60	TOTAL RECEIPTS	\$149.60

CASH OR DEBIT EXPENSES:

DATE

#7010 KYANNA RENT	3/6/2012	(250.00)
#1019 SRI FLOWERS	3/9/2012	(34.00)
TOTAL CASH EXPENSES:		(\$284.00)

REIMBURSABLE EXPENSES:

DATE

TOTAL REIMBURSEMENTS:	0.00	
TOTAL EXPENSES		(\$284.00)

NET MONTHLY INCREASE(DECREASE): (\$134.40)

ENDING CASH BALANCE: MARCH 2012 \$5,459.02

Military Modelers of Louisville Membership Form 2012

Name: _____

Address: _____

City: _____ ST: _____ Zip: _____

Phone: _____ E-mail: _____

Birth Date: _____ Year Joined Club: _____

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

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

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

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

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

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

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

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

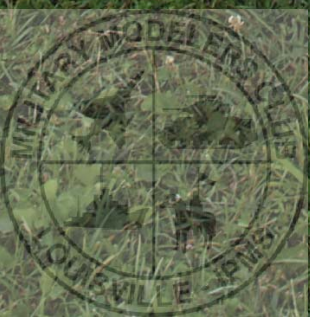
PD DT _____

June 2012

TACTICAL NOTES



**MMCL CONTEST
AFTER-ACTION
REPORT**



2012 REGION 4 NEWSLETTER OF THE YEAR

To contact MMCL:

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

Cover Photos: KYANA 1936 Mercedes 540E at the MMCL contest on May 19th. Photo by D,M Knights.

Editor's Note

WOW! ALL I CAN SAY IS WOW. USUALLY IN THIS SPACE I TELL FOLKS WHAT THEY MISSED AT THE LAST MEETING. HOWEVER, I AM PRETTY SURE I DON'T HAVE TO DO THAT THIS MONTH, SINCE I AM PRETTY SURE THAT EVERY MEMBER OF MMCL NOT ONLY MADE IT TO THE SHOW BUT PITCHED IN AND HELPED OUT.

WHILE THERE IS A COMPLETE SHOW REPORT ELSEWHERE, I JUST WANT TO TAKE A MOMENT TO EXPRESS THE CLUB'S HEARTFELT THANKS TO EVERYONE WHO DONATED ITEMS TO THE RAFFLE, SHOWED UP AND WORKED AT THE SHOW AND ALL THOSE WHO PARTICIPATED.

THIS MONTH, OUR CLUB MEETING IS ON **FRI-DAY, JUNE 15TH, 2012 AT 7 P.M.** THIS WILL BE A QUARTERLY "FRIDAY NIGHT FIGHT" THE CLUB OFFICERS HAVE A SPECIAL SURPRISE, SO TRY AND MAKE IT AND BE PROMPT.

NOW, IT IS TIME TO BUILD ON THE SUCCESS WE'VE JUST EXPERIENCED. STU HAS LOTS OF MEETINGS TO FILL FOR THE REST OF THE YEAR. PLEASE THINK ABOUT VOLUNTEERING TO PUT ON A PROGRAM. I PERSONALLY HOPE TED WILL PUT ON AN INDIAN DRESS AND EQUIPMENT DISPLAY AND THAT TERRY WILL REPEAT HIS FAMOUS GERMAN UNIFORMS AND EQUIPMENT OF WWII PROGRAM. ALSO, I'VE HAD A LOT HELP FROM CLUB MEMBERS RECENTLY WRITING FOR THE NEWSLETTER. PLEASE KEEP IT UP. THANKS TO DENNIS, TERRY, JIM AND RANDY FOR BOTH HIS ARTICLES AND PHOTOGRAPHS.



AMPS SHOW REPORT

By Dr. T. Hill



For those who are unaware, or who have missed the last meeting or workshops, there was the National AMPS contest held at Auburn, IN. from April 26-28. This venue has been used at least 2 times before, and is an excellent site for their annual national show. It is about a 3 and a half hour drive from Louisville, and is an easy drive with all interstate highway. The show was held at the Victory Military Museum in Auburn which is a great facility. The museum is split into 2 parts, one being the military side, and the other being a car museum. The military museum consists of numerous soft skin vehicles, motorcycles, halftracks, armored cars, and other military items. There aren't many tanks, but it is a great museum none the less. The items cover virtually all European counties involved in WW2 except Russia.

Rich and I met Noel, and Stewart Gordon at Brian's at 5:00am on Friday morning. The trip to Auburn was rather eventless, and we were in Indy for sunrise. Once at Indy, we took I-69 straight to Auburn, IN. We arrived safely, and began to unload our entries. After retrieving our pre-registration paperwork, we entered our entries, and dove into the vendor area. The vendors were excellent with many vendors that we

deal with over the internet. Hours were spent carefully shopping for those treasured items that we could not find locally. Copious amounts of money were changed hands, Piles of goodies were transported to the hotel, and happiness was in the air. Friday saw the entry tables slowly fill up with outstanding entries. The quality of the entries was better than any previous AMPS, and the total number exceeded 650 entries. There were beautiful dioramas, figures, armor pieces, vignettes, soft skin vehicles, and busts. As stated, the overall quality was far superior to shows in the past. This made judging that much harder this year.

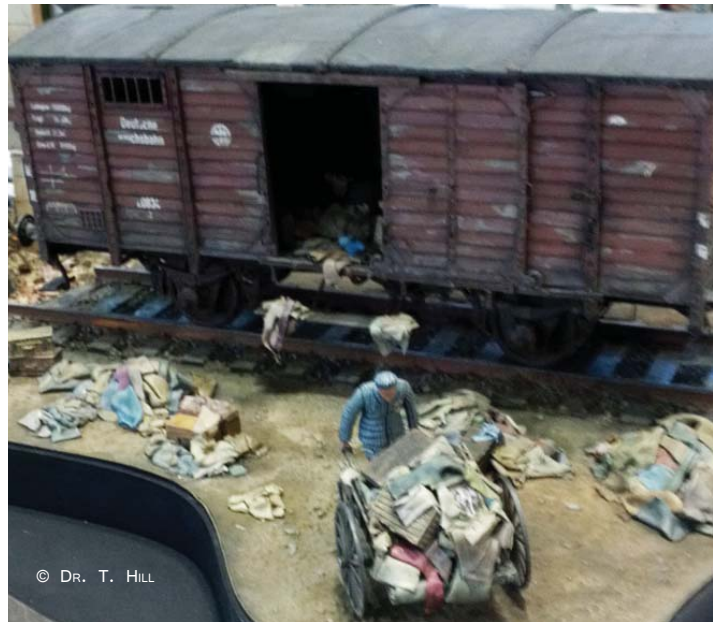
Friday afternoon, Rich and I bid farewell to Noel, and Stew, as they were returning to Louisville, that same day. Friday night Rich and I went to Applebee's and copious amounts of adult beverage were consumed. Later, beer and chip fest was hosted at a hotel next to the Applebee's and more adult beverage was consumed. After the beer was consumed we headed back to our hotel, and settled in to model for a couple hours before crashing in bed.

Sat. morning dawned cold and wet. It started raining, and then it tuned to sleet for crying out loud. We returned to the show and resumed our shopping. That afternoon, the awards ceremony was conducted and rich and I did, well. Rich got 1 Gold, 5 Silvers, and several bronze. I got 1 Gold, 2 silvers, and 3 bronze. The show was great, and we will go back again.

Try to go next time, it was fun.



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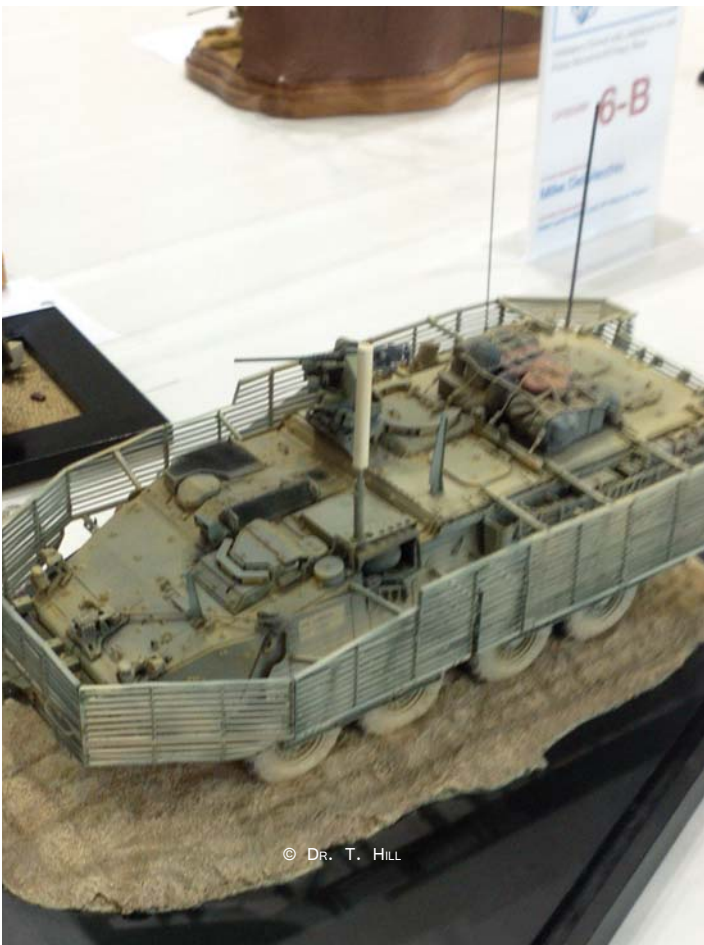
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Book Review: Osprey Modeling #25 Modelling the Mitsubishi A6M Zero

By Brian Criner

Review by D.M. Knights IPMS/USA #17656
IPMS/Canada C6091

ISBN 978 1 84176 866 3

80 Pgs

There are four iconic WWII single-engine fighters, the Me-109, the Spitfire, the Mustang, and the Zero. (Fw-190, P-47 and Hurricane fans, I understand how you feel, but the facts are the facts.) Of those four iconic fighters, I've always liked the Zero the best. I don't know why.

Tamiya's recent release of what appears to be the definitive 72nd scale A6M5 caused me to go back and pull this book off of the "to be read" shelf. The book was originally published in 2006, and is similar in appearance and layout to the other Osprey modelling books. (Note that since Osprey is a British publisher, they use the two L spelling of modelling.)

The book's chapters cover 4 A6M builds, one in 32nd, and one in 72nd and two in 48th. The 32nd build is the (at the time) brand new Tamiya A6M5 kit. The author does an overall bare-metal technique and tries to replicate the wrinkled "stressed skin" effect with moderate success. The technique sounds very time consuming, and it would be lost on a smaller scale model.

The 72nd build is of the Hasegawa A6M5s. It is done as a Kamikaze. The two 48th kits are the Hasegawa A6M2 and the A6M2-N Rufe.

The strong point of this book is the finishing and the painting of the models. The author has done a very good job with the finish of each of the kits. Further, the explanation that the author provides for his techniques is excellent. As for the more mundane aspects of building and detailing the kits, the book provides some illustration but little in the way of substantive explanation.

In addition to the main chapters, there is a gallery section which includes numerous builds by other modelers, including Derek Brown's amazing 72nd scale A6M2. While the gallery models don't have extensive articles, they are a nice addition to the book.

Finally, there is a reference section with detail photos of Zeros and a color card with representation of typical paint colors used on the Zero. Due to the limitations of printing, these colors reproduce poorly and are of limited value.

Given the \$14-\$18 street price of the book, I am not sure I can recommend it as an essential book for modeling the Zero. However, for a die-hard Zero fan or someone interested in learning some advanced painting techniques, this book is very helpful.

MMCL Invitational Show Report

By D.M. Knights

Well, another show is in the books. I've been in MMCL since 1981, and I am sure that I can say that this was our best Invitational show ever. The pre-planning by our show chair and our club president was flawless and led to a great show. The smaller facility that we used this year was more than enough to meet our needs. We were able to sell out our 32 vendor tables more than a month in advance. As usual our club members stepped up and donated tons of stuff for the raffle. Time and again we've heard from attendees how much they look forward to our show and especially our raffle. Rich guetig and his raffle gang ran a great raffle. There was a lot of post show horse trading going on.

OK, now the numbers. We had 231 models entered. This is an improvement of approximately 15% from our 2010 contest. This is especially good considering that there were two other contests on the same day as ours drawing away some of our vendors and attendees. We had a total of 62 people entering the contest. 19 were MMCL club members. 43 were not. Each person entered an average of 3.72 models per person. This is above the normal average of between 2 and 2.5 models per entrant. This seems to bear out my observation that modelers seem to be building and finishing more models lately. We sold all 32 vendor tables, and in fact could have sold another 30 if we had the room. We had a ton of general admission traffic. I don't know if we got an exact count. I spoke with the vendors after the show and they reported sales ranging from good to great.

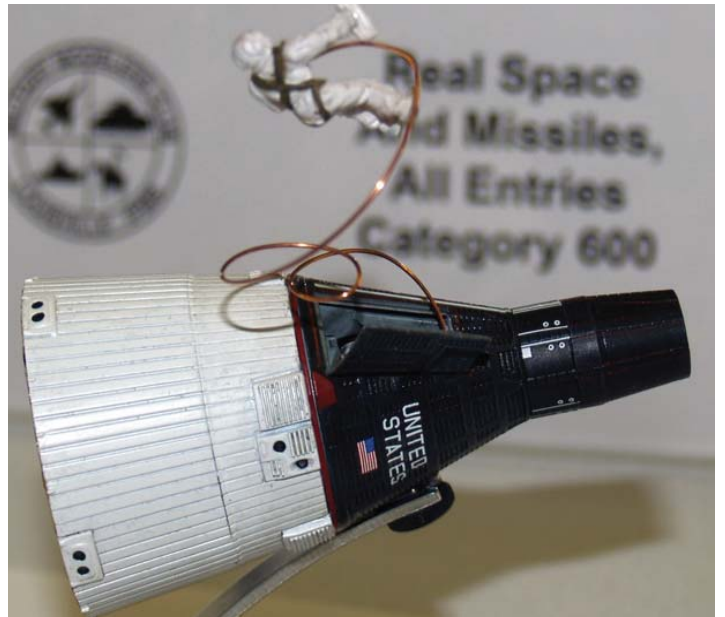
Finally, the club turned a profit on the show. While, given the state of our club treasury, we don't put on the show to make money, we obviously don't want to lose money. For the numbers, you can review Alex's show financial report elsewhere in this newsletter.

On the next few pages are some photos of some of the models at our show. I hope you enjoy them. I have many more photos than I could fit in one issue, so you will be seeing more photos from the show in upcoming issues. If you took photos at the show, please email me your photos so I can gather as many of them in one place and can use them in future issues.

CONGRATS MMCL! WAY TO GO!



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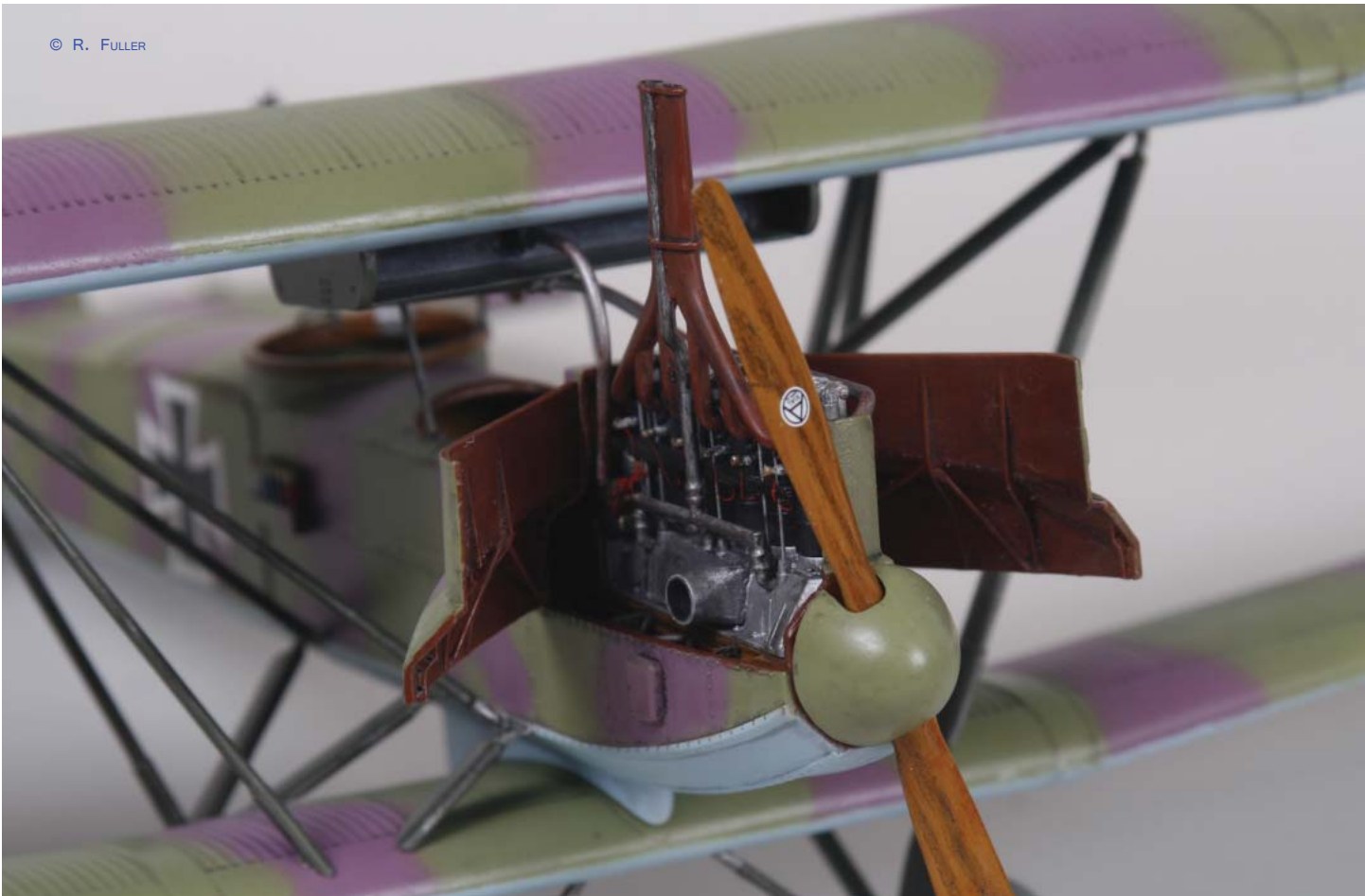








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MMCL Club 2012 Show Financial Report

ITEM	DEBIT	CREDIT
CHECK # 1021 CROWN TROPHIES 4/21/2012	802.95	
CHECK #1022 AR. LITES FOR SHOW 5/9/12	110.98	
CHECK #1025 BALLOU'S RENTALS TABLES 5/19/12	279.20	
CHECK #1026 SC. ALLEGRA SIGNS 5/17/12	99.03	
KYANNA MEALS	182.00	
CASH FOR CHANGE ADVANCE	550.00	
KYANNA MEALS REIMBURSEMENT		182.00
TABLE REGISTRATION 31 TABLES AT \$15 (1 TABLE COMP)		465.00
TEE-SHIRT SALES (2X10)		20.00
TROPHY SPONSERSHIP		237.00
RAFFLE TOTALS (INCLUDES START-UP CASH OF \$182)		848.00
REGISTRATION TOTALS (INCLUDES START-UP CASH OF \$202)		900.00
GENERAL ADMISSION (INCLUDES START-UP CASH OF \$166)		338.00
NEW MEMBER REGISTRATION		10.00
TOTALS	\$2,024.16	\$3,000.00
 NET PROFIT	 \$975.84	

Financial Report

BY ALEX RESTREPO

MAY 2012 PNC BANK

STARTING CASH BALANCE:		\$4,927.42
CASH RECEIPTS	DATE	
WORKSHOP FEE	5/7/2012	\$55.00
MEMBERSHIP DUES	5/18/2012	\$30.00
MEMBERSHIP DUES	5/19/2012	\$20.00
2012 SHOW PROCEEDS	5/21/2012	\$2,612.80
TROPHY SPONSERSHIPS	5/26/2012	\$105.00
MEMBERSHIP DUES	5/26/2012	\$10.00
WORKSHOP FEE	5/26/2012	\$20.00
KYANNA MEAL REIMBURSEMENT	5/26/2012	\$182.00
	TOTAL RECEIPTS	\$3,034.80
CASH OR DEBIT EXPENSES:	DATE	
CHECK # 7012 (E) KYANNA RENT	5/7/2012	(250.00)
CHECK #1022 AR. LITES FOR SHOW	5/9/2012	(110.98)
CHECK #1023 TH. CROWN TROPHY	5/14/2012	(92.75)
CHECK #1024 VOID		
CHECK #1025 BALLOU'S RENTALS	5/19/2012	(279.20)
CHECK #1026 SC. ALLEGRA SIGNS	5/17/2012	(99.03)
CASH FOR CHANGE	5/16/2012	(550.00)
TOTAL EXPENSES		(\$1,381.96)
NET MONTHLY INCREASE(DECREASE):		\$1,652.84
ENDING CASH BALANCE:	MAY 2012	\$6,580.26

The Cranky Canuck

By Jim "Mr. Seattle" Bates

The Silver Star in Royal Canadian Navy Service and in 1/72 Scale

By Jim Bates

In 1954, the Royal Canadian Navy received the first of 24 Canadair T-33 Silver Stars transferred from RCAF stocks. The planes were used to build jet flying hours, as trainers for pilots converting unto the Banshee fighter jets, and as target tugs. They were flown by VT-40, VU-32, VU-33, and VF 870. The remaining T-33s were transferred over to the CAF upon unification in 1968.

Historical T-33 Kits

The first 1/72 T-33 was issued in the late '60s or early '70s by Hasegawa of Japan. For its time, it was a pretty good kit but looking at it in 2012, the detail seems lacking. All panel lines are raised and the main landing gear bay has some odd semi-circular detail that doesn't match anything seen in any T-33. Cockpit detail includes some crude seats, control columns, and decal instrument panels.

In the '80s, Heller of France released a T-33 kit which could be built as a trainer or a RT-33 photo-reconnaissance aircraft. While it had slightly more cockpit detail than the Hasegawa kit, raised detail on the instrument panels, and better landing gear wells, some parts were simplified. For exam-

ple, the nose gear landing doors were molded as part of the fuselage rather than as individual parts commonly found in most kits.

A separate nose was provided for both the T-33 and the RT-33. As with the Hasegawa kit, the panel lines were raised. Both can be made into nice looking models, but they are definitely old school modeling.

Newer T-33 Kits

A couple of years ago, short run kit producer Sword of the Czech Republic issued a new tool T-33 kit. It consisted of three sprues of blueish-grey plastic, an injection modeled canopy, and a small bag of resin parts. (Later issues included colour photo-etched parts.) The plastic parts are quite



shiny with nice recessed panel lines but are slightly less crisp than mainstream producers. While the larger parts will look good with some clean-up of flash and mold lines, the smaller parts, such as the wheels are less impressive. The canopy is molded in two parts and quite clear. The highlight of the kit is the exceedingly well-molded resin parts that included seats, landing gear bays, and some other small detail parts. The detail on the seats and the gear is excellent and I doubt you will find better in 1/72 scale. Decals are provided for a CAF aircraft from 414 Squadron and a USAF option. While this kit will take more work than the older injection modeled kits, the detail is the best you will find in a 1/72 scale T-33.

Just this year, Japanese model producer Platz issued their long awaited T-33. The kit is beautifully molded in the usual grey plastic with no flash. Oddly, the fuselage is split in half and there is detail molded in the engine bay, so maybe Platz's plan is to issue the kit with an engine included. Cockpit detail is ok, and those resin seats from the Sword kit would make a good edition to the cockpit. (True Details also makes some nice resin T-33 seats as well.) The wheel well

detail is nice, but not up to the standards of the resin in the Sword kit. All the panel lines are recessed and very sharp. Sadly, the Platz kit only has a one-piece canopy, so those wishing to display it open will need to cut it into two parts. The decal sheet is beautiful with nine options, but all are for Japanese Self-Defense Force aircraft.

So which kit is better? They both have good and bad points. Certain parts of the Sword kit have better detail, especially the resin and its two-part canopy for those that want to model it open, but the Platz kit seems to fit together so much better than the slightly less refined Sword kit and has much better recessed panel lines. Probably the best T-33 would be a combination of the best parts of both, but that would be one expensive Silver Star.



Royal Canadian Navy Decals for the T-33

None of the kits listed have included a Royal Canadian Navy T-33 in their decal options, but Belcher Bits (<http://www.belcherbits.com/>) has released a nice Canadian Silver Star decal sheet (BD23) with many RCAF options and two RCN options. Both the early all over natural metal scheme

and the much later dayglo and natural metal scheme with the White Ensign are included on the sheet, but oddly only instructions are included for the early scheme.



As is usual with Belcher Bits products the decals are well printed and look excellent on the sheet.

President's page

By Stu Cox

Hello MMCL Members!

Thank you to each and every member who was able to support our May 19 MMCL Show & Contest!

We had an exceptional event with a great turnout of guests, modelers and vendors! Along with our Louisville Model Car Club and Kyana Car Club members, our day was complete and successful.

MMCL successfully executed the show and we have received very positive feedback from attendees and vendors. Many showed appreciation for our friendliness, hospitality and professionalism. Way to go guys! Terry Hill and I couldn't be prouder of all of you and how hard you worked. Together, we hosted a profitable show & contest.

This week we have our quarterly Friday Night Fights event, held this Friday, June 16th at 6pm. Please bring your models and tools and plan to enjoy an evening modeling together at the Kyana building on Hunsinger Lane. Plan to arrive NO LATER THAN 7:00PM. Plan on bringing an appetite too, as we plan to celebrate our success with something that might just hit the spot! We'll also share some stats and highlights from our show!

Thanks again to everyone for your support of the show! We will see you on Friday Night!



Military Modelers of Louisville Membership Form 2012

Name: _____

Address: _____

City: _____ ST: _____ Zip: _____

Phone: _____ E-mail: _____

Birth Date: _____ Year Joined Club: _____

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

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COX40218@BELLSOUTH.NET

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

PD DT _____

Tactical Notes

THE RETURN OF DENNIS SPARKS!



NEXT MEETING: JULY 19TH, 2012
7 P.M. COME SEE THE T-55 SMACKDOWN



To contact MMCL:

President:

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Email: Scox2010@gmail.com

Vice President:

Terry “Crack Back” Hill

Email: Thill35434@aol.com

Secretary:

David Knights

Email: LOULAW@AOL.COM

Member at Large:

Noel “Ron Paul” Walker

Email: CWalker011@aol.com

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Cover Photos: Chris Toops SdKfz.222

Editor's Note

GENTLEMEN,

I APOLOGIZE AS THIS WAS NOT THE ISSUE I INTENDED TO PUT OUT THIS MONTH. I'VE BEEN WORKING ON A SPECIAL ISSUE AND I HAD INTENDED IT FOR THIS MONTH. HOWEVER, LIFE GOT IN THE WAY.

THIS ISSUE DOES HAVE A REPORT FROM OUR NEW EAST ASIAN BRANCH. THE CLUB HAS SHIPPED GOODS AND HOBBY KITS AND SUPPLIES TO BILL WISE, WHO THRU THE GOOD WORKS OF OUR ARMED FORCES, IS OPENING OUR MMCL EAST ASIA BRANCH.

WE'LL BE SHIPPING MORE STUFF OUT IN THE FUTURE, SO IF YOU HAVE STUFF TO SEND, PLEASE CONTACT STU. MORE INFO WILL BE FORTHCOMING.

IF YOU WANT TO DROP A LINE TO BILL AND LET HIM KNOW HE IS IN OUR THOUGHTS AND PRAYERS, HIS ADDRESS IS:

SSG WILLIAM WISE
Cco 1-30 IN
CAMP MARMAL
APO AE 09368

WE HAVE A LOT GOING ON THIS MONTH, SO PLEASE MAKE PLANS TO ATTEND THIS MONTH'S MEETING. THE T-55 SMACKDOWN IS OCCURRING, SO YOU'LL WANT TO BE THERE FOR THAT.

FINALLY, PLEASE KEEP THE ARTICLES COMING. Y'ALL HAVE BEEN GREAT OF LATE, BUT I AM STILL LIGHT ON ARMOR ARTICLES. HOW ABOUT IT YOU ARMOR MODELERS.

MMCL Afghanistan Branch

By William D. Wise





HEY STU

SORRY I TOOK A WHILE TO REPLY I WAS OUT FOR LONGER THAN USUAL THEY KEPT PULLING US BACK AND FORTH EVEN ON THE FORTH, BUT I GOT BACK YESTERDAY AND TWO PACKAGES WERE HERE AND THE OTHER TWO ARRIVED TODAY AND WOW!! I REALLY WASN'T EXPECTING ALL OF THAT, TELL EVERY ONE THANK YOU FOR THE SUPPORT. THAT WAS REALLY ABOVE AND BEYOND, I AM SO THANKFUL TO BE A MEMBER OF SUCH CARING AND THOUGHTFUL CLUB.

CARLOS IS EXCITED TO GET STARTED ON THE SHERMAN BUT WERE KINDA BUSY GETTING THE TRUCKS READY FOR THE NEXT MISSION SO MAYBE HERE SOON WE WILL GET STARTED AND HOPEFULLY OTHERS WILL SEE AND WANT TO JOIN IN.

THE GRANOLA BARS WERE A HUGE HIT WITH EVERYONE I PUT THEM OUT IN THE MWR TENT TODAY WHILE WE WERE HAVING SAFETY CLASSES AND THEY WENT QUICK. WE SPEND A LOT OF TIME ON THE ROAD AND MISS A LOT OF CHOW TIME SO GUYS LIKE GETTING STUFF TO SNACK ON.

THE BALLS ARE GOING TO BE HUGE NEXT MISSION, IT SEEMS EVERY KID OVER HERE ASKS FOR A BALL I DON'T KNOW WHY MY THEORY IS THAT SOME US UNIT MUST DRIVE AROUND THROWING THEM OUT AND ALL THE KIDDOS EXPECT EVERY US TRUCK TO DO THE SAME.

I DIDN'T SNAP ANY GOOD PHOTOS BUT I SAW A FEW BTR 152'S I WANT TO CHECK OUT NEXT MISSION BUT I THINK THERE PRETTY WELL GUTTED OUT JUST SHELLS.

WELL STU ITS BED TIME, ONCE AGAIN THANK YOU AND EVERYONE BACK HOME FOR ALL THE SUPPORT IT REALLY MEANS ALOT THAT YOU GUYS CARE.

I'LL SEND PHOTOS SOON OF THE FIRST MMCL AFGHANISTAN MEETING HERE SOON.

WILLIAM WISE
WILLIAMD.WISE@AOL.COM



From the Tom Field photo collection – Curtiss SOG3 Seagull

By Dennis “Mr. Article” Sparks

Before the development of the first practical airplanes, capital ships of the world’s navies had to rely on visual sightings to direct their fire. As the range of the guns increased, it was apparent that a distant observation post was needed and planners were quick to realize the potential of aircraft to fill this role.

The U.S. Navy purchased their first aircraft, a Curtiss A-1, in 1911 after tests had shown that aircraft could take off and land from temporary wooden platforms on ships. But this proved to be too cumbersome for sustained use and so the concept evolved into using a catapult to launch an aircraft from the ship. The aircraft would either be a flying boat or would have floats, allowing it to land in the sea near the ship and be hoisted back aboard after completing its mission.

The Navy’s first attempt to launch an aircraft by catapult was made in July 1912. But the aircraft was not secured to the catapult and so reared up at about mid-stroke, was caught in a cross wind and thrown into the water. However, experiments continued and by the time the battleship USS *Maryland* (BB-46) was commissioned in July of 1921, it was equipped with a catapult and routine operations with it commenced the following spring. Catapults began to be installed on other battleships and cruisers.

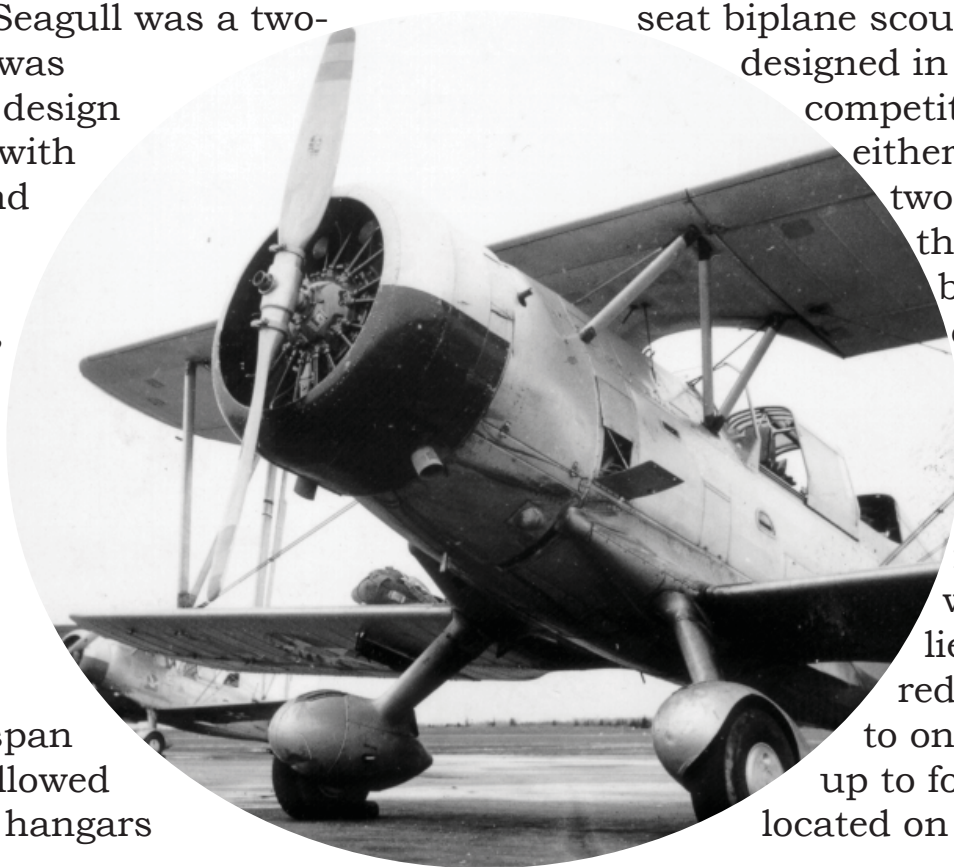
Once launched, the aircraft eventually had to land on the water and be hoisted back onboard. The technique that evolved required the ship to make a wide turn into the wind to create a calm area of sea surface on which the seaplane could land. A recovery sled consisting of a 10 x 20 foot piece of heavy canvas covered with rope cargo netting was then towed alongside the ship from a boom. After landing, the pilot would taxi up to the sled, add power and run up onto it.



Reducing the power, the aircraft would then float slowly backwards relative to the sled and a hook attached to the bottom of the aircraft's main float engaged the rope net so that the aircraft was now being towed by the sled. The pilot or observer would then attach a hook or sling to the aircraft and ship's crane lifted the plane out of the water.

With the launch and recovery methods perfected, the Navy began developing and refining techniques for supporting conventional surface forces. The intended missions included observation or scouting work for the fleet, communications (carrying mail or dispatches), photographic reconnaissance, transporting VIPs or senior officers, search and rescue, and anti-submarine patrols. Perhaps more importantly, both the capabilities and the limitations of aircraft were demonstrated to officers and men throughout the Navy.

The Curtiss Seagull was a two-seat aircraft that was a 1932 Navy design. It could be equipped with either a single main float and floats under the wing tips for use on battleships and cruisers, or with a fixed landing gear for use aboard carriers operating from land bases. The wings could be folded to the fuselage, reducing the wingspan to only twelve feet, which allowed up to four SOCs to be stowed in hangars located on the aft deck of cruisers.



seat biplane scout-observation aircraft designed in response to competition. It could be equipped with either a single main float and floats under the wing tips for use on battleships and cruisers, or with a fixed landing gear for use aboard carriers operating from land bases. The wings could be folded to the fuselage, reducing the wingspan to only twelve feet, which allowed up to four SOCs to be stowed in hangars located on the aft deck of cruisers.

Winning the competition over entries from Chance Vought and Douglas, a contract was signed in March 1935 for 135 aircraft as SOC1s. (With the USN designation system in use at the time, this indicated the aircraft's dual primary roles of Scout and Observation, that it was manufactured by Curtiss, and that it was the first major version of the type.) Two later contracts were issued for an additional 40 SOC2s and 83 SOC3s, and all equipped with various versions of the Pratt and Whitney R1340 Wasp engine of 550-600 hp., giving the SOC a top speed of about 165 mph. Forty four additional examples

were also built by the Naval Aircraft Factory at Philadelphia. Designated as the SON1, these were essentially identical to the SOC3. The name Seagull was officially adopted by the Navy for the aircraft in 1941, some three years after the last SOC had been built.

The AMK's Tom Field photo collection contains two photos of a pair of SOCs that have the fixed conventional landing gear installed. One is an SOC3 with the Bureau of Aeronautics Number (BuNo) 1070. Its entire tail surfaces are painted white and the lower half of the engine cowling is painted Insignia Red, indicating that this is the third aircraft of the first section of Observation Squadron Two (VO2). It was assigned to the battleship USS *Tennessee* sometime in the late 1930s.

Battleship Division Two (BatDiv 2) at that time consisted of four battleships, *Arizona* (BB-39, the division flagship), *Nevada* (BB-36), *Pennsylvania* (BB-38), and *Tennessee* (BB-43). Each of these ships normally carried three aircraft, with all twelve aircraft and their crews being organized into a single observation squadron. The squadron insignia is located on the forward fuselage along with the letter "E" indicating Excellence, a rating which was awarded to aircrews who so qualified during the annual Individual Battle Practice.

The BuNo of the second SOC cannot be seen in either of Tom's photos,

so the variant cannot be stated with certainty. But from the portion of the ship's name that can be seen, it's apparent that this one was assigned to the Astoria Class heavy cruiser USS *Vincennes* (CA-44). As with the other aircraft, only the lower half of the engine cowling is painted, indicating that this one is also the third aircraft of a section. And the cowling color is almost certainly black, indicating that the aircraft was assigned to the squadron's fourth section, which means that the individual aircraft number (also partially obscured in the photo) must be 15. Unfortunately, nothing was written on the back of either photo to identify exactly when or where the photos were taken.

SOCs served on battleships only from late 1935 until 1941 before being replaced by the more modern Vought OS2U Kingfisher monoplane, with their Seagulls then sent to second line units for use as trainers and utility aircraft. But a number of SOCs continued to see use on cruisers early in the war. And when its intended replacement, the 1943vintage Curtiss SO3C Seamew proved to be inadequate, many Seagulls were refurbished and returned to front line service, where they remained in use until the end of the war. It was one of the very few types of aircraft from any nation that was already in service by 1935 to be used throughout WWII. The last one reported in service was an SOC-1 that was still assigned to an Atlantic Fleet squadron on 30 November 1946.

The Cranky Canuck

By Jim "Mr. Seattle" Bates



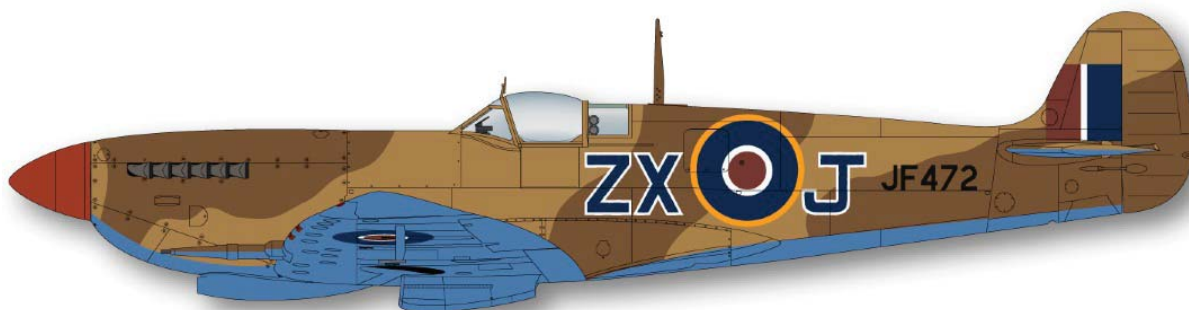
At the Dayton Regional I picked up a couple of decals sheets from a new manufacturer named [fündekals](http://www.fundekals.com). They have decided to take a new approach to decal production of doing simple one subject sheets with no printed instruction. (In all majors scales, for those that believe scales other than 1/72 actually exist.) In this case, the single option is for American RAF pilot Lance Wade's Spitfire Mk. VIII JF472 of 145 Squadron. The sheet has roundels, fin flashes, serials, and codes. No muss no fuss. Everything is perfectly printed and the roundel colours are spot on. Btw, the right code is not misprinted as it may appear, it is cleverly printed to be covered over by the squadron codes. You are directed to www.fundekals.com to download an instruction sheet for decal placement and scheme information. I really like this idea of affordable small sheets with one option...how about some RCAF subjects, guys? I think a certain American Spitfire pilot commanding a RCAF Squadron would fit perfectly in your line...

fündekals :)™

www.fundekals.com

Spitfire Mk.VIII, JF472

Squadron Leader Lance "Wildcat" Wade
145 Squadron, RAF
San Severo, Italy, 1943



President's Page

By President Stu

Hey there MMCL Members! I just returned home from a trip to Wisconsin, and it is late and I am keeping it very brief!

We will have our monthly meeting this **Thursday, July 19th** at **7:00PM** at the **Kyana building** on Hunsinger Lane.

This month we will feature the following activities at our meeting:

- 1) Special MMCL Invitational Show Overview**
- 2) August Meeting - Agenda or Activity Planning Discussion**
- 3) Upcoming National, Regional and Invitational Shows & Contests**
- 4) SMACKDOWN - T-55's, all theatres, all markings, all applications - the long awaited dual between our members!**
- 5) Monthly Raffle**
- 6) Modeling Demonstration: Vacuum Forming Techniques - Tom Draper & Travis Collard**

Thank you to all members who have been able to support the drive to collect and forward model kits, supplies, snacks and kids toys to our very own **Ssgt Bill Wise** who is currently deployed to Northern Afghanistan with the US Army. Bill has expressed great appreciation for the kits and supplies and has forwarded photo's of the first **MMCL Afghanistan Chapter Club Meeting & Build Session**. More to come on this as Bill encourages other soldiers to get involved and work on some of the fine kits that our members have generously donated for use by the troops. Bill is using the modeling opportunity to unwind, relax and help provide recreation for his colleagues in their personal time when not out on missions. Thank you to all for your generosity and support!

Thank you to all of you have continued to attend the Saturday Workshop sessions! We have had awesome attendance and participation with increasing attendance count this summer! Way to Go!

Stay safe and continue to enjoy your summer adventures!

President Stu(g)

Financial Report

BY ALEX RESTREPO

MMCL

JUNE 2012

PNC BANK

STARTING CASH BALANCE: \$6,580.26

CASH RECEIPTS	DATE	
WORKSHOP FEE	6/2/2012	\$35.00
WORKSHOP FEE	6/18/2012	\$80.00
WORKSHOP FEE	6/26/2012	\$55.00
TOTAL RECEIPTS		\$170.00

CASH OR DEBIT EXPENSES:	DATE	
CHECK # 7014 (E) KYANNA RENT	6/11/2012	(250.00)
CHECK# 1027 CROWN TROPHY	6/15/2012	(85.86)
CHECK# 1028 SC PRES AWARDS	6/18/2012	(77.06)
CHECK# 1029 LMCC SPONSOR	6/18/2012	(45.00)
CHECK# 1030 SC FLOWERS	6/20/2012	(56.13)
CHECK# 1031 PIZZA	6/22/2012	(151.05)

TOTAL EXPENSES (\$665.10)

NET MONTHLY INCREASE(DECREASE): (\$495.10)

ENDING CASH BALANCE: JUNE 2012 \$6,085.16

Military Modelers of Louisville Membership Form 2012

Name: _____

Address: _____

City: _____ ST: _____ Zip: _____

Phone: _____ E-mail: _____

Birth Date: _____ Year Joined Club: _____

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

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

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

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

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

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

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

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

PD DT _____

August 2012

Tactical Notes



**NEXT MEETING: SPECIAL LOCATION
AND TIME**

**AUGUST 16TH, 2012 5:30 P.M.
OLD CHICAGO PIZZA**



To contact MMCL:

President:
Dr. Stu “Da Prez” Cox
Email: Scox2010@gmail.com

Vice President:
Terry “Crack Back” Hill
Email: Thill35434@aol.com

Secretary:
David Knights
Email: LOULAW@AOL.COM

Member at Large:
Noel “Ron Paul” Walker
Email: CWalker011@aol.com

Treasurer:
Alex “The Package” Restrepo
Email: scox6618@bellsouth.net

Webmangler:
Mike “Workshop” Nofsinger
Email: Mnofsinger@insightbb.com

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

Cover Photos: Photo of TBF from the Chattanooga model contest

Editor's Note

Whew! I just flew back from the Nats....and boy are my arms tired.

Seriously, this was my 19th or 20th Nats, and as always it was great. This year it was held at Walt Disney World in Orlando. As you can imagine this was quite a draaw for modelers with families, though it did seem to keep modelers without families away. The turnout was good, about the same at Phoenix in 2010.

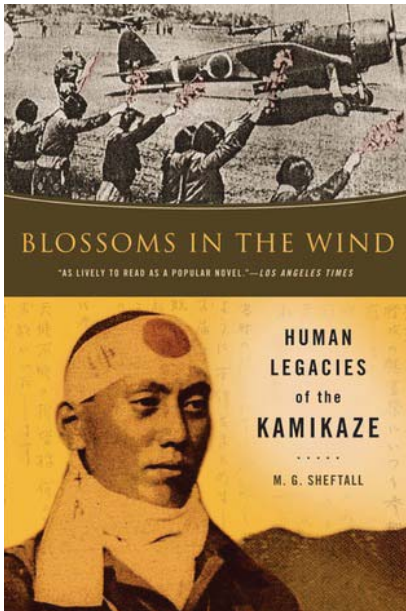
The convention space was great. It was well lit with ample room for models and vendors. The only problem I had with the convention space is that getting a good cell signal was difficult. I think this was actually due to the crowds at Disney overloading the cell phone system.

Please note that this month's meeting is not at the usual place. See the President's Page for all the details.

The July meeting was a good one. Thanks to all who attended. We lost power in the middle of Tom Draper's excellent vacform demo. Tom soldiered on and those in attendance appreciated the presentation. There was also the usual excellent raffle.

Please continue to bring aluminum cans to the shop. The recycle funds help fund the club.

Hope to see you at OLD CHICAGO PIZZA.



Book review: Blossoms in the Wind Human Leg- acies of the Kamikaze

By M.G. Sheftall

ISBN 0-451-
21487-0

421 Pgs

16 Pgs black &
white photos

the attack on the carriers of Taffy 3 and the sinking of the St Lo.(CVE-63). The author tells the story in gripping fashion, and the reader is hooked.

The book then goes into a brief description of how the tokkō attack method came to be put forth and then accepted. Contrary to the accepted wisdom that the Japanese were readily willing to commit suicide in battle, the idea of tokkō attacks was rejected on numerous occasions by both the Navy and Army high command. Only when it became obvious during the American invasion of the Philippines that the Japanese had no hope of resisting the US military via conventional means, did the high command finally relent to the use of the tokkō method of attack.

The rest of the book consists of stories of various kamikaze pilots (aircraft and human torpedo) who for one reason or another survived the war. There is also a chapter on a group of young women who were organized to give send offs, day after day, to pilots going off to fly on their final missions.

All the various stories in the book are fascinating, and the author's deep understanding of Japanese culture leads to special insights into the psychology of the kamikaze method and mind set. The reader learns that not all kamikaze pilots were strictly volunteers and that many were ambivalent about using the tokkō method of attack. However they were all united by their love of their country and desire to do what

Review by D.M. Knights

Usually while building a model, I find myself reading books related to the subject I'm building. Recently, I have been building the new, fantastic, Tamiya 72nd scale A6M5. I've got a set of decals by the late, lamented, Aeromaster company with a collection of markings for Kamikaze aircraft, including several A6M5s. This led me to pull to book above from my bookshelf, and I am glad I did.

The author is a graduate of the U.S. Military Academy (West Point) and lives and teaches in Japan and is married to a Japanese wife. In the wake of the Sept. 11th, 2001 attack on the World Trade Center the author found himself motivated to examine the motivations of the tokkō (kamikaze) pilots of WWII and how they differed from the terrorists of 9/11..

The book starts off with the story of the first major tokkō attack of WWII,

was necessary to protect their country and family from invasion. Another thing that struck me as a reader is how young many of these pilots were. Some were as young as 15, and rarely were they older than 18. A 22 year old was considered an old man in the kamikaze community.

I highly recommend this book. It is a quick and fascinating read, despite its 400+ pages. I happened to pick this copy up for about \$5 at Half-Priced Books. It was more than worth the price.

The Strange Tail of the Göppingen Gö 9

By Dennis Sparks

Since the very beginnings of manned flight, an enduring goal for aeroplane designers has always been to build aircraft that can go further, faster and higher than before. To accomplish this almost always requires either more power or better streamlining, or more typically, some combination of both. But once you've neared the limit of horsepower that can be extracted from any given single engine, the only path left open to the designer who wanted more power was to add a second engine. Unfortunately, the usual solution of changing from a single engine mounted on the front of the fuselage to two engines mounted either on or under the

wings can substantially increase the airframe's frontal area, which inflicts a performance penalty in the form of additional drag.

Claudius Dornier had begun experimenting with remotely driven propellers on his flying boats designs as far back as the First World War, but problems with airframe and driveshaft flexing and excessive vibration had led him to discontinue his efforts. He turned instead to tandem engines mounted back to back in a single nacelle above the wing. These were still a "push me – pull you" arrangement, with a tractor and a pusher propeller at each end of the nacelle, but without requiring long drive shafts to turn either. Mounting the engines above the wing worked well for high-winged flying boats by helping to prevent the engines from getting wet, but it was not practical arrangement for high performance fighter or bomber designs.

In 1937 Dornier began to reconsider the use of a remotely situated



propeller as a means of avoiding the extra drag caused by adding a second engine. In addition to the traditional engine and propeller on the nose of the aircraft, another engine could be mounted deep in the fuselage and be used to drive a propeller at the rear of the aircraft. To maintain proper balance, this second engine would need to be situated well forward, requiring the use of a long extension shaft to turn

the rear propeller. In addition to avoiding any increase in frontal area, this arrangement would also eliminate the potentially deadly asymmetric thrust in the event one engine failed. He

patented the idea and set about designing an aircraft that would make use of this concept. The ultimate result was the Dornier Do 335 Pfeil, or Arrow. The aircraft showed remarkable potential, but due to a number of factors only 37 were built before Germany surrendered in May of 1945.

Early in the design process, Dornier realized that a prototype aircraft would be desirable to prove that the long extension shaft could be made to work. But since higher performance

was not required, the aircraft would only need to be fitted with a single engine mounted in the fuselage to drive the rear-mounted propeller. The result was the Göppingen Gö 9, which was completed and flown a number of times from June of 1940. Designed by Dr. Ulrich Hütter, the Gö 9 was in essence a 40% scale model of Dornier's successful Do 17 twin engine high speed mail plane turned

bomber, complete with a representation of the Do 17's multi-faceted glass nosepiece, but with the original empennage and engines deleted. Built by the sailplane manufacturer Schempp-Hirth, the



diminutive all-wood aircraft had a wingspan of less than 24 feet. It was powered by an 80 hp. inverted inline four cylinder engine that was situated directly behind the cockpit, giving it a top speed of 137 mph. To prevent the rear propeller from striking the ground, an unusual cruciform tail was fitted, complete with a small solid rubber tail wheel to serve as a bumper. It was also possibly the first German-built aircraft to be fitted with a fully retractable tricycle-style landing gear.

For its first flights it was towed into the air by a Do 17, but it later made a number of flights while taking off under its own power. The various couplings and support bearings required for the extension shaft proved to be trouble free, with the only major problem in flying the aircraft being the necessity to make perfect three-point takeoffs and landings owing to the minimal ground clearance under the tail. Only a single Gö 9 was built and its ultimate fate is unknown.

Building the kit

Considering that it's such an unusual and little known aircraft, a surprising number of kits of it have been offered, with three resin kits in two different scales appearing before the Czech firm AML released this mostly styrene kit in 2004. The kit contains 31 injected molded styrene pieces attached to a single tree, with a small stick of mostly resin cockpit parts and two copies of a vacuform canopy. While the box is about the size one would expect for a model of a 1/72nd scale single engine airplane, the kit itself is almost comically tiny. With a wingspan of less than four inches, I'd guess that one could probably have packed about a half dozen kits in the box. Even the rather small 1/72nd scale Fokker Dr.I triplane looks positively huge compared to the Gö 9. As expected with a small parts count, construction was reasonably straightforward,

but it was not without its difficulties. The resin pilot's seat, stick and instrument panel can all be added after the fuselage halves have been glued together. Any great effort at detailing the cockpit will largely have been wasted, as very little can be seen after the canopy has been added. There's no room to add weight to the nose, but you shouldn't do that anyway. The full sized aircraft was so small and lightweight that before the pilot climbed in, it sat on its tail bumper with the nose wheel off the ground.

The trailing edges of the wings appear to me to be vastly too thick, and would probably have scaled out to six inches thick. I carved and sanded away quite a bit, but they're still too blunt.

As the aircraft featured a shoulder mounted wing, the upper wing surfaces, fillets and the top of the fuselage between the wings is molded as one piece, which was a good idea. Unfortunately, the fit to the rest of the fuselage is not so good, particularly at



the rear, so a fair amount of sanding and filling were required here. It's not clear to me if the Gö 9's faceted nose cap had been fabricated using clear plastic sheet supported in a metal framework like the Do17 it was meant to resemble, or if the builders had merely replicated the shape by using flat plates of plywood. Or possibly it was originally clear but was later painted over, but all of the photos show it as a solid color. The kit part is molded in the same gray green plastic as the rest of the airframe, and the instructions indicate that the nose was the same color as the rest of aircraft earlier, but was later painted black.

The landing gear struts and wheels looked sufficiently petite, but I thought the cover doors were much too thick, so I made new ones out of thin Evergreen sheet plastic. Note that the two pieces of the main gear doors overlapped when the gear was down on the real aircraft, so allow for this when applying the registration letter decals. I also had to add a pair of short stubs of plastic stock to the struts to stand off the doors.

And I've never quite gotten the hang of cutting out and fitting vacuformed canopies. I end up snipping off small bits at a time with frequent test fits. And when I've gotten it as good as I can, I'm still faced with the problem of attaching a part that has minimal gluing surface area. I'm partial to using Testor's Clear Parts Cement to ameliorate this problem, followed by wet sanding away as much of the excess glue as I dare.

I airbrushed the model with a mixture

of Humbrol enamel meant to replicate the overall RLM 05 cream color of the original. Comparisons with artist's representations and with other modelers' work afterwards make me tend to believe that mine may be too dark. After the obligatory coat or three of hand brushed Future, the decals went on with no problem. The swastikas for the vertical tail were provided, but were separated into two halves, so it looks like you're mating up two question marks. I applied both halves at the same time so that I could get the resulting swastika properly centered and oriented. I finished the model with a couple of quick coats of a mixture of Model Master's acrylic clear flat and semi-gloss to give it a dull but not dead flat finish.

In the photos, I posed it with a Revell 1/72nd scale Dornier Do 335 that I had built in about 2003, emphasizing both their common lineage and the difference in their respective sizes.

A Quick view of the 2012 Nats





The Cranky Canuck

By Jim "Mr. Seattle" Bates

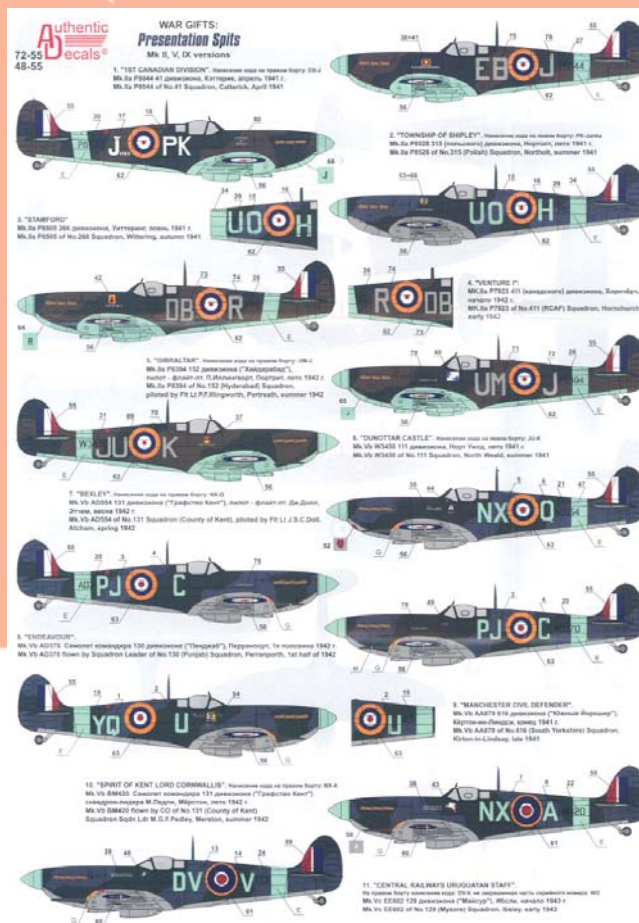


UNLIKE MANY IN THE MODELING WORLD, I TEND TO BE PRETTY LAID BACK ABOUT THE ITEMS I PURCHASE. IT IS UNLIKELY I'LL OVERREACT ANYTIME SOON AND CALL A KIT A PIECE OF CRAP, A TRAVESTY, AN ABOMINATION, OR A DISASTER BECAUSE IT IS 1 MM SHORT. (HECK, WHEN I'M DONE SANDING MY KITS, I'M SURE I TAKE OFF A MILLIMETER OR TWO.) BUT SOMETIMES EVEN I GET DISAPPOINTED BY A PRODUCT.

I HAD NO IDEA WHO AUTHENTIC DECALS WAS WHEN I FIRST SAW THIS SHEET ILLUSTRATED. I KNEW THEY WERE FROM SOMEWHERE IN THE FORMER SOVIET UNION AND HAD 411 SQUADRON'S SPITFIRE II "VENTURE I" AS AN OPTION. I ORDERED THE SHEET AND SADLY WHAT I RECEIVED WAS A PRODUCT MORE FITTING OF 1973. SURE, THERE IS A NICE COLOUR INSTRUCTION SHEET...WITH THE ODD CHOICE OF LIGHT BLUE STANDING IN FOR SKY UNDERSIDES...BUT IT WAS THE DECALS THAT WERE A SLIGHT SHOCK. GENERALLY, IF THERE IS A YELLOW RING ON

THE ROUNDEL IT IS FIN FLASHES ARE FIN FLASHES ARE NOSE ART IS SLIGHT- AND THE RANK PEN- FUL. THE STRAIGHT ARE NOT STRAIGHT. IS MOST OF THE PEAR USABLE. SURE SPITFIRE OPTIONS ENOUGH ROUNDELS FINISH AN EARLY AND GOOD IS THAT IF INDIFFERENT?

I'M SURE THIS SHEET RAVED ABOUT IN 2012 AND MODEL- HAVE NO IDEA HOW ACTUALLY WORK, ARTWORK QUALITY MISS.



OUT OF REGISTER. THE UNUSABLE, MOST OF THE LY PRIMITIVE LOOKING, NANTS ARE QUITE DREAD- BLACK STENCIL LINES OOPS. THE GOOD NEWS SERIALS AND CODES AP- THERE ARE 14 NEAT ON THE SHEET (ONLY AND FIN FLASHED TO LATE SCHEME), BUT WHAT MOST OF THE DECALS ARE

WOULD HAVE BEEN THE 1970s...BUT IT IS ERS EXPECT BETTER. I WELL THESE DECALS WILL BUT THE PRINTING AND SUGGESTS GIVING THEM A

President's Page

By Stu Cox

Hello MMCL Club Members!

Hope everyone is doing well and enjoying their summer!

We will have our MONTHLY MMCL meeting this Thursday. But, as has become the custom over the past few years, we will **NOT have a regular 7:00PM Meeting** at the KYANA building on Hunsinger. Many of our members are still on vacation or have various family plans going on so our meeting is usually a little lighter.

This month (**Thursday**) **August 16**, we are having an informal get together and casual dinner at **OLD CHICAGO** restaurant in **STONYBROOK** at **HURSTBOURNE Lane and TAYLORSVILLE Road**.

We will plan to meet by **5:30 and order dinner by 6:00PM at the latest**. Or come when you can make it. Again, there is NO formal program and this is a casual get together to talk modeling and discuss some plans for our upcoming **2013 Invitational Show & Contest!**

The cost of dinner is your responsibility and is covered by each member. Some folks may even come over as early as 5:00PM to relax, enjoy some liquid refreshment and catch up a while.

We will plan to have a FRIDAY NIGHT FIGHT in September in place of a regular meeting. But, we will want to discuss program material for our OCTOBER and NOVEMBER

meetings!

We have successfully requested and secured the date of SATURDAY, MAY 18, 2013 for our next MMCL Show and Invitational Contest. Region IV of the IPMS has granted approval, so off we go on planning this event! We will have to discuss our venue and details of the show plan to align on the scope and resources. We should be in good shape to execute a show very similar to our successful event this past May.

Let's plan on discussing some SMACKDOWN contest events for the upcoming October and November meetings to help build more enthusiasm for finishing some kits, figures and dios! Many of you have attended other shows in the region, or the Nationals, and should have some good stories to tell about entries and events at the shows. We look forward to hearing all about it!

One last thing, congratulations to the Louisville Model Car Club for planning and executing a great automobile model show in July. We had a handful of our members attend and support judging for their event (thanks Dave and Ted). MMCL sponsored the Jr's category, and I am happy to say that one of the winners was a young lady who entered a Russian BA-64 Armored car, and quite nice I might add! We have a great relationship with the LMCC and look forward to future events!

Thanks again! Stu Cox

Financial Report

By ALEX RESTREPO

Military Modeling Club Of Louisville MMCL
August 2012 PNC Bank

Starting Cash Balance: \$6,085.16

Cash Receipts	Date	
Workshop Fee	7/2/2012	\$60.00
Workshop Fee	7/9/2012	\$45.00
Workshop Fee	7/16/2012	\$65.00
Workshop Fee	7/20/2012	\$40.00
Raffle	7/23/2012	\$98.20
Total Cash Receipts		\$308.20

TOTAL RECEIPTS \$308.20

Cash Or Debit Expenses:	Date	
Check # 7015 (E) KYANNA Rent	7/9/2012	(250.00)
Check# 1033 SC Bill Wise Care Package	7/2/2012	(51.03)
Check# 1034 PO AFG Shipping	7/5/2012	(140.45)
Check# 1035 BM AFG Shipping	7/17/2012	(97.63)
Check# 1036 Crowne Trophy Medals	7/26/2012	(717.29)
Check# 1037 Crowne Trophy Name Badges	7/26/2012	(23.85)

Total Cash Expenses: (\$1,280.25)

TOTAL EXPENSES (\$1,280.25)

NET Monthly Increase(Decrease): (\$972.05)

ENDING CASH BALANCE: August 2012 \$5,113.11

Military Modelers of Louisville Membership Form 2012

Name: _____

Address: _____

City: _____ ST: _____ Zip: _____

Phone: _____ E-mail: _____

Birth Date: _____ Year Joined Club: _____

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

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

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

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

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

PD DT _____

September 2012

Tactical Notes

MMCL New Youth Outreach Program
"That is what dot camo pattern looks like."

**NEXT MEETING: FRIDAY, SEPT. 21ST,
2012 6:00 P.M
FRIDAY NIGHT FIGHT & SWAP AND BULL**



To contact MMCL:

President:

Dr. Stu "Da Prez" Cox

Email: Scox2010@gmail.com

Vice President:

Terry "Crack Back" Hill

Email: Thill35434@aol.com

Secretary:

David Knights

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Member at Large:

Noel "Ron Paul" Walker

Email: CWalker011@aol.com

Treasurer:

Alex "The Package" Restrepo

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Webmangler:

Mike "Workshop" Nofsinger

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

Cover Photos: Photo of MMCL VP Dr. Terry Hill on member recruiting trip to Florida.

Editor's Note

Greetings MMCL

I hope everyone had a good summer.

Our meeting this month is on FRI-DAY as opposed to our normal Thursday meeting. This will be a Friday Night Fight, with an addition of a Swap and Bull session. Bring the kits you are looking to sell or trade.

August was another unusual meeting. It was our yearly "Summer cookout", except that for the second year in a row, we didn't cook out, but rather met for dinner and fun at Old Chicago Pizza. A fair number of members attended, including some wives and family members. This was a nice change of pace and it was good to see everyone who attended.

Elsewhere in this issue you will find two reports on the IPMS/Nationals in Orlando, one by our RC Ian Dow and one by me. You will also find a few photos of some of the many great models that were there.

Thanks to all who contribute to our newsletter. Please keep articles coming. I hope to see you all on Friday, September 21st.



MMCL Far East Situation Report.

Hey StuG

Just wanted to share a quick up date with you from the Far East MMCL branch. We have had some down time here lately so we have been busy building, Nogues finished the Frank he was working on and has now moved on to a M-26 Pershing. Marty completed the M-113 and started on the Lady Lex. Bert is done with his Pz III and is enjoying the Panther. I finally finished my Jumbo and decided to take a break from steel coffins and move on to iron coffins (Great book I read as a kid about U-boats). I've sent some photos of the finished kits and stay tuned for more as we are building about 3-4 nights a week. We all are planning to continue getting together when we get back to Stewart. We'll see how that goes but right now everyone is psyched.



Also I haven't seen any activity from Brian on my account can you give me his # so I can call him about the Tiger.

Take care and tell everyone I said hi and I can't wait to get outta here and enjoy their fellowship

William Wise
williamd.wise@aol.com





National Convention Report

By Ian Dow RC-4

The National Convention was held in Orlando at the Contemporary Hotel, walking distance from the Magic Kingdom. It was put on by the IPMS Pelican Model Club. This would have seemed like an absolutely ideal family vacation and for the most part it was with a few exceptions. For starters the Contemporary Hotel is one of the best on the Disney properties but we were staying in the smaller garden wing out back. Close to the pool but no views of the fireworks. That's a small complaint. The price the convention was able to book the rooms at was a deal so it was neat to stay someplace that would have cost as much as the mortgage if I were booking myself. Overall it was very nice and if you can afford it I would recommend staying there in the future if you go to Disney.

Now here is where it got tricky for me. I have a wife and three kids. Everyone wants to go to Disney, I want to go to Disney and the model show. How do we fit this all in? I did spend Wednesday and Saturday at the show and managed to get a couple hours in on Thursday but I don't really feel I spent a lot of time at the show. When I was there Wednesday I was setting out my models and flitting around and then I was doing a fast pass on the vendors. Same thing Thursday night and basically Saturday as well. I did not feel that the show was 1st on my list like I did in Columbus when I didn't have other distractions. This made me feel guilty that I wasn't spending enough

time with the vendors or looking at the models closely enough. I would have liked if the show would have shut down for several hours in the afternoon and then opened a little later in the evening to help give us a little more time. They did this on Thursday but only the model room and not the vendor room. By the time we got back from the parks everyday they were closing up.

I know that is not the shows responsibility to make time for me exclusively but since I did convince the family that this was going to be great for everyone I would have enjoyed a little longer with the contest. The other problem is that since I did not have as long in the vendor room I did not spend as much as I

could have or would have, had I walked the isles a little longer. Couple that with needing to actually pack all this back in the car and get it home and it was easier to look than actually buy at this National. I don't know how the vendors did overall, but I did see some pretty good deals on many kits. Usually when I go to a show its without wife and kids and I can take home whatever I want so I wonder if I am the only one who felt like this or did other people have the same problem.

The awards were done very well with the banquet guests having their tables in front and then about 350 chairs in rows behind them. Everyone could see the screen very well and the slide presentation went very nicely. It was very

well organized and done. Hats off to the Florida Chapter and the Contemporary Hotel for making the awards go off without a hitch. There were roughly 719 registrants and 2711 models on the table. A very good turnout of some really nice models.

Chapter of the Year went to IPMS Central Arkansas Scale Modelers

Newsletter of the Year went to IPMS DC, The Capitol Flyer

Website of the Year went to IPMS Albuquerque Scale Modelers. Webmaster Michael Blohm.

Regional Coordinator of the Year is Ian P. Dow from Region 4.

Congratulations to all those clubs who have succeeded in promoting IPMS USA better than everyone else for another year.

Thank you again to the IPMS Pelican Model Club for all their hard work and dedication in making this years National Convention go off with what looked like ease.

If you are looking for a link to the awards presentation here is one that shows the categories and what won in each one.

<http://svsm.org/gallery/orlando2012-awards?page=1>.

The 2012 Orlando Nats

By D.M. Knights

This was my 20th IPMS/USA National convention. There is nothing like a Nats. There are amazing models and the world's greatest traveling hobby shop. There are always amazing seminars and it is a chance to see in person modelers you only communicate with online.

This year was a little unusual in that the convention was held at the Disney Contemporary resort. This obviously added to the draw of the show since it could be truned into a family vacation. The last time this happened was in 2007 when the show was at a hotel two blocks from Disneyland in Anaheim, CA.

The facility itself was great. The hotel rooms were wonderful and the price was good (\$129 a night) The model display room was one of the most well-lit I've ever seen. There were two vendor rooms, and while they weren't the size of Atlanta or Columbus, there was plenty there to buy. I picked up a few things I wanted and a couple of bargins to boot. There were some notable folks missing from the vendor areas, but many of the regulars were in attendance. While there always seemed to be good traffic in the vendor areas, they were never really crowded. I've heard a number of vendors grumble that their sales were down, due to many attendees spending their money at the Disney theme parks.

I had thought that having the show as Disneyworld and having such an attractive hotel rate might just make the Orlando show won of the bigger IPMS Nats. I was mistaken. There were about 700 folks registered and 2700 models. This isn't a small show, but it is about equal to what Phoenix had in 2010. Usually east coast shows are bigger than west coast shows, so the numbers, while good, were smaller than I would have expected.



Obligatory Vendor Room Shot.

There were lots of really great models in the display room. Very nice. There really weren't the one or two models that catch your eye and take your breath away, but as always I found lots of neat models to see.



72nd Ki-109

My only real complaint is that due to the press of "doing Disney" I didn't get to a single seminar this year. I did manage to attend the yearly business meeting, which unlike Omaha, was very lightly attended. All in all this was a good convention, not great, but good. Not a top 5 convention like Omaha or Va Beach in 96, but not bad in any respect. The guys in FL deserve nothing but praise for putting on such a good show.

Now, some photos from the convention.



South Korean Space Veh.



Mideast Dio



Mounted Knight



PzIII



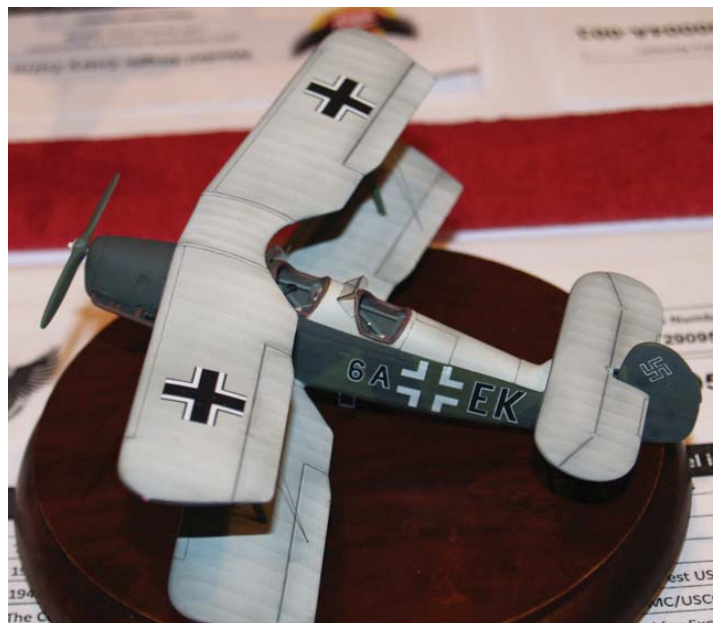
Early motorcycle



A-1 Skyraider



Barry Numerick's Bf-109



The Cranky Canuck

By Jim "Mr. Seattle" Bates

2012 IPMS/USA Nationals Report

From August 9 to August 11, 2012, the IPMS/USA Nationals invaded the Contemporary Hotel at Disney World in Orlando. The show was really well run, and while there was no clear standout model on display, overall quality was higher than ever. The two RCN subjects I saw included a Hobbycraft 1/48 Sea Fury and a 1/350 HMCS Huron. (Sadly, even RCAF subjects were scarce.) As is always the case at conventions, the vendor room was an integral part of the excitement. Here are some updates and new releases related to the RCN and FAA modeler that caught my eye:



MPM/Special Hobby: Special Hobby had their new 1/48 Seafire XV on sale while a 1/48 Firefly FR. I and Firefly FR/AS. IV/V are forthcoming. None of these boxings will have Royal Canadian Navy decals, but it is possible that some or all of these kits will be reissued with RCN markings options sometime in the future.

Belcher Bits: Mike Belcher had a new 1/48 resin CS2F Tracker conversion on sale for the Kinetic S-2E kit. The conversion has the correct nacelles and tailplanes for RCN Trackers, but the modeler will still need to make some cuts to the fuselage. Mike also has issued 1/48 decals for the Tracker which include all RCN and CAF schemes and will be reissuing his 1/48 Seafire and Firefly decal sheet with a new Firefly AS. 5 decal option. For the Fleet Air Arm fans, Mr. Belcher had a 1/48 resin weapons set for the recently issued Airfix Lynx and will be doing some early model Lynx resin conversions in the future. For more information see: www.BelcherBits.com.

The Resin Shipyard: This producer focuses on Royal Canadian Navy ships in both 1/350 and 1/700 scale. They had a test shot build of their soon to be issued 1/350 HMCS Frasier and 1/700 HMCS Uganda. A recent release is their first 1/700 ship, a HMCS Halifax; while, a 1/350 HMCS Bonaventure is in the mastering stage and will be issued sometime in the future. All kits are multi-media and consist of resin and photo-etch. I had a hard time not taking home the 1/350 HMCS Ojibwa... For more information see: www.resinshipyard.com.

Barracuda Studios: Barracuda Studios had five new resin detail sets that will appeal to Fleet Air Arm Modelers. These sets all improve the recently re-issued Airfix Seafire 46/46 and include replacement propellers, control surfaces, Griffon rocker covers and a carburetor intake. For more information see: www.barracudacals.com.

Building a Scale Modeler

By Dennis Sparks

My father was born in 1930, and like many of the boys of his age, he was intensely interested in aviation. He built a number of rubber band powered flying model aeroplanes from balsa and tissue kits, as well as non-flying scale models made from turned and shaped pieces of solid wood. During the early years of World War Two, he participated in a program that saw school children across the country produce many thousands of 1/72nd scale wood models of aircraft to serve as recognition aids. By the time he was married and I was born in 1951, he had begun building and flying glow fuel powered control-line models.

But due in part to the space limitations imposed by our living in a small mobile home at the time, by the time I entered the first grade he had mostly stopped building the much larger control-line planes and returned to building smaller non-flying scale models. I still have the collection of Monogram Superkit aircraft models that he built. Today we would call these “multi-media” kits, as they had shaped balsa wood pieces for the basic airframe with plastic detail parts. I also have his first all-plastic models, a series of 1/32nd scale vintage automobiles. These kits were produced in the early and middle 1950s by Gowland and Gowland, which was later to become Revell. Through the 1960s he built plastic scale models of airliners,

often hand-painting the liveries. In recent years I've brought a few of his models to club meetings for show and tell, and have written a few articles for Tactical Notes about some of his airliners.

By the time I was about eight or nine years old I too had the affliction. It had started with “helping” him glue parts of his models together, and progressed to building, brush painting and decaling my own model planes. By the mid-1960s, I had a veritable air force hanging from the ceiling. My younger brother also started building model aeroplanes, but soon turned to building model cars. Nor were we alone in our endeavors, as several of the kids in the neighborhood also built models. I suspect that there may still be the wreckage of a few BB-blasted ships lying in the mud at the bottom of the neighbor's pond. But as has been noted many times, almost all of us who grew up in that era gradually lost interest in modeling, turning our attention instead to gasoline and girls. I was one of the few who managed to multi-task, and have now been building plastic models nonstop for more than 50 years.

My son and daughter were children of the 1970s and 80s and while both dabbled with the hobby a few times, their interest was rather short-lived. To be fair, they and their mother were tolerant of my eccentricities and would at least feign interest while I waxed enthusiastic about my latest creation. And while my son Greg was never more than lukewarm to modeling, he did develop a passing

interest in aviation history. At one point one of his favorite shirts had an oil stain from a B17's Wright R1820 engine, and he can still correctly identify almost all of the principal fighters and bombers that were used in WWII.

His younger sister Amanda married in September 2010 and gained an instant family as her husband Matt had three children from his previous marriage. Visiting our house for the first time several months before the wedding, Hunter, the middle child and only boy, was interested in my collection of built up models. Soon after acquiring him as a grandson I invited him to come with me to the Cincy model club contest and gave him a modest amount of money to spend at the vendor tables. (He spent it all and came back for more...) I also bought him a dozen bottles of Tamiya acrylic paint, some tube glue and paint brushes.

But while he now had the fuel and the air, so to speak, the essential spark seemed to be missing. He wanted to build, but didn't want to tackle a model by himself for fear of doing a poor job of it. Like so many young fathers, his dad works a lot and so doesn't have a lot of spare time to help him. And like my children, Matt's boyhood interest in models was short-lived, and so he had little experience in building models. Matt and Hunter built a couple of kits together, and Hunter later quickly assembled several more on his own, but without painting any of them.

In the interim, I've taken Hunter and his older sister Hailey to the Air

Force museum at Wright Pat and to a couple of the dinner lectures at the Aviation Museum of Kentucky. Hunter and I have also toured several of the restored war birds that have visited the AMK, and we took a 15 minute flight on the EAA's Ford tri-motor when it came to town.

In June, I invited Hunter to come with me to the MMCL "Friday Night Fights" build session. I dug out one of the Monogram 1/48th scale late Bf 109G kits for him to work on, plus one or two other kits for me and the usual assortment of paints, knives and cement. During the drive to Louisville, I explained that if he tired or grew bored with building he could walk around the tables and see and ask how some of the other club members were doing things.

But I don't believe he ever left his chair in the almost four hours that we were there. I showed him a couple of techniques as the occasion arose, but basically let him do all of the work. By the end of the evening, he had a fully assembled airframe complete with a painted interior. When we packed up for the night, I gave him a couple of knives, brushes and the paints he would need to finish the model. But he told me that he would rather wait until the next build session or until I could come over to his house and help him airbrush the model. Time will tell, but I may have helped build a scale modeler.

Financial Report

By ALEX RESTREPO

Starting Cash Balance: \$5,113.11

Cash Receipts	Date	
Workshop Fee	8/6/2012	\$75.00
Workshop Fee	8/13/2012	\$25.00
Workshop Fee	8/20/2012	\$40.00
Workshop Fee	8/27/2012	\$40.00 I
Total Cash Receipts		\$180.00
TOTAL RECEIPTS		\$180.00

Cash Or Debit Expenses:	Date	
Check # 7016 (E) KYANNA Rent	7/9/2012	(250.00)
Check# 1038 KFB Insurance	7/2/2012	(258.00)
Check# 1039 Void	7/5/2012	0.00
Total Cash Expenses:		(\$508.00)

TOTAL EXPENSES		(\$508.00)
NET Monthly Increase(Decrease):		(\$328.00)
ENDING CASH BALANCE:	Aug 2012	\$4,785.11

President's Page

Greetings MMCL Members!

Just a short update this month to encourage all members to attend the **FRIDAY NIGHT FIGHTS** event this week.

The event is this Friday, September 21, 2012 from 6:00pm to Midnight at the **KYANA Workshop on Hunsinger Lane!**

We will also be having a **SWAP & BULL event** so plan to bring some kits and accessories that you plan to sell or trade with your fellow modelers.

We should have a great turn-out, so I look forward to seeing you there!

Congratulations to Terry Hill and Rich Guetig for great contest results in St. Louis last weekend! Terry and Rich both won awards in the Diorama category and for other individual model entries. Once again, MMCL was well represented and involved in a neighboring chapters IPMS contest and show.

There are a number of shows coming up in the next few weeks. We will plan to discuss driving arrangements during our meeting this Friday night.

September 29th - Huntsville, AL IPMS Show

October 13th - Cincinnati, OH IPMS Show

October 27th - Dayton, OH IPMS Show

November 3 - Murfreesboro, TN IPMS Show

Our MMCL Invitational will be held on May 18, 2013 in Louisville.

So make plans to finish some models and get out to enjoy the Fall IPMS events!

Decal Review

Starfighter Decals

Pearl Harbor Defenders 72-135

By D. M. Knights IPMS/USA #17656

If you are not familiar with Starfighter Decals, they produce a line of very high quality decals, with most concentrating on pre or early WWII U.S. Naval aircraft. This latest sheet has 7 U.S. aircraft, both USN and USAAC, that were present at Pearl Harbor on Dec. 7th, 1941.

First, the overall information. Starfighter decals are very thin and very well printed. The registration on the sheet is very good. All of the colors, even the white of the stars appear to be opaque. Having used Starfighter decals fairly recently I can attest that they react well to both Micro Sol and Micro Set. The set not only provides the main markings and national insignia for each aircraft, but some stenciling is provided as well, as well as prop tip markings and propeller manufacturer logos.



The 7 aircraft represented on the sheet are two P-40s and two P-36s that got into combat on Dec. 7th. In addition, there is a PBY-5 that dropped the first depth charges on the Japanese Type A mini-sub at the entrance to Pearl Harbor. This is the sub subsequently sunk by the USS Ward. There is an F4F-3A that is one of the 6 that flew into Pearl Harbor on the evening of Dec. 7th after a fruitless search for the Japanese fleet. 3 of the 6 F4F were shot down by the nervous defenders. Finally there is an SBD from the Enterprise that was flying into Pearl Harbor that morning and which stumbled into the first attack wave. The rear gunner on this aircraft may have scored the first US air-to-air victory of WWII by shooting down an A6M2.

The instructions are comprehensive. They note where there are questions regarding painting and markings and give you the decals necessary to make your own choice.

The sheet retails for \$14 and it is well worth it. Highly recommended.

Military Modelers of Louisville Membership Form 2012

Name: _____

Address: _____

City: _____ ST: _____ Zip: _____

Phone: _____ E-mail: _____

Birth Date: _____ Year Joined Club: _____

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

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

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

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

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

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

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

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

PD DT _____

October-ish 2012

Tactical Notes

**SHOW REPORTS: ST. LOUIS AND
HOBBY SHOWS**

LAST MEETING: THURSDAY, OCT. 18TH

7:00 P.M

OFFICER NOMINATIONS



**HEY NEW BLOOD!
YOU'VE GOT THE CANNON**

To contact MMCL:

President:

Dr. Stu "Da Prez" Cox

Email: Scox2010@gmail.com

Vice President:

Terry "Crack Back" Hill

Email: Thill35434@aol.com

Secretary:

David Knights

Email: LOULAW@AOL.COM

Member at Large:

Noel "Ron Paul" Walker

Email: CWalker011@aol.com

Treasurer:

Alex "The Package" Restrepo

Email: scox6618@bellsouth.net

Webmangler:

Mike "Workshop" Nofsinger

Email: Mnofsinger@insightbb.com

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

Cover Photos: Photo of MMCL VP Dr. Terry Hill on member recruiting trip to Florida.



Editor's Note

First, I apologize for this issue being late. Unfortunately we recently had a death in our family and this necessitated me being out of town for almost a week. This put me behind in everything when I got back and I am just now getting caught up. The November issue is in production and it will be out on time, with a special wrap up report from our East Asia contingent.

Second, courtesy of Dr. Hill you'll find a report on the St. Louis show in this issue. As usual, MMCL did quite well. MMCL also did exceptionally well at the recent Cincinnati show. A report on that show will also be in the next issue.

Finally, I want to thank everyone who has written an article for TN in the last year. I appreciate the support. We are doing as much building in the club as I've ever seen in my 30 years in the club (Yes I've recently realized I've been a member since right around the Fall of 1982. God I feel old) Those of you who haven't written an article, please do so. I am talking to you armor and car guys!!!!

I won't be at the November meeting since I'll be celebrating an early Thanksgiving with the in-laws in MD. However, I am sure we'll have a good turnout. Please plan to attend.

St. Louis Show Report

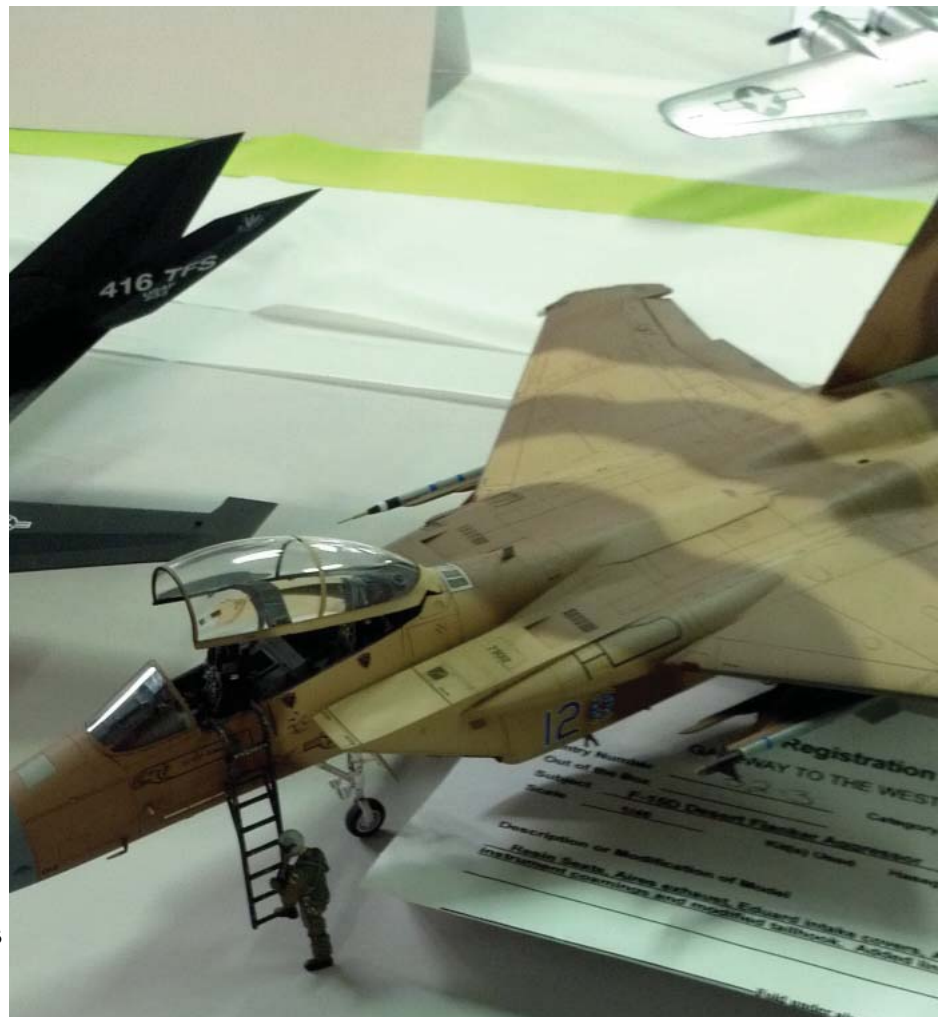
By Dr. Terry Hill

On a bright sunny Friday afternoon, Rich Guetig and I set out for the great city of St. Louis to attend the Gateway club of the IPMS's show on Sept. 8. We left at 1:00pm with clear blue skies and warm weather. The trip through Indiana went by with no great deal, but as we began to cross Illinois, we could see the leading edge of the massive cold front that was sweeping down from the northwest. Fortunately for us, we were able to reach St. Louis before the foul weather set in. We made it to CRM Hobbies in 4 hours.

We had decided to pay a visit to CRM, and since they were open until 7:00, we made with plenty of time to shop, and spend money. Since this was the first time Rich had been to CRM, I tried to prep him for his first experience. However, no amount of prep could really prepare him for his first view of a really good model shop. Chris Merceal, has put together a model shop that few can rival. He has massive amounts of current, out of production, and hard to find items. He has collections that he is selling off for other modelers, and has about as many books and reference

items as I have ever seen. We spent almost 2 hours browsing and felt like we had barely boke the surface. Rich had to change his boxers 3 times but we won't go there. Needless to say Chris was successful in seperating us from our money.

By the time we left the shop, the foul weather had set in. On the trip out to the hotel near the show venue, we encountered torrential rain that made driving somewhat troubling. Fortunately we arrived at the hotel roach (Super 8) around 7:30 checked in, and looked for a place to eat. We settled on an Applebees due to the lack of any other decent restaurants in the immediate area. The most important fact was that they had a bar, and Makers, so we spent the next



2-3 hours eating, drinking, watching ball games, and waiting for the storms to pass through. After several rounds of adult beverages we went back to the hotel and hit the rack.

Saturday morning we awakened to a beautiful morning with the air cool and not a cloud in the sky. We went to breakfast and set out to the show. We arrived at the show that was held in a batting practice facility that has been the site of the show for the last 4 years. I will admit that the facility leaves a lot to be desired, but I guess it was better than nothing. The lighting was marginal, and the whole feel of the facility was rather novice. That aside, there were about 25 vendor tables with a pretty decent representation of different types of vendors. There were actual retail vendors, and garage vendors that gave it a pretty balanced feel. There were some pretty good deals to be had with some DML kits going a 50% off. Once again, they removed money from us. The raffle was small compared to our shows, but I did win 4 items that I will probably donate to our raffle next year.

The contest itself was okay. There were perhaps 150-200 entries. Rich and I did pretty well for ourselves. Rich won several 1st places, 2nd places, and 3rds. He also won best diorama, and best out of the box awards. I won 1 1st place and 2 2nd place awards. Once again, the MMCL was well represented, and we carried off a large chunk of the awards that were given.

The show was a good time, the trip to CRM was worth the trip by itself, and the 2 days immersed in the model world was worth the effort. We plan on going again next year.

We also discussed the possibility of making a road trip to St. Louis sometime in the next 6 months to visit the hobby shops up there. If anyone is interested, let us know.



The Cranky Canuck

By Jim "Mr. Seattle" Bates

iHobby Expo Report



After many years in Chicago, the US hobby trade show iHobby Expo was held in Cleveland, Ohio from October 11, 2012 until October 14, 2012. Time will tell if the move was a smart one; many major players on the plastic model scene were not in attendance at the show. Testors, Revell-Monogram, Badger, Minicraft, and Tamiya USA were conspicuous in their absence. Airfix, Pegasus Hobbies, and Moebius Models did have exhibits and, thankfully, some of the importers and distributors made up for the missing manufacturers.

Pegasus Hobbies: While mostly focused on science fiction and small scale armor, Pegasus Hobbies has a small line of 1/48 World War Two easy-build fighters. While simplified, they still make very nice models and are quite affordable. Current subjects include a Spitfire, a Hurricane, three Messerschmitts, a FW-190, an A6M2 Zero, a Tuskegee P-51B, and a V-1 rocket. A future project is a F4U-1 Corsair. While not military, but certainly naval, Pegasus will also be releasing a 1/18 great white shark and a 1/144 Jules Verne Nautilus submarine in late 2012 or early 2013.

Moebius Models: Again, mostly a science fiction focused model maker, Moebius is releasing a 1/72 USS Skipjack fast attack submarine. Coming in at over 40 inches in length, it is one giant model.

Airfix: Airfix had one of the largest booths at the show and are very proud of their 1/48 Operation Herrick vehicles and helicopters. One kit that may be of special interest to Canadian modelers is their 1/48 Merlin HC.3. While not exactly a CH-149 Cormorant, it would not take a huge amount of conversion work to



complete the model as such. From the test shots it looks like an excellent kit. Airfix also had test shots of their new 1/350 Type 45 destroyer. This kit will have options for six different ships and should be on sale in the UK before the new year. Their 2013 lineup will be announced on January 1, 2013, and while the rep could not say what the new releases are, he suggested there would be both new subjects and retooled versions of popular older kits.

MRC: MRC is the importer for Italeri and Academy, along with newcomer Gallery Models. Academy has a 1/48 F-4B Phantom on deck and interestingly this kit will be released with the plastic molded in three colours so that a decent model can be built without painting. Gallery Models has a 1/350 USS New York amphibious assault ship in the pipeline along with both US Navy and US Marines versions of the 1/48 H-34 Sea Horse helicopter. Italeri will soon be releasing an all new tool 1/72 Shorts Sunderland Mk. I which your scribe covets, a 1/35 scale PT-109 torpedo boat, and while not on topic, they will be doing a Merlin helicopter in 1/72 as a tie-in for the new 007 movie.



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MMD: MMD is the distributor arm of Squadron Mail Order and had test shots of a Hobby Boss 1/32 Douglas Skyraider and a Trumpeter 1/350 HMS Dreadnought. Additionally, there were built up examples of two new Soviet 1/350 submarines, a Victor and an Alfa. Signage stated that Trumpeter is planning a Supermarine Attacker in 1/48 scale.

Stevens International: Stevens carries the Trumpeter and Kinetic lines and had built examples of their large 1/200 Bismarck and a 1/350 USS Freedom LCS-1 on display. On the Kinetic side, a 1/48 T-45 Goshawk is set for imminent release, while currently available subjects include the E-2 Hawkeye family, a C-2A Greyhound, a EA-6B

Prowler, and a CF-5 Freedom Fighter all in 1/48 scale. Also on display were test shots of the Kinetic CT-155 Hawk in 1/32 scale which is due in early 2013.



It is hard to conclude if the smaller show was a result of the move to Cleveland, or if the global economy woes have affected the hobby. Certainly, those manufacturers who had displays at the show have plans to release a wide range of new kits for the plastic modeler in the years ahead.

President's Page

By Stu Cox

MMCL Members, Happy October!

We enjoyed a great club meeting and raffle this past Thursday led by our own Treasurer Alex Restrepo! Thank you Alex.

We have received initial nominations for Club Officers and will continue to accept these until

the November meeting. Our elections will be held during our DECEMBER meeting/dinner. At this time we are planning on having our December dinner at our usual location at Logans Steakhouse in St. Mathews.

Officers for 2013-2014 nominated to date are: Stuart Cox - President, Terry Hill - Vice President, Alex Restrepo - Treasurer, Dave Knights - Secretary and Randy Fuller & Noel Walker - Member At Large. Please speak up and let the club know if you have had any interest in nominating yourself or someone for a club officer position.

We discussed and approved our May 18, 2013 MMCL Show/Contest Theme during our club meeting. We will have a KURSK - 1943 theme as next summer will be the 70th anniversary of the battles for Kursk in Russia. Participating entries may include any modeling theme for that era (Russian, German, aircraft, armor, figures, etc.). Someone mentioned ships....we'd have to take that one under serious advisement though! ;)

Our November meeting will include show-and-tell and updates on results/photo's from other shows this Fall. Please plan the date of Thursday, November 15 for our meeting. We will also attempt to schedule Workshop sessions around the Thanksgiving holiday to provide plenty of opportunity to enjoy some club member time and model building.

See everyone on the 15th next month!

Financial Report

By ALEX RESTREPO

Starting Cash Balance: \$4,785.11

Cash Receipts	Date	
Workshop Fee	9/6/2012	\$45.00
Workshop Fee	9/10/2012	\$25.00

Total Cash Receipts \$70.00

TOTAL RECEIPTS \$70.00

Cash Or Debit Expenses: Date

Check # 7017 (E) KYANNA Rent	9/10/2012	(250.00)
Check # 1040 AR Web Site renewal	9/6/2012	(77.00)

Total Cash Expenses: (\$327.00)

TOTAL EXPENSES (\$327.00)

NET Monthly Increase(Decrease): (\$257.00)

ENDING CASH BALANCE: Sept 2012 \$4,528.11

Military Modelers of Louisville Membership Form 2012

Name: _____

Address: _____

City: _____ ST: _____ Zip: _____

Phone: _____ E-mail: _____

Birth Date: _____ Year Joined Club: _____

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

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

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

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

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

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

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

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

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