

JANUARY 2008

THE NEWSLETTER OF THE MILITARY MODELERS CLUB OF LOUISVILLE

TACTICAL NOTES

IN THIS ISSUE:

FROM THE CUPOLA:
THE PRESIDENT SPEAKS, A LOT!

ANTI-AMS: LUFT'46 MODELING

THE MMCL GIFTSHOP
A PLEA FOR ARTICLES

NEXT MEETING:
THURSDAY, JANUARY 17TH,
2008, 7:00 P.M.
FEATURED TOPIC: INTERNET
MODELING



WWW.MMCL.ORG

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"**Tactical Notes**" is the Newsletter of the Military Modelers Club of Louisville, Inc. We put this really tiny print here to see if anyone reads this. We doubt that they do. This hurts our feelings. But, we'll get over it somehow. Oh what we suffer through, just so you modelers can have your fun with your little toys! Please, please, please we are begging you to write something for the newsletter. If you don't, then we will have to keep filling up space with stuff like this.

WHAT YOU MISSED AT THE LAST MEETING

December is the traditional MMCL Christmas (and Hanauka, Kwannza and Festivius) party. For the second year in a row the meeting/party was held at the Logans Roadhouse restaurant on Shelbyville Rd. Approximately 18 members and their family members attended. Much steak was consumed and everyone was put in a holiday mood.

In addition to the fine food and spirits at the party/meeting, a Panther smackdown contest was held. There were three entries, including a very unique "pink" Panther by Brian's employee Chris.

2007 was a good year for MMCL with an ever growing membership and many good meetings with great presentations. 2008 promises to be even better. In addition to many exciting programs at our meetings, we have an Invitational contest we are hosting in May. If you like the way the club has progressed, please get involved. Volunteer to do a presentation; Write an article for the newsletter; Bring a kit for the monthly raffle. It is your club. Help make it better!

Camouflage schemes for the beer coaster Luftwaffe
by Dennis Sparks

One of the major areas of divergence between most military modelers and “the car guys” is that the preponderance of automotive modelers are willing to engage in “what-if” modeling at the drop of an Xacto knife. To be sure, some will indeed try to reproduce the exact engine details, wheels, trim packages and colors that were offered on a particular car, and will thus try to model reality. But the vast majority would seem to prefer, to misuse a phrase, to “wing it”. They paint their models in whatever colors strike their fancy, and will often go to great lengths to add structural details that resolutely defy the laws of logic, basic engineering or even gravity. Compared to car modelers, we military modelers can be viewed as mere craftsmen, however deft, constrained by our own philosophy to reproduce only what we can actually see or touch.

Fortunately, modelers of military aircraft have an out...

During the Second World War, with Allied armies advancing inexorably toward Berlin, German aircraft designers conceived of ever more exotic flying machines

in the vain hopes that the vastly improved performance of a small number of these aircraft would somehow be able to stem the tide of an overwhelming number of Allied bombers that were intent upon rearranging the landscape. Over the last few years, a number of model kits of these “Luftwaffe ’46” aircraft have been produced, representing the types that the Germans might have been flying had the war been prolonged until 1946 or later. While extensive design calculations were made for many of these designs, others look more like they were derived from no more than a hasty sketch on the back of a beer-soaked paper coaster.

In the past, I’ve always tried to produce models of actual aircraft, though I will freely admit that I am more often than not drawn to the more brightly or unusually marked examples. I’ve also always been fond of producing a series of models with some common theme. Readers of this newsletter will no doubt recall with some trepidation the spate of articles about the various “Bluegrass Brewsters”, for instance. It was my interest in building a series of models of flying wings and other such aerial oddities that led me dabble in Luftwaffe ’46.

After finishing models of the Me 163S two-seat trainer version of the Komet rocket plane, the Ju 287 with its four turbojet engines and forward swept wings and finally the circular planform Sack AS-6 (all REAL aeroplanes), it was just a hop, skip and a jump on to the stronger stuff. So far, I've tried to limit myself to the cheaper 1/72nd scale plastic kits, avoiding for now the mostly resin 1/48th scale offerings.

Okay, I'm still just a craftsman in at least one regard, building the kits pretty much "out of the box" instead of adding extra wings or engines as suits my fancy. Ah, but the paint schemes! Since most of these Luftwaffe '46 aircraft never really existed as hardware, just about anything could be posited as a camouflage scheme. Even here I tried to rein in, limiting myself mostly to the standard RLM colors used by the WWII Luftwaffe. But these self-imposed constraints still allowed some room for "artistic expression".

The first Luftwaffe '46 subject that I built was the 1/72nd scale Huma kit of the very bizarre Focke Wulf Triebflugel. It was intended to be a VTOL aircraft, with three ramjet-powered rotors encircling the waist of a cylindrical fuselage. I've never understood exactly how it was

supposed to transition to horizontal flight, and I suspect that any actual first flight for this machine would have been nearer 1986 than 1946.

In common with all of the Huma kits that I've built, this one went together well, requiring very little of the hacking and filling that one would normally expect from short-run kits. I usually paint a model from light-to-dark, starting with the lightest color (usually the undersurfaces on more conventional aircraft) and proceed in sequence to the next darkest color. But I reversed the sequence on this model, painting it first in an overall dark gray, and then applying a heavy mottle of lighter blue gray. For the Luftwaffe modeling experten, that's RLM 75 Grauviolett over RLM 76 Lichtblau. In retrospect, I probably should have used the darker color for the canopy framework.



I also built Huma's kit of the Messerschmitt P.1106. According to a Luftwaffe '46 web site, this design was envisioned as a development of the earlier P.1101. Project 1101 was a real aircraft, and was the sire of the post-war American Bell X-5, a swing-wing research aircraft. Even squinting, for the life of me I can't see any resemblance between it and the P.1106. For some reason, the P.1106 mostly reminded me of a catfish, so that's how I painted it. It's a muddied mottle of late war RLM 80 and 81 greens and browns over a fish belly of RLM 76 gray-blue.



Special Hobby produced a couple of kits of different versions of the A4b, which was a variant of the V-2 rocket with wings added in an attempt to increase range. Several

test launches were made, but the wings were reported to have parted company with the rest of the airframe early into the flight. Special Hobby also produced a kit of the revised version, which instead used very short span wings that extended for most of the length of the fuselage, similar in appearance to the leading edge chines used on the much later American SR-71 Blackbird or F-18 Hornet.

Special Hobby elected to depict the contemplated manned versions of the A4b, with a semi-suicidal pilot added to improve targeting accuracy. In painting it, I reverted to my usual light-to-dark painting order. A small tightly spaced mottle of RLM 75 was applied over a base coat of RLM 76. As it was intended as an expendable vehicle, no national markings would have been applied. This is about the smallest mottle that I can reproduce with my trusty Badger 350 single action airbrush.

Another example from Special Hobby is their Blohm and Voss P.215. Compared to the two Huma kits, the Special Hobby kits show a little more of the characteristics one would expect from a limited run kit. Overall, the surface detail is good, but

there's the odd ding and dent to tend to, as well as the usual flash and thicker sprue attach points. When I couldn't convince the P.215's vacuformed canopy to fit, I opted to cut it and pose it in the open position. Still, I've built worse, and the aircraft's unique design was sufficient to keep my interest from flagging while building the model.

Design of this twin-jet night fighter started in January 1944, and it was selected for further development on the 20th of March 1945, only a few weeks before the end of the war in Europe. Inspiration for the paint scheme for it came from the Heinkel He 219, a successful night fighter that was produced in only small numbers. Some of these had received two-toned RLM 75 and RLM 76 upper surfaces over black, but I modified this basic scheme by changing the upper pattern from spots to overlapping curved stripes.

The main trick that I used was to switch back and forth with the two upper colors. After applying a base color of the darker gray, during multiple subsequent painting sessions I held the tip of my airbrush very very close to the surface of the model and used less air pressure than usual, slowly building up a layered pattern of indistinct stripes. I

was apparently so enamored with the look of this model that I failed to notice that I'd managed to break off one of the gun barrels on the rearward-facing turret before Randy got the chance to photograph it.

Finally, I've included two Luftwaffe '46 subjects from Revell of Germany. I can recommend both of these kits as well, as they feature crisp recessed panel lines, with reasonable cockpit detail and a generally good fit. They were also less expensive than the short run kits.

The Focke Wulf "Flitzer" was originally planned as a composite-powered aircraft. A single turbojet engine was to be primary propulsion, but the aircraft was also going to have a liquid fueled rocket engine to provide extra thrust when needed. The model represents this original scheme, but the rocket engine was dropped from later designs. The aircraft proceeded as far as a full scale wooden mockup, wind tunnel testing, and small free-flight models.

It was cancelled after more extensive calculations based on the wind tunnel testing revealed that the performance would be no better than that of the Me 262, albeit using only a single engine.

Since the Flitzer had nearly made it into production, I elected to paint the model in the conventional Luftwaffe fighter scheme for mid-war, a soft splinter of RLM 74 dark green and RLM 75 gray violet over RLM 76 light blue-gray undersurfaces.

The other Revell model that I've included is the Ta 183 "Huckebein". Envisioned as a possible successor for the Me 262, the Ta 183 had both an unusual planform and an unusual flight control system. It's an oft repeated myth that the design was used as the basis for the post-war Soviet MiG-15, but they share at most only a superficial resemblance.

Since the Ta 183's swept wing design placed the ailerons well behind the center of lift, they were to be used for both roll and pitch control, with the small elevators on the tail used only for pitch trim. Sixteen prototype aircraft were under construction when the war in Europe ended. As with the Flitzer, I elected to paint it in a scheme that was actually used on Luftwaffe day fighters. But this time I used the late war RLM 80 and RLM 81 soft splinter.

So there you have it... six plausible-to-bizarre aircraft models from three different plastic kit manufacturers. Two have camouflage schemes that were actually used by the Luftwaffe, while the other four are extrapolations from actual schemes.



WHO IS THIS MAN?

New MMCL Gift Shop

By: Tom "Balki" Romanowski

Aren't you glad that the crazy holiday shopping season is over? I know I am. How many models could you have built during these countless hours that you spent wandering the stores looking for that perfect gift for your wife and kids? December 25th surprises me every time. At first, there are 364 shopping days left. Then there are only 200 days left till Christmas, and all of a sudden I find myself on December 24th stopping at a local gas station looking for something that I think my wife would like to get from Santa.

Well, I have a solution that will solve this shopping problem once and for all. Gentlemen, I present to you the Official MMCL Gift Shop. Just log on to your internet provider and go to www.cafepress.com/mmcl

You know, Valentines Day is not that far away, and nothing says "I love You" like an official MMCL thong. Just ask our club's treasurer. I'll bet he's wearing his right now and he loves it! What could be more enjoyable then watching your kids hunt for eggs outside on a cold and rainy Easter day while you stay inside and sip your favorite coffee or tea from the official MMCL mug? Or what would a 4th of July be without a dad firing up his BBQ grill while wearing his official MMCL apron? There are gifts for every occasion. Do you need something to cover up your "Kerry/Edwards2004" bumper sticker? The MMCL Gift Shop has got you covered! For only \$3.29 you can get the official MMCL bumper sticker to put on top of your existing one or you can use it like Uncle did on his car to keep the rusty bumper together.

But wait! There is more good news! You will be glad to know that 10% of every purchase will go directly to MMCL. That's right! You're not only buying a nice t-shirt to wear on that hot summer day, but you're also helping to maintain our workshop and other MMCL activities.

OOPS!!!

DUE TO AN UNFORSEEN ERROR WE HAVE LOST SEVERAL UNPUBLISHED ARTICLES THAT WERE SUBMITTED IN THE LAST FEW MONTHS. IF YOU SENT IN AN ARTICLE, PLEASE RESEND IT.



My Two Cents Worth

By Scott F. King

Aluminum for the year:

Jan 50 lb aluminum cans @ \$0.72/lb =	36.00
1 lb other alu. @ \$0.52/lb =	.52
Mar 10 lb aluminum cans @ \$0.71/lb =	7.10
1 lb other alu @ \$0.55/lb =	.55
Apr 51 lb aluminum cans @ \$0.71/lb =	36.21
May 18 lb aluminum cans @ \$0.73/lb =	13.14
10 lb sheet alu @ \$0.58/lb =	5.80
June 28 lb aluminum cans @ \$0.76/lb =	21.28
June 26 lb aluminum cans @ \$0.71/lb =	18.46
(Second load)	
1 lb other alu @ \$0.47/lb =	.47
Aug 30 lb aluminum cans @ \$0.66/lb =	19.80
Oct 29 lb aluminum cans @ \$0.66/lb =	19.14
Oct 18 lb aluminum cans @ \$0.66/lb =	11.88
(second trip)	
Dec 39.5 lb aluminum cans @ \$0.70/lb =	27.65
Dec 21.5 lb aluminum cans @ \$0.68/lb =	14.62
(second trip)	
Dec 20 lb aluminum cans @ \$0.68/lb =	13.60
(third trip)	
Total YTD	\$246.22

Well we nearly have hit the \$250.00 mark for the year, which means the equivalent of a month's rent for our meeting hall/workshop. I have started going to the Riverside Recycling in New Albany – it's closer to home for me, and their price is a little more than River Metals at the moment. But if I head to the Bunker on a Saturday, River Metals is on the way, off Zorn Ave. Thank you to all who have helped with the collection effort.

It takes about 33 cans to make a pound of aluminum so each can is worth a little more than 2 cents. The price has more than doubled over the last 3 years - the first load I took from the old bunker was \$0.33/lb.



From the Cupola by Mike Baskette

Greetings,

Happy New Year to all of you. Hard to believe that 1/2 of my term is already over. I hope that all of you found the club to be a welcoming place in the past year, as well as an enjoyable one with the activities we have tried to add. Our plan is to continue adding programs as we move into 2008 and try to make it even more enjoyable than 2007. The January and February meetings are already planned with some good programs and activities, and our May show is shaping up nicely. It is worth mention that we are at the head end of 2008 renewals, so if you have not renewed for the new year, please do so. You should find the form along with the newsletter and there is a link on the web site now as well.

Coming up this month, Dave Knights and I will be hosting a roundtable discussion on internet resources for modelers. This clinic will be an "internet live" group surf of some of our favorite sites. These may include forums, manufacturer's sites, how-to's, and general reference. This is roundtable format so your participation is encouraged. If you have some favorites of your own, you can send those links in an email to either Dave or myself for inclusion. When we get to them in the presentation, the floor is yours. To reiterate, we have selected this clinic format because it allows much participation without much preparation on the part of the participants. Nothing formal needs to be prepared unless you feel like going to those lengths. Given that this is the new year and my annual output is historically low (can't even call it annual really), I have vowed to complete three projects in this coming year. If any of you have made similar "resolutions", send us your personal goals for the year with respect to scale modeling and we will try to put together a newsletter feature to get us all on the record. Come December, we can see how we all ended up.

Well, that's about it. I will see you at the meeting.

Mike

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Friday Night Fight Issue



NEXT MEETING:
FRIDAY, FEBRUARY 22ND, 2008,
7:00 P.M.
FEATURED TOPIC: THE FRIDAY
NIGHT FIGHT!!!!!!



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"Tactical Notes" is the Newsletter of the Military Modelers Club of Louisville, Inc. It is the modeling equivalent of The National Enquirer. We print rumor, innuendo and slander as if it were fact. Keep in mind that you can believe nothing in this newsletter. If you think you can do better, go ahead and write something for publication. Thank god for the eastern bloc or we'd have nothing to publish.

WHAT YOU MISSED AT THE LAST MEETING

2008 is off to a great start! The January meeting was well attended. The feature presentation for the meeting was a discussion of "Modeling on the Internet". As we all know, the Internet has provided modelers with a vast resource for research as well as an ability to communicate and share with other modelers techniques and photos of our work. The Internet is turning a solitary hobby into a much less solitary one.

Many of the members present shared their favorite website. A lively discussion was held in regard to the reliability of information on the Internet, particularly kit reviews. The discussions were accompanied by a presentation with a connection to the Internet showing some of the websites discussed. A list of some of these websites will be published with a short article in the next issue of Tactical Notes.

A reminder: MMCL is hosting an Invitational contest on May 31, 2008 at the Paraquet Springs convention center in Shepherdsville, KY. Please get involved. To get involved, please contact Dr. Terry Hill, our contest chairman. This contest helps pay the cost of running our club throughout the year.

A Fistful of Fokkers

Modeling the Fokker
Dr. I Triplane in 1/72nd
scale

Article by Dennis Sparks

Photos by R. Fuller



The recent MMCL smackdown challenge for building the Fokker Triplane appealed to me on several levels. One of the first things that will attract my attention in selecting a paint scheme for a model is one with brightly colored markings, and it's hard to top the schemes applied to some of the Dr. Is. Secondly, the Tripe had only a minimal amount of rigging wires, confined to only a few on the cabane struts and landing gear, plus a few short control cables. Lastly, there are several reasonably new kits available in 1/72nd scale. While 1/72nd is not my usual favored scale, these kits had the extra advantages of being both inexpensive and were small enough to allow me to forego airbrushing and paint all of the complex schemes with a brush.

The first 1/72nd scale kit of the Fokker Dr. I that I can personally recall was the carded Airfix kit that was issued in 1973, although I'm reasonably certain that this was simply a repackaging of a kit of an even earlier vintage. Revell also issued a Dr. I in the mid-1960s, but these two kits are long vanished from the mainstream

market. For this review, I built kits issued since 2000 by Roden, Revell of Germany and Eduard. And since I already had it in my stash of unbuilt kits, I added a fourth example from Revell that dated from 1984. I'm not sure, but I believe that this older Revell kit may have been a modified reissue of their 1960s kit.

I'm not by nature much of a rivet-counter. If it looks right when finished I'm not overly upset if the dimensions are incorrect by a millimeter or two. But this time, out of simple curiosity I made a number of measurements on all four kits, comparing their overall length, the span and chord of all three wings, the tail span, and the wheel and prop diameters.

I was pleasantly surprised to learn that all of the dimensions on all four kits agreed to within 1 mm with only a single exception. The horizontal tail of the 1984 Revell kit was significantly larger than those of the other kits, but you have to park the kits tail-to-tail to really notice it. There are of course many other minor differences among the kits, particularly in the cockpit details, the various struts and the wheels.

As you would expect, the older Revell kit was "clunkier" than the modern kits, lacking in cockpit details and with a pronounced

fabric pattern. Using the later kits as a guide, I added a few scratch built cockpit details, and then lightly sanded the exterior surfaces and applied a light brushing of Testors liquid cement in an attempt to tone down the fabric texture. Probably the single worst aspect of this older kit is the wheels, which look like they were robbed from a toy somewhere. I didn't have anything to replace them in the spares box, and as I was loathe to rob a better set from another kit, I opted to use the kiddie car wheels anyway, with the hopes that a coat of paint might disguise the problem. (It did not...)

The only thing shared between the older and the newer Revell kit is the red plastic used to produce them. The new kit is quite acceptable, with a nicely detailed multi-piece cockpit and engine. It also has a feature (which is shared with the Eduard kit) that makes for easier assembly. The interplane strut near the wing tip between the three wings is molded as a single piece, passing through a slot in the middle wing. On both the older Revell kit and the Roden kit, these struts are two separate pieces, making alignment more finicky and resulting in a weaker structure.

While the older Revell kit offered decals for only s/n 425/17, the

all-red machine that Richthoven was flying on his last mission, the newer Revell kit goes one better, adding the yellow-trimmed Dr.I flown by his brother Lothar. The newer Revell kit is stock number 04116 and retails for \$8.50.

Beginning in the late 1990s, the Ukrainian firm Toko, and then its successor Roden, began issuing a series of inexpensive 1/72nd WWI aircraft models. When they were first released in 2000, I bought three of the Roden Dr. Is. At the time they were the best available, and were cheap at about \$7 each.

While there were some complaints about the quality of Roden's decals, they certainly didn't stint on the quantity of the markings provided. For example, their Dr. I kit offers markings for six different aircraft. The various wing and landing gear struts are admirably small and thin, but the resulting model seemed too fragile to survive my usual ham-handedness. When painting the assembled model, I felt as if I was trying to perform surgery on a butterfly. Stock #0010, it is now the most expensive of the three recent Dr. I kits, with a retail price of \$11.

As you might expect, the Eduard kit is probably the best of the lot, just nosing out the Revell kit because of its slightly crisper

detail. Corky graciously gave me an example to build (for purely scientific comparative purposes, mind you) from his stash. As Corky pointed out when he issued when he issued the smackdown challenge, Eduard has recently been selling bagged examples of this kit for \$4. Boxed examples of kit #7014 are retailing for \$8, making it not only the best of the three modern kits, but also the least expensive. There are two decal options offered, including MVR's red-trimmed s/n 152/17, which is one of the aircraft depicted in the Roden kit.

As I mentioned, due to their petite size and the intricacy of their paint schemes, all of the models were brush painted. With only one or two small exceptions, Humbrol paint was used throughout as IMHO at least, it is far superior to the competition for brush painting. With the single exception of the overall black aircraft flown by Josef Jacobs, I started by painting the camouflaged areas of the upper surfaces in clear doped linen.

After this dried for a day, I streaked on an olive green using a #1 paintbrush that I had trimmed so the bristles were only 1/8 inch long. This was an attempt to replicate the original factory finish, which was applied with a

three inch wide brush, intentionally leaving a streaked appearance. From period photographs, it's apparent that the orientation of the streaks varied. The undersides were then painted with light blue. (The several prototype F.I triplanes were possibly painted overall light blue before the olive was streaked on the upper surfaces.)

The Eduard kit was the only one that I built using the kit-supplied decals. The remaining five subjects shared decals indiscriminately, with the two Roden kits being the most generous. No aftermarket decals were harmed in the making of these kits, and I had no particular problems with any of the kit decals.

After all of the other colors and the decals were added, I brushed Testors Acryl Clear Flat over all of the surfaces. On Jacobs' all-black machine, and on the bright colors of the other aircraft, I dry brushed on some extra Clear Flat in streaks in an attempt to give the appearance that some of the original factory camouflage scheme was barely visible under the field-applied markings.

One of my favorite new tricks (learned from an Internet article somewhere) is to apply a coat of Tamiya's acrylic Clear Orange

over the striped wood-colored propellers. The intent is to replicate the orange color imparted by the varnish on the real props.

At this point it was time for the September meeting and the smackdown contest. Left unfinished at this point was any attempt at weathering and the application of any of the rigging wires. I was sufficiently smitten by the subject that I've already bought two more of the Revell kits to accompany my one remaining unbuilt Roden kit. I figure I'll build these three, and possibly another one or two as well, and then rig them all at once. So look for a future article on the subject – "For a Few Fokkers More".



Red upper wing, cowling and tails
– 2003 Revell kit

s/n 152/17, flown by Rittm. Manfred von Richtoven, the commanding officer of JG I at Avesnes-le-Sec, March 1918. He scored victories #64-66 of his eventual 80 victories in this aircraft, which was one of at least five different Dr. Is that he flew.



Overall black – 2003 Revell kit
One of the two, or possibly three, all black Triplanes that was flown by Lt. Josef Jacobs while commanding Jasta 7 at Ste. Margurite, September 1918. Jacobs scored about 30 of his 40+ victories in Dr. Is, making him the top Triplane ace. The s/n of this aircraft is unconfirmed, but is possibly 450/17.



Black tails, white cowling – 1984 Revell kit

Flown by Vzfw. Ulrich Neckel of Jasta 12 at Balatre, April 1918. A 30-victory ace, Neckel survived the war, but died of tuberculosis in 1928 when he was only 30 years old.



Silver-gray tails, two red fuselage stripes – 2000 Roden kit

s/n 521/17, an aircraft flown by Oblt. Robert Greim, while the commanding officer of Jasta 34B (Bavarian), at Foucaucourt, June 1918. He scored 28 victories during WWI and later served as the last acting commander of the WWII Luftwaffe. He committed suicide on 28 May 1945.

Yellow tails and cowling – 2002 Eduard kit

s/n 577/17, an aircraft flown by Lt. Rudolf Klimpke while he was assigned to Jasta 27, based at Halluin-Ost, May 1918. Klimpke is believed to have scored 2-3 of his eventual 17 victories while flying the Dr. I. The C/O of Jasta 27 while Klimpke was there was Hermann Göring.





Blue fuselage and tail, green cowling – 2000 Roden kit
s/n 193/17 a Dr. I flown by Lt. R. Wilhelm Schwartz, commanding Jasta 13 at Les Mesnil, May 1918. He was wounded while attacking a balloon the following month, but was sufficiently recovered to take command of Jasta 73 in October and score two more victories before the Armistice, increasing his total to eight.

Through the Lens: Digital Developing (Part 5)

Randy Fuller

MMCL – Eastern Bloc



The last article should have helped you find a digital camera. There was a lot to consider, but the camera is only half the equation in photography. Just like film cameras, the equipment is only a means to getting an image onto the media. In digital photography, we've simply replaced the film with an image sensor. So once you capture the image you still need to "develop" it. This month I will talk about some things that everyone can do with basic photo-editing programs (some you can download for free!)

If you want to do the exact same effects that I will describe, you'll need a pretty powerful photo program. I use Adobe Photoshop CS2. Similar results can be achieved in Adobe Photoshop Elements, Microsoft Digital Image Pro, and similar programs. Chances are, there was some type of photo-editing software that came with your camera. There are some free photo browsing and editing software, like Picasa 2, which can be downloaded free from Google.com. But keep in mind, if you want professional results, you need professional software.

This time I'll keep it simple and we'll go over a few simple techniques to improve your digital photos. The three items I want to discuss are: exposure compensation, color correction, and shot composition. All three are basic adjustments you can make to fix almost any "off" image and most can be done in basic imaging programs. If you use Photoshop, great, you'll be able to follow along easily. If you are using a different program, you may have to look in some menus to find a similar function.

Exposure Compensation: This is simply the amount of light captured during the show. Underexposed images didn't get enough light and appear dark. Overexposed images got too much light and appear washed out or too bright. All is not lost, as you can adjust the exposure digitally. You'll be surprised how much info your camera does capture. Personally speaking, I prefer to work with a slightly underexposed image rather than an overexposed one. So if you can shoot your shots a little "short," do it.

Now for the fun. Open your image. If it looks a little dark, then let's boost the light. Go to the Image Menu, select Adjustments, and then select

Brightness/Contrast. Now most imaging programs will have a brightness & contrast adjustment feature, so look for that. Move the brightness slider to the "plus" side, typically to the right of 0 and this will increase the overall image brightness. Move the slider around a little bit at a time and see how the image looks at a brighter setting. Think of this control as adjusting all the image pixels equally to lighten the individual colors. Next adjust the contrast. This will adjust the harshness of the image by increasing or decreasing the difference between the pixels. Think of it this way: a high contrast setting increases the amount of dominant colors in the image, low contrast decreases the dominant colors. These examples show the original photo, then the exposure-corrected version.



Example dark photo



Example adjusted photo

Color Correction: This one is really easy. Back to the Image menu, select Adjustments, and choose Auto Color. That's the easy way. Most programs have a color adjustment feature. Some may be a little sophisticated where they allow you to set the light temperature and the overall exposure settings individually. If you have an Adjust White Balance feature, and there's some white in the image, you can simply click on the area that should be white and the image will be automatically corrected. You may want to try a program called PictoColor iCorrect. It's not a free program, but you can get a trial version from their website, www.pictocolor.com. The examples show the original image and the color corrected image. This was done with the one-click auto color. Photoshop has a variety of very precise color adjustments for really serious photos.



Example color photo



Example color balanced photo

Image Composition: this is just a fancy way of saying cropping. Cropping is a simple editing technique that cuts down on the overall image and can eliminate unwanted elements or emphasize certain feature of your subject. To crop the image, click the Crop button or select Crop from the Edit menu. Start in one corner of the image, click and hold the left mouse button then drag the cursor over the image to select what to keep. Release the button and hit enter. That's all there is to it. The following examples show the original image and the cropped version.



Example original photo



Example cropped photo

I really want your questions, too, so please write me with anything I wasn't clear on or any questions you might have. It will be helpful for me if I know exactly what you all want to know. So send in those emails to gluesniff@aol.com or Randy@whitedogphoto.com and I'll try to solve your photo problems. I hope this article helped you in understanding the

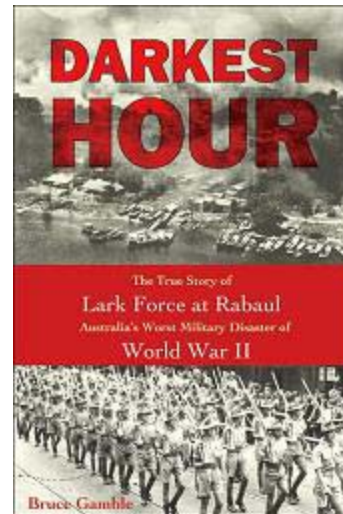
principles of digital developing and gave some insight into taking better model pictures.

**Book Review:
Darkest Hour by
Bruce Gamble**

Review by D. M. Knights



The first six months from December 1941 to June 1942 in the Pacific is one of the most fascinating eras of history. The armies and navies of the major powers, Great Britain, the United States and the Netherlands reeled before the forces of the Japanese. For the allies, this was a most painful time, and one that the



eventual victors were only too happy to forget about. Many of the stories of these early campaigns are only now being researched and written about.

The author, Bruce Gamble has written the story of the 2/22nd Infantry Battalion of the Australian Army. The unit was

formed in late 1940 and early 1941 and its members presumed that they would be sent to Egypt to fight with the Eighth Army, which is where previous Australian Army units had been sent. Instead, the unit, now nicknamed Lark Force, was sent to defend Rabaul, New Britain. After World War I, Australia became responsible for much of what was German colonial territory in the southwest Pacific, including New Britain and New Ireland. Both islands lie north of Australia and New Guinea. As such, the islands were the first line of defense for Australia. Unfortunately, Australia had a very small military, and most of what it did have was committed in Egypt.

With the threat of Japanese aggression growing, the Australians had little choice but to distribute the forces they did have in defense of the territories they controlled to try and at least slow down the Japanese juggernaut. For the 1400 men of Lark Force, this meant deployment to Rabaul, the largest town outside of mainland Australia that was controlled by the Australians. The town had two small airstrips nearby as well as an excellent harbor. That harbor would naturally attract the Japanese navy who would need it for their ships.

This book is the story of the 2/22nd and their formation, subsequent deployment, brief life in combat (the actual fight for Rabaul lasted less than 12 hours) and the story of the survivors, some of whom escaped into the jungle, some of whom were massacred by the Japanese and some of whom were killed as the ship they were on was torpedoed by a U.S. submarine.

The story is a compelling one. The author does an excellent job of recounting the story with a mix of personal stories as well as an overview of the strategic position in the southwest Pacific in the early months of 1942. The stories of the Japanese killing of prisoners is heart-wrenching as is the story of the deaths of the POWs on the Japanese freighter sunk by the U.S. submarine.

This was a compelling read. I highly recommend this book.



From the Cupola by Mike Baskette

As the foam on my beer settles a little this evening, I wanted to knock out a brief note to the membership. This month's meeting should be an enjoyable one. It is Friday Nite Fights time once again, so pack up your tools and come out to the KYANA facility this Friday night for our first evening group build of the year. There are plenty of sidebar activities going on as well. This month we will hold the first quarter open contest, the Japanese Armor Smackdown, and a general MMCL "Swap and Bull" session. So bring out the projects you have completed or started this winter for the contests and build session. Likewise, bring those items from your stash that need a new home. Maybe someone will take it off your hands for a reasonable price or possibly a trade.

As if the regular meeting were not enough, this coming weekend is loaded up with other activities of interest as well. Hot on the heels of the Columbus show this past Saturday, many MMCL'ers are headed up to Indianapolis on this coming Saturday, the 23rd for the Indy club's annual contest. The travel is being coordinated by the usual cast of characters, so if you have a interest in going up, make it known at the meeting and I'm sure you will either end up with a ride... or your own car filled up with fellow members! This is also the weekend of the Ohio Valley Military Society Show of Shows. Held at the fairgrounds, this annual show had steadily grown to become the single largest all militaria show in the world, attracting collectors and dealers from across the globe.

To close, we are still in the renewal period. If you have not re-uped for 2008 please do so ASAP. You can find the form on our website or it is available from Mr. Nofsinger, our club treasurer.



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NEXT MEETING:
THURSDAY, MARCH 20TH, 2008,
7:00 P.M.
FEATURED TOPIC: GRAB BAG!!!



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Casper "The Friendly Ghost"

"Tactical Notes" is the Newsletter of the Military Modelers Club of Louisville, Inc. It is the modeling equivalent of The National Enquirer. We print rumor, innuendo and slander as if it were fact. Keep in mind that you can believe nothing in this newsletter. If you think you can do better, go ahead and write something for publication. Thank god for the eastern bloc or we'd have nothing to publish.

WHAT YOU MISSED AT THE LAST MEETING

We had a great turn-out for our **February Club Meeting**, with over 25 in attendance. Featured events were two contests, model swap & bull opportunity and our famous "**Friday Night Fights**" build session. A number of members modeled late into the evening, enjoying fellowship and sharing helpful modeling tips with their colleagues. Mac and Sock peddled their kit "wares" and we even had some new members attend and show support by staying through to model.

Our **Quarterly Contest** was an "**open category**" general model contest, with voting by club members on the entry's. **Randy Fuller** placed **THIRD** for his battle worn US M2 Halftrack, **Stew Gordon** placed **SECOND** with a sleek Phantom Jet, and **Rich Guetig** took **FIRST** for his late war German Machine Gun "wildlife refuge" field vignette. I swear that thing looked so real that it has to be an environmentally protected zone these days!

The smackdown for this meeting was themed **Japanese Armor**. **Rich Guetig** entered a **Japanese Tank** and **Terry Hill** entered a **Japanese Prime Mover Tractor with Artillery Piece & Crew**. This vote was VERY close, and the plaque and award went to **Rich Guetig**.

We briefly covered some details regarding our **MMCL Invitational Model Show & Contest** that will be held at the **Paraquet Springs Convention Center in Sheperdsville, KY on Saturday, May 31**. Our club members have stepped up to volunteer to provide the support for setup and execution of the show which we know will be very successful. Vendors have already been actively reserving their tables. Our raffle stash is off to a good impressive start! Remember to take a look through your own stash for worthy kits or accessories that you might be able to donate to help our club! **Thanks to all members for continuing to promote and support our show and contest!**

Show Report Blizzard-con 2008

By Dr. T. Hill



Well it was that time again for the mighty band of merry travelers to venture forth to do battle in the great frozen tundra of Columbus, Ohio. It was a cold dark morning when we gathered at my house to depart for the show. Rich (Biology Bob), Eugene(KoKo) and myself departed at O dark thirty in the am ready to kick ass and take numbers. We proceeded north by northeast bent on raping pillaging and plundering. After a rather calm trip to Columbus, with no blizzard this year, do you believe it? We arrived in the Columbus area ready for a fight. Being about 45 minutes early for the show, we decided to stop a Mickey D's for some grub that would hold us over for the morning.

Upon arriving at the show we found it to be the typical Columbus show in a hall with lousy lighting for the show area. There were many vendors there who were more than happy to take our money, and I am ashamed to say they did just that. In particular, KoKo had to rent and entire 757 from UPS to haul his booty home. Among the 3 of us, we had quite a number entries spread over many

categories. We hit the armor, diorama, vignette, and figure vignettes pretty heavy. With all the entries, it was a wonder that we had room for purchases and ourselves in the car. It did help when we strapped KoKo to the luggage rack on the way home. I hear it only took him about 3 days to completely thaw out. I repeat, the lighting in this show is lousy. Next year we are going to wear miners helmet with lights on them so that we can see the entries. Either that or we will have to check out the entries by braile. You would think that they could either come up with a better site, or bring in more lighting. This seems to be the most difficult part of putting on any show is to assure that the lighting is adequate. With all the entries that we took up there, we did pretty well in the awards department. I got 3 awards, Rich had his usual wheelbarrow full of awards, and KoKo received an award for his vignette. We were pleased with ourselves, and the customary round of self- congratulatory statements were made. It's tough to be humble when you're good. At times we feel like Bolivian Generals standing there giving each other medals and trinkets. Not to forget, there were other club members who ventured up for the show. Tom(the Barrister)Hale, Stew(the jet man)

Gordon were among the mindless rabble milling around the show. The vendors saw us coming and sunk their claws into us. The moment we entered the building. It was like being in quick sand and not being able to come up for air. I really thought I was going to have to pull KoKo out of the hall by his heels. Between he and Rich, I went through 3 batteries for my automatic door opener for my car. Where did they get those marvelous toys? Great googly moogly, we barely had room to fart in the car by the time they were finished. Of course I was very subdued in my purchasing, yeah right. Oh well it's only money.

As is the usual case when going to this show, not everything went smoothly. Our usual trip to a near-by Hooter's was smashed by the fact that they closed the near-by Hooter's. Good God man how could this happen? Did they run out of breasts? Say it isn't so. Has to be the first Hooter's I've ever seen that closed. We were forced to go eat at a Texas Roadhouse. The food was probably better than Hooter's, but couldn't match the scenery. Will have to work on finding another Hooter's in Columbus for next year. Not that this was bad enough, on the way back from Columbus from the show, we ran into a traffic jam that delayed us 2 1/2 hours. It took us that long to go 19 miles.

There had been an accident involving a tanker truck with a leak that caused traffic to be routed off the interstate on both sides. It was over the river and through the woods we went. We ended up in Lebanon, OH looking for a way to get back to I-71 south of the accident scene. Finally we got back on the Interstate at mile marking 18 and off we went. What should have put us back home by 6:30, put us home a 9:00. We got to see way more of rural Ohio than we ever wanted to.

All in all this year's trip went fairly well, at least there was no snow, however I would have preferred that to the traffic jam. It did give us a chance to catch up on some of my oldie but moldy cd's. I think I memorized every detail of the back end of the car in front of me. It did give me a chance to sleep since the other 2 guys were asleep as well. Put the car on auto pilot and zzz out. Isn't that they way it's done in the UPS cockpits KoKo? Well we are moving on to the next show which will be AMPS for some of us, then on to Knoxville. If you haven't been to a show recently, then it's time to get out there and have some fun.

INDIANAPOLIS ROSCOE TURNER SHOW & CONTEST

Text and Photos by Stu Cox

A number of our club members attended the Indianapolis Roscoe Turner Model Contest and Show on February 23, 2008. While weather, and another show in the region the previous weekend tried to weigh in, the show was enthusiastically attended by modelers of all types! There were definitely some VERY FINE entries from the region, as well as



a healthy assortment of vendors. Most of the MMCL club members drove up for a few hours to shop and enjoy the contest entries. If anyone entered and won an award that we are not aware of, we would love to show a photo of

your entry! Heck, make sure we get a digital photo of any entry, and we'll share it with the club



during next month's meeting. Stu Cox will plan to have his computer displaying Indy contest photo's at our club meeting on 3/20. Included are a few samples to wet your appetite!



A Polly Scale Paint Report

By Scott "Skippy" King

Well I finally did a better test of the Old and New RLM 22 and RLM 66 Polly Scale Paints.

First I cut 8 blanks of white sheet styrene 1/2 X 1 in and cleaned them with soapy water to remove any oils.

I had one bottle each of the Old RLM 22 #505214 Night Black(37038) and RLM 66 (the other identifiers were worn off), and one bottle each of New RLM 22 #F505214 Night Black and RLM 66 #F505014 Scale Black.

From each bottle, I brush painted 2 blanks each with 2 coats. so I ended up with a pair of samples of each of the four bottles.

I took one set of painted blanks (4, or one of each sample) and airbrushed them with a coat of Vallejo satin acrylic varnish to see if the satin finish would accentuate any difference among the samples. Comparison with FS 595B color chips made outside under natural light with revealed the following:

The matt and satin samples of RLM 66 Old were slightly blacker than FS 36081 which matches the description in the Klaus Guide. They were definitely not a match for FS 37038, and were definitely not the same as the other colors.

The matt finish New RLM 66, Old RLM 22, and New RLM 22 were to me indistinguishable from one another, and incidentally seemed to be closer to FS 37031 than FS 37038 (ie. they were very slightly greyer). The satin finish seemed to make no appreciable difference - they seem to be essentially the same color - and FS 37031 is what I think they are.

So I would conclude the NEW RLM 66 is not the same as the OLD RLM 66, and is probably the same as the OLD and NEW RLM 22.

Club Snow Day 3-8-2008

By Dr. T. Hill

Inquiring minds want to know what happened to all the brave men of the club on 3-8-2008 at the workshop? It appears that the minor distraction of 12 1/2 inches of snow was too much for the hardy men of the club. Rich, KoKo and I were the only souls with the macho enough to say "What snow" and made it to the club. I personally was there at 6:15 in the a.m. to shovel off the steps and open the workshop. Rich rolled in at 6:45, and KoKo was there by 8:00. Meanwhile the rest of the hardy band of braggarts were nestled warmly in their beds dreaming of sugar plums or the sort. (*or were at home shoveling their own driveways at the urging of their wives.-Ed.*)

Are we men or are we spineless mice squeak, squeak. There are still a few of our numbers who are ready to stand up for the last bastion of male bonding. We few men are willing to brave all perils, climb any obstacle, fight any fight, and beat back any intrusion of estrogen into our domain. No distraction will deter us from our hobby. Neither snow nor rain nor dark of night will deter us from our appointed rounds. For those who were not in attendance, it was a beautiful

sight to watch the snow falling while working on our models. There was great discussion on the manlihood of those who were not in attendance. A file is being maintained on all the slackers and the absentees when the going gets rough. Which column will you fall in?

A reminder: MMCL is hosting an Invitational contest on May 31, 2008 at the Paraquet Springs convention center in Shepherdsville, KY. Please get involved. To get involved, please contact Dr. Terry Hill, our contest chairman. This contest helps pay the cost of running our club throughout the year.

The Recycle Report

By Scott "Skippy" King

The Recycle for 2008 so far is:

Jan 37.5 lbs @ \$0.75 /lb = \$28.13

Feb 33 lbs @ \$0.86 /lb = \$28.38

YTD: **\$56.51**

Last year we made \$246.22, but Aluminum is at a record high right now, some places reportedly paying even \$0.90 /lb so if we keep going at the same rate we are now we will make in excess of \$300 easily for 2008. So please remember to bring any cans to the meeting so they can be collected and we can make a little money for the club.

Incidentally, when I first started taking the Aluminum, when we were in the old Bunker on Fairfax Ave the price was about \$0.30 /lb. Quite a jump in a relatively short time!



A RARE PHOTO OF UPS PILOT TRAINING!!!!!!



From the Cupola

by Mike Baskette

This month's presidents message is going to be short and sweet. Life has really had me hog tied for the last few weeks. While other activities kept me from the February meeting, it sure sounds like everyone had a great time. Attendance was good at the Friday night event with good representation in both the quarterly contest and the smackdown. This month's meeting has no formal program scheduled. However, we should use the time for a broader show and tell effort. This month even I will have something to show off as my SIG33 is finally complete. So, I encourage everyone to bring out their current projects and let us see what you have in the works or recently completed.

Some things to be aware of over the coming months are the current smackdown topic and choosing a date for the next quarterly contest. The present smackdown is the "Italian Job". An armor subject event limited to Italian armor in all scales. For the record, these smackdowns are not "official club business" if you will. I say this only to address the fact that they are challenges thrown down by some of the shop regulars. Being that many of these regulars are primarily armor builders, the topics tend to be armor related. That said, anyone at anytime can call for a "smackdown" among your modeling comrades for what ever subject you can all agree on. So if you plane guys are disappointed there have been few A/C smackdowns, then thrown down the gauntlet!

Finally, keep the renewals coming in... The membership list has just been scrubbed. If someone is not getting the newsletter, then instruct them to check with Nofsinger about their dues status. A recent error was discovered, so there is an outside change we goofed, but things are in good order now.



Military Modelers of Louisville Membership Form 2007

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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:

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TACTICAL NOTES

NEXT MEETING:

**THURSDAY, APRIL 17TH, 2008,
7:00 P.M.**

FEATURED TOPIC: GLUE, BABY!!!



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WHAT YOU MISSED AT THE LAST MEETING

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"Tactical Notes" is the Newsletter of the Military Modelers Club of Louisville, Inc.

Cover Photo by

R. "Mad White Dog" Fuller
Model by D.M. Knights



With the weather starting to turn, many of the members of MMCL with small children begin having to deal with family obligations, such as children's sports practices. However, this didn't prevent 25 or so members from attending the March meeting. Those who attended were lucky too, as the best raffle in the last calendar year took place with quite a number of top quality prizes were available. This caused the members present to buy raffle tickets like monkeys going after bananas, which increased the club treasury.

In the absence of our esteemed president, the meeting was chaired by VP Stu "fish boy" Cox. After a blessedly short business meeting there was the usual plea for newsletter articles, followed by a presentation of photos of the recent Indy show. As you may remember, Indy and Columbus held their shows one week apart this year and it affected both shows. However, there were still plenty of models on display and Stu brought us photos of the best of them.

A reminder to all members that the upcoming MMCL Invitational is scheduled for May 31. Please contact Dr. Terry Hill and volunteer to help. Also, email President/Head Judge Mike Baskette and volunteer to judge on the show day. Getting judges is always the toughest part of the Head Judge job. Please help.

A Pleasant Diversion Building the Academy Me-163B in 72nd scale

By D.M. Knights

The Messerschmitt Me-163 was one of many late war German weapons intended to “turn the tide” of the war. The small, single seat, rocket powered fighter was intended as a point defense aircraft which was to use its rocket motor to quickly climb to the altitude of incoming bomber streams, intercept the bombers at high speed and destroy them with its two powerful 30mm Mk108 cannons, and then glide back to its airfield, the fuel for the rocket motor having been expended. While the aircraft achieved speeds in excess of 600 mph, its extremely short range coupled with its vulnerability once its fuel had been expended lead to the Me-163 being a less than successful aircraft. In fact, though over 300 were built, the type achieved only 16 confirmed kills during its service life.

I've always been interested in the WWII German late war weapons. Having recently built a 72nd scale MAC kit of the V-1, I thought that a model of an Me-163 was a natural companion. Additionally, I was looking to build something quick and easy and out of the box. The Academy kit of the Me-163B fit the bill. The kit is a

relatively recent release, so I knew I wouldn't have to worry about major fit problems or raised panel lines or 1970s molding technology. The kit only has 20 or so parts, so even at my anemic building pace, a fairly quick build was a possibility. While I believe that in 72nd scale the Me-163B has also been kitted by Heller, I knew that release was from the 1970s, so I was comfortable with the Academy kit as my kit of choice.

The kit has a very basic interior, but then again so did the actual Me-163. The bubble type frameless canopy assured a good view of the cockpit, but I was quite happy with the level of detail in the kit supplied cockpit. After some quick painting and



dry-brushing to bring out the details there were in the cockpit panels and seat, I installed the cockpit in the top half of the fuselage. Yes, I said top half. Unlike most aircraft models, this

kit fuselage is divided into a top and bottom piece rather than the more conventional left and right. Given that the Me-163 is almost a flying wing type aircraft, this arrangement makes sense. The cockpit fit into the top half of the fuselage easily with no fit problems.

Once the cockpit was in, I put the top and bottom fuselage pieces together and installed the vertical tail. Again there were no fit problems. The tail wheel was installed when the fuselage halves were put together and the skid and trolley that make up the Me-163B landing gear were assembled and painted separately. Given the way they are installed in the aircraft, they could be installed last, after the painting and decaling of the main part of the model.

The last step before painting and decaling was to install the canopy. This comes in 3 pieces, a main canopy, an armored windscreen insert and the piece that has the two small windows aft of the cockpit. Academy wisely molded this piece in all clear plastic instead of giving you two small windows to install. The only fit problem I had at all on the kit was the main windscreen which was a little wider and longer at the front than the

fuselage. This is a small flaw that is easily fixed with some judicious test fitting and sanding. Unfortunately I didn't test fit enough and didn't notice the problem until I had already installed the windscreen. This made it harder to fix, but even then it wasn't much of a problem.



On to painting! The only real downside of building a model this small is that you have to paint it. The scheme I choose had the standard late war Luftwaffe mottling on the sides and since the sides were small and the model was small it made for some delicate airbrushing. I used the Model Master RLM paints and I really like the way they spray and the smooth finish you get using them. I've heard criticism of some of the color as not being accurate representations of the colors they claim to portray, but



they look fine to me and I frankly don't put much stock into some of the arguments you hear regarding "correct colors".

Finally, once the painting was done it was on to decaling. I used the kit decals. They were a little thick for me and I would have loved to use an aftermarket set, but I couldn't find anyone who made an aftermarket decal sheet for 72nd scale Me-163s. I've since learned that Condor decals makes a set with four different Me-163s on it. The decals went on fine. I had to scrounge up a set of swastikas for the tail since the Academy kit has a Europe friendly politically correct set of decals without these items.

All in all this was an enjoyable low stress build and I was happy with the result. It looks nice in the case sitting next to my V-1. I hope to add an Me-262 and a V-2 in the future.

A reminder: MMCL is hosting an Invitational contest on May 31, 2008 at the Paraquet Springs convention center in Shepherdsville, KY. Please get involved. To get involved, please contact Dr. Terry Hill, our contest chairman. This contest helps pay the cost of running our club throughout the year.

Woman Earns Silver Star in Afghan War

By FISNIK ABRASHI – 2 days ago

CAMP SALERNO, Afghanistan (AP) — A 19-year-old medic from Texas will become the first woman in Afghanistan and only the second female soldier since World War II to receive the Silver Star, the nation's third-highest medal for valor.

Army Spc. Monica Lin Brown saved the lives of fellow soldiers after a roadside bomb tore through a convoy of Humvees in the eastern Paktia province in April 2007, the military said.

After the explosion, which wounded five soldiers in her unit, Brown ran through insurgent gunfire and used her body to shield wounded comrades as mortars fell less than 100 yards away, the military said. "I did not really think about anything except for getting the guys to a safer location and getting them taken care of and getting them out of there," Brown told The Associated Press on Saturday at a U.S. base in the eastern province of Khost.

Brown, of Lake Jackson, Texas, is scheduled to receive the Silver Star later this month. She was part of a four-vehicle convoy patrolling near Jani Kheil in the eastern province of Paktia on April 25, 2007, when a bomb struck one of the Humvees.

"We stopped the convoy. I opened up my door and grabbed my aid bag," Brown said.

She started running toward the burning vehicle as insurgents opened fire. All five wounded soldiers had scrambled out.

"I assessed the patients to see how bad they were. We tried to move them to a safer location because we were still receiving incoming fire," Brown said.

Pentagon policy prohibits women from serving in front-line combat roles — in the infantry, armor or artillery, for example. But the nature of the wars in Afghanistan and Iraq, with no real front lines, has seen women soldiers take part in close-quarters combat more than previous conflicts.

Four Army nurses in World War II were the first women to receive the Silver Star, though three nurses serving in World War I were awarded the medal posthumously last year, according to the Army's Web site. Brown, of the 4th Squadron, 73rd Cavalry Regiment, 4th Brigade Combat Team, said ammunition going off inside the burning Humvee was sending shrapnel in all directions. She said they were sitting in a dangerous spot.

“So we dragged them for 100 or 200 meters, got them away from the Humvee a little bit,” she said. “I was in a kind of a robot-mode, did not think about much but getting the guys taken care of.” For Brown, who knew all five wounded soldiers, it became a race to get them all to a safer location. Eventually, they moved the wounded some 500 yards away and treated them on site before putting them on a helicopter for evacuation. “I did not really have time to be scared,” Brown said. “Running back to the vehicle, I was nervous (since) I did not know how badly the guys were injured. That was scary.”

The military said Brown’s “bravery, unselfish actions and medical aid rendered under fire saved the lives of her comrades and represents the finest traditions of heroism in combat.” Sgt. Leigh Ann Hester, of Nashville, Tenn., received the Silver Star in 2005 for gallantry during an insurgent ambush on a convoy in Iraq. Two men from her unit, the 617th Military Police Company of Richmond, Ky., also received the Silver Star for their roles in the same action.

Weathering Aircraft Finishes

By Mark Glidden

Reprinted from Vol. 15 #1 of the IPMS Orange County Electronic Newsletter (January 2007)

This article is going to swing to the other extreme from last month’s article on achieving high gloss paint finishes. This will be about how to make surface finishes look weathered. The techniques to accomplish this are many and varied and this is just one method I’ve found that works for me. As I only build aircraft at this time (there’s an armor modeler inside me just dying to get out), this article will focus on that subject. Whether you finish your aircraft in a single color or apply a multi-color camouflage scheme, the techniques are still the same. This is a technique I learned through trial and error. It’s not terribly difficult. After all, if I can do it.....

This technique assumes you’re using an airbrush. Let’s take the standard olive drab over neutral gray paint scheme on U.S. Army Air Corps aircraft during WWII. Many modelers like to apply olive drab to the upper surfaces and grey to the bottom and leave it at that. What if you wanted to take the finish a bit further? To give painted finishes more depth and interest, it became popular a while back to fill in the centers of panels on aircraft with a lightened version of the base color. White can be used for this, but this

sometimes results in a rather stark color contrast. In this case, a medium green, buff or a yellow-green would work, depending on the effect you are looking for. Your lightening color would be heavily thinned and sprayed on in light coats, building up the effect as you go. Once done, you would have the centers of your panels lightened and you also end up with contrasting panel lines. While I still use this technique, I have begun to move away from the strict filling in of panels, as I find that if not done carefully you can end up with a “quilted” look to your model.

A more effective way, albeit more work, is to layer various colors onto the surface until you reach the finish you want. Let’s go back to the olive drab aircraft. After the base coat has been applied, decide just how weathered you want your aircraft to look. If you have access to good color photographs from the period of the aircraft you are modeling, that is probably your best source of information. Weathered finishes can take on various shades of color, all blended into the original base finish. The first weathering color might be a yellow-green added to the base olive drab. This mixture would be thinned down and randomly misted on the base coat. By random, I mean swiggles, streaks, dots, anything other than actually filling in a panel. Vary the length and size of the patterns you are putting down. Don’t try to cover the entire surface. You’re just trying to break-up the monotone surface color. Next, take your base color and add some tan or buff color. Apply it in the same manner as before. Finally, apply some streaking with a color darker than the base. Perhaps some dark gray mixed with the olive drab and heavily thinned. These streaks would be in the direction of air flow on the wings and vertically along the fuselage. The object here is to be subtle. Now you’re done. Depending on how you applied the weathering coats and the colors you used, you either have a nicely weathered aircraft or a piece of art from the 1960’s. Not to worry. One of the last steps, though not always needed, is to spray a final coat of the base color onto your work. This is a heavily thinned coat, as you don’t want to obliterate all the work you just did. Mist it on in light coats until you’re satisfied. The idea here is to tie all of the colors you’ve applied together so you have a blended finish. You want your aircraft to look olive drab, but still see the color shades from weathering.

Panel Lines

Highlighting panel lines is another technique that can work well for a weathered look and to add interest. This can be used with the previous

technique or on its own. Again, it's a technique that can be overdone if you are not careful. I didn't mention pre-shading before, because in this technique it's easily lost with all of the layers of paint that are applied, unless you are very careful. However, it's a very effective technique that can yield very nice and subtle results. To pre-shade, you will need a color that is noticeably darker than whatever base color(s) you are using. Typically the panel lines and access panels are over sprayed with the pre-shade color. The centers of access panels, shadow areas in corners or just some random streaking can be painted. Precision here isn't all that important, as you can cover up anything you don't like, plus you want it to be random. If done properly, when finished painting you will have a subtle color contrast in the areas you pre-shaded. Post-shading is the same idea as pre-shading, only in reverse. The advantage here is that you don't run the risk of losing your work if you apply too much paint. What you have to be careful of here is applying too much post-shading to where it makes your wing look like a checker board. If this happens, you could always spray on some thinned base color to tone it down. Many modelers like to use Tamiya Smoke or mix up a blend of black and brown. Like the earlier weathering effects, this color has to be heavily thinned and the effect built up.

Control Surfaces

Most control surfaces on WWII aircraft were fabric covered, and they had a tendency to fade differently than metal painted surfaces. This is easy to distinguish even in black and white photos. Control surfaces on the model would be painted in the same manner as the rest of the aircraft, but I like to add a bit of light or medium gray to the color mix in order to have the fabric surfaces stand out from the surrounding metal. The depressions between the ribs on the control surfaces can be pre-shaded to give them more depth. Lastly, some lighter colored pigments (I've found the CMK brand to be excellent because it sticks nicely) can be brushed onto the ribs to highlight them. There are many other methods for weathering: pastels, pigments, oil washes, and various paint chipping techniques to name a few. These can all be combined with the above painting technique to give your aircraft model that "ridden hard and put away wet" look.



From the Cupola

by Mike Baskette

First let me offer my apologies for my absence from the last two regular meetings. My family has been quite busy with many things over the last couple months leaving little time for hobbies or my duties as your president. Things are starting to ease up now... finally.

Over the last year or so, I have made a deliberate attempt to limit the amount of club business at our regular meetings. However, this month I would like to take the time to run down the details of our upcoming show to make sure we have a handle on everything while we still have about a month to correct any area we may come up short come show time. We have always put on a “top drawer” event and I am sure we will do so again. Taking a little time at the meeting this month can help with that.

Hopefully, the above will move along quickly and not eat up much of our social time. So, bring your raffle ticket money and certainly your show and tell items.

EDITOR’S NOTE:

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Military Modelers of Louisville Membership Form 2007

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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:

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MAY 2008

THE NEWSLETTER OF THE MILITARY MODELERS CLUB OF LOUISVILLE

TACTICAL NOTES

It is Contest Time!!!!!!
MMCL Invitational
May 31st, 2008
Shepherdsville, KY

Be There!!!!!!

NEXT MEETING:
THURSDAY, MAY 15TH, 2008,
7:00 P.M.
FEATURED TOPIC: CONTEST!!!



WWW.MMCL.ORG

WHAT YOU MISSED AT THE LAST MEETING

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Secretary:

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Editorial Assistant and whipping boy:
Casper "The Friendly Ghost"

"Tactical Notes" is the Newsletter of the Military Modelers Club of Louisville, Inc.



April was a well attended meeting of MMCL. The upcoming May contest was the subject of some discussion. In addition, a number of members brought their latest projects for review and comment. A monthly raffle was held with many items, including some of the latest, just released kits courtesy of our friend Brian at Scale Reproductions, Inc.

The presentation for the monthly meeting was a presentation on glues and adhesives by David Knights. The discussion was wide ranging, covering everything from superglues and two-part epoxies to white glue and watch crystal cement. Many club members in attendance contributed to the discussion and all who attended came away with some new information.



Through the Lens(Part VI): Camera Hygiene



Randy Fuller
MMCL – Eastern
Bloc

This month I want to cover something very basic, and often overlooked, aspect of photography: cleaning. If you have taken the time to compose your shot, check the exposure, balance the color, and focus precisely on your subject, but neglect to ensure the lens is clean, your shot will be ruined. Nothing mucks up a great photo than dust and smears on your lens. And you won't notice this in your pictures until you load them

on your PC and take a closer look.

I am guilty of this too. Take a look at these two images. The first is the raw image I took at a recent club meeting. I forgot to check the lens and this is what I got. Notice all of the dark blurs all over the frame – that's dust on the lens. Couldn't see it in the camera, but when I downloaded and started to review them I saw this. Now all is not lost, and as you can see in the second photo, I cleaned up the specks and the photo looks much better.

Dust will really show up in model photography with a light background because you are shooting a deep depth of field with a tight focus on the subject.

But this can easily be avoided by a little pre-shoot maintenance. Don't run to get a paper towel and Windex just yet, camera lenses are special and need some special treatment.



IMAGE # 1

You need to have the following items in your

camera bag to properly clean a camera lens. Now for the technical stuff. Photo lenses are made of specially coated glass elements. Even the lesser lenses will have some coatings present. Special handling and care need to be taken to prevent damage to these coatings. So keep the Windex in the pantry, and get some lens cleaner designed for photo lenses. You also need a lens cloth (lint free, of course), and soft lens brush (to dust off the particles) and a can of Dust-Off (to forcibly blow off contaminants.)

If you have invested in a camera with interchangeable lenses, you should always get a protective filter to screw on the front of the lens. Use a UV filter – they're fairly inexpensive, and can cut down some of the glare in outdoor

shots, but primarily they prevent damage to the expensive front optics of the lens. It's easier and cheaper to replace a scratched filter than repair or replace a damaged element.

Most cleaning is simply brushing off the dust particles on the front of the lens. Look at the surface and a slight angle to easily see the dust, then gently use your dust brush to remove the particles. If there are larger particles or a lot of dust, hit it with the compressed air first. Try to remove as much as possible without touching the lens. If you have stubborn debris or smudges, then you need to get the lens cloth and cleaner out to physically rub the lens. Use liquids sparingly and work in gentle circles to remove fingerprints and smears on the

surface. Make sure there are no visible particles present or else you could scratch the surface. And that's about it. Your lens should be crystal clear and ready to go.

Don't forget to check the rear element as well. If you still notice dust or specks in your photos, then the sensor is dirty. If your

camera has self-cleaning feature,



IMAGE #2

then try running it a few times. Some cameras even have built in software to address dust and can automatically “erase” the dust from your photos. If neither of these options take care of the problem, you need to clean the sensor.

Don't attempt to clean this yourself – go to a specialist for cleaning. Believe me, you don't want to take a digital camera apart to clean it. First of all, you may actually end up getting more dust inside, and could fatally damage the digital sensor. Check with local camera shops about cleaning services.

So clean off your lenses regularly, especially before you have special shoot! A little maintenance will go a long way to improve the appearance of your photos, and save you time in the “digital darkroom” cleaning up you shots.

Still looking for you photography questions, so please write me with anything I wasn't clear on or any questions you might have. Send in those emails to gluesniff@aol.com or Randy@whitedogphoto.com and I'll try to solve your photo problems. I hope this article helped you in understanding the cleaning process and simple maintenance of your equipment.



Amps 2008 National Show Report

By D.M. Knights

Dateline-Auburn, IN

The Armor Modeling and Preservation Society (AMPS) held its national show at the WWII Victory Museum in Auburn, IN on April 10-13, 2008. This was the second time in AMPS history that the show was held outside of Harve de Grace, MD. Many AMPS members have been worried about moving the National show. It is clear from this show that there is no reason to worry. The show was the largest in AMPS history in the number of entrants and the number of models entered. Though I have not confirmed it yet, it appeared to me that this was also the largest number of vendor tables ever at an AMPS show.

The WWII Victory museum is simply amazing. Located three and a half hours from Louisville, it houses an amazing collection of WWII vehicles, mostly softskin vehicles and armored cars, as well as over 30 different types of WWII motorcycles. The museum must be seen to be believed, and is highly recommended to all modelers. MMCL members Terry

Hill, Rich Guetig, John Detrich, Tom Haile and I were in attendance.

The contest was held in the lobby of the museum, which was bright and spacious. It was the perfect location for a model contest. It certainly was 100 times better than the community center in Harve de Grace. Since pictures are worth a 1000 words, I hope the small selection of photos that follow give some idea of how good the contest and the models were.

WWI HEAVILY WEATHERED BRITISH TANK



MODERN ISRAELI TANK



GERMAN SOLDIERS HEADED TO THE EASTERN FRONT



WEST GERMAN WEASEL RECON APC



A SCRATCHBUILT RUSSIAN FIELD KITCHEN



A CHAR B1



The Can Man Report

By Scott "Skippy" King

The Recycle for 2008 so far is:

Jan	37.5	lbs @	\$0.75	/lb =	\$28.13
Feb	33	lbs @	\$0.86	/lb =	\$28.38
Mar	43.5	lbs @	\$0.85	/lb =	\$36.98
Apr	22	lbs @	\$0.86	/lb =	\$18.92
			YTD		\$112.41

Last year we made \$246.22, but Aluminum is at a record high right now, some places reportedly paying even \$0.90 /lb, so if we keep going at the same rate we are now we will make in excess of \$300 easily for 2008. So please remember to bring any cans to the meeting so they can be collected and we can make a little money for the club. Incidentally, when I first started taking the Aluminum (when we were in the old Bunker on Fairfax Ave) the price was about \$0.30 /lb. Quite a jump in a relatively short time!

Skippy

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From the Cupola

by Mike Baskette

Members:

Ok folks, we are in the home stretch now as our show is rapidly approaching. Given that fact, I would like to address a few things that we need to wrap up to help ensure a successful and well received show. First is our raffle. Unlike the good 'ole days when manufacturers were eager to impress us with their generosity, manufacture donations are way down. Not just for us, but anyone planning a show these days. That said, much of our raffle's success rests on the hands of the membership and the donations individual members are willing to make. We ask everyone to search their stash for an item or items that you might be willing to donate. The raffle crew would love to have most of this material in hand by the May meeting so that they can get a feel for how things are going to go. However, donations will certainly be accepted up until Showtime.

Another issue that the membership can affect is the sponsorship of trophies. Terry Hill has a list of available special awards that are historically sponsored by organizations or individuals. If you have interest in sponsoring a trophy, please see Terry for the list. I am sure he will love to sign you up.

Finally, with respect to the show, if you are in need of a MMCL name badge please contact David Knights. This was mentioned at the April meeting, but there may still be time to get a badge before the show. David is coordinating the order for the name badges so if you desire one, drop him a note or see him at the meeting.

Outside of the show, there is an activity being considered for the late summer or fall of this year in the form of a club road trip. A group of MMCL members attended the 2008 AMPS National Convention last month held at the Victory Museum in Auburn, Indiana. This collection formerly resided in Luxemburg and represents a large if not the largest single collection of soft skinned vehicles. The attending members were so impressed that they felt a club road trip would be worthwhile. We will be looking into organizing this activity once we have the show behind us, but let us know if it interests you so we can plan appropriately.



Military Modelers of Louisville Membership Form 2007

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JUNE 2008

THE NEWSLETTER OF THE MILITARY MODELERS CLUB OF **LEXINGTON!!!**

The Revolution has begun!!!!



PRAXIA Y'ALL

**NEXT MEETING:
THURSDAY, JUNE 19TH, 2008,
7:00 P.M.
FEATURED TOPIC: PROLETARIAT
REEDUCATION!!!!!!!**



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WHAT YOU MISSED AT THE LAST MEETING

TO CONTACT MMCL:

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Vice Premier:

Corky "The Bearded One" Mohedano

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Minister of Propaganda:

Dennis "The Author" Sparks

Email: wolfandgang@insightbb.com

Photographer of the Revolution:

Randy "Lennie Reifenthal" Fuller

Email: CWalker011@aol.com

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Mike "Swiss Bank Account" Nofsinger
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Editorial Assistant and whipping boy:

Casper "The Friendly Ghost"

"Tactical Notes" is the Newsletter of the Military
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For those who missed it, the long planned revolution came to fruition at the May meeting. Under the figurehead leadership of capitalist dupe, "President" Mike Baskette, the move by the highly motivated glorious socialist forces from the East(ern Bloc) wrested control of MMCL from the grubby grip of its corrupt "big city" leadership.

After a quickly organized show trial, the corrupt facist former leadership of the club was sent to mandatory reeducation camps in Harlan Co., where they will learn to worship such ledendary figures as Joe B. Hall, Caywood Ledford, Travis Ford and Colonel Harlan Sanders (*Stu Cox has been allowed to skip this last part*), while assembling and painting die cast models for sale to our socialist Chinese breathern. Former president, now premier, Mike Baskette has been dispatched to the People's Republic to negotiate a favorable trade deal involving these "work camp kits" possibly in a trade for some of the latest Trumpeter releases.

Sharp-eyed readers of this newsletter would have seen this revolution coming. Like all good socialist revolts, this one began with a takeover of the press. With the newsletter having become a "house organ" for the Eastern Bloc, anyone paying close attention could have predicted this revolution.

{Ed. Note, This is what I remember happening at the last meeting. Your recall of events may vary.}



A Judge's Lament (A commentary from behind the curtain)

Randy Fuller
MMCL – Eastern Bloc
Photographer of the Revolution

Normally you'd expect some photo-babble on improving your flash photography skills, or my rattling on about the latest high-tech kit I'm working on, but this time I'd rather just share some thoughts on the recent "controversy" from our invitational and the judging aspect of our hobby.

I think one thing we forget is that building and painting scale models is a hobby for most of us, and that means it should be fun. Even if you build scale models for a living, it's still a fun job! So why is there so much tension amongst modelers at a contest? Well, I think it becomes personal. I look at this hobby as an art form. It takes some skill and creativity to build any kit, and we become an artist in fulfilling our vision in plastic and paint. And that's what makes it personal: "This is my 'masterpiece' and I want you to see it with the same eyes that I do."

Judging any category at a show means you need to be an

objective critic of someone's art. Their vision. Their talent. Their achievement. Wow, talk about adding some pressure to your day. But looking at art is a subjective thing. And being a critic of art means your own likes and dislikes come into play. Doing the work of a critic is easy. We risk very little and may even enjoy a position of superiority over those who have brought their models (and therefore themselves) for our judgment. They don't know if their miniature creation will be praised or offered as a sacrifice. It's the negative that we, as critics, live for. You know immediately which models are NOT going to win when you just walk by the table. It is a little fun to look for the flaws in our fellow modelers' work – "Oh, I can't believe they did that! I would never leave a seam like that on MY models." If you've judged, you've criticized. It's the mistakes we look for, not the accomplishments.

I wasn't born a master modeler. I don't really consider myself a master modeler, but that's for my peers to decide. I've entered models in many contests, and I've never gone in expecting to win, even if the same model won at different show. I take more pleasure from a fellow modeler/artist complementing me on my work rather than a medal or

trophy, which can only come from being dragged through the critical gauntlet that is the judges' domain. But that's just me, I guess. I suppose there are modelers out there who just build for the competition of it; the thrill of the hunt, but there's no fun in that for me. I've judged a few contests in my day, too. I guess that means I know something about scale models. I've had contestants who thanked me, one's who asked how they can do better next time, and of course, those who can't believe I made the decisions I made that day. Will that keep me from judging future contests? No, of course not. It's just part of being a modeler. And I think having the opportunity to critique other artists' works helps me see what I can do, and should do, to improve my little "masterpieces." Either way they're still mine.

I'm not explaining the why's and why not's from the show. What's done is done and I still stand by the decisions made. No, this is more why judging is the thankless task of the modeling circuit. I believe there are two schools of thought, maybe even the extremes of contest judges: the truly subjective view and the over-critical technical view. The best is to find the middle between the two, and that's what I try to do.

No matter what happens, people are going to be hurt and disappointed, and unfortunately even discouraged at times. This is the power - or burden - that each of us has when we are judging a contest. Somehow this seems to take the fun out of modeling. I mean haven't you read a movie review that wasn't kind, but you went and enjoyed the movie anyway? One person's view isn't the only one, but the dirty job needs to be done. But what we must remind ourselves, the truth of it all you see, is that this model means much more to somebody else than what we think of it. We may look and see a piece of junk, but it is a "masterpiece" to its maker. Not everyone can become a great artist, but a great piece of art can come from anyone. We, as hobbyists, should be pleased with anything we finish. An award should be a welcomed and pleasant surprise anytime we meet the critics' approval.

LOOK FOR DETAILS AND PHOTOS FROM OUR MAY SHOW IN NEXT MONTH'S ISSUE, ON SALE AT FINER HOBBY SHOPS EVERYWHERE. (LIKE SCALE REPRODUCTIONS, INC.)

A Visit to the MAPS Museum



By D. Sparks, Minister of Propaganda

In early August, I had the pleasure of visiting the MAPS museum near Akron, Ohio. Formally known as the Military Aircraft Preservation Society Museum, it's located on the west side of the Akron-Canton Airport in Green, Ohio, a few miles south of Akron. As the second largest aircraft collection on display in Ohio, it features a number of preserved and/or fully restored aircraft, plus several that are undergoing extensive restoration, as well as a fascinating "bone yard" of aircraft that are patiently awaiting a hefty amount of tender loving care.

After entering through the museum's gift shop, the guided tour begins in earnest in their restoration building, where a B-26 Marauder is carefully being returned to its original appearance. The MAPS Marauder was only the 99th one built, and it crashed in British Columbia on 15 January 1942, less than six weeks after the United States entered WWII. Also under active restoration is an F-100D Super Sabre, which is on permanent loan from the "other" large

aircraft museum in Ohio, the National Museum of the US Air Force.

The tour proceeds to the much larger main hangar where the bulk of the preserved aircraft are on display. The oldest aircraft on display is the original Martin glider, built by Canton, Ohio native William H. Martin in 1908. First flown by Martin's wife Almina in January of 1909, it eventually made more than 100 flights, being towed into the air by either a horse or an automobile.

There are two aircraft on display that are siblings to ones that are on display here in Lexington at the Aviation Museum of Kentucky (AMK). There's an F-4S Phantom II that was retired from VMFA-235 and arrived at MAPS in November 2003. They also have an F-14B Tomcat, BuNo 162694, which was flown to MAPS in October 2005 from VF-32, which is where the AMK's Tomcat last served.



Other interesting ex-military aircraft include a Polish-built MiG-17, a flyable Grumman S2F Tracker, an early AH-1G Cobra and a Grumman F11F Tiger. And as with many other aviation museums, a number of privately owned aircraft are also present. When I visited, these included a Cessna O-2, a Taylorcraft L-2 Grasshopper, and a Waco UPF-7 with a very striking, but ersatz US Navy paint scheme. As with the AMK, several of their aircraft that normally reside indoors are on occasion moved out to make room for private parties and weddings, or for museum sponsored fund-raising events.



But it was the bone yard that drew much of my interest. Sitting outside on an assortment of 55 gallon drums, shipping skids and purpose-built wooden frames lie a large assortment of what were once aeroplanes - an F-86D Sabre, F-101B Voodoo, F-102A Delta Dagger and an F-105B

Thunderchief. I later learned that all of these are the property of the USAF museum and had been on loan to the Florida Military Aviation Museum at the airport in Clearwater, Florida.



Depending on which internet accounts you read, the Florida museum was relocated and/or was closed about five years ago, with the aircraft subsequently being removed from the airport proper and stored outdoors in a weed-covered field. Some sort of agreement was eventually reached, and over the last year or more, the aircraft were moved to



the MAPS museum for eventual restoration and display.

From Lexington, it's a 5+ hour drive (320 miles) to the MAPS museum, so Wednesdays are best for a one-day visit, as the museum is open 9AM-9PM that day. It's closed on Sundays, and it's open 9AM-4PM the rest of the week. Adult admission is \$7, with a \$1 discount for seniors or groups of 15 or more. Student admission is \$4.

Invitational show report:

By Dr. T. Hill, Capitalist Lackey



Well, another one is in the books. We had a very good show with virtually no glitches. At this point I do not have the exact final figures as far as money is concerned, but Danger Boy should have that soon. I would like to address items in the show in order, so that everyone has a good idea as to how it went.

Registration:

As far as I could tell there was no problems as far as registration was concerned. John Blossom and his crew ran the gate like a well oiled machine. I heard no complaints and have not received any complaints in that regard from anyone. A big round of

thanks to John, Cliff, Assef, and David Crouch for their tireless efforts.

Raffle:

Well we had another terrific raffle that puts other clubs to shame. Our super raffle was exciting and certainly brought great interest to the table. Thanks go out to raffle chair, Rich, Danger, Uncle, Jack Walker

and all the other members who helped out behind the tables.

Vendors:

We didn't sell all the vendor tables, but we did sell enough to pretty much pay for the venue. As usual, we had a terrific selection of vendors who were more than willing to separate you from your money. Once again, I really did not hear any complaints from the vendors except that their sales were down. David Knights did a great job of taking care of the vendor arrangements, and it all ran smoothly. The ability to drive in and our of the building has always been a great selling point to the vendors. They just love the building. We are always a preferred selection among the vendors.

Judging:

Judging ran like a Swiss timepiece. The judging teams were done with judging by 3:00pm, and awards were put out on the tables and the best of's were given out by 4:00. The judging couldn't have run any smoother. A BIG thanks

goes to Mike Baskette for handling the judging once again. Great Job. A little comment, there was one incident where a ship modeler felt he was denied a first place award in his category. He buttonhooked Randy Fuller and pleaded his case until I was able to pull Randy away to go back to his photo shoot. The guy was dealt with as diplomatic as possible. The real unfortunate incident was that there was a light fingered louie in the house who walked away with a gold award, and a bronze award. The awards have been replaced, and all is right with the world.

Set-up:

I want to thank Noel Walker, Stu Cox, John Blossom, Alex Restrepo, Assef, Rich and David Knights for all the hard work in setting up for the show. All I know is that we couldn't have done it without all of you. If I missed anyone, I apologize, let me know and I will recognize your efforts.

Take down:

I could not believe all the club members who jumped in and helped take everything down. We were completely down and out the door in 30 minutes. That is a record. We now have this down to a fine art and it just gets better every time. Thanks to everyone that jumped in to help.

Once again, it has been honor and pleasure to represent such a great bunch of hard working and unselfish guys in our club. We set

the standard for shows throughout the Region. No one does it better in my opinion, and it is my good luck to be the guy that directs the traffic. You guys do the work, and I get the credit, but you are the best of the best. Time and gas prices will decide if we are going to have another show next year. But, until then, congratulations.



From the Cupola by Mike Baskette

**AS OUR FEARLESS
LEADER IS IN RED CHINA
NEGOTIATING WITH OUR
SOCIALIST BROTHERS FOR
MOST FAVORABLE CLUB
TRADING STATUS, THERE
WILL BE NO INSPIRING
MESSAGE THIS MONTH.
LOOK FOR QUOTATIONS
FROM MAO'S LITTLE RED
BOOK HERE NEXT
MONTH!!!!!!!!!!**



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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:

Mike Nofsinger, Treasurer
5011 Wabash Place
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JULY 2008

THE NEWSLETTER OF THE MILITARY MODELERS CLUB OF LOUISVILLE

All Armor, All the time!!!!!!

TACTICAL NOTES



**NEXT MEETING:
THURSDAY, JULY 17TH, 2008,
7:00 P.M.**

**FEATURED SPEAKER:
101ST DIVISION VETERAN**



WWW.MMCL.ORG

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"Tactical Notes" is the Newsletter of the Military Modelers Club of Louisville, Inc.

WHAT YOU MISSED AT THE LAST MEETING

The June meeting took place on June 19th at the usual meeting location. Approximately 25 of the 50 MMCL members were in attendance. All were in high spirits due to the absence of the moderating influence of our club president, Mr. Mike Baskette, who was in China on a business trip. The members excitement was also due to the great success of the recent MMCL invitational contest.

The meeting began with a short report on the success of the contest by the contest chairman, Dr. Terry Hill. After a round of praise for those who were involved in the show, including the rank and file members who participated on the day of the show, a general round of congratulations to Dr. Hill for his tireless efforts was given by the members of the club.

A slide show was set up showing many photos of the contest entries from the recent contest. Those who judged were invited to comment on what they saw, both good and bad, in the models that they judged. This provided the members with valuable tips as to what judges look for. A club raffle was held with many fine kits being won.

The July meeting will feature a presentation by a former member of the 101st Airborne Division who participated in the Normandy landings and the defense of Bastogne. Be there!!

The Esci M60-Series Tank Kit

Review by R. Grovniou

In the 1980s, Esci produced a line of their best modern armor kits; the M60A1, M60A3TTS and an uparmored Israeli version called the M60A1 Blazer. These kits came into the market with very little fanfare. While both the M60A1 and M60A3 were still widely used by the US Army, Army National Guard, Army Reserve and USMC, the hot tank of the decade was the new M1 and even newer M1A1 Abrams.

During this time, Esci was the only real competitor to Tamiya in the modern US armor genre. Tamiya's M60A1 and M60A2 kits were outdated but their M1 Abrams was a very popular kit. Esci entered the US modern armor field with kits of both an M1 and M1A1 Abrams. The Esci Abrams kits were fast sellers but many modelers soon found out these two kits were not as good as the Tamiya Abrams kit. Around the same time, Tamiya retooled their old M60A1 kit and produced a 2 in 1 kit of the M60A3TTS and M60A1 RISE/Passive.

Based on the experience with the poor Esci Abrams kits and Tamiya's reputation for quality,



many modelers chose the Tamiya M60A1/A3 kit over the Esci M60A1/A3 kits. Because many modelers assumed the retooled Tamiya kits were superior, the three Esci M60-series kits sat quietly on the store shelves. Eventually, Esci slowly faded away and the kits migrated to the clearance bins and closeout stores.

I first bought the Esci M60A3TTS kit while stationed in Germany in 1988. I was a tank platoon leader at the time and my platoon consisted of four M60A3TTS tanks. I was pleased with the kit and thought it was better than the old Tamiya M60A1 or M60A2 kits. It was also my first time working with link and length track system.

Within a couple of years, I built the Tamiya M60A3. I found the new tooled turret to be nicer, but overall the Esci kit was superior.

The Esci M60A1/A3 kits are my favorite modern armor kits. My biggest gripe with the kits is that they could have easily made it into a 3 in 1 kit.

The only difference between the US M60A1 kit and the IDF M60A1 Blazer kit is the inclusion of a "G" sprue and decals. The G sprue includes all the IDF Blazer armor, fittings, thermal shrouded

barrel, Urdan cupola, and machine guns. You can still build a US style M60A1 with the Blazer kit, but will be without US decals.

The only difference between the US M60A3TTS and US M60A1 kits is that the M60A1 comes with a D sprue that includes early air cleaners, plain gun tube, searchlight. The M60A3TTS has an E sprue that includes the late air cleaners, thermal shroud gun tube, new sight housing, laser range finder blister, crosswind sensor and smoke grenade launchers and boxes.

A grand total of 17 parts per E/D sprue is the only difference between the two US kits. If Esci had included both sprues, there would be the option for an M60A1, M60A1 RISE/Passive or M60A3TTS.

As they stand, the A3 kit only builds into an A3 and the A1 kit only builds into an early A1 (with late tracks). You need a few parts from the A3 and a few parts from the A1 kit to build an M60A1 RISE/Passive. The RISE/Passive is what you need for a late USMC tank.

I've got most of the various boxings of the kit. The only one I do not have on hand is the Italeri boxing of the M60A1 Blazer. I cannot imagine it having less

parts than the Esci boxing. This is because the D sprue that makes it an A1 could not be left off and still make a complete tank model.

Here's the kits I have:

5039 Esci/Ertl M60A1

5040 Esci/Ertl M60A3TTS

5042 Esci/Ertl M60A1 Blazer x3

8864 AMT/Ertl M60A1 Blazer x2

6397 Italeri M60A1

03057 Revell M60A3TTS

Back in the late 1990s, when I was stationed in Alabama, a store called Odd Lots carried a bunch of close out Esci/AMT/Ertl Blazer kits for around \$5. I picked up a few to hang onto. Most people did not know it was virtually the same as the US M60A1 kit so they passed on buying them.

The Esci/AMT/Ertl M60A1/A3 is the best modern armor kit that company ever made. It is also the best M60 series kit out, although Esci did some flaky stuff* to keep this set of kits from being truly great. This could have been a great 3 in 1 kit with just a handful of parts commonality. All three kits (M60A3, M60A1, M60A1 Blazer) are basically the exact same kit inside the box. The difference between the M60A1 and M60A3 are about a dozen or so detail parts done by a mold swap. The Blazer kit just adds another set of blazer armor

sprues, IDF gun tube and IDF cupola and machine guns to the standard M60A1 kit.

The blazer armor is OK, but not the greatest. I have a set of the ancient Verlinden blazer armor and I think it is sharper. I'm not sure how it compares to the Academy blazer armor. Also the .30 cal machine guns are weak and could stand to be replaced. They are passable though. The Blazer kit can be built into a US mid-production M60A1, but no US decals are provided for this. I am not an IDF expert so I do not know

a lot of specifics regarding the accuracy of the IDF fittings. I have all the various boxings of the series except the Italeri boxing of the M60 Blazer (#6391). I do not know if the decals were changed from the original Esci to the Italeri issue. All of the kits were molded in sand or tan with grey metallic link & length tracks except the Italeri US M60A1(6397) which was molded in OD with grey metallic tracks.

Here's how they were released:

Esci/Ertl #5039 M60A1 (2 US markings)

Esci/Ertl #5040 M60A3TTS (1 US marking)

Esci/Ertl #5042 M60A1 Blazer (2IDF markings)

AMT/Ertl #8864 M60A1 Blazer (straight rebox of 5042)

Italeri #6391 M60 Blazer (should be a straight rebox of 5042)—

Don't have Italeri #6397 M60A1 (rebox of 5039 with different decals, molded in (OD green)

Revell of Germany #03057 M60A3 (rebox of 5040 with different decals)

*My biggest complaint about the series was that the M60A1 could be built into a mid-production tank OOB, but with a few pieces that were included with the M60A3, it could also be made into a Desert Storm era tank.

Additionally, the road wheels are the initial type and these were in the process of being phased out by the older M48 style in the 80s (both were still common and could be seen mixed). The tracks were also the later style and not proper for an early production M60A1, but were fine for a mid or late tank.

I was lucky enough to stumble upon a bunch of the Blazer kits at Odd Lots for \$4.99 back in the 90s. I like the Revell reissue, it comes with four sets of markings including OPFOR.

The ex-Esci M60 kits were their best 1/35 scale armor kits they made. Unfortunately, they skimped and instead of giving us

a 3 in 1 kit, they used a mold swap so you can only make an M60A3TTS from the now-Revell kit and you can only make an M60A1 AOS from the now-Italeri kit.

If they included a plain 105mm barrel with the M60A3 kit, you could have built an M60A1 RISE/Passive that was used by the Army and Marines into the 90s.

Italeri did one step worse with their reissue of the M60 Blazer kit. Originally, Esci included the entire basic M60A1 kit and added the Israeli Blazer armor as a separate sprue. This gave the option of building a generic M60A1 or an IDF M60 Blazer.

Italeri's reissue deleted the generic M60A1 parts so you can only build the IDF tank from the M60 Blazer kit. This seems like a waste because it is just a handful of parts (cupola, plain 105mm gun, headlight guards).

Only the Italeri M60A1 kit includes the late style searchlight. Or if you search eBay, the Esci M60A1, original Esci M60A1 Blazer (#5042) or the AMT/Ertl rebox M60A1 Blazer (#8864) will include the searchlight as an unused part.

Remember, the Italeri M60 Blazer (#6391) will not include the searchlight.

Bronco Models Bailey Bridge

By Cliff Burnstein



My most favorite subjects to model are Navy ships I have been aboard, Army vehicles I have driven, and Army equipment I was associated with. I have often found that, having waited patiently for years for one of my subjects to appear on the market, I will suffer through the scratch building or kit bashing process, only to have the subject suddenly appear as a new kit. One such subject is the Army's Bailey Bridge, a prefabricated steel girder bridge that can be quickly assembled by trained or untrained troops, with or without heavy equipment to aid in construction. Because of the intricate nature of the parts of the bridge, I long ago gave up on scratch building one or seeing one produced. Well, after almost 40 years of waiting, Bronco Models has produced a faithful replica of the Bailey Bridge in 1/35th scale, in all its minute splendor.

History. As the British Army prepared for WWII, the thought of becoming engaged in static trench warfare, as in WWI, was a prospect that the general Staff

feared. An obstacle to mobile warfare on the continent of Europe was the existence of scores of small rivers, less than 60 feet wide, with steep banks that did not allow fording by tanks. To be mobile, bridges would be needed, able to be placed quickly, during combat if necessary. Prior to the war, both the British and American Armies employed pre-cut timber bridges in sets that could be built over a small stream in a day or two. Three negative features of the



pre-cut sets were, (1) they had large, heavy timbers that would require large numbers of troops or cranes in lieu of the troops, (2) large trailers and/or heavy trucks, big hammers, large spikes, and other construction equipment, and (3) if damaged, quick replacement of individual parts was almost impossible. In the British War Office, there was an engineer named Donald Bailey. Donald's favorite hobbies were designing bridges and playing with Erector Sets.

Hearing of the Army's desire for a mass produced prefabricated steel bridge that could be easily and quickly assembled and placed over a gap, he combined his hobbies and produced a bridge design with parts that could be manhandled, carried in existing trucks, assembled in combat conditions, and easily maintained. Like a giant Erector Set.

His bridge consisted of three major parts. First, it had individual 10 foot, 577 pound panels that could be pinned end-to-end to form a girder. Two girders, approximately 8' apart formed the sides of the bridge. Second, the two girders were connected by an I-beam, called a transom, 19' long, 619 pounds. By adding one or two more girders on each side, and second and third stories of girders, the bridge stiffened, and could be built to greater lengths and carry a heavier load. For example, to carry a Sherman tank across a bridge 60' long, it required two girders on each side, one story high (known as a double-single). To carry a Sherman over a 180' Bailey, it had to be built with two girders per side, and two stories high. (a double-double). The third major part was the floor of the roadway, called stringers, over which wooden boards were placed. The remaining parts of the bridge were various braces,

clamps, and curbs. The Bailey Bridge did not go into mass production until 1943. In the meantime, the US Army gave it a look and immediately sought to put it into production. Donald Bailey had obtained a patent for his bridge, which he licensed for free to the British and US Armies. The only stipulation he placed on the US license was that the bridge would always be painted British Army gray, and thus it is to this day. The Bailey Bridge remained the mainstay of tactical bridging for 50 years and huge inventories continue in use with state highway departments in the US and scores of foreign countries. In fact, there is a 90' Bailey at the foot of 5th Street in Shelbyville since 1984. Some temporary bridge and it still looks good.



My association with the Bailey Bridge goes back to 1966, when I was “introduced” to the Bailey as part of my Engineer Advanced Individual Training at Ft. Leonard Wood, Mo. Construction and taking down of a 60' Bailey was a hard day's training. When I was in Engineer OCS, we did it again, but also learned the engineering behind it. That was part of a one week course on Army tactical bridging. Unfortunately, I flunked the written test on that week's subject, the only course I failed. Thus, it was inevitable when I arrived in Vietnam, I was assigned to a Bailey Bridge Company. I did learn to love that bridge. In 1970, as I was considering leaving active duty, I learned that there was an Army Reserve Bailey Company in Bardstown, and that made my decision easier. I could have my cake and eat it, too. The inability to build a model of the Bailey was always a disappointment.

Bronco Models, a Chinese company that produces armor and armor accessories came out with the Bailey last year. One kit builds a “demonstration” Bailey Bridge 30 feet long, a triple-single. As a practical matter, I never saw one less than a 60' double-single, because less than 60' and alternative bridges would be more appropriate. The kit's 30' bridge has standard 20' ramps at each end. This little bridge has over 700 parts. To build a 60' version, I bought two kits and that is 1400 parts, two photo-etch frets. It is in line for building, well, one of these days. It is a great kit and anyone wanting to put something interesting under a vehicle can't go wrong.

Remember, though, it is molded in a brown color and you now know why it must be painted British Army gray.

BTW, while I was in Vietnam, I was “involved” in the collapse of one of the biggest, a 180’ double-double and have slides of that event as it happened. Anyone who would like to see them, let me know. Just don’t ask who let an M-48 tank get on the bridge.



From the Cupola **by Mike Baskette**

EDITOR’S NOTE:

I RECEIVED A COLUMN THIS MONTH FROM OUR ILLUSTRIOUS PRESEDENT. HOWEVER, AS THE COLUMN WAS IN MANDARIN CHINESE, I WAS UNABLE TO TRANSLATE IT IN TIME FOR PUBLICATION IN THIS MONTH’S ISSUE. REST ASSURED THAT OUR PRESIDENT WILL HAVE BEEN DEPROGRAMMED BY THE AUGUST ISSUE AND WE WILL HAVE A COLUMN FROM MIKE IN THAT ISSUE.



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AUGUST 2008

THE NEWSLETTER OF THE MILITARY MODELERS CLUB OF LOUISVILLE

TACTICAL NOTES



A PICTURE IS WORTH A THOUSAND WORDS

NEXT MEETING:

**FRIDAY, AUGUST 22ND, 2008,
7:00 P.M.**

FRIDAY NIGHT FIGHT



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.

WHAT YOU MISSED AT THE LAST MEETING

July was a big meeting for MMCL. Our club was host to a true hero, J.B. Price. Mr. Price is a veteran of the 101st Airborne Division and he participated in the Normandy invasion and the Battle of the Bulge.

Mr. Price was kind enough to come to our July meeting and share with us some of what he experienced. If you missed this meeting, you missed an interesting time. Mr. Price was able to hold those in attendance spellbound with the tales of his adventures during WWII. Anytime you can get a bunch of modelers to sit quietly for an hour, you know that something important is happening.

Other than Mr. Price's appearance, there was only a brief business meeting with a report on the profit made during the May show followed by a brief raffle.

The August meeting is on FRIDAY, August 22nd. The theme for the meeting will be a Friday Night Fight build session.





Hard Luck! - The story of a B-17

By Dennis Sparks

Recently while browsing through some old file folders on my computer, I ran across a photo of a formation of B-17s. (See the photo on the cover of this month's issue.) By right-clicking on the file name and looking under "properties", I was able to learn that the file was created in March of 2001, and that I had subsequently transferred the folder to my current computer two years later.

But of course I now have no recollection whatsoever of how I might have come into temporary possession of the photo. I can't even be positive that I was the one who scanned it. Other than the simple fact of my possession of it, I can offer only the quite circumstantial evidence that it had originally been saved as a .pcx file, which is how I was saving photos at the time.

I decided to see what I could learn about the various aircraft in the photo in the hope that something would jog my memory. Because of its clarity, I believe that it's probably an official USAAF photo rather than a crewman's snapshot. I later

learned that it appears in Ray Bowden's book, "**Plane Names and Bloody Noses: The 100th Bomb Group**" and is also in "**Century Bombers: The Story of the Bloody Hundreth**" by Richard Le Strange.

What I have learned about the fates of the individual aircraft in the photo offers one small glimpse of the ferocity of the air war over Europe.

The central aircraft in the photo is a B-17F with the tail number 23413. Six of the surrounding later model B-17Gs can be identified by either their tail number or squadron codes. The "Square D" on the vertical tail surfaces of all of the aircraft indicate that this was a formation from the Eighth Air Force's 100th Bombardment Group (BG), based at Thorpe Abbots, Norfolk. 23413 wears the "LN" squadron identifier for the group's 350th Bombardment Squadron (BS) on the fuselage forward of the national insignia, and the individual plane-in-squadron letter "V" appears both on the aft fuselage and on the tail.

The "Bloody 100th" was considered to be something of a hard luck group. While their overall loss rate was comparable to many of the other 40-odd bomb groups in the 8th, they

seemed to have an unfortunate propensity for losing a larger number of aircraft at one time. Instead of the occasional loss in action of one or two bombers, the 100th BG seemed to fly a number of missions with minimal losses, and then lose seven, eight or ten aircraft all on one mission.

Tail number 23413 was a B-17F-55-DL, which was built by Douglas under license. It was acquired on USAAF inventory on the 8th of June 1943. It probably went directly to one of the modification centers in the US for a few upgrades, but by late August it had been flown to a Strategic Air Depot in England for assignment to a combat unit.

23413 was allocated to the 350th BS and soon became the regular aircraft of Cpt. Loren C. VanSteenis and crew.

VanSteenis was nicknamed “The Flying Dutchman” and he and his crew had joined the 100th BG on October 13th, 1943. They were listed as the 350th BS’s crew #13. 23413 was normally parked at Thorpe Abbot’s hardstand #13. Given the repeated occurrence of the number 13 and the 100th BG’s reputation, it’s not difficult to understand how the crew decided to name their new bomber **Hard Luck!**

Despite the name, VanSteenis and his crew flew the aircraft for their first seventeen missions with no major incidents. They

even set an 8AF record at the time when they logged 600 hours on its original four Studebaker-built Wright Cyclone engines.

In March 1944, they were given a new B-17G, which they named **Hard Luck II.**



350th Sqdn. - VanSteenis Crew

Their original aircraft remained in service with the group and continued to be flown by other crews. By the time the photo on the previous page was taken, **Hard Luck!** 's nose was adorned with over 50 mission marks.

On 07 May 1944, on what was slated to have been the final mission of their tour of duty for most of the VanSteenis crew, **Hard Luck II** was hit by flak on their way to Berlin, killing the navigator, 2Lt. Harold Becker, and severely wounding the bombardier, Cpt. Lester Torbett. With the help of a P-47 from Air Rescue to guide them, VanSteenis was able to bring the damaged aircraft back to Thorpe Abbots. The surviving crew members were soon rotated home, while the aircraft was repaired and continued to fly combat missions. Earl Benham, the radio operator for the VanSteenis crew, wrote a book about his wartime experiences, "With Crew 13", which was privately published in 1990. *(Benham died in November 2007.)*



On 14 August 1944, the original **Hard Luck!** was headed to bomb the synthetic oil plant at Merseburg Leuna when it was mortally damaged by flak. On its 63rd mission, the aircraft was seen to salvo its bombs and dive away from the formation. While no parachutes were observed coming from the stricken aircraft, five members of Lt. Donald E. Cielwich's crew had managed to bail out and were quickly captured by the Germans. The remaining four, including Cielwich, were listed as killed in action.

Many of the other aircraft in the photo that can be identified also suffered similar fates. Leading **Hard Luck!** 's element of three bombers is tail number 2102657, a Boeing-built B-17G-55 in an unpainted natural metal finish (NMF). It had arrived at Thorpe Abbots in mid-May 1944 and was given the squadron code LN-Y. It failed to return from a mission to Fulda on 11 September 1944. Shot down by fighters, it crashed near Schüiedeberg, Holland. Four of the nine man crew survived as POWs.

On the left wing of the same element is tail number 231991, a camouflaged B-17G-35-BO. Named **Fever Beaver** after it joined the group in January of

1944, it was the first B-17 in the 100th BG to complete 100 missions without an abort. Later renamed **Miss Chief**, it finished the war with over 125 missions and was flown back to the US in the summer of 1945, where it was scrapped.

At the extreme right edge of the photo is the tail of 231895. A B-17G-30-BO, it arrived in England in mid-February 1944. It was shot down by fighters on 31 December over Wesermünde, Germany. 2nd Lt. Paul Carroll and the rest of his nine man crew finished the war as POWs.

On its left wing is a B-17G with the squadron codes LD-A, but its tail number is lost in the reflected sunlight from its unpainted aluminum surface. This is probably 297667 from the 418th BS, which was one of the other three squadrons that comprised the 100th BG. It was one of the relatively rare Pathfinder aircraft, which had an early form of terrain mapping radar to allow bombing in poor weather conditions. It joined the group in April 1944 and survived the war. Its last reported location was the aircraft reclamation scrap yard at Walnut Ridge, Arkansas on 19 September 1945.

Directly below the nose of **Hard Luck!** is another NMF B-17G.

While its tail number is also partially obscured by the glare, its squadron code of LN-Z helps to identify it. It's probably 2102958, a B-17G-60-BO that started flying missions with the 100 BG in late April 1944. It was shot down by flak on 03 February 1945 on a mission to Berlin. Seven of its crew were killed and two were made POW.

And finally, below and ahead of **Hard Luck!** is a camouflaged B-17G-30-BO with the tail number 231903. It was lost on the 29 July 1944 mission to Merseburg, with four of Lt. Eden Jones' crew surviving as POWs. Combined with the tally of mission marks on the nose of **Hard Luck!**, it is the appearance of this aircraft that helps to date the photograph. I think that this photo was probably taken on the very day that 231903 was lost. Although it's believed that the name was never painted on the aircraft, this was the aircraft that VanSteenis and crew had named **Hard Luck II**. The original **Hard Luck!** survived its namesake by just over two weeks, and both were shot down while attacking the same target.

FOR MORE INFO ON THE
100TH BOMB GROUP
SEE THIS WEBSITE:
[HTTP://WWW.100THBG.COM/](http://www.100thbg.com/)



Eduard 1/48 Yak-3 Normandie – Niemen kit no. 8029

By Cory Mohedano

Comrades,

I think it is interesting how we decide to build a particular kit. Out of the dozens or even hundreds of kits in our collections, what is it that makes us commit to one for the next 3, 6, or more months, following through with it until complete? The Eduard kit is simple and straightforward with good detail molded in. No photo-etch is included in this boxing. I'd been looking for a kit like this for my first attempt at multicolor camouflage with soft edges. I didn't want to have excessive numbers of hours into the construction if I couldn't pull off the paint job, on the other hand, I wanted to have a modern well engineered kit just in case it turned out OK. But what really drew me to the kit was the history. I still have much to learn about the Normandie-Niemen" unit, but I am completely intrigued by anybody from outside of Russia who would volunteer to work for Stalin.

The kit did go together very well. Wings and cowling parts join at natural panel lines. The rear fuselage is plywood covered I believe. You can sand away on the join lines without risk of obliterating important details. The cockpit instrument panel and side wall detail was nice and crisp, but the

side panels on either side of the seat were a little soft. They contained enough detail, but I couldn't make it pop with dry brushing. I made a seat harness out of masking tape. I fashioned two small rectangles out of wire to simulate adjustment buckles and pricked holes on the straps with a pin. I don't know anything about Russian harnesses, but the result



looked plausible and I was happy with it. I drilled out the exhaust pipes and added a length of ceramic wire for the antenna. The instructions show the antenna running to the center of the back

canopy section. I am assuming on the real aircraft, the wire made a right angle turn there and dropped straight into the radio mounted on the back deck. My canopy was already fixed. I didn't want to add that detail neither did I want a blob of glue on the clear canopy to hold the wire in place. The ceramic wire is flexible but will hold straight and true. I decided to fix the end of the antenna attached to the vertical stabilizer as securely as possible and leave the wire unattached/ resting on the rear canopy section. The center canopy section, which is back in the open position, covers that part of the rear canopy. It seems to do a good job of hiding this detail.

Painting is where the pain began. I am committed to acrylic paint and have a strong preference for the Tamiya brand. Tamiya didn't have an off the shelf color that was a match for what most depictions showed as the Russian underside blue. It took me several attempts to mix a color I was happy with. I first tried painting the two tone gray top side free hand. The transitions were too soft and I had a serious problem controlling over-spray. I next tried masking with silly putty. This time the transitions were too sharp and I still screwed things up with overspray. (I think both attempts failed primarily due to my ongoing lack of understanding on how to adjust my airbrush) {Ed. note, This makes me feel so much better about my own airbrushing issues. If a modeler like Corky has problems, then I am frankly lucky to be getting paint on the plastic.} For my third attempt I used painter's low tack tape cut into masks. I raised the masks about an 1/8" off the surface with tiny rolls of more tape. I was careful to cover every surface that was not to receive paint with more tape in order to guarantee no overspray problems. While not perfect, the results were satisfactory this time. This kit was also the first time I masked a canopy with the Tamiya yellow tape cutting around the frames with a knife. I was truly surprised at how well it turned out. I always thought I would ruin the canopy by scratching it up with the knife blade. Not this time at least. What turned out to be the single biggest challenge was the prop spinner. It consists of a blue tip with a white and a red band. My freehand attempt was awful. I then tried for several days to cut the center band out of white decal sheet. I made a number of attempts but was never happy with the results. I then tried using a plastic circle template as a mask, but no matter how I tried mounting the spinner and taping things down, I could not get a good seal and a nice crisp line. What finally worked for me was making paper tubes. I painted the whole spinner the tip color blue. Next I

formed a small tube taping it to hold the right diameter for the start of the next band. I fixed the spinner to a flat surface and taped the tube in place from the top like guy wires on a tower. I painted the exposed portion of the spinner the color of the band. I repeated the process for the remaining red band by forming a slightly larger diameter tube. The end results were not perfect but much better than my previous attempts. I would really like to hear how other club members have dealt with this same challenge.

The only real criticism I have of the kit were the decals. They looked great but were very brittle and continually broke apart while I was getting them positioned. It was very tedious refloating the decals and piecing them back together. The only weathering I did was a sludge wash to accent the panel lines and some other details. I used MIG pigments black smoke color to dirty up the exhaust and slightly stain the area behind them. I sealed every thing with Acryl clear flat.

I would highly recommend this kit in any boxing to any modeler. A few pieces of PE would spruce up the interior, but the kit is fine without it.

As an end note, the May 2008 issue of Aviation History has a great article on Marcel Albert, France's ace of aces. He flew with this unit.



Photos from the May Louisville Show



A 72nd Scale Japanese Minisub



The creature from the black lagoon



A beautifully weathered 48th scale B-26

Photos on this page courtesy of Randy Fuller



The world's greatest raffle



A 700th scale Russian sub

A 35th scale Elephant



Photos on this page courtesy of D.M. Knights

The Can Man Report

By Scott "Skippy" King



The Recycle for 2008 so far is:

Jan	37.5 lbs @ \$0.75 /lb = \$28.13
Feb	33 lbs @ \$0.86 /lb = \$28.38
Mar	43.5 lbs @ \$0.85 /lb = \$36.98
Apr	22 lbs @ \$0.86 /lb = \$18.92
May	35 lbs @ \$0.90 /lb = \$31.50
June	40 lbs @ \$0.95 /lb = \$38.00
July	10.5 lbs @ \$0.95 /lb = \$ 9.98
	YTD \$191.89

Last year we made \$246.22, but Aluminum is at a record high right now, some places reportedly paying even more than \$0.95 /lb, so if we keep going at the same rate we are now we will make in excess of \$300 easily for 2008. So please remember to bring any cans to the meeting so they can be collected and we can make a little money for the club. Incidentally, when I first started taking the Aluminum (when we were in the old Bunker on Fairfax Ave) the price was about \$0.30 /lb. Quite a jump in a relatively short time!

Skippy

CLUB NAME TAGS

IF YOU DO NOT HAVE A CURRENT CLUB NAME TAG, PLEASE CONTACT DAVID KNIGHTS AT LOULAW@AOL.COM OR 502-418-0930 WE ARE PLACING A NEW ORDER FOR NAME TAGS AND WANT TO GET TAGS FOR ALL THE MEMBERS WHO DON'T HAVE ONE.



From the Cupola

by Mike Baskette

Greetings MMCL Members,

I wish to start my column with an apology, an apology for my AWOL status since our invitational back in May. Life has gotten a bit complicated for my household over the last few months with family, my “vacation” to China, and accommodating some part-time work that my wife is involved with. Hopefully things are finally spooling down to something more manageable. This month’s meeting is our summer “Friday Nite Fights” and I certainly hope to be in attendance.

From what I gather from the meeting reports for the June meeting, and excellent impromptu “take away” discussion was had with regards to the May show. I wish to offer all a belated, but huge thank you and congratulations on a job well done. The show was a huge success and I was very grateful and very impressed by the way folks just showed up and did what they were supposed to do. After many years of this, it seems everyone knows just what it is they do best and simply show up and do it. On a personal level, I want to thank all those who volunteered for the judging effort. Over all, judging went extremely well and was completed in a timely manner which always helps solidify positive opinions of our show. I cannot thank you enough for making my chief judge’s job easy to manage. Great job everyone!

We often talk about enjoying the simple pleasures in life. This makes me wonder why we enjoy modeling so much... since it rarely seems like a simple pleasure. After finally getting the steam up to finish my SiG 33 ausf Pz.III, I was able to knock that one out to my satisfaction. Soon after, my KV-85 project hit a snag and I chose to shelve it for a bit to sort out its issues. In wake the modeling doldrums and what to do in the interim. After many discussions with member David Knights, I decided to take on and Out of Box project for similar reasons as described by Corky in his article in this issue. I chose the new Trumpeter PT-76B as it seemed like it would be an easy build and was a Cold War favorite of mine. At the time of writing this column, I am about 75% of the way through the construction and have been enjoying it for the most part... the exception has been a very frustrating lost part episode which I will describe during our next Show n’ Tell opportunity!

Finally, I regret not being present to hear Mr. J.B. Price speak at the July meeting. On behalf of the MMCL, I wish to express our deep gratitude to Mr. Price for sharing his wartime experiences with us. Our nation is eternally grateful for the service and sacrifice made by veterans like Mr. Price. MMCL says thank you so much for taking the time to share your story with our membership

I will see all of you at Friday Nite Fights!



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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:

Mike Nofsinger, Treasurer
5011 Wabash Place
Louisville, KY 40214
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SEPTEMBER 2008

THE NEWSLETTER OF THE MILITARY MODELERS CLUB OF LOUISVILLE

TACTICAL NOTES

SPECIAL “THANK GOD THE ELECTRICITY IS BACK ON” ISSUE!



**NEXT MEETING: THURSDAY
SEPTEMBER 25TH, 2008,
7:00 P.M.
AIRBRUSH PRESENTATION**



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.

If you don't write something soon, I'll be publishing naked photos of our club officers, and lets face it, no one wants that. Don't make me do it!

Cover Photo: Award winning B-17 at 2008 IPMS/USA Nationals. Photo by D.M. Knights

WHAT YOU MISSED AT THE LAST MEETING

The August meeting was one of MMCL's "Friday Night Fight" model building sessions. Numerous members attended and much modeling was accomplished. (However, you would never know this by the lack of articles written by members regarding the building that was occurring.)

Your fearless editorial assistant had his laptop there and showed photos from the recent IPMS Nationals in Virginia Beach. The 2009 IPMS Nationals are in Columbus, OH and 2010 will once again be in Phoenix. As Dr. Hill and I can tell you, Phoenix was a great show, but just a little on the warm side. Phoenix in July or August can be that way.

At the meeting, everyone was reminded that there is a "smackdown" contest in September. It is the Barbarossa smackdown with entries being from the Russian front in 1941. Bring your entries.

The fall modeling season is in full swing. Dr. Hill recently attended the St. Louis show and his report appears elsewhere in this issue. We have Huntsville, Oct. 4th, Cincinnati Oct. 18th and Nashville, Nov. 1st all coming up. If you want to go to one of these shows, mention it at the September meeting. Some members are going to each of these shows and you may be able to carpool to cut costs.

Finally, it appears that one of our own, Cliff Burnstein, whose article on the Bailey Bridge appeared a few issues ago in this publication will now have that article reprinted in expanded form in Boresight, the newsletter of AMPS. Congratulations Cliff.

Show Review: Gateway Modeler's Club Sept. 13, 2008

By Dr. T. Hill



Well as I sit here pondering the events of the day, I wonder to myself, “Was the trip really worth it”? It all started about 2 weeks ago. What had appeared to be a few members of our club who were committed to going to St. Louis for the Gateway Club show turned out to be anything but that. Men were dropping like flies when it came time to go to the show. I had booked a room for the show at the Holiday Inn (which I was to find out was a non-cancel and no refund deal). (Note to self, better check that in the future.) So when it came down to crunch time I had to make the decision as to whether to campaign on or just blow off the cost of the room. Looking back in retrospect, not sure which was the better deal. Anyway, I had already canceled my Friday schedule of patients, and figured that it was too wet to plow, and too windy to carry feathers, so off I went to the show.

Friday dawned rainy and overcast here in Louisville. This did not give me a warm and fuzzy feeling because I was not looking forward to driving to St. Louis in the rain. As things turned out, by the time I got to English, IN, the rain was gone, and it was smooth sailing from there on. It was cloudy but the roads were dry and I made good time. I got to St. Louis in

about 4 hours, stopped once for gas (side note, gas was going up faster than the space shuttle launch), and saw no major problems.

Once in St. Louis, I went to CRM Hobbies (can't go to St. Louis and not stop there), although the shop is not quite what it used to be. There once was a time when Chris carried just about anything you needed or couldn't find anywhere else in the hobby. That isn't quite true now. His shop certainly has a wealth of items available for sale, but most of the stock is the usual current stock of kits that you would find in most well stocked hobby shops or mail order shops. There was this mystique about Chris' shop of old that would lure people from all over the mid-west, the new shop just doesn't have the same feel. He does have one of the most extensive paint selection, book selection, and after market items available, but the stock of kits seem to have changed to the average current items. This is probably due to current market, or the fact that once Chris sold all the older out of production or hard to find kits, he was not able to find replacements for them. In any case, it was great to visit a shop strictly dedicated to our hobby
MILITARY MODELING!!!!

After picking up a few small trinkets and bobbles at CRM, I proceeded to continue my trek to the show location. The show was located out in the middle of no where near the Six Flags Over St. Louis theme park. This was about 25 miles south, southwest of the downtown St. Louie. I thought I'd never get there, but finally

there it was, Six Flags. I exited found the Holiday Inn, and checked in. Since it was around 4:00pm, and I had not eaten anything all day, I thought I'd check out the local eating establishments. I found an Applebee's close by that had Maker's Mark and food. I settled in for a meal and a few drinks. Since it was prior to the dinner hour (if there is a rush hour out there in the middle of nowhere) I just about had the place to myself. I watched some sports on the tube, ate, and enjoyed that fine Kentucky bourbon. I had to call Knights and rub it in that he wasn't there and I was. After eating, I went back to the hotel, settled in for a night of football on the teley, and model making. I sat in the room and constructed a set of Mini-Art feldgendarme (by the way, a fairly decent set excluding the heads).

Saturday dawned bright and clear. I checked out of the hotel, and headed to the show. The show was located about 1 mile from the hotel and was located in a business called the Hitter's Cage. It was an indoor batting practice facility. The building was adequate in size, but the lighting was not the best. The facility was concrete floor with a carpeting of astro-turf like carpeting. All the netting for the cages was draped up in the ceilings giving it a strange feeling to the place. Since the facility was donated to the Gateway club free of charge, I guess you can't look a gift horse in the mouth.

Registration was in 2 parts. Admission to the show itself was \$2.00, and registration for the model entries was \$5.00 with no limit of entries for that \$5.00. Since I took

12 entries, this worked out to be a pretty good deal. Vendors were present, with some of those we are used to seeing. CRM was there, but was only selling the items out of an estate sale. A lot of older Tamiya kits were available at modest prices. Wings and Treads was there from the twin cities area, along with New World Miniatures (aka Chris Morosko). Al Horner from Ohio, a regular at our show, and a real nice fellow was there vending. The rest of the vendors were small garage type vendors. There was one fellow who did sculpturing of large figures from movies that was incredible. He did a couple of really large figures of the king in the movie 300 that were breath taking. All in all, the vendor area was roomy and offered items for most everyone's taste. The contest was relatively small in total entries. I counted about 180 total entries. The entries were scatted over several categories from Juniors up to Sci-fi. Most heavily entered categories were armor, aircraft, and auto. Since I had brought 12 entries, they were intended to be scattered over 5 categories.

The judges took 3 of my figure entries and moved them to the dio category. Judging started at 1:00 pm, and moved along quite quickly. Fortunately the judging was done, and the awards were presented by 3:00pm.

The awards were attractive plaques with the club logo on them with the date of the contest. The best of show award was unusual in that the club took a photo of the winner, printed it out after enlarging it, and framed it for the presentation. The

best of show award went to a 1/35 scale figure of a USMC captain in WWII. It was an excellent entry and richly deserved the award. I received 4 awards, 2nd place in soft skin vehicles, 1st place in the figure bust category, 1st place in military dioramas, and Best diorama award. I planted the flag of the club squarely on the mountain top.

After packing up my entries, loading the car, and departing the location, I stopped to get something to drink for the trip. As I came out of the gas station, I spied a very ugly looking sky to the southwest of St. Louis. The outer edges of hurricane Ike was bearing down on us fast. I got on the road hoping to outrun the coming rain and winds. It began to sprinkle as I was crossing the Mississippi River. Fortunately I was able to outrun the storm and the further east I went, the better the weather situation was. It was high and dry all the way home. I hear that St. Louis was engulfed in 4-6 inches of rain last night, and it's still coming down.

Timing baby, it's all about timing. Well I'm home safe and sound. Was the trip worth it? If asked would I do it again next year, probably not. The difference in CRM's shop, the low turn out of entries, and the facility are all a negative. I did enjoy myself though, and had a great time listening to a bunch of my cd's on the trip. I feel flattered winning the awards and being able to represent the club at the show. I try to carry the flag with honor. This does help create a reciprocal mood with fellow model clubs when it comes to our shows. Now the next contest is

Region 3 regional in Huntsville, AL Oct 4th. The buzz is that there may be a large number of club members attending. See you in Alabama.

A Tail of Two Kitties

By Dennis Sparks



Sometimes you think of the title first, and when it's a particularly bad pun, you just HAVE to write an article so that you can use it. In this instance, I was already mulling over writing an article on the Hasegawa family of 1/48th scale P-40 kits when the potential title occurred to me. I've finished three of them so far, with two more almost done, plus two more kits in the wings (to use another pun). The first two of the completed models were slightly different export versions of the P-40, both of which carried the official RAF name of Kittyhawk. And as they have two different vertical tail surfaces, the potential title was not only accurate, but seemed almost unavoidable. To keep me from changing my mind about it, I mentioned the title to a couple of the



other club members, thus obligating me to write the article.

Over the years, several manufacturers have released 1/48th scale kits of the later versions of the P-40. The first one that I can clearly recall was the Otaki P-40E kit of the 1970s, followed a few years later by one from Revell. In the 1990s, AMT began producing a series of 1/48th scale P-40s, releasing models of the P-40F, P-40K and P-40N. While they did not release a P-40E, one could be built by swapping various parts from the different kits. Later, AMTech bought or leased the molds, shuffled the parts and issued both a P-40E and a P-40F/L, which included a replacement resin nose. These AMT and AMTech kits were the best of the lot before Hasegawa's P-40s hit the shelves and could yield very good looking models, particularly with some aftermarket help in the way of resin cockpits.

Hasegawa's offerings began appearing in early 2005 with the release of a P-40E. It was obvious from this first kit that a number of variants were in the pipeline as the entire aft fuselage and vertical tail were molded separately from the rest of the fuselage. The rear cockpit window section and the wing leading edge around the guns were also separate parts. By summer, Hasegawa had followed up their initial release with a P-40N and various other boxings appeared in rapid sequence. In the end, three different tails, two styles of exhaust stacks, two different wing leading edge inserts and two rear canopy portions were offered, allowing a wide range of P-40s to be built. As I mentioned, the title

of this article alludes to models of two of the export versions of the P-40 that I've recently built, but the bulk of my comments are applicable to any of the Hasegawa P-40 family of kits.

The first one I built depicts a Kittyhawk Ia that was flown by Richard Cresswell, the commanding officer of the RAAF's No.77 Squadron. Cresswell scored the squadron's first victory in this aircraft, shooting down a Japanese G4M "Betty" bomber over Darwin on the night of 23/24 November 1942. Although he would not become an ace, he had a long and distinguished career in the RAAF. In addition to his service in WWII, he flew 144 combat missions during the Korean War, flying F-51 Mustangs, Meteors and F-86 Sabres. He led the first Australian jet combat mission, and was the first Australian to break the sound barrier.

Cresswell's aircraft was a P-40E-1-CU, which was built expressly for Lend-Lease. Although it was known officially as a Kittyhawk Ia by the RAF, the Australians usually used the normal USAAF designations for their various P-40 models. It almost certainly wore the Curtiss factory-applied equivalent of the standard RAF temperate day fighter scheme of Dark Earth and Dark Green upper surfaces. As requested by the RAF, Curtiss used rubber and wooden mats when applying the camouflage, resulting in hard edged color separation lines. It's believed that the underside was not the RAF's usual rather odd light green color that they called Sky, but was instead a light gray that was somewhat lighter than the

USAAF's Neutral Gray. There are several treatises on the internet that speculate about the details of the paint and markings used on this aircraft, but so far only three black and white photos of it have been found.

The second aircraft modeled is a Kittyhawk III, which was the equivalent of the USAAF's P-40K. I've painted it in the markings of an aircraft flown by Major D.B. Hauptfleisch while he was the CO of No. 2 Squadron, South African Air Force in North Africa in 1942. While I couldn't find a photo of this particular aircraft, I did locate one of his similarly marked Kittyhawk I. The photo suggested that this earlier aircraft had been delivered in the European scheme of Dark Earth and Dark Green over Sky, and had later been partially repainted to the normal desert scheme. Mid Stone would have been applied over the original Dark Green, but portions of the canopy framework and the panel under the rear glazing apparently at least temporarily remained in the original color. Later aircraft were delivered with a factory-applied desert scheme. Lacking photographic evidence, I opted to the model as an aircraft with the field-applied paint scheme.



As is typical, construction began with the cockpit. While I'm sure that aftermarket resin is available, the kit-supplied cockpit looked quite acceptable to me. I thinned the sides of the seats a bit and added some Eduard belts, but the rest of both cockpits are straight from the kits.

During basic construction, one of my concerns was trying to ensure an invisible seam between the fore

and aft portions of the fuselage. I deviated from the kit instructions and first glued each half of the aft fuselage and the rear cockpit glazing to the forward fuselage halves. I added the completed cockpit and then glued the two completed fuselage halves together. The aft fuselage joint was successfully hidden with a minimum of filling and sanding, but the rear cockpit glazing needed more care. Even more care was required to get an acceptable finish around the leading edge inserts for the gun barrels, and successfully hiding this joint was probably the most difficult task in assembling the kit.

To replicate the harder demarcation lines on Cresswell's Kittyhawk Ia, I enlarged a small set of three view drawings to 1/48th scale, and then cut them apart and used them as paper masks. I painted most of the upper surface in the Dark Earth first, and used the

masks to apply the Dark Green. Small pieces of Post-It notes were cut to shape to make the transition on the fuselage between the top and side views. After the paint was dry, I lightly wet-sanded the upper surface with 2400 grit Detail Master sanding cloth to remove any built-up paint ridge. This also resulted in a few spots where the Dark Earth color can be seen peeking through the overlying Dark Green. I decided to consider this as a feature instead of a problem.

For Hauptfleisch's Kittyhawk III, I airbrushed most of the upper surface with the Dark Earth color first, and then lightly drew the demarcation lines with a soft pencil. I then followed the lines freehand with my trusty Badger 350 to apply the Mid Stone color. I substituted Dark Green for the Mid Stone under the rear cockpit glazing, applying it with a paintbrush to yield a harder edge.

At least two different aftermarket decal sheets have been produced for Cresswell's aircraft. While the Cutting Edge ones are superior, particularly with regards to the depiction of the flags on the cowling, I had already bought the earlier Superscale sheet, and so used it instead. Cutting Edge does have a several-page treatise on the markings and colors of Cresswell's aircraft on their web page, which I used as a guide.

The Kittyhawk III kit was finished using kit decals. This kit also offers the longer tail and decals for RNZAF ace Geoff Fiskin's "Wairarapa Wildcat", and so of course I have a model of this aircraft also under construction. After decaling, both models were sprayed with Testors Acryl Clear Flat and dirtied up with Tamiya's weathering pastels.

SPECIAL NOTE: DUE TO THE BAD WEATHER, THE REGULAR MONTHLY MEETING OF MMCL WILL BE ON SEPTEMBER 25TH, 2008 AT 7:00 P.M. THERE WILL BE AN AIRBRUSHING CLINIC BY RANDY FULLER.

ANOTHER SPECIAL NOTE; NOMINATIONS FOR OFFICERS WILL OCCUR AT THE OCTOBER MEETING. PLEASE CONSIDER RUNNING FOR ONE OF THE REWARDING AND EXCITING POSITIONS. THE PAY ALONE MAKES IT WORTH-



From the Cupola by Mike Baskette

Members,

I hope everyone enjoyed last month's Friday Nite Fights! Despite not getting much accomplished (as typical), I sure did. Seems at those events I spend more time laughing out loud than working on my models. Still, it is nice to dispense with business for a bit and just enjoy the evening. This coming meeting will have things getting back to a more normal format with some short business and our raffle. The September meeting has a couple of activities planned as well. Don't forget that the Barbarossa smack-down will conclude at this month's meeting. In addition, Randy Fuller will be conducting a presentation on the use of an airbrush and will be looking at several different models in comparison. If you are considering the purchase of your first airbrush or are in the market for a replacement, you will want to see Randy's clinic. In the coming month, and hard to believe so soon, will be nominations for club office again for the election held this December. If you have interest in running for MMCL office, let us know so your name can be added to the nominations. Finally, check the IPMS upcoming events calendar at IPMSUSA.org. The contest season is about to kick off again with many shows coming up in the fall. These trips are always a blast and I am sure MMCL will have a strong presence at most shows within driving distance.

CLUB NAME TAGS

***IF YOU DO NOT HAVE A CURRENT CLUB
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WE ARE PLACING A NEW ORDER FOR
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MEMBERS WHO DON'T HAVE ONE.***



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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:

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

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David Knights Has A Job Special Double Issue



**Next Meeting: Thursday
November 20th, 2008,
7:00 P.M.**



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.

If you don't write something soon, I'll be publishing naked photos of our club officers, and lets face it, no one wants that. Don't make me do it!

Cover Photo: Award winning B-17 at 2008 IPMS/USA Nationals. Photo by D.M. Knights

First, let me apologize to the members for the lack of a newsletter in October. For those of you who don't know, I was laid-off on October 9th, 2008. Besides throwing my life into upheaval, this meant that I lost access to the laptop on which I prepared Tactical Notes. With all of this, I just wasn't able to get an October issue out. So this issue will be a "double issue" that will cover the happenings in MMCL over the last two months.

Now, on to happier news; I have a new job and a new laptop, so I don't anticipate any further problems in getting the newsletter out. The last two months have been busy ones in MMCL. The fall model contest season is in full swing. MMCL members attended contests in Huntsville, AL and Cincinnati, OH. Reports on those contests are elsewhere in this issue. The September monthly meeting featured a roundtable discussion of airbrushing as well as the Barbarossa "smackdown contest". The October meeting featured Tom Romanowski's photo show of his pictures from the WWII Victory museum in Moscow. If you missed this you missed some amazing photos of some rare and unusual vehicles. Tom's colorful commentary provided much entertainment as well. October was also the month for nominations for club officers from the elections in December. Those who were nominated (drafted) are reported elsewhere in this issue. Please remember that the election will take place in December at our meeting at Logan's Roadhouse on Shelbyville Rd.

Finally, I'd like to thank all the members for their support during my, thankfully brief, unemployment. Throughout the years, the members of MMCL have been some of the most supportive folks I've been associated with. MMCL is much more than a model club. Thanks guys!

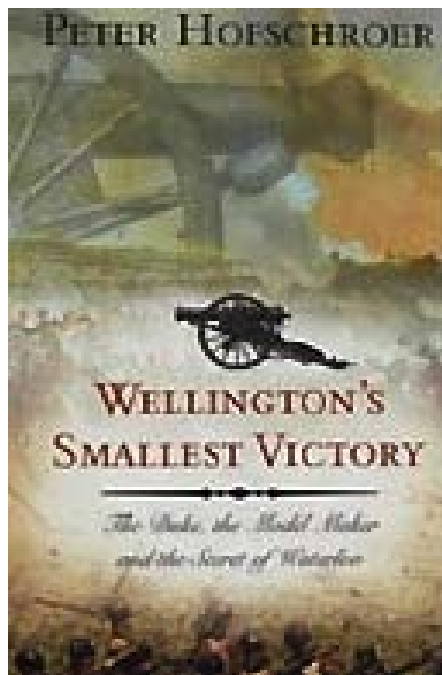
Book Review: Wellington's Smallest Victory

By Peter Hofschröer

Review by D. M. Knights

ISBN: 0-571-21769-9

This is a book any model builder would love. It is the story of Lt William Siborne, a British Army officer who was hired after the battle of Waterloo to create a diorama of the battlefield at the height of the battle. This time in the battle was commonly referred to as the “Moment of Crisis”, when the final attack of the French was beaten off by the British. This diorama, known as “The Large Model” to distinguish it from a separate diorama that Lt. Siborne did of a portion of the cavalry battle, took Siborne from 1830 to 1841 to complete. Worse yet, initially commissioned to do the model for the government, he began the work and was paid a small sum for his initial expenses, but then successive changes in governments caused each successive administration, including the government headed by the hero of the battle, The Duke of Wellington, to refuse to pay for the completion of the model. Siborne, who had poured his heart and soul into the project, refused to be deterred and completed the model using his own funds, to the point of going into hock for everything he owned to finish the model. The Duke of Wellington apparently did not want to see the model finished and displayed because it depicted



the Prussians as having had a much greater part in the final defeat of the French than Wellington had given them in his own report on the battle. For years Siborne stubbornly held to his depiction of the battle, but in the end he was so desperate to see the model finished and displayed that he even agreed to change the model in exchange for the government paying him back for what he had invested. Thus it was Wellington's “smallest victory”.

As a modeler, I couldn't help but feel for Siborne and his trials as he struggled to complete his amazing model. The completed model measures 21 feet by 19 feet. It is still in existence and is on display in London. We, as modelers, have all been there. Maybe not with governments opposing us, maybe not with the threat of financial ruin hanging over our head (though with the price of photoetch and resin accessories that time may be coming) but none the less any modeler reading the book can sympathize with the struggle to complete the model. I found this book at Half Price Books and took it with me on vacation in Jamaica. I couldn't put it down. I highly recommend it.

Congratulations to Rob Gronovius for his article published in the latest issue of Boresight, the magazine of AMPS

Building Darryl
Greenamyers F8F-2
Bearcat

By Dennis Sparks



The Grumman F8F Bearcat was designed as the successor to their F6F Hellcat. The first prototype flew in August 1944, and an operational F8F squadron was en route to the Pacific theater when WWII ended. 24 Navy squadrons were equipped with Bearcats in the few years between WWII and the Korean War, but were quickly replaced with newer jet fighter designs as they became available. Small numbers of Bearcats were used by the French in Indochina and by the Royal Thai and Burmese air forces.

BuNo 121646, one of the later F8F-2 versions, was sold intact as surplus in 1958 and a few years later was acquired by Darryl Greenamyers, who was then a test pilot for Lockheed. Registered as N1111L, Greenamyers made a number of modifications to the aircraft over a span of several years, winning the National Championship in the Unlimited class at the Reno Air Races six times during the seven year span from 1965 to 1971. In August 1969, he broke the world speed record for propeller-driven aircraft, achieving an average of 483.041 mph in multiple passes over a closed course. This record stood for 21 years until it was broken by Rare Bear (another F8F) during the summer of 1990. In 1976, Greenamyers sent the aircraft to the Smithsonian's Air and Space Museum in

exchange for an earlier -1 Bearcat from their collection.

High Planes Models of Australia produces limited run injection molded kits of several racers, including both 1/72nd and 1/48th scale models of N1111L as it appeared at different times during its racing career. I bought an example of the 1/48th scale kit several years ago, selecting the kit that represents the aircraft as it appeared in 1965-67, when it was sponsored by Smirnoff Vodka.

The High Planes kit has the typical features of short run kits – finely scribed panel lines, but with large attach points and simple butted together joints with no alignment or support pins. I compared the kit to the Hobbycraft kit of a stock F8F and elected to try to combine what I felt were the best features from each of the two kits.

I felt that the area of the High Planes kit that needed the most work was the engine cowling, as it was molded as a part of the two fuselage halves. I believed that this would make it more difficult to achieve a smoothly rounded opening at the front of the cowling. Also, the detail around the engine exhausts at the rear of the cowling seemed a bit soft, and overall it just didn't seem to convey the appearance that the cowling was a separate piece on the real aircraft.

On the other hand, I needed to use the center section of the fuselage of the High Planes kit, as it had the tiny "Cosmic Wind" style canopy that

Greenamyre had used to replace the stock canopy. The standard F8F fuselage had a truncated tail cone to accommodate a retractable tail hook, and Greenamyre added a longer streamlined fairing.

In the end, I elected to use most of the fuselage and tail surfaces of the High Planes kit, splicing on the forward fuselage and cowling from the Hobbycraft kit. Surprisingly, the fuselage parts from the two kits mated together very well, with only minimal sanding needed to make them match. Since I planned to glue the canopy shut, I spent very little time on cockpit details, as almost nothing would be visible through the tiny canopy opening.

The cowling of the Hobbycraft kit has been derided for its inaccurate shape, principally due to its insufficient taper at the front. I applied a ring of Tamiya's yellow masking tape aft of the first panel line to help delineate the area and then sanded down the front of the cowling until it more closely matched the taper seen in photographs.

The wings were pretty much a toss-up, and I decided to use the Hobbycraft

wings only because I thought that they would require a bit less cleanup.

Hobbycraft had molded about 1/32" of an inch of the wing on the fuselage sides, while High Planes did not. So when gluing on the wings, about the first 1/3 of the wing chord was attached to the forward fuselage from the Hobbycraft kit, leaving a gap where the High Planes fuselage began. I used bits of Evergreen plastic sheet and superglue to fill the remaining 2/3 of the wing/fuselage joint.



Greenamyre had faired over the intakes on the leading edges of the wing roots and removed the ducting from them that ran through the wheel wells. I sanded off the slight bulge on the wing aft of the intakes

and filled the intakes with super glue, but decided to forego removing the duct work as it seemed to be more trouble than it was worth. And as racers are usually unarmed, I removed and filled any evidence of the wing-mounted guns.

As built, the Bearcat featured outer wing panels that were designed to break away if the aircraft was overstressed during a dive to preclude shedding the entire wing. Greenamyre removed these panels, which reduced the wingspan by more than seven feet. He then added short wingtips that featured an upswept curve from the

bottom to the top of the wing surface. To replicate this, I sliced off the Hobbycraft wing tips at the appropriate line, filled the gap between the upper and lower wing halves with super glue and then used a round file to roughly reproduce the camber. I then sanded it smooth with a piece of wet/dry

propeller blades. Detaching the individual blades from the Hobbycraft prop hub and re-attaching them to the larger High Planes spinner gave them required additional length.

The High Planes kit offered white metal castings for the main gear, but they seemed no better than the Hobbycraft kit



sandpaper that I'd wrapped around a piece of Evergreen tubing.

Greenamyer had added a spinner from a P-51H to streamline the blunt nose of the radial engine and substituted a propeller from a Douglas AD Skyraider to make use of the extra horsepower he'd wrung out of the engine. With no substitute readily at hand, I used the rather misshapen High Planes spinner, but added the Hobbycraft

parts, so I opted for the plastic struts as they were designed to fit the sockets in the Hobbycraft wing. I left the gear struts and the spinner off while I finished sanding and filling the airframe for painting.

I painted the entire aircraft with several coats of Humbrol's Matt White enamel, and then buffed it to a satin finish with a small piece of cotton cloth. I masked and

sprayed the metallic blue trim on the leading edges of the wings and tails and then brushed on a couple of coats of Future before starting to add the decals.

High Planes decals are comprehensive, thin, and crisply detailed, but are a bit inflexible and somewhat lacking in adhesive properties. I applied drops of Future directly under them as I applied the individual decals, and followed this with another complete coat over the entire aircraft a few days later. I added the landing gear and prop and turned my attention to the canopy. And here's where it started to go wrong...

The tiny "Cosmic Wind" style canopy that Greenamyer had fitted to the aircraft was barely large enough to allow him to turn his head from side to side, and so was far too small to allow entry. So the canopy was fitted to a larger removable hatch that was refastened into place from the outside after Greenamyer was seated. The kit's canopy and hatch were a single vacuformed piece (with no spare!), and as usual, I had neglected to test fit it before painting and decaling the aircraft. It required a lot of cutting and cussing to get it a reasonable fit. I've tried three times so far, but still have not been able to get the white paint on the hatch to match the rest of the aircraft.

I recently bought my first digital camera and was anxious to try it out. I made these photos with it, placing the almost-finished model on a sheet of light blue cardboard on my dining room table, and lighting it with three full-spectrum

compact fluorescent desk lamps. In addition to more work on the canopy, I still need to detail the landing gear, add the sponsor decals to the gear doors, and install the engine exhausts.

Huntsville Show Report

By D.M. Knights

On October 4th, 2008, the Huntsville, Alabama chapter of IPMS held its annual model contest. This

is one of my must attend contests every year, and as an added bonus, this year the contest was to be the Regional contest for Region 3. MMCL members, Dr. Terry Hill, Rich "The Vice-Principal of Pain" Guetig, Scott "Skippy" King and I attended.

As always the contest was held at a facility on the grounds of the old Huntsville airport. The building is well lit and like MMCL's contest venue it has a huge garage type door that allows vendors drive in style loading and unloading. In addition, if the weather is nice, like it was this year, they open the door and yet more light is available for model viewing, as well as a refreshing dose of fresh air.

Wussies that we were, neither Skippy nor I brought a model to enter. However, MMCL's honor was upheld by Dr. Hill and Mr. Guetig who brought massive numbers of entries. This turned out to be good for the local club, because entries turned out



to be on the light side. Since this was the Region 3 regional contest, I had expected that this normally well attended and entered contest would be packed to overflowing. However, not only were there not more models on the table than a normal year for the Huntsville contest, there were actually less. Keep in mind that this show was held at the beginning of the current economic downturn and that gas prices were still up in the \$3.75 a gallon range. All of us MMCLers think that this led to a depression in show attendance.

In any event, the usual Huntsville vendors attended and there were models to be bought. In addition, there were many good models on display. Mr. Guetig and Dr. Hill both walked away with some many awards Skippy and I had to help carry them all to their car.

The following is a list of MMCLers awards:

Dr. Terry Hill:

2nd place in Dioramas

2nd place towed artillery

3rd place open top fighting vehicle

3rd place softskin vehicles.

Mr. Rich Guetig (details unavailable)

3 1st place

3 2nd place

4 3rd place

Using my wireless card, I liveblogged from the show and posted some photos on my blog at www.davidmknights.com. Following are a few more photos from the Huntsville Show.



72nd scale JSDAF F-4E



German SPG dio



Soviet SAM on MTLB



Huntsville show report, another view.

By Dr. Terry C. Hill

On Friday afternoon on a warm and sunny day the intrepid pair of travelers set out for the Alabama countryside. In attendance was Rich (biology bob, wolfman) Guetig, and yours truly. The trip went very well and we did not stop for gas or a leak until just before the Alabama border. Wouldn't you know it, we stopped at the exit where the boobie bungalow was located. A great deal of thought and consternation occurred as to whether we should continue South, or stay there for the rest of the weekend. Alas common sense and reasoning prevailed, and on we went. We arrived at the exit ramp to Huntsville and I reminded that we were just about 5 hours from the sun and surf of the panhandle of Florida. Once again a great deal of discussion was put forth as to the fact that we could be lounging on the beach watching the surf, bikinis, and pelicans roll by, or go to the show with bathtub benny and his lack of personal bathing habits. Oh well duty calls.



Franco Prussian war diorama

Once we were in Huntsville, we settled in at the hotel and then went looking for a sports bar. We found a wings and sports bar (go figure), and the fun began. Rich made the mistake of trying to keep up with me as far as the liquids were concerned. At one point I thought I was going to have to use his belt to strap him to the stool so he would stop falling off. We watched one of the playoff games of the world series, and closed the place down. I was able with the help of KoKo to keep track of the St.X / Trinity football score. Way to go X, beat the Rocks. Rich lost 5.00 to me on that score. The next morning we got up and headed to the show. Shortly after arriving we contacted David (douche bag) Knights, and Skippy King. David stated that he was about 45 minutes out and would be there shortly. True to form they came rolling in car smoking and wheezing from the beating that David put it through.



MMCL gang at Hooters

This Huntsville show was the Region 3 Regional and as such, I expected a little extra for this show. As it turned out, it was just the typical Huntsville show. The same vendors were there, if anything slightly less in numbers, and the show was the same. I was a little disappointed but that's life. The categories were a little screwed up with all figure categories listed and judged under one group. This meant that bust, figures, and vignettes, were judged as one. This really sucked. Another injustice

occurred when Rich's 1/72 scale brumbar (which originally was awarded a 3rd place award) was taken away and given to another 1/72 scale entry. Also, they allowed a 1/48 scale jeep to be judged in the 1/49 or smaller category. Once again this sucked. None the less, the members from MMCL did alright. We walked away with several 1st, 2nd, and 3rd place awards. After the show, Rich had won so many awards, we had to make a choice whether to put him or the awards in the car. So, God Save The Awards. I tied Rich to the luggage rack, opened the moon roof on the car so that Rich could stick his head inside occasionally to wipe the bugs off his teeth, and get a drink. The price we pay for glory. We arrived back in Louisville at 9:00pm none the worse for wear.



Cincinnati Show Report

By Dr. Terry C. Hill

Plans were made for the meeting of the guys to go to the Cincy show at Brian's at 7:00 am. Rich and I were there on time and ready to go, and guess what, no one else showed up. So, at 7:00, wheels were up and off the 2 of us went. We arrived in Cincy at 8:35 and much to our surprise, the show had been moved from the regular location in the building to a newly constructed part of the vocational school. The new area was a little different arrangement for the show. The vendors were set up in the large lobby and mezzanine area leading to an auditorium where the contest was held. The tables for the contest were set up on the various levels of the auditorium. The lighting was fairly adequate, the rows were roomy, but it was an odd setup. The judging went well, and quickly, and the awards were set out on the tables. Once again, the MMCL showed the flag very impressively, Awards were won by Rich, Stu Cox, and myself. If I left anyone out, please excuse me, I'm getting old. Hell I can't even remember what I won let alone what everyone else won.

The club made our traditional trip for lunch at Hooter's. It was great comradery, so-so food and decent scenery. The vendor area was well lit, roomy, and impressive. The only trouble was that some of the vendors were stuck up on the mezzanine, which was not the greatest of set-ups. It was a little cramped, but it worked alright. We found out that the new location was temporary until the remodel the original location. They are supposed to be back in the usual location next year. I would like to see the Cincy show change up their awards every so often, the marble things get a little old. But, as a whole, this show was good, and the Cincy club deserves credit for a job well done. Once again, I encourage all members of the club to venture out to a show and see the fun and excitement that goes on. It is well worth the time and effort.





From the Cupola

by Mike Baskette

Greetings Members,

First let us apologize for the lack of an October issue leading to this Oct/Nov combined effort. Our secretary had a life issue that resulted in our inability to generate the October issue. Things are back on the rails this month so here you go!

The biggest thing to come out of the October meeting was the slate of officer candidates for the upcoming election in December. Yes, two years have passed and it is that time once again. Nominations were made and closed at the October meeting and each has the ability to remove his name from consideration by the November meeting. The officer candidates are as follows:

MMCL President: Terry Hill

Vice President: Rich Guetig

Secretary: David Knights

Treasurer: 1) Mike Nofsinger, 2) Stu Cox

Member at Large: Noel Walker

As you may see, only the Treasurer slot is contested at this time and that could change by the November meeting. Other than Treasurer, this could be a simple transfer of power. That said, you may be curious of my choice to decline nomination this go around. To put it simply, I have a lot of life in my face right now and I feel the need to step back from many of my commitments, not just MMCL. For example I also resigned my position as the Assistant Superintendent (vice president) of the Lexington based Division 10 of the National Model Railroad Association this summer. All of this is part of a simplification process. I will however, be as active as possible. It is just time to remove myself from any additional over-arching responsibilities and just be one of the guys... and maybe chief judge when that time comes again!

If you missed last month's meeting (and most of you did), you missed Tom Romanowski's slides from his recent travels to Russia. Tom presented a great, ground level summary of the museums in the Moscow area. Seeing the scope of these collections was quite impressive. Thanks go out to Tom for taking time to share this with us.

I'll see you at the meeting

Mike

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- 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:

Mike Nofsinger, Treasurer
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Louisville, KY 40214
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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/>

Christmas 2008 Issue



**Next Meeting: Thursday
December 18th, 2008, 7:00 P.M.
Logan's Roadhouse
Shelbyville Rd.
Annual MMCL Christmas Dinner**



WWW.MMCL.ORG

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Casper "The Friendly Ghost"

"**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.

If you don't write something soon, I'll be publishing naked photos of our club officers, and lets face it, no one wants that. Don't make me do it!

Cover Photo: Award winning B-17 at 2008 IPMS/USA Nationals. Photo by D.M. Knights

Well, it is December. Another year of modeling has come and gone. If you missed the November meeting, you missed an excellent presentation by Randy Fuller on airbrushing. If you missed the meeting, you can at least read about it in the accompanying article.

This month's meeting is our annual dinner at the Logan's Roadhouse on Shelbyville Rd. Also, we have our bi-annual club elections. We do have one contested position, the Treasurer's position. I'd like to thank both Mike and Stu for standing for the office. To many times our officer positions go unopposed. It is nice to have more than one person willing to serve.

Now is the time for us to all make our commitments for how many models we will each build in 2009. I didn't finish the 5 models that were my goal. Our esteemed president failed to finish the 3 he committed to. So lets see if we can do better in 2009!



RANDY FULLER DOING HIS PRESENTATION AT THE NOVEMBER MEETING RANDY'S ACCOMPANYING ARTICLE APPEARS ELSEWHERE IN THIS ISSUE

Airbrushing Tips and Tricks

Randy Fuller
MMCL/Eastern Bloc



My generous thanks to my glorious comrades who valiantly stayed to the bitter end of my magnificent rant on wonderful airbrushes during the celebrated November meeting.

I hope that I was able to impart some inspiration to use your airbrushes, or maybe upgrade to something new. I wanted to go over some important topics for everyone who couldn't be there and give you some online resources for airbrushes, paints, supplies, and how-to-articles.

Choose your airbrush carefully. Get an all metal brush rather than a plastic brush, they're sturdier. Of the two types – single or double action – I prefer double action airbrushes. I do use a single action Paasche H for clear coats, or priming large projects. When I want a nice even coat with little overspray (vs. a spray can) I can set my single action and forget it; but when I'm laying down color coats, fine details, or weathering, I grab a double action brush every time.

My favorite brushes are the Iwata HP-B and Eclipse HP-CS. Both are gravity feed cups and allow me to spray, literally, a drop of paint at a time. And I still am fond of my very first airbrush, the siphon-fed Paasche VL (which is still going strong after 20 years!). I find the siphon feed is better than a gravity feed for applying

metalizers like Testor's or Alclad. Now, if the cost of a good airbrush is putting you off getting one, DON'T. It's an investment in a quality tool that will improve your modeling skills. These brushes are necessary to build and finish your models to be competitive level. Since I don't hesitate to get cool gadgets, I also have a Paasche AB Turbine, an Iwata Hi-Pro CS-B and Kustom CS-C. Each is a high-end specialty brush, but I've found a place on by workbench.

Once you pick your brush, make sure to take care of it. Dirty needles and tips are the most common problems I see when people bring their airbrushes to the shop for repairs. It only takes a few minutes to properly clean it, so don't neglect it. Run a couple of cups cleaner through the brush after you color. I use lacquer thinner for enamels and lacquers, and Testors Universal Airbrush Cleaner for acrylics (see sidebar). If you have a favorite thinner or cleaner, then use that, but I find these two products give me terrific clean out. I also remove the needle and physically wipe off any residue. If there is still some paint in the color cup, I will take a Q-Tip or wrap a rag around my finger are wipe out the cup. This is my routine between colors and at the end of a session. For the siphon fed Paasches, I will use dampened Q-Tip to clean out the feed tube, too. Occasionally, after heavy use, I will run a dampened pipe cleaner all the way through the brush, with the tip removed, of course.

I don't use those fancy airbrush cleaning brushes. I may use a Microbrush from

time to time, but that's it. If you keep your paint thin, you won't get a lot of residue in the brush, and whichever cleaner you run through will be more effective at removing the left over paint. One other method to use if you use a thicker acrylic paint is to just run the brush under some hot water until it runs clear. Don't forget to clean the tip of the needle off and run some cleaner through the brush with air.

Speaking of air, I use a Coleman 11-gallon oil-less compressor. It was an 11 gallon storage tank that can hold up to 125 psi. I prefer a pressurized storage tank to a diaphragm compressor. When it's full, it's silent. And I have more precise control over the air pressure. Those small compressors can't get above 25 psi, and there is a noticeable "pumping" action to the airflow. If you're an occasional airbrusher, then it's all right, but if you want professional results, get a tank system. I never went the route of a CO₂ tank, I've heard positive things about them.

I like spraying at a high pressure, around 40 psi, and those little compressors just can't put out that much. Yes, that's right, 40 psi. I just recently amped up the pressure and moved to 1 to 3 inches from the surface. Crazy, you say? Well, as some of you saw at the demo, I can lay down a very fine pattern with no overspray. This allows me to put on very subtly mottled base colors, and camo patterns, and weathering details. I still use a lower pressure (15-20 psi) for clear coats and metalizers. I suggest trying these pressures

and techniques on a project just to see the difference it makes. You may have to adjust your paint mixtures, but I've gotten great results with both enamels and acrylics.

And I can't stress this enough, even with the so-called "non-toxic" acrylic paints, use a respirator with organic vapor cartridges or a sound paint booth. If you can smell the paint, you're in danger. All of the commonly used paints — enamels, lacquers, acrylics — and the thinners/cleaners we use all contain chemicals that are toxic to some degree, and are respiratory irritants at the very least. So protect yourself when working with airbrushes and spray cans. I mean it!

Here are some websites that I've visited where you can get brushes and parts, paint and supplies, and tips from pro painters.

www.dickblick.com

www.arttalk.com

www.howtoairbrush.com

www.airbrush.com

www.coastairbrush.com

www.smartflix.com (rent how-to videos)

www.iwata-medea.com

www.paascheairbrush.com

www.badger-airbrush.com

www.tcpglobal.com

www.dixieart.com

Testors Universal Acrylic Airbrush Cleaner TES50497

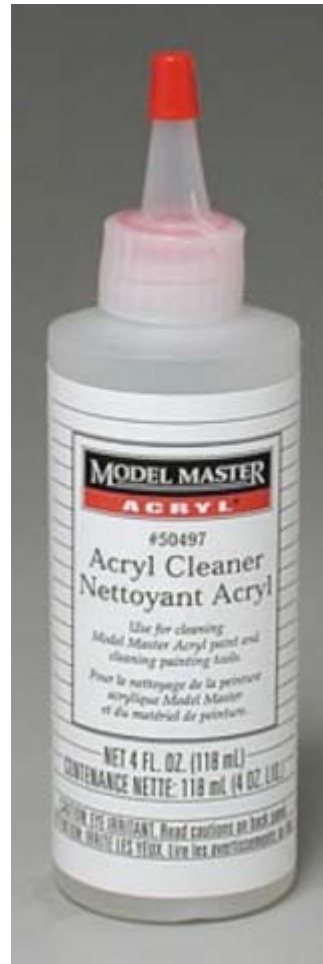
By Randy Fuller

When it comes to cleaning my airbrushes, since I paint a lot, I try to stick to cheaper means of cleaning them. Like using lacquer thinner rather than Testors Enamel Airbrush Thinner. Hey, it works for me and is more economical. Now when it came to acrylics (which I admit I didn't use that much before) I used the traditional means of cleaning: water, alcohol, and Windex. I thought they worked just fine, until I tried the Universal Acrylic Airbrush Cleaner.

It's contains a compound called Ethylene Glycol Monobutyl Ether ($C_6H_{14}O_2$). A moderately toxic chemical, so don't go chugging it down, because it's related to antifreeze. It's an industrial solvent that used in a variety of products, ranging from paint to pesticide formulations. But put it in your airbrush after pushing some acrylic paint and it cleans the brush out like magic. I don't know exactly how it does this, but it works great. I just put some in when I'm done painting and spray it out. Clean!

Testors recommends cutting this product with water to 50% when cleaning out between colors, and full strength for a thorough cleaning. Testors Acryl, Tamiya and Vallejo paints all clean up well with it. But it's designed as a cleaner not a thinner, so I don't recommend trying to cut your paints with it.

It's one of those wonder products that's worth the price.



Introduction

As a youth growing up in the Knoxville, Tennessee area in the 1930s, Tom Field was interested in aviation. During WWII, he served in the US Navy aboard land based patrol bombers. Much later in his life, he lived in Lexington, where he was active in the Bluegrass Soaring Society, flying radio controlled model sailplanes. When he died a few years ago, his wife donated a number of his aviation related photographs to

the Aviation Museum of Kentucky. While most of the photos are of unknown provenance, many of them appear to have been taken in and around either Knoxville or Pittsburgh, Pennsylvania in the 1930s, the decade that is now generally regarded as the Golden Age of Aviation. This article was written as a part of a series featuring some of Tom's photos, providing a few glimpses of the aviation history that they help preserve.



From the Tom Field photograph collection...

Keystone B-6A Panther

By Dennis Sparks



Formed in 1920, the Huff-Daland Aero Company of Bristol, Pennsylvania won a series of contracts over the following few years to build small numbers of biplane trainers, observation aircraft and light bombers for the Army and Navy. In 1924, some fifteen years before he formed his own company, fresh MIT graduate and future aviation luminary James McDonnell was hired as the firm's chief designer. After cofounder Thomas Huff left the company in 1926, it was acquired by a New York brokerage firm and renamed the Keystone Aircraft Corporation. In 1928, Keystone purchased the Loening Aeronautical Engineering Corporation, and in July 1929 was one of the twelve aviation firms that merged to form the Curtiss-Wright Corporation. With \$75 million in capital, Curtiss-Wright was at the time the largest aviation company in the country.



Unfortunately, Keystone was to become one of the casualties of the Depression. But in the brief span of five years from 1927 until the firm ceased production in 1932, they produced about 200 twin-engine biplane bombers for the US Army Air Corps. Thirtysix LB5s were followed by 18 of the similar LB6s and a further 20 LB7s. Another order for 63 of the improved LB-10 had already been placed when the Army dropped the Light Bomber designation. 36 of these aircraft were thus completed

under the new designation of B3A, while the remaining 27 were fitted with different engines to become B5As. These were followed in 1932 by 30 B4As and 44 examples of the B6A. (The total numbers for each type include several conversions from earlier versions.) All were variations on the basic LB5 design, differing mostly in the engine type and location, and with either single, twin or triple vertical tail surfaces. The Keystone bombers were the principal American bomber of the period, and were the USAAC's last biplane bombers.

Tom's captions on the back of the photos indicate that they were taken on May 20-22, but he neglected to indicate the year. He did note that the aircraft was piloted by a Lt. Hughes, with W.E. Caray serving as mechanic. The trees and hilly terrain seen in the background suggests a rural area, perhaps near Tom's native Knoxville, and that the aircraft was a transient, possibly on a cross-country training mission. Perhaps they had encountered either weather or mechanical problems, requiring them to spend the three days indicated by the dates in Tom's caption. Unfortunately, these details are now lost to us. But from the wolf's head insignia on each side of the nose that the aircraft we know that it was a part of the 2nd Bomb Group's 49th Bomb Squadron, which was based at Langley Field, Hampton, Virginia. The squadron flew Keystones until 1936 before transitioning to the much more modern all metal Martin B-10B monoplane. A few Keystones continued to serve for a few more years, mostly in observation squadrons, but almost all were

retired by 1940. There are no surviving examples.

B-6A Specifications

Wingspan: 74 ft, 9 in
 Length: 48 ft, 10 in
 Crew: Five
 Engines: Two 575 hp. Wright R-1820-1 Cyclones
 Speed: 121 mph (max), 103 mph (cruise)
 Range: 825 miles (350 miles with full bomb load)
 Guns: Three 0.30 caliber Browning machine guns
 Bomb Load: 1995 lbs (normal), 2496 lbs (max)





From the Cupola

by Mike Baskette

Members,

Well the holidays are upon us and I am sure we are all in a major frenzy trying to get prepared for the season. I want to remind all of you to take some time off from all the shopping and decorating to join us at Logans Roadhouse on Shelbyville road for our annual Christmas dinner meeting. We had a great time last year and I am sure this year's gathering will be no different. An additional activity scheduled for this meeting is our biannual election. This round, only the office of Treasurer is contested so most of us will either be passing the torch or changing positions as the new slate is installed. Speaking for myself, I will be passing the torch. I wanted to thank all of you for your support over the last two years. It was a tough thing for me to accept the office of president during such a stressful time for our organization. I hope you feel as I do that I am handing the next president a righted ship. Moral, participation, and membership numbers have been increasing over the last two years which was my primary goal. Further, we were able to get things back on track quickly which allowed us to have a slammer of a model show this year. I look forward to the coming two years where I can help as a contributor and participant as the next slate of officers continues the progress that we have all made. The clinics, presentations, guest speakers, and contests have kept things lively over the last couple of years. It has all been great fun, thank you.

Merry Christmas and Happy New Year

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