

FACTICALNOTES

The Official Newsletter of the Military Modelers Club of Louisville



See, this is what happens when I send the newsletter to Dave without a cover photo.

Remember, the meeting this month is at the new location, see details inside!!!!!!

The Lathe I didn't know I had... Mike Baskette

Most of the armor crowd in the club are familiar with my latest project, DML's SIG 33 auf Pz III. This project, while very near completion, has had its share of SNAFUs. Final completion of this model has been delayed due to the fact that I mistakenly threw



away the pistol port plugs for the rear hatches on two occasions. (I botched the superstructure with the first kit and had to acquire a second to replace the parts. It is a hard think to admit, but due to the placement on the sprue of the pistol port plugs, I mistakenly threw them a way as scrap both times that I used the parts. Not wanting to purchase a third kit for two measly parts, I made an attempt to scratch build new

ones. A couple of attempts at this using Evergreen rod and rivet head castings were basically failures. The easy way out was simply not going to yield the replacement parts I needed. I thought to myself "If I had a lathe, this would be a snap" But alas, I didn't have one... or did I.



Wait a minute... I didn't have a lathe as such, but I did have a Dremel tool and a bench vice to mount it in. Not to mention a speed control to slow things down enough as to not melt styrene. Maybe this might just work.

I took my vice from storage and mounted it to my work bench. In it, I clamped my Dremel tool with the speed control attached. I chucked in a piece of sprue and went at it. Turning on the Dremel, I trued the plastic with a course sanding stick. This was followed by some shaping with a X-acto knife and a #10 blade. Finish work was done by polishing the finished part with a fine grit sanding stick.

Now I didn't get it right the first time or even the second, but after I got a feel for this tool arrangement, I did finally get two nice looking parts for my SIG. I don't think this set up will be an adequate replacement for the real thing for more demanding applications, but for this job it did work in the end. It saved me from having to buy yet a third kit to salvage the needed parts, or worse to throw them away a third time.

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Club Member Contributes to Kentucky Historical Society Exhibit

Club member Dennis Sparks recently loaned the Kentucky Historical Society use of six 1/48 scale models of aircraft flown by Tuskegee airmen. Three were previous builds already in his collection. Three more were built specifically for this display. The aircraft include a T-6D Texan, PT-17 Cadet, P-40L Warhawk, B-25J Mitchell, and a P-51D Mustang. The models are part of a larger exhibit entitled "Joining the Ranks: African Americans in the Military". Focussing on soldiers from Kentucky, the exhibit tells the story of African Americans in the armed forces from our nation's earliest days through the present.



The exhibit is currently on display at the Kentucky History Center in the Keenland Changing Exhibit Gallery. The Kentucky History Center is located at 100 West Broadway in Frankfort Kentucky. Exhibit hours are Tuesday through Saturday, 10 am till 5 pm (except designated holidays). "Joining the Ranks" will be exhibited through February 28th 2004.



Club members may also be interested in other exhibits/museums operated by the Kentucky Historical Society in Frankfort. For more information, visit the Historical Society's web site <http://history.ky.gov/>, or call 502-564-1792

Vital Club Info.

Next Meeting: Thursday, January 15th , **THE NEW Club Workshop**

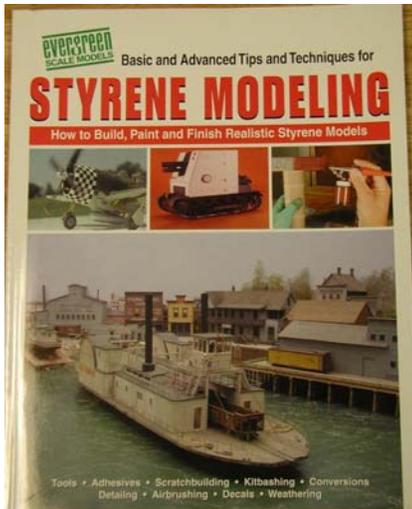
Theme: Getting used to new surroundings and dealing with the stress of change

Official Club Web Site: www.mmcl.org

Club Motto: How many kits are you going to build this year?

This informational feature brought to you by
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WJRD

Styrene Modeling...Book Review by Mike Baskette



Over the Thanksgiving holiday while visiting my parents, I went to check out the new Hobbytown USA that had just opened recently in their location. In addition to a few modeling magazines, I picked up a copy of this book from Evergreen Scale Models just to see what it was worth. While I consider my own skill set to be fairly advanced, I've never been one to even begin to think that there is little left to learn with respect to scale modeling technique. This Evergreen book proved to be a worthwhile investment.

Starting with very basic techniques, this book covers just about all the bases regarding styrene model construction. While some modelers will find much of the information rather rudimentary, the book is filled with useful tips, particularly for those looking to venture into the realm of scratch building. Not only does the book provide tips on construction, but basic painting and finishing, as well as, weathering.

If I had my druthers, I would have preferred the book to have stuck to styrene construction and fabrication. Regardless, Styrene Modeling is an excellent primer for those looking to go "beyond the box" with their own model construction. Give it a look, you might find it useful.

The F- 5's in Vietnam

by Jim Ivey (Reprinted from *Tactical Notes* January 1985)

The Vietnam War was a proving ground for new American aircraft as well as old. Century fighters such as the Super Sabre, Starfighter and Thunderchief made contributions to the war effort, as did the Phantom, Crusader and Tweety Bird. Some were to become legends and some were to fade away as failures. One aircraft that seemed to be neglected in both of these categories is the F-5. Due to international treaties that were in effect during the early years of the war, the introduction of the aircraft was forbidden in Southeast Asia. Finally, in an effort to build the South Vietnamese Air Force (VNAP) into an effective fighting unit, it was decided that an air superiority fighter was essential in evaluating the F-5A and F-5C in actual combat situations (the C differed from the A only because of a fuel probe attached to it). From October 1965 to March 1966 a squadron of twelve F-5 "Freedom Fighters" flew 2,659 combat sorties which included close air support, escort, combat air patrol and armed reconnaissance. This unit, the 4503rd Tactical Air Wing of the United States Air Force (USAF), proved the F-5 to be a worthwhile aircraft. Even though it was originally thought of as an air superiority aircraft, it proved to be very successful in the close air support role, despite its small (4,000 lb.) payload. As a result of the "Skoshi Tiger" operation, the F-5A and B were supplied in large numbers to the VNAF. These became operational in June of 1967 and were the only Vietnamese high-speed jets of the war. The armament included two 20mm guns in the nose and two sidewinder missiles on wingtip launchers. The sidewinder missiles were carried on air superiority missions such as MIGCAP, which were few and far between. The overwhelming majority of the time the F-5's flew with wingtip fuel tanks for close support action. The F-5A was a simple aircraft that was easy to maintain and to operate. It was a very small aircraft compared to other jet fighters in Vietnam. Inside the forty-seven foot fuselage there was housed the pilot and two engines providing 8,000 lbs. of after-burning thrust. These were supported by twenty-five feet of razor blade wing, and this combination created a rate of roll rate of 720 degrees per second: Incredible!

It is unknown what the combat losses of the various versions are but the aircraft claimed no known victories in air-to-air combat. Two camouflages were used on F-5A's in Vietnam. The standard USAF camouflage was used

on the overwhelming majority of the F-5's, but another was seen at the end of the war. Right before the fall of the South, a large number of F-5A's were diverted to the VNAF from a shipment enroute to Iran. These aircraft were in a desert camouflage that was completely unsuitable for the jungles, but more pressing problems kept the aircraft from being repainted. There were also a very small number of F-5's that were bare metal, possibly diverted from a shipment for Taiwan. The F-5E's sent to Vietnam were in standard USAF camouflage. Little is known about these aircraft, including the number delivered and the number evacuated before the fall.

In 1965, a project called "Skoshi Tiger" was conducted in South Vietnam Eventually eight VNAF squadrons operated five different versions of the F-5. National markings on all F-5's acquired towards the end of the war were sparse and non-uniform. Some F-5's did not even have appropriate "rescue" markings. Many F-5's were evacuated before the fall of the South, but there is no way of knowing how many were left intact. It is estimated that 15 F-5A's were still in the inventory of the VNAF in 1983, but how many are operable is anyone's guess.

Bibliography:

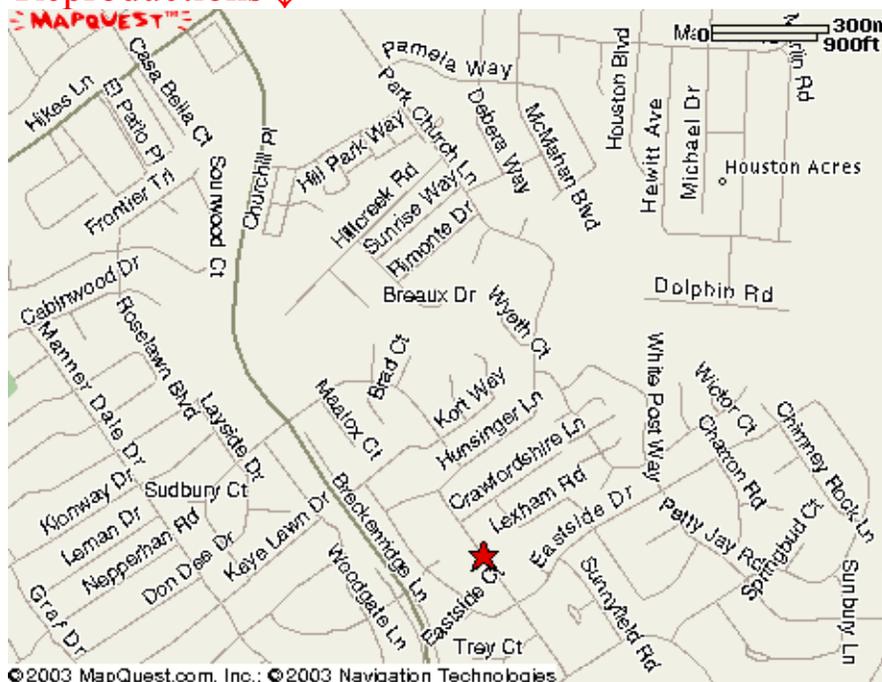
Illustrated Guide to Air War over Vietnam (Arco); Air War over Southeast

- Asia (Squadron Signal); Air War over Vietnam (Warbirds, Vol. 1 , Vol. 21): and Weapons of the Vietnam War (Bison Books).

I also want to thank Bob Mill of the USAF for his assistance.

Starting in January, the MMCL monthly meetings, as well as, our Saturday morning building sessions are taking place at a new location. That location is in the 3900 block of Hunsinger Ln. in a building owned by the KYANA Region AACAA. (The building is a former Church.) This is a map of the location. I've marked Scale Reproductions location on the map as a reference point. If you have trouble locating the new meeting place, call David Knights at 502/418-0930.

Scale Reproductions ↓



**MILITARY MODELERS CLUB OF LOUISVILLE
MEMBERSHIP APPLICATION/RENEWAL FORM**

NAME: _____

ADDRESS: _____

CITY: _____ **STATE:** _____ **ZIP:** _____

PHONE: _____ **EMAIL:** _____

BIRTHDAY: _____

IPMS/USA MEMBERSHIP # (if member) _____

AMPS MEMBER (Y/N): _____

MEMBERSHIP DUES: \$10 ADULTS

\$7 JUNIORS (16 AND UNDER)

FILL OUT FORM AND MAIL WITH CHECK TO:

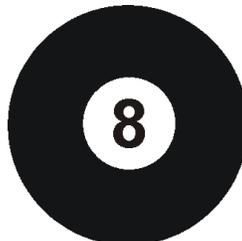
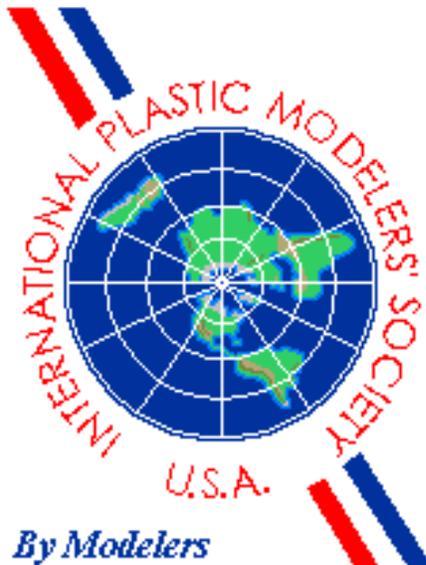
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TACTICAL NOTES

THE NEWSLETTER OF THE MILITARY MODELERS CLUB
OF LOUISVILLE



German Infantryman handles a 7.5 cm Inf. Gun through the ruins of a machine shop... Stalingrad, 1942. This and other great armor models were to be seen recently at an IPMS Regional model contest in Atlanta... Armor? IPMS? Imagine that...





Well hello MMCL'ers.

Here we are in the month of February and winter has finally decided to make a go of it. I am sure it will not last to long. Terry Hill, Dave Knights and I went to the Atlanta Regional on the 29th of January. This has turned into a tradition of sorts. Although this year we all wimped out and entered nothing in the contest. You have to let the locals win sometimes. Ha-Ha. This months meeting will be held on the 19th of February. There is nothing special planned as of yet but I am

trying to get some judging type classes put together. Some other members have expressed interest in giving some meeting time classes. So at the February meeting we will try to put those on a calendar.

The next club contest is in March and will be Flight Demonstration Aircraft. There are some really good kits out there for this contest. I can think of the Accurate Miniatures Gulf Hawk, Blue Angels and Thunderbirds kits abound. I do believe there are some Snowbirds kits. But I guess I would also have to include the Jenny as it was quite the popular barnstormer and brought aviation to the common man in America. Last month was supposed to be the Catch All Contest. We had only one entry from Asif and it was a beauty of a Helldiver. We can always count on Asif for contest entries in aviation. I can not wait to see what he brings in March. At the next club contest we will start something new in that there will be no sweeps. Each winner can win only one position on the podium. We decided it would be better to spread the wealth around more.

The show that we had planned to have in September 2004 has fallen through and it was decided by the membership that we will forego the show this year in favor of putting together a proposal for the 2005 IPMS Region IV show. I believe to be a good idea and think that our regional show is quite exceptional. That is all the information I have for this month and I hope to see you all at the February meeting on the 19th.

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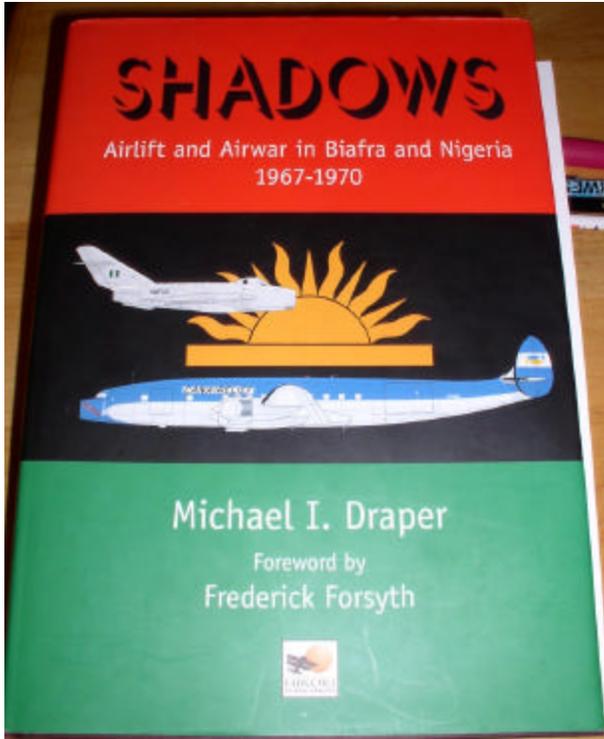
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Theme: Open Discussion Regarding the Improvement of Club Activities

Official Club Web Site: www.mmcl.org

Club Motto: Where do we go from here?

This informational feature brought to you by
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Book Review:

Shadows

Airlift and Airwar in Biafra and Nigeria 1967-1970

Review by D.M. Knights

While World War II, Korea and Vietnam tend to get most of the attention in modeling circles, there have been numerous small wars around the world since the airplane was first used in war. These wars tend to get little attention and rarely do you see books or models on these subjects. One of the small wars that involved a number of different aircraft was the civil war in Nigeria during the late 1960s. The eastern half of Nigeria attempted to break away and form the separate country of Biafra. The Nigerian national government resisted the attempt to break away and thus began the almost 4 year civil war in Nigeria. Eventually Nigeria succeeded in defeating the rebels and reuniting the country under the national government. During the conflict, as in most wars, there

was great suffering by the civilians in Biafra. Several relief organizations organized airlifts of food into the country. The author of this book, Mr. Michael I Draper, actually participated in those relief flights. While this book is more than a personal history; indeed it covers the air aspect of the conflict in detail; it does contain a number of personal reminiscences of the author, who knew many of the people whose exploits are described in the book.

Mr. Draper does a fine job covering a little known subject. He describes the details of both the air war in Biafra and the numerous relief airlifts. Sometimes the descriptions can be overly detailed; however, the author gives the reader a glimpse into the world of the mercenary pilots who were involved in conflicts all over Africa in the 1960s. The descriptions of the manner in which aircraft were bought, sold and transferred to be used in the gun running trade reads as if straight out of a modern adventure novel. The book is well documented and has a great number of photos, some in color and most if not all come from private collections. In addition, there are several pages of color side view illustrations of aircraft involved in the air war, the relief efforts and the running of guns into Biafra. I can say that after reading this book, I was inspired to build models of some of the aircraft of the conflict.

The book retails for \$49.95 but I picked mine up for less than that at the IPMS Nationals in Oklahoma City in 2003. (It was one of the many deals I picked up there. If you missed it, you missed a great model show.) I highly recommend this book.



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

Vitality- *noun* 1 : capacity to live and develop 2 : power of enduring

So, it looks like the MMCL will not be hosting a show in 2004. You won't find me slumped over the casket balling my eyes out. Quite the contrary; While some may feel this is an opportunity lost I see it as an opportunity gained... or better still an opportunity to regain what has been lost, to be exact, our vitality.

Recently, I have come to the opinion that over the last several years the club's vitality has slowly been milked away due to the rut we have allowed ourselves to be steered into. Our general meetings have gotten to the point where they are 90% business, followed by a raffle and then a show and tell in which a large number of seemingly disinterested folks either talk above

the presenters among themselves or simply leave early. (Admittedly, I'm guilty of the later on occasion). The entire affair barely lasts the time it takes me to commute from Lexington to the meeting. Quite frankly, I cannot see a reason for a prospective new member to even join our organization. We hop from show to show, in-house contest to in-house contest, rarely straying from that course. Other than the raffle, there is very little that is really different at our meetings month to month. Basically, What I am saying is that we don't do anything.

This routine has created a situation in which there has not been an informative, modeling related clinic or presentation for quite some time. With a reprieve from show planning, we have an opportunity to change this. We have an opportunity to put the construction of scale models back at the forefront of our activities, and hopefully regain some enthusiasm, and encourage the participation of the larger membership as opposed to just that of a few core personalities.

I think we are off to a good start in fostering a climate of change. We already have one clinic in the works to address the subject of modeling WW1 era aircraft, especially rigging them. In addition, we will be working on a judging clinic to help members be better judges at our own future events as well as other shows in our region and elsewhere. Likewise, member Jerry Davis had a very worthy idea of hosting a swap meet "Swap n' Bull" session at the workshop this year. This would be chance for us to interact with other modelers in our region and remove the burden of a contest from the activity. Even if participation was mostly limited to our own membership, I think this would be a fun activity. This topic will come up at the February meeting and I encourage everyone to give this idea strong consideration. In my opinion it is a very good one.

At present, the MMCL officers are working to establish other programs for this coming year. The call is out to the general membership to step forward and share any skills you may have in a particular area, and to do so in the format of a formal clinic at a general meeting. Likewise, if you have any subject or skill you would like to learn more about please let us know.

The Aviation Museum of Kentucky Quarterly Dinner and Lecture

The Aviation Museum of Kentucky's next quarterly dinner/lecture is scheduled for Saturday evening, 28 February. The guest speaker is to be Brigadier General Dan Cherry, USAF, ret. Dan is a former leader of the Thunderbirds, and we've recently painted our T-38 Talon in the markings of his aircraft. He will speak about the fifty year history of the Thunderbirds, and we're planning some sort of dedication ceremony for the aero plane. MMCL members, spouses, and any other interested parties are certainly welcome to attend the event. Cost is usually in the \$15 range for the meal and of course, the museum's normal admission fee is waived. So it's also a good opportunity just to see some of the progress made since our earlier meeting there.

But WAIT, there's MORE! Dan has also just informed the museum that he's arranged to have one Thunderbirds F-16 fly into Lexington to be on hand for the occasion. It's scheduled to arrive at about 4 PM.



Kit Review - M7 Priest by Jerry Davis

One of the longest lived self-propelled guns (SPGs) to come out of World War II was the M7 series. Pilot models were known as the T32 and tests began in January of 1942. Initially based on the M3 medium tank chassis, the M7 carried the M2A1, 105 mm howitzer with 44 rounds of ammunition.

This howitzer motor carriage (HMC) was an adaptation to create a self-propelled gun of sufficient firepower to support infantry operations. The first vehicles came off

the assembly lines in April of 1942 and during the following years of production there were numerous minor changes to the design. Over the course of WWII there were various upgrades and field modifications to the M7.

The M7 was considered an excellent gun platform during the early days of WWII and it was provided to many of the Allied armies. It was the British who nicknamed the vehicle the "Priest", due to the protected machine gunner's pulpit position at the front of the vehicle.

The British were also the first to use the vehicle in combat, M7 units arriving in time to fight in the later North African campaigns. In September of 1942 there were 90 M7s sent to the 8th Army in time for the Battle of Alamein.

A total of around 3,490 M7s were built between April '42 and June '45 and each weighed over 50,000 pounds when combat loaded with equipment and crew.

Italeri and Testors released the M7 Priest (kit 206/801) about 20 some years ago about the same time that their released their M4A1 Sherman. The chassis is simplistic in construction and the bogey wheels are constructed as a subassembly. I replaced the wheels with the solid ones from Warriors. Once the bogey wheel assembly is finished, there is a nasty seam that runs the length of the wheel set. A little A+B putty filled the gaps without too much sanding. The glacis is as smooth as a baby's bottom so I used the old liquid cement and finger dabble trick to give it a little more of a cast texture appearance. I wish that I had a spare 3-piece tranny housing because I would have replaced the kits one-piece. This would have back dated the model, but many older Priest's were seen up to the end of the war.

It was then time to move on the inside of the kit and the gun. The M2A1 is faithfully reproduced but to add a little flair here and then, I added some photo etch components from the Eduard Priest set. The gun really goes together nicely without any major problems. Naturally a seam runs the length of the gun, sled and carriage that need attention but nothing that a good modeler can't handle. Besides, I don't think that there is a metal gun on the market. Moving on, the rest of the interior had some photo etch added as the Eduard instructions called for.

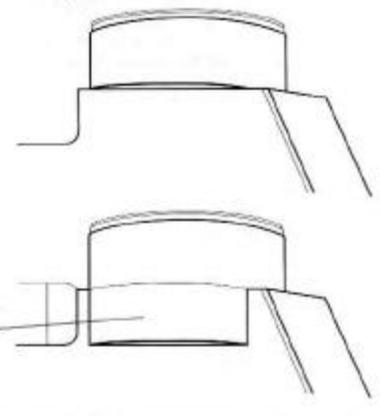
One of the nicest features of the photo etch add-on is the wire baskets used for storage on the rear deck. They are nice but very delicate. Other nice PE features is the engine grill and track stowage boxes.

Machine Gun Pulpit

Early Pulpit

Late Pulpit

Extended Pulpit





I used my handy dandy Tamiya drill to punch holes in the solid kit engine grill and then connected the holes with an x-acto knife cutting out the old grill. Once that was accomplished, a little light sanding was needed to square out the vent hole. Eduard also includes some other vents and protection guards for the engine deck. They are not even present on the kit, but after some research, the real Priest had them, so I added them.

The pulpit had a seam that required adding A+B putty to make it look more like a weld bead. The kit .50 cal was replaced with one from Academy's excellent Machine Gun Accessories, Kit # 1384.

The "weapons of light destruction" included in the Academy Machine Gun kit are some of the best that I've seen on the market – but that is a review for another newsletter. I shoved the kit rubber band tracks in the drawer and replaced them with some AFV rubber block individual links. The rubber chevron and rubber block tracks were most commonly seen in the ETO.

The moving of the headlights proved to be a decision. My research showed that they were mounted low, as the kit depicts, or up high like Eduard displays. I elected to show them higher which caused me to carefully shape the PE light guards. The lights were drilled out and the lenses provided by M.V. Lenses.

The extra track stowage boxes seen on the front of the Priest was very common. I scrapped the kits ones for the ones that Eduard provided. The original plastic side handles were also replaced with some made out of carefully bent wire. I didn't like the thick and heavy fenders that came with the kit, so I tried to use the Eduard ones which turned into disaster. Using the unused ones from Eduard, I fashioned a .10 mm plastic template that seemed to work fine. There are not perfect, but fenders on AFVs took a beating anyway.



I gave the kit a base coat of Floquil Weathered Black just last night as a primer showing the areas where I needed to refill and re-sand. This is where I'm at on the project and I've selected the paint which will finish up the model, Tamiya XF-51 Olive Brown. I may play with the finish color to add some gray into and then loosely over spray. I plan on stenciling the stars and the registration numbers placed using Letraset. Mike is on a deadline and I won't be able to finish the kit before he needs the article, but hell, I never finish any kits anyway. But don't be surprised if you see this kit completed – after all, I committed to complete four for 2004!!!!

Hot time in the old town...Hotlanta

The Atlanta Model Expo 2004

Show review by D.M. Knights

On January 30th & 31st, 2004 the Atlanta Model Expo was held, in of all places, Atlanta Georgia. The show is put on each year by one or more IPMS chapters in the Atlanta area. I got hooked on this show about 4 years ago and have been back almost every year since. The Atlanta clubs are putting on the IPMS Nationals in 2005 and they wanted to

make this year's show their biggest for a little practice. They succeeded. They had well over 1000 models entered and had over 120 vendor tables. As in previous years, the show was held in a local high school. They managed to get Meteor Products to come down and Meteor doesn't vend much of anywhere but the nationals. I was also encouraged by the number of vendors who were catering to the armor crowd. IPMS has always had the reputation as an aircraft-centered organization, and I am happy to see so many vendors who are armor-focused. Suffice it to say that there were a sufficient number of vendors to separate me from a fair amount of my cash.

This year MMCL was represented in Atlanta by Dr. Terry Hill, Pete Gay (our illustrious president) and your author. Club members Dave Hodge and Lee Staton we also in Atlanta since Dave was vending his Hodge Hobbies wares. None of the MMCL members entered, since we were trying to make our trip a quick up and back. The entries seemed to be well balanced between armor and aircraft with a significant number of figures and cars as well. There were plenty of nice models, but I was particularly impressed by a MiG-15 UTI in 1/72nd scale. The builder took the very difficult KP kit and turned out a real gem.

I can say that the guys in Atlanta put on another great show. I look forward to the IPMS Nationals in 2005. Start planning now to attend next year. Last time Atlanta held the IPMS Nationals; a large number of MMCL members attended and had a great time. Let's see how many we can get there next year.



IPMS/Northmen, IPMS/Atlanta & IPMS/Marietta HOME OF THE 2005 IPMS/USA NATIONAL CONVENTION

TACTICAL NOTES



Military Modeler's Club of Louisville **28 Years of Excellence in Scale Modeling**



*Organically Grown and 100% Free of...
Regional Bias, Factional In-Fighting and
Uncontainable Egos*

Vital Club Info.

Next Meeting: FRIDAY, March 19th , **THE NEW Club Workshop**

Theme: Demonstration Aircraft Contest, Judging Clinic, Friday Night Fights

Official Club Web Site: www.mmcl.org

Club Motto: Well, we're still here... Where's your organization?

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

Almost Out-of-the-Box...DML MiG-17

By D.M. Knights

First things first, though the box art shows a painting of an afterburning MiG-17 (Fresco C), this is actually a kit of the earlier non-afterburning MiG-17 (Fresco A). If you want to build an afterburning MiG-17 (Fresco C), you need DML kit # 2513 which is boxed as the Jian Ji-5, the Chinese version of the MiG-17. The only difference between the two kits is the tail section with a different shape of air brakes and the afterburner on the exhaust. This had an important bearing on the paint scheme and markings I was going to put on this kit.



Photo # 1

In 72nd scale the MiG-17 is a fairly small kit, only about 6 inches long with a wingspan of about 6 inches as well due to the highly swept wings. The kit consists of only 41 gray plastic parts and 2 clear parts for the canopy. Photo 1 shows the basic parts layout of the kit after some assembly of the upper and lower wing

sections and the elevators and tail section. The engraving on the parts is very delicate and seems to be accurate, though I will admit that I did not check each panel line against a set of plans to assure they were all properly placed. If you feel

compelled to do this then I recommend the Aerofax book on the MiG-17 by Y. Gordon. I also recommend some therapy, but that is a different issue.

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Both the kit instructions and the references I had indicated that the interior should be medium gray. Photo 2 shows one of the interior fuselage halves after I painted it gray. Looking closely, you can see an injector pin mark on each fuselage half. Don't bother filling these, since they are blocked by the sidewalls of the cockpit tub. Since I was building this kit out of the box (or almost out of the box, as it later turned out) I painted the cockpit tub medium gray and painted the instrument panels and sidewalls black. I dry-brushed the instrument panel and sidewalls with light gray to bring out the nicely engraved instrument faces and switches.

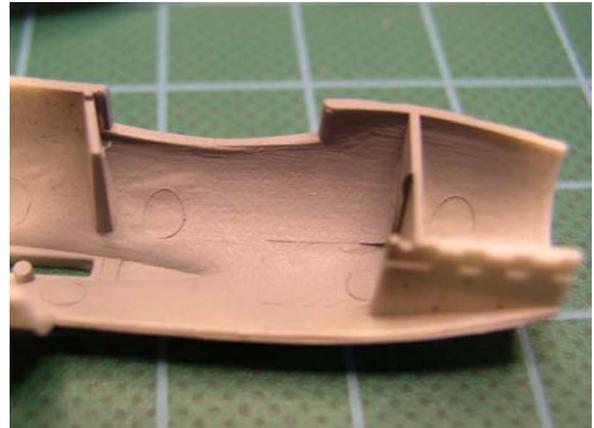


Photo # 2



Photo # 3

Next, came the assembly of the fuselage halves. These went together well. Just after they were permanently assembled, I realized this sucker was likely to be a tail sitter. Once again, my steel-trap brain proved to be rusted shut. The part which represents the lower front fuselage, where the MiG-17's guns are located has a less than ideal fit. Photo 3 shows the problem. Obviously some filling and sanding are necessary.

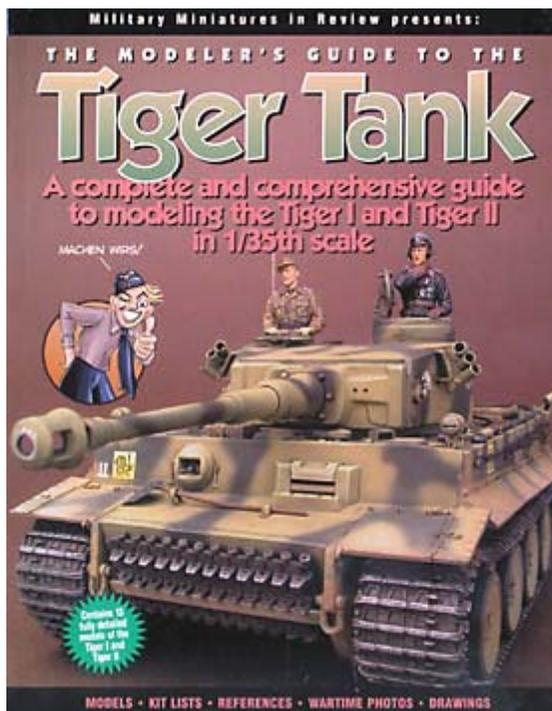
Next issue, part 2 (I hope)

CLUB SHIRTS

It has been brought to the attention of Tactical Notes that several of our newer members have expressed an interest in obtaining uniform. Interested parties need to contact member Jerry Davis (Club Quartermaster) with their style and size requirements. In the meanwhile, Jerry will get the pricing confirmed. Hopefully, a new order will result and a whole new batch of members can experience the thrill of life decked out in MMCL action wear!

The Modeler's Guide to the Tiger Tank Kit Review...by Jerry Davis

All I can say is **Wow!** This is the new release from the guys that publish the Military Miniatures in Review (MMiR) series. This soft cover book has been in the works for over two years and advertised that it was coming soon. Well, soon isn't enough for us modelers but the wait was well worth it.



Companion to the Modeler's Guide to the Sherman release of about two years ago, this 172 page book is a must. The book depicts 13 full detailed models of the Tiger I and Tiger II. It is stuffed full of models, kit lists, references, wartime photos and drawings. The model kits under construction show explicit detail and some good "how to" techniques.

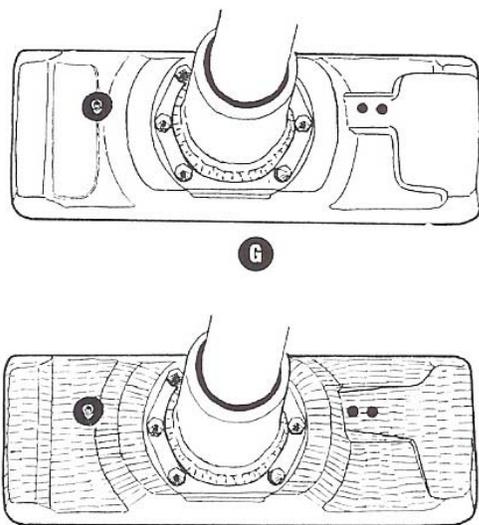
The Modeler's Guide to the Tiger Tank provides a very comprehensive modeling guide that features:

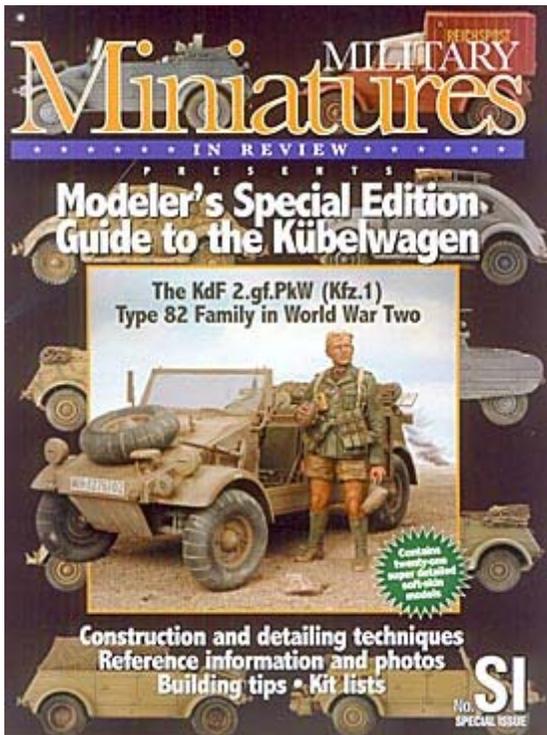
- 13 individual Tiger models
- Original line art
- Wartime photo-gallery.
- Kit and accessory list.
- Reviews
- References
- Construction and detailing tips

I particularly appreciate the line drawings. They are well depicted, clear and concise so the true detailer will be able to gain that first hand knowledge into the subject. There is a very good how² article on the art of applying zimmerit using the Tamiya zimmerit tool (page 98), the author makes it so easy.

The photo at right is just a couple of the many line drawings found throughout the book. This one is an example of the Tiger mantlet variation.

MMiR is onto something with their Modeling Guides. They are packed full of modeling details that take the modeler one step closer to utopia. Since we all build to capture the minute details, I would not hesitate to get the full series of the books but don't delay, since I believe the Sherman is out of production.





Besides the new Tiger and Sherman publications, another great modeler's guide released a couple of years ago by MMiR was the Modeler's Special Edition on the Kubelwagon.

These books aren't cheap. The Tiger Modeler's guide weighs in about \$28.95 retail and the upcoming Sturm is going to retail for \$25.95 but believe me – they are worth it!

MMiR obviously is looking to publish more in the Modeler's Guide series. I could name a few more titles that MMiR could use as subjects to publish. I would like to see modeling guides on:

- M3/M5/M8 Stuart series
- Panther
- PZ III
- M47/48/60 series
- T-34 series
- M113 series
- ...and the list can go on and on

So what's next on MMiR's horizon? Well, hold on to your hat, it's believed to be the Modeler's Guide to the Sturmgeschutz. So, it may be another two years before the release and if it is anything like its predecessors, it'll be well worth the wait.



The Truth is in the Anagrams!

Below is a short list of Anagrams created using the words that make up the name of a recently troubled modeling organization.

Overadorn insolent mediocrity rampages
 Snootily overadorn decrepit mismanager
 Searingly sprained over-rated commotion
 Coronary depravities dominate mongrels
 Scavenge primordial, dreariest monotony
 Misplace overadorned, angriest moronity
 Moronity rampages constrained evildoer
 Venality degrades incorporate moronism
 Grandiose, demoniacal moronity perverts.

2004 Paid Members

If you aren't on this list, April will be your last issue

Mike	Baete
Mike	Baskette
John	Blossom
Bernie	Boone
Amelia	Boone
M. Scott	Borden
Brian	Bunger
Cliff	Burnstein
Dave	Crouch
Jerry	Davis
John	Dietrich
Randy	Fuller
Pete	Gay
Richard	Gueting
Ethan	Gueting
Terry	Hill
Chris	Kappesser
Amanda	King
Scott	King
David	Knights
Brandon	Magyar
John	McIntire

Corky	Mohedano
Eugene	Monasterio
Brett	Mosher
Dave	Mosher
Mike	Oberholtzer
Roger	Owen
Jim	Patrick
Tim	Pivonka
Stuart	Ponton
Asif	Qureshi
Nabeel	Qureshi
Sarah	Qureshi
Tom	Romanowski
Karl	Schmidt
Rob	Schneider
Bill	Schulz
Dwayne	Sieg
Kevin	Smith
Dennis	Sparks
Lee	Staton
David	Stokes
Taylor	Stokes
Joe	Turpin
Billy	Whelan

If you would like to be on this list, use the application on the next page and renew your membership now!!!!

If you think you should be on this list but aren't, contact David Knights at loulaw@aol.com

Bring your aluminum cans to the workshop. The club saves them and recycles. It adds to our treasury, and helps defray the cost of our rent. Please save your aluminum and bring it to the shop. For more info, contact Scott F. King at scottfking@aol.com

MILITARY MODELERS CLUB OF LOUISVILLE
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PHONE: _____ EMAIL: _____

BIRTHDAY: _____

IPMS/USA MEMBERSHIP # (if member) _____

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LOUISVILLE, KY 40252**

TACTLESS NOTES



Dave's Modeling Scorecard

I know that club members are always saying to themselves, “self, I know how my modeling is going, but I really want to know how Dave’s modeling experience is progressing.” This little scorecard is an attempt to provide the members at large with the information they crave. In each newsletter there will be this scorecard to tell MMCLers how many models Dave has built in 2004 and how many kits he has bought in 2004. Through the end of March, 2004 the score is.....(drum roll please!)

0-12

Vital Club Info.

**Next Meeting: Thursday, April 15th @ The Church of Exalted Plastic
Theme: Modeling Multi-wing Aircraft**

Official Club Web Site: www.mmcl.org

Club Motto: You goin' to AMPS?... Is their going to be an AMPS?

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

MINICRAFT PB5-5...

An (Almost) Out Of the Box Project by Scott King

Not unusually, when I purchased this kit I had a particular vision of the finished Model in mind, in this case a Marine Luchvaartdienst, or MLD (Dutch Naval Air Service) PB5-5 flying boat, or more correctly Consolidated Model 28-5MN. Holland purchased an initial batch of 36, serialled Y-38 to Y-73, to supplement their Dornier 24K flying boats serving in the Netherlands East Indies, or NEI. Deliveries commenced in August or September of 1941, and most were probably delivered by the onset of hostilities in the Pacific, but at least two (Y-69 and Y-70) were in transit on December 7, when they were commandeered by the base commander at Midway Island. One was damaged when Japanese warships shelled the island, and both were eventually delivered to the Dutch on Java. The MLD aircraft served alongside the Dornier 24K's, as well as U.S., British and Australian PB5's that were escaping from the Philippines, Malaya, and various outlying areas ahead of the Japanese. When the Indies finally fell, the survivors were evacuated to Ceylon and Australia. The Dutch later took delivery of some PB5-5A amphibians to re-equip their forces.

The initial impetus for this project was provided when I stumbled across an article in an old IPMS USA Quarterly from 1975 (Vol 10 No. 4) by Jim Maas, which deals with colors and markings of Dutch a/c in the NEI. After purchasing the Minicraft PB5-5 kit (#2123), Squadron vac form canopies, Eduard photo-etch, and finally a sheet of Dutch Decals (#72029) which has markings for 3 Dutch PB5's, this project was in the "waiting to build" category.

Anyway, when I finally started this project in January, I decided to do it "out of the box". This meant I didn't need the photo-etch (which in any case was designed to fit the old Airfix and Revell kits) or the

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Louisville, KY 40214
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Squadron canopies, which were thin and clear but with rather indistinct framing. The rest of this article then is mainly my observations and suggestions to anyone contemplating building this kit.

The kit itself is very nicely molded in light gray styrene, with recessed panel lines and rivets, and no flash. The PBY's control surfaces and a large portion of the wing were fabric covered, and Minicraft erred in trying to impart a fabric texture to these areas, which makes those areas appear to be covered in burlap feed bags. Kit manufacturers should avoid this temptation, since fabric covered aircraft surfaces are quite smooth. I didn't attempt to correct this

(although in retrospect I should have), hoping it

would be a little less obvious under a couple of coats of paint. The clear parts are very nicely done; being both clear and thin, with nicely rendered framing, and packaged separately to protect them from damage. Before painting them, I dipped them in a coat of Future, which made them look even nicer.

So here we go to Assembly Step 1, and this is where I deviated from the "out of the box" plan. I discarded the pilots' seats, which look like nothing I have ever seen in any airplane, and replaced them with True Details' Round Back US Navy Bucket Seats (#72411). I also cut out the oval door on the rear cockpit bulkhead between the seats.

In Step 2, there are a few things to be aware of. The waist guns, D13 and D14, need to have their mounting posts shortened, they are too tall and when you add the gun shields to them they will not fit properly in the fuselage. The control wheels and mount, D7, 15, and 16 as molded would have you believe the wheels are mounted horizontally in the fuselage which is incorrect. The ends of the mount are notched to fit lugs molded to the inside of the fuselage halves. To correct this, I cut off the lugs, rotated the control mount 90 degrees so the wheels face the pilots, glued 2 plastic rods to the notches in the mount, and then drilled 2 holes in the cockpit floor for the 2 rods. The effect is like an inverted rectangular "U" shape, with the control wheels on the base, facing the pilots.

I left off the ventral gun D21 which wouldn't be visible anyway, as it is hidden by the rearmost bulkhead in the waist compartment.

I also omitted the nose turret gun D22, my logic here is that flying boats land and take off on the water, so the gun would most likely be stowed anyway to keep it dry, with the turret rotated to minimize water splashing in through the opening for the gun. This seems to be borne out by a lot of the photos I have seen of PBY's.

The clear turret E4, and the hole it fits into are bereft of any internal detail, but I left it as is. The turret itself is rather like a hat, the brim of which is a flange that fits into a slot in the fuselage halves before gluing them together. This means you have to paint the turret frames before assembling the fuselage, being careful later on not to slop paint on the clear part when painting the rest of the plane. If I were to build this again, I would install a ring or disk of plastic in the slot in place of the turret, then cut the flange off the turret and drop it in place after the fuselage is assembled and painted.

The interior components were painted with US Interior Green, and installed in the fuselage halves, which were then glued together. Some filler was required, particularly around the nose and cockpit.

The wing assemblies, Steps 3 and 5, are next. Minicraft molded the wing in 3 sections, each section in consisting of an upper and lower section, for a total of 6 pieces. The instructions would have you glue the upper and lower outer wing panels and center section together separately, then assemble the sections to each other afterwards. This was how I did it, but it was a bit tricky getting everything lined up so that the wing was flat (the PBV had no dihedral). It might be easier to invert the 3 lower sections and glue them together on a flat work surface, then add the top pieces after the glue dries.

I also elected to build the wing tip floats retracted. The kit parts were marred on their inner surfaces by sink marks and ejector pin locations, and I was too lazy to fix them. This is not really a problem, since it appears that often the floats were retracted when the aircraft were on their beaching gear anyway.

C4, the wing center section lower half, has several flashed-over holes which should be opened up before the wing is glued together to allow the fuel dump lines, depth charges, and air intakes to be installed. I left off the first 2 items as they weren't always installed on PBV-5's, but I forgot to open the ones for the intakes. Luckily I was able to hold the wing up to a strong light and was able to locate the holes and drill them from the outside.

Step 4, the propeller engine/cowling assembly went together fine, but I rescribed the cowl flaps, which were only faintly represented.

In Step 6, I found out after I had glued the upper and lower halves of the stabilizers together that they were too thick to mate up properly to the fillets and slots in the fin. I sanded off part of the fillets and widened the slots for the stabilizer mounting tabs to get them to fit. It would have been a lot easier to dry fit all the pieces, then adjust the thickness by sanding the mating surfaces of the upper and lower stabilizer halves.



In Step 7, I left off the various radar antennae, which apparently weren't installed on all a/c.

The instructions would have you paint the beaching gear silver, but it seems just as likely from looking at photos that they were painted black, gray, or chromate green, so I opted for the black.

Finally I was ready to paint and assemble the model. I chose to paint the completed fuselage and wing subassemblies separately for simplicity.

I felt I had several options for the color scheme, with little compelling evidence to settle on any one of them. Various references speculated the Dutch PBV's were delivered with some unknown color called "mud" on the upper surfaces, which was assumed to be a dark brown. It seemed equally likely to me that they could have been painted the same as U.S. Navy a/c coming off the assembly lines at the same time. This really didn't narrow it down for me either, photos taken at the time show a wide range of shades and various colors quoted as light blue gray, dark blue gray, sea gray, and gray green. I finally settled on a Gunship Grey (Model Master 1723) on the upper surfaces with white on the lower surfaces called out on

the Dutch Decal sheet instructions as a good possibility because:

- (a) It is supposedly the same scheme used on the Dornier 24K's
- (b) The gray is similar to some of the darker colors possibly used by the U.S.Navy at the time
- (c) Most importantly I liked it, especially with the orange triangles

The Dutch Decal sheet was very well printed. They seemed to be resistant to Micro Set / Micro Sol but reacted well to Solvaset. Unfortunately for me, they didn't seem to snuggle down very well on the fabric areas. This was probably my fault for 2 reasons:

- (a) I should have sanded the fabric weave down
- (b) I was in a hurry, trying to get it ready for the Indy show, and even though I airbrushed Future on the model before decaling, I probably didn't put on enough to give the decals a good glossy surface to adhere to

At the time of this writing (March 11) I am still trying to get the decals to adhere to the rudder satisfactorily so I can do the final assembly, which I am hoping to have complete by the March club meeting night. Remember, the meeting is on March 19, a Friday night which is also Friday Night Fight Night.

Aluminum Recycling

Aluminum Recycling for the year 2003 netted the club approx \$83.00 The price per pound ranged from about \$0.32 to \$0.36 per pound.

We have made three trips so far this year, and have gotten \$40.01. Right now, the price is up to \$0.40 per pound, and the last trip we had 49 pounds. Thanks to Tom Romanowski's sharp eye, he found a coupon in "The Snitch" for an additional \$0.05 per pound at River Metals, so we actually got \$0.45 per pound, or \$22.05 for the last batch. Wonder if that visual acuity has anything to do with the double-headed Polish crest?

Thanks to everyone, keep the cans coming, and watch for coupons in your local papers. I would like to set a goal of \$180 for the year. If we remember that approx 30 cans = 1 pound, and everyone works at it just a little, I think this is a realistic goal, and a chance to make a worthwhile contribution to the club treasury. And when you recycle, you are also doing something to help our environment.

Scott F. "Aluminum" King

TIE ONE ON...STARWARS STYLE

A Demonstration in the Art of Kit Review by Padawon Learner, Randy Fuller

Looking for a nice change of pace from your drudgery of armor and aircraft? Then take a break and build a nifty little sci-fi kit. I recently built two kits from Fine Molds: their Star Wars TIE Fighter and TIE Interceptor. Both are 1:72 scale and very finely molded, with recessed details. The only real differences between the kits are the solar panels, as they share the same control pod.



There is a detailed cockpit with a nice pilot figure and decals for the display panels; however, you can't see too much through the small windows. Another nice touch is the window mask set for the front and hatch "glass." These are printed on adhesive paper, but are not pre-cut. I used a pair of "squizzers" and quickly cut all of the pieces out. Each kit has two full sets of masks in case you make a mistake. The masks fit perfectly, didn't bleed under, and removed without leaving any residue.

Building is straightforward, which is a good thing, since the instructions are in Japanese. The pieces come on five trees: one for the pod, two for the solar panel frames, and two for the solar panels. Yes! The solar panels are individual pieces. There's one extra tree with the display stand – I've watched the movies and never seen a TIE Fighter land – so I guess this is the only way to show it off. I gave the pieces an overall coat of Testors Neutral Gray and Medium Gray for the exteriors, and Medium Gray and Flat Black for the interior. The solar panels were painted flat black, dry brushed with titanium, and over coated with a clear blue. Small details like the laser cannons got some metalizer colors.

I put the cockpit together and enclosed the subassembly in the two pod halves. I glued the front window and overhead hatch. Then I placed the masks over the clear sections and finished the exterior paint. The solar panels came next, and this was the really cool part. The TIE Fighter panels are three separate pieces: the inner frame, solar panels, and outer frame. I glued up the three parts and clamped until dry. The TIE Interceptor has a single frame, but 11 separate solar panels! What's cool is the ingenious way these fit in the frame – Fine Molds has put in angled brackets to hold the panels securely. Fit was perfect.

There are decals for external markings, one version for the Interceptor, and two for the standard TIE fighter. Don't know which one was for which squadron or the meaning, but they add just the right touch. I swabbed some Future where I wanted the decal, placed it on the wet spot and sealed with a little more. After that dried, I brushed some Solva-Set for good measure. Everything snuggled down without any silvering. A quick shot of Humbrol flat evened it all out.

A final wash and drybrushing was all the detailing was needed to pop the finish. I spent about 3 hours per kit over a few weeks, so it's really a quick build. Since it's a fictional subject, you can relax over the exact shade of paint and be, dare I say, creative. These two kits a perfect departure from the "serious" ones. The fit is great so building is a real treat. The level of detail is remarkable for such a small kit. See them at the next meeting and decide for yourself. Now back to my Vulcan and B-25.

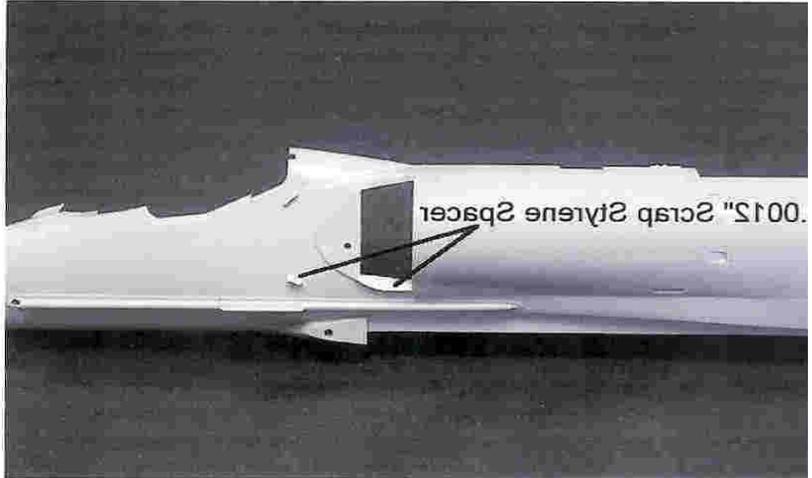
Kit Review – The Navy's A-4 Blue Angel by Gene Montasario

Iasegawa's 1/48 scale A-4E/F Skyhawk kit is one of the most popular recent modelling subjects on HypeScale. The model is accurate, well detailed and features first-rate surface features including finely engraved panel lines and raised vortex generators. I decided to make a few enhancements to my kit.

Getting Started – The Intakes

Jet intakes can be frustrating to modelers.

Due to the limitations of the injection moulding process, most kit intakes are supplied in multiple parts. This results in a seam on the inside of the intakes. Because intakes are large, located in a prominent position, and often painted white, these seams are pretty obvious even to the casual observer. However, they are difficult to eliminate due to their relatively inaccessible position.



Fortunately, several after-market companies now produce "seamless" resin intakes.

Cutting Edge makes a set of seamless 1/48 scale intakes for the A-4E/F/G/K. These intakes are supplied in one part each, with no internal seam at all. Casting is up to Cutting Edge's usual high standards.

I was a little worried about removal of the intake from an imposing looking casting block. I grinded my joins, placed the part securely, took a deep breath and carefully cut the part away using a Tammy razor saw. To my delight the part almost fell away - very little effort was required to remove the intake. A few swipes with a sanding stick finished the preparation. This operation took about 2 minutes.



Cockpit

I also decided to use Cutting Edge's Cockpit Detail Set.

Iasegawa's kit cockpit is quite nice. The plastic side consoles, drilled upper sidewalls and cockpit tub are all very well detailed. Cutting Edge has resisted the temptation to simply duplicate these items, instead focusing on the areas that will benefit from further

If you don't understand this article, ask Gene.

The Uncle's Bunker...By J R (Uncle Daddy) Dietrich



Periodically, IPMS has featured in its *IPMS Journal* a column where members can send in pictures of their workshop. Since we need articles for *Tactical Notes*, I thought that I would kick off a similar effort for MMCL showing the Uncle's workshop. Many moons ago when we moved into our house I commandeered a room in the basement for storage and for some of my various hobbies and other interests. Over time, I managed to put in shelves, pegboard and other organizational tools that allowed me to utilize a rather small space to its fullest. I have to thank John McIntire, our club subterranean engineer, for his help in building the shelves and benches.

As you can see from the photos, I built in plenty of bench space and storage shelves to hold various extra parts, publications, etc. The pegboard was perfect for storing add on parts, barrels, tools, etc. The pegboard wraps around two walls so there is plenty of space for anything that you can put a book ring to. Pegboard allows you to organize your bench as well as keep things visible.

I also purchased a 36" spray booth that was manufactured by Spray Booth Bob (Bob Pace). You may have seen his product either at the Cincinnati show last September or at Indianapolis in March. He has three different models with the 36" being the largest. If you're entertaining the thought of purchasing a new spray booth, I highly recommend his product. They are reasonably priced and of the highest quality and far more versatile than other booths currently on the market. Since I work for a corrugated box manufacturer, I was able to have some "custom" cut sheets made to line the booth. When they get really dirty, you toss them out and put in a new sheet! This keeps the sheet metal free of paint and your booth looking like new. Since we also manufacture pizza circles, I managed to acquire a quantity of the circles to use in addition to the corrugated sheets. If anyone in the club is interested in having some of these corrugated circles, just let me know. You can see the booth and its protective sheets in the third photograph.



I have also set up some shelving units similar to what we have purchased for the new workshop. These are really great shelves. A five-shelf unit sells for about \$40 at Home Depot. They are easy to assemble and can hold a lot of items. They are 18" deep and 36" in length. I highly recommend purchasing these units for your room as well.



One of the best things about my hobby room is that it's a great place to get away from it all. I can work late at night and not disturb anyone and the temperature is always on the cool side, which makes it very nice in the summer.

What's on the back shelf behind the booth you might ask? Well those are the multitude of "spanked" kits that have been in process for some time. Don't worry though; your Uncle **WILL** get them completed.eventually!

Well not much more to say on this subject ther then I hope that more of our members

will give a shot or two of your modeling getaway! I think that it is a good thing to see how others set up their shop as I'm always looking for ways to make my shop more efficient both from the standpoint of workspace and storage.

The other nice thing this article garners me a free raffle ticket!!!

Let's see some shots of your bunker and happy modeling to all.

If you are on this list, this is your last issue of Tactical Notes because you haven't renewed for 2004. Use the application on the next page to renew! You don't want to miss quality like this!!!!

- | | | | | | |
|--------|----------|---------|-----------|--------|-------------|
| Andy | Andrus | Jim | Ivey | Mark | Verdi |
| Scott | Ashley | Aaron | Jacques | Pete | Vetter |
| Mark | Cable | Michael | Jacques | Cary | Walker |
| John | Charvat | Steve | Jaggie | Noel | Walker |
| Clay | Delong | John | Karr | Rodney | Walston |
| Tim | Downey | Kim | King | Akira | Watanabe |
| Edward | Duncan | Bill | Masterson | Rick | Whitworth |
| Andy | Glessner | Fred | Milliner | Ed | Winebrenner |
| Jim | Green | Richard | Mitchell | Dan | Winfield |
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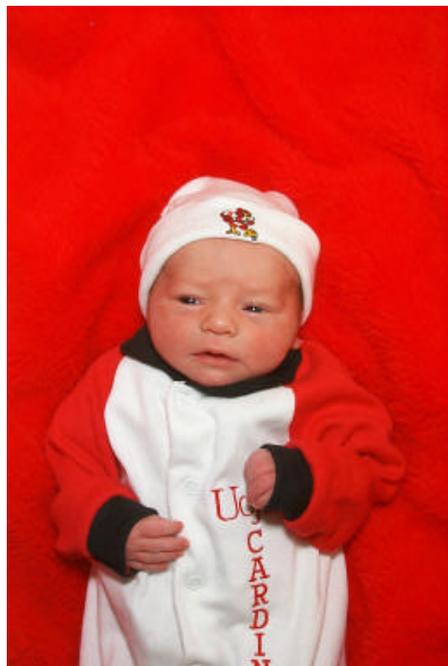
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**David M. Knights
P.O. BOX 22272
LOUISVILLE, KY 40252**

TACTICALNOTES

Winning Entries in the 2004 MMCL 1:1 Scale Modeling Contest



**Hayden John
Kappesser**

**Robert Wesley
Baskette**



May is Club Auction Month. Don't forget, the auction starts at 6:30p.m. on May 20th! Be there!

Vital Club Info.

**Next Meeting: Thursday, May 20th @ The Church of Exalted Plastic
Theme: Club Auction**

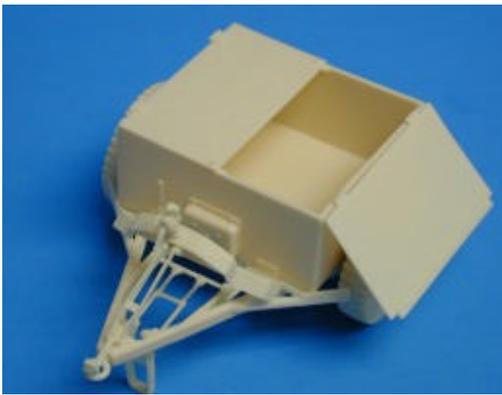
Official Club Web Site: www.mmcl.org

Club Motto: Bid Often and Bid High

**This informational feature brought to you by
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Kit Review - M8 Trailer by Jerry Davis

The M8 Trailer was very common to see towed behind various tanks and other vehicles of WWII. Given the cramped quarters of most AFVs, the trailer added some extra stowage for ammo, fuel, rations or personal gear. Built by John Deere, this stout little trailer added the needed room for an Army on the move.



So what's a Priest without his little boy? Well, since I was well underway with the Priest, I wanted to display that the vehicle towing a trailer as many AFVs did in WWII.

The M8 trailer is a resin production introduced by Tiger Models a few years ago. It's not a bad build

but I had to do a fair amount of cleanup before I got started. There was a resin plug that I had to cut away from the box bottom and then, take time to sand square and smooth. It's time like this I really miss the sanding booth for resin in the old workshop.

Once the box was completed, I moved on to the A-frame. Mine was a little warped and the connection point to the box was frustrating. It didn't seem that super glue would bond it together until I brought in the heavyweight and accelerated the super glue process. The kit needed some study to figure out how the attachment was made to the towing vehicles. The lunette that

To contact MMCL:

President:

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Tiger includes was difficult to figure out, but after reading what it was used for in the instructions, it all came together.

This U-shaped frame (part 3) attached to a vehicle's rear tow lugs if it did not have a pintle. It included a quick-release pintle (part 13) as mounted on later vehicles. The single upper and two lower pins allowed removal of the hitch. In either arrangement, the trailer lunette (towing eye) was clasped by the pintle and a cable was connected to the pintle release lever.

The cable was fed through the pulley of the hitch's release mechanism (if the hitch was mounted) and lead over the rear deck to the commander's position on the towing vehicle and tied off. If the trailer became damaged in combat or was at risk of burning or exploding, the tank commander could pull the cable and drop the trailer. Tiger includes some lead foil to make some straps and solder to replicate the brake lines.

The M8 trailers were designed to carry the following loads:

Five-gallon gasoline cans -	54
105mm howitzer rounds -	42
75mm gun rounds -	93 (Or a like number of 75mm howitzer rounds)
37mm gun rounds -	360
Cal. .50 machine gun rounds	5,200
81mm mortar rounds -	222

All in all, this is not a bad kit but on a little on the expensive side at \$29.95 retail. I'd say it's a typical resin challenge but something that adds to the overall display of the Priest or other vehicles that beckon to tow sumpin'.



Hello MMCL'ers,

Sorry it has been so long but I have been on the road and about the east coast for the last few weeks. With spring comes much to do as we all crawl out of our winter abodes and habits. I regret not having been at the April meeting. It sounds as if I missed an outstanding opportunity to learn some more about WWI aircraft modeling with Skippy at the helm of the instruction. It was decided at the meeting to remain at our current location for the remainder of the year and to discuss further leases of the current club location on an annual basis. The March Modeling Madness was a big success and with what had to a record crowd for an all night build. The next meeting will be MAY 21, 2004 and it will be the annual club auction. (We really do not have a meeting we just go right into the auction and fun) So bring a few kits to donate and a check book or fat wallet to bid on some items you do

not have. It is a real fun event and one of the clubs few fund raisers per year. What do you get out of it? Well usually you can find some very nice items at fairly discounted prices. And you will have a thousand laughs. Also, as a reminder June will the club quarterly contest. The subject will be Self Propelled Guns (artillery). So start building your M-109's, Wespes, Marders, Grilles, etc.

Well Spring does once again show us that it is the quarter of the year where new life is given to us and the rebirth of beauty past is realized once again. Having put myself into this literary predicament I would like to wish congratulations and much luck with their new family additions. So to Mike, Robin, and their son

Robert Wesley Baskette (7lbs 8 oz) and to Chris, Stephanie, and Hayden John Kappesser (6 lbs. 7 3/4 oz)
We (MMCL) wish you a happy, healthy and full life.
Last but not least I have two simple requests;

- Everyone write one article of 300 words once a year. That is about 30 to 40 articles a year and an easily achieved goal.

- If there is club member giving a demo / class please give them the respect of attending as they have sacrificed personal time in developing the demo / class.

Stop Talking, Start Building!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!

Gloster Gladiator in Action, By W. A. Harrison

Review by D.M. Knights #17656

Number 187 in the Squadron/Signal in Action series is the Gloster Gladiator in Action. For those not into WWII aircraft, the Gladiator was the successor to the Gloster Gauntlet in the RAF and was the last biplane fighter used by the RAF. It was also used by the RAN, and the air forces of China, Ireland, Norway, Belgium, Latvia, Lithuania, Sweden, Egypt, Iraq, Portugal and Finland. The Gladiator was a conventional, single seat, radial-engined biplane. It carried 4 machineguns, two in the fuselage and two under the lower wing.



The book follows the typical Squadron/Signal format. It is in the 8½” x 11” horizontal format. It runs 49 pages and contains 10 color side profiles. As is typical in this format, it contains a history of the development of the type, along with descriptions of the differences in the different models of the aircraft, followed by a description of their use in service. This is followed by a brief one or two paragraph description of the use of the aircraft by its foreign operators. Also included are a set of three view drawings, but they don’t show any particular scale. I have no idea why. The drawings look to be 1/72nd scale.

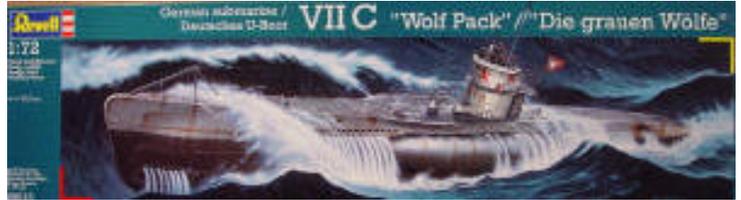
I have to admit the Gladiator is one of my favorite aircraft. I have a special interest in the use of biplanes in the Second World War. (For more information on this subject, see this website:

<http://www.dalnet.se/~surfcity/>) The Gladiator is one of the pivotal biplanes used during the Second World War. In its Sea Gladiator variant, it provided the sole air defense to the island of Malta until the arrival of the Hurricanes from Great Britain. (For an excellent book on this subject, read *Malta, the Hurricane Years* by Chris Shores and Brian Cull. ISBN: 0948817062.)

I enjoyed this book, and would recommend it. It is not nearly as in-depth as the Mushroom Model Publications book on the Gladiator, it isn’t meant to be. Besides at the price of \$9.95, you couldn’t expect it to compete with the \$20+ Mushroom Model book. This book was even more of a value for me because I picked it up at a model show for \$2.00. See, you should go to model shows. There are great deals to be had.

2005 IPMS Club Project Proposal – by Jerry Davis

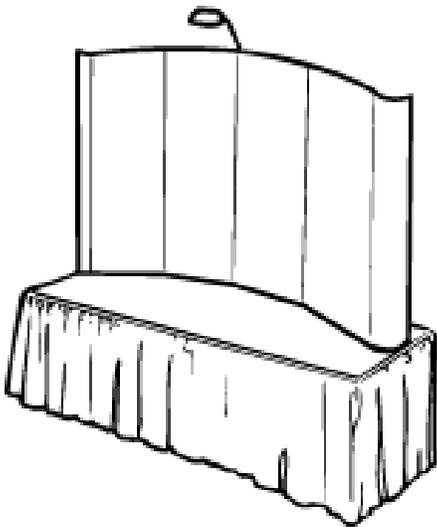
At the April meeting, I made mention the club entertain the thought of a group entry for the 2005 IPMS National scheduled for Atlanta. The Uncle and I discussed this the week before our meeting to do some brainstorming. We concluded that a good entry and something from the norm would be in the ship category and decided on the newly released Revell of Germany U-Boat. This is an impressive kit in 1/72 scale that should prove a great modeling project. The club can really capitalize on some good P.R. and in the meantime have some collective fun.



The initial response at the meeting was positive and I believe we should commit to entering a group club project. Many modelers outside of Louisville think our proximity to Fort Knox establishes us as an armor club and this project would help to eliminate that stereotype.

The model itself is an easy built and this past Saturday at the workshop, the Uncle and I were working on our boats drilling holes in the sides exposing the flooding holes. The next step is to construct an inner pressure hull but that's not a problem and then move on to the conning tower. Like I said, this kit is any easy build.

The kit allows options to build the following boats:



- U-69
- U-82
- U-203
- U-253
- U-552 Early and late

There are other boats that can be built using aftermarket decals so no two boats would be alike in the project. So far, we discussed displaying the subs “full hull” and are working out the logistics of how to display them.

In order to enter as a group, we will need a minimum of five members to build the subs and naturally, we all cannot build the same boat with the same markings and paint scheme. So we need to get volunteers to weigh in and commit to being part of this group project. As members chime in, please indicate which boat you wish to build or perhaps you would like to

help engineer the display method. As Uncle expressed, this needs to be a first rate project and a lot of it is in the presentation.

We are currently unsure on how to present the boats but are leaning towards some sort of table display where we can add details and some history about the boats. Since this is a club group project with the members buying the model kit, I am asking the club to pick up the tab for the display costs not to exceed a reasonable cost of \$150.00. I believe that this project will create some modeling camaraderie among the group while showcasing our club at the 2005 IPMS Nationals.

TACTICAL NOTES



Vital Club Info.

**Next Meeting: Thursday, June 17th @ The Church of Exalted Plastic
Theme: House Contest... Self-Propelled Arty.**

Official Club Web Site: www.mmcl.org

Club Motto: Sump Pumps are for Sissys

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



MMCL June 2004

It's June and the weather is definitely reflecting the signs of a hot summer to come. This is usually what I like to think of as the modeling silly season. In golf the silly season is in winter of course. One becomes "silly" due to the lack of golfing action. But for us modelers it is usually slow in the heat and we start to pick up on family vacations, kids groups become more active, and there is generally more to

be done outside with family in these kinder months of weather. That is if we survive all the damn tornados.

Anyway, last month was the club auction and the turn out was pretty good. I must say at first I was a bit worried about the clubs final take on the event. No, I am not a greedy money meister but it is the clubs main source of funds to support itself throughout the year. Well I will not keep your in suspenders any longer. We grossed about \$1500.00. Mike Nofsinger (Club treasurer) will report the official numbers at the June meeting, which by the way is on the 17th of June.

Speaking of the June meeting; it is the clubs 2nd Quarter contest and the theme is Self Propelled Artillery. Thanks Gene! So if you have an SPG or the likes there of bring it on down and show it off. You just might win a gift certificate to Scale Reproductions. Also at the May meeting we voted on the subject for the 3rd Quarter contest (16 September). The theme will be Operation Iraqi Freedom. So if it is in Iraq it can be in the contest. For the first time in a long time, which I know of,

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we will have ships, aircraft, armor, wheeled, and figures on the table all at the same time. It will be a mini IPMS event. This promises to be a great club contest. So if you think the armor or aircraft guys dominate the club, here is your chance to put them all away with a figure or ship.

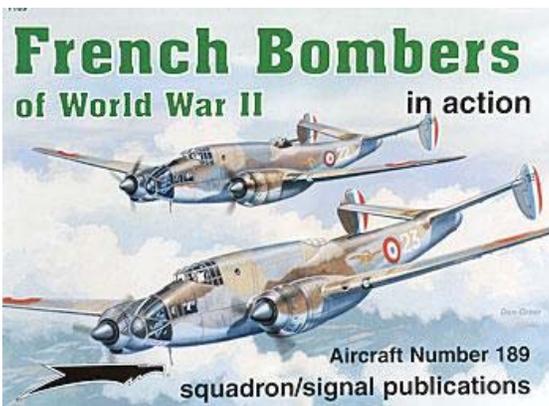
Speaking of bringing models to meetings, please bring any thing you maybe working on to a meeting and share with the rest of the club. I know I am always happy to see a project in progress and learn something new or to help a friend figure out a solution to a problem. Last but definitely not least please remember to write one article for the club newsletter. It can be about a book, model, technique, an anecdote about modeling, upgrade kit, or live subject of model. With the membership numbers we have getting 36 articles for the news letter would mean one article per person per year. In allactuality it would be more than that. That would turn into 3 articles per newsletter. Hey you would not have to read anymore of Dave Knight's ramblings! Just joking Dave, we always appreciate your ramblings.

Well that is it for June! I will see *y'all* at the meeting on the 17th of this month.

Stop Talking, Start Building!!!!!!!

Squadron/Signal French Bombers in Action

Aircraft Number 189 by Alain Pelletier... Review by D. M. Knights #17656



French bombers. O.K., everybody, insert your own joke here. Now that you have that out of your system, on to the review. By now all modelers are familiar with the typical “in Action” format. This book has 49 pages laid out in 8 ½” by 11” landscape format, with 2 pages of color side drawings of 10 different aircraft. This title covers 8 World War II French bombers; namely the Amiot 143, Bloch 210, Farman 222, Bloch 131, LeO 451, Breguet 693, Bloch 175 and Amiot 354.

Each section in the book covers a different aircraft. In each section the text gives a brief overview of the type’s development followed by a brief history of the aircraft’s use in service. Along with the text there are a number of black and white photographs of each type of aircraft. The reader comes away from this book with the distinct impression that the French aviation industry was a mess prior to World War II. This appears to have been aggravated by the nationalization of the French aircraft industry in the late 1930s. Additionally, due to problems in the French aero engine industry, the French manufactured many of their bomber aircraft with several different types of engines. As a result of all the problems, production of bombers prior to World War II lagged far behind demand.

I am of two minds about this book. On the one hand, it provides the reader with a general overview of the types of French bomber aircraft available to the French Air Force prior to World War II. On the other hand, because of the number of aircraft covered and the limited number of pages provided by the “in Action” format, there is only cursory information and a few pictures of each aircraft type. As such the book is of only limited use to a modeler. Ultimately, with an inexpensive price of \$8.97, I can say that this book is worth the money to provide a person with some basic information about French World War II bombers, even if, to the modeler, the book is of limited use due to the lack of in-depth detail on each aircraft.

Dear MMCL,

Thank you so much for the beautiful flower planter and balloon that you sent celebrating the birth of our son, Hayden John. We appreciate you thinking of us! I know Hayden is looking forward to becoming a future member, and can't wait to buy his first kit, although I think the Uncle may have already done so! Any how, thanks again for thinking of us and for being such great friends!

**Love,
Chris, Steph and Hayden Kappesser**

Open Letter to the General Membership... *from Member Jerry Davis*

Fellow Club Members,

Again I would like to discuss the issue of our club stepping up to the plate and host an IPMS National. The 2005 Nationals are slated for Atlanta and I am planning on attending and hope to actually enter some things along with the club's group U-Boat submarine project.

The IPMS National site for 2006 has not been decided but it is slated for the Midwest and will be announced at Atlanta. The nomination packets had to be in by January 2004 and we are well beyond the deadline. There is no sense even trying to do some arm twisting now since we are past the deadline, however, for the next Midwest rotation, I believe we should be poised to nominate ourselves to host the Nationals. I believe the year will be 2009.

My reasons for bringing this up again are:

1. We have a solid club reputation within IPMS.
2. Outside of the bid to host the AMPS National a few years ago, we have never ventured outside the realm of hosting anything other than a regional.
3. We have club members that are committed to ensuring things get done the right way. The last count that I heard is we have about 70 club members.
4. We have an enormous member talent pool to draw from so I am confident that we can do an excellent job.
5. We have a proven track record for hosting events of invitational and regional proportions.
6. We have awesome facilities in Louisville that lends itself to a project of this magnitude.
7. We have Fort Knox and the Patton Museum as a major draw along with other attractions in the city such as Six Flags, the Slugger Museum, the Belle of Louisville, UPS, etc.
8. We have the financial infrastructure and in a few years we should be even better situated financially.
9. We have a debt obligation to meet every year with the new workshop and proceeds gained from hosting a National could be used to help subsidize the workshop for a number of years.

10. Our central location in the country is an important and attractive factor in determining what club would host an IPMS National.
11. There is always a threat that AMPS will capitalize on hosting an AMPS National in our own back yard and would reap the monetary rewards and could actually hurt our efforts to host future MMCL sponsored events.

In the past when this issue was raised, there always seemed to be the concern of finances as the stumbling block. I have researched this time and again and in the last 20 years, only two groups have lost money in all those years and those were Salt Lake City and Santa Clara. No big surprise with Salt Lake City. Dry town in the middle of a desert you can't get to. For Santa Clara it was simple bad planning. They didn't read their contract with the hotel and instead of \$5000 for the whole run of the show, it was \$5000 A DAY! However, the National Convention Fund bailed them out and the chapter, while not making anything, didn't lose a dime.

Would it be a lot of work to host a National, absolutely yes but the show concepts are the same as that of a regional and we have them down pat, just ask Terry. In just a few phone calls, the IPMS 2005 Regional that we are hosting, was reserved and most logistical issues completed.

Is there a risk involved? I would vote that there is always a risk, but the risk is minimal. There is a risk involved when we host an invitational and a regional since we are not backed by IPMS on the financials. So actually, there is less risk on a national.

Risk is a part of everyday life and I strongly believe that MMCL should have a paradigm shift. The turnout at our club meetings and other events is overwhelming so there is a huge interest in our club among the members.

So what is the drawback preventing MMCL to venture further and host a national? I can't think of any reason why we should not. At a Louisville IPMS National event, we can have a plethora of vendors in our own backyard, we would have hundreds of display models, we would be able to develop modeling camaraderie, we can have a financial gain that will help support our club's workshop and least of all, we will support what IPMS is all about, modeling fun.

This is how I feel. We need to expand our presence within IPMS and look into hosting an IPMS National some year. Since this is an off year and we cannot place a nomination bid to host a National, I ask that club members think about this club undertaking for when it comes up in a few years, we would commit to hosting an IPMS National.

Aluminum Recycling.

**The last trip netted 42 lbs @ \$0.42/lb for a total of \$17.64.
YTD \$57.65 as of May 31 2003 total was about \$83.00**

**Thanks to all who have brought in their cans, Cliff Burnstein, Tom Romanowski, Dave Knights have been big contributors this time.
Scott**

The Bloom Mobile...By Pete Gay

On April 6th of 2003 a popular television journalist David Bloom was embedded with the 3rd Infantry Division in Iraq in support of the attack on Baghdad. On April 6th David Bloom was just outside the city limits as the brigade prepared for its penetration the next day. David Bloom would never see the attack. He succumbed to a pulmonary embolism on the morning of April 6th. He collapsed in the morning and while the medics tried immediate life support David Bloom died enroute to the brigade aid station.



David Bloom was a popular journalist at NBC and loved by all that knew him. He was also credited with the development of a new methodology / technology of reporting news on the go in environments that do not support a modern technological infrastructure. This creation came to be known as the Bloom Mobile. The Bloom Mobile was a Ford F-450 with a flatbed style rear deck that had storage boxes framing it, think of a Reading after-market worker platform, which had a large enclosed variable position dish on the rear deck. All of the transceiver / electronic equipment were installed in the back half of the double cab. The technology was a reshaping of current

technology used on large yachts at sea. This vehicle could make a satellite connection on the move enabling the journalist to keep the pace of his story. In this case the story was the war in Iraq. Most news agencies would have to stop set up a dish; establish a connection and transmit video/audio sessions. In this instance the journalist was riding an M-88 Tank Recovery Vehicle. David Bloom and his cameraman both rode the M-88 as the Bloom Mobile trailed behind at about 2 to 4 miles. The M-88 had a trellis rigged to the left side of the M-88 from which was suspended a gyro stabilized camera system in a ball mount similar to what is found on a Kiowa scout helicopter. There were also a few antennas mounted on the rear of the M-88 to transmit live feeds back to the Bloom Mobile which would essentially retransmit the signal from the M-88 to a satellite link.



In November of 2003 I was contacted by NBC and asked if I would be interested in building the M-88 for a memorial for correspondents lost in service to NBC. Another man Jim Lewis was contacted to build the F-450 (Bloom Mobile). The F-450 would prove to be a monumental task as it does not exist in 1/35 scale. Jim wanted the vehicles to be in scale with each other to give a good example vehicles size. Jim had to mold the double cab section of the F-450 in clay and then cast it in resin. That was one heavy model. After that he scratched the rear bed and used some Plastruct materials for the radome. Which had a clear side through which you could see the dish antenna; very impressive to say the least. I built the M-88 for the memorial. I used the AFV Club kit (AF3508) as a base and a friend gave me the MR Models (MR-31) interior. I also had the AFV Club individual link tracks for the M-88 (chevron track pads). I started with



the MR Models interior. It is a good fit but does require a lot of sand and fit before gluing. From there I went to the suspension. Here I had a problem with the road wheel arms. I just could not get them all at an even height which in the long run will give you an uneven track run where they are supposed to meet the ground. However the display in the memorial would have a sand base so this would not be a major issue but one of frustration for me personally. From there I moved onto the hull top and exterior. I added a Calibre 35 M-60 cupola ring to replace the kit piece. The Calibre 35 piece is molded very nicely and is made of clear resin. So when you paint it you simply mask off the

periscope glass (masks provided) and paint. It looks great when completed. I also removed all bolt detail for the plate on the hull roof where the TC's cupola is located and replaced it with some bolts I made using a punch. I must also comment of AFV's design of the boom crane on the M-88. AFV did a great job in replicating it and enabling the modeler to position the boom in the upright position if so desired. It also provided all needed cables and chain and pulley's to model all the rigging. I also used wire cable for the tow cables and some Eduard PE here and there. As for the camera mount on the right side of the M-88 I used some styrene tubing that I filled with brass wire. By heating the tubing slightly I could bend the

tubing to the desired position and it would be supported internally by the wire. After making the basic camera mount tubes I used Evergreen styrene angle iron shape strips to form the support lengths that would support the camera mount tubes. From there I made two discs to be plates from which the camera ball would be mounted. Between the plates were shock absorbing springs that would absorb major jolts to prevent damage to the camera system. To represent the springs I used the old Radio Shack wire and wound it around proper diameter tube and cut into desired lengths. The whole frame assembly only took two and half weeks and about 6 attempts. Good modeling fun! From there it was time to finish the model. I used a combination Vallejo Model Air and Tamiya paints. From there I used washes of oil paints in umbers and blacks.



NBC saw fit to fly Jim Lewis and I to New York City so we could hand carry our models and assist in the final arrangement of the memorial. On April 8th of 2004 the Memorial was unveiled in front of the family members and friends of the 12 people being honored. It was very nice service that was led by Tom Brokaw. The memorial is located in the 30 Rockefeller Center and if you take the NBC studio tour you will see the memorial as you exit the third floor elevators during the tour.

Overall it was an exciting build and it did offer its challenges. If I were offered to build something for someone else I would most definitely do it again. It was very nice to see others reactions to the models and to see the appreciation they had for the models. I do believe the models accomplished their task which

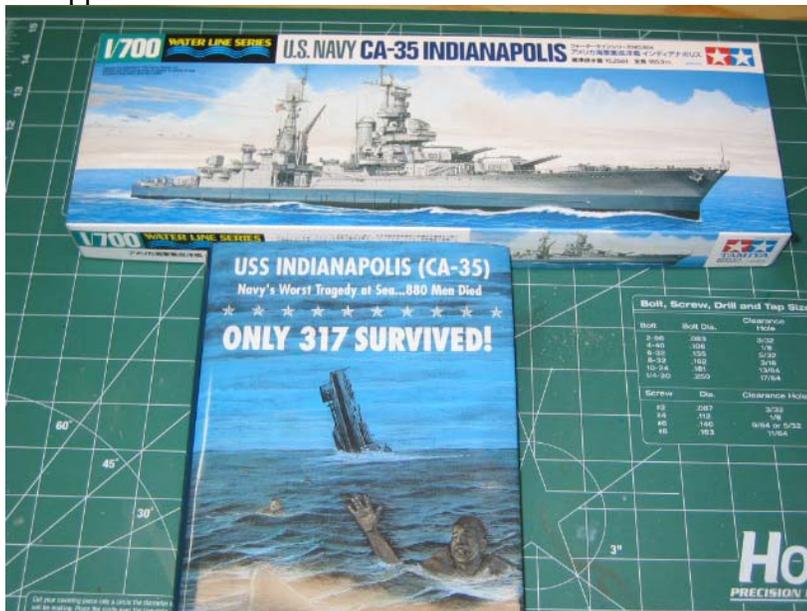
is the purpose of any model; to enable people to see a subject or object that they would not normally be able to see for themselves in real life. To give those people a chance to experience something they normally would not have the opportunity to experience.

A Book & A Kit:

Only 317 Survived, By USS Indianapolis Survivors...Reviewed by Chris Kappesser

At the recent Indianapolis show, outside of the vendor's room sat a table with an unassuming grandfatherly-type man tending to its wares. He, like many others in the WWII generation returned from duty and quietly carved out a living, putting the events of the war behind them. Unlikely, many others his story would not go quietly nor would the 317 others who shared this experience.

The gentleman is Jim O'Donnell, the only surviving Indianapolis native from the ill-fated ship that bore her name. Jim's story is one of the 142 that were collected for the book *Only 317 Survived*. Unlike the numerous other books written on the final voyage of the 5th Fleet's flagship, this recounts the 102 living survivors experience in their own words and 40 others from their loved ones memories. The book pays tribute to all who survived the 5 nights and 4 days in the unforgiving, shark infested waters of the Philippine Sea.



Their stories recount the ten battles she fought in, the kamikaze attack that claimed thirteen lives, and the secret cargo she carried to Tinian. The collective experience maybe similar however, their stories are very different. The book provides insight to the survivors' passionate 56 year crusade to clear Captain McVay's name.

McVay, the only ship commander of the 350 lost during WWII to stand trail. He was found guilty on one of the two charges brought against him. This conviction cost him rank and later his life.

The stories are both inspiring and tragic. All of them are very moving. Should the inspiration hit while reading and you feel compelled to build the USS Indianapolis (CA-35) Tamiya offers this ship in the waterline series. This 1/700 scale ship is beautifully done.....

The book, *Only 317 Survived* (ISBN: 0972596003, Printing Partners 2002) can be found on the survivors website www.ussindianapolis.org and it retails for about \$30 with the proceeds going to the survivors foundation. The Tamiya kit retails for about \$30 and can be found at most hobby shops and online retailers.

Fisher Price Baby Papasan... *Tool Review by Mike Baskette*



In light of recent developments around my place, I would like to review the latest (and currently most useful) tool in my work shop. It is the “Baby Papasan” chair from Fisher Price. This useful device allows 100% hands free comforting of the infant modeler while daddy gets some modeling done.

The Baby Papasan’s wide, 18” X 18” foot print provides a stable platform for the generous seat. It nestles nicely into the corner confluence of my work bench surfaces allowing the little tike to remain in full view while seated at my primary work station. The three point safety harness with padded buckle junction insures the wee one is firmly yet gently restrained while in the device. The plush interior seating rivals the bedding in the worlds finest hotels and with a built in blanket, it is functional over a wide range of workshop temperatures.



In addition to the creature comforts and safety feature mentioned above, the Baby Papasan has a host of “Fussy Baby” countermeasures. Within an easy reach at the front of the chair, the daddy modeler has at his disposal three modes of countermeasure. These are Music, Vibration, and Music with Vibration. I find that the vibration is at a low enough intensity not to disturb the modeling efforts near by and that the medley of classic lullabies provides soothing background music for daddy and infant modeler alike. Unfortunately there is no volume control, and it seems Fisher Price chose to err on the side of slightly too loud. This is easily remedied by folding up and

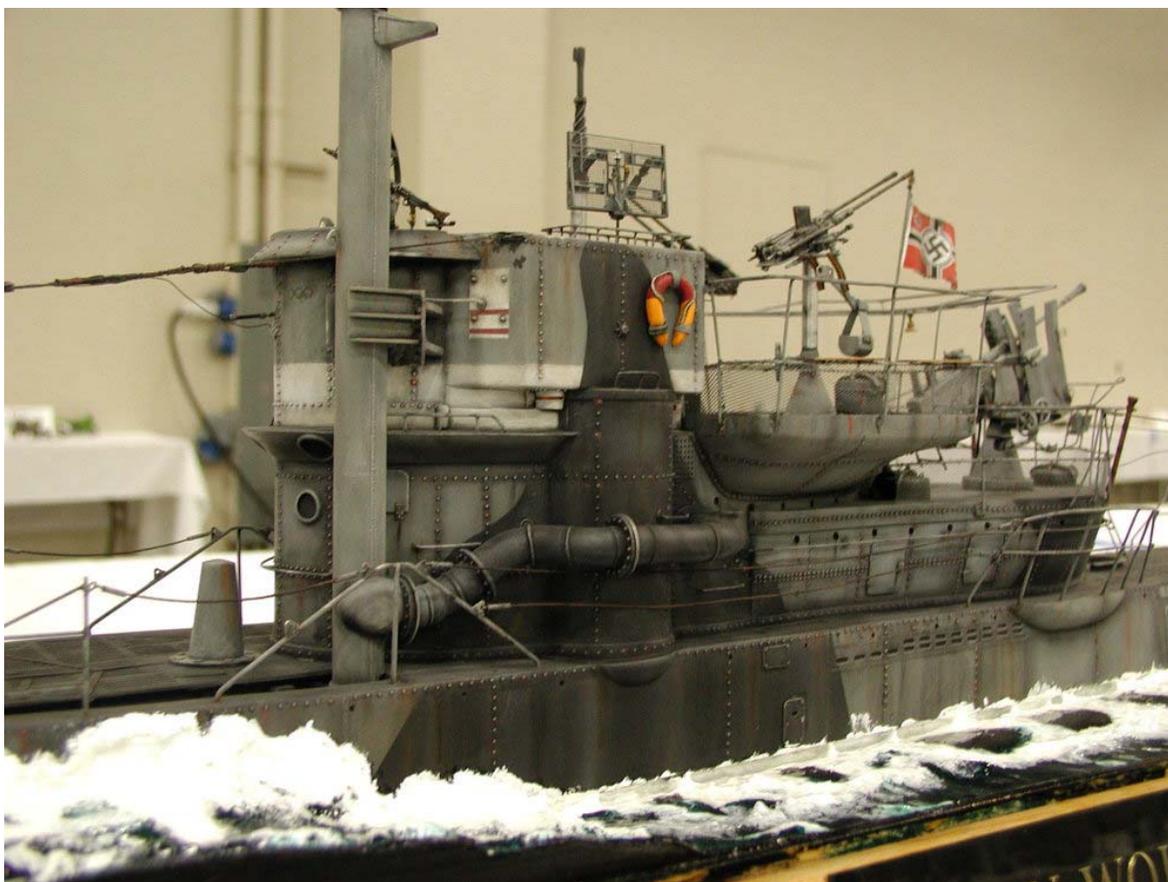
placing the ever present burp cloth under the speaker port. This will dampen the music to a more tolerable level for most folks.

Finally, as a fourth countermeasure, a little stuffed “ Mr. Bunny” is provided that secures inside the seat via Velcro. Once in place, it is in plain view for infant modeler’s comfort.

Fisher Price’s Baby Papasan is a valuable addition to the workshop of the new daddy modeler and is highly recommended



FACTICAL NOTES



Vital Club Info.

**Next Meeting: Thursday, July 15th @ The Church of Exalted Plastic
Theme: Judging Mini-Seminar**

Official Club Web Site: www.mmcl.org

Club Motto: All for one until you die... then it's all mine!

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



The Presidents's Page

Happy Fourth of July!!!!!!

Well MMCL here we are in the month of July; the month of barbeques, fireworks, and fine modeling. As we remember the history of our country and it's declaration of independence we can also reflect on current events and the independence we are helping another country to attain. Last month's

meeting we announced and the beginning of collecting some kits and modeling supplies to send overseas to Iraq and the Balkans. So if you have any "extra" kits or supplies you could part with please bring them to the July meeting where we collect them. This idea was the brainchild of Jerry Davis and very good idea at that (Hobbies for Heroes). Also John Dietrich has offered to help in the packaging department. The club will foot the bill for shipping. This is great way to help some soldiers through some tedious times. I can verify that these donations will be extremely well received and offer soldiers some mental relief. Deployment and separation from family is all about passing the hours one at a time.

The June meeting was also the SP artillery contest. The winner of the contest was Rich with his Russian SP in a winter camo scheme on a field environment base. The entry was outstanding. The next club quarterly contest is set for September meeting on 16 September. The subject is Operation Iraqi Freedom (OIF). So if it is deployed in Iraq it is suitable for entry (includes all categories; ships, armor, aircraft, etc.)

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Louisville, KY 40214
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As far as events coming up in our area their really are none at this time. On September 18th Region 4 will have a contest in Dayton, Ohio. Also do not forget that the IPMS National show is in Phoenix, Arizona. The national will be held from August 4th to August 7th. You can get detailed info on both shows at the IPMS website. www.IPMS-USA.org.

It was suggested that we have our October meeting in the Lexington, KY area with our “eastern-bloc” members as the hosts. There is also the possibility of tacking on a BBQ to that meeting. So come prepared to help make decision on the subject at the July meeting. The meeting this month will be on the 15th of July. So don't be shy and bring what you're building with you. In progress or complete it is always neat to see peoples work.

Well that is it for this months Prez page.

Stop Talking, Start Building!!!!!!!

Recycle report:

53 lbs, you win the bet. The full bag was 18 lbs approx.

We netted \$24.38; we got \$0.41/lb plus \$0.05/ lb with the coupon from the Snitch, or \$0.46/lb, courtesy of Tom Romanowski. Please thank everyone who contributed by bringing in cans, I am not sure who they were as I am not usually there on Sat. We collected this amount in just 6 weeks.

Total for the year \$82.03 so far. Total for 2003 was \$83.00 approx.

Scott King

Word of Thanks – by Jerry Davis

I wish to take this opportunity to sincerely thank the club members for the very generous donations for the “Support the Troops” campaign. At the drop of the hat, club members responded with an overwhelming supply that included kits, accessories and supplies. I am sure these donated items will be most appreciated.

Regardless of how club members may feel about the Middle East situation, the troops at ground zero and their families back home are bearing the brunt of the war waged upon us. It is always good to know that the membership of our club can relate to the hardships these men and women of our military are enduring and we, as a club, were all willing to come to their aid. For this, we can all say proudly that in a very small way, we supported our troops.

Grabhandler Tool – by Jerry Davis

This is a hot new product. The “Grabhandler” is a new tool from Mission Models, makers of the famous Etch Mate. The Grabhandler was designed to make it easier to create grab handles and can be used for any modeling project.



The Grabhandler is made of high quality oxidized steel and along the same quality standards as the Etch Mate. Relatively simple in construction, it is composed of two profiled steel plates that when together makes perfect sized handles. The tool is in a wedge shape that lends itself to make a variety of lengths of handles and the tool will support a variety of diameters.

To hold the material in the tool you just insert it between the two steel plates and tighten the knob. The next thing to do is bend the material and I would suggest using a blade and not your fingers. To insert or remove material from behind the front pin, you have to pinch the rear of the tool to "open" it.

Final verdict is that the new Mission Models product is a really useful one. A bit pricey weighing in at \$55.00 but it is well worth it for those accustomed to making their own grab handles. Along with the Mission Model's Etch Mate tool, the Grabhandler is a must for the modeling toolbox. You can preview more about the Grabhandler at the Mission Models website, <http://www.missionmodels.com/>.

News from Iraq

Dear Tom, "Right on"

There are tons of things happening here that may never make the tabloids or the evening news. All that good stuff that we work so hard to bring about for these people just doesn't seem to be a topic of interest. I don't know about the well aimed bullet between the eyes of an unsuspecting news geek, but I sure wouldn't mind it if we had a human interest segment or a "Look what we done good this week" report. I can't begin to tell you how worthy a cause this is. We need to believe in it and get it done.

Enough of the pulpit stuff. Ya gotta love the Polish. They work hard, play hard and walk around in their underwear. If they aren't on a convoy they're at the gym pumpin' up. These guys are tough. Of course they party hard too. I work with the logistics guys and I'm happy about it. They keep records better then anybody. I don't hear a lot of Polish jokes here. I bet they have some good ones. I'll have to ask. The good folks at "Squadron" somehow made it possible to send me some paint. I sweet-talked the little lady in shipping and she made it happen. I'll work on getting some pictures of Polish stuff for you. Got some pretty Polish girls here too if you're interested. Did I happen to mention that the best food in town comes from the Polish kitchen? The soup is great.

I just won three more models on the eBay auctions and I have to think up something to tell the wife. Is there a general phrase or clever way you guys at the club use to soften the blows? Thanks for writing.

Best Regards,
SFC Hip



FOR SALE

16 Foot Runabout



Excellent condition!
Good for water sports or fishing
115 HP Evinrude engine
Life jackets
2 fuel tanks and 2 batteries
Pullout radio and new speakers
Trailer with new tires and carpet

Asking \$3500

Call Tom at
502-231-4240 or email
AgentJ23@bellsouth.net



News of the Weird!?!?!?

Recently, our beloved Uncle participated in a billiard match with a one-armed man where Uncle was solidly beaten.

Our investigative reporter discovered that the player that took “no quarter” on the Uncle is actually Ben Charnquist. Charnquist is the person believed involved in the Dr. Richard Kimble murder mystery. Kimble plead that he was falsely convicted in the murder of his wife, Helen Kimble. Since that tragic murder, Kimble claimed he was an innocent victim of blind justice and on the run.

Our sources believe Dr. Kimble escaped while en route to death row and now exists on the run from the officer obsessed with his capture Captain Philip Gerard. Police refuse to track down leads pointing to the one-armed man, Ben Charnquist, however, if you see him in a pool hall, please be aware that Dr. Richard Kimble may be in the vicinity.



The Fume Extractor...*Editorial by Mike Baskette*

Greetings! The summer heat is finally upon us. Not only has the rain stopped, but so has the flood of enthusiastic articles. Come on guys, I need some help here. This one was almost the “Jerry Davis Special”. Don’t get me wrong, I appreciate Jer’s contribution. It’s just that he alone should not be writing all the features. So let’s have some articles.

While it is doubtful that I would be able to attend given it’s close proximity to the MAX militaria show, I’d like to propose a club outing for late September. It is to the “Salute to Victory” event held at the Victory Museum in Auburn, Indiana. This Museum opened just a few years back and was largely the former Victory Memorial Museum, which was located in Messancy, Belgium. This museum closed several years ago due to reasons unknown to this editor. However, the better part of the exhibits were bought lock, stock, and barrel by an Indiana entrepreneur and imported to this new facility in North America. While not quite what it was when in Europe, it still represents one of the largest collections of WW2 soft skinned vehicles in the world. Information about the museum may be found at <http://www.wviivictory.org>. However, there is much more...

The weekend of September 24th and 25th marks the museum’s second annual “Salute to Victory”. In addition to the museum, there is a MVPA (Military Vehicle Preservations Association) sanctioned military vehicle show, auction, swap meet, and parade. Also there is a battle reenactment and vendors selling militaria and related historic firearms and knives. Information can be found at <http://www.wviivictory.org/stv.php>. This sounded like a neat opportunity to see one of the nation’s lesser known vehicle museums with the MVPA event and militaria show as an added bonus.



MMCL Club List.

Below is a current list of MMCL members as of July 1st. We can expect some more memberships to come in throughout the rest of the year. We are currently at 65 members. We have had up to 92 in the past, and we would like to break 100 in the next year. If you see a modeler not on this list, encourage them to join. Brian will use this list to give the club discount to club members only.

Andy	Andrus	14200 Glendowar Dr.	Louisville	KY	40245 (502) 253-9760
Mike	Baete	243 Rolling Ridge Way	Simpsonville	KY	40067 (502) 772-1563
Mike	Baskette	922 Mason Headly Dr.	Louisville	KY	40504 (859) 278-8150
John	Blossom	113 Tanglewood Tr.	Louisville	KY	40223 (502) 425-7175
Amelia	Boone	2016 Shannon Dr.	Bardstown	KY	40004 (502) 349-6634
Bernie	Boone	2016 Shannon Dr.	Bardstown	KY	40004 (502) 349-6634
Davis	Boone	2016 Shannon Dr.	Bardstown	KY	40004 (502) 349-6634
M. Scott	Borden	3033 Shagbark Tr.	Sellersburg	IN	47172 (812) 246-5314
Brian	Bunger	3516 Warner Ave.	Louisville	KY	40207 (502) 893-6149
Cliff	Burnstein	5906 Apache Rd.	Louisville	KY	40207 (502) 895-5960
Mark	Cable	2018 Maryland Ave.	Louisville	KY	40205 (502) 454-0475
Dave	Crouch	9715 Lanesboro Way	Louisville	KY	40242 (502) 425-2820
Jerry	Davis	3021 Rockaway Dr.	Louisville	KY	40216 (502) 447-5296
John	Dietrich	P.O. Box 859	Peewee Valley	KY	40056 (502) 241-4611
Randy	Fuller	2596 Checkerberry Dr.	Lexington	KY	40509 (859) 361-8931
Pete	Gay	103 Wiselyn	Radcliff	KY	40160 (270) 352-1697
Andy	Glessner	55th Postal Co. Box R21	APO	AE	9074 (270) 351-5902
Bryan	Guess	11416 S. Tazwell Dr. #503	Louisville	KY	40241
Ethan	Guetig				(502) 671-5287
Richard	Guetig	4315 Stonemeadow Ct.	Louisville	KY	40218 (502) 671-5287
Tom	Haile	105 Blankenbaker Ln.	Louisville	KY	40207
Terry	Hill	307 Hidden Oak Way	Louisville	KY	(502) 423-7832
Steve	Hipwell	11041 Edinboro Rd.	McKean	PA	16426 (814) 734-7951
Dave	Hodge	3524 Palmetto Dr.	Jeffersonville	IN	47130 (812) 284-9307
Bill	Hornback	1907 Maricopa Ct.	Louisville	KY	40223
Jim	Ivey	1123 Lafayette Dr.	New Albany	IN	47150 (812) 949-2176
Chris	Kappesser	1107 Fenley Ave.	Louisville	KY	40222 (502) 423-1882
Amanda	King	2 Merrifield Place	Clarksville	IN	47219 (812) 945-0496
Scott	King				(812) 945-0496
David	Knights	P.O. Box 22272	Louisville	KY	40252 (502) 245-8576
Brandon	Magyar	6504 N. State Rt 18	Clyde	OH	43410 (419) 483-4926
John	McIntire	P.O. Box 99487	Jeffersontown	KY	40269 (502) 261-1829
Corky	Mohedano	1032 Champion	Frankfort	KY	40601
Eugene	Monasterio	9819 Lanesboro Way	Louisville	KY	40242 (502) 412-8641
Brett	Mosher	9004 Glover Ln	Louisville	KY	40242 (502) 412-1320
Dave	Mosher	9004 Glover Ln	Louisville	KY	40242 (502) 412-1320
Mike	Nofsinger	5011 Wabash Pl.	Louisville	KY	40214 (502) 366-2823
Bob	Norgren	2010 Douglas Blvd. #1	Louisville	KY	40205 (502) 451-3745
Mike	Oberholtzer	1021 Euclid Ave	Oak Park	IL	60302 (708) 445-0324

Roger	Owen	3315 Mt. Ranier Dr.	Louisville	KY	40241 (502) 425-5643
Jim	Patrick	7883 A Estrada Ave	Ft. Knox	KY	40121 (502) 942-9395
Tim	Pivonka	5483 Shephersville Rd.	Elizabethtown	KY	42701 (270) 360-1129
Stuart	Ponton	4937 W. Pages Ln.	Louisville	KY	40258 (502) 937-0486
Asif	Qureshi	3601 Canopus Ct.	Louisville	KY	40219 (502) 966-3458
Nabeel	Qureshi	3602 Canopus Ct.	Louisville	KY	40219 (502) 966-3458
Sarah	Qureshi	3603 Canopus Ct.	Louisville	KY	40219 (502) 966-3468
Alex	Restrepo	10456 Leana Drive	Roscoe	IL	61073
Tom	Romanowski	9703 Fairwood Ct.	Louisville	KY	40291 (502) 231-4240
Karl	Schmidt	169 Orchid Ct.	Louisville	KY	40299 (502) 957-7656
Rob	Schneider	965 Gregory Way	Lexington	KY	40514 (859) 219-1760
Bill	Schulz	2704 Sycamore Woods Ct.	Louisville	KY	40241 (502) 425-8620
Charles	Segars	605 Topeka	Leavenworth	KS	66048 (913) 651-4380
Dwayne	Sieg	7611 Hwy 62 NW	Corydon	IN	47112 (812) 738-4985
Kevin	Smith	5400 Anatahan Ct.	Louisville	KY	40272
Dennis	Sparks	463 Duell Dr.	Lexington	KY	40383 (859) 873-8827
Lee	Staton	2203 Wrocklage Ave.	Louisville	KY	40205 (502) 459-9177
David	Stokes	308 Alcott Rd.	Louisville	KY	40207 (502) 899-1012
Taylor	Stokes	308 Alcott Rd.	Louisville	KY	40207 (502) 899-1012
Joe	Turpin	201 Pulliam Dr.	Frankfort	KY	40601
Cary	Walker	513 Oxford Pl.	Louisville	KY	40207 (502) 894-9333
Jack	Walker	513 Oxford Pl.	Louisville	KY	40207 (502) 894-9333
Noel	Walker	513 Oxford Pl.	Louisville	KY	40207 (502) 894-9333
Billy	Whelan	4809 Ferrer Way	Louisville	KY	40291 (502) 239-6055
Rick	Whitworth	635 Ervay Ave.	Louisville	KY	40212 (502) 637-6939
Dan	Winfield	6101 Chenoweth Run Rd.	Louisville	KY	40299 (502) 635-5771

How's Dave Doin' ?

Its time for the next installment of what every MMCL member wants to know; "How's Dave doin'?" When we last left Dave a couple of months ago, Dave was not doing so hot. With no models completed and 25 purchased since Jan. 1, 2004, Dave was 0-25. Well, things have changed! Dave is on the board. With his lightening quick build of the MAC 1/72nd scale V-1, Dave is 1-29. However, all is not rosy. The IPMS nationals are three weeks away, and the new unbuilt kits bought is bound to go up. The only real question is will Dave be 1-40 at the end of August? Stay tuned.....

IPMS/USA

IPMS/USA is an organization dedicated to the fun of Scale Modeling. It was started by Jim Sage, of Dallas, Texas, in 1963. There are now branches of IPMS all over the world. Many of our Local Chapters and Regions sponsor Model shows and contests every year. Of course, you needn't be a member to just visit the shows, or attend the clubs. As part of your IPMS/USA Membership, you will receive **The Modeler's Journal** six times a year. In it you will find stories of interest on subjects such as aircraft, armor, automotive, ships, figures, you name it. You will also find listings of IPMS contests and swap meets, hints and tips, and reviews. Membership also qualifies you to participate in IPMS/USA sanctioned **Regional Contests**, as well as our World-famous **National Convention**, held each summer. As a member, you'll also be able to access our online Member's Forum where a wide variety of Society and Modeling topics are discussed, and enjoy real-time access to other Modelers for help with questions about Modeling or the Society in general. In addition, many Hobby Shops around the county offer discounts to IPMS/USA Members. Memberships are available in several packages:

Junior	17 years old or Younger, \$12.00 per year
Adult	1 Year, \$25.00 2 Years \$49.00 3 Years \$73.00
Family	Adult Membership plus \$5.00 (Additional Membership cards as requested)
Canada or Mexico	\$32.00 per Year
Foreign	\$32.00 per Year (Journal via Regular Mail) or \$55.00 per year (Journal via Air Mail)

mail to:

**IPMS/USA
Dept. H
PO Box 2475
N. Canton, OH 44720-0475**

For any questions or problems with your membership application/renewal, please contact the IPMS/USA Officer Manager, Ms. M.J. Kinney, at manager@ipmsusa.org

TACTICALNOTES

I pity da foo that
misses Friday Nite
Fights...

Oh Yeah Sucka...
No Free Passes!



Vital Club Info.

Next Meeting: FRIDAY, August 20th @ The Church of Exalted Plastic
Theme: Friday Night Fights

Official Club Web Site: www.mmcl.org

Club Motto: Cum catapultae proscriptae erunt tum soli
proscript catapultas habebunt

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

MMCL'ers,

Paul Rotramel is a Boy Scout here in Lexington and is working on a project at the Aviation Museum of Kentucky. I believe that this project is a part of his Eagle Scout requirements. For several years, the museum has had a glass showcase sitting near our Blue Angels A-4 Skyhawk that was rather haphazardly filled with Blue Angels photos and memorabilia. Paul is cleaning and refurbishing the case and is attempting to upgrade the contents. To this end, he has asked me if I can help him obtain a collection of models of the various Blue Angels aircraft to be added to the display.

I've discussed with him the relative merits and availabilities of 1/72nd scale .vs. 1/48th scale models. While he could use either scale, he would prefer that all of the models be in a consistent scale. By way of this post, I'm fulfilling a promise to him to poll MMCL club members to see if anyone would be willing to donate any finished models of Blues aircraft for use in this display. Any such donated models would become the property of the museum and would not belong to Paul, and so would remain on display at the museum.

I have told Paul that I already have on hand a completed 1/48th scale model of the yellow F8F Bearcat "Beetle Bomb" (as flown by the team in 1948-49). I also have a 1/48th scale F-18 Hornet that's nearly finished that he can have, but if someone else has a completed model of either and wouldn't mind parting with it, I'd be happy to keep mine at home. If someone (or a small group of someones!) wishes to build/donate either a series of 1/72nd scale models or additional 1/48th scale models, could you please contact Paul? Coordinating a group effort like this could also be construed as being a part of his project.

Finally, if anyone has the odd bit of Blue Angels memorabilia that they could stand to part with, I'm sure that Paul would be interested to hear about this as well. Paul's email address is: strike_eagle12@hotmail.com.

Thanks for reading...

Dennis E. Sparks
sparks@caer.uky.edu
Lexington, Kentucky

To contact MMCL:

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Email: pete.gay@insightbb.com

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Email: ostfront_mike@alltel.net

Vice President:
Tom "Balki" Romanowski
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Member at Large:
Chris "the Liberal" Kappesser
Email: cjkapp@bellsouth.net

Treasurer:
Mike "Danger Boy" Nofsinger
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Louisville, KY 40214
Email: mnofsinger@insightbb.com

A Bit of History - by Jerry Davis

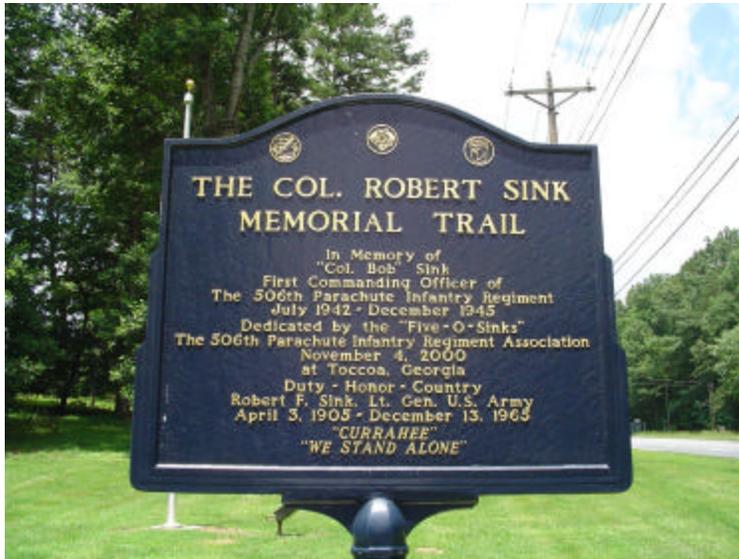
While visiting my son at Warner Robins AFB in Georgia over the Fourth of July weekend, we take a different route on our return to Louisville. We were to take us on an almost direct northerly route through the Great Smoky Mountains.

A recon of the map displayed a small town just a few miles off the beaten path as we approached the North Carolina border. This town's name was Toccoa. Could this be the Toccoa mentioned in Stephen Ambrose's *Band of Brothers* and the training ground for the 506th Parachute Infantry Regiment?

Traveling north on GA 441, we made the easterly

turn on GA 17. Just a few miles off the beaten path, I noticed a large mountain that jutted sharply out of the landscape. Could this be Currahee? As we neared the intersection, what I suspected to be Currahee rose sharply from the midst of the Georgia pines that adorned the countryside. Just a scant mile from the mountain, we noticed a small sign announcing that this was indeed the mountain where the infantry soldiers in paratrooper training made the "3 mile up and 3 mile down" excursion; this was "Currahee - We Stand Alone."

Toccoa is a small insignificant piece of real estate located in northern Georgia. Located in the foothills of the Great Smoky's, it has gently rolling hills that are misleading for they quickly rose in elevation often sending the car into a lower gear. In the hot and humid Georgia summer, I can imagine the struggle the troops in training faced in running them.



The Department chose the location for a paratrooper basic training site shortly after WWII was declared.

Staff personnel arrived at Toccoa in June 1942 for the purposes of organizing and training paratroopers at Camp General Robert Toombs. The story goes that Colonel Robert F. Sink, 506th Regimental Commander, thought that it was bad psychology to have young men arrive at Toccoa, then travel on Route 13 past a casket factory to learn to jump at Camp "Toombs", so he persuaded the Department of the Army to change the name to Camp Toccoa. Original plans were for a camp that would accommodate 20,000 or more men. Two regiments with their supporting units were the maximum that could be trained at any one time. The four regiments organized at Camp Toccoa were the 506th, 501st, 511th, and 517th.



Macon decided to Our travels and up

few miles off Georgia - Toccoa. Ambrose's 506th

turn on GA

Making a right turn on GA 123 from GA 17 we proceeded up the backside of the adjoining hill of Currahee and within 2.5 miles came upon a sign proclaiming the Colonel Sink trail and just 150 yards beyond that, we came upon Camp Drive and the Toccoa monument. This was the entrance to the famed Camp Toccoa.

The Camp Toccoa location was first established in 1938 as a training camp for the Georgia National Guard. It was named Camp General Robert Toombs in honor of the Confederate general from the Civil War. It was just a wilderness camp with no facilities until the War



A steep three-mile unpaved U.S. Forest Service road leads to the top of Currahee Mountain. Toccoa was the location where the 101st Airborne Division “Screaming Eagles” was born. The monument to the camp is placed on the original foundation that marked the camp entrance. Originally there were two WWI Renault FT-17 tanks at the main entrance placed there by the Georgia National Guard but Colonel Sink had them removed, saying that this was a paratrooper outfit, not a tank outfit.

Befitting on the memorial are engraved a set of paratroopers wings and an announcement that this is “Camp Toccoa 1942-1945.” The reserve side of the monument depicts the regiments that trained here complete with the tallies of the casualties each endured. The cutoff legs of the monument signify the declining number of soldiers that trained here during WWII.

Not too many soldiers that trained here are still living and probably could not make a return trip to this small piece of almost forgotten real estate. The original grounds of Camp Toccoa are now on private property, across the road from the monument, and cannot be accessed.

All that remains of Camp Toccoa is the Colonel Sink Memorial Trail marker and the entrance to the once bustling camp with the memorial; however, there was something mysterious that overtook me while standing at this location. Perhaps it was a feeling that I was standing on hallowed ground much like the ground at Gettysburg or Valley Forge. Perhaps I realized that a significant piece of American history was made here and many paratroopers that partook in the rigorous training and later went into combat never returned.



It is often said that the legacy of a true man long outlives the man himself, with that I give you this news bit from Dennis Sparks...*editor*

Carole Schneider has allowed me to borrow some of Tony's airliner models for display in the Aviation Museum of Kentucky's glass showcases located in the terminal at Bluegrass Airport. I visited her on 31 July and borrowed twenty three 1/144th scale models of various versions of the Boeing 737 for what I hope will be the first of a series of displays of Tony's models. With any luck, I'll have them on display in about a week or less. I've written a one page history of the 737 and a one paragraph biography and I have a photograph of Tony to accompany the models. I was also able to discover the service history of 21 of the 23 aircraft via a web page, so I'll have short captions to go with each model.

IPMS Nationals – by Jerry Davis

The IPMS/USA nationals are over and from all accounts, it was a tremendous convention. Held in Phoenix, the show featured all the normal convention stuff: displays, vendors, seminars, tours, etc.

Preliminary reports indicate there were over 2000 models for competition, 700 entrants and about 1900 general walk-ins on the last day of the convention alone. The convention is being labeled as the 3rd highest in attendance within IPMS/USA history, so great job and “Bravo Zulus” to the Phoenix clubs who hosted the convention.



Our esteemed modeling colleagues, Terry Hill and Dave Knights, attended as representatives of MMCL. They both were bombarded with phone calls throughout their 4-day stay from club members holding down the fort in Louisville. Requests were made to them (thank the Lord for cell phones) to pick up various items from the vendors from many club members. Terry was happy to oblige, although because of the 3-hour time difference, was not too receptive to the 4:00 or 5:00 a.m. calls. Reports are that he shipped a 47 pound parcel back to Louisville stuffed with a plethora of items he picked up while at the convention. Our own Skippy managed to grab an award for one of his entries Dave took for him.

Noteworthy was Terry’s ability to find out more about the travels of his Dad who served as a WW II B-29 bombardier. Terry actually stumbled upon a picture of his Dad at one of the tours’ hangers. He now has a timeline of the exploits of his Dad’s training and the units he served in. How unique is that and what would be the chances of making such a find?



Terry and Dave will probably report more on the nationals at the August meeting. Next year’s convention is scheduled for July 20-23 in “Hot-lanta” and I suspect the club will attend in force. Remember, in order to enter IPMS/USA national competition; you must be an IPMS member. The 2006 site is now official and the convention is slated for Kansas City which will be within easy reach of Louisville.

I don’t want to resurface my feelings about hosting a national, but for those that want to, please take a look at the article in the June 2004 newsletter I wrote about this topic. One thing in would remind hosting any show, whether it be an invitational, regional or national, it takes commitment. It’s good to have some folks around to play devils advocate pointing out potential pitfalls, however, the doubting Thomas’ should always remember what two words are formed from the last four letters of **A-M-E-R-I-C-A-N**

BUT IT IS A DRY *&^# \$ HEAT.

AN ONSITE, EYEWITNESS REPORT FROM THE IPMS NATIONAL CONVENTION IN PHOENIX ARIZONA

By D. M. Knights

The IPMS national convention was held in Phoenix, AZ on August 4th through August 7th, 2004. The convention was hosted jointly by the Phoenix and Tucson chapters of IPMS. This seems to be a trend as 3 of the last 4 national conventions were hosted jointly by two or more chapters, and next year's in Atlanta will be as well. More on this later.

Dr. Terry Hill and I attended the convention this year. In addition, club member Mike Oberholtzer an MMCL club member from Chicago also attended. I took a couple of models to enter and even took one for club member Scott King.



The convention hotel was the Hyatt in downtown Phoenix and the convention was held in the Phoenix civic center. This is your typical convention center, very similar to the convention center in downtown Louisville. Unfortunately, after Phoenix was awarded the 2004 convention, the civic center in Phoenix decided to expand. This meant two things. One, there was construction going on outside the hotel starting very early in the morning. Due to the heat, construction workers in Phoenix start working at about 5:30 a.m. local time to get as much work done before the heat of the day. Two, you had to walk about half a block around the construction to get to the entrance of the civic center.

This doesn't sound like a big deal, but with daytime temperatures at 108 degrees, it took a lot out of you. It would have been nice if the civic center was connected to the hotel via an air-conditioned walkway, but that is a minor complaint. The hotel and convention center were top notch. They were both first rate, and on top of the quality, the hotel room rate for the convention was a very good \$89 a night. IPMS 2nd Vice President, Ron Bell has negotiated a special room rate with all Hyatt hotels in any city where IPMS holds its National convention.



The way the airline tickets worked out, Terry and I arrived in Phoenix on early Wednesday morning.

Luckily the hotel allowed us to check in at 8:00 a.m. Thus we were able to drop our stuff off at the hotel and were able to be at the show before it was scheduled to open. The show was suppose to open at noon local time, however, due to a problem with the Fire Marshall not being at the show on time to do the pre-opening inspection, the show opened about 1 hour late. This was pretty much the only glitch in an otherwise great show. If I haven't said it before, the guys from Phoenix did a great job.

I've been to 11 Nationals dating back to 1985, and usually the first half day of the convention is pretty much a set up day for the vendors. Not any more. At Phoenix, a lot of people had arrived on Wednesday and were there when the show opened. This had the effect of giving the vendors a good opening day for sales. Terry and I talked to a number of vendors who said they had a very good sales day on Wednesday.



The vendor tables were \$80 each and the convention had over 300 vendor tables. This was comparable to the show last year in Oklahoma City.

Terry and I had both pre-registered for the show. We were one of two of 500 people to do so. Having pre-registered, we were able to simply pick up our convention packets and badges and enter the show. The guys in Phoenix had a network of 6 computers set up to handle registration. I was impressed. They apparently had a few computer glitches, but nothing that I really noticed. The 2004 convention had a really nice website with downloadable model entry forms. I took

advantage of this ahead of time and thus just had to register my models. I already had the forms filled out for both my and Scott's models.

Terry and I had a chance to talk to the people putting on the show. It turns out that at any one time there were approximately 30 volunteers working at the show as well as a number of paid individuals (mostly security and computer people) The Phoenix chapter is about the same size as MMCL. I was not able to find out the size of the Tucson chapter, though I suspect it was smaller.

This was the first IPMS west coast National in six years. The reason for this was that when the time came to bid for the 2001 national, which was supposed to be a west coast show, no west coast chapter bid. Chicago ended up bidding and thus the 2001 National was in Chicago instead of being on the west coast. Traditionally, west coast Nationals have been smaller shows than Nationals held in the east or midwest. That turned out not to be true of the Phoenix show. They had 2037 models entered, the third largest National ever. There were over 700 registrants at the show and around 425 of the registrants entered models. In addition, there were over 1900 general admission tickets sold for entry into the model and vendor areas.

While we were there, Terry ran into a guy who had been a club member back in the early 1980s. He credited Terry with getting him into modeling. He lives in Las Vegas now, but is moving back to Kentucky in a couple of years, so we may see him again. Unfortunately, his name escapes me at the moment.

One of the many tours that were part of the convention was a tour to AMARC aircraft storage area and the Pima museum. This was really neat to see. Terry had an especially moving experience at the museum when he found several pictures of his father and his B-29 crew in the museum's display of its B-29 and the associated tribute to the men of the 315th Bomb Wing. Since Terry's dad died many years ago Terry knew little about his dad's service.



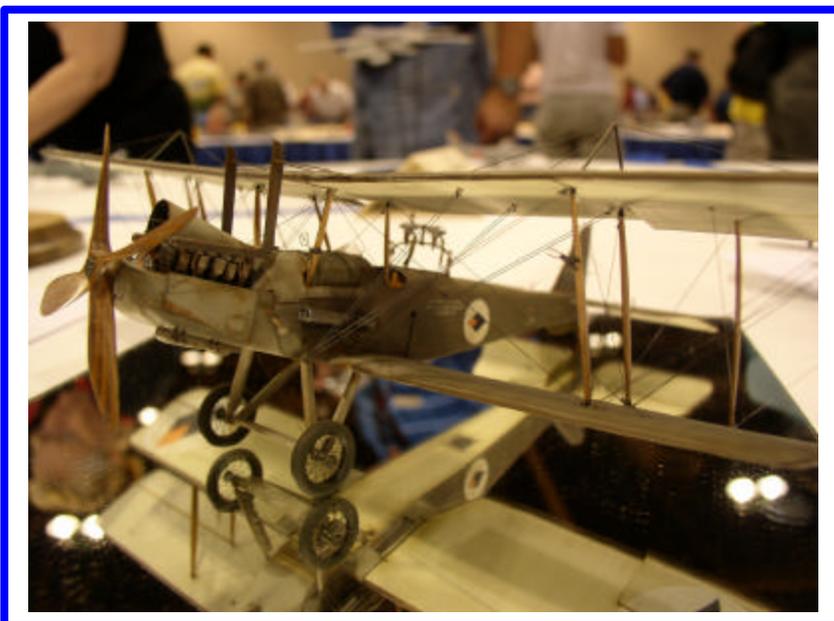
Now he has information that has enabled him to get in touch with members of his dad's unit and Terry will be attending their reunion this September.

Finally, two of our members were honored. Jerry Davis was a finalist for webmaster of the year. In addition, as you may have heard, Scott King joined the ranks of MMCLers who have won awards at national contests. Way to go Jerry and Scott!

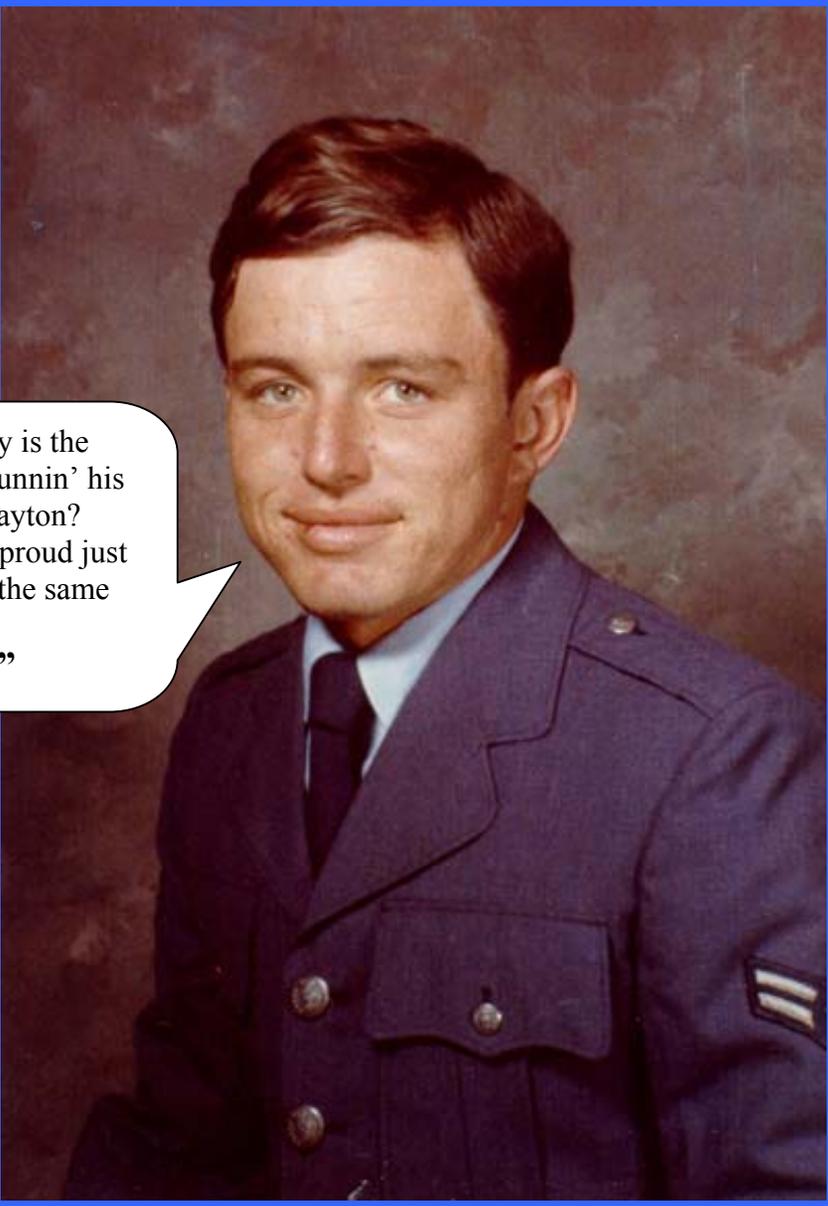


A beautiful 1/16th Scale Scratchbuilt T-55.
Winner of the Best Scratchbuilt Model Award

A fantastic 1/48th Be-8 biplane.



FACTICAL NOTES



Gee Wally, why is the Uncle always runnin' his mouth about Dayton? He should feel proud just to have served the same time as...
"the Beaver"

Vital Club Info.

Next Meeting: SATURDAY, September 18th @ The Church of Exalted Plastic
Theme: "Operation Iraqi Freedom" Contest and Club Cookout & First Annual MMCL Swap and Bull

Official Club Web Site: www.mmcl.org

Club Motto: Catapultam habeo. Nisi pecuniam omnem mihi dabis, ad caput tuum saxum immane mittam.

**This informational feature brought to you by
RADIO FREE PEWEE VALLEY
W.I.R.D**

Swap 'N Bull – by Jerry Davis

Planned is an action-packed day on Saturday, September 18th! This is a day full of MMCL events that include:

- normal Saturday morning workshop activity (7:00 a.m.- 11:30 a.m.)
- our first "Swap 'n Bull"
- the annual club cookout (member's family and friends also invited)
- the "Operation Iraqi Freedom" internal contest
- September general membership business meeting

The **Swap 'n Bull** is an informal get together where a lot of trading goes on. Members are encouraged to bring in those kits that they no longer have any interest in and stake out a piece of workshop turf.

Members barter on their own exchanging kits or moolah if they wish. There are no fees associated with participating in the "**Swap 'n Bull**" - so participants feel free to bring in anything that is gathering dust - remember, one man's junk is another man's treasure!

The **Swap n' Bull** begins whenever and ends when the food is gone - so time is not an issue. Just bring those old, unwanted and never were going to build anyway kits to the MMCL first "**Swap 'n Bull!**"

To contact MMCL:

President:
Pete "Ain't" Gay
Email: pete.gay@insightbb.com

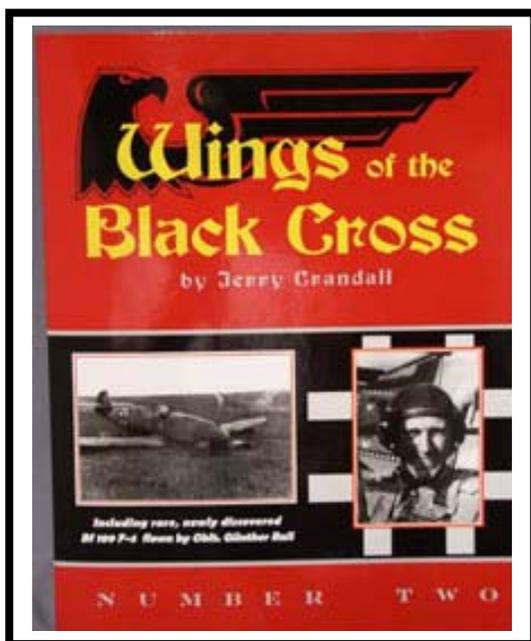
Secretary:
Michael "Mr. Gunze" Baskette
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Lexington, KY 40504
Email: ostfront_mike@alltel.net

Vice President:
Tom "Balki" Romanowski
Email: Balki42015@hotmail.com

Member at Large:
Chris "the Liberal" Kappesser
Email: cjkapp@bellsouth.net

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

"Wings of the Black Cross #2"... By Jerry Crandall Review by D.M. Knights IPMS/USA 17656



For those of you who don't know, Jerry Crandall is probably the foremost authority on Luftwaffe aircraft markings of World War II. He is also an extremely talented artist. And has produced numerous decal sheets and books on World War II aircraft. Mr. Crandall also has a huge collection of photographs of World War II German aircraft. Many of these photos are from former soldiers and airmen, and most have never been published before.

In order to provide modelers an opportunity to see these photographs; Mr. Crandall has started a new magazine, "Wings of the Black Cross". This review is of the second issue of the magazine. Magazine is a bit misleading. These almost small picture books, rather than magazines. They are only 36 pages in length. However, they are printed on high quality gloss stock paper. The photos that are the heart of each issue are printed in super high quality. At the end of each issue are the

color profiles of many of the aircraft whose pictures appeared in each issue. These profiles are Mr. Crandall's specialty, and are really fantastic.

This issue has photos of Me-262s, Me-163s, He-162 as well as Fw-190s and Me-109s. The color profiles in this issue are all Fw-190s and Me-109s. There are some schemes that you've never seen before. I thought the Me-109 in overall RLM 76 is particularly interesting.

The only downside to this title is that it is pricey, with each issue costing \$17.96 at Scale Reproductions, our friendly neighborhood hobby shop. This may seem like a steep price for only 36 pages, however, for any Luftwaffe enthusiast, these are must have reference.

Uncle Misses "Friday Night Fights" Attend Drags



It's not normal for the Uncle to miss a club "**Friday Night Fight.**" The MMCL investigative reporter has breeched the reason why our own beloved Uncle Daddy couldn't make the August 20th event.

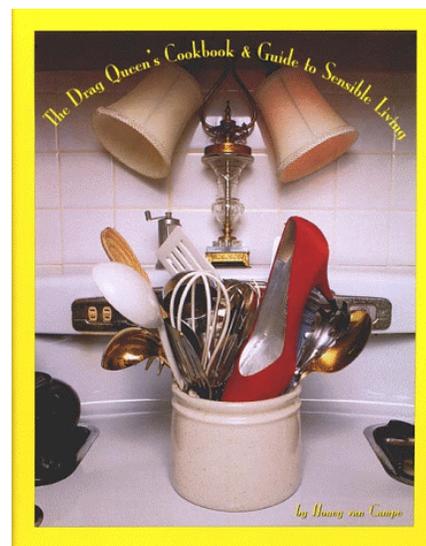
Uncle reported he was traveling to Memphis on business and in the meantime, was visiting his daughter and son-in-law and their new baby.

Uncle could have made it back for the MMCL Friday festivities but gave the reason he and his son-in-law would attend drags. Well, the investigative reporter

snooped and discovered this was true, they did attend the drags but not racing drags – it was the other kind!!!!

Now that the cat is out of the bag, or, er, "the closet" it is reported that the Uncle picked up a new cookbook during his foray. The book, *The Drag Queen's Cookbook a Guide to Sensible Living*, met with this review from the Uncle.

"Martha Stewart meets RuPaul! The Drag Queen's Cookbook is the first and only indispensable Drag Queen etiquette, lifestyle tips, fab recipes and the verities of upscale entertaining, drag style. Hilarious, but very informative, this book features dozens of gorgeous color photographs and Honey van Campe's witty and acerbic observations on culture, high and low."



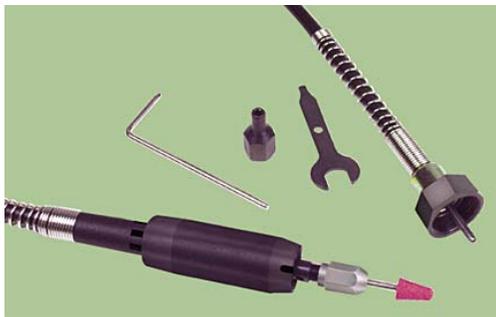
Thank You – by Jerry Davis

I just wanted to say that I appreciate the award that was presented to me at the August general membership business meeting. I have a few material items that I cherish deeply and this beautiful prism with club logo is added to that collection. Being a member of the club for 10 years now, I can honestly say that I've really enjoyed the camaraderie, shared modeling and tons of laughs.

My Momma Told Me “You better shop around”...Mike Baskette

P.T Barnum once said that there is a sucker born every minute. It seems some of those in the business of vending to hobbyists have taken the same attitude. Recently, I have been shopping for a small lathe and milling machine for my workshop. In the process, I have been scouring tool sources alternative to those we modelers normally turn to for such special small tool purchases. In doing so, I have run across a couple of item where the price as offered by the normal, hobby tool vendor is criminally higher than that offered by alternative sources. Enjoy this example of “Bend over and relax sir, this will only take a second”

In Micro-Mark’s latest catalog I stumbled across their mini-bench grinder. Micro-Mark sells this tiny little grinder to hobbyists for \$109.95. As an



Micro-Mark: \$29.95

I’ll save the next Rip-off/Bargain for next month... Until then, hang on to your dough and by all means shop around for any major tool purchase.



Micro-Mark: \$109.95

accessory,

you can purchase a handy flex-shaft motor tool attachment for an additional \$29.95. If one were considering the purchase of this tool and attachment, you would be well advised to cruise over to the Louisville or Lexington Harbor Freight store. A strikingly similar (AKA the same damn thing) can be had for \$29.95... **AND IT INCLUDES THE MOTOR TOOL ATTACHMENT!**



HARBOR FREIGHT: \$29.99

ATTENTION MEMBERSHIP!

Jerry is building a web page for a November launch recognizing those club members that have served in the military or whose sons/daughters are currently serving on active duty. If anyone wishes recognition, send an e-mail to Jerry (mmcl-1@insightbb.com) with your name, rank, service branch and inclusive dates of service.

For example:

Snuffy Smith Private U.S. Army Sept 1944 - November 1945

Built from the Ground Up – by Jerry Davis

Rich Guetig's work with models and his groundwork are pieces of art. What turns heads and tops off the specialized appeal to a model is a professional looking base. Recently, Rich let out his secret divulging where he bought his bases and brought in a catalog with a plethora of items to look through. Surprisingly, Rich orders his bases from a company located in South Dakota.



Better things than Tom Daschle hail from the great state of South Dakota and that being Mt. Rushmore, The Corn Palace and “**Van Dykes Taxidermy.**” Rich made a collective order from many of the workshop attendees present that day and in a couple of weeks when Rich delivered them, we were all exceptionally pleased with the results.

Van Dykes offers a wide variety of professionally finished bases in a variety of sizes, woods and finishes. Designed for mounted game and fish, these bases are perfect for the modelers and are relatively inexpensive.

Shortly after Rich's order, I wanted to re-order some more bases so I borrowed the catalog and placed an order. Within 5-days of placing the order, I was in receipt of what I had ordered and all the items arrived neatly packages and in perfect condition.

Van Dykes is located at: P.O. Box 278, 39771 Hwy 34 East Woonsocket, SD 57385 and they have a web presence located at: <http://www.vandykestaxidermy.com/>. They offer a free catalog and orders can be placed toll free 1-800-843-3320 or 1-800-558-1234. Should you wish to order, check with Rich first for some tips on the different products; there are differences between veneer and solid wood. Thanks Rich for enlightening the club on another item that kicks things up a notch in the modeling world.

Recycle Report

For the period July 10 thru August 16 we collected 53 lbs of aluminum.

The price was \$0.46/lb including the \$0.05/lb coupon from The Snitch, so we added another \$24.38 to the treasury last meeting. The total this year is \$106.41. Last year's total was approx \$83.00. Great job again Gents! Thanks to all who contributed. We will recycle again after the Klub Kookout

Scott

FACTICAL NOTES

What'chu Talkin' bout Willis...
The MMCL is the best darn club
around !!



Vital Club Info.

Next Meeting: SATURDAY, October 23

Theme: MMCL "Eastern Bloc" Hosted Meeting In Lexington
& Pre Meeting warm-up @ Mike Baskette's House; Details Inside

Official Club Web Site: www.mmcl.org

Club Motto: Have Gun...Will Travel

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

NEW WARE's THOR ICBM-CUBAN MISSILE *CRISIS ROCKET...By J. R. (Uncle Daddy) Dietrich*

At our last Regional, your Uncle stumbled upon a vendor, *Victory Hobbies*, that carried a number of the *New Ware* products, which center around space exploration and rocketry subjects. *New Ware*, located in the Czech Republic, created a wonderful line of military rockets and spacecraft. Their products are all resin cast and, I might add, *perfectly* done. I purchased the Atlas Able and the Soviet Soyuz spacecraft at our show. They also make beautiful updates for various X-15 variants. Their rockets are in 1/144 scale while the Soyuz was in 1/48 scale. I will do another article on the Soyuz, which is a far more complex kit, in a later issue. When Terry Hill traveled to the IPMS Nationals in Phoenix this summer, the good Doctor picked up for me two more of the *New Ware* products. I then became the proud owner of the Atlas D and Thor ICBM's. I couldn't resist the urge to build the Thor.

Prices for the *New Ware* pieces have gone up dramatically because of the relationship of the Dollar to the Euro. The *New Ware* web site, <http://mek.kosmo.cz/newware/>, lists most of their products around 40% lower than what you will spend in the U.S. I suggest that they update their posted price list to reflect the disparity. Nevertheless, these are very unusual subjects and are cast perfectly so you won't be disappointed by the increased price. You can find them listed on Victory's web site as well.

The Thor, one of America's first ICBM's was put on the drawing board in 1954 with the criteria that it be able to deliver a nuclear warhead the distance of between 1,150 and 2,300 miles. Flight tests were undertaken in 1957 and entered service in 1958. They were assigned to SAC and deployed in the U.S. as well as in Europe. They became a bartering chip in the settlement of the Cuban missile crisis with the Soviet Union and were subsequently removed from their European bases. A few remained in the SAC inventory in an offensive roll stationed on the Johnson Atoll until the mid 1970's.

Construction: The kit contains only five resin parts. You have the missile tip, the main tube, a small lower section, the thrust nozzle and a small piece of piping. I assemble the tip and then the lower section to the main body. The key to building these subjects lies in how you sand off the resin carrier so that the surfaces are perfectly flat. The good folks at Victory shared the secret! Be very careful to remove as much of the carrier as you can without actually sanding down to the contact surface. Then slightly hollow out both mating surfaces. The effect will leave an inverted "egg" shape surface that will allow you to sand the remaining contact surfaces evenly so that they mate perfectly and level. If needed, you can use a bit of A&B putty as I did on the lower surface. You can choose to pin the two pieces although I didn't do this on this kit. If you do this right, you will need little or no putty. Be careful when you cut out the thrust nozzle from the carrier. It is very delicate but if you use a sharp #11 blade, you should be able to scribe around the carrier until the nozzle falls off the carrier. Lightly sand at the cut off point and you are done. Make sure that

To contact MMCL:

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Email: pete.gay@insightbb.com

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Email: Balki42015@hotmail.com

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Chris "the Liberal" Kappesser
Email: cjkapp@bellsouth.net

Treasurer:
Mike "Danger Boy" Nofsinger
5011 Wabash Pl.
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Email: mnofsinger@insightbb.com



you drill out and position a brass rod down the center of the bottom before you start painting. You will use this to position the piece while painting and drying. After painting, you can trim this up and use it to mount your piece to the base. Before mounting, I cleaned up and trimmed the rod and brush painted it a flat black.



Painting and Decals: Once the body of the missile was complete, it was washed in soapy water, rinsed and allowed to dry. I primed the missile with Testor's Canadian Voodoo Grey, making sure that there were no flaws before moving on. The actual missile was painted white so I used a finish coat of Testor's Insignia White. I applied this in several light coats. I then masked the lower body and painted the missile tip with Testor's Classic Black. After the paint was allowed to dry for several days, I applied a coat of Future Floor Wax. I'm not sure this was needed for the decaling process, but did so anyway.

The kit comes with several decals, however, the standard version used only three decals on each side, the missile number located at the bottom, the Air Force insignia, and the "U.S. Air Force" lettering down the upper portion of the body. These are very good decals but I used a little Solvaset to make sure that they snuggled down on the missile's panel lines. Once dry, I applied a light coat of Future, then an overall coat of Humbrol Satin finish. You can leave it glossy but I think that in scale, it looks toy like all glossed out but this is a personal preference. The thrust nozzle and small exhaust pipe were air brushed in Testor's buffing Anodized Metal, buffed up a bit, then sealed.

Presentation:

Simple subjects require simple presentation. I used one of the small, round, finished Thomas bases that I picked up at the Chicago Figure Show a few years back. I had a brass nameplate prepared and had this fixed to the side of the base. The missile was then positioned in the middle of the base on its brass rod then secured with two-part epoxy. The result was a nice project that didn't have a multitude of parts but did require care in completion.

A good reference for rockets is a publication by Peter Alway titled "Rockets of the World". I'm not sure if the book is still in publication but if you have an interest in rocketry, then this is the best source that I have found, especially for the modeler. I suspect that the line drawings in the *New Ware* kits are from this reference although I'm not totally sure. In any event, it's well worth it if you can find a copy.



Well that's it folks! I know that this is not a "flashy" nor complex subject but it is one that is an enjoyable project so go out and buy one of these kits and "launch" into some modeling fun!

October 2004 MMCL General Meeting

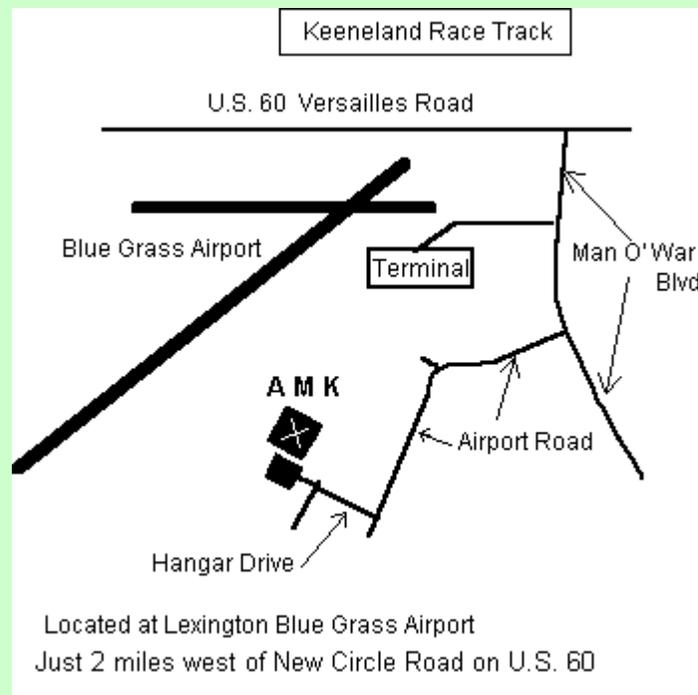
The next MMCL meeting will be held at Bluegrass Airport in Lexington at the Aviation Museum of Kentucky (AMK). The meeting will begin at approximately 5PM on Saturday, 23 October 2004. The starting time is approximate since that's the museum's closing time, and it may take a few minutes for any of the museum's regular visitors who do not want to attend the MMCL meeting to be wafted gently toward the exit.

AMK Board of Directors member Phillip "Jack" Baugh has been invited as the meeting's guest speaker. During his military career he flew high altitude reconnaissance aircraft, and although many of his experiences remain classified, he has indicated that he can talk about the general situation at the time, some of the flying characteristics of the aircraft, and things of that nature. Several of the museum staff have expressed interest in attending the meeting so that they can hear Jack speak.

A sailplane enthusiast, Jack later purchased the company that built the Sisu sailplane. With only ten built, the Sisu was nonetheless a three time US national champion in the 1960s and was the first sailplane in the world to free soar for more than 1000 kilometers. The museum is fortunate to have Jack's personal Sisu and his later Schempp-Hirth Nimbus II sailplane on display.

Since our last meeting there in 2002, the museum's volunteer staff has completely repainted the F-4S Phantom II, retaining its commemorative 1991 retirement scheme. The historic Lockheed Model 12A Electra Jr. spy plane that had been on display has been sold by its owner and is no longer at the AMK, but Dr. Gumbert's rare Waco RNF biplane is likely to be on hand, unless Doc's out flying it!

From 10AM till 1:30PM on the same day, the museum will also host an open house for the local general aviation folks. MMCL members who have an interest in this topic are cordially invited to drop in and hear the guest speakers invited for this event as well



Pre-Meeting Warm Up at Mike Baskette's

I will be hosting a Pre- Meeting Warm up at the home of Mike Baskette through out the afternoon leading up to the meeting at 5 pm. Members are encouraged to drop in anytime after 11:30 am for a BBQ lunch/dinner and drinks. As always, my workshop, kit collection, and militaria collection will be open for the curious. If you plan on attending, please drop me an email or a phone call (ostfront_mike@alltel.net, 859-278-8150) as this will help us know how many to plan for.

Directions to Mike's Place.

From Louisville take I64 towards Lexington

After crossing the Kentucky River take the Frankfort / US 60 exit and take a right at the bottom towards Versailles/Lexington

Take US 60 to Versailles and bear left to continue on US 60 to Lexington once you come to the intersection in front of Woodford Feed. It will be directly in front of you and you must go left or right at the intersection

You will eventually pass the Keeneland Race Track, the airport, and pass under New Circle Road.

US 60 continues into Lexington and you will need to make a right turn on to Mason Headley Road. There is a light at this intersection and a right hand turn lane. Cardinal Hill Rehab Hospital is the landmark. This intersection is approx. one mile from New Circle Road.

My house is 922 and will be on the right.

Getting to the Meeting location from my house simply involve back tracking to Man O' War Blvd on US60 and following the map provided. Our house is very close to the airport.

RECYCLING:

For the period Aug 17 to Sept 25 we collected 58 lbs of aluminum, which was a record for the year! The price was still \$0.46/lb including the \$0.05 Coupon from The Snitch, so MMCL gets a check for \$26.68.

Total for the year is now \$133.09, last year's total was approx \$83.00. The club thanks all of you that contributed.

Indianapolis contest review...By D.M. Knights

On May 5th and 6th, 2004, the Indianapolis chapter of IPMS/USA held its annual model contest. Even though this was not the Regional, as it was last year, the guys from Indy still put on a two-day event. It was held at the same hotel where the Regional was held last year. This hotel has a nice bar area, but the rooms are not as big as the gym where the Indy guys use to hold their contest. Because of the smaller rooms in the hotel, the vendor and contest area has to be broken up among several smaller rooms. The rooms for the models were particularly small and crowded. This was a shame because the show had a good turnout. There were a good number of vendors and the attendees appeared to be parting with their cash at a rapid rate. Your intrepid author did his part to stimulate the hobby economy by spending at a number of vendors and acquiring two kits and a number of books and decals. I am anxiously



Figure 1 1/72 I-16

awaiting a letter from President George W. Bush thanking me for my contribution.

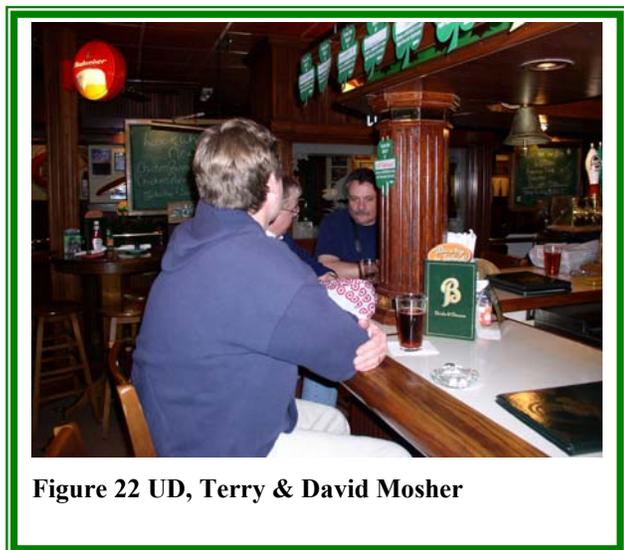


Figure 22 UD, Terry & David Mosher

The members of MMCL attended the show in force, with both the eastern bloc and western bloc members attending. By my count there were at least 15 MMCLers there, maybe more. Below is a list of MMCLers who won awards at Indy. We are especially proud of Corky for his Best Aircraft Award. Hopefully we can all learn something from Corky this month when he helps teach us all about modeling WWI aircraft!

Dennis Sparks: 2nd Place Aircraft 1/72 Multiengine Prop V-173 Flying Pancake
2nd Place Aircraft 1/48 A-4C "Air Baron"

Rob Schneider: 1st Place Military Vehicle 1/48 & Smaller SU-85

Corky Mohedano 1st Place Aircraft Biplanes & Rigged Nieuport 17
Best Aircraft Nieuport 17

Dave Hodge 1st Place Out of the box Science Fiction for Klingon Bird Of Prey.

Noel Walker 3rd Place Figure 54mm Rebel Infantryman

Dave Mosher 2nd place Figure 120mm British Machine Gunner WWI

ATTENTION MEMBERSHIP!

Jerry is building a web page for a November launch recognizing those club members that have served in the military or whose sons/daughters are currently serving on active duty. If anyone wishes recognition, send an e-mail to Jerry (mmcl-1@insightbb.com) with your name, rank, service branch and inclusive dates of service.

For example: Snuffy Smith Private U.S. Army Sept 1944 - November 1945

Dayton contest review...By Scott "Skippy" King

On Saturday, September 18, IPMS Dayton held their Invitational Model Contest. For many years, with the exception of 2003, this has been an annual fall event for Dayton. I think that in 2002, due to lower attendance and the non-availability of suitable dates, the Dayton and Cincinnati clubs tentatively agreed to alternate hosting a single yearly fall contest. That is no longer the case, as Cincinnati will host a show on October 16.

Anyway, after a very late and hurried solo departure, as those gentlemen in attendance at the Workshop can attest, my consumptive VW and I arrived in Dayton after a record (for me) 2 1/4 hr drive. The contest venue was the same, at Wright State University, that they have used since at least 1995. It is easy to locate and has ample parking. The contest room, the same they have used before, could use better lighting, but this is an almost universal problem at contests in my opinion.

The number of entries, at around 210, was down from previous years. This was certainly due to other events scheduled for the same weekend (Louisville Klub Kookout, Kalamazoo Invitational Contest) and the Cincinnati Contest only 4 weeks later on October 16. I was surprised that there was no raffle, I am pretty sure they had one in years past. There were good vendors, all located in an adjoining room.

The contest seemed to be well-run and organized, typical for the experienced Dayton Club. The judging and awards ceremony all wrapped up on schedule.

I entered 2 models and "ghosted" 2 for Dave Knights, and he got an award in 1/700 ships, and I managed one in 1/72 single engine propellor aircraft.

HobbyTown USA

HobbyTown USA, located in the Regency Centre on Nicholasville Road (one half mile inside New Circle Road), welcomes MMCL members to Lexington and cordially invites you to visit our store while in town for the October club meeting. Please present this coupon and receive 20% off on plastic model kits and modeling related accessories such as paints, tools and books. Offer valid on Saturday 23 October 2004 only.

Saturday store hours are 10AM - 8:30PM

phone (859) 277-5664

On this page you will find a copy of an application for membership in IPMS/USA. IPMS/USA is the national organization of which MMCL is a local chapter. IPMS/USA provides many benefits to members and to member chapters such as MMCL. For members, there is a bimonthly magazine and access to a really nice website with a lot of modeling information and discussions forums for members. For chapters, IPMS/USA supplies insurance for our monthly club meetings and for any model contest we hold. IPMS/USA also provides the regional framework that allows chapters near each other to hold contests without scheduling two contests in chapters too close together on the same date.

If you are not a member, please consider joining. If you have any questions about the organization, please ask me or find one of the other members of MMCL who are national members.

David Knights

IPMS/USA NEW MEMBER APPLICATION

IPMS No.: _____ Name: _____
(leave blank) FIRST M. LAST

Address: _____

City: _____ State: _____ Zip: _____

Phone: _____ email: _____

VISA/MasterCard Account # _____ - _____ - _____

Exp. Date: _____

Signature: _____

Adult: **\$25** Junior (17 years old or younger): **\$12** **DOB:** _____

Canada & Mexico: **\$30** Other Foreign: **\$32** Foreign Air Mail: **\$55**

Family (Adult dues + \$5, one set magazines, # of membership cards required: ___)

If recommended by an IPMS member,
list his/her name and member number _____ (name) _____ (IPMS#)

IPMS/USA

Check out our web page: www.ipmsusa.org

P.O. Box: 2475
North Canton, OH 44720-0475



MMCL members David Knights, Dr. Terry Hill and Gene "Koko" Monasterio are the early arrivers at the annual VLS sale before Mastercon.

FACTICAL NOTES



Vital Club Info.

Next Meeting: Thursday, November 18th
Theme: Election Slate Finalization

Official Club Web Site: www.mmcl.org

Club Motto: Have Gun...Will Travel

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

The Mawen Rotary Engine... Dennis Sparks

Residing in the collection of aircraft engines on display at the Aviation Museum of Kentucky, nestled in among the likes of the Packard-built Rolls Royce Merlin and the massive 3500 hp. Pratt and Whitney R-4360 engines, sits a small engine that's about the size of a bushel basket. It is a Mawen engine, and it represents the ultimate in rotary engine design.

When the term "rotary engine" is used today, it's usually associated with the type of engine designed by the German engineer Felix Wankel, and which was later popularized by its use in the Mazda RX-7 sports car. But to individuals who are interested in early aviation history, the same term instead evokes memory of one of the most important types of early aircraft engines.

In this context, a rotary engine is one in which traditional cylinders and pistons are arranged in a circle around a central crankcase, much like the more conventional radial engine designs. But in a rotary engine the entire crankcase and cylinder bank rotated about the crankshaft, which was usually firmly fixed to the aircraft's firewall.

Compared to the more conventional engines of its day, the rotary engine offered a significantly improved power-to-weight ratio. For example, the engine the Wrights built for their 1903 Flyer delivered about one horsepower for every fifteen pounds of weight, where early rotary engines weighed about only three pounds per horsepower. This was due in part to the rapidly spinning air-cooled cylinders, which eliminated the need for a liquid cooling system. This large spinning mass served also as a flywheel, which was necessary to conserve angular momentum and keep the engine running.

The first successful rotary engine was built in 1896 by Fay Oliver Farwell in Dubuque, Iowa. A three cylinder engine of about 25 hp, it was intended for automotive use and was by 1903 in service in a small bus. Farwell and his partners Herbert and Eugene Adams continued to develop the design, increasing it to five cylinders and making several incremental gains in horsepower. From 1905-1913, the Adams-Farwell company built and sold over fifty automobiles equipped with rotary engines. One restored 1906 automobile still exists, and the National Air and Space Museum has a Farwell engine in its collection.

Stephen Balzer of New York was another early designer of rotary engines, producing his first one in 1899. One of his smaller rotary engines powered Samuel Langley's successful one-quarter scale unmanned Aerodrome aircraft prototype in 1901. Asked to supply a larger version of his engine for Langley's manned Aerodrome, Balzer was unable to produce a reliable working example with sufficient power.

Frustrated by the lack of progress, Langley's mechanic and test pilot Charles Manly heavily reworked Balzer's basic design to produce a remarkably efficient five cylinder radial (not a rotary) engine that produced 52 hp. But the spectacular failure of this larger Aerodrome to fly caused Manly's engine to be largely overlooked.

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The French Seguin brothers borrowed from the Farwell design to produce their Gnome rotary engine, which debuted in 1908. With this engine, designers finally had a reliable lightweight engine to power their aircraft, and it was to see heavy use until midway through the First World War. 1916 saw the introduction of the improved Gnome Monosoupape (French for “one valve”) engine, which eliminated the original overly complicated internal intake valve of the original Gnome design in favor of a ring of intake ports around the bottom of the cylinder.



Another development to the basic rotary engine design from the same company was the LeRhône engine, which used a conventional intake manifold and external intake valves. Although the engine now had both intake and exhaust valves located on the top of each cylinder, both were actuated by a single pushrod by means of an ingenious cam and articulated roller arrangement. Other later rotaries, such as the Clerget and the Bentley used the more typical setup with a pushrod for each valve. These later engines were capable of around 150 hp, but were reaching the practical

limits for aircraft use. As the size of the engine increased, so did the gyroscopic effect caused by the rapidly spinning mass. As one Sopwith Camel pilot quipped, “These things will put both of your eyes on one side of your nose!”

Potential solutions to alleviate the gyroscopic effect had already been tried but had failed to achieve widespread attention. In 1910, the Russian inventor Anatoly G. Ufimtsev invented a variation of the rotary engine known as the bi-rotary, where the crankshaft and the cylinder bank each turned at the same speed, but in opposite directions. Interestingly, he also attached a propeller to each of the spinning portions, thus creating what were possibly the world’s first contra-rotating aircraft propellers. But the engine was mechanically complex, and since Ufimtsev’s aircraft designs failed to fly, his engine failed to garner much interest outside of Russia.

Siemens, a German manufacturer of aircraft and engines, was awarded a contract in 1916 to build near-copies of the superior French Nieuport 11 fighter, but the firm chose to equip them with their new Sh.I bi-rotary engine. By attaching the propeller to the crankshaft with its opposite rotation to the cylinder bank, much of the undesirable gyroscopic effect was cancelled out. It also allowed the engine to operate at twice the propeller speed, which improved both engine power and propeller efficiency. But again owing to its mechanical complexities, the engine proved to be difficult to manufacture, delaying production of the aircraft to the extent that only 95 were delivered.

After WWI, a Hungarian designer named Sklenar revisited the rotary engine design when he built a differential rotary engine, which was similar to the bi-rotary, but with the crankshaft and cylinder bank geared so that they rotated at different speeds.

Also, the tops of the cylinders were left open and the entire rotating cylinder bank was encased in a fixed ring. The inner surface of the ring formed the tops of the cylinders and had sliding valve intake and exhaust ports and spark plugs built into it. As the cylinder bank rotated, each cylinder in turn passed the appropriate stations for normal four stroke operation.

Sklenar sold a license to further develop the engine to the Mawen Motor Corporation, which had offices in New York. By the beginning of 1938, engineering studies were underway for Mawen by Paul Frank at Lawrence Engineering in Linden, New Jersey and by Professor Andre J. Meyer at the University of Kentucky in Lexington. Part of the funding for this development came from E.E.C. Mathis, a French automobile manufacturer, and from Axel Wenner-Gren, a Swedish industrialist who had founded the Electrolux Corporation.

By the summer of that same year, Prof. Meyer had applied for a patent on the improved engine, with the rights being assigned to Mawen. Patent number 2,181,705 was duly granted in November 1939. The engine was claimed to have excellent performance combined with both a low weight and low fuel and oil consumption rates, and was regarded as having potential use as a power plant for smaller general aviation aircraft. However, the use of privately owned aircraft was virtually eliminated by the onset of the Second World War. With the post-war development of newer generations of lightweight small aircraft engines, the Mawen engine was never to see production. The museum's developmental prototype Mawen is therefore rare, and possibly now unique.

The engine itself was sold as surplus University property sometime in the 1980s. It was bought by a farmer from the Nonesuch, Kentucky area, who bought it chiefly for the stand on which it was mounted. Word of the engine eventually reached two of the founders of the Aviation Museum of Kentucky, Dr. George Gumbert and Wendell Murphy, who visited the farmer and purchased the disassembled engine. It was restored to static display condition by Ray Wilson of Avis Rentals and by volunteers at the museum.



The Fume Extactor... Editorial by Mike Baskette

Recently while surfing the internet through several of my favorite modeling sites, I ran across an interesting bit of news on the website of HobbyLink Japan. HLJ had some nice coverage of the recent Tokyo Hobby Show and showcased many of the soon-to-be-announced products. One such product was a new series of after-market, individual link tracks from ModelKasten. "That's news?" you may ask. Well it is when the track runs are 100% preassembled!. It seems that ModelKasten has decided to address the single largest complaint related to individual link track, the act of actually assembling all the links. Granted, this is where a project can go soured even for me, so a real timesaver no doubt. However,

I think this may be the first major hint and a major shift that may be poised to begin within the world we know as scale modeling. I explain...

Many of you know that in addition to the military modeling that I do, I also have a keen interest in HO scale model railroad. About four years ago, a movement started in the hobby in which many of the major manufacturers began to offer their models as completely assembled models. You do not have to read too many of the packages to realize that the cheap labor in China has made this possible and the disturbing trend among America's younger generations to expect something for nothing (great looking model for zero work) have even made this marketing shift profitable. Currently these models range from the very simple models that once sold as kits for \$4-\$8 to highly detailed steam and diesel locomotive models festooned with hundreds of hand applied detail parts.

What does this have to do with military modeling? Well, there are many in the world of model railroading that see this shift towards preassembled to be “dumbing down” the hobby. Basically it is taking the skill, the craft...the modeling out of model railroading. What I will be looking for in the near future are completely assembled after-market accessories for ships, tanks, and aircraft to become increasingly available. I’m not talking about single piece, resin cast wheel wells, tank engine modules and the like as we already see. I am talking about a preassembled, 1/32nd scale, radial engine for a Hellcat, made up from 400 individual pieces with hand applied, photo etched pipes and wires or a similar offering as a Tiger 1 engine or drivers compartment for example. Preassembled and even prepainted, with the only investment of the modeler being money.

I realize that as hobby consumers we will always have the choice to buy it or do it ourselves so I am not out to champion the boycott of these potential future products. What I would like to suggest is that the IPMS keep a watchful eye over the development of these products and adjust contest rules such that models utilizing such shortcut components are recognized for what they are and not judged as if the modeler actually did all the construction.

This brings us back to the ModelKasten tracks that initiated this editorial. I’m sure these preassembled track links look fabulous when installed. However, from a modeling perspective and despite the good look, they required little more effort than the venerable “rubber band” tracks that most of us cut our teeth on. So, a modeler having used such a set of tracks should receive no additional recognition with respect to work done over that of someone who opted to use the kit’s “rubber band” tracks. All he did was spend more money and did not put forth more effort.

As Chief Judge, I am considering instating a rule for our regional to recognize this new issue. Such a rule would call out that if a ModelKasten track set has been utilized, and that particular set is also offered as preassembled, the modeler must offer the instruction sheet for the track set. The purpose of this would be to document that the modeler did in fact take the pains to assemble and install the tracks from an unassembled set and did not simply install a preassembled set. While this is not needed at this point because of the limited number of these sets currently available, it would server to show that we recognize this as a potential trend in scale modeling and set the precedent we intend to address it from the onset.

Side Note: ModelKasten’s unassembled sets are coded “SK”. The new, preassembled sets are coded “SKC”. You have to wonder if the “C” stands for China??

RECYCLING:

For the period Septmber 26 thru November 6 we collected 57 lbs of aluminum, almost as much as last time (58 Lbs). We got \$0.45/lb, so the club gets a check for \$25.65.

Total YTD 2004 is \$158.74, last year was \$83.00 approx.

Great job again, thanks to all of your efforts. And just a reminder, please bring all your empty printer cartridges to Tom Romanowski, he can get them recycled, and the club can get \$1.00 - \$2.00 for each cartridge. I know you will all support him in this worthwhile effort... Skip

Great Websites...By D.M. Knights

Funatsu Aviation Indicator Museum

<http://www.sam.hi-ho.ne.jp/ki-44/index.htm>

This is one of those websites that just goes to show you that nearly everything is now out on the web. If you model Japanese aircraft of World War II, this site should be on your list of favorites.

In essence, this website has photos of all the different types of instruments used in Japanese aircraft cockpits during World War II. In addition to images of the individual instrument faces (great for those new 1/32 scale kits) the site also has images of all the cockpit instrument panels of Japanese World War II aircraft. This can be handy for both the 72nd and 48th scale modeler who is detailing the interior of their kit.

I would never have thought that there was such a site out on the web, but it just goes to show you that there are now so many people out on the web putting up sites that there is a site on almost any subject. When you are looking for hard to find info for that next modeling project, before you go out and drop big bucks on books and magazines for reference, let your fingers walking thru the internet first and see what you can find.



RED THREADS . . . Mike Baskette

A Detailed Look at the Uniform Details of 1/35th Scale Soviet Figures

Welcome to the first installment of “Red Threads”. The purpose of this column will be to review the current selection of Soviet figure subjects. While the general quality of the figures will be addressed, the primary focus of this feature will be to assess the accuracy of the uniform details of a given figure offering.

The first offering I would like to take a closer look at is the recent WWII Soviet Tank Crew from MIG Productions. This well cast pair is designed to crew a vehicle in the colder months, and are well sculpted in terms of artist’s skill. The tank commander and loader are represented in this set.

The commander is well animated and wears a black leather coat over a 1943 regulation shirt or “Gymnasiorka” This combination will limit his usefulness to models representing subject from the winter of 1943 and later. The head sculpt of the commander is pretty nice with the details of the tankers headgear fairly well rendered although summer weight head gear is depicted. It is



not uncommon to see the lighter weight headgear worn with winter clothing, but troops operating in full winter kit might also wear the fleece lined winter version of this helmet. The winter version is cut different than the summer, so they are easily distinguishable. The only real detractor is the figure's hairline. While Soviet soldiers may have allowed their hair to grow longer than the typical shaven head in winter months, the hairline on this figure has a certain "Page Boy" look to it. This looks a bit silly in my opinion, and certainly not typical versus a quick survey of period photos.



There is some issue with the commander's leather coat. The typical Soviet leather coat as worn by armored crewmen was a double breasted affair with two breast pockets and/or two low pockets at the waist. The jacket worn by this figure is a single breasted jacket with a single large breast pocket on his left side. This is quite unlike any I have ever seen. Given the variation seen in Soviet clothing, winter clothing in particular, this unorthodox coat may not be much of a stretch. However, I would personally prefer that figures be offered wearing the more typical examples and not exceptions to the norm.

The second figure offered in this set wears the same well sculpted tanker helmet, but again sports the same "Page Boy" haircut as the commander. They must have the same barber. For clothing, the loader figure is wearing the ubiquitous, padded winter coat or "Telogreika". This is where this figure comes up way short. It would appear that this poor fellow has been issued a jacket so small that it is too tight to wear anything under it. The Telogrieka, as depicted on this figure, is simply way too form fitting. This article of clothing was a bulky over garment. Another shortcoming is the way the button front is rendered.

The Telogreika has extended button tabs for the front closure and should cross over the chest and button well to the wear's right side chest. The jacket on the figure appears to have a button hole type closer and is shown buttoned at the wear's center chest. Additionally, the figure is sculpted with the back of the jacket cinched at the waist. This is typical of the Telogrieka, but it is accomplished with an integral half belt sewn onto the back of the jacket. This belt is missing on the figure.

In all, I'd give these figures 2.5 stars out of 5. I see the set useful for the commander figure despite the non-standard leather coat, but it is let down by the poor clothing representation on the loader and the goofy haircuts worn by both figures. Keep in mind the focus of "Red Threads" this 2.5 stars is only a statement of the accuracy of the figures appearance and uniform. These figures should score high marks in terms of overall production quality.

FACTICAL NOTES



Vital Club Info.

**Next Meeting: Thursday, December 16th @ The Church of Exalted Plastic
Theme: Election and Christmas Celebration**

Official Club Web Site: www.mmcl.org

Club Motto: I'm gonna build more next year...No...Really...I am.

**This informational feature brought to you by
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The Fume Extractor...

Editorial by Michael Baskette

Well another year is nearly behind us and like many of you I still about where I started in January as far as models go. I bought a few more, I did do that.

This issue is the 48th since I took the helm and those paying attention to the election slate might have notices that I am forgoing my run for Secretary and will be focusing on the next

two years worth of Tactical Notes. I hope to institute some changes in the format in January and hopefully take things to a higher level in the process. While occasionally a pain, usually when I am running late, by in large Tactical Notes has helped fill a literary void that my career as an engineer lacks. This is something that I do enjoy and I look forward to serving in this capacity.

Last month's Fume Extractor seemed to spark some good discussion. I thank those who took time to read it, think about it, and talk with me about the issue I addressed. It was nice to get that level of response. Likewise my new review feature "Red Threads" was also well received. In this issue you will find the second installment and the third is largely written as well.

Finally, I would like to solicited articles from the general membership. In the coming year I would like to get more in the way of kit builds, research, and techniques. This will be important as I try to improve on Tactical Notes. If you have a skill and I know about it, expect to hear from me in the first quarter of '05. If someone has a skill and I do not know about it, I encourage the rest of you to well... rat them out!

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RECYCLING:

For the period 11-7 to 12-8 we collected 68 lbs of Aluminum, which is a new record by 10 lbs. We got \$0.47/lb, so MMCL gets a check for \$31.96

Total YTD is now \$190.30, which is a bit better than the goal of \$180.00 mentioned in the April 2004 Tactical Notes. Great going! Let's keep it up, and remember to get your empty printer cartridges to Tom Romanowski, so he can recycle them for the club too. We will have nearly a month's rent by just recycling stuff that would have been discarded, and I know we can do even more. Last year we got approximately \$83.00 from recycling.

Skip

The MAC V-1 Fi-103A-1 in 1/72nd scale...*Review by D.M. Knights*

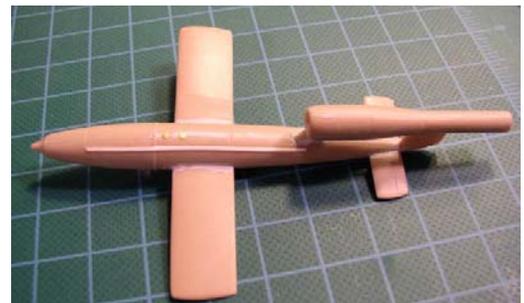


The V-1 was the first in what were to become known as cruise missiles. The V-1 was an extremely simple weapon. The missile was constructed of very simple materials and was shipped to the launch site with the wings detached and a cap over the explosive nosepiece. The V-1 was a pilotless flying bomb that was launched via a steam catapult (later it was also launched from a mother aircraft). Once the missile was airborne, a pulsejet started and powered the missile until it reached its target. The missile was

guided to its target by a simple gyroscope and magnetic compass. Once the missile had traveled a predetermined distance, measured by the turns of a small propeller in the nose, the fuel flow to the pulsejet was cutoff and the V-1 then fell to earth. The V-1 was not a precise weapon, with an estimated CEP (circular error probable) of some 30km from the actual target location. Therefore the V-1 was not really useful as a weapon, except to strike large populated areas to strike terror into the populace of the target area.

MAC is a company out of the Czech Republic. They make a number of kits, mainly in 1/72nd scale. Among the kits they make are several versions of the V-1, including the original ground launched version as well as the air-launched version and the experimental piloted version as well as the two-person trainer version.

I've always been interested in the V-1. Not only is it an interesting looking aircraft/missile, but it also had a huge variation in paint schemes. Part of the reason for this is that the parts of the V-1s were made in different factories, and the parts were brought together usually at or near the final launch point for final assembly. This meant that you could have V-1s with parts having one paint scheme and other parts having a totally different scheme. In fact, that is ultimately how I decided to paint my model, but more on that later.



The kit consists of about 25 parts. Of these, 7 are parts for a trolley that is suppose to represent the type of trolley that was used to transport a completely assembled V-1 from the final assembly area to the launch site. Frankly, though it makes an OK display stand, it only bears a marginal resemblance to the actual item. On the other hand, the kit of the V-1 itself is quite nice and is a good basis for a model of a V-1. The V-1 model itself consists of about 18 parts molded in a tan plastic with engraved panel lines. The engraving tends a little toward the heavy side, but it isn't so heavy as to detract from the finished kit.

In addition to the plastic parts, the kit has a small fret of photo-etch and a comprehensive decal sheet. In fact, if you use them all, there are actually more decals that parts for the V-1 itself. (The decals are for the data stencils that appeared on the missile. Since many times all the stenciling wasn't present, you don't have to use all the decals.) The photo-etch consists of two photo-etch bolts that go on the top of the body of the missile as well as the tiny propeller that goes on the nose and a photo-etched pitot tube. You are better off replacing this last item with a small piece of fine wire, since the photo-etch is flat and doesn't give a good representation of the tubular shaped pitot tube. (For more on companies using photo-etch in an attempt to represent three-dimensional objects using flat photo-etch, see the article by our editor, Mike Baskette, in a previous issue of Tactical Notes)

The construction of the kit is easy and there are no gaps or seams that need more than the most minimal amount of filler. I used Mr. Surfacer 500 on the seams. While the kit builds up nicely straight from the box, I chose to add the wiring conduit that ran down one side of the top of the fuselage of the missile. It was a prominent feature on the V-1 and I think it needs to be added, even in this scale. I used a small piece of strip styrene, but in retrospect, in this scale, a scrap piece of photo-etch runner might be more in scale. Once the kit was together, I primed it with a light gray acrylic. (Although I am using acrylic paints more, the once thing they are not good for is primer. The main reason for this is that they can't be



sanded). Once primed, I used the Testors Model Master® RLM paints. Frankly, these are some of my favorite paints. They go on smooth and dry with a satin sheen that makes them a pleasure to work with. As mentioned above, the paint schemes on the V-1 varied widely. I chose a scheme based on some reference I had on the V-1. After painting, a quick coat of Future® and the model was ready for the 20 or so decals that come with the kit.

Once the kit was decaled, a quick coat of Humbrol® satin coat and the V-1 was done. I enjoyed the model a lot. I will definitely build another one. Next time I will add the brace that attaches the back fin and rudder to the bottom back of the pulse jet pipe. My reference shows this as also being prominent enough to be represented on a model in this scale. Also, in regard to reference, the bottom front of the pulsejet that attached to the top of the front fin on the missile did not

always fit flush against the top of the fin. Thus, many times there was a gap between these two pieces. I chose to represent this gap on my model by not filling the seam between these two parts. If you chose to do this, be sure to take some documentation with you to any contest you enter, as judges will be inclined to see this as an unfilled seam and count it against you. I found that the book, V-Missiles of the Third Reich The V-1 and V-2 by Dieter Hölsken published by Monogram Aviation Publications to be the best reference on the V-1. It should really be the only reference you'll need for both construction and painting.

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RED THREADS . . . *Mike Baskette*

A Detailed Look at the Uniform Details of 1/35th Scale Soviet Figures

So far so good, we have made it to the second installment of “Red Threads”. This month we will be looking Andrea Miniatures “Russian Infantryman 1945”, and we can thank Noel Walker for providing the sample for review.

Andrea’s figure has captured the look of the late war Soviet infantryman quite well. He is suitably posed to represent a typical “Frontovik” picking up a few souvenirs amidst the ruins of the Reich. In this particular instance, Ivan has scored a bottle of Germany’s finest and life-sized bronze head of a certain Austrian Corporal.

The uniform worn by this character is typical of the last year or so of the war. His pull-over shirt (Gymnastiorka) and trousers (Sharovari) are well portrayed. The shirt is a typical 1943 regulation, with internal breast pockets and shoulder boards. The trousers in particular are well done because they show the classic breeches cut of the Soviet enlisted trousers. That is very baggy above the knees and close fitting below the knees where they tuck into the boots. Both the shirt and trousers lack the characteristic elbow and knee reinforcements often seen on enlisted garments, but because this figure represents “Ivan” in 1945 it is perfectly acceptable. Many of the enlisted uniforms made after 1944 lacked these details.



This figure is equipped with the standard Soviet kit of the period. This is simply a waist belt from which he has suspended his ammo pouch for a PPSH drum, an E-tool, and canteen. Across his chest in typical fashion, he has lashed his poncho/tent section (Plasch-Palatka) He is carrying extra belongings in the simple Soviet draw-string backpack, known as “Vesh-Meshok”. His equipment is rounded out by a tin cup and spoon which are classic Soviet mess gear, but not typically shown on miniatures and a nice touch on the part of the sculptor.

The equipment is the only weak point about this figure, but the two problems that exist are easily fixed. The first issue is with the backpack. The pack as sculpted shows a large external pocket. Such a pocket was not found on wartime packs and is more typical of those made in the 1960’s and 70’s. Similarly, the E-tool cover is shown to open from the bottom which is also a postwar arrangement. I would bet a cold pint the the sculptor of this figure used **"Soviet Uniforms & Militaria 1917-1991 in Color Photographs"** Laszlo Bekesi & Gyorgy Torok as a primary reference. This book is known in the collecting community to show a few postwar equipment items represented as wartime original. Regardless of these two issues, a bit of file work on the backpack and some epoxy putty work on the E-tool cover and you have an impeccably presented Soviet soldier and 4 stars out of five!!

TU-4 Soviet Superfortress

Yefim Gordon and Vladimir Rigmant, Red Star Volume 7, Published by Midland Publishing

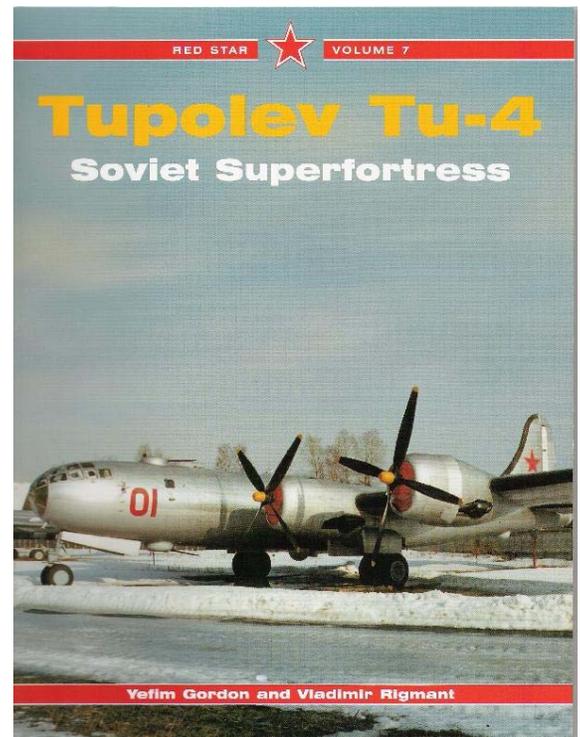
...Review by Joe Turpen

Ok it's not a Skyhawk, Intruder or Prowler but I do have other aircraft I am interested in. One group is the heavy bombers of WW II. Needless to say that means the B-29 Superfortress and all its variants. Though not a variant, probably the most interesting, for lack of a better word, copy of the B-29 is the Tupolev TU-4 Bull. Though Joseph Stalin ordered Tupolev to copy the B-29 it is probably only a 90% copy since Russian engines were used and the armament increased to 20mm and 23mm guns in the turrets. The author notes that if the B-29 had used these weapons the Migs probably would have had a harder time attacking the Superforts in Korea.

This book covers the development and history of the TU-4 from the time the B-29's to be used for copies literally landed in the Russian's hands to the variants that the Soviets would develop. The book points out that Tupolev was already working on a long-range heavy bomber, which was referred to as aircraft 64. However, since the Soviet Union had asked for B-29's through lend lease and they had not been provided they then had incredible luck. Three damaged aircraft landed on Soviet soil and were immediately interred. At this point Tupolev was ordered, by Stalin, to forget aircraft 64 and copy the Superfortress, which he did. They copied it right down to any repair patch the aircraft had on it.

This book discusses the problems that had to be overcome while performing reverse engineering including the determination of which components, such as engines, could be used that were already available. Also, the problems that were encountered by the flight crews in learning to fly the B-29 are discussed. One of the humorous events was when they had to determine what the putt-putt was when the instructions in the manual state to start it. The engineers understood the technical terms but putt-putt had them stumped. However once the little motor for the emergency generator/auxiliary power unit was started the mystery of the putt-putt was solved. The two stroke motor sound provided the answer.

The TU-4's various versions are also covered starting with the B-29 pattern aircraft 42-6256 referred to as **256 black**, which had flown with the name *RAMP TRAMP*. Other versions included are the TU-4A nuclear capable bomber, TU-4K (TU-4KS) missile strike aircraft, TU-4D military transport, and TU-4R long-range reconnaissance aircraft to mention a few. When the various versions of the aircraft are being discussed the Chinese versions are also mentioned. The Chinese used an AWACS version of the TU-4. Like the B-29 the TU-4 was also used as a tanker and saw use in various other utility roles during its career. Also like its American cousin, so to speak, the TU-4 became an airliner starting life as aircraft 70 (TU-12, TU-70). The interior configurations are discussed as well as the design details. In 1947 the TU-12 that was being flight-tested crashed and when the incident was investigated a bug in the design of the B-29 was discovered. The supercharger control circuits for all four engines had a common potentiometer so when any of the control circuits shorted the system shut off all the superchargers. The author states that it appears the B-29 may have had similar malfunctions but since Wright brought the Twin Cyclone up to



an adequate operating standard Boeing never discovered the problem and the aircraft flew with no correction.

There is also a chapter that describes the TU-4 in detail as well as one that deals with the TU-4 in service. The book is very well illustrated and has three view drawings of both the bomber and airliner versions of the TU-4. A chapter is even devoted to the final version of the TU-4 aircraft 80 the TU-80 long-range bomber. This was the first step to a long-range bomber that needed no air-to-air refueling to reach the United States and was a total redesigning of the TU-4. However there was a design flaw and the aircraft wound up on a target range. This aircraft though lead to aircraft 85 the TU-85, which was another attempt to accomplish the same objective. However it was also canceled because of some power plant problems. There is a good technical description of this aircraft in the book.



Figure 1 First production TU-4 220001

The B-29's that were used for the reverse engineering, and their soviet designations, were 42-6256 *Ramp Tramp* **256 black**, 42-6365 *General H.H. Arnold Special* **365 black** and 42-6358 *Ding Hao!* **358 black**. There was a fourth aircraft 42-93829 *Cait Paomet II* that crashed however parts were salvaged and sent to Moscow for examination. Details on each of these aircraft and what part they played in the development of the TU-4 is provided in the book.



Figure 2 Aircraft 70 the TU-12

On this page you will find a copy of an application for membership in IPMS/USA. IPMS/USA is the national organization of which MMCL is a local chapter. IPMS/USA provides many benefits to members and to member chapters such as MMCL. For members, there is a bimonthly magazine and access to a really nice website with a lot of modeling information and discussions forums for members. For chapters, IPMS/USA supplies insurance for our monthly club meetings and for any model contest we hold. IPMS/USA also provides the regional framework that allows chapters near each other to hold contests without scheduling two contests in chapters too close together on the same date.

If you are not a member, please consider joining. If you have any questions about the organization, please ask me or find one of the other members of MMCL who are national members.

David Knights

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