

January 2008

THE NEWSLETTER OF THE MILITARY MODELERS CLUB OF LOUISVILLE

Change you can believe  
in...



Or, you won't believe the  
change!

**Next Meeting: Thursday  
January 15th, 2009, 7:00 P.M.  
Special Audio Visual Presentation**



[WWW.MMCL.ORG](http://WWW.MMCL.ORG)

**TACTICAL NOTES**

# A Tribute

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

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

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

I hope you will all pardon me if I get serious for a minute. I'd like to take a moment to pay tribute to a long-time member of MMCL. His name is Mike Nofsinger and he is one of the vital members of this club. I've been a member of the club for 28years. (OMG!) Over the years, the club has had numerous presidents, vice-presidents, secretaries, and members-at-large. However, the club has had only three treasurers in the 28 years I have been a member. Mike has been the longest serving of these treasurers.

Mike's loyalty to MMCL is unquestionable. He has probably been at more monthly meetings than any other member. He has carefully watched the club funds and guided us thru numerous club auctions and contests. Mike is also a fine modeler, who has sacrificed much of his modeling time to watch over the club's money.

On behalf of the entire club, I would like to offer the sincere thanks of MMCL. Now Mike, you can build some more model kits with your free time.



## Airbrushing Technique: Tonal Layering

Randy Fuller  
MMCL/Eastern Bloc



I last wrote about choosing an airbrush and what you can do with it. In this article I want to explain a little further on a technique for painting that I've been developing over the last few months. I call it Tonal Layering. It consists of two basic stages: a varied tones undercoat with several layers of thin color coats to achieve a subtly mottled finish.

I used to just paint a solid basecoat, then dry brush, then use a black wash to bring out the details, a little chalk or pastel to add dirt, soot, whatever, and I was done. Of course everything was nice and even — one color, one shade. I thought it looked fine; but then I would pay attention to colors in the real world, and nothing really seemed to be one color or one shade. It was a multitude of shades that made up a “color”. Even using the new pigments and filters (like Mig and Warpigs), or dot filtering techniques, I didn't get the look I wanted. Then I saw a video on painting, of all things, realistic flames. This gave me the idea of starting dark and

adding light through transparent or semi-transparent color layers.

Now, there are all kinds of painting techniques out there to achieve a realistic finish. You're probably familiar with scale color (where the smaller the scale the lighter the shade should be), using washes to add depth, dry brushing to add highlights, and chinks to add weathering. Lately there have been a number of advances in paint and pigment technology (Look for future reviews on various finishing materials!) and with that, some modelers are trying to take the hobby to new levels. Airbrushing techniques are being developed by creative modelers that are slowly making their way into the forefront of the hobby, like pre-shading and modulation. It's from these that I've taken my inspiration.



My first step is to black basecoat the model, although you could also use dark gray or brown depending on the final

scheme. I like Alclad gloss black basecoat for two reasons: it's ready to spray out of the bottle and it acts as a primer. Gloss because it will show any flaws in the basic construction you need to fix. This technique works with acrylics or enamels, so use your favorite paint. I've done aircraft, armor, and sci-fi so far with this technique, so it can be applied to any type of model in just about any scale. The trick is to use thinner coats (2:1 or 3:1) to allow undercoats to show through, and I use high pressure (about 30 psi) to apply a very fine coat. In addition, these layers dry very quickly, so I can get through the basic layers in a couple of hours.



The second step is a dark grey, applied on individual panels almost up to the edges, allowing some black to remain visible. I put this coat on in a loose, blotchy pattern staying close to the surface to



keep the line very fine and precise. It will look horrible and uneven, but this just the first step in shading the model. The next step is a medium grey, in the same loose, blotchy pattern as before, but keeping closer to the middle of the panel or area, so the dark grey layer still shows on the



edges. Finally, I do a final layer of a light grey as the other previous layers, keeping some of the medium grey layer visible.

So you're thinking, OK, I have a black & white model. Well, this was just the shading coat, now it's time to add your color layers. You're thinking that this is a lot of paint covering up the surface detail! But its not, remember I said these are very thin semi-transparent layers, so there's not a lot of paint. Really!

Again, you will want to add two to three color layers of your base color – white, grey, sand, green, whatever. For a little more realism, try starting with the base color out of the bottle, then use a slightly lighter layer of the same color for successive coats. Your color coat goes on a little different than shading coats. I will

apply the first coat is a loose swirling pattern over the entire model, then the next coat will go on in a more even overall coat to blend everything together. If you're happy with the color, then stop, otherwise add one more color layer to even things out.

At this point, you can go ahead and finish as you normally would: camo colors, filters, decals, washes, and weathering. What you want to have is a

I would urge you to at least try this technique and see what you can do with your next project. I might be so bold to have a future smack down using this painting technique – any takers? Also check out my Facebook model group page for more pictures, tips, and videos.

Go to <http://www.facebook.com/home.php?#/group.php?gid=42757737411>.



very subtly mottled and slightly uneven finish to start with. It shouldn't be terribly obvious to the casual viewer, but there should be tonal variations and nuances that make the finish seem more natural and realistic. And the best part of this technique is it very flexible. You can add layers or omit them to get just the right look for your model. Try using warmer or cooler colors, too (that's another article).



## Review

### Quickboost Ju-88G-1 gunpack gun barrels 72<sup>nd</sup> scale

Review by David M. Knights #17656

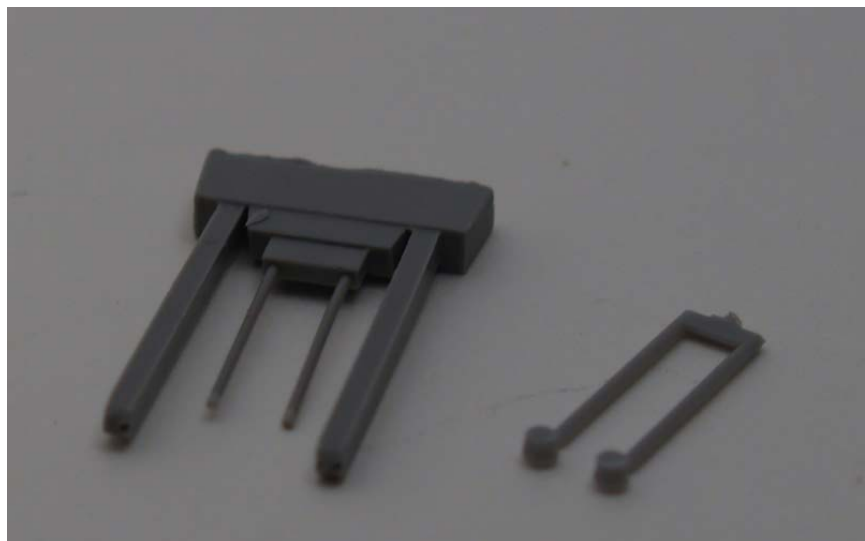
2.5 Euros Approximately \$5.50

[www.quickboost.net](http://www.quickboost.net)



One of the latest resin wonders from the Eastern European manufacturer Quickboost, is a set of replacement barrels for the gun pack of the Hasegawa Ju-88G-1. As is usual for this manufacturer, the resin casting is flawless. There are no pin holes or casting flaws. The replacement barrels are thinner than the kit parts, as illustrated in the photograph. The kit part is on the right in the photo. The other advantage of the resin replacements is that the barrels have surface detail, while the kit parts are simply smooth styrene rods.

On the kit, one set of barrels barely pokes out of the gun pack, and thus replacing those barrels won't make much difference. However, the lower set of barrels in the gun pack protrude out a considerable length, thus replacing the kit parts with the Quickboost replacements will make a noticeable difference. The cost of these replacement parts is fairly nominal and they certainly will make a difference in the look of your finished Ju-88G-1



By Dennis Sparks



## Introduction

As a youth growing up in the Knoxville, Tennessee area in the 1930s, Tom Field was interested in aviation. During WWII, he served in the US Navy aboard land based patrol bombers. Much later in his life, he lived in Lexington, where he was active in the Bluegrass Soaring Society, flying radio controlled model sailplanes. When he died a few years ago, his wife donated a number of his aviation related photographs to the Aviation Museum of Kentucky. While most of the photos are of unknown provenance, many of them appear to have been taken in and around either Knoxville or Pittsburgh, Pennsylvania in the 1930s, the decade that is now generally regarded as the Golden Age of Aviation. This article was written as a part of a series featuring some of Tom's photos, providing a few glimpses of the aviation history that they help preserve.

### **From the Tom Field photograph collection... Curtiss Y1A-8A Shrike**

For the better part of two decades following the First World War, the 3<sup>rd</sup> Attack Group at Crockett Field, Texas was the only operational combat group in the US Army Air Corps that was dedicated to the ground attack role. The group initially flew the WWI era De Havilland DH-4, before transitioning in the mid-1920s to another fabric-covered biplane, the Curtiss A-3 Falcon.

But by 1930 the era of the biplane was rapidly drawing to a close, and the Air Corps began seeking a modern all-metal monoplane specifically designed for ground attack.

Curtiss responded with the XA-8, which made its first flight in June 1931. Curtiss named their new aircraft the Shrike, although this name was never adopted by the Army. It had many modern features such as an all metal construction and covering, enclosed cockpits for the two man crew, and full span automatic leading edge slats, but it also had fixed landing gear and external wire bracing for its wing. Its 600 hp. Curtiss V-1750C engine gave it a top speed of just under 200 mph. It could carry ten small bombs and was designed to have four forward-firing machine guns located in the wheel pants for strafing.

The XA-8 was judged to be the winner over the competing Fokker XA-7 entry and Curtiss was duly awarded a contract for thirteen YA-8 service evaluation aircraft. At the Army's request, both the first and the last examples built were retained for a time by Curtiss and modified to test the suitability of other engines. Tom's photograph is of s/n 32-356, which was the last A-8 airframe to be built. Originally designated the Y1A-8A, it had a more powerful 657 hp. Curtiss V-1750-56 engine installed, plus a slightly modified wing. After their initial evaluation period was completed the trials designator was dropped, yielding eleven A-8s and one A-8A, all serving with the 3<sup>rd</sup> Attack Group. Later, as other attack

units were formed, these aircraft were transferred to the 37<sup>th</sup> Attack Squadron, assigned to the 8<sup>th</sup> Pursuit Group at Langley Field, Virginia.

The V-12 Conqueror engine of the first A-8 airframe was replaced by a Pratt and Whitney R-1690D nine cylinder radial engine. Re-designated as the sole A-10, flight testing proved the advantage of using an air-cooled radial engine in aircraft intended for the ground attack role. The Army's follow on order for 46 of the improved A-8B was therefore amended to specify use of the larger 670 hp. Wright R-1820-21 Cyclone. Along with changes to the crew accommodations and a few other improvements, these 46 aircraft were to see service as the A-12.

43 A-12s were sent to the 3<sup>rd</sup> Attack Group beginning in December 1933, replacing their A-8s. In February 1934, the federal government abruptly cancelled all air mail contracts and directed the USAAC to deliver air mail on an interim basis until a new round of civilian contracts could be negotiated. The 3<sup>rd</sup> was assigned to transport air mail in the Central Zone, to be headquartered in Chicago. In the four months before new air mail contracts were awarded, two A-12s were lost in fatal crashes while delivering mail.

In November 1934, Lt. Col. Horace Hickam, the commanding officer of the 3<sup>rd</sup> Attack Group was killed in a crash of his A-12. Touching down short of the runway, the landing gear struck the lip of the concrete runway and the aircraft flipped on its back. In May 1935, the newly built airfield adjacent to Pearl Harbor was named Hickam Field in his honor. Coincidentally, 15 of the 3<sup>rd</sup> Attack Group's A-12s were transferred to Hawaii's Wheeler Field in 1936, and moved to Hickam Field in 1940. Nine were still there during the attack on December 7, 1941.







# President's Page

Rise of the Phoenix:

Well as Michael Corleone stated, "Every time I think I'm out, they keep dragging me back in." So gentlemen, once again I am president of this band of malcontents, braggarts, and scalawags. I want to start this report by telling all of you how honored I am that you would allow me to lead you in battle for the next 2 years. We have a terrific group of modelers in this club and I feel that we set the standard for the entire Region.

You have selected a great group of Officers to lead the next 2 years. Rich Guetig at VP stands ready to fill in for me if and when I am unable to attend a meeting or need help. Stu Cox is ready to oversee the multi-million dollar operations of our vast empire. David Knights along with Pete Gay are rolling out an updated Website that should be second to none. Lastly our ever faithful member with a large member Noel Walkman lurks ever-ready to step in if one of the officers comes down with an incurable case of East-African jock rot. With this team in place I can forsee the take over of the world and the institution of a new world order. YES WE CAN! There are many exciting events and activities upcoming in the first 6 months of this year. In January the theme of the meeting is tentatively set as a viewing of a modeling video and a chosen subject. No Uncle it is not Debbie does Dallas for the seventeenth time. We will also discuss upcoming shows and future meeting agendas. February meeting will have the Pacific smack down, so hurry up and get those entries done and be ready. March will tentatively be a quarterly Friday night modeling session/meeting. Plan on attending because these are always fun.

With Pete back in the fold, I hope he will be able to generate a little more interest in the club out in the Knox area. I don't want to neglect the Eastern block boys. Their ongoing support has meant a lot to the club and to the hobby over the last several years. I truly hope that you all realize the quality of builders we have in this club. All aspects of the hobby are covered. From Figures, aircraft, ships, dios, and armor, we have award winning members in every category. I am not sure if there are many other clubs that have the level of expertise spread over the entire spectrum of our hobby.

I ant to welcome back Jerry Davis and welcome "Doc" the pathologist to the club. They have been in attendance at the workshop and have added to the craziness that goes on. Speaking of the workshop, I once again encourage everyone to try to come and join in on Sat. mornings. The number of attendees has been 8-10 the last several weeks, but we can certainly use more. Everyone is welcome and we are usually open by 7:00am. If you have not been there, the lively conversation and building is well worth the effort. Lastly, I want to thank our outgoing President (Mike Baskette) for all the work he has done over the last 2 years. He has been a great leader, and the club has solidified under his tollage. Also I want to thank Mike Nofsinger for the years of keep our finances in order. He has patiently chased after all of us to get dues paid pay bills, and has been an inspiration to us all. Gentlemen, thank you both.

Well, see you on the 16th of this month for the first meeting of my new term in office. I hope to maintain the incredible level of dedication and leadership shown by the previous officers of this club.

President

Terry C. Hill

## **Club Name Tags**

***If you do not have a current Club Name tag, please contact David Knights at LOULAW@AOL.COM or 502-418-0930 We are placing a new order for name tags and want to get tags for all the members who don't have one.***

MMCL January 2009 Financial Report  
By Stu Cox



**Beginning Balance**    \$ 4,111.38

**Expenditures:**

Shop rent for Feb 2009        \$ (250.00)

**Total Expenditures**    \$ (250.00)

**Revenue:**

Raffle    \$ -

Dues    \$ -

Shop Funds    \$ 60.00

**Total Revenues:**        \$ 60.00

**Dec Balance:**

**\$ 3,921.38**



Another view of Dennis Sparks' P-25 racer

Does anyone know who built this piece of cr#p?





### Military Modelers of Louisville Membership Form 2009

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ ST: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone: \_\_\_\_\_ E-mail: \_\_\_\_\_

Birth Date: \_\_\_\_\_ Year Joined Club: \_\_\_\_\_

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

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

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

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

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

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

Stu Cox, Treasurer

4100 WIMPOLE ROAD

LOUISVILLE, KY 40218

502-499-6618

[COX40218@BELLSOUTH.NET](mailto:COX40218@BELLSOUTH.NET)

Please visit us on the web at [WWW.MMCL.ORG](http://WWW.MMCL.ORG)

PD DT \_\_\_\_\_

# IPMS/USA MEMBERSHIP FORM

IPMS No.: \_\_\_\_\_ Name \_\_\_\_\_  
First Middle Last

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone: \_\_\_\_\_ E-mail: \_\_\_\_\_

Signature (required by P.O.) \_\_\_\_\_

Type of Membership  Adult, 1 Year: \$25  Adult, 2 Years: \$49  Adult, 3 Years: \$73

Junior (Under 18 Years) \$12  Family, 1 Year: \$30 (Adult + \$5, One Set Journals) How Many Cards? \_\_\_\_\_

Canada & Mexico: \$30  Other / Foreign: \$32 (Surface)  Other / Foreign: \$55 (Air)

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

Credit Card No: \_\_\_\_\_ Expiration Date: \_\_\_\_\_

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

Name: \_\_\_\_\_ IPMS No.: \_\_\_\_\_

**IPMS/USA**  
Join or Renew Online at: [www.ipmsusa.org](http://www.ipmsusa.org)

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

# AMPS

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

February 2009

THE NEWSLETTER OF THE MILITARY MODELERS CLUB OF LOUISVILLE

# HELLBOY NOTES



**Next Meeting: Thursday  
February 19th, 2009, 7:00 P.M.  
Seminar on making your models  
look better in photos.**



[WWW.MMCL.ORG](http://WWW.MMCL.ORG)

## About the cover

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

Cover Photo: Hellboy model by:

This terrific Hellboy Bust was produced by PSI Kits in 2005, and I purchased it at WonderFest in 2006. In a grand 1:3 scale, the resin creation was sculpted by the talented Joe Simon. The likeness to the actor who portrayed Hellboy in the films is incredible! The kit comes with two sets of horns –stubs and long “devil” ones—so you can decide which look you want on your version. Not only was the casting great on this kit, but it was designed for lighting to be added! The base and the Right Hand of Doom (RHoD) were hollow-cast in a translucent amber-colored resin. I worked with a friend of mine from Seattle to create a “slow rolling flame” look with a series of LEDs and micro-controlled timers (okay, I just told him what I wanted and he put it together). The paints used on the project were all Liquitex Basic acrylics from the tubes. It was my first attempt at using these paints and I was impressed. They do take a bit of practice to mix them properly for airbrushing, but I was quite satisfied overall. This project took longer to plan and prepare for than most, but I am very happy with the results.

Tony Phillips



Noel’s tanker figure

## Color Theory 101

Randy Fuller  
MMCL/Eastern Bloc



My last article was trying to explain an airbrushing technique that I've been playing with that involves using pre-shading basecoats with semi-transparent color layers. I hope that some of you guys have attempted to utilize this technique to give your models a more realistic finish. In this article I want to get technical by discussing color and color theory.

Color is the perception of physical properties by humans, according to composition and light source. Since it is a perceived property, there is no truly definitive way to say color is right or wrong. But if we can try to understand its physical properties, then maybe then we start to understand what makes color, well, colorful.

First we need to define which type of color we're talking about. There's Subtractive Color and Additive Color. Subtractive Color is the model for mixing pigments to achieve perceived color. The perception of the color black is the combination of the three primary subtractive colors: red, yellow, and blue. (Remember back to first grade?). In some applications, like printing, cyan, magenta, and yellow are the primary colors used. White is the absence of any color.

Additive is the actual color of specific wavelengths of light in the visible spectrum, which falls between 380 nm

(violet) and 750 nm (red). White light is a combination of the three primary additive colors: red, green, and blue; the secondary additive colors are cyan, magenta, and yellow. (If you recall, I discussed these colors in a photography article a while back). Black is the absence of any light wavelengths. If you want to see this in action get a prism. Yes, they are basically opposite concepts and additive color is not intuitive to most people.

Additive color is a spectral model, while subtractive color is a reflective model. To put it in simpler terms, light itself is the carrier of the color that we perceive, and objects absorb or reflect that light. If an object reflects a certain wavelength of light, then we perceive that color since all remaining wavelengths are absorbed. In other words, a red object absorbs all colors except red. Black absorbs all wavelengths and we get no reflected light back to see; while white reflects all wavelengths, thus we perceive a complete spectrum. Variations in the angle of light reflections and composition give variations in the range of color. Hey, I had to take a class in college on all of this! OK, enough on the physics, let's talk color theory.

Color theory is a body of practical guidance to color mixing and the visual impact of specific color combinations. The earliest thinking of color this way showed up in the 15<sup>th</sup> century in the work of Alberti and da Vinci. Current color theory developed with Newton's Theory of Colour in 1704 (Yes, Sir Newton played with light before the whole gravity

thing). Modern color theory takes into account what I discussed previously: additive and subtractive color, and adds the accounting of lightness (light vs. dark or white vs. black), saturation (intense vs. dull) and hue (color itself: red, blue, green, *etc.*). A staple of modern color theory is the color wheel. First developed by Goethe in 1810, it is a necessity of artists everywhere. If you don't have a color wheel, go out right now to your local artists supply store and get one – you'll need it.

complimentary colors, which are colors that produce a neutral when mixed together. By varying the amount of white, neutral (gray), and black within a hue, you will get a broad range of color within a color. This is what gives colors in nature the variance we see. For example, we see a shirt is blue or a car is red when we look at it, but each color is made up of dozens or even hundreds of shades of one hue. So from three primary colors we can perceive millions of colors.



There are some basic definitions in Color Theory that are important to know. Colors are either “primary”, “secondary” (two primaries mixed), or “tertiary” (a primary and secondary mixed), and so on. Variances within the hues are achieved by adding the achromatic colors: black, white and gray to these colors. “Tint” is a color plus white, “tone” is a color plus gray, and “shade” is a color plus black. Neutrals can also be added to a hue to achieve more variance. Neutrals are combined complimentary colors, which include browns, tans, and pastels (not the chalks, but the paler tints of hues – think Easter). By using neutrals, rather than black or white, to change a base color, you can achieve a more natural look to the finished color.

A color wheel is basically a circular spectrum that shows the relationship of colors to one another. It allows you to quickly see how mixing colors together will look and the variety of tones within a particular hue or color. It also shows the

A color wheel will also show you the cool colors and the warm colors. These are used to appeal to a deeper perception of overall color. Warm colors (yellow, reds, browns) give a sense of activity or arouse



the viewer, while cool colors (blues, greens, violets) tend to give a sense of quiet or calm the viewer. Adding warm or cool tints can vary the emotional impact of a scene. For example, when painting flesh tones for a figure, adding warm colors to the base coat can give a sense of health and friendliness, while adding cool colors can give a sense of illness and foreboding. Warm scenes tend to be active while cool scenes tend to be calm.

Color theory is the goal of predicting or specifying the color combinations that would work well together or appear harmonious. The color wheel has been the tool for defining these basic relationships. Colors next to each other on the color wheel are called analogous colors. They tend to produce a single-hued or a “dominant” color experience. A split complementary color scheme employs a range of analogous hues, “split” from a basic key color, with the complementary color as contrast. A triadic color scheme adopts any three colors approximately equidistant around the hue circle.

I know this is all terribly complicated, and don't worry if you don't understand all of this. I'm not trying explain everything about color theory and what it all means, I just want to get you to think about color is a broader sense. Don't just look at paint as gray or OD or desert sand. Think about light and shadow hues within the gray or OD or desert sand, too.

I am going to finish up with a few color palettes to follow when trying your next project. Remember these are not hard and fast rules and the colors are meant to be blended together to give a gradual change, not just three or so colors. Highlights can be dry brushed or airbrushed, and shadows can be a wash or airbrushed on. There are several of these that I found on the web, but here are just few:

<b>Paint Scheme</b>	<b>Base Color</b>
<b>Hi-light Color(s)</b>	<b>Shadow Color(s)</b>
Face/Flesh	Orange Brown +
Med. Brown	Flesh
Base + Black	
German Field Gray	Germ. Field Gray
Green Gray	Base + Black Grey
USMC Fatigue Green	
Green Gray	Lt Olive Green
Germ. Field Gray	
Khaki Field Jacket	Khaki + Pale Sand
Base + Buff	Buff + Green Ochre
White Uniforms	Off White
Flat White	Pale Gray-Blue and
Black Gray	
Brown Leather	Leather Brown
Light Brown or Orange Brown	
Flat Black	



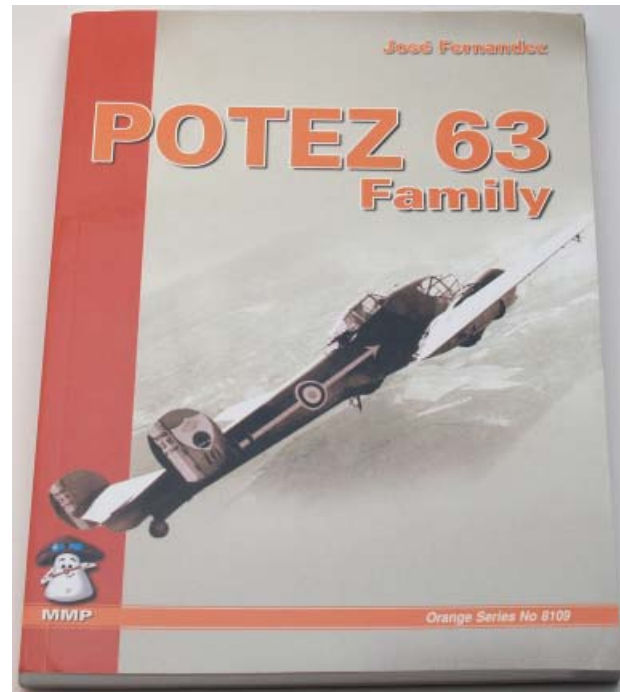
**Book Review**  
**Potez 63 Family**  
**By Jose Fernandez**  
**Mushroom Model Publications**  
**Orange Series 8109**  
**ISBN 978-83-89450-65-4**



Review by D.M. Knights  
IPMS#17656

I'll start with a confession. I love the Mushroom Model Publications (MMP) books. This latest book in the Orange Series is on the French light reconnaissance bomber/heavy fighter. The book covers all of the Potez 630 family, including the Potez 63-11. The first half of the book covers all of the solid nosed versions, 630-637. The second half covers the 63-11 with the redesigned fuselage and glass nose.

The Potez was designed as a heavy fighter/light bomber. As such it fills the same class as the Me-110 and the later DeHavilland Mosquito. Like the later two aircraft the Potez series was used in the nightfighter and reconnaissance rolls as well. The Potez family of aircraft were used not only by the French, but the Germans, Hungarians, Romanians, and Greeks.



The book is clearly targeted at the modeling audience. This publication is a treasure trove for the modeler. In addition to the text supplying the history of the development of the aircraft, there are tons of photos including plenty of detail shots. There are plenty of detail shots to allow a modeler to go to town detailing their favorite Potez model. In the back of the book there are numerous color side views as well as a set of plans in 72<sup>nd</sup> scale.

I highly recommend this book for anyone with even a passing interest in the subject. It is a great value for the money.

Review sample courtesy of the publisher, Mushroom Model Publications, UK.

## MMCL February 2009 Financial Report

<b>Beginning Balance</b>	<b>\$ 3,921.38</b>
<b>Expenditures:</b>	
Shop rent for Mar 2009 #1427	\$ (250.00)
<b>Total Expenditures</b>	<b>\$ (250.00)</b>
<b>Revenue:</b>	
Raffle	\$ 62.00
Dues	\$ 170.00
Shop Funds	\$ 262.00
Account Adjustment To Actual Current Balance	\$ 9.10
<b>Total Revenues:</b>	<b>\$ 503.10</b>
<b>February 14, 2009 Balance:</b>	<b>\$ 4,174.48</b>



by Stu Cox



Yep, it is the Battleaxe kit!!!!



# President's Page

Fearless Leader Report #101

Well the time has finally arrived for the "Great Pacific Shoot Out>" All of you who have been working tirelessly on an entry, hustle up and get it done. Our next scheduled smack down is for June and will be of an Afrika Korps theme.

This will be anything armor dealing with the DAK.

This month's meeting will be a symposium on improving your photographic skills when taking shots of your models. This does not apply to the naked woman tied up in the Uncle's basement. The symposium will be hosted by our "ace photographer" Randy Fuller assisted by the able bodied David (the Counselor of Law) Knights.

Speaking of David, he is always seeking articles for the newsletter. The TACTICAL NOTES is your newsletter and is only as good as YOU make it. So, while you are working on a project, jot down a few notes as you go along and when you are done with the build, write an article about it. Send the article to Dave, and I'll bet he'll print it. If all of us did this, we would have all the articles we would need for the next millennium.

Mike Nofsinger has established a face book page for the club. He has done this as a quick way of contacting club members, discussing issues, and disseminating information about the club to the outside world. Mike will further explain this at the next meeting.

This month marks the beginning of the Spring Campaigning season. There are a couple of shows under consideration. The 1st is the Columbus show "Blizzard Con", and the 2nd is a AMPS/IPMS show in Richmond, VA. the last weekend of the month. In March the "Show of Shows" will be out at the fairgrounds and this is always a neat thing to see. There are plenty of books, DVD's, and other related items for us to drool over. There will be a couple of shows to attend if you want. 1 is at Indy, and the other is in Cookeville, TN. The March meeting will be a Friday Night Model-thon, so mark your calendar and don't miss the fun.

For those of you who have not paid their dues for 2009, it's that time to take care of this. Be sure to see Stu about this and don't make me come hurt you.

Well Gentlemen, keep the X-acto knives sharp and the file sticks busy, and we will see you at the Feb. meeting.

Signing out,  
Terry

## **Club Name Tags**

***If you do not have a current Club Name tag, please contact David Knights at LOULAW@AOL.COM or 502-418-0930 We are placing a new order for name tags and want to get tags for all the members who don't have one.***



### Military Modelers of Louisville Membership Form 2009

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ ST: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone: \_\_\_\_\_ E-mail: \_\_\_\_\_

Birth Date: \_\_\_\_\_ Year Joined Club: \_\_\_\_\_

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

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

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

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

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

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

Stu Cox, Treasurer

4100 WIMPOLE ROAD

LOUISVILLE, KY 40218

502-499-6618

[COX40218@BELLSOUTH.NET](mailto:COX40218@BELLSOUTH.NET)

Please visit us on the web at [WWW.MMCL.ORG](http://WWW.MMCL.ORG)

PD DT \_\_\_\_\_

# IPMS/USA MEMBERSHIP FORM

IPMS No.: \_\_\_\_\_ Name \_\_\_\_\_  
First Middle Last

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone: \_\_\_\_\_ E-mail: \_\_\_\_\_

Signature (required by P.O.) \_\_\_\_\_

Type of Membership  Adult, 1 Year: \$25  Adult, 2 Years: \$49  Adult, 3 Years: \$73

Junior (Under 18 Years) \$12  Family, 1 Year: \$30 (Adult + \$5, One Set Journals) How Many Cards? \_\_\_\_\_

Canada & Mexico: \$30  Other / Foreign: \$32 (Surface)  Other / Foreign: \$55 (Air)

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

Credit Card No: \_\_\_\_\_ Expiration Date: \_\_\_\_\_

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

Name: \_\_\_\_\_ IPMS No.: \_\_\_\_\_

**IPMS/USA**  
Join or Renew Online at: [www.ipmsusa.org](http://www.ipmsusa.org)

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

# AMPS

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

March 2009

THE NEWSLETTER OF THE MILITARY MODELERS CLUB OF LOUISVILLE

# Friday Night Fight!



## Building the unbuildable

**Next Meeting: Friday  
March 20th, 2009, 7:00 P.M.  
Friday Night Fight!**



[WWW.MMCL.ORG](http://WWW.MMCL.ORG)

**TACTICAL NOTES**

## To contact MMCL:

President:

Dr. Terry "Not Again" Hill  
Email: [Thill35434@aol.com](mailto:Thill35434@aol.com)

Vice President:

Rich "The Enforcer" Gueting  
Email: [wolfandgang@insightbb.com](mailto:wolfandgang@insightbb.com)

Secretary:

David "OMG" Knights  
Email: [LOULAW@AOL.COM](mailto:LOULAW@AOL.COM)

Member at Large:

Noel "AIG" Walker  
Email: [CWalker011@aol.com](mailto:CWalker011@aol.com)

Treasurer:

Stuart "Saturated Fat" Cox  
Email: [scox6618@bellsouth.net](mailto:scox6618@bellsouth.net)

Webmangler:

Pete "I'm Back" Gay  
Email: [pete.gay@gmail.com](mailto:pete.gay@gmail.com)

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

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

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

## What you missed

The February meeting was particularly well attended with around 30 members attending. The usual raffle was held, with several members winning multiple items. A very short business meeting was held, with a discussion of upcoming events. The March meeting is our "Friday Night Fight" to be held on FRIDAY, MARCH 20th. There will be two smackdown contests held, the Sci Fi smackdown and the Pacific War smackdown.

Columbus held its model contest in February. Several MMCL members won awards and I had hoped to have a report, but no member has yet given me a report. (hint).

The Indy contest is on March 21st. A number of members are planning to attend, if they survive the Friday Night Fight.

The month we have articles from two new contributors. I'd like to thank them for the articles. I hope others will follow their example.





# They Call Me “The Closer”

By: JR (Uncle) Dietrich



Hi modelers out there! This is an article that I have wanted to write for a long time. There are some of you in the modeling community that have a nasty habit of **starting** kits and projects and **not** finishing. Not only is this a waste of good plastic and resin, it also shows a lack of commitment to completing the started project and lack of focus. Nobody wants to have stacks and stacks of “spanked” kits on the shelf or bench, do you? Of course not! In order to help those in the club who suffer from this affliction, I thought that I, otherwise known as **“The Closer”** would write a little article to help you along the way. You might say on the path to completion. I’ll show you how to finish those benched projects and you can be a **Closer** too, just like your Uncle. So lets go!

Lets begin with the Warriors 1/9 scale Confederate Artilleryman. We started the kit, lets see, back in the old workshop days when Noel

Walker gave Dave Knights, Danger, and myself a painting seminar. I undercoated the figure with acrylics and finished with oils. It is a really nice kit and you can have some fun with the uniform colours.



I have completed the painting and have purchased a base some time ago. All that is needed is to set it on the base. Unfortunately, things have been busy so I’ll get to it soon. The following is a better example of **closing**.

Here we have something more current. It’s the type 97- Te-Ke by Fine Molds. The project was started for the Japanese tank



competition that we had last year. You will note from the picture that it is painted and mounted to a nice base with some of the groundwork already in progress. Heck! It even has a nameplate! Unfortunately, I was too late for the competition and I'll get to it at a later date. Lets look for further examples.

Here is another example of building for serious competition. This is the Tamiya M13/40. This was for our Italian competition done last year. Everything on this project is going along just right and according to plan. Since, however, I'm a little



late for the smack down, I decided to put it down until I get some more current projects complete. Well let's see what we have here...

Here we go. This is the Tamiya ME-262 A1A. A fine kit if they're ever was one. At present, I'm ready to do some basic cockpit construction and painting. You can see from the

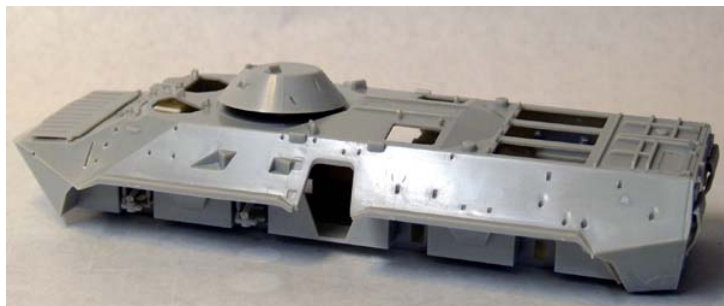
photo that I have assembled the basic Jumo engines and still have more parts on the sprue. leave



them there as a motivator, something that you will need if your going to be a **Closer** like your Uncle. Nevertheless, this is still in process so we need to examine a different example.

Well let's finish with something that is really close to being done. Okay, here is my Dragon BTR-80, which was started as a workshop project. This is a very *nasty* kit in that it was one of the original Dragon kits popped out when their molds were very poor and their detail suspect. Not a problem for

the **Closer!** You can see from the picture that there was a lot of filling on the upper hull. The running



gear was also very poor and requires a lot of work. Darn it! This is an article about closing!

It seems that I just can't finish any.....

## **Tackling the Battle Axe 1/32 Scale Albatros D.III**

by Dennis M. ("Doc") O'Connor



### **The Airplane**

By early 1916, the "Fokker Scourge" generated by the Eindeckers was gradually negated by improved Allied single seat fighter aircraft, specifically, the Airco DH. 2 pusher and the Nieuport 11 biplanes. To counteract this, the Albatros Flugzeugwerk, known up to that time as a manufacturer of two-seat observation planes, introduced a radically new plan for a single-seat fighter. The sleek design included two forward firing synchronized Spandau machine guns and a monocoque (unibody) plywood fuselage. The early models (D.I and D.II) were

sturdy, faster and more maneuverable than other contemporary German fighters from Fokker and Halberstadt. They were well liked by the pilots who flew them, and they became an integral part of the reorganized German air force. Nevertheless, the Inspektion der Fliegertruppen (Inspectorate of the Air Force or Idflieg) continued to be enamored with the Nieuport sesquiplane design, and pressed for a comparable German machine. This request led to the third Albatros iteration, which became the D.III. Changes in

design from the D.II included a narrower, single spar lower wing and "V" shaped interplane struts similar to the Nieuport (Figure 1). The D.III was introduced in October 1916, powered by a 160 hp in-line 6 cylinder Mercedes DIII, initial trials demonstrated a climb rate of 5000 meters in 24 minutes, and a top speed of 170-180 kilometers per hour. Pleased with the trial results, Idflieg ordered an initial 400 planes for the fighter wings (Jastas). Eventually, about 800 planes were in service, and were a major factor for the month of April 1917 being called "Bloody April" by the Royal Flying Corps. Although enthusiastically embraced by the pilots who flew

them, lower wing failures (cracking and fabric tearing) during steep dives and severe turns were noted by the beginning of 1917. In some cases, wing shear occurred, resulting in loss of life. Eventually Idflieg grounded the planes until the problem was fixed. Although this was lifted after trials using reinforced wings showed improvement in support, the problem continued until the summer of 1917, when production shifted from the Albatros Johannisthal plant to the East German Albatros Works (OstDeutch AlbatrosWerk or OAW) plant in Schneidemuhl. It is not entirely clear why the wing problem eventually resolved in the OAW D.III. In any event, the two versions were slightly different. The OAW Albatros had a more rounded rudder, modified (convex) wheels, absent spent cartridge cover and a flared landing gear crossbar. The radiator on the upper wing was also moved to the off-center right to prevent pilot scalding if pierced by a bullet.

The D.III was eventually outclassed by faster and more maneuverable British and French designs (Bristol, SPAD, Sopwith) and was replaced by the D.V (unfortunately resulting in a return of the lower wing stress problems) as well as new Fokker fighters (Dr.I, D.VI, D.VII and E.V). However, many Albatros machines were still in use by the end of the war as trainers.

## The Kit



I had always been enamored with the sleek design of the Albatros (seemingly ahead of its time) and couldn't pass up the opportunity to acquire a model of this plane in 1/32 scale. The Battle Axe of France short-run kit, at the time, was the only one available, but was frightfully expensive at over one-hundred dollars. When it went on sale at Squadron.com (still eighty-three

dollars), I ordered it. I didn't entirely understand what "short-run" meant, but I found out very quickly-lots of poorly molded, poorly fitting parts. To make matters worse, Roden of Ukraine came out with a better detailed, finely molded kit of a D.III for half the price. I was left with two choices: try to sell the Battle-Axe kit (good luck)

and buy the Roden kit, or take my lumps and build what I already owned. I opted for the latter.

The Battle Axe kit consisted of two injection molded plastic spues, a set of resin parts that included the Mercedes engine, control stick, instrument panels, machine guns, and radiators. There were two photoetch frets with control horns, access covers, switches and the like. The instructions were, to be kind, skeletal (one page). I knew this build would be a challenge when the first paragraph states that this model should only be built by “informed modelers,” and that the instructions merely represented “suggestions.” The rest consisted of short paragraphs with photographs of a partially built airplane.

There was a information gap between joining the fuselage halves and final assembly; one had to extrapolate any intermediate steps. The instructions finished with an inaccurate rigging diagram (the pattern was more appropriate for a D.V). In the end, reference materials were a must.

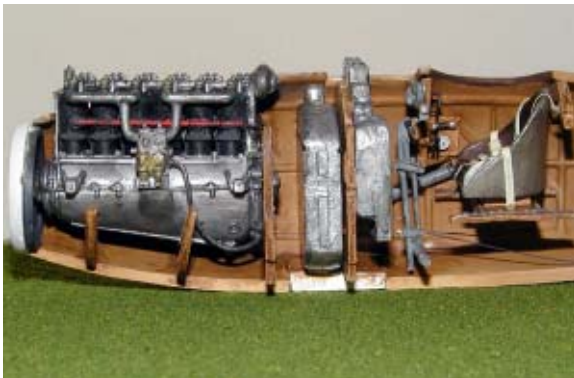
The kit gave you parts to build two versions: An early production Johannisthal built all-blue Albatros flown by Lt. Hermann Frommherz (“The Blue Mouse”) or a late production OAW built Albatros flown by Lt. Karl Wustoff. As the OAW machine required painting the fuselage wood grain (a skill I with which I was not entirely comfortable), I opted for the former. Unfortunately, the kit also had a number of plastic and photoetch parts for which no explanation was given. After sighing and almost giving up, I decided to press ahead with the parts I could recognize and use, saving the rest as scraps.

After a couple of weeks of cleaning, grinding down and sanding the injected parts to remove the large press pins, sprue attachments and imperfections, all parts were primed with Testors Model Master Acryl (MM) White Primer. Assembly began with the wings, which turned out to be an unexpected major task. The bottom wing halves were irregular narrow strips of plastic that had to be shaped and thinned to fit into the larger top wing halves. To compound the problem, a rectangle had to be cut out of the upper wing to accept the resin radiator. After gluing the wing halves together and the radiator in place, any large remaining gaps were subsequently closed with generous amounts of



Squadron white putty and sheet styrene. After a month, I was satisfied to the point that more primer was applied.

I then assembled the resin engine, which was (surprisingly) highly detailed and well done by the manufacturer. I used large and small (24 and 32 gauge) jewelry wire for the oil and spark plug lines. It was then painted steel with black cylinders and brass push-rod springs using MM paints. I finished it with a heavy wash of Floquil Polly Scale (PS) Grimy Black. The fuselage interior, instrument panel backs and cross braces/engine mounts were painted with MM Wood, then coated and reverse dry brushed with Winsor & Newton (W & N) oils (Yellow Ochre, Burnt Sienna and Raw Umber mix) to create a stain and slight grain effect. Once dry, and after much cutting, grinding and sanding (as recommended by the instructions) to get a good fit, the engine was mounted onto its supports on the right fuselage half. The fuel tank and gun mounts were glued to their support and placed in the right fuselage half. Next, the seat mount, seat and remaining cockpit instruments were placed in the fuselage halves. I used scrap decals of instrument dials from previous builds for the gauges. Care must be taken to be sure that the supports go in



the right slots (the instructions are little help) and frequent dry-fitting is necessary to make sure the braces and control mounts are sanded down such that the two fuselage halves fit together. In addition, the cockpit floor consists partly of the bottom wing strip halves; the photo etch rudder pedal and tripod mount had to be assembled so that it would fit on both halves. The photoetch seat

belts were then assembled, painted PS Dirty White and dry-brushed with thinned PS Dirt. I had no reference photo of a D.III cockpit so I used my best guess to partially place elevator cables (28 gauge jewelry wire) on the control stick.

As is typical of short-run kits, the fuselage halves contained no locating pins or slots. I aligned and glue them together as best I could, then spent a week or so filling and sanding large gaps with generous amounts of glue



and putty. I then applied the photoetch details as shown in various reference photos (the instructions are inaccurate). All struts and water lines were appallingly thick; considerable time was spent thinning them to what I considered marginally acceptable diameters. The “N” shaped cabine struts were difficult to line up without a jig, so I created one using some of my daughter’s left over Lego’s. After



gluing them in place, I drilled small (1/32 in.) holes through both wings and into the fuselage for the rigging. Dry fitting the interplane “V” struts and the top wing led to a pleasant surprise, considering all the sanding

and shaping of the wing halves: They actually lined up almost perfectly.

I then used Hasbro Play-Doh to mask off the tail, cockpit and exposed engine. I used Tamiya low tack masking tape to mark off the area for the white and black stripes on the aft fuselage. To prevent removal of the acrylic primer, I pressed the tape on my palm a few times to further reduce the tack. I then airbrushed the entire surface with MM Hellblau. When finished, I was disappointed to see that it was darker and more aqua than the typical Albatros light blue. Nevertheless, I left it as is, figuring that it would be a better contrast with the white tail, and the black and white stripes on the aft fuselage. After airbrushing the aft fuselage and tail white, I brush painted the black stripes, outlining the areas with a graphite pencil. I then used a Prismacolor blue colored pencil to lightly scribe wood grain lines in the light blue fuselage panels. I then enhanced the panel lines with a wash of W & N Burnt Umber and Lamp Black thinned with mineral spirits. The metal panels around the engine and lower wing were shaded with PS Grimy Black. I wasn’t entirely pleased with the upper wing radiators provided in the kit, so I used Tom’s Modelworks photoetched radiators, which were painted MM Acryl Jet Exhaust, washed with Grimy Black and dry brushed with MM Acryl Rust. The water lines and exhaust manifold were glued in place to the motor and radiators. The kit only provided one water line for an offset radiator, so I fashioned the other from Tamiya epoxy putty.

The resin machine guns were painted MM gunmetal and shaded with a graphite pencil to enhance detail. After much aligning, sanding and reapplying putty such that the barrels were parallel and away from the rear motor, the machine guns were glued to the mounts.

Rigging was then applied using 4 pound fishing line (Dick's Sporting Goods), which was pulled taught using clamps, glued, and painted with MM Jet Exhaust. Turnbuckles were simulated with MM Flat Black. The wings were covered with SC Johnson Future Floor Wax (gloss) and the decals were applied with Microscale Microset and Microsol. The decals were generic eisernes kreuz (iron crosses) and somewhat oversized, but they went on with no problems. They were then covered with another layer of future. The landing gear struts and wheels were glued in place.

The propeller was painted MM Wood, allowed to cure and then covered with a generous layer of W & N oil mix as described above. Reverse dry brushing revealed a pleasing wood grain. It was then varnished with Future Floor wax. Unfortunately, the spinner and hub had to be radically modified by cutting, sanding and applying epoxy putty to accept the propeller. After assembly, it was glued to the fuselage roundel. Finally the entire finished model was air brushed

with MM Semi-Gloss Clear.

I had to admit I was pleased with the results .

Working on it two to four hours a day, the model took over five months to build. Would I recommend this kit to others? The easy answer is no. Only those with a lot of disposable income, time, a well oiled

motor tool and engineering skills should tackle this kit. Nevertheless, it can be built into a reasonable Albatros D.III. This will certainly be my last Battle Axe-I gave my BA Fokker E.V/D.VIII kit to my son (who doesn't know any better). I think I'll stick to Roden from now on...

#### *References:*

1. Connors JF. Albatros Fighters in Action. Squadron Signal Publications. Galvaston. 1981.
2. Franks N. Albatros Aces of World War I. Osprey Aircraft of the Aces 32. Osprey Publishing, Maryland. 1988.





3. Grosz PM. Albatros D.III. Windsock Datafile Special. Albatros Publications. Great Britain, 2008.
4. VanWyngarden G. Albatros Aces of World War I Part 2. Osprey Aircraft of the Aces 77. Osprey Publishing, Maryland. 2007.
5. The Aerodrome Forum. [www.theaerodrome.com/forum](http://www.theaerodrome.com/forum)



## President's Page

Well gentlemen we are well into the 2009 year and the club is still breathing. Renewals of dues are continuing, but I'd like to see everyone finish up paying, so that we can move on. If any of you have not paid your dues, cough it up. No tickie, no playie. This will be the last newsletter you will receive if you don't pay

up.

This month brings the great Pacific smack down, and the Sci-fi smack down. the club meeting will be held on Friday night March 20th along with the Friday night fights. Be sure to get there early and bring something to work on at the session. We will be incorporating the smack downs with the build -a -thon, so finish up those pieces, and have them at the shop. This should be a great time, and you should not miss it.

March 21st is the Indy show, and I know several guys will be going up. Some will go and enter, some will go up just to shop the vendors, and oggle the entries. If you are interested in going be sure to ask around and see if there are a group going that would suit your purpose.

April will bring the Amps show in Maryland. The story is that this is the last year for it to be at that venue. My comment is thank God. The facility has long become obsolete for this show. I think that they will probably start having it at Auburn, Indiana which is a magnificent venue for it. The only thing I will miss about Maryland is the quaint nature of Have de Grace and the great restrauents and bars. I will miss the old bay wings and beer at Coakley's. It is too bad that more of you did not make an effort to check all the fun and great times in rural Maryland. April's meeting will be on the 16th which is the night before Dave and I leave for AMPS. We hope to represent the club in good fashion and will keep you informed about next years' convention. May's meeting will bring the great CLUB AUCTION. We will also be auctioning off a number of tools and material from the old workshop that will can no longer use. So be prepared to bring lots of donations, and lots of cash or checks to pick up that special bargain.

One last sad note. As I mentioned at the last meeting, a great friend and part of the modeling community passed recently. Many of you knew him from vending at our shows and entering our contest. His name was Chris Chaulet. he was truely a decent and honorable man who would light up a room with his personality. I and the modeling community will sorely miss him and my thoughts and prayers go out to his wife and family.

Let this sad note make us remember how delicate our lives truely our, and let us never take for granted the friendships and ties we have made both in and out of this hobby. We never know when our time will come. Cherish each moment with your family and friends.

# Financial Report

by Stu Cox



<b>Beginning Balance: FEB Ending Balance</b>	<b>\$ 4,174.48</b>
<b>Expenditures:</b>	
Shop rent for April 2009 #1248 - Mailed 03/09/09	\$ (250.00)
<b>Total Expenditures</b>	<b>\$ (250.00)</b>
<b>Revenue:</b>	
Raffle	\$ 76.00
Dues	\$ 90.00
Shop Funds	\$ 150.00
Account Correction - Adjusted To Actual Current Balance	\$ -
<b>Total Revenues:</b>	<b>\$ 316.00</b>
<b>March 15, 2009 Balance:</b>	<b>\$ 4,240.48</b>



Dennis Sparks' Ki-43



### Military Modelers of Louisville Membership Form 2009

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ ST: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone: \_\_\_\_\_ E-mail: \_\_\_\_\_

Birth Date: \_\_\_\_\_ Year Joined Club: \_\_\_\_\_

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

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

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

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- Quarterly in house model contests with prizes.
- Monthly model kit raffle.
- Annual club cookout.

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

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

Stu Cox, Treasurer

4100 WIMPOLE ROAD

LOUISVILLE, KY 40218

502-499-6618

[COX40218@BELLSOUTH.NET](mailto:COX40218@BELLSOUTH.NET)

Please visit us on the web at [WWW.MMCL.ORG](http://WWW.MMCL.ORG)

PD DT \_\_\_\_\_

# IPMS/USA MEMBERSHIP FORM

IPMS No.: \_\_\_\_\_ Name \_\_\_\_\_  
First Middle Last

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone: \_\_\_\_\_ E-mail: \_\_\_\_\_

Signature (required by P.O.) \_\_\_\_\_

Type of Membership  Adult, 1 Year: \$25  Adult, 2 Years: \$49  Adult, 3 Years: \$73

Junior (Under 18 Years) \$12  Family, 1 Year: \$30 (Adult + \$5, One Set Journals) How Many Cards? \_\_\_\_\_

Canada & Mexico: \$30  Other / Foreign: \$32 (Surface)  Other / Foreign: \$55 (Air)

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

Credit Card No: \_\_\_\_\_ Expiration Date: \_\_\_\_\_

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

Name: \_\_\_\_\_ IPMS No.: \_\_\_\_\_

**IPMS/USA**  
Join or Renew Online at: [www.ipmsusa.org](http://www.ipmsusa.org)

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

# AMPS

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

April 2009

THE NEWSLETTER OF THE MILITARY MODELERS CLUB OF LOUISVILLE

## Mickey joins MMCL, salute!



TACTICAL NOTICES

**Next Meeting: Friday  
April 16th, 2009, 7:00 P.M.**



[WWW.MMCL.ORG](http://WWW.MMCL.ORG)

## To contact MMCL:

President:

Dr. Terry "Not Again" Hill

Email: [Thill35434@aol.com](mailto:Thill35434@aol.com)

Vice President:

Rich "The Enforcer" Gueting

Email: [wolfandgang@insightbb.com](mailto:wolfandgang@insightbb.com)

Secretary:

David "OMG" Knights

Email: [LOULAW@AOL.COM](mailto:LOULAW@AOL.COM)

Member at Large:

Noel "AIG" Walker

Email: [CWalker011@aol.com](mailto:CWalker011@aol.com)

Treasurer:

Stuart "Saturated Fat" Cox

Email: [scox6618@bellsouth.net](mailto:scox6618@bellsouth.net)

Webmangler:

Pete "I'm Back" Gay

Email: [pete.gay@gmail.com](mailto:pete.gay@gmail.com)

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

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

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

## What you missed

Ok, I admit, I have no idea what you missed, because I missed it too. I wasn't at the meeting since I had a prior engagement. However, I have heard reports that it was the best "Friday Night Fight" in club history. Apparently, according to informed sources, after the Pacific smackdown, the dancing girls arrived. They stayed until the police arrived, at which time the local news reporters began their coverage, which was subsequently picked up by CNN and MSNBC. As a result, our chapter has been placed on double secret probation by both IPMS/USA and AMPS.

In a completely unrealted story our cover photo illustrates the recent alliance that club member Jerry Davis has negotiated with mega-corporation Walt Disney Inc. After intense negotiations with the head of the corporation (pictured on this month's cover) Jerry was able to secure a multi year sponsorship deal. The fact that club members are limited to building only kits of Disney characters for the next two years has been seen as a very minor inconvenience by MMCL club leader for life Dr. Terry Hill, who as part of the deal, will now be known as Uncle Walt.

One final thing.....April fools!!!!

## What David bought at Indy



# The Art of Decaling

By Kevin H. Smith

I am sure that everyone knows the basics of how to decal. Cut out the decal, put it in water, and then apply it to your model. Well, that is fairly simple. It also goes that everyone has had less than perfect results with their decaling. Well I am going to tell you how to get perfect results with your decals. Some of you already know the techniques I am going to give here, others of you may not. So here we go!

First off the quality of your decals is important. Many kits come with excellent decals while others most certainly do not! There is also the case of old, brittle decals. Both will cause frustration in the extreme. For bad kit decals go ahead and buy some good aftermarket ones. There are many companies making decals these days, so find the ones you like and purchase them. You will be happy you did! Now, as for old or brittle decals. Microscale produces a product called decal liquid film. This is a liquid you brush over your decals that basically rebinds them to a one piece sheet again. I have used this several times now and it works great. You will have to trim the decal to just along the edge, but this isn't a problem. It will still slide off the backing just fine. You should apply the liquid film about thirty minutes before you are going to cut and decal. I have waited up to 24 hours, but I have found it works best at about 20-30 minutes before I am going to cut and apply.

OK, if you do not know then I am going to tell you here, ALWAYS apply

your decals over a gloss coat!!!!!!! I have tried it over gloss paint, or as when I first started over flats, and there has always been a bad result. Decals applied over gloss paint look like decals. Applied over flat paint gives you silvering. Gloss coat your piece, no matter what it is, apply your decals, then gloss coat it again. This gives you the look that your decals have actually been painted on. You can dull or satin coat, whichever affect you are trying to present, after you have sealed the decals in. I weather my work with pastel chalks, so I wait until after my dull coat to weather. If you wash, then by all means wash over the gloss coat before you dull coat. These methods are for a discussion on weathering which comes after decaling for me. Some people weather before they gloss coat for decaling. I find that just a little off. The stains and wear work on the markings as well as the metal and paint. For natural metal finishes there you will have to be creative. Again that is for a weathering discussion and this is about decaling.

When applying the decals you should also use Microset and Microsol. These two solutions will soften the decal to fit into grooves and over humps. Brush on the Set on to the model where you are going to place the decal. Just a little will do. After aligning the decal correctly in position then coat it with the Sol. Again just a little completely covering the decal will do. Dab off the excess with a Q-tip. Let everything dry for 24 hours.

As stated make sure you gloss coat over the decals before going on to dull or satin coat. This will seal the decals in, give them that painted on look, and if you did not

trim up to the edge, blend the clear edge into the gloss coat to be virtually invisible. I have done this technique on aircraft, ships, and armor, it works great for all!!

So if you have had troubles with your decals try this out. I am sure you will be very pleased with your outcome. Keep on modeling.

**“So Many Kits, So Little Time”**

## New Mig Productions Product Report

Randy Fuller  
MMCL/Eastern Bloc

I just got a goody box from Mig Productions with some new products that MP just released.



Oil and Grease Stain Mixture (P410) 75ml bottle about \$8.00.

Fantasy Pigments Vol 1 (P608) 4 bottle set with “Rocket Exhaust”, “Martian Dust”, “Lunar Dust”, and “Volcanic Ash”; which is labeled for “galactic” projects and

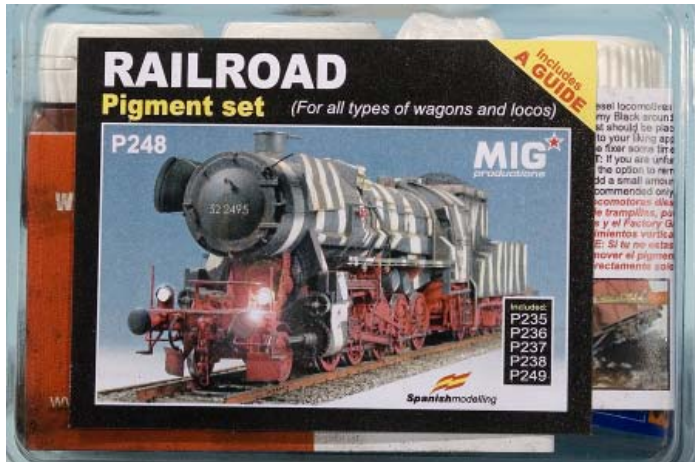


Fantasy Pigments Vol 2 (P609) 4 bottle set with “Zombie Green”, “Graveyard Dirt”, “Plasma Burn”, and “Metallic Silver”. Each set is about \$20.00, with individual bottles for about \$5.00.





Railway Pigment Set (P248) with four pigment colors (Cargo Dust, Rail Rust, Grimy Black and Factory Gray) and a bottle of pigment fixer for about \$28.00. So far, these colors are only available in this set.



Can you identify these aircraft?

With several projects underway, I am looking forward to trying these new items. The fantasy pigments are new colors that don't look like they have any equivalents in the current line of pigment colors. As for the railway colors, these are different as well, but still similar to existing colors. Anyway, variety is the spice of life. The Oil and Grease Stain is similar to Mig washes and filters – a “greasy” brown mixture designed to be spot applied rather than washed on.



I will write a more detailed review of these items after having tried them out some more. My thanks to Mig Jiménez and all the folks over at Mig Productions for the quick shipping.

# Photos from Indy 2009





# President's Page

Well, what can I say about the last meeting except WOW. For those who weren't there, we had a knock down meeting/building session. We had about 25 members who were there and were all building up a storm. We were able to listen to the UofL game while we modeled all night. We had 2 smack downs with excellent entries in both contests. It was one of the most well attended Friday night build- a- thons we have ever had. I hope that this is the beginning of bigger and better things.

This month we will have a presentation by Cliff Burnstein on the article that was recently printed in the AMPS magazine BORESITE. He has additional slides and information on the article, and is willing to share the information with the club. It should be a great show, so don't miss it. We are looking to purchase a video projector for the club. With the new technology almost everything is being loaded onto CD's or DVD's, so it makes sense to buy a projector so that we can share information. Mike Nofsinger is checking prices and will submit choices to the club and this meeting. The club will decide as to which one we purchase. We will also have the monthly raffle, show and tell, and have a brief business meeting.

May will bring the annual auction. We ask all of you to bring kits in that you'd be willing to donate to the cause. We will also be auctioning off surplus shop equipment. There will be the lathe, grinders, sanders, vac-u-form etc. Be sure to squirrel away a little cash for this and join us in the fun.

We will be discussing whether we want to put on a show next year, and if so when and where. We need to decide now, so that we can begin to make it happen. We will be shopping around for alternate sites that may be less expensive. Will keep you posted.

David Knights and I will be leaving on April 17 for the AMPS convention which will be the last one held in Maryland. Next year it will be held in Auburn, Indiana. This is great news. It will be within 4-5 hours drive time, which should give more club members an opportunity to go and participate. With the loss of the Aberdeen site, I would guess that the permanent home of the contest will become Auburn. So, all you treadheads set your calendars and be ready next year. Also, remember, the IPMS convention will be in Columbus, OH this year. If you miss this one, it will be several years before it will be this close again. Don't miss the chance. After all, it is the world's largest hobby shop.

Guys, bring in what you have been working on and lets see it. Write articles for the newsletter, and let's get more involved. The Sat. workshop is booming with 7-10 guys a week. We have room for more, so jump in there, drag yourself out of bed and join the festivities. The workshop is one of the major glues that holds this club together. See you on the 16th.

Terry

# Financial Report

by Stu Cox



<b>Beginning Balance: March Ending Balance</b>	<b>\$ 4,240.48</b>
<b>Expenditures:</b>	
Shop rent for May 2009 #1429 Kyana Monthly Facility Rental	\$ (250.00)
<b>Total Expenditures</b>	<b>\$ (250.00)</b>
<b>Revenue:</b>	
Raffle/Dues	\$ 120.00
Shop Funds	\$ 110.00
Account Correction - Adjusted To Actual Current Balance	\$ -
<b>Total Revenues:</b>	<b>\$ 230.00</b>
<b>April 11, 2009 Balance:</b>	<b>\$ 4,220.48</b>



### Military Modelers of Louisville Membership Form 2009

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ ST: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone: \_\_\_\_\_ E-mail: \_\_\_\_\_

Birth Date: \_\_\_\_\_ Year Joined Club: \_\_\_\_\_

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

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

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

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

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

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

Stu Cox, Treasurer

4100 WIMPOLE ROAD

LOUISVILLE, KY 40218

502-499-6618

[COX40218@BELLSOUTH.NET](mailto:COX40218@BELLSOUTH.NET)

Please visit us on the web at [WWW.MMCL.ORG](http://WWW.MMCL.ORG)

PD DT \_\_\_\_\_

# IPMS/USA MEMBERSHIP FORM

IPMS No.: \_\_\_\_\_ Name \_\_\_\_\_  
First Middle Last

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone: \_\_\_\_\_ E-mail: \_\_\_\_\_

Signature (required by P.O.) \_\_\_\_\_

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

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

Credit Card No: \_\_\_\_\_ Expiration Date: \_\_\_\_\_

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

Name: \_\_\_\_\_ IPMS No.: \_\_\_\_\_

**IPMS/USA**  
Join or Renew Online at: [www.ipmsusa.org](http://www.ipmsusa.org)

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

# AMPS

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

May 2009

THE NEWSLETTER OF THE MILITARY MODELERS CLUB OF LOUISVILLE

# Club Auction !!!!! Come with Money



**Next Meeting: Thursday  
April 21st, 2009, 6:30 P.M.**



[WWW.MMCL.ORG](http://WWW.MMCL.ORG)

**TACTICAL NOTICES**

## To contact MMCL:

### President:

Dr. Terry "60" Hill  
Email: [Thill35434@aol.com](mailto:Thill35434@aol.com)

### Vice President:

Rich "Almost summer" Gueting  
Email: [wolfandgang@insightbb.com](mailto:wolfandgang@insightbb.com)

### Secretary:

David "Newsletter" Knights  
Email: [LOULAW@AOL.COM](mailto:LOULAW@AOL.COM)

### Member at Large:

Noel "Red Sox" Walker  
Email: [CWalker011@aol.com](mailto:CWalker011@aol.com)

### Treasurer:

Stuart "The Wailer" Cox  
Email: [scox6618@bellsouth.net](mailto:scox6618@bellsouth.net)

### Webmangler:

Pete "New Website" Gay  
Email: [pete.gay@gmail.com](mailto:pete.gay@gmail.com)

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

I wrote nearly everything in this issue. You see what that leads to. Lets not let it happen again. Write something damn it!

Cover Photo: MMCL club VP Stu Cox wailing on his axe at a rockin derby eve celebration. Photo by D.M. Knights

## What you missed

Wow. The April meeting was AWE-SOME! If you missed the April meeting, you missed one of the best ever. I've been a member since 1984 and I've seen nearly every presentation at any MMCL meeting. I'd have to say that Cliff Burnstein's slide of his service in Vietnam and after were one of the top 5 presentations we've had. It was spellbinding. The 20 plus members in attendance were transfixed by Cliff's talk and slides.

The club also voted to acquire a coomputer projector so that we would not have to rely on members being able to borrow one from work. Late word is that the projector has arrived and will be featured in our June meeting when we show the photos from the recent AMPS national. (See related article elsewhere in this issue.)

May is the annual club auction. Please arrive early. The meeting starts at 6:30. Please bring money and a few kits to sell. See you there.

**P.S. Longtime Lexington modeler Don Kanaval passed away recently after a long illness. Those of you who attended Mastercon in St. Louis were familiar with his work. He will be missed.**



The April meeting.

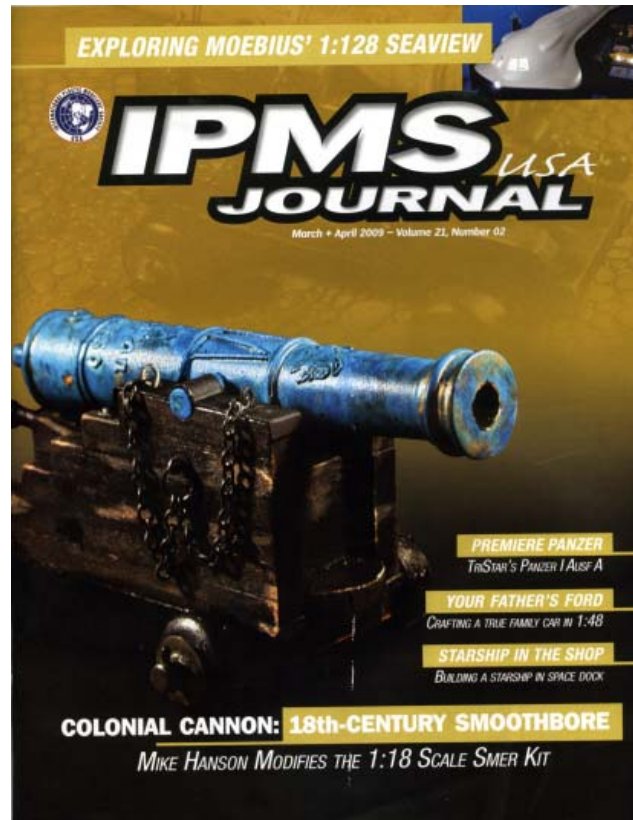


# Magazine Review: IPMS/USA Journal Vol. 21 #2

*Review by D.M. Knights  
IPMS/USA 17656*

The latest IPMS Journal is out and, as usual, it is filled with great articles. I've said that the recent issues of the Journal remind me of what FineScale Modeler use to be. They are filled with great articles, demonstrating everything from straight-up builds to scratchbuilds. Like the early FineScales, I find that with the Journal, I read all the articles, even ones that aren't particularly in my "area" since there always seems to be a hidden gem in each article.

This issue features a really nice build of a 1940 Ford and an almost scratchbuilt 17th century Spanish cannon. The patina on the cannon is really a nice effect and the wrtier does a great job explaining how he achieves the finish. Another great effort by the entire IPMS Journal and staff.



**Bonus: The  
modeldaughter  
reading the latest  
issue to me.**

**Book Review:**  
**Gladiators over Malta**  
**The story of Faith, Hope and Charity**  
**By Brian Cull and**  
**Fredrick Galea**

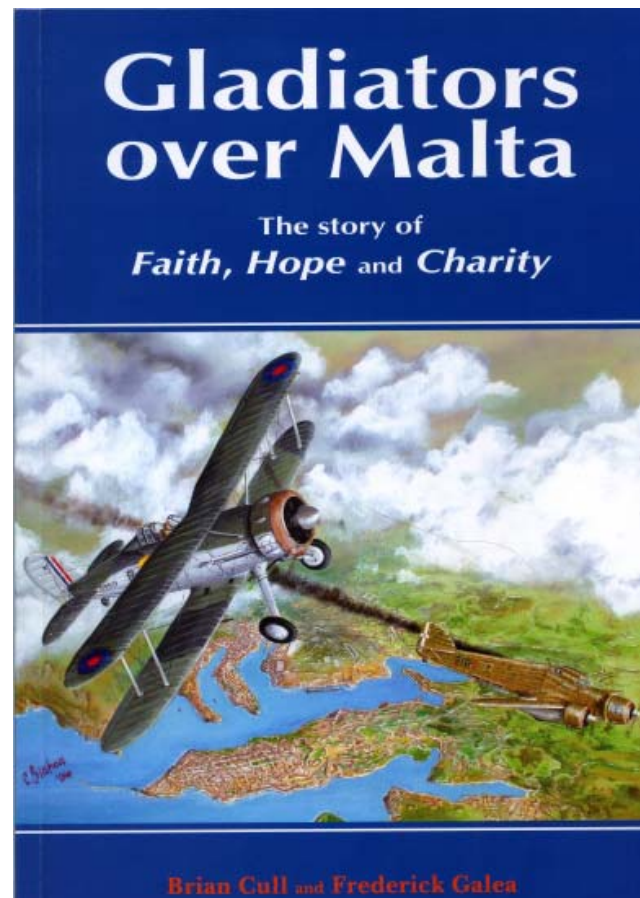
*Review by D. M. Knights IPMS/USA 17656*

I've always had an interest in the story of the siege of Malta during WWII. I've had a special interest in the three Gloster Gladiators that provided the air defense for the island in the early months. That interest alone would be enough to get me to read this book. Combine this subject matter with the fact that one of the authors, Brian Cull, is one of my favorites, and this book was a must buy. In fact, when I read about it in a recent SAMI or MAM, I had to get it. I ordered it directly from Ian Allan Publishing in the UK.

I received the book in fairly short order and was surprised upon opening it to find that it was autographed by the authors. I've got many of Mr. Cull's books, but this one is the first autographed copy in my collection. The slim volume, only 118 pages, contains the story of the three Sea Gladiators, later named Faith, Hope and Charity, that defended the island during the early months of WWII. This story is somewhat familiar to those who

have read *Malta: The Hurricane Years* by Shores, Cull and Galea. However, this book contains an expanded account of the information in that tome. In addition to the very readable text, the book contains numerous photos, including several that I had not seen before. Also included are six color side views as well as two top view illustrations.

I cannot recommend this book highly enough. It will be of use to both the modeler and the history buff. It is my understanding that the book is a limited edition. If so, find yours now! You won't regret it.



# Quickboost Spitfire Mk IX Fishtail Exhausts QB 72-184

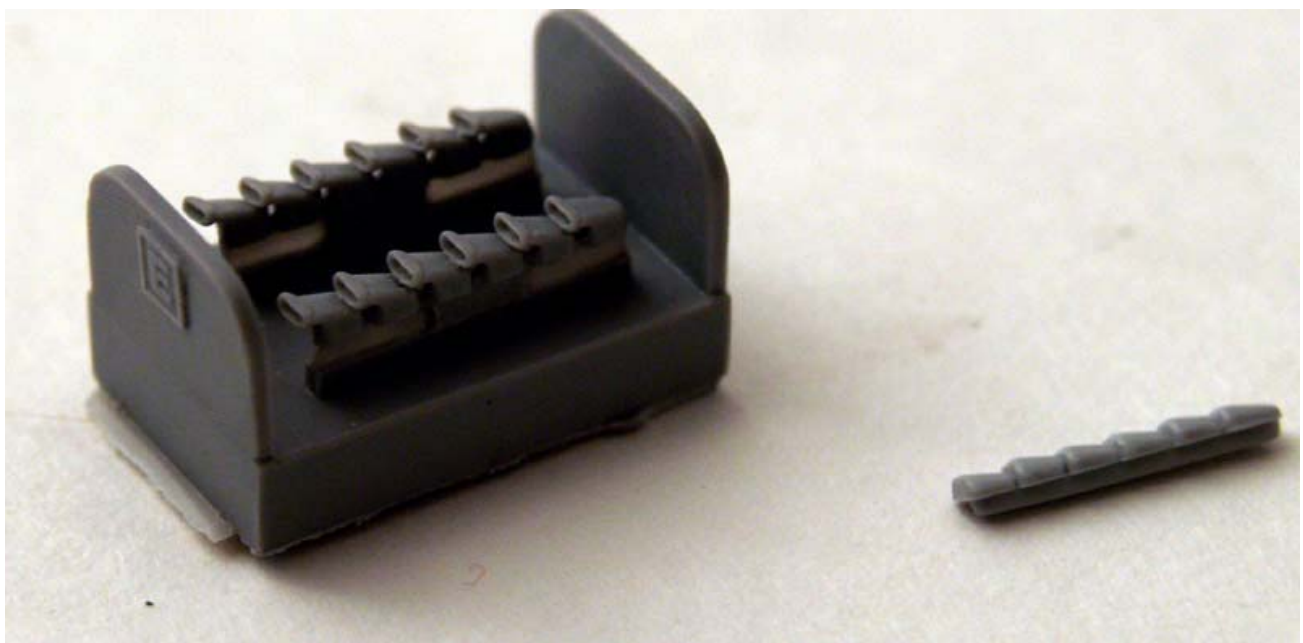
Review by David M. Knights, IPMS/USA  
17656

I've already admitted in a previous review that I am a fan of the Quickboost line of resin accessories. This latest offering does nothing to change my view. QB72-184 is a set of resin exhausts for a 72<sup>nd</sup> scale Spitfire Mk IX. They are the fishtail type exhausts as this mark of the Spitfire apparently used both types of exhausts. The recommended kit is the



Hasegawa Spit Mk IX. I don't have one in my collection (much to my surprise) and so I pulled out the Italeri kit for comparison purposes. The exhausts look as if they will fit the Italeri kit as well as the Hasegawa offering.

In a comparison shot you can see one of the Italeri exhausts next to the Quickboost replacements. You can see at a glance that the Quickboost replacements are a great improvement over the kit exhausts. In the close up photo you can see that Quickboost have managed to mould the ends of the exhaust has hollow, which vastly improves their appearance and saves the modeler a lot of work. I am still not sure how they do this. In any event, the resin parts had not pits or casting flaws. They are mounted such that removing them from



the moulding block will be a simple matter. The recommended price according to the Quickboost website, [www.quickboost.net](http://www.quickboost.net) is 2.50 Euros, or about \$6.00. At that price these items are a steal. Recommended for anyone doing a 72<sup>nd</sup> Spitfire Mk IX.



## Magazine Review: Small Air Forces Observer Vol.32 #4

*Review by D. M. Knights IPMS/USA 17656*

I think I may have mentioned before that I am a member of the [Small Air Forces Clearing House](#) (They haven't updated the site in a long time). The magazine of the organization is the Small Air Forces Observer (SAFO). When I do a magazine review I try and highlight things of interest to the 72<sup>nd</sup> scale modeler, since that is what I build. However, this is different as the SAFO isn't really a modeling magazine, though it has plenty of modeling reviews and kit and decal information. SAFO is more of a history magazine, dealing in the history and markings of air forces of smaller countries.

This issue features T-6 Texans of the Congolese Air Force and Paraguayan C-131s. Also is a nice article with photos of Iraqi Air Force aircraft of the 1930s, featuring the SM 79s and Ba-65s that they bought from Italy. Finally there is information on the 20 or so Lockheed Hudsons operated by the Chinese Air Force during WWII. I highly recommend membership in this organization. You won't regret it.

**small  
air forces  
observer**

vol. 32 no. 4 (128)  
April 2009

US \$6.00



Lockheed Hudsons for the Chinese Air Force during WWII  
North American T-6 in Congolese Service (Part 1)  
Paraguayan Air Force Convairliners  
Italian Wings over Iraq (1937-1941)  
The Hellenic Bristol Fighters  
Nationalist Chinese MIG-15

vol. 32 no. 4 (128)

April 2009



# President's Page

This month will bring on the annual auction for the club. As an addition to the regular auction, we will be auctioning off several of the old workshop's power tools. This will include the lathe, sanders, grinders, etc. This will be a great time to pick up some of these tools at greatly reduced prices. There will be reserves placed on some of the more pricey items; after all, we are not going to just give these things away. Everyone is encouraged to bring plenty of cash checks, or any other form of acceptable payment. Everyone is also asked to go through your collections and see if you can spare a few surplus kits to make this auction a great success. If you missed last month's meeting, you missed a tremendous slide show presentation put on by our own Cliff Bernstein. He had a wealth of information about the "Bailey Bridge" and its construction. He also relived his experiences in the Nam, which was well worth the show. Cliff is one of the quiet unheralded members of the club who has supported the club for many many years. It is truly an honor to have Cliff in the club, and I thank him for all he has done for us over the years.

Well the club is now proud owner of a brand new projector for video presentations at club meetings and functions. With the approval of the club, Stu Cox purchased the projector, and it was delivered to yours truly. ( Now let me see, What projector?). I am anxious to try it out at the June meeting. We will be presenting pictures from AMPS. as well as pictures from Columbus, and the Indy show. This is a meeting that you won't want to miss. In addition to the video, we will be having the "Afrika Korps" smackdown so be there to vote on your favorite entry.

Jerry Davis suggested that we consider a guys night out with a trip to a Bats game on June 6. Think about it, and let us know if you would like to go. If we get 20 or more to attend, we can get perks at the game. If this date is no good, then we can discuss it and try to pick an alternate night. On Derby Eve, 5 of us went to see Stu (music man) Cox play at Sheenanegans. Let me tell you, it was a fun time. The boy can rock and roll. If there is a time in the future when Stu will be playing, you should make it a point to go out and listen. Just goes to show that we have many very versatile members in this club.

Since the last meeting, David and I went to the last AMPS to be held at Have de Grace, Maryland. It

was the typical AMPS show, but was a lot of fun. I plan on submitting a complete report in the next newsletter. Stay tuned for further info on that. Next year's AMPS will be in Auburn, Indiana at the VICTORY MUSEUM. This is well worth the time and effort to go see and participate in.

Don't forget, the IPMS National will be held at Columbus, OH, in August. This will be the closest Nats to Louisville in several years. This would be an excellent opportunity to see the largest hobby shop in the world. It will also be a great chance to see work by some of the best modelers in the country. Don't miss it. Speaking of the IPMS, I notice that a lot of the members of our club are not members of IPMS. This is a real shame. IPMS offers a great deal of benefits to the hobby, and it's members. I encourage all of you who are not members to consider joining. It is certainly a worthy organization. I will see you on May 21, at 7:00pm .

TCH



## Financial Report

by Stu Cox

Beginning Balance:	
April Ending Balance	<b>\$4,220.48</b>
Expenditures:	
Shop rent for June 2009 #1432 Kyana Monthly Facility Rental	\$ (250.00)
Payment #1431 To SLC: MMCL Projector Purchase Reimb.	\$ (572.19)
Total Expenditures	\$ (822.19)
Revenue:	
Raffle	\$ 54.00
Dues	\$ 20.00
Workshop Funds	\$ 180.00
Aluminum Can Funds	\$ 35.00
Total Revenues:	\$ 289.00
May 16, 2009 Balance:	<b>\$ 3,687.29</b>

*PLEASE NOTE, WERE IT NOT FOR OUR PURCHASE OF THE NEW PROJECTOR, WE WOULD HAVE RUN A SLIGHT PROFIT IN APRIL-MAY. THIS IS A GOOD SIGN.*

# The AMPS National show report

*Review by D. M. Knights IPMS/USA 17656*

The AMPS national contest was held on April 15-17, 2009 in Harve de Grace, MD. This is the location where the first AMPS national was held, and all but two of the national shows have been held here. However, this may be the last time the show is held there. The museum at the Aberdeen Proving Grounds is moving. This was the main attracting for holding the show in northern Maryland in the first place. Given that, Dr. Terry Hill and I determined we had to attend. We did, and due to my persistent badgering, Dr. Hill walked away with several awards. Here are some photos from the show.



Something you don't see every day, a modern Italian tank

There were several of these German amphibians on the



A neat little Italian armored car.



French soldiers in their natural pose.

I just can't get enough of the T-34!



A really neat little dio of mud being washed off a tank.





A fairly large tank refueling diorama

A KV-1 in an interesting scheme.



## Aluminum Report

By Scott "Skippy" King

The aluminum recycling effort got off to a slow start this year. However, the last two months have seen things take off. So far this year.

April 2009 101.00lbs @.33 \$35.00

May 2009 50.00lbs @.36 \$18.00

Total for year. \$53.00



### Military Modelers of Louisville Membership Form 2009

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ ST: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone: \_\_\_\_\_ E-mail: \_\_\_\_\_

Birth Date: \_\_\_\_\_ Year Joined Club: \_\_\_\_\_

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

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

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

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

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

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

Stu Cox, Treasurer  
4100 WIMPOLE ROAD  
LOUISVILLE, KY 40218  
502-499-6618  
[COX40218@BELLSOUTH.NET](mailto:COX40218@BELLSOUTH.NET)

Please visit us on the web at [WWW.MMCL.ORG](http://WWW.MMCL.ORG)

PD DT \_\_\_\_\_

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Phone: \_\_\_\_\_ E-mail: \_\_\_\_\_

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Type of Membership  Adult, 1 Year: \$25  Adult, 2 Years: \$49  Adult, 3 Years: \$73  
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# AMPS

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

June 2009

THE NEWSLETTER OF THE MILITARY MODELERS CLUB OF LOUISVILLE

# We're Rich!!!!



TACTICAL NOTES

**Next Meeting: Thursday  
June 18th, 2009, 7:00 P.M.  
AMPS photos and  
Smackdown**



[WWW.MMCL.ORG](http://WWW.MMCL.ORG)

## To contact MMCL:

### President:

Dr. Terry "60" Hill  
Email: [Thill35434@aol.com](mailto:Thill35434@aol.com)

### Vice President:

Rich "Almost summer" Gueting  
Email: [wolfandgang@insightbb.com](mailto:wolfandgang@insightbb.com)

### Secretary:

David "Newsletter" Knights  
Email: [LOULAW@AOL.COM](mailto:LOULAW@AOL.COM)

### Member at Large:

Noel "Red Sox" Walker  
Email: [CWalker011@aol.com](mailto:CWalker011@aol.com)

### Treasurer:

Stuart "The Wailer" Cox  
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Pete "New Website" Gay  
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"**Tactical Notes**" is the Newsletter of the Military Modelers Club of Louisville, Inc. We appreciate your taking the time to read this little newsletter. We'd appreciate it even more if you would write something.

I wrote nearly everything in this issue. You see what that leads to. Lets not let it happen again. Write something damn it!

Cover Photo: MMCL club VP Stu Cox wailing on his axe at a rockin derby eve celebration. Photo by D.M. Knights

## What you missed

WOW! As you can tell from Terry's note and from the cover, the raffle was a huge success. \$1800+! It is by far the biggest haul in club history. In this down economy that we have been hearing about, I did not expect to have the kind of response that we did. If you missed it, you missed one that people in the club will talk about for years. Also, and I am personally proud of this, I made it all the way thru this years event and it wrapped up at a decent hour.

This month has several neat items on the agenda. There is an Afrika Korps smackdown. Bring your Afrika Korp models to enter. We will also be taking the new club projector out for its inaugural run. Come and see many photos from the AMPS show.

The time has come for us to decide if we will be doing a show next year. While we try not to burden our meetings with much business, we will need to get a sense of the club on this issue. Terry promises that it won't take long.

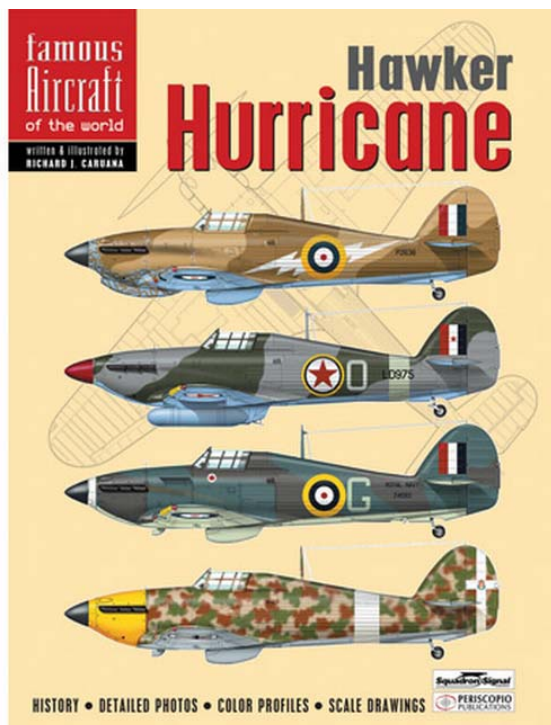
Finally, thanks to everyone who has sent in articles recently. Please keep it up. I notice that although we have a ton of armor modelers in the club, we seem to get only aircraft related articles. Some have suggested that this is because armor modelers are illiterate. I don't think so, but you'll have to decide for yourself. Come on guys!

# Book Review: Hawker Hurricane: Famous Aircraft of the World, vol. 2

Review by: Dennis Sparks



This book was written and illustrated by Richard Caruana and was published by Periscopio Publications of Athens, Greece in 2007. It debuted in Great Britain in July 2008 and is now available through Squadron/Signal Publications (MSRP = \$30). It was preceded by a similar, but smaller book on the P-47 Thunderbolt, but neither appear to be connected to the extensive series of monographs from the Japanese magazine Koku Fan that bear the same



name (often seen abbreviated as simply FAOW). Hopefully, Periscopio is working feverishly to produce further titles in this series.

It's a 92 page soft-cover book that's printed on a heavy glossy paper that allows for a crisp reproduction of the many photographs. The book begins with a 25 page history of the Hurricane, which includes 40 WWII-era black and white photos, many of which you'll have seen before. One photo that did catch my eye was of a Hurricane I that had been captured by the Germans in March 1941 and was subsequently recaptured in Africa wearing German markings some ten months later. Also included in this section is a table listing all of the RAF and Commonwealth squadrons that operated the various Marks, plus a listing of all of the assigned Hurricane serial number blocks, which are divided by contract number and licensed manufacturer.

This is followed by 22 pages of color photos of three restored aircraft, with detail shots of the cockpits, landing gear wells, engines, etc. Note that some of the cockpit photos show them to be painted in a light gray color (or, "grey colour", if you prefer),

which is probably incorrect for the WWII time period.

This is followed by the section that's near and dear to the hearts of modelers like me, Caruana's color illustrations showing the extensive variety of colours and markings worn by Hurricanes. There are thirty pages containing 100 side profiles and 30 plan form views showing Hurricanes in the usual Dark Earth/Dark Green, Ocean Grey/Dark Green, and Mid Stone/Dark Earth camouflage patterns, plus aircraft painted in overall single colours of white, black and PRU Blue. There's even a post-war gloss royal blue racing Hurricane(!) and a wartime gloss red one that was used as a radar calibration plane. There are illustrations of Hurricanes in RAF, Yugoslavian, US, Belgian, Egyptian, French, Finnish, Indian, Irish, Romanian, Russian, Italian, Japanese, NEI, Portuguese and Turkish markings. There are five and half pages of Hurricanes that operated from Malta, and three and a half pages of Sea Hurricanes, although these latter are rendered using an odd purplish grey for the Fleet Air Arm's Extra Dark Sea Grey, which is usually represented as being distinctly greenish.

The book concludes with six pages of three-view line drawings

illustrating the various versions, although these would need to be scanned and then reduced or enlarged to the popular modeling scales for the ones among us who wax enthusiastic over comparing and re-scribing panel lines.

So if you've got a stack of unbuilt Hurricane kits in your stash (and who doesn't?), and if you're looking for paint schemes for them you will want this book.



**Magazine review:  
Model Airplane  
International #44  
(March 2009)**

Review by: [D.M. Knights](#)

Model Airplane International is the aircraft modeling magazine that I don't buy regularly. Its new kit listing and coming soon listing are very helpful. The layout is attractive and easy to read. I am not sure why I don't buy this magazine regularly, but I don't.

This issue has several things for the 72<sup>nd</sup> scale modeler. It has a very nice review of the DML He-219B. It also has a quick build article on the Special Hobby P-40F. Most of the issue is taken up with a build of the new 32<sup>nd</sup> scale Revell Ju-88A. It does however have a feature build of the Academy Me-262. I've heard

some criticism of the nose profile of this kit, but the builder/author makes no mention of it. Finally, the aircraft featured in the history article is the French Dewoitine D.520. This has a very nice brief history of the type as well as numerous photos and a number of side view color



illustrations of its use by various air forces. All in all this was a good issue that made me wonder why I don't get this magazine more often.

## Kit Build:

### Siga AM-1 Mauler

Review by: Dr. David Gelmacher

Some of my modelling group felt that my build of a resin Grumman AF-2W Guardian wasn't quite esoteric enough because nearly 200 Guardians were built and they had nearly 3 years in active duty service. I therefore decided that an AM-1Q Mauler might achieve the desired level of weirdness. Jim Bates sent me the kit after a discussion of oddball planes and modeling preferences at the IPMS Region IV meet outside of Cleveland in

April 2008 (prior to this "gift," I had long considered Jim a friend).

### AM-1 Mauler History

The Mauler was part of the design competition that led to the development of the AD (A-1) Skyraider. Overengineered, overweight, overpowered for its role, one of them actually tore off its own tail during carrier qualifications. The aircraft suffered from the further misfortunes of coming from a company with no modern carrier-based design experience and facing off against an Ed Heinemann design in head to head competition. The first flight was in 1944, as the XBTM-1. The designation was changed to AM-1 in 1946 and first active duty squadron received delivery in 1948. Only about 150 AM-1s were built; they never entered full-fledged fleet service, and were out of the regular Navy by 1950. (Given their protracted development, they actually served longer with the Naval Aviation Test Center at Pax River than they did in active duty squadrons!).

Eighteen were built as AM-1Q electronic countermeasures planes, meant to provide direct ECM support to attack missions. A second crewman operated the ECM equipment from a dungeon-



like hole behind the pilot, where the main fuel tank was located in the attack birds. Reports suggest that NATC found the ECM suite nearly useless. The failure might in part stem from the fact the human factors (now known as ergonomics) for the ECM crewman were horrible. There was one side window, temperatures on the ground were excessive, and even at 25,000' (where external temperatures were -50° F) an ordinary flight suit was sufficiently warm. My guess is that the vacuum tube electronics of the day didn't fare any better in the heat than did the crew. Oh, and egress in an emergency... Well, let's not think about that.

#### Building the Siga AM-1 kit.

The kit is molded typically for a limited run eastern European model. The parts are soft, detail mushy, and casting gates substantial. The soft plastic proved problematic. I ended up with deep gashes from using a too-coarse sanding stick that had worked just fine on Esci and Revell-Germany plastic.

Scott Van Aken describes the kit in some detail on MM. <http://www.modelingmadness.com/scotts/korean/am1preview.htm> His build-up is at <http://www.modelingmadness.com/scotts/korean/am1.htm>. Others have

raised concerns about the accuracy of the landing gear layout. <http://www.fortunecity.com/meltingpot/portland/971/Reviews/50s/am-1-mauler.htm>. At the time of this writing, Google was blocking the SMAKR site as unsafe, so be careful with that last link).

One important omission from the kit is the Mauler's distinctive and complicated "finger" dive brake system. I attempted to scribe the dive brake apparatus, but was unable to get the 15 lines evenly spaced and parallel on any one of the 4 surfaces where I attempted it. After filling the failed attempts with Mr. Surfacer, let's just say the dive brakes fit \*very\* well on the Mauler I've modeled.



Overall fuselage fit is not too bad, though the carburetor scoop and

wing to fuselage joints are rough. The wings are too thick and seem not to sit quite square. There were no wing pylons included in my sample (nor called for in the instructions). The pylons were apparently part of a separate weapons set, but the large pylons just outboard of the main gear are structural elements of the wing and not detachable on the real thing. I scratchbuilt mine from laminated sheets of .030 styrene, based on photo references.

The prop is a build it yourself deal, but it did not go well for me. I struggled with it throughout the build and lost



most of the detail of the blade cuffs through repeated sanding. (See Photo:*Prop Assembly at left*).

The interior is acceptable, with nice decals for the panel and consoles. I added decal and wine-foil belts and scratchbuilt the stick to replace the kit-supplied column which resembles a 1/72 scale tree trunk. (See Photo:*Interior bits*)

Basic assembly was otherwise straightforward.

The main wheels were utterly atrocious, with the hub standing proud of the tire by a scale 6 inches or so. At first I tried filling the gap with Mr. Surfacer and putty, which would have also brought the tire width closer to scale, but in the end robbed an old (and bright turquoise-colored) Novo/Frog Beaufort of its wheels. They were the only 36" wheels with a reasonably correct hub in my spares box.

The canopy fit was poor due to the thickness of the plastic and the absence of a significant bevel on its mating surface. I addressed that by wrapping the fuselage with 320 grit sandpaper facing out, and running the canopy back and forth along the fuselage spine. Along with being thick, the clear plastic was also quite hazy. It cleared considerably after a dip in *Future*.

Electronics bulges were carved from sprue scraps and added to the belly, along with a blade antenna and its housing. I left off the tail hook since these were apparently not fitted to the reserve birds. Hypodermic tubes replaced the kit's molded 20mm cannons.

## Finishing

After the canopy was masked and lightly hit with black from a Tamiya rattlecan, Xtracolor International Orange, lightened slightly with Testors (square bottle) flat yellow was sprayed on the rear fuselage for the "Reserve" band. Even with a lacquer thinner accelerator, I gave the Xtracolor 2 weeks to dry before masking out the band. Then trusty Modelmaster Gloss Sea Blue (GSB) went on everything. I probably have more experience with this one paint and shade than any other in my shop. The prop started with Testors rattle can white which was then masked for the spinner. Testors yellow went on the tips. After masking those, Tamiya rattlecan black was next for the blades. Once the blades were masked Gloss Sea Blue went on the spinner base.

Conjoint disaster followed. The white spinner mask had failed. I lack the skill to spot paint white over sea blue, so I tried to mask in reverse. This caused one of the prop blades to part company with the hub. Eventually, after reattaching the blade, I had to do a complete repaint of the prop. (Maybe that's why some modern, cleanly molded, pointy gray jets are calling me.)

Scratchbuilt radio altimeter antennae were added to the tailplane, new auxiliary gear doors and retraction links replaced the kit ones (which were thick enough to represent battleship armor), and the pitot arm was thinned by 50% and sanded to an airfoil profile.

These were hand painted with GSB, and the ECM bulges were also hand done with Citadel Miniatures "Rotting Flesh."

The decals were a special treat for me on this one. The AM-1Q's fleet service was very brief, and I could find no photos of active duty Q-birds. Ginter's AM-1 book has numerous shots of Maulers in the reserves. My first goal was to try to do one from Columbus because they carried yellow spinners and had a link to my Ohio past, but I could neither confirm that the squadron at NAS Coumbus operated the AM-1Q there, nor come up with a source for a spelled-out "Columbus ." Even I, who regularly bang together parts of Bureau Numbers from individual digits, wasn't going to try for C-O-L-U-M-B-U-S by placing single letters in four places on the airframe.

As I was going through my NAVAIR decals for ideas, I found my answer in an unexpected place. Two-Bobs decals did an IPMS Nats 2001 (Chicago)

sheet that included an Orange-banded FG-1D from nearby NAS Glenview. The Ginter book on the Mauler has clear photos of AM-1Q 22351 serving at Glenview, and shots of other AM-1's illustrating all angles for markings except the wing upper surface. The lettering sizes for the FG-1D and the AM-1 were the same. I also had the appropriate

to the photos. The overall finish was toned down by adding a few drops of Tamiya Smoke to Testor's SemiGloss clear lacquer. (Yes! They are compatible, a fact I learned in the ARC forums).

The canopy was unmasked (no disasters, Yay!) and buffed with an old T-shirt rag. The radio aerial at the windscreen was

sliced from .010 plastic, painted GSB, and attached. For ease of handling and storage, I did not rig the antenna lines.



After a long, and mostly

Aeromaster plain white numbers. We were golden! Very nice kit decals provided basic insigniae and LSO angle markings for the tail. I did have to "reconstruct" the BuNo from the kit decals and even found a tiny (scale 3") O to serve as the Q in the model identifier above the BuNo.

fruitful journey, I was done. Though it photographs nicely, there are errors in abundance including residual sanding gouges, significant malalignments, and even some open seams. Much like its 1:1 scale ancestor, it serves best toward the back of the shelf.

After decaling, I added heavier exhaust staining than is my habit, but I wanted to come close





# President's Page

Wow, wow, and wow!!! This is about all I can say about the results of last month's auction. If you have not already heard, we took in a net of \$1,800.00 which sets a record for club auctions. It would not have happened had it not been for your efforts. I thank all of those who supported, donated, and purchased items. I thank David Knights for his great efforts at the auctioneer's position. I still amazes me at the incredible amount of knowledge David has about kits and aircraft models. I guess it is true that he sleeps at the Holiday Inn Express.

To let all of you know as to where your money is going, the club is now proud owners of a brand new projector. This will come in very handy for the club presentations both at meetings, but also at the shows. We have already tested it out and will be using it at this month's meeting. The program for the meeting will be a presentation of pictures taken at AMPS and other shows this spring. It will be shown upstairs on a large screen, and will be impressive. Try not to miss this one. Also, this month will be the smack down for the Afrika Korps. Anyone who is entering this needs to get their items done and bring them in. Also don't forget the monthly raffle. If there is an old kit laying around that you want to get rid of, bring it in for the raffle.

David is going to establish a smack down/in house contest section of the newsletter if you have a smack down coming up, or have a suggestion for one, let David know so he can list it. Also, articles, articles, articles; David needs articles for the newsletter. Be sure to write something up on the kit you are working on and send it along. David will take it from there. The newsletter is our main line of communication, and needs our support. I know all of you are great modelers, so lets hear about it.

The upcoming IPMS National will be in Columbus, OH. Set your sights on that show if you cannot go to any other show this year. It will be special and you don't want to miss it. I know that I for one will be there with bells on. I intend to enter and will be there until Sat. night. The Nats truly is worth the time and effort to get there.

The workshop turnout continues to grow. The last couple of months has produced 8-12 members showing up almost every Saturday. This more then pays the weekly fees for the rental. If you haven't attended lately, you miss the fun and excitement of the group. July's meeting will be a Friday night bash. We are trying to have one every quarter, so let's show up on Friday, and party hardy.

I will see you on Thursday June 18th for this month's meeting. Until then, keep on modeling.

Terry



# Financial Report

by Stu Cox

**Beginning Balance:      May Ending Balance                      \$3,687.29**

Expenditures:

Shop rent for July 2009	
#1437 Kyana Facility Rental 06/06/09	\$(250.00)
Terry Hill:	
#1438 New Workshop Lights x 5 - 06/15/09	\$(54.95)
Withdrawal For Change May Club Raffle	\$(100.00)
<b>Total Expenditures</b>	<b>\$(404.95)</b>

Revenue:

Club Auction (Plus \$100 Auction Change Redeposit)	\$1,903.00
Raffles	\$ 0.00
Annual Dues	\$90.00
Workshop Funds	\$191.50
Aluminum Can Funds	\$18.00
<b>Total Revenues:</b>	<b>\$2,202.50</b>

**June 15th, 2009 Balance:    \$5,484.84**



# Aluminum Report

By Scott "Skippy" King

The aluminum recycling effort got off to a slow start this year. However, the last two months have seen things take off. So far this year.

April 2009	101.00lbs @.33	\$35.00
May 2009	50.00lbs @.36	\$18.00
June 2009	40.00lbs @.40	\$16.00
	13.50lbs @.41	\$ 5.54
Total for year.		\$74.54



### Military Modelers of Louisville Membership Form 2009

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ ST: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone: \_\_\_\_\_ E-mail: \_\_\_\_\_

Birth Date: \_\_\_\_\_ Year Joined Club: \_\_\_\_\_

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

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

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Please visit us on the web at [WWW.MMCL.ORG](http://WWW.MMCL.ORG)

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 Junior (Under 18 Years) \$12  Family, 1 Year: \$30 (Adult + \$5, One Set Journals) How Many Cards? \_\_\_\_\_  
 Canada & Mexico: \$30  Other / Foreign: \$32 (Surface)  Other / Foreign: \$55 (Air)

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# AMPS

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<http://www.amps-armor.org/>



July 2009

THE NEWSLETTER OF THE MILITARY MODELERS CLUB OF LOUISVILLE

# Fight's on!



**Next Meeting: FRIDAY  
July 22, 2009, 7:00 P.M.  
It is on!!!**



[WWW.MMCL.ORG](http://WWW.MMCL.ORG)

**TACTICAL NOTES**

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

**Cover Photo: The winner and still champion! Dr. Terry Hill's winning entry in the Afrika Korps smackdown. All three entries were top quality and the voting was as tight as the 2000 Florida election.**

## What you missed

Usually the summer months are the slow months for our club. In fact, long ago we had an August meeting where we only had 5 or 6 members in attendance. Well, those times are long gone. Our June meeting had about 30 members in attendance. In addition, we had a ton of show and tell items.

June was the Afrika Korps smackdown. Three of our members entered models. Our own club president, Dr. Terry Hill was the winner. His winning entry appears in the cover photo. Our monthly raffle was held and the most funds this year were raised by the raffle. Lets keep it up. Thanks to all members who brought items for the raffle.

Finally, the club got to see the inaugural use of our club projector. This item worked flawlessly. We used the large projection screen upstairs and this really enhanced the presentation. We showed models from the AMPS show as well as some photos and video of the Ft. Knox and Evansville, IN reenactments. July is our Friday Night Fight meeting. Be there!!!





# MERDC Camouflage

by Jerry Davis

Back in the mid-70's the U.S. Army entered into a new era to help keep their vehicles hidden with a new camouflage scheme. Using the FS Standard 595a as the basis, the Mobility Equipment Research and Development Center (MERDC) was established as the uniform way to apply new camouflage patterns to all U.S. Army vehicles.



This changeover actually was adapted by NATO as most vehicles involved with the alliance sported the new 3-color camouflage. The new paint scheme consisted of a base green, a brown and black disruptive bands. Army Regulation AR750-1 stated that any tactical vehicle with more than nine square feet of area on any side will be painted in the three-color pattern. If no approved pattern was available the base green was to be applied until an officially approved pattern became available.

Approved Camouflage Pattern Painting drawings were published in Technical Bulletin TB 43-209 which I once had but lost it in one of the many moves I encountered. Seeing that the MERDC era is long gone, I decided to provide a table listing the different paints based on the terrain condition in the theater of operations.

As the mission of the of the Army changed from a post Cold War to a Middle Eastern scenario, more and more equipment received the tan paint scheme.

Theater Terrain	Color FS 595A			
	45%	45%	5%	5%
U.S. Winter & Europe	Forest Green 34079	Field Drab 30118	Sand 30277	Black 37038
U.S. Summer & Europe	Forest Green 34079	Light Green 34151	Sand 30277	Black 37038
Tropics	Forest Green 34079	Dark Green 34102	Light Green 34151	Black 37038
Gray Desert	Sand 30277	Field Drab 30118	Earth Yellow 30257	Black 37038
Red Desert	Earth Red 30117	Earth Yellow 30257	Sand 30277	Black 37038
Winter Arctic	White 37875	White 37875	White 37875	White 37875
Snow Temp w/trees	Forest Green 34079	White 37875	Sand 30277	Black 37038
Snow Temp w/open	White 37875	Field Drab 30118	Sand 30277	Black 37038

## A Half Fast Build of a Half Track

Randy Fuller (Eastern Bloc)



You know I really like to build aircraft and sci-fi kits, but lately I've been really interested in Dragon armor kits. After tackling the DML Flak 36/37 kit then the Pz.Kpfw. IV, I turned my attention to the Dragon M4 81mm Mortar Carrier (Kit No. 6361). It's one of their new "SmartKit" versions, which means lots of nice details, without complicated assembly. I may be a bit picky when it comes to building and painting, and I do take my time, so speed is not part of my routine. Still it took me about 5 months to get it done!

The kit contains: 9 main sprues (2 ea for running gear and weapons), 3 auxiliary sprues (driver figure, mortar support, and two grill options), 8 separately molded drive rollers (no sprue), 1 sprue of clear parts (a nice touch is the front windshield is one piece that needs to be masked), PE detail sheet, turned aluminum mortar tube, and decals for three vehicles. Not bad for a retail price of \$35.

This kit is based upon the M2 half track kit from Dragon, so

several parts are marked "not for use" in this kit. A big plus is lots of pioneer tools and weapons for your spares box.

The Dragon instructions are their typical drawings is a 15 step assembly sequence, and each step has sub assembly steps noted. There are painting guides throughout the instructions, with overall color and markings provided for 3 vehicles. According to the painting instructions, the overall color of everything is olive drab. Wheels are flat black, seat cushions are khaki, the 30cal is gunmetal, and that's about it.

The driver and passenger, and rear doors are molded separately, but the instructions only show them attached in the closed position. The front grill can be modeled open or closed. In the open position you use the photo-etched louvers, which I chose. And I found the assembly to go really smoothly. The front tires have a slight bulge, and are keyed to attach to the axle/brake drum in the correct position. I think the instructions have reversed the kit parts for the brake assemblies, or I really screwed up, because once I got the front axle assembled and attached to the frames, the keys

were upside down and the wheels would have the flat bulge on the top. To fix this, I just cut off the keyed tabs and carefully lined up the wheels and glues in place.

The tracks are made of two complete loop pieces that are sandwiched over the drive sprockets and idlers. This assembly was kind of tricky since you have to sandwich the tracks over the sprockets and idlers. Too add a little complication, the sprockets and idlers are slide molded parts, so while they are beautifully thin and flash-free, they are delicate. If you choose, you can even make the bogeys articulate. The only problem is the two piece molded tracks don't really allow for anything but a flat surface, still it's nice to know it's possible.

There's quite a bit of engine detail, but no options for opening the hood (unless you get the Eduard PE set). The underside is very nicely detailed, with only a few pin marks to be filled; most are covered by other sub-assemblies. Clever. Driver's compartment has good detail, with an option of a driver figure. Dragon even provides two seat options: no figure or a depressed cushion that fits the drive pretty good. I added the driver just for

a little interest. I also left the driver's door open to show a little detail. It's remarkable thin for an injection molded part. It looks like it could be a PE part!

I didn't add a lot of aftermarket to the kit. Only Archer Transfers dash decals. I scratch-built a bracket to hold the exhaust pipe to the bogey assembly after looking at my resources. Another thing I noticed was the surface details: the US half-tracks had the body assembled with large screws, not rivets. The bumps are there on the Dragon kit, but they are smooth, like rivets, when there should be a slot. I could have gone over all of them and carved a slot in each one, but after trying a few it didn't seem to really make a difference, so I chose not to rescribe the "rivets".

I finished it off with ModelMaster Olive Drab, faded Olive Drab, and Mig Pigments. After airbrushing the base color, I went over the top surfaces with faded OD. I then made a darker wash and spread it over the whole surface. Once dry, I "Futured" the truck and applied the kit decals. With that dried and hit with some Solv-a-set, I put two coats of Humbrol flat to seal it up. Now the experimentation: I used the new Mig Pigments Allied Filters set,

which are turpentine based washes. They come in a few different sets for Allied or Axis colors. It definitely added some depth to an otherwise drab OD finish. I finished up with a dry brushing of faded OD and lighten OD colors. The underside and running gear got a couple of coats for Rustall. Weathering consisted of just some Mig dust and mud pigments dusted on and blended. I set it all with a spritz of Mig pigment fixer, which is odorless turpentine.

My major gripe with the kit was the fit between the cab and the fighting compartment. It wasn't an issue on the driver's side since I kept the door opened and could force the rear portion of the cab wall to fit against the fighting compartment wall, but on the passenger side, with the door attached, it left a big gap that I could get to hold. I ended up filling with some stretched sprue and painting. Looks OK, but not perfect. And the rear wall of the fighting compartment had several sink marks that needed filling as there was non place to hide. I filled with a couple of coats of Mr. Surfacer and sanded.

On the other hand, the molding is fantastic in this kit. No flash, thin parts, great surface details on everything, including the cushions. The mortar is a work of

art by itself. A two-part turned aluminum tube with finely detailed plastic parts for the legs and elevation screw. I would like to see some individual tracks for this kit someday, but the two-piece set is nicely detailed and easy to assemble, and even fit like a glove. There's a lot you can do to this kit to make even more accurate, but out of the box it is superb. It measured about a scale foot short according the dimensions in Squadron's M2/M3 in Action, but it was based on the M3 variant. I highly recommend it to any armor modeler, novice or master. I am actually looking forward to building the M2 version with a little more detail this time. Probably won't be done any faster this time, either.

## **A1-H Skyraider, a Journey's End!**

By Kevin H. Smith

I recently placed my completed A-1H U.S.Navy Skyraider in the Indianapolis model contest. To my great and unexpected surprise it was awarded the Best U.S.Naval Attack Aircraft 1946-1976 Award. I am somewhat in



shock over this outcome. To explain why, let me go back to the beginning of this tale. It all started at BBC some eight years ago....!

J.R. Dietrich, John Macintire, and I were having a few cold brews one fine Saturday afternoon on one of my trips back home from Indianapolis. At the time I was working for Symbol Technologies in Indianapolis. This was mid to late 2001. We were discussing what would be a good subject to build. We hit upon the Skyraider and we decided to make it a smackdown, but with special winner conditions.

The condition being, it had to be entered into a show and whoever got the highest award would be the winner. It was hoped we would all be in the same show together, but this was not absolute. The gauntlet had been thrown!!

I decided to build the Tamiya U.S.Navy A-1H kit. It is a beautiful kit. It is also very well detailed and in no need of any add-on detailing. There are several resin detail sets out there and I picked up one, the KMB set. It is since out of production. There is also a CMK detail set, and I believe it is out of

production also. It didn't matter. The kit's cockpit is just as good as the detail sets. I started building about three weeks after I got the kit, which was about five weeks after the challenge. It was about this time I started thinking about doing the aircraft in Sea Blue. That brought about a hold as I researched Skyraiders of the Korean War era. I found that while the cockpit had not changed, early Skyraiders did not have the armor plating that was

on the kit. OK, I go with a Vietnam War era aircraft. By this time about three months had passed. I had done nothing more then paint and

assemble some of the cockpit. Speed building here, I dare say.

It was at this time I quit working for Symbol and had to move back to Louisville. Because of my move and subsequent lack of a model room everything went on hold. This went on for about two years. I moved from one place to another over these two years and never was able to do more then get a few assemblies together. I had no hobby room to build in, much less set up a paintbooth. With grown children coming home to stay, sometimes with grandkids, I had no facilities with



which to adequately work on models. I began to write notes on the instructions to keep track of what, when, and how I did what I did. My earliest notes are dated May 2004. This is when I got the wing assembly attached to the fuselage. That in itself was a milestone considering all the moves and interruptions that had taken place.

I finally achieved a domicile that I could have a hobby room, but still did not have a paint booth. My trials where over, now it was time for the tribulations to begin! During my last move I had to store my kits at my mother's home for about two weeks. When I went to get them, Mom told me there had been a slight accident. It seems that the cat had gotten curious about those plastic things up on the shelves and decided to investigate. Yes folks, the Skyraider took a seven foot dive on to the linoleum floor. It is a testament to the actual designers of the Skyraider itself that this event caused no more damage than a slight chipping of the tail. Easily repairable. Over the next six months I finished up most of the aircraft to get it ready for a trip to the Uncles for its first coat of Insignia White. This went without mishap. I had to wait two weeks before I could get back to the Uncles to do the gull grey, but so what. This also went without mishap. It was while I was letting

the second coat cure, that I studied the photos and color lines drawings that came with the Aeromaster decals I had acquired, when I realized there was a detail I was missing. There is a metallic coloring of the leading edge of the wings, engine cowling, horizontal, and vertical tail section. OK, easy fix, Right! Wrong!! I masked off the necessary areas and painted the edges with Model Master Metalizer Dark Anacondic Grey. This started well. I buffed it up then coated it with sealer. After this cured is when I removed the mask. Up peals the gull grey and the white. Oh Great!!!!

It was during this time I made another move across town to be closer to work. It so happened it was to an apartment across the hall to my good friend Mac. This gave me access to a paint booth across the hall, not across town. Hooray!!!

I was able to get the two colors repainted, but there was that spot where the paint that pulled up left a chipped look. Go back and fill in with putty or leave it. By this time it is the winter of 2005. Now I just want to finish this D@#\$ thing!! I leave the chipping. I also put this on hold again, due to I lose my hobby room to another child coming back home. It is eighteen months before I get my hobby room back.



During this time, I again studied my reference to see if there was anything else I might have missed. To my great relief there was not. I also looked at what ordinance I want to place on the aircraft. The Navy used different loads then the Air Force did. I wanted to have the right one. There were countless photos of different loads. I settled on a centerline fuel tank, two 2000lb. bombs, and four rocket pods. As it were this is a load I have a photo of from the very attack squadron that I had decals for. The Aeromaster decals I had purchased were also something of a challenge by the Uncle. When I had stated I was going to do the Navy Skyraider, he said, "Don't do that D@#\$ Mig killer that everybody does". The kit decals actually have both plus one CAG I didn't like. I went ahead and got the Aeromaster set from Great Models. It also had one of the MiG killers, but the other three aircraft were just Vietnam

Squadrons from early in the war. I made the choice of VA-145.

After getting my hobby room back I began to

finish up everything on the kit to get it ready to gloss coat. There were no troubles here. After that cured I laid down the decals and that went smooth also. After this process dried, I went and gave the whole aircraft a light gloss coat to seal in the decals. I had not painted the flat black anti-glare on the nose yet, as I was going to do that last before I dull coated. I masked it off, painted it and let it cure. Time to remove the masking, UP comes the decals on the nose and the fuselage band. Marvelous!! By this time I am ready for a serious Stompo-Bravo!! No, I will get another set of decals and go over the ripped ones. On to the net and shop the webstores...? This particular Aeromaster set is no longer in production!!! Well isn't that just DUCKY!!! On the shelf the Skyraider goes again. This time maybe forever.

I think of maybe going ahead and repainting the kit, again. No, I do NOT want to do that. This is

when my faith in ebay comes to the fore. By this time it is the early spring of 2008. It has been seven years since the challenge was made



and I still haven't finished this thing. Funny thing is, neither has the Uncle. Mac opted out six years prior and I was beginning to think he had the right idea all along. I began searching on ebay every three days looking for the out of production decals to maybe show up. After about two months, low and behold there they are!! Now if I can get them with out paying an arm and a leg. If any of you have not been on ebay then you do not know how it can become a feeding frenzy on certain items. For some reason people will keep bidding on something until it is way beyond its real value. I mean \$40 for a 1/72 DML MiG-17, plus \$6 shipping. REALLY!!!! Any way I got the decals for \$5 plus \$2 shipping. I got lucky. Once I had them, of course I put the new ones down over the damaged ones. I had to make sure they lined up exact. It was very easy, Thank the Maker!! After that dried I sprayed on a heavy gloss coat and let that cure. I then washed the whole aircraft in dark grey. The next day I took a damp cotton ball and rubbed off the excess wash. This made the panel lines really stand out. It also had the effect of making those chipped paint spots look like a well used aircraft. I then dull coated and weathered with my chawks. I tend to be a little heavy with my chawks, but after you go over them with a coat of dull coat they lighten to look just right.

It was during the time right after I lifted the decals that I had moved back to the other side of town to be closer to work again. By now I was working for Motorola and they moved our depot to Riverport. This time I got an extra bedroom to guarantee I had a hobby room. One with a paint booth. This was September 2008. I focused on getting everything ready on the Skyraider to have it ready for Indianapolis. This time everything went right. That is until I lost the starboard seatbelt and buckle. I ended up making a seatbelt from masking tape and the turnbuckles included in the Eduard seatbelt set. This actually looked better then the photo etched one. When I had those in the Skyraider was done. It is now January 2009!!

I made it to Indianapolis without a mishap and placed my A-1H on the table. I was just happy that I had finally got it there. I didn't care if it even won anything. I went and did a couple tours around the vendors' tables, then went back to the show floor. Wait, what is that by my Skyraider?? A piece of paper asking me to bring it over so the photographer from Fine Scale Modeler magazine can photograph it!! WHAT!!! You must be kidding me. Where is the candid camera crew? No this is for real. OK, I guess I can. On to lunch, then back to the vendor room, waiting for the judging to be over. Mac needs to go

increase his cancer chances. I go outside with him. Hey, people are carrying their models out to their cars, guess the judging is over. On the way back in David Knights stops me and says he has my award. My award for what!! The Skyraider??? Yes, that is it. Well, I'll be...!!

All I can say is, come on Uncle where is your Skyraider? Mine is already an award winner.



## President's Page

This month brings the quarterly Friday night modelthon. We will begin around 6:00pm and continue until the last man is standing. Last modelthon was a huge success and hopefully this will be as good if not better. There will be lots to talk about, and lots to build, so come join us for the fun. The date is July 17, so but it on your calendar.

There will not be a formal meeting, but the club is doing quite well. The treasurer's report indicates that we are still financially sound and membership is up. There has been a great turn out at the workshop on Saturdays with last week hosting 12 guys. This is incredible for the club, and the workshop. It does my heart good to see the guys enjoying themselves. The comedy floor show is well worth the attendance. If you have never participated on Saturdays, you are really missing out.

We are about one month away from the IPMS Nationals. For many of you, this will be about as close to Louisville as they will come. If you have never been to a National, or it has been a long time, this will be your opportunity to see the big show. Many of us are going, and some will be going early and some late. Check around and see if you can link up with someone and ride up to Columbus.

David still needs armor articles, so get busy and send him something. Since this is the dolldrums of Summer, there isn't much else going on, so we'll see you on the 17th. Bring you current project, a future project, a stomp-o-bravo, or anything else you want to work on. We will be waiting.

Terry



# Financial Report

by Stu Cox

**Beginning Balance: June Ending Balance** **\$ 5,484.84**

## Expenditures:

**Shop rent for Aug 2009 #1439 Kyana Facility Rental 07/11/09** **\$(250.00)**

**Total Expenditures** **\$(250.00)**

## Revenue:

**Raffle** **\$109.00**

**Annual Dues** **\$25.00**

**Workshop Funds** **\$225.00**

**Aluminum Can Funds** **\$21.54**

**Total Revenues:** **\$380.54**

**BALANCE 7/11/09** **\$ 5,615.38**



# Aluminum Report

By Scott "Skippy" King

The aluminum recycling effort got off to a slow start this year. However, the last two months have seen things take off. So far this year.

April 2009 101.00lbs @.33 \$35.00

May 2009 50.00lbs @.36 \$18.00

June 2009 40.00lbs @.40 \$16.00

13.50lbs @.41 \$ 5.54

July 2009 38.00lbs @.40 \$15.20

Total for year. \$89.74



### Military Modelers of Louisville Membership Form 2009

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ ST: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone: \_\_\_\_\_ E-mail: \_\_\_\_\_

Birth Date: \_\_\_\_\_ Year Joined Club: \_\_\_\_\_

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

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

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

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

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

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

Stu Cox, Treasurer

4100 WIMPOLE ROAD

LOUISVILLE, KY 40218

502-499-6618

[COX40218@BELLSOUTH.NET](mailto:COX40218@BELLSOUTH.NET)

Please visit us on the web at [WWW.MMCL.ORG](http://WWW.MMCL.ORG)

PD DT \_\_\_\_\_

# IPMS/USA MEMBERSHIP FORM

IPMS No.: \_\_\_\_\_ Name \_\_\_\_\_  
First Middle Last

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone: \_\_\_\_\_ E-mail: \_\_\_\_\_

Signature (required by P.O.) \_\_\_\_\_

Type of Membership  Adult, 1 Year: \$25  Adult, 2 Years: \$49  Adult, 3 Years: \$73

Junior (Under 18 Years) \$12  Family, 1 Year: \$30 (Adult + \$5, One Set Journals) How Many Cards? \_\_\_\_\_

Canada & Mexico: \$30  Other / Foreign: \$32 (Surface)  Other / Foreign: \$55 (Air)

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

Credit Card No: \_\_\_\_\_ Expiration Date: \_\_\_\_\_

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

Name: \_\_\_\_\_ IPMS No.: \_\_\_\_\_

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Join or Renew Online at: [www.ipmsusa.org](http://www.ipmsusa.org)

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# AMPS

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

August 2009

THE NEWSLETTER OF THE DIVINE SCALE SOCIETY  
and the military modelers club of louisville

# MMCL taken over by Divine Scale Society. Membership goes bananas.



**Next Meeting: Thursday  
August 27th, 2009,  
7:00 P.M.**



[WWW.MMCL.ORG](http://WWW.MMCL.ORG)

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

**Cover Photo: The winner and still champion! Dr. Terry Hill's winning entry in the Afrika Korps smackdown. All three entries were top quality and the voting was as tight as the 2000 Florida election.**

## What you missed

July was a Friday Night Fight meeting, and what a meeting it was. Lots of members came and a lot of building was going on. I think this may have been our largest Friday build event ever.

Thanks go out to Dennis Sparks who arrived with a bunch of bananas to revive our flagging energy at just the right moment. Because of the build night, there was an short business meeting. There was also no raffle, so the members should bring plenty of stuff for this month's meeting.

The IPMS Nationals was this past weekend in Columbus OH. By my count, 20 or more MMCL members attended. Several won awards. Look for a full report in next month's newsletter.

Members have been responding to my calls for articles. What I am most in need of now is armor submissions. OK, you armor builders, how about some articles. Special thanks to Ohio attorney and closet Canadian, Jim Bates, for supplying the articles for this issue. Jim is a charter member of the Divine Scale Society (Those who build in God's one true scale, 72nd scale) I hope to see more of Jim's work here in the future.

David





## **Book Review: The Spitfire Smiths**

Review by Jim  
Bates,.Esq.

Subtitled “A  
Unique Story  
of Brothers in

Arms,” Rod Smith’s part autobiography/part biography tells the story of Rod and Jerry Smith, two Canadian brothers flying Spitfires in World War Two. What is unique about the Smiths is that they served together flying fighters in Malta. The manuscript was started by Rod Smith, who tragically killed himself in 2001, and finished by Christopher Shores. In some ways this feels a little less satisfying, as I wish we could have got the whole story in Mr. Smith’s own words, but clearly it is better to have the book finished by a close friend rather than not finished at all. As Jerry was killed in Malta in August 1942, his story is told by Rod and by excerpts from his diary.

Rod’s completed chapters make up most of Part One of the book, include his and Jerry’s early life in Saskatchewan, training with the British Commonwealth Air

Training Plan, early operation in Europe, and of course operations in Malta. One of the most “interesting” chapters is Rod’s evaluation of military forces in Europe in the 30s and early 40s. While Rod is certainly qualified to discuss these matters, from his writing he seems a rather precocious teen who is more cognizant of air power and aeronautical development than many of the adult commentators and politicians of the day.

Of course, Jerry Smith will be forever known as the first Spitfire pilot to land aboard an aircraft carrier after his auxiliary fuel tank malfunction and rather than crash into the drink, decided to take the chance and land on the USS Wasp. Jerry clearly made the correct calculation and arrived on Malta safely a day later. The book includes a few photographs of this event, that will continue to confuse modelers as to just what colour the Malta Spitfires were painted.

Mr. Shores then discusses Rod’s time in the 2nd Tactical Air Force and especially the somewhat disputed account of the first Me-262 shot down by RCAF pilots. Mr. Shores quotes from Rod’s reports of the incident, along with several of his wingmen, which clearly calls into question the claims of Hedley Everard in his

autobiography "A Mouse in My Pocket." He finishes the Part One of the book with a short chapter on Mr. Smith's return to Canada and this training as a lawyer.

Part Two of the book is Rod's highly entertaining correspondence on air power and the supremacy of the Spitfire. Many letters are quoted including a long running conflict with Rolly Beaumont in *Aeroplane Monthly* about the positives and negatives of the Hawker Hurricane and Supermarine Spitfire, taking the CBC to task for some TV documentary, and finally some more comments on Mr. Everard and his claim the of single handed shooting down of the ME-262. Clearly this is Rod the lawyer at work, both in writing and his argumentative style!

Finally Mr. Shores completes the book in Part Three with a chapter on Rod in retirement and the sad irony of his suicide, Rod and Jerry's Records of Service, and their combat claims.

This is a fascinating book and I highly recommend it to all RCAF fans...though Hurricane fans may want to skip Part Two.

## Kit Review: Airfix Spitfire XiX in 72nd scale

Review by Jim Bates, Esq.

Last Thursday a small box was left on my doorstep with an English postmark. Within it contained two of kits I had been eagerly awaiting, the new Airfix Spitfire XIX and BAe Hawk, both in the divine scale, of course.



While there have been a few cracks at the Spitfire XIX in 1/72, all have left something to be desired. The MPM kit is from the early days of short run models and there is more flash than kit on the sprues. The Academy kit is boxed as a Spitfire XIV, but looks like a Spitfire on steroids, with a multitude of shape problems and a general bloated attitude. The Fujimi Griffon Spitfire family was the best of the bunch, but has a five piece fuselage, five piece wings, and rather poor fit. How does the Airfix kit stack up?

First off the Airfix kit is a Spitfire XIX out of the box. It is not an in-box conversion of an XIV to an XIX like the Fujimi kit. No panel lines on the wings to fill and no camera ports to drill out. The shape is good, no goofy humped high back fuselage as in the Fujimi kit, and Airfix correctly noticed that Griffon Spitfires have a retractable tail wheel. Molding is quite crisp with only a little flash on the rudder. Options include three and four hub wheels, retracted or extending landing gear, and a rather small wee pilot. Detail is simplified, but for the most part acceptable for a cheaper 1/72 scale kit. Panel lines are engraved, and some comments have been made that they are too deep. I think they are acceptable, and look much like the engraved lines you see on Tamiya aircraft. Not as petite as Hasegawa engravings, but not too overstated. The instructions are clear, and a colour decal guide is included. Decal options include a Medium Sea Grey over PRU Blue RAF Spitfire from Malaysia, and an overall PRU Blue Swedish Spitfire. The decal sheet is well printed, but very simple with only the basic markings including. The clear parts are perfectly clear, but the canopy is molded in one piece.

However, not all is perfect.

1. The wheel wheels are not boxed in and there is no internal detail.
2. The landing gear legs and doors are molded in one piece. Many find this a crime against humanity. It is a little cheap, but with some careful painting, I think all will be ok.
3. The propeller is a little anemic.
4. There is no detail on the instrument panel and no decal is included. Ouch. Somebody at Airfix must have been asleep that day.
5. The radiator exhaust outlets are a little on the small side. The radiators themselves seem to have good shape, but the outlets are too short in span.
6. The wee man, is a little small...if you care.
7. No slipper tank is included. This is about the only option that Fujimi included that Airfix missed.

Overall, this is a great simple kit. A quick build with good shape, that really would be benefited by a Eduard Zoom set that includes an instrument panel, some wheel

well detail, and a few other simple details. Wonder if we will see a Spitfire XIV from Airfix sometime in the future?

My kit will shortly proceed to the workbench to be finished as Spitfire XIX PM627 as it appeared while on display with the Canadian Warplane Heritage in the mid 1970s.

## **Book Review: Airbrushing and Finishing Scale Models by Brett Green**

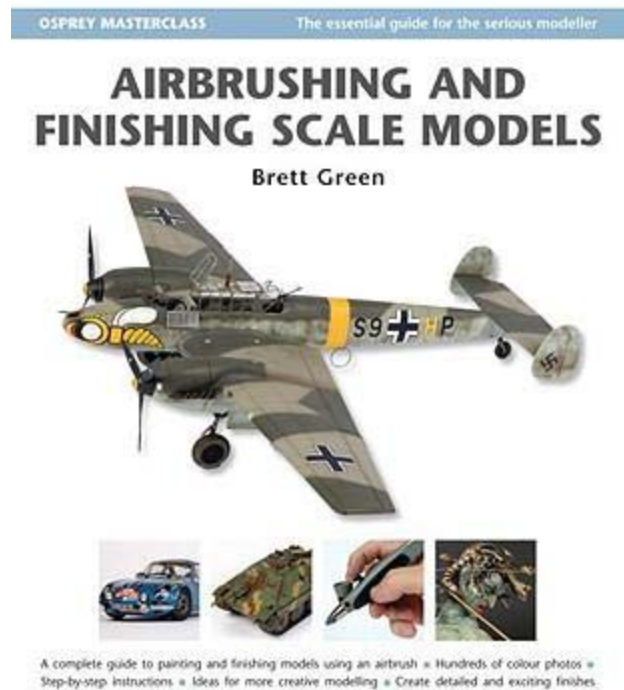
Review by Jim Bates, Esq.

A year or so ago I purchased Osprey's *Modelling Scale Aircraft* by Brett Green. While it was an interesting, but basic, booklet, it surprised me that painting was glossed over. Not long after the booklet was issued, it became clear why detailed painting tips were missing from the *Modelling* book, as Osprey announced the Mr. Green had *Airbrushing and Finishing Scale Models* in the queue.

While *Modelling* had been a modest booklet, *Airbrushing and Finishing* is a much expanded 192 pages in a neat little binder format. As with most of Mr. Green's Osprey modeling books, it is illustrated with many beautiful pictures of both completed models, and in progress projects. The expected ground is covered including fundamental of the airbrush, a

brief history of color, basic techniques, and then painting and finishing aircraft, armour, and other models. Techniques include winter white-wash finishes, gloss finishes, painting black and white, natural metal, and the expected, but overexposed,

Luftwaffe finishes. Projects include a Blackburn Firebrand, Lancasters, B-25s, a Skua, a Meteor, a P-51, a Renault Alpine, and a KV-1 tank. (Also included are the usual -109s, -110s, and Hetzer tanks.) Overall, the book is well laid out, but one or two mistakes crept in. For example in



the Lancaster section, a Bf 110 photo was mistakenly included rather than the correct Lancaster. The text is someone general, with more details illustrated and explained in the very detailed photo captions.

Overall I enjoyed the book. There are quite a few great tips in the book, and I would class it as useful for the basic to intermediate modeler.

## Photos from the Nats





# President's Page

Well men it is the mid summer heat and malaise and it appears that modeling has slowed down. I don't know about anyone else, but it seems like this time of year it is difficult to get fired up about putting things together. However, the workshop on Saturdays continue to set records for attendance. There is fun and excitement every week with plenty of room for more if you decide to attend. Speaking of the workshop, it will not be open the weekend of 8-22, due to the high number of guys going to the Nationals in Columbus, OH.

Speaking of the Nationals (notice the smooth transition of thoughts here), it is finally here. The show opens at noon on Weds. and will run through Sat. There are guys going up on Thurs., Fri., and even Sat. If you have a desire to go one of those days, or all of them, you may be able to carpool with someone. Ask around, and you may get lucky. If you have never been to a National, or haven't been in many years, this is your chance. There will be a great number of our club members going to the show. Many will be entering, and it is the largest traveling hobby shop in the world. There will be about 300 vendor tables full of items you just can't live without.

Due to the National, we have had to delay our club meeting for one week. The meeting will be held on August 27 at 7:00 pm. We will have a video show of pictures from the Nats, and perhaps a video on modeling techniques if the time permits.

We have been confirmed for an invitational next year to be held on Nov. 6, 2010. We have the room booked, the date confirmed with the IPMS regional coordinator and the IPMS national board. We will be contacting vendors at the Nats to get them to come to our show. There will be more on this later.

There seems to be an ever increasing interest in our club. It seems that every month we have a new face joining us at meetings or the workshop. There is great satisfaction seeing everyone enjoying themselves at the meetings, and workshop. However, this not the time to rest on our rumps. We need to keep promoting the club, contact old members who have drifted away, and get even greater attendance. We as a club have so much to offer the modelers of this community. We need to come up with ways of contacting and promoting the club more actively. I know that I am sometimes lax in that category, and will have to work on it myself.

There are several smack downs coming up and David will have them listed in the newsletter. This is a great way to sharpen your skills, learn from others, and improve your modeling. I'd like to see everyone jump into one of the smack downs sometime over the next year. If you have ideas for a contest let us know.



## Financial Report

by Stu Cox

Beginning Balance: July Ending Balance	\$5,615.38
Expenditures:	
Shop rent for Sept 2009 #1442 Kyana Facility Rental 08/06/09	\$(250.00)
Workshop Lamp Purchases: #1441 Jerry Davis	\$(114.42)
MMCL Annual Insurance Premium #1440 07/25/09	\$(257.33)
Total Expenditures	\$(621.75)
Revenue:	
Annual Dues	\$30.00
MMCL T-Shirt Sales	\$30.00
Workshop Funds	\$170.00
Total Revenues:	\$230.00
Aug 21, 2009 Balance:	\$5,223.63



### Military Modelers of Louisville Membership Form 2009

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ ST: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone: \_\_\_\_\_ E-mail: \_\_\_\_\_

Birth Date: \_\_\_\_\_ Year Joined Club: \_\_\_\_\_

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

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

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

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

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

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

Stu Cox, Treasurer  
4100 WIMPOLE ROAD  
LOUISVILLE, KY 40218  
502-499-6618  
[COX40218@BELLSOUTH.NET](mailto:COX40218@BELLSOUTH.NET)

Please visit us on the web at [WWW.MMCL.ORG](http://WWW.MMCL.ORG)

PD DT \_\_\_\_\_



# IPMS/USA MEMBERSHIP FORM

IPMS No.: \_\_\_\_\_ Name \_\_\_\_\_  
First Middle Last

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone: \_\_\_\_\_ E-mail: \_\_\_\_\_

Signature (required by P.O.) \_\_\_\_\_

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

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

Credit Card No: \_\_\_\_\_ Expiration Date: \_\_\_\_\_

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

Name: \_\_\_\_\_ IPMS No.: \_\_\_\_\_

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

September 2009

THE NEWSLETTER OF THE MILITARY MODELERS CLUB OF LOUISVILLE

# TACTICAL NOTES

**There should be a picture of one of the National awards here to honor all the members of MMCL who won awards. However, as your editor did not win one, he has no photo to place here. :(**

**Next Meeting: Thursday  
September 17th, 2009,  
7:00 P.M.**



**WWW.MMCL.ORG**

## To contact MMCL:

### President:

Dr. Terry "Rommel" Hill  
Email: [Thill35434@aol.com](mailto:Thill35434@aol.com)

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### Webmangler:

Pete "Ninja" Gay  
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"Tactical Notes" is the Newsletter of the Military Modelers Club of Louisville, Inc. We appreciate your taking the time to read this little newsletter. We'd appreciate it even more if you would write something.

**Cover Photo: The winner and still champion! Dr. Terry Hill's winning entry in the Afrika Korps smackdown. All three entries were top quality and the voting was as tight as the 2000 Florida election.**

## What you missed

I have no clue what you missed, since I missed the August meeting as well. Coming, as it did on the Thursday after the Nats, I am afraid I was "modeled out". I will tell you that the Nats is always the best time of the year for me. I've been to 15 or 16 of them and each one has been great. I especially enjoy seeing a lot of modelers I know and email or run into on forums, but the Nats is the only chance I get to see them in person. The Canadian Beer Blast (now called Ales and Tales) was great this year. I am glad to see our friends from the Great White North revive this tradition. I bought a few things at the vendors and got to spend a lot of time with the guys from MMCL who attended. By my count we had 20 or more members who put in an appearance at one point or another.

I hope to see you all at the meeting this month. Lets see if we can make September our biggest meeting of the year. Don't forget, we have another smackdown this month for the large scale items. See you there!

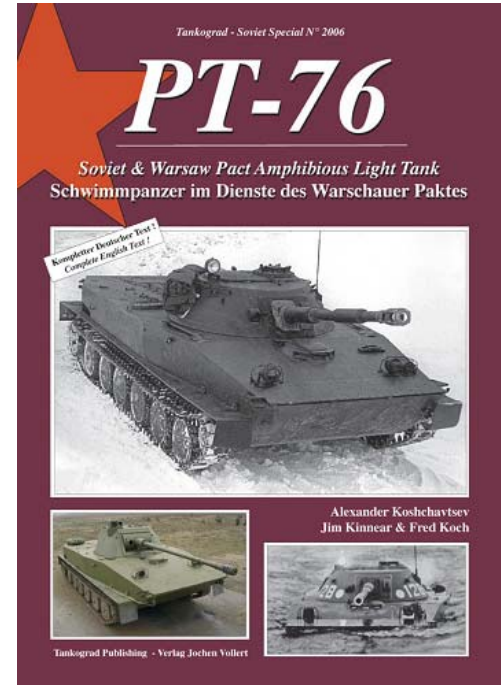
P.S. Look for a special announcement in next month's issue from AC/DC comics regarding a return of one of their most sought after subjects.



**Book Review: “PT76 Soviet & Warsaw Pact Amphibious Light Tank” by Koshchavtsev, Kinnear, & Koch, from Tankograd Publishing...**

**Reviewed by Mike Baskette**

Published by Jochen Vollert and company of Tankograd Publishing of Germany, the Tankograd series of books has been one of my newer favorites. What sets these books apart from most others is the dedication to provide previously unpublished photographs, even for subjects that have been heavily covered in the past. One of the most recent titles is “PT76 Soviet & Warsaw Pact Amphibious Light Tank” by Alexander Koshchavtsev, Jim Kinnear & Fred Koch



Printed in A4 format, “PT76” consists of 64 pages of bi-lingual text (German/English), a wealth of captioned black and white photos, a single line drawing, and a handful of color photos on the inside/outside faces of the cover. Covered in the initial text section is the developmental history of the PT76 in which each series production model change is differentiated by paragraph. Here, all production modifications are broken out by model year from the initial model 1951 to the definitive production model the PT-76B Model 1962, including the mention of various upgrade programs to further enhance the capabilities of the vehicle. This section concludes with a brief service history with a short list of notable conflicts in which the PT-76 has played a role. Further text sections deal explicitly with the East German (DDR) and Polish versions of the tank, but no coverage is given to vehicles in service with any of the Asian, African, or Middle Eastern client states.

The photos in this book provide a good coverage of the PT76 in Soviet service with Naval and Land Army units. Most of the photos are well captioned, providing descriptive information with more than one sentence. In addition to the Soviet coverage, there are photo sections dealing with both the DDR and Polish vehicles as well. Included are a pair of limited walk-around of both DDR and Soviet PT76s, but these are somewhat limited in scope.

Finally, this book includes a 1/35<sup>th</sup> scale line drawing of the PT76B. However, the vehicle selected for the drawing is not a serial production PT76B, but an earlier “shallow hull” PT that has been upgraded to PT76B standards. Once the PT76B entered serial production, virtually all earlier marks of PT76 in service were returned to the factory as part of a capitol rebuilding program. The drawing in this book is of one such vehicle and as result is of limited use to the modeler... unless of course you wish to undertake the daunting task of correcting the inaccurate hull included in Trumpeter’s early

PT76 kits. If so, then the drawing is just what you need. Good luck with the rest!

In closing, I would say that his book is certainly worth picking up if you are gathering references to model the PT76. It should give you a good feel for what the vehicle looked like in service. From the technical side, the walk-arounds are not complete enough to serve as a solid modeling reference. However, it is enough to augment other PT76 references that are available in print or on the web.

**Model Kit  
Review  
—Jack Bruno  
Modeling Notes  
for the Tamiya  
German  
Jagdpanther  
(Late Version)  
in 1/35 Scale**



For a vehicle that saw only 392 units produced in 1944 and 1945, the Jagdpanther has been called the best tank destroyer to come out of World War Two. After reading up on its history, I tend to agree except that the low production numbers would hurt

this evaluation considerably. This outstanding tank was based on the already-dreaded Panther chassis and mounted the outstanding 88mm gun. It fought mostly on the Western Front in Normandy and in larger numbers during the December Ardennes Forest offensive.

Having one of these tanks hiding in the brush waiting for Shermans is something I'm glad I was too young to have to consider. The Jagdpanther came in at just about 45 tons had a range under 100 miles. It also had the Maybach HL230 P30 V-12 engine, which topped out at around 29 mph. Earlier production versions included Zimmerit and a different gun collar. Later versions did away with the paste and featured bolted gun collars for easy access. From a historical and modeler's view, it was a beautiful machine.

### **THE KIT:**

On a lark I wanted to do a quick build of something new for a change. My oldest son had bought me the Band of Brothers

DVD set and, after seeing this tank come through the woods in an episode, my mind was already made up. I grabbed it off the shelf and was in awe of the great engineering of the kit because of the simplistic approach in assembly.

Because this monster did not have a turret, the build went together very fast. The road wheels were all sanded by son Mike while I put together the lower chassis and knocked out the upper hull and the few parts to the 88mm gun. I had absolutely no trouble in assembly and even took the flex file to the 88 instead of going out and getting a metal gun for it. [And a note to you guys who think you need to spend extra for a metal barrel—NUTS!] Take your time and even chuck it in a Dremel to remove the seams. More on this later.

After the upper and lower hulls were finished the fun started. I used the Tamiya engine deck screens, but before I mounted them I took the knife to them to

show a little wear and tear. Next I added the conduit for the headlight, which is starting to be a lost art. I see many vehicles out on the tables that tend to pass over this much needed addition. After all, this *is* 1944. A small piece of solder wire was used for this, and I used some pictures as reference for proper mounting. I cleaned up all the tools but left them off until the paint job was completed, but I mounted them prior to the Future clear coat so they could be oil washed along with the tank. This did include leaving the hull machine gun off too, but I did drill it out because the mood struck me.

### **THE TRACKS:**

Whenever I can I use Fruil tracks to really give a tank the justice it deserves. If there was *any* gig about Tamiya, it would be the tracks. I just don't like them for the German and Soviet kits. So, I assembled the metal tracks using the drill-it-out, clean-it-up, replace-wire-with-brass-rod system. In no time I had both runs built and test fitted on both

sides, allowing for the proper Panther look. After this was done over a few nights, I soaked both runs in Blacken-It. I gave each run about an hour on two separate days. They really looked cool, and I gave them a dirty brown oil wash to really get the look I wanted. After all was dry I took the silver pencil to it and gave the track teeth and high spots the worn metal look. The mounted spare track was also done in this manner. Now, to paint the little kitty.

### **PAINTING:**

Before painting the old girl I gave her the once-over by taking a hot knife and going over some of the weld beads and also adding some nicks and dents. I followed this by spraying the entire kit flat black. About an hour later I gave it a base coat of dark yellow followed by a lighter yellow to give some depth. Then I airbrushed the green pattern by freehand and added a lighter green in the center of each green cluster. This was then followed in the same manner by brown and lighter brown. When I was

satisfied with the look, I mounted the tools which I had pre-painted and then gave the entire model a Future clear coat to act as a barrier to the turpentine/oil wash. I also painted the exhaust system a reddish brown. I exclusively use Windsor-Newton's Dick Van Dyke Brown. The oil wash was applied in heavy layers, and again my weapon of choice being cotton panties to remove the excess film. [Giggle! I dare you!] I used Q-tips in the hard-to-reach areas. After the wash was dry, I gave it a flat coat and added some pastel to the muffler and around areas that dirt and grime would gather. Now, for the fun part.

### **THE BASE:**

My local Goodwill gals came up big for me this time and saved me a box of bases, and it cost me a pizza. But, they worship the ground I crawl on, so it was fun. I picked out a round base with some little pegs on the bottom (a plant stand?) and applied some Celluclay with white glue. I used a little less water because I wanted to hasten the drying time

(deadline: the Region 5 Convention was approaching fast). I added Kitty Litter for some ground work and pressed it in to get a good grip. While it was still flexible, I pressed the tracks into it in order to give the illusion of weight. Things came out great, and I painted and weathered the ground work in the same manner as the tank. Some careful drybrushing followed, and then I added some static grass to give some color to the scene.

I have in my stash what seems to be an endless supply of Verlinden stuff like crates, boxes, and logs, not to mention those gun and equipment sets from Tamiya and Dragon that I always see going for next to nothing at swaps. These items were applied with white glue, and I added an MG42 just for good measure because I could.

Getting back to the gun barrel, I decided to break up the visual by adding a Verlinden camo net, soaked in white glue and water. This netting was done in the field to lessen the chance of first sight



and breaking up the shape from the air. Not to mention, in 1944 it was a common practice in German armor units—this and staying off the roads in daylight. Since I was building a pre-Ardennes unit, I also added some Hudson-Allen pine boughs to hide the shape. ***DONE!***

### **THE END:**

I white-glued old girl to the base in the sunken track imprint, and she looks really good sitting there. I also decided to offset the 88 just to be a little different. It really paid off, too. I received some nice compliments just because you hardly ever see a Jagdpanther's 88 turned slightly. I've always gone against the grain by having my models mounted on a nice base that features the kits moving into or out of the scene. Lately I've been seeing a lot of this technique at shows, and I really encourage modelers to break the rules and create *your* vision, not what someone else thinks it should be.

My Jagdpanther was done in time for the 2009 Region 5

Convention, and, happily, I took a 1<sup>st</sup> place in its category.

This was one very easy model to do, and I really had a lot of fun doing it. I emphatically suggest to anyone building this or the other Panthers in the series to replace the tracks. There's more I could have done, like relocating the tools and cleaning rods in addition to a different exhaust, but I'll save that for another kit so I can use my white wash on it and do a proper winter cat (maybe with IR?).

I can't recommend this model enough! Now, **GO DO SOMETHING**

***Editors Note: Jack Bruno is the former IPMS/USA RC for Region 5 and a member of one of the many Chicago IPMS chapters. (Heck, I can't keep them straight.) This article appears with his kind permission from his club's newsletter.***

**From the Tom Field photograph collection... The Fokker/General Aviation C-15**  
**By Dennis Sparks**

During WWI, Fokker had become one of the major aircraft manufacturers in Europe. Seeking new markets for his aircraft after the war, company founder Anthony Fokker toured the US in 1920, landing several small contracts with the US Army. When a 1922 law required that future American military aircraft be built in the US, he established the Atlantic Aircraft Company with offices and a factory in New Jersey. In 1929, General Motors acquired 40% of the company and renamed it General Aviation. Fokker remained with the company as Technical Director, signing a five year contract that stipulated a salary of \$50,000 per year.

By 1930, the US Army had begun seriously considering the use of aircraft for the rapid battlefield medical evacuation of wounded or injured soldiers. In the age before practical helicopters, this required a conventional aircraft that was capable of operating from short improvised air fields near the front lines. But given Depression-era funding, the Army

was reluctant to allocate any money for purchasing new aircraft to fill this role, as it would have necessarily meant a further reduction in the already small numbers of combat aircraft they wanted to buy. So in order to test the medevac concept, a few of their mostly cargo-type aircraft were experimentally converted to carry litters, medical personnel and supplies. One of these was the General Aviation Company's C-15 seen in Tom's photograph.

In 1931, the Army had purchased twenty slightly modified examples of General Aviation's F.14, a 7-9 passenger aircraft that had been designed by Fokker for airline/airmail service. Intended as a cargo aircraft, it was designated by the Army as the C-14 to identify its principal role.

First flown in September 1929, the F.14 was of typical Fokker construction, with wooden framed wings that were covered with plywood, and with a welded steel tube fuselage covered with a mixture of wood and duralumin. Equipped with several different radial engines ranging from 525-575 hp., it had a top speed of about 135 mph. Its price tag in 1929 was \$26,500, but this was

reduced to \$22,400 in 1930 with the onset of the Depression.

The interior of the ninth C-14 delivered (s/n 31-389) was modified to hold three litter patients and their medical attendants, thus becoming the sole C-15. While it was found to be useful in transporting patients from one prepared airfield to another, the C-15 proved to be too large to routinely operate from short, unimproved grass strips, and so was not able to fulfill its intended battlefield mission.

In this same time period, the Army had also purchased small numbers of the well known Ford 4-AT Trimotor. Designated the C-3, at least one was also converted to the medevac role, possibly the Trimotor that's visible in the background of Tom's photo.

Chaffing under the new owners, Anthony Fokker left General Aviation after only two years. The company completed its contract for the delivery of 15 GA-15 flying boats for the US Coast Guard, bringing an end to American production of Fokker aircraft. The company was reorganized in 1934, emerging as North American Aviation.





# President's Page

If you missed last month's meeting, you missed the showing of photos taken at the nationals. We had the meeting upstairs that month, and everything worked out well. After a brief business section, we launched into our video presentation thanks to our video guru (Stu Cox). Having the newly purchased projector makes this type of program a real snap. My thanks go out to Stu for running the show. Everyone seemed to be interested in the presentation, and was having fun.

This month's meeting will bring the "Size does matter" smackdown. There are several members who have been working hard on building 1/6 scale entries. I am sure that they will knock our socks off with their work. Also this month, there will be a video presentation on AFV Model detailing. We will be having a raffle, show and tell, and general discussion.

For those who may have missed it, we will be having a show next year on Nov. 6, 2010. I know this is a long way off, but I want everyone to know that we are up and running. Our contest committee is in place, and we are ready to go.

We are now into the Fall campaign season and there are several contests on the horizon. There is a show in Huntsville, ALA on Oct 3rd, the Chicago figure show the 2nd weekend of Oct, Cincinnati show on Oct.31, and Murfreesboro, TN the first weekend of Nov. For those of you who travel to events, mark your calendars, and be ready to go.

We will see you all this Thursday at 7:00 and will probably be upstairs again this month. Contact me if you have any questions. See you then.



# Financial Report

by Stu Cox

**Beginning Balance: August Ending Balance** \$ **5,223.63**

## Expenditures:

Shop rent for Oct 2009 #1443 Kyana Facility Rental 08/30/09	\$	(250.00)
<b>Total Expenditures</b>	<b>\$</b>	<b>(250.00)</b>

## Revenue:

Raffles	\$	66.00
Workshop Funds	\$	115.00
Aluminum Can Funds	\$	15.20
<b>Total Revenues:</b>		<b>196.20</b>

**September 12, 2009 Balance:** \$ **5,169.83**



# Aluminum Report

By Scott "Skippy" King

The aluminum recycling effort got off to a slow start this year. So far this year:

April 2009	101.00lbs @.33	\$35.00
May 2009	50.00lbs @.36	\$18.00
June 2009	40.00lbs @.40	\$16.00
	13.50lbs @.41	\$ 5.54
July 2009	38.00lbs @.40	\$15.20
Sept. 2009	40.00lbs@.47	\$18.80
<b>Total for year.</b>		<b>\$108.54</b>



### Military Modelers of Louisville Membership Form 2009

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ ST: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone: \_\_\_\_\_ E-mail: \_\_\_\_\_

Birth Date: \_\_\_\_\_ Year Joined Club: \_\_\_\_\_

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

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

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- Quarterly in house model contests with prizes.
- Monthly model kit raffle.
- Annual club cookout.

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

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

Stu Cox, Treasurer

4100 WIMPOLE ROAD

LOUISVILLE, KY 40218

502-499-6618

[COX40218@BELLSOUTH.NET](mailto:COX40218@BELLSOUTH.NET)

Please visit us on the web at [WWW.MMCL.ORG](http://WWW.MMCL.ORG)

PD DT \_\_\_\_\_

# IPMS/USA MEMBERSHIP FORM

IPMS No.: \_\_\_\_\_ Name \_\_\_\_\_  
First Middle Last

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Phone: \_\_\_\_\_ E-mail: \_\_\_\_\_

Signature (required by P.O.) \_\_\_\_\_

Type of Membership  Adult, 1 Year: \$25  Adult, 2 Years: \$49  Adult, 3 Years: \$73

Junior (Under 18 Years) \$12  Family, 1 Year: \$30 (Adult + \$5, One Set Journals) How Many Cards? \_\_\_\_\_

Canada & Mexico: \$30  Other / Foreign: \$32 (Surface)  Other / Foreign: \$55 (Air)

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

Credit Card No: \_\_\_\_\_ Expiration Date: \_\_\_\_\_

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

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# AMPS

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<http://www.amps-armor.org/>

October 2009

THE NEWSLETTER OF THE MILITARY MODELERS CLUB OF LOUISVILLE  
CLUB MOTTO: Stercus stercus stercus Moriturus Sum

# TACTICAL NOTICES



## Could MMCL get more exciting?

**Next Meeting: Thursday  
October 15th, 2009, 7:00 P.M.  
MMCL Swap and Shop  
Bring stuff to sell!!!!**



[WWW.MMCL.ORG](http://WWW.MMCL.ORG)



## To contact MMCL:

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### Webmangler:

Pete "Patrick" Gay  
Email: [pete.gay@gmail.com](mailto:pete.gay@gmail.com)

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

**Cover Photo: An award from the Columbus Nationals. Several MMCL members have one of these. Congrats to all.**

## What you missed

The September meeting was lead by our fearless Vice-President (or President of Vice) Rich "Sandy" Guetig. Our President was felled by a mysterious ailment, which may or may not have been caused by the Vice-President poisoning the President in a naked attempt at a power grab. At least that is the way that the story is going down in the official MMCL history that I am writing.

Even though he was drunk with power, Sandy ran a good meeting. The "Bigger is Better" smackdown was held. Our own John "The Closer" Dietrich came thru with a long shot victory after finishing his first model since the turn of the century. His 1/6th scale .30 Cal. is featured in an article elsewhere in this issue. A huge raffle was held with many fine models. A slideshow of photos from last year's re-enactment of the Battle of Perryville was shown thanks to Stu Cox.

This month we are having a clubwide swap and sell. Bring stuff from your collection to sell and trade.





**AC/DC Comics, in conjunction with Unidot Industries, proudly announces the return of their most popular only military action comic.**

**Sgt “Pebble” Dietrich and his Howling Bedpan Commandos**

Known as the “Fighting 69ers”, the Howling Bedpan Commandos were disbanded following their successful defense of Dayton, OH from the communist hordes of the late 1960s. Sgt “Pebble” Dietrich was given:

- ~~The Congressional Medal of Honor~~
- ~~The Distinguished Service Cross~~
- ~~The Silver Star~~
- ~~The Bronze Star~~
- ~~An Honorable Discharge~~
- A Section 8 discharge.



- However, responding to a fellow Chicagoian’s call, Sgt. Dietrich reassembles his team in response to a call from the President to hunt down and kill
- ~~Osama bin Laden~~
- ~~Osama bin Laden’s driver~~
- ~~Osama bin Laden’s pet goat walker~~
- Osama bin Laden’s pet goat.

Sgt. Dietrich, under the command of General Disarray, reassembles his crack team...of Bedpan Commandos, including



- Major Dysfunction
- Corporal Punishment
- Private Parts

And appearing courtesy of Mahavellous Comics, in his pre-Navy Seal days,

Seaman Richard “Dick” Stains.

Be sure to pick up your copy today! To mail order a copy, send \$5.00 (cash only) to:

AC/DC Comics  
 c/o Unidot Industries  
 P.O Box 69  
 Port Authority  
 New York, NY 00001



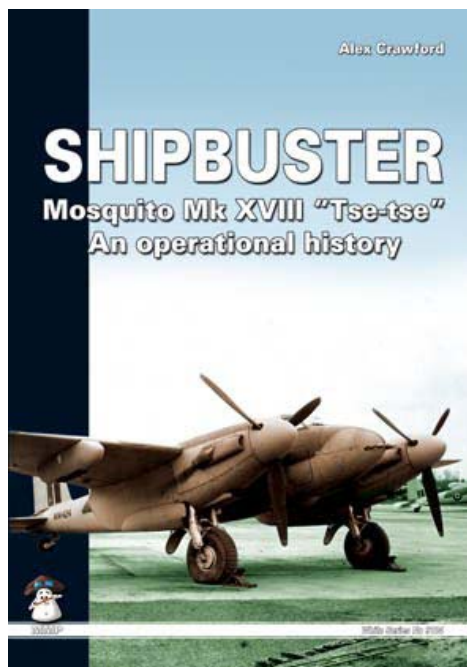


**Title:** Shipbuster -  
Mosquito Mk XVII  
"Tse-tse" An  
Operational History  
**Author:** Alex Crawford  
**Publisher:** Mushroom  
Model Publications

Much like the A-10, the Mosquito Mk.XVIII (aka Tse-tse) was an attempt to put a very large gun in a not much larger airframe. The Molins gun was a tank weapon which was fitted into the Mosquito as a potential replacement for the Hurricane IID. I've always been fascinated by the Mosquito Mk. XVIII ever since building an Airfix Mosquito as a young lad. Of course I built it with the large gun nose, but I really didn't know much about this version of the Mosquito. Well other than it was cool!

Alex Crawford's new book published by Mushroom Model Publications fills in the missing history on the Molins gun, its adaptation to the Mosquito, and its operational use as an anti-shipping weapon with Coastal Command. Quite an interesting tail, and quite well detailed in the book. Turns out it really wasn't that successful, and the RAF preferred rockets for anti-shipping operations. There are many pictures and profiles included, including profiles of some of the baddies (even some

subs and boats.) I just wish they had included more photos of the Molins Mosquito. I understand that the photos included could possibly be the only photos of the Mosquito Mk. XVIII extant, but I'm a modeler and I always want more. I was also surprised to learn one of the Tse-tse Mosquitos was sent to the U.S. for tests at Pax River, and ended up being sold to the civilian market for use as a racer.



I had put off purchasing this book because of the apparent high price. The first surprise upon receipt was that it wasn't one of the little booklets that MMP usually publish, but rather a normal sized large paperback. While it appears a little short at 72 pages, it is quite engrossing, covers the topic well, and in my opinion was well worth the money.

## **Browning M1919A6 (Dragon), Kit #75010**

By John (Sgt. Pebble) Dietrich

Well your Uncle, otherwise known as the “Closer” managed to finish a project! Just in time too for the large scale smack down featuring the Dragon “*Battling Barbie*” scale kits. Dragon has come out with a plethora of kits in this scale. The smack down featured two .30 cal entries, a .50 cal entry, and an 8 cm Granatwerfer 34. All of the entries were well presented, and as noted, a diverse selection of the Dragon offering. Jerry Davis took the prize with his very nice .30 cal tripod version of the kit.

Since Jerry was doing the tripod version, I decided on the bipod version for some diversity. The Browning .30 cal was used during WWII, Korea, and in South East Asia. It was a very robust weapon that was used on many different platforms. The version I chose was used on B-25 bombers, equipped with a bipod and provided ground forces with a very potent weapon.

### **Construction:**

While seemingly simple, there are a number of things one has to consider when building any version of this weapon. First and foremost, the instructions (which

in effect, are non existent) provide the greatest obstacle.

The instruction sheet contains only a picture of both the bipod and tripod version with the parts labeled that correspond to the diagram of the parts on the sprue. The issue is that you have to assemble some of the parts carefully. If not, you will have to disassemble and fix. For example, the charging handle has to be installed *before* you glue the receiver together, parts A1 and A2. The best way to build these kits is to dry fit all the parts before gluing. Once past the receiver, the rest of the construction is fairly simple.

The biggest issue that I found is that the length of the barrel assembly is longer on the bipod version as compared to the tripod version. The kit only has one barrel length, part A17. This is not an issue if you’re building the tripod version, however, you must lengthen part A17 on the bipod version so that the barrel length extends all the way to part A23. If not, your barrel would be short and inaccurate. I extended the barrel by cutting a section of plastic tubing of the same diameter and gluing to fill the gap. Once done, you must paint the barrel flat black before adding the cooling guards.

You will have to be very careful to fill any gaps between the guards

and any of the other parts that piece together. You will want to make sure that you don't glue the carrying handle. It should be completely movable when completed. Also be very careful in assembling parts A18 and A12, the site system. When completed, I primed the whole gun with a coat of flat black.

**Painting:**

make a mix of Tamiya flat black (XF1) and Tamiya gun metal (X-10). I played with the mix until I got a true metal look. After drying, I dry brushed various surfaces with Model Master steel.

The carrying handle was made of wood so I used Delta Cream Coat's dark brown. This is a nice acrylic paint, strictly for brush painting, that can be purchased for a song at Michaels. By the way, they have



Painting the kit proved to be somewhat of a challenge. Due to the kits larger scale, painting overall in flat black and dry brushing with steel makes it look toy like. After testing different finishing methods, I decided to

a diverse selection of colours that you may want to stock up on. They go down really nice and can be used in a variety of modeling situations.

The ammo cans (there are two in the kit) are nicely done.

They contain some photo etch latches that are easy to install. I did remove the molded handle on the side and replaced it with brass wire to make it look more realistic, however, if you didn't do this it wouldn't detract from the final product. Once again, I primed the cans and painted them overall in Tamiya olive drab (XF-62). Do a nice dry oil wash and then dry brush the areas that would have shown wear.

The ammo belt was painted with Vallejo Hemp (not sure how correct this is but it looked good!). The ammo casings were painted in Model Master acrylic brass and the bullets themselves in Delta Cream Coat metallic copper.

### **Presentation:**

After reading *East of Chosen* by Roy Appleman I decided to do a Korean War version of the weapon. This is a book that I would highly recommend. It is about the U.S. Army and some Marine units that were trapped by the Chinese counter attack on November 27, 1950 on the east side of the Chosen Reservoir. It is a story of true bravery and just what conditions these units were subjected to during this part of the Korean conflict. I don't have time to go into the details of the book but if you're interested in understanding the battles around the Chosen

Reservoir and the unbelievable conditions that the troops had to deal with, it is a wonder that any of the units that were surrounded on that day survived at all.

I chose a rather stark groundwork with little vegetation as the temperatures during the battle got down to as low as minus 20 degrees F. I used some Bayardi stumps that I painted and weathered. The good Dr. Hill provided me with a 1/6 scale US army helmet and .45 pistol from his Battling Barbie collection to top it off. The presentation was completed with a small plate from Crown Trophies that indicated the type of weapon and date of the conflict.

### **Conclusion:**

Once you get past the poor instructions, this builds up to be a very nice kit. I would like to put together some time in the future, all of the weapons in the series. They make for a nice build provided that you enhance the weapon with some type of additional presentation material. You could also use a nice sized wooden base that was finished and place each weapon on the base with a small identification plate. Ah! Another idea for "The Closer!" Try one of these Dragon issues and you'll have a blast.

**Book Review: In the Skies of Europe**

**Air Forces allied to the Luftwaffe 1939-1945**

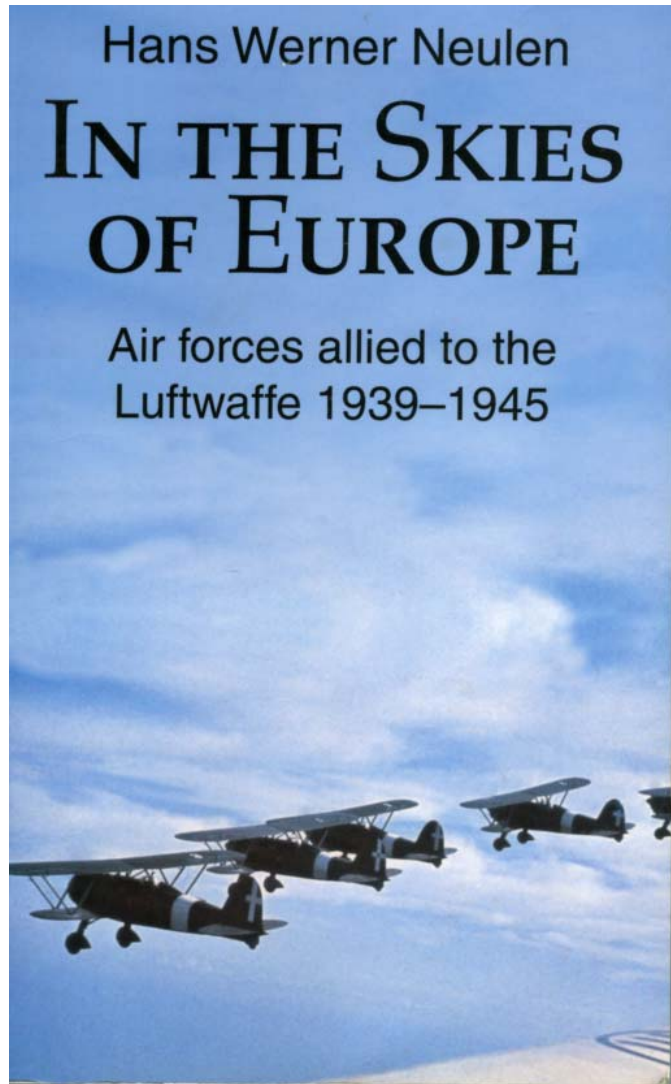
**By Hans Werner Neulen**

Review by D.M. Knights IPMS/USA  
17656

One of the most fascinating areas of World War II history for me is the air forces of the countries that were allied to Germany. For that reason, I was particularly excited to find this book on a recent trip to Half Price Books. I had never heard of the book before and frankly I was unaware of any book that covered all of the air forces allied to Germany in one volume.

The book is by Hans Werner Neulen, a German attorney. This gave me another reason to buy the book since it was written by a fellow member of the bar. The edition of the book I purchase is soft covered and has 378 pages with about 15 pages of black and white photos of aircraft and pilots of these "minor" air forces. Even though the author's first language is not English and the book was clearly translated from German, there are only a couple of places in the text that suffer from poor translation.

The book is divided into three sections. The first and most extensive covers the countries



that you typically think of as Germany's allies. The first and by far the largest of these is Italy, followed by Romania, Hungary, Bulgaria, Croatia and Slovakia. The next section covers Vichy France and Finland, which the book calls "special cases" since they weren't technically allies but fought against some of the same enemies and the Germans. The final section covers nationals of other countries who served in the Luftwaffe, including many citizens of the occupied countries

such as Norway, France, Denmark, Lithuania and others.

Each country is covered by describing the organization of that country's air force, its equipment and then a description of the operational history of the air force in the Axis cause. Special attention is paid to pilots who achieved aerial victories while flying for the Axis. You can tell that the author is German, as nearly every section tells at least one story of an axis airman getting machine gunned in his parachute by allied fighters.

The author has clearly done his research, as there are many interesting stories that I've never seen in print before. While all the sections of the book were fascinating, for me the stories of the foreign nationals who served in the Luftwaffe were especially interesting. These individuals came to serve in the German air arm thru many different routes, and some had to overcome numerous obstacles to be accepted into the Luftwaffe.

The book concludes with listings of some of the most successful fighter pilots of the different air forces and their kill records. There is also a list of the numbers of aircraft produced by each of these countries, both

indigenous designs and license productions of German designs.

I highly recommend this book for anyone interested in the subject of the air forces of Nazi Germany's allies. It was a real deal at Half Price Books for only \$5.95



**Fw-190 at the IPMS Nationals**



**Belgian Neu-17 at the IPMS Nationals**



A diorama from  
the recent  
Huntsville contest



## President's Page

Gentlemen, this month will bring the changing of colors to the leaves in the Ohio valley, the crisp cool air, the sounds of shoulder pads crashing together, and a swap and sell event at this month's meeting. That's right, a swap and sell event. The business meeting will be brief, and then let the fun begin. If you have any surplus kits, duplicate kits, or anything else hobby related that you may want to sell, bring it on. Be sure to have it clearly marked with a price and be ready to haggle. We will not charge a fee for the sales, so just come and have fun.

This month will bring the Cincy show on the 31st of October. It is a close show, and the vendors are usually pretty good. It would be a great time to break away and go up there for either part or all of the day. The week after that will be a show in Murfreesboro, TN. I know that there will be several members who will be in attendance at this show as well, so if you are interested, sound off like you got a pair.

Last weekend, David, Skippy, and myself attended Huntsville's show. It took us 4 hours and 20 minutes to drive it on a beautiful Sat. morning. We arrived to find the usual arrangement at the Jaycee building on the old airport property. The Vendors were adequate, the crowd was relatively light. There were right at 300 entries in the show which is way down from their regular numbers. I took entries for Rich Guetig as well as myself. David entered, and Skippy came along to carry our bags. The judging went quick, due to

the lower number of entries, and the awards were put out in a timely manner. Rich received 2-seconds and 1-third place award. I received 1-second place award, and David (Mr 72nd scale himself) received 2-third place awards. Great job guys, the MMCL rules.

There are rumors of smack down themes rumbling around, but we need to finalize some for next year. If you have ideas, let me know and we can put them on the agenda. Speaking of agenda, Bill (tank boy) has agreed to put on a talk about his military experiences in the Gulf War. For those of you who do not know, Bill is stationed at Ft. Knox and was a tank commander during the Gulf war. In fact one of Dragon's box art photos has a picture of Bill's tank on the box with Bill in the commander's hatch. Some guys will do anything to get their picture taken. The ironic thing is, he never realized that it was his tank until last weekend when at Brian's sale he picked up the kit and there he was in all he magnificence. Now he is scouring the country to find as many of the kits as he can find. Something about selling autographed copies. Ahh the great American profit motivation. Gotta love it. Congratulations Bill, some of us peons never get our pictures on a global released product except for Noel as an international spy. At least most of us are able to stay out of the wants and warrants column.

David and I distributed flyers for our show next year at the Huntsville show, and got positive feed back from the vendors. I realize that it is over a year away, but we are planting the seeds and hope that they will come. I will be traveling down to Paroquet Springs to finalize the contract this month. We will be watching upcoming shows closely for attendance to see if it is a trend to lower attendance due to economic conditions. In talking to the vendors at Huntsville the universal comments were that business was off all over the Midwest. I heard a contest in Des Moines, IA was WAY down, and the 6th Region' regional last weekend in Little Rock, AK was dead. I hope that this is not a permanent trend, but time will tell.

November's meeting agenda has not been determined as of yet, but will keep you posted on that. December will once again bring our annual Christmas gathering at a local restaurant. Unless I hear any other suggestions, I will make arrangements with the usual place, LOGAN's on Shelbyville Rd. If you would like to try somewhere else where we can get a private setting for the naked dancing girls, give me a shout.

Until Thursday night, keep modeling.



# Financial Report

by Stu Cox

Beginning Balance: September Ending Balance \$ 5,169.83

## Expenditures:

Shop rent for Nov. 2009 #1444 Kyana Facility Rental 08/30/09	\$	(250.00)
To David Knight s #1445 For Stamps and Flyer copying	\$	(46.92)
To Terry Hill #1446 IFMS Rechartering	\$	(20.00)
<b>Total Expenditures</b>	<b>\$</b>	<b>(316.92)</b>

## Revenue:

Raffles	\$	80.00
Workshop Funds	\$	160.00
Aluminum Can Funds	\$	18.80
<b>Total Revenues:</b>		<b>258.80</b>

October 10, 2009 Balance: \$ 5,111.71



# Aluminum Report

By Scott "Skippy" King

April 2009	101.00lbs @.33	\$35.00
May 2009	50.00lbs @.36	\$18.00
June 2009	40.00lbs @.40	\$16.00
	13.50lbs @.41	\$ 5.54
July 2009	38.00lbs @.40	\$15.20
Sept. 2009	40.00lbs@.47	\$18.80
<b>Total for year.</b>		<b>\$108.54</b>



### Military Modelers of Louisville Membership Form 2009

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ ST: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone: \_\_\_\_\_ E-mail: \_\_\_\_\_

Birth Date: \_\_\_\_\_ Year Joined Club: \_\_\_\_\_

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

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

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

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

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

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

Stu Cox, Treasurer

4100 WIMPOLE ROAD

LOUISVILLE, KY 40218

502-499-6618

[COX40218@BELLSOUTH.NET](mailto:COX40218@BELLSOUTH.NET)

Please visit us on the web at [WWW.MMCL.ORG](http://WWW.MMCL.ORG)

PD DT \_\_\_\_\_

# IPMS/USA MEMBERSHIP FORM

IPMS No.: \_\_\_\_\_ Name \_\_\_\_\_  
First Middle Last

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone: \_\_\_\_\_ E-mail: \_\_\_\_\_

Signature (required by P.O.) \_\_\_\_\_

Type of Membership  Adult, 1 Year: \$25  Adult, 2 Years: \$49  Adult, 3 Years: \$73

Junior (Under 18 Years) \$12  Family, 1 Year: \$30 (Adult + \$5, One Set Journals) How Many Cards? \_\_\_\_\_

Canada & Mexico: \$30  Other / Foreign: \$32 (Surface)  Other / Foreign: \$55 (Air)

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

Credit Card No: \_\_\_\_\_ Expiration Date: \_\_\_\_\_

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

Name: \_\_\_\_\_ IPMS No.: \_\_\_\_\_

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# AMPS

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

November 2009

THE NEWSLETTER OF THE MILITARY MODELERS CLUB OF LOUISVILLE

# TACTICAL NOTICES



**Next Meeting: Thursday  
November 19th, 2009, 7:00 P.M**



**WWW.MMCL.ORG**

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Cover Photo: An award from the Columbus Nationals. Several MMCL members have one of these. Congrats to all.

## What you missed

October was our "Sawp and shop" meeting. We had no real business meeting, no raffle and minimal other business. Most of the meeting was devoted to wheeling and dealing. There was a lot of this going on. Our esteemed VP was doing a brisk business as were a number of other members. All in all a great time was had and some good deals were made. Clearly this will turn into annual tradition. Our November meeting will feature one of our own speaking on his experiences in the Middle East. Be there.

An exciting new book from  
Unidot Publishing  
**The Fighting 69ers**  
An "Oral" history of the  
**Howling**  
**Bedpan Commandos**

By Sgt John "Pebble" Dietrich  
As told to Clifford Irving



69ers



Look for it on sale in bookstores and  
finer bus stations everywhere.



## Book Review

Review by  
Jim Bates, Esq.

**Title:** AviaDossier 1: Canadian Aircraft of WWII

**Author:** Carl Vincent Illustrated by Terry Higgins

**Publisher:** Aviaeology

This large format softcover book is the first in a new series on Canadian aircraft written by noted Canadian aircraft researcher Carl Vincent. In the 1970s and 1980s, Mr. Vincent published books on the Blackburn Shark and the Liberator and B-17 in RCAF service, and served as editor of High Flight magazine. (A complete set of High Flight magazines and a copy of the B-24/B-17 book are among the most treasured items in my library.) Sadly, he has not published much work in the last couple of decades, but thankfully he is back with this book, and it is a stunner.

In general RCAF aircraft get given the short shift in most books and articles, and Home War Establishment get even less coverage. This AviaDossier attempts address this oversight with short chapters on 19 types operated by the RCAF, both in

Canada and in Europe. Types include the expected Hurricanes, Beaufighters, and Spitfires, but also lesser known types such as the Fleet Fort, Bolingbroke IVW, and Northrop Delta. Each chapter includes a short history on the type, at least two photos, many never before published, and beautiful profile drawings by Terry Higgins.

My favorite chapter may be that on the Kittyhawk IV. As I have stated before in these pages, one of my RCAF holy grail searches was for photos of camouflaged Kittyhawk IVs. And here is one. In Olive Drab over Neutral Grey, it served with 132 (F) Squadron in British Columbia. I have an Academy P-40N sitting on my desk which will shortly be built as this aircraft. In fact modeling inspiration abounds in this book. A black and yellow target tug Shark? A Lockheed Hudson without a turret? Stocky Edwards's captured FW-190? I was also drawn in by the civil registered Fox Moth operated by the RCAF in Newfoundland. Wonder if anyone does a Fox Moth in 1/72?

This is a great book and it was worth the wait. Highly recommended to all RCAF fans and modellers!





## Building the JS II by Jack Bruno IPMS 25313

I was sitting in the downstairs arena (the model rooms) looking for that little something to jump out at me.

You see, I was on a seven day vacation from the IPMS/Forum....I ask.....what's a girl to do??? All of a sudden I remembered those JS tracks that I picked up in Kalamazoo a few weeks ago and THAT PICTURE of a narley looking Monster , with no fenders, stalking the streets of Berlin. ( Thanks Mark Aldridge) Done. Not wanting to waste a quick build with the TAMIYA JS, I grabbed one of the old DRAGON kits off the shelf and dove in!

I started on the Hull and with my EXACTO and new #11 Blade, I scribed the fenders off of both sides and sanded the residue away with my Flex-File with Coarse Grit. This came out really well and started to build the entire chassis/wheel section. DRAGON Plastic is really soft, so you really need to be careful removing it from the sprue and sanding it. I mounted the hull to the chassis and the fun started. Using SQUADRON Green Putty, I stippled the hull and bow to give it a more cast like appearance.

Then using thin plastic strips I glued them into the proper positions (that sounds soooo dirty) I redid the weld patterns and applied extra coats of liquid glue and pressed my #11 blade into the strip several times to simulate weld beads. Everything just fell into place and the Turret was next in line to get the same treatment.....including new plastic strip weld beads. This time, as well as with all of my other kits, the grab handles were replaced with wire. A little putty at the attachment points did the trick and in no time the Turret was done. This whole process took place over three days ans the entire kit was then painted flat black.

Before the rest of the paint was put applied, I started to work on the FRUIL Track. One complete run was done, placed in BLACKEN-IT for 30 minutes and then removed. This was done three times per side. When these were dry, I gave them a Brown Wash and after that cured (overnight) I used the Silver Pencil on the teeth and where the road wheels would have direct contact on the tracks to simulate wear. The road wheels were given the same treatment on all contact points with the track, including the drive sprocket teeth. (inside and out)

Back to the paint shop.....always do something.....so while in between attention to the track, I gave the tank a shot of TAMIYA JAPANESE ARMY GREEN. Then, using a lighter green, the brute got some depth. The JS was clear coated with FUTURE and DRAGON Decals applied, using SOLVESET. I then gave the kit a couple of Dick Van Dyke Brown washes, wiping the dried film away with my favorite pair of cotton panties. Dry brushing was followed by a Flat Coat. The Tracks were mounted.....and it was already decided to give the JS that “Soviet Sag.” Again, no problems at all. The last little ditty was in the form of some pigments which were black.... around the exhausts, dark brown ....around the screens and a few touches of MIG green, faded, on the tank itself. Last, some rust in strategic spots.

As I was telling Dave Knights in Cincy, the main gig on the kit is it sits too low and needs to be spaced a bit because the tracks will touch the under sides of the fenders. I chose not to do it this time because the TAMIYA kit is correct and it was just too much. I'm really Happy with it regardless and if you want a REALLY cool looking tank in your space, build one of these. You won't be sorry :) The First time out it took a First in Cincy and a Second in Murfreesboro :)

## **Mojo Togo Tojo – Modeling a Nakajima Ki-44-II Shoki**

By Dennis Sparks

### **Explaining the title**

Momentum often seems to play a role in my choice of modeling subjects. In this case, it occurred to me that I'd been steadily accumulating 1/48<sup>th</sup> scale kits of WWII Japanese aircraft, but hadn't actually built very many of them. Diving into the pile, I quickly lined up three or four A6M Zekes of various ilks (and sub-ilks) and commenced basic assembly.

Before I got very far along with them a Nichimo kit of the Ki-43 Oscar somehow worked its way into the queue and simple momentum soon added its Nakajima stable mate Ki-44 to the chorus. The Allies had assigned the nickname “Tojo” to the Ki-44, the Hasegawa kit that I started contained the markings for an aircraft flown by a Major Togo Saito. As it turned out, both the Ki-43 and the Ki-44 were completed before any of the Zekes, but that's another article. If only I'd thought to use a Dremel tool somewhere during the construction of this kit I could have added “Moto” to the title as well.

### **History**

In 1938, the Japanese Army asked Nakajima for a modern fighter with extraordinary agility

for fighter-to-fighter combat. The result was the Ki-43, which was comparable to (and indeed often mistaken for) the Mitsubishi A6M. At practically the same time, they also asked for an aircraft that was instead optimized for the bomber interceptor role. Aerobatic capability was to be sacrificed as necessary to attain higher speed and climb rate.

Starting with the most powerful engine available to them, the 1250 hp. Nakajima Ha-41, the end result was the Ki-44. The engine had been intended for use in much larger multi-engine bombers, and was comparatively larger in diameter than the 975 hp. Ha-25 engine that was used

in the initial versions of the Oscar.

Determined to keep the rest of the airframe as small and light as possible to extract the maximum performance, the resulting design looked misshapen, or at the least, inelegant. Nevertheless, with the inclusion of combat maneuvering flaps as used on the Ki-43 to add a modicum of agility, the Ki-44 was deemed adequate for production and the first nine aircraft began combat service at Saigon in December 1941.

The Japanese nickname for the Ki-44 was Shoki. The name is taken from Chinese folklore, and the tale was apparently imported to Japan in about the



6<sup>th</sup> or 7<sup>th</sup> century. Shoki was a physician who was alleged to be quite ugly. When he committed suicide in the presence of the Emperor, his spirit was given the power to protect against demons, and so the name roughly translates to Demon Chaser or Demon Slayer. Carved images of Shoki are still seen above the doorways of some Japanese homes. Perhaps the application of the appellation to the Ki-44 was intended to have a subtle second meaning in reference to the aircraft's appearance?

Only about fifty examples of the initial Ki-44-I version were produced before an engine change to the still more powerful 1520 hp. Ha-109 yielded the main production variant, the Ki-44-II. Even with the extra power, the Ki-44 was not a very popular aircraft among Army pilots, who disliked its poor visibility from the cockpit while taxiing and its high landing speed. About 1225 examples were built, with production ending in 1944.

Strangely enough, the Ki-44 continued to see service after WWII. Several examples were appropriated and flown by the Indonesian Peoples Security Forces and by both the Nationalist and Communist air forces during the post-WWII portion of the Chinese civil war. Reputed on occasion to have been flown by Japanese

mercenary pilots, the last two were finally retired in the early 1950s.

### **The Model**

Hasegawa has released a number of incarnations of their 1/48<sup>th</sup> scale Ki-44 with different decal options since its introduction in the mid-1990s. The fit of the parts is up to Hasegawa's usual high standard, requiring a bare minimum of sanding and filling, so construction proceeded very quickly.

I decided to use the kit decals to depict an aircraft flown by Major Togo Saito, the commanding officer of the 85<sup>th</sup> Sentai while the unit was based near Canton, China in 1944. As a historical aside, some of the Ki-44s that were later used by the two opposing Chinese forces in 1946-49 were described as being former 85<sup>th</sup> Sentai aircraft.

As is often the case with WWII Japanese aircraft, there is some uncertainty regarding the paint scheme on Major Saito's aircraft. Hasegawa hedged their bet by describing the underlying overall color of the aircraft as being either natural metal finish (NMF), or perhaps a light gray green. In either case, the kit's instructions recommended irregular blotches of a darker olive green and red brown over the upper surfaces, leaving

portions of the underlying color exposed.

Turning to the 'net, I found a couple of competing concepts for the colors used on this aircraft. One color profile illustration indicated an overall olive green over what appeared to be NMF, while a reviewer on Hyperscale elected to add subtle red brown blotches over the solid green upper surfaces. I decided to go with the box top illustration, as I was itching to try out my new double action internal mix airbrush that I'd bought at Harbor Freight for the princely sum of \$12.

I used my trusty Badger 350 single action brush to paint the entire airframe with Floquil's Old Silver, then used the new airbrush to lay down a soft mottle of the green and then the red brown (in both case using Humbrol enamels). I assumed that the aircraft had left the factory in NMF with only the antiglare panel and national

insignias, and had later been camouflaged in the field.

Further stretching my assumption, I reasoned that while the painter might have taken time to mask the straight edge of the antiglare panel, he might well have not done so with the round national insignias, simply spraying close to them and leaving a slight NMF halo around them. So before adding

the two mottled colors, I cut out post-it note discs of the appropriate sizes and stuck them in position, then sprayed near them without actually touching them. In a



similar vein, I assumed that the canopy framework had been left unpainted. Of course, all of this goes out the window if the camouflage paint had been added with a simple paintbrush instead of a spray gun. After the paint had dried for a day or three, I attacked it with a small dampened piece of 600 grit sandpaper, abrading away some of the brown and green to simulate wear.

Later, I read that it was a typical practice to prime the cloth-covered control surfaces with a light gray green, and that they were usually not given a top coat of silver paint on NMF aircraft. I caught this in time to add this feature to my Ki-43 Oscar, but too late for the Tojo.

The kit decals went on beautifully and reacted perfectly to my usual application of Solvaset industrial strength decal softener. The only problem I had was that the decal for the antiglare panel seemed much too wide, so I cut in half lengthwise and removed a section from the middle. I later overpainted it with a light brushed-on coat of Testors flat black.



## President's Page

Gentlemen:

November brings Thanksgiving, turkey, dressing, and hanging out with the relatives. I guess we will all survive it all in spite of our better efforts. I have found that copious amounts of adult beverage helps us get through time with the relatives. This month will also bring our meeting on Thursday the 19th at 7:00.

The meeting program will be Bill Weiss putting on a talk about his experiences as a tank and troop commander during the Iraq war. Bill is an active member of the club and is in the Army stationed at Ft. Knox. He served in the Iraq war, and has agreed to talk to us about his activities while there. I for one am really anxious to hear his talk. Don't miss this, it should be a good one.

The club has successfully completed the re-chartering process, and we have received our renewal tag from the IPMS. We are once again legal and ready to roll. I would like to encourage everyone in the club to join the IPMS. It is a great organization, and does a lot for the hobby worldwide. We could not get the insurance for our shows without being an IPMS chapter. The organization promotes modeling across the entire expanse of this country. The Region 4 coordinator has stepped down after 9 years of service. The IPMS is accepting nominations for the position. If anyone is interested in serving on the National organization, let me know, and we will put your name in the mix. How about it Dave? *(No thanks!)*

December will bring our annual Christmas party at Logan's Steak House on Shelbyville Road across from the Mall. It will be held on Dec. 18th at 7:00 pm.

Please try to attend and participate in the fun and festivities. There will also be a smack-down contest to be judged, so don't miss it.

Show Reports:

Cincy show - The Cincy show was held on Halloween. The day was a beautiful fall day with clear skies and moderate temperatures. A great number of club members attended the show and several entered the competition. The show was held at the Scarlet Oaks school, but a new twist was in play. The area that the show is held has been remodeled, and things were a little different. The updated area was well lit, relatively roomy, and quite nice. The show seemed to be well attended, but seemed to be a little down on the total number of entries. That may have been due to the fact that Rich did not attend and enter with his 250 entries, which automatically placed them way less than normal entries. One great piece of information, was that Ted (long rifle) won his first award in the diorama category. Congratulations Ted. If anyone else won something, let me know so that we can print it in the newsletter. The awards were of the usual small marble block with a plaque mounted to it. It would be nice to see them change up their awards. It was a good show as usual, and the vendors were more than willing to take your money.

Murfreesboro show - The Murfreesboro show was held on Nov. 7 and the Agriculture Center in Murfreesboro, TN. Rich, Alex, and I attended the show.

Rich entered 15 entries, and I entered 1. The show was relatively small in numbers. There were 198 entries total. The attendance was so-so, with plenty of walking space in the vendor area. The vendors were decent, and the venue was good. The lighting was good and the overall set up was great. Rich won 4 Golds, 4 Silvers, and 3 Bronze awards. I won 1 Gold for my 1 entry. Alex did not enter. This was a real nice small show. We upheld the tradition of the club and found the local Hooters for lunch. It took us about 3 hours and 20 minutes to drive the distance. It was a tremendous day, and we really enjoyed it.

This show pretty well wraps up the end of the Fall campaign season. The next show will be Blizzard-con in Columbus, OH in February.

Take care, keep modeling, and see you on the 19th.

Terry



# Financial Report

by Stu Cox

Beginning Balance: September Ending Balance \$ 5,111.71

## Expenditures:

Shop rent for Nov. 2009 #1448 Kyana Facility Rental 11/03/09 \$ (250.00)

To Terry Hill #1447 for Paraquet Springs 2010 show \$ (500.00)

**Total Expenditures \$ (750.00)**

## Revenue:

Workshop Funds \$ 50.00

**Total Revenues: 50.00**

**November 16, 2009 Balance: \$ 4,411.71**



# Aluminum Report

By Scott "Skippy" King

April 2009	101.00lbs @.33	\$35.00
May 2009	50.00lbs @.36	\$18.00
June 2009	40.00lbs @.40	\$16.00
	13.50lbs @.41	\$ 5.54
July 2009	38.00lbs @.40	\$15.20
Sept. 2009	40.00lbs@.47	\$18.80
Oct. 2009	29.50lbs@.50	\$14.75
	32.00lbs@.53	\$16.96
<b>Total for year.</b>		<b>\$140.25</b>





### Military Modelers of Louisville Membership Form 2009

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ ST: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone: \_\_\_\_\_ E-mail: \_\_\_\_\_

Birth Date: \_\_\_\_\_ Year Joined Club: \_\_\_\_\_

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

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

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- Quarterly in house model contests with prizes.
- Monthly model kit raffle.
- Annual club cookout.

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

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

Stu Cox, Treasurer  
4100 WIMPOLE ROAD  
LOUISVILLE, KY 40218  
502-499-6618  
[COX40218@BELLSOUTH.NET](mailto:COX40218@BELLSOUTH.NET)

Please visit us on the web at [WWW.MMCL.ORG](http://WWW.MMCL.ORG)

PD DT \_\_\_\_\_

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First Middle Last

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City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone: \_\_\_\_\_ E-mail: \_\_\_\_\_

Signature (required by P.O.) \_\_\_\_\_

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

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

Credit Card No: \_\_\_\_\_ Expiration Date: \_\_\_\_\_

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

Name: \_\_\_\_\_ IPMS No.: \_\_\_\_\_

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Join or Renew Online at: [www.ipmsusa.org](http://www.ipmsusa.org)

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

# AMPS

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

December 2009

# MMCL Rocks out 2009



**Next Meeting: Thursday  
December 17th, 2009, 7:00 P.M.  
Club Christmas Dinner  
Logan's Roadhouse  
Shelbyville Rd.**



**WWW.MMCL.ORG**

THE NEWSLETTER OF THE MILITARY MODELERS CLUB OF LOUISVILLE

## To contact MMCL:

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Email: [Thill35434@aol.com](mailto:Thill35434@aol.com)

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Noel "Hussein" Walker

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Treasurer:

Stuart "10 cents a dance" Cox

Email: [scox6618@bellsouth.net](mailto:scox6618@bellsouth.net)

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Pete "Hussein" Gay

Email: [pete.gay@gmail.com](mailto:pete.gay@gmail.com)

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

**Cover Photo: An award from the Columbus Nationals. Several MMCL members have one of these. Congrats to all.**

## What you missed

November was a good meeting. Our club member Bill did a presentation on his time as a tank commander in the service of our country in Iraq. Bill was a most interesting speaker and his photos and talk gave a real insight not only for a modeler, but for any American interested in what our armed forces have been doing in Iraq.

Along with the great presentation, we had our usual show and tell, with Ted Grant showing and talking about his diorama which won an award at the Cinci contest in October. Other winners at Cinci included Mark Cable, Josh Bowling and David Knights

Our meeting in December is at LOGAN'S ROADHOUSE on Shelbyville Rd. Please be there as this is one of the best meetings of the year. Its a chance to celebrate the holidays with our best friends. See you there.

## Our Dear Leader



**From the Tom Field photograph collection... Boeing F2B-1 and Curtiss F7C-1**

Most of the fighter aircraft that were purchased by the US Army and Navy from roughly 1925 to 1935 were built by either Curtiss or Boeing. The museum's Tom Field collection includes photos of two of the Navy fighters from this period, the Boeing F2B-1 and the Curtiss F7C-1. Due to the post-WWI reductions in military strength, economic considerations and the rapid pace of airframe and engine development, construction contracts issued during this time were usually quite small. Only 32 examples of the F2B were built, while the total production of the F7C was even smaller, with only 17 delivered. The first F2B

flew in November 1926, with the first F7C flying only four months later.

Both aircraft were powered by the new Pratt and Whitney Wasp engine. In 1925, Fred Rentschler had approached the Pratt and Whitney Tool Company of Hartford, Connecticut to fund and build his new aircraft engine. The resulting 425 hp. R-1340 Wasp was the firm's first engine and it was destined to be hugely successful. Different versions of the Wasp were used in a host of other aircraft of the era, including Wiley Post's Lockheed Vega 5 "Winnie Mae", Jimmy Doolittle's R-1 Gee Bee racer and Amelia Earhart's Lockheed Model 10E Electra. Almost 35,000 Wasps were built,



remaining in production until 1960.

At the 1927 National Air Races at Spokane, Washington, Jimmy Doolittle caused quite a sensation by leading a flight demonstration team of three Army pilots flying Curtiss P-1 Hawks. Performing precise team aerobatics which included sustained inverted flight, the **Three Musketeers** stole the show from a similar Navy trio. The Navy team consisted of pilots from three different squadrons who had not practiced as a team, and the engines of their aircraft lost power quickly when inverted. One of the Navy pilots was Lt. D.W. Tomlinson, who was then the executive officer of Squadron

VB-2B, which was stationed at Naval Air Station North Island at San Diego.

Spurred by the competition, Tomlinson quickly learned from Doolittle how to modify the carburetors on the engines of his squadron's new Boeing F2B-1 fighters to allow them to also fly inverted and began practicing formation aerobatics with two other VF-2B pilots. For their first public performance in early 1928, they were dubbed as the **Suicide Trio**, but by September they were known as the **Three Seahawks** and were the officially designated US Navy flight demonstration team at the 1928 Nationals. In the two years of their existence, the team performed before 100,000

spectators at air shows and exhibitions, mostly along the West coast. One particularly memorable performance concluded with individual inverted passes over Market Street in downtown San Francisco.

The team disbanded in late 1929 as the pilots were given new squadron assignments, but



other similar teams arose to take their place. From VF-1B off of the USS *Saratoga*, the **High Hatters** flew similar demonstrations in their F2Bs in 1929-1930, also primarily on the West coast. The entire squadron did however make a mass cross-country flight to perform at the 1929 Nationals at Cleveland, where Charles Lindbergh also flew solo demonstration flights in Lt. Gehres' aircraft.



After only three years of service, the F2B was withdrawn from front-line service in 1931 and passed on to training squadrons. A team known variously as the **Three Gallant Souls** or the **Three T'Gallant'ls** was formed in 1929 with aircraft and instructor pilots from the 5<sup>th</sup> Training Squadron at Pensacola. Performing mostly in the southeastern US, the team started with their Curtiss F6Cs, transitioning to the hand-me-down F2Bs in 1931 before disbanding in 1932. Incredibly, all three of these teams flew parts of their routines with their F2Bs tied together with 30-50 foot lengths of rope.

Unfortunately, the serial number (known as the Bureau Number, or simply BuNo for Navy aircraft) of the F2B in Tom's photo cannot be discerned, making it impossible to learn its service record. Its dark-colored tail surfaces suggest that the aircraft may have once been a part of VF-1B, which used red as a tail color.

Meanwhile, on the other side of the US, all seventeen of the F7Cs that had been built were originally sent to Marine Fighter Squadron Nine, or VF-9M, which was based at Quantico, Virginia. They had formed their own flight demonstration team, the **Rojo Diablos**, or **Red Devils** in 1930 and performed at several shows in the eastern part of the US, including the 1931 National Air

Races at Curtiss Reynolds Airport in the Chicago suburb of Glenview.

one survivor (A7667) currently on display at the National Museum of Naval Aviation at Pensacola, Florida.



All three of the aircraft seen in Tom's photos carry only a large number on the fuselage instead of the squadron and mission designators that were typically displayed on active duty Navy or Marine aircraft at the time. So when these photos were

Tom's photos show two F7Cs that are parked side by side in a field at an unknown location. Aircraft number 24 is BuNo A7670, which was at one time the aircraft assigned to Capt. James T. Moore when he was the commanding officer of the USMC Air Service's entire East Coast Expeditionary Force, which included VF-9M. Aircraft number 26 is BuNo A7666, whose service history has not yet been traced. All of the F7Cs were retired in February 1933, with

taken the aircraft had probably already been relegated to the training role. But given the small numbers produced it's a reasonable bet that one or more of these three were likely used at some earlier point in their service careers by one or more of these early flight demonstration teams, all predecessors to the Navy's current flight demonstration team, the **Blue Angels**, which formed in 1946.



## The Art of Weathering

*By Kevin H. Smith*



Hello again. I thought I would follow up on my decal article with an article about weathering. This will be fairly short and sweet as there really isn't all that much to weathering. I will be addressing weathering aircraft and the basics do apply to all other subjects. Please understand that armor and ships require a little different approaches to weathering that are not the same, but close to how you weather aircraft.

First off you should have all of your decals on and covered with a gloss coat. It is now that I do a wash over the model to bring out the panel lines. Depending on the color scheme, I use a dark gray or black; or in case of a very dark scheme a light gray acrylic paint thinned at 15% paint 85% water. You can make a heavier wash by less water; the choice is really up to you. Go with what you like as I always say. You can use a dark wash on a dark scheme; it just will not give you a contrast. Again, go with what you like. I brush the entire model with this wash, upper and lower surfaces. The discoloring you are representing here does not change color from top to bottom.

I allow this to dry overnight. Then I get a cotton ball (your woman will never know you have taken them) and dampen it. Here is a very important detail; the cotton ball should have a light dampness, not be soaking. You want to run it over the entire surface. You do not want to clean out your panel lines with a dripping cotton ball. You just want to clean off the wash from the panels and surfaces that the panel lines distinguish. Let this dry for a day before you go on to give the model it's dull or satin coat.

After you have let your dull or satin coat cure for a while, now is the time to break out the chinks. I have found the chinks work better on a dull coat. Satin is the next best, while gloss coats hardly hold the chinks at all. Take your chalk stick and sand the tip on a piece of 180 grit sandpaper. Do this until you have a nice little pile of chalk dust. Then you take a flat hard bristle brush to punch lightly into the dust. Take the brush and punch the color down on to the model. For single lines use a #3 or #5 liner paint brush and run it through the dust, then over the model. Here is where good color shots of your aircraft, or some like it, is a necessity. You will need to know what color to dirty your model up with. A basic rule of thumb is, for propeller exhaust

start with brown then add a little black to the center and feather the black edge with grays. You can be fairly heavy with this, as on prop aircraft, the more they were flown, the more exhaust residue they attained. For the cordite smoke from the guns, just use black. A few small brush strokes here is all that is needed. You can also find the fuel tank inlets and do a little staining here. You should be very slight with this stain. It will take practice and a lot of different sized brushes, but the end result is worth it.

I do know that you can use oils to weather any model. I have never used this method, so I can not give you advice on how this is done. I read the article about it in Fine Scale a few years ago. Since I like the results I get with chalks, I just stick with what I know.

As I said this is a short and sweet article on weathering. I could get more involved, but then I would have to take up the whole newsletter. This is just a quick basic how-to that I feel will make your model just a little more realistic.

**S.E.5a**  
**“McCudden”**  
**1/32 scale**  
**ENCORE MODELS**  
**Kit# EC32002**



Review by Jack Bruno

Nearly 100% of the Modelers and Historians of WWI Flying Aces are familiar with the downright outstanding career of James McCudden. This flyer won just about every Major Award his Country had for valor and some of them twice. He flew against Max Immelman on at least three occasions and live to tell about it and commanded the Flight (56 Squadron) that engaged Werner Voss in that epic dual in September, 1917. He was Killed when his Plane stalled after take-off in July of 1918. He scored 57 Victories

The contents in the box regarding the kit is all RODEN. The same kit you may have in your stash, only the Hisso version. The extra's include a resin figure of McCudden (standing) plus an extensive resin packet that includes a shortened exhaust, two cockpit decking's.....one of MAJOR importance here because his machine, and a few others of 56 Squadron, featured an in field modification that bulged the cockpit area for comfort and safety....a parachute could come to mind (maybe an expert can fill

me in)....and a four bladed prop. A bonus is provided in the form of a LVG spinner from an Aircraft that he shot down and had mounted to his prop. There is also a high end three sheet PE seat that included's colored seat belts and grills, instruments and control horns plus GADS of other cool things. The Decal Sheet has two of McCudden's machines ( BA4863 & BA4851) WITH the appropriate markings. I'm sure that you may already be aware that during the Voss Fight, the unit had a small blue barbell marking instead of the white fuselage. The White Band was painted on 56 Squadrons hind end two days later.

So.....why did I buy this instead of the new 1/32 WINGNUT kit??? Well.....The correct markings for the Voss engagement.....the bulged cockpit side's conducive to his Aircraft at that period. The extensive PE sheets, the Figure and the two type of landing gear struts, one tube early version and strengthened version. AND.....two different stabilizers, small chord and long chord. So, I had several options for a difference of \$5 more. Being a limited edition, those are the ones you jump on FAST!!!

In closing.....the buyer has everything here but your favorite type of rigging to build a winner.....I'll let you know how it goes.....it's up after the Tiger I is done!!!!





## President's Page

**Santa, I mean  
President Hill  
is busy with  
Xmas duties.  
The President's  
musings will  
continue in  
Jan.**





**Military Modelers of Louisville Membership Form 2009**

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ ST: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone: \_\_\_\_\_ E-mail: \_\_\_\_\_

Birth Date: \_\_\_\_\_ Year Joined Club: \_\_\_\_\_

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Stu Cox, Treasurer  
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[COX40218@BELLSOUTH.NET](mailto:COX40218@BELLSOUTH.NET)

Please visit us on the web at [WWW.MMCL.ORG](http://WWW.MMCL.ORG)

PD DT \_\_\_\_\_

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Phone: \_\_\_\_\_ E-mail: \_\_\_\_\_

Signature (required by P.O.) \_\_\_\_\_

Type of Membership  Adult, 1 Year: \$25  Adult, 2 Years: \$49  Adult, 3 Years: \$73  
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 Canada & Mexico: \$30  Other / Foreign: \$32 (Surface)  Other / Foreign: \$55 (Air)

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# AMPS

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