

TACTICAL NOTES

The Official Newsletter of the Military Modelers Club of Louisville

**FineScale
Modeler**

**Change of Command
For the MMCL!**



**FSM Investigates:
What does this mean
for the
Future of Modeling**

Vital Club Info.

Next Meeting: Thursday, January 16th , Club Workshop

Theme: Changing of the Guard

Official Club Web Site: www.mmcl.org

Club Motto: Can I file and extension on my projected model output for 2002?

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



A Message from our President!

Hello Club Members! So, a new year is upon us and the MMCL has a new president, me.

So, who is Pete Gay? Let me bore you with the details. I was born and raised in Philadelphia, PA. Upon graduation of high school, I enlisted in the U.S. Navy. My job in the Navy was that of an Aviation Machinist Mate (Jet Propulsion Mechanic.) I also attended Naval Aircrew School.

Although, I never officially crewed an aircraft, I was a plane captain for a C-1A (this happens to be one of three I worked on). While in the Navy I was assigned to the USS Independence (CV-62), now decommissioned, and I traveled all over the Atlantic Ocean, Mediterranean Sea, Suez Canal, Indian Ocean, North Arabian Sea, and

the Southwest Pacific.

After 4 years in the Navy I was discharged. I then went to the US Army recruiting office. Yes, I am a glutton for punishment. I joined the Army as a Scout (reconnaissance) and was assigned to the 11th Armored Cavalry Regiment (11ACR) in West Germany. I served on the Border between what was then West and East Germany. I then saw the "fall of the wall." While in Germany, I attended US Army Sniper School and many international military schools for reconnaissance teams and snipers. In all I spent 11 years in Germany, where I met and married my wife. The Army then shipped me back to the states.

The Army saw fit to send me to Fort Knox Kentucky the Home of Cavalry and Armor. Anywho, this is where I began computing and networking. I currently work at the Ireland Army Community Hospital on Fort.Knox in the IT department.

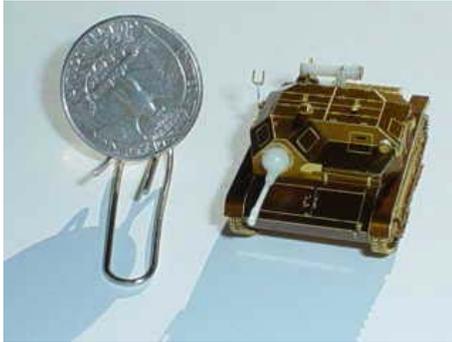
I just want to say that I am very pleased and honored to be president of the club and will do my best to carry on the fine tradition that is the Military Modelers Club of Louisville. For those of you who did not know that tradition is almost 26 years old. How many clubs can say that? Also of note this month is the fact that our club website (www.mmcl.org) is featured for the month of January on the IPMS website (www.ipmsusa.org) as "Site of the Month" on the Chapter Showcase page. A great big thanks goes out to Jerry (by the way, Jerry is an ex-11th ACR trooper also) who masters this task with his free time. Thanks Jerry!

Well that is all I have for this month. I hope to see as many people as possible for the January meeting on 16 January 03. When in doubt about a date or time check our website Calendar link. It lists all the club functions that we know about. "Stop Talking, Start Building!"

Its a...., its a...., Whachamacallit....

By: Tom (Secret Agent Man) Romanowski

I was really surprised by the turnout during our in-house 1/72 scale contest. The models were beautifully constructed and painted. But what surprised me the most, was the number of questions I had to answer about my little itsy bitsy model of the TKS reconnaissance tankette. It made me aware that as modelers we know a lot, and are pretty much familiar with the early Panzers. However, very little is known about the vehicles that had to face them during the first months of WWII.



To answer just a few questions: YES TKS really existed, NO it was not radio controlled, but had a crew of two, and YES it was used as a tank destroyer. The story of TKS starts in Great Britain. In 1928 the Vickers-Armstrong Company had produced a Carden-Lloyd tankette. Several of them were purchased by other countries and put through different tests. After these tests and examinations most of the tankettes failed due to immense suspension problems. The engineers at Vickers-

Armstrong went back to the drawing board and came out with a prototype that later became the Universal Carrier. Now I am not 100% sure about that, so please correct me if I am wrong. It would not be the first time and not the last that I have been wrong about something. Just ask my wife.

But Vickers-Armstrong was not the only company trying to improve on the ill fated Carden-Lloyd tankette. In Poland for example, mechanics in one of the army's vehicle workshops took the body of the tankette which was still good and replaced what they did not like (the suspension), with one designed (in his free time) by Lieutenant Marczewski. This guy must not have had a very busy social life. If it was me, I would have done it



during regular working hours. ;-) The modified vehicles were again tested, and proved to be good enough to catch the attention of the Polish High Command who in turn decided to produce a few prototypes. And that my fellow modelers is how TK-1 and TK-2 were born.

In the early 30s the tankette went through very few modifications (different tracks and changes in armor thickness). In 1936 it was finally realized that the single Hotchkiss 7.9mm machine gun was not enough to face the growing number of Panzers. It was decided to rebuild the existing TK and TKS tankette to be used as a tank destroyer. It received new armor and suspension, and was rearmed with a 20mm anti tank gun. Decisions were made to build 150 of them. However, by September 1939 only about 40 were built and delivered to the army. Although small, the TKS still managed to stand up against the German light

Panzers. In one instance, during the battle on Bzura River while supporting the Waynoka Cavalry Brigade, a few TKS tankettes broke through the German lines and destroyed several Regiment 11 Panzers. Unfortunately none survived the war. Most were destroyed by their own crew after the fuel and ammo had run out. The few that did survive the September Campaign managed to find their way to Italy only to be destroyed by advancing allied troops.

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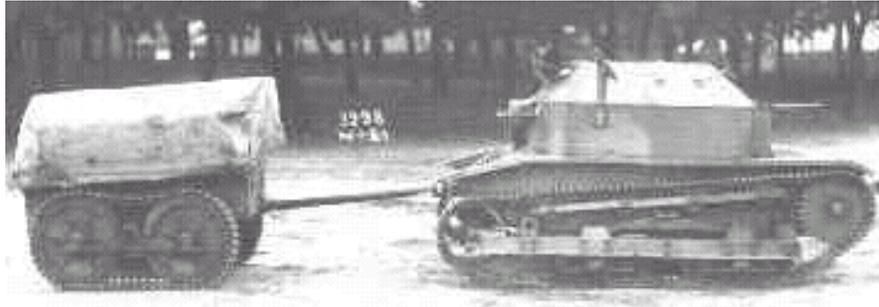
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"Tactical Notes" is the Newsletter of the Military Modelers Club of Louisville, Inc. We here by assume absolutely no liability, guilt, blame or otherwise. If you don't like it... tough crap!



If you want to learn more about TKS and its role in September 1939, I strongly recommend the Osprey MEN-AT-ARMS series #117 "The Polish Army 1939-45" and Osprey Campaign #107 "Poland 1939". For more technical info you can visit <http://www.mtg.ipx.pl/index.html>



Tamiya 1/700 Russian SSGN Kursk (Oscar II Class)

A model even I can finish!!!

By D.M. Knights

Capitalizing on the sinking of the Russian SSGN (Nuclear Guided Missile Submarine) Kursk, Tamiya released this 1/700 scale waterline kit of the infamous submarine about 1 year ago. Since the model kit measures only about 8 inches in length and consists of 14 parts, I figured it was a kit even I could finish.

This isn't the first 1/700 scale kit of the Oscar class of submarine. Dragon/DML did one a few years ago as part of one of its double kits of a Western submarine and a Soviet submarine. The Dragon kit was a full hull kit, where the Tamiya kit is a waterline kit. Having previously built the Dragon/DML kit, I can tell you that the Tamiya kit has much more surface detail. Most modern Russian submarines are covered with sound-absorbing tiles to help hide them from enemy submarine's sonar. These tiles have a distinctive appearance. Tamiya has replicated them well. In 1/700 scale the effect is probably overdone, however, it looks great. The Tamiya mold cutters have done a great job with the surface detail.

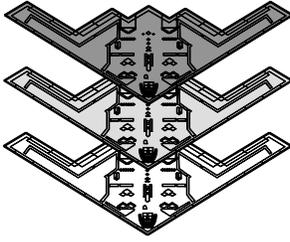


The kits 14 parts go together well. The fit is up to Tamiya's usual standard. The entire clean up and assembly took just one morning at the workshop. The model is supposed to be overall black, however, as a general rule; I don't paint anything either pure white or pure black. Since I wanted to do some weathering, I painted the model a dark gray. I weathered with black and lighter dark gray.

The kit comes with decals for three different Oscar II class subs. Almost all of the decals are for each of the three subs, with the only unique decals being the ones for the ships names.

I can recommend this kit for anyone with an interest in 1/700 ships. At about \$13.00, the kit is a good value for the money.

ITS TIME TO RENEW YOUR MEMBERSHIP!!!!
SEE MIKE NOFSINGER TO RENEW YOUR MEMBERSHIP



**DISGUISES OF WAR
TREK FOR THE STARS
FLEXING MUSCLE**

IPMS METRO OKLAHOMA CITY PROUDLY PRESENTS
**2003 IPMS/USA NATIONAL
CONVENTION
OKLAHOMA CITY, OKLAHOMA
JULY 2-5, 2003**

The Westin Hotel Oklahoma City, One North Broadway, Oklahoma City, OK 73102-9220
Reservations call: 1-800- WESTIN1

GENERAL INFORMATION: Rusty White, 2204 Summer Way Lane, Edmond, OK 73013-2815 (405) 330-6525 (shipmdlr@aol.com)
A TERRIFIC HOTEL: The official hotel for the 2003 IPMS/USA National Convention is the Westin Hotel in downtown Oklahoma City. For reservations and more information about the Westin see our **HUGE** 2003 Nationals web site, or contact the Westin direct at the address above. **The convention room rate at the Westin Hotel is \$99.00 per night! RESERVE YOUR ROOMS EARLY! We will not expand the room block once it has been depleted!** Be sure to ask for the IPMS/USA Convention room rate. If you wait until the last minute to reserve your room you will be paying a much higher room rate once the room block has been sold out.

CONVENTION PRICES:	General Admission (children 12 and under free)	\$10.00
	Adult (pre-register before 6/1/03)	\$22.00
	Junior (pre-register before 6/1/03)	\$8.00
	Adult (after 6/1/03)	\$25.00
	Junior (after 6/1/03)	\$10.00
	Absentee convention registration:	\$20.00
	Additional model entries: <i>FREE!! BRING 'EM ALL!!</i>	
	Banquet/Awards Ceremony tickets each:	\$28.00
	Banquet/Awards Ceremony general seating tickets each:	\$5.00
	Commemorative Convention T-shirts	\$14.50 (L, XL) \$16.50 (2X)

Make checks payable to: **IPMS 2003 Convention**
Send your payment to: IPMS/USA National Convention, 16401 168th St., Lexington OK 73051 USA

THEMES:

- **(MILITARY) DISGUISES OF WAR:** This theme will include ANY military subject that demonstrates camouflage or other means of evading detection.
- **(SPACE) TREK FOR THE STARS:** Any Star Trek related subject (includes movies and TV series).
- **(AUTOMOTIVE) "FLEXING MUSCLE":** This theme will included any AMERICAN MADE muscle car from the 1960s -70s era.

SPECIAL AWARDS:

- **Best Tinker Field related aircraft:** Any aircraft with Tinker Field markings
- **Best Oklahoma Ace:** Any aircraft flown by an Oklahoma Ace with their respective markings
- **Best 45th Infantry Subject:** Any subject used by the 45th Infantry Division with their respective markings
- **Oklahoma Astronauts:** Oklahomans have flown on the Mercury, Gemini, Apollo, and the Space Shuttle programs. Any spacecraft from any of these programs would be eligible.

MODEL PHOTOGRAPHY CONTEST: Here's your opportunity to expand your modeling fun at the 2003 IPMS/USA Nationals. In an effort to expose more people to plastic modeling, IPMS Metro Oklahoma City is hosting the IPMS/USA Nationals first model photography contest. Photographers will NOT judge the photos. We want this to be FUN! ANYTHING goes! Any modeling subject is fair game. Write to the General Information address above for complete rules and details, or see our web site.

You can use any type of camera (digital or film), film, computer program, background, lighting, etc. Black and white or color, your call! If you feel your entry looks best in black and white, go for it. Your imagination is the only restriction! Obviously, the more innovative and unique the photograph, the more likely it will get more votes. The general public as well as the convention entrants will select the winner. UNLIMITED ENTRIES! Enter as many photos as you want. No age limit.

"BUS STOP TOUR": Our all-inclusive "Bus Stop Tour" is a first for IPMS/USA conventions. We don't know the meaning of "cancelled". It just won't happen on our bus stop tour. Every museum and attraction will be there for your enjoyment regardless of attendance **at your convenience**. We have worked out a bus schedule with the City of Oklahoma City to take our conventioners to most of the most popular tourist stops in Oklahoma City. Buses will pick up right in front of the Westin Hotel/Cox Convention Center every half hour to transport you to all the stops on the tour! **Admission to the venues is not included.**

JUNIOR SCHOLARSHIP AWARD: Beginning next year in Oklahoma City, there will be a \$500.00 check donated by IPMS/Metro Oklahoma City deposited in an account administered by IPMS/USA to be used to help pay for any college or trade school tuition of the winner of the scholarship. The IPMS/USA E-board was so taken by the idea that they donated \$500.00 to bring the total scholarship fund for one of our best junior modelers at the 2003 Convention to \$1000.00! So, not only will one of our best junior modelers take home a first place award, but they will also have \$1000.00 in the IPMS/USA fund in their name for their future education.

TACTICAL NOTICES

The Official Newsletter of the Military Modelers Club of Louisville

Teen People

MMCL'S Mike Nofsinger Speaks:

Hear in His Own Words ...

His Date with Britney Spears

Why He Kicked Danny Bonaduce's Butt!

**Why He thinks...
Emminem's a CHUMP!
Modelers are SEXY**

**Mike's Word to the Wise:
"Pay Your Freakin' Dues!"**

DANGER!



Vital Club Info.

Next Meeting: Thursday, February 20th , Club Workshop

Theme: Catch All Contest!

Official Club Web Site: www.mmcl.org

Club Motto: Model kits make great Valentine's Day gifts!

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



Hello MMCL,

Well another month has passed and it seemed faster than usual. It always seems we modelers produce more results in these months of chill than in the months of warmth. On the weekend of January 31st the temperature seemed to rise to about 58 degrees. Only due to the fact that Terry Hill and I said screw the frost we're out of here. We packed up the LAH wagon Mk 2 and headed south for Atlanta. The weather was warm and so were the locals. Er! Their personality that is... The Atlanta trip has become something of a tradition over the last 3 years. Usually we are 3 for the trip but Dave Knights had some obligations to attend to but next year I am sure he will be back in the co pilot's seat as he and Terry are great entertainment for me who is usually spectating. Terry and I even took some of our builds to enter into the show and even managed to rack up 5 trophies for 7 entries total. Terry took a First Place in the Diorama as well as a Third Place. I took 3 Third Places in Heavy Allied Close Top Armor, Allied Open Top, and Other Allied Single Engine Aircraft. The show is usually the Regional but this year was an invitational, as a different chapter of that region will hold the show. There were a total of 680+ entries at the show and it is known has a heavy aircraft turnout. The tables were packed. The vendors were of a good collection. The usual suspects such as Victory Models, Michigan Discount, CRM, Tiger Models, and Iron Shipwright were in attendance. A new vendor appeared and made quite an

impression on the armor modelers. This was no other than Tiger Werke, they also produce Black Box, and if all goes well they will be here in Louisville in October. I was very impressed with their selection of goods. It was not a huge selection but all quality items. He also had some limited run 1/32 cockpit pits for Tamiya F-4's and another aircraft. These are only available directly from the Black Box website. He will not sell the limited runs to distributors because the production numbers would run to high and jeopardize the quality of the kit. Last but not least, I purchased an s.F.H. 18 Schwere Feldhaubitze at a great price. This is the Precision Models kit. This company happens to be good friends with the Black Box/Tiger Werke Company. Rumor has it they both worked for Francois before his big move across the pond. Anyway check them out at www.tigerwerke.com or at www.blackboxkits.com Eugene got his hands on an outstanding kit from Tiger Werke. So, be sure to bug him about his new 10.5cm leFH18(Sf) Auf Geschutzwagen HOTCHKISS 39H(f), it is a beauty of a kit.

Also much to my surprise a couple of diehard MMCL members climbed into cockpit of their trusty SAAB Viggen, OK it was a early model 95, at the wee hours of the morning, prenaautical twilight for you naval types, and drove 6 hours to the show. We met up with Tom and Eugene and paraded the show in boisterous MMCL fashion. We then all piled into the vintage SAAB 95, yes it does seat 4 adult males if you can unearth the seats for the water bottles, preceded to one of Atlanta hottest lunch spots. I would go into further detail but a scandal could arise and cause my political cabinet to fall like a house of cards. Let us just say that the democrat in everyone was showing.

Now on to serious matters, at the show I talked with some of the vendors to try to persuade them to attend our show. Two vendors told me that many people associate our club with armor only. So not to make a big deal out of it I listened to their advice and tried rectifying the situation. I would like to ask all members that if asked about the club to please ensure that you say we are an "all category of modeling" organization. I truly believe that this is what keeps MMCL together. There is always a fresh idea or new subject area to explore or compete in the quarterly contest. We need to ensure that people know this because anything else could be

detrimental to the club and its functions. This brings me to the subject of contest. The Catch ALL Contest usually held in January was postponed until the February meeting due to very low attendance numbers in January. So if you built a model for a quarterly contest in 2002 and did not finish it until last week, please bring it to the February meeting. Also do not forget that the next quarterly contest will be in March and the theme is Night Fighters! If it flew at night and fired a weapon in anger or pursuit; build, enter it, and win something!

Last but not least, WRITE ARTICLE! IT TAKES ABOUT 30 MINUTES AND IS FAIRLY PAINLESS!

Well I believe I have rambled on enough and bored the livin' daylights out of most of you. So remember

Stop Talking, Start Building!

Pete

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Email: mmcl-1@home.com

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These fine folks have renewed for 2003!

Bill Masterson
Alex Restrepo
Terry Hill (Life member)
Mike Baete (Life member)
Chris Kappesser
Eugene Monasterio
Pete Gay
Tom Romanowski
J.R. Dietrich
Sarah Qureshi
Asif Qureshi
Nabeel Qureshi
Charles Segars
Bill Whelan
Mike Nofsinger





The Atlanta Report

By: Tom "Secret Agent" Romanowski

Four brave members of MMCL represented our club at the Atlanta Model Show. Terry Hill and Peter Gay went there on Friday to scout the area and find good deals. Eugene Monesterio and I left Louisville early Saturday and after six and a half hours of defensive driving we arrived in Atlanta. We thought that since Pete used to be an army scout it would be a good idea to send him first to find all the good deals, but unfortunately for us Terry was right behind him. By the time we got there the next day, Terry got all the good deals and was working on renting a Ryder truck or two to bring his loot back home.



When Eugene and I got there we saw a lot of people staring at a TV monitor instead of checking out the models. That is when we learned about the space shuttle Columbia.



After checking out the vendors and a few trips back to the car to unload the loot, we finally had a chance to check out the models. There were over 600 entries on the tables. Some were good, others were... well they just were there. I saw a M26 Pershing that looked familiar, a diorama with a Sherman and marching GIs, and two German vehicles with a bunch of Nazis standing around looking like they were lost. Typical Nazis, they never stop to ask for directions. ;-)

After admiring the models of various war machines, I moved on to admire models with nicer curves and as little uniform as possible.



Apparently I was not the only one admiring female figures with as much skin showing as the law allowed. As you can see from the pictures taken from a hidden camera, figures were not enough for our president and another unidentified member of the MMCL's elite. They had to go out to Hooters for



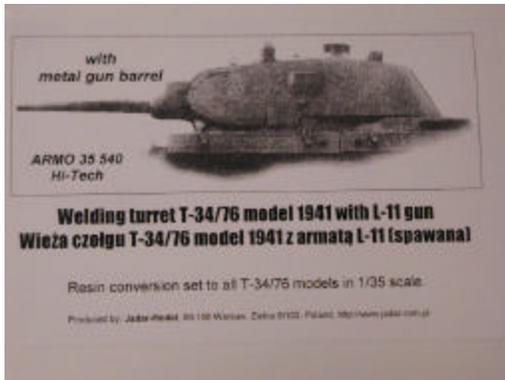
lunch and experience the real thing in 1/1 scale. I am calling for an investigation to make sure that our membership dues did not pay for her tip.

Unfortunately Eugene and I could not stay till the end. We had another six and a half hours of driving back home, and we had to figure out a plan on how to sneak our new toys pass our wives. I don't know about Eugene, but as you can see I got caught by my wife, and had my picture taken as evidence. Oh well... better luck next time.

Oh yeah... Terry got 1st and 3rd for his "lost" Nazis and Peter received three 3rd places for his models. Congratulations Mr. President and former Mr. President



Turret Conversions for the Red Armor Fan...By Mike Baskette



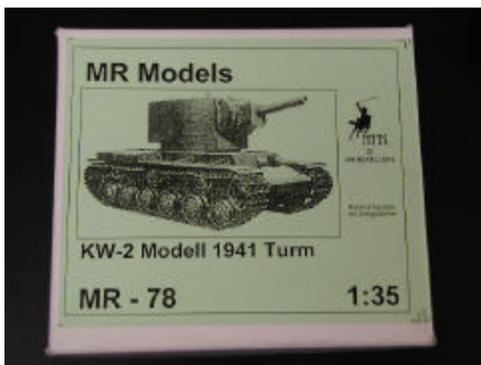
In recent months several new turrets for T34 and KV series vehicle have been release. As usual, I have managed to latch on to examples of each. First from the Polish firm ARMO, is labeled as a Welded T-34/76 model 1940. This seems to be a bit of a misnomer based on published designations. Most T34 fans will refer to this as a welded model 1940 turret (1941 Production). Regardless of correct nomenclature, this item is nothing short of excellent. Included in the kit is a full turret with interior, complemented with a generous PE fret and a turned aluminum barrel.

This offering is topped off by a decent instruction sheet, which is not always the case in the after-market world. If you dig T34s, you should pick one of these up. They can be purchase directly from Jadar Models in Poland, the parent company to ARMO. Ask Mr. Romanowski for assistance with their website. It is a mirror site with one site in English and the other in Polish. Rumor has it that orders placed by a savvy shopper, or one who happens to knows a Pole can save some money ordering via the Polish side of the site.



Next on my shopping list was three new offerings from the German firm MR Models. MR has recently released three new conversion turrets for Tamiya's KV series. The new offerings represent KV-1 Model 1940, KV-2 Model 1940, and KV-2 Model 1941. All three kits are very similar in composition. The bulk of the parts are in resin, but also included are white metal return rollers as well as a few other metal bits such as hatch interiors, track tension rods etc. The kits are rounded out with turned aluminum gun barrels.

A nice feature worth mentioning are the final drive covers provided in each of these kits. They go along way in improving the slots in the Tamiya hull sides, artifacts of their original motorized configuration.



The KV-2 Model 1941 is the same turret included in the Tamiya KV-2 kit, however it is much better detailed. The KV-2 Model 1940 has been done by several other cottage firms over the years. The MR Models offering is hands down the best to date. All of these turrets show a level of detail not seen on previous after-market KV turrets. MR Models have made good use on recent research coming out of Eastern Europe regarding KV and just about all other Soviet armor types. If you are a Klim fan I recommend you pick these up, they're great.

Military Modelers Club of Louisville

**Presents its
2003 Invitational**

**Date
October 25, 2003**

**Theme
1943 “The Tide Turns”**

**Location
Paroquet Springs Conference Center
Interstate 65 South, Exit 117 (Shepherdsville, KY)**

**For additional information about the location, which has a
hotel, 12,000 sqft room, vendors, special awards, and Ft Knox
Patton Museum go to our website at
WWW.MMCL.ORG**

MILITARY MODELERS CLUB OF LOUISVILLE

Membership Information

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone: (____) _____ E-Mail: _____

Birthdate: _____

Benefits of membership include:

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

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

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

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

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

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

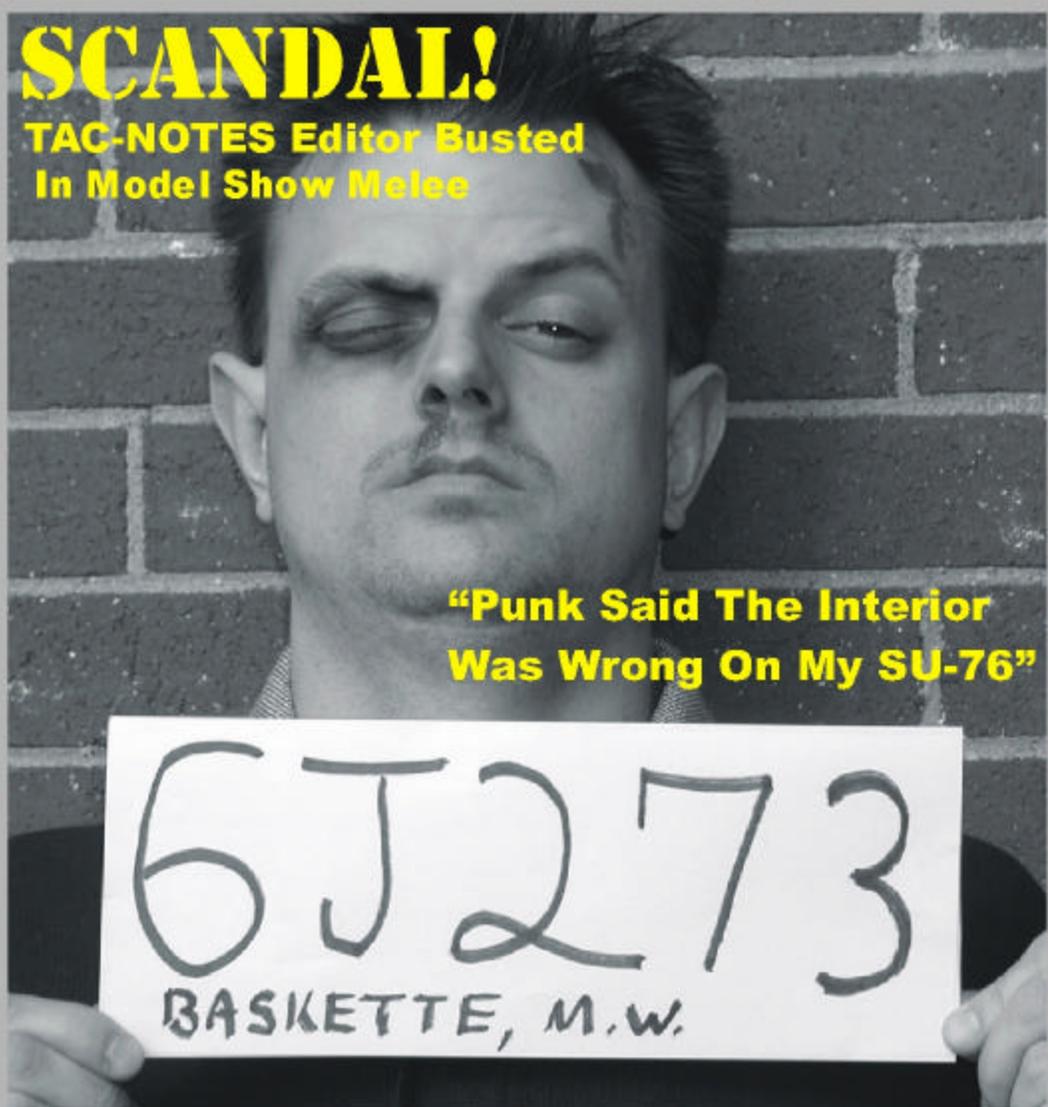
TACTICAL NOTES

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WEEKLY WORLD **NEWS**

SCANDAL!

**TAC-NOTES Editor Busted
In Model Show Melée**



**“Punk Said The Interior
Was Wrong On My SU-76”**

HELL PORTAL Found in MMCL Tool Cabinet!

Ancient Secret Passage Found: Connects 114

Fairfax Sani-Sewer Manhole to BBC Toilet!

PETA Sues TVLand! Demands “Meathead” Be
Overdubbed With “Soyhead” In “All In The Family”
Reruns... Rob Reiner Champions Boycott Effort.

Vital Club Info.

Next Meeting: Thursday, March 20th, Club Workshop

Theme: Wear a Tie Worse Than Twitchy's Night

Official Club Web Site: www.mmcl.org

Club Motto: Lunch at BBC is the opposite of March, that is "In like Lamb, Out Like a Lion"

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



Well this month's note comes somewhat late but it is here nonetheless. The month of March is what I consider to be the beginning of the contest season. Yes I know it is also the month in which Kentucky slows down to a grind because of some basketball mad cow thingy. All I can tell you to help keep your sanity is to build a model while cheering for your favorite mad cow. In addition, I know everyone in the club is rootin' for Big Blue, read Penn State. I know they have a snowballs chance in hell. Many of our fellow chapters in the IPMS are having contests and it is good to pay a visit to them and support their efforts in the modeling world. Moreover, yes I would hope they do the same for us come October. Some of the closer contest showing in the near future that are easily attended are Evansville Indiana APR 05, Knoxville Tennessee APR 12, and Indianapolis Indiana Region 4 Regional APR 25. These are just a few. To see more and keep current go to the IPMS website (<http://www.ipmsusa.org/>) and click on "upcoming events" on the menu to the left.

The only real news for our show at this point is the need for a Vendor Chairperson. We want to start sending flyers and such to people in April. If you feel up to the task see Tom or me at the next meeting. Do not worry you will not be thrown to the wolves, at least not all by yourself.

The month of March also brought the arrival of the February newsletter. Moreover, a proud club we all were when it was delivered. The guys (Dave and Mike) survived the wave of joviality and cracks, upon their competence and prioritizing skills, like true troopers & gentlemen. Thanks for your efforts they are always appreciated. Truth is if not for Mike (editor and concepts) and Dave (layout, printing, and distribution) the club would not have a quality, and slightly tacky newsletter that we all enjoy so much.

Well that is all I have for this month and as always I am begging for some of you to tap 300 words on your favorite models or build technique. I think we all would appreciate seeing something from another perspective. Hope to see you at the meeting and don't forget this is the night fighter contest this month. The date of the meeting is 20 March. Remember it is the third Thursday of the month.

IPMS JAMAICA... *My kind of modellers!*

Recently I had the pleasure of vacationing for a few days in Jamaica. While I was there I decided to stop by a meeting of the Mo Bay (Montego Bay) chapter of IPMS/Jamaica. I wondered how different the modellers in Jamaica were from those in our club. I am happy to report that, if my visit is any indication, that modellers are the same the world over.

I found the meeting place, in the basement of a shop that sold Voodoo Potions and Medicinal Herbs. At least, that is what they told me the products were. I arrived promptly at 6 p.m. when the meeting was to start. Unfortunately I did not understand that this was 6 p.m. Jamaican time. The meeting got under way around 7:30 p.m.

The first thing I noticed was that a lot of smoking goes on at these meetings. At MMCL meetings the smoking is of cigars, and takes place at the BBC after the formal meeting. In Jamaica, the smoking takes place at the meeting, and it consists of smoking funny smelling, hand-rolled cigarettes. At first, the smoke bothered me. Then it didn't seem to matter any more.

Just like at our meetings, the conversation was about almost everything including modeling. There was some talk of modeling. I did understand most of it. It consisted of phrases like, "Dat new Tam kit be one hot rasta, mon" I think that was about modeling.

At MMCL, after the meeting some small quantity of beer is consumed. The same is true in Jamaica. In Jamaica, it isn't BBC Alt, but rather it is Red Stripe. Just as at MMCL after meetings, the beer is consumed in moderation and the conversation is subdued. One difference I did notice is that the after-meeting in Jamaica had live reggae music. This was a nice touch, and our President, Pete, should consider expending some of the vast MMCL club funds to bring in a reggae band for a future meeting.

Finally, after exchanging many modeling tips with the locals, (I can't wait to try using Ackee fruit as a seam filler) I had to leave. However, I knew these guys were my kind of modelers when they told me the IPMS/Jamaica club motto; **No Spam, No Whinin'.....No Problem.**

David "Bob Marley" Knights
Fortes Fortuna Adiuvat



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"**Tactical Notes**" is the Newsletter of the Military Modelers Club of Louisville, Inc. We hereby assume absolutely no liability, guilt, blame or otherwise. If you don't like it... tough crap!





It's all in the details....

Idea by: Karl "Hunter" Schmidt

Pictures and text by: Tom "Secret Agent" Romanowski

Building a model straight out of the box is only half of the fun. The other half is adding all the details that the manufacturer left out. One of the simple additions that are certain to spice up any Russian tank is fuel lines. Almost all of the soviet tanks had external fuel tanks due to the Russian tactics of "deep penetration". The tanks had to travel long distances and could not

depend on regular fuel supply.

Recreating a fuel line is not a big deal. All you do is run a wire from a fuel tank along the body of the vehicle and make it disappear somewhere where no one can see it. That is exactly what I did on my new T-55 from Tamiya when I got my hands on it. There was only one problem. As you can see on the real T-55 fuel tank (picture #1), the metal fuel lines are connected by rubber hoses. I tried to replicate those hoses by wrapping aluminum foil around the wire, but that looked nasty. Then I put a larger piece of styrene rod over the wire, but that did not look right either. Quickly running out of ideas, I decided to sleep on it for a while, and continue to build different sections of the model. Lucky for me I did not have to wait long for a solution to my problem. The next



day my wife said that she didn't feel like cooking (again), and that we were going to her sister's for dinner. Thank God for sister-in-laws. ☺ Her husband Karl is also a modeler and a MMCL member. So when our wives started discussing the "girl stuff" Karl and I sneaked into his "war/toy room".

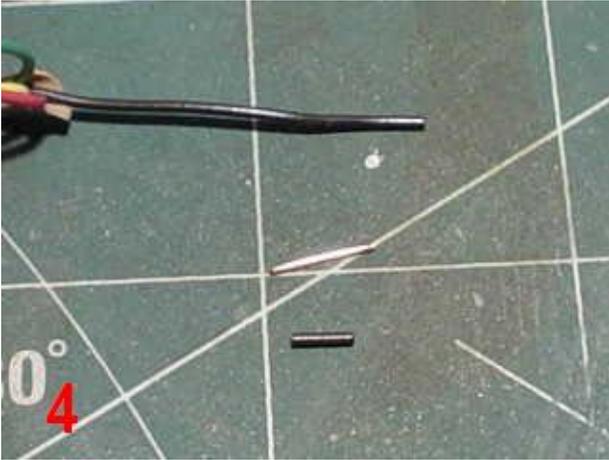
I was admiring his T-62 when I noticed that his fuel lines have rubber hoses! After hours of interrogation (I used my secret agent techniques I have learned from Noel), he finally told me how he did it.

Well, it did not take hours. To tell the truth he told

me his secret right away, and not because of Noel's interrogation techniques. I could not wait to get back home to try it. What was his secret? Be patient. I will explain it step by step.

First I glued the fuel tanks in place (picture #2). This will give you an idea of how much wire you will need





and where you can run your lines. Then I separated a piece of an outdoor telephone cable (picture #3) I got from Karl into individual wires. I cut a piece of a wire just long enough to represent a rubber hose in 1/35 scale. In this case I cut about $\frac{1}{4}$ of an inch, and removed the insulation by gently pushing the wire out. There was my rubber hose! (picture #4). I cut the insulation into two equal pieces and slid it over the wire that I used to represent the fuel lines (picture #5). All that was left now, was to cut and bend



the wire, drill holes in the fuel tanks (picture #6), and insert the wire into the holes. A drop of glue on each side of the wire to secure the line and it's all done (picture #7). It is a quick and easy way to make your tank look more realistic. If I can do it, anyone can. Where would you get a piece of phone cable? I got my piece from Karl. I am sure that if you nice to him, he will give you a piece too. ☺ I have not checked yet, but I think that places like Home Depot or Lowes sell it. There are usually 4 wires in a regular old fashion outdoor phone cable so even a very short piece will last you for a long time.



AFJROTC Has a New Activity “Model Building” ...*Scott King*

As some of you may already know, my daughter Amanda King is taking an Air Force Junior ROTC class at Jeffersonville High School. One of their many activities is a model-building project, which will allow the participants to earn ribbons, and the finished models will be displayed in their classroom at the High School. Lt. Colonel Norman and Chief Kulmac, the instructors at Jeff High, invited me to conduct a one-hour presentation. We decided to talk about some model-building basics and do an airbrushing demonstration.

On Wednesday, 12th of February, I was able to do just that. I arrived at the school with information packets, donated materials, built-up models, airbrush and compressor, and some un-built kits. After a brief introduction I handed out the packets and went over the contents:

- Some Hints and Tips for Building a Successful Model (provided by Tim Kirkland of IPMS.)
- Best of the Basics from Fine Scale Modeler
- 8 Ways to Power your Airbrush*
- 10 Tips for Safer Modeling*
- ABC's of Airbrushing*
- ABC's of Acrylics * *(all from Fine Scale Modeler Magazine articles)
- Listing of Local Hobby Shops – with phone numbers and addresses
- Other Resources for Modeling Information- which contained MMCL's website, Finescale Modeler's website and the instructions for reaching Rec Modelers Scale Newsgroup
- Membership applications for MMCL and IPMS
-

After covering the contents of the packets I then presented the contents of some donated tool kits. Moving right along into the “show and tell portion” of my presentation, I showed some examples of the Resin, Vac form, Injection Molded and Multi-media kits. At this point I was still on schedule. My next step to my presentation was to include a Question and Answer session, which to my surprise took more time than I had intended; but we were still able to squeeze in about 15 minutes of airbrushing time and a couple of students got to try their hand at airbrushing for the first time.

I confess that public speaking is normally not comfortable or fun for me, but I have to admit that I thoroughly enjoyed speaking to this group of bright, energetic and motivated students. I hope they came away feeling they had obtained some useful info.

In closing I wish to say Thanks to the following:

MMCL Members for the donated kits and toolboxes.

Tim Kirkland – IPMS Junior Activities Coordinator for the Hints and Tips article he provided.

Debbie (my wife), for organizing the materials.

My daughters, Kim and Amanda thanks for sharing their insight from a student's point of view, which they shared only out of fear of embarrassment. After all they have to see the other students on a daily basis.

Last but not least a special thanks to David Knights and Terry Hill for their encouragement.

Final note, if you should get the opportunity to share your hobby with the youth do so. Don't close that door until you have walked over the threshold. You'll be glad you did it.

MILITARY MODELERS CLUB OF LOUISVILLE

Membership Information

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone: (____) _____ E-Mail: _____

Birthdate: _____

Benefits of membership include:

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

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

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

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

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

TACTICAL NOTES

The Official Newsletter of the Military Modelers Club of Louisville



Rebel Alliance at the Gates of Baghdad

AMPS 2003:

MMCL Delegation Returns Unmoved!

Jerry's Article Found:

Editor Had Blocked Sender Due to High SPAM Content

Why Should My Model Dinosaurs Go In the Sci-Fi Category?

Debate Inside: MMCL's Mike Nofsinger vs. Southern Baptist Convention

Has Your Resin Investment Been Undermined?

USAToday Investigates Possible Conspiracy

Vital Club Info.

Next Meeting: Thursday, April 17th, Club Workshop

Theme: Official MMCL Easter Egg Hunt

Official Club Web Site: www.mmcl.org

Club Motto: You Goin' to AMPS?...

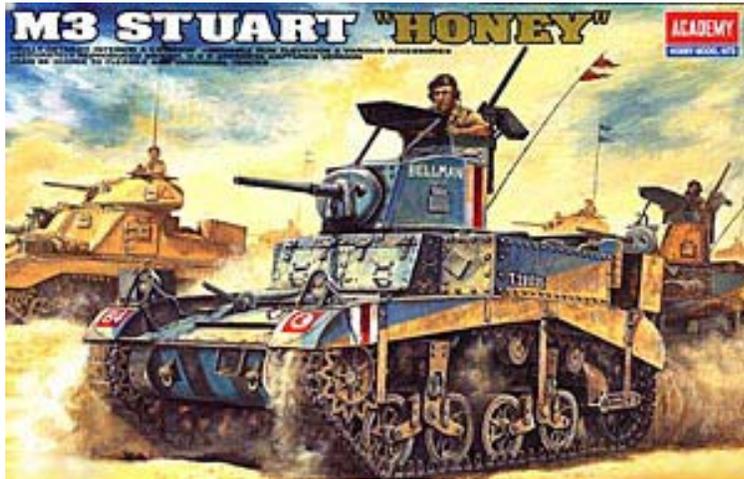
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A Message From The President...

Chirp...Chirp...Chirp...Chirp...Chirp...Chirp...





Kit Review - British M-3 "Honey" with Interior Details – by Jerry Davis

Manufacturer - Academy - Kit Number - MB 1399

Wow, what a kit..!!!! Academy's recent armor addition is the M-3 Stuart light tank – and what a beauty it is.

The M-3 Light Tank "Honey" (a.k.a. "General Stuart") was named by the British after they took possession of the first lend lease M-3s in June of 1941. First used in the Western Desert during the North Africa campaign, the Stuart was sturdy and reliable and although its 37mm gun was small, it was no worse than the Brit's Crusader's 2-pounder.

The M-3 was the U.S. Army's first WWII full-fledged combat tank to see action in WWII and saw combat under British flag and then later under U.S. command as U.S. troops used it in the Mediterranean Theater of Operations.

The M-3 also saw action in the Pacific with the U.S. Army and Marine forces along with Russia forces defending their frontier land. Under British rule, the tank was affectionately referred to as the "Honey." Sporting a 37mm cannon as it's main armament, the crews of this little fortress on wheels soon found themselves outgunned and under armored.

Academy's kit is a far cry from the Tamiya M-3 that has been on the market for the last 20 some years. Academy has molded this kit in a crisp tan styrene with no flash present. The fit of the components is remarkable and construction flawless.

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The lower hull is easy to build and take all of about 30 minutes. The road wheels construct about the same as the old Tamiya kit and I was beginning to wonder if Academy used the same molds. Academy filled in the sponsons so no measuring and cutting plastic stock is necessary to fill the gaping holes.

Academy included two style tracks, individual and rubber band. Both are nice and I elected to use individual links, (I know, I'm a glutton for punishment). These took about 4 hours to construct placing the separate end connectors on the rubber block pad. I placed a very small bead of liquid glue to help hold them together and this method still made the completed tracks pliable to work with when it was time to place them on the tank.

Interior

It's kind of sparse but includes the basics that include a driver and bow gunners position, .30 cal machine gun, transmission, lateral steering levers, driveshaft housing cover, fire extinguisher, radio and spare rounds storage bins.

The kit turret is the early hexagonal welded turret with one piece commander's hatch as seen in the middle turret of the photo. This turret style was used by early pre-war U.S. and later by British forces early in the North Africa campaign. One major flaw with this kit is the included turret basket. According to my references, early M-3's in British service did not have the turret basket. This was an upgrade applied by the U.S. Army only to U.S. M-3's after the British use of the M-3 in combat. The British found out very quickly that traversing the turret tended to be awkward for the crew when they had to move with the turret and have the high drive shaft housing to contend with. So what does this mean? Modelers that wish to build the British version should remove the turret basket.

In order to keep the basket, I had to model the kit as a later M-3 Stuart with the U.S. horseshoe turret (bottom turret in picture) and one-piece raised commander's cupola with split hatch. The turret basket was an upgrade to the late model U.S. M-3 and incorporated on all M3A1's.



I scavenged the turret from the Tamiya kit, sanded the bottom of the Tamiya turret off and glued the Academy one in its place. This way, the turret would still fit in the turret ring on the Academy upper hull. There was a fraction overhang from the Academy turret base with the sides of the Tamiya turret and after some sanding on it, the turret fit perfectly



The turret interior is kind of sparse but the kit includes a nifty 37mm gun. By using the Academy turret bottom, I didn't have to do anything special for the gun fit. It's a nice match up and the gun mechanism fills up the void of the turret. I retained the kit barrel and did some careful blending of the gun tube tip so there is no seam. Why Academy made this a separate part is beyond me. Doing it this way saved me the trouble of placing a Rubio barrel in its place.



The beautifully engineered .30 cal for the AA cradle that is mounted on the turret is great and this little .30 cal gem is the best on the market. It slaps together and the cradle has the proper

exposed holes so I didn't have to worry about fooling with building one with photo etch.

I used the Verlinden Honey add-on kit to spruce up some things such as replacing the driver and bow gunner hatches. The Academy hatches are the direct vision slots used on the very early M-3 and Verlinden's are the

one-piece “protectoscopes”. These are very nice resin castings and include interior detail of the hatch that is visible when the hatches are displayed open.

Another part robbed from the Verlinden accessory kit was the turret side shell ejection and vision doors. I used one of these doors for the rear of the turret displayed in the open position and then gently sanded the exterior detail off from two more of them and molded them to conform for use in the interior. This way, the model shows the interior ports with the vision detail in the correct locations aligned with the exterior molded doors. I could have carved out and replace the side doors with the Verlinden ones, but that’s for another day and project.

Last upgrade on the turret was the commander’s cupola head pads that were placed in alignment with the direct vision slots that I drilled out. I had to sand them down to give a better scale appearance.

The Eduard M-3 photo etch set was used to further enhance the model. Particularly nice in this PE set is the engine grill but the Eduard set is for the M-3 diesel and the Academy kit depicts a M-3 radial aircraft engine version. No big problem, the fit of the PE was perfect, but the air cleaners had to be changed out replacing the Academy ones with the Tamiya ones. I had to heat the air cleaner tubes slightly to fit where they disappeared in the engine.



Other nice features included on the fret are the true to scale and very fragile headlight guards as the kit ones are way too thick, which is typical of kit manufacturers. A few other PE parts were used to bring the appearance up such as the radio antenna mount and air filter brackets. I also pilfered some PE from the Verlinden accessory kit that included the storage compartment lid covers, pioneer tool brackets and straps.

Academy gives optional parts for U.S. or British versions of this vehicle and I elected early in the project to go **U.S.A.** Look closely at sprue “B” because on the sprue runner there are some extra nuts and bolts that can be salami sliced off and used here and there – this is a nice touch that Academy introduces and wish more kit manufacturers would think about, hint – hint!

Follow-Up - M3A1

Follow-Up - M3A1

After their experience with the M-3 Light Tank, the Americans designed the later M3A1 to remedy some of the short-comings of the earlier M-3 model, and the changes began with the first new vehicles arriving in May of '42. A Westinghouse gyrostabilizer and an oilgear hydraulic traversing mechanism had been tested successfully in some of the later M-3 tanks, so this system was incorporated with the new turret basket.

The basket had to be fairly high to clear all the equipment down on the hull floor, but it provided the gunner and loader with seats and a place to put their feet. The commander's turret cupola was deleted on the improved turret of the 'A1 that had been introduced late in M-3 production and the hatches and viewing devices up on the roof were changed.

Academy has announced with the debut of this kit, their M3A1 that should prove interesting. This was a fun project to build, with some kit-bashing and adding of some details. I know that there is some talk about this kit being out of scale and that it is a duplicate of the older Tamiya kit. After building it though, I don't think that it is despite its similarities with the Tamiya version.



I'd rank this as a solid 8 on the 10-point scale for ease of construction, variety of build options and intricate guts of the 37mm gun. Try building it and see if you agree that this is one "Honey" of a kit.

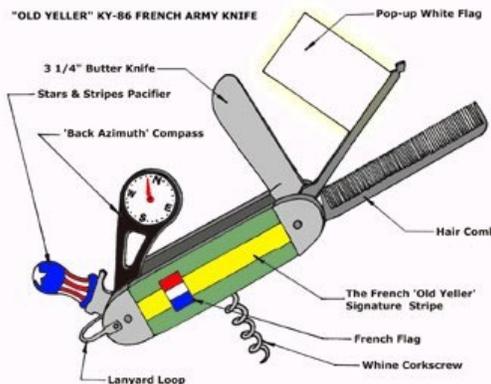
Hey you!!!!!!!!!!!!!!!

Yea, you. It is MMCL renewal time. We've given you all the time in the world to renew. Have you? If not, you will be put on Jerry's "Extra Dose of Spam" list. Now you wouldn't want that would you?

To avoid this experience, use the form on the last page and renew now!!! Or else!!!

"OLD YELLER" KY-86 FRENCH ARMY KNIFE

"OLD YELLER" KY-86 FRENCH ARMY KNIFE



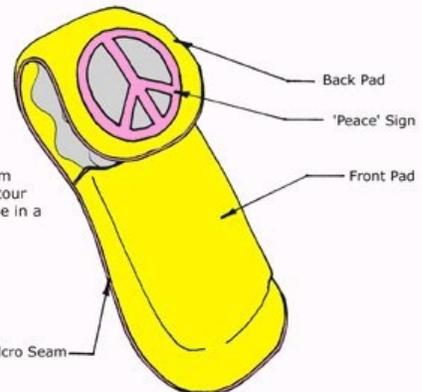
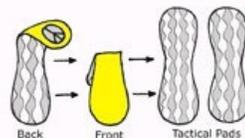
Manufactured in Dien Bin Phu, Socialist Republic of Vietnam, the "Old Yeller" KY-86 French Army Knife is now available in limited numbers to the public. This state-of-the-art survival knife is the exact model currently issued to the elite French soldiers. This knife has a look all it's own and contains all the special tools every French infantryman requires for survival on the modern field of battle.

The knife handle consists of indestructible OD green Kraton handles, bisected by a bold yellow stripe and capped with stainless steel end pieces. The French Flag is proudly depicted on one side.

Packed inside this French powerhouse are a lanyard loop; a 'stars and stripes' pacifier, for practicing sucking on America's tit; a back-azimuth compass, to aid in hasty retreats; a 3 1/4" 420HC stainless steel butter knife blade; a pop-up white flag, for emergency unconditional surrenders; a hair comb, for keeping vogue combat hairstyles in place; and of course, a whine corkscrew.

For a Limited Time Only Get the KY-86 Combat Sheath

This high-speed survival weapon comes with a yellow "PEACE" sheath, which can be broken down into two (2) tactical panty shields. These French military-issue quilted menstrual pads are velcroed together to form the sheath. They each feature a special contour shape, to ease in road march rash, and come in a delicate 'Desert Flower' scent.



Order now, while supplies last.
Remember - Nothing says COWARD like the KY-86 "Old Yeller."

MILITARY MODELERS CLUB OF LOUISVILLE

Membership Information

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone: () _____ E-Mail: _____

Birthdate: _____

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TACTICALNOTES

The Official Newsletter of the Military Modelers Club of Louisville

CAR DRIVER

Test Drive this Kv1: **Just as Soon as We Get it Started!**



MMCL WebMaster: How to "Steer" Clear of Copyright Infringement!



To Host 2003 MMCL Classic Kit Auction

Full Coverage of MMCL's "Hell on Wheels" Anschluss of Indy

BOBO's Back: How to spot "Spanked" Kits

Vital Club Info.

**Next Meeting: Thursday, May 16th , Club Workshop
SPECIAL TIME 6:30 P.M.---TERRY TIME!!!!**

Theme: MMCL Annual Kit Auction

Official Club Web Site: www.mmcl.org

Club Motto: BOBO! BOBO! BOBO!

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



A Message from our President!

Well hello MMCLer's! Yes it is true. I missed last month's newsletter and was warned that if I missed another Prez page this month the unknown editor would fill in the "blanks" for me. I could not let that happen. April saw the passing of a couple of shows that were well attended by the club. There was the Evansville show that I believe Terry Hill and Tom Romanowski walked away with a fair share of the booty (awards). I personally did not attend but was told it was a good show held in the Evansville standard. The other show was the Region 4 show (our IPMS Region) held in Indianapolis, IN. It started off bad for me as I did not arrive at the link up point on time and was left to fend for myself. The rehearsed excuse as questioned some members at the show was "Hey man, sorry! We were on Terry time!" In all honesty I know Terry time and doubted that they would be at the link up 15 minutes past move time.

Anywho, there were about 30 MMCL members in attendance. Nothing warms the heart like a movement in force. Of course the judging was lousy because I won nothing. But then again maybe I should build something new instead of parading around the same old stuff. Actually the judging was good and the club held its own in awards. It seemed all did not appreciate the cleanliness of the armor category winners. However, the Indy club is a mostly an aviation club and airplane builders tend to like their stuff clean. Never the less, the club did have lunch together at the Bennigans located on site at the regional. Thanks for the great turn out and congratulations to those who won. To name a few, Dave Knights for a First Place in submarines! (He will explain!) Tom Romanowski for his T-55, Mitch Ritchell for a recovery vehicle (sorry Rich cannot remember nomenclature), and Noel Walker took a First for one of his figures. There were others who won but my brain cannot hold all of the info.

The May meeting is around the corner and this moth we will have the annual Club Auction. This is an extremely fun event and you are guaranteed to lose your voice and your wallet all in the same evening. Bring a few kits to be donated into the auction pile (this is not a requirement!). All proceeds go to the club treasury to support future club events. This is really a good time. Also be sure to remember this meeting will start at 6:30 pm!

Finally yet importantly is the June club contest. This contest will be any M5 or M3 (Stuart or Honey) vehicle. There are many vehicles built on these chassis and they offer themes in both Pacific and European theaters of operation. Well that is all I have for this month. I hope to see everyone at the Club Auction on 15 May at 6:30pm.

“Stop Talking and Start Building!”

Contest Review: Evansville, IN

By D.M. Knights

On April 5th, the Evansville, IN/ Owensboro, KY chapter of IPMS held its annual invitational contest in Evansville. This contest holds some special memories for me. It is one of the first model contests I attended. I met Scott King there at a later contest. One of my favorite pictures is with about 8 early club members in the bar of the hotel where the contest was held.

This was the first time I'd been back to the Evansville contest in probably 7 or 8 years. When S & W hobbies was open I never missed a trip to Evansville, since attending the Evansville contest meant a chance to go to S & W. Since Willie Williams of S & W died, I have not gone to the Evansville contest but occasionally and not at all since the mid-90s.

This year the contest was held in a community center near downtown Evansville. The facility is typical of government facilities, though it has plenty of room and is well lit; with one entire wall made of windows. There were about 10 or 12 vendors with about 25 tables. Chris of CRM was the big vendor with a large selection of his aftermarket stock.

I would guess there were about 30 people who entered about 100 models. Unfortunately, this is a shadow of what this contest use to be. Evansville has always had the same problem that Louisville has had. It is on the far edge of Region 4 geographically. Evansville draws from Louisville and St. Louis. It should also draw from Indianapolis, but I didn't see anyone from there at the contest.

Part of what hurts the Evansville contest is the judging system they use. They allow all of the contest entrants to vote on the models to determine 1st, 2nd, and 3rd place. The only other place I've seen this system used is down in Pensacola, FL. It leaves room for manipulation by the entrants, especially if a large number of members attend from one club and vote for all of the models entered by members of their club. Also, entering more than one model in the same category actually hurts your chances of winning. This depresses the number of models entered in my opinion.

This year a number of modelers from Louisville entered and won a number of awards. I failed to make notes, but I know that Tom Romanowski, Terry Hill and Asif Quershi won among others.

I would like to see Evansville succeed in future contest. Maybe MMCL should explore the idea of holding a joint contest in the future.

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

Greetings folks and Happy May! May, actually April 30th, marks the beginning of the busiest part of my year. It begins with my brother's birthday, then mine, then Dad's, the Mother's Day then, Father's day and finally Mom's birthday. All of this by July 7th. It's tough not to forget something along the way.

Forgetting is a topic I wish to address this month. Some four years ago, our organization set aside our modeling biases and set forth to gain a bid for the 2000 AMPS National Convention. A first rate proposal was the fruit of all the hard labor that went into that effort. However, for reasons we can talk about 'til the cows come home, the bid was voted down

Recent chatter on the possibility of AMPS members in the Midwest hosting a regional AMPS shindig with the Patton Museum (barring no blight order and subsequent condemnation of the Ft. Knox NCO club) seems to be at high risk of opening old hostility between core members of the MMCL and the Nor'easters making up the bulk of the AMPS general membership. This chatter started on the internet as soon as folks started returning home from the AMPS 2003 national show. I myself posted a reply or two to one posting to clarify that MMCL was not hosting an AMPS regional at Ft. Knox in 2004, and I pretty much left it at that.

Unfortunately, the chatter is continuing and is picking up momentum. Someone once said that "The road to hell is paved with good intentions". Some members of our organization, myself included, have been posting **with the good intentions** of putting our position on the table regarding this new regional show topic as well as our take on what happened to us in 1999. A follow-up response by one very irate AMPS member/officer showed the direction that further comment is going to take. Trust me when I say that it is going to become a repeat of the things we endured up until the AMPS vote in 1999, and that is not a good thing

Folks it is the opinion of this editor that I and other MMCL members need to cease and desist any further commentary in these public web forums. While folks will ultimately do as they wish, I hope we can all honor my request to do just that, cease and desist. Maybe you don't agree with me, but I only see this public he said/she said debate going nowhere but in the gutter. Along with it, the credibility of fine people in MMCL and AMPS, as well as reputations as a whole. What happened in 1999 is water under the bridge and it's high time we simply forgot about it before we start to look like sore losers. MMCL need to go on about MMCL's business and AMPS needs to go on with it's own as well.

The time is for MMCL to back out of this room quietly and let it go. I realize several of our members put in a lot of hard work to win the bid and make the 2000 AMPS national the crowning achievement of AMPS, the MMCL and there own efforts as well. The no vote struck a very negative chord with many of us. However, it is time to move on and start looking for the next opportunity to do something really great.

Regarding the possibility of some sort of show at the Patton Museum, If AMPS or MMCL end up working with the Patton Museum in the near future, let it be the Patton Museum who decides who the choose to partner with. We need to depoliticize our approach to our potential involvement with this show. If it were to come to fruition, let it be because we want to further the Hobby, the Patton Museum, and the MMCL. Not to use as a poker in the eye of AMPS. We need to turn our backs on this tired old debate.

Dragon Jagdtiger, Sdkfz 186

By John (Uncle Daddy) Dietrich

How about this, Your Uncle has actually finished something! I started this kit many moons ago at the shop more or less as a “fill in” between a multitude of other unfinished projects. Fortunately, I had a lot of “fill in” time because this baby is finally done.

Now on to the kit. I have found the Dragon kit to be excellent and a joy to build. Depending upon where and how you want to display, you can do a lot with this one. I opted to incorporate the zimmerit from Cavalier. I also used the Elefant (35352) screen set for the back deck. You can make your own screens but the cost of these is not great and they look very good when installed. Elefant also produces a photo-etch set that has additional photo-etch if you want to pay the extra bucks but I elected to use only the screens. I also incorporated some of the On The Mark photo etch parts from their (TMP-3528) set.



I started the kit as instructed but before going too far, you need to fit and apply the zimmerit. I worked section-by-section using 15-minute two-part epoxy so that I could get it positioned correctly. When using the epoxy or any other cement, be sure to spread the cement all the way to the edges of the zimmerit otherwise when dried, you will have gaps which will be difficult to fill and still look “normal”. If you have never used the Cavalier product, I suggest you try it. It is really top notch and fits perfect. Be careful when purchasing the Cavalier zimmerit as it is designed to be kit specific so while I’m sure all of you who relish the thought of ultra converting can make it work on other manufacturers (not sure there is another manufacturer of

this vehicle), it is designed specifically for the Dragon kit. The rest of the construction went along as noted in the instruction sheet.

One of the techniques that I have always used is to bolt mount my finished pieces on a wood base. To do this, you will have to drill a hole through the bottom of the hull as well as through the wooden base. You will also have to counter sink the bottom of the base so that the flat head screw will sink below the wooden base line. Epoxy the nut to the inside of the hull and secure it with some sections of ABS I beam. The downside to this technique on this kit is that you will conflict with the gun on the interior of the kit. I elected to close all the hatches so I did not bother to complete any of the interior detail such as the gun breach, etc. If you want to display the interior you will have to find an alternative method to mount your finished piece to a base.

Painting:

Painting the piece when finished was the best part of building this kit. I used Tamiya acrylic paints because I wanted to try an oil wash all over the vehicle when done. There will be more on this subject later.

I first airbrushed over Tamiya German Dark Yellow No XF-60 then airbrushed a brown/green camo pattern over the vehicle. I used Tamiya Dark Green No XF-61 and Tamiya Red Brown No XF-64 to accomplish this. I also airbrushed the end of the barrel as well as the exhaust pipes on the back of the vehicle with some Model Masters Jet Exhaust to give it a “used” look. I used the same Tamiya colour on the road wheels as noted above but rubbed ground graphite into the rims of each of the wheels to simulate metal. A technique I learned from Mike Baskette. After the painting was complete and allowed to dry sufficiently, I mixed a very light wash of burnt umber mixed with thinner and applied overall. You have to be very careful, as the mixture will darken the vehicle considerably. I may have gone a bit too heavy to the dark side but when dry brushed, the detail really stood out. I dry brushed the model with Model Master sand and a little Model Master steel on the spare track

that is mounted to the outside of the hull. After my first pass at dry brushing, I applied a coat of Humbrol matt coat overall. I then dry brushed a second pass where needed.

The tracks were from Modelkasten #SK-21 moveable track. This is the first time that I have used the Modelkasten moveable track and initially was very impressed with the detail. Construction, however, was a different matter. I found that that the track, once completed, will come apart which will cause serious problems when trying to get the track to lie in a realistic position. Personally, I prefer to use the Fru track as I have had better results in the past. The completed track was airbrushed in Pactra's Gunship Red which is no longer manufactured. I was fortunate enough to stash several bottles for just such an occasion. After the initial airbrushing, I made up a black wash overall then dry brushed with Testor's steel.



To finish out the model, I cut small pieces of film negative (all you digital camera freaks won't know what that is!) and white glued them in place over the indentations for the periscope glass. I originally planned to use water slide decals then at the last minute, changed my mind and applied Archer dry transfers instead. I noticed that most of the vehicles in my photo reference were not numbered in the usual German fashion but I did apply the balkenkruez markings to the sides of the slab sides above the zimmerit and two smaller versions on the back side of the crew compartment, on both sides of the rear access doors. The Archer set is No. 35156. I was lucky and found a bunch (2) at Brian's. After applying the transfers, I gave them one last shot of Humbrol flat coat.



Summary

This is a fine kit and one that you can work on at your leisure. It's a fun kit to paint, as there is plenty of area to work with. For those who like to unbutton a vehicle and add some figures, there are plenty of subjects available from Warriors and other manufactures. You can also do some pretty neat dioramas considering the number of building ruins available. Pick this kit up if you don't have it and I'll give you a Chicago guarantee that you'll love it!

Happy Modeling!

A Salute To MMCL's Fallen Heroes

All members of the Military Modelers Club of Louisville are deeply saddened by the loss of one of their members, Tony Schneider. Tony was a giant of a man that lived life to its fullest. An avid modeler, Tony had a passion for airliners. His experience and joy in the hobby always had an outgoing positive affect on other club members.



Tony (right) is congratulated by then club President, Terry Hill, for his award winning entry during one of the club's quarterly contests.

IN MEMORIAM

Tony was a long time member of MMCL. He was a fixture in the club ever since I joined way back in 1981. Tony and his beagle could always be found at the hobby shop on a Saturday, Tony sharing freely of his modeling knowledge, especially regarding airliners, and his beagle soaking up all the attention it could. I will miss Tony. He was a gentle soul whom I never heard utter an unkind word, even if someone was unkind to him. He was an excellent modeler, but more importantly, he was an excellent person. I think of MMCL as a second family, and today our family has lost one of its best members.

We will miss you Tony!

David Knights on behalf of the all members of the MMCL family.

Tony was MMCL's "resident expert" on airliners. He knew them inside and out; what engines were used on any particular type of aircraft, what labels were affixed to stretch versions, what liveries were used and so forth.

Tony built for the fun of it and never took any of the normal "shop" banter seriously. He knew that life was more than boxes of plastic and worked his entire life knowing that there are never any "free passes."

Because of his gentle nature and camaraderie, we are sure that Tony was placed on Heaven's Most Wanted List. We all will miss you Tony, but we'll never forget you.

Calling all MMCL'ers

As some of you may have noticed, one of the things MMCL does to raise money and keep your dues low (no tax increases here!) is that we save and recycle aluminum cans. When you drink a soda at the shop, please do not throw the aluminum can in the trash. Please empty it and place it in the aluminum can recycling bins. More important than that; most cities now require curbside recycling. Thus you have to separate your Aluminum cans out anyway, so why not save them for MMCL instead of simply enriching whatever company has the recycling contract with your city. Save your cans and bring them in to the shop on meeting night or one of the workshop Saturdays. Please help the club officers keep dues low by saving and bringing your cans into the shop.



A 1/32 scale MiG-21 from the Evansville Show.



*A PzIII in winter camo scheme from AMPS 2003
(A full AMPS show review next month!!!)*

MILITARY MODELERS CLUB OF LOUISVILLE

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Address: _____

City: _____ State: _____ Zip: _____

Phone: (____) _____ E-Mail: _____

Birthdate: _____

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

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

TACTICAL NOTES

The Official Newsletter of the Military Modelers Club of Louisville



Hello MMCL members. June is upon us and so is the June club contest. This month will be the M3/M5 chassis contest. That is right anything with that chassis can be entered into the fray. I am trying frantically trying to finish my entry. This promises to be a very good club contest. I have seen various club members working on these subjects. I know Jerry has done two of these little beasts. The club raffle was a HUGE success taking in a whole bunch of money to support the club in its efforts to support club functions and the hobby of plastic modeling. I would like thank all of you who attended and gave from the wallet..., er... heart, I mean heart.

Contests to attend are slowing down at this point. However, there is always the IPMS national, usually held the week of 4 July. This year it will be held in Oklahoma City, OK. You can go to the following web page for a plethora of information.

http://ipmsmetrookc.org/Nats_2003/index.html.

I know that the summer brings vacation for the kids, parties, and activities for the family. The club will continue to meet as scheduled and we will be there for you when you are jonzen for some resin or plastic. So please come on down if your not busy. Also, do not forget that the workshop is open 9.5 out of 10 Saturday mornings. It is a great place to hide out and talk trash while you build your favorite subjects. In addition, the workshop has some great tools to ease those tricky building tasks. Moreover, there is always the comfort of knowing that there are at least 10 knowledgeable and probably unwanted opinions of your next building task. Hey that is the fun of group modeling!

Finally yet importantly please write a short 300-word article for the newsletter. It only takes a half hour or so to review a subject or a project of your own. The subject could be a book or kit or an upgrade. However, we prefer that it be about modeling in some way shape.

JUNE is the M3 / M5 contest.

Run What You Brung!

Vital Club Info.

Next Meeting: Thursday, June 19th, 2003 Club Workshop

Theme: M3/M5 In-House Contesy

Official Club Web Site: www.mmcl.org

Club Motto: Is it Raining Again? Glad Modeling is an Indoor Activity

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

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Alberto Moreno
Rick Whitworth
Mike Baskette
David Knights
Dr. Terry Hill
Mike Baete
Stuart Ponton
Bill Masterson
John Blossom
Alex Restrepo
Chris Kappesser
Eugene Monasterio
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Tom Romanowski
J. R. Dietrich

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Charles Segars
Rob Schneider
Robert L. Burns
Bernie Boone
Amelia Boone
Karl Schmidt
Dan Winfield
M. Scott Borden
Bill Hornback
Kevin H. Smith
Noel Walker
Carey Walker
Jack Walker
Mike Oberholtzer
Mike Nofsinger



If you believe you've paid your dues, and your name doesn't appear above, please contact David Knights at 502-418-0930 or loulaw@aol.com.





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

Greetings Friends,

Sorry for the shortened issue and the fact that it might possibly have arrived late as well. My month got a bit crazy toward newsletter time. None the less, the fact that you are reading this says it did get done. As you may have noticed, Tactical Notes is a bit thin this month. After a banner month of article assistance last month, the pendulum seems to have swung back the other way for June. I can fully understand the time constraints that the warmer months can create. With all the rain over the last 45 days or so, seems all I do anymore is mow and weed. Regardless, I need some help. Please take some time in the coming months to make a contribution to our newsletter.

Another topic that I'd like to touch on is our upcoming invitational show. We cannot fault Alex Restrepo for pursuing his ambition wherever they may take him. Make no mistake though, with his departure we have lost an enthusiastic and capable individual with regards to show chairmanship. There has been some scuttlebutt within the club membership lately that this invitational maybe about to come apart at the seams if we do not get the show's planning back on a clear course. Again this is opinion, conjecture, rumor, or what have you. For all I know, things are going just fine. Maybe all that is needed is for some of these concerns to be raised and answered at the upcoming meeting.

I'm confident that we will pull it out just fine. However, the enthusiasm demonstrated at last season's post-regional pizza bash for hosting an invitational seemed greatly diminished at the last meeting when it was asked for someone to take the reigns from Alex to continue the show chairmanship. To ignore that fact would be unwise.

My tardiness coupled with limited submissions has resulted in a lighter than usual effort that is also lacking in much creativity. Consider this a breather on my part. Hopefully all will be back in line come July. Hey, at least it's no a figgin' postcard.... Sorry Twitch, I couldn't resist.

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Book Review: Pegasus Bridge **By Stephen Ambrose**

Review by D.M. Knights

I have always enjoyed stories of tactical level combat actions. (See my previous book review of the book on a small unit action in the Battle of the Bulge) I have been borrowing books on tape from the Lexington Free Public Library. They have an excellent selection of books on military subjects.

As the title suggests, this book covers the story of Company D, Ox and Bucs, British 6th Airborne Division. They are the unit that was assigned to take the Orne river bridge and the canal bridge near Caen on D-day. They were the unit on the far left of the D-day invasion. Those of you who have seen the movie "The Longest Day" will remember this story from its portrayal in that film.

Stephen Ambrose does an excellent job telling this compelling story. He starts by telling the story behind the story, that of the selection of this unit for this mission and their training by Maj. John Howard. It is fashionable in the modern study of history to downplay the actions of individuals and to emphasize the inevitability of the outcome of history. I personally disagree with this point of view. I think the story told here, illustrates that the actions of one man, or a small group of men really can make a difference. It is not an exaggeration to say who knows what would have happened at the bridges if someone other than Maj. Howard had been in charge of this unit.

Ambrose tells this story with the help of interviews of many of the participants. Ambrose interviews and quotes extensively not only from Maj. Howard, but many of the other members of Company D as well as from soldiers that made up the opposition. This includes Hans von Luck. (Von Luck's book is also an excellent read.)

There are numerous scenes in the book that would make excellent dioramas, including the storming of the canal bridge and the knocking out of a Pz IV leading the German counterattack. I don't know if Warriors or Jaguar make British para figures, but after reading this book, I am interested in finding out.

Highly Recommended.



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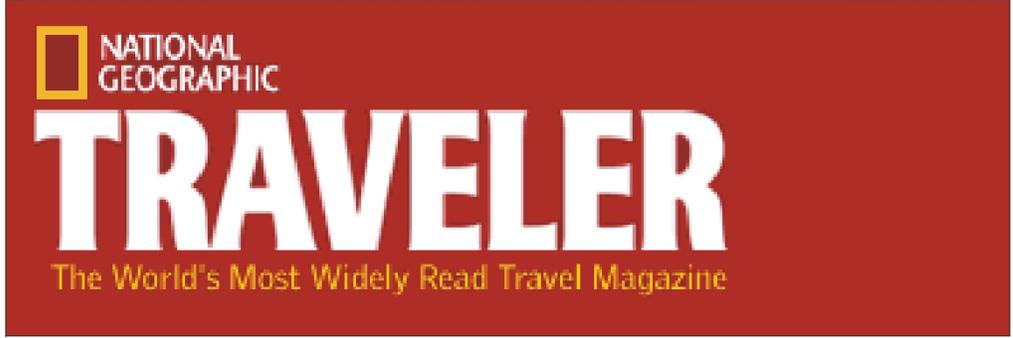
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TACTICAL NOTES

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RAZING OKLAHOMA



Happy sweet 16th

By: Tom (Secret Agent) Romanowski

There we go again. Family, friends, cookouts, and fireworks to celebrate the 4th of July. For me July is not just a month with fireworks and a paid holiday. July is a month when I celebrate MY independence. On a sunny morning of July 19, 1987 a Soviet built Tu-154 took off from a small Warsaw-Okecie Airport and my life changed forever.

During one of our Saturday morning workshop activities, someone started reminiscing about the good old days, when he was a little boy and his father bought him his first kit starting his model building addiction. I would like to take up this precious newsletter space to tell you how it was like where I came from.



My adventures in model building started a long, long time ago in a land far, far away. Well... maybe it wasn't that long ago, but I assure you it was far, far from Louisville. Stores like "Scaled Down Production"☺ did not exist in my homeland back then. The only model available to the general public once in a blue moon, was a 1/72 scale LWS Czapla made by Plastyk. Buying one of those kits was only the beginning of my

problems. You see... I had a plastic kit, but I didn't have glue to put it together with. Remember those days in the 1980s and early 1990s when Americans used to make fun of us because we stood in line for hours or sometimes days just to get a roll of toilet paper? Well you can laugh all you want but I actually did that. If the toilet paper was so hard to get, think how hard it



was to get a tube of glue. Gluing it together was usually the final stage of model building. I did not care that the left wing was half an inch lower than the right wing. Putting it on a stick made it look like it is making a turn. What about painting it you ask? Painting?! Didn't you have enough? Getting the model and glue was hard enough. Now you want to go on a quest of finding paint? Good luck buddy. If you find it don't forget to pick up the Holy Grail. It will be on the shelf right next to the paint.

.... Ahhhh... those were the good old days. Now the Iron Curtain is long gone. Governments fell and markets opened. Anything you desire could be purchased from "merchants" from former Soviet republics on any market in the country on any day of the week. What? You

can't find that photo etched set anywhere? No problem. Just come back in a few minutes with a few dollars or a liter of your finest moonshine and it will be here waiting for you. Would you like a tube of glue or a jar of paint with that?

Well... 16 years ago a Soviet built Tu-154 landed at Bradley International Airport in Connecticut. I had \$10 in my pocket, a pair of jeans, two T-shirts and a pillow (my grandma forced that pillow on me, don't ask me why). Now I have a small collection of over 100 models in various stages of being built, a loving and supporting wife (sometimes), and friends and family to share my hobby with. Isn't America the greatest?

So happy 4th of July to you all, and happy 16th anniversary to me.



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**IF YOU ARE NOT ON THIS
LIST, CONTACT
MIKE NOFSINGER OR
DAVID KNIGHTS**



Kit Review – Tamiya Drill – by Jerry Davis

Taking a break from the workshop on a recent Saturday, I hitched a ride to Brian's where I happened along the Tamiya Electric Handy Drill. Being that I do a fair amount of drilling in my project building, I wondered how this pistol gripped little drill would compare to opening up things the way that is normally done using a pin vise. Dan was manning the helm at Scale Reproductions and did a fantastic job of pointing out the features and benefits of this drill convincing me to make the purchase. (Hint – Brian, Dan has great salesmanship and deserves a raise).

Dan highly suggested that the main bearing in the drill be replaced with one from a RC car and just happened to have one out. He recommended that after time, the drill's plastic bushing wore causing a wobble where the metal bushing would last a lifetime. The drill features portability, a trigger switch for control, a 2mm drill bit and two types of chucks. Dan said that Dremel collets could fit into the shank that enables the user to use drill bits as small as .90. Without too much hesitation, I made the purchase of the two items and headed back to the workshop.

Upon breaking the shrink-wrap, I soon found out that this is a kit that needs assembly. After the wisecracks of the Saturday's normal workshop crew like, "are you going to camouflage it," or "check back with Scale Reproductions to see if they sell photo-etch for it" I began the assembly.

Molded in blue, orange and gray plastic the external and internal parts are attached to sprue trees and overall construction is easy. Tamiya includes the external housing and all sorts of things that go on the inside such as electric motor, reduction gears and metal contacts for the batteries along with the trigger mechanism. The tools required for assembly are a medium phillips screwdriver, a small phillips screwdriver, a set of long nose pliers for help in the attachment of the "E" ring and a sprue cutter to remove the parts from the sprue trees. By the way, Tamiya markets "E" ring pliers. It seems that "E" rings are a very common item on RC cars. Two "AA" cell batteries that power the drill are not included.

I began to cut the parts off the sprues and within about 30-40 minutes the drill was assembled minus the "E" clip that I managed to launch into the stratosphere. No problem, Tamiya includes 3 "E" clips just in case this happens. When I got home, I used a set of long nose pliers to attach the "E" clip and greased the gears with the lube that was included with the kit. Now was the time to put it to the test after I installed some batteries.

Ta-da, it worked. The performance of the little drill is superb. Contrary to the high speed and torque associated with Dremel and other like tools, this handy gadget has a nice gear reduction that enables the drill to turn slow enough to drill into plastic without melting the plastic as a Dremel would do. I have a like Black and Decker tool at home with a transformer that reduces the speed but not sufficiently enough to permit me to handle jobs that could use less speed.



The pistol grip and weight of the Tamiya drill are nice features that allow for accuracy. This drill is very easy to handle and easy to direct the work. Dremels traditionally are heavy, have a great amount of torque and because they are not balanced well, I have found that they are sometimes cumbersome to use.

I had some old collets (I think from an old Dremel long gone) around in my hobby drawer and true enough, they fit this little machine like a glove. Throw a cutting wheel on a Dremel and you may end up cutting off a digit or two but this little baby will handle it with control and ease.

All in all, this is a nice little tool to have around in your toolbox or hobby room. The cost isn't too prohibitive listing for about \$22.00 retail or so. I'm glad that I took the advice of Dan and replaced the plastic bearing with the metal one. I am very satisfied with this tool and highly recommend it. So now when I break off a road wheel and have to drill the broken piece out, I can do it with ease with my Tamiya Electric Handy Drill.

Editorial Commentary: Wow a drill kit, what will they think of next, a chemistry set to formulate your own glue? I'm glad for Jerry that it didn't have to be painted; else he'd never get to use it. However If painting was required, MMCL's ever creative Secret Agent suggests something like this!





TRUMPETER MODEL'S M1A2... *By Cliff Burnstein*

Prior to 2002, my last direct involvement with armor was at Ft. Knox, 1970, when I was with an Armored Engineer AVLB/CEV training company. The AVLB (Armored Vehicle Launched Bridge) had an M-48 chassis. The Combat Engineer Vehicle (CEV) was a modified M-60A1. All cadre

members were at least familiarized on the vehicles, so I did learn to drive, shoot, and communicate. In 2002, I attended a reunion of my Viet Nam Engineer Company in Ft. Worth, Texas, then continued on to Ft. Hood and a visit with my son, Dave, who was a tank platoon leader in the 1st Cavalry Division. Dave's platoon was equipped with the M1A2 (SEP) (for Systems Enhancement Package), the Army's most modern tank. His vehicle was A21, platoon leader, second platoon, 'A' Company, and Dave gave me a Sunday afternoon guided tour, stem to stern, inside and out. Needless to say, the M1A2 is related to the M60 only in the name 'tank.' I was browsing in my favorite hobby shop (Scale Reproductions, of course) and came across Trumpeter's M1A2, which remarkably has the A21 decal. The DML/Shanghai Dragon kit must be identical since it has the same decal sheet.

It has been several years since I built a tank, but I couldn't resist this one. The 1st Cavalry and 4th Infantry Divisions are equipped with the M1A2 (SEP). Because of our Turkish "allies," the capture of Baghdad was accomplished with M1A1's of the Marines and the 3d Infantry Division. A major improvement of the SEP is the Commander's Integrated Display, which features a thermal imaging screen and a contoured map screen mounted on one box in front of the tank commander. The thermal imaging screen is linked to the Commander's Independent Thermal Viewer (CITV) which is the big periscope in front of the loader's hatch. In past models of the M1, this appeared as a round, flat topped cap. The map screen is linked to other fighting vehicles, drones, and reconnaissance aircraft, and satellites. Using the CITV actually gives the M1A2 a second gunner (the tank commander) who scans a second sector, making for faster acquisition of multiple targets.

Construction of the model was straight forward, and it went together with little difficulty. It would be hard for me to distinguish between my present skill-level (or lack thereof) and flaws in the model. When Dave saw the model, he remarked at how accurate it was and well detailed, even down to my placement of the kit's AM-FM personal radio next to the loader's hatch. The side panel assemblies were slightly longer than the hull fittings, so I trimmed one of the panels and super glued each complete assembly prior to mounting it on the hull. The kit comes with a choice of a one-piece track or individual track links. I opted for the one-piece track and found it too slack. I eventually cut it over the return rollers, super glued it to the idler wheel, top and bottom, first and last road wheels, and the drive sprocket, tightening as I went. Lastly, I super glued the remaining track to the return rollers. The side panels hide the track surgery. However, I should have used the links for a better appearance with little more effort since the upper track was unnecessary. The kit has a mast (part F39) that Dave had never seen, and I could not find in any reference, so I left it off. The kit has an optional Auxiliary Power Unit (APU) to assemble and locate on the right rear hull. The SEP has the APU mounted inside the left rear hull, replacing 50 gallons of fuel. This moves the left rear filler cap 4 feet forward. The turret side stowage baskets were too long. The rear basket was correct. I mounted it, then dry fit the side baskets to match the rear, cutting and trimming until they fit. I superglued them in place and covered one area with the

kit's machine gun ammunition cans, the other with the tarp. Also, the correct placement of the spare wheel is on the right outside end of the rear basket. Except for the A21 decals on the sides of the turret, all decals were scrounged from other kits and my parts box, to make an accurate "bumper number." The tank's name "AVENGER" is from a Woodland Scenics dry transfer sheet. As for painting, I had been using Model Master Sand Beige in earlier models (but, that's another story). Model Master Gulf Armor Sand would be the really correct color for the M1A2 (SEP). It is no longer available, but I used my last can on this model. I sprayed the hull, wheels, and side skirts separately, then applied the decals, assembled the completed model, and gave it a heavy dose of dullcoat. I might mention that the side skirt decals represent the 3d battalion in the brigade, the 1st company in that battalion, and the second platoon of that company. (^ is 1st platoon, > is second platoon, v is 3d platoon) The arrow is always to the right of the digits, even on the left side of the tank.

The very night before I dullcoated the model, Dave called with the news that he was made XO of Charlie Company. I asked him what his new tank was. "C50." I told him that there is no tank like your very first one, so A21/AVENGER stays. (I was not about to change all those decals). It was good for me get away from model railroading long enough to build a tank. I see some vehicles coming off the production line in the near future.



**A fine entry from the 2003
IPMS National
Convention in
Oklahoma City, OK**



The Fume Extractor...An Editorial By Mike Baskette

Wow! What a great trip we had to the 2003 IPMS Nationals. Oklahoma was a long ways away and a bit hot too, but we seemed to manage just fine. Dave and I spent the weekend meandering through the vendor room as well as the model room, and then pausing every so often to grab a cold one at one of several fine establishments just east of the show venue. My first impressions of the show was that attendance was way down. However, this did not seem to be true come awards banquet night. The house was packed! The show venue was to make no exaggeration, huge. The vendor room and the model room were both on the order of the Paroquet Springs Center where we had our 2002 Regional show. These two rooms only made up about 25% of the entire Cox Convention Center where the Oklahoma City show was

held. It could swallow up you and several thousand other folks rather quickly.

As some of you may have heard from the mouth of my bag carrying lawyer, I managed to take a 2nd place award in Open-topped AFV's (Non-German). To my chagrin, I was trumped once again by a friggin' T-72. Regardless, I can't complain. Dave unfortunately failed to place with his entry. Not only did he fail to get 1st, 2nd, or 3rd in the submarine category, he didn't even get "Best Kursk".

Things can always go better, but that only serves as motivation on the next project. Any dissatisfaction we were experiencing was quickly dashed by the fact that the awards presentation had a cash bar. That was a pretty big dose of cool for most of the typical show attendees, I hope the trend continues.

Finally, I wish to recognize a stellar idea that seems to have gone over quite well. Those of you who have been published in this months installment of Tactical Notes will receive a free raffle ticket at the next meeting. This idea was put forth by Jerry Davis at the June meeting and seems to be going over quite well. Thanks Jerry!

Vital Club Info.

Next Meeting: Thursday, July 17th, 2003 7:00p.m., Club Workshop

Theme: General Non-sense and Hullabaloo

Official Club Web Site: www.mmcl.org

Club Motto: Dang is it hot!

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TACTICAL NOTES

The Official Newsletter of the Military Modelers Club of Louisville



Vital Club Info.

Next Meeting: Thursday, August 21st , Club Workshop

Theme: Back to School Modeling

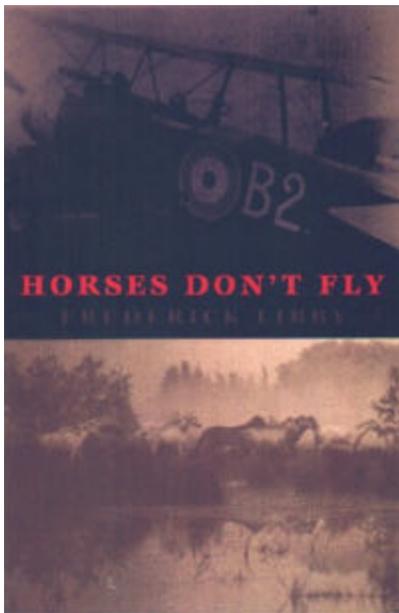
Official Club Web Site: www.mmcl.org

Club Motto: Whaddaya Mean Summer is Over?!?!?!?

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Horses Don't Fly: *A Book Review By Corky Mohandano*

"Horses Don't Fly" is the memoir of Fredrick Libby, an American who served in the British Royal Flying Corps during World War I. Born in Colorado in 1892, Libby grew up as a cowboy in the last days of the Wild West. The first 13 of 30 chapters deal with his adventures and travels before the war. In 1914 he and a friend were in Canada when the war broke out. They were caught up in the wave of excitement and were recruited into a Canadian motor transport unit that was being formed. Once in France, his job was trucking supplies to the front lines. This was a relatively safe job compared to serving in the trenches. However, for a variety of reasons he volunteered to serve in the Royal Flying Corp. He quickly proved a natural. Through a combination of skill and luck, Libby survived at a time when most aviators didn't. After a stretch as an observer in FE2's, Libby was sent to pilot school. He was then posted to a squadron flying first the Sopwith 1 ½ strutter (pictured on the cover) and then Airco DH4's. By this time America



was entering the war. He met Billy Mitchell who persuaded him to transfer to the American air service. The US was in desperate need of experienced personnel. Libby went back to the states, but was very disappointed with what he found. It was during this time he that began to experience back problems which eventually became so severe it ended his flying career.

There are a number of interesting aspects to this book. First of all, it is not a reprinting of a previously released book. Libby wrote it in 1961 but it wasn't published until 2000, 30 years after his death. Second - it illustrates the abrupt change in the world between 1914 and 1918. Libby goes from a life that could have been part of a John Wayne movie, to flying airplanes in the modern age. Third - Libby pulls no punches concerning his opinion of the American military in 1917 and 1918. He is very critical. Most are aware that the US military, and

specifically its efforts in aviation, were far behind Europe at the time, but I had never seen it put so bluntly. I suspect if this book had been published at another time, it might have been considered unpatriotic.

I only have a few negative comments. I found the first chapters dealing with the west a little tedious, but only because I was impatient to get to his aviation experiences. Also a few German aircraft are misidentified in the center photo section.

I didn't attempt to verify Libby's claims and accomplishments through other sources, but I have no reason to disbelieve any thing in the book. Truthfully, I wasn't looking for a history lesson, just a good first hand account of W.W.I aviation. I can recommend the book to anyone looking for the same.

It would be relatively simple to model the Sopwith 1 ½ strutter flown by Libby as pictured on the cover. There is another photo of this aircraft showing the prominent serial number on the tail in the book's center photo section. There are several good Sopwith 1 ½ strutter kits available, Toko and Flashback in 1/72, and the fairly recent release by Roden in 1/48. The strutter was made in a number of configurations and the models are the same. Make sure you get the two-seat fighter version. Modeling resources include "Sopwith Fighters In Action" from Squadron/Signal publications, "Windsock Datafile #34" from Albatros productions, "British Aviation Squadron Markings of World War I" published by Schiffer (contains the same photo with serial number in the section on 43 squadron), and "Sopwith Aircraft" published by Crowood.

CONGRATULATIONS TO JERRY DAVIS ON HIS SON'S COMMISSIONING AS A 2ND LT. IN THE USAF.



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I
WANT YOU
TO DONATE
TO OUR RAFFLE
SEE YOUR NEAREST RAFFLE CHAIRMAN.
BRING YOUR DONATIONS!

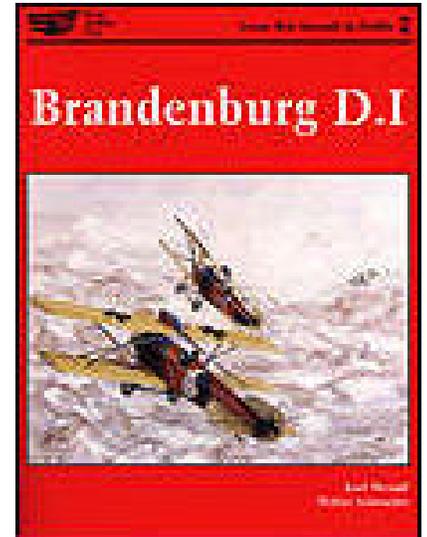
GREAT WAR AIRCRAFT IN PROFILE 2, BRANDENBURG DI:

BOOK REVIEW, by Scott King

by Karl Meindl and Walter Schroeder, Flying Machines Press, 1997. ISBN 1-891268-01-5

72 pgs, 193 photos, 8 pgs color profiles, 6 pgs line drawings. List price: \$24.95

The Brandenburg DI was the first single seat biplane fighter of the Austro-Hungarian Royal and Imperial Flying Troops, (k.u.k.Luftfahrtruppe, or LFT). Designed by Ernst Heinkel for a fighter competition in Germany, it was ultimately rejected by the German Air Service. It was then offered to Austria-Hungary, which was in need of a new fighter aircraft. Distinctive because of its "Star Strutter" configuration which eliminated interplane bracing wires and an over-the-wing canister for its Schwarzlose machine gun, it replaced the various obsolete Fokker monoplanes and biplanes that had been purchased from Germany. Fast and sturdy, but plagued by poor handling characteristics and an awkward armament arrangement, it was dubbed "Totschlager" (Killer) or "der fliegende Sarg" (Flying Coffin) by many of its pilots. In spite of its shortcomings, it did achieve a measure of success in the hands of expert pilots such as Arigi, Brumowski, Fiala, Kiss, and Linke-Crawford. A total of 122 were delivered to the LFT, 50 (series 65.50 thru 65.99) built by Brandenburg in Germany, and 72 (series 28.01 thru 28.72) built by Phoenix in Austria.



This book covers the development, introduction and service of the Brandenburg DI. At 72 pages in length, it is about twice the size of a Windsock Datafile, and is packed with over 190 photos. In addition to technical descriptions and an overview of the DI's service, there is a section detailing the individual aircraft histories of all 122 delivered to the LFT, and a detailed chronology of all the confirmed aerial victories by Brandenburg DI's on the Italian and Romanian fronts. Excerpts from *Oberleutnant* Frank Linke-Crawford's (the fourth highest scoring Austro-Hungarian ace) war diary when he was flying the DI are also presented. Of course there are three-view drawings, 8 pages in all in 1/72 and 1/48 scale, but the proverbial icing on the cake are the 30 color profiles in 1/48 scale.

I highly recommend this book to anyone interested in WWI Austro-Hungarian aviation or the Brandenburg DI in particular.

I obtained my copy from Rosemont Hobbies at the absolute bargain price of \$9.95 during their ongoing Flying Machines Press books sale.

TACTICAL NOTES

The Official Newsletter of the Military Modelers Club of Louisville



NGD-UAV

URBAN ASSAULT VEHICLE

- * HIGHLY DETAILED 1/35TH SCALE STATIC DISPLAY MODEL
- * ACCURATELY REPRODUCED CREW COMPARTMENT
- * REAL RUBBER TIRES * INCLUDES TWO LIFE-LIKE CREW FIGURES



Vital Club Info.

Next Meeting: Thursday, September 18th , Club Workshop

Theme: Pizza Night with Dive Bomber Contest

Official Club Web Site: www.mmcl.org

Club Motto: We're Ready to Rock!

**This informational feature brought to you by
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St. Louis or Bust *by D.M. Knights*

The members of MMCL made the annual pilgrimage to the Labor Day weekend sale at VLS in St. Louis. This sale is held in conjunction with the annual Mastercon contest put on by VLS for members of their "Master's Group". President Pete Gay, Dr. Terry Hill and I went in one car, and Jerry "Spam" Davis and Eugene Montestero went in another. In addition, MMCL members Rich Mitchell and Bill Hornback attended the contest and were in St. Louis when we got there.



We were traveling on "Pete time" so we left Louisville about 15 minutes ahead of our scheduled 3:00 a.m. departure time. With a quick stop in Mt. Vernon, IL for breakfast, (Mmmm good!), we were able to arrive at VLS by 7:30 a.m. local time. This allowed us to be the first people in line at the warehouse. Promptly at 8:00 a.m. the warehouse opened and we rushed to the sale table. Thanks to Pete's timing and Terry's driving, I was able to pick up several deals of the sale table.

Dr. Hill had preordered a number of things for the members of MMCL and they were boxed and waiting when we arrived. In addition, Terry, Pete, Jerry, Eugene and I were able to browse the shelves and pick up additional deals. All in all, I consider myself lucky to get out of VLS having spent as little as I did.

From VLS we visited the Mastercon contest and Mark Twain hobbies. We left flyers at both locations for our October show. We also went to CRM hobbies where Chris relieved us of whatever money we had left.

The trip back to Louisville was uneventful other than a quick stop by a Hooters in Southern Illinois to watch the brand new local sport of parking lot baby, a variation of either kickball or 4 square, I'm not sure which.

In conclusion, we had a great time. Make plans to go next year. I am sure I will.

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Invitational Update:



With just 2 months left until the Oct. 25th show, it is time for an update of the status of and the remaining needs for the contest.

1. At this time all the awards are finished and in hand. They look fantastic and should be the hit of the show. You will be able to see them at the Sept. Meeting.
2. The venue is ready, tables are rented and the concession stand is ready to go for the show.
3. The hotel is ready and waiting for those attendees who need to spend the night either Friday or Sat.
4. Raffle items are pouring in with a couple of big ticket items already donated. We still need additional items for the raffle. Please look over you stock and see if you can part with an unspanked kit unopened would be best.
5. Flyers have been sent out and will be passed out in Cincinnati, Huntsville, and Chicago.
6. Mike Baskette will be in charge of the judging again this year.
7. I am hoping the John Blossom will be handling the registration this year. This will be the first year without Tony at the helm in that area, and it will be hard to fill his shoes. I am sure that John will be up to the task.
8. Vendor tables are all sold and will be ready for your shopping pleasure.

I cannot stress strongly enough the importance of each and everyone of us to step up and help out on registration, raffle, judging, entries, etc. This show's success will hinge on the hard work by all of us. Be sure to be ready to sign up for one of the committees at the Sept. meeting.



Speaking of the Sept. meeting, the meeting will be on Sept 18th and will be Pizza night. Instead of having the cookout this year, the club voted to have a Pizza night instead. The club will provide the pizza, and sodas. Sept.'s meeting will also feature the "dive bomber" contest. So, finish up that dive bomber kit and bring it in.

Don't forget the raffle items for donation both for the monthly meetings as well as the Oct. show. See you on the 18th...Terry





Cyber-Modeler...

Mike Baskette

In recent months I have been doing quite a bit of research for potential modeling subjects. In addition to stewing for countless hours over piles of reference books my next modeling project will be the first to draw a portion of it's related reference material from the Internet. Being a Tennessean, I hate to give Al Gore credit for anything. However, despite his shortcomings, he's got a really great thing here with this

"Information Super Highway" Yes certainly this vast source of information has been available for some time now, but when you look at how long it takes me to finish a project it is obvious why I am so late in catching up with the times.

One advantage to getting to the party late is the wealth of information that has accumulated in cyberspace over the last few years. Better still, the net has served to link modelers from all reaches of the planet. This has made possible for all of us to view museum pieces located in obscure places that we might not normally get to see. Likewise, modelers and history enthusiasts are driven by their own interests which means there are many subjects that are being covered that don't appear in many publications. This is particularly true in one of my primary fields of interest, AFV's of the Soviet Union.

In my cyber quest for photographic reference, I have several sites that I keep coming back to repeatedly. The sites I have listed below are well worth a look.

<http://www.thetankmaster.com/english.asp>

The Tank Master is a Russian site with many excellent photographs in their gallery. The link provided is to the English language version of the web site. Here you can find many Soviet tanks and artillery pieces represented as well as purchase some obscure Russian resin and white metal kits.

<http://www.battlefield.ru/>

The Russian Battlefield is an equally comprehensive site. Again, you should find at least one photo of most Soviet armor subjects. In addition, they also have a "blueprints" section with scale drawings and several unique galleries from Russian Archives showing knocked out Soviet and German armor as well as Soviet use of captured material.

<http://www.ipmsfinland.org/galleria.php>

This link goes straight to the gallery section of the IPMS Finland web site. Here you will find some very good photos of the vehicles kept at Finland's Parola Museum and other locations.

President's Message

By Pete "Our Dear Leader" Gay

Well here we are in September. It has been a couple months since my last letter to the club. This is due mainly to the lack of happenings during the "silly season" of modeling. Now that fall is upon us and the kids are back in school and the temperature is about to drop we can all get back to the serious business that is modeling. Just joking about the serious part. There two big events to discuss in this letter.

The first is the club show on October 25th. If you have not already talked to anyone about helping in a certain area (i.e. registration, judging, general help, etc.) please make it known that you will be available to help on the show date. Help is always needed early on the day of the show to help setup tables assist vendors in setting up if they wish it (great way to meet people in the know), and get the venue looking good. Also if you are sponsoring an award please pay for it as soon as possible to alleviate the cost from the club. The show is going to be great fun. Please participate.

The second issue for this letter is the club location. We let it be known that club may lose its premises at the basement of Dr. Hill Chiro practice due to the move of his office. Dave Knights has come up with a new location and he and Terry Hill have done some research and negotiating with a new location around the corner from Scale reproductions (how convenient.) At the next meeting Dave and Terry will present the club with the facts and we might be able to come to a decision on the next location of the club. Nothing is ever in stone and if you know of a location that can provide similar facilities to what we have now please bring it up at the next meeting. We are coming down to decision time on this issue so this meeting maybe the last time any new thoughts.

Finally yet importantly is drumming up support and attendance for our show. IN terms of support members can help by donating a kit or two from their collection for the show raffle. (Please no BoBo kits only donate what you would enjoy receiving.) Tom, Dave, and Terry have done an outstanding job getting this show together. The only thing left is to get people to come to our show. One of the best ways to do this is by attending other local (relatively speaking) clubs shows. The next shows that will be somewhat close will be Cincinnati on September 27, Huntsville, AL. on October 4, the Chicago Figure show on October 11.

Well that is all there is for this month. Do not forget this meeting is the quarterly club contest and Dive Bombers are the subject. So bring your bomber and party on.

Stop Talking!

Start Building!

TACTICAL NOTES

The Official Newsletter of the Military Modelers Club of Louisville



Club President sent into coma by receiving award for his crappy model!

UPS pilot passing by saved the president with intense mouth-to-mouth action, which was puzzling since the president never stopped breathing!

Vital Club Info.

Next Meeting: Thursday, October 16th, Club Workshop

Theme: Contest, We're holding a contest? Who knew?

Official Club Web Site: www.mmcl.org

Club Motto: Do it! Do it now! (In your best Arnold voice)

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A Message From The President...

Chirp...Chirp...Chirp...Chirp...Chirp...Chirp...



If the president had written a President's message, he would have reminded you that we are holding our Invitational contest on October 25th. He would have reminded you that it is important for everyone to show up the day of the show and pitch in. He would also remind you that for the show to succeed that we need club members to bring models and enter. The perception of whether a contest is a good one or not many times depends on turnout. If our own members do not bring models and enter the tables can look empty and can cause people to think the contest was not a success, even when it is. Please bring your models and enter.

If the president sent a message, he would also remind members that as we go through the transition of changing club meeting locations starting in January, that it is vital for member to step up and contribute. Collect and bring aluminum cans for us to recycle. Offer to put on a demo for the meetings. Be a contributor, not just a member. Well, that is what Pete would have said.....



In praise of Tamiya Masking Tape

by D.M. Knights



In modeling, it seems that from time to time a new tool or technology will come along that will be "the next hot thing you can't live without". Many times it turns out that the hype is greater than the actual usefulness of the product. As Mr. Baskette has pointed out in previous issues, much of the photoetch on the market suffers from this problem. However, every once and a while a product comes along that lives up to its hype. Tamiya Masking Tape is one of those products. I've always used Scotch tape or painter's tape for my masking needs while modeling. I was relatively happy with these products. Chris, the proprietor of CRM Hobbies is the one who introduced me to this product and convinced me to give it a try. It is great! It is thinner and more flexible than painter's tape or Scotch tape. It comes in a dispenser that keeps the edges from picking up fuzz or cat hair. It comes in several different widths and can be cut easily. While its a little more expensive than going to the hardware store or drugstore for painter's tape or Scotch tape, it is well worth it. This is one product that lives up to its promises.



Nope, its not Mike Nofsinger's latest catch, it is the Best Miscellaneous entry from the recent contest in Huntsville, AL. A full show report on Huntsville and Chicago will appear in next month's issue.

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"**Tactical Notes**" is the Newsletter of the Military Modelers Club of Louisville, Inc. We think it is a great newsletter, so we really don't care what you think. If you think you can do a better job, you are welcome to take a shot at it!

From the Top Down: Modeling the Soviet T-70 Light Tank

By Mike Baskette

I've always had a fondness for Soviet light tanks, so when TechMod released a kit of the T-70 a few years back, I quickly acquired one while attending an AMPS convention. At the time, I gave it a quick looking over and it all seemed reasonable. After a few months or so, Eduard released a PE set for this kit which I also purchased. As often happens with these kits from more obscure companies, the kit ends up having some serious liabilities and the PE enhancements serve as little more than polish for the proverbial turd. TechMod's T-70 is no exception.

Kit Parts Location Score Card

On the Model: 2

In the Garbage: 8

Ratio 4:1

Keep in mind my point of view on these projects. The goal is to build a scale model of a T-70, not build TechMod's kit of a T-70 necessarily. Let's make no mistake here; the kit turret is an abomination... not even close to the correct shape. With its multi-faceted, angular construction, building a new turret is obviously the hardest part of this project. To prevent the wasteful tragedy of getting everything built BUT failing at the turret, it seemed logical to build it first.

The Turret:

I began with a set of drawings downloaded from The Russian Battlefield website, which I carefully resized to 1/35th scale when printed on my printer. The website stated the plans were 1/35th scale, but a lot happens by the time the paper comes out of your printer. I recommend you double-check any scale drawings against published dimensions to verify accuracy.

With the plans sized correctly, I laid out the templates for the turret sides in TurboCad 8.0 based on the views provided in the drawings. (*TurboCad is an inexpensive Windows based CAD program I purchased specifically for scale modeling tasks.*) After the first attempt was finished, I went to the workshop and cut out a set of panels in .010" Styrene. I formed these up into a turret mock-up. After a quick check against the drawings, something was not right. While the basic "look" to the turret shape seemed correct, the rear armor was not sloped sharply enough and the opening for the mantlet wasn't shaped right either. After a second check against the scale drawings, I decide that the rear panel was 1mm to short in height.

Alright I can here all the accusers "Come on, it's just a hobby...a freaking millimeter!" Well, the little missing millimeter probably threw the angle of the rear armor off by 10-15 degrees, which ended up being very noticeable. There are times when a millimeter is insignificant. When fitting compound angles, it can be a mile. This one-millimeter change to the rear panel rippled through every other panel. Fear not, here in lies the beauty of CAD. Within a few short minutes, I had all the templates corrected and with in a few more had a new set of panels cut in styrene. These were formed up as before and everything seemed to fall into place. I grew satisfied that the panels were all reasonably correct in size and shape, only to have all this work trumped once more.

As my research into the T-70 began to yield more fruit, I came to the conclusion that all the published drawings of the vehicle were incorrect. All the known drawings show the turret as a symmetrical construction, depicting the left and right halves of the turret as being identical. However, photos of three different museum vehicles show that this cannot be true. The asymmetry is rooted in the mounting of the main gun. Because the T-70 had a single crewman in its small turret, the gun is offset to the right of center to allow room for the gunner/commander. As a result, there is a slight difference in the turret panel on the right side compared to the left. This difference is limited to the small triangular panels to the left and right of the gun mantlet, but took some head-scratching to sort out. Once it was, the final templates were layout in CAD and the mock-up was modified to reflect the changes.

Well, that's about as far as I have gotten on the T-70. It's a small tank, but will be a huge project in the end.

MILITARY MODELERS CLUB OF LOUISVILLE

Membership Information

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone: () _____ E-Mail: _____

Birthdate: _____

Benefits of membership include:

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

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

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

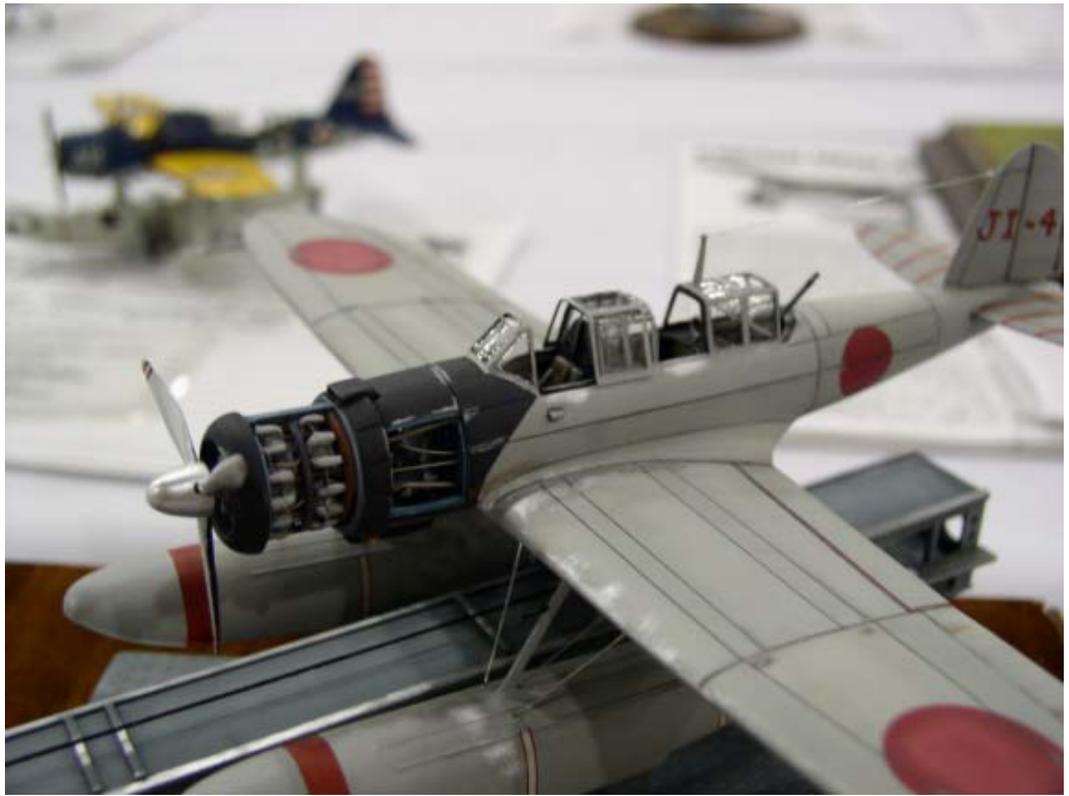
Please mail this form along with a check to (or bring to club meeting with cash/check)

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

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

TACTICAL NOTES

The Official Newsletter of the Military Modelers Club of Louisville



Vital Club Info.

Next Meeting: Thursday, November 20th, 2003 Club Workshop

Theme: Official No Contest Preparation Meeting

Official Club Web Site: www.mmcl.org

Club Motto: Whew!

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



Archer Dry Transfer Uniform Patches: Terry C. Hill

For those of us who like to build armor vehicles, dioramas, or are figure painters in 1/35th scale: there is a must have item available from ARCHER DRY TRANSFERS. The relatively new line of dry transfers for uniform patches gives us a wealth of insignia, ranks, and unit patches for Allied and German forces. These little, and I mean little jewels are beautifully printed miniature insignia. I have not seen any previous releases that have been this clean and crisp in printing. The transfers come in the form of groupings of uniform patches, insignia, or shoulder boards. They are divided by nationality and units. I will discuss the German insignia first.

1. The German uniform patches are subdivided into Heers troop (regular army units), and SS units. They are further divided into actual unit organization. In the German military a unit's branch of service is shown by the color of piping worn on their shoulder boards and collar tabs. For example, recon units wore yellow piping, infantry wore white, armor was rose, artillery wore red, etc. These shoulder boards also represent both ranks and service branch with beautiful clarity and registration. The collar tabs are tiny, but are also exactly reproduced. There is also sleeves eagles and breast eagles depending on whether you're dealing with SS or Heers troop units.

2. The American unit patches come in groupings of various unit patches grouped on sheets and sheets of rank patches such as nco stripes. These patches are once again dead on in both color and registration. British units are also represented on separate sheets.

3. To apply the transfers takes a patient and steady hand but is relatively easy once you get the hang of it. You have to first carefully trim the individual item off the larger carrier sheet making sure you have almost all the excess carrier film away from the patch. Leave a slight overage of the carrier on the shoulder end of the shoulder board, or the bottom of the collar tab to hold on to with tweezers. Once trimmed, carefully hold the patch with the tweezers on the area you want it to be, then carefully take a toothpick with your other hand and carefully press one edge of the patch to adhere to the surface and begin to work toward the other end of the insignia or board. As you slowly press the patch onto the surface you will begin to see it come loose from the carrier film. Once this begins to happen, be careful to not move the insignia to prevent it from tearing. Continue to burnish or press the insignia down on the surface until the whole patch has worked free from the carrier film. Once the patch is free of the carrier film and you are satisfied at it's placement, take a Q-tip and carefully finish press the patch down until you are sure of it's complete adherence to the surface. These will conform to any bend crease, fold the the uniform might present with no problems. Always remember, if you screw up, the dry transfer can be removed easily with scotch tape and plenty of extras are included.

These little jewels will instantly improve the visual quality of your figures and will be authentic and well as dead on in appearance. I highly recommend these products as well as all of the ARCHER DRY TRANSFER line.

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"Tactical Notes" is the Newsletter of the Military Modelers Club of Louisville, Inc. We here by assume absolutely no liability, guilt, blame or otherwise. If you don't like it... tough crap!



Kit Review – Testor’s 426 Hemi. - by Jerry Davis

Hemi - Few words in the automotive world are more instantly recognizable than this legendary term. From its original stock car roots to its eventual domination of the world of drag racing, the 426 Hemi has left an indelible stamp on automotive history. The 426 Hemi's are one of the most recognized engines in the automotive world and has become an icon to car lovers everywhere

Chrysler produced their first engines with “hemi-spherically-shaped” combustion chambers in the 1951, but these early engines (301, 331, 354, and 392 cu. in.) share nothing in common with the 426 except for spark plug location and basic valve train arrangement. These “old style” Hemis were primarily passenger-car engines, although later versions did power the legendary Chrysler 300 "letter cars" until 1958.



When the 426 Hemi was introduced in 1964, it was strictly a racing engine. In February of that year, four Hemi-powered Mopars swept the Daytona 500, finishing 1-2-3-4. This single event caught the racing world by surprise and eventually prompted NASCAR to impose stricter production rules on Chrysler.

Instead of producing only a few blueprinted Hemi motors each production year, they would instead have to produce several thousand and sell them in "ordinary" production vehicles.

the towel on the hemi after this (although they did sit out the 1965 lightly detuned street hemi which first appeared in 1966 B-body Dodges

The street version differed from its racing cousin by virtue of a lower compression ratio, milder valve timing, and different intake and exhaust manifolds. For reliability, cast iron heads were used instead of aluminum. Very little changed inside the 426 Hemi throughout its eight-year production life; only differences in camshaft design and a hydraulic bumpstick was used beginning in 1970 really separate the model years. Chrysler never changed the engine's advertised horsepower and torque ratings, which stood at 425 hp at 5000rpm and 490 foot-pounds of torque at 4000 rpm.

This kit brought back a lot of memories as I worked on this engine and its counterpart, the 383/440 in my younger days. I replaced more water pumps and points and condensers on them that I care to remember.

Now, Testors has ventured into the world of 1/6 scale engines. The 426 Hemi is Testors second plunge in the 1/6-scale replicas of famous automobile engines, (the other Testor kit is the legendary Chevy 327). The Testor Hemi has all the same details you would expect on the real deal.

Check out the editorial in the latest (Dec 2003) issue of Fine Scale Modeler. Our own Rich Mitchell is mentioned prominently in it (and in glowing terms!).

Although a kit by nature, all of the components are pre-painted. Construction is easy with nothing to clip off of sprues nor fill and sand. The basic construction tools needed are a screwdriver, xacto and superglue.

The engine block is die-cast metal and pre-painted in the famous "Hemi Orange". The kit includes black valve covers, gold-finish alternator, a beautiful chrome air cleaner, dual 4-barrel carburetor, a realistic bakelite distributor cap, detailed ignition wires and a lot more highly detailed parts.

This kit cries for displaying on your desktop, inside your model display cabinet or above your workbench. It does come with its own display stand with the bold word "Hemi". The kit is very well crafted by Lincoln Mint that I suppose makes them for Testors and this little gem weighs in at a hefty two pounds.

So if you're looking for a different project that is not about to bog you down in weeks of construction, adding photo etch, painting and weathering, I recommend this as a quick afternoon project.

Interesting Announcement from Eagle Strike: Dennis Sparks

Gaston of Eagle Strike decals has contacted me for information regarding an upcoming decal release. It will feature two (or more?) of the 352nd FG (aka the Blue Nosed Bastards) P-51 Mustangs. One will be "It's Supermouse!", the P-51K flown by Bobby Dodd, who spoke to the MMCL at our meeting at the Aviation Museum of Kentucky (AMK) last fall. A few years ago, I had written a longish note to a fellow in Australia regarding the markings on Bobby's plane. At some point, he in turn forwarded it to Gaston, who then contacted me about it. I cleared it with Bobby first, then gave his address and phone number to Gaston. I also suggested a second Blue Nose Mustang that I'd always wanted to build, and Gaston has promised to include that aircraft on the sheet as well.

This second aircraft was flown by Cy Doleac and had one of the best names I've ever seen for a fighter plane. It was called "Ex-Lax...Sh..t'n'Git". According to Punchy Powell's definitive history of the group, a photo of this aircraft was displayed at Ex-Lax corporate headquarters during the war years.

THE ART OF DECEPTION By: Tom “Secret Agent” Romanowski

Ever since the first man picked up a stone and threw it at his neighbor in the next cave, human kind has spent a lot of resources on turning that stone into a better projectile. Not every weapons design concentrates on making it go further, faster and be more explosive. A lot of studies are done on ways to make the weapons hard to detect by painting them in certain colors or patterns. Even today with the satellites guiding the troops on the battlefield, it often boils down to how well the individual soldier and his equipment blend in with the surrounding environment.

As modelers, we study a lot of patterns while building our planes or armor pieces to give them the most accurate and best looking camouflage. We spend a lot of time searching the sea of paint just to find the right shade. But there is another matter that almost all modelers must become experts in when it comes to the art of hiding things. Yes, it is an art and not a skill. You can't simply enroll in a class at a local community technical college and hope that you can learn the art of making things disappear. I am not talking about studying airbrush techniques or color samples to hide small model imperfections. I am talking about the art of deceiving that saved more marriages and relationships than half the marriage therapists in the state of Kentucky. Yes gentleman, I am talking about the art of sneaking your new models inside the house without being detected by your spouse, or in some cases by your domestic partner.

I would love to share my secret techniques with you, but unfortunately my wife Heather is proofreading this article. So instead I decided to shine some light on techniques perfected by others.

Let's start with Koko the flying machine who asked me not to use his real name to protect his identity. As a UPS pilot, a husband, and a father of three boys it is hard for Koko to find time to be with his family and still have a few hours a day for modeling. Every time he would come home with a new model, his wife would get upset because to her it meant that Koko would rather spend time with plastic than her and the boys. It was devastating for Gene, I mean Koko. He was torn apart between the people he loved more than anyone else on this planet, and the Tamiya kits he found in the cargo bay of his UPS plane. Something had to be done to keep the peace in the family. After several failed experiments Koko finally realized that the only way to win this battle for him was not to make the models disappear, but rather the family. No he did not divorce his wife and the boys. He simply sent them to visit the family somewhere south (like Arkansas for example) a few times a year for a week at a time. While his wife was with her parents, Koko had plenty of time to get his models out of the storage place and bring them into the house.



Another member of our club who would like to remain anonymous and likes to dress up in Raggedy Ann clothes came up with a different tactic. His solution was to convince his wife that the people he represents in court are too poor to pay him the lawyer fees, and instead pay him in models. The fact that he is not a very good lawyer helped him explain why he only has 5 models in his collection.

But what do you do if you don't live in a spacious mansion like Koko, or have the ownership of only a few kits? Well...you can always follow the lead of our next expert in model disappearing. His new wife agreed on letting him keep his old models after the wedding, but strictly forbid him from buying new ones. As you can tell, the honeymoon ended rather quickly for this poor man. But do not feel sorry

for this guy just yet. As the old saying goes, “necessity is the mother of invention” (or something like that). His way of sneaking in a new model was a very simple one. He would build the model but wouldn’t throw away the old box. On Saturday morning he would take that empty box with him as if he was taking that model to the workshop to work on. Next, he would take the new model that he just purchased out of the new box and put it in the old box. Then, he would get rid of the evidence by destroying the new box. Finally, he would go home and put the box back on the shelf, right in the open for the wife to see. His clever method helped him to continue his modeling hobby for years after his wedding. He was even elected to the position of president of our modeling club for the year 2003 and 2004.

Of course these three examples are just a tip of an iceberg. There is also an issue of how to adjust your bank statements or credit card reports to hide your purchases. That topic I will leave to Mike “Danger Boy” Nofsinger. He is an expert at cooking the books, and he has proven it over and over again while serving as MMCL’s treasurer. I am sure that the free raffle ticket will motivate him to write an article and share with us some of his secrets.

NOTE: This article is for entertainment use only. It has no educational value what so ever, and is meant to make fun of us and not our spouses. Also no animals were mistreated during the writing of this expose.

The Show In Review (2003 MMCL Invitational: Terry C. Hill

Let me start this review by stating that from my standpoint as show chairman, I was quite pleased by the results of the show. Overall the show went off like clockwork and right on time to the minute as posted. I feel that there are a few issues and shafus that need to be reviewed and worked on before the next show. I will address these as follows:

1. Awards: In reviewing the awards presented, I feel good about the quality of the awards that were presented. The bronze, silver, and gold medallions were of superb quality of casting and were individualized with the date and club invitational information. Comparing our awards with that of Evansville and Cincy, I feel that our awards equal to if not better then any I've seen lately. They can be displayed with pride next to your entry with ease. The costs of the awards were higher than usual due to the purchase of sufficient quantities of awards to take care of the next 3-4 shows. If we amortize the costs of the awards over the next 4 shows plus this show, the overall cost of the awards drop down to next to nothing. The awards are like money in the bank and the cost of the awards for the next show will be somewhere in the range of \$75.00 and that's it.

Mike Baskette did state that he felt that there was too many specialty awards this show and that we need to cut them back. That will be another item for discussion at the next meeting.

2. Fees: According to one review of our show, the entry fees were too high. After attending the Huntsville, Cincy, Chicago Figure Show and Mastercon recently, our fees were about the same as the others. We did give IPMS discounts of \$2.00 off entry fees which definitely made the entry fees reasonable.

3. Judging: I did not involve myself in the judging selection or the judging itself. From a contestant's standpoint and as a seasoned contest attendee, I saw no problems with the judging overall.

4. Income: We took in approximately \$1,400 with the vendors, \$1,000 in the raffle, and \$1,203 at the registration table. The costs so far have been \$1,288.00 for the Hall, \$487.60 for the table rental, and the actual costs on the awards for the show was \$400.00. This leaves a profit of approximately \$1,427.00. If you add the cost of the additional awards to this show, we broke even with awards to use in the future.

5. Show timing and operation: I personally have not seen many other shows run like clock-work like this show ran. The schedule ran almost to the minute as posted in the hall and at registration. I feel like as a club we have got this pretty organized and it is not that much effort putting this on. Most of the real grunt work has already been done, and if we just follow the guidelines, future shows will get easier and easier.

This brings me to my final point. I feel that the show was a success and I think we should consider having one again next year on Sept 25. I will volunteer to be show chairman again if the club chooses to do this next year. Be prepared to discuss this at this month's meeting.

Dr. Terry C. Hill
Show Chair.

RENEWAL TIME!!!!!!!!!!!!!!!!!!!!!!

IT IS TIME TO RENEW YOUR MMCL MEMBERSHIP FOR 2004.

IN ORDER TO MAKE THE PROCESS GO MORE SMOOTHLY, WE ARE CHANGING THE RENEWAL SLIGHTLY. SEE THE ATTACHED FORM ON THE NEXT PAGE.

IMPORTANT!!!!!!!!!!!!!!!!!!!!!!

ALL RENEWAL FORMS MUST BE FILLED OUT AND GIVEN TO DAVID KNIGHTS OR MAILED TO HIM AT THE ADDRESS ON THE FORM. PLEASE DO NOT TRY TO RENEW WITHOUT FILLING OUT THE FORM. PLEASE DO NOT TRY TO RENEW BY GIVING YOUR CHECK AND FORM TO ANOTHER CLUB OFFICER. PLEASE HELP US MAKE THIS RENEWAL YEAR GO SMOOTHLY!!!!!!

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

NAME: _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP: _____

PHONE: _____ EMAIL: _____

BIRTHDAY: _____

IPMS/USA MEMBERSHIP # (if member) _____

AMPS MEMBER (Y/N): _____

**MEMBERSHIP DUES: \$10 ADULTS
\$7 JUNIORS (16 AND UNDER)**

FILL OUT FORM AND MAIL WITH CHECK TO:

**David M. Knights
P.O. BOX 22272
LOUISVILLE, KY 40252**

TACTICAL NOTES

The Official Newsletter of the Military Modelers Club of Louisville



Another Perspective On Club Activities... An Editorial By Dennis Sparks

Of late, MMCL as a club seems to have fixed its emphasis on contests in general. While not a bad thing in itself, there are activities other than contests that MMCL might do well to consider. I view modeling as more of a study of history and as a means of interacting with and educating the public. As such, I would like very much to see the MMCL participate in public events other than contests. We could work together to have public displays in schools, libraries, hospitals, recruiting offices, shopping malls, re-enactment events.

As in the past, I'll also continue to propose club efforts that could lead to displays at the Aviation Museum of Kentucky or at the Patton Museum. As you might have discerned, I was behind the promotion of the subject of the next quarterly contest, with the "hidden agenda" being a potential museum display at the aviation museum (since we have two full sized aircraft painted in flight demo markings). I'd like to see a data base of the finished models of all of the club members, which could make it easier for ANY club member to assemble a collection for display on a particular subject.

But I don't want you to get the idea that I'm anti-contest. It's simply that I think we can do more than that. I'd like to see at least some of our in-house contest entries displayed collectively as club entries at model contests in other cities. We could even think about renting a couple of tables and use the models to promote the MMCL. I can envision two tables full of models on one particular theme, along with a few photos of club activities, banners, club newsletters, etc. added, and with at least 2-3 MMCL'ers behind the tables at contests in Cincinnati, Dayton, Indy, Nashville. It could serve not only as a "home base" for club members, but would be great advertising for us. And by renting the table, we're supporting the host club. We could also sponsor an award or two.



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Treasurer:
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"Tactical Notes" is the Newsletter of the Military Modelers Club of Louisville, Inc. We here by assume absolutely no liability, guilt, blame or otherwise. If you don't like it... tough crap!





Hello Club Members,

Happy Thanksgiving! OK So I am a day late. Nothing new there. I hope everyone had great dinner with family and friends. The members will be having an un-official meeting Saturday the 6th of December to help Terry Hill clean his basement of our presence. So if there is anything you want, with the exception of tools and anything else of value, feel free to come down and take it away. Because on the 6th it will hit the bin. That Saturday, if you can, please come by about 8 or 9 AM and help out. there is a boat load of old modeling magazines that have some great articles on technique and the like.

At 12 PM on the 29th we will all mount-up and car pool over to the new meeting place. It will be located about 4 miles from Scale Reproductions. How convenient. I wonder who suggested this location? The last meeting of MMCL at the old Hill Chiropractic will be held on December 18th, 2003.

The club quarterly contest will be held that evening and the subject is any era or marking of a Russian Armored vehicle. There are some strong under currents pushing around in the club as to who's cuisine will reign supreme. The Iron Modeler, Noel Walker, has been challenged by the well known but rarely experienced John "Who's your Uncle Daddy" Dietrich into a knock down brouhaha. Reports from the floor say Walker is sticking with a one course attack and relying on one of his beautiful figures to pull him through while Dietrich is reported as making a two course entrance into the contest. There is also a shadowy figure that goes Jim "Paddy" Patrick who is working some middle eastern magic with an Egyptian T-55. So be there on the 18th. We will also be having some Christmas refreshment and the such. As for me I will be in the DC area learning on how to better secure the cyber world we live in.

Anyway I will post a map and some other information this weekend on the website. We had a vote last meeting and the subject for the next Club Quarterly (March 2004) will be Flight Demonstration Aircraft. Start working on them boys and girls. There are a lot of cool aircraft in this category and not just the military type either.

Well that is all I have for now. Until we meet again.

Stop Talking! Start Building!

Vital Club Info.

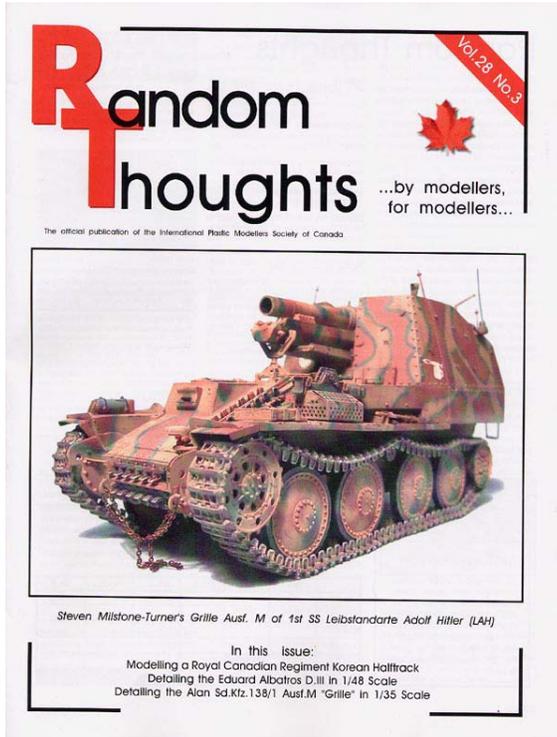
Next Meeting: Thursday, December 18th, at 7p.m. Club Workshop

Theme: Soviet Armor Theme Club Contest

Official Club Web Site: www.mmcl.org

Club Motto: December Already? Bought 12, Built 1

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



Random Thoughts

The Magazine of IPMS/Canada
 Review by D.M. Knights
 IPMS/Canada #C6091

Like all the different branches of the International modeling organization, the International Plastic Modelers Society; the Canadian branch, IPMS/Canada, puts out a magazine for its members. It is called RT (short for Random Thoughts). IPMS/Canada puts out its magazine 6 times a year. It is a 24 page magazine with plenty of color artwork. While the magazine contains information regarding the business of IPMS/Canada, the vast majority of the information is modeling related articles, with a balance of kit reviews and conversion/build articles.

IPMS/Canada has numerous members in the United States. (and not just as a way to avoid the draft, Uncle!) If you haven't seen a copy of RT, find a friend who is an IPMS/Canada member and ask to see a copy. I've seen copies of many of the different magazines put out by the various national branches of IPMS. I can say that RT is among the best branch magazines I've seen. The publishing quality is top notch. The articles are a match for anything in **FineScale®** or **MMiR®**. While naturally some of the articles have a Canadian

subject matter, the majority of articles are of general modeling interest. As an example, the recent issue, Vol. 28 No.3, had articles on building the Eduard Albatros D.III in 1/48th scale and detailing the Alan Sd.Kfz. 138/1 Ausf. M "Grille" in 1/35th scale.

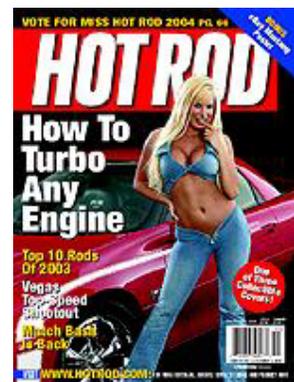
If you get a chance, check out a copy. Also, you might want to take a look at the IPMS/Canada website. The URL is <http://www.ipmscanada.com>

What's wrong with this picture..?

By: Tom "Secret Agent" Romanowski



It was Saturday. The day that my wife and I went to the local store to do the "once a week" shopping. As always there were 26 checkout lines, but only 4 were open. There was a gun fight at the express checkout line because someone had 13 items instead of the required 12. It all happened very quickly. Cops, SWAT team, the usual. Poor guy didn't even know what hit him. Bubba has a new girlfriend now, all because of that extra bottle of Pepto-Bismol. Something caught my eye as I stood in line waiting for the smoke to clear. On the rack among the usual trashy magazines I found the new issue of Fine Scale Modeler. I reached out to grab it, but somehow my hand went right pass the FSM and grabbed a Hot Rod magazine. What just happened? My intent was to take a look at the "100 years of flight" article, and not to learn how to turbo an engine. My wife gave me a dirty look. No you perverts, not that type of dirty look. It was more of "put that down if you know what is good for you" kind of look. Like every well-trained husband I followed her order without hesitation. But I could not stop thinking about it. What had happened? What unnatural force guided my hand at checkout line #14? I couldn't sleep all night. I had to go back and find out the secrets of checkout 14. I went back the next day.



I slowly approached the 14th checkout line. I was informed by a sign on the register that the line was closed. Lucky for me. I was able to investigate the paranormal without being interrupted by the shoppers. Several episodes of “The X-files” that I watched in my younger days have prepared me for this mission. The only difference was that I acted alone without Special Agent Scully or Mulder to back me up. Well, there was that security guy who looked at me funny, but can one really count on an overweight security guard to help when the real s#%t hits the fan?

But anyway, as I was saying, I slowly approached the checkout line. Both of the magazines were still there. The Fine Scale magazine was in the same place where it was the day before, but the Hot Rod was not where I left it. I knew right away that I wasn't the only one who fell victim to this evil force. But as hard as I was looking I could not find any signs of abnormal activities. My search was going nowhere. And then it hit me. It wasn't the checkout line! It was the Hot Rod magazine! To be more precise it was the Hot Rod's cover itself. You see, the cover of Hot Rod had something that I have never seen on the cover or inside any magazine dedicated to our hobby. No it was not the red car in the background. It was Lana (at least that is her name according to what the article claims on page 66). I went to the back of the store where the rest of the magazines were. To my surprise every magazine devoted to some kind of hobby had a provocatively dressed barely legal female type person on the cover. From car and bike riding to gun collecting. Even the geeks had Laura Kroft to drool over in the PC Gamer magazine. What about us? I couldn't find anything besides a few figures placed almost on the last page of one of the figure painting magazines.



I say something has to be done about this. I also believe that the change has to start with us. It was nice to see the latest Tamiya release of the Urban Assault Vehicle on the cover of our Tactical Notes in September. But wouldn't it be a lot nicer if it was accompanied by one of these ladies promoting Tamiya or our club?

No, we don't have to hire one of the models to pose for us. We couldn't possibly afford that on our \$10 a year membership fees. We have to be a little bit more creative when it comes to putting a model next to a model. And it really isn't that hard. All it takes is a quick search on the internet or your wife's mail catalogs.

The next time I reach for our newsletter I am hoping to see a bit more than a KV1 tank, for example, pulled out of the water with an ugly guy standing on it (May issue). I am not saying that Mike Nofsinger (February issue), or our editor Mike Baskette (March and July issues) are ugly. All I am trying to say that it would be much more eye pleasing to see an insufficiently dressed young lady holding on to the towing cables on that KV1. The wife can't get upset at you for looking at the picture. After all, it's only a picture from HER Victoria's Secrets catalog that SHE gets in the mail a few times a month. The only difference in these pictures is our MMCL logo well placed in key strategic locations with the help of a Photoshop program.

**Please bring something to the meeting for the Christmas party.
Bring cookies, chips, snacks off all kind. MMCL will supply the Pizza and the drinks.
Come say goodbye to the shop at Terry's office!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!**

Show Review: MMSI Chicago Figure Show

By D. M. Knights

On October 10th and 11th, 2003 the annual Chicago figure show was held in Oak Brook, IL. The show is hosted by the MMSI and is a show traditionally attended by several members of the MMCL. This year, Terry Hill, Noel Walker, John “Uncle Daddy” Dietrich, Dave “New Guy Dave” Mosher and I attended the show. The drive up took about 5 hours with Noel providing the transportation. There was an added bonus this year since while we were in Chicago, the Cubs were playing in the NLCS and we got to watch 2 games of the NCLS in the hotel sports bar with a bunch of locals pulling for the Cubs.



Colonial Soldier

The show was well attended this year, but the number of entries seemed smaller than in years past. However, the quality was up to the usual high standards. There did seem to be more vendors than in previous years. I am not a figure modeler, but I will say that I enjoy this show more than most, due to the amazing quality of the figures in the show. They do have a category for Armor, Ships and Aircraft, which they lump together as ordinance, but make no mistake, this is a figure show.

One of the side benefits to going to this show is we always make a stop at M & Models, and this year was no exception. Mary was at the industry trade show in Las Vegas, so we got to spend some quality time with Marty. Marty said his experience was that show he attended this year were smaller than in years past, and that as a vendor, he sold less at shows this year than at the same shows last year.



Retreat from Moscow

I’ve included a couple of pictures of entries with this review.

Noel, Terry and New Guy Dave all won awards at the show, which is an accomplishment considering how difficult it is to win an award at Chicago. The show will be held again on October 15th and 16th, 2004. Make your plans now to attend.

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

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MEMBERSHIP DUES: \$10 ADULTS

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FILL OUT FORM AND MAIL WITH CHECK TO:

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