

# **TACTICAL NOTES**

The Award Winning Newsletter of the Military Modelers Club of Louisville

**January 2007**

## ***Inside this issue:***

- **The Cupola View - A Message from the President**
- **MMCL Core Values and Leadership Position**
- **Book Review: AVG “Flying Tigers” from Kagero Pub.**
- **Eastern Bloc Maneuvers**
- **Re-Up Time Again**

## **Vital Club Intel.**

**Next Meeting: Thursday, January 18<sup>th</sup> @ The Church of Exalted Plastic, 7:00 pm**

**Theme and Activities: New Officer Introduction, Digital Photography in Modeling Roundtable**

**Official Club Web Site: [www.mmcl.org](http://www.mmcl.org)**

**Club Motto: So many kits... So little time!**

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

## The Cupola View... *Mike Baskette*

Greetings Fellow Members,

After 14+ years of involvement with this organization I finally find myself at the helm via an uncontested election. What is interesting is that I do not consider myself a “born leader” or even a leader by training for that matter. My reasons for taking this office are that I simply grew tired of the current state of the club, the infighting, the emphasis on form over substance in club governance, etc. and felt compelled to step up fearing no one else would. So here we are. Alas, we are not without a plan...

Last summer several of us began a discussion on what issues the club faced and what would be required to address them, and ultimately bring back the wave of vitality our club was experiencing 3-5 years ago. Based on those discussions, a set of core values was drafted and this document appears in this issue of Tactical Note. Most should agree with what is found therein, but I hope we can all learn to abide by them regardless of how we feel about them personally.

With this opening installment of Cupola View, I will make this general statement about the club and what may be required to advance out of the present state. MMCL is not a movie house, a Broadway theater, nor a sports arena. It is not a place where the masses come to be entertained by the few. Going forward, the present leadership of this organization looks to draw on the many skills and talents of our current membership to assist in providing meaningful programming for the months ahead.

For example, we will start off the year with a round table discussion on the application of digital photography in modeling. The facilitators of this discussion will be David Knights, and I. We will be bringing our equipment to the meeting and discussing how we use it. If anyone else in our ranks has something to show or add we would invite you to participate. After all, this is more of a discussion than a clinic.

At the first of the year, the MMCL web page was deleted from off our ISP's host server, leaving the club without a web presence... Now back up to last summer... Not being certain of how the transfer of offices was going to transpire over the course of this year's nomination and election process, I took it upon myself many months ago to secure another webmaster in the event MMCL was suddenly left without one. Well my hunch played out, and I am pleased to announce that MMCL member (and ambassador to Germany) Pete Gay has eagerly stepped up to fill that role. Leveraging Pete's expertise in this field, we were quickly able to salvage and repost much of the original site (sans photos) within 72 hours of it being taken down. We have now moved past this minor crisis and have begun replacing the original site with what will become a new and improved version of Tactical Notes Online. Given the power of the internet, this is a capacity that Pete can easily fill for the club... even though he resides in Germany!

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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!

## MMCL 2007-08 Leadership Team believes in and promotes the following tenets and values for MMCL:

### Core Values:

- 1) **Fun/Passion for Modeling:** (Keeping the main thing the main thing!)
  - 2) **Positive Environment:** Club Meetings, Workshop and Show/Contests.
  - 3) **Education:** All members should have the opportunity to learn, grow & teach something about modeling. (Opportunity to get something out of the club, AND give something back to others in return)
  - 4) **Camaraderie:** Increase inspiration and creativity by being with other people who are passionate about modeling in a positive environment.
  - 5) **Appreciation and Recognition for ALL skill levels and competencies of MMCL members and other IPMS club member participants.**
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### Leadership Priorities:

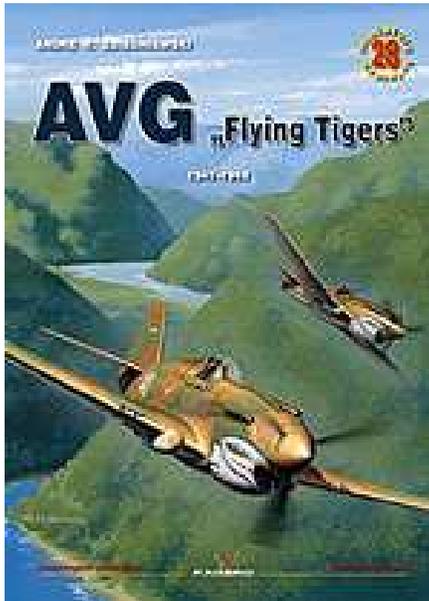
**Current Priority:** Leveraging a positive hobby environment and laying the groundwork for the future is a primary priority for 2007.

**Future Vision:** Why would anyone want to model anywhere else?

#### **Future opportunities for consideration in 2007/2008:**

(After ensuring first that "core" club values are addressed)

- a) Maximizing involvement and growth of the wider MMCL membership.
- b) Club "Evangelism" (Attracting new members & retaining existing members).
- c) Community Service - Club Outreach / Giving "outside" the club on a local, regional, national, and global level.
- d) Increased Show / Contest sponsorship and participation By MMCL members.
- e) Collaborative hobby or educational events with other clubs or groups in our region.
- f) Expanded involvement in National IPMS, AMPS events and organization



## **Book Review: AVG “Flying Tigers” 1942-1943** **By Andre R. Zbiegniewski**

**79 Pgs ISBN 83-89088-28-2**

*Reviewed by: David M. Knights*

**O**ne of my areas of interest is the American Volunteer Group (AVG) more commonly known as the Flying Tigers. In fact, I was planning on starting to build a Hawk 81-A (P-40B/C), either the Pavla or AML kit. (With the announcement that Trumpeter is scaling down their great 32<sup>nd</sup> scale P-40B/C, I've put my building plans on hold.) In any event, I have a lot of reference on the AVG. The title above is one of my more recent AVG related reference purchases.

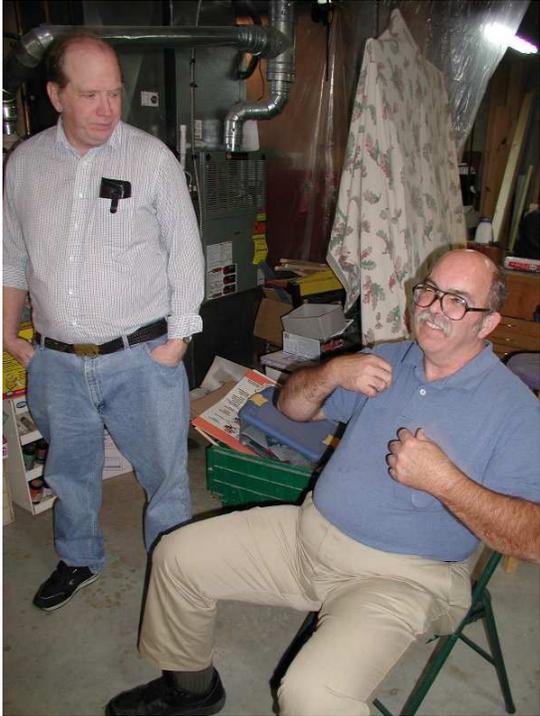
The book is 79 pages, with text in both English and Polish. It has quite a few photographs. In addition it has 7 color illustrations of different P-40s used by the Flying Tigers and their successor organization, the 23<sup>rd</sup> Fighter Group. Finally, like many books published by Kagero, this one contains photo etch cockpit details in both 72<sup>nd</sup> and 48<sup>th</sup> scale by Part.

The text is a basic overview of the history of the AVG and its successor, the 23<sup>rd</sup> FG. It is by no means a detailed history of the AVG. Further, the English text is marred by numerous translation errors and typos. This makes reading the text more work than enjoyment. The photographs are interesting and well printed, but are not anything that hasn't been published before. The color illustrations are well done, but these same aircraft have almost all been illustrated before, as well if not better, such as in “Tigers over China” by Thomas A. Tullis. The aircraft illustrated in this book differ in minor markings details from the illustrations in the Tullis book. Given the markings changes the AVG aircraft went thru, these minor differences may be explained by the same aircraft being illustrated as it appeared at two different times, however I frankly think the Tullis illustrations better match known photo of the aircraft they depict.

“AVG Flying Tigers 1941-1943” is not a bad book. However, given that there are much better books available covering the same subject, the inclusion of the small photo etch fret can't make up for the poor text and photos and illustrations that simply duplicate what has appeared elsewhere. Save your money and buy the Tullis book instead.

# EASTERN BLOC MANEUVERS

A few months back the Lexington (and Frankfort) based MMCL members converged on host Randy Fuller's residence for a hobby related Bull Session. While not much modeling took place at this inaugural event, hopefully future events will prove more fruitful. Regardless, a lot of tall tales were told and a good time had by all who attended. Such evenings are something the Louisville membership should consider in addition to the regular meetings and shop hours. Here are a few images:



**It's that time to renew your MMCL dues. Please do so by completing a 2006 club renewal form and turning it into Mike "Danger" Nofsinger.**



**Remember, dues are still only \$10.00 for adults By being a member, you get a lot of value for your dues.**

- |   |  |
|---|--|
| <b>Monthly Meetings</b>                 | <b>IPMS Conventions</b>                |
| <b>Monthly Newsletter</b>               | <b>Quarterly Model Contests</b>        |
| <b>Club Workshop</b>                    | <b>Quarterly "Friday Night Fights"</b> |
| <b>Annual Club Auction</b>              | <b>Monthly Kit Raffles</b>             |
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- **The Cupola View - A Message from the President**
- **Old Friends Part Ways... FSM & Twitchy**
- **It is Still Re-Up Time Again!**

## **Vital Club Intel.**

**Next Meeting: Friday, February 23rd @ The Church of Exalted Plastic, 7:00 pm**

**Theme and Activities: FRIDAY NITE FIGHTS !!**

**Official Club Web Site: [www.mmcl.org](http://www.mmcl.org)**

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## The Cupola View... *Mike Baskette*

Greetings Fellow Members,

Well, our first meeting of the year was well attended and seemed to be enjoyed by most, as folks seemed to stick around until quite late. I had hoped that the photography round table could have included Randy Fuller's input, but life just got in the way for Randy. We will be having Randy's club photo shoot at the March meeting in conjunction with the first quarter contest so bring out your best.

This month's (Feb) meeting is the first quarter Friday Night Fights. I'm sure this event will be well attended as in the past. I have elected to defer my "extreme show and tell" presentation on my 1/35<sup>th</sup> scale SIG ausf Pz III until the April meeting. I have had little time to properly prepare and figure attention spans would be short on Fight Night. Similarly, I would rather spread things out a bit to insure we have a program or activity for each meeting this year.

This month also marks the second month of our typical three month renewal period. I say three months in the context that after March, those having not renewed will be dropped from the roles and the membership list will be cleaned up a bit. So if you have not done so yet, please do so soon.

This issue of Tactical Notes should be considered a transitional issue. Because of that, it is markedly light on content. Starting early March, we will be ushering in some changes in both format and delivery of Tactical Notes. Members should expect a significantly new look to the newsletter and also for each monthly issue to begin arriving much earlier in the respective month. Members should also expect the call for articles to be escalated to some minor arm twisting. Please, let's keep the articles coming!

The show circuit has many of us traveling to Columbus, OH the weekend of the 17<sup>th</sup>. Because of that, I will remind you that the February meeting has been moved to the 23<sup>rd</sup> of the month so that Friday Night Fights can be well attended and not in conflict for those wishing to go to Columbus. I plan on attending and hope to see many of you there.

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**One Free Pass**

**One Free Pass**

**Who says there are no Free Passes?  
Good for the 1<sup>st</sup> Quarter MMCL Friday Night Fights**

**One Free Pass**

**One Free Pass**

## **Why I am leaving FineScale Modeler... *An Editorial by David Knights*** **(Or maybe FineScale has left me)...**

**I** have every issue of FineScale Modeler since the premier issue in the Fall of 1982. I still remember one of the articles in that first issue. It was an article on a vignette where the modeler had heavily modified one of the figures to represent a scene of an Arab street vendor selling a fez to a British Victorian-era soldier. At the time, there was no other modeling magazine out there that was worth anything, other than possibly the British Scale Aircraft Modeling. At the time, FineScale was published 4 times a year. Seeing each new issue was a joy. I pored over each article, no matter whether or not they were on my particular modeling area. The number of modeling techniques I picked up from these articles is countless.

Over time, FineScale has had its ups and downs. It now publishes 12 times a year. I've stuck with the magazine through its ups and downs. I was a loyal purchaser thru the "Star Trek" years, when it seems every other issue had a major article on either a Star Trek or Star Wars kit. Now, I have nothing against this genre of modeling, even though it is not what I do. However, the number of articles on those subjects during that period was just ridiculous. I stayed during the more recent period, where thru "edgy" graphic design, the actual content of the magazine shrank by a great amount, with large sections of empty space.

Every time I was finally ready to swear off purchasing future issues, a really good issue would come out and the magazine would seem to turn around, and go back to its roots with great modeling articles, interesting conversions, and some great modeling tips. However, each time, my hopes would be dashed, and the magazine would slide back down to the point where once again I'd consider not getting any more issues.

As I've noted previously, I read a lot of modeling magazines. One of my modeling woes is that it takes me so long to get thru most of the issues of these magazines. However, there is so little content of interest to me in recent FineScales that it doesn't take me more than 15 or 20 minutes to go thru any recent issue. Even though FineScale is the least expensive of the modeling magazines that I regularly purchase, I think the time has come for me to stop buying the magazine and devote those funds to other modeling purposes.

In fairness, part of this situation is probably not FineScale's fault. The magazine has to appeal to a wide range of modelers with widely varying modeling skill levels. They cannot be all things to all modelers. Part of the problem may be that I've progressed to the point where FineScale can't publish articles that appeal to my interests and modeling skill level and still publish articles with more mass appeal. That isn't their fault, or my fault. In any event, I've concluded that it is time for me to stop reading FineScale. It has been a part of my modeling life for many years. I know that in some respects I'll miss it.

**It's that time to renew your MMCL dues. Please do so by completing a 2006 club renewal form and turning it into Mike "Danger" Nofsinger.**



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# TACTICAL NOTES

## IN THIS ISSUE:

- FROM THE CUPOLA:  
OUR PRESIDENT SPEAKS
- KIT REVIEW:  
1/144TH SCALE TRUMPETER  
SHENYANG F-8II FINBACK
- BOOK REVIEW:  
SHIP OF GHOSTS:  
THE SAGA OF  
THE USS HOUSTON

**NEXT MEETING:**  
**THURSDAY, MARCH 15TH, 2007**  
**7:00 P.M.**  
**FEATURED TOPIC: MORE PHOTO FUN!**



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Casper "The Friendly Ghost"

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## WHAT YOU MISSED AT THE LAST MEETING

February was MMCL's first Friday Night building session of 2007. The meeting was held on Friday, February 23rd, 2007. Over 20 modelers attended and built everything from armor and aircraft to flying model rockets. There was much model fellowship shared.

A VERY short business meeting was held, during which it was decided to explore holding an invitational contest in May of 2008. The usual meeting raffle was held, which raised over \$90 for the club coffers. Skippy presented a check to the club for over \$30 from the aluminum can collection efforts. He urges all members to keep saving aluminum cans and bringing them to the workshop on meeting nights or saturday mornings. As is usual with the Firday night build sessions, the meeting, sharing and building went on late into the night.





**TRUMPETER 1/144 SCALE  
SHENYANG F8-II/J8-II "FINBACK"**

Reviewed by Jim Pearsall

*Originally published in the newsletter of  
IPMS/Phoenix*

**The Aircraft:** I've been fascinated by the exotic and unusual in aircraft, and this one fits both categories. When I saw this little box on a table at a swap meet, I had to have one. The Finback apparently is a development by the Chinese on their J-8, which uses the MiG-21 as its' starting point. The wing and tail of the J-8II still have MiG-21 family resemblance, but the intakes have been moved back from the nose to the fuselage sides, and there are 2 engines. The fuselage is bigger. Both to hold 2 engines, and to carry more fuel. This gives more room for avionics in the nose, and probably overcomes the MiG-21's short range problems. Finding out anything about a current PLAAF aircraft is like getting information on Warsaw Pact equipment in the 1960s. There's some information out there, but it's pretty slim. Mostly a few photos and some speculation about performance. But the lack of information just adds to the mystery and makes it more interesting to me.

**The Kit:** 3 sprues, in light grey, a clear canopies, plus decals for one PLAAF aircraft, 40 parts plus the canopy. Thanks to Inspector7, all the parts were there. The kit has recessed panel lines, but they are a little on the heavy side. Think Matchbox, only

the lines are 1/2as wide and deep. There is a nice little seat in the cockpit, but no stick, panel or consoles. But then, putting them in might be revealing some State Secret. I did add strips of Tamiya tape for seat belts. The aircraft is armed with four "Atoll/Sidewinder" type missiles and two multiple rocket pods, plus a centerline tank. There are locating pins and holes for the pylons in the wing and fuselage. There's also a twin 23mm gun pod on the underside of the fuselage. I wouldn't recommend firing the guns before the nose gear has fully retracted.

**Construction:** This is a very straightforward kit. No options. But everything fit together tightly. In fact sometimes a little too tightly. The wings and fuselage top are one part. The fuselage bottom is a tight fit into the wings, and in order to get the fuselage front and rear to hold together while the glue set, I had to clamp it. It also took a little putty to get the upper and lower halves to line up. The only other issues with the kit itself were 1) The ejection seat is about 1/2 mm too wide for the canopy to fit over it. Scrape a little off the edges of the seat, its fine. And 2) the "huge" sink mark in the exhaust. Since its 1/144, it took a dab of putty about half the size of a BB to fill it. Sand it, paint it, it's fine. If you're building the kit "gear down", you also have to cut the ventral fin, as it folds for ground clearance. Probably when the gear comes down, it folds up. The fold line is indicated on the finishing drawing.

**Finishing:** The painting and decal instructions are a little sparse. There is no color callout for the overall aircraft color. I guessed that the color the kit was molded in was correct. Since I'd already applied red and green putty, there was going to have to be some color painted on. Testors ModelMaster® Flat Gull Grey, 36440 is almost a dead match for the plastic, so that's what I used. The other color numbers in the instruction apparently are for

Humbrol colors. I used Testors enamels, silver for the fuselage rear, 34079 for the antennas and nose cone, Black for the tires, and Burnt Metal for the exhaust. Putting the decals on was not a huge chore. I did leave the underwing stores and landing gear off until I finished the decals, and I'm glad I did. I think I also found a mistake on the instructions for the decals. "Inverted Star Phenomenon" strikes the PLAAF!! The wing markings in all 4 positions are shown with 2 points of the star pointing forward, and one aft. All the photos I can find of PLAAF aircraft show the single point forward, just like the US and Russian stars. **Overall:** I have a friend who always looks for the simple and uncomplicated paint scheme for his kits. Three color camouflage is way too complex! Two colors? Not for him. This is his kind of paint job. One color overall, with some details added. And that's the kind of kit this is. No problems building, all the parts are there, nicely molded, except for the exhaust, and it all fits with only a little work



**Ship of Ghosts: The Story of the USS Houston, FDR's Legendary Lost Cruiser, and the Epic Saga of her Survivors** by James D. Hornfischer  
Review by Rick Jackson

*Originally published in the newsletter of the Oklahoma Historical Modelers Society*

This book focuses on the USS *Houston*, one of America's earliest and least known casualties of WWII. It starts by telling some of the peacetime exploits and how the relationship with Roosevelt mentioned in the title is forged. It then covers the ill-fated ABDA force trapped on the wrong side of the Japanese expansion of late 1941 and early 1942. Little has been written about those days, probably because the losses were distasteful to recall and because few survived to retell the tale. Though seriously overmatched, the combined American, British, Dutch and Australian (hence ABDA) ships tried to slow down the Japanese offensive toward Java but were hampered by a lack of supplies, coordination and information. After most of the force was wiped out in the Battle of the Java Sea, *Houston* and HMAS *Perth* tried to retire to Australia via the Sunda Strait between Java and Sumatra. Trying to sneak through a 15 mile wide strait was dangerous enough. Running into the entire Japanese invasion force was disastrous. It was a knife fight in a phone booth. The Japanese sunk both Allied ships and more of their own than the Allies did during the entire campaign. This only takes you through the first 100 pages of the book. The rest tells the tale of the survivors who spent the rest of the war as prisoners until those that remained were liberated at the end. The crew, along with the members of the Texas'

131st Artillery Battalion who also surrendered in Java, was transported from Java to Singapore in three different groups and their stories became semi-independent. One group containing most of the officers ends up in Japan working in the shipyards. They virtually disappear from the story, getting only two, brief mentions. The other two go to Burma and work on the infamous jungle rail line. When they finished work at one camp, they would move further down the line. Nowadays it is difficult to get one's mind around the utter brutality of the situation these men had to go through. Hollywood hasn't come close to telling the stories these men tell here. That any survived is incredible. The prisoners' association with the railroad didn't end with its completion. Even before it was finished, it drew the attention of the Tenth Air Force operating out of India. Once in operation, the Tenth made a concerted effort to knock it out, which meant repairs had to be made on almost a daily basis. Housed illegally close to the line, the POW's were torn between satisfaction with the attempts to destroy the line and cursing the lousy aim of the bombers. While the main events are played out on the ocean, the POW's find their lives entwined with the activities of OSS operatives working on building a fifth column among the Thai natives. Similar activity occurred on the British side. Both operations shifted focus when it became apparent how many prisoners were being held in the country. In some respects, some of the greatest danger was faced by the prisoners during the final days of the war. With help close at hand, there was also a real risk of the Japanese eliminating them *en masse*. Leaving the jungle behind was physically possible, but difficult psychologically. Even when

they were on their way home, some of them continued to hide caches of food around them and they feared being searched. The last few chapters cover the lives of the main subjects up to the publication date (2006) of the book. Every possible outcome—difficulty in adjusting, great successes and failures, family problems—were faced by these men. Throughout the book, it is a little difficult to keep track of everything. As the author tells the story in chronological order and covers various events, he skips from one person's recollections to another and often jumps groups. Without a constant reminder of where he/they are located, it is hard to keep the total picture clear. Also, the author occasionally diverges into a discussion on other topics that, while relevant to the story, frequently disrupts the flow. It is also interesting how the real-life exploits of these men cross paths with famous literary events. While imprisoned in Singapore, they cross paths with British POW James Clavell. It isn't difficult to make a case that the main character in his later novel *King Rat* is based on a *Houston* Marine. Even though they worked on a completely different portion of the line, you can't mention the Burma Railroad without evoking thoughts of *The Bridge on the River Kwai* in spite of that story being about as far from the truth as a work of science fiction. At the end of his book, the author says as much about both.

Show Report: IPMS/Columbus model contest a.k.a Blizzardcon  
Report by D.M. Knights  
[www.davidmknights.com](http://www.davidmknights.com)

This year, Blizzardcon lived up to its name. When Dr. Terry Hill, Rich Guetig and I left Louisville at 5:45 a.m. in the morning, a light snow was falling. By the time we were in Northern KY, it was a steady snow. By the time we got to Columbus, it was a mini blizzard. Columbus got 6 inches of snow. Thanks to Terry's fine driving we arrived at the show by 9:30 a.m., having taken only about 40 minutes more than our normal trip time.

The show was held in the Shriners hall where it has been for the last couple of years. The hall is nice and has good access from the interstate. However, the lighting is awful, especially in the model area. The good news is that the snow did not seem to hurt attendance at all. According to the guys in Columbus, the show had 509 models entered and the attendance was up over last year. The vendor's area was full and those in attendance were doing a brisk business. For some reason I managed not to spend much money in the vendor's area. Nothing really struck my fancy. However, both Rich and Terry managed to locate items to purchase.

Given the poor lighting conditions, I don't know how the judges did their job. It was a tough job too. There were some great entries. Accompanying this report is a photo of a 72nd scale Me-410 that was really nice, though the light in the contest area was so low that I didn't realize how good it was until I looked at the photo. The best military vehicle was a German

ambulance conversion. There were many models of this quality that were entered.

I really enjoyed the show. Dr. Hill and Rich Guetig both won awards for their models. I'll probably go again next year, but I sure hope they do something about the lighting, or find a different venue.

## Can Man Report (Recycle

Update)

By Scott "Skippy" King

2005      \$257.19

2006      \$151.23 Not sure as I didn't keep track very well, nor did I post to Newsletter, nor did I work very hard at collecting last year. I do have stubs for this much anyway

2007      \$31.68 for January - 48 lb @ \$0.66/lb Thanks David Knights and Brian Bunger especially

I propose we put forth a good effort this year. The current price of Aluminum is \$0.66 to \$0.72 per lb, and if there are 33 cans per pound each can is about 2 cents' worth. It is easy to see that with some effort we can raise some money to help offset club expenses.

Anyway that's "My Two Cents' Worth" Skippy

## **From the Cupola by Mike Baskette**

Despite my attendance being reduced to a cameo appearance at the February meeting, I was quite pleased to see the first quarter Friday Night Fights so well attended. I hope all that attended had an enjoyable experience. February is a busy month for me that usually ends with the Ohio Valley Military Society's Show of Show, hence my late showing to the February meeting. This militaria show has steadily grown over the last 14 years to become what is arguably the best militaria show worldwide. If you have an interest in military history, it is worth spending a day or half day just wandering the show aisles as several MMCL members happened to do.

I want to thank Stu Cox for filling in for me with the business portion of the meeting. It sounds like we will explore hosting an invitational in late spring of next year. I will be most curious what thoughts along those lines have taken hold and we will discuss the broader aspects of hosting such an event at this month's meeting. Other business that will need to be wrapped up this month is renewals. Historically, the March meeting marks the end of our annual renewal process. Once the membership roster is reconciled at the end of this month, those members having not renewed will be dropped from the roles. If you have not renewed, now is the time!

More interesting however, is what we have in store for the March meeting. This month we will be having the first quarter contest. In addition to this regular event, we will also have the final installment of our Digital Photography clinic with Randy Fuller bringing his professional grade photo equipment. We will have a club photo shoot with the contest models and any others that members care to bring. So let's bring some!

First quarter is coming to a close and it looks like MMCL is off to a strong start. Hopefully we can gain some momentum this spring and keep the programs coming. If anyone is interested in presenting some form of program, clinic, etc. Please let the officers know and we will get you on the schedule. Finally, the newsletter is always in need of articles. We welcome any and all submissions. I will see you at the meeting!

# TACTICAL NOTES

## IN THIS ISSUE:

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MIKEY "NINE-FINGERS" BASKETTE
- KIT BUILD:  
BOB HOOVER'S P-51 "OLE YELLER"
- BOOK REVIEW:  
DUTCH PROFILE:  
LOCKHEED L-12/212

**NEXT MEETING:  
THURSDAY, MARCH 19TH, 2007  
7:00 P.M.  
FEATURED TOPIC: MIKE'S SIG-33**



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## WHAT YOU MISSED AT THE LAST MEETING

Despite March madness being in full swing and the meeting falling early in the month, approximately 20 members of MMCL attended the meeting on Monday March 15th, 2007. After some discussion of the possibility of MMCL holding an invitational contest in 2008, the monthly club raffle was held. After the raffle, the main event of the evening was Randy Fuller and his part 2 of the discussion of digital model photography, the first part of which was presented at the January meeting by Mike Baskette and David Knights.

Randy is a professional photographer and he was able to provide many interesting hints and tips for producing top quality model photographs. Randy also brought his photo setup to the meeting and photographed several models that members had brought in. The crowd was highly interested in what Randy had to say and the meeting finally broke up around 9:00 p.m. The next meeting is Thursday March 19th, 2007 at 7:00 p.m.



# Lockheed L-12 / 212

## Historie, Camouflage En

## Kentekens

### Dutch Profile Nr 1

by Gerard Casius

Review by **Scott King MMCL**

21 pages, 17 color profiles, 48 photographs

The ML-KNIL (Royal Netherlands East Indies Army Air Corps) was the largest single user of the 130 Lockheed L-12 / 212 aircraft built, having ordered some 36 examples. This title, not surprisingly, deals exclusively with these Dutch machines.

There were two versions built for the Dutch, the L-12 which was unarmed, and the L-212 which was equipped with a nose gun, dorsal turret, and could carry a small external bomb load. There were sixteen L-212's and two L-12's delivered to the East Indies, the balance of the orders, eighteen L-12's, were diverted initially to Australia, India, and to the Royal Netherlands Military Flying School (RNMFS) in Jackson, Miss. One of the L-212's delivered to the East Indies escaped the Japanese occupation of Java, flying out on March 9, 1942 from Pameungpeuk, Java to Colombo, Ceylon via Medan and Lho Nga Sumatra, crewed by Dutch, Canadian, Australian and New Zealand pilots. This story is covered in some detail in the Profile.\* One of the Dutch Lockheeds survives in the Dutch Air Force Museum in Soesterberg.\*\*

As is typical with many foreign publications, the main text is in the

language of the country of origin (in this case Dutch) but this is not as big a drawback as it might seem, for a nice two-sided sheet is included with English translations for all the photo captions. A short history is also translated.

The color profiles are a great feature and spotlight various examples from pre-war to post-war, but are also the one thing I have an issue with. The turreted aircraft are in my opinion incorrectly drawn as regards the location of the turret. The drawings show the turret location too far forward, with the rearmost part of the turret tangent to the first main panel aft of the fuselage door. The photographs show the turret to be centered on the same panel line. Builders of the Special Hobby L-212 kit #72094, which requires the builder to remove a 12mm circle for the turret, should take note. The kit's instructions show the correct location, but the lines inscribed inside the fuselage for the turret hole are wrong.

This publication includes a Camouflage and Markings section (also translated into English), a Technical Specification section, and a description of the kits (Dekno and Special Hobby) and decals (Dutch Decals) available for the L-12 and L-212.

All in all a very nice publication about an aircraft I never expected to see, receive such treatment. I highly recommend it to anyone interested in ML-KNIL aircraft. Available from Meteor Productions.

\*See also "Bloody Shambles"  
Volume Two, Pgs 339-342

\*\* A similar Lockheed L-12 that was delivered originally to British Airways now resides in the Kentucky Aviation Museum in Lexington, KY

## **Modeling Bob Hoover's "Ole Yeller" P-51D Mustang**

by Dennis Sparks MMCL

### The history...

The initial USAAF service record for this P-51D, s/n 44-74739, is apparently unknown. It was transferred to the Royal Canadian Air Force in 1951, where it served as #9297 until being sold in 1959. After passing through several civilian owners, it was purchased by Cavalier Aircraft, where it was refurbished and converted into a two-seater and was sold to Bob Hoover in 1971. Painted an overall bright yellow, Hoover used it in over 1000 air show performances. For twenty years he also used it as the official starter and pace aircraft for the National Air Races at Reno, Nevada.

From 1971 until 1986, it was emblazoned with the name of Hoover's employer, Rockwell International, painted in large black letters along the sides of the fuselage. In 1987, Hoover went to work for Evergreen, and their logo replaced Rockwell on the fuselage, while retaining the same yellow paint scheme.

In 1997, Hoover sold "Ole Yeller" to John Bagley. The Evergreen logo was removed, but in tribute to Hoover,

Bagley retained the yellow paint scheme and Hoover's name on the wings and vertical tail. And after serving for so many years as the starter, "Ole Yeller" finally got the chance to compete in the Reno races. Wearing race #47, Bagley has competed with the aircraft every year since 1999.

### The model...

I was strolling along the rows of vendor's tables at the 2005 Cincinnati show when traffic congestion forced me to a stop in front of Keith Davidson's table. Keith produces Red Pegasus decals, a line which specializes in air racing subjects.

Now I admit that on several occasions I'd toyed with the idea building a model or two of some of the Unlimited class of race planes. But the potential need for heavy modifications to the airframe, plus the difficulty of reproducing the markings gave me some pause. But as I thumbed through his selection of decals, some of the subjects looked do-able. I eventually purchased two of his sheets, for the Evergreen incarnation of "Ole Yeller" and for "Bardahl Miss". Both were relatively stock P-51Ds with bright, but uncomplicated paint schemes. I then set about securing a couple of kits to go with my purchase, and was able to find Hasegawa P-51Ds from two different vendors for \$10 each.

When I started on the model about a year later, I turned my attention first to the cockpit. Cavalier had removed the fuel tank immediately behind the pilot and added a second seat. A few minutes work with a hobby knife was all that was needed to remove the radio decking above the tank, and a new

floor was fabricated for the newly extended portion of the cockpit, coincidentally using a piece of Evergreen sheet plastic. A scrapped Monogram P-51D donated its seat, and the armored headrests were removed from both. Keith's instructions left a lot to be desired in the way of cockpit detailing, and I wasn't sufficiently motivated to actually search for additional information on my own. Keith did mention that the basic color was a light gray, plus some brown leather padding. He noted that most of the instrument panel had been changed, but provided no

pieces of Evergreen plastic, then sanded, filled and primed, followed by what seemed to be another half dozen iterations before evidence of the slots began to disappear. While painting other models, I'd grab the Mustang and shoot a little of whatever color was in the air brush at the time. Almost all of this was sanded off as I tried to eliminate all traces of the holes.

Other than the occasional use as a primer, I haven't used spray cans on models in many years. But while working part time at the HobbyTown here in Lexington, I've heard a number



enlightenment as to the appearance of the modified panel. I settled for simply removing the gun sight, leaving the rest of the panel and the cockpit's side walls unaltered.

After assembling the wings, I carved off the machine guns and sanded the leading edge smooth, and then filled in the shell ejection chutes on the underside of the wing. This last bit proved to be more challenging than I would have anticipated. I filled the rectangular slots with suitably sized

of favorable comments from customers about Tamiya's line of lacquer spray paints. So I bought a can of their TS-34 Camel Yellow to use on this model to see for myself how well it worked.

Unlike most lacquers, it can be applied directly on bare polystyrene. Because of this, and since the kit was molded in a pale gray, I elected to omit any primer, which was a decision that I was soon to regret.

I stuffed the cockpit with tissue and gave the model a couple of light coats. Coverage seemed good, nice and gloss

and with little “orange peel”. But there was one huge “fisheye” on the bottom of one wing.

Perhaps a few hundred words of explanation are in order for modelers who don’t often try to reproduce glossy painted surfaces. “Orange peel” is used to describe the pebbly surface that results when the droplets of gloss paint begin to dry on the freshly painted surface before they have time to merge together. For an example of this, look at your refrigerator, washer or dryer. The surface is glossy but irregular, like ... an orange peel.

When painting with an airbrush, you can reduce the orange peel effect by adding more thinner, but with spray cans this of course isn’t an option. In my admittedly limited experience, Testors spray paints frequently produced orange peel, so I was pleased to see that the Tamiya cans didn’t seem to have this “feature”. Orange peel can be removed or at least greatly reduced after the fact by judicious wet sanding with a very fine sandpaper (I use Detail Masters 3600 grit), followed by a little buffing with Tamiya’s Fine polishing compound.

Fisheyes are an unrelated problem, usually attributed to a small amount of oil inadvertently left on the surface prior to painting. The oil repels the wet paint, creating a round spot that’s mostly devoid of paint. The WORST thing you can do is try to spray another coat over it. The cure is to let it dry, wet sand the ridge of the fisheye down, scrub it clean with soap and water, and repaint.

Since I’d had so much trouble with eliminating the shell ejection chutes on

the bottom of the wing, I’d done a lot of sanding and rinsing cycles and so I thought it safe to skip a final scrubbing before starting to apply to yellow. My penance for omitting this step was to perform several repeated cycles of sand-wash-dry-paint, followed by the reappearance of the fisheye in the same place. Shortly before attempting to see how far I could fling the model, I finally managed to cover the offending blemish. But I used almost an entire can to paint one smallish model!

With an acceptable paint finish achieved, I turned to decaling the model, which was another tribulation. I’ve used aftermarket decals for many years, and thought that I was accustomed to dealing with their fragility, but this sheet raised the word to a whole new level. They adhered well, but tore apart very easily with the slightest attempt at repositioning them. I ended up completely trashing one of the EVERGREEN decals that were supposed to be on the bottom side of each wing, so in my world, Ole Yeller only had it painted on one wing.

One final note – the Hasegawa kit provided both the Hamilton Standard cuffed prop and the less often seen Aeroproducts uncuffed prop. But at least some late or post-war Mustangs had a third type of prop, made by Hamilton Standard, but without the cuffs. The real Ole Yeller has this last type, and the blades have both a wider chord and a squared off tip, making them visibly rather different from the Aeroproducts unit. I tell myself that the installation of the kit’s Aeroproducts prop is only a temporary expedient until I run across a replacement...

# From the Cupola by Mike “Thumbkin” Baskette

Greetings,

Spring is here to stay finally and with everything greening up, model time is again at a premium. I will start this month by saying be careful out there in the yard. I spent the better part of Saturday, March 24th in the ER of the hospital down the street having the nearly severed, top 1/4" of my left thumb sewn back down. I got a bit careless with a bow saw while dead wooding some shrubs. So now I am all bandaged up with several stitches, with a portion of them sewn right through my thumbnail. It hurts and I can't do much in the workshop due to the bandage and thumb splint.

Due to a low number of models being brought to the March meeting, those in attendance choose to defer the first quarter open contest until the April meeting. So, you have a few weeks to finish up any latent projects and bring them in for the contest. In addition to the normal contest, Randy Fuller has been kind enough to once again bring his photography equipment so that contest models and any others brought to the meeting can be photographed. We all enjoyed Randy's presentation at the March meeting. His model photography clinic from a more professional point of view was very educational.

The principle matter of business facing MMCL at the moment is the hosting of a contest in the spring of 2008. The decision to host a show is pretty much made, but presently the officer body is exploring whether that event should be a standard invitational or if we wish to go ahead and take the unclaimed regional event that is still open to us. Either way, we should have a decision for the next meeting as there are several folks on our “defacto” show committee who are eager to get started.

Finally, at the April meeting I will be presenting what I will dub and “extreme show and tell”. This will be a PowerPoint slide presentation of my Dragon SiG33 project. Given my injury, I may not get to complete the model, but it is far enough along and many photos have been taken to date. I should have ample material to put something together. Hopefully, this will be catalyst for others to attempt their own project presentations for future club meetings.

ON THE RIGHT,  
A PHOTO OF OUR  
PRESIDENT'S  
INJURED DIGIT.



MAY 2007

THE NEWSLETTER OF THE MILITARY MODELERS CLUB OF LOUISVILLE

# TACTICAL NOTES

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MIKE BASKETTE SPEAKS!!!

KIT BUILD:  
DENNIS SPARK'S FOKKER DXXI

BOOK REVIEW:  
RAID ON THE SUN

**NEXT MEETING:  
THURSDAY, MAY 17TH, 2007  
7:00 P.M.**

**FEATURED TOPIC:RUSSIAN INFANTRY  
UNIFORMS AND EQUIPMENT**



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

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## WHAT YOU MISSED AT THE LAST MEETING

WOW. If you missed the April meeting, you missed a lot. The meeting was held on April 19th, 2007 at 7 p.m. About 25 members were in attendance, including many faces that have not been seen in some time. Member Tim Pivonka traveled all the way in from Kansas to attend our monthly meeting. A short business meeting was held. Most of the discussion was about MMCL plans to hold contests in 2008 and 2009. The contest committee is investigating venues and prices. It was also decided to hold the annual club auction in June. Scott "The Can Man" King presented the club with checks for the recent aluminum recycling effort. He urges everyone to continue to bring aluminum cans to the workshop.

After the business meeting, the "quarterly" contest was held. Rich Guetig won first place with his 48th scale Schwimmvagen. The monthly raffle was held with many great models. After the raffle, Mike Baskette presented the main event for the evening, his "Extreme Show and Tell" on the construction of his 1/35th scale SiG 33. The presentation was done via a Power Point slide show. The many "under construction" photos were very informative, and the presentation drew much discussion from the audience.



# Building a Finnish Air Force Fokker D.XXI

By Dennis Sparks,  
MMCL, IPMS/USA

## Historical Background



The D.XXI was originally designed in 1935 to meet a Royal Netherlands East Indies Army Air Service requirement for a relatively inexpensive fighter plane that would be easier to maintain under more primitive operating conditions. The



NEI order was later cancelled, but 36 aircraft that had been ordered for use in Europe were delivered in time to be used against the invading German Luftwaffe in May 1940. Although slower and more lightly armed than the Bf 109, they performed surprisingly well in individual dogfights due to their superior maneuverability. But faced with an overwhelming numerical

superiority, all of the Dutch D.XXIs were quickly destroyed.

The Finnish Air Force had purchased seven examples of the D.XXI in 1938 and had also secured the right to build the aircraft under license. Fourteen Series II aircraft and a further 21 Series III D.XXIs were built in Finland in time for the 105 day Winter War against the Soviets. Fifty more were completed in time for the later Continuation War.

Facing a less well-equipped enemy during the Winter War, Finnish D.XXIs fared much better than their Dutch counterparts. Skis replaced the wheels on the fixed landing gear during much of the war, making operations possible from snow-covered airfields. The Finns claimed 129 victories with the D.XXI over the Soviets against only eight losses, a 16:1 victory ratio. But by the time of the Continuation War, the Soviets had begun operating more advanced aircraft. The D.XXI

did not fare as well against them and so were replaced or relegated to second line duties as soon as possible.

The D.XXI was the last fighter design by the Fokker company to see production. One prototype was built for the later twin-boom, twin-engine push-pull D.XXIII, but the Continuation War was the last time that anyone could legitimately use the

old joke about “a couple of Fokkers shooting at me”.

By the beginning of the Winter War, all of the Finnish D.XXIs had been painted in a simple scheme of dark green over light gray. But in the course of my reading I learned that the first seven imported aircraft had been delivered in a semi-gloss dark coffee brown upper color over a painted silver undersurface, and that’s how I chose to paint this model. I opted for serial number FR-80, which was the fifth D.XXI to be delivered.

As the D.XXI was a new type of aircraft for the Finnish Air Force, shortly after it was delivered FR-80 was selected for a series of recognition photographs taken by an air force photographer. The model depicts the aircraft as it appeared in those photographs, which were taken in August 1938.

FR-80 was later assigned to Llv 24 (Fighter Sqn. 24) and Finland’s first

ace, Lt. Jorma Sarvanto used it to score two of his total of 13 victories during the Winter War. The aircraft was shot down over Helsinki on 19 February 1940 by a Soviet I-16. Its pilot, a Danish volunteer named Erhard Frijs, was killed.

### The Model

This model is the second D.XXI that I’ve built using the 1/48<sup>th</sup> scale Classic Airframes kit, with the first one completed several years ago as one of the Dutch AF aircraft. When I bought the second kit, I also bought the resin skis and engine cowling needed to reproduce a D.XXI used during the Winter War. But when I got ready to build this kit, I couldn’t FIND them! I even found the box that they were originally packaged in and the instruction sheet, but I still have no idea what I’ve done with the parts themselves.

The design of the canopy was altered a bit on the Finnish-built aircraft, and this different canopy was not included in the aftermarket parts. Given my aversion to attempting to vacuform a new canopy, my available list of subjects to model was thus constrained to the first seven aircraft that were built in the Netherlands and were purchased by Finland.



The kit comes with an extensive photoetch fret that contains that portion of the tubular steel fuselage internal framework that was visible in the cockpit. Suppressing my misgivings, I built the cockpit per kit instructions, only to discover that it wouldn't then fit into the fuselage. It was a clear case of déjà vu all over again, as it was at THIS point that I remembered that I'd had the same problem with the first D.XXI kit.

For a few brief moments, the kit resided in the garbage can. But upon further reflection, I recovered it and proceeded to bend, curse, carve, curse, sand, curse, etc. until I was able to force the assembled cockpit into place in the fuselage, albeit in a rather mangled condition. Perhaps if I'd later elected to build the model with an opened canopy the result of all of this effort could have actually been seen on the completed model. Should any of you face a similar decision, I heartily recommending chucking the bulk of the photoetched parts and building a suitable replacement cockpit from plastic sheet and rod stock.

The small blisters that are evenly spaced around the cowling were provided in the kit as oversized resin lumps, but with no spares to replace the ones that I would inevitably lose while trying to attach them. After comparing their size and shape with the ones seen in the photos, I elected instead to carve them from Evergreen plastic strips, which allowed me the luxury of dropping one or two of them.

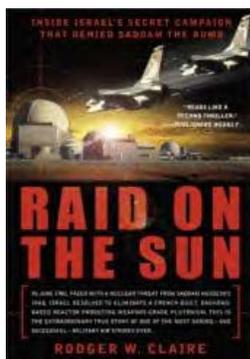
The wingtip lights on these first Finnish D.XXIs were differently placed and shaped than as depicted on the kit, so I sanded them off and fashioned new

ones, again using bits of Evergreen strip. I also modified the top of the vertical stabilizer, adding the light that was situated in an odd cutout between the fin and the rudder. Finnish D.XXIs also had a huge landing light mounted under one wing, and I made this using scrap parts, using Testors Clear Parts Cement for the lens. I discarded the kit's exhaust pipe and carburetor intakes, fashioning new ones from my now dwindling supply of Evergreen.

I used Floquil's Old Silver for the silver painted undersurface. After consulting color photos of a restored Dutch D.XXI, I selected Humbrol #177 for the brown upper color (or dare I say "colour"?). These were followed by a coat of Future applied with a soft brush.

Aeromaster sheet #48-203 provided the appropriate national insignia and the somewhat oversized aircraft serial number. The canopy was attached and the joint filled in as needed with Testors Clear Parts cement. A second coat of Future was brushed on to blend in the necessary paint touchups around the canopy. Completing the model, a final coat of Future that had been dulled slightly by the addition of Tamiya's Flat Base was then applied with an airbrush. As I was trying to depict a newly built aircraft, I kept the weathering to a minimum, using only a bit of the usual chalk and washes on the hinge lines of the control surfaces.

**Book Review**  
**Raid on the Sun**  
**by Rodger W. Claire**  
**Published 2005**  
**288 pages**  
**ISBN: 978-0-7679-1425-3 (0-7679-1425-2)**



sabotage at the source of the materials in France.

Finally, the heart of the book is the story of the planning and execution of the raid by the F-16s of the IAF with fighter escort provided by F-15s. The secrecy of the raid was almost compromised at the start, when the raiding aircraft overflew the

Jordanian royal yacht on which the King of Jordan spending the weekend. As most people know, the raid was spectacularly successful, with the Israelis destroying the Iraqi facility without the loss of any aircraft.

There are a few errors in the text. At one point the author refers to Iraq's "Tupelov fighters" (The Iraqis had only Tupolev bombers, not fighters. All the Iraqi fighters from Russia were either MiGs or Sukohis.) . In another place, he speaks of a Kifr's engines (A Kfir has only a single engine.) However, these small errors really do not distract from the author's overall presentation of this interesting story. I recommend the book. It is a good read.



Review by  
D.M. Knights  
MMCL, IPMS/USA,  
IPMS/Canada,  
AMPS, SAFCH

In "Raid on the Sun", author Rodger W. Claire describes the 1981

raid by the Israeli Air Force on the Iraqi Osarik nuclear reactor complex. Given the recent tensions over the Iranian nuclear program, this story has a certain relevance to current events. The problem the author faces is how to make a story about an air strike in which the raiding forces suffered no losses and indeed, had none of their aircraft even hit by anti-aircraft fire, interesting.

Mr. Claire does an admirable job of keeping the story exciting, even if the reader already knows the outcome. The author describes the beginning of the Iraqi nuclear program, and the subsequent Israeli efforts to derail the program. The raid on the facility by the Iranian Air Force during the Iran-Iraq war is mentioned as are the Israeli efforts to keep equipment out of the hands of the Iraqi nuclear scientist by



An early WWI  
Anti Aircraft gun from AMPS



Doug Lee's latest diorama

Two of MMCL's finest members, webmaster Pete Gay and John Charvat.



The AMPS vendors area



## MY TWO CENTS' WORTH

By Scott "Skippy" King  
MMCL, IPMS/USA, IMPS/Netherlands

Aluminum for the year so far:

Jan 50 lb aluminum cans @ \$0.72/lb =	\$36.00
1 lb other alu. @ \$0.52/lb =	\$ .52
	<hr/>
	\$36.52

Mar 10 lb aluminum cans @ \$0.71/lb =	\$ 7.10
1 lb other alu @ \$0.55/lb =	\$ .55
	<hr/>
	\$ 7.65

Apr 51 lb aluminum cans @ \$0.71/lb = \$ 36.21

Total YTD \$80.38

The other aluminum is pet food cans and such that are anodized and or enameled on the interior, River Metals wants them separate from the pop and beer cans. Also they will take things like discarded aluminum cooking ware, aluminum patio furniture, aluminum storm doors/windows etc

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

### More AMPS photos



# KNOXVILLE SHOW REPORT

By Dr. Terry Hill, MMCL, IPMS/USA, AMPS



On March 16th, Richard Geutig and I set off on the great adventure to attend the Smokey Mountain Model Convention hosted at the Civic

Coliseum in Knoxville, TN. We left around 3:00pm on Friday traveling on a crisp sunny day. With a fairly quiet drive while pointing out some local highlights along the way (the HUSTLER SHOP in Lexington etc); we arrived in Knoxville around 7:00. We were booked in the downtown Marriot which was directly across the street from the Coliseum. We registered and dropped our stuff in our room and went looking for dinner. There was a restaurant in the Hotel and we both enjoyed a nice steak dinner. Afterwards, we retired to the Legends sports bar in the hotel to watch the NCAA basketball games.

The next morning dawned cold, but bright and we were ready to party. We drove over to the coliseum where we unloaded our entries paid the registration fees, set up the entries, and hit the vendors. The vendors left a lot to be desired. It was a small show with around 15 vendors with not a great deal of things to choose from. We spent around an hour gleaning what was there, then decided to strike out for adventure.

Prior to our trip down to Knoxville, I had gotten a listing of hobby shops in Knoxville. Pickings were slim at best,

but we were determined to see if we could find something. After stopping at a gas station and buying a Knoxville street map, we set off on our quest. Our first target was a shop called M&N Hobbies. We followed the map that took us out into the rural area to the Northeast of Knoxville. As we went further and further out into the country, I began to get a real bad feeling about this boss. Finally after careful search, we located the shop which was a garage behind someone's house. We had to decide if we wanted to risk getting out of the car. I swore I heard banjo music playing even with the car windows rolled up. We passed on that opportunity and decided to go to Hobbytown USA. This was all the way across Knoxville to the southwest of where we were. This did not deter your hardy modelers, ever eager to find new goodies. After about a 25 minute drive, we found ourselves in the parking lot in front of an empty storefront that HAD been Hobbytown USA. This was not looking good. We decided to head back to the hotel, grab a bite to eat at Legends and catch a little of the NCAA while waiting for the judging to take place. Well don't you know it, Legends doesn't open until 2:00 and it is 11:00. Once more funkled by the fickle finger of fate. We decided to head back the way we had just come from the area of Hobbytown because we saw many restaurants. We drove back the interstate, got off the exit and was looking for a Texas Roadhouse when lo and behold, there was a Hooter's. The tradition lives on, and we had lunch at Hooter's while watching basketball.

## Part 2

After lunch we headed back to the show and awaited the results of the judging. There were a total of 235

entries (I had counted each and every one of them) spread over all categories. The results of the judging gave me 1st and 2 Honorable mentions in the Diorama Category. The Honorable mentions were awarded instead of 3rd place awards. Rich received several second place awards and several Honorable mentions. Dan the man from Brian's shop received a 1st place in the biplane category. All in all not a bad representation for our club. I think those guys will remember us. As stated, the show was rather small in comparison to others we have been to, but the trip was fun, the hotel was good, the food was acceptable, and I might consider doing it again next year.

## First dirigible flights in Kentucky

By Dennis Sparks MMCL, IPMS/USA

By the turn of the century, as heavier than air gliders were still struggling to make their first tentative flights, the science of ballooning was rather more advanced. With the advent of the first lightweight steam and gasoline engines, controlled lighter-than-air flight became practical. In 1898, Alberto Santos-Dumont built his first of an eventual fourteen dirigibles. In 1901, he successfully navigated one around the Eiffel Tower in Paris.

In August of 1906, Horace B. Wild from Chicago made the first such flights in Kentucky, making several demonstration flights with his 75 foot long dirigible airship **Eagle**, which was powered by a 6 hp. gasoline engine. Flying from the newly constructed

Fontaine Ferry amusement park on South West Parkway in Louisville, on one flight he followed Jefferson Street downtown, intending to land at Fourth and Market Streets. After running out of gasoline just short of his destination, the airship alit unharmed atop a building on Market Street. Using ropes to secure **Eagle's** gondola between a chimney and a firewall, he clambered down and set off to buy more gasoline. He then flew back to the amusement park without further incident.

On 30 August, he set an American endurance record of five hours and twenty minutes, steering up and down the Ohio River, landing in New Albany, Indiana when his fuel was exhausted. Two years later at the Kentucky State Fair, Wild made daily demonstration flights with his new dirigible, **City of Louisville**.

Info above from a 1906 Courier-Journal article via Charles Arrington



HORACE B. WILD - CICERO - 1911  
(OTTO BRODIE'S FARMAN BIPLANE TO REAR)  
- CARROLL F. GRAY AERONAUTICAL COLLECTION

## From the Cupola by Mike “Thumbkin” Baskette



Well, if you missed the April meeting you missed a good one. Hopefully we can continue the momentum as attendance seems to be picking up again. April played host to numerous activities which are outlined in the meeting summary in this month's newsletter so I will not elaborate on them. One detail I would like to mention would be how nice it was to see all the old faces that happened to show up last month. Someone even commented that it was MMCL ghost night. Regardless, it was sure nice to see all you folks again.

There were two pieces of business that will carry over from the April meeting. The principle one being the 2008 and 2009 show proposals. I encourage all who wish to participate to get involved with Terry Hill and David Knights, our volunteer show committee. The MMCL show building process is a well oiled machine that I plan on letting run its course. I do not plan on burning a bunch of meeting time in the coming months hashing out the details in open forum. If you have ideas, concerns, or just wish to help out, address these issues with our show planners. Of course any major issues that require full discussion will be addressed as needed.

The second item of business will be the pending vote this month on the liquidation of club workshop assets. In the context that it is highly unlikely that MMCL will ever again enjoy the workshop arrangement we had in the basement of Terry Hill's former office location, a proposal has been made to liquidate the club workshop assets. The premise is that these assets have largely gone unused for the last couple of years since our move to the KYANA facility. Liquidating the unused equipment could be used to prop up the club treasury a bit and some might possibly be reinvested into items that would be more useful in our current shop situation. At the May meeting, the club will be asked to cast a vote to determine if this process will go forward. How we actually go about it will likely be a separate order of business.

Finally, we will be having another program at the May meeting. Yours truly will be bringing a small portion of my militaria collection for display and lecture, sort of Red Threads Live. The topic that will be covered is the Red Army infantryman circa 1941. I plan on giving those interested some insight as to what the typical Red Army rank and file was wearing and carrying in the opening stages of the war on the Eastern Front. Hopefully, this will be the beginning of several such presentations in which other cross sections of Soviet military dress will be considered.

See you at the meeting!

JUNE 2007

THE NEWSLETTER OF THE MILITARY MODELERS CLUB OF LOUISVILLE

# TACTICAL NOTES

IN THIS ISSUE:

FROM THE CUPOLA:  
THE BIRD DOG

MODEL PHOTOGRAPHY BASICS

MODEL SHOW REVIEW:  
THE REGION 5 CONVENTION

**NEXT MEETING:  
THURSDAY, JUNE 21ST,  
2007  
7:00 P.M.  
FEATURED TOPIC: THE  
ANNUAL  
AUCTION!!!!!! BE  
THERE!!!!!!**



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

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Casper "The Friendly Ghost"

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## WHAT YOU MISSED AT THE LAST MEETING

May continued the string of excellent meetings in 2007. Even with the beautiful spring weather, attendance at the meeting was excellent. After an admirably short business meeting and very productive raffle, the main event of the evening began. A number of in progress models were brought by various members. The many members present enjoyed viewing the models displayed. Our intrepid president, Mike Baskette presented a talk on uniforms and equipment of the Russian army infantryman 1939-1941. Mike illustrated his talk with many items from his own personal militaria collection. For those who do not know, Mike has a excellent collection of WWII militaria, with a particular focus on Russian equipment.

The next few meetings should be the highlight of the MMCL year. **The June meeting will feature the annual club auction. Please remember to bring kits to donate, as well as plenty of cash to buy donated items. Someone else's trash can be your treasure.**

The July meeting will feature a diorama groundwork roundtable with several members of MMCL sharing their secrets. Don't miss these meetings.

# Through the Lens: A Guide to Model Photography (Part I)

Randy Fuller  
MMCL – Eastern Bloc

If you're reading this article, chances are you're hooked on building scale models. One aspect of being a modeler is showing off your projects, and photographing them is one of the easiest ways to share your latest project to just about everyone. Being a modeler and a professional photographer I get to combine two of my favorite activities. In this series of articles, I will discuss in detail ways to improve your photographic skills and hopefully enhance your pictures.

Part I will be an overview of digital photography and will summarize what I demonstrated at the March 2007 Club meeting. In subsequent articles I will discuss certain aspects in more detail, and I encourage you to send in your questions, problems, or comments so that I can discuss them in these articles.

With the proliferation of digital cameras, it seems everyone is snapping pictures and posting them on the web or printing them at home. These articles will focus on digital photographic techniques for a studio setting (in future articles, I will talk about photographing shows), although they can be applied to film photography. But keep in mind, some of the "point-and-shoot" cameras may not offer the control a Digital Single Lens Reflex (DSLR) camera will offer.

MegaPixels:

All digital cameras are rated by megapixels. This refers to the resolution capacity of the photo-sensor in the camera. A pixel is the smallest unit in a digital photo, and a megapixel is one million pixels. A sensor that has a size of 2000 x 3000 pixels is rated at 6.0 megapixels or 6.0 MP. But that's only part of the story. There are different sensor types (CCD or CMOS). And these make a difference in picture quality as well. CCD (Charge-Coupled Device) are generally associated with older digital cameras and videocams. They are prone to "noise" in the picture, which is term used to describe a situation when a single pixel does not record the correct color or exposure, resulting in specks of odd colors in a photo. CMOS (Complimentary Metal Oxide Semiconductor) is a relatively new technology that is less expensive, consumes less power, and is up to 500x faster than CCD. More importantly, a CMOS sensor is significantly larger than a CCD of the same resolution. It's less "noisy" than CCDs, too.

Depending upon the ultimate fate of your photos will be a factor of the type of camera to get, or how to best use the one you have. If you want to post pictures on a website or share through email, a MP rating of less the 5 is just fine. If you want high end photos to print or have published in a magazine, you should consider 8MP or higher. Also, consider your storage capacity. An 8 MP shot will be between 4 to 8 megabytes (MB) depending upon the format you shoot in.

## Four Basic Elements:

No, not earth, fire, water, and air, but Composition, Color, Depth of Field, and Exposure. These are my four golden rules of model photography.

Composition is the overall design of the image you are taking. Color is literally the color of the model in relation to the light you are shooting in. Depth of Field is the amount of the image that is in focus. Exposure is a combination of aperture and shutter speed for given light conditions. Depth of Field is a part of the aperture setting and is therefore dependent on the exposure settings.

## Composition:

This is the layout of the shot. Where the model is in relation to the edges of the frame. What the background looks like. Where the shadows fall. The angle of elevation of the shot. [Example 1 shows a typical studio shot.] Consider what you want to show off on your piece. And look at different angles through the camera to see what the model looks like from a high angle vs. a low angle. Drama can be achieved simply by moving around the scene.

When shooting a scale model, the background should be neutral, to prevent any distraction. I use a continuous grey tone roll of paper. It's a light grey that is a good general color for most models. I like it better than cloth backgrounds because there are fewer tendencies of getting a polarizing effect that shows up as radiating lines. It's distracting. Paper rolls can be purchased at any good photo store and cost about \$25, and come in a number of colors. Avoid white and black backgrounds, as they can be overwhelming to the subject. If you

plan on shooting a number of models, it's a good investment.

## Color:

While this may seem to be a simple issue, it is rather complicated. Not all light sources are created equal. [Example 2 shows a proper color balance, 3 is set for fluorescent light, 4 is set for incandescent light.] For example, fluorescent light can produce a bluish tint, while standard incandescent light can be yellowish. Most digital cameras automatically adjust the color balance through the camera's metering system. This may be suitable most of the time, but in some cases it's not quite right. To get around the color issue, strobe lights or flashes are the next best thing to sunlight. But they will be an expensive correction. Unless you plan on taking a lot of high quality photos, it's not an economical solution. Most professional photographers will set the white balance for the specific conditions they are working on. This is done by using a technique called the 18% grey card. This is an average of reflected light that is a standard in photography. By using a grey card or a special filter, you can adjust the camera precisely to a specific light source. Grey cards or color correction filters range from about \$50 - \$100.

Look for Part 2  
Next Month!!!!!!



## IPMS Las Vegas

By D. M. Knights, MMCL, SAFCH, IPMS/USA, IPMS/Canada, AMPS

I recently visited “Sin City” for work and while I was there I got to drop by the monthly meeting of the Las Vegas chapter of IPMS.

I travel some for work. I’ve made it a habit when I am in a town for business to check the IPMS/USA website to see if there is a chapter near where I am traveling and if their monthly meeting is during the time I am visiting. As it happened, the IPMS Las Vegas chapter had their meeting while I was in town. A quick email to their chapter president confirmed the details and I was all set.

I attended the meeting on Tuesday, May 8<sup>th</sup>, 2007. The meeting started at 7:00p.m. (Every chapter I have visited always starts its meetings at 7:00p.m. This must be the prime modeling hour.) The only problem with the time for me was that there is a 3 hour time difference between Louisville and Las Vegas. Thus their meeting started at 10:00 p.m. for my jet lagged body; but, in true modeling fashion, I toughed thru it. Their chapter holds its meeting at a local library in a spacious and well lit meeting room. About 20 modelers were in attendance. Several modelers brought their latest work, both in progress pieces and finished models. Several photos of their meeting are included elsewhere in this issue of Tactical Notes.

The chapter started with a short business meeting, which covered the usual subjects; whether to hold a contest, chapter finances, the recent illness of a member. With business out of the way, several members gave short reviews of new kits they had recently

acquired. This was sort of like a live version of the in-box review that you see now on websites. The main presentation was a discussion of the sources of information for research on a subject that one might be modeling. This covered books, magazines, internet sites, etc.

I was not the only guest in attendance at the meeting. A person who had recently relocated from Gulfport, Mississippi and who runs a used kit business called “Rare Plane Detective” came to the meeting to introduce himself and to let the local modelers know he was in the area and he was looking for some part time help to help him organize his new warehouse space and to catalogue recent kit acquisitions. (I will give a separate report on my visit to this operation.)

At the end of the meeting, I was asked for a few comments on the meeting. I told my hosts that model meetings seemed to be the same anywhere in the United States. I did tell them that I was disappointed that they didn’t end their meetings with a bourbon tasting like we did in Louisville. So, if you happen to meet someone from the IPMS Las Vegas chapter and they ask you about our tradition of ending each meeting with a bourbon tasting, please just play along.

# My Two Cents Worth

By Scott F. King

Aluminum for the year so far:

Jan 50 lb aluminum cans @ \$0.72/lb = \$36.00

1 lb other alu. @ \$0.52/lb = \$ .52

---

\$36.52

Mar 10 lb aluminum cans @ \$0.71/lb = \$ 7.10

1 lb other alu @ \$0.55/lb = \$ .55

---

\$ 7.65

Apr 51 lb aluminum cans @ \$0.71/lb = \$ 36.21

May 18 lb aluminum cans @ \$0.73/lb = \$ 13.14

10 lb sheet alu @ \$0.58/lb = \$ 5.80

---

\$ 18.94

June 28 lb aluminum cans @ \$0.76/lb = \$ 21.28

Total YTD \$ 120.60



The other aluminum is pet food cans and such that are anodized and or enameled on the interior, River Metals wants them separate from the pop and beer cans.

Also they will take things like discarded aluminum cooking ware, aluminum patio furniture, aluminum storm doors/windows etc. All of these items are classified as sheet aluminum.

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

## Quick Tip

By Scott F. King

Ever have to throw away a tube of Stucco Putty because the cap split and the putty dried out? I have never used more than a small portion of a tube without this happening. The caps themselves are unlike those found on toothpaste, hand cream, etc, but I finally stumbled across something that will work. The cap from the tube of Part 3 Conditioner in L'Oreal Excellence 3 Part Haircolor fits perfectly.

And only your stylist will know for sure.

# Show Report: The Region 5 Regional Convention Ottawa, IL

By D.M. Knights, MMCL, SAFCH, IPMS/USA,  
IPMS/Canada, AMPS

Region 5 of IPMS/USA (IL, WI, IA, MN, MO) held its 2007 Regional convention on June 7th and 8th, 2008 in Ottawa, IL. Ottawa is a small town approximately 40 miles west of Chicago. The contest was hosted by IPMS/SPASAM, a Chicago chapter of IPMS/USA. Given that the show was being hosted by a Chicago chapter, I wondered why the show was being held out in Ottawa. I later found out that the guys at IPMS/SPASAM actually received a grant from the town to host the show in Ottawa. That is a pretty clever way to finance a show, and I think more chapters will look at this source of additional financing in the future.

The show was held in the local Knights of Columbus hall. The facility had enough room for the show, though the building was divided into two rooms. One room contained the entries and some vendors, while the other room had just vendors in it. The building was well lit inside and this made viewing the models pretty easy. Having the vendors in two separate rooms seemed to hurt the sales of the vendors who were not in the room with the models. Additionally, the vendors who had mostly armor related items did not seem to do nearly as much business as those vendors selling mostly aircraft related items. The only other complaint regarding the venue was that the parking lot was somewhat small, meaning that some attendees had to park away from the site.

Dr. Terry Hill and I left Louisville at 4:25 a.m. on Saturday morning. We arrived in Ottawa a mere 5 hours later. Since Ottawa is one hour behind Louisville, we arrived as the show opened. Both Terry and I had downloaded the registration forms from the show website that the hosts had posted. Therefore registration went fairly quickly and easily. The registration fee for entry was \$25 and this covered an unlimited number of models. Dr. Hill brought approximately 13 models to enter and I brought 5. The show was operated under a no sweeps rule, so that if you entered more than one model in a category, you could not receive more than one award.

In addition to vendors, the show had the usual raffle. While not up to the MMCL shows raffle standards, it was a pretty good raffle. A \$20 investment netted me a number of models, some of which will be making an appearance at this month's auction. There were 430 models entered by approximately 100 entrants. The aircraft categories were very competitive with the vast majority of models entered in these categories. Ships were pretty well represented, particularly submarines. Armor was a weak category and not nearly as many models were entered in the armor categories as you would usually see in a Region 4 show.

The judging finished early and thus the awards were handed out well before the 6p.m. time that had been advertised on the show flyer. The awards were very nice plaques. Dr. Hill took home several of these, including a 1st place in armor dioramas. See the photos on the next page for some sights from the show.



THE FABULOUS  
IMOLA BROTHERS

THE AIRCRAFT  
CATEGORIES



A NICE 48TH SCALE  
MIRAGE III

A KUBEL IN 35TH  
SCALE





## From the Cupola by Mike Baskette

Greetings fellow members,

If you missed any of the previous month's meetings, I encourage you to make an effort to attend. Club vitality seems to be on the rise to the enjoyment of all in participation. Last month's meeting was no exception as the clinic on Red Army infantry uniform and equipment seemed to be well received. I look forward to expanding on that topic at future meetings. In store for the June meeting is the annual MMCL Club Auction. The yearly fund raiser is always a high point of the modeling year so bring your donations and bring your cash. You can help the club and pick up some nice things for yourself as well.

Looking forward to July, we will have plenty going on then as well. The July meeting will play host to the second quarter open contest as well as a roundtable discussion on diorama ground work. The quarterly contest is a bit late, but this is the first opportunity to squeeze it in since the first quarter contest was shifted to a later month earlier this year.

To recap on last month's meeting, it was voted by those in attendance that the shop committee be authorized to proceed with the liquidation of some of the workshop assets. At some point in the near future, the shop committee will suggest which assets are to be liquidated. At that time, the membership will again vote on the most appropriate method. Given the present workshop arrangement with KYANA, it was agreed that unutilized club shop equipment was an unnecessary financial burden on the club. Equipment deemed surplus or unused will be sold. The funds will be returned to the general club treasury and at some point, a portion might be reinvested in equipment that is useful to the workshop. Additional outstanding club business that was discussed is the ongoing preparation to host an Invitational contest in 2008 and bid for the 2009 regional. Our show committee is working in earnest to secure our dates, venue etc. We will be updated by the committee as required.

Finally, the O-1 Birddog show here belongs to my wife's uncle. Robin's uncle lives in a community near Griffin, Georgia called the Brooks Creek Aerodrome, a small neighborhood build along a private grass airstrip. Every house has its own hanger. In these hangers is a varied array of vintage and modern small aircraft. We visited (and flew) with him a few days over Memorial Day weekend. Visiting there is quite a surreal experience with all the vintage aircraft coming and going all the day. It was a lot of fun flying in the O-1. Given its former role in the military, it's a tiny plane with lots of glass. It's hard to imagine a better vantage point for viewing the countryside below.



# TACTICAL NOTES

## IN THIS ISSUE:

FROM THE CUPOLA:  
THE PRESIDENT SPEAKS!

MODEL PHOTOGRAPHY BASICS  
PART 2

KIT BUILD: P-40 IN 48TH SCALE

**NEXT MEETING:**  
**THURSDAY, JULY 19TH, 2007**  
**7:00 P.M.**  
**FEATURED TOPIC: THE GROUND-**  
**WORK ROUNDTABLE**



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

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Editorial Assistant and whipping boy:

Casper "The Friendly Ghost"

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

## WHAT YOU MISSED AT THE LAST MEETING

Well, June was the auction month, and what an auction it was. The club raised a healthy \$940.00 to put in our club treasury. (or for Mike N. to use to pay for his vacation!) Many members brought kits for auction, with special kudos going to Terry Hill and Brian Bunger of Scale Reproductions for their especially generous donations. The bidding was hot and heavy. However, there were many bargains to be had. Mike Nofsinger handled the money and made sure that all the bidders paid for their winnings.

The auction was not the only activity at the June meeting. The "Spank your Willys" Tamiya Jeep smackdown was held. There were four entries by Dr. T. Hill, R. Guetig, S. Cox and R. Fuller. The competition was fierce, with a four way tie in effect until the very last vote. Mr. Guetig was the winner, and collected the cash prize put up by the entrants. A photo of the winning entry appears on the cover of this month's newsletter.

The club is hosting an invitational contest on May 31st, 2008. Be sure to mark your calendars to attend. We haven't done one of these shindigs in a few years, so we should have a lot of pent up enthusiasm out there. Start building now!



Dr. Terry Hill's Jeep entry.  
Photo by R. Fuller

No Photo  
on File

## Through the Lens: A Guide to Model Photography (Part II)

Randy Fuller  
IPMS/USA, MMCL – Eastern Bloc

### Depth of Field:

Depth of field is a measure of how much the focus field will register sharply in a photograph. This is not an issue with long range shots, but when you get closer to a small subject, it becomes very important. In model photography most people set their camera to “Macro” and move in for the kill. The problem is, the smaller the area to be photographed, the less light you have. The camera then sets the aperture to a wide setting to allow as much light as possible in to the sensor. A large aperture equals a shallow depth of field. To explain this, the aperture setting, or f-stop, is a ratio of the amount of lens area that is exposed to the sensor (or film). 1.0 is 100% transmittance of available light. Each subsequent stop is 1.4x the previous stop (e.g., 1.0, 1.4, 2.0, 2.8, 4, etc...). Remember this, it will come up again. A very small aperture, like f22 will allow very little light, but it will be very focused, resulting in a sharpness throughout the focal plane. So to overcome a shallow depth of field, do not move in closer, step back a few feet and use the zoom lens. A focal length of 85mm to 100mm with an f16 will give you a sharper close-up shot than if you are 6 inches away in macro mode.

### Exposure:

This is really a tricky part in photography. It is a combination of how much light is available, the sensitivity of the sensor (known as ISO or ASA

speed on film, like ISO 400, which can be set on some digital cameras), the shutter speed (the length of time the shutter is open, measured in fractions of a second), and aperture (See? I told you this would come up again.). The brighter the light, the faster the shutter and smaller the aperture, low light results in slow shutter speed and large apertures. Keep in mind any shutter speed less than 1/60 second can result in blurry images from camera movement and/or subject movement. A handheld light meter is a superior metering device than the one in any camera. For precise measurements, it's a must. Otherwise, do a technique known as bracketing, where you take a series of shots at varying apertures and/or shutter speeds. Many mid- to high-end cameras can be programmed to automatically do this.

### Summary Points:

If you set up a small studio in your basement, or garage, or living room (providing you have permission) try to have a table as high as you can get. It will be easier for you to try different angles when composing your shots. The higher the mega pixel rating, the more detailed the photo will be. Use a tripod if you want to reproduce a shot with a different model or another view of your subject. If you plan to use ambient light — don't. Get some flood lamps and use daylight balanced bulbs, or photo bulbs. Use at least two separate sources to help light the entire scene and eliminate harsh shadows. Use a longer lens setting and step back 6 – 8 feet. Zoom in to compose the shot. Take a couple of bracketing shots to test the exposure settings. If your camera has a manual mode, use it. Set the specific aperture and shutter speed and shoot away. If your camera offers an option of digital image format, choose the RAW option. It will require some extra processing in your computer, but believe me; you'll have more image to work with. If your camera does offer RAW format, chances are you have program to read the format and edit it. Photo editing software, like Adobe® Photoshop® will also allow you to edit RAW formats. An upcoming

article will be devoted to using Photoshop® to edit your images.

I really want your questions, too, so please write me with anything I wasn't clear on or any questions you might have. It will be helpful for me if I know exactly what you all want to know. So send in those emails to [gluesniff@aol.com](mailto:gluesniff@aol.com) or [Randy@whitedogphoto.com](mailto:Randy@whitedogphoto.com) and I'll try to solve your photo problems. I hope this article helped you in understanding the principle of photography and gave some insight into taking better model picture Next month I'll discuss lighting techniques in the studio and how to take better shots at a show.

## Oh no!!! Not another model magazine.

David M. Knights  
IPMS/USA, IPMS/Canada, AMPS, MMCL,  
SAFCH

As I have noted previously, I read a number of model magazines every month.

This much reading takes up a significant amount of time. Generally, this isn't time that I'd be able to spend modeling. I read these magazines while waiting for court, or at lunch at work. I recently decided to give up purchasing FineScale Modeler, because after 25 years of getting every issue, there just wasn't enough of interest in each issue to keep me purchasing the magazine.

By contrast, I am really enjoying the relatively new Air Modeler magazine. I believe issue 11 is out in Europe, but the last issue I've gotten is issue 10. One of the ways I judge the worth of any modeling publication is whether or not I learn something from it. In fact

one of the many reasons I've abandoned FSM is that I don't learn anything new from reading it. However, from the latest issue of Air Modeler I picked up one new technique and learned about a new tool that I had never seen before.

I've already thought that the modeling magazine field was pretty crowded. Thus I was surprised to see a new entry into the field. The first issue of the new modeling magazine, Model X, is available for free as a download at [www.modelx.com](http://www.modelx.com). I like the idea of making the first issue available for free as a download. From what I've read, it looks pretty good. I'll be interested to see if they can keep the quality up and if there is room in the field for another quality modeling magazine. Only time will tell.



# Building a 1/48<sup>th</sup> scale Curtiss Hawk 81-A3

Dennis Sparks  
MMCL – Eastern Bloc

Sooner or later, every aeroplane modeler feels the need to craft a model of one of the aircraft flown by the First American Volunteer Group in China, better known to most as the Flying Tigers. Though they were not the first unit to apply the distinctive shark mouth to their aircraft, American press coverage of the AVG's exploits surely made them the best known.

A treatise on the dozens of different names and numerical designations that were used on the Hawk 81 by both Curtiss and by the many air forces that flew the aircraft would run to many pages, and would be fraught with multiple twists and turns. Still, at least some attempt should be made to explain a few of the nuances that are relevant to these 100 original AVG aircraft.

The basic Curtiss designation for the aircraft was Hawk 81, which was usually abbreviated to H81. When the design was selected for testing and eventual purchase by the US Army Air Corps, it was given the US military designation P-40. The French placed the first export order for the type, and Curtiss used the designation H81-A1 to differentiate them from the P-40s being built for the USAAC. But when France was forced to surrender before the completed aircraft could be delivered, they were instead sold to Britain, who dubbed them Tomahawk Is.

Quickly realizing that these early Hawks weren't up to snuff for aerial

combat in Europe, the RAF used them only as trainers. But many more fighter aircraft were urgently needed, so the British Purchasing Commission ordered 930 of the H81-A2, an improved version that they called the Tomahawk II. Several additional improvements were introduced during this production run, including the ability to carry a bomb or fuel tank on the fuselage centerline. This led to a further subdivision by the British into the Tomahawk IIA and IIB, with the closest equivalent USAAF designations being the P-40B and P-40C.

The AVG aircraft were randomly diverted from the Tomahawk II production line in three lots in during January-March 1941, but all were completed without the centerline hard points. Thus, the nearest siblings to the AVG aircraft were the RAF's Tomahawk IIB and the USAAC (later USAAF)'s P-40B. Curtiss used the designation H81-A3 for the AVG's aircraft in acknowledgement of the minor differences (chiefly the number and caliber of guns, plus several engine and radio variations) between these three very similar types.

In 1/48<sup>th</sup> scale, there have been three mainstream plastic model kits produced of the early versions of the P-40. Rather than debating the relative merits and faults of these kits, this article concentrates only on the Hobbycraft kit. Academy has used this same mold, and this incarnation is currently available for about \$20.

When the Hobbycraft kit was originally released, there was a loud chorus of complaints about its inaccuracies. After reading several reviews and some of the remedies that could be applied to

it, I decided to build one and see for myself if these complaints were justified.

Let's start with the kit's largest error. Most reviewers have asserted that Hobbycraft botched the wing-to-fuselage joint, claiming that the angle of incidence was too high. At least one modeler cut off the large wing fillets that are molded into the fuselage, spliced in a wedge of plastic on each side of the fuselage, and then reattached the fillets and the wing at a shallower angle. This sounded like way too much work for my taste, so I decided to try a simpler fix.

The P-40 had a prominent aerodynamic fairing on the bottom of the fuselage under the wings. This covered the plumbing from the wing's fuel tanks and smoothed the fuselage contour aft of the nose-mounted radiators. While it was covered with thin sheet metal, the structure was strong enough to serve as a skid for a gear-up landing, thus protecting the fuel tanks. After finishing the model I discovered that the rear of the fairing was open to allow any fumes to vent.

Like the other manufacturers, Hobbycraft molded this fairing into the one-piece lower wing surface, so the too-high wing incidence also affects the placement of this fairing. Hobbycraft also incorrectly molded the fairing as it

appeared on later model P-40s. Directly aft of the cowl flaps the fairing is too narrow, with a deep furrow running along each side. All of this looks very much like a P-40E, but it is incorrect for a P-40B/C.

After looking at photos of the real aircraft, I decided to attempt to repair these two faults. Before attaching the wings, I used a razor saw to cut a slot about an inch along the grooves along each side the fairing, and then bent the front of the fairing down by about 1/8<sup>th</sup>



of an inch. I superglued two pieces of scrap sprue on the inside surface of the wing, reinforcing and partially filling the vee-shaped slot that I'd just created. I then filled the rest of the slot with superglue and

filler and sanded to shape. This plastic surgery also filled in the grooves, producing the wider fairing of the earlier versions.

When the wing was later attached to the fuselage, the profile was greatly improved. The wing's leading edge was perhaps still too high, but this is can only be discerned (if at all) when the model is viewed from the wingtip. After all of this I read another review where the modeler simply cut the fairing from the older Monogram kit and used it to replace the one on the Hobbycraft P-40. It sounded simple enough, but I wasn't able to clearly see if this solution sufficiently altered the fuselage profile to camouflage the wing incidence issue.

Turning my attention to the cockpit, I immediately decided to discard the kit's seat and floor. The seat's side walls were much too thick, and both the seat and the floor were flat plates that were devoid of detail. I substituted the seat and floor from the True Details cockpit set, but decided to use the kit's instrument panel and side walls. (The unused parts from the cockpit set were saved for later use on a Monogram P-40B, but that's another story.)

When assembling the upper and lower wing halves, the kit's instructions noted with exquisite understatement that "some slight sanding may be required" on the prominent landing gear knees on the wing leading edge. In retrospect, I should have simply carved them off completely and fashioned new ones, as by the time I'd finished sanding them smooth their shape was very wrong. Instead of a smooth hemispherical bulge, the knees were now distinctly flattened.

Per the British request, Curtiss painted the aircraft using rubber mats to delineate the upper camouflage pattern. This produced both a harder edged color separation line and a distinct pattern with only minimal variation. I replicated this by using a photocopier to produce 1/48<sup>th</sup> scale copies of the three views included with the decals. I then cut out the patterns and used them as masks.

The decals were from an Aeromaster SP48-07 deluxe decal set that came with a limited run short book on the AVG. The book notes that the British roundels had already been applied to the aircraft before they were selected for the AVG, and that these insignia

were then overpainted using only the Dark Earth color. I incorporated this into the paper masks that I used, but probably should have made separate paper circle masks and done this as a second step. Model Master #2054 Dark Earth (ANA 617) and #2027 Dark Green (FS #34096) were used for the upper colors, and a Model Master mix was used for the light gray undersurfaces. The Aeromaster book indicates that this was a lighter shade of gray than the Neutral Gray that was the standard USAAF color at the time.

I chose to model an aircraft flown by Robert Neale, the ranking AVG ace, as it had a rather odd history. P-8194's original wings were destroyed by immersion in salt water while being offloaded in Rangoon. It was completed by attaching the wings of P-8157. This second aircraft was later mated to a set of wings that had been salvaged from another damaged aircraft.

Other than the modifications to the fuselage fairing, assembly of the rest of the model was relatively trouble-free, but there were several small details that needed some attention. The simplest of these was the British-style pitot tube. Hobbycraft's representation of it was far too massive, so I substituted one that was left over from building a Hasegawa P-40E/Kittyhawk kit.

After drilling out, painting and installing the exhaust stacks, they appeared to me to be much too large. Removing them from the model, I detached the six individual stacks for each side from the mounting plates where they had been molded. I scraped each one to reduce the diameter, and



glued them back on the model one at a time at a shallower angle.

After gluing it on, I also decided that the tail wheel bracket was too short, causing the tail to sit too low. But when I brought the model to Randy Fuller to be photographed, I had not yet corrected this. Perhaps I'll get lucky and accidentally break it off while displaying it at some future contest.

I also noticed that either the propeller blades are slightly too long, or the wing-mounted machine guns are too far inboard, as bullets from the innermost guns would ding the prop. I'm pretty sure that the P-40 had these guns mounted outside the propeller arc to avoid requiring a synchronizer. But since the model was essentially complete when I noticed this, I elected to ignore this feature.

The worst of the remaining problems are all related to the clear canopy parts. On early versions of the aircraft, the windscreen was molded in one smoothly curved piece, with no framework in the middle of it. A separate 1.5 inch thick piece of armored glass was installed inside the cockpit directly behind the windscreen. The internal support brackets for the armored glass were visible through the

windscreen, but were not a part of it. In common with several other manufacturers, Hobbycraft represented this by molding framework on the windscreen itself, ignoring the separate piece of armored glass completely.

The clear panels behind the cockpit also have a few errors. The single bar of framework that's molded on them is incorrect, as it's oriented so that it is perpendicular to the edges of the panel, when it should instead have been perpendicular to the fuselage.

Also, while the main fuel tanks were in the wings, there were two smaller tanks located behind the pilot, and on the early P-40s the filler caps for these two tanks were situated under the left clear panel. Bizarre as it may sound now, the only way to access these two caps was via a pair of holes that were cut into the clear panel and left open. On later versions, they were replaced by a single cap that was relocated so that it was below the clear panel. Hobbycraft molded a soft hint of the two caps, but neglected to mold the two holes in the clear panel.

After mulling it over, I decided that I would not try to correct any of these issues for fear of not being able to restore the clear parts to their previous luster. The two aft panels also did not fit well, leaving a small gap that I was reluctant to fill for the same reason.

Still, I'm pleased with the finished model. It's not as good as it could have been, due both to molding errors and my reluctance to keep tampering with it. But it does look the part, which is good enough for me.



# MORE MODELS FROM THE REGION 5 SHOW





# My Two Cents Worth

By Scott F. King

Aluminum for the year so far:

Jan 50 lb aluminum cans @ \$0.72/lb =	\$36.00
1 lb other alu. @ \$0.52/lb =	\$ .52
	<hr/>
	\$36.52

Mar 10 lb aluminum cans @ \$0.71/lb =	\$ 7.10
1 lb other alu @ \$0.55/lb =	\$ .55
	<hr/>
	\$ 7.65

Apr 51 lb aluminum cans @ \$0.71/lb =	\$ 36.21
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May 18 lb aluminum cans @ \$0.73/lb =	\$ 13.14
10 lb sheet alu @ \$0.58/lb =	\$ 5.80
	<hr/>
	\$ 18.94

June 28 lb aluminum cans @ \$0.76/lb =	\$ 21.28
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June 26 lb aluminum cans @ \$0.71/lb =	\$ 18.46 (Second load)
1 lb other alu @ \$0.47/lb =	\$ .47
	<hr/>
	\$ 18.93

Total YTD	\$ 139.53
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The other aluminum is pet food cans and such that are anodized and or enameled on the interior, River Metals wants them separate from the pop and beer cans. Also they will take things like discarded aluminum cooking ware, aluminum patio furniture, aluminum storm doors/windows etc. All of these items are classified as sheet aluminum.

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



## **From the Cupola by Mike Baskette**

Fellow Members,

First off, I want to thank those who stepped up to help with the June meeting in my absence. From the after action report on the auction, it sounds like it went pretty darn well. As a result, nearly \$1000.00 was added to the general club treasury. Thanks to everyone who made donations and purchases, this event is always a major club fund raiser and I'm glad to see it be such a success.

Maybe the July heat has pushed some of you back indoors for some modeling. If the heat has slowed down your outdoor lawn work, this month's meeting should inspire you to do some scale model landscaping indoors. The July meeting will feature a roundtable discussion on scale scenery and groundwork techniques. This roundtable format is a general participation event, so if you can contribute something, please bring your example or materials and take your turn.

Also in July is the latent 2nd quarter open contest. Due to some prior shuffling, we end up in July for this event. Hopefully we will have continued high enthusiasm as in the most recent contest and smack-down. So bring out your latest.

Finally, I would like to extend the normal calls for continued support on two fronts. The first is newsletter contributions. Software has allowed Tactical Notes to take another quantum leap forward and this can only be sustained through regular contributions. Thanks to all those who have been contributing recently and I encourage potential authors to have a go at it.

The second front is the continued support of the club aluminum recycling program. Skippy has done an outstanding job so far this year, but seeks to continually raise the bar. What started life as a limited fund raising effort when our original workshop first opened on Fairfax Avenue has (thanks to Skippy) become a significant boost to the club treasury. Keep the empty cans coming.

I'll see you at the meeting!

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# TACTICAL NOTES

IN THIS ISSUE:

FROM THE CUPOLA:  
THE WORDS OF OUR  
"DEAR LEADER"

BOOK REVIEW:



TYAGATSHI  
THE FOKKER DR.I SMACKDOWN

**NEXT MEETING:**

**FRIDAY, AUGUST 17TH,  
2007 7:00 P.M.**

**FRIDAY NITE FIGHT!!!!!!!!!!!!!!**



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

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Editorial Assistant and whipping boy:

Casper "The Friendly Ghost"

"Tactical Notes" is the Newsletter of the Military Modelers Club of Louisville, Inc. OK, it is obvious that no one is reading this stuff. Therefore we can write whatever we want here! Well good. There is a certain freedom in the fact that no one reads this stuff. We can use the space to give our opinion on the state of the world, or we can simply wax elequent on the beauty and harmorny of the wrold in which we live. If y'all don't write an article the whole newsletter is going to read like this!!!

**Rich Guetig explains some of his groundwork techniques at the July groundwork roundtable.**

*Photo by D. Knights*

## WHAT YOU MISSED AT THE LAST MEETING

The MMCL July meeting saw our first modeling roundtable of the year. After a very, very brief business meeting and the monthly raffle, the roundtable discussion was held. The subject was groundwork, and Dr. Terry Hill, Rich Guetig, Corky Mohedano, David Stokes and President Mike Baskette lead the discussion. Each contributing member brought different tips and talents to the discussion. Each person had different techniques and much was learned by the 24 or so members who attended.

In addition to the roundtable, July was the time for the quarterly contest. There were 9 entries, which is the largest number entered in quite some time. Mark Cable took first prize with a Trumpeter RA-5C Vigilante.







## Fokker Dr.I Smack Down

By Corky Mohedano, IPMS/USA, MMCL

Several months ago when club members were issuing the challenge to build a Jeep, Randy Fuller turned to me and commented that there ought to be some type of aircraft activity too. He then proposed a subject no self respecting WWI aircraft enthusiast could refuse, the Fokker Dr.I. With a little more discussion we decided that there would be no limits. Any scale, any amount of aftermarket parts, and any scratch work the builder cares to do. We agreed that the September meeting would be our target date to bring builds to the club

The Dr.I is probably the single most recognized aircraft of WWI. Everybody should have at least one kit in their collection. Most of you are probably aware that Eduard is working on one now for release sometime next year. I'm sure it will be a phenomenal kit. However there are a number of excellent kits available right now. The purpose of this article is round-up the various kits, aftermarket details, decals, and references I am aware of and hopefully encourage others to participate.

### 1/8 scale

Hasegawa manufactures this very large "Museum Series" model. It consists of wood, plastic and metal parts to build an uncovered airframe. They look stunning when built. One is on display at the aviation museum in Lexington. I have seen them on sale for \$500, but believe the regular price is closer to \$650 - \$700.

### 1/28 scale

Both Revell and Hobbycraft produce a kit in this scale. Detail is light but both can be built into impressive models. Both Copper State models and Tom's Model Works produce detail sets for WWI German aircraft in this scale such as seats, harnesses, gun jackets, prop bosses, instruments, etc.... Copper state models also carries a few decal sets and a line of scale real wood laminated props that look very cool on these big kits. Copper State actually sells Correct Dr.I props in all the scales.

### 1/32 scale

All things considered, this scale is the hottest thing going for Dr.I's right now. A few years ago Roden came out with a nice Dr.I in 32<sup>nd</sup> scale. I understand there are a few fiddly fit issues, but the kit builds into an impressive model. Hobbycraft has also issued a 32<sup>nd</sup> scale kit. It comes with impressive decal sheet. Once again Copper



State and Tom's models works can provide a number of general detail parts. Another PE company named Fotocut is good for several fiddly bits too. Both Eduard and Part produce PE sets specifically for the Roden kit. Cutting edge produces a set of decals in this scale that will allow you to build every Dr.I Richthofen was known to have flown. Last time I checked, Scale Reproductions had these in stock. And no, not all of his Fokkers were solid red. EagleCal makes at least 2 decal sets in this scale too. If you are interested in building an all red triplane in 1/32, you might consider Andrea Miniatures. They released a resin Dr.I kit with MVR markings, pilot figure and PE details. MSRP is reportedly \$238 dollars.

\*\*Note – the Roden kit has been released in the F.1 version. This is the Fokker designation for the first three machines. One was kept by Fokker, one was flown by Richthofen, and the third was flown by Voss, with his famous eyes and mustache markings on the cowl. There are some noticeable differences between these pre-production machines and what became the standard aircraft. Watch your references.

1/48 scale

DML/Dragon produced an excellent kit in this scale. Unfortunately, it has been out of production for years now. It can still be found without too much trouble. EBay seems to have a steady stream of them but the prices tend to go high. One of the boxings contains markings for the aircraft Richthofen was shot down in and a resin bust of MVR himself. The only notable knock against the kit is an exaggerated drooping fabric effect on the bottom of the wings. Some builders choose to sand it down to reduce or eliminate the effect. The kit comes with some PE parts including belts, Spandau jackets, cabane struts and the undercarriage legs. I've heard some grumbling about the struts, but once built, they look fine to me. Being thicker metal than typical PE, they're plenty strong as well. There are a few mistakes in the instructions regarding the cockpit. Shoot me an email if you want more detail. All in all this is a good kit and builds into a fine display piece.

Aftermarket decals are available from Eagle Strike. Out of production decals I am aware of have been produced by Aero Master, Blue Rider, and Superscale. I have not located any PE sets made specifically for this kit. I suppose because the kit itself covers the essentials. However general WWI German PE from Copper State, Toms Models Works, Fotocut, Part, and Eduard can be used if desired. CMK makes a resin cowl and engine for the DML kit that adds a little more detail.

Collectors will be aware of Aurora and K&B kits of the Dr.I, but I suspect their greatest value is as un-built collector's items. Smer sells an inexpensive Dr.I kit that is actually 1/44<sup>th</sup> scale. While it will build into an unmistakable representation of a Dr.I, I don't believe it is the kit most club members would be looking for. My model manufacturing history is weak, but the Smer kit may have its roots in the Aurora kit.

## 1/72 Scale

There are lots and lots of options in this scale. Kits have been, or are being manufactured by Airfix, Revell, Roden, and an all resin kit by Hawkeye Design. The Eduard comes as the F.I and Dr.I in the standard and profi-pack boxings. The profi-pack kits include PE. Recently Eduard has been bagging the standard kit with only MVR markings and selling it for 3.95. The movie Flyboys also inspired a recent release with the fictional markings used in the motion picture. The Roden kits were released in the two versions as well. Aftermarket PE for these kits is sold by Part of Poland. Just as in the other scales, Copper State, Tom's model Works, and Fotocut produce various WWI bits and pieces that are right at home on the DR.I. Aftermarket decals I've seen have been produced by Super scale and blue Rider. Revell made an entirely new tooling of the Dr.I a few years ago. I understand it is very good, but I have not come across it yet. I am assuming the market didn't really need it with the excellent Roden and Eduard kits already out. I can't really recommend building the Airfix or old Revell kit considering the ready availability of the better Roden and Eduard kits.

## References

Here's a collection of references you may want to look into. It is not an attempt to list every possible source.

- Fine Scale modeler had a cover photo and build article on the 1/48 DML kit in the February 2007 issue.
- Squadron Signal publications publishes the Fokker Dr.I In Action as part of the popular series. Inexpensive introduction to the development and deployment
- Shiffer publishes the Fokker Dr.I and D VII in World War I. This is a very general look at these two Fokker aircraft.
- Osprey publishes Aircraft of the Aces #40 Fokker Dr.I Aces of World war I. This is primarily about the pilots, but this is the single best collection of color profiles of the aircraft
- Albatros publications of England produce a Data File and Data File Special on the Dr.I. Both contain great information, photos, and a few color profiles. They also make an effort to cover various construction details with photos and drawings specifically with the modeler in mind.
- Crowood Aviation Series publishes Fokker Aircraft of World War I. This is a general history of Fokker during WWI with a section devoted to the Dr.I. Black and white photos but no color profiles.
- Classic Publications of England has released what is probably the ultimate book I am aware of on the Dr.I, Fokker Dr.I Triplane a World War one legend. This large hardback book has it all, development, deployment, detail studies, pilot comments, and great artwork.
- <http://www.wwi-models.org/> great web site for modelers of WWI aircraft.

- <http://www.modelingmadness.com/kitindex/kitindexf2.htm> This is the F2 page from the wonderful Modeling Madness site. Scroll down and you will find 9 reviews covering 1/72, 1/48, and 1/32 scale kits
- <http://www.internetmodeler.com/> Internet Modeler has had some great reviews on the various kits over the years. Their back issues are available online, however they do not yet have a subject search. If you are not familiar with this online magazine, check it out. I look forward to it every month.



## **Book Review**

### **The Eagle Squadrons, Yanks in the RAF 1940-1942**

**By Vern Haugland**

ISBN 0-87165-028-2

Review by D.M. Knights, IPMS/USA, IPMS/Canada, AMPS, SAFCH, MMCL

Whenever AMPS holds its national contest at Havre De Grace, MD I always visit a local used bookshop named Courtyard Bookshop. It is just down the street from a bar called Coakley's where I always eat lunch during the contest. One reason I make it a point to visit this particular bookshop is that it has a good collection of used military related books.

This past April, I picked up "The Eagle Squadrons, Yanks in the RAF 1940-1942" by Vern Haugland. The Eagle Squadrons were made up of Americans who had left the U.S. and enlisted in the RAF, almost all having traveling thru Canada. The book was originally published in 1979 by Ziff-Davis. Computer geeks will recognize Ziff-Davis as the big computer book and magazine publisher. Having recently finished "The Few" by Alex Kershaw just last December, I was interested in the subject. As it turns out, this book is the perfect compliment to "The Few".

The first couple of chapters are in fact a repeat of much of the information found in "The Few", although on a much less detailed level. The rest of the book covers the formation of the Eagle Squadrons at the tail end of the Battle of Britain thru their absorption into the USAAF in late 1942. There were 3 Eagle Squadrons formed, the 71<sup>st</sup>, 121<sup>st</sup> and 133<sup>rd</sup>. These units became the 334<sup>th</sup>, 335<sup>th</sup> and 336<sup>th</sup> fighter squadrons in the USAAF.

The bulk of this book covers the operations of the 3 squadrons from late 1940 to mid-1942. The combat operations of each squadron are described in detail, with listings at the end of the book detailing the combat victories of each unit. At first there was much controversy over the formation of these units inside the RAF. In general, the Americans were considered undisciplined and there were some in the RAF command structure who believed that putting the Americans together in one unit would make the resulting unit unusable. However, those in the British

political leadership saw great propaganda value in having a unit of Americans fighting for Britain, since they realized that America would need to enter the war on the side of the Allies in order to have any hope of defeating the Germans. The units were initially lead by British RAF officers, but ultimately lead by Americans who had risen in the RAF ranks.

The book is 206 enjoyable pages with a number of black and white photos. It is a good history of the units covered and should serve as inspiration for any modeler. Now, where did I put that Spitfire kit?

**A figure by David Stokes that he brought to the recent groundwork roundtable.**

*Photo by D. Knights*



**MMCL founder Dr. Terry Hill demonstrates some of his diorama groundwork techniques as Rich Geutig and the rest of the members look on.**

*Photo by D. Knights*



**Dennis Sparks excellent build of the Hasegawa Shinden in 72nd scale.**

*Photos by D. Knights*

**Stewart Gordon's magnificent build of the 1/350 resin kit of the Battleship Kirishima.**





## **From the Cupola by Mike Baskette**

The first thing that I wish to do in this month's message is to thank all those members who chose to participate in last month's roundtable discussion on modeling groundwork. We had several members choosing to participate which meant we had an excellent program. I hope that the level of participation will encourage others to do the same when the next opportunity rolls around to use that format. The roundtable allows more folks to participate at a much less formal level compared to that if one was being the sole presenter for a clinic. I welcome any suggestions for programs of this type and I hope that many more of you will step up and "take the mic" in the future.

**This month the meeting will play host to "Friday Nite Fights", our late night build-a-thon. That being the case, we will shift the meeting to Friday, August 17th.** I'm going to keep this one short and sweet, so lets see more articles for Tactical Notes, lets have some program suggestions, and by all means keep the aluminum cans coming in.

## **Editor's Note:**

You will note some changes in this month's issue of Tactical Notes. The style of the publication is still evolving. If you have any suggestions as to how to make this newsletter more readable or better in appearance, please feel free to make your suggestions to Mike Baskette, either at a meeting or via email.

The editorial staff appreciates the work of all who have contributed aarticles and photos to the newsletter. Please keep those contributions coming.

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SEPTEMBER 2007

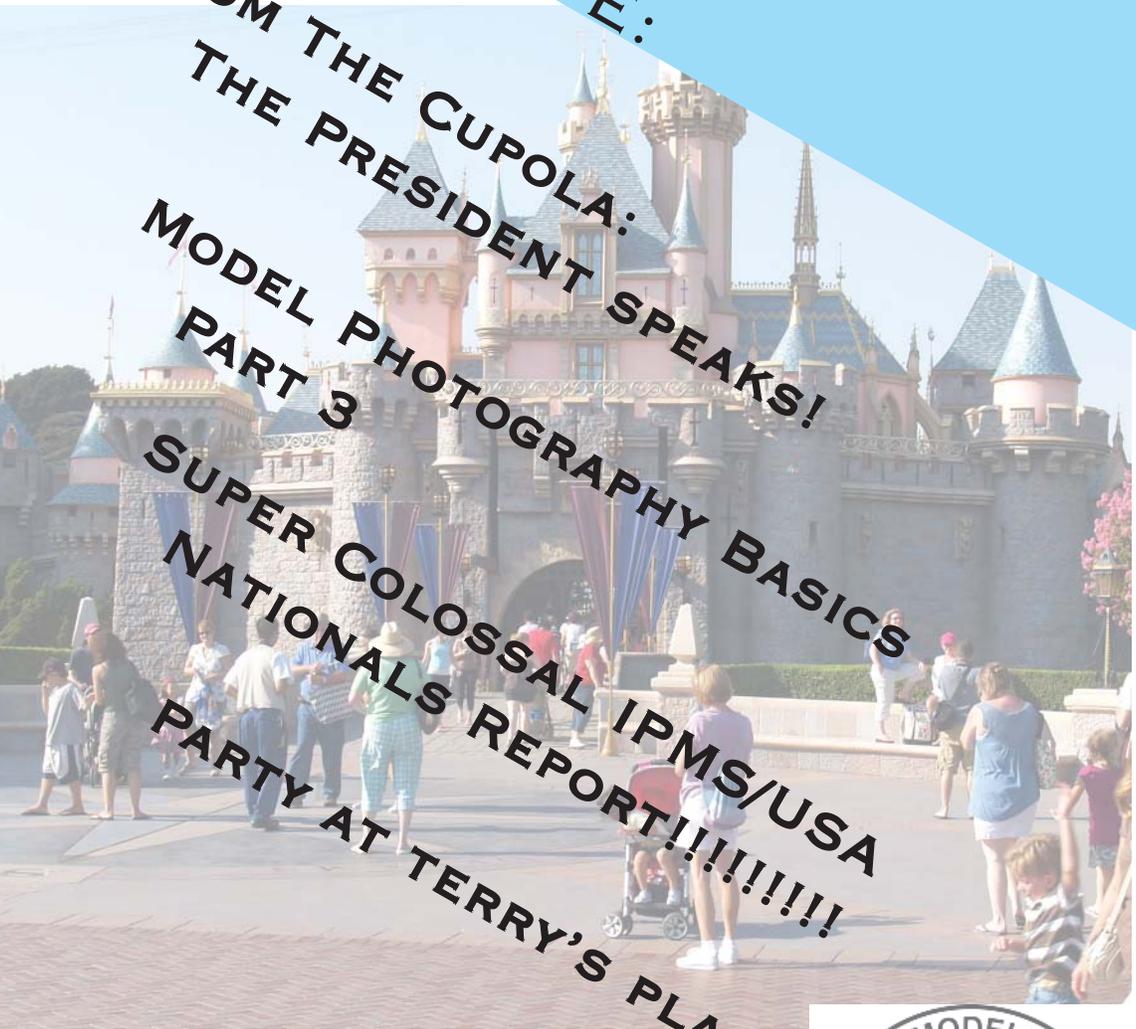
THE NEWSLETTER OF THE MILITARY MODELERS CLUB OF LOUISVILLE

# TACTICAL NOTES

IN THIS ISSUE:

FROM THE CUPOLA:  
THE PRESIDENT SPEAKS!  
MODEL PHOTOGRAPHY BASICS  
PART 3

SUPER COLOSSAL IPMS/USA  
NATIONALS REPORT!!!!!!!  
PARTY AT TERRY'S PLACE!



**NEXT MEETING:  
THURSDAY, SEPTEMBER 20TH,  
2007, 7:00 P.M.  
FEATURED TOPIC: TO SCRAPE  
OR NOT TO SCRAPE - SEAMS  
LOGICAL TO ME**



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Casper "The Friendly Ghost"

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

## WHAT YOU MISSED AT THE LAST MEETING

The August meeting was the second Friday Night Fight of 2007. Over 20 members showed up to build and share building techniques with their fellow modelers. The highlight of the night was the return of long time member Alex Restrepo. Alex, a high mufti in the UPS global conspiracy, was transferred from Louisville to the hell known as Rockford, IL several years ago. Apparently he had offended one of his superior and was thus exiled. Well, he has been forgiven, and has returned from Rockford. He has moved back to Louisville, and thus should be a fixture at MMCL meetings in the future. Welcome back Alex!

Much building went on at the meeting. So much building was going on in fact that no member managed to take pictures of the proceedings. Well, either that or all photos were confiscated by the authorities to protect the guilty, or the ugly!

Since no photos were taken at the meeting, below is one of the many photos of the IPMS Nationals that you will find in this issue.





## **Through the Lens: A Guide to Model Photography (Part III)**

Randy Fuller  
IPMS/USA, MMCL – Eastern Bloc

Hopefully, you read last two months' photo clinic articles and were completely baffled. It was a lot to cover, but this month I will focus on one particular aspect: lighting. Since we are all experts on light color and properly capturing colors with our cameras, we won't worry about further explanation here. I do expect you are using daylight balanced or photo-flood bulbs, or preferably strobe units for your studio shots. And if you're shooting on the run, you should have a programmable flash unit for your camera.

Let's talk about flashes for a moment. All digital cameras today have small built-in flash, or strobe. These produce a very bright flash of pure white light. Most strobes are composed of xenon flash tubes which produce a very bright light that is nearly identical to sunlight. This is what produces clean colors and high definitions. However, most on-camera flashes have one setting (high power) and are pointed directly forward. The problem with this arrangement is that you will overexpose a close-up shot, especially when you're shooting a miniature, and you're locked into one particular setting (both speed and aperture are set automatically).

An external flash slips into the "shoe" on top of the camera. Better units cost between \$200 – \$500, and give you the ability to set amount of light discharged, swivel the light head, and work in manual mode on the camera to specifically set shutter speed and aperture. This gives you more freedom to compose and expose the shot. Still, only use a flash when you have no other choice to light the subject. So this applies to shows and shots you take outside the studio.

Basic lighting requires at least one light source. This can be used to good effect when you need a dramatic lighting, for instance, but it is generally unsuitable for overall illumination. A single light will produce hard shadows, which is undesirable for most miniature shots. Two light sources are better for a couple of reasons: they evenly light the subject (thus reducing the shadows), and provides more light for a smaller aperture (Remember? That gives you a deeper depth of field.). You can go for broke with more lights, which can be a good thing, but it raises the costs for equipment, and if you're using flood lamps, it will get pretty hot under all those lights.

Straight on lights will always give you shadows, especially if they are in a reflector. That's a silver bowl behind the light that helps focus all of the light forward. You want all the light produced to hit the subject, that's just being efficient, but it creates the shadow problem. Mostly, harsh shadows can be distracting to an otherwise great photograph. In some cases, you want some shadows to create interest in the shot. The trick is to control the light, thus you can control the shadow. Keeping the light

bright enough to still shoot easily while diffusing the light rays is the challenge.

There are a few ways to do this. One is called a screen or diffuser. It's translucent sheet of cloth or plastic that goes in front of the light. This breaks up the light rays and scatters them that reduces the harshness. A softbox is an example of this. Another method is to use an umbrella. The light shines away from the subject into a reflective umbrella back onto the subject. This also scatters the light, diffusing it, thus reducing the hard shadows. Another method is a honeycomb filter. This is a metal screen the goes in front of the light and is composed of small hexagonal openings, like a honeycomb. It reduces the total amount of light reaching while slightly scattering it. It is mainly used for special lighting effects. Finally, you can bounce the light off of another surface, like the ceiling, or a reflector. The advantage to this method is you can get a more natural lighting effect, plus you can use a colored reflector to add some tonal color. A gold reflector will give a warm sunset color, for example.

I like to use white reflector umbrellas because they are easy to set up and give me lots of light to work with. I have softboxes that give a very good soft light, but they are large and can be a little difficult to set up. I have even mixed various techniques in one exposure. Sometimes you need to

experiment with different techniques to find the best lighting solution.

I had one question come in this month. It dealt with lighting and color shift of the image. Here are the before and after pictures courtesy of David Knights. He took the original image on his camera. And you can see the overall image has a yellow tint. While I can't say for sure what went wrong, I can make an educated guess that the white balance was not set properly for the light source used. Typically late day sunlight and certain incandescent lights can give a yellowish tone. The after picture is the same shot after I cleaned it up in Photoshop. This included color correction and sharpening. We'll get into this next month.



I really want your questions, too, so please write me with anything I wasn't clear on or any questions you might have. It will be helpful for me if I know exactly what you all want to know. So send in those emails to [gluesniff@aol.com](mailto:gluesniff@aol.com) or [Randy@whitedogphoto.com](mailto:Randy@whitedogphoto.com) and I'll try to solve your photo problems. I hope this article helped you in understanding the principle of photography and gave some insight into taking better model picture.

**THE ORIGINAL PHOTO TO THE LEFT ABOVE, AND THE RETOUCHE PHOTO BELOW IT.**



## **The IPMS/USA 2007 National Convention, Anaheim, CA A Photo Report**

David M. Knights, IPMS/USA, IPMS/Canada,  
AMPS, MMCL, SAFCH

IPMS/USA held its annual convention on August 22nd thru the 25th in Anaheim, CA. The convention hotel was two blocks from the gates of Disneyland, which facilitated convincing the wife and child to turn the trip into the family vacation for the year.

This was my 14th National convention and my 7th in a row. Given that attendance at an IPMS/USA National is such a visual event, I'll try to keep the text brief and tell the story mostly thru some of the many photos I took.

Here is the convention hotel.



It was your typical reasonably high end hotel. Given the fact that the convention was being held in Southern California, the \$120 a night price tag was actually pretty reasonable, especially considering its proximity to

Disneyland. The parking at the hotel was \$20 a day, which hurt a lot of pocketbooks, but frankly there is no way to escape this in the larger cities these days.

If you are on the Internet a fair amount you might have read on some forums like Hyperscale.com, Arcair.com and even the ipmsusa.org forums, complaints about the convention. There were some things to complain about. The organizers apparently had a problem which made their preregistrations unavailable to them. There were not obvious signs throughout the facility point out registration, vendor room, the rooms where presentations and speaker were giving talks, etc. Additionally, the system for generating name tags for the attendees broke down and most attendees did not get name tags until days after the convention started. Frankly, you wouldn't think name tags were a big deal, but without them the local group couldn't control admittance to the model and vendor rooms to make sure that only those who registered and paid were admitted. I am sure that the convention lost out on income that could have been generated by walk-ins. Also, in this day and age we all communicate with many modelers, including many we have never met in person. Without nametags, attendees did not have an opportunity to put names to faces and find people you only knew over the net.

Despite these problems, a convention was held, models were displayed. Vendors sold plenty of models and accessories. And a good time was had by many, including me.

The convention had over 2100 models entered, making it the third largest in

IPMS/USA history. Approximately 750 people registered at the convention, making it one of the most well attended show IPMS/USA has ever held. Now, on to the photos.

One of the reasons people come to the show is for the vendors. This is a photo of a small part of the vendor's room.



In addition to the vendors, you will see many of the “names” you’ve heard on the Internet. Here is Brett Green of Hyperscale, who traveled all the way from Australia to attend.



Of course, the most important part of any National are the models. My main area

of interest is 72nd scale aircraft, so I took a lot of photos of the entries in those categories. Here is a really beautiful Canadian Lancaster, apparently from the recent Hasegawa kit.



Staying with the bare metal theme, here is a 72nd scale B-25, again a recent Hasegawa release. My photo does not do this model justice. It was very nice.



Of course, there were not just 72nd scale aircraft. Here is a very nice 48th scale Mirage IIICJ. The paint job on this one was especially nice.



Don't ask me why, but I thought this was neat. It is a 32nd scale bus. I've never seen a kit of it before, but I suspect it is Japanese.



Here is one for all our UPS employees in the club. It is a 144th scale 727 in FedEx markings. There were a lot of good airliners at the show. I wish I had spent more time looking at them.



Former MMCLer John Charvat was at the show, pimping for AMPS. The host chapter provided the AMPS guys a table in the model room to advertise AMPS and upcoming AMPS shows.

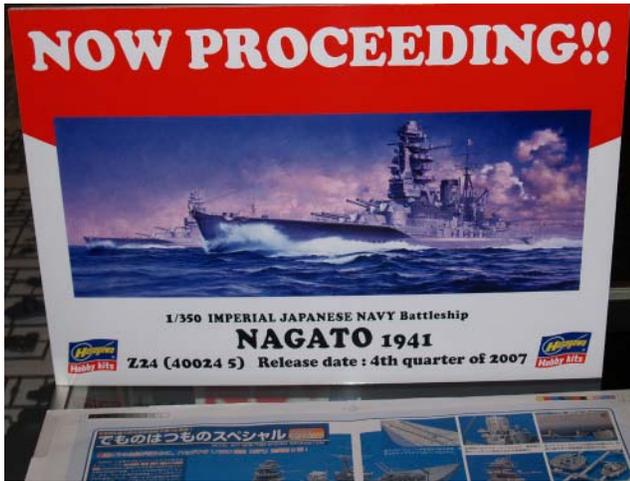


Here is a 48th scale EA-6B. It was admired by many of those attending.



One of the many reasons to attend a National is that many of the manufacturers attend, sometime announcing their upcoming releases. Here is

Hasegawa's announcement of an upcoming 350th scale Battleship Nagato.

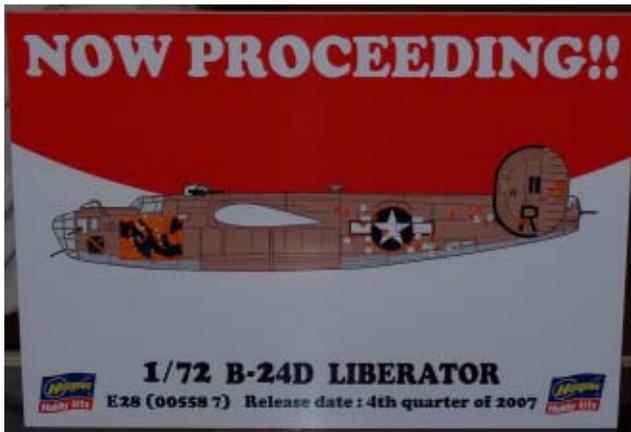


that caught my eye immediately was this collection of Soviet light tanks. It was an impressive collection.

Also nice was this little Italian assault gun. There seemed to be a fair amount of desert themed armor. I wonder if that has anything to do with the current combat in Iraq and Afganistan?



Also, their upcoming 72nd scale B-24 which was a surprise to me.



A blown up PzIII or Pz IV. I can never keep them straight. Again, note the desert setting.



OK, I know that not everyone in MMCL is interested in aircraft, so here are a few of the other models entered. One



Again keeping with the desert theme, here is what I believe is an Iraqi T-55 from the Tamiya kit that was release a few years ago. The thing I noticed most

about the armor entries was the uniform quality. I have no idea how the judges did their jobs in these categories. Having attended numerous AMPS nationals, I'd say the quality was as high as at any AMPS national I've been to.



them in the evenings to experience a little bit of the “Happiest place on Earth”. Below are a couple of photos.



Here is a conversation where the Queen’s English was being spoken. IPMS member Paul Bradley (right) speaking with Neil Robinson, the editor of SAMI and Model Aircraft Monthly.



Finally, as noted before, the contest was held less than two blocks from Disneyland. My wife spent a lot of the days with my daughter as Disney so that I could enjoy the show. I joined





# My Two Cents Worth

By Scott F. King

Aluminum for the year so far:

Jan 50 lb aluminum cans @ \$0.72/lb =	\$36.00
1 lb other alu. @ \$0.52/lb =	\$ .52
	<hr/>
	\$36.52

Mar 10 lb aluminum cans @ \$0.71/lb =	\$ 7.10
1 lb other alu @ \$0.55/lb =	\$ .55
	<hr/>
	\$ 7.65

Apr 51 lb aluminum cans @ \$0.71/lb = \$ 36.21

May 18 lb aluminum cans @ \$0.73/lb =	\$ 13.14
10 lb sheet alu @ \$0.58/lb =	\$ 5.80
	<hr/>
	\$ 18.94

June 28 lb aluminum cans @ \$0.76/lb = \$ 21.28

June 26 lb aluminum cans @ \$0.71/lb =	\$ 18.46 (Second load)
1 lb other alu @ \$0.47/lb =	\$ .47
	<hr/>
	\$ 18.93

Aug 30 lb aluminum cans @ \$0.66/lb = \$ 19.80

Total YTD \$ 159.83

The other aluminum is pet food cans and such that are anodized and or enameled on the interior, River Metals wants them separate from the pop and beer cans. Also they will take things like discarded aluminum cooking ware, aluminum patio furniture, aluminum storm doors/windows etc. All of these items are classified as sheet aluminum.

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



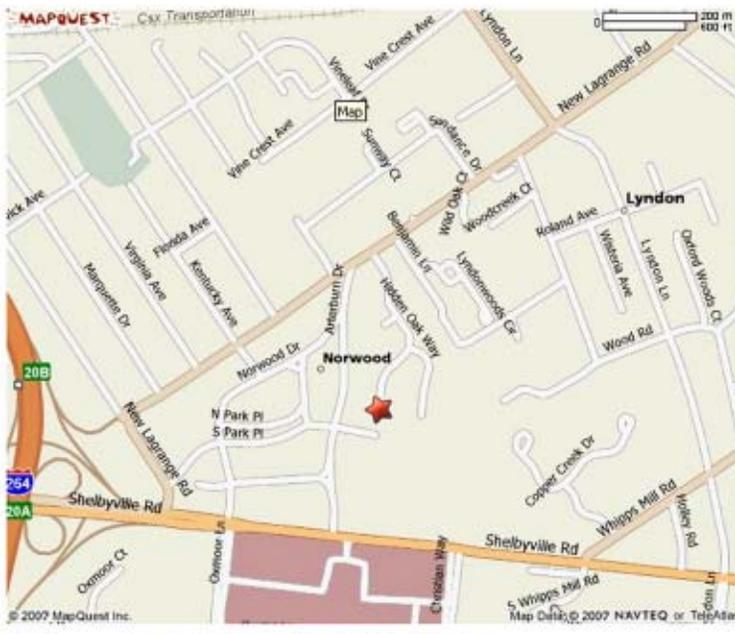
## From the Cupola by Mike Baskette

Greetings fellow modelers,

I would first like to say that on behalf of the Military Modeler's Club of Louisville, we extend our deepest sympathies to member Rob Schneider, his family and friend for the recent passing of Rob's wife Patricia. Please keep Rob and his family in your thoughts and prayers as they come to terms with their loss. A club donation in Pat's honor has been made to the Hospice of the Bluegrass.

September signals the coming of cooler autumn weather, football, less outside work and more indoor work (i.e. modeling). This month we had originally toyed with the idea of making the club cookout at Terry's place the September meeting. However, this event had to be pushed out until the end of the month. It was decided that we should go ahead and host a standard monthly meeting as well. More value for your dollar I suppose. So, plan on being at the KYANA facility on September 20th for a regular monthly meeting. This month's meeting will host a slide show on some of his recent observations at the Ft. Knox museum. In addition, we would like folks to bring out their works in progress for a little bit of a different twist on Show N' Tell. Let's see some of your current projects.

Back to the club cookout, Terry has graciously invited the MMCL general membership to his residence on Saturday, September 29th. It is requested that



you please bring a side dish to help round out the menu. A map to Terry's residence with the appropriate arrival time etc. is included in this installment of Tactical Notes. Please plan to attend as these events are historically a great time. Well, that is about it so I'll see you at the meeting.

**REMEMBER,  
IN ADDITION TO THE  
MEETING ON THURSDAY,  
WE WILL HAVE  
THE COOKOUT AT**

**TERRY'S ON SATURDAY, SEPTEMBER 29TH, 2007, 12  
NOON 307 HIDDEN OAK WAY.**

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# TACTICAL NOTES

OCTOBER 2007

THE NEWSLETTER OF THE MILITARY MODELERS CLUB OF LOUISVILLE

## IN THIS ISSUE:

FROM THE CUPOLA:  
THE PRESIDENT SPEAKS!

MODEL REVIEW: REVELL REGULUS II

HUNTSVILLE SHOW REPORT

**NEXT MEETING:  
THURSDAY, OCTOBER 18TH,  
2007, 7:00 P.M.  
FEATURED TOPIC: **SUPER SHOW  
AND TELL. BRING YOUR IN  
PROGRESS PROJECTS.****



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Editorial Assistant and whipping boy:

Casper "The Friendly Ghost"

"**Tactical Notes**" is the Newsletter of the Military Modelers Club of Louisville, Inc. We've made some changes this month, including the use of a bigger typeface, 14 point instead of 12 point. This should make the newsletter easier to read. Of course, no one will notice. Heck, we know no one appreciates all the hard work we are doing. Heck, one day, this newsletter won't appear in your email boxes, then,

## WHAT YOU MISSED AT THE LAST MEETING

September saw two MMCL meetings. The regular meeting was held on the third Thursday of September. Approximately 24 members were in attendance. The highlights of the meeting were the "Pimp my Kubel" contest and the DR. 1 smackdown. Rich Guetig won the Kubel contest and Dennis Sparks won the DR. 1 smackdown. At the short business meeting, it was decided to hold the next quarterly contest in November. Also, a Panther smackdown is on tap for December, along with the traditional Christmas meeting/party.

The main feature of the meeting was Stu Cox's slideshow on seams on full scale AFVs and how that might translate in modeling. Stu's presentation was well put together and well received. The powerpoint meeting presentations continue to be popular. More of those are on tap for future meetings.

On the last Saturday of the month, the annual club cookout was held. It was originally scheduled for Dr. Hills house, but unforeseen weather complication forced a change of location to the club meeting location. There was a good turnout of members and their families. There was a lot of food on hand with all the members bringing dishes to compliment the food and drink supplied by the club.



## Revell's Regulus II

By Dennis Sparks, MMCL,  
IPMS/USA

### THE HISTORY

Chance Vought's

Regulus was one of the forerunners of the modern cruise missile. Its airframe was a simple cylindrical fuselage with only small swept wings and a single vertical tail surface. Powered by an Allison J-33 jet engine of 4600 lbs. thrust and with a pair of strap-on RATO units that provided 33,000 lbs. thrust each for 2.2 seconds, the Regulus was designed to be launched from a ramp mounted on the deck of either a surfaced submarine or a larger warship. Armed with the 40-50 kiloton W5 or the 1-2 megaton W27 nuclear warhead and with a range of about 500 miles, the subsonic Regulus was ultimately deployed on five US Navy submarines, four cruisers and five aircraft carriers, serving from 1955 until 1964. One of the few surviving Regulus missiles can be seen on board the submarine USS Growler, which is now on display alongside the aircraft carrier USS Intrepid museum in New York.

With the rapid advances being made in aerodynamics at the time, development of the

more advanced version was already well underway by the time the Regulus had reached operational status. Powered by the much larger GE J-79 engine, the Regulus II was designed to fly at speeds greater than Mach 2, at altitudes of up to 70,000 feet, and to have a longer range.

The Regulus was designed to be controlled by a combined guidance and tracking pulsed radar, allowing it to be controlled in flight at a range of up to 125 miles by a "mother ship". A major concern was the possibility that these control signals could be jammed, so the Regulus II was designed from the outset to also have an independent onboard inertial guidance system. As an economy measure, flight test versions of both the Regulus and Regulus II were built with retractable landing gear, allowing them to be remotely flown, recovered and reused.



With flight testing well underway, the Regulus II program was suddenly cancelled in 1958. Unknown to most of the people working on the project, the Navy brass had funded the project as insurance against the possible failure of the Polaris ICBM, which could be launched from a submarine while it was still submerged. After cancellation, most of the forty or so surviving Regulus II airframes were expended as target drones.

The last one built, GM-2048, flew ten drone missions including the last Regulus II flight in December 1965. On that final flight, while at a sustained Mach 2 at 58,000 feet, five AIM-47A Falcon air-intercept missiles were launched at it by a B-58 Hustler. All missed, and GM-2048 made an uneventful landing. As of 2001, this aircraft was undergoing restoration as a museum display.

### **THE MODEL**

The original subsonic Regulus had received tons of publicity, showing up in many newsreels and magazines. It even made an appearance at President Eisenhower's inauguration. In spite of this, Strombecker's simple kit was the only mass-produced model of the Regulus to be produced. It consisted of a wooden fuselage with four pieces

of bright yellow polystyrene to represent the wings, vertical tail and nose. Strombecker also produced a similar kit of the Matador, which USAF's competitor for the Regulus. Dad had bought one example of each kit, with my younger brother building the Regulus while I built the Matador. I was about six or seven years old at the time and it was one of the first models that I built. I have vague recollections of us playing with these two models in a sandbox in the back yard, so they're long gone.

But while the Regulus was to remain deployed with the Navy for eleven years, it was the much sexier looking Regulus II that caught the eye of the kit manufacturers. Aurora, Comet, Monogram and Revell all released plastic model kits in varying fit-the-box scales, and Cox even produced a gas-powered control line flying model.

In 1958, at about the same time that my brother and I were happily destroying the Strombecker kits, Revell released a 1/65<sup>th</sup> scale plastic model kit of the Regulus II. Representing one of the landing gear-equipped flight test airframes, I built this kit eleven years later. While I can't now remember exactly how or when I came into possession of

the kit, I can recall with reasonable certainty WHEN I built it.

After painting models with a brush or the occasional spray can for about ten years, I got my first airbrush in late 1968 when I was 17 years old. It was a single action, external mix Binks Wren B, which looks and works very much like the Badger 350 or Paasche

H. It was the acquisition of this airbrush that helps me to date when I built the model.

I had received the airbrush in a trade with my slightly older cousin, giving up a 1/72<sup>nd</sup> scale Monogram B-52D kit (with authentic jet engine sound!). I'd found the B-52s on sale at a department store in Louisville earlier that same the day for FOUR dollars each, and had bought three of them. Even by 1968 monetary standards, this was still a great price, as I believe that they had been going for



upwards of 10-12 bucks. Are you surprised to learn that I still have the Binks, and that the remaining two B-52 kits are still in my “to do” pile? Even at that tender age, I was able to purchase kits faster than I could build them.

At any rate, I now had the airbrush that I that had longed for, but my only source of compressed air for it was the

spare tire of my recently acquired first car. When I wanted to paint something, I'd haul the spare out of the trunk, attach the adapter and

paint away... for a few minutes. This was followed by the vigorous use of a hand powered bicycle pump to re-inflate the tire. While this was all well and good for developing the biceps, it was a decidedly inferior way to paint.

It didn't take me very long to modify my procedure. On weekends, I'd pack the model, paints and the airbrush into the car and drive two miles to the Tenneco plant where my father worked. While I still didn't have

access to a regulated air supply, I could sit at a desk in their garage and paint away. When the pressure in my spare tire dropped too low, I could use the garage's air compressor to refill it. So now I could paint with less effort, albeit still with frequent interruptions.

And so it was likely that I painted this model on a Saturday afternoon in the spring of 1969. My younger brother was building car models at the time, and he opted to let me use my new toy to paint some of the bodies for him. I had probably painted a few of these and maybe an aeroplane model or three first, but it's likely that the Regulus II was among the first ten or so models that I airbrushed.

Isn't it weird the kind of things you remember? I can also recall that while painting some of the smaller unattached parts I dropped one of the landing gear cover doors. I was sitting in a desk chair, and rolled back to recover the part from the floor. I both heard and felt a distinct "crunch" as the chair's wheel rolled over the errant plastic, destroying it utterly. Only mildly chagrined, I reasoned that the model would look better with both doors missing than with only one,

and so promptly threw the mate away. Hey, I didn't know it was going to be a "classic" kit!

And while the Federal Standard system of paint colors dates from 1962, I don't think it had found its way into plastic modeling much by 1969, and even if it had, paints formulated in the appropriate colors were not generally available in small-town Kentucky. Hence the glossy bright blue and white color scheme, approximating the box art, using the small bottles of Testors paints (10 cents each!) purchased from the local dime store.

By the time I built it, the Regulus II kit was already over ten years old, but the decals were still perfect. The concept of clear coating was unknown to me at the time, and so it's perhaps fortunate that I had only glossy paints available to me. Even now, almost forty years later, the decals still look good, with little visible silvering or yellowing.

As usual, thanks very much to Randy Fuller for taking the photos for me.



**Toadman's 90-mm gun Tank M47 Patton Photo Detail CD CD #18**

Review by Rob Gronovious, MMCL, AMPS

Chris "Toadman" Hughes is well known for his AFV detail photo CDs. His latest CD covers a subject that served with US Forces for just a blink of an eye, the M47 Patton tank. The tank did soldier on in the armies of several foreign nations for decades though. It was never intended to stay in US service for any length of time. It was to be the tank that filled the gap until the M48 Patton was ready for fielding.

This is the first of Toadman's photo CDs that I have had the privilege to review. At first glance, the CD is professionally done and includes approximately 300 color photographs. When placed into a PC computer, the CD uses Internet Explorer to navigate. There is an errata sheet with Mac instructions, but not having that system, I can only assume it is compatible.

The CD starts with a table of contents that separates the reference into seven subsections:

- Introduction and Acknowledgements
- 90-mm Gun Tank M47 profiles and table of content
- 90-mm Gun Tank M47 turret exterior table of contents
- 90-mm Gun Tank M47 hull exterior table of contents
- 90-mm Gun Tank M47 suspension table of contents
- 90-mm Gun Tank M47 turret interior table of contents
- 90-mm Gun Tank M47 driver's compartment table of contents

Not covered is the engine compartment, but since the reference is geared towards model builders, this is not a problem. Unless you want to scratch build an engine.

The breakdown of the subsections is done in a logical manner, taking the reader on a walk around of the tank before climbing inside the turret and finishing with a trip through the driver's compartment.

The CD gives the ability to either browse through the contents of a subsection page by page or to jump straight to a particular photograph such as “The Gunner’s Seat.” The descriptive photograph names are essential when looking for a particular shot.

The photos are clear and show plenty of detail. There are a few that are out of focus, but are more than adequate to detail a model. Several outdoor museum display tanks are featured as well as one tank a restored interior.

The only error I noticed in the captions is on photo number 144, The Right Side Taillight Assembly. The caption states, “On the M47, the top lens of the right taillight is not used while the bottom lens is a blackout marker.”

The top lens of the right taillight is the blackout drive brake light and illuminates when the brakes are applied with the blackout markers on.

I was able to use Internet Explorer’s print function to make a hard copy of a photo. This feature would be useful to a modeler who does not have a computer near the workbench and needs the photo close at hand while detailing the model.

The CD describes itself as a modeler’s reference and not a history of the vehicle. Because of this there is only a brief synopsis on the tank itself. Much like the actual tank’s service, plastic models of the M47 are few and far between. In 1/35 scale, the Italeri M47 Patton tank is the only one. The kit made its debut in the late 80s and has been in and out of production ever since. The kit represents the pinnacle of Italeri tank models and remains arguably one of their best tank kits to date. It has been released by Testors and currently is Revell of Germany kit number 03062.

There is also a 1/32 scale ex-Renwal kit now owned by Revell. This kit was typical of the early days of modeling and includes many over scaled workable features. Not a serious model in this day and age.

With written references of the M47 Patton tank few and far between, this CD is invaluable to fans of the missing link of Patton tanks. At \$7.99 with \$2.25 shipping, this CD is a reasonably priced addition to any modeler’s reference library. This is a highly recommended item. My thanks to Toadman for providing the review sample.



## Huntsville Model Contest Report:

Report by Dr. T. Hill,  
MMCL, AMPS, IPMS/USA

Well the time arrived for the annual pilgrimage to Huntsville for their annual contest. A hearty band of 4 club members ( David “the Counsler” Knights, Rich “Biology Bob” and Scott “Skippy” King and I) met at Brian’s at O dark thirty. The morning came as a very pleasant one with very mild temperatures and a clear sky. We loaded into David’s (God help us) van and headed South. The ride was fortunately rather uneventful for David’s driving and after a 4 and a half hour ride we arrived ready to kick butt. The group registered for the contest, entered their items, and then settled down to some serious shopping. The vendors were a collection of the usual vendors seen at this event. There was CRM, Formations, Tiger Models, Tiger Werks, Paul Cotcher, and several other vendors. There was not a great deal of outstanding items there, but a great deal of stuff to slobber over. Shopping



was brisk. The contest was a very good collection of entries. There were very good dioramas, armor, figures, aircraft, ships and autos. A total of approximately 300 entries were involved. The club members did quite well in their entries. Several first place, second place, and third place awards were received. The big winner was as usual Rich “Biology Bob” Geutig. He needed a U-Haul to carry all the awards home.

Everyone of the club members who entered won something. The Huntsville show is well worth the trip down. In addition to the above mentioned members, Stewart Gordon

and Alex Restrepo were in attendance. This gave us a total of 6 members and that is a good turnout. The next big show is the Cincy show this coming weekend. I encourage all who can to attend because it is a great show within a reasonable drive time.



## **From the Cupola by Mike Baskette**

Fellow Modelers,

If you missed last month's meeting, well too bad for you as you missed a good one. The Kubelwagon and Fokker DR.1 smackdown contests and Stu Cox's presentation made for a great meeting. I realize you can't do everything, as even I missed the club cookout at the end of last month. Sounds like that too was a success. We thank Terry Hill for pulling it together.

This month we will revisit what I had tried to encourage last month. Last month's meeting was jam packed with activities so I don't think it got much attention. That would be an expanded Show and Tell with works in progress being the theme. So this month, let's see what you have on your workbench today! Please come willing to discuss what you are working on, how it is proceeding, any special deviations from "out of the box" you may be making, and where you hope to go with your project. We may not be finishing much, but we are almost all working on something.

Remember that coming up in November is the final open contest of the year. Historically these have been quarterly, but the other activities this year have limited us to just three. Regardless, the last one was well represented and I am sure this one will be as well.

Finally, as always, we are looking for more articles for Tactical Notes. Further, please keep the club can drive in mind when disposing of empty beverage cans. Scott King has turned this into a respectable money maker for our treasury and every little bit helps.

Happy Modeling,  
Mike

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# TACTICAL NOTES

NOVEMBER 2007

THE NEWSLETTER OF THE MILITARY MODELERS CLUB OF LOUISVILLE

IN THIS ISSUE:

FROM THE CUPOLA:  
THE PRESIDENT SPEAKS!

PHOTO CLASS: PART IV

FOUND: A LOST B-17

**NEXT MEETING:  
THURSDAY, NOVEMBER 15TH,  
2007, 7:00 P.M.  
FEATURED TOPIC: VIRTUAL  
MODELING, HOWW TO GET  
FEWER KITS BUILT EACH YEAR.**



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

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Casper "The Friendly Ghost"

"Tactical Notes" is the Newsletter of the Military Modelers Club of Louisville, Inc. We've made some changes this month, including the use of a bigger typeface, 14 point instead of 12 point. This should make the newsletter easier to read. Of course, no one will notice. Heck, we know no one appreciates all the hard work we are doing. Heck, one day, this newsletter won't appear in your email boxes, then,

## WHAT YOU MISSED AT THE LAST MEETING

The October meeting is history and the unannounced feature of the October meeting was the weather. Approximately 30 minutes before the meeting started, a storm with 80 mph winds roared thru bringing tornado warnings with it. Naturally, this had a dampening effect on the attendance.

However, the 16 or so members in attendance at the KYANA meeting location/Tornado shelter were treated to a great raffle and many fine examples of modeling. Returning member Alberto Moreno brought two fine 1/48th Japanese aircraft. Another new member, Josh Bowling, was also in attendance. Dennis Sparks and many of the Lexington gang braved the weather. Dennis brought an impressive collection of 1/48th scale P-40s. Randy Fuller brought some of his photography equipment and shot photos of several models. In President Baskette's absence, the meeting was ably run by Vice-President Cox who reminded the members present about the upcoming November "quarterly" contest. He also urged the members to write articles for the newsletter and to continue to collect aluminum and bring it to the shop since Skippy has made an impressive contribution to the club treasury thru recycling.

## Through the Lens: Choosing a Camera (Part IV)



Randy Fuller  
MMCL – Eastern  
Bloc

I know, I know!

The last few articles were very technical, and covered equipment that the average modeler or amateur photographer doesn't have. Sorry about that. This article will be different and is dedicated to Tom R. and Stu C. for the topic. So what kind of digital camera should you buy to photograph you models?

First let's get the types of cameras defined. There are basically three types of digital cameras on the market today: compact, DSLR, and hybrids. Compact cameras are the small square cameras that fit in your pocket, with a small built in lens and automatic exposure settings. They typically range in price from \$100 to \$300 with resolutions between 5 and 10 MP. DSLRs, or digital single lens reflex cameras, are the high end of the spectrum, offering interchangeable lenses and complete control over exposure. They range in price from \$800 to \$8000, with resolutions of 8 to 20

MP. Finally there are the hybrids – a cross between the simple to use compacts and the better optics and advanced features in DSLRs. They are larger than the compacts and will have a larger built in zoom lens. Prices will start around \$500 with resolutions of 6 to 10 MP. However, with advancements made in digital photography, expect prices to keep dropping and resolutions to keep rising.

All of these cameras capture images the same way: light comes through the lens, is metered by the aperture, and strikes the photocell. The difference in ability to correctly capture an image depends on the lens itself and the quality of the photocell. A rule of thumb is the higher the price, the higher the quality. Better lenses will give you better images, as will better sensors. Higher resolutions will not necessarily give you a better final image with an inferior lens!

Therefore less expensive cameras have a lesser quality lens. They are not ground to the same precision as higher end camera lenses, thus the initial image quality is poor – before even reaching the sensor. The highest resolution can't compensate for a poorly focused (blurred) or aberrant (color separation) image.

This will be apparent in close up model photography. Never rely on the camera's screen to determine the quality of the image, you'll need to look at it on your PC or get it printed.

On to the sensor. Megapixels (MP) is the way to determine resolution on a digital camera. The more MP, the more details will be captured. For example, a 10 MP camera will produce a full sized photo of about 10 inches by 16 inches! So high MP resolutions will produce large, clear prints. If you're not interested in making large prints, lower resolution cameras will work just fine for you. You don't need high res to view images online. Actually, lower resolutions are preferred for PC and online viewing. The format that the camera will save its images in also plays a role. RAW or DNG formats are referred to as digital negatives. The plus is there is a lot of information stored there, which means you have more image to work with. The downside is obviously larger files sizes, and not all image programs can read these formats. The most common image format is JPEG, or JPG. These are readily viewable on all platforms and easy to work with; however, this format is a compact format, so extra information is discarded and this format is prone to degrading every time it is

saved as more image information is lost.

Briefly, a standard high resolution RAW image from a 10 MP digital camera will give you an image of 240 DPI with a size of 2600 x 3900 pixels, and using 10 Mb of space. Now if you edit that down to 96 DPI, 380 x 575 pixels, and convert to a JPEG, you'll only use up 550 Kb! Plus it will look fine on your screen. My next article will deal with how to re-size your digital photos, but keep in mind you can easily go down in size and resolution, but you can't take a low res image and go up.

So if cost is a big factor, look into a compact camera. If you can afford a little more, then a hybrid or DSLR is a great choice. Get the most megapixels you afford. You can always reduce the resolution later. Look for a camera that has good optics, too. I would recommend buying a camera made by a camera manufacturer (Canon, Olympus, Nikon) rather than one by an electronics company (HP, Casio). You'll get better optics that way. Also look for a lot of control options: shutter speed, aperture, white balance, and RAW or JPEG output should all be able to be set by user. Avoid cameras with only a few automatic settings.

All will have a built in flash, but if you can get a camera with a hot shoe (that's a little connection on top of the camera for an external flash) get that one. You'll have more flexibility with lighting. A macro setting is OK to have, but remember you'll lose depth of field. You can take an ultra close up shot with the low res camera, or back up a bit with a high resolution camera and get more detail with a deeper depth of field.

So look at minimum focus distances when choosing a camera. You should also have an override to the automatic focus that most cameras have. When you're up close the auto focus can get confused and jump around, or even lock the camera from taking a picture. If there's a manual focus option, use it.

Before you buy, try different models, and take the same shot. Get a few cheap memory cards to take with you when you go camera shopping and take a few shots, then look at these images

at home. Zoom in, try printing an image, and see how you like it. Then get the camera that fits you best. Also go to a camera shop not an electronics superstore. You'll get pros that know cameras and can answer your questions. Plus you'll find more models to choose from and try out. And they'll let you use your memory cards to try out the cameras. Once you find the model you want, then shop around for a deal.

## Summary

### Camera Considerations:

DSLR or Hybrid Camera  
6 – 8 MegaPixels  
28 – 100mm focal length  
Manual Exposure Option  
Manual Focus Override  
RAW format option  
External Flash Shoe  
Macro Mode  
Custom White Balance

Photographing scale models is not macrophotography, so extreme macro settings aren't necessary. You want to get a lot of detail in your photos, which means watching the depth of field. 6 to 8 MP will do just fine about 18 inches or more from the model. Large lenses will let in more light, which will give you

better details. Up close is not necessarily the best way to capture details. And don't forget to use the white balance adjustment for accurate colors.

I still want your questions, too, so please write me with anything I wasn't clear on or any questions you might have. It will be helpful for me if I know exactly what you all want to know. So send in those emails to [gluesniff@aol.com](mailto:gluesniff@aol.com) or [Randy@whitedogphoto.com](mailto:Randy@whitedogphoto.com) and I'll try to solve your photo problems. I hope this article helped you in understanding the principle of photography and gave some insight into taking better model pictures.

### **The B-17 at Calvi**



**Dennis Sparks-  
MMCL Eastern Bloc**

On Valentine's Day of 1944, a lone B-17 struggled toward the air field at Calvi, a town on the northwestern coast of Sicily. As a part of the 97<sup>th</sup> Bombardment Group (BG), it had left its base at Amendola earlier that day on a mission to bomb the railroad yards at Verona, Italy. With three of its crew killed and two engines knocked out during attacks by German fighters, pilot Frank Chaplick was trying to reach the nearest Allied-held air field. By one account, as he neared the field a third engine failed and Chaplick ran out of options.

Following a successful ditching at sea, the seven surviving crew members were rescued and returned to duty. The aircraft sank in about 90 feet of water only about two hundred yards offshore, and is still there to this day. Its location is of course known to local residents, and over the last few years it has become a popular site for scuba divers.

I first learned of this aircraft in July 2001, when I responded to an emailed request that had been posted a few days earlier in the forum on the 95<sup>th</sup> BG web page. The author of the post was Steven Carmichael-Timson, who was a diver with Sea-Tech Explorations Ltd. He had recently visited the wreck and was seeking additional information. Fortunately, he already knew the aircraft's serial number, the pilot's name and the date that it was lost. I did a bit of searching and was able to learn more of the aircraft's history and the circumstances of its loss.

Boeing's aircraft construction number 6158 was a part of the very first production block of B-17Gs to be built. Assigned the USAAF serial number 42-31044, upon completion it was sent to the modification center at Cheyenne, Wyoming on 10 September 1943. After a few very



to San Giovanni in December, before moving on to Amendola in mid-January. The air field at Amendola, known to the Luftwaffe as Foggia #7, was also home to the 2<sup>nd</sup> BG (B-17) and the RAF's No. 205 Group (Halifax and B-24), making it one of the busier air fields in Italy.

quick modifications, the aircraft was flown to England and was assigned to the 100<sup>th</sup> BG at Thorpe Abbots on 24 September. But its stay in England was very brief as it was transferred to the Mediterranean theater only a few days later. It arrived in Italy and was assigned to the 340<sup>th</sup> Bombardment Squadron (BS) of the 97<sup>th</sup> BG on 05 October 1943.

The 97<sup>th</sup> BG was the first operational B-17 unit in the US Eighth Air Force in England, and on 17 August 1942, had flown the Eighth's first B-17 combat mission. But with the decision to open a second front, the group was transferred to the 12<sup>th</sup> AF in North Africa in November 1942, and then later was assigned to the 15<sup>th</sup> AF in Italy. The 97<sup>th</sup> made several moves within Italy in the late 1943-early 1944 time period, mostly in an attempt to get out of the ever-present mud. They had moved from Depienne

Like many WWII American aircraft, 231044 soon acquired a nickname and nose art. Two different, but possibly related names have been noted. One written account gives the name as "Her Done It". But a crew photograph, taken in front of the right side of the nose, shows the aircraft adorned with a well-known Vargas Girl and the name "Her Did". Perhaps the entire name was a combination of the two phrases, with the first phrase either out of the frame of the photograph, or possibly it was painted only on the left side of the nose.

On the day it was lost, 231044 was being flown by Lt. Frank Chaplick and most of his regular crew. Flying in his assigned position on the side of the formation, Chaplick was forced to swing wide to avoid a collision while the formation was making a turn on approach to the target.

Slightly separated from the rest of the aircraft, they were immediately attacked by enemy fighters. Two engines were immediately knocked out and they began to drop even further from the formation. Now a straggler, the enemy fighters concentrated their attack.

One of the first attacks mortally wounded Tail Gunner Tony Duca. Realizing that the tail guns weren't firing, another fighter closed from astern to point blank range before firing, killing Radio Operator Robert Householder and Waist Gunner George Murphy. One fighter was shot down by a wounded Frank Bradley, the Top Turret Gunner. A second one was shot down by Grilliot in the ball turret, while in the nose Navigator Thomas Cowell and Bombardier Armand Sedgley combined to shoot down a third before American P-47 fighters arrived on the scene.

With help at hand, Grilliot and Bradley began jettisoning as much equipment as they could to lighten the load, while the navigator plotted a course to Calvi. Householder and Murphy's bodies were placed in the radio room, but because of the cramped space at the tail, Sedgley was unable to recover Duca.

With the remainder of the crew gathered in the radio room, Chaplick and copilot Ward Skaggs executed a flawless ditching, striking the water first with the tail section and then letting the rest of the aircraft settle into the water. As it sank, the entire tail section broke free. The surviving crew were forced to abandon the three bodies, but managed to inflate at least one of the two rafts and were quickly rescued.

An important source of information about the loss was the doctoral thesis of Walter Edmund Hicks, who had served as the historian for the 97<sup>th</sup> BG during the war. After the war, Hicks became a teacher and later received his doctorate in English from the University of Kentucky in 1961. For his thesis, he wrote a comprehensive history of the group's actions during WWII, a copy of which is kept at the University's W.T. Young library. I'd chanced upon a mention of the thesis several years earlier and had read a portion of it then.

Another source of information was Roger A. Freeman's "The B-17 Flying Fortress Story", which contains data gleaned from the service record cards of every B-17 flown by the USAAF. Freeman

was a teenager growing up in England during the war years and lived near several US air bases. He was to become one of the most prominent authors on the history of USAAF's Eighth Air Force and on the combat history of the B-17.

I also consulted Paul Andrews and William Adam's "Heavy Bombers of the Mighty Eighth", a very useful compilation of the service

records of every B-17 and B-24 known to have been assigned to the 8<sup>th</sup> AF. This is the first of four books arising

from the Eighth Air Force Memorial Foundation's "Project Bits and Pieces". If you have more than a passing interest in the 8<sup>th</sup> AF, you should make every effort to secure a copy of this book.

I did a search for several of the crew members on [www.whitepages.com](http://www.whitepages.com) and got only a single hit for Orville Grilliot in the entire US. I called and learned that he was indeed the

ball turret gunner that day. He told me that the crew's regular ball turret gunner was sick that day, and so was Grilliot replaced him. It was Grilliot's first and only mission with any of the members of Chaplick's crew. He was returned to duty and had completed his tour.

He also told me that he was still in contact with the bombardier and provided his telephone

number. After an interesting talk with Grilliot, I called Armand Sedgely, who was able to provide more information.



In fact, he had written an account of the loss for the *Bugle*, a magazine published by the Disabled American Veterans organization. He had also returned to Corsica for the commemoration of the 50<sup>th</sup> anniversary of its liberation from the Axis. He indicated that at that time, a bronze plaque had been prepared and was to be placed on a pedestal near the aircraft. Carmichael-Timson made no mention of the plaque,

so it was presumably either never placed or was later removed.

Hicks' account in his dissertation indicated that Duca's body had been recovered from the tail and placed in the radio room prior to ditching, but Sedgeley reported that this was incorrect. He had tried to pull Duca from his turret so that he could render first aid, but could not remove him due to the constricted space. None of the



remains were recovered from the wreck.

Sedgeley also did not recall losing the third engine as reported by Hicks. He said that the landing strip was very short and with the amount of damage the aircraft had sustained, the pilots believed that they would not have been able to make a second attempt at landing, and so opted instead to ditch. He further added that both he and the two pilots were soon

rotated home and all ended up at Tyndall AFB in Florida, where they trained new B-17 crews.

His recollection was that their original co-pilot had been wounded early in their tour and that Ward Skaggs had permanently replaced him, adding that he thought that Skaggs was from Kentucky. Sedgeley had been in contact with the 97<sup>th</sup> BG memorial association for many years, but had never regained contact with any of the other crew members other than Chaplick and Grilliot.

I forwarded all that I had learned to Steve Carmichael-Timson, who returned the favor by sending me some of these images. Much of my account was later posted on Sea Tech's web pages, which can be seen at [www.divetheworld.com](http://www.divetheworld.com). A biography of Tony Duca can be seen at <http://dsf.chesco.org/heroes/duca/duca.htm>, which was the source of the crew photo.



## **From the Cupola by Mike Baskette**

First let me apologize for having to miss last month's meeting, but another commitment kept me away. While a successful meeting was had, it sounds like the rough weather in the Louisville area that evening kept many folks at bay or forced others to leave early. Hopefully this month will go a bit smoother. Slated for this month's meeting is our third "quarterly" contest of the year. This will be an open affair, so bring out your latest as there are no set criteria regarding subject modeled.

In addition to the contest and the usual reoccurring activities, David Knights and I will be presenting an overview of online resources available to the modeler. There is a lot of great material in cyberspace for the modeler and we will be touching on some of the modeling related sites and others that are good for general reference. If you have some favorites, please jot them down and bring them to the meeting. We will be live on-line so we can check out some of those as well.

Looking a bit into the future, we are in the middle of planning our Christmas dinner outing. As of now, this will fall on the normal, third Thursday slot in December which will be the 20th. Presently we are looking at the same arrangement we had last year. That is securing space at an area eatery and everyone pays their own way.

Finally, It has come to my attention that some folks have noticed the web site is a bit behind on updates. This issue is being addressed, but I want to offer some level of explanation. Pete Gay, our club webmaster has been in the throws of starting a new job position with a required relocation. Once Pete gets his personal situation squared away again, things should start returning to normal. I am pleased that our web site is getting enough traffic for folks to notice the present hic-up. I ask for your patients in this matter

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DECEMBER 2007

THE NEWSLETTER OF THE MILITARY MODELERS CLUB OF LOUISVILLE

# TACTICAL NOTES

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CINCINNATI SHOW REPORT

A VISIT TO THE MAPS MUSEUM

**NEXT MEETING:  
THURSDAY, DECEMBER  
20TH, 2007, 7:00 P.M.  
LOGAN'S STEAK HOUSE  
SHELBYVILLE RD.**



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

"Tactical Notes" is the Newsletter of the Military Modelers Club of Louisville, Inc. We've made some changes this month, including the use of a bigger typeface, 14 point instead of 12 point. This should make the newsletter easier to read. Of course, no one will notice. Heck, we know no one appreciates all the hard work we are doing. Heck, one day, this newsletter won't appear in your email boxes, then,

## WHAT YOU MISSED AT THE LAST MEETING

If you missed the November meeting, too bad we had a great time! The business meeting involved some discussion of the upcoming show, and advanced planning for the next few meetings. This was followed by the customary treasurer's report and then the real fun began. After a brisk sale of raffle tickets, voting began on the year's final open contest. This even was well represented with about 10 entries. Taking first prize was Stew Gordon with his 1/32nd scale F4 Phantom in Iranian markings. Tom "Balki" Romanowski took second with his BA10M armored car, and Corky Mohendano rounded out the winners with his third place Fokker Dr.1. After the conclusion of the raffle and contest, Stu Coxed treated up to a PC slide show of entries from the recent invitational in Cincinnati.

## Book Review

### Nothing Like It In The World by Stephen E. Ambrose



Review by D.M. Knights

Recently, the modelwife gave me this book for my birthday. I've read numerous other books by

this author, mostly his books on WWII subjects. I've generally enjoyed his previous books. I will admit that I really didn't have much interest in the subject of the book, the building of the first transcontinental railroad.

However, Stephen Ambrose is a gifted storyteller and he tells this story in such a way that I found myself anxious to finish the book, even though I knew from high school history class that the Central Pacific and the Union Pacific ended up meeting at Promontory Point, Utah in 1869.

The book contains quite a number of photos by several photographers of the times, most of whom are much more famous for their Civil War photos. In fact, one of the threads in the book is the number of prominent Civil

War figures who were instrumental in the building of the transcontinental railroad, especially the Union Pacific.

I recommend this book. I liked it so much I am lending it to my father, the modelfather, so that he can read it. I think he will enjoy it.

## Book Review

### Stealing the General by Russell S. Bonds

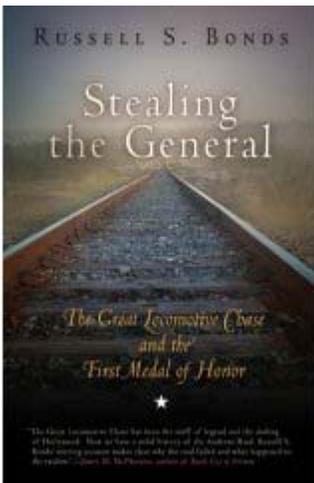


Review by D.M. Knights

Everyone of my generation remembers the incident in the Civil War where Union troops snuck behind

Confederate lines and stole an train engine. Most of our memories come from the Disney movie of the 60s, "The Great Locomotive Chase". Like most movies, that one had a kernel of truth and Hollywood built a fictional story around that kernel.

This book tells the real story of what became known as the Great Locomotive Chase. The story has a strong Kentucky connection.



The man who came up with the idea for the raid, and who led it was a civilian spy by the name of James J. Andrews.

Andrews spent the years prior to the war in Flemingsburg, KY. (In fact there is a historical marker next to the courthouse in Flemingsburg denoting that fact.) Andrews spent the first year of the war crossing back and forth across the lines trading in contraband goods. Many speculated that Andrews made many of his contacts that later made the raid possible during this time.

It is unclear where Andrews came up with the idea for the raid. At the time the Union had occupied central Tennessee and Andrews believed that he could steal a train near Atlanta, run it north to Chattanooga, TN burning railroad bridges and tearing up track along the way. His belief was that this would cut Chattanooga off and allow it to be captured by the Union forces in central Tennessee.

Some of the participants in the raid were the first American soldiers who received the Medal of Honor. The medal was not

created in response to the heroism of this raid as is sometimes said. The medal had been authorized and the first ones cast months before the raid. However, some of the members of the raiding party were the first to receive the award. Ironically, Andrews was not among the recipients, since the award was only for soldiers and Andrews was a civilian.

The author tells this story and the aftermath in a dramatic style. The story is a compelling one and well told in this book. I highly recommend this book.





A Lockheed Vega 5B, c/n 117, it was built in late 1929. It was originally purchased in 1930 by the Standard Oil Development Company, where it was used to test aviation fuels and lubricants, and for advertising by the Stanavo Specification Board. Nicknamed the “Stanavo Eagle”, it was flown by Stanavo pilots Major Edwin A. Aldrin, Robert Ellis and Will W. White. (Aldrin was the father of astronaut “Buzz” Aldrin, the second person to walk on the moon.)

The aircraft features a red eagle on white paint scheme. It was sold to Joseph Costa in 1935, who repainted it solid white and named it “Crystal City”. He planned a South American flight with a possible further flight to Portugal, but the aircraft was wrecked (with Costas unhurt) in Brazil on 15 January 1937. Info taken from “Revolution in the Sky”.

Photo and Caption via Dennis Sparks.

## Show Report

### Cincinnati Model Show

Report by Dr. T. Hill

Well, it was that time of the year again for the Cincy show. At 7:30 in the AM, a merry band of men met at Brian's shop ready to go forth and once again conquer the Cincinnati Model Show. Included in this group were the following: Your's truly

Stu (Music Man) cox

Rich (Biology Bob) Guetig

David (The Mule) Knights

Andy (School boy and resident romeo) Cox

Eugene (Koko) Monasterio

Skippy (Tin Man) King

Tom (the Tzar) Romanoski

Upon arrival at the show we find an additional group of club members which included the Easter Front boys, as well as our resident down home boys Mac (pod man) Mc Intire, and Sock. Tom Hale, Lyle, Stew Gorden, and anyone else I might have forgotten gave our club a great presence at the show.

The show was the usual Cincy show and the usual place( a vocational school) on the north side of town. The venue is

reasonably well lighted, and has ample room for all the various parts of the show. The show is close to eating places. Hooters was the hit of the Louisville group once again, giving us a chance to view football, eat, and kill time while judging was going on.



DAVID KNIGHTS COMMUNICATES WITH A FELLOW MODELER AT THE CINCINNATI SHOW. PHOTO VIA R. FULLER

Our club members entered a ton of things in the show scattered over a multitude of categories. We had entries in aircraft, armor, figures, dioramas, junior, sci-fi, ships, and several more. We pretty well covered the whole spectrum of categories. As a club we did VERY WELL with the entries. There were several 1st place awards, second place, and third place awards.

Gene, and Rich won best of in Figure, and Armor respectfully. This is a major accomplishment for the club. It shows that our club has developed into a dominant force in Region 4. We have put our mark on the Region, and hopefully, we will continue.

This show is a great Region 4 show and is reasonably close by. It is one that all the members of the club should attempt to go to each year. The vendors are good, the venue is decent, and judging is acceptable. I would highly recommend this show to all of the club members.



## **A Visit to the MAPS Museum**

By Dennis Sparks

In early August, I had the pleasure of visiting the MAPS museum near Akron, Ohio. Formally known as the Military Aircraft Preservation Society Museum, it's located on the west side of the Akron-Canton Airport

**GENE'S "BEST FIGURE" AT THE CINCINNATI SHOW. PHOTO VIA R. FULLER**

in Green, Ohio, a few miles south of Akron. As the second largest aircraft collection on display in Ohio, it features a number of preserved and/or fully restored aircraft, plus several that are undergoing extensive restoration,

as well as a fascinating “bone yard” of aircraft that are patiently awaiting a hefty amount of tender loving care.

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

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

There are two aircraft on display that are siblings to ones that are on display here in Lexington at

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



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

or for museum sponsored fund-raising events.



But it was the bone yard that drew much of my interest. Sitting outside on an assortment of 55 gallon drums, shipping skids and purpose-built wooden frames lie a large assortment of what were once aeroplanes - an F-86D Sabre, F-101B Voodoo, F-102A Delta Dagger and an F-105B Thunderchief. I later learned that all of these are the property of the USAF museum and had been on loan to the Florida Military



Aviation Museum at the airport in Clearwater, Florida.

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

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



## **From the Cupola by Mike Baskette**

Once again, the holiday rush is upon us. Sometimes I am at a loss for where the time goes. This month we will be offering a bit of a break for the shopping weary. MMCL's regular December meeting will be held at Logan's Roadhouse on Shelbyville road. We have reserved the banquet room for our annual MMCL Christmas dinner. The meeting starts at the regular 7:00 pm hour and will go as long as you care to stay. It will not be only food and drink however. For those who are interested, the Panther (tank) smack-down will be underway as well.

Moving into the New Year, we are already getting events on the calendar. In January, David Knights and I will be presenting a feature on internet resources for modelers. We will be sharing some of our favorite sites with you. This clinic is very conducive to our round table format so I encourage everyone who has input to participate. If there are any internet based resources you find useful, enjoyable, etc. Please send Dave or myself a link and we can get it into the presentation. When we get to your part, you can take the floor then. If you cannot get a link to us, just jot it down and bring it with you.

February's meeting will be a full one and will be held on FRIDAY, Feb.22<sup>nd</sup>. Yes, it will be Friday Nite Fight time once again! In addition to the evening build time, the Q1 open contest will be held as well. That's not all folks! Given that this event is generally well attended, with many folks stopping in, coming and going etc as the evening progresses, I thought it would be a good opportunity to attempt another Swap and Bull session as well. In addition to your building tools and materials, bring out all those unwanted items from your private stash. We will have a full evening of building, buying, swapping etc.!

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