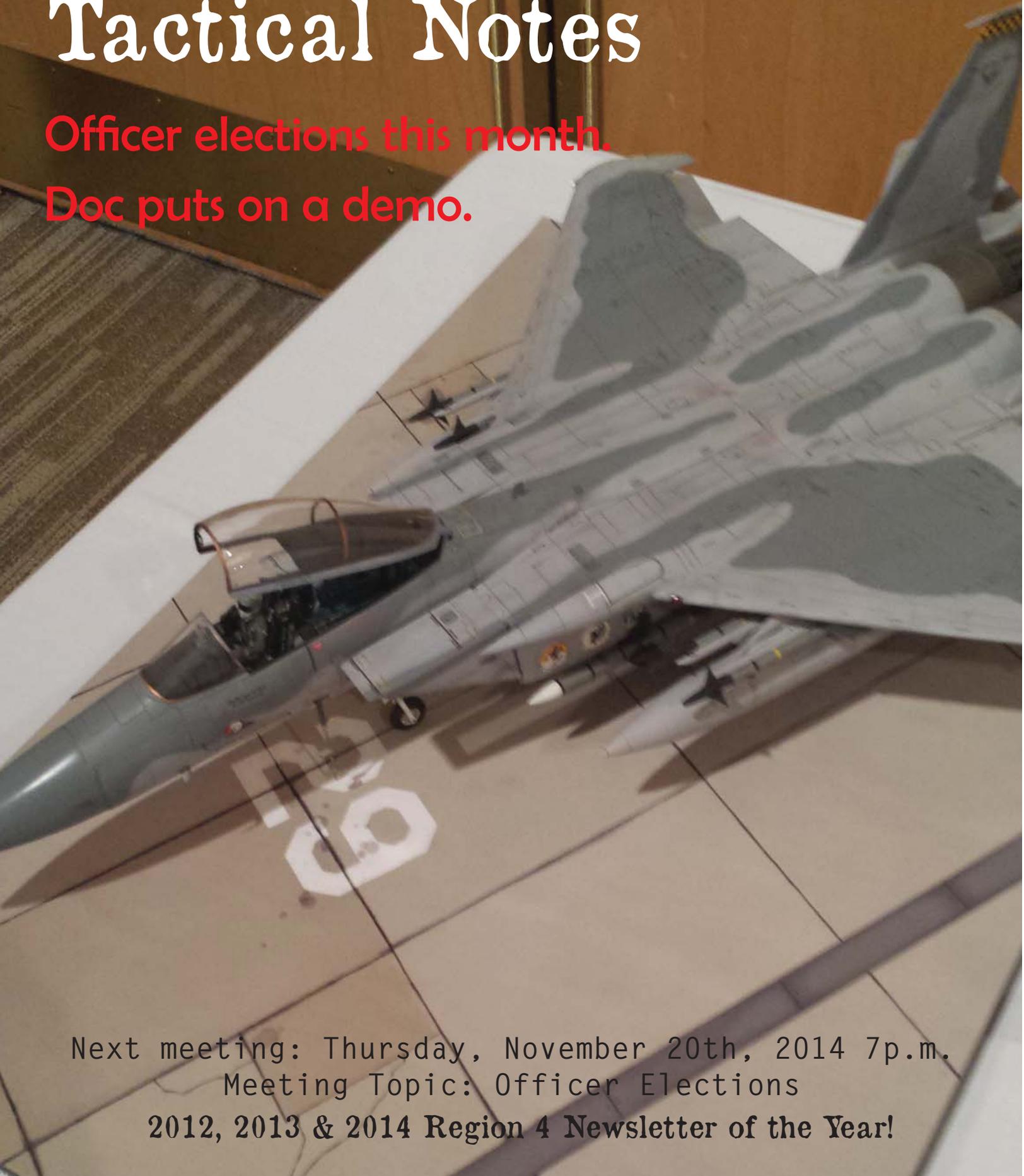


November 2014

Tactical Notes

Officer elections this month.

Doc puts on a demo.



Next meeting: Thursday, November 20th, 2014 7p.m.

Meeting Topic: Officer Elections

2012, 2013 & 2014 Region 4 Newsletter of the Year!

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

Cover Photos: F-15 at the St. Louis show. Photo by Dr. Terry Hill.

Editor's Note

Well, here we are at my second to last issue of Tactical Notes. Part of me will certainly miss it. On the other hand, life is pretty full and any time not spent on the newsletter will hopefully be put to use modeling. I do hereby pledge that I will contribute articles to the new editor, whoever that might be. My first article will be on the various colors of yellow seen on bananas. I am pretty sure the new editor will like it. :)

Please attend the November meeting and vote. We do this only once every two years, so it would be nice for the members to come out and make your voice heard. The founding fathers would appreciate it. (And by founding fathers, I mean Terry Hill.) **Note, anyone caught within 100 feet of the polling place with a banana or banana peel will be disqualified from voting.**

The club had a great attendance at the Cincinnati show in October. I know several club members went to Tennessee in November. I haven't heard a report on that show. (hint, hint)

This issue is a bit smaller than I had intended, but my new job is kicking my ass. I hope to have a bit more time in the future and plan to go out with a bang in December.

David

President's Page

By Stu Cox

MMCL will have our **club meeting and 2015-2016 Club Officer Elections**, to be held **THIS WEEK, Thursday, November 20th**. We will have a modeling demonstration by Doc as well. Per the officer nominations noted during the October club meeting (that I was absent from):

MMCL officer nominations for 2015 are in:

President - Stu Cox and KO Ko

Vice President - Terry C. Hill and KO Ko

Treasurer - Alex Restrepo and KO Ko

Secretary/ editor - Stewart Gordon and KO Ko

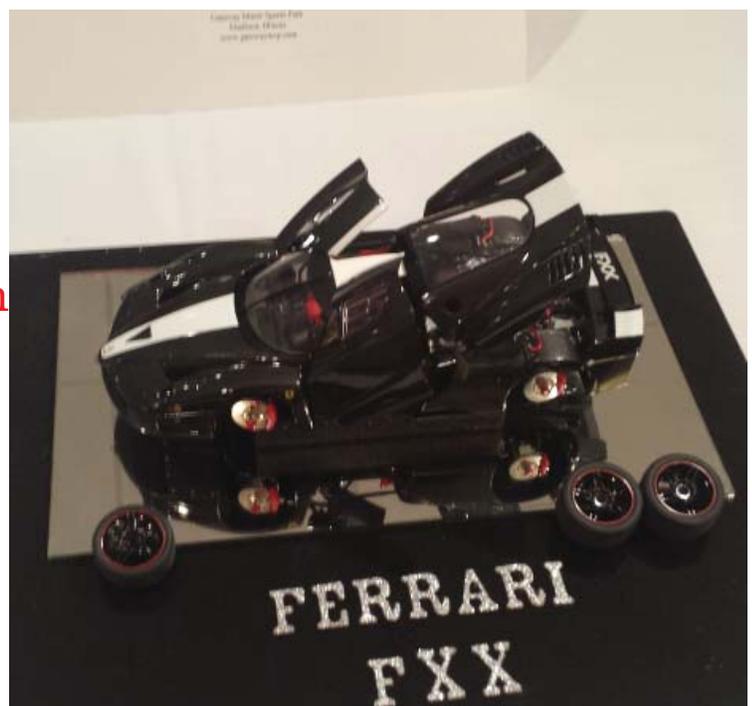
Member-at-large - Randy Fuller, Rich Guetig, and KO Ko

Voting will be at the November meeting. Vote early, vote often!

We will have a Black Friday "Stick It To The Man" modeling session on Friday, November 28th, in addition to our regular workshop on Saturday. We've been having great turn-outs, so be sure to plan to attend one or both of these sessions.

We'll have our December annual club dinner and meeting at Rafferty's as arranged by the good Dr. Hill.

The photos on the following pages were taken by Dr. Terry Hill at the St. Louis invitational model contest in September. Hopefully we can get Dr. Hill and Rich Guetig to give us a short presentation on the contest at a future meeting.

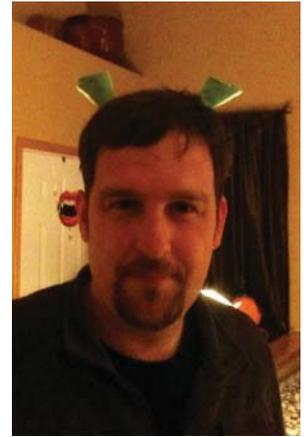


The Cranky Canuck

By Jim Bates

The Sea Hurricane

When World War Two dawned, the Royal Navy's Fleet Air Arm found itself woefully short of fighter aircraft. They started adapting land based types for carrier use: the Gladiator, Spitfire, and Hurricane were soon adapted into the Sea Gladiator, Seafire, and Sea Hurricane. While the Sea Gladiator was outdated, the Sea Hurricane and Seafire soldiered on until U.S. types such as the Hellcat and Corsair were available in large numbers. Of the two, the Sea Hurricane was probably the better carrier type, being less delicate than the Seafire.



The Sea Hurricane in Canada

While the Sea Hurricane never served in the Royal Canadian Navy, it was, ironically, operated by the Royal Canadian Air Force. In late 1941 the RCAF found itself without any front-line fighters, having sent its earlier Hawker Hurricanes off to the UK along with 1 (F) Squadron RCAF, and was having a hard time procuring additional fighters to meet its needs. For reasons that are still



slightly unclear, the RCAF received 50 Sea Hurricanes in 1942. It is assumed that these aircraft, built in Thunder Bay, Ontario by Canadian Car and Foundry, were to be used as part of the Fleet Air Arm Merchant Ship Fighting Unit based in Canada, but were diverted to the RCAF. These Sea Hurricanes were basically a Hurricane Mark I with a tail-hook, catapult spools, a short blunt DeHavilland spinner, and an eight gun wing. The Sea Hurricanes carried serials BW835 to BW884 and entered into RCAF service with hooks retained, ROYAL NAVY painted on the fuselage, and painted in the Fleet Air Arm scheme of Extra Dark Sea Grey and Dark Slate Grey over Sky. It appears that most of the Sea Hurricanes spent their time flying out of Dartmouth, Nova Scotia on strength with either 126 (F) Squadron or 118 (F) Squadron. In 1943, the Sea Hurricane survivors were returned to Canadian Car and Foundry and upgraded to Hurricane XXIa status. This involved fitting US made Packard Merlin engines, removal of the tail-hooks, and a repaint into the standard RCAF Hurricane scheme of Dark Earth and Dark Green over Sky. After the return to service, most of these Hurricanes were allocated to 1 OTU in

Bagotville, Quebec, for training purposes.

The Italeri Sea Hurricane in 1/48 scale

Until 2012, the only way to build a Sea Hurricane in 1/48 scale was to convert a Hurricane kit, either on your own or with a dedicated resin conversion. However, Italeri recently issued a dedicated Sea Hurricane kit which has made life much easier for the modeler. Upon lifting the lid of the kit, the modeler is greeted with a plastic bag containing two large sprues of major airframe parts and two smaller bags; one with the clear parts and the second with two identical sprues, including smaller detail parts. Also included is a small fret of photo etched parts for the instrument panel and seat belts and a nice decal sheet. The clear parts are thin, delicate, and very clear. The plastic parts show good recessed detail and some riveting, but look softly molded with flash present. The rear fuselage fabric detail is well depicted. Detail is quite well done for the cockpit and a simple Merlin engine is provided for those who wish to leave the cowlings off the airplane. Ailerons, horizontal stabilizers, and the rudder are all separate parts which can be deflected by the modeler. One odd engineering choice is that the gun ports are separate parts that insert into the wing leading edge. Most modelers who have built the kit have commented on their poor fit. The tail-hook and recess are separate parts that fit into a cutout in the bottom of the fuselage. The small catapult spools of the Sea Hurricane are included as well. The decal sheet looks very nice and provides decals for six different Fleet Air Arm Sea Hurricanes. Overall, this is a nice looking kit let down only by its very high retail price in Canada and the United States.



The Sea Hurricane in 1/72

The first actual Sea Hurricane kit to be released in 1/72 scale was Revell's Sea Hurricane IIC which appeared in 1999. Not appropriate to build as an RCAF Sea Hurricane, this is the later cannon armed version flown by the Fleet Air Arm. The kit has recently been reissued by Revell and makes into a neat model. The breakdown of the kit parts is rather complicated, especially the wings that are made up of five separate pieces. The fit is good, but it does take some care. Revell provides the rear fuselage insert and tail hook, but the mod-



eler is left to make up the catapult spools if he or she wishes. Cockpit detail is simple but effective with a decal instrument panel. The clear parts may not be as clear as many would wish. Sadly, the kit does have some accuracy concerns. The doghouse area of the rear fuselage under the canopy is not depicted, the spinner and propeller are not prototypical, and the rear fuselage fabric detail is slightly heavy. That being said, it does resemble the Sea Hurricane when finished and the price is right.

More recently Airfix has issued a combined Hurricane IIC/Sea Hurricane kit. Unlike the Revell kit, this is a conversion in a box. The kit does provide the tail-hook and the fuselage insert, but the kit is molded as a Hurricane and the modeler is instructed to cut open the fuselage to fit the insert. Again, the catapult spools are not provided. The kit itself is a mixed bag; the fuselage fabric is beautifully done, but the recessed panel lines and rivets are very heavy. The moldings are quick thick and detail is lacking. However, it does build up reasonably well, and outside of the surgery necessary to build the Sea Hurricane, would make a good first effort for a beginner. Sadly, again, there are accuracy issues. The propeller is comically small, the spinner is, again, not prototypical and the canopy is larger in length and width than it should be. Decals are provided for a mostly white Sea Hurricane from the HMS Nairana named "Nicki." Even with it being the newer kit, and again, at a nice price, I would still recommend the Revell kit over the Airfix Sea Hurricane if the modeler is looking for a 1/72 example for their shelf.



Book Review: Ki-27 Nate Aces

Osprey Aircraft of the Aces #103

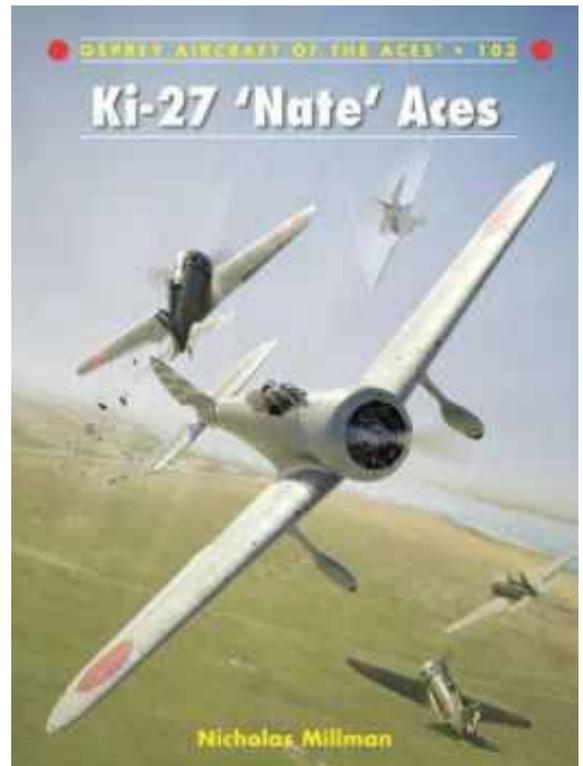
By Nicholas Millman

96 pgs, 12 pages of color illustrations

ISBN978 1 84908 662 2

Review by D.M. Knights, IPMS/USA 17656, IPMS/Canada C6091

I've reviewed a number of the Osprey Aircraft of the Aces volumes. As with any book series, there are some volumes that are better and some that aren't quite as good. I am happy to report that Ki-27 Nate Aces is one of the former. While it still has some of the limitations inherent in all the Osprey books, it does better than most volumes of the series in providing the modeler with the maximum amount of information in a limited space.



Much of the success of this book can be attributed to the fact that the author is extremely familiar with his subject. Mr. Millman is one of the foremost authorities on the World War II Japanese Army Air Force and the Japanese Naval Air Force and particularly their camouflage. His knowledge shows in this work. It is nice to read a book written by an author who knows his subject so well.

The Ki-27 was the Japanese Army's main fighter in the run up to WWII. It was engaged in the war in China in the late 1930s, where it was extremely successful in combat against the fragmented and ill-equipped Chinese Air Forces. By the time that the Japanese Army came into conflict with the Russian Army in 1939, the Ki-27 was being surpassed by more modern technology. It still gave a good account of itself in combat, but the writing was on the wall.

However, despite its age, the Ki-27 was still the fighter aircraft in service with almost all of the JAAF fighter squadrons at the end of 1941, when the Japanese attacked the US, UK and Dutch colonies in the Pacific. The Ki-27 acquitted itself well in these early battles, but was quickly superseded by more modern designs such as the Ki-43. At the end of its life, the Ki-27 wasn't used as the mount of ace fighter pilots, but was used as a trainer and as a kamikaze aircraft.

After a brief description of the aircraft itself and its development, the author breaks the subsequent chapters into the historical periods and theaters where the Ki-27 was used, starting with the war in China, followed by the Nomonhan Incident and then proceeding to the Malaya, Burma, and the Dutch East Indies campaign. The final chapters cover the defense of the homeland and the latter portions of the China campaign. In each chapter the author highlights the air battles that occurred and the pilots who flew the Ki-27 in the campaign and their successes. The best parts of these chapters are the combat descriptions themselves. The author has done an excellent job of locating first person descriptions of the combats from the pilots themselves.

At the heart of every Osprey aircraft book are the color profiles. They don't disappoint here. There are 12 pages of color profiles, including one aircraft with a complete 3 view profile. I am glad to see the complete 3 view illustration and I hope to see this trend continue. The color reproduction on the profiles is excellent.

In sum, I highly recommend this book. If you have a special interest in World War II Japanese aircraft, this book will be a joy to read. If you only have a casual curiosity about the subject, you may find this book an inspiration to delve deeper into World War II Japanese aviation.



May 9, 2015

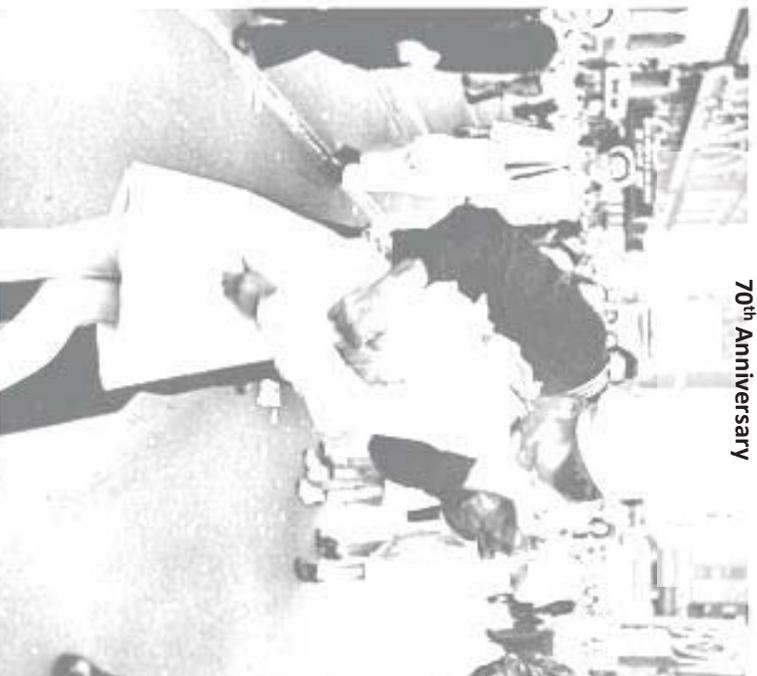
9 a.m. to 3:30 p.m.

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Victory in Europe!

2015

IPMS/Louisville
Invitational Contest



70th Anniversary



Show Contact information:

Dr. Terry Hill

thill35434@aol.com

Vendor Contact

Dave Crouch

dcrou@bellsouth.net

Entry fee: \$10(\$8 for IPMS/USA members with card) which includes
the first two models, \$1 per model after the second.
Juniors: (under 18) Flat \$5. General admission: \$2

www.MIMCL.org

Military Modelers of Louisville Membership Form 2014

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City: _____ ST: _____ Zip: _____

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Birth Date: _____ Year Joined Club: _____

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

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

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

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

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

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

Stu Cox, President
4100 WIMPOLE ROAD
LOUISVILLE, KY 40218
502-499-6618
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Please visit us on the web at WWW.MMCL.ORG

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