

January/February 2010

Special Mea Culpa Double Issue



**Next Meeting: Thursday
February, 16th, 2010, 7:00 P.M.
Modeling DVD Presentation**



WWW.MMCL.ORG

What you missed

What you missed last month was a newsletter. I apologize. A combination of computer problems, work issues and family demands conspired to prevent me from getting it out. Things are all straightened out, so it shouldn't be a problem in the future. The January meeting was a Friday Night Fight. We had the largest number of members there and building that I have ever seen. It was great. I only wish I could have stayed longer. Several members took photos of the meeting. I'd appreciate it if anyone who did would send me copies so I can show a few in the newsletter.

February, assuming we all survive the snow, will have a video presentation. Also, please bring what you are working on for show and tell. There are several upcoming smackdowns going on. If you are involved in one, please email me so I can build a list for a column in the newsletter. There is one smackdown I am aware of. There is a smackdown for January 2010 for 72nd scale U.S. Navy aircraft from 1935-1941. It is a "Yellow Wings" smackdown, as we are looking for Navy aircraft in the pre-WWII yellow wings scheme.



To contact MMCL:

President:

Dr. Terry "Pelosi" Hill

Email: Thill35434@aol.com

Vice President:

Rich "Reid" Gueting

Email: wolfandgang@insightbb.com

Secretary:

David Knights

Email: LOULAW@AOL.COM

Member at Large:

Noel "Schumer" Walker

Email: CWalker011@aol.com

Treasurer:

Stuart "Will model for food" Cox

Email: scox6618@bellsouth.net

Webmangler:

Pete "Palin" Gay

Email: pete.gay@gmail.com

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

Cover Photo: USAF Maj. C.T. Knights in Kabul Afganistan in front of an Afgan Mi-35

**The mountains outside
Kabul
Photo by Maj. C.T.
Knights USAF**

The Closer's Corner!

Trumpeter Soviet B-4 M1931 203mm Howitzer

By: JR (Uncle) Dietrich

This is one of Trumpeter's best efforts. The actual gun was produced in 1931 and was used throughout World War II by the Soviets. Many of you may remember the video of this gun firing at a building in Berlin at the end of the war. One shot and no more building. This thing could pack a wallop! The gun itself was tracked but not self-propelled. It had to be towed into position. I understand that Trumpeter is planning on issuing the tractor that pulled the vehicle into position. If so, this would broaden a modeler's possibilities if a diorama were in the works. I believe that there is a crew for this kit in the works as well. The gun was capable of firing a 98.8 kg HE round to a maximum of 18,025 meters.



When opening the box, my first impression that this would be another over engineered kit such as has been issued from Bronco Models and some other manufacturers. Not so. I actually found this to a very enjoyable build; however, there are some considerations that need to be addressed. The kit contains some photo-etched seats, small panels that are on the running gear, and some other small parts. The tracks are rather crude, injected molded, and the fit is rather poor. More on this later in the article.

This first is the casting of the gun. If you go on-line and Google the gun, you will find that the casting is very primitive and rough. The kit, however, is molded plastic with no roughness to the breech and the rest of the kit. I didn't realize this until I had the kit completed and finished. Bummer! For those of you entertaining the building of this kit it would be a good idea to go on-line, note the photos that are available, and rough out the kit pieces appropriately.

This would provide much more authenticity than building from the box with no corrections to the casting. This is Soviet stuff remember!



The construction starts out with the assembly of the lower chassis. It is very straightforward and no problems were encountered. You must be careful, however, *if you want to assemble the kit in the firing position*, as you need to be careful of the assembly of parts D19 and its components. I didn't pay attention so mine is in the towed position. The next step is the construction of the limber that pulled the gun. It is an easy build but contains thin rubber band type tires. They fit just fine but like all rubber tires, you will probably need to dull them down if you're going to display the limber.

The next item on the list is the gun. The kit has a two-piece plastic barrel and some photo-etch rifling for the barrel end. I assembled the barrel but had a difficult time

making it look realistic. I always believe in using the kit barrel even if two part construction, because if you sand it properly, you will save some money. If it doesn't work out, then go for the aftermarket options. Because my kit barrel looked terrible, I opted for the after-market barrel, which is now available for a small price. The after-market barrel is a tad longer than the kit barrel, which I don't think, will detract from the finished product. We'll need one of our "bolt counters" to give us an assessment. The barrel is also quite heavy so you need to be careful inserting it into part F8/F9 when assembled. If using the after-market barrel, be very careful to align the narrow fluted assembly facing up and not down. The rest of the gun carriage goes together perfectly. I used a 5-minute two-

part epoxy for securing the metal barrel to the plastic F8/F9 assembly. Be very careful that it is all aligned properly before the epoxy sets.

The kit also has two cable reels, parts E43/E44 and Trumpeter supplies some string to use as cable. I



dispensed with the string and used thin copper wire from a small electric motor armature. The last major hurdle was the construction and placement of the two side seats that mount to the gun carriage. I found them to be rather difficult to install and had to make some adjustments in order for them to be mounted correctly. The key is to dry fit, dry fit, and dry fit!

As for the tracked assembly, I installed parts A8/C38/A9 to the main chassis first. The kit instructions want you to assemble these parts to the completed running gear and then to the gun itself. I found my approach to be easier in the long run. The choice is yours.

Painting:

The gun is an overall Soviet green that was used at the time. The kit box colours are a bit deceiving as, in my humble opinion, it is too light. Most Russian armour and field pieces were a darker green than is what is seen on post-war Soviet vehicles. For this, I the Vallejo Russian Green, number 71017 after a priming overall in Floquil Weathered black. You will want to take your time painting, as there are many nooks and crannies that if you're not careful, will not get an ample amount of green applied. This is important if you do an overall umber oil wash as I did. The

wire cables were washed in a light mixture of Testor's rust and thinner. Then got a good going over with MIG Productions' light rust.

For dry brushing, I used Testor's RLM 79, which gave it a nice, subtle look as well as Testors Steel. The kit has a multitude of bolts so you will have to do a good job of dry brushing for them to stand out. Note that the underside of the vehicle is also detailed so you don't want to leave out finishing the bottom as well. You can also do a lot of weathering with pastels, filters, MIG products or whatever suits your fancy.

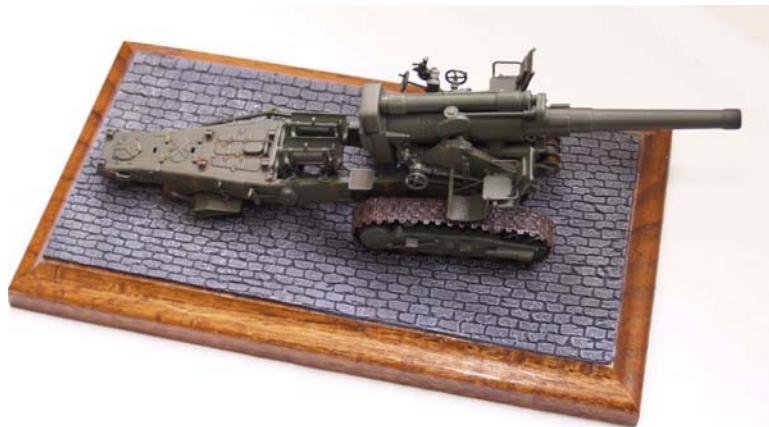
The track wheels were rubbed with graphite and I also rubbed the gun's elevation handles with ground graphite as well. The track assembly was tricky. I made a run of about 30 sections, slathered in Testor's glue, set up in my track jig, and allowed to sit for 30 minutes before forming them to the wheels. The remaining 8 sections were also made in the same way. Once dried, I airbrushed them with Pactra's Gunship Red (from my old stash), used a black acrylic wash, and then dry brushed up with Testor's steel.

The kit comes with a small decal for the barrel but I dispensed with this, as most of the guns I saw on-

line had no numbers, unit designations, etc.

Presentation:

You could do this piece in any number of ways, however, I just decided to build the piece as is and dispense with any groundwork, etc. I just set it on a cobble stone base void of any nameplate. There are a number of possibilities if you're going to do a diorama, especially if you plan on using a gun crew and the tractor that towed the gun. I think it would be neat to build up a battery of 3 guns in the firing position.



Conclusion:

This is a wonderful piece to work on, especially for those who like artillery. The possibilities are endless if you're going to do some form of diorama. In fact, I enjoyed this so much; I plan on purchasing another kit and do it up in the firing position with some groundwork.

Purchase this one. I think you will be pleased with the results. Don't forget, this came from the "Closer"!

**Project 956 Sarych
Sovremenny class
Guided Missile Destroyer**

By Oleg Danchenko

General information.

The Sovremenny Class is a Russian class of destroyers designed to engage hostile ships by means of missile attack, and to provide warships and

transport ships with protection against ship and air attack. Intended primarily for anti-ship operations, it was designed

to compliment anti-submarine warfare (ASW) Udaloy destroyers. The ships have anti-ship, anti-aircraft, anti-submarine and



coastal bombardment capability. The ships have a maximum displacement of 8,480 tons and are similar in size to the US Navy's Aegis-equipped missile cruisers. They are armed with an anti-submarine helicopter, 48 air defense missiles, 8 anti-ship missiles, torpedoes, mines, long range guns and a comprehensive electronic warfare system. The first Sovremenny Class destroyer was commissioned in 1980.

I decided to build the destroyer Osmotritelnyy. The name can be loosely translated as Circumspect. The ship was commissioned in 1984 and decommissioned in 1997. She was the 4th hull in her class. Her home port was Vladivostok - main base of Soviet/Russian Pacific fleet. Osmotritelnyy



escorted 16 convoys in the Persian Gulf in 1988.

Kit and assembly

Trumpeter's 1/200 kit is one of the best from several available for this ship. A lot of details can be shown because of the unusual scale. The kit comes with photo etched railings and an aft mast, although its quality is not good enough; WEM's PE set offers a much better alternative.

Parts fit together moderately well, but still a lot of adjustments using sanding paper and putty were made to make all the joints seamless— especially between superstructure and deck.

The kit is pretty accurate; the biggest issues are the bridge and the AK-130 turrets. I decided to not pay much attention to the bridge: the incorrect part of it will be barely visible anyway. Turrets were replaced by more precise ones from WEM.

As always, along with big problems there are also tons of smaller inaccuracies - this kit is no exception. I cannot even count how many

small details I fixed. Here are just some on them:

- Mooring chocks were way too far into the deck
- Water-ways did not exist at all
- Anchor chains and anchor hawseholes on the deck were not part of the kit
- Torpedo tubes were made from scratch, since the original ones were impossible to make perfectly round and make to look at all like real ones
- Moskit's launching platforms went through a lot of modifications

- RBUs (anti-submarine and anti-torpedo rocket launchers) were made almost from scratch
- All vertical antennas are made from Plastruct rods
- Mine rails on the deck were rebuilt – they were totally incorrect
- Booms and fuel inlets were made from scratch
- And of course, all the rigging

The biggest challenge was to make the antennas that are stretched between the masts (sorry, do not really know what

they are called in English). Each one of them consists of 6 threads attached to rings along the circumference. I ended up creating a special bench to



assemble them.

Another interesting item to build was the main radar. Osmotritelnyy and just one more of her sister ships had transitional version of it. The front part of it is already flat but rear one is still semi-spherical. Obviously, neither the kit nor WEM PE set offered this modification.

Painting

I used Tamiya's acrylic paints for the model. It took me awhile to mix the proper colors for the superstructure and the hull. The main deck was painted in two layers. The goal was to show the bare blued steel with a semi-transparent layer of special coating.

Conclusion

I spent nine months building this model and I enjoyed every minute of it. This is a very nice kit and even if built just out of the box it would be a great model.





President's Page

Gentlemen:

Last month was our quarterly Friday night fights, and if you missed it you missed a good one. There were close to 30 members in attendance, and a ton of building was done. there also was the Hanomag out of the box smackdown that was won by our favorite Baptist East Modeler's Club Leader, Ted Grant. it smoked rich who immediately fell on his swaord and was carted away. Rich is recovering and should be out of rehab by late Spring.

I want to thank Alex Restrepo for his generous donation of a used laptop to the club which Stu is using for all our records, and will use for our video presentations. It is the generosity, and dedication of all the club members that has made this club such a tremendous success over these many years. Once again, on behalf of myself and club, thank you Alex.

This sat. marks the beginning of the Spring campaign season for contests. Blizzard-con is this weekend in Columbus, Ohio, and is the first contest of the year. Next month will be the contest in Indy, and is usually well attended by club members. The following month will be the AMPS National in Auburn, Indiana. This will be well worth the trip. Scince not all of the members will be going to Columbus this weekend, the workshop will be open, but not until 8:00 am. Hope to see you at one of the 2 venues.

This month's meeting will be Thursday the 18th at 7:00pm. There will be a short business meeting, a raffle, a show and tell, and a video presentation. There are alot of new items and news in the modeling hobby, so attend the meeting and catch up on what's happening. Be sure to bring your dues money \$10.00 if you have not already renewed.

See you later this week.

The Gruppenfuhrer

New Russian next generation fighter.





Financial Report

by Stu Cox

MMCL February Financial Summary

February 13th Financial Statement

February Starting Balance:	\$4,549.84
MTD TOTAL RECEIPTS (Annual Dues & Workshop Fee's):	\$140
MTD TOTAL EXPENSES (Kyana Rent):	\$250
February Ending Balance:	\$4,439.84

Thanks to members who have paid their 2010 MMCL Club Dues!!!

We currently have received **33** paid memberships on record as of mid-February!

Please bring \$10 to the meeting Thursday if you have not already paid.

Thanks, Stu



Aluminum Report

By Scott "Skippy" King

January 2010 36.11lbs @.63 \$22.75

Total for year. \$22.75

We did good last year, but the price for scrap aluminum is going up. Lets see if we can double our take this year. Please save cans and bring them everytime you visit the shop. Thanks.



Military Modelers of Louisville Membership Form 2010

Name: _____

Address: _____

City: _____ ST: _____ Zip: _____

Phone: _____ E-mail: _____

Birth Date: _____ Year Joined Club: _____

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

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

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

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

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

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

Stu Cox, Treasurer
4100 WIMPOLE ROAD
LOUISVILLE, KY 40218
502-499-6618
COX40218@BELLSOUTH.NET

Please visit us on the web at WWW.MMCL.ORG

PD DT _____

IPMS/USA MEMBERSHIP FORM

IPMS No.: _____ Name _____
First Middle Last

Address: _____

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Phone: _____ E-mail: _____

Signature (required by P.O.) _____

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

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

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IPMS/USA
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P.O. Box 2475
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AMPS

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

Tactical Notes

March 2010



**Next Meeting: Thursday
March, 18th, 2010, 7:00 P.M.**



WWW.MMCL.ORG

THE NEWSLETTER OF THE MILITARY MODELERS CLUB OF LOUISVILLE

What you missed

To contact MMCL:

President:

Dr. Terry "Da man" Hill

Email: Thill35434@aol.com

Vice President:

Rich "Special G" Gueting

Email: wolfandgang@insightbb.com

Secretary:

David Knights

Email: LOULAW@AOL.COM

Member at Large:

Noel "Agent 0" Walker

Email: CWalker011@aol.com

Treasurer:

Stuart "Sweet Stu" Cox

Email: scox6618@bellsouth.net

Webmangler:

Pete "Chrome dome" Gay

Email: pete.gay@gmail.com

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

Cover Photo: USAF Maj. C.T. Knights in Kabul Afganistan in from of an Afgan Mi-35

The February meeting was a good one. We have an amazing number of modelers in our club and they brought a lot of their work to the February meeting.

After a brief business meeting, in which our fearless leader described the progress in planning our upcoming show, Terry turned to a more important topic, namely the recent Columbus show. Terry and Rich G. showed the flag at the Columbus show and brought home many awards. There were only a few attendees from MMCL at the show, which is unusual for Columbus.

After a fantastic raffle full of really neat prizes for those who bothered to show up, the main event was held. A DVD presentation on detailing and finishing WWII models.

Special MMCL thanks go out to Ales Restrepo for donating a laptop to the club so that MMCL will always have a computer available for presentations.

Smackdown Notice

To all interested members:
There is a "Yellow Wings" smackdown scheduled for January 2011.

The participants will build any 72nd scale U.S. Navy Aircraft from the period 1935-1940.

Contact David Knights for details

LOULAW@AOL.COM

Book Review: 4th Fighter Group 'Debden Eagles' Osprey Aviation Elite Units

By Chris Bucholtz

ISBN 13:978 1 84603 321 6

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



Short review: Good book, buy it.

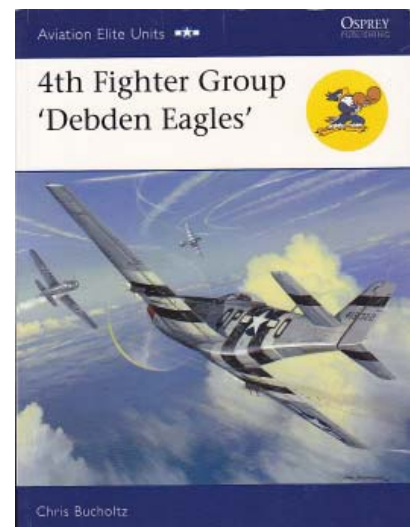
Ok, longer review. This book is part of the Osprey Publishing's "Aviation Elite" series. This series profiles specific units, rather than aircraft types. As the title says, this particular volume profiles the U.S. 4th Fighter Group in their actions over Europe, from their formation from the "Eagle" squadrons of the RAF to on of the premier fighter units of the USAAC by the war's end. The author manages to do this in a mere 126 pages.

The book also contains many photographs, most tending to be photos of the pilots whose exploits are described in the book. However, there are plenty of black and white photos of the unit's aircraft. The photos are well reproduced. Additionally there are 36 color profiles of the left sides of the unit's aircraft, Spitfires, P-47s, and P-51s.

While this is standard in these types of books, I do wish publishers would allow authors a few more pages so that full profiles, both sides, top and bottom could be illustrated.

The author clearly knows his subject. The text of the book is filled not only with the statistics of kills and losses, but also with descriptions of the combat in the words of the pilots themselves. I particularly like the fact that in several cases, the author is able to give the reader the name of both the victor and the vanquished in a particular combat, giving a modeler a chance to construct a "dogfight double".

Included at the end of the book is a short appendix with a listing of all the commanding officers of the 4th FG and the commanding officers of the three fighter squadrons that made up the unit. In addition, there is a list of the aces, both air to air and air to ground, of the unit. I recommend this book to anyone with even a casual interest in the subject.



Magazine review: RT Vol. 32 #1

By D. M. Knights IPMS/USA 17656
IPMS/Canada C6091

The latest issue of the magazine of IPMS/Canada is out. RT is a great magazine and this is an excellent issue. It is up to the usual high standards we've come to expect from this magazine. For the 72nd scale modeler, this issue is chock full of goodness. The magazine has the second part of an inspirational article covering the conversion of a TBM to the version used by the RCN. There is also a build of the little seen Huma Do-JII Wal. A build of the sweet Revell F-101, in Canadian markings naturally, is nice.

More generally the issue has an article on a Canadian gun tractor and gun. There is also an article discussing the squadron codes of Canadian aircraft in the post-war years. Finally there is a build of the Tamiya 48th scale Rex. As I've said before, if you aren't a member of IPMS/Canada, you should be. I've just reupped for another year.

From the Tom Field photo collection... Great Lakes TG-2 torpedo bomber

By Dennis Sparks



From the very beginnings of naval aviation, the US Navy began considering the possibility of

attacking enemy ships with torpedoes launched from aircraft. The first patent in this area was authored by Admiral Bradley Fiske and was awarded in July of 1912, only a few months after Eugene Ely's first landing of an aircraft on board a ship.

While the performance of early aircraft precluded the possibility of carrying even a small torpedo, the development of ever more powerful aircraft engines and stronger airframes soon made torpedo-armed aircraft technically feasible. Britain's





Douglas DT and Curtiss SC series of single engine aircraft that were capable of operating from the Navy's first aircraft carrier, the USS Langley.

After purchasing and testing the Curtiss SC prototypes, the Navy solicited bids for quantity production. The Glenn L. Martin Company of Cleveland, Ohio underbid Curtiss and won the contract to produce 75 of the aircraft in 1925. Martin continued to develop the design, turning out 124 examples of the improved T3M1 in 1926. At the Navy's request, the new

Royal Naval Air Service conducted the first air-launched torpedo tests in July 1914, and there are reports of an RNAS floatplane carrying out a torpedo attack against a Turkish freighter in early 1916. But the first well documented successful aerial torpedo attack was on 01 May 1917, when two German floatplanes attacked and sank the 2784 ton British steamer Gena off the coast of Suffolk.

The US Navy began experimental development work in 1917, and by 1921 had obtained eight Martin TM-1s, which were large landbased twin engine biplane bombers that had been suitably modified to carry torpedoes. These were soon replaced by the

Pratt and Whitney R-1690 Hornet air cooled radial engine replaced the T3M's original Wright or Packard liquid cooled inline engines in 1927 to yield the T4M1.

Martin built 102 T4M 1s before deciding to move the company to Baltimore, selling both its Cleveland factory and the manufacturing rights to existing designs to the Great Lakes Aircraft Company in October 1928. When the Navy contracted for additional T4Ms, Great Lakes built another 18 aircraft, with the designation changed to TG-1 to reflect the new manufacturer. Another engine change to the Wright R1820 Cyclone led to the final TG-2

version, with the last of 32 built being delivered in 1931.

The T4M-1s, TG-1s and TG-2s were to become the Navy's primary torpedo bombers for over a decade while torpedo attack doctrine was being developed and tested. One early test was the fleet exercise of January 1929, when T4Ms were launched from the USS Saratoga to conduct a mock attack on the Panama Canal. Judges deemed the attack to be a success, despite the defensive efforts of both landbased aircraft and aircraft launched from the USS Lexington. The T4Ms and their Great Lakes built equivalents were replaced by the much more modern allmetal Douglas TBD Devastator monoplane beginning in 1937.

After being retired from active duty squadrons, several TG-2s were used to conduct experiments in radio-controlled flight. In 1937, one TG-2 was used as the mother ship to control a second aircraft while it remained within visual range. And on 09 April 1942, a TG-2 equipped with a television camera and transmitter was remotely flown from a mother ship flying about

ten miles away. The remote pilot was able to guide the radio controlled TG-2 in a mock attack on the Navy destroyer USS Aaron Ward while it was steaming at 15 knots on Narragansett Bay. An unarmed torpedo was launched from only 300 feet astern and passed under the destroyer.

The Tom Field photo collection includes four beautiful photos of Bureau Number A8710, the thirteenth TG2 built. It's wearing the standard Navy color scheme of the 1930s, an overall silver doped fabric, with the upper surface of the top wing painted with a high visibility chrome yellow. Since it's lacking any squadron codes on its



fuselage or colored tail surfaces that would indicate an active duty aircraft, the photos were probably taken after it had been retired to a reserve or training squadron.



Scratchbuilt 48th Scale T4M at the 2009 IPMS Nationals

February show and tell models



Balki's Russian truck



David Stokes figure



AT gun diorama



President's Page

March brings warmer weather, and takes us deeper into the campaigning season for contests. We have one contest coming up this month and it is in Indy on the 20th of this month. Many of the club members will be going to Indy, so the workshop will in all likelihood not be open that day. We are however having great turnouts at the shop. Last week we had over 12 people at the shop building and enjoying the fun. This shop has been and continues to be the glue that keeps this club on the forefront of modeling in the midwest. We are truly blessed that we have a venue to come together for a common purpose; to foster the growth of and improve the quality of our hobby. It pleases me to see so many members taking advantage of the shop and all that it offers.

Much thanks goes to Alex who's generous donation of a used laptop to the club provided us with the means to have a video presentation at the club meeting last month. The video was on painting and detail aircraft and seemed to be enjoyed by all the members who stayed for the show. With the projector, laptop, and our resident video guru, we rock. We can show pictures of entries at shows, videos, movies, etc. All for your pleasure. If there is something or some topic you'd like us to show, let us know. The world is our oyster. This month's meeting's program will feature Randy Fuller who will be presenting another session on model photography. It will be a great presentation, so don't miss it.

I will be in communication with Mark Cable to firm up our design for the upcoming show in November. Mark has agreed to design an image to put on the plaques. We will then be ordering the awards over the next couple of months.

Noel Walker has been showing quite the fashion flair on Saturday morning these days. He has been sporting a very stylish hat that has been all the talk of the workshop. We expect to see him on the red carpet at the Oscars with his spiffy hat. It is my pleasure to report that Ted is doing fine, and his heart seems to be hanging in there. It may look like all of you in the pool may loose out this year. Way to go Ted, hang in there and be with us for many years to come. KoKo seems to be pretty busy these days flying to exotic places in the guise of work (imagine that).he has quite the tale to tell about a midget in Hawaii, but that's a story for a later date. Hope to see KoKo more, he has surely been missed around here. I'd like to welcome all the new members we have seen recently around the shop and the meetings.

You guys are welcome and we look forward to seeing more of you in the future. We are still in the black as far as club funds and we haven't even started our main fund raising events this year.

Well, we will be looking forward to seeing everyone at the meeting on the 18th at 7:00. Make sure that you are there to share in the fun and festivities. Until then, this is your President signing off. Big T



Financial Report

by Stu Cox

MMCL Financials for March 13, 2010

MMCL March Financial Summary

March Starting Balance: **\$4,666.84**

MTD TOTAL RECEIPTS (Annual Dues & Workshop Fees) : **\$125**

MTD TOTAL EXPENSES (Kyana Rent): **\$250**

March 3/13/10

Balance: **\$4,541.84**

MMCL's accounts are now fully moved and validated at PNC bank due to the acquisition of National City.

I have confirmed the account balance and all records appear accurate.

Thanks, Stu Cox



Aluminum Report

By Scott "Skippy" King

January 2010 36.11lbs @.63 \$22.75

Total for year. \$22.75

We did good last year, but the price for scrap aluminum is going up. Lets see if we can double our take this year. Please save cans and bring them everytime you visit the shop. Thanks.



Military Modelers of Louisville Membership Form 2010

Name: _____

Address: _____

City: _____ ST: _____ Zip: _____

Phone: _____ E-mail: _____

Birth Date: _____ Year Joined Club: _____

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

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

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

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

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

Stu Cox, Treasurer

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AMPS

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

April 2010

Extra, Extra!

Literate armor modeler found.
Ripley's doubts discovery.



**Next Meeting: Thursday
April, 15th, 2010, 7:00 P.M.**



WWW.MMCL.ORG

What you missed

To contact MMCL:

President:

Dr. Terry "Da man" Hill

Email: Thill35434@aol.com

Vice President:

Rich "Special G" Gueting

Email: wolfandgang@insightbb.com

Secretary:

David Knights

Email: LOULAW@AOL.COM

Member at Large:

Noel "Agent 0" Walker

Email: CWalker011@aol.com

Treasurer:

Stuart "Sweet Stu" Cox

Email: scox6618@bellsouth.net

Webmangler:

Pete "Chrome dome" Gay

Email: pete.gay@gmail.com

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

Cover Photo: Uncle Daddy in his natural habitat.

The March meeting had the unfortunate luck to fall on the same night as UK's first NCAA game. Thus, we had a light attendance for the meeting. That was a shame, as the presentation was one of the better ones we had. Randy Fuller gave a Powerpoint presentation on photographing models. I will say that in just a few minutes I learned a lot that I was able to put to use.

There is no President's page this month as our President is secure in the Furher Bunker putting the last minute touches on his AMPS entries. The latest Furher directive is that ALL MMCL members shall make a maximum effort to attend the AMPS show in Auburn, IN. His final order is, "Not one step back!"

This month's meeting features a T-34 smackdown. Come see who has completed T-34s to enter.

Smackdown Notice

To all interested members:
There is a "Yellow Wings" smackdown scheduled for January 2011.

The participants will build any 72nd scale U.S. Navy Aircraft from the period 1935-1940.

Contact David Knights for details

LOULAW@AOL.COM

Greek Cypriot T-34/85

By John (Uncle) Dietrich

This was the piece that I chose for the April T-34 smack down. As most of you know, I love doing Soviet military hardware and this piece stuck out as something that would stand out from all of the other T-34 projects that I have done in the past. You can only do so much with standard Soviet armour green unless you depict a Middle Eastern version which were camouflaged in a variety of paint schemes. Technically, I suppose, this piece might be considered to be “Middle Eastern” as the island of Cyprus lies west off the Turkish coast.

A little history:

Cyprus has long been a point of contention between Turkey and Greece, with each state claiming control of the island. During the 1970's, tensions mounted and the island fell into a civil war, Turk against Greek, and each side being supplied with military aid and equipment by their respective benefactors.

The Greeks received a large number of by then obsolete, T-34/85's. The vehicles were primarily used as training vehicles, however, some did see combat on the island. After the useful life of the T-34, the

Soviets stashed large quantities of these vehicles in storage in the Urals. There were some differences though. Some of the vehicles had a modification to the bow area in front of the driver. Additional armoured plating was applied to give protection to this area, especially as the vehicle rose up over a bluff or high point exposing the lower bow. Not every vehicle had this modification and since I was lazy, I dispensed with the additional armour.

The paint schemes were varied as well. Most were painted in the standard Soviet green while some vehicles were camouflaged with sandy patches on the hull and turret. Unit numbers were generally not used, however some of the tanks had a light blue square that contained either a white shield or cross. I'm not sure how long these vehicles remained in service but I'll bet there is still some floating around the island somewhere.

The Kit:

I started the project with the Dragon T-34/85 UTZ Mod. 1944. This is a wonderful kit that just falls together. There are a lot of options to this kit, however, I added some pieces from Eduard T-34/85 1944 set, No. 35 315, and, of course, an after market metal barrel. You have two choices of

front fenders for the tank, one rounded, and the other, squared off. While the squared off fenders may have been more likely for this particular presentation, I used the rounded fenders, parts T7 & T8 anyway.

There is not much mystery on the construction of the kit. I decided to articulate the left side road wheels to match some high ground. With this kit and the way the suspension builds up, its very easy. I had the kit completely

buttoned up as I made the decision not to put a figure as part of its presentation. While the kit link-to-link track is pretty nice, I used some Fruel track

that I had in my stash. It was pin track but went together rather quickly, especially if you use a jig to cut the wire pins to their proper length all at one time. You will have to drill out some of the links with a pin vise to counter the casting flash.

Painting and Weathering:

I primed the vehicle overall with Floquil's Weathered Black. This

helps fill in the darker areas, however, you should make sure that you let the model sit for several days before proceeding.

The Russian green was MM #2129 and the camo pattern with MM sand. The blue rectangle was painted with MM Bright blue (FS35183). After all the paint dried, I over sprayed with MM Acrylic Flat. The cross came from some old decal sheet that I had in my spare box.



I weathered the vehicle with a pin wash made of burnt umber oil paint highly thinned and after drying, applied various MIG pigments to the wheels to

simulate a dusty, dirty environment. I also sprayed some flat black and exhaust on the back by the engine exhausts.

The final step in the construction was to add a LS11 clear lens to the light housing and I used film negative cut to fit each of the turret periscopes. They were secured in their housing with a little touch of white glue.

Presentation:

I finished off the piece by using the Uncle's famous bolt procedure to fasten the tank to the base after the groundwork was poured. The groundwork was good old Celuclay colored with some light brown acrylic paint. I used a barrier between the base and the Celuclay by white gluing some Gatorboard to the wood base before pouring.

After the Celuclay was dry, which took several days; I added some groundwork consisting of sand, stones, and various types of foliage, which would have been native to the area. The island of Cyprus was rocky, and had lots of sand but it wasn't like the conditions you would see in North Africa. The topography seems to be similar to Italy or Sardinia. The combination that I used I thought set off the model nicely without being too busy. I finished it off with a nice nameplate from Crown Trophy.



Final Words:

I strongly suggest building this kit if you haven't ventured forth into the world of Soviet armour because of its ease to build. You have the option of doing a wide variety of presentations ranging from WWII all the way into the 1970's as I did. I also suggest using the Eduard photo-etch set as you can at least replace the screens, which is a "must" on any of the T-34 series vehicles.

The moral to the story is that if you do enough research, you will be amazed at the variety of options available to present your vehicle in something other than the standard Soviet green.

Enjoy!!!

Randy's Quick Photo Tips

By Randy Fuller

For better close-ups, step back.

When photographing miniatures, we want to capture the smallest of details, but moving in tight on a model will limit how much of it will actually be in focus. This is a limitation of the camera known as depth of field. To get more of the model in focus, step back a few feet and use a zoom lens. You've have greater depth of field and can always digitally zoom in tighter for the tight details.

Add the light, lose the shadow.

When you look at a model in any light, you see an evenly exposed scene, but when you capture that with a camera, it's a different story. Film and digital media need much more light than the human eye, so a flash (strobe) is an easy way to add a lot of intense, bright, white light to illuminate a scene. The problem is a lot of focused light creates really bright and really dark areas. To cut the harsh shadows, use a diffuser on the flash. You can by inexpensive plastic diffusers that fit right over your camera's built in flash, or you can improvise. Use frosted Scotch tape right over the flash lens to soften the light. A piece of

thin tissue paper held in place will also cut the shadows. Be sure to try a couple of different settings to make sure you know the correct exposure to use.

Unless you have wings, loose the bird's-eye view.

Almost every shot you see of a model is above it looking down. While this give the viewer a comprehensive shot of the overall model, it is rarely on seen in nature. Look at photos of real objects, and it's on eye level or maybe even looking up. Try to match these angels when photographing models. Get down and look at the model form a lower angle. This will add some more realism to your shots as well as being visibly interesting.

Don't sweat the scale color; learn the color of the light.

Green isn't green if the light you're photographing with is blue. Color balance is the most overlooked and least understood aspect of photography. It is even important in black and white photography! Our eyes are remarkably adaptable to various light sources, but our cameras not-so-much. A flash or strobe will give you the next best thing to sunlight, but artificial light will have a variety of color shifts. Use the auto white balance on your

camera, but it's best to retouch in post processing for the most accurate color balance. Most photo editing software programs have a white-balance adjustment. If you have a portion of the photo that has white in it, you can usually just click the icon and select the white area for an automatic adjustment.

Magazine review: Scale Aircraft Modelling Vol.31 No. 1

By D.M. Knights

My local Barnes and Noble is where I usually pick up this magazine. A couple of months ago, they no longer had it. I have finally found out that another Barnes and Noble in town stocks it. I picked up this issue a few weeks ago.

For 72nd scale modelers, it has reviews of The Airfix Spitfire XIX and the AZ Hurricane Mk. I and the Revell Do228. The feature 72nd build article is a build of the Silver Wings Vickers Viking. (I've seen several build articles in several of the british aircraft modeling magazines over the last few months. I suspect this company is making a concerted

marketing effort by having people submit build articles of their products.)

Of more general interest, there is an article on the Israeli F-16I Sufa. It is a very nice article with lots of good photos and color illustrations.

All and all, it was a good issue, not a great issue, but a good one.





Financial Report

by Stu Cox

MMCL Financials for April 15th, 2010

MMCL April Financial Summary

March Starting Balance:	\$4,658.20
MTD TOTAL RECEIPTS (Annual Dues & Workshop Fees) :	\$100
MTD TOTAL EXPENSES (Kyana Rent):	\$250
April 15, 2010 Balance:	\$4,508.20



Aluminum Report

By Scott "Skippy" King

January 2010	36.11lbs @.63	\$22.75
March 2010	39.68lbs@.57	\$22.62

Total for year. \$45.37

We did good last year, but the price for scrap aluminum is going up. Lets see if we can double our take this year. Please save cans and bring them everytime you visit the shop. Thanks.



Military Modelers of Louisville Membership Form 2010

Name: _____

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City: _____ ST: _____ Zip: _____

Phone: _____ E-mail: _____

Birth Date: _____ Year Joined Club: _____

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

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

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

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

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

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

Stu Cox, Treasurer

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AMPS

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

May 2010

THE BATTLE IN THE BUNKER! FRIDAY NIGHT FIGHT AGAIN!



AMPS 2010!

**Next Meeting: Friday
May, 21st, 2010, 7:00 P.M.
Friday Night Fight**



WWW.MMCL.ORG

To contact MMCL:

President:

Dr. Terry "Da man" Hill

Email: Thill35434@aol.com

Vice President:

Rich "Special G" Gueting

Email: wolfandgang@insightbb.com

Secretary:

David Knights

Email: LOULAW@AOL.COM

Member at Large:

Noel "Agent 0" Walker

Email: CWalker011@aol.com

Treasurer:

Stuart "Sweet Stu" Cox

Email: scox6618@bellsouth.net

Webmangler:

Pete "Chrome dome" Gay

Email: pete.gay@gmail.com

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

Cover Photo: The MMCL gang at BW3 in Auburn, IN during AMPS 2010.

What you missed

Last month's (April's) meeting was another quality affair. The feature was the T-34 smackdown. The winner was the Uncle, but all three entries, Uncle's, Alex's and Jerry's were excellent models. Unfortunately, only the Uncle was able to bring himself to write an article on his build, which appeared in last month's Tactical Notes. Now, I am not suggesting that the article was what caused Uncle's victory, but it didn't hurt. (hint, hint).

This month's Friday Night Fight looks to be a good one. We have several smackdowns going on so there should be some good building going on. Speaking of smackdowns, there is now a 48th scale P-40 smackdown. Any 48th scale kit can be used. See Noel or Jerry for the details.

Smackdown Notice Update!

To all interested members:
There is a "Yellow Wings" smackdown scheduled for January 2011.

The participants will build any 72nd scale U.S. Navy Aircraft from the period 1935-1940.

There are at least 4 MMCL members already committed to this build.

Join in!

Contact David Knights for details
LOULAW@AOL.COM

Product Review: Wako Paper Plants

Randy Fuller
MMCL/Eastern Bloc

In my photography presentation slides, some members noticed a small bucket with tulips in my



M4 halftrack (figure 1). Of course the questions came. A few months ago I found these laser cut paper plant sets from Wako. These are from their Kamizukuri line of paper plants that cover everything from weeds, to flowers, to fallen leaves, to ivy, to palm leaves, etc, etc...(figure 2)



HobbyLink Japan currently has about 50 Wako paper plant sets on their website. They make sets in 35th and 48th scale.

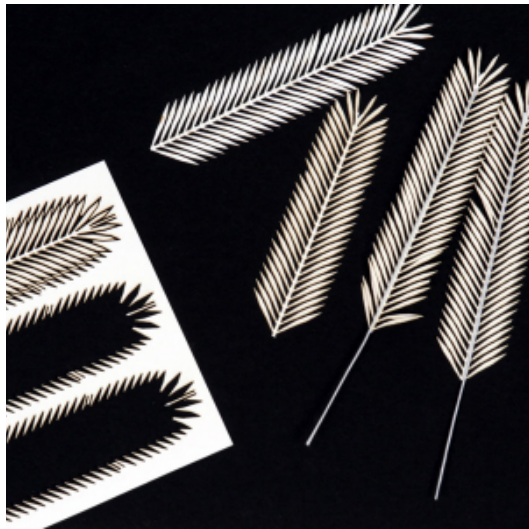
I've used their tulips, weeds & ivy, and palm leaves, which I will detail in this article. (figure 3) The palm set comes with 17



leaves in three sizes and enough paper wrapped wires for the stems. I've used photoetched details for ivy and palms before, but I've found these paper products to be much easier to use. While delicate, since they are made of paper, they are much easier to paint and shape than brass.

With these palm fronds, I first cut them free from the paper sheet, which is easy – there are only half a dozen attachment points. I use a small chisel scalpel blade to cut the leaves free. I then take the supplied paper-wrapped wires, run them

through some white glue, and attach to the individual fronds. It's important to keep everything flat and straight at this point. (figures 4 & 5). Don't use too



much glue as the paper may get too wet and begin to curl.

The best part of these sets is the painting ease. You can use acrylic, enamel, lacquer paints, or even markers and pencils. With the glue dried, I start

painting with Vallejo acrylics. I use a thin mix of a Light Yellow with Iraqi Tan as a base, and then I paint a dark green with my airbrush over the stems and unevenly over the fronds. I am looking for a random pattern to show some yellowing on the tips. I add a few more layers of thin greens to add variations. (figure 6) I find it easier to place the



leaves against a hard surface, secure with a bit of tape, and airbrush at low pressure – about 8 psi. To finish, I add small details with a fine tip marker.

The next step is to add them to the trunks. I've used Custom Dioramics resin palm tree trunks in my Pacific diorama. I assembled the two pieces, filled the seam, and painted with acrylics and enamels. I installed on my base with some superglue and blended with sand, paint, and pigments. I then drilled some small holes in the trunk top to accept the stems. (figure 7)



looking position on the tree, then repeat with another frond. (figure 9) To finish, I airbrushed some Testors' Glosscote on the leaves for a little shine.



I cut the ends of the wires to an appropriate length, added a gentle roll by wrapping the fronds around various diameter bottles,

I find these plants easy enough to work with – the smaller flowers are a bit challenging to assemble, but ultimately make a terrific detail item for your models or dios. They are moderately priced at about \$10 per set. And you get a lot in each package. I highly recommend them.



(figure 8) dipped the wire ends in medium superglue and set them in the trunk. When set, I carefully bent it into a more natural

Fighter Reconnaissance Hunter: Coverting the Revell 1/72 Hunter F.6 to the FR.10

By Dr. David Geldmacher

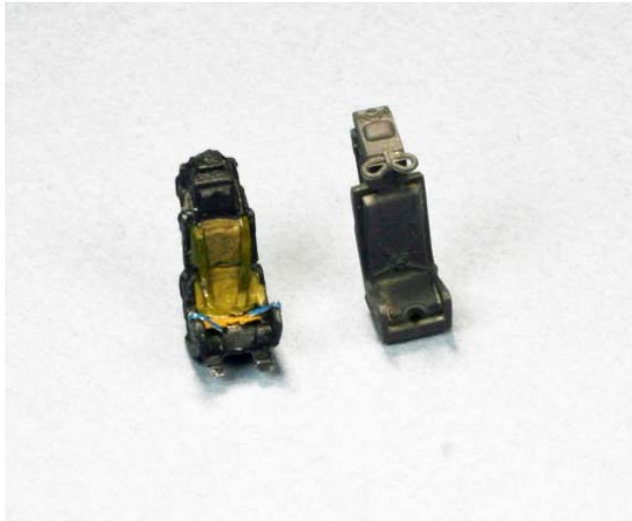
My friend Jim decided to engage in a one-month group build of Hawker Hunters with one of the

online forums. I find these group builds a good motivator to build some kits that might otherwise be lower on my priority list. The change of subjects helps keep me fresh. So, I promised Jim I'd keep him company in the build and finish off my Revell 1/72 Hawker Hunter. The Revell kit has been highly praised for accuracy, ease of construction, and all around fun. It has recessed panel lines and nicely molded details, including a reasonable level of cockpit busyness. The canopy and windscreen are both thin and clear. Although my base kit was the F.6 version, I planned to build the tactical reconnaissance version. Hunter FR.10 XJ633/S of 2 Sqn RAF, Gutersloh, Germany, ca.1960, is depicted on Xtradecal sheet number 72047 and provided my subject. Bringing the F.6 up to the FR.10 standard required Quickboost's FGA.9 update set, but this is not needed if you start with Revell's FGA.9, which I recommend because it includes the proper external fuel tanks. I also purchased Quickboost's FR.10 nose, but was disappointed; to my eye it doesn't captured the slightly elongate contours required for the forward facing recce camera of the FR.10 and the side camera ports appear to be molded in the wrong positions.

Interior

The cockpit interior had a large sinkhole on the port side ejection seat rail, which I covered with a scrap of thin sheet plastic. Though the kit's ejection seat builds up very nicely, but I like using white metal ejection seats. I therefore cleaned up and primed an out of production Martin Baker Mk.2 from A+V Models. I then sprayed the fuselage interior, cockpit tub, instrument panel, and both seats in a very dark gray (scale black) After looking at the painted pieces I chose the white metal version of the MB Mk.2 as the better looking. I added the seat harness and leg straps made from wine-bottle lead foil. Although the Revell seat is fine, a similar added harness would help give some depth to otherwise flat detail. The face curtain handles in the kit seat are a nice touch, but overscale. The A+V metal seat had better back cushion detail and adds easy nose weight, both of which influenced me to go that way. The Revell seat is certainly good enough to go to the spares box for that day in some distant post-apocalyptic period when I run out of white metal early British ejection seats and can't restock. Kit and aftermarket seats are shown in photo 1 after adding the details and painting the metal

seat.



Fuselage

I added a 1/8 oz. weight behind the cockpit and closed up the fuselage halves. It was not an easy fit to get the cockpit tub and nose gear well in place. I used the kit the instrument panel decals over the raised cockpit detail, using diluted Future as setting agent. The decals settled down well, so now there is color, fine detail, and texture on the panels. I learned a bit later that there was little reason to fret about anything with the side consoles. They are utterly invisible once the fuselage halves are together. They will be even more invisible once the canopy is sealed up.

I added ejection handles wound from fine yellow and black wire to the aftermarket seat, but now that I could see it in its final

position, I was not happy with the sit of the metal seat in the tub. It seemed too low to me and the proportions didn't match up well with photos of the seat position. I therefore went back to using the kit seat and dressed it up a bit. Face curtain handles were painted yellow and, when dry, given black stripes with a Gundam marker. Cushions were painted with various flavors of Citadel Miniatures browns. I also added a wine bottle foil upper back "cushion" and True Details belts, along with a generic photo-etch lower ejection handle.

Intake interiors and ramps were brushed with aluminum and the ramps were glued in place in the wingroot intakes. For the wing construction, I recommend adding the dogtooth leading edge before adding the separate the tips, and using conventional cement rather than CA to allow for the necessary alignments. The dogtooth sections aren't quite the same thickness as the wing where they mount, so I adjusted them to match the upper surface and dealt with the gaps underneath where they are less prominent. I used Mr. Surfacer on the gaps at wingtip and dogtooth extensions, as well as around nose gear insert.

Creating the camera nose.

The FR.10's nose requires a minimal addition of length, but the profile is altered by the addition of the forward facing camera. Therefore, the kit nose was first sanded back to create a flat mating surface; this reduced the length by about 3-6 scale inches. The flat spot was painted black. then a piece of cylindrical clear sprue was cut ~9 scale inches long and cemented to the front of the nose (photo).



I formed A+B epoxy putty added around the sprue extension, using with masking tape at the panel line to restrict where excess putty ended up.

After sanding roughly to shape, I laid out the side camera ports using a fine pencil and a

Verlinden scribing template. I drilled them out with an appropriate size bit, and shaped to size with small files.

I next primed the Quickboost resin Mk. 9 style jetpipe and parabrake housing pieces were with Tamiya spray and attached. The aft fuselage interior required a swipe of two of a file around the inner lip to allow the resin to slide in, but otherwise the fit was nearly flawless. Most of the primer was sanded away as I dressed the seam.



After smearing the inside of the nose cone with black paint, I cut another 1/8 oz lead fishing weight into several pieces and hammered it into shapes to fit in the nose cone and above the landing gear bay to supplement full weight just behind the cockpit tub and make up for the light lighter seat than I had planned. The photo also shows the Mr. Surfacer I used on the wing-to-fuselage joints and

especially the dogtooth and wingtip seams.



Subsequently I attached the nose to the fuselage and dressed the seam with Mr. Surfacer. The Sabrinas (shell casing collectors) and the airbrake went onto the underside. The Sabrinas are nicely engineered for a perfect fit. The airbrake required a couple of swipes with a sanding stick along the sides to lie flat to the fuselage.

The FR.10 had a cut-out in the flap to accommodate big 230 gallon external tanks. I couldn't find any useful photos of the fairing for the cutout on the wing undersurface. I asked and got some very quick help from the folks on the Britmodeller online forum. In the end, I scribed the line for the cut-out in the flaps until the quarter-circle cut-out piece separated. After cleaning up the piece, I cemented it in place in the flap well, using the rest of the flap as a guide.

Then I added the final touches to the cockpit interior, which included securing the seat and control stick in the cockpit. I affixed the windscreen and canopy with white glue (remembering to paint a small area under the rear of the canopy in interior black). The next bigger, and more tedious step, involved masking the canopy with strips and rectangles of Tamiya masking tape. Once that was done, I applied a quick shot of interior black to the canopy to provide the color for the "inside" framing.

Painting

I struggled a bit over the best way to manage my color scheme, which is the standard 1950s RAF Dark Green and Dark Sea Grey over High Speed Silver. Normally, I use the undersurface color as an overall primer, then add the topside colors. However, in this case I was concerned that applying the underside silver first would lead to adherence problems when masking for the upper camouflage colors. I was so troubled by this conundrum that, in an almost unfathomable occurrence of turnabout-is-fair-play, I actually got two lectures assembled and a research paper re-submitted for work over a weekend before I got up the nerve to tackle the problem. Since the undersurface will represent a *painted* aluminum finish rather

than natural metal, I felt that a well polished primer would be a better base than bare plastic. So, I decided to prime everything, mask off the lower surfaces, apply the topside camo, and remask to add the underside silver.

I wrapped a coffee stir stick wrapped with the right amount of masking tape to hold firm in the jet pipe, and shot the whole bird with Tamiya fine surface primer from a rattle can. I addressed the flaws made evident by the primer, these were mostly along the upper wing to fuselage joint. I masked the upper surface for an overall coat of Model Master Dark Sea Gray. After that dried overnight, the camouflage pattern was delineated with very thin strips cut from Tamiya tape. British camouflage patterns of the time had minimal overspray; because of that, and my minimal airbrush skills, I mask them out in 1/72. The inside edges of the areas to remain gray were defined with small squares cut from the same tape. Yes, it's tedious, but I find it's the best way to secure the complex curves with minimal overspray and bleedthrough errors. The photo shows the outlining and the first few squares of tape on the nose. The gray areas were then filled in with larger squares of 3M blue tape.

Once the camo pattern was defined and masked, I carefully inspected for gaps in the tape under a bright light. A quick rub with a Polly Scale Plastic Prep impregnated cloth prepared me to spray the ModelMaster RAF Dark Green. Despite thorough stirring, this had a distinctive gloss finish on application. Though not a problem in light of the upcoming gloss coat for decaling, I worry a little about its drying time and eventually softness with that sheen, but I used lacquer thinner to dilute it and had a two-and-a-half day business trip to let it cure. I'm a little concerned about leaving the masking in place that long, but any handling now would be a thumbprint disaster.

I eventually let the topside colors cure for over a week and applied Tamiya Silver Leaf from a rattle can to the lower surfaces. As anticipated, it was a dream to work with. It goes down a tad bright, but would dull down



nicely with clear coats.

The topside camo unmasked beautifully, but I had a disaster as I unmasked the dividing line between upper and lower surface colors. The Tamiya tape pulled out a chunk of the epoxy putty that had faired in the camera nose extension. I then had to mask off the nose at the first panel line, reputty (this time with lacquer based automotive putty for better adhesion), resand, and repaint all three colors.

Fortunately it went well the second time through. I didn't even need to use my ready made excuse about a "replacement nose section" on the real airplane to account for mismatched camo divisions.

Underwing decals

One of the most challenging steps was getting the underwing serial numbers to properly span the landing gear and still keep their position perpendicular to the centerline. The gear doors are well-engineered to maintain alignment in the open position (perhaps the best engineering for this I've seen in 1/72 scale), but it means they don't lie flush in the closed position, even when anchored with Blu-Tak. The main axis of the main wheel bays is parallel to the sweep angle, not the centerline. So, the

combination of angled and nonflush surfaces kept dragging the decal out of square. The Revell kit decals have marks for where to cut the decal to fit, but sadly, they are for a different airframe. Xtradecal (understandably) did not do this since other 1/72 Hunters handle the gear doors differently.

Final Touches

Once the buzz numbers and the lower roundels were in place, I could add the underwing pylons and landing gear. The nose gear is very delicate. Mine snapped off at the nosewheel yoke as I removed it from the sprue. I used plastic cement to make the repair, after trapping the nose wheel between the (now separated) yoke halves. This also allowed me to pose the nose wheel at a slight turn angle for interest. I let the newly reconstructed nose wheel strut cure for 3-4 days to ensure adequate strength. There is no great positive connection for the nosewheel doors either. In contrast, the beautifully-engineered main gear was a dream to assemble, with positive attachment points to maintain angles and alignments perfectly.

These reconnaissance birds usually carried four drop tanks. Revell supply only the 100 gallon size for the outer pylons.

Fortunately my old, and now-superseded, Airfix Hunter FGA.9 kit included the big 230 gallon tanks that required the flap cut-outs on the Hunter Mk 9 and

subsequent variants, so I pilfered them. They were poorly cast with deep sink holes and had some retraction around the edges. Automotive putty filled the sink holes and Mr. Surfacer 500 was used all the way around the seam. The Airfix tanks lack the “trough” evident at the pylon attachment of the real thing, but only a Hunter expert with too much time on his hands would notice the difference in a 1/72 display-shelf model. The Revell kit tanks were much more nicely molded. I painted them all



gray over silver and added them to the pylons.

After gloss coating, the decals, including lots of fine airframe maintenance marks from the kit decals took nearly a full day to apply. Decaling was generally straightforward and the



Xtradecals worked beautifully. One of the many blizzards in Winter 2009-2010 allowed me a

day to decal uninterruptedly without needing to address any out-of-the-house concerns, at least until the power went out. I used Future as the “setting solution” for the Revell decals since I’ve had bad silvering with this brand before. I used the Microscale “system” for the Xtradecal markings, with no problems.

After sealing everything up with a coat of Model Master semigloss clear lacquer, I used a dirty wash from Promodeller (in the UK) for the panel lines. Lots of sooty gunk shows on the undersurface silver in photos of in-service Hunters and this captured the effect nicely. I was dismayed to find that some of the wash, that was invisible when dry on the grey uppersurfaces, was outside the panel lines and reappeared as broad dark smudges with my final sealing coat of semigloss. Oh well, I guess the maintenance officer or the plane captain is going to have some explaining to do at the next inspection...

I unmasked the canopy and was overjoyed to find no “surprises;” there was; however, the usual and troublesome tape gunk left behind. I tried a new approach to that with great success. Remembering Silly Putty’s abilities to lift comics from the Sunday paper as a kid, I rolled a

small ball of Blu-Tak and rolled it over the canopy. Voila, the gunk was gone and the canopy shone like a freshly Futured floor! I added the pitot tube and called her done.

Conclusion: This is a great kit, fun to build, easily assembled, and burdened with almost no tricky parts. The dogtooths and wingtips need special attention, and the nose gear is flimsy, but all the other challenges were of my making. Revell has captured the long, graceful look of the Hunter beautifully. I can recommend it without reservation.



Financial Report

by Stu Cox

MMCL Financials for April 15th, 2010

MMCL April Financial Summary

May Starting Balance:	\$4,568.20
MTD TOTAL RECEIPTS (Annual Dues & Workshop Fees) :	\$263.80
MTD TOTAL EXPENSES (Kyana Rent):	\$250.00
May 15, 2010 Balance:	\$4,582.20



Aluminum Report

By Scott "Skippy" King

January 2010	36.11lbs @.63	\$22.75
March 2010	39.68lbs@.57	\$22.62
May 2010 (3 recycles)		\$77.80
Total for year.		\$116.17

We did good last year, but the price for scrap aluminum is going up. Lets see if we can double our take this year. Please save cans and bring them everytime you visit the shop. Thanks.

President's Page

Gentlemen:

After a brief hiatus, I'm back and ready to carry on. Over the last month since the last meeting there has been a couple of interesting things going on in the world of modeling. There was a terrific AMPS Convention held in Auburn, Indiana. The convention was held at the Victory Museum just south of Auburn and was worth the trip up there. More on this later. There has been developments in the modeling world on an international basis, and much more.

AMPS Convention:

The annual AMPS convention was held in Indiana and if you missed it, shame on you. The show was great, the venue was great, the museum was outstanding, and the vendors were all that and a bag of chips. The contest was well run, with the judging duties being overseen by our own Pete Gay. He was assisted by a former member John Chavot. These guys certainly have the experience in putting on the AMPS shows, and you can really tell. The judging was very well run, and there were a record number of entries in the contest. I think there were over 650 entries with a tremendous range vehicles, figures, dioramas, etc.

Several of the club members traveled to the show. Jerry, Uncle, Bill Weiss, Rich, David Knights, Tom Hale, and yours truly. The total length of drive was 3 hours and 20 minutes, which wasn't bad. The weather going up was beautiful, and the motel was extremely nice for the money. (Although, it was a little disconcerting to be able to sit at you 3rd floor motel room and watch the Canadian Geese vector in on their final approach to a lake behind the motel.) It appeared that any minute one of the geese were going to fly right through the screen into the room. Who needs a blind built when you can sit in the room and pick them off as they fly a few feet over your head.

The vendors in attendance had plenty of new and old things to suck up all our money. There were not a great deal of deals to be had, but some of the vendors did start to discount on Sat. afternoon as the show began to wind down. The vendors were doing a brisk business and think everyone went home happy.

Rich received 4 gold medals, 3 silver, and 1 bronze. I received 1 bronze. Damn this is beginning to sound like a broken record. Once again, I had to put Rich on the luggage rack. There wasn't enough room for Rich, his awards, our purchases, and his ego in the same car. He rode on top. The one thing that really aggravates me is the awards process. Everyone has to sit around for what seems like a whole day for the ceremony, and that goes on for almost 2 hours. We did not get out of there until 7:00pm. I think that they should put the individual awards out on the tables, and only have the best-ofs announced. Just my personal bone to pick.

Things going on:

Brian has been hosting a 2 week celebration of the official reopening of the expanded shop. He has been having a 20% discount on items in the shop. The shop looks great and is one of the best shops between St. Louis and the Virginia, Chicago, and the panhandle of Fla. Brian has put a lot of time, money, and sweat into this, and it shows. I for one am glad that he has survived in business, and gives us sorry assed slugs, a place to hang out and spend money. Well done Brian!

The on again off again saga of Perth Military Modeling site continues. Terry Ashley must be one king size schitzophrenic. Over the last year he has quit, come back, quit, come back and now seems to be back for awhile. I for one hope that he stays put, because there is no better venue to get updated information on upcoming items than at Perth. Hang in there Terry.

The club meeting will be on Friday night May 21. It will be the quarterly Friday night model-thon. It will start around 6:00, so bring something to work on and join the fun. The June meeting will be the club's annual auction. It will be on June 17th. So, if there are any old dusty kits that you'd like to liquidate, bring them, and donate them. Remember, this is the biggest fund raising effort for the club all year.

We are now about 6 months out from our show. We will be ramping up over the next couple of months in preparation for the show. Mark Cable, please contact me and let me know the status on the award layout. Remember, we will be needing every able bodied seaman on deck to help out.

There is the annual Atlanta Model Expo in June which some of us have attended in the past. If anyone is interested in going let us know, and we can coordinate travel arrangements.

Well guys, that is just about all the news I have for the moment. See you on May 21st at the Friday night model-thon. This is your president signing off.





Military Modelers of Louisville Membership Form 2010

Name: _____

Address: _____

City: _____ ST: _____ Zip: _____

Phone: _____ E-mail: _____

Birth Date: _____ Year Joined Club: _____

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

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

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

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

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

Stu Cox, Treasurer

4100 WIMPOLE ROAD

LOUISVILLE, KY 40218

502-499-6618

COX40218@BELLSOUTH.NET

Please visit us on the web at WWW.MMCL.ORG

PD DT _____

IPMS/USA MEMBERSHIP FORM

IPMS No.: _____ Name _____
First Middle Last

Address: _____

City: _____ State: _____ Zip: _____

Phone: _____ E-mail: _____

Signature (required by P.O.) _____

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

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

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

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

Credit Card No: _____ Expiration Date: _____

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

Name: _____ IPMS No.: _____

IPMS/USA
Join or Renew Online at: www.ipmsusa.org

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

AMPS

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

June 2010

Club Auction

Be there or be square



Off to China!

**Next Meeting: Friday
June, 16th, 2010, 6:15ish P.M.
CLUB AUCTION!!!!**



WWW.MMCL.ORG

To contact MMCL:

President:

Dr. Terry "Da man" Hill

Email: Thill35434@aol.com

Vice President:

Rich "Special G" Gueting

Email: wolfandgang@insightbb.com

Secretary:

David Knights

Email: LOULAW@AOL.COM

Member at Large:

Noel "Agent 0" Walker

Email: CWalker011@aol.com

Treasurer:

Stuart "Sweet Stu" Cox

Email: scox6618@bellsouth.net

Webmangler:

Pete "Chrome dome" Gay

Email: pete.gay@gmail.com

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

Cover Photo: The MMCL gang at BW3 in Auburn, IN during AMPS 2010.

Kentucky Military History quiz question.

What is Gen. John T. Thompson famous for and what is his connection to Kentucky?

Editor's Note

Guys, I apologize for the brevity of this month's newsletter. Last month was the largest newsletter ever, and I am afraid that this one won't break that record.

This month is the club auction.

While I won't be there, I encourage all of you to attend and spend the money that I'll be giving to the government of the People's Republic of China. I am sure that at some point Mr. Bobo will appear. I wish him well.

Smackdown Notice Update!

To all interested members:

There is a "Yellow Wings" smackdown scheduled for January 2011.

The participants will build any 72nd scale U.S. Navy Aircraft from the period 1935-1940.

There are at least 4 MMCL members already committed to this build.

Join in!

Contact David Knights for details
LOULAW@AOL.COM

Introduction

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

From the Tom Field photograph collection... American C-24 Pilgrim

In 1924, Sherman Fairchild established the Fairchild Aviation Corp in Farmingdale, Long Island, New York, as a holding company for his many aviation

interests. In 1930, the company designed and built the Model 100, a single-engine, high wing monoplane intended as a commercial transport with a crew of one and a cabin capacity for nine passengers. The prototype made its first flight on October 22, 1930 and was awarded an Approved Type Certificate (ATC) on January 14, 1931. However, because of the Great Depression, there were initially no orders placed for the aircraft.

At about this same time, the Aviation Corp (AVCO) purchased Fairchild Aviation and its subsidiaries, initially operating the various companies under their original names. AVCO owned American Airways (later American Airlines) and once AVCO acquired Fairchild, the company had a market for the Model 100. The airline ordered 16 Model 100A aircraft, now named the *Pilgrim*, which had a larger baggage compartment under the passenger deck, a lavatory, and additional improvements. The first was delivered to American Airways in late summer 1931.

The original Model 100 was sold to the Wright Aeronautical Corp. for use as a test aircraft for the Wright R-1820-E Cyclone engine. When the engine tests

were completed, American Airways ordered six additional six *Pilgrims* equipped with the R-1820 engine, which were designated as the Model 100B.

On August 17, 1931, the U.S. Army Air Corps ordered four Model 100Bs. They received the military designation C-24, and were assigned serial numbers 32-287 through 32-290. The C-24 had accommodations for a pilot and up to ten passengers and/or cargo. Prior to the organization of the first Air Transport squadrons in 1935, the few dozen transport aircraft serving the Air Corps were instead attached to various air fields or depots as utility aircraft for the transportation of needed supplies and/or personnel. Unfortunately, there are no notes on the back of Tom's photo to indicate where or when it was taken. The C-24s remained in service until the late 1930s.

This article was written for the AMK by Jack McKillop, an aviation historian in Edison, NJ.

SPECIFICATIONS FOR THE C-24

Engine: One 575 horsepower Wright R-1820-1 radial engine.
Span: 57 feet (17,4 meters)
Length: 39 feet 2 inches (11,9 meters)
Height: 12 feet 1 inch (3,7 meters)
Empty weight: 4,195 pounds (1 903 kilograms)
Loaded weight: 7,070 pounds (3 207 kilograms)
Cruising speed: 120 mph (193 km/h)
Maximum speed: 135 mph (217 km/h)
Landing speed: 58 mph (93 km/h)
Ceiling: 15,300 feet (4 663 meters)
Range: 510 miles (821 kilometers)
Maximum payload: 2,153 pounds (977 kilograms)





Financial Report

by Stu Cox

MMCL Financial Summary

June Starting Balance:	\$4,642.00
MTD TOTAL RECEIPTS (Annual Dues & Workshop Fees) :	\$90.00
MTD TOTAL EXPENSES (Kyana Rent):	\$250.00
June 15, 2010 Balance:	\$4,482.20



Aluminum Report

By Scott "Skippy" King

January 2010	36.11lbs @.63	\$22.75
March 2010	39.68lbs@.57	\$22.62
May 2010 (3 recycles)		\$77.80
June 2010	@.55	\$33.35 (Not yet given to Stu)

Total for year. \$149.52

We did good last year, but the price for scrap aluminum is going up. Lets see if we can double our take this year. Please save cans and bring them everytime you visit the shop. Thanks.

President's Page



Gentlemen:

June brings hot weather, cool pools, outside work duties, and summer vacations. It also brings the club's annual auction. This is always a great time, and is the largest fund raising activity for the club each year. I encourage each and every one of you to try to attend the meeting. Be sure to go through your collection and if there are any models that you figure you will never build, have duplicates of, or kits that you ask yourself just what were you thinking when you bought it, bring it in and donate it to the club. We will gladly accept any and all donations, and will do our best to get top dollar for them. This is one of the highlights of the year and don't miss it.

July's meeting will be a dinner meeting to be held at INDIGO JOE'S sports bar located in the Westport Village shopping center on Herr Lane off Westport Road. With the new Watterson Expressway ramps open onto Westport Road, you just take a right at the end of the ramp go East on Westport Rd. for about 1/2 mile, take a right on Herr Lane, and it is just on the left side of the road. The food is pretty good, the beer is cold (Thursday's are beer special night), and they are willing to give us space in the bar area for our group. This is a departure from the usual July meetings, and should be a lot of fun. Make an effort to be there.

The IPMS National is coming up in a couple of months, and there may be a couple of guys from the club going. It will be held in Phoenix, AZ, and we will go in spite of the uproar over the immigration law. We will be sure to have the proper identification papers.

Since this is the summer months and there isn't much going on to report, I will close this page with a last reminder, don't forget the auction on Thursday June 17, and it will start at 6:00pm due to the length of time the auction usually takes. See you then.

Terry



Military Modelers of Louisville Membership Form 2010

Name: _____

Address: _____

City: _____ ST: _____ Zip: _____

Phone: _____ E-mail: _____

Birth Date: _____ Year Joined Club: _____

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Please visit us on the web at WWW.MMCL.ORG

PD DT _____

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IPMS No.: _____ Name _____
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Signature (required by P.O.) _____

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

AMPS

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

July 2010

Tactical Notes



**Next Meeting: Thursday
July, 15th, 2010, 6:30ish P.M.
AT INDIGO JOES RESTAURANT!!!!**



WWW.MMCL.ORG

The logo is circular and divided into four quadrants. The top-left quadrant shows a fighter jet, the top-right shows a tank, the bottom-left shows a battleship, and the bottom-right shows a knight on a horse. The text "MILITARY MODELERS CLUB" is written around the top inner edge, and "LOUISVILLE - IPMS" is written around the bottom inner edge.

THE NEWSLETTER OF THE MILITARY MODELERS CLUB OF LOUISVILLE

To contact MMCL:

President:

Dr. Terry "Da man" Hill
Email: Thill35434@aol.com

Vice President:

Rich "Special G" Gueting
Email: wolfandgang@insightbb.com

Secretary:

David Knights
Email: LOULAW@AOL.COM

Member at Large:

Noel "Agent 0" Walker
Email: CWalker011@aol.com

Treasurer:

Stuart "Sweet Stu" Cox
Email: scox6618@bellsouth.net

Webmangler:

Pete "Chrome dome" Gay
Email: pete.gay@gmail.com

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

Cover Photo: The MMCL gang at BW3 in Auburn, IN during AMPS 2010.

NO ONE ANSWERED THIS, SO HERE IT IS AGAIN: Kentucky Military History quiz question.

What is Gen. John T. Thompson famous for and what is his connection to Kentucky?

Editor's Note

Usually in this space I cover what happened at the last meeting. Last month's meeting was the club auction. I wish I could tell you what happened at the auction, but I was half way around the world at the time. I've been assured it was a success. Thanks to Rich G. who took over my normal role as auctioneer.

This month's meeting is at Indigo Joes in the shopping center at Westport and Herr Ln. It will be a buy your own dinner and drinks meeting. We are trying something different this year as opposed to our normal summer cookout. Be there!!!!

Smackdown Notice Update!

To all interested members:
There is a "Yellow Wings" smackdown scheduled for January 2011.

The participants will build any 72nd scale U.S. Navy Aircraft from the period 1935-1940.

There are at least 4 MMCL members already committed to this build.

Join in!

Contact David Knights for details
LOULAW@AOL.COM

Book Review: Osprey Aircraft of the Aces #85 Ki-43 'Oscar' Aces of World War 2

By Hiroshi Ichimura

ISBN 978 1 84603 408 4

Review by D. M. Knights IPMS/USA 17656

IPMS/Canada C6091

In general I have found that the Osprey Publications books can be hit or miss depending upon your interests and the particular subject matter of the volume involved. Some of them are great. (See the previous review on the Osprey book on the 4th FG.) Others are not so good.

However, I can say that, without a doubt this volume is one of the best of any of the Osprey publications. I couldn't put it down. The author does a great job in telling the stories of the different aces who flew the Ki-43 at some point in their careers, with particular emphasis on aces who got all or the vast majority of their kills in the Ki-43.

The book starts with an overview of the aircraft itself. When the Ki-43 was first going thru design and testing it was not immediately a hit with the pilots of the JAAF. They had been use to flying the ultra-maneuverable Ki-27 and found the Ki-43 too heavy. The designers came up



with the distinctive “butterfly” flaps and worked hard to lighten the aircraft as much as possible. This emphasis on lightening led to some early models

shedding their wings. The Ki-43 was introduced to service just before the outbreak of WWII in the Pacific.

The bulk of the book describes the use of the Ki-43 in different theatres, starting in the Burma, Singapore, Malaya area. This is where the Ki-43 got its introduction to combat. The most famous of the Ki-43 aces, Kato and Nakamura started building their scores in Malaya. The book then moves from theatre to theatre describing the units that used the Oscar in each, and discussing the aces in those units. In addition to Burma, Singapore and Malaya, the Ki-43 was also used in China, the Southwest Pacific, Philippines and the Home Islands. Numerous descriptions of combats involving the Oscar make up large portions of the text.

As with all of the Osprey books, the center section contains color side views of many of the aircraft of the aces discussed in the text. The illustrations, though of the left side of the aircraft only, provide the modeler with inspiration for numerous builds. The book is 96 pages with numerous black and white photos and 7 pages of color illustrations.

I can recommend this book without reservation. I got my copy from Amazon.com

The Art of Weathering

By Kevin H. Smith

Hello again. I thought I would follow up on my decal article with an article about weathering. This will be fairly short and sweet as there really isn't all that much to weathering. I will be addressing weathering aircraft and the basics do apply to all other subjects. Please understand that armor and ships require a little different approaches to weathering that are not the same, but close to how you weather aircraft.

First off you should have all of your decals on and covered with a gloss coat. It is now that I do a wash over the model to bring out the panel lines. Depending on the color scheme, I use a dark

gray or black; or in case of a very dark scheme a light gray acrylic paint thinned at 15% paint 85% water. You can make a heavier wash by less water; the choice is really up to you. Go with what you like as I always say. You can use a dark wash on a dark scheme; it just will not give you a contrast. Again, go with what you like. I brush the entire model with this wash, upper and lower surfaces. The discoloring you are representing here does not change color from top to bottom. I allow this to dry overnight. Then I get a cotton ball (your woman will never know you have taken them) and dampen it. Here is a very important detail; the cotton ball should have a light dampness, not be soaking. You want to run it over the entire surface. You do not want to clean out your panel lines with a dripping cotton ball. You just want to clean off the wash from the panels and surfaces that the panel lines distinguish. Let this dry for a day before you go on to give the model it's dull or satin coat.

After you have let your dull or satin coat cure for a while, now is the time to break out the chinks. I have found the chinks work better on a dull coat. Satin is the next best, while gloss coats hardly hold the chinks at all. Take your chalk stick and sand the tip on a piece of 180 grit

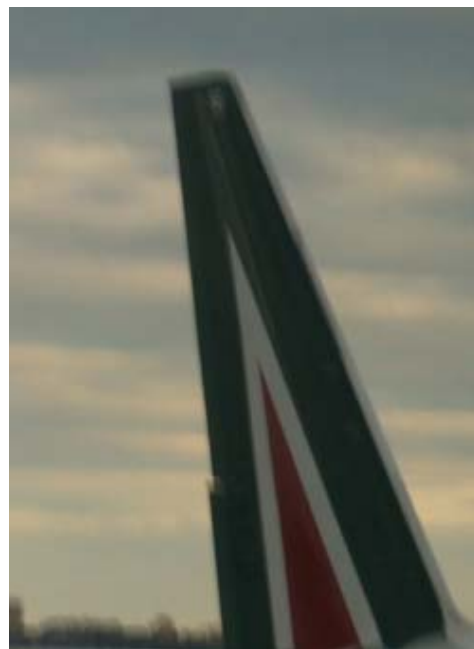
sandpaper. Do this until you have a nice little pile of chalk dust. Then you take a flat hard bristle brush to punch lightly into the dust. Take the brush and punch the color down on to the model. For single lines use a #3 or #5 liner paint brush and run it through the dust, then over the model. Here is where good color shots of your aircraft, or some like it, is a necessity. You will need to know what color to dirty your model up with. A basic rule of thumb is, for propeller exhaust start with brown then add a little black to the center and feather the black edge with grays. You can be fairly heavy with this, as on prop aircraft, the more they were flown, the more exhaust residue they attained. For the cordite smoke from the guns, just use black. A few small brush strokes here is all that is needed. You can also find the fuel tank inlets and do a little staining here. You should be very slight with this stain. It will take practice and a lot of different sized brushes, but the end result is worth it.

I do know that you can use oils to weather any model. I have never used this method, so I can not give you advice on how this is done. I read the article about it in Fine Scale a few years ago. Since I like the results I get with chalks, I just stick with what I know.

As I said this is a short and sweet article on weathering. I could get more involved, but then I would have to take up the whole newsletter. This is just a quick basic how-to that I feel will make your model just a little more realistic.



An Air France A380



Can you identify this airline?



Financial Report

by Stu Cox

MMCL Financial Summary

June 2010 Meeting – MMCL Annual Auction Proceeds: \$812 – Way To Go Club!

June initial balance: \$4,642

July initial balance: \$5,369

July 2010 CURRENT balance: \$5,234



Aluminum Report

By Scott "Skippy" King

January 2010	36.11lbs @.63	\$22.75
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June 2010	@.55	\$33.35 (Not yet given to Stu)

Total for year. \$149.52

We did good last year, but the price for scrap aluminum is going up. Lets see if we can double our take this year. Please save cans and bring them everytime you visit the shop. Thanks.

President's Page



Gentlemen:

Well, I am back and slowly getting back up to full steam. For those of you who might not have heard, I had another bout of kidney stones that put me in the hospital and damn near killed me. I was in the hospital for 5 days, 3 in the ICU. Fortunately, or unfortunately, depending on which way you look at it, I survived and am on the mend. I want to thank all the guys who came to visit me and supported me in my time of need. As David Knights said, the bull elephant was wounded and hurting, and the herd rallied around and supplied support and comfort. I am deeply grateful to all the warm thoughts and prayers that were sent for me.

Speaking of David Knights, he is now back from China with a second baby girl in tow. David is excited but tired after the 2 week trek to China to pick up the new child. I know that he and his family are trying to catch up on rest, and are trying to reacclimate themselves to the time changes after the trip. We hope to see David and the new child around the club soon.

We are approximately 4 months out from our show. I plan on having a show committee meeting on July 17th, (Saturday) at 12:00noon at Hooters on Dutchman's Ln. We will start to get all our ducks in a row and be ready for the show in Nov. All committee members please try to be at the meeting so that we can nail this thing down.

Last meeting was the annual auction. We took in a little over \$800.00 that should cover the cost of the trophies for the show. I want to thank all those who donated items for the auction, and for those who bought items. This is a major part of the continued financial success of our club. It was a great night and everyone had a great time.

This month's meeting will be held at INDIGO JOE'S Sports Bar 1321 Herr Ln. in the Westport Village at the corner of Westport Rd. and Herr Ln. Meeting will start at 6:30 to allow time to eat and have the meeting. Come thirsty, hungry, and ready to have a great time.

The IPMS National is one month away and David and I are still planning on going. We will show the club flag and pass our flyers for the club's show.

I look forward to seeing everyone on the 15th at INDIGO JOE's at 6:30pm. Until then, keep modeling.

Terry



Military Modelers of Louisville Membership Form 2010

Name: _____

Address: _____

City: _____ ST: _____ Zip: _____

Phone: _____ E-mail: _____

Birth Date: _____ Year Joined Club: _____

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

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

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

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

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

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

Stu Cox, Treasurer
4100 WIMPOLE ROAD
LOUISVILLE, KY 40218
502-499-6618
COX40218@BELLSOUTH.NET

Please visit us on the web at WWW.MMCL.ORG

PD DT _____

IPMS/USA MEMBERSHIP FORM

IPMS No.: _____ Name _____
First Middle Last

Address: _____

City: _____ State: _____ Zip: _____

Phone: _____ E-mail: _____

Signature (required by P.O.) _____

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

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

Credit Card No: _____ Expiration Date: _____

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

Name: _____ IPMS No.: _____

IPMS/USA
Join or Renew Online at: www.ipmsusa.org

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

AMPS

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

August 2010

Plastic Heaven



The 2010 IPMS/USA Nats

**Next Meeting: FRIDAY
August 20th, 2010, 6:00ish P.M.
FRIDAY NIGHT FIGHT**



WWW.MMCL.ORG

THE NEWSLETTER OF THE MILITARY MODELERS CLUB OF LOUISVILLE

To contact MMCL:

President:

Dr. Terry "Da man" Hill

Email: Thill35434@aol.com

Vice President:

Rich "Special G" Gueting

Email: wolfandgang@insightbb.com

Secretary:

David Knights

Email: LOULAW@AOL.COM

Member at Large:

Noel "Agent 0" Walker

Email: CWalker011@aol.com

Treasurer:

Stuart "Sweet Stu" Cox

Email: scox6618@bellsouth.net

Webmangler:

Pete "Chrome dome" Gay

Email: pete.gay@gmail.com

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

Cover Photo: The MMCL gang at BW3 in Auburn, IN during AMPS 2010.

Kentucky Military History quiz question.

What is Gen. John T. Thompson famous for and what is his connection to Kentucky?

(I'll keep asking this question till someone answers it. What do I have to do, give a prize?)

Editor's Note

I'll make this short and sweet. I am back from the Nats after going to China less than 30 days earlier. I am tired of flying and will try and stay home for a while.

The Nats was fun, it always is, but it was noticeably smaller and less well attended than it was when it was held in the same location in 2004. I suspect it was the economy. We'll have a slideshow at an upcoming meeting and I am posting photos at <http://www.dknight.wordpress.com>

Smackdown Notice Update!

To all interested members:
There is a "Yellow Wings" smackdown scheduled for January 2011.

The participants will build any 72nd scale U.S. Navy Aircraft from the period 1935-1940.

There are at least 4 MMCL members already committed to this build.

Join in!

Contact David Knights for details
LOULAW@AOL.COM

Magazine review: World Model Aviation February and April 2010.

I need another monthly modeling magazine like I need a hole in my head. Thus, I was less than thrilled when I heard that a new modeling magazine was coming out of England. Resist as much as I might, I bought two of the early issues of World Model Aviation. Luckily it turns out that I'm not going to have to take out that fifth mortgage on the house in order to get yet another model magazine subscription. (Besides, in this environment, I am not sure the bankers would give it to me.)

This isn't to say that the magazine is not a good one. The production values are good. The photos are excellent, and the articles are well written. In fact, I'd say that the photographs are some of the best you'll see in a model magazine other than maybe AiR. There is a nice balance between photos and text and the photos complement the

articles nicely. They are not as in depth as some you will see in the IPMS/USA Journal, but they are more detailed than those in SAM or SAMI. The February issue had no real content of

interest to the 72nd scale modeler, though the April issue had a nice article on the B-2 and the new Airfix Hawk. For me, the real issue isn't that there is anything wrong with this magazine, but it just doesn't add anything to the magazines I already get every month. I'll pick up an issue from time to time when I see an article of particular interest, but this

won't be one of my must have magazines.



The Cranky Canuk

The Hawker Hurricane Mk. II in 1/72

By Jim Bates, Esq.

Since my observations on the 1/72 Spitfire Mk. V kits has been quite popular, here are my thoughts on the 1/72 Hurricane Mk. IIs.

Academy Hurricane IIC - Great detail, excellent engraved panel lines, and a decent representation of the rear fuselage fabric detail. Sadly the fuselage is way too narrow which ruins the complete look of the finished product. No tropical filter is provided and there are no underwing stores. But for the fuselage error, it would be been the best Hurricane in the scale. Sadly with the error, it cannot be recommended at all.

Airfix Hurricane I/II - An old rivet encrusted kit. No matter what the box says, it can only be built as a Mk. II. The canopy is awful being way too small and there is no way a Merlin would fit in the nose. The Mk I prop is terrible and there is no option for the tropical filter. It does have a nice selection of under wing stores.

Airfix Hurricane IIC - Brand new tooling. The rear fuselage fabric detail is excellent, but that is balanced out by the fuselage scribing being very, shall we say

agricultural. The spinner is poor, and the prop blades even worse, being way too short. Something about the fuselage shape is a little off and the horizontal stabs are too small, but at least you can fit a Merlin in the nose. The rudder is also misshapen. It does have a decent cockpit and correct wheel well detail. One added bonus is that it includes Sea Hurricane conversion parts right in the box. I was expected better, but with a replacement prop and rudder looks reasonably like a Hurricane. Very reasonably priced.

Hasegawa Hurricane II family - The Hasegawa kit has a reasonable shape, but the cockpit is a joke, the seat is tiny, and the overlarge spinner is fictional for a World War Two Hurricane. (Though it is correct for a few restored warbirds.) Technically the joint line for the Mk. II nose is in the wrong place, but the overall length is ok. The fabric rear fuselage is way overdone. Some boxes contain the tropical filter. It should be better for the very high price Hasegawa is now asking for the kit.

Heller Hurricane IIC - Old school with raised panel lines. The Heller kit has pretty good shape from the firewall back, but the

nose is far to thin for a Merlin. Probably the best Hurricane II prop and spinner in 1/72. Can now be found in a Smer box.

Hobby Boss Hurricane IIc - A simplified Academy clone with the same narrowness issue. It does however contain the tropical filter. As with the Academy kit it cannot be recommended because of the fuselage shape.

Matchbox Hurricane IIc - An old school Matchbox kit. Again, there is no way a Merlin would fit in the nose. This kit was later reissued as Hurricane IId with the under wing gun pods.

Revell Hurricane II family - This kit has been issued as a Hurricane IIb, Hurricane IIc, and a Sea Hurricane. One of my favorite kits. Generally the shape is pretty good, but Revell did not extend the fuselage spine under the canopy. In addition the wing chord is a little too large, but no noticeably so. Good cockpit detail. The spinner and prop are poor, as are the wheels. Something appears to be off with the windscreen. Depending on the boxing you may get under wing bombs, tank, and/or a tropic filter. Good value for the money.

I like the Revell kit the best, because it is the nicest combination of detail and shape for the price. Hasegawa is in a similar league, but much much more money. Pretty much every Hurricane on the market will need a new propeller and spinner which is very frustrating.



Financial Report

by Stu Cox

MMCL Financial Summary

August Starting

Balance:

\$4,626.31

August 15, 2010 Balance:

\$4,461.31

ALL CLUB MEMBERS: Please contact STU COX if you have NOT paid your 2010 MMCL membership dues.

I will receive annual dues at the "Friday Night Fights" meeting this week (August 20th) for anyone wishing to pay then.

Mailing lists and newsletter distribution will be adjusted accordingly after August.

Book review: Osprey Campaigns “Operation Nordwind” by Steven J. Zaloga.



Review by Stu Cox

I highly recommend the new **Osprey Campaign “Operation Nordwind”** book by **Steven J. Zaloga**. This book fills in a LOT of previously unwritten detail about the FINAL German Western assault after the Battle Of The Bulge. Fittingly, the subtitle for the book is “Hitlers last offensive in the West”!

This volume also provides good detail about the “less documented” US 7th Army that landed in Southern France during Operation Dragoon in August 1944.

The New Year’s Eve 1945 German offensive in the Alsace nearly led to the recapture of the historically “German/French contested” city of Strasbourg. This act divided French and US leadership on strategic and tactical priorities. There were many resulting battles with the Allies eventually regaining lost cities and towns of the Alsace region. Allied counter-offensives led to the strangulation of the ragged German panzer units in the Colmar Pocket near the Rhine River.

Battle descriptions I found interesting were for Herrlisheim, the Gamsheim Bridgehead and for the capture of the town of Hagenau (the town portrayed in “Band Of Brothers” that the 101st Airborne later helped clear in February 45).

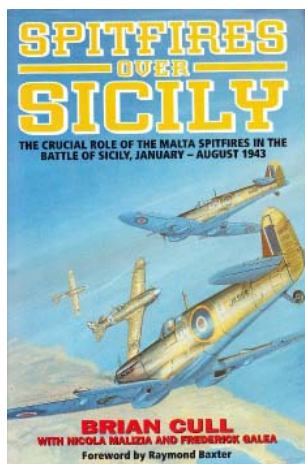
Many pictures and maps are included that illustrate the conducive setting for open-country armored warfare. Battlefield photo’s are included of various US 7th Army, 12th & 14th Armored Division Sherman tanks, and a wide variety of German armor. Included are battle photo’s of Hetzers, PZIV’s, and other defeated panzers (Jagdpanther, Nashorn and a Jagdtiger). There is useful inspiration in the maps and photo’s for both Allied and Axis modelers!!!

All of Zaloga’s Osprey Campaign books, including **Operation Cobra 1944**(Break-out from Normandy), **Battle Of The Bulge** (2 books), **Siegfried Line 1944-1945**, **Operation Dragoon 1944**, and **Remagan 1945** are excellent. Another author named Ken Ford, wrote complimenting Osprey Campaign books on **Falaise 1944**, **Rhineland 1945**, and **The Rhine Crossings 1945**.

Together these volumes trace the Post D-Day Allied “Breakout” assault Eastward across France and well into Germany, documenting the army’s, units and leaders who fought for both sides. There are plenty of armor and infantry photo references throughout these books for historical and modeling reference.

Steven J. Zaloga is a real stand-up author, as he researches historical aspects thoroughly and actually is a modeler! Steve includes written and visual details that help create vivid inspiration for WWII European Theatre modeling projects!

HIGHLY RECOMMENDED



Book Review: Spitfires over Sicily by Brian Cull

Review by D.M. Knights

Spitfires over Sicily by Brian Cull is the story of the Spitfire squadrons on Malta from January to August of 1943. As I have said in previous posts, I am a fan of the books of Brian Cull. This book can be viewed as a follow on to the two book series by Shores and Cull, Malta: The Hurricane Years and Malta: The Spitfire Year.

I recently finished reading this book on my trip to China. It is no reflection on this excellent book, but I started reading this book about two years ago. I would read a few chapters and then get interrupted and would pick it up again a few months later. The story is well told, focusing on the day by day story of the Spitfire squadrons in air to air combat, recording victories and losses, many times the author has managed to identify the opponents of the Spitfires on some occasions, and identifying particular enemy pilots as victors or victims of particular Spitfire pilots. The opportunities for “dogfight doubles” abound. Fans of the RCAF should be particularly interested in this book as many RCAF pilots fought in this theatre and many are mentioned prominently.

As with all the books by this author, I can recommend this one highly.

President's Page



Hey guys is it hot enough for you? For all those have wits that say they prefer the hot weather more then the cold, I hope you are happy. As my mother used to say, it feels like someone kicked the lid off of hell. One good thing that this weather is useful for is that it allows us to stay in our basements and model more. To the man cave men and don't come out until then heat breaks or we run out of models, (like that's going to happen).

This month's meeting will be a Friday night modelthon to be held on 8-20-2010. It will begin around 6:00 and will run until that last guys standing. Come and join in on the fun and modeling.

The preparations for the show are moving along. We are 3 months out and the awards have been ordered, the site is in order, and we are ready to go. We will need a total committment from everyone on the day of the show. More on that later. We are asking everyone to consider donating a few kits to the raffle at the show. Since the manufactures have all but stop completely donating to show raffles, we will depend on the club for donations. Every kit will help. Remember usually the profit we make at the show comes from the raffle proceeds. We are looking for sponsors for the best of category awards. I will have the cost soon, but it will probably be between 25-30.00. If interested, please let me know.

Phoenix National Report

On Thursday August 5th, I boarded a plane at 7:40 bound for Phoenix for the IPMS National. The flight was very smooth and I arrived in Phoenix at 8:15 their time. After a cab ride to the Hyatt I arrived and checked in. I did notice that the hotel had been remodeled and looked very nice. Fortunately my room was ready and I dropped my bag in the room and headed for the show. I got my registration packet and immediately headed to the vendor room. Upon entering the vendor room I immediately noticed that the room was rather empty of foot traffic. I said to myself that it was only about 10:00 in the moring and that it would get better. As time went on this proved to be wrong. At no time was the vendor room crowded. They did have very wide isles, but that did not make much difference, because there just wasn't that many people there. The vendors were a little bit of a disappointment. Many of the bigger

name vendors were absent. There were far more aircraft vendors than armor. If it had not been for Dragon USA, Great Models, CMK, and Eduard, this could have been nothing more than an average regional. I'm not sure what to account this to, but I'm sure there are many reasons.

The total number of entries were in the range of 1,700. This is also lower than what we have seen in the recent past. Atlanta had over 3,000 entries, Columbus had over 2200 entries, and Virginia Beach was very well attended. I hope this doesn't mean that the local club took a bath financially. Time will tell.

David Knights arrived on Friday morning and arrived at the hotel around 9:00am. We immediately went back to the show and shopped, viewed the entries, and chatted with several other modelers. Dave will have to let you know of his impression of the show, but I think they were close to mine. After about 2 hours of shopping and having fun we made our trek to the local Hooter's that was 2 blocks from convention. The food was good, the beer was cold, and the girls were cute. Enough said.

When I arrived the heat hit 115 on Thursday, was 113 on Friday, and 107 on Sat. and Sun. But it was a dry heat. After enduring the current heat wave here, I was a little better prepared for the heat out there. I managed very well, but to be honest, it felt better there than it feels here. No humidity sure makes the difference. Still, I don't think I would want to live there.

By Sunday, I was glad to come home. I probably spent less at this National than I have ever spent. Just not much there that I just had to have. However, I did drop a few coins and enjoyed myself immensely. Any National is well worth the trip. There were a lot of nice models by modelers that we don't get to see very often. This made the trip worth its while. Next year's National will be in Omaha

Aluminum Report

By Scott "Skippy" King



January 2010	36.11lbs @.63	\$22.75
March 2010	39.68lbs@.57	\$22.62
May 2010 (3 recycles)		\$77.80
June 2010	@.55	\$33.35 (Not yet given to Stu)

Total for year. \$149.52

We did good last year, but the price for scrap aluminum is going up. Lets see if we can double our take this year. Please save cans and bring them everytime you visit the shop. Thanks.



Military Modelers of Louisville Membership Form 2010

Name: _____

Address: _____

City: _____ ST: _____ Zip: _____

Phone: _____ E-mail: _____

Birth Date: _____ Year Joined Club: _____

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

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

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

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

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

Stu Cox, Treasurer
4100 WIMPOLE ROAD
LOUISVILLE, KY 40218
502-499-6618
COX40218@BELLSOUTH.NET

Please visit us on the web at WWW.MMCL.ORG

PD DT _____

IPMS/USA MEMBERSHIP FORM

IPMS No.: _____ Name _____
First Middle Last

Address: _____

City: _____ State: _____ Zip: _____

Phone: _____ E-mail: _____

Signature (required by P.O.) _____

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

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

Credit Card No: _____ Expiration Date: _____

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

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IPMS/USA
Join or Renew Online at: www.ipmsusa.org

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

AMPS

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

September 2010



TELETYPE
LOCAL NOTES

The 2010 IPMS/USA National contest in Phoenix, AZ

**Next Meeting:
Thursday, Sept. 16th, 2010
Photos from the Nats**



WWW.MMCL.ORG

THE NEWSLETTER OF THE MILITARY MODELERS CLUB OF LOUISVILLE

To contact MMCL:

President:

Dr. Terry "Doctor of Love" Hill
Email: Thill35434@aol.com

Vice President:

Rich "V-Prince" Gueting
Email: wolfandgang@insightbb.com

Secretary:

David Knights
Email: LOULAW@AOL.COM

Member at Large:

Noel "Porche" Walker
Email: CWalker011@aol.com

Treasurer:

Stuart "The" Cox
Email: scox6618@bellsouth.net

Webmangler:

Pete "The ghost" Gay
Email: pete.gay@gmail.com

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

Cover Photo: The venue of the 2010 IPMS/USA Nats.

Well, as usual, our Friday Night Fight was a great success. I wish I could have stayed and built, but life happened. I want to thanks folks who have sent me articles for the newsletter. I could use some more, particularly armor related articles. We have a huge number of armor modelers. In fact, our club has the reputation of being an "armor club", yet, we don't seem to have any armor modelers who can write. The few times that we have had armor articles in the past, they have been so good that they have been picked up by IPMS/USA or Boresight. So, you armor modelers, get writing.

I'll be bringing my photos from the Nats for the September meeting. I'd like to see a couple of members step forward to do presentations. The presentations we have had in the past have been great. Please volunteer.

Smackdown Notice Update!

To all interested members:
There is a "Yellow Wings" smackdown scheduled for January 2011.

The participants will build any 72nd scale U.S. Navy Aircraft from the period 1935-1940.

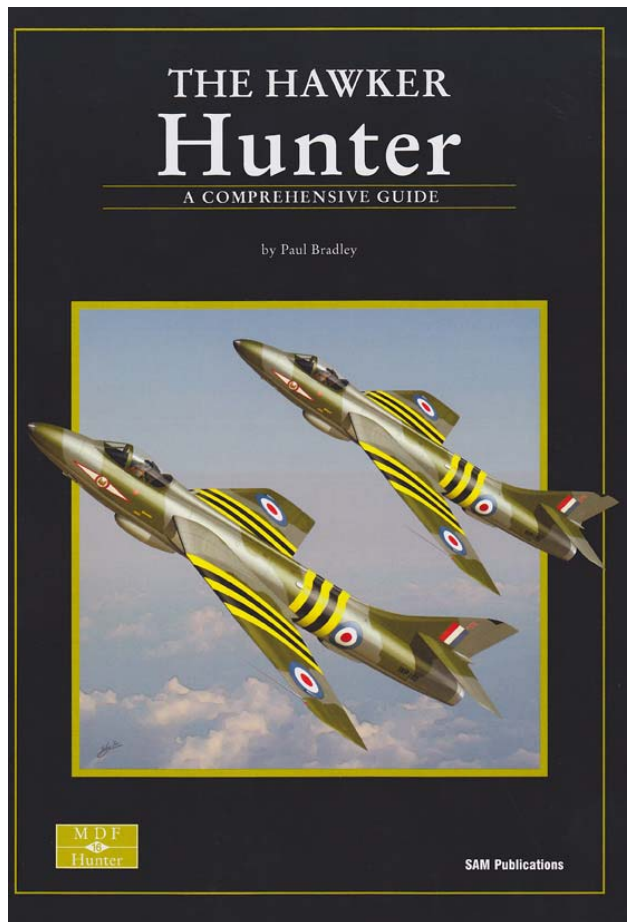
There are at least 4 MMCL members already committed to this build.

Join in!

Contact David Knights for details
LOULAW@AOL.COM

Book review:
**The Hawker Hunter: A
Comprehensive Guide**
By Paul Bradley
ISBN 978-1-9551858-9-2

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



Reviewer's note: I have a causal acquaintance with the author of this volume and have met him on a couple of occasions as well as having exchanged emails in regard to modeling. The author was also kind enough to sign my copy of the book when I bought it at the Phoenix Nationals this year.

2
Before I built my first Hawker Hunter model, I was not really a fan of the aircraft. The Revell 72nd scale kit, Jim Bates and the author of this book, Paul Bradley, convinced me of the error of my ways. When I built that Hunter kit, I wish I'd had this book for reference. If I had, I wouldn't have made the mistake of painting a rear frame on the Hunter canopy. (There is no frame at the rear of a Hunter canopy)

This book is what all modelers would want in a reference. It has a nice history of the aircraft with enough detail so that the modeler knows the history of the subject, but without the mind numbing detail you find in many reference books. One nice thing the history does is to highlight and delineate the external physical differences of the different version of the Hunter. This, among other touches, tells you that the book was written by a modeler and with the modeler in mind.

The Hunter was used by many different air forces and the author spends a number of pages on all the different operators, the versions they used, and each country's combat experience, if any, with the Hunter. This is accompanied by a very nice colors and markings section with illustrations of the

Hunter in the colors of its many different operators.

The walkaround and detail photos and illustrations are enough to allow any modeler to obsessively detail their kit of the Hunter with no conceivable view unrepresented. This section alone is worth the price of the book and this section and the color illustrations have me wanting to build another Hunter. (Or two.)

Finally there is an excellent section on models, decals and aftermarket accessories for building a model of the hunter in scales ranging from 32nd to 144th.

I'd be had pressed to think of a better modelers reference book on any aircraft subject. For the \$20 that this book costs, the modeler has all the information he needs to build any version of the Hunter, from any kit, in any scale. You can't ask for more than that.



Chris Bucholtz's 72nd scale Martin Maryland



The Cranky 3

Canuk By Jim
Bates, Esq.



How To Build Tamiya's 1:32 Spitfire Mk. IXc

Author: Brett Green
Publisher:
ADHPublishing

As I have mentioned before I'm a sucker for both modeling books and Spitfires books. So much of a sucker I bought a book on a model I'll probably never own or build...

Brett Green's entry in the How to Build series is a timely volume on the newer Tamiya Spitfire. Much hyperbole has been lavished on the big Spit, but it appears that it is justified. The book features three builds, an out of the box build of the Spitfire in RAAF markings by Brett, a desert bird by Marcus Nicholls, and a Spitfire HF Mk. VII conversion by Roy Sutherland. As is usual with Mr. Green's articles it is clear, concise, and has some useful tips. Mr. Nicholls's desert Spitfire is more an exercise in painting. One odd thing about his build, is

he twice alludes to problems with fitting the cowling over the engine, but he never states what his problems were. Finally we have Mr. Sutherland's conversion. I found this the most interesting of the three articles and it certainly is a stunning finished model. However, Roy mentions a couple times that he used custom mixed Tamiya colours on his model, I just wish he had listed out the mixes so the modeler could attempt to replicate them. You gotta love the Medium Sea Grey over PRU Blue scheme.

In addition to the builds, there is a short page on the Pacific Coast Models 1/32 short run Spitfire, some profiles by Richard J Caruana, and a short walk around section on the two Spitfires at the Temora Aviation Museum.

I enjoyed the book, but I like Spitfires. Of course the real question is as a 1/72 scale modeler why did I buy this book? Well as I said I like Spitfires, but I think subconsciously I knew that I'd never finish the Tamiya kit if I bought one. So in order to avoid buying it and seeing it reside in the closet of no hope for an eternity, I bought this book, enjoyed some other modelers' builds, and now I can focus on finishing my 1/72 Airfix Spitfires.



Financial Report

by Stu Cox

Bank Account Summary:

Aug initial balance:	\$4,626.31
September initial balance:	\$4,615.97
September 11, 2010 CURRENT balance:	\$4,455.97

ALL CLUB MEMBERS: Please contact STU COX if you have NOT paid your 2010 MMCL membership dues.

I will receive annual dues at the meeting this week (September 16th) for anyone wishing to pay then. Mailing lists and newsletter distribution will be adjusted accordingly.

**From the Tom Field
photograph
collection... Boeing
F2B-1 and Curtiss
F7C-1**

By Dennis Sparks



Most of the fighter aircraft that were purchased by the US Army and Navy from roughly 1925 to 1935 were built by either Curtiss or Boeing. The museum's Tom Field collection includes photos of two of the Navy fighters from this period, the Boeing F2B-1 and the Curtiss F7C-1. Due to the post-WWI reductions in military strength, economic considerations and the rapid pace of airframe and engine development, construction contracts issued during this time were usually quite small. Only 32 examples of the F2B were built, while the total production of the F7C was even smaller, with only 17 delivered. The first F2B flew in November 1926, with the first F7C flying only four months later.

Both aircraft were powered by the new Pratt and Whitney Wasp engine. In 1925, Fred Rentschler had approached the Pratt and Whitney Tool Company of Hartford, Connecticut to fund and build his new aircraft engine. The resulting 425 hp. R-1340 Wasp was the firm's first engine and it was destined to be hugely successful. Different versions of

the Wasp were used in a host of 5 other aircraft of the era, including Wiley Post's Lockheed Vega 5 "Winnie Mae", Jimmy Doolittle's R-1 Gee Bee racer and Amelia Earhart's Lockheed Model 10E Electra. Almost 35,000 Wasps were built, remaining in production until 1960.

At the 1927 National Air Races at Spokane, Washington, Jimmy Doolittle caused quite a sensation by leading a flight demonstration team of three Army pilots flying Curtiss P-1 Hawks. Performing precise team aerobatics which included sustained inverted flight, the **Three Musketeers** stole the show from a similar Navy trio. The Navy team consisted of pilots from three different squadrons who had not practiced as a team, and the engines of their aircraft lost power quickly when inverted. One of the Navy pilots was Lt. D.W. Tomlinson, who was then the executive officer of Squadron VB-2B, which was stationed at Naval Air Station North Island at San Diego.

Spurred by the competition, Tomlinson quickly learned from Doolittle how to modify the carburetors on the engines of his squadron's new Boeing F2B-1 fighters to allow them to also

fly inverted and began practicing formation aerobatics with two other VF-2B pilots. For their first public performance in early 1928, they were dubbed as the **Suicide Trio**, but by September they were known as the **Three Seahawks** and were the officially designated US Navy flight demonstration team at the 1928 Nationals. In the two years of their existence, the team performed before 100,000 spectators at air shows and exhibitions, mostly along the West coast. One particularly memorable performance concluded with individual inverted passes over Market Street in downtown San Francisco.

The team disbanded in late 1929 as the pilots were given new squadron assignments, but other similar teams arose to take their place. From VF-1B off of the USS Saratoga, the **High Hatters** flew similar demonstrations in their F2Bs in 1929-1930, also primarily on the West coast. The entire squadron did however



make a mass cross-country flight to perform at the 1929 Nationals at Cleveland, where Charles Lindbergh also flew solo demonstration flights in Lt. Gehres' aircraft.

After only three years of service, the F2B was withdrawn from front-line service in 1931 and passed on to training squadrons. A team known variously as the **Three Gallant Souls** or the **Three T'Gallant'ls** was formed in 1929 with aircraft and instructor pilots from the 5th Training Squadron at Pensacola. Performing mostly in the southeastern US, the team started with their Curtiss F6Cs, transitioning to the hand-me-down F2Bs in 1931 before disbanding in 1932. Incredibly, all three of these teams flew parts of their routines with their F2Bs tied together with 30-50 foot lengths of rope.

Unfortunately, the serial number (known as the Bureau Number, or simply BuNo for Navy aircraft) of the F2B in Tom's photo cannot be discerned, making it impossible to learn its service record. Its dark-colored tail surfaces suggest that the aircraft may have once been a part of VF-1B, which used red as a tail color.

Meanwhile, on the other side of the US, all seventeen of the F7Cs that had been built were originally sent to Marine Fighter Squadron Nine, or VF-9M, which was based at Quantico, Virginia. They had formed their own flight demonstration team, the **Rojo Diablos**, or **Red Devils** in 1930 and performed at several shows in the eastern part of the US, including the 1931 National Air Races at Curtiss Reynolds Airport in the Chicago suburb of Glenview.

Tom's photos show two F7Cs that are parked side by side in a field at an unknown location. Aircraft number 24 is BuNo A7670, which was at one time the aircraft assigned to Capt. James T. Moore when he was the commanding officer of the USMC Air Service's entire East Coast Expeditionary Force, which included VF-9M. Aircraft number 26 is BuNo A7666, whose service history has not yet been traced. All of the F7Cs were retired in February 1933, with one survivor (A7667)

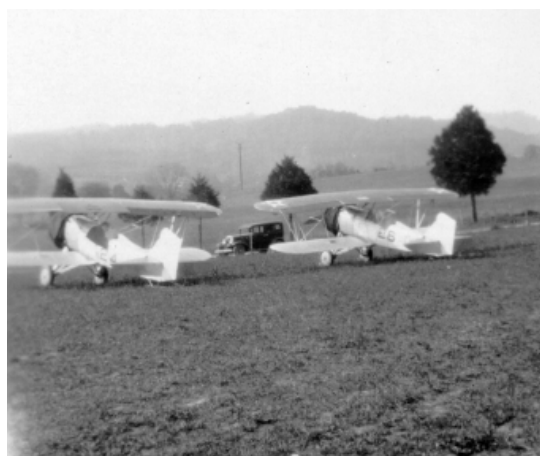
currently on display at the National Museum of Naval Aviation at Pensacola, Florida.



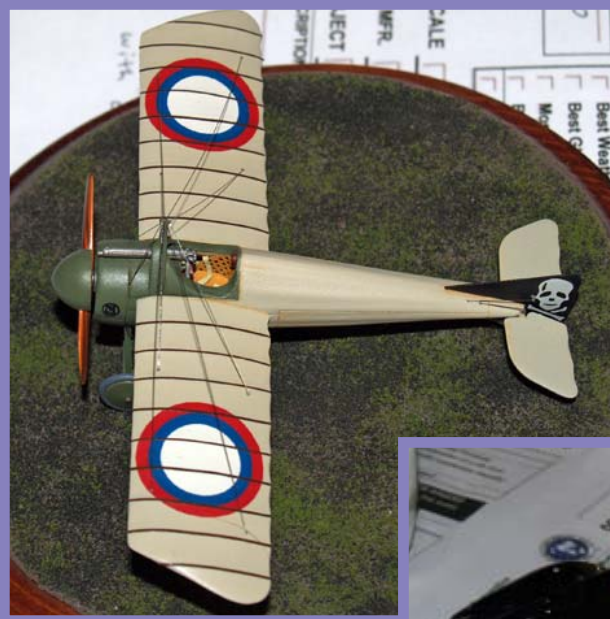
All three of the aircraft seen in Tom's photos carry only a large number on the fuselage instead of the squadron and mission designators that were typically displayed on active duty Navy or Marine aircraft at the time. So when these photos were taken the

aircraft had probably already been relegated to the training role. But given the small numbers produced it's a reasonable bet that one or more of these three were likely used at some earlier point in their service careers by one or more of these early flight demonstration

teams, all predecessors to the Navy's current flight demonstration team, the **Blue Angels**, which formed in 1946.



PHOTOS FROM THE IPMS/USA 2010 NATIONAL CONTEST



President's Page



9

Gentlemen:

Last month's meeting was our Friday night quarterly modeling session. There were several men in attendance, but we can always host more. The next Friday night session will be held in January, after the holidays. Over the next 3 months, there will be a lot of things going on in the club. This month we will be having a photo show of the pictures David took at the National, and some from the AMPS National. There will be great models to see, so try to make the club meeting. The October meeting will deal with the final preparations for the invitational On Nov. 6th. November's meeting will deal with the nominations for new officers for the club, and finally, December will bring the Christmas party.

The October meeting will be our last gathering before the Invitational. I am requesting that members of the club step up and consider donating kits to the raffle, and agree to help sponsor a best of award. The awards will cost \$30.00 apiece, and we would like to have the money by the October meeting. Please let me know if you are interested. We will also need kits for the raffle. This is our profit margin in the show. The better the raffle, the better the profit. All the plans with the venue, tables, hotel, etc. are set. We will be setting up starting at 6:00 am the day of the show. We will need everyone's help.

The November meeting's agenda dealing with the nominations is important. The future of the club over the next 2 years depends on this. Since I WILL NOT be running for office again, the President spot is open. Take some time and think about who you would like to see run the club. I have my thoughts, but will reserve them until later. There may need to be a complete slate of officers or there could be just a shuffling of the deck. Whatever, please become involved.

The December meeting will be held at a local restaurant. During the party, we will have the elections. Be sure to be at the party so

that you can vote for the new officers. We will then kick back and relax and enjoy the holiday spirit.

The hotel for the show will be the Sleep Inn and not the Country Inn Suites. The Sleep Inn is next to the Country Inn Suites and therefore should be very convenient. There are 10 rooms held for the Friday night prior to the show, and I think 2 have already been spoken for. If you are planning on staying down there Fri. night, you'd better go ahead and contact the hotel now.

Remember, the meeting is this Thursday night, the 16th, so don't be late. We will see you at the meeting. Terry



Aluminum Report

By Scott "Skippy" King

January 2010	36.11lbs @.63	\$22.75
March 2010	39.68lbs@.57	\$22.62
May 2010 (3 recycles)		\$77.80
June 2010	@.55	\$33.35
August 2010 (2 recycles)		\$39.33
Sept. 2010	@.68	\$43.52 (not yet given to Stu)

Total for year. \$239.37 (a new record I think)

We did good last year, but the price for scrap aluminum is going up. Lets see if we can double our take this year. Please save cans and bring them everytime you visit the shop. Thanks.



Military Modelers of Louisville Membership Form 2010

Name: _____

Address: _____

City: _____ ST: _____ Zip: _____

Phone: _____ E-mail: _____

Birth Date: _____ Year Joined Club: _____

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

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

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

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

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

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

Stu Cox, Treasurer
4100 WIMPOLE ROAD
LOUISVILLE, KY 40218
502-499-6618
COX40218@BELLSOUTH.NET

Please visit us on the web at WWW.MMCL.ORG

PD DT _____

IPMS/USA MEMBERSHIP FORM

IPMS No.: _____ Name _____
First Middle Last

Address: _____

City: _____ State: _____ Zip: _____

Phone: _____ E-mail: _____

Signature (required by P.O.) _____

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

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

Credit Card No: _____ Expiration Date: _____

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

Name: _____ IPMS No.: _____

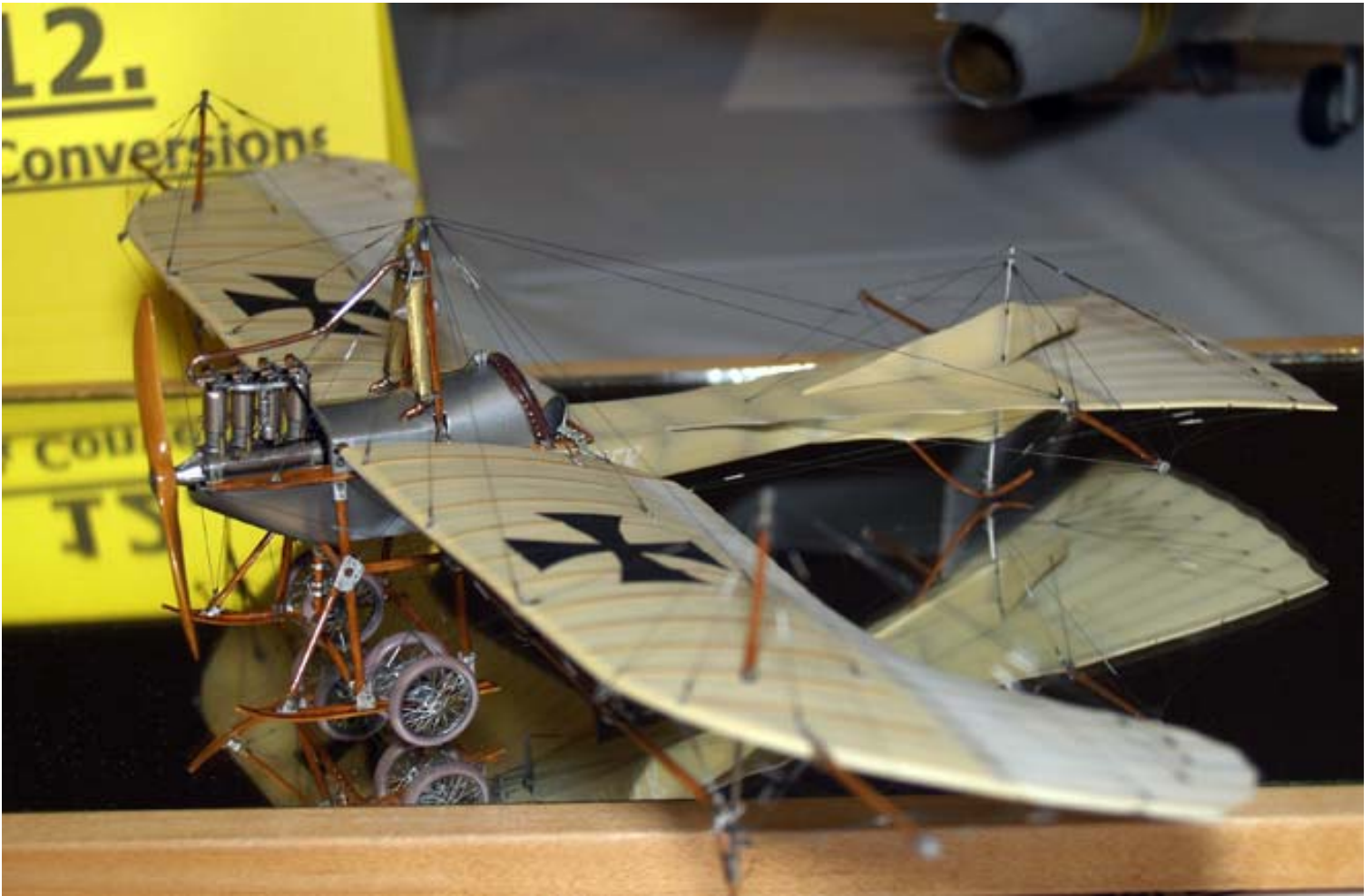
IPMS/USA
Join or Renew Online at: www.ipmsusa.org

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

AMPS

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

October 2010



MMCL takes Cincinnati!

**Next Meeting:
Thursday, Oct. 21st, 2010
Officer Nominations!
Show up or get nominated!**



WWW.MMCL.ORG

THE NEWSLETTER OF THE MILITARY MODELERS CLUB OF LOUISVILLE

Editor's Note

1

Here is the October issue. You will note that several members responded to my pleading, begging, etc. by writing articles for this issue. Thanks to Tom and Alex. Ohio attorney Jim Bates once again contributes another installment of his now regular column, The Cranky Canuck.

The September meeting was a good one. A number of members showed up with their latest work. Terry gave us an update on the upcoming show. Speaking of the show, please go thru your collection and bring a few kits for the show raffle. After the business part of the meeting and the raffle, yours truly presented photos from the IPMS Nats in Phoenix.

Please make an effort to come to the October meeting. Also, we have nominations for club officers. If you don't show up, we will elect you to something. Bring Aluminum cans!!!!

Smackdown Notice Update!

To all interested members:
There is a "Yellow Wings" smackdown scheduled for January 2011.

The participants will build any 72nd scale U.S. Navy Aircraft from the period 1935-1940.

There are at least 4 MMCL members already committed to this build.

Join in!

Contact David Knights for details
LOULAW@AOL.COM

To contact MMCL:

President:

Dr. Terry "Doctor of Love" Hill
Email: Thill35434@aol.com

Vice President:

Rich "V-Prince" Gueting
Email: wolfandgang@insightbb.com

Secretary:

David Knights
Email: LOULAW@AOL.COM

Member at Large:

Noel "Porche" Walker
Email: CWalker011@aol.com

Treasurer:

Stuart "The" Cox
Email: scox6618@bellsouth.net

Webmangler:

Pete "The ghost" Gay
Email: pete.gay@gmail.com

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

Cover Photo: The venue of the 2010 IPMS/USA Nats.



What's wrong with this picture..?

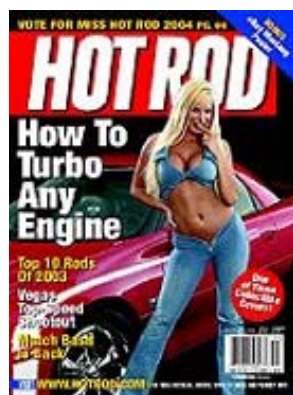
By: Tom "Balki" Romanowski

It was Saturday. The day that my wife, kids and I went to the local store to do the "once a week" shopping. As always there



were 26 checkout lines, but only 4 were open. There was a gun fight at the express checkout line because someone had 13 items instead of the required 12. It all

happened very quickly. Cops, SWAT team, the usual. Poor guy didn't even know what hit him. Bubba has a new girlfriend now, all because of that extra bottle of Pepto-Bismol. Something caught my eye as I stood in line waiting for the smoke to clear. On the rack among the usual trashy magazines I found the new issue of Fine Scale Modeler. I reached out to grab it, but somehow my hand went right pass the FSM and grabbed a Hot Rod magazine. What just happened? My intent was to



take a look at the "100 years of flight" article, and not to learn how to turbo an engine. My wife gave me a dirty look. No you perverts, not that type of dirty look. It was more of "put that down if you know what is good for you" kind of look. Like every well-trained husband I followed her order without hesitation. But I could not stop thinking about it. What had happened? What unnatural force guided my hand at checkout line #14? I couldn't sleep all night. I had to go back and find out the secrets of checkout 14. I went back the next day. I slowly approached the 14th checkout line. I was informed by a sign on the register that the line was closed. Lucky for me. I was able to investigate the paranormal without being interrupted by the shoppers. Several episodes of "The X-files" that I watched in my younger days have prepared me for this mission. The only difference was that I acted alone without Special Agent Scully or Mulder to back me up. Well, there was that security guy who looked at me funny, but can one really count on an overweight security guard to help when the real s#%t hits the fan?

But anyway, as I was saying, I slowly approached the checkout line. Both of the magazines were still there. The Fine Scale magazine was in the

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

I say something has to be done about this. I also believe that the change has to start with us. It was nice to see the

Uncle's T-34 in our Tactical Notes in April. But wouldn't it be a lot nicer if it was accompanied by one of these ladies?



No, we don't have to hire one of the models to pose for us. We couldn't possibly afford that on our \$10 a year membership fees. We have

to be a little bit more creative when it comes to putting a model next to a model. And it really isn't that hard. All it takes is a quick search on the internet or your wife's mail catalogs.



The next time I reach for our newsletter I am hoping to see a bit more. I am not saying that Terry, Richard, Jerry or the Uncle (front page May 2010 issue) are ugly. All I am trying to say that it would be much more eye pleasing to see an insufficiently



dressed young lady cut and pasted among them. The wife can't get upset at you for looking at the picture. After all, it's only a picture from HER Victoria's Secrets catalog that SHE gets in the mail a few times a month. The only difference in these pictures is our MMCL logo well placed in key strategic locations with the help of a Photoshop program.

Testimony

By Alex "UPS" Restrepo



So, I pay my taxes on time, make regular contributions to church and charities, am respectful to my elders (even the Uncle), and basically live a clean life in harmony with my surroundings. All this and yet something is amiss, something doesn't feel right. Every morning for the past year or so I've gotten up and sensed a dark place in my psyche. I've sensed a just barely perceptible feeling of being somehow tainted, unclean, and yes, even touched by evil. And then this past weekend it hits me, I've become an Armor Modeler.

Oh, the signs have been there for a while. I have two 48th scale jets (monogram F9F-5 and the F-86D) and FIVE armor pieces (M1A1, LAV, 2 HUMVEES, LVT and an Amtrak) on the workbench in various states of completion (the armor is further along than the jets). I've completed more tanks than aircraft and sci-fi combined in the past



twelve months! Armor, soft skins and assorted BFG's make up 20% of the kit stash. How, you ask, can this illness strike down even this paragon of virtue? The answer is as insidious as it is simple. Armor modeling is interesting.

"What do you mean that the seam is not only supposed to

OMG, how did this happen?

show, but you're supposed to enhance it?" "It's supposed to look worn and covered with mud and such". "There is no wrong shade of Olive Drab". Such thoughts are sacrilegious to the aircraft modeler. I found it easy to dive into this side of our hobby. Beside the overwhelming number of armor builders that attend the Saturday Morning workshop that the club sponsors (again you HAVE to attend a session; it improves your knowledge of Indian Lore, Politics, Pryons, and other Politically Incorrect topics. Oh, you might get some modeling in as well) and the outstanding quality of the craftsmanship, the variety of the subject matter is remarkable. One plane kinda looks like another (of course there are differences). Don't get me wrong, my love of aviation subjects is still there and I don't intend to give up my plane kits to support my new habit. Even the display of the finished product provides variety. My aircraft are either gear up and on a pole or on the ground with a minimum of ground work. Armor lends itself to everything from plain old cobble stone (thanx Stu) to the 3 dimensional artwork that Terry and Rich put out on a regular basis.

So now that I have named the demon, do I exorcise it or feed it fresh styrene? Time will tell. For

now, I've got this diorama of a few HUMVEE's rolling through an Iraqi street with a couple of insurgents hiding behind some balconies armed with RPG's in my head.



Oh, the horror; the horror!!!!

The Cranky

Canuk By Jim
Bates, Esq.



Like aircraft in natural metal finish? Lazy? Have an airbrush phobia? I use a fast and easy natural metal finish technique

that almost completely relies upon spray cans. But not just any spray cans, Tamiya's synthetic lacquer spray cans. Besides having a fine grain, and a natural metal look, they are lacquer based and will stand up to masking. In fact they are so durable, you can save time and cut down on clear coats as well. I also find that these cans spray so much smoother and easier than other spray cans I've experienced.

Step 1: You have two choices here, either have you assembled kit perfect with no flaws or relay upon a primer. I like Tamiya's Fine Surface Primer (in gray or white, your choice) in the spray can. If I use a primer I do polish up the paint with fine micromesh before I apply the silver.

Step 2: Make sure the model is free and clean from dust and oils. I usually swab off the model with common drugstore isopropyl alcohol. (Sorry Gunze's Mr. Whiskey will not work here...) After wiping off the model only handle it with latex gloves.

Step 3: Here is where the secret weapon is revealed. Tamiya AS-12 spray metal silver. I find that his paint leaves a beautiful slightly oxidized natural metal look. Not too shiny, but not too flat. Heat the can in warm

water...but not on the burner...we do not want to send the can into space, just have the paint flow better. Shake well and apply in thin coats. In my experience silver enamels take forever to dry, but the lacquer dries super fast.

Heather's Interjection: Buy a spray booth. This stuff is smelly.

Step 4: The nice thing with this paint is that there are more options than just the AS-12. Tamiya also makes TS-17 Gloss Aluminum and TS-30 Silver leaf. If you wish to panelize your airplane, mask off panels and use either or both of these cans to add some panel variation. I find that the TS-17 leaves a nice silver doped look often seen on control surfaces. I usually mask with Tamiya tape or drafting tape. You can also mask off anti-glare panels, etc. at this time. See isn't this paint fun? Mask all you want and nothing pulls off.

Step 5: If you are really lazy like me you can skip your clear coat and just apply decals. I usually use Future floor polish to apply decals to my natural metal aircraft. Either place a small amount of Future where the decal will be placed, apply decal, and cover in Future or just dip the decal in the Future and apply. The Future will suck the

The Models of Dr. Terry Hill





President's Page

9



Gentlemen:

We are 3 weeks from our show and things are shaping up. David has stated that the table rentals are rolling in and the awards have been picked up. Everything is set with the venue, and we are ready to roll.

The club will need all hands on deck the day of the show to make this a success. Be sure to pitch in and help out when needed. There will be more discussion about the show at this month's meeting.

This month's meeting will be held at the usual location at 7:00 pm on Oct. 21st. The agenda of the meeting will be the discussion of the show, a raffle, show and tell, and nominations for officer's position for the election in December. Anyone interested in serving for the greater good feel free to throw your hat in the ring. All positions may be open, so think about it and step up.

Donations to the show raffle are still needed. Please consider donating some kits to raffle and bring them in either at the meeting, or on show day. Remember, this helps support the club.

I know that David still needs articles for the newsletter so if you are working on something, write up an article and send it to David.

Will see you on Thursday night at 7:00. Terry

Financial Report by Stu Cox

MMCL October 2010 Financial Statement

Beginning Balance - September 2010: **\$4,615.97**

Beginning Balance - October 2010: **\$4,620.97**

Current Balance - October 16, 2010: **\$3,835.95**

Major Receipts: **\$352.52**

Includes Membership Dues, Raffle, Recycling & Workshop Dues

Payments: **(\$1,137.54)**

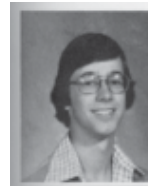
Includes MMCL Facility Rent, Crown Trophy Show Awards & Workshop Air Tank Refill

MMCL still has Invitational Show expenses still to incur for table rentals, awards and miscellaneous support items. Awards and support items have been purchased.

Thanks to ALL who have sent in their annual membership dues!

Stuart Cox

MMCL Treasurer





Aluminum Report

By Scott "Skippy" King

January 2010	36.11lbs @.63	\$22.75
March 2010	39.68lbs@.57	\$22.62
May 2010 (3 recycles)		\$77.80
June 2010	@.55	\$33.35
August 2010 (2 recycles)		\$39.33
Sept. 2010	@.68	\$43.52
October 2010	71lbs @.70	\$49.70

Total for year. \$289.07 (a new record)

We did good last year, but the price for scrap aluminum is going up. Lets see if we can double our take this year. Please save cans and bring them everytime you visit the shop. Thanks.

The Cranky Canuk (cont.)

By Jim Bates, Esq.

decal down into the panel lines, fuse the decal in place, and prevent silvering.

Step 6: Depending on how neat you are with your Future you can either finish the model as is or actually break out the airbrush and apply a final clear coat of your choice.

Wasn't that fun? A nice metal airplane and no need to break out the airbrush. Sometimes it pays to be lazy.





Military Modelers of Louisville Membership Form 2010

Name: _____

Address: _____

City: _____ ST: _____ Zip: _____

Phone: _____ E-mail: _____

Birth Date: _____ Year Joined Club: _____

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

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

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

Stu Cox, Treasurer
4100 WIMPOLE ROAD
LOUISVILLE, KY 40218
502-499-6618
COX40218@BELLSOUTH.NET

Please visit us on the web at WWW.MMCL.ORG

PD DT _____

IPMS/USA MEMBERSHIP FORM

IPMS No.: _____ Name _____
First Middle Last

Address: _____

City: _____ State: _____ Zip: _____

Phone: _____ E-mail: _____

Signature (required by P.O.) _____

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

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

Credit Card No: _____ Expiration Date: _____

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

Name: _____ IPMS No.: _____

IPMS/USA
Join or Renew Online at: www.ipmsusa.org

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

AMPS

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

November 2010

Tactical Notes



**Next Meeting:
Thursday, Nov. 18th, 2010
Post-contest review and celebra-
tion**



WWW.MMCL.ORG

THE NEWSLETTER OF THE MILITARY MODELERS CLUB OF LOUISVILLE

To contact MMCL:

President:

Dr. Terry "Doctor of Love" Hill

Email: Thill35434@aol.com

Vice President:

Rich "V-Prince" Gueting

Email: wolfandgang@insightbb.com

Secretary:

David Knights

Email: LOULAW@AOL.COM

Member at Large:

Noel "Porche" Walker

Email: CWalker011@aol.com

Treasurer:

Stuart "The" Cox

Email: scox6618@bellsouth.net

Webmangler:

Pete "The ghost" Gay

Email: pete.gay@gmail.com

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

Cover Photos: David Knights' Spitfire PR. XIX & Randy Fuller's Creepy Sci Fi Thingie.

Editor's Note

1

I'll keep this short and sweet. The contest is behind us and even with the light turnout it was a success. I'd like to thank everyone who volunteered, especially those of you who judged. Judging is a thankless task and all those who took time out of their day are to be commended.

There will be a full show report at the meeting and in the next issue of Tactical Notes. For now, I am in recovery mode. I can't wait to see you on Thursday.

Smackdown Notice Update!

To all interested members:
There is a "Yellow Wings" smackdown scheduled for January 2011.

The participants will build any 72nd scale U.S. Navy Aircraft from the period 1935-1940.

There are at least 5 MMCL members already committed to this build.

Join in!

Contact David Knights for details
LOULAW@AOL.COM



Dennis Sparks is hard at work on the smackdown.

**Book review: PZL P.11c
By Bartłomiej Belcarz &
Tomasz Kopanski
Mushroom Model
Magazine Special, Yellow
Series No 6108
ISBN:83-917178-5-2**

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



If you are familiar with this publisher's previous volumes in their "Yellow Series", then there is nothing surprising about this book. The subject of the book is the fighter that was the most numerous fighter aircraft in the Polish Air Force at the time of the German attack in September 1939.

The book is in the usual soft back format with 128 pages. The contents are divided into 4 sections. The first section gives a brief history of the development of the P.11. The second section deals with each of the Polish squadrons that flew the aircraft during the war. The third section consists of detail photos of the only restored example of the P.11. The final section contains color side views of numerous P.11cs that flew not only with the Polish Air Force, but also ones that subsequently flew with Romania and Hungary.

The book is well written. The portions covering the actions of the different squadrons are necessarily short, given the brevity of the combat in Poland, but it certainly gives insight into actions and successes of the various units. The real heart of the book is the numerous color detail shots of the restored P.11c. This is a modelers dream. It will be especially helpful to those looking to build a P.11c in 48th scale. Sadly for those of us who build 72nd scale there are few good choices for building a P.11c in that scale.

The colors and markings section is nice in that it gives both side and top views of some aircraft, unlike many publications. However, given the uniform coloring of all but one P.11c this effort is somewhat wasted.

This is not a bad book. I enjoyed reading the brief descriptions of the different squadron's activities in the short 1939 campaign. The heart of the book, and its real value, is the detail shots of the restored example in Poland. Given the



book's \$20 cost, and the fact that many of the photo details can be found on the internet, I have to question the value of this volume. I can say that if your intent is to build a P.11c, then this volume will supply you with all the information you need to detail your model.

Magazine review: Small Air Forces Observer Vol. 34 #2 (134)

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



The latest issue of SAFO is in, and like ever issue, I've read it from cover to cover.

While its production values are not up to the standards of the latest Society magazines, (i.e. The Journal or RT), its content is fantastic. Every issue has article covering little known air forces and aviation history.

This issue has part two of an article on the air war between Slovakia and Hungary in March of 1939. Avia B-534 and S-328 vs. CR.32bis. Who can resist that? There is also a story about a replica B-339 (export F2A Buffalo) that has just been unveiled in a museum in the Netherlands. Have you read about that anywhere else? There is also the second part of an

article on T-6s in the Congo in the late 1960s.

As always, the issue also contains the usual review of the content of magazines of small air force interest and new kits, books and decals that have been recently released. Some of the items reviewed are items I not seen or read about anywhere else.

I'd love to see this magazine get a technical upgrade like the one the IPMS/USA Journal got a few years back. However, even in its current, black and white, home produced version, it is still one of the magazines that I look forward to.

The Longest Blitzbau*

*With apologies to Cornelius Ryan and Daryl Zanuck

Blitzbau-noun: *A model build consisting of starting a kit and building it from beginning to end in 24 hours straight. The blitzbau is usually documented with photos of the progress of the build, taken every hour and posted on a modeling web forum so that other forum members can follow along. There is a variation of the Blitzbau wherein the builder builds in two consecutive 12-hour sessions over 48 hours. This is known as a wimp's Blitzbau.*

Two modeling friends, Jim Bates and Paul Bradley introduced me to the Unofficial Airfix Modelers Forum (UAMF). <http://gregers.7.forumer.com/index.php>

It was on the UAMF that I first encountered the Blitzbau. After having watched one or two take place at the forum, I decided to get in on a Blitzbau since I was having difficulty getting anything finished and I thought it would be a good change and might get me out of my rut. I was right. I built the Tamiya F4U-1D in 72nd scale. It took me about 25 hours. (I did a wimp's blitzbau.) Even though it took me a little over the proscribed 24 hours, I had a great time and I was pleased with the result.



When the family decided to visit the in-laws without me over the Thanksgiving holiday, I saw the opportunity to do another

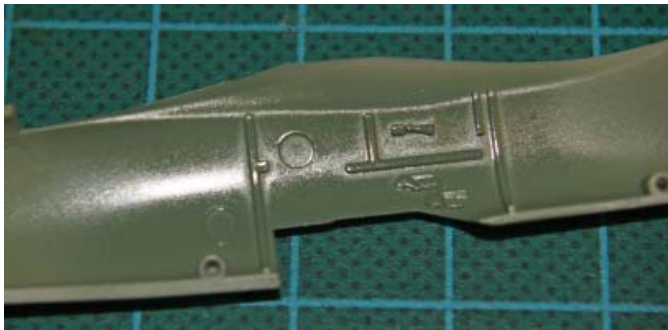
Blitzbau. Now, don't kill me for this next part, but I've never really been a big Spitfire fan. However, Jim Bates had just gotten the new Airfix Spitfire PR. XIX in 72nd scale and he told me on any number of occasions what a great kit it was. Once I saw the kit, I really liked it. I loved the color scheme and the kit looked simple enough that it would make a great Blitzbau subject. (I'd intended to make this another wimp's blitzbau, at my age 24 straight hours is just too hard.)

So, on the appointed day the wife and child were bundled off to the airport and the serious work of the blitz began. On opening the box and examining the parts I was pleased to see that the new offerings by Airfix were much better than the kits of the 60s and 70s that we all remember. The moldings were fresh and crisp and the panel lines, while slightly heavy when compared to the current kits out of Japan,



were nonetheless well executed and fully acceptable. The packaging is nice as well with a sturdy top open box with a very nice illustration.

The building sequence for a Blitzbau is much the same as with a regular build, but with consideration given to having some stuff drying or setting while working on other parts. I started in the cockpit, which I gave a quick shot of RAF interior green. As can be seen from this photo,



there is a minimal level of detail, but it is acceptable, especially for a model that will be displayed with the canopy closed. There is a nasty ejector pin mark on the left hand sidewall that I might have worked to get rid of, if I was not building for speed. Given that the model was being built with a canopy closed, I didn't think it was a problem to simply leave it. I was right; you can't see it thru the canopy on the completed model.

The interior was given a quick wash and drybrush and the

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details that were molded into the sidewalls were painted. The rest of the parts were cleaned up and the prop was painted yellow for the tips and then masked and painted black while waiting for the interior to dry. One minor problem was the backing plate for the spinner did not fit well with the prop in place. I had to carve out a little plastic where each blade rests on the backing plate in order to get a better fit.

After an hour or two I was fairly far along. Once the interior was



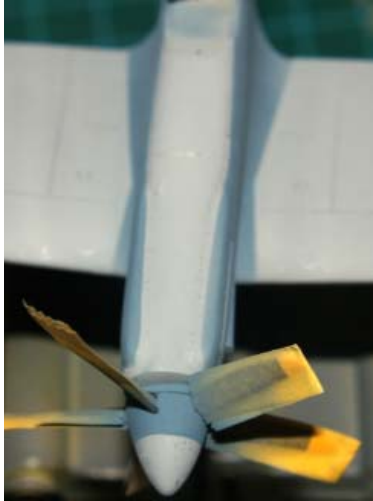
dry, I fitted the fuselage together, taking care to remember to put in the glazing for the side view camera port, and put on the wings. As I said, the fit of the kit is light-years ahead of the old Airfix kits. The only areas of concern were on the underside where the wing meets the fuselage in the rear. A small shim of plastic strip coated with liquid cement and shoved in the gap cured this

problem. The only other fit problem was the clear parts that go in the camera ports on the underside of the aircraft. They don't fit. They aren't even close. This isn't really a problem, since they are small round portholes and are easily filled with Micro Crystal Clear to make the windows.

I quickly sanded all the major seams and my Blitz was moving right along. The kit offers several schemes, and I chose a two-tone scheme of Extra Dark Sea Gray over PRU Blue. This is a very attractive scheme to me and was one of the reasons I chose this model. (Did I mention that I am not a huge Spitfire fan?) In any event, the PRU Blue and an Extra Dark Sea gray went on well. I used Model Master enamel paints. I don't like acrylics. I've never had much luck with them, but if I have to use them, I use Tamiya. When doing a Blitzbau, speed is of the essence, and generally you can't afford the time it takes for enamel paints to dry. In this case, the enamels worked well and I was pleased with the results.



So far, I was moving right along. I had hopes that my blitz would turn out just fine. Just as things were looking good, the wheels started to come off the project. First, the demarcation line between the PRU and the EDSG was not well masked in the engine area and



needed to be redone. This was going to slow me down, and it did.) Then once I got that problem fixed, I gloss coated with Future and waited as little time as I could before starting to decal. This is where the wheels really came off the project. The new Airfix kits are beautiful in every respect, EXCEPT the decals are crap. They are unadulterated bovine excrement. First, the markings that Airfix includes for the aircraft I chose to model are incomplete, since they do not include the underwing serials. I didn't find out about this until after I was done with the model. In addition, the decals look great, but are

apparently printed on some inflexible substance the refuses to conform to surface detail, such as the slightly-too-heavy panel lines. In addition, the decals had a terrible tendency to have bubbles form



under them. Had I known this ahead of time, I'd have gotten an aftermarket sheets such as Xtradecals sheet #72105 which has all the right markings for this aircraft.

At this point, it became obvious I would not finish the model in the time allotted for a Blitzbau. The wife and child returned from the in-laws and the work on the model stopped. Usually I get very little modeling done between

Thanksgiving and Christmas. The time demands of work and family life leave

little time for modeling. In this case, I was determined to try and finish this one before the end of 2009. So, pulling myself up by the modeling bootstraps, I found some late nights in the holiday season to complete the model. After numerous applications of the strongest decal softening and setting solutions known to man, I was able to get

the decals to an acceptable level of conformity. Since I was no longer pressed by a Blitzbau deadline, I added a panel wash and some weathering to the model before I final satin coat finish. Then all that was left was



modeling experience. Given the inexpensive price of the kit (about \$8 USD) I'd have to say this was the most value for the money modeling experience I've had in a long time. But, if you decide to build one of these for yourself, what ever else you do, throw away the decals and get yourself an aftermarket sheet. Even with the additional cost you'll still have an inexpensive modeling experience, and one that was considerably less frustrating than the one I had. I highly recommend giving this kit a try.

to add the canopy, which I had left off to be added at the end. I was worried about this since an imperfect fit would have required filling and sanding and refinishing in the cockpit area, but it worked out. The fit of the canopy was fine.



In the end the model turned out fairly well. Decals, aside, I enjoyed the build which is the most important thing about any



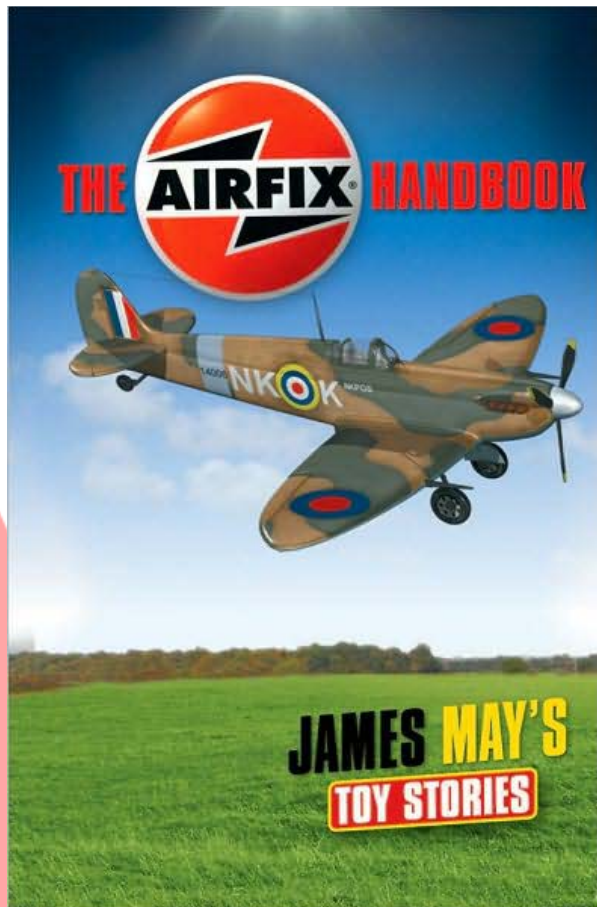
The Cranky

Canuk By Jim Bates,

Title: The Airfix Handbook

Author: James May

Publisher: Conway Publishing



Ostensibly this slim volume is a tie in to the recent James May Toy Stories television show. However, it also functions as a short and sweet Airfix history and a good reason to never judge a book by its cover. (Ouch, is that ever a ugly cover!)

This small format hardback opens with a short history of Airfix drawing much inspiration from the Arthur Ward books, a short photographic tour of molding defects, some Roy Cross boxart, and a listing of all Spitfire kits issued by Airfix. We then have a modeling tip interlude by Chris Ellis on “10 things I wish I known when I was 10” before we get into Mr. May’s project to create a 1/1 scale Airfix Spitfire. Obviously this project was better illustrated on the TV show, but it still an interesting read. Sprinkled throughout this section of the book is a short chapter on making a war movie out of Airfix tanks and a listing of the “10 Airfix kits every modeler should build.” (I would quibble with the choices and suggest that most of the kits listed as honorable mentions (the 1/72 Pup, Lancaster, Vulcan, and Hurricane), should be on the main list, but isn’t that what these kind of lists are for...disagreement?) Finally the book wraps up with a short build of the newer Spitfire XIX by Jonathan Mock, and, again drawn from the Ward books, a listing of Airfix kits issued year by year.

This is far from a definitive history of Airfix, but a quick and enjoyable read written by an Airfix fan. Fun.

P.S.: David, I looked in the whole book and never saw the phrase “Finish the Spitfire!”



President's Page



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Gentlemen:

We are fresh off a good show that was well organized, well run, great awards, and great vendors. I wish to thank my show committee, being Rich Guetig the raffle chairman, David Knights, the vendor chairman, PR man, and chief judge, John Blossom, registration chair, Jerry Davis, our print man, and all the members who helped make this a tremendous success. The show attendance was down, and the entries were down, but we still made money. I think that the lower attendance was due to the economy, the weekend being the last of the fall campaign season, and the 2 other shows going on the same weekend.

All that aside, we still had a great show and proved that we can put on one of the best shows in Region 4.

This month's meeting will be a post show discussion session, and pictures from the show. We will also give candidates for office a chance to speak if they so desire. We will have a raffle, show and tell, and general business meeting.

Do not forget, Dec. is the election meeting, Christmas party and rap-up of my term in office. The meeting will be held on TUESDAY DECEMBER 14, because the room at Logan's was already spoken for. So the meeting will be on Tuesday 12-14-2010, and will begin at 7:00pm. Please mark your calendars, and do not make a mistake and show up on the wrong day.

See you on the 18th of this month at the regular meeting.

Terry

Financial Report

by Stu Cox



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MMCL IPMS Invitational Model Show Report

11/13/2010

Prepared By: Stuart L. Cox - MMCL Treasurer

MMCL Invitational Model Show & Contest Held November, 6, 2010

Attendance:	tbd
Model Entries:	163
Vendors:	63

Financial Statement - Show Results			
Initial Cash / Change Disbursement To Two Cash Boxes:			\$420
Deposit #1:	11/6/2010 Noon	(@ 11:30 Sat)	\$2,525
Deposit #2:	11/7/2010 Noon	(@ 3:30 Sat)	\$665
Total Cash Handled At Show			\$3,190
(Minus Cash / Change)			-\$420
NET SHOW PROCEEDS BREAKDOWN			\$2,770
Registration, New Members, Misc.	\$743		27%
Raffle	\$787		28%
Vendors	\$1,240		45%
	\$2,770		100%

Model Show Member - Award Sponsorship Income Summary			
Award Donations (3+)	9/17/2010	\$100	
Award Donations (3)	10/21/2010	\$90	
Award Donations (2)	10/22/2010	\$60	
Award Donations (2)	PENDING	\$60	
		\$310	\$3,080

Model Show Expense Summary			
Paroquet Springs Deposit	2009	-\$500.00	
Crown Trophy Deposit	7/31/2010	-\$500.00	
Crown Trophy Payment	10/12/2010	-\$861.04	<i>Award Expenses</i>
Crown Trophy Payment	10/23/2010	-\$106.00	-\$1,467.04
Table Rentals	11/5/2010	-\$641.30	
Paroquet Springs BALANCE	tbd	-\$600.00	
Misc. Expense	tbd	\$0.00	
Misc. Expense	tbd	\$0.00	Income Balance
<i>Actual Expense Totals:</i>		-\$3,208.34	-\$128.34

MODEL SHOW AWARD EXPENSE ADJUSTMENT	
Total MMCL Show AWARD Expenses Incurred 2010	-\$1,467
% Scale Factor For 11/6/10 Show	50%
Award Costs X Scale Factor	-\$734

ADJUSTED MMCL SHOW INCOME BALANCE TOTAL:	\$605
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Soft Expenses - Incurred By Club Members & Supporting Vendors

Table Sign & Labeling Materials Member Donated \$70 - No Expense Incurred
 Show Flyer Copying & Distribution Member Donated \$50 - No Expense Incurred
 Award Stands For Presentation Member Donated \$ Cost Unknown
 Raffle Kits - Entirely Club Member & Vendor Donated \$ Cost Unknown



Military Modelers of Louisville Membership Form 2010

Name: _____

Address: _____

City: _____ ST: _____ Zip: _____

Phone: _____ E-mail: _____

Birth Date: _____ Year Joined Club: _____

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

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

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

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

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

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

Stu Cox, Treasurer

4100 WIMPOLE ROAD

LOUISVILLE, KY 40218

502-499-6618

COX40218@BELLSOUTH.NET

Please visit us on the web at WWW.MMCL.ORG

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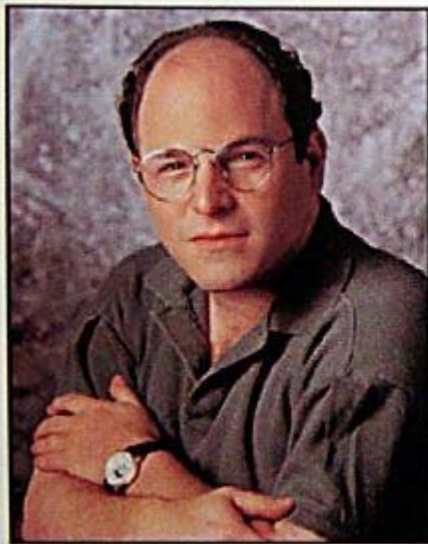
AMPS

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

December 2010

Tactical Notes

Happy Festivus!



Happy Festivus!

To celebrate the holiday season, a charitable donation
in your name has been made to:

The Human Fund

Money for People.

Next Meeting:
TUESDAY, DEC. 14th, 2010
ELECTION AND CHRISTMAS
DINNER



WWW.MMCL.ORG

THE NEWSLETTER OF THE MILITARY MODELERS CLUB OF LOUISVILLE

To contact MMCL:

President:

Dr. Terry "Doctor of Love" Hill

Email: Thill35434@aol.com

Vice President:

Rich "V-Prince" Gueting

Email: wolfandgang@insightbb.com

Secretary:

David Knights

Email: LOULAW@AOL.COM

Member at Large:

Noel "Porche" Walker

Email: CWalker011@aol.com

Treasurer:

Stuart "The" Cox

Email: scox6618@bellsouth.net

Webmangler:

Pete "The ghost" Gay

Email: pete.gay@gmail.com

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

Cover Photos: David Knights' Spitfire PR. XIX & Randy Fuller's Creepy Sci Fi Thingie.

Editor's Note

1

Folks, I'll make this quick. First, our club meeting is Tuesday, December 14th, NOT on Thursday. It is at the LOGAN'S ROADHOUSE on Shelbyville Rd. in St. Matthews. I had intended to put a lot of photos from our November show and a show report. However, the holidays have been a bear and between that and work, I haven't had time. I want to thank those who are sending articles to the newsletter. Please, keep it up, especially you armor guys.

This month is our officer elections, and we have folks running for all the offices. Please show up at the meeting and vote.

One final thing, this year we set a record in making money from Aluminum recycling. I'd like to see us do that well or better next year. Please keep collecting and bringing the aluminum to the shop.

I hope Santa brings you all the models you want and I look forward to seeing you all in the new year.

Smackdown Notice Update!

To all interested members:

There is a "Yellow Wings" smackdown scheduled for January 2011.

The participants will build any 72nd scale U.S. Navy Aircraft from the period 1935-1940.

There are at least 5 MMCL members already committed to this build.

Join in!

Contact David Knights for details

LOULAW@AOL.COM



Book Review: Every Day a Nightmare, American Pursuit Pilots in the Defense of Java 1941-1942 by William H.

Bartsch

ISBN:978-1-60344-176-6

506 pages

MSRP \$40.00

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

Wow. Just wow. OK, maybe I better back up. I like to shop on Amazon.com. I especially like the feature they have where they will recommend items you might be interested in based on what you have purchased in the past. If it weren't for that feature, I might never have gotten this book, which is one of the more enjoyable histories I've read. I have an interest in early WWII Pacific history and based on what I've purchased off of Amazon.com in the past, the website recommended this book. I had never heard of it. It was only published in 2010, so it is fairly new.

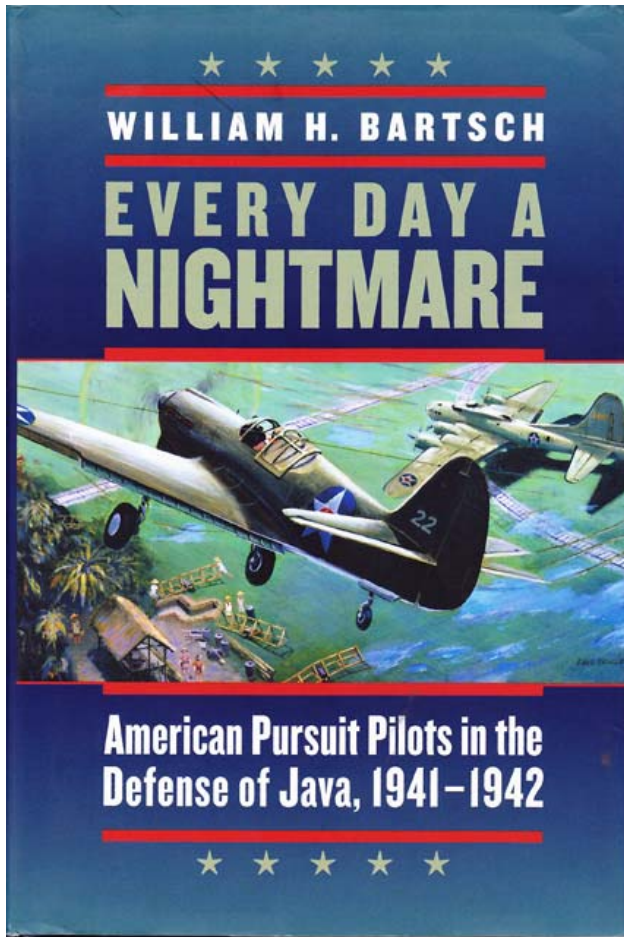
As the title implies, the book covers the story of the US pursuit pilots who were shipped to Australia in the early days of the war in the Pacific and who ended up fighting in a futile fight to defend Java from the early Japanese onslaught. The author

thoroughly researched this book and much of it comes from the diaries of the pilots involved. In addition, the author utilized the official records to give the sense of the larger picture in the chaotic early days of the war. Many of the photographs come from the private photos of the individuals involved and most are ones that have not been published before.

At over 500 pages, the book is a little bit intimidating. I wasn't sure that I wanted to slog thru a 500-page book, but once I read the first few pages I was hooked. The author is a gifted writer, who makes the compelling story come to life. The reader finds himself rooting for the young and inexperienced US pilots, even though you know what the outcome was. You are amazed at the speed at which the US moved men and material half way around the world. You are also stunned by the fact that most of the pilots that were chosen to go to Java were recent flight school graduates many with just a few hours in the P-40s they would fly in combat. Contrast that with the years of experience that the JNAF pilots they flew against had. The result was a foregone conclusion.

I cannot say enough good things about this book. It is the perfect

companion to the Shores and Cull two-volume set, **Bloody Shambles**. It was one of the best books I've read in a long while. It was an especially good deal since I received a substantial discount by purchasing it online from Amazon.com.



IJN Aircraft Carrier Deck No Guts! No Glory!

*By John (Everyone's Favorite Uncle)
Dietrich*

This is an interesting subject manufactured by Eduard, kit no 8803, in 2002. I was led to believe that it was out of production, however, I picked up



mine from Scale Reproductions during Brian's anniversary sale. I'm not sure if this is a re-issue or whether it was dug out of one of Brian's supplier's basement. In any event, it proved to be a lot of fun, especially for its simplicity.

The "kit" if you want to call it that, consists of a molded plastic deck section from a Zuikaku class IJN carrier and four rectangular clear plastic pieces. Three cut outs are on one side and the remaining on the opposite side. At first, I wasn't sure what these were for so I posted a thread on the J-aircraft forum site under IJN ships and received a number of posts. Looking at the Akagi, I do not see any clear lens lights imbedded in the deck for and aft of any elevator so my thoughts that these were either in error or they were to be painted white and represented deck markers. The good folks on the forum pretty much agreed that they were in fact deck lights although I still have my doubts.

At our last club meeting there was also diverse opinion. Cliff speculated that they were running lights with one side being red and the other green. In fact, I believe this theory was offered on the J-Aircraft forum as well. After much thought, I decided to just place the four pieces down and pain them deck colour. My reasoning is that you will inevitably find someone who will dispute the lights and thus take away from the subject matter that is sitting on top. Oh well, like my title: *No Guts! No Glory!* Now it is just a standard piece of WWII Japanese aircraft deck with the elevator. So be it.

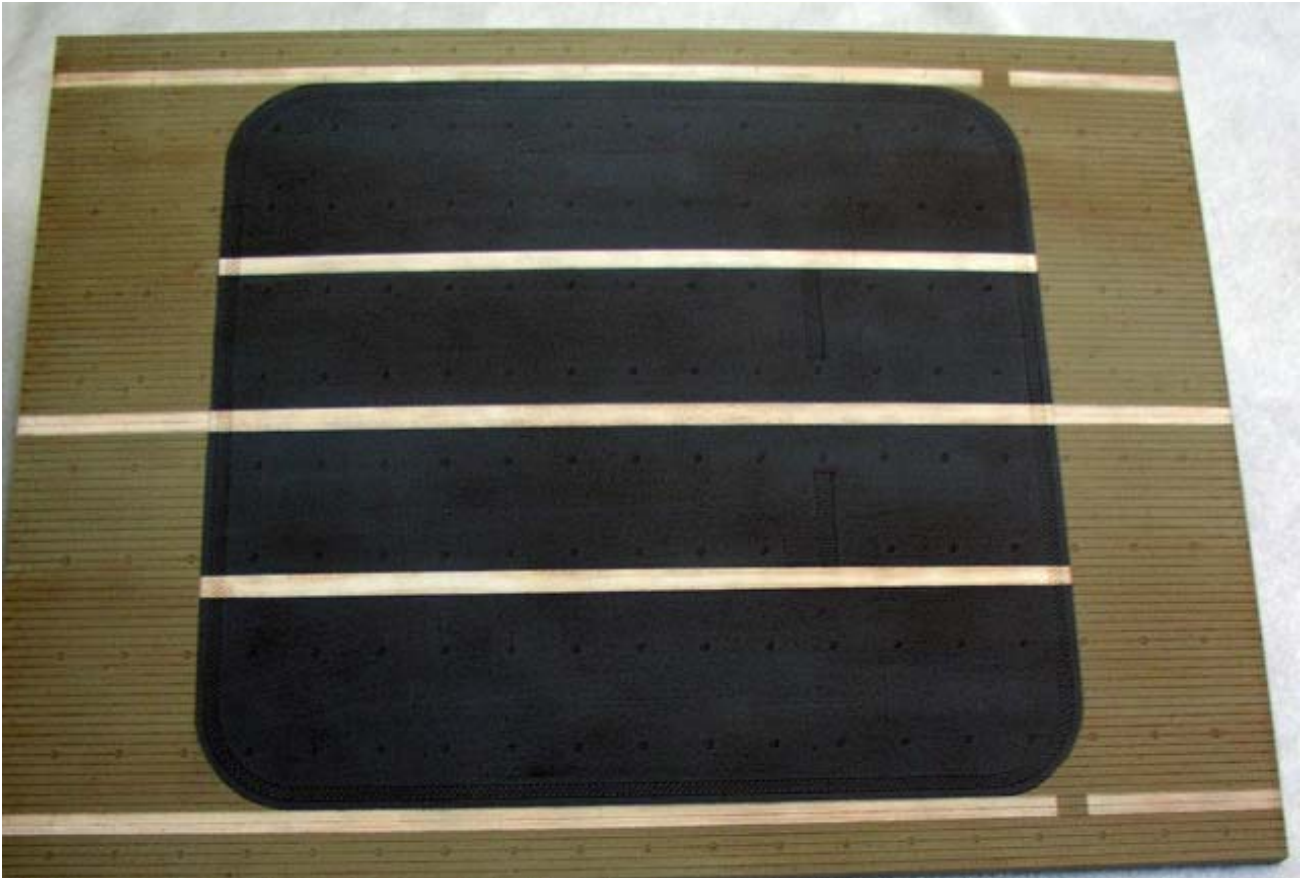
As previously noted there is not much in the way of construction, however, painting is critical. To begin, I washed the deck with warm soap and water and allowed to dry. Once dry, I primed the piece with the Mr. Surfacer 1200. This is a really nice primer despite its price. Let the primer “cure” for at least 24-48 hours so that all of the volatiles will off-gas before proceeding.

I airbrushed the wooden deck Tamiya Deck Tan. I applied a couple of coats via airbrush. Don't worry if you get some on the elevator, as that will be taken care of later.

For the elevator, I masked all four sides then used my faithful French curve to get the exact radius on the corners. Once masked, I mixed a Tamiya Dark Sea Grey with a bit of INJ Grey to lighten it up a bit. I then airbrushed this over the elevator surface. I put down two good coats. Let this dry for 24 hours.

I then masked off the white deck lines. If you look at some pictures of the Zuikaku the lines appear to have been four boards across, however, this appeared too broad for the piece. I settled on painting them two boards across (*note picture*) and it appears to be more realistic. Not sure if there is a scale issue or not but do as you wish. Be careful to mask the lines, as the white will tend to overspray and tint the surrounding area. If this happens, just carefully repaint the affected areas. Remove your mask and inspect to make sure that you a satisfied with your results. Once done, allow do dry for at least an additional 24 hours.

To finish the piece off, I used a liberal wash of burnt umber oils with mineral spirits. Make sure that you mix well and apply evenly with a broad brush. Carefully use a paper towel to blend any areas so that you



have an even coat. The result that your looking for should be to darken the overall piece and to have the wash lightly fill in the tie downs and divisions between the deck boards.

After the wash has cured for several days, I gave the whole surface a light swipe with a 3000 grit pad and wiped off any dust with a very damp paper towel. When dry, I gave a nice coat of Testor's dull coat, which will help seal the top and take away any shiny areas.

Conclusion:

This piece probably doesn't really qualify as a kit but it was fun and challenging nevertheless. The real fun for me was the research

and all of the various comments, some conflicting, as to whether there were really inlaid deck lights on the ship. But as you can see, **No Guts! No Glory!** I would like to see someone else in the club tackle this piece and try putting down the lights.

Stay tuned for more of Everyone's Favorite Uncle's favorites!

The Cranky Canuk

By Jim Bates, Esq.



6

RCAF Sabres in 1/72

I only deal with RCAF Sabres, so I don't know much about F-86Ds, Hs, and Ls, but I've seen lots of comments on 1/72 Sabres recently on some of the boards after the recent issue of the new Airfix kit. Much of it I find a little odd...so Sabres for discussion.

Fujimi: Issued as both a F-86F-30 and F-86F-40. Really nice kit with great scribing and good detail. However, it has always looked really fat in the nose and cockpit area to me, almost like a cross between a F-86F and F-86H. Speed brakes are square, which they aren't in real life. It also has a intake on the rear fuselage which I believe is a JASDF only addition, remember to remove it for a Korean War bird. Tanks and Sidewinders for under the wings. Closed slats only on the F-40 wing. Probably the best place to start for a F-86F even with the fat nose area.

Hobbycraft/Academy: This is the kit I get most frustrated about when it is discussed online. No matter what Hobbycraft or Academy say, or for that matter "the experts," neither of these kits can be built as any USAF F-86. These kits are Orenda engined Sabre 5s and Sabre 6s. When Canada changed engines, vents and panel lines were altered for the Orenda engines, and these kits capture most of those changes. Also, the slatted 6-3 wing was used on no USAF Sabre. Both kits are missing the sugar scoops that were retrofitted to RCAF Sabre 5s and 6s. As for the kits themselves, they are not quite as nice or as detailed as the Fujimi kit, and the scribing is a little less crisp. They also have those square airbrakes and at times seem "inspired" by the Fujimi kit. The slats are separate in the Sabre 6 boxing, but the area under the slats is not correct being recessed. Another interesting anomaly with this kit is that Academy modified it slightly when they started reboxing it. The canopy was retooled to include scribing for the ADF antenna (Which in my opinion is bad, as the RCAF birds didn't have this antenna.) while the nose gear and cockpit assemblies were modified to make assembly easier. (Good.) Obviously the best place to start for a Sabre 5 or Sabre 6.

Hobbyboss: It appears from some online builds, that something is off with the shape, and it sits way too high on its landing gear. Issued as a F-86F-30 with the 6-3 hard wing and a F-86F-40 with the slatted 6-3 wing with extensions. Basic easy build kit. Looks like a fun weekend project kind of kit.

Heller: Old school with raised lines. I'm not sure what Heller was going for here, it is sold as a F-86F, but the kit is a mishmash of Sabre 6 and F-86F features. Oddly the wing chord is a little short, so while not 100% accurate, it is the closed we have out of the box to a Korean War F-86E. It also is much slimmer than the Fujimi kit, which I think is correct, but the tail is substantially shorter than the Fujimi and Hobbycraft/Academy kits. I'm not sure whose tail is correct. No underwing stores other than tanks. Detail is actually pretty good for a 70s kit, I've always believed that during this time period Heller's kits were way head of their time.

Airfix: Have one on the way, but the online sprue shots look promising. Bombs and pylons are included which is a first in 1/72. Another 6-3 hard winged F-86F-30. Arg. (It will also be issued in the new year as a 6-3

hard winged Sabre 4.) No matter how good this kit is, I feel this is a major missed opportunity for Airfix. I get why they want a Sabre in their line, but if they had done a slatted wing F-86E/Sabre 2/4 they could have cornered the market, rather than having just another 6-3 hard wing Sabre. And it doesn't make sense, as the F-86E would have allowed for a Korean war boxing, and the Sabre 2 would have allowed for a RAF boxing... But the good news is that it may be possible they tooled other wings based up on the breakdown of the parts... More comments when I get the kit.



President's Page



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Gentlemen:

Let me start this last President's page of my term in office by wishing each and every one of you a very Merry Christmas, and a Happy New Year. I hope that 2011 will be a slice of heaven for all of us. I know that many of the club members have suffered over the last year, and I hope that being a member of the club has brought a little ray of sunshine to your lives. The camaraderie of the club does lend a sense of support in times of trouble. I know, because I have been there and have always appreciated the support.

This month's meeting will be the Christmas party to be held at Logan's Steak House on Shelbyville Rd across from the St. Matthews Mall. It will start around 6:30 with dinner around 7:00. It will be on (pay attention now) Tues. Dec. 14th, not Thursday the 16th. Please make note of the day change and don't miss out on the fun. It also brings the election of officers. The slate of potential officers will be listed later in the newsletter, so pay close attention and be prepared to vote next week.

The club received its official recharter notification, so we are legit for another year. I will present the recharter document to the new president for safe keeping. Being a chartered chapter in the IPMS has certainly had its benefits. Besides being attached to a very large international organization, the IPMS promotes modeling, provides insurance for shows, provides a forum for the exchange of ideas and techniques, and sponsors a yearly National show. One of my last acts as your president is to encourage all of you to join and support the IPMS.

I has been an honor to represent you, the club and the city as president of the MMCL the last few years. I guess as General Mc Arthur said old soldiers never die, they just fade away. So, I will just fade away and let younger more dynamic members take the baton and carry on the tradition. Thank you for allowing me to be your president. Terry

Financial Report

by Stu Cox



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DECEMBER 2010 - MID-MONTH Financial Statement

Starting PNC Bank Balance: \$5,867.65

Deposits MTD: \$95

Expenses (Rent, Final Show Expenses, etc.) MTD: \$740.83

Current PNC Bank Balance (12/11/10): \$5,221.82

We have had increased workshop “average weekly attendance” and numerous members who have already submitted their 2011 annual member ship dues!

Thanks for a great 2010!!! STU

Candidates for MMCL offices 2011-2013

President: Stu Cox
Alex Restrepo
Eugene Montasario

Vice President Terry Hill
Alex Restrepo

Secretary David Knights
Corky Mohendano

Treasurer Alex Restrepo
Stu Cox

Member at Large Noel Walker
David Crouch
Dennis “Doc” O’Connor



Military Modelers of Louisville Membership Form 2010

Name: _____

Address: _____

City: _____ ST: _____ Zip: _____

Phone: _____ E-mail: _____

Birth Date: _____ Year Joined Club: _____

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

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

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

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

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

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

Stu Cox, Treasurer

4100 WIMPOLE ROAD

LOUISVILLE, KY 40218

502-499-6618

COX40218@BELLSOUTH.NET

Please visit us on the web at WWW.MMCL.ORG

PD DT _____

IPMS/USA MEMBERSHIP FORM

IPMS No.: _____ Name _____
First Middle Last

Address: _____

City: _____ State: _____ Zip: _____

Phone: _____ E-mail: _____

Signature (required by P.O.) _____

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

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

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

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

Credit Card No: _____ Expiration Date: _____

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

Name: _____ IPMS No.: _____

IPMS/USA
Join or Renew Online at: www.ipmsusa.org

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AMPS

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