

Tactical Notes

The Official Newsletter of the Military Modelers Club of Louisville

January 2005

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Vital Club Intel.

Next Meeting: Thursday, January 20th @ The Church of Exalted Plastic, 7:00 pm

Theme and Activities: New Officer Introduction and "Catch Up" Contest

Official Club Web Site: www.mmcl.org

Club Motto: Another year behind us, but at least I still have all my kits!

The President's Page... *Jerry Davis*

Hello Fellow Modelers,

Happy New Year to all! This past year really ended on a bang with a good dose of wintry weather that kept most folks inside which was perfect for modeling.

The December in-house contest theme was multi-wing with Randy Fuller and Dennis Sparks leading the pack with two very interesting and beautiful models. Randy's aircraft was a brilliant and beautifully done Accurate Miniatures 1/48th Grumman F3F while Dennis' entry was a superbly built Nieuport 28C. Both earned some great gift certificates from Scale Reproductions.



The December meeting also saw the club's annual holiday get together with pizza and bellywash provided by the club. A special thanks is in order to Terry Hill for making the "behind the scenes" arrangements for all the food.

Moving ahead, we have a new slate of officers for the 2005-2006 term. The December election was unique in that the president's position tied not only once but twice requiring a tie-breaker vote. The new officers took their respective positions on January 1st. The club wishes to recognize and congratulate the outgoing officers for a job well done during their 2003-2004 term.

Our January 20th general membership meeting will include a contest titled the "Catch-up." This is based on any of the 2004 quarterly themed contests, so if you started to build for one of the quarterly contests in '04 but didn't have time to finish, here is your chance to enter.

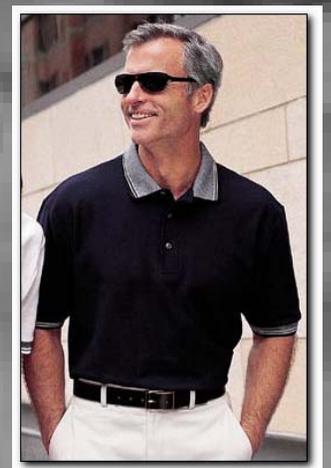
The 2004 quarterly in-house themes were:

- 1st Quarter- Flight Demonstration Aircraft
- 2nd Quarter- Self Propelled Artillery
- 3rd Quarter- Operation Iraqi Freedom
- 4th Quarter- Multi-wing aircraft

The March general membership meeting will see our quarterly in-house contest for the 1st quarter of 2005. The theme is tank destroyers.

A huge club thank you is in order for Scott "Skippy" King, a.k.a." The Tin Man" for his relentless drive behind the recycle program. Another club thank you is in order for Terry Hill (a.k.a. Joey Bag of Donuts). Each weekend, Terry dives into his wallet and supplies the workshop with an assortment of delicious pastries. Thanks guys!

We are looking to order some more club shirts. This includes the "T" shirts, golf shirts and sweatshirts. They were a hot item at the last regional we hosted and we ran out, so if you are interested, place your order early.



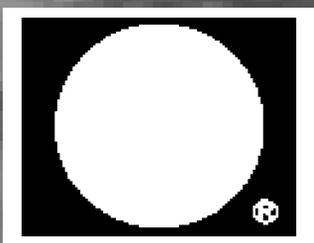
It's membership re-up time. Please send in your re-up dues to Mike "Danger" Nofsinger. To assist in your re-up, we have attached a MMCL renewal membership form.

We are in the finishing stages of finalizing the club workshop schedule. This yearly schedule informs club members of when the workshop is open along with club and other modeling related events. Look for the posted schedule when completed.

The planning is progressing for the Regional. We're edging closer to May 20-21, 2005. The trophies are ordered and the "Make 'n Take" for the juniors is almost set. Stay tuned to the "Regional" link to preview information about the regional.

In February, we will partake in another "Swap 'n Bull" session. This was brought up in the December meeting. Considering the success of the September "Swap 'n Bull" it was decided to conduct another one in the doldrums of winter, so mark your calendars for the February 17th general membership meeting and the MMCL "Winter Swap 'n Bull."

On line, we've been profiling some members throughout the 2004 year and look forward to more of our club members being profiled in 2005. The "Profiles" page continues to grow with another victim, er, member added to the list. Check out to see who is profiled for January.



On the IPMS newsfront, IPMS/USA President Dave Morrissette reminds all IPMS/USA members that any IPMS Constitutional Amendment to be on the ballot in 2005 need to be in to the main office by January 15, 2005. This allows time for them to be reviewed by the Constitutional Review Committee and then have the ballots printed and out for a vote.

IPMS Constitutional Amendments need the correct number of signatures and all people signing must be current IPMS members. IPMS Officer elections are approaching in summer of '05. All officers' nominations will need to submit a picture and a bio/paragraph (1/4 page in length) by May 1, 2005. This information will be included in the Journal with election ballots published in the July/August issue.

IPMS is selling pins for \$2.00. They also sell shirts, hats and decals. More information on the purchase of IPMS/USA items is available at the IPMS/USA website, www.ipmsusa.org

Ron Bell, the IPMS/USA 2nd Vice President, reports time is coming due for proposals for the 2007 Nationals (West Coast) and they have had one inquiry into the 2008 Nationals (East Coast). The IPMS/USA Nats rotates to the Midwest in 2009. Ron also reports that DragonCon will be held at the same time and same location as the 2005 IPMS Nationals in Atlanta. The synergy worked out between Dragon (importers of Hasegawa, Dragon and other fine kits) and the Atlanta group hosting the 2005 IPMS Nationals

The IPMS/USA Nationals in 2005 is shaping up and I forecast this convention to be a monumental event. I believe MMCL will have a plethora of members attend and word is out that the hotel for the Nationals is filling quickly, so you might want to consider making your reservations soon!

Speaking of the Nationals, we are progressing with the U-Boat project with one completed model so far and two in the painting stages. This is for our group project that we surely would like to enter on behalf of the club.

There was mention a few months ago to pursue doing a Panzer I group project also. For those interested in either builds, contact myself. A note of interest is to enter the Tamiya Drills. These catching and useful tools are kits and I know we have 5 members possessing them; some are even in camouflage.

There are some shows scheduled within our region in winter and early spring. The IPMS/Eddie Rickenbacker Chapter (Columbus Ohio) is sponsoring their one-day invitational "BlizzardCon 2005" on Saturday, February 19th. Shortly after that event, the Roscoe Turner Chapter in Indianapolis is hosting their 12th Annual Model Contest and Swap Meet on March 5th. On the heels of these fine shows are the IPMS/Three Rivers (Pittsburg) hosting their Three Rivers UNCON on March 19th and IPMS/Liviona is sponsoring SEMMEX 4 on April 16th. These are all Region 4 shows and within easy driving distance from Louisville.

Well, it's time to get back on my latest modeling subject, so until next month, have fun building.

A Fallen Hero...

Obituary: Capt. Robert William Dodd

It is my sad duty to report the passing of Robert William "Bobby" Dodd on 24, December 2004. Born 08 September 1923, as a young man Bobby flew P-51 Mustangs during WWII with the 352nd Fighter Group. When Luftwaffe commander Herman Goering referred to them as the "Bluenosed Bastards of Bodney" in reference to their distinctive bright blue unit markings, the group proudly adopted the phrase as their nickname, ending the war as one of the best known and most successful fighter groups in the US 8th Air Force.

Bobby was in combat from July 1944 to VE Day, flying most of his missions in his assigned aircraft, which he had named "It's Super Mouse". After the war, Bobby returned to his studies at the University of Kentucky. He later owned a mechanical contracting firm and upon retirement served as a construction consultant for both the city and state government. He also served as the original vice president and was later the second president of the Eighth Air Force Historical Society.

Bobby spoke about some of his wartime experiences at the MMCL meeting at the Aviation Museum of Kentucky here in Lexington in 2002. In the thirteen years that I knew him, I attended a number of talks that Bobby made and honestly can't remember him ever repeating a story. Or at least he was able to change them enough that I no longer recognized them. He was a fine man, self-effacing and full of the joie de vivre to the last, and I will miss him.

Respectfully,
Dennis Sparks

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RED THREADS . . . *Mike Baskette*

A Detailed Look at the Uniform Details of 1/35th Scale Soviet Figures

In this month's feature we will be looking at two excellent offerings from Alpine miniatures. Set 35007 contains two well rendered early war Soviet tank crewmen (also available individually), a commander and crewman. Labeled as to go specifically labeled to accompany Dragon's T34/76, these figures are right at home with any Soviet vehicle up to mid-1943 or so.

The commander figure is posed with a hand in pocket and cradling a pair of signal flags in the other. He is wearing the 1935 regulation uniform with the proper rank insignia on his collar and cuffs. A nice touch is the bravery medal worn on his left breast. As typical of an officer of this period, he wears the wide leather belt with a large cut-out brass star buckle. Buckle holes in 1/35th scale belts are typically oversized, but this particular belt did have the large holes as rendered on the figure. The cross shoulder strap has been omitted on the figure, but this uniform item was worn as often as it was not, therefore this omission is of no significance. Below the waist, this commander is dressed in the typical "riding breeches" type trousers and knee high leather boots. The only real error in this figure is with the knee patches on the trouser knees. While this feature was commonly found on the cotton trousers of enlisted men, they were not found wool trousers of officers. This is not a huge detraction as this detail is easily removed from the resin casting.

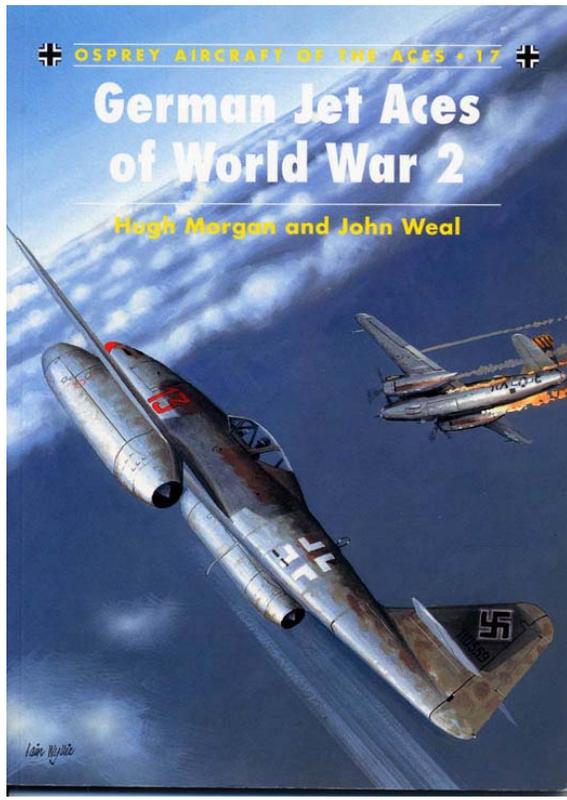


The enlisted crewman figure included with this set is equally well sculpted and again appears in the 1935 regulation uniform. He is posed arms crossed, leaning from a tank hatch. In terms of uniform details, this figure is spot on. Not much to say really, other than I hope more early war figures are coming from Alpine. The sculptor really has a feel for this cut of uniform.

Both figures in this set come with a choice of head sculpts. The commander comes with heads wearing both the Soviet visor hat and the tank crewman's helmet. The enlisted man can wear either the pilotka side cap or the tank crewman's helmet. The commander's head with the visor hat is particularly well done. The sculptor has really captured the look of this classic Soviet cap style very well. It is unfortunate that the tanker helmeted heads are not so well done.

Speaking of details, the tanker helmets are excellent renderings. However, both heads have helmet earflaps that are sculpted curled back from the face as if facing a stiff wind. Maybe this is a matter of personal choice on my part, but I feel this limits their usefulness out of the box. Unless attempting to represent a vehicle on the move at high speed, the ear flaps on wartime headgear will not naturally take the shape as sculpted. The certainly will not while at rest, so if modeling a stationary vehicle and casual crew, you are left to use the other head gear or replace these helmeted heads with offerings from the likes of Hornet.

Generally these figures are welcome additions to the thin ranks of early war Soviet tankers. Personally, I find the helmet issue detracting, but not a huge turn-off. I'll give this set 4 stars out of 5.



Book Review: Osprey's German Jet Aces of World War 2

By Hugh Morgan and John Weal

Review by D. M. Knights

Volume #17 in the “Aircraft of the Aces” series is “German Jet Aces of World War 2” by Hugh Morgan and John Weal. The subject is one of particular interest to me since the bulk of subject matter deals with the pilots of the Me-262s in the Luftwaffe. I have always thought the Me-262 was one of the prettier warplanes ever made and the Luftwaffe camouflage in 1944 and 1945 is some of the more interesting and attractive camouflage ever applied to aircraft.

The book is 96 pages with 11 pages of color illustrations consisting of side views of aircraft and illustrations of uniforms of the Luftwaffe jet pilots. The first part of the book covers the development of the Me-262 and the almost criminal lack of foresight in the development of what was one of the most significant leaps forward in aviation ever developed. At

one point, the Germans had a developmental lead of almost a year and half in the production of a jet aircraft, yet, while the Me-262 was clearly qualitatively superior to the British Meteor, the Meteor began initial service at almost the same time as the Me-262.

The book then covers the different units that flew the Me-262 in combat; from the initial development unit to the initial “Kommandos” that were established to develop combat tactics with the new aircraft and finally the front line wings which took the Me-262 into combat, mainly JG7, KG51, JV44 and KG(J)54. The stories of combat are most interesting; most coming as direct quotes from the pilots involved. The stories clearly convey that flying an aircraft like the Me-262 that was such a technological leap forward was no easy task, and many of the Me-262 losses were due to the technical failures that occur with any new, cutting edge aircraft.

Finally, the last part of the book covers the other jet and rocket aircraft used by the Luftwaffe and the pilots who flew them. This in most part covers the Me-163, though the Ar-234 and the He-162 are also briefly covered.

While the 11 pages of color side views are interesting, covering some of the aircraft flown by the top jet aces of the Luftwaffe, the fact that the illustrations cover only the left side view of the aircraft illustrated. Frankly I would have rather seen more comprehensive coverage of fewer aircraft, such as the ones found in “Stormbird Colors” by Brett Green and Benjamin Evans.

Still, I do recommend this book to ME-262 enthusiasts.

Fifty Years of SKYHAWKS in Plastic, Part One...Joe Turpen

(This article has also appeared in the Skyhawk Newsletter)

Almost as soon as the Skyhawk took to the air the model industry began to produce models of this aircraft. The kits that first appeared in the 50's had very little detail when compared to today. The Skyhawk has, along with many other kits, seen vast improvements in both the quality and quantity of kits produced over the years. Some kits had raised lines in the shape of the decal where it was to be placed. This was the case with the Revell A4D-1 (A-4A). It was hardly accurate or provided a flat surface for the markings. Also, such features as air brakes and split spoiler and flaps that could be opened were not available in the kits. Many did not have wheel wells either. Sometimes even the weapons provided with the kits were not accurate. An example of this would be Bullpups on an A4D-1. However as technology has improved so has the level of detail in the kits offered by the various manufactures. Now, beside the kits there are a variety of after market products available such as decal sheets and conversion kits.

Due to the large amount of kits of the Skyhawk that have been available I'm just going to do a quick review so you can see the variety and amount that have been produced. There are no reviews of specific kits and I will not guarantee that these are all the kits that have been available. Hopefully at a later time reviews will be provided for some of the kits mentioned here. Also, various sources, which are listed at the end of this article, were used. Tables which can be found on the associations website will not only provide more information concerning these kits but will also contain information concerning the various decal sheets and conversion kits.



Some of the first kits available of the A4D-1 exhibited problems of accuracy and detail. One, if not the worst, released in 1957 and still available is produced in 1/72nd scale by Airfix. This kit has been available in both bags and boxes and has basically only had changes in the box art and decals provided. The kit was very inaccurate and not fixable. It probably would be of more interest to the kit collector than a serious modeler. MPC and Starfax have also released the kit. During this same period Lindberg released a 1/48th scale kit that was then re-released by UPC. This kit was based on provisional drawing of the Skyhawk and was not accurate. Lindberg even issued the kit in Blue Angles markings. This and the UPC kit would really be for collectors only. They



then released a 1/48th scale XA4D-1 kit in 1962 and it should be considered as a collectors kit only As previously mentioned Revell issued an A4D-1 in 1/48th scale during 1956 and several times thereafter with different box art but details such as wheel wells were missing. Also, each time the kit was issued the markings might change but not always. These kits would really only have value for kit collectors and not serious modelers. To this date, as far as I know, there is no good kit of the A4D-1 available.

The A4D-2 (A-4B) kits exhibit better detail and quality in the various kits offered. Fujimi issued an A-4B in 1/72nd scale that could be built as either a US Navy or Argentine Navy aircraft. Kinzeys book refers to the kit as No. F-27 however it was probably issued more than once since I have the kit using No.26101. Hobby Craft produced and A-4B in 1/48th scale, which could be made for either Argentina or Singapore. Fujimi also issued a 1/72nd scale TA-4B. Hasegawa has also marketed a 1/48th scale A-4B with markings for VA-72 and VA-106. In the summer of 2004 Hasegawa released an A-4B/C kit based on the Falklands campaign. Other than the two seaters this may be the model of the Skyhawk with the fewest kits produced.



As with other models of the aircraft the A4D-2N (A-4C) has had several models produced. The smallest A-4C kit was issued by HBM Models and is 1/200th scale. Fujimi produced a 1/72nd scale kit. The kit is listed as F-26 by Kinzey and as issued appears to have an error in it. He states that is a model of the A-4C that shot down the Mig-17 but lists the BuNo. as 149645 the actual BuNo. was 148609. This kit does have several options though for markings. In 1/48th scale, a couple of kits have been produced. Again it's Hobby Craft and Hasegawa the

Hobby Craft kit depicts aircraft from VA-76, Argentina and Malaysia. Hasegawa has issued the kit twice with decals for VA-15 and VA-106 then reissued the kit with decals for VA-76. Also, the Hasegawa kit can be converted to the A-4L with minor modifications. However, Hasegawa has also issued an A-4L kit with decals for VC-2 and VC-13 aircraft. Both Hobby Craft and Hasegawa have issued models of VA-76's 148609 which shot down a Mig using air to surface missiles. An A-4Q was released by Revell Mexico in 1/50th scale as well.

Probably the Skyhawk variant that has the most kits produced and reissued is the A-4E/F. Up to this point they seem to have been the most popular variants of the Skyhawk.

X-acto knives ~ \$2.98

Tamiya Super Thin Glue ~ \$3.98 a bottle

Getting caught and hammered by your wife while you w shopping at Scale Reproductions ~ Priceless ...!!!!!!





Great Websites...By

D.M. Knights

Last month I featured a website that had indexed and had illustrations of all the instruments that were used in World War II Japanese aircraft, as well as illustrations of the main instrument panels in the cockpits of Japanese World War II aircraft. It is a great website for the person who models Japanese aircraft of World War II.

Sticking with a Japanese theme for the moment; this month I'd like to profile another website of great interest to the Japanese World War II aircraft modeler. That site is j-aircraft.com. The URL is www.j-aircraft.com. This site contains a large amount of information on all things pertaining to World War II and pre-war Japanese aircraft. While the site is not specifically aimed at the modeler, much of the information contained in it is of great help to the modeler with his or her latest World War II Japanese project.

Let me just say that if you are into World War II Japanese aircraft, you could spend hours on this site. I confess that I have. The site has a Forum section where you can post questions and tap the knowledge of some of the most knowledgeable people in this field. There is a photo reference section where preserved Japanese aircraft have been extensively photographed. (Great for getting a look at that detail you can't seem to find in any of your reference books) There are also photos of Japanese aircraft taken at crash sites all across the Pacific and copies of wartime photos showing crashed and destroyed aircraft hulks.

In my opinion, the crown jewel of this site is the research section which contains articles on a host of subjects that have been extensively researched and well written. The articles cover all sorts of subjects, from color and camouflage issues, to Japanese manufactured aircraft used by the Thai air force in World War II.

My description above only scratches the surface of this extensive site. If you have any interest at all in this subject, I highly recommend a visit to this site. If you go there once, I guarantee, you'll go back again and again.

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The Official Newsletter of the Military Modelers Club of Louisville

February 2005

Inside this issue:

- **The President's page(s)**
- **R&J Products Civil War Era, 150 Lb Armstrong Gun**
- **50 Years of the A4 Skyhawk in Plastic...Part Two**
- **Printer Cartridge Recycling "Mrs. Balki saves the club"**
- **Seriously folks, there just wasn't room for anything else!**

Vital Club Intel.

Next Meeting: **FRIDAY**, February 18th @ The Church of Exalted Plastic, 7:00 pm

Theme and Activities: Winter Swap & Bull Session & "Friday Night Fights"

NO FREE PASSES!

Official Club Web Site: www.mmcl.org

Club Motto: Man, this newsletter is gettin' fat!

Hello Fellow Modelers,

Happy February. The “Catch-All” in-house contest was based on the 2004 quarterly in-house themes, which were:

- **1st Quarter- Flight Demonstration Aircraft**
- **2nd Quarter- Self Propelled Artillery**
- **3rd Quarter- Operation Iraqi Freedom**
- **4th Quarter- Multi-wing aircraft**



Congratulations are in order to Corky and Dennis that entered models. Stay tuned to the March quarterly in-house contest for the 1st quarter of 2005. The theme is tank destroyers. Based on membership consensus, we have opened to all categories for the in-house contest for the remainder of the year. This enables modelers to have a longer period and to build whatever they wish. With this decision, we are hopeful it will increase more entries at the quarterly contests.

- **1st Quarter 2005 - Mar 17th - Tank Destroyers**
- **2nd Quarter 2005 - Jun 17th - Open Category**
- **3rd Quarter 2005 - Sep 17th - Open Category**
- **4th Quarter 2005 - Dec 22nd - Open Category**

A huge club thank you is in order for our newsletter editor, Mike Baskette and Dave “Twitchy” Knights. Both are submitted for IPMS/USA “Newsletter Editor of the Year.” Good luck guys.

Also, kudo’s to David for his gallery entry ME 109 in the March ’05 edition of Fine Scale Modeler.

While on the subject of recognition, a **BIG** thank you is in order for Tom “Balki” Romanowski for going out of his way to secure the new workshop utility cart. This cart makes life a lot easier for workshop attendees by keeping the lights and other items in once place for workshop setup and tear down. Noteworthy is Tom’s contribution of \$25.00 towards the cart. In addition, thanks to “Koko” for helping Tom put the cart together.

The club welcomes two new members: Art Summit and Rob Gronovious. Both are currently on active duty and serve at Fort Knox.

We are looking to order some more club shirts. This includes the “T” shirts, golf shirts and sweatshirts. They were a hot item at the last regional we hosted and we ran out, so if you are interested, place you order early.

Don’t forget it’s membership re-up time. Please send in your re-up dues to Mike “Danger” Nofsinger. To assist in your re-up, we have attached a MMCL renewal membership form. The cut-off for renewals is the meeting date in March. After that, if you have not re-upped, you will no longer be a member. Next year we plan to begin the renewal process earlier so we will not be dragging on with the renewals into the new year.



For the record, here's a snapshot of the membership:

	<u>Paid</u>	<u>Unpaid</u>	<u>Total</u>
Adults	36	23	59
Juniors	8	3	11
Total	44	26	70

The club workshop schedule is final. This schedule gives everyone the opportunity to look at the schedule and plan accordingly. There are some days that we opted to close the workshop based on other modeling events for days where we are more likely to use the shop to its full capacity. Members can preview the schedule on the club webpage or by downloading a copy from the website. We also have a schedule posted in the workshop.

The planning is progressing for the Regional. Terry is scheduling a meeting for those involved to fine-tune those things that need fine-tuning. The meeting is scheduled after the general membership meeting on Friday, February 19th.

We are asking for sponsorship of the award packages. The sponsorships are in the form of \$25.00 for a regular category package or \$40.00 for a grand trophy package.

There is hype growing for the February 18th general membership meeting that will also feature the "Winter Swap 'n Bull." This is a no cost event so bring in those kits that you wish to unload. We will have some tags to place on the kits brought in that reflects the seller and the asking price. This seems a better way of conducting business so gear up for this event. Remember, "One man's junk is another man's treasure!"

Speaking of February 18th, this date will feature our general membership meeting, the "Swap 'n Bull" and this year's first Friday Night Fights. The shop will open about 6:00 p.m. and close around midnight. Many club members have expressed interest to attend the Columbus show on Saturday, February 19th. We are sure the club will be well represented and those that enter should do well in winning some awards.

On the IPMS news front, the IPMS/USA Nationals in Atlanta is progressing. Rumor is that the hotels are filling up rapidly. Last report is IPMS/USA has sold out of vendor tables with 450

Members that attend are scheduled to be treated to two fun-filled events over the course of the convention. The IPMS/USA Nationals and Dragon Expo. Dragon Expo or DX'05, is a separate event featuring the Dragon Company and features a full program of events including special guests, seminars, historical exhibits, contests, and prizes. DX'05 is running concurrently with the IPMS/USA National Convention and the one admission price will grant access to both shows.

Info on the convention hotels are:

Renaissance Waverly Hotel: group code ipmipma
2450 Galleria Parkway
Atlanta, Georgia 30339 USA
Phone: 1-770-953-4500
Toll-Free: 1-888-391-8724

Sheraton Suites Galleria-Atlanta
2844 Cobb Parkway S.E.
Atlanta Georgia 30339 United States
Phone (770) 955-3900

For more information on the IPMS/USA Nationals visit their website at: <http://www.ipmsusa2005.org/>

For more information on the Dragon Expo visit their website at:
<http://www.dexpo.com/dx/05/introduction.asp>

IPMS/USA informs the society that an issue of importance is coming soon. The companies whose subject we love to model are looking at imposing licensing fees to the model manufacturers. While this has been going on for quite some time, the military contractors are now starting to request them.

IPMS/USA is selling pins for \$2.00. They also sell shirts, hats and decals. More information on the purchase of IPMS/USA items is available at the IPMS/USA website, www.ipmsusa.org

The show schedule through fall is:

- IPMS/Eddie Rickenbacker Chapter (Columbus Ohio) Saturday, February 19th.
- Roscoe Turner Chapter (Indianapolis), Model Contest & Swap Meet, March 5th.
- IPMS/Three Rivers (Pittsburg), Three Rivers UNCON, March 19th
- IPMS/Liviona, SEMMEX 4, April 16th
- Great Lakes Regional Convention, Louisville, May 20th & 21st
- IPMS/Cincinnati, September 10th

Well, it's time to get back on my latest modeling subject, so until next month, have fun building.

150 Lb. Armstrong Gun...

John (Uncle Daddy) Dietrich

Now this is one cool kit! The kit is *R&J Products* 150 Lb. Armstrong gun in 54mm scale, circa 1860's. Kit number RJ54001. The Armstrong gun was a product of Sir William Armstrong & Co. in England during the 1860's. My research found that a similar gun was imported to the Confederacy in 1864 and positioned at Fort Fisher in South Carolina. Based on my internet research, the gun carriage on the Fort Fisher piece doesn't look exactly the same as the kit version so I'm not sure where the kit version was employed. From the looks of the relatively primitive gun carriage, it appears to be an earlier version so I was surprised to find that the gun was from 1864. The interesting thing about the gun was that while being a muzzleloader, it used a studded 150 lb. shell that was hurled distances of up to five miles. The gun was used exclusively in a defensive role and it was noted for its accuracy.

The kit itself consists of more than 20 parts of which most are cast in high quality resin. The kit includes a plastic rod for the loading and cleaning tool handles. Instructions are adequate and contain photographs of the

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

pieces with their corresponding identification number. There is also included a photo of the completed gun which is helpful in positioning some of the parts.

Work begins with removing the resin carrier on all of the pieces. The gun tube was easy enough but you may encounter small casting pits that formed due to air bubbles or pockets. The gun tube was relatively free of this with only a little filling work to be done on the muzzle side of the tube. Some of the other resin cast parts, however, required a good working over with putty. The gun has two ball rests that protrude from the upper front of the gun which were resin cast. I opted to use brass rod in place of the resin pieces. After all of the parts were filled, sanded, and cleaned, I primed all with a coat of Testor's Canadian Voodoo Grey. This is a somewhat darker grey with a semi-gloss to gloss sheen. I was concerned about the colour of the tube. Flat black always appears to be wrong and ends up making the piece look toy-like. I decided to use a mixture of Testor's dark blue mixed with Testor's black. The result was a black to blue- black look that really looks great. After a couple of coats and allowed to dry, I dry brushed the tube edges with a dark grey then gave the tube an overall coat of Humbrol satin finish.



The gun carriage was an easy build. I primed all of the carriage parts with Vellejo's light brown and allowed to dry for a day or two. The neat thing about this piece is the beautifully cast wood graining effect on the wood surfaces. To keep the wood look, I painted the surfaces with a mixture of Windsor Newton Burnt Umber and Raw Umber. After painting a defined area, I removed most of the paint with a soft cloth. The result was a beautifully done wood grain effect. I allowed the oils to dry for about a week to make sure that the paint was properly cured.



The piece had metal strips molded on the gun carriage. The metal strips on each side were to accommodate the gun when it was pulled back for reloading. I air brushed the metal parts with the same paint that I used for the gun tube. After it was dry brushed, it looked fine. The tools were painted with either burnt iron or various shades of brown. All of the handles were painted in the same oil mixture noted above.

Final Assembly and Presentation:

Once again, I wanted a simple presentation so that there would be little conflict with groundwork, figures, etc. I chose an oval wood finished base that fit the gun nicely. Because of the

weight of the piece, I decided to pin the casters to the gun carriage frame and then into the wood base. This was an easy process and worth the extra time. Vibrations that can occur during travel just might make the piece come loose from the base if it weren't pinned. Before actually setting the piece to the base, I made two wheel races from lead foil that was fixed to the wooden base with two-part epoxy. After careful measurement, I drilled the holes for the brass rod as noted. Once the carriage base was in place, I glued the rest of the gun carriage in place, once again, using two-part epoxy.

To "fill out" the presentation, I used three small Bayardi kegs at the front, and a larger Bayardi keg which was placed on the backside of the gun. I have two of the three loading tools propped up on the large keg. The kegs were painted in Vellejo wood and weathered out. I topped it all off with a nice rectangular finished plate that I picked up from Crown Trophy located on Bardstown Road in Fern Creek

Summation:

If you like field pieces, artillery, etc., you will not be disappointed with this kit. It is relatively easy to complete and you can display in a variety of ways. You diorama lovers could do some really nice work by placing the gun with a fortress wall and painting up some Civil War figures.

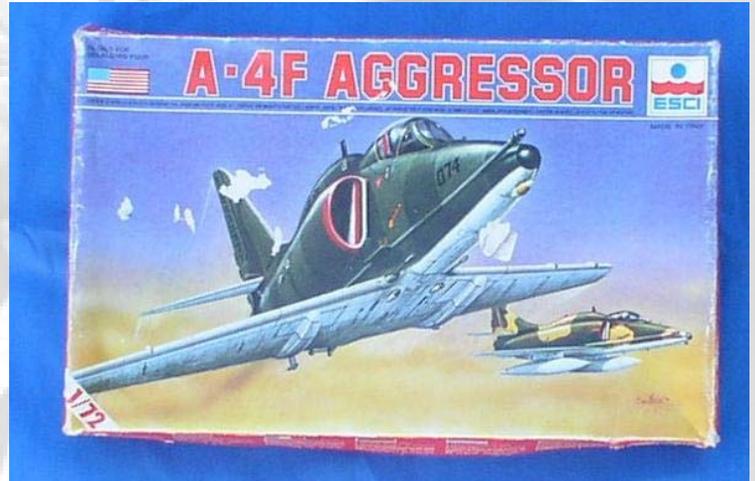
Fifty Years of SKYHAWKS in Plastic, Part Two....Joe Turpin

The record for the smallest kit goes to Nichimo Models who has produced a 1/300th scale kit of the A-4F. HBM Models has produced a 1/200th scale kit of an A-4F. Tamiya, in 1968, produced a 1/100th scale A-4E, which was later, reissued by Revell in 1984 and BEN in 1987. Otaki issued a 1/79th kit but nothing appears to be known about it and it's probably only of interest to kit collectors. Probably, to me, one of the most interesting kits was the Hawk (IMC) 1/72nd scale A-4E that provided battle damaged parts. As a young modeler this is what attracted me to the kit. However, now I would say it is only of interest to kit collectors and not for serious modelers. Fujimi produced a couple of A-4E/F and A-4F kits in 1/50th scale. They also produced an interesting kit in 1/72nd scale that allowed you to build either a Blue Angles A-4F or TA-4J. Providing a choice of noses with the kit did this. Hasegawa, as usual, has released its 1/72nd scale A-4E/F kit several times but with box art and decal changes. It should come as no surprise that they have also issued this kit in 1/48th scale. Their recent issue in this scale has been a Navy version with markings for VA-192 and VA-22, which was followed by a Marine version with markings for two aircraft from VMA-211 and one from VMA-311. The kit was then released two other times one with two versions of VC-5 aircraft and again as LADY JESSIE. Hasegawa has also issued an A-4E/H kit in 1/48th scale. However if you are interested in an IDF Skyhawk with the exhaust extension you will have to use the Cutting Edge conversion kit since nothing is provided in the kit. This company has also produced the A-4E/F in 1/32nd scale both in fleet and adversary paint schemes. One of the releases in this scale has decals for VA-164 and VA-212. The aircraft from VA-164 is LADY JESSIE. This kit has also been released with the markings for VA-153 and probably one other squadron. In the adversary issue of the kit the markings are for the Navy Fighter Weapons School (Top Gun) and VF-126. Hasegawa Minicraft issued a 1/32nd scale A-4F with Blue Angles markings. The kit was also issued by Hasegawa as kit S16and again in the summer of 2004 as 8147.



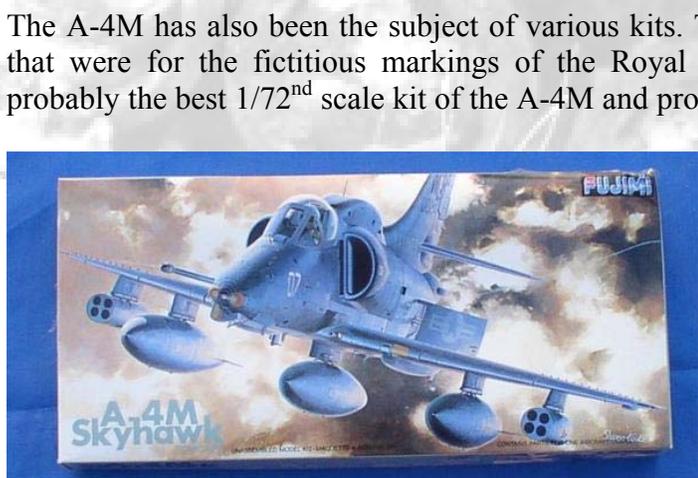
The 1/48th scale Hasegawa kit was also reboxed by Revell Monogram Promodeler as a Blue Angles A-4F in 2002. Academy Minicraft also reboxed the Fujimi 1/48th scale A-4 E/F and TA-4F in 1989. Other A-4 E and E/F kits have been issued by Revell Germany and Kangnam.

Continuing with the long line of A-4E/F kits, ESCI issued separate 1/72nd scale A-4E and A-4F kits instead of combining them into one. They also issued an A-4E/F aggressor kit in 1/72nd scale. Another kit they issued was an A-4G that was in 1/72nd scale. The A-4E kit was then reissued by ERTL/ESCI and AMT/ERTL. Otaki also produced a 1/72nd A-4E kit, which is only of interest to collectors and is not for serious modelers. ESCI/Scalecraft produced an A-4E/F kit in 1/48th scale, which was later, reissued by AMT/ERTL. Fujimi has also issued an A-4E kit, which has been reissued using different decals. Testor has teamed with both Fujimi and Italeri to produce Skyhawk kits. With Italeri they issued a 1/72nd scale A-4E/F while with Fujimi they issued an A-4E in 1/48th scale. The Testor/ Italeri kit was just a repackaging of the Italeri kit No. 181.



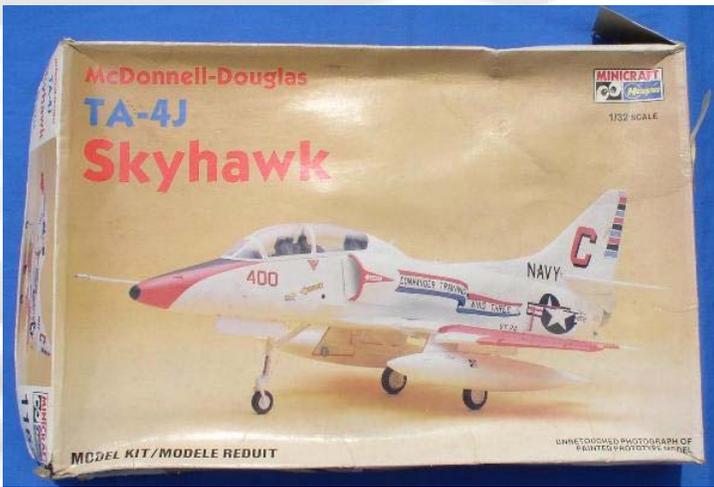
Probably the best 1/48th kit produced in the 70's and 80's was that built by Monogram. They produced the A-4E, which I built, that was probably considered the standard for the time frame when this kit was issued. The kit was reissued with Blue Angles markings while the original kit had markings for VMAT-102 and VA-144. It was reissued again as an adversary bird and had the markings for an A-4E and A-4F. If I remember correctly the adversary bird may have been reissued again using the term mongoose to refer to the aircraft.

Hobby Craft has also issued the A-4E/F in 1/48th scale as an adversary aircraft. This kit has markings for VA-127 and VA-126. Lindberg produced a 1/48th kit that was to be a Blue Angles A-4F. However it was a reissue of a 1962 kit of the XA4D-1. Both kits only have value to collectors and would not be considered by serious modelers.



The A-4M has also been the subject of various kits. Takara released a 1/100th scale kit that featured markings that were for the fictitious markings of the Royal Asian Air Force from a comic book. Fujimi produced probably the best 1/72nd scale kit of the A-4M and provided markings for VMA-211 and VMA-311 in both high and low vis markings. They also issued the kit as an A-4KU. Matchbox issued their 1/72nd kit at least twice with different markings. Italeri has also issued a 1/72nd scale A-4M. Testors also released an A-4M but called it an aggressor, which is the Air Force term, for an adversary the term used by the Navy. Of course the problem with this kit is that the A-4M was not used in an adversary role so Top Gun wouldn't have had any. The kit also had the camel back molded as part of the fuselage and adversary A-4's had this removed. The kit could be used to build an A-4M but forget it as an

adversary aircraft. ESCI/Scalecraft released a 1/48th scale A-4M/N kit that was basically the re-release of their A-4E/F with some modifications. One of these was the inclusion of the 30mm cannon for the Israeli aircraft.



Since it's actually an A-4E/F kit the canopy is wrong and the antennas and such seen on the A-4M are missing. Hobby Craft has issued both an A-4M and A-4N kit in 1/48th scale. The best thing I can say about the A-4N kits is that it does have the exhaust extension. However their decal instructions, as usual, are not the best. Their A-4M kit also contains markings for an A-4AR while the A-4N contains markings for four squadrons. In the summer of 2004 Hasegawa released their A-4M kit that will probably become the benchmark for all A-4M's. It has markings for VMA-311 and VMA-214 and an aftermarket kit by Dragon. This kit can be upgraded by the addition of the Angle Rate Bombing System (ARBS) found in the A-4M conversion

kit made by Cutting Edge. The kit also appears to represent an early version of the A-4M.

The two seat Skyhawks have not been left out since both the TA-4's and the OA-4M have been released as kits. Hasegawa has issued a 1/72nd kit that could be built as either a single or two seat Skyhawk. The problem was that the TA-4J came out shorter than the single seat version! They then issued a kit in the same scale that could be built as either a TA-4F/J that was more accurate. This kit saw another release as the OA-4M in 1987, which has markings for H&MS-16 and H&MS-32. Except for items that are peculiar to the OA-4M it is the same as the previous TA-4F/J kit.

Fujimi's 1/72nd series of Skyhawks also included the TA-4F/J and OA-4M Their 1/48th scale kit was a rework of their previous A-4E kit. Their 1/72nd scale kit F-29 has markings for all eight aircraft from H&MS-12.

Testers/Italeri entered this field with an OA-4M kit that was basically their A-4M kit with fuselage halves replaced. Italeri also issued a 1/72nd scale OA-4M. Not to be left out Monogram also produced an OA-4M in 1/48th scale. This kit was also reboxed twice by Hasegawa. Based on personal experience building this kit I can say it was rather good. If you can find it it's a very nice build out of the box. However, the markings are interesting and seem to be contradictory. The aircraft says "Outlaws" on its fuselage side indicating H&MS-



12 while the tail code YU indicates H&MS-13. However based on other information supplied by other individuals it appears "outlaws" appeared on aircraft in three different squadrons using the tail codes DA H&MS-32, YU H&MS-13 and WA H&MS-12.

The two seaters have also appeared in 1/32nd scale but not as often. Hasegawa has issued a TA-4J several times. It has appeared as a VT-24 aircraft with markings for Commander Training Wing Three as Minicraft Hasegawa. It has been released in a Bi-centennial paint

scheme from VF-126 and one the last appearance it was in the 75th anniversary of naval aviation markings of VA-24 and VT-25. These kits, could, with the use of a 1/32nd A-4E/F kit be turned into a TA-4F. Hasegawa has also issued a 1/32nd OA-4M kit that was based on their earlier TA-4J kit.

Two kits that have not been mentioned but were produced by Hasegawa in 2002 are the A-4K and A-4SU both in 1/48th scale. The A-4K can be built as and early version of the RNZAF Skyhawk or as the KAHU version. The squadrons represented are No. 2 and No.75. The A-4SU kit contains the markings for the Black Knights what are the aerobatic team of the Singapore Air Force.

PRINTER CARTRIDGE RECYCLING

Once again my wife came up with a great idea to benefit our club. It happened when she was working hard on her thesis for her Masters Degree. She was typing and then printing her paper so that she can take it and have it proofread. We were going through printer paper and ink like it was going out of style. Usually a bag of 500 sheets of paper would last us for several months, but during that time we went through a whole case of paper. All that printing required ink and we also went through several ink cartridges before it was all over. I was about to throw another used ink cartridge into the trash when she stopped me and told me about places that will buy empty ink cartridges. Apparently kids at her school have been selling used ink cartridges to raise money for different activities.

So I went on the internet and with the help of the good people at Google, I found two recycling places right away. One place is in California and the other is located just a few streets from where I work. I had to register MMCL with both companies. Don't panic just yet! It did not cost our club or me a penny to register. I had to do that so they would know who to send payments to. Not only did it not cost us a penny to register, but both companies provided boxes and free shipping, so it costs us nothing to send the cartridges.

During the last few meetings I have mentioned our new venture directed at bringing in more money for our club. A few of the club members responded and I was able to collect enough cartridges for two shipments. As a matter of fact I just received a check for the first shipment, and presented it to our newly elected president. A \$37 check for something that would end up in a landfill is not bad is it?

The recycling companies accept all different kinds of ink and laser cartridges. The list is too long to include in this letter. Just bring your empty cartridges to the workshop and I will take care of the rest. Did I mention that they recycle used cell phones too? Yes they do! So if you are getting tired of the same old ring tone on your old cell phone, just go out there and get yourself a new phone, and bring the old one to us. Just remember to erase my wife's number from the phone's memory. ☺

Scott "Aluminum" King is doing an excellent job in collecting and turning empty cans into cash. Together, if we combine our recycling efforts, we can assure that our financial balance will stay at \$4600 for the rest of our days and for the next generations of MMCL members.

So, in conclusion... please drink as much sodas (or beer) as you can (just make sure it's in a can and not a bottle), and print, print, and print everything that you find interesting on the internet. Print several copies of whatever it is. Share it with your friends! Make several copies of it for your friends too! If you are like me and don't have any friends, make copies for your co-workers! Oh yea... change you cell phones frequently too. ☺

Tom "Balki" Romanowski

TACTICAL NOTES

The Official Newsletter of the Military Modelers Club of Louisville

March 2005

Inside this issue:

- **The President's page(s)**
- **Modeling The U.S.S. *Birmingham***
- **Red Threads #4, MiG's "Russian Soldier, Barbarossa"**
- **Recycling Update... Tin Man Tells All!**
- **And a Steaming Pile of other Pony Loaf!**

Vital Club Intel.

Next Meeting: Thursday, March 17th @ The Church of Exalted Plastic, 7:00 pm

Theme and Activities: 1st Quarter Contest, Tank Destroyers

Official Club Web Site: www.mmcl.org

Club Motto: Plethora, Plethora, Plethora

Hello Fellow Modelers,

March is here and the 2005 contest circuit is open. We had several members attend the Columbus and Indianapolis shows with many of those receiving awards for their hard modeling efforts. The list of members that won awards at Columbus was:

Skippy King	- 1st	PBY Catalina
	- 2nd	Italian Tank
Rich Guetig	- 1st	German Grille Diorama
John Dietrich	- 2nd	150 Armstrong Civil War Gun
Stu Cox	- 2nd	German Pak 40
Andy Cox	- 2nd	Sdfz 223 German Recon/Armored Car
Art Summers	- 2nd	US30 cal MG Team
Tom Romanowski	- 3rd	Russian BA 20 armored car (with lights)
	- 3rd	200mm bust
	- 3rd	Knight Figure

The following list of members won awards at Indy:

Stu Cox	- 2nd for Pak 40
	- 3rd for Panzer II
Dave Mosher	- 1st for WWI German figure
Richard Guetig	- 1st for Grille diorama
Tom Romanowski	- 2nd for BA-20 with lights
	- 2nd for XIII century Knight figure
Dennis Sparks	- 3rd for Newport 28
Asif Qureshi	- 3rd for A330 Air Lingus
Corky Mohedano	- 1st for PFALZ D3 (I hope I got that right)
Tim Pivonka	- 2nd for Albatros D3



The club welcomes a new member: Chuck Hutchins pictured at left. Chuck hails from Danville Kentucky and builds a variety of modeling subjects.

Also, new recruits to our club are Art Summit, pictured second and Rob Gronovious, pictured third.

We have many members that are long-distance members and we appreciate their commitment to our club and along with that theme, hats off to our Lexington members. dubbed the “Eastern Bloc”, that travels to our meetings each month.

While in recognizing folks, I want to thank Mike Baskette for his contributions to the club. Mike has delivered a top-notch newsletter each month for a number of years. This is one job that many don’t want because of the workload involved. Although the responsibility of the newsletter falls under the club secretary, it is a job that can be undertaken by any club member willing to commit the time and energy into producing it and Mike is doing a superb job!

Mike appeals to members that are writing articles. He asks that articles submitted be in plain text format or even just e-mail form and attach any pictures. He’ll do the rest, so please, let’s make the newsletter editor’s job a little easier.

March also brings the end of the renewal period, so if you have not renewed, this is the last newsletter you’ll receive. Please send in your re-up dues to Mike “Danger” Nofsinger and please include the re-up form with your dues payment. To assist in your re-up, we have attached a MMCL renewal membership form.

For the record, here's a snapshot of the club membership to date:



	2005	2004	
	Paid	Unpaid	Total
Adults	45	15	60
Juniors	10	1	11
Total	55	6	71

The March meeting will host the 1st Quarter in-house contest with the theme of Tank Destroyers. After this contest, the remaining in-house contest will be open to all categories. Below are the dates for the remaining in-house contests.

- 1st Quarter 2005 - Mar 17th - Tank Destroyers
- 2nd Quarter 2005 - Jun 17th - Open Category
- 3rd Quarter 2005 - Sep 17th - Open Category
- 4th Quarter 2005 - Dec 22nd - Open Category

The Great Lakes Regional we are hosting is about two months away and things are beginning to kick into high gear. There are plenty of sponsorships of the award packages still available. Sponsorships are \$25.00 for a regular category package or \$40.00 for a grand trophy package – so step up and sponsor a category. ZFor more details about sponsoring a category, contact Terry Hill.

The February 18th general membership meeting went over well along with the “Winter Swap ‘n Bull.” There was some great deals on the tables and many a member went away happy, happy, happy. This event is proving to be popular and a good way to get rid of some unwanted models and accessories.

Gear up for two events on the MMCL horizon. They are the Memorial Day re-enactment scheduled on Saturday, May 28th and the October 1st Dayton AF Museum club outing. We are approved for a display setup at the Fort Knox annual re-enactment, so let’s begin to think of ways to showcase our club while enjoying the mock battle. D.J. briefed on the AF Museum club outing at the February meeting. This should prove to be a very interesting and a memorable event. It combines touring the Air Force Museum and the fly-in of some WWI replicas, so please mark this on your calendar. More details on both events are forthcoming. Thanks to the club members that are donating raffles items and contributing to the monthly newsletter by submitting articles. A reminder, each member that contributes either gets a free raffle ticket.



IPMS/USA asks member to PRE-REGISTER! They suggest pre-registering both yourself and your models for the convention. This will eliminate large registration lines and those that pre-register and are fully pre-paid and pre-registered will only have to pick up a registration package at the show site - those that don't will have to wait in line!

Remember you can log back into the IPMS/USA website and update your registration right up to the convention, including additional model entries (which are FREE)

IPMS/USA reports that the hotels are getting critically full. Info on the convention hotels are:

Renaissance Waverly Hotel: group code ipmipma
2450 Galleria Parkway
Atlanta, Georgia 30339 USA
Phone: 1-770-953-4500
Toll-Free: 1-888-391-8724

Sheraton Suites Galleria-Atlanta
2844 Cobb Parkway S.E.
Atlanta Georgia 30339 United States
Phone (770) 955-3900

For more information on the IPMS/USA Nationals visit their website at: <http://www.ipmsusa2005.org/>

For more information on the Dragon Expo visit their website at:
<http://www.dxpo.com/dx/05/introduction.asp>

IPMS/USA is selling pins for \$2.50. IPMS/USA also sells shirts, hats and decals. More information on the purchase of IPMS/USA items is available at the IPMS/USA website, www.ipmsusa.org



IPMS/USA has one constitutional amendment under consideration and a ballot will appear later this year to be voted on during the summer. The amendment deals with the chapter re-charter fee that has been at \$10 for about the last 20 years.

Also, it's IPMS/USA election time. If you are interested in running for an E-board office (President, 1st VP, 2nd VP, Secretary, Director of Local Chapters and Historian/Publications Director), e-mail the IPMS/USA office for the form.

There is a change to the Cincinnati show dates; that show is now, Saturday, October 29th. The remaining show schedule through fall is:

- IPMS/Eddie Rickenbacker Chapter (Columbus Ohio) Saturday, February 19th.
- Roscoe Turner Chapter (Indianapolis), Model Contest & Swap Meet, March 5th.
- IPMS/Three Rivers (Pittsburg), Three Rivers UNCON, March 19th
- IPMS/Liviona, SEMMEX 4, April 16th
- Great Lakes Regional Convention, Louisville, May 20th & 21st
- IPMS/Cincinnati, October 29th

Don't forget to support your local hobby shop, Scale Reproductions! President of SRI, Brian Bunger, supports our club with monthly kit raffle donations.

Well, it's time to get back on my latest modeling subject, so until next month, have fun building.



MODELING THE *U.S.S. BIRMINGHAM* (CL 62): By Cliff Burnstein

I recently completed a model for my good friend, Elmer, who served aboard the *U.S.S. Birmingham* (CL-62) during WWII. An early *Cleveland* class light cruiser, *Birmingham* had a fantastic war record and he had an adventurous two years aboard. All *Cleveland* class ships had twelve 6"/47 guns in four turrets, twelve 5"/38's in six mounts. *Birmingham* was commissioned 29 January 1943, the sixth of 27 *Cleveland* class light cruisers. This was WWII's largest class of cruisers in the world. Nine more completed as light aircraft carriers. Assigned to the Atlantic Fleet, she served briefly in the Med, including the invasion of Sicily. She then transferred to the Pacific Fleet where Elmer joined the crew at Pearl Harbor in September 1943. *Birmingham* served in the Solomons campaign, the Marianas, the Battle for Leyte Gulf, Iwo Jima, and Okinawa. She suffered severe battle damage in the Solomons, November 1943 (two bomb hits and a torpedo). At Leyte Gulf, October 1944, the light carrier *Princeton* exploded as *Birmingham* came alongside, killing over 300 of *Birmingham's* crew. At Okinawa, May 1945, she was hit hard by a kamikaze, but returned to the Pacific Fleet as the war ended in August. Awarded nine Battle Stars, she was then mothballed until scrapped in 1959.



Since Elmer was a signalman, I wanted to make sure that the bridge structure and the area around the signal deck and amidships was as accurate as possible. The centerfold drawing in Squadron's *Light Cruisers in Action* is not the *Birmingham*, but was still helpful as compared to photos. I chose to model the ship as she appeared in late 1943.



Choosing a model for the *Birmingham* was by default. The Lindberg 1/600 and the Skywave 1/700 were just too small for Elmer's eyes to enjoy. He didn't want to get into the expense of resin or a custom-built model in 1/192 or 1/350. Thank goodness, because the resin kit would have taken me a LONG time to do and I am not "comfortable" with a resin and photoetch anyway. Renwal and Revell had a kit in 1/500, but it was a later *Cleveland*, inaccurately depicting conversion to a missile cruiser. I accepted the challenge in December with his January birthday as the deadline, so time was a MAJOR factor. Then too, after each major damage, she was overhauled and repaired stateside and received

topside upgrades that altered her appearance each time, as well as a new camouflage schemes. As designed and built, the first *Cleveland*s had eight 40mm guns in four twin mounts and twenty 20mm AA guns, and a round front superstructure. The *Birmingham*, completed only six months after the *Cleveland*, had sixteen 40mm in two quad and four twin mounts. Upgrades come fast in wartime. By the end of the war, the standard was twenty-eight 40mm and up to forty 20mm, and a square-off superstructure with catwalks at each bridge level. The

Birmingham's armament fell short of the standard. The early *Clevelands* retained the rounded bridge structure to the end.

I used the Renwal missile cruiser kit as the basis for the *Birmingham*. Revell later obtained the Renwal mold and sold this model under the name *Springfield*. I had given one to my younger son to build about 15 years ago, so I had a completed sample to go by, which eased seeing what each completed component looked like, as compared to what I needed. I had also acquired a junker *Springfield* for parts several years ago, planning at that time to build a wartime *Cleveland*. The scale is 1/500, so I could use parts from a junker Revell heavy cruiser at 1/486, a fresh heavy cruiser kit, the *Helena*, and even a Hasagawa *Missouri kit* at 1/450. I wanted to be selective in using parts, because *Helena* will be completed as a postwar *Chicago*, and *Missouri* will furnish parts for *Pennsylvania* (1944 version) and *California* (1944). Someday. And, of course, I have fifty years worth of boxes with 'parts' and 'shapes.' The Renwal and Revell molds are an inaccurate representation of the six *Clevelands* converted to missile cruisers in the mid-50's. Renwal had originally intended the mold to be part of its 1/500 fleet as the *Manchester*, the 27th *Cleveland*, completed after the war. The model lacked any 20mm mounts, and had eight twin 3"/50 mounts, upgraded from quad 40mm, and relocated as compared to *Birmingham*. Even the wing 5"/38 mounts aft had been moved about 30' to the rear. Before kit production began, Renwal decided that a model with missiles would sell better than an all-gun cruiser. They simply removed the after 6" gun turrets and substituted two twin Terrier missile launchers on the deck. No missile radars, no lattice mast, just the misplaced launchers with missiles. An easy conversion for Renwal, but not for me.

I chose the early-war two-toned camouflage scheme: Model Master dark sea blue on the hull and horizontal surfaces, Tamiya light gray on vertical surfaces above the hull line. This made the detail of the model more visible than the later 'dazzle' pattern.

Let me say first that the model took over a month to build, with the Holidays as a major obstacle. But, again, his birthday was very important. There are some things that would not win contests. For example, I retained the molded-in railings only because I did not want to remove them and make realistic railings. The rigging is representational and far from complete. I built this model in a reasonable amount of time, as a reasonably accurate representation of HIS cruiser, for his bookcase, not to win contests. I was happy with the backdate aspect of the model, and how I did it. Most important, he was thrilled.

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

I first painted the 3 hull colors (dark sea blue, flat black for the “boot-topping” strip at the waterline, and Tamiya dull red below the waterline). I allowed each color to dry several days before masking for the next color, removing the tape immediately after each color. I also pre-painted most of the horizontal surfaces dark sea blue, and cleaned them up before gluing anything together. I completed each superstructure as a subassembly, and then cemented it to the main deck. The guns and rigging, the most delicate pieces, were applied last, after the deck was glued to the hull. As expected, backdating the forward superstructure was the longest and hardest task. For the rounded bridge structure, I found a rounded “shape” (from a tank model long past) that was exactly the correct width. It stood too high, but my Dremel cutting wheel did a good job cutting it down. The rest was minute pieces of plastic strip and cuts from the extra models applied under a magnifying glass. All portholes were done with a fine point Sharpie pen (several times). I would say that 80% of the gluing of the model was done with medium super glue and accelerator. The remainder was Tenax, PlasticWeld, thin super glue, and good old Testors tube cement. I used a lot of accelerator, even knocked over the bottle one time. How I did my early models with only tube cement and no Dremel tool is beyond me. I had a near-disaster, when I opened the new bottle of thin super glue. A light, and unintentional, squeeze shot a stream of super glue at the hull, but only hitting a ¼” area of the bow and only in the red part! The paint turned liquid and rolled off, but the area touched up nicely.



I used the catapults from the *Missouri*, but did not mount aircraft since the *Clevelands* normally carried their aircraft in the hangar until they were to be launched. The 20mm and 40mm guns came from *Missouri*, as did most of their gun tubs, and still have enough for future construction. Not the best castings, but better than the others. The Renwal 5”/38’s were used. Searchlights came from the *Missouri* and *Helena*, as did the radars. I even traded the fire control director radars of the *Springfield* and *Helena*. I did a fine job on the rigging, only to discover that I had accidentally used regular thread instead of my silk thread. I did it over, and even tried some stretchable thread, which I regret. The stretchable thread unravels easily and pulls too taut. But, the party was the next day!!

I used a model railroad decal sheet that had a small, all-white ‘62’ for the hull. It looked to be the right size going on. After applying a finish coat of dullcoat, the digits ‘grew’ and are slightly oversized. I should have used the dullcoat and then applied my faithful Woodland Scenics dry transfer digits. With the dullcoat, however, the model was finished for better or worse, my friend is thrilled, and I can get back to model railroading. But, maybe I ought to just make a start to the *Pennsylvania*. Or do the *Chicago*. Or...



RED THREADS . . . *Mike Baskette*

A Detailed Look at the Uniform Details of 1/35th Scale Soviet Figures



After a month off, I'm back with another installment of "Red Threads". This month we will be looking at another offering from MiG Productions, titled "Soviet Soldier, Barbarossa". This single standing figure proves to be quite a well done offering from MiG. While the box states "Russia 1940-41", the figure is useful to represent a typical Soviet "frontovik" from 1939- early 1943. This period covers the Winter War with Finland and as the title suggests, Barbarossa.

The subject is clad in clothing suitable for the Russian spring and fall, or milder winter condition, and uniform details are almost flawless in their execution. The greatcoat worn by the figure is well sculpted and has details appropriate for the rank of the soldier, which has been rendered as the Soviet rank that is loosely equivalent a combined private first class/corporal rank. This rank denoted by the horizontal strip across the middle of each of the coat's collar tabs, and the fact that the coat has no visible buttons denotes his enlisted status as well.

In terms of equipment, the subject would represent a rather well equipped soldier for the time period. He is outfitted with a steel helmet, gasmask, leather belt, ammo pouches, E-tool, and a simple drawstring backpack. Similarly, he is armed with Tokarev SVT40 semi-automatic rifle and the matching bayonet. The leather belt worn by the soldier is appropriate for the time period represented. Leather belts gave way to more economical web belts beginning in 1941-42, but were standard issue prior.

The ammo pouches worn by this soldier are actually for the Moisin-Nagant rifle and not the SVT40. However, this mismatch in equipment was not uncommon and is not incorrect. The detachable magazine for the SVT40 could be hand loaded with two five round stripper blocks normally used for the M/N rifle. It was quite common for and SVT gunner to simply have extra ammo on stripper clips and not extra, preloaded magazines.



The balance of the equipment is all typical Soviet fare, and is all well rendered with appropriate detail. The E-tool cover and gasmask bag are both properly detailed and represent typical wartime variation of such equipment. All in all, MiG Productions get high marks for this offering, and it is much better than the winter tank crew offered by the same maker. In terms of accuracy in uniform and kit detail (again I remind you that this is my primary focus), this figure earns a well deserved 4.5 stars out of 5.

You may ask "If this figure is so great, then why not five out of five stars?). To that, I say it is the helmet where perfection falters...maybe. The figure's helmet is a 6-rivet



Ssh40 (M40) helmet. While the serial production of this helmet did start at some factories in 1940, the vast majority of helmets issued at this point in the war were still the identically shaped, Ssh39 (M39) which only had three rivets. While they did exist, as a collector I can tell you that an Ssh40 helmet dated any earlier than 1942 is nearly unheard of. I will also say that this figure seems heavily influenced by a color plate in the Andrew Mollo classic "The Armed Forces of World War II", and in that plate it looks like the artist rendered the helmet as an Ssh40. The color plates in this book are basically artist colorized figures extracted from period photographs. If someone can show me the actual photograph from which the figure was extracted and it does prove to show an Ssh40 helmet, I will gladly award this figure 5 stars!

Recycle Update:

It has been a couple of months since I submitted a written Recycle Report to the club so here goes.

From 12-9-04 to 1-8-05 we collected 56 lbs, sold for \$0.42/lb, MMCL got \$23.52.(Jan)

From 1-9-05 to 2-14-05 we collected 75 lbs, sold for \$0.46/lb, MMCL got \$34.50 (Feb)

From 2-15-05 to 3-12-05 we collected 41 lbs, sold for \$0.45/lb, MMCL got \$18.45 (Mar)

The 75 lbs for January was a new record by the way, so great going everyone! And don't forget to bring your empty printer cartridges to Tom Romanowski so he can continue to recycle them too.

So far:

2003 \$83.00

2004 \$190.30

2005 \$76.47 YTD

Skip "the Tin Man"

TACTILESS NOTES

The Official Newsletter of the Military Modelers Club of Louisville

April 2005

Inside this issue:

- **The President's Page (Only 150 Words)**
- **Modeling The B.S.S. Turdherder**
- **Red Threads #5, Stalin's Secret Lingerie Collection**
- **Recycling Update... Tin Man: "Piss off, I'm keeping the money"**
- **Scale Reproductions 90% off Coupon**
- **And Many More Totally Whack Features!**

Vital Club Intel.

Next Meeting: Thursday, April 21st @ The Church of Exalted Plastic, 7:00 pm

Theme and Activities: 57 minute Business Meeting Followed by Show and Tell If There Is Time

Official Club Web Site: www.mmcl.org

Club Motto: April Fools you Dope!

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

Hello Fellow Modelers,

April brings warmer weather and time to gear up for the spring modeling events. Of course the IPMS/USA Great Lakes Convention we are hosting is right on the horizon. May 20th and 21st are the dates and all is looking good for this regional. Vendors are lined up, static 1:1 vehicles are ready, trophies are in-house and all we have to do is await M-Day (Model Day). Terry has done a great job in orchestrating this event and our hats off to him and his crew that worked so hard in putting this affair together.

There are a few sponsorships of award packages still available. Sponsorships are \$20.00 for a regular category package or \$40.00 for a grand trophy package – so step up and sponsor a category! For more details about sponsoring a category, contact Terry Hill.

We will need some muscle power the morning of the 20th (Friday) to setup the site so if you can spare a few hours, please make yourself available. Also, please donate items to the raffle. Our show raffles historically have done well and the reason they've been so successful is because of the generosity of the club members that donate items.

A huge thank you is in order to Skippy “The Tin Man” and Tom “Balki” Romanowski for their efforts in the recycle program. Together they netted \$38.95 for the club. Great job guys!

To catch up with the show circuit, some members attended the Cookeville TN show on Saturday, March 12th. This is just another example of MMCL showing supporting for clubs hosting shows within the surrounding area. Below is a list of club members that entered and earned awards at the Cookeville TN show.

Rich Guetig-2nd Place	-Ford TFC Armored Car-
Rich Guetig-2nd Place	-M8 Howitzer Motor Carriage-
Rich Guetig-2nd Place	-German Brumbar-
Rich Guetig-2nd Place	-German Panther G (1/72)-
Rich Guetig-4th Place	-Russian Ben Carrier-
Rich Guetig-4th Place	-German Grille Diorama-
Terry Hill-1st Place	-Diorama - Pak 43 Church Scene-
Terry Hill-Best WWII Armor	-Diorama - Relief of Bastogne-
Skippy King-4th Place	-PBY Catalina-
Skippy King-4th Place	-PBY Catalina-
Dave Knights-2nd Place	-BF109E-
Dan Winfield-4th Place	-Mark IV WWI Tank-
Dan Winfield	-Best D-Day Aircraft-Beaufighter-

Our membership has topped with 59 members. For the record, here's a snapshot of the club membership to date:

	2005	2004	
	<u>Paid</u>	<u>Unpaid</u>	<u>Total</u>
Adults	49	11	60
<u>Juniors</u>	<u>10</u>	<u>1</u>	<u>11</u>
Total	59	12	71

The March meeting saw the 1st Quarter in-house contest with the theme of Tank Destroyers. It was a good contest with some very interesting entries.

1 st Place	Tom Romanowski	Jerry Can with potato masher
2 nd Place	Terry Hill	Marder
3 rd Place (tie)	Asif Qureshi	A-10 Warthog
3 rd Place (tie)	Pete Gay	M4

All winners were presented gift certificates to Scale Reproductions. The remaining in-house contest will be open to all categories. Below are the dates for the remaining in-house contests.

2nd Quarter 2005	- Jun 17th	- Open Category
3rd Quarter 2005	- Sep 17th	- Open Category
4th Quarter 2005	- Dec 22nd	- Open Category

The Fort Knox Memorial Day re-enactment scheduled for Saturday, May 28th is firming up and we are cleared to have a club setup. This is a “first” for our club, so if you can spare the time, plan to attend and watch a great re-enactment while we showcase our club.



The “Dawn Patrol” is scheduled for Saturday, October 1st at the Dayton AF Museum. This is one of our planned club outings for the year. The Dawn Patrol is the nation's premier historical aviation events that brings the excitement and adrenaline of World War I air power to the National Museum of the United States Air Force. The Dawn Patrol features vintage original and reproduction World War I aircraft flying over the museum, with aircraft launching from and landing on the museum's rear field.

The event features full scale and 7/8-scale war birds such as the Nieuport, Fokker DR-1 triplane, SE.5 and Curtiss JN4D Jenny. Pilots will perform precision flying in the skies above the museum and will compete in flour-bombing and balloon-busting competitions. Additional activities will include flying exhibitions by WWI radio-

controlled aircraft, era automobiles on display and participating in a parade, period re-enactors in a war encampment setting and a "swap and shop" for WWI items.

The 2003 Dawn Patrol drew approximately 50,000 visitors for the three-day weekend event. There will be a nominal charge for the trip which includes round trip coach bus fare.

Thanks to the club members that are donating raffle items and contributing to the monthly newsletter by submitting articles. A reminder, each member that contributes either gets a free raffle ticket.

On the IPMS news front, the IPMS/USA Nationals in Atlanta is quickly approaching. This mega event is scheduled for Wednesday, July 20th through Saturday, July 23rd.

There are multiple themes associated with the Atlanta Nationals.

They are: **Modeling the Movies** - Award for the best subject depicting a person, object or scene from the Silver Screen.

Checkpoint Charlie - Award for the best Cold War (1948-1989) related subjects from the Berlin Airlift to the fall of the Wall.

Georgia on my Mind - Award for the best subject related to the state of Georgia in terms of origin or relationship.

The Corporate Machine - Award for the best subject displaying a corporate logo...

The Best "Sherman" in Atlanta - Award for the best subject relating to the name Sherman in any regard...

IPMS/USA reports that the hotels are getting critically full. Info on the convention hotels are:

Renaissance Waverly Hotel: group code ipmipma
2450 Galleria Parkway
Atlanta, Georgia 30339 USA
Phone: 1-770-953-4500
Toll-Free: 1-888-391-8724
Sheraton Suites Galleria-Atlanta
2844 Cobb Parkway S.E.
Atlanta Georgia 30339 United States
Phone (770) 955-3900

For more information on the IPMS/USA Nationals visit their website at:
<http://www.ipmsusa2005.org/>.

For more information on the Dragon Expo visit their website at:
<http://www.dxp.com/dx/05/introduction.asp>

IPMS/USA has the sanctioned pins in stock. They sell for \$2.50. I purchased a dozen if anyone is interested in buying them and will have them available at the club meeting.



The remaining show schedule through fall is:

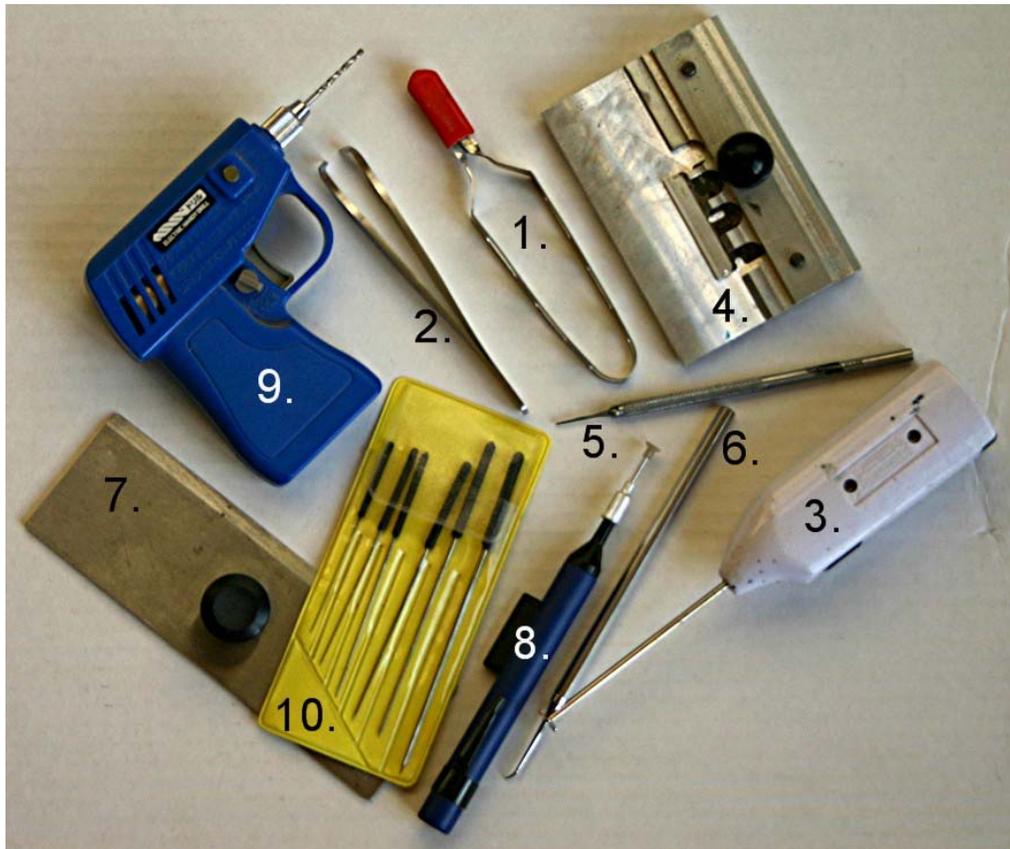
- IPMS/Liviona, SEMMEX 4, April 16th
- Great Lakes Regional Convention, Louisville, May 20th & 21st
- IPMS/Cincinnati, October 29th

Don't forget to support your local hobby shop, **Scale Reproductions!** President of SRI, Brian Bunger, supports our club with monthly kit raffle donations and contributes to our quarterly contests with the first place gift certificate.

Well, it's time to get back on my latest modeling subject, so until next month, have fun building.

10 Modeling Tools I Didn't Know I Needed...By Randy Fuller (MMCL/Eastern Block).

Sure, I have got just about every tool out there, a few Dremels, dozens of X-actos, tweezers, pliers, clamps and my trusty Opti-Visor. By the way, I've figured out the formula to determine the proper magnification based upon your age, but it only works when you're over 40. If I think it will make me a better modeler, I'll try it. Some things are dogs, but every now and then there's a real gem.



I digress, so here's my 10:

1. Squizzers. By far the best cutting tool I've found. More precise than scissors for cutting decals out, and very handy for nipping the rigging lines on ships and biplanes. Get a set.
2. Forcep Nippers. Look like tweezers, cur like Xuron nippers, but with a little more control. Perfect for getting into the tight areas and great on delicate pieces.
3. Cordless Paint Mixer. A couple of AA's stick it in the jar and

in seconds the paint is mixed completely. Dip in thinner to clean and wipe dry, and you're ready to go again. Beats getting carpal tunnel from all that shaking.

4. Etch-Mate. We all do photoetch. We all complain about the bending. Honestly, this is the only gizmo that actually makes photoetch kind of fun again. Pricy, but definitely eliminates headaches.
5. Micro Scalpel. Really tiny, thin blades. Great for sculpting and fine trimming. Easier than a larger X-acto blade in tight places.
6. Panel Scribe. Okay, this one's been around a while. But if you're still using a pin or a blade to cut panel lines, you're missing out on a pretty good tool.
7. Straightedge with Handle. Stop cutting your fingers when trimming decals, or cutting patterns. Get this and stop worrying.

8. Mini Suction Holder. There are few types of these on the market. Some are push-button operated, others you just squeeze. Tried them both, like them both. Best way to position flat clear panels and other flat pieces that you can't get a hold of with tweezers.
9. Tamiya Mini Drill. Cordless, low RPMs, and it comes in a kit! A tool you have to build from a kit – what's better than that? It can drill small holes fast without melting the plastic, reason enough.
10. Micro Reamers. Yeah, this is a bit extravagant and expensive, but if you're still cleaning out and deburring holes with your No. 11 blade, you might as well be doing brain surgery with a chainsaw. Much more precise. Can't say I use it on every model, but when I need them, they can't be beat.
11. So that's my list. I don't use everyone of these on every kit, but I find them indispensable when an application comes along that I need some help. I think if you start using them, you'll find a permanent place on your workbench for them. Micro-Mark carries many of these if you can't find it at your hobby store. FSM also has sources for these tools

Let's Talk Modeling... *plagiarized by Mike Baskette*

The following blurb is from Corky, and describes his "Salt Technique" for simulating chipped paint.

Thanks. The article is in Fine Scale but is hard to find. July 2003 Volume 21 number 6. "How to simulate chipped paint"

"I used Tamiya spray TS-17 gloss aluminum as the base coat. I think that is a lacquer? You wet the surface with water and then stick the salt on however you want it. On the bottom I used a coarse crystal salt and a Tamiya spray can again. Didn't work very well. I suspect two problems -- using too much water melted the salt somewhat taking away its angular/crystal outline and I didn't let it dry completely before spraying. The result was more blob like than chipped. On the top I used fine salt and sprayed Tamiya acrylic. Don't remember if I thinned it with alcohol or Tamiya thinner. The salt being slightly wet is no problem for the water based paint. Once dry, I brushed it off with my finger. I used a 600 grit sanding cloth on a few spots to smooth things out. Overall, I feel I over did the effect, but there were a few places way over the top. I masked off the areas I wanted to redo along panel lines, reapplied salt more sparingly over the silver areas, and re-sprayed. This may be the one example where over doing it is easier to correct than under doing it. It occurred to me that a severely chipped paint job with perfect decals might look odd. After applying the decals normally, I sanded them with a 600 grit sanding cloth to bring out the raised panel lines underneath. (the Tamiya Jack has a combination of raised and recessed lines) I used a scribing tool in many of the recessed lines to expose the silver paint there too. I lightly sanded the whole model to bring out other raised lines and even everything out. I used Model Master Acryl flat as the final coat.

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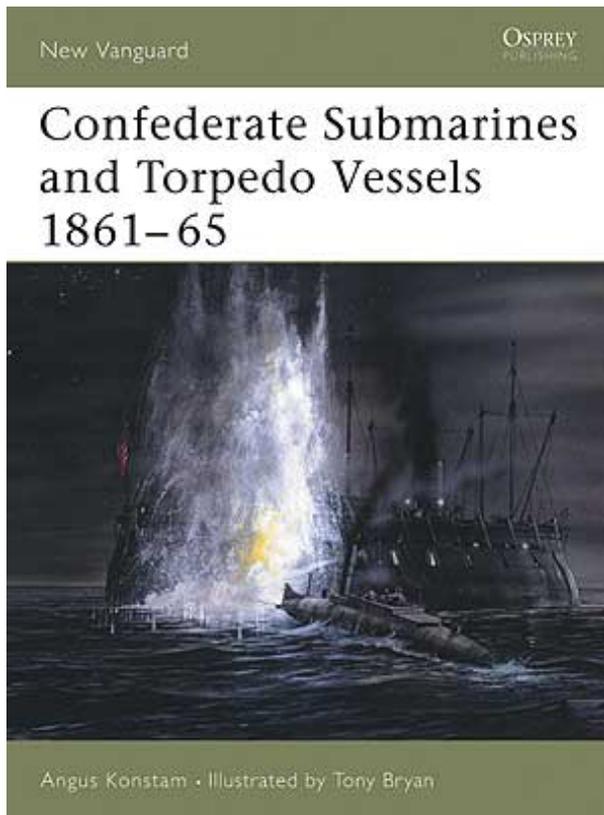
I still think I over did the effect on this particular subject; however this was an intentional learning experience and experiment. In the end it turned out better than I expected. I wish I had put more time and detail into the cockpit.”

Ya Might Be A Redneck X Marine Pilot If...*Joe Turpen*

1. Your stall warning plays DIXIE.
2. Your cross-country flight plan uses flea markets as checkpoints.
3. You think sectionals should show trailer parks.
4. You've ever used moonshine as AV-Gas.
5. Your 172's wheel pants have mud flaps with a chrome silhouette of a reclining nude.
6. Your toothpick keeps poking your mike.
7. You've ever taxied around the airport just drinking beer.
8. You wouldn't be caught dead in a Grumman Yankee.
9. You use an old sweet mix sack as a windsock.
10. You constantly confuse "Beechcraft" with "Beechnut."
11. You've never flown a nose-wheel airplane.
12. You refer to formation flying as "We got us a convoy."
13. Your matched set of lightweight flying luggage is 3 grocery bags from Piggly Wiggly.
14. You have a gun rack in the rear window.
15. You have more than one roll of duct tape holding your cowling on.
16. You figure mud and manure in your weight and balance calculations.
17. You siphon gas from your tractor to go flying.
18. You've never landed at an actual airport even though you've been flying for over years.
19. You've ever ground looped to avoid hitting a cow.
20. You consider anything over 500-ft AGL as High Altitude Flying.
21. There are parts on your aircraft labeled "John Deere."
22. You don't own a current sectional, but have all the Texaco road maps for your area and too lazy to go to flt ops to get new ones.
23. There's a brown streak down each side of your ow airplane; exhaust on the right side and tobacco on the left.
24. You have to buzz the strip to chase off the livestock before landing.
25. You use an old parachute for a portable hanger on dates.
26. You've ever landed on a carrier for a cup of coffee but love doing FCLP's.
27. The tread pattern, if any, on all three of your tires is different.
28. You have a pair of fuzzy dice and some small copper shoes hanging from the Magnetic Compass.
29. You put straw in the baggage compartment so your dogs don't get cold.
30. You've got matching bumper stickers on each side of the vertical stabilizer.
31. There are grass stains on the tips of your propeller, or a deer in your jet eng.
32. Somewhere on your plane, there's a bumper sticker that reads "I'd rather be fishing or on the rifle range"
33. You navigate with your ADF tuned to only AM country stations.
34. You think an ultra light is a new sissy beer from Budweiser.
35. Just before the crash, everybody on the NKT tower heard you say, "Hey Y'all-Watch This!"

Book Review: “Confederate Submarine and Torpedo Vessels 1861-65”...

by Dennis Sparks



This is the seventh title by author Angus Konstam and illustrator Tony Bryan on various aspects of naval warfare during the American Civil War. It was published in 2004 as a part of Osprey Publishing’s New Vanguard series.

During the American Civil War, the Confederate states were faced with a relative lack of industrial capacity compared to the Union and so were compelled to rely upon international trade to support their war effort. However, almost all of the American Navy had remained loyal to the Union, which enabled the North to enforce an effective naval blockade of the entire Southern coastline.

In an attempt to counter the Union’s naval superiority, the Confederates attempted the further development and use of some of the then-emerging technologies that were destined to end the era of the wooden warship. Among these were the ironclad, the torpedo boat and the submarine, and it is these latter two that are the focus of this book. Instead of cannon, both were armed with only a spar torpedo, an explosive device that was attached to the end of a long lance affixed to

the front of the vessel.

The intent was to ram the target ship, relying on a percussion cap in the torpedo to cause it to explode, a scheme that could be as lethal to the attacker as to the target. Alternatively, the attacking vessel could dislodge the torpedo from the spar and attempt to leave it floating underneath the intended victim. After backing off to a safe distance the torpedo could then be detonated by means of a rope lanyard.

On the night of 17 February 1864, the CSS H.L. Hunley successfully exploded its torpedo under the stern of the USS *Houstatonic*, becoming the first submarine to sink an enemy vessel. This success was not repeated until the First World War fifty years later. However, the Hunley did not return from this mission, and remained lost for over 130 years.

There’s been an increased awareness and interest in Civil War submarine efforts following the recovery of the wreck of the Hunley in August 2000, and this book is claimed to be one of the first to combine contemporary accounts of the Hunley in combat with details of its recovery and the ongoing investigation and preservation efforts. I was surprised to learn that the final commander of the Hunley was from Kentucky, and was fascinated to read the account of the \$20 gold coin that his fiancé had given him as a good luck charm. The coin had saved his life at Shiloh in 1862, and was recovered in May 2001 during the excavation of the Hunley’s interior.

Konstam also gives accounts of the several attacks against Union warships carried out by the semi-submersible steam powered torpedo boat CSS *David*. And there are brief descriptions of some of the other twenty or so less well known (and sometimes oddly named!) submarines and torpedo boats that were produced by both sides

during the conflict, including the Union's USS Alligator, USS Stromboli and USS Intelligent Whale and the Confederacy's CSS Pioneer, CSS Midge, and CSS Squib.

While approximate dimensional data is given for some of the various vessels, along with a very few period photos, most of the illustrations are reproductions of 1860s-vintage artwork, and as such are not terribly useful for anyone attempting to model these subjects. However, there is a small modern cutaway illustration of David and a larger two-page cutaway illustration of Hunley that was made using information gleaned from the ongoing preservation work. These two illustrations may be of some use in detailing the several resin models of these two ships that are currently available. Somewhat surprisingly, there are neither photos nor accounts of the recovery of the Hunley

Show Review: Huntsville...*By D.M. Knights (One from the lost and found file...sorry ,Editor)*

On October 2nd, 2004, MMCL members Scott "Skippy" King, Terry Hill and I attended the 28th annual model contest in Huntsville Alabama. This is a contest at the limit of a one-day drive from Louisville, but I enjoy attending it because it usually has very good vendors and it is the closest show that is in IPMS Region 3 and gives an opportunity to see models from modelers in the south.

The trip started at 5:00 a.m. Terry time in Brian's parking lot. Terry Hill was the ironman of the trip driving the entire trip. With one brief stop for gas, we arrived in Huntsville in a little over 4 hours. Since we had gained an hour going down, due to Huntsville being on central time, we arrived while the vendors were still setting up. This allowed the three of us to snag some of the early deals from the vendors. Unfortunately, the vendor attendance was not as good as in past years. I am not sure why that is. CRM, Victory Models and Tiger Models were all in attendance.

After some shopping, the three MMCLers decided to flee to the nearest Hooters restaurant for some chicken wings and beer. After refreshing ourselves it was back to the show for more shopping and a final look at the models that had been entered.

The show itself was very well attended. I did not get an exact model count, but I would guess that there were around 300 models entered. I was particularly impressed by the number of juniors entering the contest. Huntsville has done something right to have gotten all of these juniors into modeling. Some of the junior entries were very nice. Huntsville does not close the model area during judging. This makes it tough on the judges, but it is nice for the attendees in that you don't have to worry about getting back to the show at a certain time to see all the models entered before the area is closed for judging.

There were quite a few very nice models entered. Dr. Hill took four of his dioramas to enter and ended up with two awards, a first and a third. If you get a chance, I recommend that you try to get to this show next year. It is worth the trip.

TACTICAL NOTES

The Official Newsletter of the Military Modelers Club of Louisville

May 2005

Inside this issue:

- **The President's Page**
- **Aviation Museum of Kentucky's F-4J/S Phantom II**
- **"Let it Snow" (Using Woodland Scenics Snow Material)**

Next Month: Hopefully things will be back on schedule for the June Tactical Notes. The editorial staff (me) apologizes for the schedule hick-up and for the resulting abbreviated issue of Tactical Notes.

Vital Club Intel.

Next Meeting: FRIDAY, June 17th @ The Church of Exalted Plastic, 7:00 pm

Theme and Activities: To Be Posted in the forthcoming June Issue of Tactical Notes

Official Club Web Site: www.mmcl.org

Club Motto: Better Late than Never!

This informational feature brought to you by
RADIO FREE PEWEE VALLEY

The President's Page... *Jerry Davis*

Greetings fellow modelers...

We have launched our Metro Library Campaign where we will have display setups throughout the year. Currently, we are booked to have a club displaying the following libraries. Jeffersontown Oct-Nov 2005
Southwest February 2006

The "Dawn Patrol" is scheduled for Saturday, October 1st at the Dayton AF Museum. This is one of our planned club outings for the year. The Dawn Patrol is the nation's premier historical aviation events that brings the excitement and adrenaline of World War I air power to the National Museum of the United States Air Force. The Dawn Patrol features vintage original and reproduction World War I aircraft flying over the museum, with aircraft launching from and landing on the museum's rear field.

The event features full scale and 7/8-scale war birds such as the Nieuport, Fokker DR-1 triplane, SE.5 and Curtiss JN4D Jenny. Pilots will perform precision flying in the skies above the museum and will compete in flour-bombing and balloon-busting competitions. Additional activities will include flying exhibitions by WWI radio-controlled aircraft, era automobiles on display and participating in a parade, period re-enactors in a war encampment setting and a "swap and shop" for WWI items. The 2003 Dawn Patrol drew approximately 50,000 visitors for the three-day weekend event. There will be a nominal charge for the trip which includes round trip coach bus fare.

I hate to announce that long-time member Tim Pivonka is departing for Kansas. Tim has been a very active member and has accelerated his retirement from the U.S. Army to pursue a second "civilian" career in dentistry. Tim is an expert model builder with interests mostly in bi-planes. For any that have seen Tim's completed models will agree that his works have earned him the title of "Master" in this category. We wish Tim and his family all the best in his future endeavours.

Another departure on the horizon is that of Pete Gay. Pete is moving to Germany where his new job within the Department of Defense is taking him. Pete has been an integral member of MMCL for several years and is a past president. Pete's interest has been in armor where he has won many awards locally, regionally and on the national circuit. Pete's sharp wit has also been enlightening keeping the workshop attendees in stitches.

For both these members, we wish them good luck, happy modeling and remind them that the door to MMCL is always open.

Aviation Museum of Kentucky's F-4J/S Phantom II... *by Dennis Sparks*

The Aviation Museum of Kentucky's F-4J/S Phantom II was built as an F-4J and carried the manufacturer's construction #2590. Its first flight was on 24 November 1967 and it was accepted by Navy representatives at the factory on 26 December 1967. Assigned the Bureau of Aeronautics serial number (BuNo) 153904, it was flown from St. Louis on 04 January 1968.

Its first squadron assignment was in March 1968 with Marine Fighter Attack Squadron (VMFA) 333, nicknamed the Shamrocks, and stationed at Marine Corps Air Station (MCAS) Beaufort, South Carolina. Between March and December 1968, it was flown by Norman E. Thagard, who later became a NASA astronaut and who was the first American to board the Soviet Mir space station. In the spring of 1971, VMFA-333 carrier



BuNo 153904 doing carquals aboard USS America, spring 1971. Photo is from the book “Gray Ghosts”, by Peter Davies, and is credited to Major General Paul Fratarangelo

qualified (carqualed) aboard the USS America, CV-66. The squadron then embarked with America as part of Carrier Air Wing 8 (CVW-8) on its tour of duty in the Mediterranean Ocean that summer.

In June 1972, VMFA-333 once again embarked onboard America, this time to Yankee Station off the coast of Vietnam. It was during this tour that another aircraft in the squadron scored the only Marine air-to-air combat victory of the Vietnam War, when BuNo155526 shot down a MiG-21 on 11 September 1972. The squadron remained in combat until US combat operations ended on 28 January 1973. America returned to Norfolk, Virginia on 24 March and the squadron returned to Beaufort.

In June 1975, #3904 was transferred to another Beaufort-based Marine squadron, VMFA-251, nicknamed the Thunderbolts. During the next three years, the squadron not only made several short deployments to Rota, Spain and Roosevelt Roads, Puerto Rico, but also spent one year (1977) attached to Marine Air Group Fifteen (MAG-15), stationed at Iwakuni, Japan. While stationed in Japan, the Thunderbolts made several short deployments to the Philippines.



Uncredited photo of #3904 while with VF-202, courtesy of Bill Spidle, an F-4 Phantom afficienado

In July 1978, the Thunderbolts were relieved at Iwakuni by VMFA-122, another Beaufort-based Marine squadron. The two squadrons swapped aircraft, with the now former VMFA-251 aircraft remaining in Iwakuni and being re-assigned to the Crusaders. VMFA-122 returned to Beaufort with their aircraft in the summer of 1979.

The aircraft remained with the Crusaders until October 1979, when it was sent to the Naval Air Rework Facility (NARF) at North Island, San Diego, California, for conversion to an F-4S. The conversion included improvements to the electrical and hydraulic systems, newer J-79-GE-10B engines which reduced the Phantom's characteristic smoke trail, strengthening of the airframe and landing gear, new weapons control systems and radios, and the addition of leading edge slats to the wings.

After conversion, the aircraft was sent to VF-21 in June 1980, the only time in its service history that it was assigned to active duty Navy squadron. Nicknamed the Freelancers, VF-21 had previously converted to the F-4N, an upgraded version of the earlier F-4B. Shortly after receiving the F-4S, the Navy elected to use only the F-4N version onboard carriers, and VF-21 was soon re-equipped exclusively with that version.

In March 1981, the aircraft was sent to VF-301 (the Devil's Disciples), a Naval Reserve squadron stationed at Naval Air Station (NAS) Miramar, California. While there, it was one of sixteen USN F-4s to receive the interesting "Heater- Ferris" camouflage scheme. In July 1984, when VF-301 began converting to the F-14 Tomcat, #3904 was sent to another Naval Reserve squadron, VF-202 (the Superheats) at NAS Dallas, Texas.

With VF-202 also transitioning to the F-14, the aircraft was sent to its final squadron assignment in March 1987 with VMFA-321, nicknamed Hell's Angels. As part of Detachment A of Marine Air Group (MAG) 49, it was stationed at NAS Washington, at Andrews Air Force Base until the squadron began converting to the F/A-18 Hornet. For its retirement ceremony, the aircraft received a commemorative paint scheme that was based upon the squadron's 1976 Bicentennial scheme.



A photo of BuNo153904 after its retirement, sent by e-mail to the AMK by Michel Klaver of the Netherlands

When the aircraft was retired in 1991, it became the property of the National Museum of Naval Aviation at Pensacola, Florida, but remained in Washington D.C. Almost \$412,000 worth of re-useable or classified equipment was removed from the aircraft before it was put on display at Andrews.

The aircraft was later offered to the Aviation Museum of Kentucky, who took possession of it in late November 2000. Dismantled and shipped on two flat bed trailers, it was fully reassembled by the following April. In August 2004, the AMK volunteer crew repainted the entire aircraft, retaining its unique paint scheme.

Modeling BuNo. 153904

With over 5000 Phantoms built, one would think that the odds of a kit of #3904 being produced would be slight. But because of the two colorful paint schemes that it wore, kits depicting this particular Phantom have been released on several occasions. Italeri released their 1/72nd scale F-4S kit as #3904 while wearing the Heater-Ferris scheme, and Hasegawa produced limited runs of both their 1/72nd and their 1/48th scale F-4S kits with decals for its final scheme. CAM Decals also marketed a 1/48th scale decal sheet for the retirement scheme. To my knowledge, there are no other aftermarket decals that depict any of the other squadron's markings specifically for #3904. But a number of other F-4s serving in some of these squadrons have been marketed. So, armed with sheets of generic 45 and 60 degree block numbers, plus the odd bit of solid color decal sheet, one can model all of the schemes worn by #3904.

To date, photos of #3904 have surfaced in the markings of only four of the seven squadrons in which it served. But sufficient photographic evidence exists of other Phantoms that were in these remaining three squadrons at about the same time to allow reasonable assumptions to be drawn.

AMK volunteers and MMCL members Randy Fuller, Dennis Sparks and Joe Turpen combined their efforts to build six 1/48th scale models of the aircraft in the markings of all of its earlier squadron assignments, and these models are on display in the museum.

Let it Snow...Randy Fuller MMCL/Eastern Bloc

I had some of Woodland Scenics new groundcover, “Snow – Soft Flake”, which I’ve been waiting to try for a while. One of my first projects after I got moved in to the new place, and set up a temporary workshop, was an old VLS vignette entitled “Sniper’s Alley.” I wanted a winter diorama, so I thought this would be the chance to try the new snow material.



It is a typical WS ground foam material, a little grainy, but it definitely works for snow. First I tried spraying some Scenic Cement where I wanted the snow to lay, and dusted some on, let it dry and brushed away the excess. Looked like white grass. The directions say to apply multiple layers to build up a nice deep blanket or even make drifts. I didn’t want to wait that long, and I really wanted it only in certain areas.

Therefore, I went in another direction: I made slush; by mixing a cup of Scenic Cement and some Snow to make a paste. Then, with a small spatula, I applied liberal amounts in mounds and piles where I wanted it. I softened the surface with an old paintbrush, and evened out the edges. Then I just let it dry over night. With a stiff brush I removed any loose clumps. A final dusting with some chalk gave the

tones I wanted. You can paint it to simulate “colored” snow, but I used a fine tipped marker.

I can say that I’m pretty pleased with the outcome. I made small piles and drifts where I felt the snow would pile up from the wind and wound up after a little melting and traffic. I even “dry-brushed” some of the slush along the outside of the ruined building to give a little “frosty” look to the scene.

If you’ve used other Woodland Scenics groundcovers, it pretty much works the same, it’s just bright white. A little pastel chalk will give it a dirty look, if needed. I was pleased with the outcome, and will try using in another diorama. I’d like to try and make snowy field with tank tracks the next time. So if you are in need of a winter scene and want something other than baking soda, try this product



Tactical Notes

The Official Newsletter of the Military Modelers Club of Louisville

July 2005

Inside this issue:

- The President's Page
- Recycling Update from Skippy, the MMCL Tin Man
- "This Old House" ... a new series from Rich Guetig on improving diorama structures.

Vital Club Intel.

Next Meeting: THURSDAY, July 14th @ The Church of Exalted Plastic, 7:00 pm

Theme and Activities: General Meeting

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Club Motto: What night is the meeting on this month...and is the shop open Saturday?

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RADIO FREE PEWEE VALLEY

The President's Page... *Jerry Davis*

Greetings fellow modelers...

July is upon us with only a few days remaining until the IPMS/USA Nationals in Atlanta. Some of the members are heading southeast, so we should have a sizeable presence in "Hot-lanta!"

The dust is settled and the club did ok with the regional. Our net profit was in the black and most of all, it was fun - so thanks to all that sacrificed and helped out.

The general membership business meeting is scheduled for Thursday, July 14th. This meeting is moved up one week because of the nationals. We are going to discuss the upcoming Dawn Patrol club outing, so please attend.

Congratulations are in order for Dave "Twitchy" and Ruthie Knights on the new addition to their clan, Mia. In a few years, Mia will be added to the "junior" list of modelers. Also, hats off to Rich Guetig on his promotion to Assistant Vice-Principal at Atherton High; Rich was working on this for a long time. While we are in the praise mode, yours truly was selected as the University of Phoenix, Louisville Campus "Faculty of the Year for 2005."

We'll be adding some more libraries for our Metro Library Campaign. Currently, we are booked to have a club display in the following libraries.

Jeffersontown Oct-Nov 2005
Southwest February 2006

"THIS OLD HOUSE-PART I: MATERIALS"

...By Richard "Wolfgang" Guetig

After being out of modeling for 20 years, one of the most enjoyable aspects of returning to the hobby has been producing realistic ground work and building structures. When I first returned to building models, I was amazed and inundated with the number of dioramic materials offered by various manufacturers. I started buying the old Italeri building sections (house corner and church window), Custom Dioramic buildings and the fantastic resin bases of Verlinden. After reviewing several of the kits' contents, I realized that a lot of building accessories could be added to each and every one of them.

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I have always been around construction, especially residential homes. My father was a home builder until the late 1980's. Guess who had to dig ditches, pick up broken bricks, and clean all of his houses before the painters came in to do their work? ME! I also worked before and during college for my brother's construction company. I quickly learned to hate it! It did, however, help me earn money during college and my first few years as a high school teacher. I guess that I learned more about carpentry and construction than I want to admit. This article will focus on the materials and construction of Verlinden's "*Ruined Ardennes Farm (#0107)*" that I picked up at last year's swap meet. ***Remember, I am by no means an expert, just a kid-at-heart having fun with modeling.*** In the fall, this article will be followed up with "*This Old House-Part II: Painting and Ground Work.*" This building will be part of my diorama entitled "*On the Prowl,*" featuring a Jagdpanther in the Ardennes Forest.



There are several buildings and building accessories offered by such companies as Italeri, Custom Dioramics, Construction Battalion, Verlinden, Hansa Systems, and the newly formed Toro Models, and Monroe Perdu. ***Since I am still a novice when it comes to modeling companies and their offerings, I would appreciate any information on diorama accessories.*** Needless to say, resin kits such as some of Verlinden's latest offerings have just about everything "molded" into the base. However, I enjoy working with ceramic buildings offered by Custom Dioramics and in Verlinden's older kits. Several items can be added to these kits and they are open to a creative imagination. Verlinden and Construction Battalion are now offering "useful stuff" like doors, windows, shutters and rain drainage pipes. I have purchased building accessories like doors, windows, and shutters, but I enjoy building my own out of balsa wood.



For this project, I decided to build Verlinden's "*Ruined Ardennes Farm.*" It consists of two ceramic building sections (no interior detail), with the front entrance surrounded by a brick wall with columns. Ceramic is very easy to work with, especially when it comes to adding battle damage. Before I begin working on a building, I make sure that I have all of my references (notebook), tools, diorama accessories and building materials at my workbench.

REFERENCES:

To my knowledge, there are not many references for modeling buildings and houses. The best reference that I have found is Roy Porter's "*Model Buildings Masterclass*." This book gives a complete account of materials and methods for "buildings" and "houses." Shep Paine's "*How to Build Dioramas*" 2nd Edition has an excellent chapter on building diorama structures.



I have come across a few construction articles and pictures in various modeling magazines and on internet sites (i.e. WWII Modelmaker). These have provided excellent pictures and ideas for battle damaged buildings.



The best references for battle damaged buildings of World War II are actual photographs. I have compiled a notebook of World War II photographs showing city streets and buildings (intact and damaged). My notebook is a compilation of photocopies, magazine pictures, and internet printouts. I use my own reference books (i.e. Concord Publications) as well as books from my high school library. I also draw from my own experience and imagination.



TOOLS:

I use several tools during the construction phase.
Here is a list of tools that I use extensively:

- * Xacto knife
- * Superglue (Loctite-gel)
- * Hobby saw and miter box
- * Hobby pliers (smooth and serrated)
- * Carbide scribe
- * Squadron Putty
- * Small snippers (cut wire and metal)
- * Small and large clamps
- * Sand paper and sanding sticks



DIORAMA ACCESSORIES:

I try to keep an arsenal of diorama accessories at my disposal. There are several manufacturers that produce excellent accessories. I especially like the offerings from Verlinden, Custom Dioramics, and Construction Battalion. However, I usually end up making my own windows, doors, and shutters. Some of the kit doors and windows do not always fit the building. Below is a partial list of “useful stuff” that I keep on hand:

Verlinden

- Newspaper/Posters/Portraits (#0012)
- Banisters/Ornamentals (#0052)
- Lampposts and Lanterns (#0874)
- Office Furniture (#0883)
- Kitchen Furniture (#0888)

Custom Dioramics

- WWII German Propaganda Posters (CD5006)
- European Farm Equipment (CD6043)
- Tableware (CD6104)
- European Kitchen (CD6044)
- Dining Table (CD6095)

Custom Dioramics (cont.)

- Half Round Cabinets (CD6096)
- Cooking Utensils (CD 6103)

Construction Battalion

- Doors and Shutters Set #1 (CO 0024)
- Cedar Shake Roof Section (CO 0031)
- Doors, Shutters, & Windows Set #2 (CO 0087)
- Wallpaper (CO 0037)

Italeri

- Telephone Poles (It404)
- Field Tool Shop (It419)

Tamiya

- Road Sign Set (#35067)

Hudson and Allen

- Rubble (#9938)

Parts Box

- Old dilapidated built kits
- Leftover parts from various kits

BUILDING MATERIALS:

As most modelers, I often use whatever I can get my hands on. For example, sometimes I will use the needles from old dissecting probes to simulate bars on basement windows. I use a variety of materials for making the interior walls, roof trusses, electric lines, beams, drainage pipes, windows, doors, and floor sections of my buildings. These materials include:



- Wire (from old electronic kits) - Telephone lines and electric lines.
- Various sizes of balsa wood- Doors, beams, window panes, roof trusses, floor sections, etc.
- “Grooved” balsa wood sheets (St. Albert Scale Lumber) - Great for “paneling” on kitchen and bedroom walls.
- Extra (or old pieces) Photo-etch- Door and shutter hinges as well as house plates (numbers or names)

- Metal Tubing of various diameters- Drainage pipes and electric conduit.
- Plastic Styrene Strips- Base board and shoe stripping.
- Card Stock- Great for simulating drywall ceilings.
- Flat Coffee “Stirring” Sticks- Window and door trim.
- Clear plastic used for packaging (i.e. Super Hero Figures) or clear teaching transparency sheets- This material can be cut easily to make “broken glass.”
- Wooden Balls (Purchased at Michael’s) of various sizes- Used to represent the ornamental top portion of a brick or concrete column.
- Old Window Screens- Used for basement window screens.
- Brass Mesh (K & S Brass-etched Mesh)

Next Month Rich continues this great feature, detailing the construction techniques used in this project!

Recycling Update



**WHERE IS
YOUR HEART?**

Recycle Update:

From 6-12-05 to 7-9-05 we collected 38 lbs, sold for \$0.47/lb, MMCL got \$17.86

So far: \$153.19 YTD

Good going guys, looks like we should be able to pay at least one month’s rent for the year just by recycling aluminum. And don’t forget to bring your empty printer cartridges to Tom Romanowski so he can continue to recycle them too.

Skip

Tactical Notes

The Award Winning Newsletter of the Military Modelers Club of Louisville

August 2005

Inside this issue:

- The President's Page
- IPMS/USA National Convention Report
- Worse for Wear, a "Salty" Winter IL-2 Stormovik
- A Word From the Editor

Vital Club Intel.

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RADIO FREE PEWEE VALLEY
WJRD

The President's Page... *Jerry Davis*

Greetings fellow modelers...

What a fantastic month for our club!

Those that attended the IPMS/USA Nationals in "Hot-lanta" were pleased to find out that MMCL was recognized and presented with the 2005 Newsletter of the Year Award! This is some accomplishment for our club and a special thanks to Mike Baskette and Dave Knights for hitting the home run. You can read about their exploits in the nomination that was submitted back in January.

MMCL also placed in the top 13 for its web presence among the 179 clubs that have websites. This is the second year in a row that our club placed in a final category for this award.

A few of our esteemed members entered and placed at the National. They were:

Andy Cox: 1st Place SU 122

Noel Walker: 3rd Place Civil War Zouve

Terry Hill: 3rd Place PZ III Diorama

Besides all the recognition and awards, the MMCL crew that attended were welcomed to a first rate convention. The venue and hotel were top notch, the display models numbered over 4,200 and the vendors were out of the world. The adjoining Dragon Con was fantastic with too many things to look at and absorb. So mark your calendars for next August 2nd through 5th for the 2006 IPMS/USA National convention held in Kansas City.

Our club master figure builder and painter, Jim Patrick, attended the World Expo in Boston and pulled a 3rd place. Jim said the quality of figures was breathtaking and made him feel his works are at the amateur level. For anyone that has seen Jim's works, they are not amateur but of high quality.

We need to finalize the "Dawn Patrol" at the August meeting. There is a slight change to the mode of transportation and everything will be explained at the meeting. August 18th is the signup date, so if you are planning to attend, bring payment in the form of cash or check.

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The 2005 IPMS/USA National Convention and Contest...By D.M. Knights

As happens every year the IPMS/USA, the organization that our club is a part of, held its annual convention and contest. This year's event was held in Atlanta. Atlanta is no stranger having held at least four, and possibly six of these events in the past. I was at the last one in Atlanta in the early 1990s. There were a large number of MMCL members at that event.

The convention and contest this year was held on July 20th-23rd, 2005. The show was held in the convention center that was attached to the hotel where the last convention in Atlanta was held. I attended this year in the company of distinguished club members Dr. Terry Hill and Noel Walker.



In addition, they had the largest vendor room at any National, with 450 vendor tables. You had to see this to believe it. It was almost too much to take in. Needless to say, I left a fair amount of my hard earned dough there.

One of the things I enjoy at the Nats is seeing all the fine models. With as many models as were entered, there were more than the usual number of stunning models. I wish I had more time to spend just looking at all the fine entries. A scratchbuilt soviet space probe won best of show. There were so many nice models entered, I don't even remember seeing that one.

In addition to the many fine models and the huge vendor area, this convention put on a number of fine seminars. The head of the USS Arizona memorial for national park service gave the seminar on Pearl Harbor. The seminars are an often-overlooked part of the convention. That is a



The two clubs that were hosting this year's event were aiming to make it the largest IPMS/USA National ever. They succeeded. This year's event had over 1400 registrants and over 3200+ models entered, with another 700 on the "display only" tables. This broke all previous records by a fair amount. The growth in the "display only" was a big surprise and may be the next big thing for conventions in the future.



shame. I can say that this was the finest seminar I have ever seen at any convention.

The convention awards banquet had 620 attendees. This also set a new record. While the A/V presentation for the awards crashed and the hosts were forced to just announce the “best of” and specialty awards, frankly I was happy as given the number of models and categories, a reading of all the names of all the award winners would have stretched late into the night.

I was able to talk to one of the convention staff while waiting for the model room to reopen. He told me that in addition to the 12-15 department heads, there were over 100 volunteers involved in actually running the convention for the 4 days it went on. This large staff put on what will surely go down as one of the best Nationals ever.

The Salty “Storm”...By Randy Fuller, Eastern Bloc



I was asked a few months ago, by fellow “Eastern Bloc” club member Dennis Sparks, to think about building a model from the Finnish-Soviet war, or “Winter War,” for a museum display. This war was fought between the Soviet Union and Finland during the early years of WWII, between 1939 – 1940, so many aircraft kits are available.

I had an Accurate Miniatures Ilyushin IL-2 Stormovik (kit no. 3409) on my shelf and figured “why not?”. After a little research, I found that a few of the planes were painted white in the field, and those that survived weathered terribly. A white distemper paint was applied over the factory-painted grey/brown/green upper surfaces, and the harsh

weather near the Artic circle took its toll.

I wanted a weather-beaten, heavily used aircraft. And the “Flying Tank,” as the IL-2 was called, would have seen plenty of action. My model depicts no particular aircraft since I couldn’t find any pictures of one in action, and the decals that came in the kit were just Red Stars and some stenciling. Perfect! I could have my way.

I build the kit almost straight from the box, only adding Moskit exhaust stacks in place of the kit’s plastic pieces. After primary assembly, I painted the fuselage and wings in the three-tone camo pattern noted in the kit references. The undersides were painted Russian Underside Blue. I gloss coated and decaled then sealed it all with dull coat to tone everything down. I used Model Master paint for all the main colors.





I planned on painting the same process as the real thing, so after the “factory” paint was on, I carefully masked off the star decals and went to work on the white. I used Humbrol flat white for the overcoat. To get a choppy, mottled look to the overcoat I used a salt mask, using Kosher salt (since it has large crystals). I applied spray of water then covered the drops with salt. I would drip some more water on the model then sprinkle some more salt until I was satisfied with the look of the masking. It didn’t stick too well to the sides, and some blew off during painting, but I still got the look I wanted.

I applied the paint in several layers of varying thickness. I sprayed in an uneven pattern (against my better nature) to get a worn, hastily applied look. After it all dried, I brushed off the salt, removed the masks, and scuffed the whole plane with a soft scouring pad and a toothbrush. In some areas, I used some fine sandpaper to remove the white just a bit. I also discovered, by using thicker and thinner mixes of paint when I airbrushed, I got a rough looking coat in some areas, which I though mimicked the distemper paint pretty well.

I weathered with some washes and a lot of pastels, and then sealed it all again with a coat of Humbrol flat, I simulated some chipped paint on the leading edges by drybrushing Model Master Dark Aniodic Grey metalizer. Then I installed the exhausts, prop, canopy, and fiddly bits all over the plane. It a rough looking bird, but that’s what I wanted – no shiny museum planes here, for that you need to drive to Lexington to see.

A Word from your Editor... *by Mike Baskette*

As some of you may have gathered by know, MMCL’s Tactical Notes has been voted “Newsletter of the Year” by the IPMS National Organization. I wanted to take a moment to thank all of those individuals who over the last five years have assisted in making this newsletter worthy of such recognition. Our club is blessed with a membership of diverse modeling interests which has resulted in a regular stream of articles spanning virtually all genres of subjects within our hobby. While putting it all together every month has its own set of challenges, it would be a whole lot harder if I were not for the materials provided to work from. More often than not, I have had the luxury to pick and choose what goes into Tactical Notes every month (Just like a real magazine editor!). Now don’t get me wrong, for the most part the only articles that have never made it to print have been limited to when Dave gets a little over zealous with the regional show reviews. My point being that the steady crop of material has allowed me to keep a balance of subjects over the years.

I wanted to express my gratitude to all of you who have contributed and ask that everyone keep the articles coming. I really can’t do this with out you. I must admit that my recent inability to participate in club activities was causing me to doubt my desire to continue in this capacity. To have Tactical Notes recognized in this manner has certainly reenergized me and motivated me to keep marching forward in the attempt to bring you a quality club publication. I thank you again.

TACTICAL NOTES

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September 2005

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- **Mr Retail's teaches Ferenginomics**
- **This Old House; Installment #2**

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Official Club Web Site: www.mmcl.org

Club Motto: Summer is gone, Kids are in school, Time to Model... or watch Football.

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The President's Page... *Jerry Davis*

Greetings fellow modelers...

Our September meeting will feature the club's annual picnic with the "Grill Sergeants" manning the charcoal. In an effort to plan for this event, we'd like to get a headcount on the number of members and guests that are planning on attending. Our normal menu is the ever famous brats, burgers and chicken along with soft drinks. These are provided by the club and members usually bring the other "fixins". Please let us know if you are planning on attending along with any family members/guests so we can plan on how much meat to purchase. You can e-mail me or any other officer at:

Terry - THill35434@aol.com
Uncle - jrdietrich@aol.com
Danger - mnofsinger@insightbb.com
Balki - agentj23@bellsouth.net

Along with this event, we'll have the 3rd quarter contest so bring anything that you like to enter. Also, if you would like to bring anything in to swap or trade, feel free to do so. Just pick an area of turf and setup your vending.

On top of all this, we'll be collecting any donated items to support the Operation Support the Troops Campaign. Last year we collected over \$3,000 worth of hobby related items. So please support this notable effort to bring a little relaxation to our soldiers serving overseas. I've contacted the local news media to see if we can get some local coverage for this cause.

...Jerry...

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This Coupon is worth Absolutely Nothing

To contact MMCL:

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Scale Reproductions

Anniversary Sale!!

Saturday, October 1st 10am – 5pm

Come help us celebrate yet another year of business. Our shop started on the first Saturday in October in 1987. Ever since we celebrate it by having holding our biggest sale of the year!

- 20% Off Most Items !!
- Special Sale Items in All Departments.
 - Display's by local hobby clubs.
- Special RC Car Race at the SRI Super Speedway.
 - Free Snacks and Soft Drinks.

Thanks to everyone for another great year. We appreciate your business and support.

Scale Reproductions Inc. , McMahan Plaza, 3073 Breckenridge Lane, Louisville, KY 40220
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This Old House, Part Two... *Rich Guetig*

The first thing that I do is superglue the ceramic walls together. Here, I can decide what needs to be added to the kit. Next, I fill in gaps with Squadron Putty. Once it dries, I sand down all walls and window edges. The ceramic sections are easily “sanded.” This is especially important for the interior walls.



I rarely keep the building intact or laid out the way it comes in the kit. With the “Ruined Ardennes Farm,” I decided to remove the middle section of the farm house so that I could position a Jagdpanther in the ruins. The remaining middle sections can be used as part of the rubble and debris.



Windows are my next point of attack. I found that flat coffee stirring sticks work best for trim. Using a hobby saw and miter box, I trim out each interior window. Most of the kits have well molded exterior window seals and ledges. You would not trim the exterior of a window anyway! Once measurements are made and all pieces are cut and fitted to the window, I glue on each piece. After trim is finished, I cut balsa wood strips to represent the window panes. At first, I put in “full” window panes. Later, I damage each window.

During this part of the building process, I focus on the 1st and 2nd (if desired) floor sections. I measure each area of the building where I plan on putting floor sections. I build the floor sections out of balsa wood that represent flat planks and beams. I glue them together so that I have one piece of flooring. Once each floor section is complete, I attach them to the building. For a 2nd floor section, I add card stock to the bottom in order to represent ceiling drywall. However, this is usually done after I damage the floor sections. I build a few small floor sections to add to the rubble and debris.

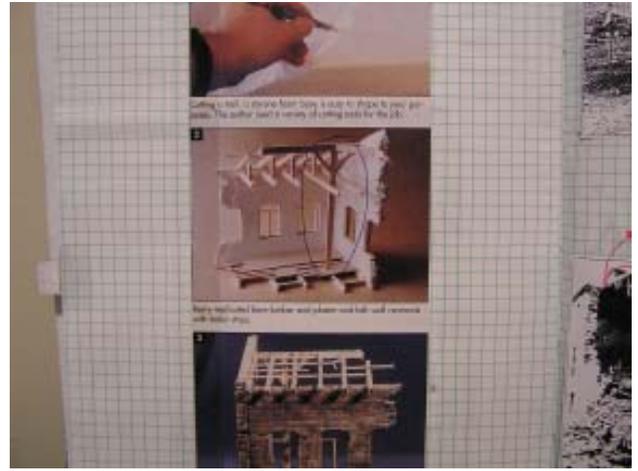
Next, the doors, door jams, and shutters are built. Each interior door jam is “trimmed out” using the flat coffee stirring sticks. This is done exactly like the windows. At this point, most of the interior construction is complete. Again, I take measurements for each door and window. The doors and shutters are built separately using balsa wood of various sizes. I add photo-etch to represent door and shutter knobs as well as hinges. I usually wait to glue these to the building until I decide how I want them to hang or be damaged.



This step focuses on the roof trusses and beams. I found an excellent article in an old FineScale Modeler that showed how to build roof trusses. Unfortunately, I did not write down the volume or year when it was published. Sometimes, I just use my own roof truss design. To accomplish this, I use various sizes of balsa wood. Beams and roofing planks are cut to cover a desired area of the building). They are glued together and then attached to the building. Support beams (T-shaped) are also cut to size and placed in appropriate places.



As with the floor sections, the roof sections will be damaged at a later time. Since I am trying to model battle damage, I usually build some extra roofing sections to go with the rubble and debris (just like the flooring sections). “Slats” made from balsa wood are placed perpendicular to the roof trusses. These are excellent attachment points for shingles or clay tiles. Shingles are cut from a large resin sheet in certain sizes with all of the edges frayed with a Xacto knife. Once this step is complete, I focus on the minute details of the interior and exterior structures of the building.



TACTICAL NOTES

The Award Winning Newsletter of the Military Modelers Club of Louisville

October 2005

Inside this issue:

- **The President's Page**
- **Recycling Update from "The Tin Man"**
- **Kit Review: Dragon 88 mm FLAK 36**
- **This Old House Concludes; Installment #3**

Vital Club Intel.

Next Meeting: Friday, October 21th @ The Church of Exalted Plastic, 7:00 pm

Theme and Activities: General Meeting and Fourth Quarter Friday Night Fights

Official Club Web Site: www.mmcl.org

Club Motto: Hey, they moved AMPS... I guess the devil is wearing snow shoes!

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

The President's Page... *Jerry Davis*

Hello Fellow Modelers,

October is upon us and at last, autumn approaches with cooler temperatures. Also with the approach of fall brings us more time for modeling and indoor things like watching football.

The October meeting is on Friday, October 21st and combined with the "Friday Night Fight." The shop will officially open at 7:00 p.m. and end whenever the last man is standing. A huge thank you is in order to Skippy "The Tin Man" and Tom "Balki" Romanowski for their continued efforts in the club's recycle program.

The annual "Klub Kookout" went well. Our "Grill Sergeants" included, Danger Nofsinger, Balki and Dave Knights who all went above and beyond in preparing the food. Emeril Lagasse doesn't stand a chance against these MMCL fine chefs. Thanks to all that attended and brought side dishes and desserts. Also, a BIG thanks to Heather Romanowski and April Montasario for helping in the cleanup.

The remaining in-house contest will be open to all categories. Below is the date for the remaining in-house contest.

4th Quarter 2005 - Dec 15th - Open Category

The September meeting saw the 3rd Quarter in-house contest with the "open" theme. It was a good contest with some very interesting entries. And the winners are:

1st Place:	Stu Cox	1/35 Demag with Pak 38
2nd Place:	Rich Guetig	A Teenie Weenie (1/72) Tiger
3rd Place:	Rob Schneider	1/72 Stug

To catch up with the show circuit, some members attended the VLS Mastercon early September. This is just another example of MMCL showing support within the surrounding area. Below is a list of club members that entered and earned awards at the Mastercon show.

Koko	Gold	SdKfz 251 UHU
Koko	Bronze	M26
Richard	Gold	M113A2
Richard	Silver	"Die Vergeltung Kommt"
Richard	Silver	SdKfz 7 with 88mm Flak
Richard	Bronze	Riders On The Storm
Richard	Bronze	Guederian's Duck
Richard	Bronze	M8 Howitzer
Richard	Bronze	StuH 42 Ausf G
Balki	Silver	BA 20

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Balki	Silver	Polish Recon Tankette
Balki	Silver	JGSDF Light Armored Vehicle

Another member on the winner circuit was Asif Qureshi. Asif attended the International Airplane Modeling and received a boat load of awards for his entries.

On top of all that, Dave “Twitchy” Knights and Rich Guetig visited Huntsville and walked away with some awards. Rich took a 3rd place for his Stuh42 Ausf. G, and a 1st place for a Su-76. Dave captured a 3rd place for his submarine, Dragon 1/700 scale Victor III SSGN. Dave also won numerous armor kits from their raffle.

On the note of our membership, we would like to start the renewal process a little earlier than in previous years. Attached to this newsletter is the 2006 membership renewal form. Dues are still \$10.00 per year, so please renew early.



The “Dawn Patrol” that took place on Saturday, October 1st was a success and a great time was had for those that attended. This “first” club outing was a perfect way to share some commonalties while being treated to some spectacular aircraft of WWI vintage. I was awed by the three DR1’s that were present along with numerous other by-gone replicas of that era.

Thanks to the club members that donated items in support of the Operation “Support the Troops” campaign. I’m sure the members of our military will appreciate the donated items. As always, thanks to those members that contribute to the monthly newsletter by submitting articles. A reminder, each member that contributes a published article gets a free raffle ticket.

The Metro Library Campaign is in full swing. This is a series of library displays across the metro that promotes the hobby, the club and IPMS/USA. The club has a display setup at the J-town library on Waterson Trail which is

on exhibition through the end of November, so if you get a chance, check it out.

The next libraries that we’ll be setting up a club display are at the Okolona and Fairdale libraries in January. Also scheduled for January 25th, (5:30 p.m - 7:30 p.m.) is a workshop at the Fairdale library titled “Modeling 101”. This seminar will feature basic modeling construction techniques. After that, we’ll be at the Southwest library in Valley Station throughout the month of February 2006. More modeling workshops are in the planning stages, so stayedtuned.

We’ll be adding some more libraries for our Metro Library Campaign. Currently, we are booked to have a club displays in the following libraries.

- Jeffersontown Oct-Nov 2005
- Okolona January 2006
- Fairdale January 2006
- Southwest February 2006



Recycling Update



WHERE IS YOUR HEART?

I have missed posting the updates for a couple of months, my apologies.

From 7-10-05 to 8-15-05 we collected 52 lbs, sold for \$0.50/lb, MMCL got \$26.00 (Aug)

From 8-16-05 to 10-11-05 we recycled 43 lbs, sold for \$0.50/lb, MMCL got \$21.50

I also have more that I was not able to get to recycle center yet

Good going guys, looks like we should be able to pay at least one month's rent for the year just by recycling aluminum, and don't forget to bring your empty printer cartridges to Tom Romanowski so he can continue to recycle them too.

So far:

2003 \$83.00

2004 \$190.30

2005 \$200.69 YTD

Skip

FREE PASS

FREE PASS

MMCL QUARTERLY

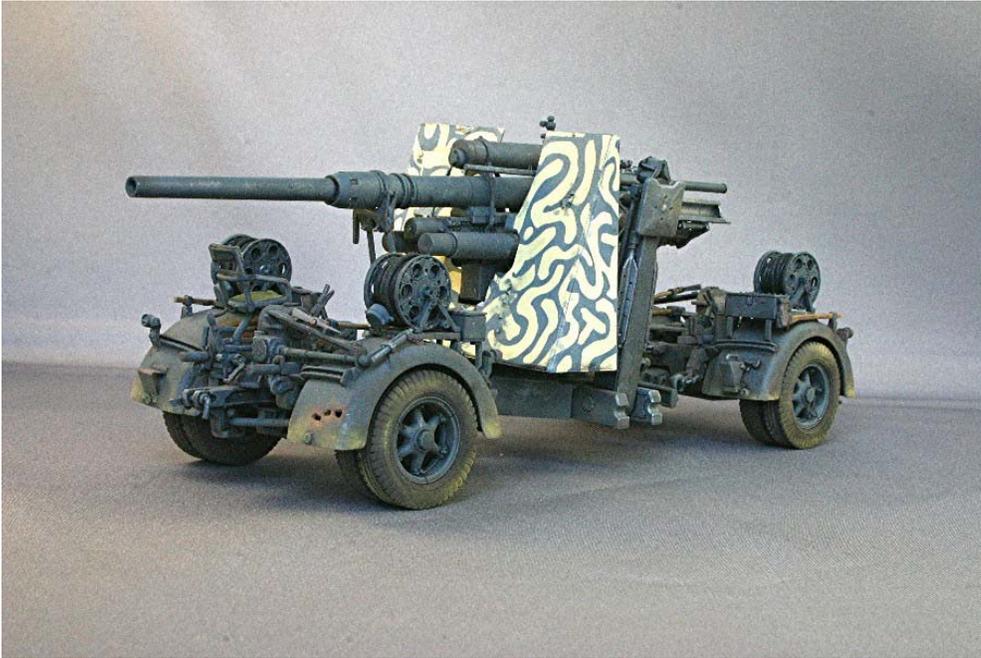
FRIDAY NITE FIGHTS

FREE PASS

FREE PASS

Kit Review: Dragon 88 mm FLAK 36...*Randy Fuller, MMCL/Eastern Bloc*

I'm impressed! Even for a guy who normally builds stuff with wings, this kit wowed me. Dragon's 88 mm FLAK 36 (kit no. 6260) was a pleasure to build. My only complaint is there are too many options in one box! This one kit allows you build a Type 36 or Type 18 FlugzeugAbwehr Kanonen. You can use the turned metal barrels, or the standard plastic ones. It can be displayed in the firing position, or on the two beautifully detailed Sd.Ah.202 "special trailer" sections. Plus you need to choose the gun shield, loading tray, cable reels, crew, ammo, and markings for 6 specific guns and generic marking for Panzer Divisions 1 to 14.



When you open the box you might be overwhelmed. There are 21 sets of trees, two sheets of photoetched details, two metal barrels, three brass shells, five turned pieces for the gun carriage, two different sizes of metal chain, and a length of cable. You won't use all parts, and there are several options included: like a full crew, ammo boxes, and extra plastic shells. There was no flash in my kit, but I still had a lot of clean-up. There are hundreds of overflow knock-off tabs. This keeps the

parts really clean, especially with so many curved surfaces, but requires careful clean up of the cuts. A set of sharp nipper forceps, No. 11 blade and sanding sticks are a must for this kit. Fit is near perfect, with almost every part – even the smallest – having positive locating pins.

I built mine as a Type 36 with the multi-piece barrel. I used the turned metal parts for the gun. I wanted to show this gun in the travel position, so I planned to have the side arms mounted in the travel position and the trailers attached. I followed the instructions almost step by step. The gun and cruciform based went together smoothly. Be sure to follow the instructions here because of the small parts and the need to build sequentially so everything will fit. This is especially important in step 14. Be sure to dry fit the legs before final gluing. Fit is excellent, so a minimal amount of glue is needed. I used Tenax 7R with a touch-n-flow needle to get in the tight places.



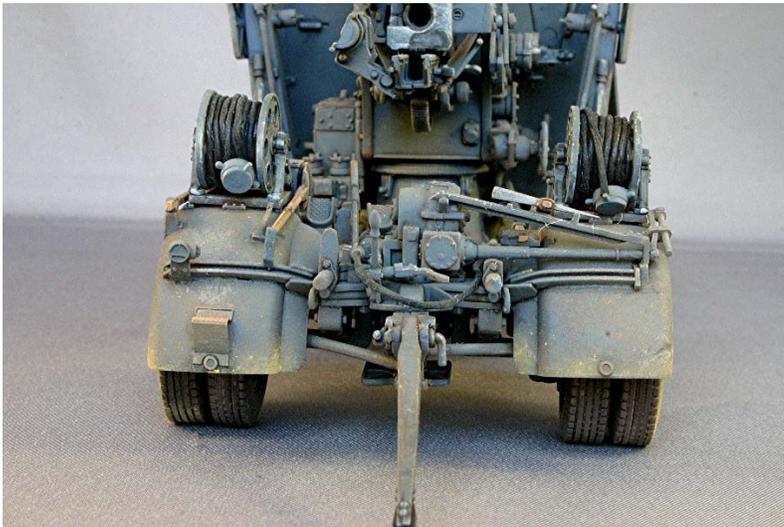
Keep in mind that there are many working features in this kit. The gun can traverse and elevate, so careful glue position is critical. Even the elevation angle indicator will swing with the gun. The trailer mounts also need to

remain moveable in order to attach the trailers to the main arms on the base. The expanded view in step 19 shows the parts that should not be glued. I found a dab of light oil helps keeps things from getting stuck.

Another thing to keep in mind is you're planning to build the gun in the firing position is to keep the footpads off until you have the base ready. The pads fit into holes in each arm and are adjustable, so wait until you're ready to place it and glue each pad in the appropriate position. I glued all of mine in the highest position, and the gun base didn't sit level. Since the arms would be folded, I didn't worry about it.

One of the really cool features of this kit is the wheel assemblies. Each tire is a laminate of five rings that make up the treads. You need to assemble this in two stages: one stack of three rings and one stack of two rings. At this point, I painted the rings and the hubs separately. After a wash, I assembled each wheel. This way I didn't need to mask the wheels from the hubs. It looks fantastic, and since the tires are styrene rather than soft vinyl, the weight on tires won't cause any sag.

One mistake I did find was in step 26 regarding the fender braces. Parts F4 and F5 are shown reversed in their positions. Refer to step 21 for the proper placement. Otherwise, the two trailers build up rather nicely. Also, the material Dragon provided for the cables is a twisted strand material, not a hollow plastic tube. This looks OK on the reels, but you can't insert the attachment pins from parts F29, E8, and E25 – the "tubing" just shreds. I had to cut the pins off of F29 and E8 to attach the brake line with superglue, and I just glued the anti-aircraft fire control connections to the ends on the reels. Check your spares box for some true vinyl tubing for the brake lines.



I would recommend a careful check of the gun/trailer alignment before completing the trailer assemblies. Once I got everything done and fitted together, one of my arms was twisted slightly, or the mounting hitch on the trailer was off, so that the whole model didn't sit on all four tires. I had to lock one arm in place and let the other sit down slightly to get the wheels on the ground. I had to superglue the pins to the hitch to stabilize. It's underneath the trailer and can't easily be seen, so I guess it's OK.

I painted my FLAK 36 in an overall Field Gray (Testors). I added a little damage and rust holes to the trailer fenders. I detailed with Humbrol metal grey drybrushed for wear. I did a wash of Rustall and an acrylic sludge wash for depth. I left the pioneer tools off and painted them separately with Humbrol tan and brown. I dirtied things up by airbrushing some acrylic dirt paint. I liked the markings for the Fallschirm-PzDiv "Hermann Göring" gun from Sicily 1943. The gun shield markings were provided as 5 decals. It took a lot of Solvaset to get the decals to settle down over all of the details, but eventually they did. A wash and coat of dullcoat sealed it all up. I added the gun shield last.

I am pleased with the final model. I spent about 22 hours, with much devoted to cleaning the parts. It only took about 8 hours to build the gun itself, and about 5 hours apiece for the trailers. The easiest approach is to build and paint in subassemblies, so you can paint the details. Once it's all put together, it will be hard to get into the tight places. Next is to build a type 18 diorama to use the nice crew figures and all that ammo!

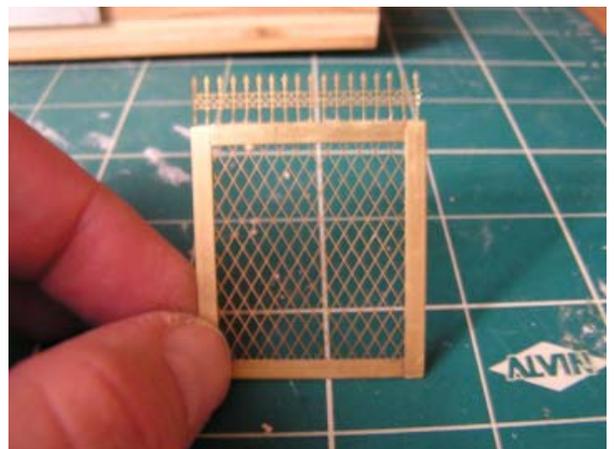
This Old House... by Rich Guetig

The “*Ruined Ardennes Farm*” does not come with any accessories that are pictured on the box. This is where your imagination can take over. For windows, I add cut pieces of clear plastic from packaging material (i.e. Super Hero Figures) to simulate broken glass. Each piece is glued to the desired window. Next, I use metal tubing with a small diameter to make electric conduit. This is placed in various areas throughout the interior of the house. Short wires are placed coming out of the metal tubing to resemble a damaged electric line. This completes the interior construction.

Metal tubing of a larger diameter is used to produce rain drainage pipes. I damage these pipes as I go because they are harder to “bang up” once they are attached to the building. I also use photo-etch strips to resemble gutter or down spout ties.



The “*Ruined Ardennes Farm*” shows an area between the brick wall columns where a gate could be positioned. I decided to build my own gate out of metal strips and mesh (K & S Brass-etched Mesh). To add a design to the top of the gate, I placed a strip of “window iron grates” from a Verlinden kit. This really added to the realism of the gate (Figures 18a & b).



I used the box photograph to see what else I could add to the building. The first thing that caught my eye was the ornamental tops of the brick columns and “steeple” area of the house. I found some small wooden balls at Michael’s and used them as the ornamental tops. Before I glued them to the building, I chipped off pieces to show battle damage. Photo-etch parts can be used for house plates (numbers, names, etc.). Furthermore, photo-etch lights and lamps (i.e. Verlinden) can be attached if desired.



The last part of the construction is actually “Destruction.” For this particular diorama, my brother and I cut and routed a circular base. I stained the base a dark redwood color. Later, I will cover it with a coat of polyurethane. I often trace the outline of the base on to a piece of paper. Next, I layout all of the building pieces on the paper covered base. This allows me to arrange things for spacing and to determine what parts of the building I want to damage. At this point, I start to visualize how I want to damage the doors and shutters. I attach them to the building for the desired effect .

I have to admit, this is the best part of the process. ***Remember when you spend hours building a car model, just to turn around and blow it up with firecrackers or start it on fire with lighter fluid?*** I generally use a hobby saw and pliers for destroying the edges of the floor and roof sections, doors, door and window frames, and beams. The ceramic walls of the building can be etched and scribed with a sharp punch or screwdriver.



When the battle damage is finished, it is ready for painting. My next article will focus on painting and securing the building to the base, as well as constructing the ground work. **HAPPY MODELING!**



Military Modelers Club of Louisville

2006 Membership Application / Renewal Form



Section I

First Name: _____ Last Name: _____

Street Address: _____ City: _____

State: _____ Zip Code: _____ Home Phone: _____ Work/Cell Phone: _____

E-Mail Address: _____ @ _____ Birthday: _____
(month and day only)

Section II

Modeling Interests:

Aircraft Armor Ships Figures Cars Sci-fi Space Other

IPMS/USA Membership: Yes No IPMS/USA Number: _____

Are you interested in joining IPMS? Yes No

AMPS Member: Yes No

Other Modeling Affiliations: _____

Section III

How many years have you been modeling? _____

Would you like Section I information above posted on the club's membership webpage? Yes No

Would you like to receive the monthly newsletter "Tactical Notes" via e-mail? Yes No

Section IV

Membership fees: One-year Adult \$10.00 One-year Junior \$5.00

Total Enclosed: \$ _____

Membership payment may be made via personal check or money order payable to MMCL. Mail completed form with payment to:

Mike Nofsinger
5011 Wabash Place
Louisville, KY 40214
MNOFSINGER@INSIGHTBB.COM



Military Modelers Club of Louisville

2006 Membership Application / Renewal Form



Section V

Membership to the Military Modelers Club of Louisville offers many advantages.

- Monthly meetings held at the club workshop located at 3821Hunsinger Lane in Louisville
- Monthly subscriptions to the official newsletter of the Military Modelers Club of Louisville, *Tactical Notes*.
- Exclusive use of the Club Workshop.
- Annual club auction.
- Quarterly all night model building sessions dubbed "Friday Night Fights."
- International Plastic Modelers Society (IPMS) conventions.
- Quarterly in-house model contests.
- Monthly model kit raffles.
- Annual club cookout and holiday party.

All of this and more is included in your yearly membership dues. Please visit us on the web at: www.mmcl.org

Section VI

We would like to know something more about you. Please take a few minutes to complete a short bio about yourself. What are your hobby interests, the scale(s) you work in, do you have experience in painting, decaling, weathering, etc.

Application processed:

Treasurer _____
(date)

Secretary _____
(date)

President _____
(date)

TACTICAL NOTES

The Award Winning Newsletter of the Military Modelers Club of Louisville

November 2005

Inside this issue:

- **The President's Page**
- **Building the YP-59A**
- **Product Review... Apoxie Sculpt and Apoxie Clay**

Vital Club Intel.

Next Meeting: Saturday, November 17th @ The Church of Exalted Plastic, 7:00 pm

Theme and Activities: General Meeting, Mold Making and Resin Casting Clinic

Official Club Web Site: www.mmcl.org

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

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

The President's Page... *Jerry Davis*

Happy November and as autumn continues, we have some great modeling days ahead. There's nothing like modeling on a Sunday when the leaves continue to fall and there are football games on T.V.

The October "Friday Night Fight's" was again a huge success. The night sure went fast and the members in attendance had a great time. Thanks to Koko for springing for all the delicious pizza. Also, a continued thanks goes out to Skippy "The Tin Man" and Tom "Balki" Romanowski for their continued efforts in the club's recycle program.

We have one more in-house contest which is open to all categories. This is our last quarterly contest for the year and is scheduled for the club's last meeting of the year.

-4th Quarter 2005 -- Dec 15th -- Open Category

The Cincinnati Show held on October 29th saw many MMCL members attend and many came away with awards. Below is a list of club members that entered and earned awards.

Mike Jones	-1st Place	-F-104 Starfighter
Mike Baskette	-1st Place	-Puma
Rob Schneider	-1st Place	-Stug IV (72)
Rob Schneider	-3rd Place	-Maus (72)
Rich Guetig Coming!"	-1st Place	-Diorama - "Revenge is
Rich Guetig	-1st Place	-Velicraptor
Rich Guetig	-2nd Place	-Triceratops
Rich Guetig Gun	-2nd Place	-100 Pounder Parrott
Rich Guetig	-3rd Place	-Su-76

Since the workshop was closed on Saturday, November 12th, the members that usually attend decided to have an outing at Ft. Knox and the Patton Museum. We had a great time touring the museum and John Blossom was kind enough to orchestrate a visit to the LST building. The members that attended had fun climbing all over and inside the vehicles gaining first hand knowledge on what it was like being a WWII tanker.

On the note of memberships, we would like to start the renewal process a little earlier than in previous years. please renew early and dues are still \$10.00 per year.

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Don't forget about our club displays in the local libraries. This is a series of library displays across the metro that promotes the hobby, the club and IPMS/USA. The club has a display setup at the J-town library on Waterson Trail which is on exhibition through the end of November, so if you get a chance, check it out.

The next libraries that we'll be setting up a club display are at the Okolona and Fairdale libraries in January. We have a unique event scheduled in the Bon-Aire library on January 11th titled "Modeling 101". This seminar will feature basic modeling construction techniques. Another "Modeling 101" seminar is scheduled for January 25th, (5:30 p.m - 7:30 p.m.) at the Fairdale library. Continuing on, we have a club display scheduled for the Southwest library in Valley Station throughout the month of February 2006. More modeling workshops are in the planning stages, so stayed tuned

Another look at the Hobbycraft 1/48th scale YP-59A Airacomet...by Dennis Sparks

Introduced in 2002, this kit has to date been the only mass produced 1/48th scale model of America's first jet aircraft. As is usually the case with any new model kit, there were a number (dare we say, "a plethora"?) of print and on line reviews written within a few weeks of its release. Since some of Hobbycraft's earlier kits had been marred by inaccuracies or, at the very least, a lack of sophistication, most of these reviews apparently only grudgingly conceded that the P-59 was an acceptable kit, albeit with some areas that could warrant improvement.



Like many modelers, I routinely purchase kits far faster than I can possibly build them, and this kit was no exception. I bought a couple as soon as they were released, gave them a cursory glance and stashed them away. But with my interest in early jets on the rise, I've hauled one of the kits back out started it.

Fortunately, I already had on hand a copy of both the Steve Pace book (in the Ginter "Air Force Legends" series) and the Steve Muth's Peregrine photo booklet on the Airacomet, as well as a number of photos that I had taken of the P-59B that's on display at the National Museum of the United States Air Force at Wright Patterson AFB. Perhaps less fortunately, while I had easy access to several of the kit reviews, I failed to read them carefully before I started working on my model. This uninformed approach allowed me the anticipation of the thrill of discovery, but also allowed me to build past the point of easy corrections of some of the minor faults in the kit that I had not independently discovered.

Still, I did manage to spend more time than is my usual custom in examining the photographic evidence at hand, and as a consequence I may be able to add a few comments and suggest improvements that were not generally mentioned in the earlier reviews.

Hobbycraft released two slightly different Airacomet kits, reflecting some of the changes noted above. Kit #1438 depicts the YP-59A, while kit #1439 is the later P-59A. The forward fuselage, wings, canopy, landing gear and horizontal stabilizers are the same in each kit, while the addition of different parts trees provide the

different aft fuselage, wing tips, and control surfaces as required. Several markings options are included with each kit.

The general fit was very good. I was especially apprehensive about where the rear fuselage was attached, but the forward and aft halves matched perfectly and required only a light touch of sanding to eliminate the seam. Although it's not mentioned in Hobbycraft's typically minimalist instructions, I added several lead weights to the inside of the nose to ensure that the completed model would sit on its nose gear.

I was also very happy with the way the wings attached to the fuselage. The small wing fillets are molded onto the fuselage such that the joint is hidden under this fillet and so required only minimal filler. The separately molded ailerons, flaps and elevators fit well in their neutral positions, but probably would have required additional work to glue them in position with any deflection. Almost none of the photos in the Ginter book showed these surfaces in anything other than their neutral positions anyway, so that's how I opted to place them.



Another nice touch is the inclusion of two different nose caps for both the armed and unarmed versions. Since the Airacomet had a small landing light located in the tip of the nose, these two nose caps are molded in clear plastic, allowing the modeler to simply mask off the lens cover before painting. The kit does not however provide any representation of the actual landing light behind the cover. To remedy this, I cut out a small oval of sheet plastic for a bulkhead, drilled a hole in it, and glued a short length of rod into the hole. I then rounded the tip of the rod on the front side of the bulkhead to represent a bulb, and left a bit of the rod protruding from the rear of the bulkhead to serve as a handle, making

it easier to position the bulkhead for gluing into place.

When I later ran across a photo showing this area in detail, I discovered that the landing light actually looks more like a typical automobile sealed beam headlight, and so would have been better represented by slightly domed larger circle of plastic painted chrome silver. My impromptu attempt is thus not a perfect representation, but is better than having left it out altogether.

The surface of kit has a slightly etched appearance, which I thought would be easily cured by a light wet sanding. I then airbrushed my model with the now-discontinued Floquil olive drab, which appeared to have further exacerbated the etched appearance. Worse, there was a prominent flow pattern in the upper surface of each wing which showed through the paint. These were smooth to the touch, but were still apparent after painting and a couple of subsequent brushed on layers of Future clear acrylic. After the Future had thoroughly dried, I lightly wet sanded again, followed by a light coat sprayed on here and there of the Floquil olive drab. The etched appearance and the flow lines were now eradicated. I brushed on two more coats of the Future before a spraying a final coat of Future that had been suitably dulled with the addition of Tamiya's Flat Base.

One of the problem areas of the kit that I did not correct is the shape of the engine air intakes. The outer upper corners are too square, and should have had a more rounded shape. I probably could have corrected this earlier in the construction with a little sanding if I had taken the time to read the published reviews and thus been aware of the problem. As it was, I already had the basic airframe assembled and painted before I ran across a

mention of this, and was lazy enough that I elected not to go back and try to correct it. Some of the other reviewers also noted that the lip of the intake is too thin, and that the splitter plate is too thick. Neither of these other two minor shortcomings was of any great offense to me, so I probably wouldn't have bothered to correct them anyway.

I did however notice the absence of any kind of blanking plate within the intake ducts, which would have given the appearance of far too much empty space inside the engine bays. I installed a simple plate made from Evergreen sheet styrene about $\frac{3}{4}$ of an inch aft of the inlets to obstruct the view, and added a simplified representation of the rather odd fiddleybits and plumbing that are visible in the photos. The early jet engines used in the Airacomet had a centrifugal flow pathway rather than the now standard axial flow, and so you do not see the first stage compressor turbine blades as commonly seen at the front of an axial flow engine.



Soft vinyl tires are included in the kit, with injected plastic wheel hubs. There are no molded plastic tires included and since there have been suggestions that these vinyl tires can deteriorate with time, I elected to substitute the True Details resin wheel set (#48-110). The bulge of the tire sidewalls that's intended to represent the aircraft's weight seemed a bit overdone to me, as if the tires were slightly under inflated, so I sanded off some of it to suit my taste.

All three wheels on most of the initial sixteen prototype aircraft had flat metal discs that covered the entire wheel. These wheel covers were deleted from the last few of the YP-59As and from the production aircraft, exposing the underlying ribbed wheel. The True Details set provides both types of nose wheels, but only the later style main wheels. The few color photos of the early Airacomet that I could find indicate that the landing gear struts were painted dark green, possibly with olive drab wheel covers.

One of the items that I would like to have seen included in the YP-59A kit would have been the hinged canopy as used on the three original XP-59As. But only the later sliding canopy is included, so one cannot build one of the first three prototypes directly from the kit. However, the kit's canopy is very well done, being admirably thin and clear and with engraved lines for the framework, which makes it easier to paint.

The wingspan of the model when fitted with the longer rounded wing tips is exactly twelve inches, or 48 scale feet, and so the span is $\frac{1}{4}$ inch too short. Not a big deal to me, and I certainly wasn't going to try to correct it, but I was mildly surprised that this was not mentioned in any of the kit reviews that I belatedly read. I measured the length of the completed (unarmed) model as being 9 and $\frac{9}{16}$ inches, which is only one scale inch longer than the published value of 38 feet 2 inches. Several reviews mentioned the oddly shaped gap in the aileron hinge line on the underside of the wingtip, but I couldn't find any photographic evidence to either dispute or confirm this feature, so I left it unchanged.

In common with many Hobbycraft kits, the cockpit is rather sparse. True Details offers a resin cockpit set (#48-494), which I opted at first not to use for this kit owing to the rather restricted view through the closed canopy. But at a late stage of the construction, I changed my mind and elected to go ahead and spring for the resin cockpit. (Brian already had one in stock at Scale Reproductions, so I didn't even have the excuse of needing to

order one.) I had already installed the kit's cockpit floor panel, but had left the rest of the cockpit bare while I finished major assembly and painting. After painting them first, the resin cockpit sides, instrument panel and seat were all easily fitted through the cockpit opening. Since I was modeling an unarmed aircraft, I deleted the resin gun sight.



Overall, the details of the cockpit set compare favorably with the photos in the Peregrine book, but there are some color differences between the painting instructions included and the photos. Steve's book features the restored P-59B that's on display at Wright Pat, and its cockpit appears to be mostly interior green.

The instructions with the resin cockpit call for "Bell interior green", which is described as having been the equivalent of either FS34092 or FS34227, but these are two very different colors. The first one is the number given for the modern "Euro I" green, which is a fairly dark bluish green, while the latter

is a much paler purer green. Also, the seat in the restored example is black and not the green called for in the instructions. I consider these to be minor points, and quite possibly attributable to either actual differences between the YP-59A and P-59B cockpits, or perhaps are due to changes made to the real aircraft during its restoration. I elected to paint the cockpit to match the photos. The resin seat also features a cushion on the seat back which is absent on the restored example.

The radio and other gear that were located behind the seat were not included with the aftermarket cockpit, and only a single small box is included with the kit. While I couldn't be certain from the photos on hand, this appears to be correct for a production aircraft, but photos of the YP-59A show this tray as a busier place. As this area is rather too visible through the fixed glazing aft of the sliding portion of the canopy, I added a couple of items to make it seem more occupied. By the way, the fixed windows over this bay were mounted on panels that were removable to provide access for maintenance, so don't worry overly about eradicating all traces of the seam between the cover for this area and the rest of the fuselage.

As one other reviewer noted, Hobbycraft paid a little too much attention to one of the surviving Airacomet airframes when designing this kit. They apparently represented the main landing gear struts exactly as this Airacomet currently sits, with the oleo struts completely compressed. The reviewer recommended slicing and extending the struts, but I elected not to do this out of concern that the modified strut could be too weak.

After I had super glued the main gear struts into place it was apparent to me that they were in fact already the correct length, and that the only real problem was that Hobbycraft had depicted the oleo scissors almost closed. I sliced off the scissors and replaced them with simple scratch built replacements, painting a band of silver on the strut to represent the unpainted chrome steel portion.

Fortunately, the front gear strut fit snugly into a 1/8" deep socket in the landing gear well, which allowed me to dry fit it first and then examine the resulting "sit" of the aircraft. To my eyes at least, with the strut bottomed into the socket the aircraft appeared to sit slightly nose down, as if the strut was slightly too short. I elected to super glue the strut into place only about halfway down into the socket.

The kit's decals were perfectly on register, were in the correct colors, and went on beautifully. Unfortunately, the national insignia for the wings were too large, so I substituted a pair from an aftermarket decal sheet. (Be careful to match the colors.)

As I mentioned earlier, there were several colorful schemes applied to the Airacomet, but I elected to model one that, while somewhat more drab in appearance, had an interesting history. There were also a number of photos of this particular aircraft in the Ginter book, which showed it to be far less grungy than most of the other sixteen pre-production aircraft (or perhaps it was simply that the photos were taken soon after delivery!). This choice also did not require the use of any other aftermarket decals.

The kit's decals include markings for tail number 2108777, the seventh YP-59A built, and one of the very few Airacomets to survive to this day. I opted instead to build the next one on the assembly line, which was to become the first jet aircraft operated by the US Navy. Delivered in November of 1943, it was assigned the USN Bureau Number (BuNo) 6390. It was originally flown by the Navy in the standard USAAF olive drab and neutral gray, but by late 1944 had been repainted in the three tone USN camouflage of flat sea blue and intermediate blue over white. Markings for this scheme are also included with the kit's decal sheet, but I opted to paint it in its original USAAF colors, taking an "8" from the tail number of one of the alternative decals included in the kit to alter the tail number to read 2108778.

This aircraft was delivered with the rounded wing tips and taller vertical tail, which it kept while it was painted in the three color USN scheme. Postwar, it was modified with the shorter wing tips and tail and was repainted a second time, this time in an overall gloss dark sea blue with chrome yellow wings. I couldn't find any mention of its ultimate fate, but it was on Navy inventory until at least 1947.

The Hobbycraft P-59A kit (which has the clipped wingtips, etc.) includes decals for this same aircraft in this dark blue and yellow scheme. Should you wish to model a more exotic Airacomet, Cutting Edge offers aftermarket decals to build several of the more colorful drone and controller aircraft.

The kit is certainly a welcome addition to the currently or recently available range of 1/48th scale models of early jet aircraft from various kit manufacturers. It fits in nicely with the models of the Heinkel 178, Lockheed P-80B, North American FJ-1 and Gloster E.28/39 that I've already completed. And waiting in the wings (pun intended!) are kits of the Heinkel 280, Messerschmitt 262, Arado 234, Gloster Meteor, Ryan FR-1, Yak-15 and deHavilland Vampire.

Recipe #425: Russian Armor Green

Base Coat: Tamiya XF-61 "Dark Green"

Wash: 50/50 Thalo Blue + Burnt Umber

Highlight 1: Testors Model Master "RLM 80 OliveGrun"

Highlight 2: Humbrol HP3 "German Camo Medium Green"

This combination of colors was used to finish my SU76M...Mike Baskette

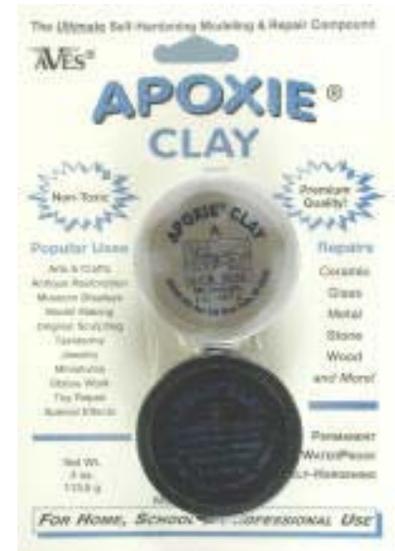
Product Review – Apoxie Clay... by Jerry Davis

Apoxie Clay® is a little different than Apoxie Sculpt®. Like its cousin Apoxie Sculpt® it is a two part apoxie which can be sculpted, sanded, carved, smoothed with water, is non-toxic and does not shrink. It's been a staple of mine and the club's workshop for a few years now.

I venture to say that it is used around the world by sculptors, restorers, miniaturists, hobbyists, crafters, repair persons, and students. Like Apoxie Sculpt®, the clay version is self-hardening synthetic clay that combines the features and benefits of clay with those of epoxies. It comes in handy tubs that can be resealed and used for years. It also is available in larger sizes but the smaller tubs are more than adequate for the average modeler.

This product is great to fill gaps on planes, ships, tanks or figures. The consistency of the clay is a little different than the regular Apoxie Sculpt®.

The main difference that I noticed is it holds its shape better and is more suitable for molding although it can be used to fill gaps just like the Apoxie Sculpt®. The clay version lends itself more for making hair, fur, or straps, bedrolls and packs. I would suspect it would work fine for making cobblestone streets, banners or flags, and should be great for German Zimmerit. Both are GREAT products and should be in every modeler's toolbox. Some advantages to using the Apoxie



Sculpt/Apoxie Clay products are:

- Inexpensive and long lasting
- Self-hardening, 2 part product (A & B) that is easy to mixed and gives a putty like feel.
- Working time about 1-3 hours and cures hard overnight (24 hour full cure).
- Delivers 0% shrinkage.
- Adheres to almost any clean surface including fiberglass, foam, glass, metal, plastics, resin, stone, wood, and more.
- Can be seamlessly feathered before set-up, or sanded, tapped, lathed or otherwise tooled after application.
- Is a user friendly clay that is non-toxic, non-flammable, non-hazardous with no solvents or fumes.
- Easily cleans up with water.

CALLING ALL AUTHORS!

To concluding our award winning year, I would like to put out a special issue for the month of December titled:

TACTICAL NOTES: A YEAR IN REVIEW

This issue will consist entirely of product reviews of material utilized by MMCL members during the course of the year. The products can be kits, tools, finishing products, detail sets, conversion kits, books, magazines, websites, etc.

The review can be short or long, in-the-box or built, positive or negative. Anything really, as long as you are sharing your experience with the product with our membership.

I'd like to see a lot of participation in this effort. I know we have all at least bought something this year, so lets hear about it... Mike Baskette, Editor in Chief.

TACTICAL NOTES

The Award Winning Newsletter of the Military Modelers Club of Louisville

December 2005

Inside this issue:

- **The President's Page**
- **Details of the YP-59A**
- **Modeling the X-15 Part One**
- **IPMS Huntsville Show Report**
- **A Thanksgiving Letter From Iraq**

Vital Club Intel.

Next Meeting: Thursday, December 15th @ The Church of Exalted Plastic, 7:00 pm

Theme and Activities: Club Christmas Party and 4th Quarter Contest

Official Club Web Site: www.mmcl.org

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

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

The President's Page... *Jerry Davis*

Happy Holiday's to all. The club's annual Holiday Party is set for Thursday, December 15th. Please bring some sort of appetizer or dessert for the party; the club will provide the main course and drinks. This meeting is a combined business meeting and the 4th quarter contest.

A big congratulation is in order for Rich "Wolfman" Guetig. Rich had his article, "This Old House Part-1" published in the most recent issue of the IPMS/USA Journal. Rich's article is chocked full of tidbits of how to ruin and destruct structures for dioramas.

A huge thanks is in order for many of our club members that have donated time, money or kits throughout the year. The recycle drive is always impressive with many cans and print cartridges given in exchange for money. These small contributions add up in the club's coffers, so keep bringing in those cans and expended print cartridges.

The club officers are still soliciting for modeling event to be placed in the calendar for 2006. If you have an event that you would like listed, please contact one of us so we can include it in the 2006 calendar. The calendar is scheduled for publishing at the end of January as we have to wait until the KYANA finalizes their schedule.

As the year 2005 closes out, it saw a bunch of significant club accomplishments. The club shared in modeling camaraderie with the normal monthly meetings, in house contests, raffles, the annual picnic and holiday party. There were also some other club highlights of the year worth mentioning.

Despite the increased gas prices, many club members traveled to shows within and outside the region. This included a good club presence at the IPMS/USA Nationals in Atlanta. With these road trips came some much deserved awards to many of those that attended. Most notable was the national award captured by junior member Andy Cox.

MMCL hosted the IPMS/USA Great Lakes Regional in May. Packed with an abundance of models, the competition was tough and the first place winners awarded some beautiful "Eagle" trophies. The vendors were well represented which brought a smile to all the participants.

This event proved to be a capstone for the region and included a great "Make 'N Take" targeted towards junior members. As always, MMCL led the way in orchestrating a dynamic show.

The club was well represented at the Ft. Knox Memorial Day re-enactment with a wonderful display of kits and dioramas. Besides viewing some great battle re-enactments and authentic vehicles, the club display proved a hit with many of the spectators.

As the year progressed, the club ventured into setting up modeling displays at libraries in the city. These are being well received and there are some libraries that expressed a desire for the club to return next year. Coupled

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

with the library setups, the Modeling 101 seminars are about to launch. These seminars promote the hobby and highlight our club and IPMS/USA to the community.

In October, the club traveled to witness the “Dawn Patrol” at the Air Force Museum in Dayton. It was a thrill to see the WWI vintage replicas take to the skies and perform aerial combat on a gorgeous day.

In November, some members of the club traveled to Ft. Knox and the Patton Museum to learn more about the history of U.S. armor. Under the direction of guide John Blossom, the club was treated to a behind the scenes tour of some armor not viewable by the general public.

On top of all these accomplishments, the club received recognition as having the “best” Newsletter of the Year within IPMS/USA. Mike Baskette and David Knights put a lot of effort into this ongoing publication appreciated by all. The club’s web site also received recognition by placing within the top ten within IPMS/USA.

Overall, 2005 was a very impressive year for the club. The club rose to the occasion and met the challenges head on. Now it’s time to look forward to the upcoming new year.

YP-59A: A Closer Look... *Dennis Sparks*



This view illustrates the squared off wingtips and vertical tail, plus the ventral fin that were features of the late "A" and "B" models. Several (most?) of the thirteen YP-59A service evaluation prototypes (as I modeled) were also later modified to this configuration



Show here is the raised canopy common to all Airacomets except the first prototype. But for this difference, one could model the first American jet to fly. To my knowledge, no one offers an aftermarket canopy of the original XP-59A.



This photograph shows the nose-mounted landing light and the more rounded engine air intakes. As I mentioned in the review, the kit's intakes probably should have been re-contoured slightly to better resemble the real thing

Finally, is a view of the True Details aftermarket cockpit set installed in my model.



Modeling the X-15... *John Dietrich*

For many years, I have been fascinated with the X-planes; however, the standout in the crowd for me has always been the X-15. With this in mind, I have decided to write a three-part article on the aircraft with the first edition, being this, which will cover a bit of the history of the X-15 program and the kits selected for the project. The second will cover the construction and the third and final, the painting, decaling, and display.

A bit of history:

The X-15 was conceived in 1952 by the old NACA, the forerunner of NASA. It was intended for research with aircraft with speeds in excess of Mach 3 and extremely high altitudes. North American Aviation was chosen in 1955 as the prime contract for the three research vehicles. In order to reach the altitude and speeds, the X-15 was carried under the wing on a pylon by a modified NB-52A. This was the typical configuration of the X planes of the time. The planes were built at the North American Aviation facility in LA and then transferred to Edwards Air Force Base in the California desert. Edwards was no stranger to high performance aircraft. The site was ideal because of its isolation, generally favorable weather, and the fact that there were a series of dry lakebeds, which were ideal for landing experimental aircraft since most runways made of traditional construction were too short to handle this type of high performance aircraft.

Three aircraft were constructed, serial numbers 66670, 66671, and 66672. The second aircraft was subsequently designated X-15-A2 after it was involved in an incident at which the decision was made to rebuild the bird and extend its length in order to accommodate the large drop tanks which would give the plane greater range. The planes were designed to accommodate the XLR-99 engine, however, because of teething issues with the XLR-99's, the first flights were equipped with the XLR-11 engine. This was the same engine that was used on the X-1 in which Chuck Yeager broke the sound barrier in 1947. The engine was reliable but seriously underpowered the X-15.

The initial stages of the program were run by North American and employed Scott Crossfield as its prime test pilot. Crossfield made the first carried flights and the first powered flights. 66671 (the second X-15) actually made the first powered flight with the first bird, 66670, making the second. Most of the early flights were designed to verify the aerodynamics of the plane and to slowly gather information on the plane's flight characteristics. After the initial testing phase, the program was taken over by the U.S. Air Force and NASA. Later flights were primarily research flights testing avionics, various heat resistant coatings, high altitude research and the like.

The third bird, 66672, set the altitude record with Joe Walker at the controls. It achieved the altitude of 354,200 ft. This record stood until Space Ship One, a Burt Rutan design, a private venture, exceeded Walker's mark with Mike Melville in the cockpit in 2004. The plane, 66672, was lost on a later flight when it fell into a hypersonic spin and broke apart at 65,000 feet. The pilot, Mike Adams, was the only pilot to be lost during the X-15 program. The second bird (X-15A-2) went on to set the absolute speed record of mach 6.72. The X-15A-2 was retired after setting the record because of structural damage that occurred during the flight. The plane was repaired, however, the X-15 project was cancelled just after the repairs were complete. It now resides in the Air Force Museum in Dayton, OH. The first plane continued to do a few more flights before the program came to an end. It now resides in the National Air and Space Museum in Washington D.C. In all, there were 199 flights with the program ending in November of 1968.

Many a famous pilot flew the X-15. Scott Crossfield is mentioned above. Also flying X-15 missions were Forrest Peterson, who later went on to achieve the rank of Admiral in the Navy, and Neil Armstrong; what did he do? In addition, there was Jack Engle who flew on the space shuttle, Bob Rushworth who thought the X-15 too dangerous and went on to fly combat missions in Vietnam, to name a few. These guys were all pilots with

guts and they all were aeronautical engineers as well as very experienced pilots. Interestingly enough, Chuck Yeager never flew the X-15, however, it was mentioned that he did pilot Balls Three (the NB-52A) on one of the X-15 missions although I was never able to verify that this was true.

An interesting end to this story is that of the two NB-52A's that carried the X-15 planes on its flight. Two were used, Balls Three and Balls Eight (named for their serial numbers 0003 and 0008). Balls Three now resides at the Pima Air Museum in Arizona.

There are a couple of really nice books available on the X-15, which I will take the time to mention. The first is *On The Edge of Space* by Milt Thompson (X-15 pilot), which really gets into the history of the program. It has a detailed account of each flight throughout the program at the end of the book. The other is the *X-15 Photo Scrapbook* by T. Landis and D. Jenkins. It contains loads of great photographs, mostly black and white, of the planes, pilots, and support effort. I highly recommend reading both of these books.



The kits:

For this project, I decided to build the first bird, 66670, with the original XLR-11 engines. Since this is a 1/48th scale project, I selected the Special Hobby X-15A-2 kit (SH48008) and for the engine conversion, the New Ware kit (NW017) which contains the engine and additional conversion parts.



I'll get into construction in the next segment but you have to do some surgery on the Special Hobby kit as the X-15A-2 is the "stretched version" and has to have a section of the fuselage removed from the center in order to back date it to the original plane. The Special Hobby kit contains injected plastic parts and some very fine resin parts. All in all, it's quite a nice kit although there could be some improvements, which we'll discuss later. The New Ware conversion is all resin and includes the XLR-11 engine, some additional conversion parts but is missing a key part, which I'll cover in the next edition.

What's Next Uncle?

In our second segment, we'll get into the details of the construction of the kit and look at some of the problems you will encounter when making the conversion. Until then, happy modeling!

Show Report: Huntsville, Alabama... *David Knights (Belated due to your editor)*

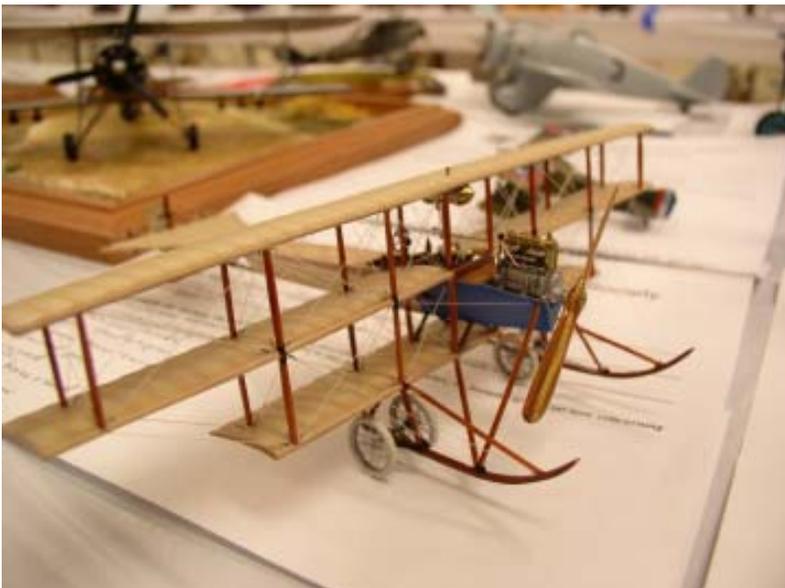
On Oct. 1st, 2005, the Huntsville Chapter of IPMS/USA held their 29th annual model contests. This is one of the contests that I try to get to as often as possible. Rich Guetig and I attended this year. It took Rich and me 4 hours of driving to get to the show and 4 ½ hours to drive back. This puts the show on the edge of what most people consider “driving distance” for a one day show.



The show had a little over 300 models entered this year. As usual there was a fair amount of quality work on display. The aircraft and armor categories were very competitive. The vendors seemed to be slightly down this year compared to years past. The contest was held at the height of the recent gas price spike but this did not seem to affect the number of people attending.



The contest was held in the community center where it has been held for as long as I have been attending. This year the club had an M-42 Duster AA tank on display out side the center for some 1 to 1 scale reference. The club had a nice raffle in which I was luck to win a number of prizes.



The Huntsville contest is another example of an IPMS club putting on a quality show year after year. If you have not had a chance to attend their show in years past, mark your calendar for the first week in October of 2006. It will be their 30th anniversary show. I am sure they will put on a very nice event.

A Thanksgiving From Iraq... *Letter Forwarded to Jerry Davis*

Just to update you on the clubs activities so far.

Thanksgiving Day was a slow day for us; almost a day off. Our friends in the Iraqi mess hall prepared a great, traditional meal complete with turkey and all the trimmings. Later that evening we were able to watch a little football on the Armed Forces Network (AFN) TV. The day before we received a logistics convoy with a truck load of mail and I'm happy to say that there were several boxes addressed to the Ft. Tall Afar Hobby Club. Me and a few other guys opened the boxes and inventoried them and found a lot of great kits, building supplies, paints, candy, snacks, magazines, books, and even Christmas decorations from just about every corner of our beloved USA. We ran out of room on our shelves and began stacking kits on a set of bunk beds. The hobby club was off to a great start.

It is hard to keep good news a secret here and later that day soldiers got wind that we had a stash of models and wanted to know if they could get a few. I was trying to hold off until we were better supplied with paints and such so they'd have what they needed. But then I thought what the heck? This is a holiday, and almost like a day off, so we opened up the club "unofficially." Once the word was out, all sorts of guys came down to check out the hobby club. When the guys entered the room they were dumbfounded and awestruck. They wanted to know where all this stuff had come from.

I told them that everything in the room had been sent from people back home that supported their soldiers. Several seemed overwhelmed by the true display of support manifested by the stacks of kits. Then, once they recovered, they were looking through the kits, finding just the right one. It was beautiful! Now, we have guys throughout the fort, building models like crazy. We showed a few of them to the Iraqi soldiers and our interpreters and they are ready to start building too. So, it looks like a new country will learn the true joys of modeling thanks to the forces of democracy. Pretty neat, huh??

Model building here is not just a hobby; it's good therapy. Time and time again, guys have come up to me and told me how much they enjoy modeling. They say that when they are building models, they are no longer in Iraq, at least mentally, and they are actually able to relax. Sharing in the model building experience has also helped the various units here to develop closer working relationships and develop personal friendships. I can't find the words to express the gratitude for all the support that everyone in the IPMS community has shown us. It is truly moving.

In the future, I will try to add some pictures to the emails so you all can see our progress and all the wonderful projects that we have going on. Thanks to each and every one of you for your wonderful support. You have deeply enriched our lives and have given us a great way to spend our free time. We are in your debt.

Many Thanks,

Dave Wallace