

Tactical Notes

November 2024

So many kits... So little time...



Our Next Meeting

Thursday November 21st 7 p.m.

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Editor's Notes

MMCL Members,

Hope everyone is ready for some turkey! I always like the Thanksgiving Holiday. It means good food and family and I also usually get some bench time. All great things to be thankful for.

In this month's Tactical Notes we have an article from our departed member Dennis Sparks on his Morane Saulnier Type L, and from our "member at large" Julia Evelsizer an article on her experiences judging the model contest at this year's Bowmenfest.

Reminder our next "Smack Down" is " Airfix - OOTB Build". So, hope your build is going well. I am at the decal stage on my Spitfire.

Take care and happy modeling.

Jason

Don't Forget to join us on our Saturday Morning Workshops. The Workshop is open most Saturdays from 6 AM to Noon.



Membership Renewal: Please renew as soon as you can. You can renew online (PayPal), in person at the Saturday Workshop or at a Monthly Meeting, or at Scale Reproductions (Please, NO debit or credit cards).

President's Page

“So many kits... So little time...”

Hello MMCL Members,

We will be having our regularly scheduled meeting this Thursday, November 21, 2024. Myles Marcovitch will be giving a presentation on his recent ship model build. We will also be deciding on the Challenge Coins (new awards), sharing our Show-N-Tell items, and having our monthly raffle. Be sure to bring a kit or two for the raffle.

This is a great time of year to be working on your projects. I have been working on a few entries for the Airfix Smackdown. I am also trying to finish up a build and article for the Tactical Notes and IPMS Canada Journal. If you are starting a build, think about writing an article for the newsletter. Other possible newsletter items could be an article on a famous battle, a model technique, a kit review, a contest report, etc. If you have something to share, send your article to Jason Sizemore.

The end of my first year as president is almost here. I would like to hear from members on how things are going in the MMCL. Please send me a separate email with your comments, critiques, suggestions, and of course gripes. I want to keep heading the MMCL in a positive, enthusiastic direction.

Thanks to all the members for their support!

Rich

Morane Saulnier Type L By Dennis Sparks

Background...

Like many of their contemporaries in the first decade of the 20th century, French brothers Léon and Robert Morane had become interested in aviation. Working with another fledgling aircraft manufacturer named Gabriel Borel, their combined first effort was a single seat shoulder-wing mounted monoplane that resembled the aircraft that Bleriot had built and flown across the English Channel in June 1909. Powered by a 50 hp. Gnome Omega rotary engine, it was known originally as the Morane Borel, and it achieved a measure of fame by winning the Paris-to-Madrid air race in April 1911.

Soon after this, the Morane brothers parted company with Borel to start their own company. Joined by designer Raymond Saulnier (who had previously worked for Bleriot), they officially incorporated in October 1911 as Aéroplanes Morane-Saulnier. Although the precise legal relationship between the Borel and Morane firms remains unclear, the Morane Borel design now became known as the Morane Saulnier Type A. The firm continued to tinker with the design, producing small numbers of similar sporting monoplanes, with their next real success being their Type G of 1912, which set several speed and altitude records in 1913.

In September, noted French racing pilot Roland Garros became the first person to cross the Mediterranean Sea by air, flying a Type G non-stop from Fréjus in southern France to Bizerte in Tunisia. He covered the 485 miles in just under eight hours, averaging about 60 mph. He started with a full load of 200 liters of fuel and landed with only five liters of remaining.

The start of the War brought about a need for scouting planes to observe enemy troop movements and gun positions. The French air force bought 90 examples of the Type G to serve in this role, but the shoulder-mounted wing greatly restricted the pilot's view of the ground below him and so the type was soon instead relegated for use as trainers.

In response to this problem, in 1914 Morane Saulnier introduced their Type L, which was basically a Type G design but fitted with a parasol wing that was mounted on struts over the pilot's head, allowing for a much better view of the ground below him. It proved to be a great success and about 600 Type L's were built in both single seat and two seat versions. On the two-seaters, the second crewman sat back-to-back with the pilot in a tandem open cockpit and manned a flexibly mounted light machine gun.

The original Type L design used wing warping for control in the roll axis, but the later type LA was instead fitted with ailerons. The British Royal Flying Corps utilized 50 of the Type L and the LA and a small number of copies were also built for the Germans by Pfalz. These various versions were to see use until about the end of 1915.

The model...

This 1/48th scale model was built using Eduard's kit #8007 from 1995. One of Eduard's earliest releases, it used low pressure molds for the plastic parts, which required a lot of cleanup. The kit also included an extensive photoetch fret and a white metal casting of the engine.

I replaced the plastic wing mounting struts with carbon fiber rod, then brush painted the bulk of the aircraft with Humbrol enamel 103 Cream, lightened with some white to represent the clear doped fabric. The engine cowling is Humbrol 153 Insignia Red and the reinforcing strips along the edges of the fuselage were painted with Humbrol 119 Matt Light Earth. I used Uschi van der Rosten's elastic thread for the rigging and used on the kit's decal options to represent an early Type L two seater from an unidentified unit. I finished the model in February of 2017.

A partial explanation of the name of aircraft...

The markings option that I had chosen from the kit's decal sheet was fairly mundane, consisting only of the French national insignia and the inscription "Le Pilou Pilou" on the side of the fuselage under the cockpit, which I assumed was possibly a nickname for the pilot. I later asked a couple of the French nationals here where I work if it carried any meaning, but they were unfamiliar with the term. After a few internet searches, I uncovered at least a partial explanation.

In the late 19th and early 20th centuries, there were several Colonial Expositions held in France. The 1907 Exposition in Paris was apparently the first to feature several replicas of villages from lands that were then under French Colonial rule. These villages were populated with a small number of the citizens from these colonies, who were paid to travel to France and perform. They were encouraged to practice their native crafts and to perform ritual ceremonies and dances, all while on public exhibition. They were also actively discouraged from interacting with the European spectators upon pain of having some of their salary withheld. This exposition was enormously popular, with over 1.8 million visitors.

One of the village sets of the 1907 Exposition featured the Kanak people of New Caledonia. Their rhythmic ceremonial dances were (and still are) called Pilou Pilou, a name that oddly enough had possibly been bestowed by Catholic missionaries. When the performance of these dances proved to be a popular draw, a Parisian cabaret promptly commissioned the creation of both sheet music and choreography for a new dance and 'borrowed' the name, with all of the cabaret dancers simultaneously shouting Pilou Pilou four times as the dance ended. Other than the name, it bore no resemblance to the Kanak original.

Extra bits...

Shameless plug here... the Aviation Museum of Kentucky, located at the Bluegrass Airport in Lexington has a quite rare Gnome Omega engine in its collection. It was acquired about ten years ago and has languished in storage for much of that time. But a new docent has recently started an extensive restoration on it. The AMK's Gnome is serial number 943 out of a production of about 1700 and so probably would have been built c.1911.

Curiously, the valve gear cover on the front of this engine is from the later double row engine and so has ports for fourteen exhaust valve pushrods, with the ones for the second bank of cylinders plugged with brass fittings. Photos of restored Omegas in other museums indicate that this was not uncommon, although the reason for this is still unclear.

The intake valves on the Omega engine were located in the top of the pistons and operated by differential pressure, which proved to be troublesome. In 1913, the design was upgraded, replacing these with simple intake ports situated along the lower portions of the cylinder walls that were similar to those used in two-stroke engines. This new design was known as the Monosoupape (French for 'single valve'), and was produced in several sizes ranging up to 160 hp.

One of the interesting side stories that arose from the 1911 Paris-to-Madrid race was that one of the other aircraft in the race was reportedly attacked in flight by an eagle, with the pilot obliged to discourage (but not harm) the bird by taking potshots at it with a pistol.

While serving as a reconnaissance pilot with Escadrille 26, Roland Garros approached Raymond Saulnier near the end of 1914 to discuss how to fit a forward firing machine gun to his aircraft. Saulnier had already been working on a gun synchronizer or interrupter mechanism that would allow the gun to be fired through the arc of the propeller without hitting the blades. Unfortunately, the gas-operated 8mm Hotchkiss machine gun that was then in use could not reliably operate in what was essentially a semi-automatic mode, and so the mechanism did not work.

The interim solution was to affix grooved triangular plates to the back of the propeller blades to deflect any bullets that would otherwise strike a blade, and Garros used this modification to shoot down three German aircraft during the first two weeks of April 1915. Varying accounts of these events are possibly somewhat in conflict, with Garros being mentioned as having employed both Type G and Type L aircraft fitted with these deflector plates. When he was forced down by anti-aircraft fire over occupied Belgium on 18 April, the Germans examined the wreckage of his aircraft and learned the secret of his success. By June the first Fokker E.I's that were equipped with a working gun synchronizer made their appearance, creating the "Fokker Scourge" that lasted until the introduction of the superior Nieuport 11 in early 1916.

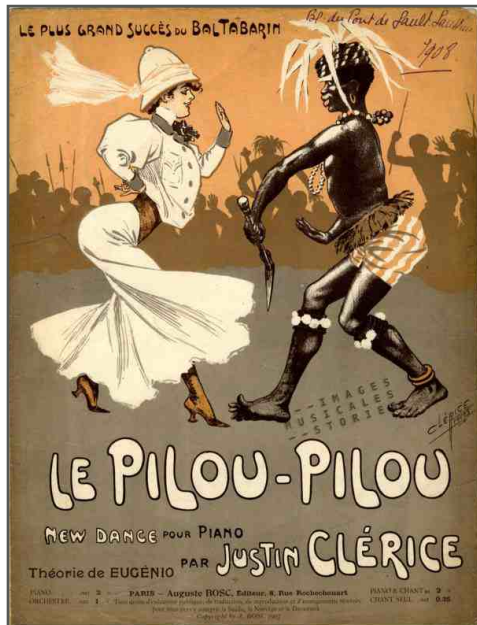
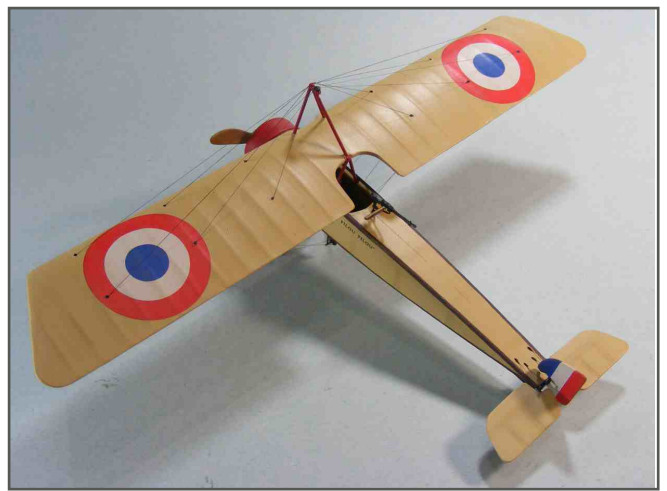
Modern descriptions often disparage the Colonial Expositions as having been a 'people zoo'. But perhaps it's more charitable to compare them instead to the Chautauqua performances that were popular across the US at about this same period. These were groups of actors and lecturers that toured the country for both educational and entertainment purposes before the advent of mass media.

In 1992, the Kentucky Humanities Council re-imagined and revived the Chautauqua concept, funding individual performers that appear across the Commonwealth portraying famous individuals from Kentucky's past. They tell the life story of the person that they are

portraying, and follow up with question and answer sessions, all while staying in character. I highly recommend trying to catch some of these performances. There are 25 personalities that are currently featured ranging from Abraham Lincoln to Grandpa Jones. For more information see their web page at

<https://www.kyhumanities.org/programs/chautauqua>





MMCL Members at Bowmenfest

By: Julia Evelsizer

October 9th, 2024

Every October Kentucky and Indian come alive with many festivals to celebrate our heritage and community. One of my favorites that celebrates our aeronautical history is Bowmenfest at Bowman Field located here in Louisville. It is usually held on the first weekend in October and this year's took place on Oct 5th, and 6th 2024. I have been many times. I love to see all the historical aircraft and this year Bowmenfest had their first Scale model Contest hosted by The River City Model Builders and coordinated by MMCL member Mark Domeck,

On Saturday October 5th I attended the festival alone with the goal to enjoy the sights and promote the hobby and club. With me I had over 100 business cards to pass out to interested people. Straight away as I walked through the gate, I found MMCL member Robert Johnson displaying his white 1988 Ford Mustang, with the Kyana Antique Automotive Club of America with whom he is also a member of.

While looking at the many aircraft on display including a beautiful silver DC10 with a red nose and a Dauntless Dive bomber from WWII. The KILROY Military Vehicles Preservation Association was there with many WWII Jeeps, trucks, weapons and living history displays. I made contact with many people and organizations. Some of those organizations were Boy Scouts of America, the Marine Corps League, Civil Air Patrol, Sea Scouts, amongst many other individuals. After I had passed out all the business cards it was time to get some lunch. The only issue I had with the food court was the lack of shade. However, I chose to eat at the Celtic Pig and the smoked pork was delicious.

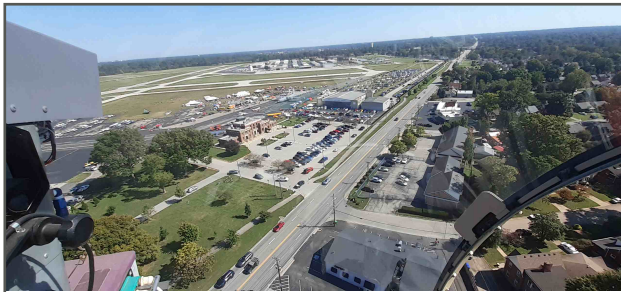
The best part of the day by far was I took a flight on a Bell 47 Helicopter, like the one we all know from the TV show M.A.S.H.. It was a so much fun the flight path even took us directly over Scale Reproductions. I took a lot of pictures and had a great view of the event and the city skyline. Unfortunately, it was over way too soon, but I did get to knock a bucket list item off.

Sunday October 6th was the day of the model contest. I meet up with Mark Dorneck and Dan Morris who are members of the River City Model Builders. The event was held outside and this proved to be a difficult challenge due to windy weather and several low passes made by helicopters. In the aftermath several good models were damaged.

Once again Dan, Mark and I spent the day talking to people who were interested in the hobby, and we promoted our two clubs. Many people were enthralled that we had the infamous "Casting Couch" model made by Preston Poling. After a long windy and warm day judging started at 2:00 pm. Members from Boy Scout Troop 30 helped by picking the kids choice award. While I asked members of the Louisville Fire Department to pick First Responders Choice. The rest of the judging was done by Dan and Mark.

Mark announced the winners of the Model Contest with the results below:

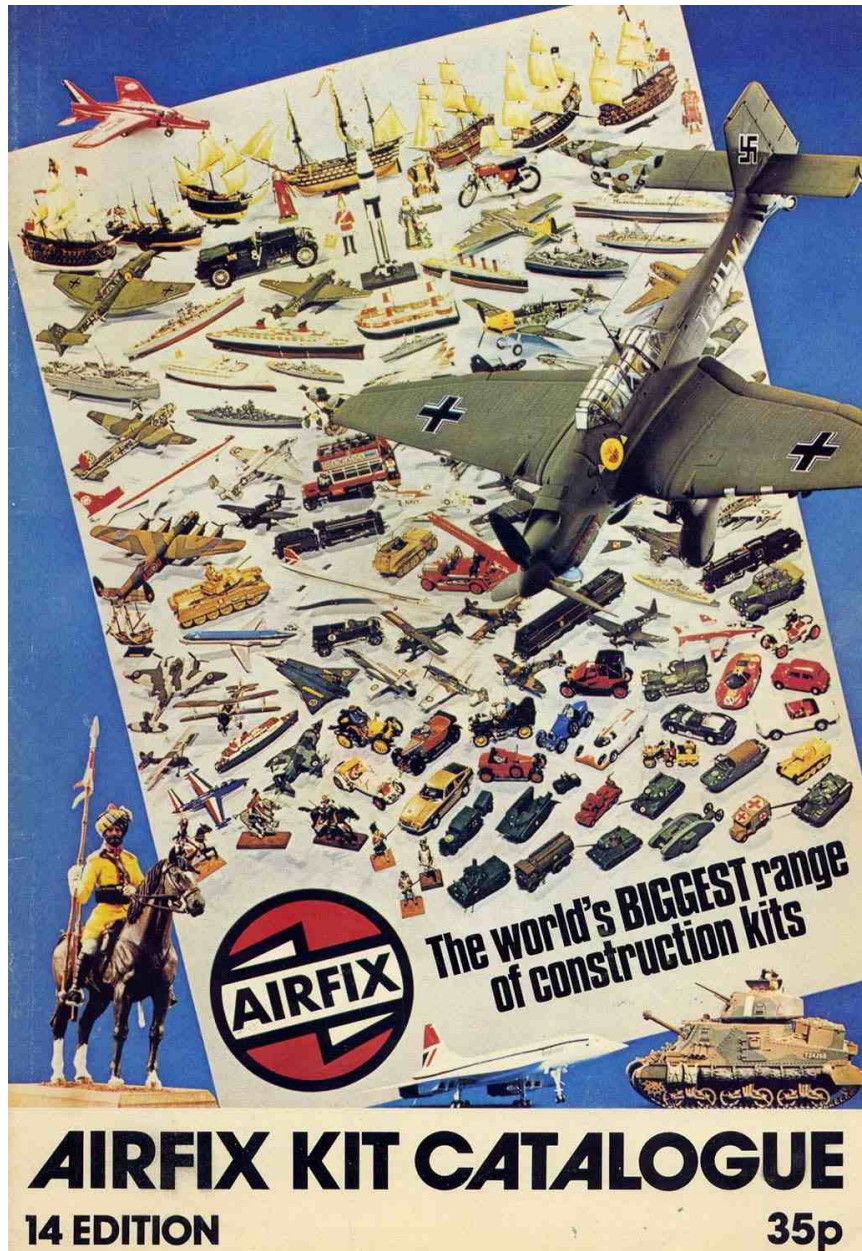
Best in Show:	Travis Collard,	Striker APC
First Responder's Choice:	Richard Romick,	Large Suitcase Dio
Kid's Choice:	Richard Romick,	Large Suitcase Dio
Best Composition:	Richard Romick,	Hooter's Race Car
Best Air Craft:	Byron Bowmen,	BF 108
Best Military:	Julia Evelsizer,	Camouflaged Tank
Best Out of The Box:	Julia Evelsizer,	Training Tank
Best Diorama:	Richard Romick,	Large Suitcase Dio
Best Figure:	Travis Collard,	Baby Yoda
Best Street Rod:	Tom Haile,	Curtiss Condor
Best Commercial:	Travis Collard,	Russian Fire Truck
Best Sci-Fi:	Travis Collard,	M6 cargo hauler
Best Pickup:	Travis Collard,	1977 Ford Postal Van
Best Street Machine:	Travis Collard,	1988 Porsche 911
Best Miscellaneous:	Preston Poling,	Casting Couch



Military Modelers Club of Louisville

“AIRFIX – OOTB Build”

SMACKDOWN



Guidelines;

1. Any Airfix Model
2. Any scale, any genre!
3. Must be displayed with **Box and Instructions** – No bases or aftermarket items.
4. Must be straight out of the box per instructions.

** Must be a **NEW** build and finished by **December 19, 2024**

** Members can have more than one entry.

***Questions regarding an entry, check with Richard Guetig at wolfandgang@twc.com or call 502-931-0302.