

January 2010

Tactical Notes



**Next Meeting:
Thursday, January 20th, 2011
7 p.m. Execution of deposed club
officers.**



WWW.MMCL.ORG

THE NEWSLETTER OF THE MILITARY MODELERS CLUB OF LOUISVILLE

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

Cover Photos: London's changing of the guard.
Stolen from the internet. No copyright claimed.



Dennis Sparks' Ki-27 in 48th scale

Editor's Note

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Hopefully, you attended our December meeting and Christmas Dinner. I think we had the largest attendance we've ever had at one of these. The meeting saw much good modeling camaraderie as well as the election of new club officers. You can see our new officers listed in the box at the left. You will notice some new members of the officer ranks as well as some officers who have changed offices.

I had intended to have a completely revamped look to Tactical Notes, however circumstances have put that off till next month. Speaking of put off, the Yellow Wings smackdown has been pushed back to March due to some unforeseen scheduling difficulties. (My daughter had her cleft palate surgery on Jan. 18th which prevents me from attending the meeting this month.)

Thanks go out to Dennis Sparks whose article takes up the majority of this issue. It is a good article and I hope folks draw inspiration from it.

Rescheduled!!!!!!!!!! Smackdown Notice Update!

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

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

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

Join in!

Contact David Knights for details
LOULAW@AOL.COM

Mixed and Matched Wildcats (and Martlets, too!)... Building the Hobby Boss Wildcats

by **Dennis Sparks**

“I would still assess the Wildcat as the outstanding naval fighter of the early years of World War II ... I can vouch as a matter of personal experience, this Grumman fighter was one of the finest shipboard aeroplanes ever created.” —Eric M. Brown, British test pilot

Tamiya’s 1/48th scale kit of Grumman’s F4F-4 Wildcat has been around since 1994 and is arguably still the best Wildcat available in this scale. Other than a minor and correctable mistake in the floor of the cockpit (it shouldn’t have one), probably the kit’s worst single “feature” is that Tamiya has never released any follow on kits of any of the other earlier and later versions of the Wildcat.

Before the Tamiya kit was released, the only other mainstream 1/48th Wildcat kit offered was the one produced in the early 1960s by Monogram. While it’s not horrible, it is something of hodgepodge of several different versions and requires a fair amount of work to

bring it up to anything near modern standards.

Several years after the Tamiya offering, Sword brought out a 1/48th kit of the later FM-2 variant, but it wasn’t until Hobby Boss began cranking out their family of Wildcats in 2007 that modelers were finally able to build models of some of the early domestic and foreign ‘Cats without resorting to either some heavy duty scratch building or expensive resin conversions.

As I’m fond of building series of models depicting various versions and markings of the same basic airframe, I bought examples of all of the Hobby Boss Wildcats as they became available and began building them all in early 2010.

Including the Sword FM-2, two examples of the Tamiya F4F-4 and one Tamiya/Hobby Boss hybrid, I now have nine finished ‘Cats in my collection, with a couple of kits still held in reserve in case I run across a photo of either another variant or unusually marked Wildcat that “needs” doing.

I found Bruce Archer’s online article **“The Grumman Wildcat in FAA Service”** on the Hyperscale web page to be very useful in sorting through the differences between the many

Wildcat variants. Although written primarily about the Martlets and Wildcats that were flown by Britain's Fleet Air Arm, it also lists the USN equivalents for each and contains a handy chart that lists the engine, cowling and wing types used on the different versions. (When first employed by the British, the aircraft was called the Martlet, with this later reverting to Wildcat to avoid confusion.)

Hobby Boss cleverly engineered their basic Wildcat kit to enable them to offer a wide range of variants by mixing and matching various component parts trees. By using various combinations of two different fuselages, three sets of wings, three windscreens, two engines and propellers and three different engine cowlings, they were able to offer kits of both an early and a late F4F-3, an F4F-4, an FM-1 and an FM-2.

Unfortunately, they also introduced a few inaccuracies, mostly on the FM-2. Almost all of the other Wildcats had used various versions of the Pratt and Whitney R-1830 radial engine, which had fourteen cylinders arranged in two rows, but the FM-2 used a single-row, nine cylinder Wright R-1820 engine. To balance the aircraft, the FM-2's Wright needed to be located further forward. And although

the total length increased by only ³two inches, the FM-2's fuselage was necessarily longer, while the cowling for the single row engine was correspondingly shorter.

But all in all, the Hobby Boss Wildcats can be used to make reasonable replicas of the real article. The surface details are not quite up to the standards set by the Tamiya kit, even though they're slightly more expensive of the two. But they're more versatile, allowing one to build some of the more interesting and colorful of the breed. And as with most kits, they're not without their minor assembly or fit problems.

I began the construction of each of my Wildcats by first building and painting the cockpits. The ten-piece cockpit is actually quite good, but given the rather small size of the cockpit opening in the fuselage and since the kit canopy cannot be displayed in the open position I didn't spend much time with extra detailing, adding only Eduard seat belts. Incidentally, the Archer article indicates that the primary color in the cockpits of the Grumman-built Wildcats was the darker bronze green, while the cockpits of the later FM-1s and FM-2s that were built by Eastern Aircraft were instead painted interior green.

The fuselage of the Hobby Boss Wildcats is divided into three parts, with the usual left and right halves for most of the fuselage, while the lower portion of the forward fuselage that is under the wings and cockpit is molded as a separate piece.

The kit's instructions call for first attaching the completed cockpit to this separate lower tub, and then attaching the entire assembly to the rest of the fuselage. But I soon found that the joint between the rear portion of this lower tub and the remainder of the fuselage is one of the kit's problem areas, and attaching the cockpit to it only exacerbates the problem. I discovered that it was easier to first glue the left and right fuselage halves together, and then insert the completed cockpit from the bottom and glue it to the inside of the fuselage. The bulkhead, two of the landing gear's retraction struts, the oil reservoir and (sometimes!) the two intercoolers were all installed in the forward part of the tub as per kit instructions before attaching the tub to the remainder of the fuselage.

I used super glue to attach the rear of the tub to the lower portion of the fuselage first, twisting and tugging as needed to get the entire seam between the two assemblies properly aligned. After this joint had solidly set up, I then super glued the joint on each side of the tub at the front of the fuselage, but without gluing together the top and bottom of the intervening wing root area at all. By not gluing this area together now, I had some latitude to later adjust the thickness of the wing root to make it match that of the wing. At this point the horizontal stabilizers can be attached so that they can serve as a reference line for getting the correct wing dihedral later.

When gluing together the upper and lower wing halves, I recommend that you again avoid gluing the wing root area. Test fit the wings and if needed, trim or shim the wing roots on either the wing and/or the fuselage. On several of the 'Cats that I built, the wing root on the fuselage seemed to be a bit thinner (top to bottom) than the corresponding root on the wings. I usually tried to correct this by trimming the wing's ribs a bit to make the wing slightly thinner.

There's a good deal of "slop" in the wing joints, and again I'd recommend using super glue to attach the wings. I tried to get the upper seam of the wing-to-fuselage exactly right, while allowing a

small gap on the lower surface if needed to get the proper dihedral. Any gap was later filled with super glue, which also added strength to the joint.

The remainder of the complex landing gear is to be assembled and then attached into the wheel well as a built-up unit.

Compared to the landing gear of the Tamiya kit, it seems too spindly to support the aircraft, but it's sufficiently robust once it's installed in the fuselage. Deviate from the kit's instructions slightly and install the landing gear before adding the engine. You may need the hole where the engine attaches to the firewall for access to the landing gear's attach points on the bulkhead.

The landing gear assembly includes a small portion of the fuselage's keel, and one the things that caused me some grief was its exact positioning. On the first kit I built, I had assumed that both the front and rear ends of this piece fitted flush with the lower surface of the fuselage, and so trimmed the slot that it was to fit into to make it so. But this caused the landing gear to have an incorrect rearward sweep. The rear of this keel portion is actually intended to stand proud of the lower fuselage by about 3/32 of

an inch, which is then covered by a streamlined fairing that's added later. As it was too late to correct this on the first model, I tried to obscure the error by adding the two drop tanks.

One last area of the basic construction that I thought needed extra care is the fit of the canopy. Without a bit of adjustment, the windscreen sits too high, and so does not match up with the sliding portion of the canopy. After trying several different techniques, I finally settled on gluing the two portions of the canopy together first, and then gently scraping along the groove in the fuselage where the windscreen sits until both the bottom of the windscreen and the lower rails of the sliding portion rest on the fuselage.

These four examples illustrate some of the different versions of the Wildcat that can be produced with the Hobby Boss kits.



(1) This model represents an F4F-3A that was operated by the Marines' VMF-111 Squadron just prior to America's entry into WWII. Delivered in the overall non-specular light gray scheme that was specified in the spring of 1941, the aircraft is wearing large red crosses to indicate the squadron's participation in the Army war games of November 1941. The kit decals (which are excellent) were used.

Concerned over possible construction delays with the Pratt and Whitney R-1830-86 engine used for the F4F-3, the Navy had ordered 95 examples of the F4F-3A, which substituted an R-1830-90, with both types using the same non-folding four-gun wing. Several of the early Wildcat squadrons apparently operated a mixture of both F4F-3 and F4F-3As.

The -86 engine of the F4F-3 had a two-stage supercharger which required two intercoolers to cool the air after the first stage of compression. These were located in the landing gear bay forward of the wheels and were supplied with cooling air by a pair of intakes that were mounted inside the lower lip of the cowling. The less powerful -90 engine had a simpler two speed, single stage supercharger and so did not need the intercoolers.

The first F4F-3s and -3As had only a single pair of engine cowl flaps to control the passage of cooling air through the cowling, while later -3s had eight flaps. This is one of the primary differences between the Hobby Boss "early F4F-3" and "late F4F-3" kits. The only modifications needed to produce a -3A from the early kit were the removal of the intercooler intakes and the deletion of the intercoolers.

The early kit also has the telescopic gun sight which protruded through the windscreen, but these were soon replaced with the more modern reflector type of gun sight. Fortunately I'd already broken the rear portion of the canopy while learning that it couldn't be displayed in the open position, so I was forced to substitute a Squadron vacuform canopy and thus did not have to deal with the small hole that's molded into the windscreen for the telescopic sight. Squadron has produced two different canopies for 1/48th Wildcats,

for both the elderly Monogram kit and the later Tamiya kit and I used the one intended for the latter.



(2) A single experimental “long-winged” Wildcat was produced by adding six feet to the wingspan of an F4F-4. There’s a photo taken from above the aircraft while it’s parked nose to nose with a stock F4F-4 in the latter of the two Squadron/Signal “Wildcat in Action” books (#1191), but there’s nothing in the book on the intent of the experiment. But even in the drab early war camouflage scheme and with no special markings, I thought the aircraft was visually appealing, so I decided to try to reproduce it.

I could not be sure from the photo, but it looked like this long-winged Wildcat may not

have had the carburetor intake on the top of the cowling. So I used the Hobby Boss F4F-4 kit, but substituted the engine cowl from their “late F4F-3” kit, which doesn’t have this intake. I could be wrong on this, but I won’t

lose any sleep over it.

I removed the kit’s wingtips and added $\frac{3}{4}$ ” to each wing using Evergreen plastic sheet. I shortened and reattached the kit’s wingtips and then sanded the inserts to shape. I then extended the kit’s panel lines across the inserts with a scribe and used a small drill bit to make small divots in an attempt to resemble the kit’s depiction of rivets.

I assumed that as a test aircraft it was unarmed and so plugged the openings in the leading edge

of the wings with Evergreen solid rod. But I further reasoned that Grumman would have retained the option of adding the guns later, and so I did not attempt to completely eliminate all traces of the gun ports. I also left untouched the panel lines that depict the wing's ammunition bay doors.

The joint line of the wing addition was noticeable in the photograph of the real aircraft, so I used a slightly darker blue for them, plus a

bit Tamiya's weathering kit pastels to accentuate this line.



(3) This Wildcat is an FM-1, which was built by the Eastern Aircraft division of General Motors. Painted in the Atlantic

ASW scheme of Dark Gull Gray over white, the model represents an aircraft belonging to VC-55 aboard the escort carrier USS Block Island (CVE-21) in the autumn of 1943. Nicknamed the FBI, for Fighting Block Island, this Bogue-class carrier was sunk off the Canary Islands on 29 May 1944 by the German U-boat U-549.

The FM-1 was essentially the same as the Grumman-built F4F-4, but with the armament reverting to only four .50 caliber machine guns. The F4F-4 had introduced the folding wing, which allowed more aircraft to be stationed on board the carriers, and also upped the number of guns from four to six. But to do this, it was necessary to reduce the number of rounds of ammunition per gun from 430 to only 240, which was unpopular with the pilots. By returning to the four gun configuration, the ammunition load could once again be increased, while retaining the folding wing.

(4) The final model represents a Wildcat Mk. VI that was assigned to the Royal Navy's No. 853 Squadron. This was a composite squadron of twelve Avengers and four Wildcats that was stationed aboard the escort carrier HMS Queen in March of 1945 while it was taking part in Operation Prefix, an anti-shipping strike along the Norwegian coast.



Several of the squadron's aircraft were given girl's names, with "Wanda" normally being flown by a Lt. H. Beeson. I used Model Master enamel to depict the aircraft as it was delivered from the Eastern Aircraft division of General

Motors, wearing Olive Drab and Sea Gray over Light Gray, which were the approved US substitute colors for the normal Fleet Air Arm scheme.

The Wildcat VI was essentially an FM-2, which had the single row Wright engine. The only alteration that I made to the kit was to slightly shorten and reshape the front of the cowling, but without trying to correct the length of the fuselage directly aft of the cowling. Aeromaster aftermarket decals were used.

Financial Report

by Alex "Fingers" Restrepo

MMCL Jan 2011 Financial Summary

Jan Starting Balance: \$5,357.52

MTD TOTAL RECEIPTS (Annual Dues & Workshop Fees) : \$115.00

MTD TOTAL EXPENSES (Kyana Rent): \$250.00

Jan 16, 2011 Balance: \$5,222.52

President's Page

By **Stu Cox, MMCL President**

Greetings MMCL Members & Welcome to 2011!



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I am looking forward to an awesome year of modeling! Our club starts off the year with the opportunity to attend at least three Invitational IPMS shows!

First though, thank you to Dr. Terry Hill and the past Club Leadership for a successful administration over the past two years! We wound up 2010 with a successful invitational show and contest. Terry, your passion and long term leadership of this club is appreciated by every member! THANK YOU!

The agenda for the upcoming meeting will be about internal club contests and smackdowns! Many have expressed ideas about ways to energize our modeling program by establishing future club contest and smackdown dates. We will be creating a calendar for 2011 to ensure everyone has the details on the dates and terms for each contest.

With the Chattanooga, Columbus and Indianapolis shows around the corner, we should be able to participate in force with some great entries! So finish that “shelf-queen” or new kit you cracked open during the holidays, and show us what you got!

Please think about ideas for speakers you might like to see at our monthly club meetings. We will explore options, and determine how we might include presentations even more during our 2011 meetings. Oh yeah, and we will certainly keep up the tradition of our quarterly “Friday Night Fights” events, with our first one scheduled in March.

Please send me an email if you have any ideas or would like to provide input for our 2011 programs.

Looking forward to a great year! We will see you at the monthly meetings and Saturday Workshop!

Stuart Cox
scox2010@gmail.com

MMCL 2011 Planning Calendar

January	Meeting	Location	Activity / Contest	Smackdown
Saturday, January 01, 2011	Workshop	Kyanna	Build Session	
Saturday, January 08, 2011	Workshop	Kyanna	Build Session	
Saturday, January 15, 2011	Workshop	Kyanna	Build Session	
Thursday, January 20, 2011	Club Meeting	Kyanna	Open Club Contest	
Saturday, January 22, 2011	Workshop	Kyanna	Build Session	
Saturday, January 22, 2011	SHOW	Chattanooga	Show / Contest	
Saturday, January 29, 2011	Workshop	Kyanna	Build Session	

February	Meeting	Location	Activity / Contest	Smackdown
Saturday, February 05, 2011	Workshop	Kyanna	Build Session	
Saturday, February 12, 2011	Workshop	Kyanna	Build Session	
Thursday, February 17, 2011	Club Meeting	Kyanna	Open Club Contest	
Saturday, February 19, 2011	Workshop	Kyanna	Build Session	
Saturday, February 19, 2011	SHOW	Columbus	Blizzard Con / Contest	
Saturday, February 26, 2011	Workshop	Kyanna	Build Session	

March	Meeting	Location	Activity / Contest	Smackdown
Saturday, March 05, 2011	Workshop	Kyanna	Build Session	
Saturday, March 12, 2011	Workshop	Kyanna	Build Session	
Saturday, March 12, 2011	SHOW	Indianapolis	Show / Contest	
Friday, March 18, 2011	Club Meeting	Kyanna	FRIDAY NIGHT FIGHTS	ALL SHOW WINNERS
Saturday, March 19, 2011	Workshop	Kyanna	Build Session	
Saturday, March 26, 2011	Workshop	Kyanna	Build Session	

April	Meeting	Location	Activity / Contest	Smackdown
Saturday, April 02, 2011	Workshop	Kyanna	Build Session	
Saturday, April 09, 2011	Workshop	Kyanna	Build Session	
Saturday, April 16, 2011	Workshop	Kyanna	Build Session	
Thursday, April 21, 2011	Club Meeting	Kyanna	tbd	
Saturday, April 30, 2011	Workshop	Kyanna	Build Session	

May	Meeting	Location	Activity / Contest	Smackdown
Saturday, May 07, 2011	Workshop	Kyanna	Build Session	
Saturday, May 14, 2011	Workshop	Kyanna	Build Session	
Thursday, May 19, 2011	Club Meeting	Kyanna	tbd	
Saturday, May 21, 2011	Workshop	Kyanna	Build Session	
Saturday, May 28, 2011	Workshop	Kyanna	Build Session	

June	Meeting	Location	Activity / Contest	Smackdown
Saturday, June 04, 2011	Workshop	Kyanna	Build Session	
Saturday, June 11, 2011	Workshop	Kyanna	Build Session	
Friday, June 17, 2011	Club Meeting	Kyanna	FRIDAY NIGHT FIGHTS	
Saturday, June 18, 2011	Workshop	Kyanna	Build Session	
Saturday, June 25, 2011	Workshop	Kyanna	Build Session	



Military Modelers of Louisville Membership Form 2010

Name: _____

Address: _____

City: _____ ST: _____ Zip: _____

Phone: _____ E-mail: _____

Birth Date: _____ Year Joined Club: _____

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

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

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

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

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

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

Stu Cox, Treasurer

4100 WIMPOLE ROAD

LOUISVILLE, KY 40218

502-499-6618

COX40218@BELLSOUTH.NET

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

PD DT _____

IPMS/USA MEMBERSHIP FORM

IPMS No.: _____ Name _____
First Middle Last

Address: _____

City: _____ State: _____ Zip: _____

Phone: _____ E-mail: _____

Signature (required by P.O.) _____

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

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

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

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

Credit Card No: _____ Expiration Date: _____

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

Name: _____ IPMS No.: _____

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

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

AMPS

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

February 2010

Tactical Notes



Yellow Wings now in April

**Next Meeting:
Thursday, February 17th, 2011 7 p.m.
Ask Stu.**



WWW.MMCL.ORG

THE NEWSLETTER OF THE MILITARY MODELERS CLUB OF LOUISVILLE

To contact MMCL:

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

Cover Photos: London's changing of the guard.
Stolen from the internet. No copyright claimed.

Editor's Note

Snow! Snow! Snow! The January meeting was lightly attended due to a heavy snow. I was unable to attend due to Natalie's surgery. Thanks to all who expressed their good wishes.

Due to my misunderstanding, the Friday night fight is in March, so I made a unilateral decision to put the Yellow Wings smackdown off till April so that it can take place during a regular meeting. I promise that this is the last postponement.

We need volunteers to put on programs at the monthly meetings. The club officers would appreciate the members stepping forward to help.

Finally, I need articles. Thanks to Dennis for his support. I've seen a lot of building at the Saturday sessions. How about some articles?

Rescheduled!!!!!!!!!!!!!! Smackdown Notice Update!

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

The participants will build any 72nd
scale U.S. Navy Aircraft from the
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There are at least 5 MMCL members
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Join in!
Contact David Knights for details
LOULAW@AOL.COM

**From the Tom Field photograph collection... The Mead Rhön Ranger Primary Glider
by Dennis Sparks**

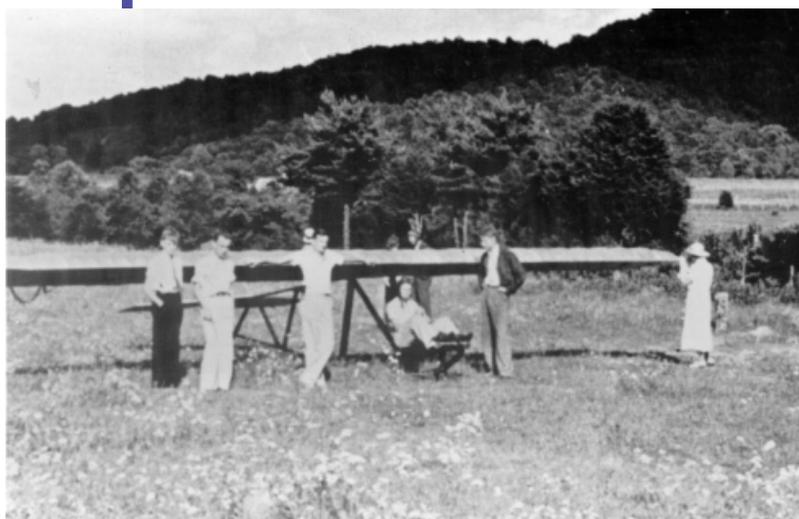
At 3100 feet of elevation, the Wasserkuppe is the highest peak in the Rhön Mountains in Germany. During the 15th and 16th centuries, the beech trees on its northern and western slopes were clear cut to produce charcoal. The treeless slopes proved to be excellent pastureland for grazing sheep, and so the area was never reforested.



By 1909, students at nearby Darmstadt University had begun flying gliders from these slopes. The limitations on the use of powered aircraft in Germany that were imposed by the Treaty of Versailles at the end of WWI served to greatly increase the interest in gliding, and the Wasserkuppe became the focal point for this. Virtually every German aeronautical engineer in the 1920s and 30s spent time there building and flying gliders. Annual gliding competitions began in 1920 and by 1930 it had become an international event, drawing pilots and

planes from all over Europe and the United States.

At this time, there were considered to be three basic classes of gliders. The simplest of these was the primary or student glider, which almost universally had a fuselage that was nothing more than a flat vertical wooden truss mounted on a skid. Pilot accommodations consisted of a small wooden seat and belt fastened to the fuselage framework, with no cockpit or aerodynamic fairings at all. The fabric covered wooden wings and tails were usually braced with external wires. The gliders were launched with bungee cords to sail down the hill, and they were not generally capable of rising above their starting point. At the Wasserkuppe, these primary gliders were very often the first type of aircraft to be flown by the future pilots for the WWII German Luftwaffe.



Marvin Northrop had been an American pilot serving in Britain's Royal Flying Corps during WWI. After the war he returned home to Minneapolis, Minnesota, where he founded an aircraft supply company and made annual trips to Europe to stay abreast of latest developments in aviation there. Returning from such a trip in 1929, he brought with him an example of a primary glider that was then in use at the Wasserkuppe. He adapted the design to use materials that were available in the US, and offered blueprints for sale in magazine advertisements.

Inexpensive and easy to build, this design proved to very popular in the US. It was quickly discovered that on relatively flat terrain, the Northrop glider could be towed into the air with an automobile to an altitude of perhaps 150 feet. With a glide ratio of about 15:1, tow launching provided these gliders a range of about a half mile and they could remain aloft for about a minute.

The Mead Glider Company of Chicago also offered plans and kits for a practically identical glider, dubbing it the *Rhön Ranger** and it is one of these Mead gliders that appears in two of Tom's photographs.

The glider was registered with the FAA as the Unaka Rhön Ranger and was assigned the number 11517. The mountains along the border between Tennessee and North Carolina are known as the Unaka Mountains, and are a part of the Appalachian mountain range. In a letter to a Johnson County, Tennessee newspaper many years later, Tom related how he and several other young aspiring pilots had bought the glider from its original owner after it had been damaged in a crash. They rebuilt it and flew it for a time before it was damaged beyond practical repair in a subsequent crash and was ceremoniously burned.

An American Eagle Eaglet 230 light plane (wearing the registration number 469V) can be seen in the background in one of the photos. Powered by a 30 hp. Szekely three cylinder radial engine, the Eaglet 230 was probably too small to have been used to tow the glider into the air.

In captions on the rear of the photos, Tom identified several of the people, including Roy Wade, Bob Woody, Bill Hart and Nils Brekke. In a 2009 interview with Tom's wife Nancie, she related that Roy Wade was later a

fighter pilot during WWII, and that Tom and Bob Woody had been the principal owners of the glider. Tom had identified the woman in 4

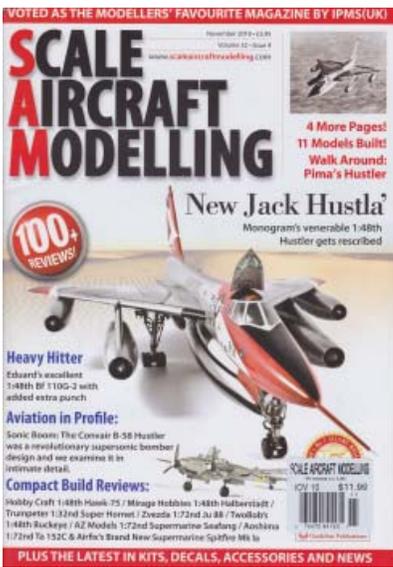


the photos as Virginia Dooley, who Nancie recalls was the daughter of the owner of one of the local radio stations.

*If your thought processes are anything like mine, you'll immediately wonder about the similarity of the name of the glider to that of the title character of the long-running radio and television series "The Lone Ranger". But it appears to be a coincidence, as the radio series premiered on WXYZ in Detroit on 30 January 1933, about two years after Mead Rhön Ranger glider advertisements began appearing in Popular Science magazine ads.

Complete kits for the Mead Rhön Ranger were offered in 1931 for \$89.50 and it was also offered as six separate subassembly packages. One could also opt to begin building the glider for only a \$15 initial cost, purchasing the remaining parts as they could afford them.

As a sideline to their gliders, Mead also offered kits for both canoes and iceboats.



Magazine review: Scale Aircraft Modelling Vol. 32 #9 Nov. 2010

5

Review by D.M. Knights

I've reviewed enough of the "new look" Scale Aircraft Modelling (SAM) magazines that the basics have been covered numerous times. There are several things of note in this issue.

#1. There are less obvious typo and editing errors. They are still there. I found them mostly concentrated in the "Marketplace" section. As

Jim Bates has noted previously, the section of the book reviews in the "Marketplace" section where the magazine tells you what the publisher says about their book are pretty pointless filler. In several cases in this issue, that is all that is published, with the editor failing to tell the reader anything independent about the book. However, as I said, overall, there are fewer typos.

#2. There is more content of interest to the 72nd modelers. There are build reviews of a Ju-88, Seafang and Ta-152. (Speaking of typos, the magazine cover says the review is of a Ta-152 C, while the actual article is a review of Aoshima's Ta-152H-1) This increase in 72nd content is heartening. The last few issues have had much more 48th and 32nd scale stuff. One of the reasons I've always liked SAM is that it seemed to concentrate on 72nd scale. I hope this return to its roots is the beginning of a trend.

#3. The aircraft featured is the B-58. The article is a short overview of the development and short operational career of the Hustler. It is accompanied by numerous detail photos and scale plans and a couple of pages of colors and markings side views. The article is very much a broad brush overview and isn't the in depth info that SAM use to feature. In addition, to pick nits, the header typeface in the article is particularly difficult to read.

While it may be damning with faint praise, I will say that I enjoyed this issue much more than the last few. Still wasn't worth \$12, but it certainly was worth more than the last few issues.



Why is this photo here? Because you haven't written an article for Tactical Notes! Write one today. This means you!

Financial Report

by Alex "Fingers" Restrepo

MMCL FEB 2011 Financial Summary

Jan Starting Balance: \$5,329.22

MTD TOTAL RECEIPTS (Annual Dues & Workshop Fees) : \$115.00

MTD TOTAL EXPENSES (Kyana Rent): \$250.00

Feb 12, 2011 Balance: \$5,194.22

President's Page

By Stu Cox, MMCL President



7

Let's get right to the point! This week we will have **SUN, temperatures in the 60's**, and the **February MMCL Club Meeting!**

Our January meeting was lightly attended as we experienced snow here in Louisville. Dr. Terry Hill met with those who braved the elements and reported that participation in upcoming regional invitational model shows is expected to be high!

This Thursday night we will meet to briefly discuss business and the plan for upcoming model shows, club meetings and contests/smackdowns. Please see the attached calendar and come prepared to discuss club contest ideas. I have received feedback from a number of you with ideas on how we might increase involvement and participation in the monthly contests and smackdowns. We'll share your feedback and will discuss at the meeting!

In the meantime, next Saturday, February 19th, many of our club members will venture to Columbus, Ohio for BlizzardCon! This show is always popular, with a contest and great vendor area always present. A contingent of club members will be meeting at SCALE REPRODUCTIONS, at 0600 (AM J) to make the trek to Ohio!

On Saturday, March 12th, many from our club will also head to the invitational model show and contest in Indianapolis. Another great way to spend a Saturday in March! The following FRIDAY NIGHT, MARCH 18th, MMCL will have our first FRIDAY NIGHT FIGHTS "build session" of 2011 at our club workshop facility!!! We'll have two activities during this meeting, including a "show-n-tell & smackdown" of award winning models from the Indy and Columbus shows. We will also have a "swap meet" that evening where you may bring your own kits for sell to those who come out to the meeting!

So, a lot going on!

Thanks to all those who are actively participating at the Workshop on Saturday mornings! Our average attendance is up, and we always have a great time sharing insights on modeling subjects and enjoying the astounding company!

Thanks! Stuart Cox

MMCL 2011 Planning Calendar

February	Meeting	Location	Activity / Contest	Smackdown
Thursday, February 17, 2011		Club Meeting	Kyanna	Open Club Contest
Saturday, February 19, 2011		Workshop	Kyanna	Build Session
Saturday, February 19, 2011		SHOW	Columbus	Blizzard Con /
Contest				
Saturday, February 26, 2011		Workshop	Kyanna	Build Session
March	Meeting	Location	Activity / Contest	Smackdown
Saturday, March 05, 2011	Workshop	Kyanna	Build Session	
Saturday, March 12, 2011	Workshop	Kyanna	Build Session	
Saturday, March 12, 2011	SHOW	Indianapolis	Show / Contest	
Friday, March 18, 2011	Club Meeting	Kyanna	FRIDAY NIGHT FIGHTS	ALL SHOW WINNERS
Saturday, March 19, 2011	Workshop	Kyanna	Build Session	
Saturday, March 26, 2011	Workshop	Kyanna	Build Session	
April	Meeting	Location	Activity / Contest	Smackdown
Saturday, April 02, 2011	Workshop	Kyanna	Build Session	
Saturday, April 09, 2011	Workshop	Kyanna	Build Session	
Saturday, April 16, 2011	Workshop	Kyanna	Build Session	
Thursday, April 21, 2011	Club Meeting	Kyanna	tbd	
Saturday, April 30, 2011	Workshop	Kyanna	Build Session	
May	Meeting	Location	Activity / Contest	Smackdown
Saturday, May 07, 2011	Workshop	Kyanna	Build Session	
Saturday, May 14, 2011	Workshop	Kyanna	Build Session	
Thursday, May 19, 2011	Club Meeting	Kyanna	tbd	
Saturday, May 21, 2011	Workshop	Kyanna	Build Session	
Saturday, May 28, 2011	Workshop	Kyanna	Build Session	
June	Meeting	Location	Activity / Contest	Smackdown
Saturday, June 04, 2011	Workshop	Kyanna	Build Session	
Saturday, June 11, 2011	Workshop	Kyanna	Build Session	
Friday, June 17, 2011	Club Meeting	Kyanna	FRIDAY NIGHT FIGHTS	
Saturday, June 18, 2011	Workshop	Kyanna	Build Session	
Saturday, June 25, 2011	Workshop	Kyanna	Build Session	



Military Modelers of Louisville Membership Form 2010

Name: _____

Address: _____

City: _____ ST: _____ Zip: _____

Phone: _____ E-mail: _____

Birth Date: _____ Year Joined Club: _____

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

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

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

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

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

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

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

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

PD DT _____

IPMS/USA MEMBERSHIP FORM

IPMS No.: _____ Name _____
First Middle Last

Address: _____

City: _____ State: _____ Zip: _____

Phone: _____ E-mail: _____

Signature (required by P.O.) _____

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

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

Credit Card No: _____ Expiration Date: _____

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

Name: _____ IPMS No.: _____

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

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

AMPS

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

March/April 2011

Tactical Notes

Microsoft Sucks

Double Issue

MMCL kicks it old school

Next Meeting:
Thursday, April 21st, 2011 7 p.m.
Smackdowns & Stuff



WWW.MMCL.ORG

THE NEWSLETTER OF THE MILITARY MODELERS CLUB OF LOUISVILLE

To contact MMCL:

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

Cover Photos: Doc has joined the Crips.....or maybe the Bloods.

Editor's Note

Welcome to the combined March/April issue of Tactical Notes. I apologize for the lack of a March issue, but Windows updated my operating system and it caused a problem with the software I use to produce the newsletter. I got the problem fixed, but not without considerable trouble.

I wish I could provide a report on last month's Friday Night Fight meeting. However, I wasn't able to attend. However, I will be there for this month's meeting. The meeting will have the long delayed Yellow Wings Smackdown as well as some armor smackdown that no one really cares about. :)

I want to thank all those who contributed to this issue of the newsletter. I see a lot of building going on, and I'd appreciate it if you'd take a few pictures and right me a short review of what you've finished.

There will be a presentation at the meeting, either Randy Fuller's airbrushing seminar or my scribing demo.

Please bring something for the raffle and please bring your aluminum cans. The club has been making extra money off this effort. Thanks to all who participate.

The weakest link.

My adventures with the HobbyTrax HT-017 track tool.

By: Tom "Balki" Romanowski

Patience is a virtue which apparently I don't have. I just couldn't wait. With all this talk after the Indianapolis show about the latest and greatest in modeling gadgets I "borrowed" some money from my kids' college fund and bought the HobbyTrax track tool HT-017 "T-34 with track sag". The timing was perfect since I was just about finished with my T-34 model and all that was left was the dreaded link-to-link track.



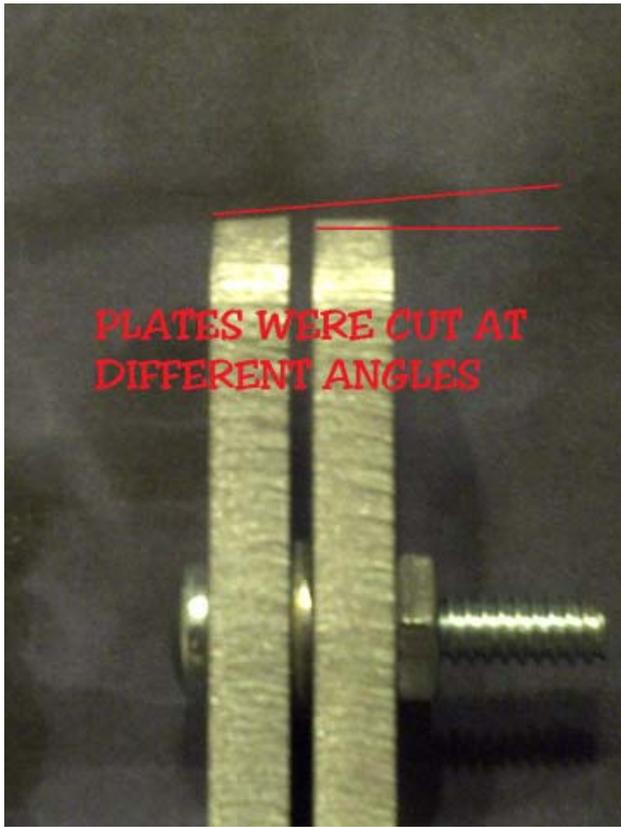
I have placed an order on their web site Hobbytrax.com. I am still not sure why I had to register and create an account in order to purchase the tool, but since they didn't ask too many personal questions I went along and complied with their requirements. Instant PayPal

transfer and two days later the tool was in my hands. Couldn't ask for a better service.

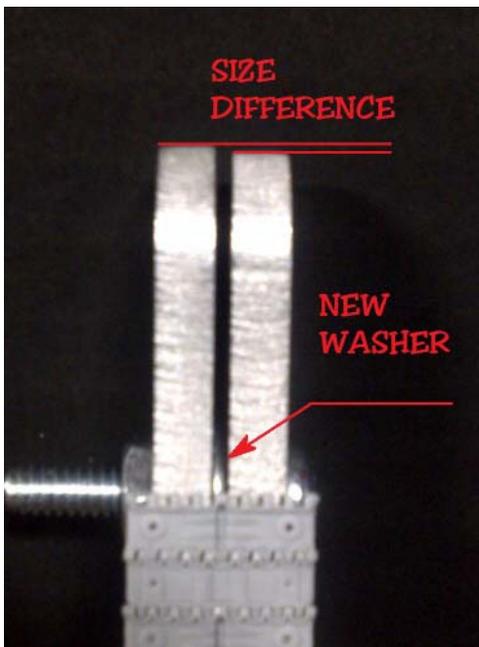
It wasn't packaged in a fancy box which I guess is a good thing because it helps to keep the price down. Both plates were secured to the paper with a double sided tape and all the nuts, bolts, and washers were in an attached small plastic bag. The kit also included an instruction sheet, but c'mon who reads instructions these days? If you need instructions on how to put two metal plates together with small bolts, then you need to step away from anything that has a moving part. It's for your safety and the safety of your loved ones.

Anyway, the assembly process was very straight forward. It is only two metal plates with flat washers as spacers in between them, held in place with three small bolts.

So easy and yet this is where I run into my first problem. While one of the plates was cut at a 90 degree angle to provide a nice flat surface for the track link to rest on, the other plate was cut at a slightly different angle. This resulted in about 1/32 of an inch height and length difference. Rather than sending the tool back and exchange it for another set, I decided to find the tool's "happy medium" and positioned the plates so that the



larger plate will “stick out” about the same on all sides. The thinking behind it was that the flexibility of the track will allow me to give it a little twist and the



super glue will hold it in place on the model.

It took me a while to secure the pieces together. The screw holes have a bit larger diameter so that the bolts will slide with an ease, but it also allows the plates to slip. While tightening one side, the other side would slip and throw my alignment off. The HobbyTrax people recommend that you “snug” the bolts finger tight. I have to respectfully disagree. I used tools to make them tight to prevent the plates from moving side to side while I glued the track links. Like I said, it took me a while to align and secure the two plates, but as I was about to find out the alignment was not the last surprise this tool had in store for me.

After my individual track links were cut and cleaned it was time to simply put them on the tool, splash some glue, and (pardon my French) voila! Well, not so fast. Either Dragon’s links have too thick of a cast or the tool’s washers/spacers are too thin. The track would not fit in the tool. As lazy as I am, I figured that it would be a lot easier to replace the three washers than it would be to sand every other track link. Lucky for me I had a few spare flat washers in my parts bin that were thick enough for the job. Changing the washers was a snap, but the

tool had to be realigned again which was as frustrating as the first time around.

I am happy to report that my second attempt was a success. The individual links lined up and the tool didn't cause any more problems. One thing you need to remember is to leave a few of the links unglued so that you can take the track off the tool and mount it on your model.

Now, the question is: does the formed track fit the model? In



my case the answer is ... no. But this time I can't blame it on the tool. Part of the problem lies in the Dragon's model design and poor instructions, and another part lies in my lack of forward thinking. The front

wheel does not have a guide and can be glued in almost any position. First I thought that it was Dragon's mistake and glued the wheels depending heavily on the "close enough" method, but later I realized that the Dragon's engineers did that on purpose so one can glue it to the model after the track is in place and adjust the wheel to track position as needed. Since I glued my wheel in place before I started working on the track, I ended up with a track's sag that did not lined up with the wheels. After I repositioned the track to match the sag with the wheels I was faced with yet another problem because now I had a gap to deal with. Maybe I should have read the instructions. :-)

So what did I learn from this experience? Do I regret buying this tool? No, I don't. The tool's problems were relatively easy to fix and the tool makes the individual track assembly a snap. Having



several T-34s in my collection this tool will not gather dust for a long while. Will I buy another tool for a different vehicle? Well... probably not. I'm not sure that I would have the same luck with a tool for Pz.III or 38(t). The tool set for these tanks contains three plates and the track is a lot

smaller, has return rollers, and it is a bit less forgiving when it comes to twisting or bending.

On a side note, this tool can be used to form a rubber tracks as well, but I have not tested that theory and probably never will. If you are interested in more information about this or other track tools you can visit their web site at www.hobbytrax.com.



Will one of these win the Yellow Wings Smackdown?

MMCL Web report.

By Mike Nofsinger

As many of you may have noticed our “original” website is currently down. Pete Gay, our webmaster will be unable to maintain our website due to other obligations. For the time being MMCL will develop and host a group page on Facebook. You do not have to be a member of Facebook to view our page! We plan to update this page with information about the club, meeting times, locations and times of various shows, modeling discussions and pictures/videos from shows and from our meetings.

While you can view this information without being a Facebook member, to upload pictures, videos and participate in discussions, you must be a member. Randy Fuller and I currently have administrator access to the group and will monitor it for appropriateness of all content. Remember that the group is family oriented and may be viewed by anyone on Facebook or the internet.

If you are already a Facebook member or join Facebook in the future, please join our group. All you need to do to view or join the group is click on the below link. As you may already know, Facebook has over 500 million members. This group page will help to move our club into the 21st century. WELCOME to MMCL on Facebook!

<http://www.facebook.com/group.php?gid=49292381547>

Financial Report

by Alex “Fingers” Restrepo

MMCL April 2011 Financial Summary

Apr Starting Balance: \$5,357.23

MTD TOTAL RECEIPTS (Annual Dues, Workshop Fees & Recycle) :
\$240.50

MTD TOTAL EXPENSES (Kyana Rent): \$250.00

Apr 17, 2011 Balance: \$5,347.73

President's Page

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By **Stu Cox, MMCL President**

MMCL Members!

March Madness is past now, and with “roundball” over and so many new model kit releases from our favorite suppliers, we all have plenty to do!

This Thursday Night, April 21st is our monthly club meeting event at the KYANNA building. We open up for our meeting at 7pm. The lively conversation always provides plenty of entertainment value!

Congrats to all who participated and won awards in the recent Columbus and Indianapolis Model Show Contests! I encourage anyone who won, or even exhibited an entry, to bring those to the meeting event this week for show and tell. We will have a completed model & demonstration table set up for viewing and discussion!

Also, bring any new kits, or “started kits” that you have working in progress! Our members always like to hear feedback on what everyone is working on and how these kits go together!

Randy Fuller has offered to conduct an AIR BRUSH demonstration and Q/A session. We have had a lot of interest in doing this, especially since we have a fresh tank of air and the club air booth set up for regular use on Saturday mornings! April will also allow us to conduct the LONG AWAITED Yellow Wing 72nd Scale and German 221/222/223 Armored Car Smackdown's. We have been planning these for months, so get your entries finished up and ready.

We will also discuss future club contests and smackdowns. So come prepared with ideas!

We'll see you this Thursday! Thanks! Stu



Member's Spotlight

In Member's Spotlight we will feature photos of a recently completed model by one of our members. If you'd like to have your work appear in the Member's Spotlight, bring your model to the monthly meeting or one of the Saturday morning sessions.

This month we have Dr. Terry Hill's latest creation. The diorama features the recent figure release from Master Box of German Soldiers milking a cow.



The Cranky Canuk

By Jim Bates, Esq.

Title: The Vought F4U Corsair - A Comprehensive Guide

Authors: Rafe Morrissey and Joe Hegedus

Publisher: SAM Publications



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Over the last few years, it seems that SAM Publications have decided to become less identified as a modelling publisher and more as an aviation publisher. In fact, the formerly titled Modeller's Datafiles are now known as Comprehensive Guides. As this shift has happened, the books have become less impressive. Some of the titles on modern aircraft have had no modeling content, and quite honestly seem thrown together. That being said, some titles, for example Paul Bradley's Hunter Guide, have been excellent. Seeing both Rafe Morrissey's and Joe Hegdus's name attached to this title made it a must buy.

While the modeling content is only 15 pages long, this is a pretty good one stop modeler's book on the Corsair. Lots of pictures and drawings provide detail, and there are quite a few neat wartime pictures I've never seen before...for example there are some neat Kiwi birds included; as well as, a shot of one of the Corsair wind tunnel models. All the variants are covered and the differences are explained. Plus, I'm going to give at least one thumb up to any book that includes a story from RCAF trained Black Sheep wildman Chris Magee. (And at least part of a second thumb for including a profile of one of the aircraft he flew.) But how do you do a Corsair book and not mention Hammy Gray, VC? Especially when there is a model of his aircraft in the book! Additionally, while I have no problem with poor photo colour reproduction of photos from Korea and World War II, why are a few of the current warbird pics so poor. (The three photos on Page 96 look especially washed out.) But for the most part this quibbles are minor...well outside of I would like to see more modeling in the book.

All and all I'm pretty happy with this volume, outside of the rather high price, and I think it is perfect for the modeler interested in the Corsair, but not having a full library of Corsair books on the shelf.



Military Modelers of Louisville Membership Form 2010

Name: _____

Address: _____

City: _____ ST: _____ Zip: _____

Phone: _____ E-mail: _____

Birth Date: _____ Year Joined Club: _____

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

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Stu Cox, Treasurer

4100 WIMPOLE ROAD

LOUISVILLE, KY 40218

502-499-6618

COX40218@BELLSOUTH.NET

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

PD DT _____

IPMS/USA MEMBERSHIP FORM

IPMS No.: _____ Name _____
First Middle Last

Address: _____

City: _____ State: _____ Zip: _____

Phone: _____ E-mail: _____

Signature (required by P.O.) _____

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

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

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

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

Credit Card No: _____ Expiration Date: _____

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

Name: _____ IPMS No.: _____

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Join or Renew Online at: www.ipmsusa.org

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North Canton, OH 44720-0475

AMPS

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May 2011

Tactical Notes



Next Meeting:
Thursday, May 19th, 2011 7 p.m.
Airbrushing with Uncle Randy



WWW.MMCL.ORG

THE NEWSLETTER OF THE MILITARY MODELERS CLUB OF LOUISVILLE

To contact MMCL:

President:

Dr. Stu "Mr. Chicken" Cox

Email: Scox2010@gmail.com

Vice President:

Terry "The Man Behind the Throne"
Hill

Email: Thill35434@aol.com

Secretary:

David Knights

Email: LOULAW@AOL.COM

Member at Large:

Noel "Porche" Walker

Email: CWalker011@aol.com

Treasurer:

Alex "Madoff" Restrepo

Email: scox6618@bellsouth.net

Webmangler:

Pete "The ghost" Gay &

Mike "Danger Boy" Nofsinger

Email: pete.gay@gmail.com

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Cover Photos: Doc has joined the Crips.....or maybe the Bloods.

Editor's Note

1

Thanks to everyone who attended the April meeting. All those in attendance were able to view my and Skippy's shame at having failed to complete our models for the Yellow Wings smackdown, despite having 13 onths to do it in. We were further embarassed by Dennis Sparks who managed to finish 5 Yellow Wings models. Way to go Dennis!

The April meeting was well attended. We had an excellent raffle and not to many eggs and rotten fruit were thrown at our presenter for the evening. If you missed it, you missed a talk on tips and tools for rescribing.

I'd like to take a minute to thank all the folks who have recently contributed articles to the newsletter. Dennis Sparks gets a special mention here, for without him this would probably be two pages every month. Balki and Terry have also contributed recently. Our "foreign coorespondent", the Cranky Canuck has also helped fill these pages. I appreciate all your help. If you haven't written something for the newsletter, please do so. I'd like to be able to lay these out a couple of months ahead, but to do that, I need more articles. Please help. Also, let me know what you want to see in here. All input is appreciated.

David

Kentucky Aviation History

By Dennis Sparks

Andre Meyer, Jr., William Meyer and Project Mercury

Two brothers, Andre and William Meyer, both graduates of the University of Kentucky, played significant roles in the earliest days of the American manned space program.

After graduation in 1919 from the Delft University of Technology in his native Holland, Andre Johannes



Meyer (Sr.) worked **Photo 1** for the Fokker Aircraft Company before immigrating to the US in 1923 to work for Continental Motors in Detroit. Starting as a draftsman and designer, he had risen to the position of chief research engineer for the company. At the same time, he also lectured at the University of Detroit and served as a consultant for several other aircraft engine manufacturers.

In 1937, he resigned from Continental to accept a faculty position as a Professor of Mechanical and Aeronautical Engineering at the University of Kentucky. He was permitted to continue his consulting work and in 1940 he was instrumental in the establishment of the University's Wenner-Gren Aeronautical Research Laboratory. During WWII, he directed developmental work at the WGARL on the Pratt and Whitney R-2800 Double Wasp engine which powered many of America's aircraft.

Professor Meyer left the University in 1951 and held several

other positions in his long career before finally retiring from Martin Marietta in 1963. He authored more than 150 patents, with his work ranging from aircraft engines and automotive transmissions to the cryogenic pumps and fuel tanks that were used in various versions of Martin's family of Titan missiles. His two sons obviously inherited his interest in aeronautics and space exploration. Each earned a Bachelor of Science degree in Mechanical Engineering (BSME) from the University of Kentucky and both went on to play important roles in the early days of America's manned space program. All three men are nominees for the Kentucky Aviation Hall of Fame.

His first son, Andre Johannes Meyer, Jr., was born in Rotterdam, the Netherlands in 1921. After graduating from University High School in Lexington, Andre Jr. earned his BSME from UK in 1943 and immediately went to work at the NACA's Aircraft Engine Research Center in Cleveland, Ohio. There he conducted materials research on jet turbine engines, experimenting in the use of both titanium and ceramic-metal composite materials. He also inaugurated the use of the so-called "fir tree" mount for individual turbine blades, still in use today, which greatly reduced the number of thrown blades.

Andre's younger brother William Robert Meyer was born in Detroit in 1931. After earning his degree from UK in 1952, he joined Andre Jr. at the NACA facility in Cleveland, which had been renamed the Lewis Flight Propulsion Laboratory in 1948. William worked at Lewis for three years before enlisting in the US Navy, where he was chosen to work on the Navy's Regulus program, an early jet-powered cruise missile. When he was released from

active duty in 1958, he rejoined NACA at about the time it was being reorganized to form the National Aeronautics and Space Administration, or NASA.

The Space Age dawned on the fourth day of October, 1957 with the launch by the Soviet Union of Sputnik 1, Earth's first artificial satellite. It was followed one month later by Sputnik 2, with the United States belatedly launching its first satellite, Explorer 1 in January 1958. Both countries quickly became engaged in an technological race to be the first to send a man into space.



Photo 2

By the spring and summer of 1958, as Congress deliberated on space legislation that led to the formation of NASA, informal planning was already underway for the first efforts of the American manned space program. Robert Gilruth, who was the assistant director of NACA's Langley Aeronautical Laboratory in Virginia, had been given the task of directing this preliminary work on an ad hoc basis. To get things started, he "borrowed" 35 engineers and technicians from Langley, plus ten more from Lewis to get the program started. Andre was one of the ten chosen from Lewis, while William was still away serving in the Navy.

By the time NACA became NASA in October of 1958, many of the basic design elements for the first American manned spacecraft had already been established. The temporary personnel transfers were made permanent after

the Space Task Group was established on the 13th of November, with Gilruth as its manager and with both Andre and William among the engineers. Project Mercury was formally announced on December 17, 1958, and three weeks later a contract was awarded to the McDonnell Aircraft Corporation to build the new spacecraft. With his expertise in cerametics, Andre helped to develop the heat shield needed to protect the spacecraft as it re-entered Earth's atmosphere. He also designed the parachute deployment system and was eventually to author or co-author at least four of the US patents that were issued for the various aspects of the Mercury spacecraft.

When William joined the Mercury program, he was sent to Florida's Cape Canaveral. One of his first assignments was participation in the 09 September 1959 launch of "Big Joe 1", an Atlas missile carrying an unmanned boilerplate mockup of a Mercury spacecraft to test the heat shield. William was also one of the systems engineers for Mercury's 16 hydrogen peroxide attitude control rockets. His thorough knowledge of this system proved to be crucial when his quick response to a valve failure on the launch pad averted an explosion, saving the lives of six people. But as it transpired the Soviet Union won what was to become only the first part of the larger race to land a man on the moon. Their initial manned space program was known as Vostok, (meaning East, or Orient), and 27 year old Yuri Gagarin became the first human in space when his Vostok 1 spacecraft made a 108 minute single orbit of the Earth on April 12, 1961. Alan Shepard became the first American in space on May 05, 1961 in a Mercury spacecraft he had named

“Freedom 7”. Riding into space on top of a Redstone missile, his suborbital flight lasted only 15 minutes and 22 seconds, reaching a maximum speed of 5146 mph, an altitude of 116 miles, and a distance of 303 miles downrange. Shepard experienced a peak of 6 G of acceleration during the ascent, followed by about five minutes of weightlessness and 11.6 G during re-entry. 4

Gus Grissom’s similar flight was followed by four manned Mercury orbital missions using the more powerful Atlas missile, culminating with Gordon Cooper’s 22-orbit flight in “Faith 7” on May 15-16, 1963. Incidentally, “Gordo” Cooper was born in Oklahoma, but his family later moved to Murray, Kentucky, where he graduated from high school in 1945.

Following the success of Mercury, Andre was appointed the Chief of the Project Gemini Administration Office. Later, he was the Assistant Chief for Advanced Lunar Missions and Manager of the Lunar Exploration Project Office. He was presented with a NASA Achievement Award for exceptional engineering, design and technical support for the Apollo spacecraft development and took part in some of the early planning for the Space Shuttle program before retiring from NASA in 1973.

William remained with the manned space program at NASA through the 1973-74 Skylab missions and the 1975 Apollo-Soyuz Test Program, which marked the end of the Apollo program and the start of a six year hiatus in the American manned space program that lasted until the first Space Shuttle launch in 1981.

The last ten years of his career were spent conducting launches of Delta rockets both at Cape Canaveral and at Vandenburg Air Force Base in California. The program included launches of television communications satellites and research satellites like the LANDSAT and Cosmic Background Explorer (COBE). He retired following the launch of the last NASA-funded Delta rocket in 1989.

Photo captions:

1. This photo of Andre J. Meyer at work at his desk was provided by the History Office at the Johnson Space Center. On the cork board behind him is a humorous award granting him membership to the Loyal Order of Capsule Watchers “for having attained the glassy stare common to capsule observation”. It’s signed by both Robert Gilruth and James McDonnell (founder and president of McDonnell Aircraft, the prime contractor for the Mercury spacecraft) and is dated

July 01, 1960. William’s name appears on the telephone list to ~~Photo 3~~ of the award.



2. This undated photo of William R. Meyer was provided by his wife Patricia in 2005.

3. The launch of flight Mercury-Redstone 3 (MR-3) and Freedom 7. MR-3 placed the first American astronaut, Alan Shepard, into space on May 5, 1961. The photo is from the Marshall Space Flight Center’s Image Exchange, via the Wikipedia web site.

Columbus and Indy Show report

By Dr. Terry Hill

5

The Spring campaigning season is in full swing. Now that the snows of winter have melted off the steppes, our panzers are once again rolling forward. I can feel the warmth of the sun on my face as I stand in the turret of my panzer. We once again feel invincible and nothing will stop us now. (Oops, got momentarily confused back to business). Over the last 2 months members of the club attended the Columbus and the Indy show. I will report on both of the shows and comment accordingly.

Columbus: The show was held at the Shriners Temple once again, and I have one thing to say, THE LIGHTING STILL SUCKS!!! That fact almost makes the show not worth attending. Having said that the very fact that I did attend, doesn't speak highly for my thought processes. We tried to make the best of the situation. The vendors were good, not great, but good. There wasn't a lot of deals to be had, but the vendors still had a lot of items to empty our wallets. The anchor vendor at the show was CRM Hobbies out of St. Louis. CRM always seem to empty my wallet or checking account. God I love this hobby. The judging was carried out in a very quick and efficient manner. There were over 600 entries, and still they had the judging finished by 3:30. Well done guys. We were back on the road on the way home by 3:40.

Indy: This show was held at the middle school on the east side of the city. It has been held at this school for as long as I can remember. The facility is excellent with good lighting (you hear that Columbus) separate vendor room from contest room, concession stand, and easy access to the Expressway. Many of the same vendors that were at Columbus were at Indy. They seemed to be able to squeeze what little money left over from Columbus out of us. Hobbytrax, a company that makes aluminum cast guides for putting individual track links together, was there. This is an interesting concept so I bought a set and will report on them later. There is a discussion going on now in the club about purchasing sets by the club to share with everyone. More on that this Friday night. The judging went well and we were out of there in a timely manner.

Comments: The number of awards received by the club members continue to pile up. There were awards in many categories spread all over the spectrum of the show. This brings me to the important item of discussion. The MMCL has become a major player in Region 4. The quality of the modelers in this club has risen to a level second to none. With almost every category covered, this club rules. From the likes of Rich in the armor and dio categories, Noel, Dave Crouch, and Dave Stokes in figures, Dennis Sparks, David Knights, Doc, and Stew Gordon in aircraft, Daniel and Dave Crouch in automotive, John Blossom in ships, and the immortal Uncle in all categories, this club has grown to epic reputation. Our new motto is VENI VEDI VICI (We came we saw, we conquered). With addition of Daniel to band of merry men, we now command a place at the table in automotive. Well done everyone.

See you on Thursday night. Terry

MAM is back! Well, sort of. Having seen the error of their ways, the folks at SAM Publications (the folks who bring you SAMI) has returned MAM to its former name and format. The number 4 issue of Volume 10 is the first with the “new” old name and the old format, a mix of aircraft history and modeling.

It is a good issue. It isn't without its flaws. It is plagued by typos, as is its sister publication SAMI. Also, some of the modeling content isn't up to the standards of the older issues. However, there is clearly hope. It is nice to have a model magazine that I can't read in an hour and a half.

The main feature of this issue is a focus on the MiG-21, which is in concert with the Eduard release in 48th scale. In addition, there is a very nice article on the different underside finishes of early war Spitfires.

I am glad to see this magazine go back to its roots. It is the one that was closest to the old SAM prior to its “switch” to an all aviation format. I look forward to further issues. Welcome back.



Financial Report

by Alex “Fingers” Restrepo

Rumor has it that our treasurer has fled the country. For all we know our club treasury may now be wholly invested in East Asian banana futures. However, the President assures us that the treasury still has \$5,289.73. Please continue to bring aluminum to the shop as it has helped offset the cost of facility rental.

President's Page

7

By **Stu Cox, MMCL President**

MMCL Membership!

Come on out, this week is our May MMCL Meeting at the Kyanna facility!

We have some news to share, and feedback to receive from you all regarding a possible MMCL Invitational Model Show and Contest targeted for May of 2012! We have been doing some background work, and want to report our ideas during this meeting. We are considering a change of venue, and an "optimized scale" for this one. So be sure to attend to find out more and provide feedback to our leadership team.

Randy Fuller is on deck this month to provide the Airbrush Demonstration session that was postponed last month.

This month we will be having some guests join us from the local Louisville Model Car Club. We have been discussing similar interests with their leadership. Some of our own MMCL members also have a strong interest in car modeling too. We'll have a dialog about the merits of primary-glossy verses-drab and flat colors! We really do all have a common interest in the construction, artistic/finishing and historic research elements of modeling. We have a lot more in common than we do differences. We'll be exploring a joint interest here in supporting the model show and contest in 2012.

Please bring some models and projects that you have completed or that are in process for "Show & Tell"!

Next month, Friday June 17 is FRIDAY NIGHT FIGHTS! We look forward to a large turnout and a lot of modeling productivity at this late-night building session!

Thanks! Stu(g)

The Cranky Canuk

By Jim Bates, Esq.



8

One of the kits I picked up at the Pittsburgh regional was the newly issued Admiral Seafire IB. Admiral is now an imprint of AZ Models and this kit is another boxing of the AZ Spitfire family. While from the same masters as the earlier Spitfire I series, all the necessary changes to build a “b wing” Spitfire V have been made. The kit is pretty much a early generation short run product. With a little clean up most of the parts will be quite usable and the scribing is very fine and petite, maybe too much so. Shape looks pretty good. The canopy is injected and a little thick and cloudy. Cockpit detail is good for the scale, and unlike the Spitfire I kit the seat is usable. Options include clipped, standard, or extended wing tips, standard or Vokes filters, and either the Rotol or de Havilland spinners and blades. (Oddly a four bladed spinner is included, but the appropriate blades are not provided. There are four Rotol blades, but to the best of my knowledge the Spitfire VI did not use this style of Rotol blades.)

As AZ are trying to get as much out of the molds as possible, the kit has some odd quirks. For example the intake scoop of the Spitfire VI is molded on the fuselage. (The instructions do mention to remove this.) In addition, in the ongoing poor use of photo-etch in modern kits, the fuselage antenna is provided on the PE fret. Great. A flat piece of metal to represent a 3-D object. Also, the Seafire hook conversion is in PE which needs to be bent to create the hook. Again this is far from an ideal choice of material and not really much of a conversion.

Two decal sheets are provided. One for stencils, and one for the two markings options. These include Duncan Hamilton’s Royal Blue station hack and a standard aircraft from 885 Squadron in the Temperate Sea Scheme.

Overall I’m a little disappointed in the kit. First off it was expensive, at \$20. Also, while AZ has some interesting subjects their modelings just aren’t top of the line. They remind me of MPM/Special Hobby kits of over a decade ago. That combined with the silly choice of materials and the half hearted Seafire conversion, make this a less than a great value. When all is said and done, I’ll probably try to find some new propellor blades and build the kit as a high altitude Spitfire VI as operated by 417 Squadron.



Military Modelers of Louisville Membership Form 2010

Name: _____

Address: _____

City: _____ ST: _____ Zip: _____

Phone: _____ E-mail: _____

Birth Date: _____ Year Joined Club: _____

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

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

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

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

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

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

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

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

PD DT _____

IPMS/USA MEMBERSHIP FORM

IPMS No.: _____ Name _____
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Address: _____

City: _____ State: _____ Zip: _____

Phone: _____ E-mail: _____

Signature (required by P.O.) _____

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

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

Credit Card No: _____ Expiration Date: _____

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

Name: _____ IPMS No.: _____

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

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

AMPS

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

June 2011

Tactical Enquirer

**Airbrushing Diet Coke.
The Latest Modeling Craze**

**Next Meeting:
FRIDAY June 17th, 2011 6:30 p.m.
FRIDAY NIGHT FIGHT!!!!
LET'S GET READY TO RUMBLE!!!!**



WWW.MMCL.ORG

THE NEWSLETTER OF THE MILITARY MODELERS CLUB OF LOUISVILLE

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

Cover Photos: Randy Fuller demonstrating the latest craze in modeling. Airbrushing Diet Coke.

Editor's Note

1

If you missed the last meeting you missed a lot. First, we had a lot of guest since the local car modeling club members attended. They brought some of their fine work. Second, there was a sweet raffle with loads of stuff to win. Finally, Randy Fuller was in attendance and put on an excellent airbrushing demo. This is the second meeting in a row that we have had a modeling related skills demo. If you aren't attending the monthly meetings, you are missing a lot.

This month is our quarterly Friday Night Fight. Be sure to come and bring a model to work on. Also, there will be plenty of modeling going on and it is a real chance to learn from other members.

Finally, I need those of you who are building to write some articles. As you can see in this issue, I've reprinted an article from another newsletter. While I like to do that occasionally, I want to have as much of our own content in the Tactical Notes.



David Stokes' latest calvary creation.

From the Tom Field photo collection... The 1931 Ford National Air Tour

By Dennis Sparks

{Ed. Note: This article originally appeared in Aviation Museum of Kentucky's newsletter. It refers to a previous article in that publication.}

Bluntly speaking, flying was still a dangerous business in 1925. Unreliable engines, relatively flimsy wood and fabric airframes and poorly trained pilots led to an estimated fatality rate of one for every 13,500 miles of air travel.

Although scarcely recognized by the general public now, Henry and his son Edsel Ford's contributions toward transforming aviation into a safe and reliable mode of transportation certainly rival or perhaps even surpass their efforts in developing the automobile. In addition to the development and mass production of their eponymously named Ford Trimotor, a sturdy all-metal aircraft which revolutionized the American airline industry in the late 1920s, the Ford Motor Company also built the world's first paved runway, ran the first air freight service in the US, operated the

first regularly scheduled air mail service, and developed the first radio guide beacons for aircraft.

The concept of a nationally publicized reliability tour for aircraft is credited to Harvey Campbell of the Detroit Chamber of Commerce, who envisioned it as being similar to the Glidden Automobile Tours, which had started in 1904. As with the Glidden Tours, the intent was to emphasize safety and reliability rather than the speed and thrills of an all out race. Civic and business leaders in Detroit formed a committee in February 1925 to plan the first tour, with Ford agreeing to be the tour's primary sponsor.

Seventeen aircraft took off at one minute intervals on September 28, 1925, beginning a six-day, 1900 mile tour of twelve mid-western cities. The huge public interest in the tour ensured that it would become an annual event, and it continued to grow in size and scope over the next four years. Cities across the US built or improved airports in an effort to be included in the tours. Initially called the "Commercial Airplane Reliability Tour", the event's name changed several times, eventually becoming known simply as the National Air Tour.

1929 was the largest of the eventual seven tours, with 29 aircraft entered in competition. They were accompanied on the tour by an additional fourteen aircraft representing the US Army Air Corps, various aviation industry services and newspapers reporting the event. The 1929 Tour covered 5017 miles in sixteen days and visited 31 cities, including Nashville, Cincinnati and Louisville, before returning to the starting point of Dearborn, Michigan on 21 October, only eight days before the stock market crash that marked the beginning of the Great Depression.

As the Depression deepened, civic and corporate sponsorship declined precipitously, and 1931 was to be the final year for the tour. Seventeen year old Tom Field was on hand with his camera when the Tour arrived in Knoxville on 09 July after an overnight stop at Middlesboro,

Kentucky. Six of the photos that he took that day are now a part of the Aviation Museum of Kentucky's Tom Field collection. One of the aircraft in these photos is NC861N, the Kendall Oil Company's Bellanca Pacemaker, whose story has already been told in the museum's June 2009 newsletter.

In addition to photographing the Bellanca, Tom made at least two photos of NC539M, a Lockheed



5A Vega that was owned by the Shell Petroleum Company and was being flown by Jimmy Doolittle in his capacity as the Tour's judge. Built in January 1930, the aircraft was used by both Doolittle and Jimmy Haizlip in several cross country and racing events from 1930-34 before being sold to General Tire and Rubber, where it became Miss Streamline. In 1937 the aircraft was sold to Transportes Aereos de Chiapas of Mexico. It was written off following a non-injury mishap in Yucatan in 1941.

NC539M



NC861N



NC10402

Tom also photographed NC10402, a Laird LCB300 that was owned by Berry Brothers Inc., a manufacturer of aircraft paints and coatings. Named ***Wings of Progress***, it was being flown on the 1931 tour

by Thomas Berry Colby, with tour director Ray Collins riding with him as a passenger. Its gleaming black and gold Berryloid® finish was said to be so smooth that a polishing cloth dropped on the wing would slide off and fall to the ground.

Remarkably, this aircraft still exists. Restored and maintained in flying condition, it's often on display at the Antique Airplane Association's Airpower Museum in Spokane, Washington. Unfortunately, it received substantial damage from a ground loop while landing at Spokane in September 2008.

Probably the most unusual aircraft that Tom photographed that day was NC11609. Better known as ***Miss Champion***, it's a Pitcairn PCA-2 autogiro that was owned by the Champion Spark Plug Company. Autogiros were in a sense a hybrid design, using large unpowered rotor blades to provide lift by autorotation (like the maple tree's "helicopter" seed), combined with an engine-driven propeller to provide forward thrust. While they could not hover like a true helicopter, autogiros were capable of very slow speeds and near

The power behind the throne. Dr. Terry Hill and the fantastic raffle at the May meeting.



vertical “jump” takeoffs and landings.

The autogiro was very much in the news in 1931, with Amelia Earhart setting an altitude record of 18,431 feet for the type in April, and making a New York-to-California publicity tour in May and June for Beechnut chewing gum. When Tom photographed **Miss Champion** she was brand new, having been rolled out of the Pitcairn factory in June 1931. Fully restored to flying condition several years



ago by Steve Pitcairn, she is today one of only two surviving PCA-2s, with the other one coincidentally being on static display at the Henry Ford Museum in Dearborn.

NC11609

Finally, Tom photographed NC9628, a gleaming red and white Buhl CA-6 Air Sedan known as the **Spokane Sun God**. Sponsored by The National Air Derby Association, Buhl, Texaco and a number of Spokane citizens and businessmen, it had two years earlier set a unique transcontinental record. On 15 August 1929, the **Sun God** took off from Felts Field in Spokane and headed south for San Francisco, where it was refueled in the air.

Turning east, and with four more mid-air refuelings en route, pilots Nick Mamer and Art Walker continued to fly non-stop all the way to Roosevelt Field in New York. After 66 hours in the air, it was refueled in the air for a sixth time over the airfield and pointed west for the return trip.

Battling severe storms and poor visibility from the smoke of forest fires, the **Sun God** finally returned to Spokane five days after it had left. Instead of immediately landing, it circled over the field for an additional four hours, taking on fuel for a twelfth and final time in

view of 10,000 spectators before landing shortly after 6:00 PM, having remained aloft for 120 hours, 1 minute and 40 seconds and crossing the continent twice.

On the 1931 National Air Tour, the Sun God wore race number 3, and finished in fifth place with an average speed of 126.06 mph for the 4816 miles. Fittingly, the first and second place finishers were both Ford Trimotors, with speeds of 143 mph.

There was a re-creation of the National Air Tour in September 2003, with 25 vintage aircraft following the route of the planned 1932 Tour. Former University of Kentucky basketball player and frequent AMK guest Rob Lock was among the participants, flying his beautifully restored 1929 New Standard D-25 biplane.

Much of the information for this article came from the 1972 Leslie Forden book "The Ford Air Tours 1925-1931". The book was re-published in support of the 2003 Tour and copies may be purchased through the National Air Tour's web site.



NC9628

Financial Report

by Alex "Fingers" Restrepo

MMCL June 2011 Financial Summary

Jun Starting Balance: \$5,534.22

**MTD TOTAL RECEIPTS (Annual Dues, Workshop Fees & Recycle)
:403.00**

MTD TOTAL EXPENSES (Kyana Rent, Misc): \$638.00

President's Page

By **Stu Cox, MMCL President**

Greetings MMCL!

This week is MMCL Friday Night Fights! We will meet starting at 6:00PM this upcoming Friday, June 17th at MMCL Intergalactic Headquarters at the KYANA facility on Hunsinger Lane. We will model until the last modeler collapses!

Friday Night Fights (FNF) is our MMCL quarterly event where we join together to model and bond with all of our scale modeling friends! FNF is very popular and always a well-attended event. The meeting is an expanded version of our Saturday morning build sessions where you work on your latest creations, and enjoy fellowship with all. We'll have a limited number of workstation lights, so some of you might want to bring some if you have a spare. Don't forget your cutting pad too! All skill levels and all modeling interests are absolutely welcomed and appreciated (accept...for scrap-booking...)!

We had a great May meeting and enjoyed the company of our friends from the Louisville Model Car Club (LMCC). We had a number of LMCC members attend our meeting to discuss the common interests we have in scale modeling. We heard about their LMCC scale model show and contest that will be held on July 31. LMCC has invited MMCL members to participate in the show by providing entrants, as well as providing contest 4-5 judge volunteers. MMCL welcomes the involvement and dialog with LMCC and plans to participate as appropriate. MMCL voted to sponsor one of the model contest award categories as well as provide some judge volunteers. Thanks also to LMCC for providing refreshments at our meeting! We look forward to a long and positive working relationship!

Finally, we did talk as a club about ideas for our own MMCL Scale Model Show & Contest next May, 2012. The club has been ideating on various venue concepts, and is strongly considering the possible use of the KYANNA Hunsinger Lane facility. The 2012 show may be scaled a little differently from past shows, focusing on key vendors and the model display area and contest itself. The club is still in the early stages of discussion and planning, and welcomes all of our members to openly provide feedback and show ideas! We will have much more discussion over the coming monthly meetings.

For now though! Get your gets and supplies ready, and we'll see you at Friday Night Fights this week!

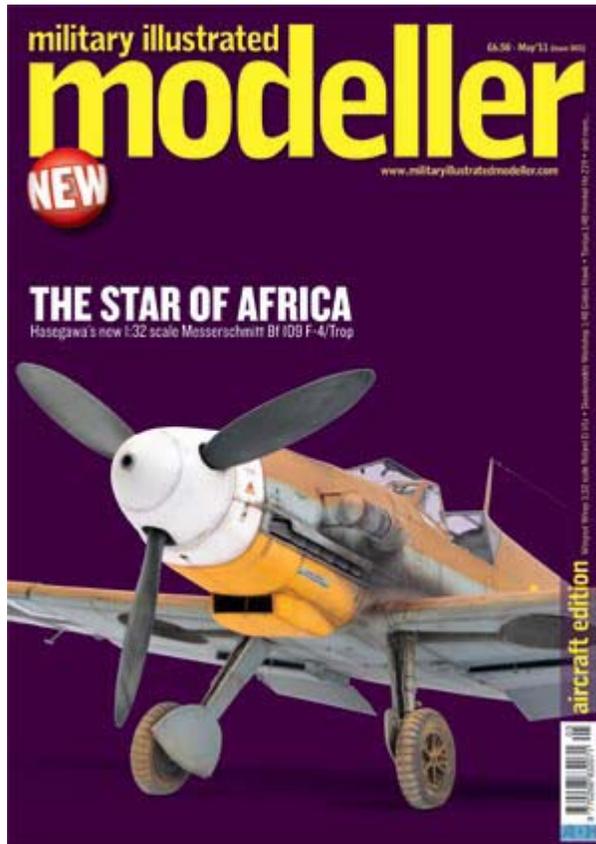
Stu

The Cranky Canuk

By Jim Bates, Esq. MM*



8



So I see on Hyperscale the other day that another new UK based modeling magazine will soon enter the market. I gotta say that I thought the market was saturated a few years ago and since then there have been at least two or three new entires. How can they all stay afloat? Wasn't the internet supposed to kill the paper magazine, not cause them to breed like bunnies?

Anyway, this new magazine is Military Illustrated Modeller and will alternate between aircraft issues and armor issues. (Neat idea.) It will be edited by Brett

Green and Marcus Nicholls and looks to be courting the high end of the market both with production values and content. (It kind of reminds me of the nice, but pricey, Air magazine.) They are certainly catering to a different market then the new Airfix magazine! What I don't get, is outside of it alternating aircraft and armor, how is it much different from the publishing house's current Model Aircraft International magazine? What new does it bring to the table?

The first issue...an aircraft edition...will have a MiG-21 build and I'm a fan of Brett Green's work so I'll probably pick it up and report back.

EDUARD 1/48 AUSTRO-DAIMLER ENGINE – UPDATED

by Rob Stewart

Reprinted from the October 2010 issue of Scale Nuts, the newsletter of the North Olympia Peninsula Modelers Society of Washington State.

Introduction

This article is intended as a reference for modelers who will be building the 200HP Austro-Daimler engine in 1/48 as part of their WWI aircraft builds. I will describe the engine, discuss the kit parts and walk the modeler through the build steps, adding suggestions for simple additions to the supplied parts for extra authenticity/detail. References are given below.

The engine comes on a single sprue. In “ProfiPACK” versions of the kit there will be additional parts on a PE fret. In all there are 12 plastic parts to the engine and an additional 6 PE parts. The parts are moulded in great detail and are crisp. There are no sink or pin marks anywhere that I could see.

Colours

Either follow the Eduard colour guide for the engine parts or paint parts according to the references.

A couple of points to note from the AD report are that the HT cable carrier was “red sheet

fabric”, and that the inlet pipes were “galvanized steel lagged with asbestos.

Build Steps

1. Assemble the engine block and add the rocker cover, parts X 1, 8 and 9. Paint according to the painting guide or references. Add the name plate PE part if necessary. At this stage you can either add parts X11 to the rocker cover and cylinder heads or scratch build some valve springs. I chose the latter option and made some valve springs by winding a length of wire round a #80 drill bit as shown.
2. Add the PE labels and gaskets, if applicable.
3. Add the magneto assembly, parts X2 and X10(2). Note that the magnetos are supposed to be at an angle of 104° to each other, and not 90°. A right angle will cause you some problems with later fittings.
4. Additional scratch building step - Add HT cabled to the spark plugs and join them to the cable carrier. Wire the magnetos to the cable carrier. I used short lengths of copper wire to do this CA glued into position.
5. Add the air pump, X6 and the carburetor, X12, and the PE plate 13 if applicable.
6. Add the cooling system to the engine block and the cylinder cooling jackets. X7, 3, 13. NB the exploded view in the instructions

may show X5 and X3 incorrectly positioned. Part X3 should be above part X5, as in the diagram shown here.

Detailing

I was able to add some copper wire as HT leads to the spark plugs, and to the magnetos. I also experimented with adding valve springs, which should be manageable in scale, but my attempts weren't as precise as I wanted.

Conclusion

A lot can be done with this very detailed little engine. It isn't such a great challenge to scratch build the parts I did, and will look great inside any OEFFAG aircraft.

Thanks

Thanks to Eduard for the kit. Thanks to **Karen Rychlewski** for permission to use her images of the engine at the Krakow Museum.

References

Flight Magazine October 31 1918
p 1217-1222

Flight Magazine November 7,
1918, p 1255-1259

Flight Magazine; November 14
1918, 1 1288-1293

Karen Rychlewski's photos of the engine the Kraków museum.

Andi Szekeres' photos of the engine at the Budapest Aviation Museum/Vienna Technical Museum

Some of the excellent car models by our guests at the May meeting.





Military Modelers of Louisville Membership Form 2011

Name: _____

Address: _____

City: _____ ST: _____ Zip: _____

Phone: _____ E-mail: _____

Birth Date: _____ Year Joined Club: _____

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

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

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- Annual club cookout.

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

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

July 2011

Tactical Notes



**Next Meeting:
Thursday, July 21st, 2011 7:00 p.m.
Guest Speaker. Be there!**



WWW.MMCL.ORG

THE NEWSLETTER OF THE MILITARY MODELERS CLUB OF LOUISVILLE

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

Cover Photos: Lockheed Vega. See article on Pg. 2.

Editor's Note

June was a special meeting for MMCL. Not only was it our quarterly Friday Night Fight, but we had guests in the form of the Louisville Car Model Club. In addition to bringing examples of their fine models, several of the members brought kits to work on.

As usual, the raffle was full of many great kits. Remember to bring something to the next meeting for the raffle. Also, please keep bringing in aluminum cans, crushed if possible. The aluminum has done a lot to supplant our club treasury.

Several members recently responded to the call for articles. Thanks to Randy, Doc and several others. Those of you who haven't written an article, please do so. I am proud that our newsletter contains mostly home grown articles and I'd like to keep it that way.

A car modeler demonstrating his craft.



From the Tom Field photo collection... The 1931 Ford National Air Tour

By Dennis Sparks

Designed by Jack Northrop and Gerry Vultee for corporate or small airline use, the Lockheed Vega was one of the aircraft that helped define the Golden Age of Aviation. From practically its first flight on the 4th of July 1927, the Vega was used to set numerous speed and first flight records. Vegas swept all of the speed events in the 1928 National Air Races. In 1932 on the fifth anniversary of Lindbergh's trans-Atlantic flight, Amelia Earhart replicated the feat in her beautiful red and gold Vega, becoming the first woman to fly solo across the Atlantic. Perhaps the most famous Vega was Wiley Post's **Winnie Mae**, which he used to win the Los Angeles to Chicago race in 1930. He and **Winnie Mae** made a number of experimental high altitude flights and two round-the-world flights in 1931 and 1933. Both Earhart's and Post's Vegas are now a part of the Smithsonian's collection of historic aircraft.

NC105N and NC106N were Vegas purchased by the Standard Oil Development Company of New York to be used for evaluating aviation fuels and lubricants. To

help promote the company, both were repainted in the beautiful red and white eagle scheme seen in Tom's photograph of 105N. One of the pilots who regularly flew these two aircraft was Edwin E. Aldrin, father of astronaut "Buzz" Aldrin, who was the second man to walk on the moon.

106N was damaged in an accident and was returned to the factory, where its fuselage and tail were used to rebuild Jimmy Mattern's Vega **Century of Progress**, which had been damaged in a crash landing in Siberia during his globe-circling attempt in 1932. Mattern elaborated on 106N's eye-catching Eagle paint scheme for his rebuilt Vega, keeping the red eagle but changing the background color to a brilliant blue, producing what was arguably one of the most striking schemes ever seen on any aircraft. Unfortunately, Mattern again crash landed in Siberia in this aircraft during a second round-the-world flight in 1933.

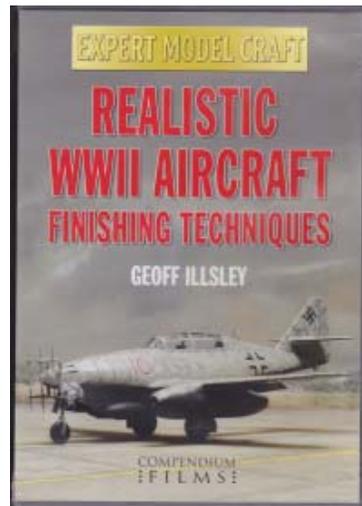
NC105N was also damaged in an accident in June of 1931. It underwent extensive repairs and was flying again by 1933 before being sold to Joseph Costa in July 1935 for \$2400 (less engine). Costa modified the Vega for long range flights by the

addition of extra fuel and oil tanks, repainting it in an overall white scheme and renaming it ***Crystal City***.

With its registration changed to NR105N, ***Crystal City*** came to grief a year later on Costa's attempted record-setting flight from New York to Rio de Janeiro. During an overnight stop at Belem, Brazil, thieves emptied most of the fuel from the fuselage tank, leading to a forced landing the next day in the Brazilian jungle. Costa survived the crash with only minor injuries and was rescued by the inhabitants of a nearby village, but the aircraft was a total loss.



Dave Crouch observes the modeling.



DVD Review: Realistic WWII Aircraft Finishing Techniques by Geoff Illsley.
By D. M. Knights

I got this DVD a couple of years ago at an IPMS/USA Nats. I think it was Va. Beach, VA in 2006. That year in the vendors area were a lot of modeling DVDs. Frankly it appeared to be an up and coming area of the hobby. It didn't exactly develop that way. The internet and mobile devices seem to have occupied some of the "space" that I thought DVDs might fill in the hobby.

In any event, this is a DVD, as the title implies, that covers finishing techniques for WWII aircraft. The DVD covers the basics of painting, preshading, decals, weathering as well as bare metal finishes. It isn't a bad DVD, though I suspect that anyone who has been modeling a few years knows most of the techniques. I enjoyed the DVD and it does make for a nice presentation at a club meeting. If you know a beginning modeler, you could give this to them and it would help them out. For a more experienced modeler, it does serve as a nice refresher, though I doubt the more experienced modeler will pick up anything meaningful.

Airbrushing Technical Report

4

Randy Fuller
MMCL/Eastern Bloc

Well, if you attended the May meeting you got to see what an airbrush obsession looks like in person, and maybe gleaned some useful information from my rant. This article will give you some basic information about airbrushes. Since there are several makes and models, I'll try to keep this generic, but will gear this more towards double action brushes.

There are two basic designs to airbrush: internal mix and external mix. Internal mix means the paint is mixed with air inside of the airbrush tip. External mix means the paint is mixed outside of the airbrush tip. Almost all double action airbrushes are internal mix. Most single action airbrushes are external mix.

As a refresher, a double action airbrush is one where you control the airflow by depressing the trigger button and increase fluid flow by pulling back on the trigger which moves a needle back from the fluid tip. This opens the nozzle and as the air flows over the tip it draws out the fluid and atomizes it into fine droplets. A single action airbrush the trigger only opens the air valve and the fluid flow is controlled by turning a cap at the tip.

There are two major designs to consider in a double action airbrush: siphon feed or gravity feed. The latter design has the fluid reservoir underneath the body of the airbrush and the pressure difference between the moving air stream and the ambient air pressure draws the fluid up into the body of the airbrush and mixes it with the air. The former uses gravity to feed into the airbrush and mix with the air flow. The benefit to siphon feed is you can have larger reservoirs; with gravity feed you can spray a single drop of paint! My preference is gravity feed, as I tend to work with smaller volumes of paint and I can use lower air pressure at times. Some siphon feed systems will not work efficiently at low air pressures (<10 psi).

The key to successful airbrushing relies on two factors: viscosity and air pressure. It is easy to control both of these aspects. But it's

difficult to find the “Goldilocks” zone that optimizes both. Viscosity is a measure of the resistance of a fluid which is being deformed by either shear stress or tensile stress; in other words, the ability of a fluid to flow and break-up into droplets. This can be thought of for paints as the “thinness” of the paint. A thinner paint with a finer grain with spray better than a thicker paint. But this is in direct relation to the amount of air pressure. A higher pressure will push more paint through the nozzle but will not necessarily produce a finer line.

About air pressure. We are all familiar with pounds per square inch (PSI) of pressure. It is how we measure the air pressure in our compressors or CO₂ tanks. A normal range of spraying pressure is 15 – 50 PSI. PSI is a static measurement and an airbrush works on air flow, which is typically measured in cubic feet per minute (CFM). There is no conversion between these two measurements. If you watch your pressure gauge when you spray, it will drop a little bit as air is flowing. The more air you can move through your airbrush, the more paint you can spray and at a finer droplet size. Finer droplets give you a finer spray pattern. Too much air can make very fine droplets that dry very quickly, which will result in rough finishes. Too little air will produce large, wet droplets that will not give you a fine line. See how tricky this becomes?

The following table shows the nozzle sizes for several airbrushes (that I could find data for). Tips sizes range from 0.18 mm to 1.06 mm in diameter.

Brand	Model	Nozzle Opening
Iwata	CM-B/SB	0.18 mm
	HP-AH/BH	0.20 mm
	HP-A/B Plus/SB Plus	
	CM-C/C-Plus	0.23 mm
	Kustom Micron CM	
	HP-CH	0.30 mm
	HP-C Plus/BC Plus	
	Kustom CH	
	Kustom TR	
	Revolution AR/BR	
	HP-TR1/TR2	
	HP-BS/CS/SBS/SCS	0.35 mm

	Kustom CS	
	Kustom TH Flat Fan	0.50 mm
	HP-BCS	
	Revolution CR/BCR/SAR	
Paasche	TG Talon TT-1	0.25 mm
	TS Talon TT-2	0.38 mm
	VL/Millenium #1	0.55 mm
	TG Talon TT-3	0.66 mm
	TS Talon TT-3	
	VL/Millenium #3	0.73 mm
	VL/Millenium #5	1.06 mm
Badger	SOTAR 20/20 Fine	0.19 mm
	Velocity	0.21 mm
	SOTAR 20/20 Medium	0.25 mm
	SOTAR 20/20 Large	0.31 mm

One thing about fluid tip sizes – smaller diameters will provide finer lines, but the fluid being sprayed must be thinner, or finer, in order to properly atomize through the tip. Medium tips work best for thinned hobby paints (enamels and acrylics) and metallic lacquers. Finer tips work well with very thin, fine pigment-size paints (>5:1) and inks. Coarse/Large tips will spray anything for large coverage areas, even un-thinned paints right out of the bottle. I have even put latex house paint through a Paasche VL with a no. 5 nozzle.

A word about paint types. The type of paint you spray will affect the pattern and finish you can achieve. Acrylic paints tend to be a “softer” paint as they are water-based. They have been known to have adhesion problems. They dry slowly as they have water in the mix. However, since acrylics are not very aggressive you can put this paint on just about any surface and not worry about the paint

Financial Report

by Alex “Fingers” Restrepo

MMCL July 2011 Financial Summary

Jun Starting Balance: \$5,242.08

**MTD TOTAL RECEIPTS (Annual Dues, Workshop Fees & Recycle)
\$85.00**

MTD TOTAL EXPENSES (Kyana Rent, Misc): \$275.00

Apr 17, 2011 Balance: \$5,012.08

attacking the substrate. On the other hand, lacquers are a very “hot” pant that can craze plastic – roughing up the surface. Primer is recommended when painting lacquer on plastic. Lacquers dry and cure very quickly, and tough as nails, and produce beautiful finishes. They tend to be finer grained pigments as well. Enamels fall in between; they are oil-based, but are generally not as aggressive as lacquers, dry fairly quickly, but can take a couple of days to fully cure, and tend to flow very well through an airbrush. Given this, remember LEA. Lacquers can be covered by Enamels which can be covered by Acrylics. Switching this order can cause incompatibility problems where a lacquer could attack a layers of acrylic, cause a poor finish. Always test paint compatibility before spraying on your model. Never try to mix different types of paints, as they can not mix at all or could even react together, resulting in “unpredictable” finishes!

My best advice to spray fine, even lines is this: thin your paint to about the consistency of skim milk, and set your air pressure gauge to about 25 PSI. This is your starting point. Depending upon the brand of paint you are using and the temperature and relative humidity, you can get a fairly fine line at this setting using a medium tip on your airbrush. This also depends upon the distance to the surface you’re painting – the further away the more diffuse the spray pattern will be, the closer to the surface the finer the line...but the chance for putting too much paint on the surface increases! You’ll need to play with these setting to find just the right setting for you. This is why they call it art!

My next article will cover putting your airbrush to work to get realistic finishes.



President's Page

8

By **Stu Cox, MMCL President**

MMCL Members!

Please make a point to make our July 2011 MMCL Monthly meeting this Thursday (July 21)! We will have a featured speaker, Mr. Ed Brennan, USAF Col. Retired. Ed flew B52 bombers during Vietnam war out of Guam participating in Operation Linebacker and many other missions. He is an HO model railroader by hobby and Scale Reproductions shop customer for many years. He is a member of the K&I Model RR Club.

Our friends from the Louisville Model Car Club (LMCC) have their model contest in two weeks on Saturday, July 30th. MMCL can participate in the show by entering automobile related models and dioramas. At the last joint meeting in May, MMCL offered to provide 3-4 contest judge volunteers. MMCL welcomes the involvement and dialog with LMCC and plans to participate as appropriate. MMCL has sponsored the "Juniors" model contest award category. Please plan to show support by entering, judging or coming by to show to check out the great entries from the Louisville area.

We will finalize ideas for our own MMCL Scale Model Show & Contest next May, 2012. The club has been ideating on various venue concepts, and is in final discussions with KYANNA regarding the use of the Hunsinger Lane facility. The 2012 show may be scaled a little differently from past shows, focusing on key vendors and the model display area and contest itself. We welcome members to openly provide feedback and show ideas! We will be putting in our date request to IPMS in the next few weeks.

I know some of you are going to the IPMS Nationals in a few weeks, so ENJOY THE SHOW, Good Luck on Your Contest Entries, and be ready to share pictures and feedback on all that you see there!

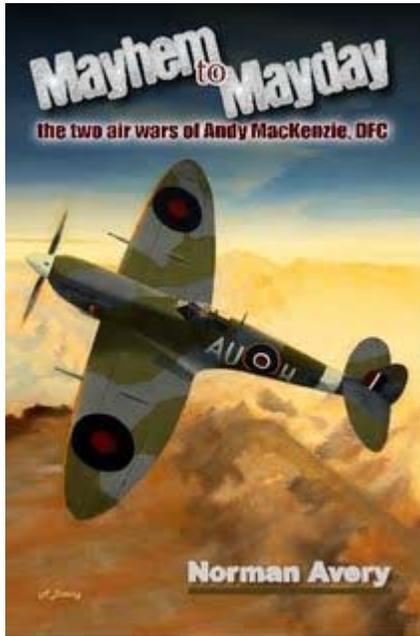
President Stu(g)

The Cranky Canuk

By Jim Bates, Esq.



9



Title: Mayhem to Mayday - The Two Air Wars of Andy MacKenzie, DFC

Author: Norman Avery

Publisher: Lulu.com

Andy MacKenzie was the only RCAF pilot show down in Korea. Added to that years as a POW with the Chinese, and being an Spitfire ace in World War Two you would expect his biography to be fascinating. It is, but sadly the power of the story is marginalized with poor production values and terrible editing. Much like Mr. Avery's *Spartan - Seven Letters That Spanned the Globe*, this is a decent book that would have been a great book with better editing. The first page of Chapter one is basically unreadable because of typos, the writing could use a general tightening up, and apparently Mr. MacKenzie flew F86Fs in Korea with the 139th Squadron, USAF. (Maybe the author means F-86Fs with the 39th FIS?) When the author can't get basic facts correct it makes you call into question the veracity of the rest of the book. Still an eye opening story, I just wish the book could have done it better justice.



Military Modelers of Louisville Membership Form 2011

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

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

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

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

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

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August 2011

Tactical Notes

THE NEWSLETTER OF THE MILITARY MODELERS CLUB OF LOUISVILLE



The Junkers J.I

Next Meeting:
Thursday, August, 2011 6:30p.m.
Old Chicago Pizza!!!!!!!



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

Cover Photos: Junkers J.I.

Editor's Note

Pizza, pizza, pizza! I hope to see you all at the meeting this month at Old Chicago at Sotenybrook. For more info, see Stu's column.

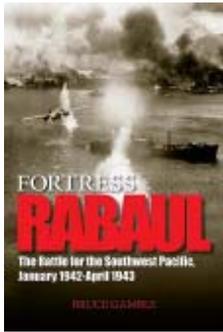
The meeting last month was great. We had a guest speaker, a B-52 pilot who flew in Vietnam. It was an amazing talk with lots of fantastic memories and photos.

Dr. Terry Hill and I just returned from the IPMS/USA National contest in Omaha. I had hoped to have a report in this month's newsletter, but time got the better of me. I will have a report in the next issue along with plenty of photos.

Thanks to Doc for the article this month. I've gotten several articles recently and I appreciate it. Keep them coming.

The new Eduard 72nd scale Hellcat.





Fortress Rabaul, The Battle for the Southwest Pacific, January 1942-

April 1943

By Bruce Gamble

ISBN 978-0-7603-2350-2

398 pgs.

Review by D. M. Knights
IPMS/USA 17656

Having read Bruce Gamble's previous book, *Darkest Hour: The True Story of Lark Force at Rabaul*, (review in IPMS/USA Journal Vol. 20 No.2) I was most pleased when my modeling friend Scott "Skippy" King gave me this new book by Bruce Gamble. The book builds on Gamble's previous book, covering the story of Rabaul from pre-WWII times thru the Japanese invasion in early 1942 thru the death of Admiral Yamamoto in April of 1943. The author indicates that another volume will follow covering April 1943 thru the end of the war.

Since Rabaul was used by the Japanese as their main base in the southwest Pacific, the story that Gamble tells covers not only happenings on Rabaul, but also the battle for the entire

southwest Pacific area, particularly the air battle for the Coral Sea and eastern New Guinea.

The short but brave defense of Rabaul by the Australian army and air forces is well covered as are the subsequent brutality of the Japanese occupiers. Subsequent to the loss of Rabaul, the Australians started almost immediately with an air campaign against the growing Japanese base, using whatever was at hand. Initially, night harassment raids by Australian PBVs were all that could be brought to bear. As more and more American units arrived in Australia, these raids were replaced by attacks from the growing number of USAAF medium and heavy bombers. The air battles over Port Moresby and Lae and Rabaul are very well covered, including the solo defense of Port Moresby by 75 RAAF's Warhawks (P-40s) for a critical month in early 1942.

The author also covers many of the personalities involved in the air war from the allied side in this area, giving particular attention to the motivations and faults of some of the top US commanders. The story of the development of skip-bombing techniques and their subsequent use in the southwest Pacific area is well-told. The reader is left

with great admiration of the pilots who flew and bombed at mast-top height.

The book ends with the story of the mission to kill Admiral Yamamoto. Like most modern scholars, this author comes to the conclusion that the sole credit for shooting down Yamamoto's Betty belongs to Rex Barber alone. Even though that particular story has been told in numerous books and articles, the story as told in this book is still quite compelling.

The book as a very quick read, despite its 398 pages. I highly recommend the book and can't wait for the companion volume to be published.



72nd scale He-51B at the Nats in Omaha, Nebraska

Tackling the WingNut Wings Junkers J.I

3

Dennis M. (Doc) O'Connor

History

Designed by Professor Hugo Junkers, The J.I was an evolutionary design building on the Junkers metal monoplane (the J.1) originally developed in 1915. Innovative (radical) designs for this airplane included a non parasol single wing, a water cooled in-line 6 cylinder engine with a radiator placed under the fuselage, and metal sheet ("electrical steel") for the fuselage and wings. This design was never placed in production, as Idflieg (the German Inspectorate for Flying Troops) became more interested in biplane designs after French sesquiplane Nieuports demonstrate superior maneuverability over the Fokker eindeckers. After Idflieg placed an order for a biplane that could be used for low level observation and strafing of ground troops and would be impervious to ground fire, Junkers modified his original design into the cantilevered sesquiplane J.4. This design was accepted for production, and paradoxically redesignated by Idflieg as the Junkers J. (Roman Numeral) I.

By this time, Junkers had



replaced the sheet metal exterior with corrugated duralumin for the wings and tailplane. The forward fuselage (nicknamed the “bathtub”), however, was covered by 5 mm thick steel, which

surrounded the in-line engine, pilot and observer. Steel tube and fabric covered the rear fuselage and rudder. The cantilever wings with their unique strut design required no rigging. A 200 hp. 6 cylinder in-line Benz VI, the most powerful engine developed by Germany at the time, powered it. Armament was an adjustable single Parabellum LMG 14 machine gun for the observer. Consideration was given to placement of a forward firing gun, but this was never put in use. In the end, the airplane perfectly fit the requirements originally established by Idflieg.

The first production Junkers (J.I 100/17) was delivered to Flieger Abteilung 19 on August 1, 1917. Pilots soon grew extremely fond of it, as the surrounding steel encasing afforded a great deal of security. They, and their observers, soon gave the Junkers a number of nicknames: “The Flying Tank,” “The Flying Moving Van” and “The Flying Pissior” (its covering was similar to the corrugated public urinals in Berlin). Many pilots wrote to Junkers praising the protection afforded by the metal siding, and there are no documented reports of any J.Is being brought down by aerial combat. On the other hand, the airplane was extremely slow and needed an inordinately long time and distance for takeoff. Because of this, as the war was coming to a close, a number of Junkers had to be left to fall into enemy hands if an aerodrome had to evacuate (“bug out”) quickly.

Subsequent modifications to the Junkers included replacement of

the fabric covered rudder with duralumin, and postwar replacement of the fabric covered rear fuselage with duralumin, such the airplane eventually became truly all metal. The corrugated metal design became a Junkers hallmark until the late 1930s.

Today there is only one surviving complete Junkers, which resides (in poor repair) at the Canadian Aviation Museum in Ottawa. Other surviving Junkers cupolas can be found in museums in Milan and Berlin

The Kit

WingNut Wings, the brainchild company of Sir Peter Jackson (of LOTR, King Kong and Hobbit fame) in concert with modeler Richard Anderson of New Zealand, released their initial 4 kits in early 2009: An SE5a, Bristol F.2b, LVG CVI and a Junkers J.I, all in 1/32 scale. Soon thereafter, I acquired all but the SE5a (I already had the Roden kit, and it is hard to explain duplicating subjects to the wife). The Junkers cost \$79, with no tax and free shipping. The kit arrived after about 5 days in a large reinforced cardboard box. The box artwork quickly gave one a sense of the high quality of these kits. Inside were 7 individually sealed sprue sets (one of clear plastic), a large set of sealed decals, a sealed fret of photoetched elements, and sealed instructions. There are parts and decal sets to build one of five versions, including the first production model (100/17).

The Build

I had just finished building and rigging the Encore McCuddin SE5a, and decided to take a break from rigging by delving into the WingNuts Junkers. First up was a review of the instructions and collecting references. As it turns out, the best references are the instructions (22 pages of relatively easy to follow steps with archival photographs for comparison) and the additional archival black and white period photos, and recent color photographs of the surviving Canadian, Milan and Berlin Junkers parts on the WingNut Wings website. These turned out to be indispensable as, although



Instructions

detailed, the instructions are not entirely clear in some areas. The only other reference was the Windsock Datafile 39, which didn't add much more to the WingNuts instructions and photos. I decided to build J.I 138/17, which was delivered to Flieger Abteilung 17 in March 1918. This version had the fabric covered rudder and fin, and used the older Iron crosses (Eisernes Kreuz). It also required a green-mauve camouflage pattern, which would test my airbrush skills.

The first step was removing and cleaning the wings, ailerons, tail planes, rudder and fin. This required little effort as there was essentially no flash of defects to speak of. However, there is one flaw (a rare WingNuts oversight): a 3-4 mm gap between the tapered upper center wing section and the ailerons. The modeler's choices are numerous: leave it, cover it with sheet stock, or use the stock to fill in the gap with homemade corrugated surfaces. I opted for the latter. As it turns out, two layers of Evergreen sheet plastic fit almost perfectly. It's not accurate, but it appears acceptable to me (F. Unfortunately, I closed up the upper center wing halves without adding two interior spars (Parts I1 and I6-I missed that substep). In the end, they are not needed to complete the wing assembly.



The next step was to assemble the fuselage halves, cockpit and observer cupola with bulkheads, various fuel lines, seats, aileron cables, radio and antenna. The detail is impressive and consists entirely of styrene; the only photoetch parts are the belts. The small pieces are well attached to the sprues, so care must be used in getting them off. Wood panels were painted using ModelMaster Wood

Financial Report

by Alex "Fingers" Restrepo

MMCL July 2011 Financial Summary

Jun Starting Balance: \$5,242.08

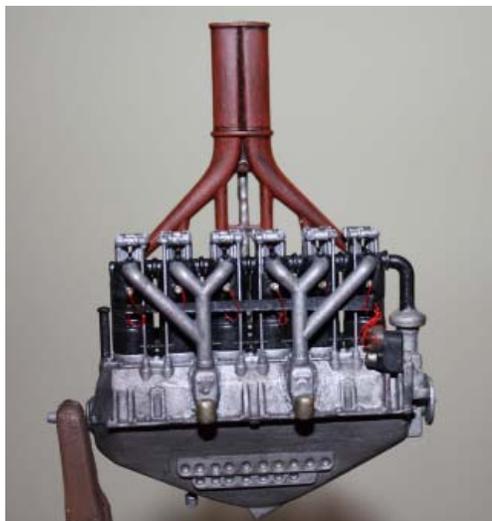
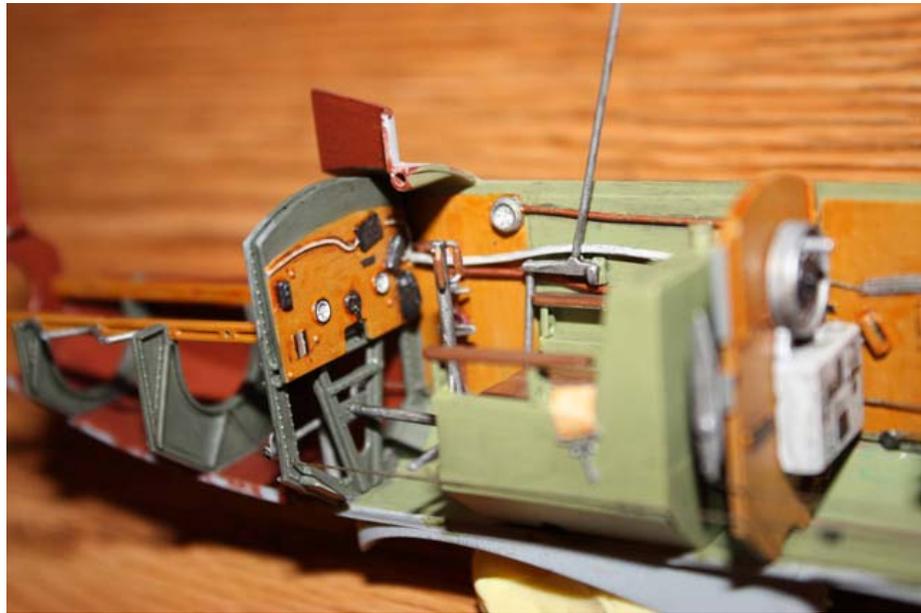
**MTD TOTAL RECEIPTS (Annual Dues, Workshop Fees & Recycle)
\$85.00**

MTD TOTAL EXPENSES (Kyana Rent, Misc): \$275.00

Apr 17, 2011 Balance: \$5,012.08

as a base, then streaking with Yellow Ochre Pale and Dark Umber Oils, and then finishing with Tamiya Clear Yellow. Gauges and dials were decals. I had trouble getting them to fix (a harbinger of things to come) to the point that I lost one and had to recreate it on a blank decal sheet. I added control cables using 32-gauge wire and epoxy putty. These are not described in the instructions, but photos of the Canadian and Milan Junkers show where they should go. Unfortunately, most of the cockpit detail will be hidden as it sits directly under the upper wing.

Next up was the Benz VI engine, a model in itself with 20 parts. WingNuts gives you a choice of using cylinders with or without molded pushrods; I opted for the latter. Twenty-eight gauge wire worked perfectly as a representation of rods. I also decided to wire the sparkplugs. This required using some strip stock to create the cable covers. The wire was fine copper wire I cannibalized from an old modem cable. Colors were ModelMaster enamels and acrylics, with Tamiya smoke and Pewter oils to give it an oily metallic sheen.



Engine

The fuselage was then closed and the upper deck cemented to the surface; seams were filled in with bonding glue and putty, and Mr. Surfacer 1200 was reapplied as a primer. Care must be taken to keep paint off the bulkhead attachment edges, as the fit is extremely precise. I then covered the underside of the wings, tail and fuselage with Polyscale German light blue. For the green basecoat on the upper surfaces I

used Polyscale Warsaw Pact Grey Green, which was a close match to the color listed in the instructions. Then came the second color, for which I used Polyscale German Mauve. After watching Randy's airbrush presentation a couple of years ago, I convinced my wife to let me acquire an Iwata Kustom gravity feed dual action brush. I outlined the pattern in pencil and laid down the pattern free hand. It took a weekend as the brush had to be cleaned every five minutes (the acrylic would dry and clog the needle). But I was happy with the end result. Areas for eventual decal placement were then prepped with Future (my usual 3 coats).

Ah, the decals. They were almost the downfall of this build. I couldn't get them to seat into the corrugations on the wings. I tried a hairdryer (recommended by WingNuts) and dilute Micro Sol (not recommended by WingNuts). Manipulating them only lead to tearing. In the end, I chipped off the areas that didn't adhere and filled in the open spots with flat black. The fuselage script was worse-I have never seen such bad silvering. I ended up removing the Future with household ammonia, which, amazingly, didn't remove any of the cured acrylic paint, and stripped off the decals with low tack masking tape. I was then able to replace them with a new set kindly provided by the Uncle. The second application went much better than the first. The engine and lower wing were then cemented to the fuselage.



Next came the struts. It became apparent that the 8 interplane struts must be kept in order (they vary slightly in size and orientation) and that you need to refrain from modifying the attachment points as they set the struts in a precise attitude and angle. It is also best to follow the instructions to the letter (work with the center section of the

upper wing only, assemble the outer struts, then the inner struts). Doing that, they went on without problems and offered excellent support to the large upper section.

Final assembly included the Parabellum gun, radiator and pipes, access doors, rudder, tail plane, control cables (using 32 gauge wire), outer wings and landing gear. The latter caused some problems, mainly due to my mistake of using bonding (CA) cement. I couldn't get the landing struts to seat correctly into the lower wing before they dried in the holes, so I had to saw them off, redrill the holes and reglue them using a slow drying cement. Oil washes were then applied and the model was covered with ModelMaster Semi Gloss. I was very happy with the finished product (Figures 9-11).

In summary, WingNut Wings has engineered a biplane kit with such care and precision that even a person with a modicum of skills (such as myself) can turn out a real shelf pleaser-just make sure that it's a big shelf. There's even a bonus-no rigging!



President's Page

10

By Stu Cox, MMCL President

MMCL Members! A brief few words to you this month, as we will be discussing our plans for the 2012 MMCL Model Show & Contest this week during our meeting. The IPMS Region Officer has approved MAY 19, 2012 for our MMCL show in Louisville, Ky!

We will be meeting this week at 6:30 PM at "Old Chicago – Stony Brook, Taylorsville, Rd for a fun evening of dinner and discussion about our show for next year! This mid-summer "dinner out" with our modeling buddies has become a regular event now. Please plan to arrive around 6:30 or so, and we will try to consolidate our group in a corner of the restaurant. Each member is responsible for the cost of their own dinner and drinks.

Our MMCL Website is back online at www.mmcl.org! Thanks to Pete Gay for helping us bring the site back up and refresh it with the latest Tactical Notes issues, pictures from our recent shows and events, and recent information about club activities. We will be working to updated and shape our website to meet the needs of our club and ensure relevancy in support of our show event in 2012.

We'll be having our MMCL Club Auction event during our September meeting, so start sorting your stash and allocating "kits for the cause". We have an auction each year to "redistribute kits" among club members with all proceeds from the sale going to our club treasury. Our summer workshop attendance has been down a bit with everyone's vacations, etc., so this is a way to bolster our funds to maintain our bank balance and make our club rental payments to the Kyana club for facility use.

I look forward to seeing everyone this Thursday at Old Chicago in Stonybrook at 6:30! I'll try to be there by 6:00 to organize some tables.

Thanks, Stu(g)

MMCL President

The Cranky Canuk

By Jim Bates, Esq.

The Royal Canadian Air Force is Back!



11

To be announced tomorrow in Halifax. Here is the official release:

01 01 151637Z AUG 11 RR UUUU CAS 022/11

NDHQ CAS OTTAWA

CANAIRGEN

UNCLAS CAS 022/11

SIC WAA

SUBJ: REINSTATEMENT OF ROYAL CANADIAN AIR FORCE

CANAIRGEN 015/11 CAS 022/11

BILINGUAL MESSAGE/MESSAGE BILINGUE

REINSTATEMENT OF ROYAL CANADIAN AIR FORCE

1. IT IS WITH GREAT PLEASURE I TELL YOU TODAY THAT THE HISTORICAL DESIGNATION QUOTE ROYAL CANADIAN AIR FORCE (RCAF) UNQUOTE IS ONCE AGAIN THE OFFICIAL NAME FOR CANADA'S AIR FORCE, REPLACING THE DESIGNATION AIR COMMAND
2. THE MINISTER OF NATIONAL DEFENCE IS EXPECTED TO MAKE THE ANNOUNCEMENT TOMORROW IN HALIFAX. THE NAMES ROYAL CANADIAN NAVY (RCN) AND CANADIAN ARMY (CA) ARE ALSO BEING REINTRODUCED FOR MARITIME COMMAND AND LAND FORCE COMMAND, RESPECTIVELY
3. PLEASE JOIN ME IN CELEBRATION OF THIS HISTORIC EVENT, WHICH RECOGNIZES AND HONOURS OUR MILITARY HISTORY AND HERITAGE, AND PAYS TRIBUTE TO THOSE WHO HAVE GONE BEFORE US. ONCE THE ANNOUNCEMENT IS MADE, YOU CAN PROUDLY SAY YOU ARE A MEMBER OF THE ROYAL CANADIAN AIR FORCE
4. THE HISTORIC NAMES OF THE THREE SERVICES ARE THOSE UNDER WHICH CANADIANS FOUGHT AND DIED DURING THE SECOND WORLD WAR AND THE KOREAN CONFLICT, CONTRIBUTED TO THE DEFENCE OF EUROPE AND NORTH AMERICA DURING THE EARLY DAYS OF THE COLD WAR, AND PAVED THE WAY IN INTERNATIONAL PEACEKEEPING MISSIONS. THEY ALSO CONTINUE TO BE THE COMMEMORATIVE NAMES BY WHICH MOST CANADIANS, AND INDEED MANY OF OUR SERVICE PERSONNEL, IDENTIFY WITH THE THREE SERVICES
5. OUR AIR FORCE FIRST BECAME THE ROYAL CANADIAN AIR FORCE ON 1 APRIL 1924, WHICH WE STILL CELEBRATE AS OUR OFFICIAL ANNIVERSARY. WITH THE UNIFICATION OF THE FORCES IN 1968, THE NAVY BECAME MARITIME COMMAND AND THE ARMY BECAME MOBILE COMMAND (LATER LAND FORCE COMMAND). HOWEVER, FUNCTIONAL CONTROL OF AIR ASSETS WAS ALLOCATED TO VARIOUS ORGANIZATIONS UNTIL THE ESTABLISHMENT OF AIR COMMAND IN 1975, WHICH AGAIN BROUGHT CF AIR ASSETS UNDER A SINGLE COMMAND STRUCTURE
6. IT IS IMPORTANT TO NOTE THAT THIS DOES NOT REPRESENT A DIVERGENCE FROM THE UNIFICATION OF OUR CANADIAN FORCES. WE CONTINUE TO BE A TRI-SERVICE, UNIFIED FORCE WITH NO CHANGE TO OUR ORGANIZATION
7. ALL CURRENT AIR COMMAND ORDERS (ACOS), DIRECTIVES, RULES, INSTRUCTIONS OR SIMILAR INSTRUMENTS REMAIN IN FULL FORCE AND EFFECT UNTIL AMENDED TO REFLECT THE NAME CHANGE OF THE COMMAND. ALL REFERENCES TO AIRCOM SHALL BE READ AS READING ROYAL CANADIAN AIR FORCE EFFECTIVE UPON RECEIPT OF THIS MESSAGE
8. THE REINTRODUCTION OF THE RCAF AS OUR OFFICIAL NAME WILL BE CARRIED OUT IN A PHASED APPROACH, AND WILL HAVE NO IMPACT ON OUR CAPABILITIES, RANK STRUCTURES OR RANK INSIGNIA, COMMAND RELATIONS, ORGANIZATION OR OPERATIONS. OVER THE COMING MONTHS, WE WILL, HOWEVER, MAKE NECESSARY CHANGES TO DOCUMENTATION AND STAFF TITLES, AS WELL AS BRANDING AND WEBSITES, AND ADJUST THE CURRENT INSIGNIA, MOTTO AND COLOURS (WHICH WERE SPECIFICALLY DESIGNED FOR AIR COMMAND)
9. AS WE MOVE FORWARD, I WILL KEEP YOU INFORMED OF FURTHER DEVELOPMENTS
10. LIEUTENANT-GENERAL J.P.A. DESCHAMPS, COMMANDER ROYAL CANADIAN AIR FORCE, SENDS



Military Modelers of Louisville Membership Form 2011

Name: _____

Address: _____

City: _____ ST: _____ Zip: _____

Phone: _____ E-mail: _____

Birth Date: _____ Year Joined Club: _____

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

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

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

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

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

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

Stu Cox, Treasurer

4100 WIMPOLE ROAD

LOUISVILLE, KY 40218

502-499-6618

COX40218@BELLSOUTH.NET

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

PD DT _____

IPMS/USA MEMBERSHIP FORM

IPMS No.: _____ Name _____
First Middle Last

Address: _____

City: _____ State: _____ Zip: _____

Phone: _____ E-mail: _____

Signature (required by P.O.) _____

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

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

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

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

Credit Card No: _____ Expiration Date: _____

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

Name: _____ IPMS No.: _____

IPMS/USA

Join or Renew Online at: www.ipmsusa.org

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

AMPS

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

September 2011

Tactical Notes

THE NEWSLETTER OF THE MILITARY MODELERS CLUB OF LOUISVILLE

Club Auction



Next Meeting:
Thursday, September 15th, 2011
6:30p.m.
Club Auction!!!!!!!!!!
Be there! Bring kits and \$\$\$\$\$



WWW.MMCL.ORG

To contact MMCL:

President:

Dr. Stu "Chrome Dome" Cox
Email: Scox2010@gmail.com

Vice President:

Terry "The Pool Boy" Hill
Email: Thill35434@aol.com

Secretary:

David Knights
Email: LOULAW@AOL.COM

Member at Large:

Noel "I-man" Walker
Email: CWalker011@aol.com

Treasurer:

Alex "UPS" Restrepo
Email: scox6618@bellsouth.net

Webmangler:

Mike "Danger Boy" Nofsinger
Email: Mnofsinger@insightbb.com

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

Cover Photos: Junkers J.I.

Editor's Note

Hi guys,

The August meeting was at Old Chicago Pizza. This was a substitute for our annual cookout. We had a good turnout and good food was consumed while exchanging good modeling information.

I apologize for this issue being short. The meeting this month fell early in the month and I've had a lot of work and family stuff going on. I will make it up next month with a double issue.

Thanks to Randy Fuller for his article this month. Several members have submitted articles and I appreciate it. Please, keep them coming.

The big news this month is the club auction. Bring your spare kits and money to the normal meeting location at 6:30 on Thursday. Be prepared to spend big MMCL needs your money.

Comrades! It's Time to Convert to Acrylics!

Randy Fuller
MMCL/Eastern Bloc

I felt compelled to write this article after I saw Scale Reproductions is now carrying Vallejo Acrylics. Now I know most of you will scoff and say there is no substitute for good ol' enamels, and I am a die-hard enamel modeler. I have used Model Master and Humbrol for years, and have had great results! But recently I ventured into these vinyl acrylics paints and found that I get just as good results – if not better – than my trusty enamels, and have discovered a whole range of color variations through layering and blending these paints. They brush easily and when thinned properly they airbrush beautifully.

This link from the Vallejo website will take you to a series of charts of cross-reference colors for many popular brands and FS numbers: http://www.acrylicosvallejo.com/pdf_web/CC073_rev03.pdf. Currently, Vallejo has 220 colors that provide a wide spectrum of blues, grays, greens, browns, whites, and blacks. Not all have a direct link to a federal standard, they do provide the right range of

2
colors to “match” any uniform, armor, aircraft, and flesh tones. The following are examples that I found on the Colorado Miniatures website and I have found with success with some of them.

Faces #1a

VC-818 Red Leather
VC-815 Basic Skintone
VC-814 Burnt Cadmium Red
VC-859 Cadmium Maroon
Base: VC-818
Highlights: Base + VC-815
Shadows: Base + VC-814
Washes: VC-859

Faces #1b

VC-876 Brown Sand
VC-815 Basic Skintone
VC-814 Burnt Cadmium Red
VC-982 Cavalry Brown
Base: VC-876
Highlights: Base + VC-815
Shadows: Base + VC-814
Washes: VC-982

Faces #2

VC-955 Flat Flesh
VC-981 Orange Brown
VC-982 Cavalry Brown
VC-950 Black
Base: VC-981 + VC-982
Highlights: Base + VC-955
Light Highlights: VC-955
Shadows: Base + VC-950

Deep Shadows: VC-982 + VC-950

Brown Hair

VC-817 Scarlet
 VC-923 Japanese Uniform Green
 VC-929 Light Brown
 VC-950 Flat Black
 VC-953 Flat Yellow
 Base: VC-817 + VC-923 + VC-929 + VC-950
 Highlights: Base + VC-953
 Shadows: Base + VC-950

WWII Waffen SS Pea Dot Camouflage, Fall

VC-835 Salmon Rose
 [substitution for Liquitex Deep Portrait Pink]
 VC-988 Khaki
 VC-825 German Camo Pale Violet Brown
 VC-822 German SS Camo Black Brown
 VC-833 German Camo Bright Green
 Base: VC-835

WWII Wehrmacht Splinter Camouflage #1

VC-821 German Camo Beige
 VC-825 German Camo Pale Brown
 VC-969 Park Green Flat
 VC-980 Black Green
 Base: VC-821

WWII Wehrmacht Splinter Camouflage #2

VC-821 German Camo Beige
 VC-826 German Camo Medium Brown
 VC-823 Luftwaffe Camo Green
 VC-896 German Camo Extra Dark Green
 Base: VC-821

Modern US Desert Camouflage

VC-819 Iraqi Sand
 VC-950 Black
 VC-951 White
 VC-983 Flat Earth
 VC-988 Khaki
 Base: VC-819 + VC-951

WWII SS Plane Tree Camouflage

VC-822 German Camo Black Brown
 VC-825 German Camo Pale Brown
 VC-833 German Camo Bright Green
 VC-857 Golden Olive
 VC-929 Light Brown
 Base: VC-825
 Highlights: VC-929
 Shadows: VC-822
 Dark Spots: VC-822
 Light Spots: VC-857
 Dark Green Fields: VC-833

WWII German Field Grey #1

VC-830 German Field Grey
 VC-862 Black Grey
 VC-886 Green Grey
 Base: VC-830
 Highlights: VC-886
 Shadows: Base + VC-862
 Deep Shadows: VC-862

WWII USMC Fatigue Green

VC-830 German Field Grey
 VC-886 Green Grey
 VC-971 Pastel Olive Green
 Base: VC-886
 Highlights: VC-971
 Shadows: VC-830

WWII US M1941/43 Khaki Field Jacket

VC-837 Pale Sand
 VC-988 Khaki
 VC-914 Green Ochre
 VC-976 Buff
 Base: VC-988 + VC-837
 Highlights: Base + VC-976
 Light Highlights: VC-976 + VC-988
 Shadows: VC-976 + VC-914

WWII Deutsche Afrika Korps Tunic

VC-819 Iraqi Sand
 VC-888 Olive Grey

VC-950 Flat Black
 VC-978 Dark Yellow
 Base: VC-888 + VC-978
 Highlights: Base + VC-819
 Shadows: Base + VC-950

WWII Deutsche Afrika Korps Trousers

VC-819 Iraqi Sand
 VC-872 Chocolate Brown
 VC-914 Green Ochre
 Base: VC-872 + VC-914
 Highlights: Base + VC-819 + VC-914
 Shadows: Base + VC-872

White Uniforms

VC-820 Off White
 VC-862 Black Grey
 VC-907 Pale Grey Blue
 VC-950 Flat Black
 VC-951 Flat White
 Base: VC-820
 Highlights: VC-951
 Shadows: VC-907
 Deep Shadows: VC-907 + small amount of VC-950
 Deepest Shadows: VC-862

Brown Leather

VC-860 Medium Flesh
 VC-871 Leather Brown
 VC-929 light Brown
 VC-950 Flat Black
 VC-951 Flat White
 VC-981 Orange Brown

Base: VC-871

Highlights: VC-929 or VC-981

Light Highlights: VC-981 + VC-951

Shadows: VC-950

Notes: Dirt and wear on the toes and sides of boots can be accomplished using VC-860 + VC-981. Light highlights and wear on toes can be accomplished with VC-860 or most variations of Tan.

There is a line of colors specially formulated for German WWII tones called Panzer Aces, as well as a line of airbrush-ready paints. If you attended the May meeting and sat through my demo on airbrushing, you saw me use some of these paints. Vallejo also makes a line of metallics, carrier mediums, retardants, and glazes – all can be reviewed on the Vallejo website: <http://www.acrylicosvallejo.com>.

While they may not replace your favorite brand, I think you may find a use for some of these really nice paints. They may be a bit on the soft side (as most acrylics tend to be) but do hold up fairly well and offer some interesting color options.

Financial Report

by Alex “Fingers” Restrepo

MMCL August 2011 Financial Summary

Aug Starting Balance: \$5,259.58

MTD TOTAL RECEIPTS (Annual Dues, Workshop Fees) :260.00

MTD TOTAL EXPENSES (Kyana Rent, KFB Ins): \$504.90

Aug 31, 2011 Balance: \$5,014.68

President's Page

6

By **Stu Cox, MMCL President**
MMCL Club,

I'm keeping it short and sweet this month.

Get out to our annual CLUB AUCTION this Thursday evening starting PROMPTLY at 6:30PM at the KYANA facility.

Please bring many kits to donate to your club, as this is a primary fund raising event for us each year! Equally important is that you bring LOTS of cash, and LOTS of intent to buy modeling kits and accessories! As usual, you will find a wide variety of items that our club auctioneer will be glad to facilitate into your sweaty palms!

We have made a lot of progress on our plans for the MMCL Model Show & Contest planned for May 19, 2012. I will bring some drawings of possible table layouts for the show contest and vendor area for you to look at during our meeting/auction this month. We still have much to do, but it appears that the plan to use the Kyana facility can likely work and pay off!

Guys, there are numerous shows coming up, so dust off that old shelf-queen, get a coat of paint and finishing wear on there, and turn out in force for the various IPMS shows coming up! Our club is always active at these shows, and it is good for the hobby overall when we all participate! Everyone, let's all try to finish and enter at least ONE item!

Cincinnati IPMS Show - October 1st
Huntsville IPMS Show - October 1st
Dayton IPMS Show - October 29
Murfreesboro IPMS Show - November 5

Also, our OCTOBER meeting will be a FRIDAY NIGHT FIGHTS event!
Friday, October 21st!

Thanks, and see you at the meeting this week!



Military Modelers of Louisville Membership Form 2011

Name: _____

Address: _____

City: _____ ST: _____ Zip: _____

Phone: _____ E-mail: _____

Birth Date: _____ Year Joined Club: _____

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

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

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

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

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

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

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

PD DT _____

IPMS/USA MEMBERSHIP FORM

IPMS No.: _____ Name _____
First Middle Last

Address: _____

City: _____ State: _____ Zip: _____

Phone: _____ E-mail: _____

Signature (required by P.O.) _____

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

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

Credit Card No: _____ Expiration Date: _____

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

Name: _____ IPMS No.: _____

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

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

AMPS

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

October 2011

Tactical Notes

THE NEWSLETTER OF THE MILITARY MODELERS CLUB OF LOUISVILLE

Hail the Conquering Heroes



Next Meeting:
Thursday, October 21st, 2011
6:30p.m.
Friday Night Fight!!!



WWW.MMCL.ORG

To contact MMCL:

President:

Dr. Stu "Chrome Dome" Cox

Email: Scox2010@gmail.com

Vice President:

Terry "The Pool Boy" Hill

Email: Thill35434@aol.com

Secretary:

David Knights

Email: LOULAW@AOL.COM

Member at Large:

Noel "I-man" Walker

Email: CWalker011@aol.com

Treasurer:

Alex "UPS" Restrepo

Email: scox6618@bellsouth.net

Webmangler:

Mike "Danger Boy" Nofsinger

Email: Mnofsinger@insightbb.com

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

Cover Photos: Skippy asleep on the way back from Cinci. He had stayed up all night working on his entry. In fact he finished the model at the show.

Editor's Note

I apologize for another short, late newsletter. Work and family life have been way busy and thus the newsletter has suffered. I want to thank Terry for his Huntsville Show report. Speaking of writing for the newsletter, I've seen a lot of building going on at the shop. How about an article or two. I'll take build articles, reviews, whatever.

Thanks to all those who showed up at the auction. The club raised a good amount of money. In fact, I think it was the second largest amount we've ever raised. We had guests in from Utah and they got some good deals and spent a good amount of money. We'll be doing it again next year, so start putting aside a kit or two for next year.

The Cranky Canuck column will return next month. Mr Bates has been busy starting up a new law practice and that has consumed his time of late. I hear he is planning on an article on canopy masking. I can't wait to read it.

On a personal note, having attended the Nats and Cinci I am really fired up to model. In fact, the biggest problem I am facing now is a lack of time. I am hoping that things settle down in the near future. I've got two finished already for the year, and I am hopeful I'll get four done in 2011. That would be my greatest output since 1996. Keep your fingers crossed.

Huntsville Show Report

by Dr. T. Hill

On Oct 1, 2011 four members of our club set forth to do battle on the fields of Huntsville Ala. Daniel Ledford, Rich Guetig, Ted Grant, and myself ventured out of town to attend the show. One of the reasons for attending this show was to take copies of our flyer for the show next year. The other reason was to plant our flag atop the show in Alabama. Since it will be a cold day in hell before UK beats Bama in football, we must settle for this field of competition. The show was held in the usual location which is roomy, well lighted, and convenient to the main highways. It took us 4 hours and 20 minutes to travel from Louisville, and the trip was rather uneventful. Upon arriving at the show we realized that they were 1 hour behind us, so we arrived at 8:20 instead of 9:20. No Problem, the show was opening, and we got through registration right away.

Daniel took 8 entries in the automotive categories, Rich took 17 entries scattered over 10 different categories, I took 6 entries scattered over 2 categories. I am unsure as to how many entries Ted brought

because he traveled down the day before and visited with family now living in Huntsville. Out of the entries we took, we accounted for 7 golds 2 silvers, at least 4-6 bronze awards, best of armor best automotive. I would say that we certainly planted our flag for the next year until the next Huntsville show.

The vendors we adequate, prices were to be negotiated, and deals were to be had. Rob Irving of the former FORMATIONS, was there selling off personal items out of his collection. He was selling a boat load of resin heads, accessories etc. Rich and I were able to negotiate a bulk purchase of about 600.00 worth of resin for a very reasonable price. We hit the mother load. We came home with a box full of goodies. This was worth the trip alone. We also found several deals with the other vendors, and we well pleased with ourselves. We were like a drunken defilier who sat there gloating over our conquest. I even won 2 nice model kits in the raffle with only 3 tickets. I never win anything in the raffles, color me surprised.

We have assurances that next year's Cincy show will not be held on the same weekend of the Huntsville show. From what David said, Don Flynn commented on the low entry numbers in the armor, diorama,

and automotive categories since we were not there. However, from what David said the club members that went to Cincy did quite well. This is quite a stunning feat, being able to split our forces, and still dominate both shows. Good job everyone. This just illustrates what a powerful force our club has become within this area of the country. We are no one's bastard step children. We rock. Now on to Murfreesboro, TN in Nov.

{Ed. Note: Unfortunately we don't have any photos to go with this fine report. Not to worry, Randy Fuller will be providing a mandatory photography class that the offending members will be REQUIRED to attend.}

Cincinnati Show Report

by D. M. Knights

While some members of MMCL went south at the beginning of October, several members also went north to attend the IPMS/Cincinnati show. This annual event is one of the don't miss shows in Region IV. While quite a number of MMCL members attended, Scott King, Alex Restrepo, Dennis Sparks and I all entered. There were approximately 350 models on the table and about 90 modelers entering. These numbers are slightly lower

than in years past. They were also down in the number of walk-ins.

However, the lower numbers weren't apparent at the show to the casual observer. There were 77 vendor tables and the vendors were doing a good business. In fact, I bought more kits at the Cinci show than I did at the Nats in Omaha.

Those who say that 72nd scale is a dying scale in aircraft modeling haven't seen the entries at the last few contests that I've been to, including Cinci. 72nd aircraft were the largest number of aircraft models entered at the show.

Like Huntsville, MMCL took Cinci by storm. Alex Restrepo got a 3rd in Sci Fi, Dennis Sparks got a 1st in collections, and Scott King got a 2nd place in 72nd single engine prop, while I ended up carrying Skippy's bags, as I took a 3rd in the same category.

As in years past, Cinci was a great show. I am sure it will be great again next year, and Don Flynn assures me that the show will not be on the same weekend as the Huntsville show next year. Unlike those slugs who went to Huntsville, we have photos of the Cinci show. Some of those follow.





Financial Report

by Alex "Fingers" Restrepo

MMCL September 2011 Financial Summary

Sept Starting Balance: \$5,014.68

MTD TOTAL RECEIPTS (Workshop Fees, recycling) : \$87.20

Club Auction : \$1332.00

MTD TOTAL EXPENSES (Kyana Rent, KFB Ins): \$504.90

Sept 30, 2011 Balance: \$6107.75

President's Page

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By Stu Cox, MMCL President

MMCL FRIDAY NIGHT FIGHTS! October 21, 6-12p at the KYANA Building on Hunsinger Lane. Be there!

Bring a favorite kit or two or three to work on. Be ready to mingle, mix and mangle with your fellow club members as you build to your hearts content. I hear we will have another big turnout of the Louisville Model Car Club guys! Their primary and glossy colors are always welcome! We'll also be back onsite again early Saturday morning for a regular workshop event!

Also, we had a number of members participate in the recent model shows including Cincinnati and Huntsville, with various awards and recognition received. Congratulations to those who participated!!! As always, it's wonderful when our members turn out in numbers to participate in these shows! Please forward pictures and summary of what awards were won to our WEBMASTER, Pete Gay. We want to ensure your work is show no our MMCL website. His email address is: pete.gay@mac.com

November will be a regular club meeting at the Kyana building on Thursday, November 17 at 7:00PM. We will review our final "6 months to go" plans for MMCL Invitational Model Show as well. I plan to conduct a brief photo presentation on "examples of armored vehicle small arms battle damage". Also, if you have a model construction or finishing technique or method you would like to review, please feel free to bring live examples, or some pic's on a CD and be prepared to share with our members!

Finally, we re-chartered our club and have met all the requirements to continue as a registered IPMS chapter for 2012! Way to go! PLEASE, if you are an International Plastic Modelers Society (IPMS) member, please ensure you re-new or update your membership before the end of the year. If you are not, or have never been a member, I encourage you to go the following website, and find out more about the benefits of IPMS Membership!

<http://www.ipmsusa.org/MemberServices/memberservices.htm>
Thanks! See you Friday Night for the FIGHTS!



Military Modelers of Louisville Membership Form 2011

Name: _____

Address: _____

City: _____ ST: _____ Zip: _____

Phone: _____ E-mail: _____

Birth Date: _____ Year Joined Club: _____

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

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

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

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

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

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

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

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

PD DT _____

IPMS/USA MEMBERSHIP FORM

IPMS No.: _____ Name _____
First Middle Last

Address: _____

City: _____ State: _____ Zip: _____

Phone: _____ E-mail: _____

Signature (required by P.O.) _____

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

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

Credit Card No: _____ Expiration Date: _____

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

Name: _____ IPMS No.: _____

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

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

AMPS

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

November 2011

Tactical Notes

THE NEWSLETTER OF THE MILITARY MODELERS CLUB OF LOUISVILLE



Modeling Madness



**Inside: Building the
Hobbyboss EA-7L**

**Next Meeting:
Thursday, November 17th, 2011
7 p.m.
Photos from the Nats and Cinci**



WWW.MMCL.ORG

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

Cover Photos: Early in the evening at the October Friday Night Fight event. There was a huge crowd later on and a bunch of modeling was going on!

Editor's Note

Well, here it is. After the last two issues being a bit thin, I thought I'd put out a "double issue". Thanks to everyone who contributed, especially Alex. I owe him an apology. His LMCC show report was sent several months ago and I just misplaced it.

Please note, we are still missing armor and figure articles. Over half our club builds these items and I see them at the shop every Saturday, but I am still not getting any articles or reviews. Come on, guys. It isn't that hard. All jokes aside, I know the armor guys can write.

Thanks to everyone who continues to bring aluminum to the shop. This has really contributed to the club treasury. Please keep it up.

The last meeting was a Friday Night Fight. As usual, it was great. The November meeting will consist of a slideshow of photos from the Nats and the Cincinnati show. I have lots of great photos from the Nats. I hope to see you at the meeting.

Electronic Aggressor: LTV EA-7L in USN Service

By Dr. David Geldmacher

For many years, I had plans to build the electronic aggressor version of the A-7 in US Navy service. These were designated EA-7L and were converted from the two seat TA-7C. They simulated incoming missiles, providing realistic missile-defense training for surface ship crews. I had gone so far to acquire a 1/72 Fujimi A-7 and the old Maintrack TA-7 conversion set. Nonetheless, easier projects always seemed to get started before I felt the need to hack apart a perfectly good kit and cajole a limited run conversion set seamlessly into place. Then, several years ago Hobbyboss released their reasonably well-received TA-7C and WolfPak Designs produced decals for a VAQ-34 EA-7L with the classic aggressor red star on the tail. That timely combination was enough to overcome my inertia.

The kit

I won't review the Hobbyboss kit in detail, because well-done reviews are easily available on line (see <http://www.modelingmadness.com/scotts/mod/previews/hobbyboss/87209.htm>). In brief, the engraved surface detail is

prominent throughout, and out of scale with the actual panel lines. I felt they'd be acceptable under the mottled TPS paint scheme I was planning. The canopy has a molding ridge down the centerline which benefited from careful removal with sanding sticks and a dip in Future.

Interior and Intake

The kit cockpit interior is acceptable for the scale, but the seats are grossly simplified. I therefore modified the cockpit to accept the correct Stencil seats, molded in white metal by Aeroclub. (See Photo 1) I like metal seats in this scale because, although less sharply detailed than



resin, they really help **PHOTO 1** with getting enough weight over the nose gear. I removed much of the floor and parts of side walls to get the metal seats to fit. I also had to extensively thin the bases of the metal seats. The seats were painted per web references. I wound the lower ejection pull handle from fine black and yellow wires.

I used a trick I found on the

Aircraft Resource Center web forums for filling the centerline seam inside the intake. After cementing the intake halves together, I poured about 10 ml of undiluted white latex house paint into the opening and rotated the part, allowing the paint to run all the way around and back to the closed aft end. After giving it a chance to set up a little (10-15 minutes), I poured the remaining paint out. Once the excess paint is gone, be sure to keep the nose up or the remaining wet paint will still run forward (ask me how I know). Even with flat paint, the thick latex paint takes a long time to dry. Once the house paint was cured, I masked the forward intake lip's color demarcation with strips of tape and stuffed inner portions of the intake with scraps of foam rubber. The Hobbyboss kit uses some clever engineering to firmly seat both the intake tunnel and cockpit, ensuring good alignment. (See

seams come together, those interior parts are all but guaranteed to be properly aligned.

Basic Airframe

Getting everything lined up inside is assisted by the good, positive fit of the fuselage halves; the fit of the dorsal spine is also good. The main gear wells are finicky and take careful fitting, but they do eventually go together. In contrast, the refueling probe fairing on the starboard side of the nose did not seat well against the fuselage. Reference to photos of the real aircraft indicated that the kit piece for the ventral rear fuselage housing should instead go behind the nose gear on the EA-7L. I had to modify the nose gear area to account for lack of catapult launch bar on these shore-based aircraft. I filled the slot extending forward from the nose gear well with plastic card, and puttied it smooth.



PHOTO 2

photo 2) When the fuselage

The Hobbyboss kit is designed for displaying detailed internal equipment bays, but my references suggested that Navy birds were rarely left with those panels open. Besides, the molded internal detail is probably not accurate

for EA-7L anyway. I needed to fill some sinkmarks on the access doors with Mr. Surfacer and since the doors don't fit well closed, I used additional Mr. Surfacer to fair them into the fuselage.

Once this fuselage work was finished, I painted the instrument panel coamings with a black/gray RLM66, and used a true black wash to bring out fine details. The clear HUD piece was too thick, so I replaced it with scrap clear plastic from a blister pack, which I colored with Future tinted with purple and blue inks from Citadel Miniatures. It was now that I realized the canopy was slightly narrower than fuselage, but I had left myself no real options to adjust things so I mounted as best I could to minimize any steps in the joint between the fuselage and the canopy.

I drilled out the pylon holes in the wing before closing up the wing pieces. The fit between wing halves was good and only a little Mr.

Surfacer was needed for the underside of wing to fuselage joint. The horizontal stabilizers also fit well. (See Photo 3)



The things under the wings
Along with the aggressor paint scheme, the EA-7L's unique underwing loadout was a real attraction for me. This meant I needed to I scratchbuild the unusual "ordnance" of this

PHOTO 3 aggressor/jammer. I used a pen of the proper diameter and an old 1/48 Sea Harrier drop tank to make the ALQ-170 threat simulator pod (this pod can be programmed to simulate any number of surface attack missiles to help train surface vessel defenses). (See Photo 5) I made the smaller ALQ-167 jamming pod from appropriate-diameter sprue taken from an old Matchbox kit, sheet



PHOTO 5

styrene fins, and fine wire. (Photo 6). Unfortunately, the shape of Hobbyboss's external fuel tanks is way off. The scrap box yielded some old Hasegawa A-6 tanks which I modified by adding a third (ventral) fin from styrene sheet.



Paint

Once the fuselage and wings were assembled and the canopy was masked (but before hanging the ordnance), I moved on to the painting Navy's TPS scheme. The fuel tanks were painted separately, as were the gear doors.

EA-7Ls in service with VAQ-34 took on the typical ratty appearance of many modern USN jets. Though the tech order has them painted in overall FS 36375 (light ghost gray) photos show them heavily mottled with other tones of blue and gray. I started with a base coat



of Tamiya spray primer, which is close to 36375. After that I used Modelmaster enamels exclusively. I mixed up some highly thinned custom shades by adding blues and darker grays to Modelmaster's 36375; and shot along panel lines, following photo references. I did the same thing with lines and patches of highly thinned 36320 (Dark Ghost Gray) and tied it back together with a very light misting of slightly darkened 36375 (See photo 7). I

PHOTO 7 referred extensively to web photos to guide the final appearance. (Here are some links to what I was going for: <http://www.portierramaryaire.com/imagenes/ea7l.jpg> <http://www.air-and-space.com/corsair/8802a1.jpg>). I painted the ALQ-167 in ModelMaster FS 35109 Blue, and the ALQ 170 got a gloss white body with its radome in an appropriate tan.

After I was satisfied with the basic look, I added a light gloss coat, dirtied things up some more with heavy dark gray wash applications. I then added the landing gear. The nose gear was modified by removing the catapult launch bar. The landing gear details were pretty heavy-handed, with prominent mold lines on all of the parts.

Fit of the main gear was also a little finicky with no positive mounting point for the retraction strut. This is complicated by the main gear retraction strut bay being too shallow. Alignment of the gear doors is impossible with the prominent cast-on mounting tabs. These had to be removed for proper seating (and better accuracy).

Once she was on her feet, I sprayed another gloss coat for decals. These came from Wolfpak set 72-006 and worked very nicely. To my eye, WolfPak's national markings appear to have the bars too long in relation to the star; the sheet depicts symmetric rescue markings on each side, which doesn't match my reference photos. I corrected these with alternatives from the spares box.



PHOTO 9

I also addressed the lack of some red warning markings and tail hook warning stencils with spares from the decal dungeon. But since nobody else does the Russian-look aggressor markings for VAQ-34, I was satisfied with what Wolfpak provided. I made a mistake when I applied the intake warning, placing them too far forward, but this also helped getting the Modex number in the correct spot. (See Photos 9)

Mounting of the wheels and tires went well. Getting the drop tanks and ordnance on straight turned out to be a funky job, since I did not build in any alignment pins or tabs to work with. Next time, I'll plan on using pins to assist with alignment. Once the external stores were mounted, I evened out the finish with a light clear flat

coat. I unmasked the canopy, removed the residual tape gunk on the clear parts with a ball of BluTak. At that point, I called her done and pronounced her a most satisfying build. (See Photos 10-12).



PHOTO 10



PHOTOS 11 & 12



Louisville Model Car Club (LMCC) Show Review

By Alex Restrepo, MMCL Treasurer

The Louisville Model Car Club held its annual show at the Saffin Center of Holy Family Parish Church on the weekend of July 30, 2011. This was my first car model specific show and as such I have no reference for comparison. I have attended several IPMS shows and will compare those formats to the LMCC show.

Venue/Vendors-The Saffin Center is a great location for the vendors and contest alike. The gym had good lighting and access to food and the vendor tables were arrayed nicely with all sorts of model automotive accessories. The IPMS shows that I have attended have not had as much aftermarket stuff as I saw at the LMCC show (a definite plus). There was also a great selection of current kits and “collectable” out of production vehicles as well. I can’t speak to prices as I didn’t buy anything, but just like the IPMS shows, there was good natured haggling so I’m sure there were deals to be had. The contest room had good lighting and space for all the entries (375 last time I checked). Categories were a bit confusing for me but contestants familiar with them seemed comfortable there were no major issues with where to place the entries that I saw. The tables were standard height which allowed clear viewing of the kits (I think that an increase in table height would enhance viewing though). Parking was the only challenge. When I arrived, the facility lot was full, but there was plenty of parking nearby. All in all, this is an excellent venue (better than some of the local IPMS shows) and one that might be considered for our show (schedule permitting).

Contest-Quality of the entries was similar to that found at IPMS contests. From novice to master modeler, all skill levels were represented. Here specifically was where this show really differed from the shows I normally attend. The categories allowed for modelers that excel at finishing without having to spend time on the “insides” of the vehicle. These Slammers had phenomenal paint jobs and were literally works of art. The other end of the spectrum, fully detailed interiors, chassis, and engines, were also represented and were spectacular.

Conclusion- The LMCC put on a great show and I kick myself for not attending in the past. I highly recommend attendance look forward to future shows.

Book Review: Kamikaze Japanese Special Attack Weapons 1944-1945 by Steven Zaloga

Review by D.M. Knights

The most recent title in the Osprey “New Vanguard” series is title 180, Kamikaze: Japanese Special Attack Weapons 1944-1945 by Steven J. Zaloga and illustrated by Ian Palmer. While the book is adequate as a broad brush overview of the different weapons developed by the Japanese Army and Navy, it provides only the broadest of information with little detail and nothing of consequence for the modeler.

The book is bound in a soft cover and is 48 pages and very light on text. The average reader will likely finish the entire book in an hour or so. The book is arranged to cover the conventional aircraft kamikaze attacks and weapons, followed by some of the specialized aircraft developed specifically for aerial attacks. The next part of the book covers the seagoing weapons, human torpedoes, mini subs and small suicide speedboats. Finally there is a catchall section for frogmen, antitank weapons, etc.

The photographs are numerous and well reproduced. However, there aren't many that haven't been seen before. The illustrations are few but generally nice. The book also has a number of charts on the effectiveness of the various kamikaze methods and charts regarding projected production of various kamikaze weapons if the war had continued beyond August 1945.

This book is clearly aimed at the individual who is new to the history of the Japanese kamikaze efforts. It really doesn't add much to the knowledge of someone familiar with even the general history of WWII in the Pacific. The book isn't bad for what it is. It just really offers nothing to the modeler.



The Cranky Canuk

By Jim Bates, Esq. B.A., J.D., MM*

Two Seafires.

Admiral 1/72 Seafire Mk. IB Vokes



10

The first new Seafire to appear on the market in 2011 was the Admiral Seafire Mk. IB. Admiral is now an imprint of AZ Models and this kit is another boxing of the AZ Spitfire family. Derived from the same masters as the earlier Spitfire I series, all the necessary changes to build a “b wing” Spitfire V have been made. The kit is pretty much an early generation short run product. With a little clean up, most of the parts will be quite usable and the scribing is very fine and petite, maybe too much so. The shape looks pretty good. The canopy is injected, a little thick and cloudy. Cockpit detail is good for the scale, and unlike the Spitfire I kit the seat is usable. Options include clipped, standard, or extended wing tips, standard or Vokes filters, and either the Rotol or de Havilland spinners and blades.



As AZ is trying to get as much out of the molds as possible, the kit has some odd quirks. For example the intake scoop of the Spitfire VI is molded on the fuselage. (The instructions do mention to remove this.) In addition, in the ongoing poor use of photo-etch in modern kits, the fuselage antenna is provided on the PE fret. (Great, a flat piece of metal to represent a 3-D object.) Also, the Seafire

hook conversion is in PE which needs to be bent to create the hook. Again this is far from an ideal choice of material and not really much of a conversion.

Two decal sheets are provided. One for stencils, and one for the two markings options. These include Duncan Hamilton’s Royal Blue station hack and a standard aircraft from 885 Squadron in the Temperate Sea Scheme.

Overall I’m a little disappointed in the kit. First it was expensive, at \$20. Also, while AZ has some interesting subjects their moldings just aren’t top of the line. They remind me of MPM/Special Hobby kits of

over a decade ago. That combined with the silly choice of materials and the half hearted Seafire conversion, make this a less than a great value.

Sword 1/72 Seafire Mk. IIc/L Mk. IIc

Sword is another Czech producer of kits and they followed up their recent Spitfire Vc series with a Seafire Mk. IIc. It includes one sprue from the Spitfire kit along with a new sprue of Seafire specific parts, some resin cannons and fairings, and an injection modeled canopy. Sword is a much more refined short run model producer and the parts are much better molded than in the Admiral kit with much cleaner detail. Again options abound with two sets of wheels, two choices for wingtips, three spinners and propellers, and the choice of the standard or tropical filters. Again scribing is very fine, maybe too fine for some modelers. Detail in the cockpit is very nice and it looks like it will assemble just fine if you take some care. Sword did account for the difference between the Spitfire and Seafire by providing a new sprue, including a Seafire fuselage. Unlike Admiral, they did provide plastic parts for the hook and fairing.

Decals are provided for an 899 Squadron of the HMS Indomitable, 885 NAS in Northern Ireland, and 834 Squadron of the HMS Battler of the British Pacific Fleet with a cartoon stork nose art. Only one sheet of decals is included with the Sword kit, but all necessary markings, including stencils are provided.



The Sword Seafire is by far the better choice between these two kits, but again it comes at a price of over \$20.

Financial Report

by Alex "Fingers" Restrepo

12

MMCL October 2011 Financial Summary

Oct. Starting Balance: \$6,107.43

MTD TOTAL RECEIPTS (Workshop Fees, recycling) : \$170.20

MTD TOTAL EXPENSES (Kyana Rent, IPMS chapter dues): \$270.20

Oct. 30, 2011 Balance: \$6,007.43

President's Page

By Stu Cox, MMCL President

Please plan to attend our next club meeting on November 17, 2011 at 7:00PM. I will not be able to attend this month's meeting due to business obligations. But Terry Hill is ready to lead the meeting and provide an overview of our plans for the 2012 MMCL Invitational Model Contest & Show.

This will be a regular club meeting at the Kyanna building on Hunsinger Lane at 7:00PM. We will review our final "6 months to go" plans for MMCL Invitational Model Show as well. Dave Knights plans to conduct a show review with photo's from the IPMS National event held this summer. Also, if you have a model construction or finishing technique or method you would like to review, please feel free to bring live examples, or some pic's on a CD and be prepared to share with our members!

We were well represented at the recent Fall model shows including Cincinnati, Huntsville, and Murfreesboro (TN) with numerous awards and recognition received. Congratulations Ted, Terry, Rich, Daniel and Skippy on the Murfreesboro show!!! All MMCL members participating in the contest walked away with MULTIPLE awards for this show! As always, it's wonderful when our members turn out in numbers to participate in these shows! Please remember to forward pictures and a summary of what awards were won to our WEBMASTER, Pete Gay. We want to ensure your work is shown on our MMCL website. His email address is: pete.gay@mac.com

Finally, as I mentioned last month, we re-chartered our club and have met all the requirements to continue as a registered IPMS chapter for 2012!

PLEASE, if you are an International Plastic Modelers Society (IPMS) member, please ensure you re-new or update your membership before the end of the year. If you are not, or have never been a member, I encourage you to go the following website, and find out more about the benefits of IPMS Membership!

There is an IPMS MEMBERSHIP INCENTIVE PROGRAM now that you should become familiar with. IPMS is asking “current members” to help increase the ranks. Any current IPMS member in good standing who recruits a “new adult member” will receive ONE (1) year membership for FREE. Check it out, let’s see if we can help recruit new IPMS members, even from our own club.

<http://www.ipmsusa.org/MemberServices/memberservices.htm>

Thanks, and please remember to mark your calendars for the 15th of December. MMCL will have our famous Christmas Dinner at Logans Steakhouse across from the Mall St. Mathews on Shelbyville Rd. This event is always well attended and is a fun way to enjoy some holiday cheer and food together! Each membership (and guest) are responsible for the cost of their own meal. We have a private seating area and have been known to have model showings and lively dialog together! See you there!

President Stu



Military Modelers of Louisville Membership Form 2011

Name: _____

Address: _____

City: _____ ST: _____ Zip: _____

Phone: _____ E-mail: _____

Birth Date: _____ Year Joined Club: _____

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

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

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

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

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

Stu Cox, Treasurer

4100 WIMPOLE ROAD

LOUISVILLE, KY 40218

502-499-6618

COX40218@BELLSOUTH.NET

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

PD DT _____

IPMS/USA MEMBERSHIP FORM

IPMS No.: _____ Name _____
First Middle Last

Address: _____

City: _____ State: _____ Zip: _____

Phone: _____ E-mail: _____

Signature (required by P.O.) _____

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

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

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

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

Credit Card No: _____ Expiration Date: _____

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

Name: _____ IPMS No.: _____

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

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

AMPS

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

December 2011

Tactical Notes

THE NEWSLETTER OF THE MILITARY MODELERS CLUB OF LOUISVILLE

The Better late than never, end of the year December 2011 issue.



MMCL President promises a rockin' 2012 for MMCL



WWW.MMCL.ORG

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Vice President:

Terry "Demolition Derby" Hill

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Secretary:

David Knights

Email: LOULAW@AOL.COM

Member at Large:

Noel "Democrat" Walker

Email: CWalker011@aol.com

Treasurer:

Alex "Fingers" Restrepo

Email: scox6618@bellsouth.net

Webmangler:

Mike "The Man" Nofsinger

Email: Mnofsinger@insightbb.com

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

Cover Photos: Early in the evening at the October Friday Night Fight event. There was a huge crowd later on and a bunch of modeling was going on!

Editor's Note

Apologies for the lateness of this issue. A combination of the holidays, my father-in-law's recent illness and an increased workload conspired to get in the way. This is the issue that should have appeared before the December Christmas party. I wasn't able to attend the Christmas party either. That is the first one I've missed since we've been holding them at Logan's. I hear I missed a fine time. I don't doubt it.

We have a contest coming up in May 2012. Everything is going according to plan. As always there will be jobs for guys on the day of show. At the coming meetings, please speak to Terry, Stu or me and let us know what you'd like to do and how you'd like to help.

2011 was a decent year for me modeling. I seemed to get my own personal groove back and while I didn't finish as many kits as I'd like, I did finish a couple of models and have a number that are almost done. I noticed that it seemed to be a good building year for a lot of club member. Lots of completed kits have shown up at meetings and on Saturdays. That being said, there haven't been a lot of articles on those completed builds. This is especially true among the armor modelers. Our club is known as an "armor club", yet we don't have many armor articles. I'd like to see that change in 2012.

Finally, there will be an additional issue before our January meeting. This will be the normal January issue. Write something.

From the Tom Field photo collection... the Aeronca Model LC

By Dennis Sparks

In the early 1920s, Jean Roché was an aeronautical engineer working for the US Army Air Service at McCook Field near Dayton when he began designing a low-cost single-seat light sport aircraft. His friend and co-worker John Dohse worked with him for more than two years to build the aircraft in Jean's garage. Both realized that one of the major stumbling blocks was finding a suitable engine, but this problem was solved when Harold Morehouse, another co-worker at McCook Field, designed and built a lightweight two-cylinder gasoline engine for them. The engine was completed in June 1925 and by August had been bench tested and installed in the aircraft.

None of the three were licensed pilots, but since Dohse had some "stick time", he was elected as the test pilot. During a taxi trial on 01 September, he accidentally took off and promptly made a twelve minute first test flight. Over 200 flights were made during the rest of the year and much of 1926, including a number by military test pilots, who were impressed by the diminutive aircraft's handling and performance.

The Aeronautical Corporation of America was formed in Cincinnati in November 1928 and was searching for an aircraft to produce when they learned of Roché and Dohse's creation and secured the rights to produce the aircraft. Simplifying the corporate name to Aeronca, the firm soon leased space in the large Metal Aircraft Corporation factory at Cincinnati's Lunken Airport and began production. Wright Aeronautical hired Harold Morehouse at about this same time and secured the rights to his engine, so Aeronca's Robert Galloway designed a similar replacement engine for the production aircraft. The new engine was dubbed the E-107, as it had a displacement of 107 cubic inches.

Officially designated as the Aeronca C-2, but more descriptively known as the Flying Bathtub, it proved to be a popular "no-frills" aeroplane, with the pilot sitting on a simple plywood seat in an open cockpit that was nestled under a wire-braced wing. Foregoing a traditional landing gear arrangement, the axle for the wheels passed directly under the fuselage, making the aircraft sit so low that the pilot could reach out of either side of the cockpit and touch the ground. About

100 C-2s were built from 1929-1931.

Substituting a slightly more powerful engine in 1931 allowed the fuselage to be widened slightly to accommodate side-by-side seating for two, resulting in the C-3 Collegian. In 1935, the open cockpit was enclosed to produce the C-3A Master. A combined total of more than 600 were built from 1929-1936.

When new federal rules were introduced that prohibited the sale of any newly designed aircraft with wire-braced wings, Aeronca designers began work on two successors in the summer of

1935. The Aeronca Model K was to be an update of the C-3 design, with struts now bracing the wing and with a stilted mono-oleo landing gear, while the Model L was to be a new low-wing design that would use the same 40 hp. Aeronca E-113C engine.

The detailed design work on the Model K ran into several small snags, but work on the prototype Aeronca L progressed smoothly and it was ready for its first flight by November. However, only one flight was needed to determine that the aircraft was hopelessly underpowered. A 70 hp. LeBlond engine quickly replaced the smaller engine and the Model L was on its way, with production beginning in February 1936.



The subject of Tom's photo is manufacturer's serial number 2047. Registered as NC16559, it was one of only about 25 Aeronca LCs built, with the letter C indicating the substitution of a 90 hp. Warner Scarab engine. Unfortunately, there's no caption on the back of the original photo that might indicate when or

where the photo was taken. An internet search yielded only an indication that the aircraft had been either damaged or destroyed in crash in North Carolina in 1944.

For some reason, the Model L series was not a commercial success, with a total of only 63 built. Almost all of them were built at Lunken in 1936 before the entire airport was covered by 30 feet of water during the January 1937 flood of the Ohio River. But with a price tag starting at less than \$1500, its stable mate Aeronca K (also known as the Scout) proved to be quite popular, with more than 350 built from 1937-1939. A fine example of the Model K is suspended from the ceiling of the Aviation Museum of Kentucky. Registered as NC18896, it was built in 1937 and was donated to the museum by Dudley Kelly of Versailles, Kentucky.

Specifications:

	<u>Aeronca C-2</u>	<u>Aeronca K</u>	<u>Aeronca LC</u>
wingspan	36' 0"	36' 0"	36' 0"
length	20' 0"	20' 7"	22' 6"
empty weight	406 lbs.	590 lbs.	1011 lbs.
top speed	80 mph	78 mph	123 mph
cruise speed	65 mph	70 mph	105 mph

Model C-2 engine: Aeronca E-107A horizontally opposed two-cylinder, 26 hp.

Model K engine: Aeronca E-113C horizontally opposed two-cylinder, 40 hp.

Model LC engine: Warner Scarab Junior 50 five cylinder radial, 90 hp.

Photos captions:



This is the first production model C-2 to be built. It is currently on display at the Steven F. Udvar-Hazy Center of the Smithsonian Air and Space Museum in Washington D.C.

This Aeronca C-3 was originally owned by the Hughes Flying Service. Sporting the name of its sponsor, Hughes would both take off from and land this aircraft on top of a modified Oldsmobile sedan at airshows in the late 1930s. It is now on display at the Golden Age of Aviation Museum at Grimes Airfield in Bethel, Pennsylvania.



Aeronca Model K on display at the Aviation Museum of Kentucky in Lexington, KY.



The Cranky Canuk

By Jim Bates, Esq. B.A., J.D., MM*



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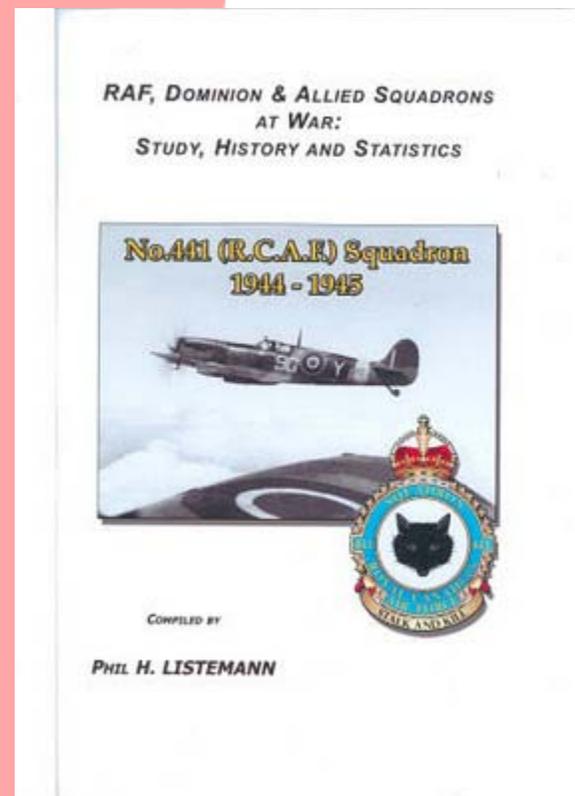
Title: No. 441 (RCAF) Squadron 1944-1945

Author: Phil H. Listemann

Publisher: Philedition

Subtitled RAF, Dominion, & Allied Squadrons at War: Study, History, and Statistics, this 18 page privately published booklet does what it says on the cover. You get a short history of 441 Squadron, a quick history lesson on RCAF Article XV squadrons, and then the rest is tables, listings, photos, and profile drawings. The tables list such items as awards, flight and squadron commanders, bases of operations, sorties per month, a victory list, aircraft lost on ops, aircraft lost in accidents, serials and codes, squadron pilots, and a roll of honor. Four pages of photos include both aircraft and pilots and the booklet closes with five Spitfire and a Mustang III side views.

The data included is neat and well presented. Sadly the photos are indifferently printed and repeated from Larry Milberry's *Fighter Squadron: From Hurricanes To Hornets*, with credit of course. The profiles are well done and printed. While this book suffers in comparison to the history provided in *Fighter Squadron*, it has a much more narrow focus and provides some data that the Milberry's book does not. Therefore, it works both as an introduction to 441 Squadron and as a more statistic focused supplement to *Fighter Squadron*.



Financial Report

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by Alex "Fingers" Restrepo

MMCL November 2011 Financial Summary

Nov Starting Balance: \$6,105.63

MTD TOTAL RECEIPTS (Workshop Fees, Raffle, Dues): \$245.00

Nov MTD TOTAL EXPENSES (Kyana Rent, KFB Membersip): \$300.00

Nov, 2011 Balance: \$6050.63

President's Page

By Stu Cox, MMCL President

MMCL Members,

This Thursday night, December 15 will be our annual MMCL Club Christmas Dinner at Logan's Roadhouse on Shelbyville, Rd across from Mall St. Mathews. Our reservation is set up for a 6:30PM.

Some may show up a little early to relax a bit. I look forward to seeing as many of you there as possible for this popular annual club event. Guests are welcome, and a few of you have already indicated that you are planning to bring your spouse. We welcome your guests! Each member is responsible for the cost of their own dinner. There will be great conversation and service/achievement awards issued at our meeting.

I have thoroughly enjoyed this year as our club has actually increased membership, met regularly for monthly club meetings and Saturday Workshops. We have even been able to schedule additional workshop days during the holidays for those who were available. We will be modeling at the Workshop on Saturday, December 24th (Christmas Eve) and Saturday, December 31 (New Years Eve Morning) at our regular times. We may even schedule extra workshop modeling sessions on both Mondays following Christmas Day and New Years Day. Stay tuned for emails confirming those additional dates!

One of our top accomplishments this year has been the development of a new relationship with the Louisville Model Car Club. We now have a handful of individuals who are members of both clubs, and others who participate with our members and share the art of scale

modeling during our workshop sessions. We are pleased to be affiliated with this fine club and enjoy our time spent modeling together.

Thanks to all who have completed models and entered at the numerous IPMS Invitational, Regional and National events this year. Our club members ALWAYS represent MMCL well and secure numerous awards in many categories. Armor, Aircraft, Figures, Sci Fi and Dioramas are top competing categories for our club members! And now, with our affiliation with Louisville Model Car Club, we recognize our joint members success at these very same shows in the automobile and motorcycle categories.

We are now about five months from our own MMCL Invitational Scale Model Show & Contest on May 12, 2012. The show will be held right here in Louisville at our very own MMCL HQ in the KYANA building on Hunsinger Lane. More details to follow, but we are actively planning the event. Show Chairman Terry Hill will be reaching out and requesting support for various activities, so please offer your assistance in planning, raffling, setup, judging and traffic control in any way you can. I am looking forward to a great event!!!

I look forward to modeling over the holidays with our members! Be safe, enjoy time with your families, and let's make 2012 an awesome year for finishing more kits and dioramas and for participating in the upcoming shows!

—

Stuart Cox
scox2010@gmail.com



Military Modelers of Louisville Membership Form 2011

Name: _____

Address: _____

City: _____ ST: _____ Zip: _____

Phone: _____ E-mail: _____

Birth Date: _____ Year Joined Club: _____

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

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

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

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

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

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

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

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

PD DT _____

IPMS/USA MEMBERSHIP FORM

IPMS No.: _____ Name _____
First Middle Last

Address: _____

City: _____ State: _____ Zip: _____

Phone: _____ E-mail: _____

Signature (required by P.O.) _____

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

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

Credit Card No: _____ Expiration Date: _____

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

Name: _____ IPMS No.: _____

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

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

AMPS

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