

Tactical Notes

February 2014

Murfreesboro Show Report



Chattanooga Show Report

Name this Aircraft



2014 MMCL Year of the Build



Next meeting: Thursday, February 20th, 2014 7 p.m.
Mike Baskette's Militaria presentation
2012 and 2013 Region 4 Newsletter of the Year!

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

Cover Photos:



A photo of an AH-1 from the January presentation

Editor's Note

If you missed January, you missed a great meeting. Despite the weather, which has now taken on the look and feel of a Cormack McCarthy novel, we had a great turnout. Those who managed to attend got treated to a great slideshow of Vietnam artillery and various photos from the war. Thanks to President Stu for arranging our guest.

Dennis Sparks brought a guest all the way from France. She acted as our ticket drawer for a great raffle. Speaking of the raffle, thanks to all those who bring in items for the monthly raffle. I'd especially like to thank Brian Bunger and Scale Reproductions, Inc. for their support month in and month out. Those contributions make our raffle a great one every month. Please consider going thru your collection and bringing in a kit or two for either the monthly raffle or for our upcoming show.

We are looking for presentations for the meetings for the rest of the year. Mike Baskette has graciously agreed to do a WW II militaria presentation for February. Please consider stepping up and volunteering to do a presentation for a meeting this year. Contact President Stu if you are interested.

Another way you can contribute to MMCL is thru serving as an officer. We will have elections coming up at the end of this year. Please consider standing for election. We've made some great strides in the last few years. With your help, MMCL can be even better.

Finally, we are still recycling aluminum. While the price per pound has dropped a bit, this is still a great way for the club to bring in a few dollars and help us stay cash positive for the year. Bring in your cans and drop them by the club workshop. We'll take it from there and turn your cans into cash. (Brass too, Balki.)

From the photo files of the Asphalt Institute... Miami International Airport

Founded in 1919, the Asphalt Institute is an association of international petroleum asphalt producers and affiliated businesses. Located in Lexington since 1989, the Institute maintains an archive which contains a number of photographs of vintage aviation subjects. The AMK has been granted permission to use these photos in a series of newsletter articles. This photo is one of several in the collection that were taken in the early 1950s at the Miami International Airport.

Pan American Airways built an airport for their own use in 1928 on a 116 acre parcel of land on the south

side of 36th Street in Miami Springs, Florida. The new airport featured two paved runways, two hangars and a modern two-story stucco and glass terminal building. Originally named Pan American Field, the airport became known simply as the 36th Street Airport a few years later after both Eastern Airlines and National Airlines leased space there and began offering flights.

Pan American sold the airport to the city of Miami in 1945. The city also acquired the adjacent Army Air Field at about the same time, and in 1949 relocated the railroad tracks separating them and combined the two facilities to create what's now known as Miami International Airport. A much larger terminal was built off of



20th Street on the southern perimeter of the airport in 1959, and the original terminal was razed to make way for Pan Am's new administration building in 1963. From 8600 passengers and 20 tons of air freight in 1930, the airport has now grown to over 3200 acres and handles about 35 million passengers and one million tons of freight per year.

The building with the curved roof on the right side of the photo is the 1928 terminal. The extensions on either side of the terminal were added in 1940. The original two hangars are either out of view to the right side of the terminal, or perhaps had already been razed by the time this photo was taken. Two of Pan American's later maintenance hangars are in the background of the photo.

The twin engine aircraft in the right foreground is a British West Indies Airlines (BWIA) Vickers Viking. Conceived in late 1944 to serve as an interim post-war airliner, the original design called for combining the wings, engines and tails of the RAF's Vickers Wellington bomber with a new airliner fuselage.

Known locally as "B-wee", BWIA was established in November 1940. The airline was acquired by British South American Airways in 1947, which was in turn absorbed by BOAC, with BWIA then being re-established as an independent subsidiary. BWIA acquired five Vikings in 1949 and used them till about 1954. After 66 years, BWIA ceased operations in December 2006, with much of the company's assets and crew becoming part of the newly formed Caribbean

Airlines.

Interestingly, one of the eventual 163 Vikings that were built was outfitted with a pair of 5000 lb. thrust Rolls Royce Nene jet turbine engines replacing its usual Bristol Hercules radial engines. First flown in April 1948, it earned the distinction of being the world's first jet powered airliner. But only a single prototype was built as a proof of concept, and after six years it was converted back to a normal propeller-driven aircraft. A number of Pan American Airlines Convair 240s are visible in the background of the photo. Pan Am had purchased a fleet of 20 of these twin engine, 40 passenger airliners in 1948 and used them to supplant their venerable DC-3s on their secondary or feeder routes throughout the Caribbean. The one closest to the camera appears to be N90669, which was sold to Mid Continent Airlines in 1952.

More than 1000 of these Convairs were built, with about half of these as C-131 or R4Y transports and T-29 navigational trainers for the US Air Force and Navy. Approximately a quarter of the total were either conversions or new builds with several different types of more powerful turboprop engines replacing the original Pratt R2800 radial engines, which extended the type's airliner and freighter service careers.

In his book "Pan Am: An Airline and its Aircraft", author R.E.G. Davies notes that while by the end of the 1940s there were a number of good airfields on the various West Indies islands, "...the experience of a Convair

240 taking off from St. Thomas and just clearing the nearby ridge was a memorable one for all those who tried it.”

Also visible are a host of Pan American Douglas DC-4s. Like the Convairs, all appear to be in the later 1940s overall natural metal livery. Pan Am had begun transitioning to their handsome “white crown” scheme in 1951, where the upper half of the fuselage was painted gloss white.

Developed in the late 1930s, the DC-4’s debut as a commercial airliner had been delayed by America’s entrance into WWII, but almost 1200 of its military counterpart C-54 Skymaster were constructed during the war. The company’s hopes for postwar civilian production were greatly diminished when about 500 C-54s were released by the military as surplus to their requirements. Only 78 additional new production DC-4s were built before production ended in 1947, while Douglas and others refurbished many of the exmilitary C-54s to serve as airliners. These aircraft, along with its older sibling C-47/DC-3, provided a tremendous boost to the airline industry in the first decade after the war. Pan Am was to eventually operate a total of no less than 92 DC-4s.

Fortunately, Douglas had continued to develop the DC-4 design during the war years, and the improved DC-6 flew for the first time in February 1946. The new design replaced the DC-4’s 1450 hp. Pratt and Whitney Twin Wasp engines with 1800 hp. Double Wasp engines and featured a slightly longer fuselage. Using the same wing as the DC-4, the newer aircraft could carry ten more passengers, and with its pressurized cabin, it could carry them both higher and farther. Perhaps more importantly, the cruise speed was about 80 mph faster than the 227 mph offered by the DC-4.

At the left of the photo is a pair of original production Douglas DC-6s belonging to National Airlines. Both of these were new purchases from Douglas in 1947, and both were sold to Australian National Airlines (ANA) in 1953 and were replaced in the National fleet by the improved DC-6B. Equipped with methanol and water injection and other refinements which added another 600 hp. per engine for takeoff, the DC-6B could carry as much as an extra 10,000 pounds of cargo.

After flying with ANA and its successor Ansett for seven years, both of these aircraft returned to the US and were sold or leased several times



during the rest of their flying careers. The one in the foreground, NC90892, was leased to Senator Barry Goldwater for his 1964 presidential campaign before serving with both LANCIA (Lineas Aereas de Nicaragua SA) and Saturn Airways. It was written off when the nose gear collapsed while landing at Oakland in 1967.

Behind it is N90894, which was also operated by LANCIA, followed by a stint with Aerolineas El Salvador, who leased it from 1973-1975. After the lease expired the aircraft returned for a final time to Miami, where it was scrapped in 1977.

Over 700 DC-6s were built before production ended in 1958, with an additional 338 of the similar DC-7s. The Douglas DC-6 and DC-7, along with the rival Lockheed Constellation family were considered to be the ultimate in piston engine airliner designs.

Editor's Note:
While cruising the internet I came across the 1950s postcard of the Miami Airport. Note how the postcard closely matches Dennis' photo. You wonder if it was made from a photo taken at the same time as the one that is the subject of this article.



Chattanooga Show Report 2014

By Dr. Terry Hill

This year's Chattanooga show was the official Region 3 regional, and was a 2 day show. The show opened at 2:00 on Friday Jan 10, 2014. Rich Guetig and I left Louisville around 8:30 Friday morning and headed south into Tenn. The trip went relatively without incident until we reached Mt. Eagle, TN. There we experienced pretty heavy fog. This stayed with us over the mountains and to some extent all the way to Chattanooga. Even with that, we made it to Chattanooga in 4 hours and there was still a fine mist and fog.

The show was held at the downtown Marriott with the convention center attached to the hotel. Upon arriving at 12:30, we immediately unloaded our entries and were allowed to set our stuff inside the showroom and then set out to find something to eat. We then went back to the room and set up around 2:00.

The vendors' area was in the same room and was about 1/2 full when we started shopping. The vendors were good, and there were deals to be had. By Saturday morning almost all the tables were occupied with many good vendors present. As the show progressed, prices on many of the tables began to drop until by Sat. afternoon, many were selling items at 1/2 price. The vendors succeeded in separating us from our money.

On Saturday morning, Stewart Gordon, and Ted Grant joined us at the show and the stage was set. Rich entered a total of 22 entries, I entered 10, Stew entered 3, and Ted entered 4 I think. The categories were generalized into armor, aircraft, figures, dioramas, auto, ships, etc. There were no subcategories, just the general subject. This was an open judging, so you could be awarded Gold, Silver, and Bronze in the same category. Having said that, all 4 members of the club scored in this show. Rich was awarded 12 Golds, and 10 silvers. I received 5 Gold, and 5

Silvers. Stew got 2 Bronze out of his 3 entries, and Ted got 2 Silvers out of 4 entries. That amounts to 36 awards for our club. Not too shabby. We held the flag of the MMCL high.

This was a good show, great venue, great guys, and great time. I would highly recommend this show to other club members. Travel time was relatively easy, and more club members should consider this show in the future. These guys are supporting our show, and we support them. The only down aspect was the amount of time required to process the judging slips and present the awards. There were 405 entries, and the time required to process all this meant that we did not get out of the show until 6:15 on Sat. This put us back in Louisville at 10:30, which made for a longggg day. Having said that, I'll go back next year.

(Following show photos by T. Hill)







Murfreesboro Show Report 2013

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

On November 16th, 2013 Dr. Terry Hill, Scott King, his father, Stewart Gordon, Pete Gay and I attended the invitational model contest put on by the Middle Tennessee Modelers Association in Murfreesboro Tennessee. I had been to this show a few times before, but it had been a number of years ago.

2013 was not a good year for me, model show-wise. I didn't get to go to the IPMS/USA Nationals for the first time in over 10 years. I only attended 3 shows, and one of those was our own invitational here in Louisville. One was Cincinnati, which I reported on in the October/November 2013 issue of Tactical Notes. Murfreesboro was the third.



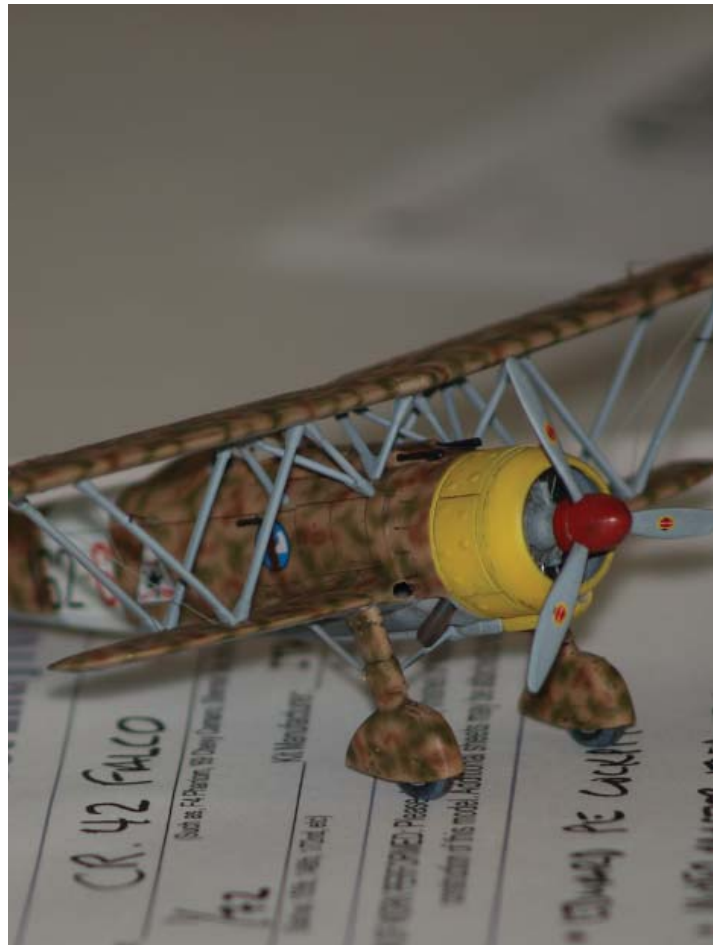
The show is held in a small county convention center/meeting hall. It is a small facility, but adequate to the needs of the show. It is a small show. There were 165 models entered. There were approximately 20 vendors with about 30 vendor tables.

About half of the entries at the show were automotive entries. Armor predominated the military subjects. Interestingly, aircraft categories were fairly empty. The entries and vendors were in the same room, meaning that the entries weren't closed off during judging, but this didn't seem to cause any problems. It has never bothered me to have the entries closed off during judging, but I know that some people don't like it. (Yes, Jim, I mean you.)

Judging was done in a timely manner. This club announces all the winners, not just the "best of's", but given the size of the show it wasn't really a problem. The awards themselves are very similar to the ones we use at our show. They are very nice.

On the following pages, you'll find a few photos from the show. Enjoy!
(Show photos by D.M. Knights)







You Asked For It.

Randy Fuller
MMCL/Eastern Bloc
Member-at-Large

How Committed Are You to the Craft?

It's time to separate the hobbyists from the modelers, gentlemen. Though exhausting research over the years, I have finally completed my "Fuller's Modeler Personality Test" to see just where you fall on the spectrum of scale modeling. It works because it's science. Points only for answering "yes".

1. Do you own less than five unbuilt kits? (+1)
2. Do you own more than 25 kits? (+5)
3. Do you not know how many kits you own? (+50)
4. Do you build one kit at a time? (-1)
5. Do you build 5 or more kits at a time? (+10)
6. Do you have no idea how many kits you have in progress? (+50)
7. Do you build only one type of model? (e.g., only armor or aircraft)
(-1)
8. Do you only build cars? (-5)
9. Do you own an airbrush? (+1)
10. Can you use your airbrush? (+5)
11. Seriously, can you really paint with an airbrush? (+25)
12. Do you have any projects on-going for more than 6 months? (+1)
13. Do you have any projects on-going for more than 6 years? (+5)
14. Do you have no idea how long some of your projects go? (+50)
15. Have you ever built a diorama? (+5)
16. Was it actually better than the model you put in it? (+10)
17. Have you won any awards at more than 3 shows with the same model? (-1) [congrats, but nobody likes a show-off]
18. Have you ever gotten a compliment on a model that didn't win at a show from a fellow modeler, and that made it all OK? (+25)
19. Have you ever had to leave personal effects behind from a show so

you could get your entire haul in the car? (+50)

20. Have you ever called for an MMCL Smackdown? (+1)
21. Have entered an MMCL Smackdown? (+5)
22. Did you ever change the date because you weren't ready? (-100)
23. Do you have more completed models than shelf space? (+15)
24. Do you know the difference between acrylic, enamel, oils and lacquer? (+1)
25. Do you use all four? (+5)
26. Seriously, can you really paint? (+25)
27. Do you know these terms: color modulation, scale effect, & scratch-building? (+1)
28. Have you attempted any of the aforementioned techniques? (+5)
29. Seriously, did it turn out, dude? (+10)
30. Have you ever cut yourself with a sharp X-acto blade? (+1)
31. Did you seal the wound with superglue? (+50)
32. Have you ever "made a part fit"? (+5)
33. Using brute force? (-5)
34. Have you ever shopped for supplies anywhere other than a hobby shop? (+10)
35. Are you working on a kit right now while taking this test? (+100)

The results:

<1 – Why do you have a copy of this newsletter?

1-10 – Stop taking tests, buy a dozen kits, and get busy.

11-25 – You're afraid of commitment, aren't you.

26-100 – Normal.

101-150 – Obsessive bastard.

>150 – Seek professional help, you have a problem.

"I didn't add up the points" – You are an intelligent and talented modeler, your creativity knows no bounds. Your art makes the world a better place. Carry on.

Book review: B-29 Superfortress Units of the Korean War

Osprey Combat Aircraft #42

By Robert F. Dorr

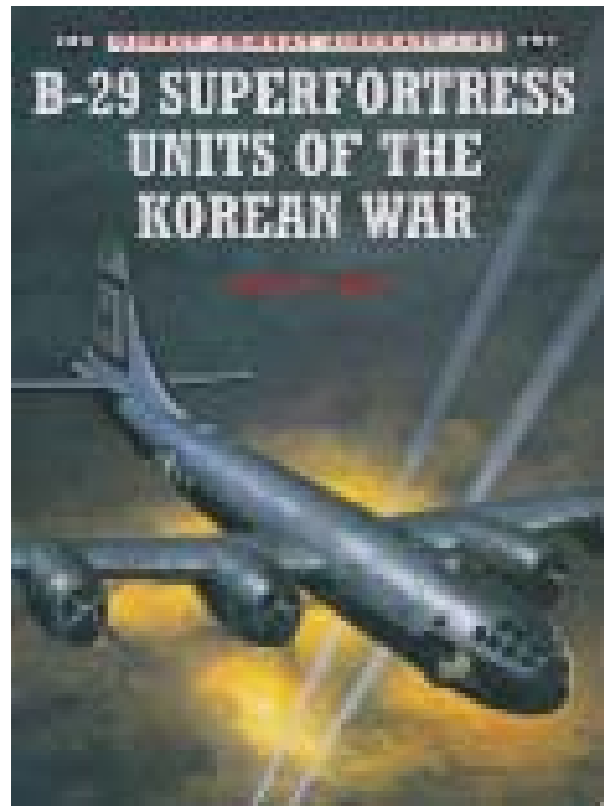
96 Pgs, 16 pgs color illustrations

ISBN: 1 84176 654 2

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

The use of the B-29 in the Korean War was an unusual occurrence in aviation history. The aircraft had been the cutting edge of strategic bomber technology just 5 years earlier. In fact, it was the aircraft that dropped the bombs that ended the war with Japan. A mere 5 years later, the B-29, many of which had participated in World War II, were thrown in to the Korean War because they happened to be close by when the unexpected war broke out. Even though more modern strategic bombers were available, (the B-36, B-47 and B-50) the U.S. continued to use the B-29 as the in-theatre strategic bomber throughout the three years of the conflict. (The recon version of the B-50, the RB-50G was used in small numbers in Korea)

This is a typical Osprey book. It has 96 pages with a center section with color side-view illustrations. The book starts with the outbreak of the Korean War. The B-29 is thrown into the conflict almost by accident as they were the closest heavy bombers to the combat zone. The B-29 is used as both a strategic bomber, hitting industry and airfields in North Korea, and as a tactical bomber, hitting bridges, railways and troop



concentrations.

Initially, the B-29 was used in the daytime and at medium altitudes, as the NKAF had no aircraft capable of opposing the B-29. However, once the Chinese intervened and brought the MiG-15 into the conflict, B-29 losses began to occur. In order to minimize losses, the B-29s were switched over to nighttime bombing. At this point, many of the B-29s acquired black undersides on their previous overall bare metal finishes.

Robert F. Dorr does a good job of describing the use of the B-29 and intersperses the history with stories of typical missions throughout the war. At the war's end, the B-29 had flown 21,000 sorties and had experienced only 34 combat losses. It is an amazing record given that the aircraft was at the end of its service life and had been technologically surpassed by developments in aeronautics.

For the modeler, the B-29 in

Korea presents a number of colorful subjects for a modeler to choose from. The B-29s in Korea had very colorful nose art, a carryover from the practice from the B-29s service in the Pacific in World War II. Decals for Korean War B-29s are available from several manufactures in both 48th and 72nd scale from Kits World, Aeromatster, Superscale among others. While the bare metal finish can present a challenge, a B-29 in a bare metal finish can be an impressive model. This book will serve as a good inspiration for such a project. Now, where did I put those decals for “Command Decision”?

This book retails for \$17.41 on Amazon, and is also available on the Kindle for \$9.99.



Financial Report

By Alex Restrepo

Jan 2014 PNC Bank

Starting Cash Balance:		\$3,798.66
Cash Receipts	Date	
Workshop fees	1/4/2014	\$85.00
Workshop fees	1/12/2014	\$45.00
New/re-ups Member (PP)	1/15/2014	\$30.00
Re/ups	1/17/2014	\$100.00
Raffle	1/17/2014	\$55.00
Workshop fees	1/18/2014	\$60.00
Re/ups	1/18/2014	\$75.00
Re/ups (PP)	1/19/2014	\$30.00
TOTAL RECEIPTS		\$480.00
Cash Or Debit Expenses:	Date	
Check # 7034 (E) KYANNA Rent	1/8/2014	(250.00)
Paypal fee	1/15/2014	(1.77)
DC Tablecloths	1/15/2014	(280.75)
DC John M. Flowers	1/24/2014	(82.98)
TOTAL EXPENSES		(\$615.50)
NET Monthly Increase(Decrease):		(\$135.50)
ENDING CASH BALANCE:	Jan 2014	\$3,663.16

President's Page

By Stu Cox

MMCL Members,

Thanks for everyone's participation and support for MMCL! We have continued to

have great club meeting and Saturday Workshop attendance this winter despite all the weather events! This is another sign of strong club membership and support. The MMCL Officers all express our thanks to each of you!

We have our February meeting this week on Thursday, February 20th. We expect a great turnout. We will have a presentation and demonstration by Mike Baskette from our Eastern Bloc sector. Mike will be showing some of his Militaria collection including some WWII era uniform and personal gear equipment. We will also be discussing the final plans for our MMCL Show in May, and possible participation in the Military Vehicle Preservation show in June.

I want to thank our Speaker, retired Marine/Navy Officer Norm Raderer for a fantastic presentation on his 1st Marine Division tour in Vietnam. Norm told the story of Vietnam deployment and service as an officer in his artillery unit. He shared many photo's of M101 105mm artillery in action by his unit, along with many photo's of various supporting soft skins, armored vehicles, ships and rotary wing aircraft. I have included a few photo's in this issue for those who were not able to attend. Thank you very much Norm!

Our March MMCL meeting will be a Friday Night Fights build session, and is planned at this time for Friday, March 21.

Randy Fuller reports the following revised schedule for SMACKDOWN contests:

- April: Double - NATO MBT & Panzer II smackdowns
- Nothing For May – MMCL Invitational Show – May 17
- June: Panzer 38(t)
- July: Double - Ki-44 Shoki & the Helo smackdowns
- August: SciFi
- September: Battle of Britain
- October: 350th ship

Thanks, and I look forward to seeing you all this upcoming Thursday!!!

A photo of one of the 105mm guns that our January guest commanded in Vietnam



2014
IPMS/Louisville
Invitational
Contest

D-Day
The Invasion of
Normandy

70th Anniversary

May 17, 2014
9 a.m. to 3:30 p.m.

3821 Hunsinger Ln,
Louisville, KY
40220



Show Contact information:

Dr. Terry Hill

thill35434@aol.com

Vendor Contact

Dave Crouch

dcrou@bellsouth.net

Entry fee: \$10(\$8 for IPMS/USA members with card) which includes the first two models, \$1 per model after the second.

Juniors: (under 18) Flat \$5. General admission: \$2

www.MMCL.org



Please Join us on

Military Modelers of Louisville Membership Form 2014

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

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

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