

September/October 2014

Tactical Notes

Officer nominations this month!!!
Mike's memorial airbrush raffle!



Next meeting: Thursday, October 16th, 2014 7p.m.
Meeting Topic: Officer nominations & Mike raffle
2012, 2013 & 2014 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: Skippy and the Vice-President at the Cincinnati contest. Photo by D.M. Knights

Editor's Note

First, I'd like to apologize for not getting a newsletter out last month. As some of you know I was in the middle of a job transition. Thankfully, that is behind me. I've secured a new job. I appreciate everyone's prayers and thoughts while I was looking.

Second, I want to remind everyone to make an effort to attend this month's meeting on Thursday the 16th. Mike Nofsinger's family has been kind enough to donate a Grex Airbrush and Compressor that Mike purchased shortly before his death. We are raffling it this month. Tickets are \$10 each. You don't need to be present to win. If you'd like to purchase a ticket, but can't make the meeting, contact Alex Restrepo. We must sell 25 tickets for the raffle to go forward.

Third, it's that time of year again. The nominations for club officers will take place at this month's meeting. Please step forward and give of your time for the club.

Finally, I'd like to thank everyone who has submitted an article for the newsletter. You've continued to make this job easy and enjoyable. I hope that if you haven't written for the newsletter, you'll consider doing so.

David

President's Page

By *Stu Cox*

I hope this greeting finds you and your families well! We have had a great Fall season of Scale Modeling, Saturday Workshops and Contest/Show participation. Our October meeting is coming up this **Thursday, October 16th**. I will not be able to attend, but Terry, Alex, Dave and Randy should be on hand as your leadership team.

We had a group of members attend the Cincinnati show and represent our club this past Saturday. We had a number of winning contest entries, along with much shopping with the assorted vendors. Some of us were able to participate as judges in support of the contest. Terry Hill will provide an overall show report during the club meeting this week.

The family of Mike Nofsinger has seen fit to donate a **GREX airbrush system** to MMCL that Mike purchased earlier this year. They have offered this gift to MMCL as a remembrance of Mike to help benefit MMCL. We thank Chris Hardcastle for making this possible, and for you and your families care/support for Mike and his daily affairs. We miss Mike at every meeting and workshop session, and remember his wit, participation and club contributions often. He is and will always be part of the "heart" of MMCL.

So the GREX Airbrush (\$400+ Retail Value) Raffle was discussed in detail at last month's meeting. I reviewed this process with Chris, and he is supportive of this process. The club agreed to sell **RAFFLE TICKETS for \$10 Each**, with the raffle being held this month (OCTOBER) at our club meeting. You DO NOT have to be present to win. **You MUST contact ALEX RESTREPO** though to purchase or secure your tickets, as he is the holder of the tickets and drawing stubs. Please write your NAME on your ticket and stub. We agreed that we need a minimum \$250 (25 tickets) to proceed with the raffle. The drawing will be Thursday night. If there are not enough tickets, the Airbrush Set will be auctioned to members with \$250 as a starting point.

I forwarded out a summary of last month's discussion on **2015 CONTESTS and SMACKDOWNS GUIDELINES**. As of yet, I have heard of no further comments or feedback on this process. I will forward this again this week prior to the meeting and Terry and the other leadership team members can discuss at the meeting.

Keep in mind, this is an election year, and if you would like to make a bid to run for office, you should announce your intent at this month's meeting. Our **MMCL Elected Officer Positions** are: President, Vice-President (Show

Chairman), Secretary (Recording, correspondence and Monthly Journal), Treasurer (Financial) and Member-At-Large (the most rewarding position of all). Our 2015 elections will be held during our December meeting, to be held at a local restaurant.

Financial Report

By Alex Restrepo

Sept 2014 PNC Bank

Starting Cash Balance:		\$3,963.90
Cash Receipts	Date	
Workshop fee	9/15/2014	\$20.00
Tee Shirts	9/15/2014	\$22.00
Workshop fee	9/23/2014	\$67.00
Workshop fee	9/29/2014	\$55.00
TOTAL RECEIPTS		\$164.00
Cash Or Debit Expenses:	Date	
Check # 7042 (E) KYANNA Rent	9/11/2014	(250.00)
Check #1070 Shirts	9/29/2014	(110.00)
TOTAL EXPENSES		(\$360.00)
NET Monthly Increase(Decrease):		(\$196.00)
ENDING CASH BALANCE:	Sept 2014	\$3,767.90

Attention!

This month courtesy of Mike Nofsinger's family, we will be auctioning a brand new Grex compressor and Airbrush. Tickets are \$10 each and a minimum of 25 tickets must be sold for the raffle to occur. If you wish to participate, but can't attend, contact Alex R. before Thursday

The Cranky Canuck

By Jim Bates

OHMS Model show report

September 20, 2014 found us attending the Oregon Historical Modeler Society's annual model show and contest at the Evergreen Aviation and Space Museum. Once again the show was held in the Space Museum building (as opposed to the somewhat unorthodox but also onsite chapel, water park, or vineyard) and it was well attended with lots of nice models on display. The aircraft were split about equally between 1/72 and 1/48, with a few large scale types. Here is a large portion of the 1/72 scale models on display, along with a few 1/144 Canuck types, and one 1/48 interloper. It was a nice show, but I'll admit, I spent more time at the water park - yes with a real 747 on the roof - with the girls.



AIRFIX 1/144 737-200

By Dave Crouch

A while back I came across a decal sheet from Avigraphics depicting a Piedmont liveried 737 from the 1970s. I had flown on one of these as a teenager and always liked the colorful but simple scheme Piedmont used.



CONSTRUCTION

Taking a reissue of the venerable Airfix 737-200 kit in 1/144 scale I was on my way. Although old, the model is quite accurate and there are no major obstacles as far as construction is concerned.

As I was going to use decals for all windows, the first step was to glue the clear parts into the fuselage. Liberal amounts of super glue and putty were applied as the whole model was going to be given several rounds of sanding anyway.

Next, all major components were assembled including fuselage and wings. Gear doors were glued closed since I would be depicting the aircraft in flight. I also drilled a hole in the underside to accommodate a brass tube. This also served as a receptacle for a dowel rod to hold while painting.

I did not glue the wings to the fuselage at this time as I prefer to do this after painting. On most airliner kits this is possible as long as the fit does not require too much filling and sanding.

The clear parts were sanded flush and all of the raised panel lines were removed. Prepping the model for the gloss finish required a lot of sanding, filling, more sanding, more filling, etc. until all scratches were removed.

FINISH

I used Model Master 'Classic White' enamel on the upper fuselage, Floquil 'Old Silver' enamel for the bare metal parts and Model Master 'Gloss Gull Gray' enamel for wings and horizontal stabilizers. After painting I glued the wings to the fuselage.

Next I airbrushed several coats of Future (actually called "Pledge With Future Shine") over the entire model. I use it straight out of the bottle and apply it in very thin coats. After a couple of days of drying I applied the decals. They went on with no problems although a slight bit of yellowing is visible in a couple of spots.

A few days later about ten or twelve more coats of Future were airbrushed. I use a lot of coats because I am going to be sanding it when it is good and dry and I don't want to chip off any of the decal film underneath.

About six different grits of very fine sandpaper were used to "level out" the

multiple coats of Future. This helps to blend in the graphics with the finish and takes away the layered look of decals on top of paint.

Lastly I added a radio antenna made from thin sheet plastic and a small red navigation light made by a company whose name was something like Premier Ltd. They went out of business many years ago and they are impossible to find. It's too bad because they are terrific little detail parts. If anyone knows where I can get them I'd really like to know. My supply is dwindling.

CONCLUSION

I was pretty happy with the way this model turned out. It pays to keep those oldies but goodies on the "To Build" shelf for a rainy day.

NOTES

The decal sheet used is Avigraphics No. AG4019. It also gives you the option of a -300 version.

There is a nice color photo of a 1977 Piedmont 737-222 on page 12 of the Squadron book "Boeing 737 At The Gate."



Building a 1/48th scale Curtiss JN-4 Jenny

By Dennis Sparks

The usual rambling history...

Beginning in 1909, almost all of the first aeroplanes that had been acquired by the US Army Signal Corps were either Wright or Curtiss “pusher” designs, with engines that were situated behind the pilot. As might be expected with this new technology, during the first five years of flight operations crashes were both frequent and too often fatal. Realizing that the location of the engine was a factor in some of the fatalities, on 25 February 1914 the Army grounded all of their remaining “pusher” aircraft, leaving them with almost no aircraft to fly.

Seeking to purchase safer aircraft, both Martin and Curtiss responded to the Army request with designs for two-seat biplane trainers with the engine and a “tractor” propeller mounted in the front of the aircraft. The Army bought three Martin Model T aircraft, which curiously enough were specified to be delivered without engines, as for reasons of economy, they wanted to re-use some of the engines that had been salvaged from crashed aircraft. Later the Army purchased an additional fourteen Martins which were to be delivered with a variety of new-built engines. And while both the Army and the Navy also later acquired a few examples of the Martin Model S floatplane which shared a common heritage with the Model T, the type has largely faded into obscurity.

The original Curtiss design fared little better, but it evolved into what was to become arguably the best known American aircraft of the First World War era, the JN-4 “Jenny”.

During a trip to England in 1913, Glenn Curtiss visited the factory of Thomas Sopwith. While there, he met and hired Benjamin Douglas Thomas to design a tractor biplane for him. Thomas immediately began working on the new design, with the first flight of the resulting Curtiss Model J taking place in March 1914. Only two were built for the Army, where they received serial numbers 29



and 30. Curtiss also built a single example of a slightly different aircraft and it too was sold to the Army, where it became serial number 35.

Designated as the Model N, s/n 35 used a different engine and airfoil, and reverted to the earlier Curtiss practice of situating the ailerons midway between the upper and lower wings. During its testing, it was reclaimed by Curtiss and used in his defense against a patent infringement lawsuit that had been filed by the Wrights. The ailerons were locked into place and the wings were given a pronounced seven degrees of dihedral. It was then flown to demonstrate that safe flight could be achieved without the need of 3-axis control!

Thomas had incorporated the latest thinking in European tractor biplane design, but had retained the by-now antiquated Curtiss style of flight controls. A wheel mounted on a control column was used to move the rudder, while fore and aft motion of the column controlled the elevator. A U-shaped harness fastened to the back of the allowed the pilot to control the ailerons by moving his shoulders from side to side.

Most online sources about the Jenny indicate that the later JN-series of aircraft derived from combining the best features of both the Model J and the Model N, while other sources



claim that Army s/n 29 was effectively the prototype JN-2 and that s/n 30 was the de facto prototype JN-1. But these claims are not necessarily mutually exclusive.

About ten production examples of the improved JN-2 were built, followed by about 180 JN-3s. The JN-3 was the first of the JN series to incorporate both a fixed vertical fin and a rudder, replacing the Sopwith-style rudder only of the earlier aircraft. The JN-3 also changed to the Deperdussin style of flight controls, using a rudder bar situated on the floor of the cockpit, with the wheel on the control column now being used to control the ailerons. By this time, JNs were also being built and flown in large numbers in Canada to train wartime RFC pilots. To conform to the style in use in most British warplanes, the Canadian-built JNs dispensed with the wheel and adopted the now-familiar two-axis control column, and this was later adopted for the new JN-4.

Originating in 1916, the JN-4

series was by far the best known of the JN series. There were a number of JN-4 variants, with the most numerous being the JN-4D with a 90 hp. Curtiss OX-5 V-8 engine (2800 built), and the JN-4H (900 built), which had a 150 hp. Wright-Hispano E, a license-built copy of the Hispano-Suiza 8Aa.

Almost every American pilot in WWI flew the JN-4 at some point in his training. After the war, thousands of Jennys were sold to the general public at near-giveaway prices, which inadvertently destroyed the market for newer, more modern aircraft for a decade. But it also provided the Jenny, by now thoroughly obsolete, a second career as a barnstormer and introduced many thousands of Americans to aviation. They were finally retired in 1928 as new government regulations ostensibly designed to improve safety took effect.

The subject of this model...

Earle Ovington had flown his Bleriot XI to deliver the first US air mail in September 1911, but this was mostly a publicity stunt that had been arranged by the US Post Office, as the total distance flown was a mere three miles. As had been prearranged, he delivered the mail pouch "on time and on target" by dropping it overboard from an altitude of several hundred feet. Sans parachute, the bag burst open upon impact and scattered the mail hither and yon, providing amusement for the spectators and chagrin for the postal workers. By the spring of 1918, the Post Office had been making plans to conduct

a scheduled air mail service, and the Army obliged by supplying six JN-4s to be used to conduct trials. Equipped with the larger Hisso engine and with the front cockpit faired over to provide an enclosed space for the mail, these were designated as the JN-4HM. Serial number 38262 made the first flight, starting from Washington, D.C. on 15 May 1918. Bound for Philadelphia, the pilot got lost after 18 minutes and had to land for directions.

Five days earlier, the US Post Office had issued its first airmail stamp, and it featured this aircraft. In one of the most famous errors in philately, one pane of 100 stamps was inadvertently printed with the image of the aircraft upside down. These 24 cent "Inverted Jenny" stamps are now among the rarest and most expensive stamps in the world, with one selling in November 2007 for \$977,500.

The original s/n 38262 has long since disappeared into history, but a full size flying reproduction exists. Built by team led by Dorian Walker and based in Bowling Green, Kentucky, it flew for the first time in October 2013. Using a Chevrolet V-8 engine to replace the scarce and relatively unreliable OX-5 or Hisso, the reproduction is otherwise a standard JN-4 and so retains the open front cockpit.

I was enamored with the idea of modeling this first US air mail plane, but when a brief internet browse couldn't find any photos to indicate exactly how the front cockpit was sealed, I elected to use this modern reproduction as the basis for my

model, so it's a model of a model, so to speak.

Building the model...

To my knowledge, three different 1/48th scale kits of the JN-4 have been offered, and all are from, if not the dawn, then at least the late morning of our hobby. The first one was offered by Aurora in 1957, which was followed by the Lindberg kit in 1958, while the third one was released by Renwal in 1967. Only the Lindberg kit is still generally available, as it has been reissued many times, and this is the one that I built.

The first area that needed additional attention was the

two cockpits. The kit provided a rudimentary floor, plus some generic instrument panels, sticks, seats and two obviously mortally wounded pilot figures. I tossed almost all of this and scratch built some replacements, adding a few bits of Evergreen plastic strip to represent longerons and other structural bits and pieces. I glued the two fuselage halves together and added the lower wing and horizontal stabilizer.

All three brands of the kits had approached the molding of the interplane struts differently. The Aurora kit featured eight separate struts. In an effort to ease alignment, Lindberg opted instead to mold the

front and rear struts forming each bay in pairs with a connecting bar at the top of the struts to form an inverted "U" shape. This connector was intended to fit into a matching slot on the under surface of the upper wing. Renwal countered by using connecting bars at both the top and bottom of the pairs of front and rear struts, so that the resulting piece was an open square of plastic. These connecting bars on the Lindberg kit are probably the worst feature of what is otherwise a very

serviceable kit. A couple of online build articles suggest separating the struts, using the connecting bar to fill the slot in the underside of the wing. This approach offers



the advantage of being able to fill and sand as necessary before the upper wing is added to the model. Of course, I had other ideas...

I drilled small holes for some of the multitude of rigging wires into the connecting bars above the top of each strut, with matching holes at the bottom of the struts, and then glued the bottom ends of the struts into the lower wing. I ran invisible thread through the holes in sequence, leaving the thread slightly loose. When I glued on the upper wing, I pulled on the loose ends of the invisible to get taut rigging lines. And while I was happy with this result, I was less pleased to see that the connecting

bars stood proud of the wing surface instead of being a flush fit in their slots. I did a bit of ham-handed hacking and carving on the excess to pare them down to meet the admittedly less than stringent Sparks standard, but overly critical and/or easily amused viewers are hereby cautioned to avoid looking at this area of the model.

Because of the rigging, I brush-painted the model with Humbrol enamels, followed by a hand-brushed coat of Future and assorted aftermarket decals. After that, it was mostly a matter of continuing to add rigging and control wires until the model looked like it had been trapped in a spider web. The web site for the reproduction aircraft that was used as the basis of my model (www.friendsofjenny.org) indicates that construction had required almost a mile of steel cable.

In common with many aircraft of the period, JN-4s were delivered with a clear doped linen (CDL) finish, which is more of a translucent off-white. But some aircraft later received additional coats of varnish, giving them a more yellow cast, and after looking at the web site's color photos of the reproduction aircraft, I added an additional coat of Future that I'd tinted with some Tamiya clear orange acrylic paint. Later it occurred to me that the photos appeared to have been taken in late afternoon or early evening hours, making the aircraft appear to have an even deeper hue, so I probably went overboard on the color.



PLEASE MAKE EVERY EFFORT TO ATTEND THE OCTOBER MEETING.

THE CLUB IS AUCTIONING A GREX AIRBRUSH AND COMPRESSOR FROM MIKE NOFSINGER'S ESTATE. TICKETS ARE \$10 EACH. 25 TICKETS MUST BE SOLD. YOU DO NOT NEED TO BE PRESENT TO WIN. IF YOU WISH TO PURCHASE A TICKET BUT CAN'T BE AT THE MEETING, CONTACT ALEX RESTREPO.

May 9, 2015

9 a.m. to 3:30 p.m.

3821 Hunsinger Ln,
Louisville, KY 40220

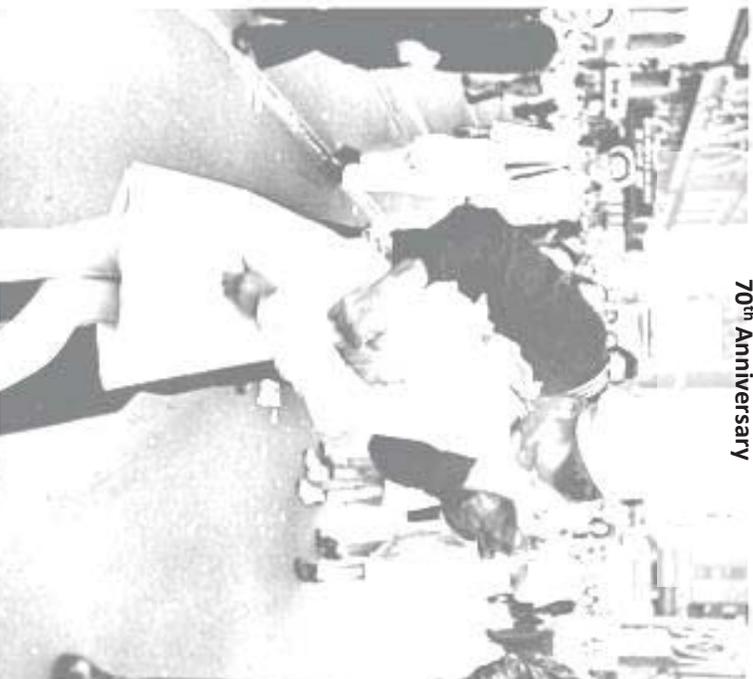
Victory in Europe!

2015

IPMS/Louisville

Invitational Contest

70th Anniversary



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.MIMCL.org



Military Modelers of Louisville Membership

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Modeling Subject Interest Area _____

Are you an IPMS Member? _____ IPMS Number _____

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, airbooth, air supply and various tools. We also have quarterly all evening building sessions at this location. A reasonable workshop fee is collected for Saturday sessions.
- Monthly Smackdowns & Quarterly in house model contests with prizes.
- Monthly model kit raffle.
- Annual club holiday party

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:

Stuart Cox - President
4100 Wimpole Rd
Louisville, KY 40218
scox2010@gmail.com

Please visit us on the web at www.mmcl.org

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