

Tactical Notes



Ju-87B Build review

**House for sale
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**Next Meeting: Thursday, October 18th 7:00 p.m.
Meeting Topic: Raffle and Nominations**

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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: by D. Knights of his new house.

President's Page

By Stu Cox

MMCL Members,

We have our October club meeting this Thursday, October 18 at 7pm at the Kyana facility. We will have a club raffle. Please bring models you are planning to take to Cincy (or have in process) for show and tell and discussion. Also, bring along any new model tools, kits or accessories that would be of interest to the wider club membership.

This is officer candidate nomination submission month as well. Please plan to submit any nominations for 2019-2020 club President, Vice-President, Secretary, Treasurer and Member At Large positions.

There will be NO Workshop this Saturday as KY-ANA has their annual Toys-For-Tots event at their facility. Many MMCL members will be going to Cincy for the IPMS show there. But, Brian Bunger has offered to allow modelers wishing to do workshop at SRI to come over around 8am if there is interest.

I would like to have a speaker or modeling presentation for our November meeting, but as of yet have no recommendations or viable options presented. Please advise of any topics of interest, or possible speakers you might know of.

As always, MMCL recommends that our members consider regisitering membership with the National IPMS organization. I just renewed my membership for 2 years, and all of our officers are required to be members. Please consider this way to be involved in the broader scale modeling community and show support for the IPMS organization.

Thank you, President Stu(g)

Editor's Note

Greetings:

I apologize that there was not a newsletter last month. Life has been particularly hectic due to my recent move. I don't know if you've heard, because I haven't talked about it much, <grin> but my wife and I bought a new house, which necessitated a move of my model room, my model collection and my book collection. This was no easy task. I have as many or more books as models, and let me tell you, books are heavy. (Oh my aching back!)

The club is doing well. We have plenty of money in the bank. Our meetings are well attended and a lot of modeling is going on. The one thing we lack in my opinion is a lack of presentations. We have a lot of great modelers in this club. They all have something they can share. Please step up and tell Stu that you are willing to do a presentation at a meeting.

At this month's meeting, we will be taking nominations for club officer positions. This is a great way for you to give back to the club. While I think the current officers have done a good job, it never hurts to have new blood with new ideas. If you want to take on one of these jobs, please come to the October meeting and put your name forward. Believe me, you will be welcomed.

We are also going to have a raffle at this month's meeting, and we'd like to make it a bit of a special raffle, so dig thru your collection and find one item to bring and contribute to the raffle. Also, bring some cash to buy some tickets.

The fall model contest season has started. Rich and Terry went to the St. Louis show. I expect that Terry will give us a report for the newsletter. The Cincinnati show comes up this weekend. I know that the folks in Cincinnati really appreciate it when MMCL brings a big presence. Please make an effort to attend the show. If you go, please consider entering. A lot of the joy of contests is the sharing of models with other modelers. It isn't about the awards, it is about seeing a lot of neat models. Everyone has something to contribute.

See you at the meeting.



Kit Review: Airfix 1/72nd scale Ju-87B

by Jon Hudak

Reprinted with kind permission from the January 2018 issue of The Pylon, the newsletter of IPMS/ Western Reserve.

I'm not going to go into a deep kit review for now but suffice to say that this is a very nice modern kit with a fully detailed cockpit and nice engraved panel lines. Some may complain they are a little too deep (whiners!) but they are consistent with other current Airfix kits. The kit even features the bomb aimer's window in the bottom of the fuselage. The kit comes with optional parts and a large centerline bomb as well as smaller ones for under the wings. Markings are provided for two aircraft; one being from Kampfgruppe 88, Legion Condor in Spain 1938, while the other is from 9./Sturzkampfgeschwader 51, France, August 1940.



The layout of the Airfix Stuka's cockpit floor is an interesting and clever design. There is a large T shaped part which serves two purposes. First it acts as the cockpit floor and secondly it acts as a wingspar section. This piece is glued to the top of the separate central lower wing section and in turn the seats and control column and other parts are glued to the aforementioned part. I used flat black for some of the console boxes and other small bits to add some color and a dark brown color for the pilot's seat cushion. The seat belts were painted in a light gray and I used Model Master Steel for the buckles. I used the provided decal for the instrument panel. Later on when all was dry I gave the interior a coat of Future and followed that up with a wash of Winsor & Newton Burnt Umber to make things more interesting. Some dullcote sprayed through the airbrush sealed everything in and gave a nice matte appearance to the cockpit. With things shaping up in the cockpit I carefully test fitted the instrument panel to a fuselage half and glued it in place. Once this tacked up a bit and looked secure I then glued the fuselage halves together.

I then turned my attention to the wings. The wings are molded in five separate pieces. There is the previously mentioned lower center section and then you have an upper and a lower for each wing. The small machine gun inserts for each wing were cleaned up and attached to the upper wing halves. It was at this time I tried attaching them with some Tamiya extra thin liquid cement. While not a bad idea, there is a bit of a gap around the part where it sits in the cutout for it in the upper wing. I applied a little too much Tamiya cement on one of them and it sure made a mess of things. The cement ran everywhere it could in a short time and left a nice nasty fingerprint in

that area along with a little melting action on the wing surface.....d'oh! Around this same time I glued the central lower wing section to the fuselage. The fit of this piece was a little tricky especially at the front. I recommend lots of dry fitting



assembly together as it can result in making the nose too wide for the rest of the fuselage. The best thing to do is cut down some of the inner tabs on piece D8 or D9 before gluing the whole nose together. Be careful

before committing to gluing. At the front of it I glued one side to the fuselage and let it dry before gluing it on the other side. This helped a bit but still required lots of filler afterwards. It was after this that the model sat for a while as I got into sidetrack mode or just wasn't doing much of modeling at the time perhaps. Fortunately I returned to it eventually.

The instructions instruct you to glue the upper wing halves to the tops of the wing spars that extend out from the fuselage. Then they have you add the bottom halves later. I believe I circumvented this and glued the wings together as a unit and then glued them on, but not before opening up the holes in the bottom of the wings for the racks and stuff. The wings were attached next. There would be some gaps at the wing roots and some big ones on the bottom raised "troughs" that are behind where the fixed landing gear will go. The nose section was glued together next and consists of a whopping nine pieces! Airfix did a clever job of molding the exhaust stubs on separate pieces/inserts that glue into either side of the nose assembly. A tip from Dave Virant revealed that if you glue the whole

when fitting the upper cooler exhaust door into the top of the cowling cover. The way Airfix has their instructions in black and white and red really helps. I had to look at some photos of ones on the internet just to make sure I had things right. The bomb aimer's window tunnel was painted RLM 02 and I brushed some Future on the window itself before gluing it in place. The completed window assembly was glued in place and was followed up by the nose section. The fit of the nose section to the fuselage wasn't bad but resulted in some gaps all around that would require a good amount of filler. The horizontal stabs were added next and with this done I basically had a completed airframe. The spatted landing gear came next. Be careful and study the instructions for which parts you'll need as there are two different sets for the "tops" of the landing gear -- ones with the sirens or ones without, so study the version you plan on doing to see if it has these or not. The wheels are molded with a flat spot on them (a nice touch) so if you plan on doing yours parked on the ground this is perfect. If you want to do yours in flight then you have to orient the position of the wheel so that the flat spot is hidden inside the

wheel pants. I painted the rims and tires before gluing them in place into the wheel pants. Masking of the canopy came next and it comes in three sections. You need to be mindful that Airfix gives you the option of a separate “open” center section or a closed option. Don’t do what I did and mask all of them only to find out later that you’re only going to use one or the other and not both of them....d’oh! I added the rollover pylon next and glued the canopy pane windscreen in place. For my build I am going to be doing it with the canopy closed. With the airframe all together I was already working on sanding all the seams and join lines. This kit required filler in more than a few areas like where the nose section joins to the fuselage. It was a lot of back and forth sanding and filling but eventually I was ready for painting. I used Testor’s Model Master FS35414 for the bottom light blue color. I had some RLM65 available but went with this one instead. We’ll see if my choice was right but that’s all for now. Stay tuned til next time!

The canopy had been masked off and attached and the bottom of the airframe was sprayed with Testors Model Master FS35414, a color which they simply labeled “Blue!” When this was dry I began masking off the bottom in preparation for the RLM71 which would come next. It’s the lighter of the two colors with RLM70 being a lot darker. When it comes to doing multi-color upper surface camouflage patterns I’m probably like a lot of people in that I’ve always done my models by painting the lighter of the two or more colors first. I recently found out through a friend that when Luftwaffe aircraft were being painted, that they reportedly painted the darker color first (jn this case the RLM70 Schwartzgrun or Black Green) then would paint the lighter color next (here the RLM71 Dunkelgrun Dark Green). Perhaps this is why when I see some Luftwaffe models in this scheme that the difference between the two colors is less dramatic? It would make sense as the lighter green would be affected by having sprayed it over the black green. For ease of writing all paints used were Model Master enamels unless otherwise noted.



Well, I wasn't ready to try it just yet! With the model ready for painting I mixed up some RLM71 thinning it with lacquer thinner like I usually do with enamels. I tried spraying the tops of the wheel pants with it first before chancing it on the airframe. Good thing I did as the paint wasn't going on very well and seemed kind of thin and watery despite the fact that I thought I had stirred it well and thinned it like I usually do (maybe 60% paint to 40% thinner -- I keep track and just kind of eyeball it typically.) I tried mixing up a new batch figuring maybe I did something wrong but it came out exactly the same way. I even tried with another bottle of the

same exact stuff and got the same result. Bad batch of paint perhaps? Now what to do? As I was looking through my stash of enamel Luftwaffe colors

I found an old bottle of nearly depleted Aeromaster RLM71. It was all rather dark and oily looking but when I stirred it up it looked fine. And fine it was, for when I sprayed it through the airbrush it worked like a charm! I let the model dry for at least 24 hours before doing anything else so the paint would have plenty of time to dry. Now came the most challenging part of the painting process, the masking required for the complex splinter pattern of the Stuka. I used Tamiya tape for this cut to varying widths and lengths. Some parts

of the airframe like sections of the wings and the stabilizers were pretty easy to do while other parts like the sides and top of the fuselage were the most difficult. The kit instructions were pretty much useless for reference as the colors of the camouflage scheme were just too dark and washed out looking. For this I referred to a set of instructions from a 1:48th Hasegawa kit and some pictures off the internet. Other people could do it quicker and I did the masking over a period of about a week, doing an hour or so a day and more time spent on weekends. All in all it took me close to about eight hours to do the masking. The RLM70 Schwartzgrun came next

for the airframe, spinner, prop and the lower half of the wheel pants. I experienced the same problem as before. I tried a couple of times without much success. I tried a couple of different bottles before finding one that worked somewhat well. With the RLM

70 I had some issues with the airbrush (a new airbrush mind you) like some paint spattering that left tiny dried droplets in the finish here and there. (Funny, I had no problems with the underside blue. Anyone else ever have trouble with the MM RLM 70 & 71 green colors?) With the main airframe painting all complete and all of the masking tape removed I could now get ready to prep the model for the decals. First a gloss coat and for this I used Future applied with a 1/2" wide brush. I had great success with this with a Hasegawa 1:72nd scale Zero so I figured



I try it again with the Stuka. Maybe it's just the more complex shape of the airframe of the Stuka but I had a rougher time with it this time around. (If you're applying Future with a brush it seems like you get a better, heavier coat that is more "wet" looking and uniform. Other people can probably spray it through their airbrush and have no problems. I've had mixed results as sometimes it would lay down fine and others it would take multiple coats just to get it looking halfway decent. If you do try putting your Future on with a brush remember to only go in one direction and only one stroke of the brush in the path you are painting, don't backtrack!) Decals came next. I used the kit decals for all of the national markings and stencils while the unit badges and code letters and numbers came from a friend's aftermarket Print Scale sheet (thanks Ted!) as I wanted to depict a Stuka from III./St.G2. No swastikas are provided in the kit so I took a couple from an AeroMaster swastika sheet. The decals went down fine using only Micro Set (blue label). The kit decals were easier to work with and were more forgiving and durable. The Print Scale decals were good too but they seemed a little thinner and were a bit more delicate. With the decals all done and dried, I gently wiped them down with a damp cloth before giving the model a coat of Future (this time sprayed) to seal them in. Winsor & Newton Artists Oils Burnt Umber was thinned and used to do a panel line wash and their Lamp Black for the radiator grill on the nose. I used Vallejo Clear Flat mixed with a bit of water for the final dull coat. It went on fine on the bottom of the aircraft but when I was spraying the topside it dried to a milky white -- oh no! I'm not sure what the cause of this was and I couldn't buff it out. I ended up spraying another coat of Future over the top of the model and the milky/frosted white fortunately went away. Rather than take my chances with the Vallejo product again for the final flat coat I ended

up using Testors Dullcote in the larger square bottle (pink label). This was a newer bottle and I noticed it wasn't nearly as thick as it used to be. Instead of drying to an almost dead flat finish this one was more of a semi-gloss. At this point I really wanted to be finished with this model once and for all so I just left it as it was. Not all WW2 aircraft as we know had dead flat finishes either. Things proceeded fairly smoothly from this point. The spatted landing gear were such a tight fit that they almost didn't need any glue. At this time the Bare Metal Foil was removed from the canopy using a new #11 blade and a fine pointed pair of tweezers. I must say that even though I've been masking my canopies like this for years, it can be a bit of a bear to remove at times. You have to be careful for if it doesn't want to come off freely you can easily scratch the glass with your knife blade. This happened more than I'd like to admit with this build and unfortunately I got some scratches in the glass/plastic. (Well it looks like this one's not going to be a contest contender now, sigh!). To remove the remnants of the foil's adhesive I use a product for waxing model cars called Model Wax The Final Detail along with a Micro Brush and some Q-tips. With all this done I felt like I was getting close to wrapping up this build.

One thing I forgot to do early on in the beginning of the build was to open up the secondary hole in the bottom wing for the other dive brake locating pin. It was a pretty simple affair to fix. Now onto the dive brakes! These had been previously painted the blue color when I sprayed the underside of the airplane. If you want your Stuka to look the part underneath you may want to consider masking off and painting the black and white stripes on them that will line up with the crosses on the bottom of the wings. I merely pushed the dive brakes into position on the bottom of the wings and cut small thin strips of Tamiya tape to first



mark the areas that would be painted white. Then when the paint was dry I popped them back into place and re-masked them for the portions that would be black, took them out and then masked off the rest of the other areas to protect them from overspray and sprayed those areas black. Small parts like the bombs, tail wheel and other parts were cleaned up and painted and attached. There are no locating points for the L-shaped crew steps to get in that mount under the fuselage. I just looked at the instructions and tried my best to guesstimate. The four racks for the four small bombs were cleaned up and attached (clean these up before you paint them). I painted the bombs in RLM02 which seemed like a safe bet. Small details were picked out here and there and I used Floquil Roof Brown for the exhausts. With the finish being more of a semi-gloss rather than flat and with some of the other problems that spoiled the build I decided to skip the weathering on this one and leave it as is and call it done. The last thing I did was to push the spinner and prop assembly into place and with that the model was finished.

The end result/overview: Airfix's new Ju 87B-1 Stuka is a lovely kit and I can highly recommend it. The details that are included on this kit make it one of the best in this scale. Nice interior detail (certainly the best I've seen in a 1:72nd Stuka), with the bomb aimers window, options like two different pilot's seats, and bomb/ordnance options. It does have a few fit issues here and there but nothing that can't be solved by some careful fitting, gluing, filler and sanding. I have no other built Stukas to compare it with and it's the second Stuka I've ever built (the first one being the old Monogram 1:48th scale kit with my dad as a child over 35 years ago). My reference material

on the Stuka is virtually nil so I had nothing to compare it with like plans, etc., however it looks like a Stuka to me! Would I buy and build another one? Yes I would and will have to pick up the B-2 version eventually, but for now I would like to build my Italeri, Fujimi and Academy ones first and see how those build up.

Overall I'm a little disappointed with this one; it could have been better. For me my favorite part with this one is the bottom -- I had no problems with the paint or clear finish here. I'd like to have another crack at this kit and see if I could do a better job next time. Thanks for reading.

Jon "Leo Tolstoy" Hudak



Book Review Bloody Clash at Sadzot by William B. Breuer

As the club members are aware, the club maintains a large lending library in the back room at the shop. If you have not checked out this collection, you should. There are a great number of books and magazines, many of which can serve as valuable research for your current project, or inspiration for your next one.

In this later category falls the book that is the subject of this review. I was recently scheduled to take a business trip and looking for something to read on the plane. I located this book in the lending library during one of our Saturday morning sessions. It looked interesting and I took a chance. It turned out to be a good choice.

The book is 300 pages and was published in 1981 by Zeus Publishers. It is the story of a small mortar unit during the Battle of the Bulge. I tend to like books on small unit actions since they tend to supply, at least for me, the most inspiration regarding future modeling subjects. This book fits the bill perfectly. The unit is stationed in the small village of Sadzot, when they are hit by German units making the final thrusts of the bulge offensive. The descriptions of the battle sequences are spellbinding and should provide any modeler with plenty of diorama ideas. The author was a participant in the events he describes, but in general he avoids over dramatizing those events.

I highly recommend this book to any of our members. Remember, it can be had, free for the reading, at the MMCL club library. Next meeting, take a moment to check out this valuable club resource.

David Knights

Financial Report

By Rich Guetig

September

2018

PNC Bank

Starting Cash Balance:

\$7,083.07

Cash Receipts		Date	Check Receipts		Date
Workshop					
	\$255.00		Item		\$0.00
			Item		\$0.00
			Item		\$0.00
			Item		\$0.00
			Item		\$0.00
			Item		\$0.00
Item			Item		\$0.00
Item			Item		\$0.00
Item			Item		\$0.00
Item			Item		\$0.00
Total Cash Receipts	\$255.00		Total Reimbursements		\$0.00
TOTAL RECEIPTS			\$255.00		

Cash Or Debit Expenses:		Date	Cash Or Debit Expenses:		Date
Check # 7078. (E) KYANNA Rent		9/20/18			
	-275.00		Item		0.00
			Item		0.00
			Item		0.00
			Item		0.00
			Item		0.00
Item			Item		0.00
Item			Item		0.00
Item			Item		0.00
Item			Item		0.00
Total Cash Expenses:					(\$275.00)

Reimbursable Expenses:		Date	Reimbursable Expenses:		Date
Item	0.00		Item	0.00	
Item	0.00		Item	0.00	
Item	0.00		Item	0.00	
Item	0.00		Item	0.00	
Item	0.00		Item	0.00	

Total Reimbursements:	0.00
TOTAL EXPENSES	(\$275.00)

NET Monthly Increase(Decrease): **(\$20.00)**

ENDING CASH BALANCE: **September** **2018** **\$7,063.07**



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Junior (17 years or younger)	\$17.00	_____	Date of Birth: _____
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	Three years	\$86.00 _____	
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Foreign	Surface	\$38.00 _____	

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Your Signature: _____

If recommended by an IPMS member, please provide his/her:

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