

July 2019

Tactical Notes

Next Meeting: Thursday, July 18th 7:00 p.m.
Meeting Topic: Veteran talk

H-19 Blast from the past

Canucks are cranky



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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.M. Knights

Editor's Note

It is that time of the month again....no, not that time, meeting time. The June meeting was very well attended, and despite the longer than normal business meeting due to the contest wrap up report, we had a bunch of members who stayed for the fantastic soldering demo. July will be just as exciting with a special guest who is a Vietnam vet. Please make every effort to attend and make our guest feel welcome. I hope to see all of you there.

President's Page

By Stu Cox

Greetings MMCL Members,

Please join us this week for our July monthly meeting on Thursday, July 18th, at 7pm. We have a Vietnam veteran, Terry Lyons who will be sharing his experiences and insights. We want to have a great turnout to hear about Terry's service to our country during the Vietnam war.

We'll also have a Show-N-Tell session planned, so bring your "in-process" or "newly-finished" items to show off and tell everyone about!

We postponed our regular raffle last month, so will have a great selection of kit items on hand to raffle off. Check your own stash and bring a kit as well, so we can have an expanded raffle experience!

We are planning "Friday Night Fights" for August (Friday the 16th), with a member "swap meet" planned to spice up the action! This will be your chance to swap or sell kits to your fellow members to prevent them from entering into the eternal model abyss!

Plan on coming out and joining us Thursday night! See you there!!!

Stuart Cox

Building the Revell Sikorsky H-19 Rescue Helicopter

by Dennis “Doc” O’Connor

History of the Aircraft

The S55 (civilian designation) was developed privately by the Sikorsky Helicopter Company in 1948 with a prototype flown in 1949. Designed by Chief Engineer Edward Katzenberger as a heavy utility aircraft, it incorporated novel modifications, including offset hinges of the main rotor shaft, hydraulic main rotor servos (reducing the cockpit vibrations felt in the cyclic) and relocating the engine from below the main rotor gear box to forward and below the flight deck. The latter resulted in the creation of the large crew/storage compartment in the bulk of the fuselage. This allowed the Sikorsky Company to capture the majority of the worldwide utility market and lead to other manufacturers copying this design. It was also license built as the Westland Whirlwind in the United Kingdom.

The S55 saw major service during the Korean War, first arriving as the Air Force H-19 (military designation) in the Spring of 1951. It was used for rescue operations, transporting casualties from Mobile Army Surgical Hospitals (MASH units) to larger medical centers, transporting troops and placement of agents behind enemy lines. The Marine Corp HRS version (arriving in the fall of 1951) was used to relocate Rocket launcher batteries, a necessity due to exposure to enemy artillery batteries



after rocket firings. The Army version (H-19 Chickasaw) did not arrive in Korea until 1953, as the Air Force objected to the Army using “heavy” rotary craft. These craft were eventually used to immediately resupply the 3rd Infantry Division that had been cut off by flooding.

Beyond the Korean War, two Air Force H-19s, “Hop-A-Long” and “Whirl-a-Way”, were the first helicopters to fly a transatlantic route from Westover AFB, Massachusetts to Wiesbaden AFB, Germany in 1953. Commercially, the S55 was used by New York Airways to shuttle passengers among various airports in New York, Connecticut and New Jersey. S55s were also delivered to Los Angeles Airways for the same purpose.

The S55/H-19 had an all metal aluminum surface, It carried a crew of 2 in the flight deck and 7-10 passengers or 6 litters and a medic in the fuselage body. The external hoist could carry 400 lbs. and, overall, it could carry an external cargo load of 2000 lbs. It was powered by a 600 hp air cooled radial Pratt and

Whitney 9-cylinder R-1340, although later H-19 models used the 700 hp 7-cylinder Wright R-1300. The latter included a hydro-mechanical clutch behind the engine, which allowed the engine to be started and operated while disengaged from the rotor gear box and provided smooth acceleration of the rotors when engaged. The location of the engine in the front behind large clam shell doors allowed for easy maintenance and engine replacement. The S55 was also the first to use metal blades for the main and tail rotors. Modifications by the Air Force for over sea rescue included pontoons (“hot dog floats”) in place of conventional landing gear.

By the late 1950s, the S-55/H-19 was superseded by the S-58/H-34, which was twice as powerful and had an improved aerodynamic design. Nevertheless, the H-19 saw limited service during the early Vietnam War. The last (a Navy version) was retired from military service in 1969.

The Revell Kit

Revell initially released two kits of the H-19 by the mid 1950s. The first was an Army version molded in olive drab (released in 1954) and the second was a Air Force version molded in silver (released in 1956). The latter had the option was replacing the landing gear with pontoon floats. Both kits had the ability to expose a fairly detailed engine through opened clam shell doors. By age 9, I had tried to complete both versions a number of times but failed due to a lack of patience with the angled landing gear struts. The Air Force kit was re-released in the 1970s but had remained out of production since that time. Then, surprisingly, it reappeared a year ago. I noticed it on one of my many trips to SRI and immediately pick one up (“for a nominal fee”). The kit was repackaged in a box using the original artwork from 1956 depicting an air-sea rescue during the Korean War. As I have an interest in taking old kits to try to “turn a silk purse out of a sow’s ear,” I decided to give this kit a go.

The scale was “box scale” or approximately 1:48. As opposed to the original, all parts were molded in grey plastic. The kit included 2 crewmen, a mechanic and a downed pilot. There is also a clear plastic stand to show the craft in flight with the pilot attached to the hoist. I opted to keep the H-19 grounded with the clam shell doors open, exposing the engine. I painted the mechanic, covered him in grease and created a makeshift stand to keep him upright.

Removing the parts necessitated a fair amount of cleaning and sanding as sink-holes, flash, mold seams and raised text (“Copyright Revell 1953”) were everywhere. It soon became clear that there was going to be a fair amount of modifications and scratch building. The crew compartment windows had no glass, which exposed an empty fuselage cavity. I decided to create a compartment with access panels, a fire extinguisher, a first aid kit, and two benches using sheet and rod styrene. The windows were covered by clear sheet styrene. The back webbing for the bench seats was



made with masking tape. This resulted in the windows being partially covered, which hid the simplicity of the construction. The vents on the fuselage sides and above the engine were also uncovered. I corrected this with 1:35 scale generic fine mesh photo etch and added an oil cap the right side vents. The wheels were rudimentary at best. Fortunately, replacement resin wheels were available for purchase. The fuselage and floats were covered with prominent raised rivets, which was common for kits of this era. I used a scouring pad to tone them down. The flight deck had insulated panels, a rudimentary instrument panel, seats and two sticks (cyclics). The co-pilot had a headset, but the pilot did not. To finish the flight deck, I added collectives, anti-torque petals, fuel mixture switches, rudimentary dials and a rotor release brake. I made seat belts from masking tape and used epoxy putty to create a headset for the pilot. I then used fine coiled wire to simulate headset wiring. The cyclics were horribly over scale. They were sanded and shortened, along with the co-pilot's arm. While the side glass (clear styrene) for the flight deck was okay, the front had numerous imperfections, which were fixed with fine sanding, Novus scratch remover and Future. As opposed to canopies and windows made for models of today, the side panels had to be glued to the fuselage interior. I also did the same for the crew compartment windows.

The main rotor linkage was detailed for a 1950s kit and took multiple steps to complete. The instructions called for the main rotor to be secured to the rear of the flight deck using a bolt attached to the bottom of the shaft. I left this off in order to remove the rotor to make transport easier. I then assembled the engine with its housing, exhaust, mount and muffler to the firewall. I followed the paint callouts in the instructions, with the exception of Tamiya Aluminum being substituted for silver. After assembling the crew compartment and flight deck to one half, the fuselages were joined, and the separate float halves were cemented together. This led to a problem,



as sanding and filling seams meant that rivets would be lost. Attempts to sand around them were fruitless, as the seams were uneven. Fortunately, Archer Fine Transfers has raised resin rivets for 1/32 and 1/48 scale aircraft on water slide decals, which were exactly to scale. These were applied with Micro Sol (as per the instructions) and covered with primer. They nicely replaced the rivets lost to sanding. The front clear panel covering the cockpit fit poorly, even after sanding and filling various gaps. The fuselage, floats and struts were then airbrushed with Tamiya Aluminum.

After applying multiple Future Gloss coats, it was time for the decals. Sadly, they were thick and did not settle well over the different layers of rivets. The worst was the yellow band around the boom and support, which wrinkled badly. After numerous attempts to fix with Micro Sol, I used Solvaset, which got most of them out. The rest were sanded down and painted over used various shades of yellow oils. The Air Force rondel over the front of the clam shell covers was split before soaking and applied to each half. The red line step guides were homemade as they were not supplied with the kit.

As opposed to the ones built in my youth (which collapsed due to impatience), I glued the landing struts to the fuselage and let them dry for 48 hours before attaching the floats. I cut off the axles from the landing gear and substituted brass rod for support.



Happily, with the gear completed and the float attached to the struts all four wheels touched the surface when placed upright. The model was finished with AK washes and smoke pigment to give it a well-worn look and to hide various flaws and imperfections generated during assembly. Finally, the tail rotor was installed, and I used EZ Line to replicate antenna wires.

In the end, I was reasonably satisfied with the result. Would I recommend this kit? Only if you have an interest in the genre, as it is the only 1/48 scale H-19 available. Otherwise you are going to have to spend a considerable amount of extra time and effort.

References:

1. Sikorsky Product History: S55, Sikorsky Archives, <https://www.sikorskyarchives.com/S-55.php>
2. Graham, T. Remembering Revell Model Kits. 3rd Edition, Schiffer Publishing 2008



The Cranky Canuck

Reed Oak 1/72 WAAF and Mosquito Pilot

By Jim Bates

Over the last few years, many of us in the modeling community have been following the rise of 3D printing both for detail parts and as masters for resin products. Shapeways has some nice products available, but at times their printing is not up to task in reproducing the fine detail of the digital designs. However, I've heard there were other parties out there doing some amazing work. One of these being Reed Oak from France. I had seen some pictures of real excellent larger scale figures, but it was hard to believe that this technology could provide good detail in 1/72. However, a conversation with one of the principals from Artifact Miniatures at the 2019 Northwest Scale Modelers Show piqued my interest enough to place an order from Reed Oak for two 1/72 figures.



A few weeks after placing the order a small package arrived with the two blister packs, each containing one figure. Opening the blister pack revealed a dark grey figure within a small bag. My first reaction was wow; this poor wee man has his head in a cage. Much like an injection modeled part; the figure will have to be removed from the sprue. While it will take some precision due to the size, clean up looks readily easy. (And if one wishes to pay extra, Reed Oak will remove the sprue for you.) The detail is just stunning, and I'm not sure my photos convey just how nice they are. It will take an excellent figure painter...not me...to really do justice to these pieces. This is about as far from those old soapy soft plastic Airfix 1/72 RAF personal that I tried to paint as a child as one can get. Sure they aren't cheap, but these may be the best 1/72 figures I've ever seen. Stunning.



Inch's Review Column

Review by Jeff «Inch High» Groves

Legend: A Harrowing Story from the Vietnam War of One Green Beret's Heroic Mission to Rescue a Special Forces Team Caught Behind Enemy Lines

By Eric Blehm

Audio CD Read by Fred Sanders

Published by Random House Audio April 2015

Language: English

ISBN-10: 0553551663

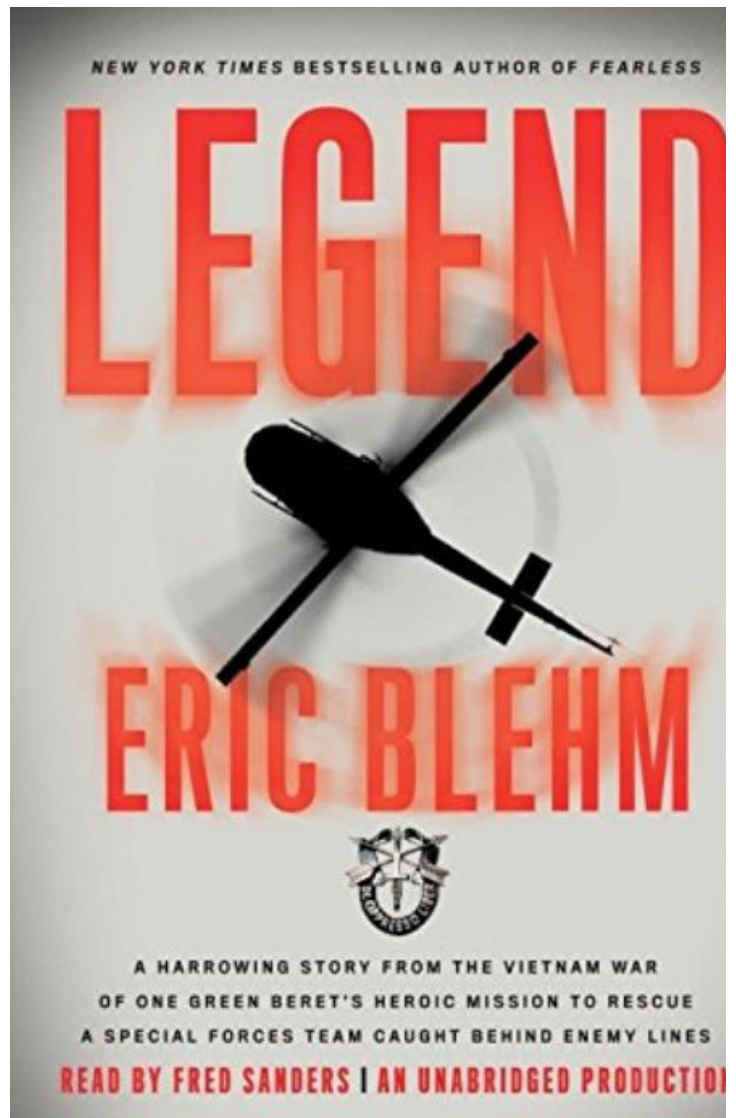
ISBN-13: 978-0553551662

Eight compact disks, approximately nine hours

In 1968, during the height of the Vietnam War, Cambodia was officially neutral and neither side in the neighboring struggle was to operate within its borders. Unofficially, Cambodia was a major base and supply route for the NVA and Viet Cong and a safe haven from which to strike the South. U.S. operations into Cambodia were officially forbidden and publicly denied by U.S. politicians. They were also a daily occurrence for the Studies and Observations Group (SOG) and the Army Aviation units which supported them.

In May of 1968, one of these operations went bad. A twelve-man SOG team had been inserted near a busy section of the Ho Chi Min Trail with the mission to capture a Russian truck and return it to South Vietnam, thus conclusively proving the NVA presence. Unknown to them, their insertion point was right on top of the lager area of a large NVA unit with overwhelming numbers and numerous defensive positions. The SOG team was surrounded by a superior enemy force, cut off from extraction and taking casualties.

As the title implies, Master Sergeant Roy Benavidez is a legend. While not even assigned to the mission, he monitored the engagement by radio, and boarded a helicopter which was departing in one of the many attempts to rescue the survivors. Benavidez jumped into the landing zone the team was trying to get out of, armed only with a knife and a medical bag. For the next six hours he organized and fought with the team, providing medical aid and calling in airstrikes until the men could be rescued. He was shot seven times, bayoneted, clubbed, and had numerous fragmentation



wounds, but was credited with saving the lives of eight men.

The first two disks detail Benavidez's hard childhood and early Army service life, including his 1965 deployment to Vietnam which almost left him paralyzed. Disk three provides the political background to the situation in Cambodia. Disk four begins with the insertion of the SOG team. Author Blehm has obviously done a vast amount of research and interviews with the team members and aviation personnel involved, the descriptions of the actions are detailed and from several perspectives. The book concludes with the efforts of journalists and supporters who campaigned to have Benavidez's Distinguished Service Cross upgraded to the Congressional Medal of Honor, which was eventually awarded by President Ronald Regan in 1981.

A great tale of bravery and personal determination in overcoming incredible obstacles, recommended without reservation.

The soldering demo at the June meeting was well attended



Financial Report

By Rich Guetig

Starting Cash Balance:		\$8,170.06	
Cash Receipts			
Cash Receipts	Date	Check Receipts	Date
Workshop			
PayPal		Item	\$0.00
	\$205.00	Item	\$0.00
	\$87.08	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	\$292.08	Total Reimbursements	\$0.00
TOTAL RECEIPTS		\$292.08	
Cash Or Debit Expenses:			
Cash Or Debit Expenses:	Date	Cash Or Debit Expenses:	Date
Check # 7103. (E) KYANNA Rent	6/20/19		
Table Rentals for show (Balance due)		Item	
	-275.00	Item	0.00
	-261.42	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:			\$536.42
Reimbursable Expenses:			
Reimbursable Expenses:	Date	Reimbursable Expenses:	Date
Item		Item	0.00
Item		Item	0.00
Item		Item	0.00
Item		Item	0.00
Item		Item	0.00
Total Reimbursements:			0.00
TOTAL EXPENSES			\$536.42
NET Monthly Increase(Decrease):		(\$244.34)	
ENDING CASH BALANCE:		June 2019	\$7,925.72
			(\$244.34)



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