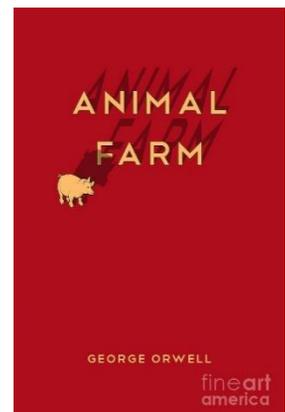
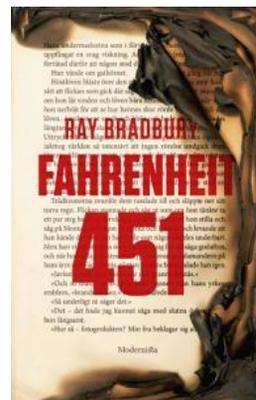
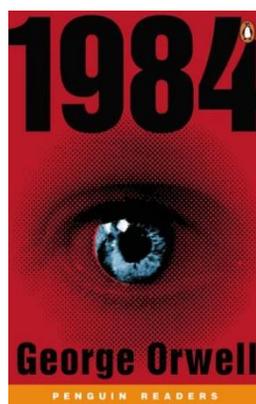
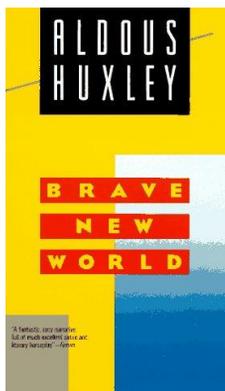
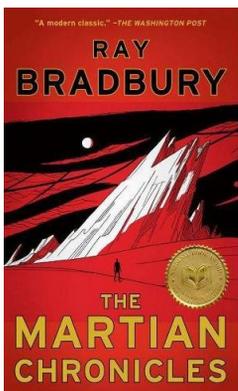




[www.gatormodelers.org](http://www.gatormodelers.org)



## *A New Reality*



### May Meeting – IPMS Gators

Look for a zoom address from Frank Ahern.



**Club officers**

**Dan Contento**  
President

**Chuck Lassiter**  
Vice President

**Frank Ahern**  
Secretary

**Bruce Doyle**  
Historian

**Paul Bennett**  
Photographer

**Tracy Palmer**  
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**Bill Winter**  
Treasurer &  
Newsletter  
Editor

[www.gatormodelers.org](http://www.gatormodelers.org)

**Prez Sez..... By Dan Contento**



It's difficult enough for me to write something when we have a lot going on every month, our shutdown makes it even more difficult.

Fortunately we have at least one thing to think about to try to meet again. We have tried ZOOM to do an online meeting. It seems very doable; however, we may need to find a way so we aren't constantly stepping on the speakers toes breaking in on him/her mid sentence, can we vote on monthly theme models, contest models, or will the win always go to the person who has the best camera skills?

We can work these issues out.

We may also find that when we can physically meet again we may have meetings when a member can't physically attend so they may be able to attend on ZOOM. Our Club members are aging and some may want to stay at home, but still attend.

We are doing a full club trial May 12 at 6:30. We will be anxious to hear the member feedback. - Dan

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# Zoom Meeting Report



## *“What hath God wrought” Samuel Morse, May 24, 1844*

Maybe it's not quite on the level of the first telegraph message, but it was the first-ever virtual meeting of the Gator Modelers Club on May 5, 2020. The brooding visage of club Godfather Bruce Doyle surveyed the scene and declared it was good.

With no certain end in sight for meeting restrictions due to coronavirus, it seems likely that our future meetings for the time being will be conducted on Zoom. A link will be sent to each club member several days prior to our next regular meeting on May 19. We will start at 6:30pm (Eastern Time – AJ!) and will go as long as needed. One nice thing about virtual meetings – you can join and leave anytime without disrupting things.

For the uninitiated, which pretty much includes all of us, you do not have to have Zoom on your computer to join a meeting. Just click on the link that we send, at the time of the meeting, and you are automatically joined in. It is also fairly simple to share a photo of a model, product or procedure. You should have the photo(s) readily accessible on your computer and you can show it to the group with a couple of clicks.

No major policy decisions were made at the Zoom meeting. At the monthly meeting we will discuss how we will handle the schedule for our monthly theme's and bi-annual club contest once we get back to in-person meetings. For now, this is the best we can do. It's better than nothing. We hope you can join us on May 19<sup>th</sup>!

## News from Mark Box!

Newsletter pics of race cars



1955 Chevy 2-Door Post Car



Mark Box sent a lot of EXCELLENT photos of FABULOUS models! His attention to detail, painting, creativity, and decals is exciting! .... Now I want to build a car!

## News from Mark Box!

Newsletter pics of race cars



**1955 Chevy 2-Door Post Car:**  
Raced in late-model  
modified in Nashville; that  
division started in 1964.

## Airplanes of the Aces

By Frank Ahern

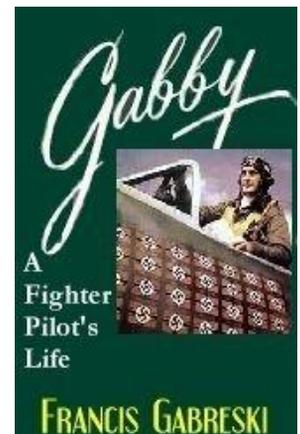
Like most modelers I'm always looking for inspiration for my next build. It seldom comes from looking at my stash, which is always my wife's suggestion. This is why my stash never gets smaller. It's usually from an outside influence. The idea for kamikazes came from watching the movie Midway last Christmas. Fortunately, I already had the Betty & Ohka combination in my stash, but that was pure coincidence.



With that project completed I was on the hunt for a new idea and saw it in an email someone sent to Bruce Doyle suggesting he build airplanes of the WW2 aces, knowing his interest in that subject. Bruce has been kind enough to give me some of his "ace" cards over the years and that seemed to be the perfect jumping off point for a new direction in modeling.



I had an Academy combo-kit which contained the model and decals for the P-47D that "Gabby" Gabreski flew when he became the leading ace in the European Theater (ETO) with 28 kills. Not only did Bruce have a Gabreski ace card, he also had a copy of his biography "Gabby – A Fighter Pilot's Life". And what a life he had, from almost washing out of flight school to leading a squadron in Hub Zemke's famed 56th Fighter Group - "Zemke's Wolfpack". He also went on to become one of only a handful of fighter pilots to become an ace in 2 wars by getting 6 kills in Korea.



## Airplanes of the Aces



The Academy P-47D kit was a decent kit and built into a nice model. I decided to portray these “ace” models as flying not sitting, so I didn’t have to worry about landing gear. As I have stated many times I think almost every airplane ever made looks better in flight with the gear up. This also gives me another opportunity to rant about one of my pet peeves – model kit makers who don’t take the trouble to make landing gear covers fit right in a wheels-up mode. I guess the assumption is that everyone wants their model to sit on its landing gear.



The picture of the P-38 landing gear cover (see above) of the kit I’m currently working on will give you an idea of what I usually encounter when I attempt a “flying” model. When you see one of my “wheels-up” models don’t look too closely underneath because the landing gear covers ain’t pretty.

One tricky feature of Gabreski’s last P-47 was the paint scheme. By the late stages of the war the factories had stopped putting camouflage on P-47’s, shipping them in natural



metal, but when the tactical mission changed from bomber protection to low-level

## Airplanes of the Aces

attack the Yanks started copying RAF paint schemes, even using RAF colors. That's the reason that the invasion stripes disappeared from the top of the wings and fuselage as well. They wanted to be hard to see from above. Fortunately, I still had a set of Black Magic paint masks for a Spitfire and used that for the camo scheme.

Another unusual feature of the plane was the fact the Gabby didn't have a name or any other personal graphic on his plane. He was a man of strong religious convictions and a risqué painting on the side of the plane didn't seem right to him. He was totally focused on the only personal graphic that mattered to him – the kill chart of swastika's that kept growing beneath his canopy. His obsession grew from a hatred of the Nazi's and what they had done to his parent's home country of Poland.



My display of his model will include the ace card that Bruce gave me and a short biography of him.

What I like about this new modeling project is that it gives me the opportunity to learn the history of the aces and their planes. Love of history is what brought back to modeling in the first place. Since WW2 has always been my primary interest this new direction fits me like a glove.



**My next project** promises to be very interesting as well. If anyone could be considered the prototype of a fighter pilot it would be Robin Olds. I'm currently working on an old Revell Germany kit (1980's vintage) of the P-38J. It's hard to find P-38's in 1/72 scale. I got aftermarket decals to represent one flown by Olds. Like most of the old Revell Germany kits, it looks like it will be difficult and fiddly, but I'll give it my best shot. I also have a copy of Olds' biography and an ace card from Bruce so that will be my next entry into the Airplanes of the Aces.



## News from Clarence Snyder (Lake City, FL)

I thought I would send you a little info. I don't do my hobby stuff in my house any more. I have a new place furnished to me - a place that's near my house . I still have a show case in my house of special stuff. That's made a big difference in working on "in progress" items. Over 60 years I never could see it this way retired and it so much fun and enjoyment.\_



## News from Clarence Snyder (Lake City, FL)

Check

Show and tell for May: '58 Chrysler with 61 hipo V8 scratch- built continental kit. Car is not painted but buffed out. I painted the chrome and gold. The rest of the kit is stock but I have modified the engine compartment for 413 fuel guards from a passed friend .James was waiting for project good enough for parts 8 years wait.



Hipo = high performance

## News from Clarence Snyder (Lake City, FL)

The engine that I built was an option in 1961. This was 413 cu.in and only fit into a 1958 Chrysler with heavy modification, However this provided a real step up horse power . This would be a street rod today!



[More from Lake City!](#) Model given to Clarence from Tracy.



## FIDDLY BITS meets ODDS & ENDS

by Stretch Sprueman

a.k.a. Bruce "I can't believe I got this Ipad to work" Doyle

In last month's column on 'Random Observations' I noted the radical transformation of plastic model kits' instruction sheets from the 1950's to those of today's models. Our most excellent editor Bill dug up the logos of the companies I mentioned - Aurora, Lindberg, Monogram, and Revell - and inserted them in my article, giving it a nice visual appearance..

While chasing down these images for myself, serendipity happened - somehow I found myself on **YouTube** where I discovered this site: Maxsmodels.com. Its proprietor - Max Kohnke - has done really heroic work in documenting the histories of domestic and foreign plastic model manufacturers, and has written and produced videos of literally dozens of these companies. I tracked down 15 of them which will be listed below, And Max has also done pieces on model box cover artists, and he mentions a site he uses as a reference tool called "The Box Art Den." He lists a few more in his credits, but I'll let you have the fun of looking them up.

This 'Journey of Discovery' morphed into a field which I'm not sure most of you are even aware of: the serious hobby of collecting classic model kits, especially aircraft models. This is in some ways similar to baseball card collecting in that the hobbyists are trying to recapture a small nostalgic part of their youth. How many times have we heard people lamenting the fact that "my mother threw away my Mickey Mantle rookie card?" (today worth more than \$10,000!) or - "She threw away away my Superman comic book collection!" Turns out some of us have a similar passion for finding objects from our childhood as well - model kits - just maybe not in the numbers of baseball and comic book collectors, and happily not in the pricey costs that they have to pay.



In 1987 Larry Bayer and I went to the IPMS Nationals held at the Twin Bridges Marriott in metropolitan Washington, D.C. (Arlington, Va - OBTW Joe Caputo cleaned up at the awards ceremony with his OV-10 Bronco collection.) While visiting next door in Alexandria, Va. we found a rather unique bookstore on King St. housed in a four story row house. They had books, magazines, T-shirts, prints, collectibles, ball caps, writing stationary with B-25's printed on them (I still use a xeroxed version of them today for my correspondence), models and modeling supplies and a whole bunch of other eclectic "stuff," all under one roof. But its what I found in a room on the upper floor that really excited me - shelves stocked full with Revell, Aurora, Linbergh, Hawk, and Monogram kits from the 1950's. And there it was: the Revell "Authentic Kit - Boeing B-29 Giant Superfortress, Scaled from official prints; All Plastic, Quick-Easy-to-Build;" and with the code "H 208:98" on the end flap - the "98" standing for the sale price of 98 cents. It had the round, clear plastic half-globe with the screw hole to mount your flying B-29 on the wall, "Copyright 1953, Revell Inc., Venice, California." I couldn't get the \$10 (\$20?) out of my pocket fast enough. Here was a kit I built as a wee lad three decades before! (See photo top of next page).

## FIDDLY BITS meets ODDS & ENDS



But what really got the nostalgia juices flowing was what was printed on the back of the instruction sheet: "Revell's Authentic Kits - Land, Sea, and Air Models." They included "U.S. Fleet Models - Aircraft Carrier Franklin D. Roosevelt, \$2.69." (built it); "Highway Pioneers - Stutz



"Bearcat", 69 cents." (built it); "Famous Firearms - Pepperbox Pistol, 98 cents." (built it); and more: "Fire Fighters," "Miniature Masterpieces", "Sailing Vessels," "U.S. Fighters and Bombers," and "Gift Sets." As I mentioned last time - it was something that I had way back in time that warmed an eight year old's heart on a cold New England winter's night.

Those of you who have visited my model room have seen the top shelves of my bookcases lined with classic model kit boxes - some two dozen in all. They truly bring back pleasant memories both for me and for my visitors. Painfully, there is one that does not. The Revell "155 mm Gun with High Speed Tractor."



I remember building it on a beautiful sunny, chilly winter day when I heard that two boys had broken through the ice on the Connecticut River (which separates New Hampshire from Vermont). Their bodies were found during the Spring thaw downstream at the hydro-electric dam. I don't remember if I ever finished building the model, or even if the boys were from my hometown. But its a sad story triggered to this day by an innocent box of plastic.

## FIDDLY BITS meets ODDS & ENDS

Now back to more pleasant topics. The often mentioned Larry B. sent me a book about five years ago that endorsed my passion for old aircraft kits: COLLECTING VINTAGE PLASTIC MODEL



AIRPLANE KITS by author and aviation artist Craig Kodera. Its a lavishly illustrated large format paperback book which shows scores of classic airplane kits, the factories and people that made them (women building model dioramas was a revelation), and advertisements showing a proud dad with his happy son at the kitchen table putting together the "gotta-have-it," "I can't live-without-it" model with sis and "spot - the wonder dog" jealously looking on. There even is a short blurb - with photo - of Colonial Hobby and Camera Shop in Orlando (anyone know if its still open?). [Editor note: Yes. They were a sponsorer of the October 2019 Modelpalooza IPMS contest].

But what was a real revelation was the quite active "Classic Kit Collector" sub culture that Kodera writes about extensively - with current market prices - and who is a charter member of the club. It turns out the "L.A. Dodgers Baseball Team DC-7" kit by Revell can fetch several hundreds of



dollars on a good auction day. Who knew? (Editor's note: The box lists the aircraft as an Electra II) The most desirable and pricey items are the aircraft manufacturer's display models, and 1950's Aurora and Revell kits with box art done by the more highly prized and acclaimed artists.

Anyhow, another layer of interest and enthusiasm for our hobby, so don't throw away that box top when you finish building your model. Better yet - buy two, build one, and keep the second one complete and still in the box with the shrink wrap. Maybe that way your great, great grandchildren might possibly inherit a small fortune. Too bad our mothers didn't think ahead about that before they threw away our baseball cards and comics! So it goes....

Stay tuned...

## New Microscope!

By Paul Bennett

This is my second digital microscope. My first one had an actual built in screen but I was not satisfied with the performance. Then I found this one (photo,bellow).



The microscope uses USB2 to connect to the computer and is compatible with several operating systems, including Ubuntu Linux. As a side note while my Linux install does “see” the microscope I am still trying to get it to work. Under Windows 7 I have had absolutely no problems with the camera using the downloadable software.

The microscope has a flexible mount and uses a vacuum cup to mount to the board. The board is a flat white plastic with a slightly roughened surface except for a smooth circle where the suction cup connects. On the board itself, one long edge is ruled for metric and the other for English measurement system. The board is also laid out with a 5 mm grid. The microscope uses four LED’s to illuminate the item being examined.

You can take pictures, either manually by touching the top of the microscope, or by using the microscope software. For manual photographs, a capacitive switch is used so the microscope has minimal movement. By using the software you also gain the capability for time lapse and movies as well.

Unlike my first microscope, the flexible tubing of the mount allows the microscope to be twisted so you can view items not on the board.

Now for the microscope head:



“A” is the focus ring. Focusing is extremely smooth and very fine.

“B” is the brightness control for adjusting the intensity of the internal LED’s

“C” is the turret housing the sensor, LED’s, and lenses

“D” is the capacitive photo switch.

As for the photos themselves... Very Nice! The output is available in a number of resolutions starting at 640x480 pixels and going up to 1600x1200 pixels with a resolution of 96 pixels per inch.

As an example, here is a photograph taken of the head of a Valiant Miniatures™ 54 mm Smoke Jumper and another, even closer picture of a Venus Flytrap.



## ODDS & ENDS

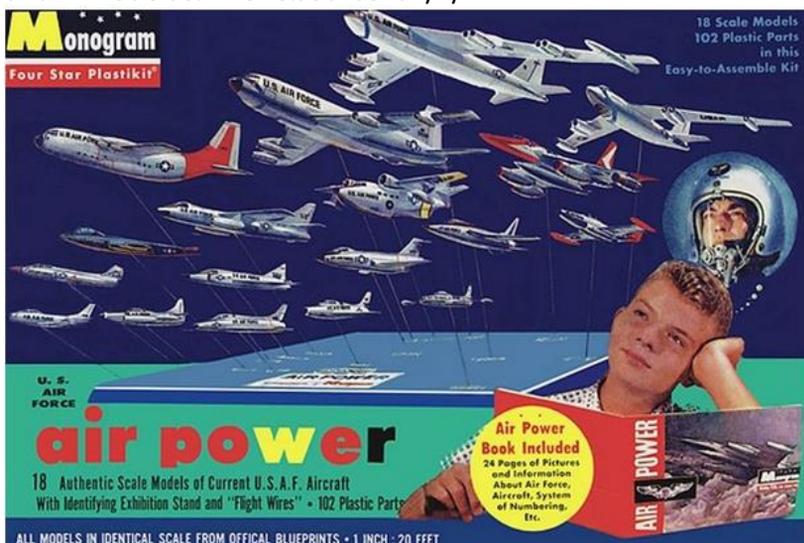
.. From **Bruce Doyle: Strategic Air Command Gift Set**

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**Monogram Air Power Gift Set**

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## Odds and Ends from Members and Friends

From Bruce Doyle, Jack Muga and Others: The history of Aurora, Revell and Monogram:  
<https://www.youtube.com/watch?v=KBgCRQ2wlvw>

From Paul Bennett - Today in History April 11th 1966

A1C William Pitsenbarger, a pararescue jumper, hoisted nine soldiers to safety aboard a HH-43 Huskie and then remained on the ground to treat the wounded amid heavy mortar and sniper fire until he was killed. Pitsenbarger was the first airman to receive the Air Force Cross posthumously, and his award was later upgraded to the Medal of Honor.



Paul's HH-43 is above.

... also from Paul - [National Museum of the U.S. Air Force - Museum Expands Virtual Experience](#)

Being temporarily closed as a public health precaution in relation to COVID-19 (Coronavirus) has not stopped the National Museum of the United States Air Force from sharing the Air Force story with online visitors from around the world.

In addition to continuing its heritage stewardship duties, the museum has also expanded its digital museum experience through the virtual tour. The virtual tour allows visitors to take a 360-degree, self-guided tour of the entire museum by navigating from gallery to gallery either by using a drop-down map or by following navigational arrows connecting the individual nodes. Icons indicate hotspots where the visitor can get additional information such as videos, audio and links to online resources.

All of these online tools and applications are free and available to the public.  
[nationalmuseum.mup@gmail.com](mailto:nationalmuseum.mup@gmail.com)

## News .....

*FROM – Bruce Doyle*

*TO – Fred Horky (guest correspondent)*

I was ready to get on Fine Scale Modeler about the three grammatical errors I saw after only having read 10% of the latest issue when I saw "Six turning and for burning" - "...for burning...?" Really? Oh well, so it goes. I'll cut FSM some slack considering their editorial duties are probably at home with kids bouncing off the walls due to the stay at home world we now live in. Crow is best eaten.... It could also be that the dreaded "spell checker" decided that it was supposed to be "for", and not "four" .....

STRATEGIC AIR COMMAND - like VICTORY AT SEA that I mentioned in my article - is also one of my cures for 3 AM insomnia in these sleepless days. It's one of my all time faves, and not just because of planes and Jimmy Stewart. Living in Florida we would travel to St. Pete and stay with friends and attend Cardinal spring training at Al Lang Field. The Cardinal's movie character Team Manager is named "Doyle," Dutch's best friend is named "Rusty" (nickname of my best friend whose home we stayed at and whose wedding I was his best man), and the B-36 action takeoffs from Carswell AFB named for the 14th AF's only MOH (Medal of Honor) winner. And having spent time at MacDill the JATO/RATO (diff?) B-47 takeoffs are fabulous. And the B-36 takeoff sequence filmed by Mantz from his B-25 or "Baker-Two-Bits" (new expression to me about the plane that won WWII to me - I'm prejudiced) is incredible when you hear it go into ground effect, something I've never heard in any other film. Flew in many "BRE's" (big round engines) and that's just what it sounded like (you're increasing my vocabulary exponentially!). The B-25 was incredibly noisy, especially when still having individual "short stacks" in the exhaust system. It was said you could always tell a former B-25 pilot .....he was the guy that was as deaf as a post.

**FROM FRED HORKY TO BRUCE** - Personally, my hearing was sacrificed on the altar of the two R2800's I was sitting between in the C-123, which had exactly zero sound proofing....years later when the VA doctor saw all that BRE time in my records, he didn't hesitate a second in approving my hearing aides....



**FROM BRUCE TO FRED** - A lot of the 14th AF guys I talked to at reunions loved the B-25 and they told me the TB-25 was also used to help pilots train for tricycle landing gear, or probably they just enjoyed the hell out of flying it and reliving their youthful flying days it in the 1940's. Apparently it was the hack of choice for loads of WWII USAAF vets.

TO – Bruce Doyle

FROM – Fred Horky - CONTINUED

You have to remember that people at military reunions are happy to have survived, and tend to view past events through rose colored glasses. Also, I don't know about having a "hack of choice": maybe the generals can pick and choose their equipment, but at my pay grade we flew what Mother Air Force provided.

Back in my day after the primary flight training was at all civilian contractor operated bases, in every case WWII training bases that had been reopened during the expansion of the Korean War. Of course, mine was in 1955 with that war was over, so the inevitable drawdown had started. Those civilian operations were all closed by about 1960, when flight training resumed at regular Air Force bases with military instructors. Buy below, our civilian flight instructor and my fellow "table-mates" at Bainbridge.



Bainbridge AB

Our civilian flight instructors at Bainbridge were great; all old heads with beaucoup flying experience; aircraft maintenance good, as well as about everything. In fact, at Bainbridge, other than we students about everybody on the base was civilian, EXCEPT for a very small cadre of active duty types.

A very few were "check pilots;" there mainly to give the official "coup de grâce" elimination check flight to students being put up for "wash out" by the civilian instructors. There was hardly ever a reversal of that process.

And there were many washouts; about 50% in my class. The authorities would never admit to having quotas, but it was a drawdown year with the USAF not needing so many pilots, so guys DIDN'T get through that in another era when they NEEDED pilots would have made it. There is a lot in this life that depends on being at the right place at the right time, but it's a terrible thing, hearing an adult man, a roommate, cry himself to sleep who had wanted something so badly.....

Besides the commander, chaplain and flight surgeon, the rest of the small active duty staff seemed to simply be martinets put here to make life miserable for students: parades EVERY Saturday, etc.; marching in Georgia summer heat to the flight line a mile away, etc. It was the most military, chicken-s\*\*t base I was ever at in my whole career ...while about 99% civilian staffed!

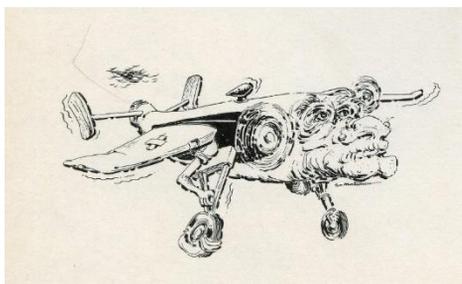
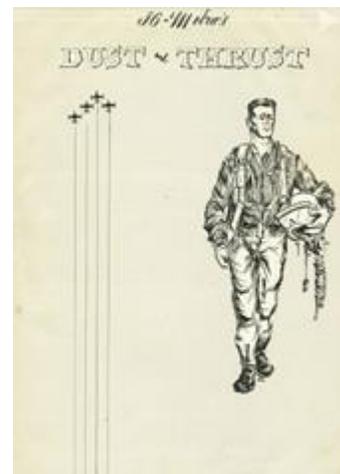
## News .....

TO – Bruce Doyle

FROM – Fred Horky

From primary, students went to other bases for “basic” ....either single engine jet with T-33's or “multi” with TB-25's. This illustration is of our jet classbook at Webb.

Our classbook editor was a talented commercial artist by training, and one of his cartoon illustrations is below; so naturally we “jet jockeys” rode to the hilt those “unfortunate classmates going to B-25's”...



In the late 50's the USAF went to a one-size-fits-all syllabus, with everybody ending up flying the supersonic T-38. Then in the early 90's they finally agreed that everybody is NOT alike, and went back to a two track system. For fighter/recce they continued with the T-38 (finally being replaced), while the new multi-engine track uses the Raytheon (think Beechcraft) T-1 “Jayhawk.” The latter is pretty-much an off-the-shelf small executive jet, built by Raytheon (think Beechcraft) but derived from a Mitsubishi design; intended for pilots needing to learn CREW management skills as well stick and throttle, skills needed in the bomber/tanker/cargo career tracks.

**FROM BRUCE TO FRED** - The T-33 in your first PDF looks like it has an F-94 nose grafted on it. The P-80 story is incredible. According to the F-80 In Action book they took a P-80 (maybe the XP-80 - I should have looked it up) and made the prototype T-33; then took that very same plane, put a new tail, radar and an afterburner can on it and called it the F-94. Now that's getting the most for your buck. The XP-80 was considerably different in detail from later F-80's and thus from the prototype T-33 which was created from an F-80C 49-356 taken from the production line in 1948. It was originally designated as the TF-80C; the same airframe later modified into the F-94 prototype as you mentioned.

**FROM FRED TO BRUCE** - As the USAF's standard jet trainer (and subsequently, about everybody in the free world) the T-33 inherited several features from its original P-80 roots that would be problems. For example, since the P-80 was built and flown before ejection seat technology, when ejection seats were added, a problem was found that long-legged pilots ...especially in the seated “butt to knees dimension” .....could suddenly become much shorter because their knees would strike the windshield bow on the way out.

## News .....

TO – Bruce Doyle

FROM – Fred Horky

Thus, for a whole generation of wanna-be USAF pilots, many disappointed candidates were eliminated even before they started. Even if a pilot passed the sit-in-a-box test, he might still be too tall to use the recommended back pack parachute because it pushed him too close to that canopy bow, and so they had to use a seat-pack parachute instead. I was one of them, as in my hero picture, below. It was taken about five years after pilot training, when I was flying the t-bird in Germany



The back pack was preferred because with it the standard dinghy/survival kit could be attached to the chute and used as an uncomfortable cushion, instead of sitting on the parachute inside the seat pack ....which was equally uncomfortable.

The parachutes we had then were old school technology , so an ejection at low altitude and/or speed was iffy at best. Today's systems are safe to use "zero-zero" ..zero altitude and speed. Most of them have the chute canopy in the seat headrest, and the pilot just wears a harness to strap himself to the seat and chute. None of that packing a heavy chute around., with the possibility of the occasional "oops!" I had one of those embarrassing incidents with one of our Mutual Uncle's parachutes: it's already confessed as an e-Journal chapter.

Another disadvantage of the quickie F-80C to T-33 conversion that Lockheed had made, was that from the aft seat an instructor had a grand view of the back of the front seat headrest/canopy breaker. This meant that on short final with a green pilot in the front seat, he learned to bang his helmet off one side of the canopy or the other ...but still not SEE squat, and thus be praying a lot. About all tandem-seated trainers that have DESIGNED as trainers since have a rear seat elevated to look OVER the front seat.

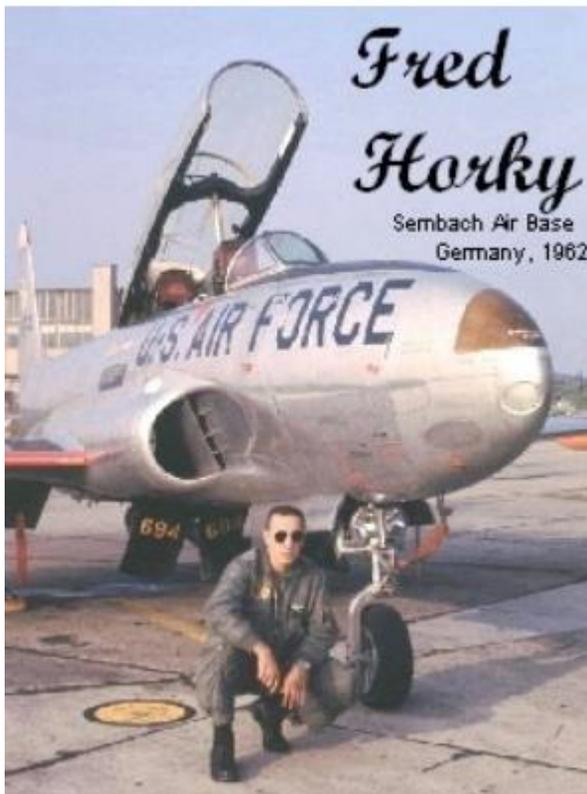
## News .....

TO – Bruce Doyle

FROM – Fred Horky

When Lockheed built a modified T-bird for the Navy it was so heavily redesigned (including a jacked-up rear seat) that it was really a new airplane and got its own Type-Model-Series designation, Before the 1962 designations realignment it was the T2V (instead of the original “TV”) and after 1962 the T-1.

Maybe some of your readers with military experience will recall hearing someone complaining being told “...go to the chaplain to get your T.S. card punched”; with “T.S.” meaning “Tough S\*\*t”. But they may NOT know that it wasn’t just a phrase, but that they really existed, or at least did in Vietnam!



**FROM BRUCE TO FRED** - I haven't read one that I haven't learned something new or a new expression or something new about what I feel is the Golden Age of the Air Force. As a kid in the early 50's I would doodle F-80's in class all day long instead of paying attention to the teacher. Then Latin and Algebra came along and ended my aviation illustrator career. Again, so it goes...

Cheers, and be well my friend (and please wash your hands)

Count on it...

## News .....

BRUCE RESPONDS -- >

[TO: Fred](#)

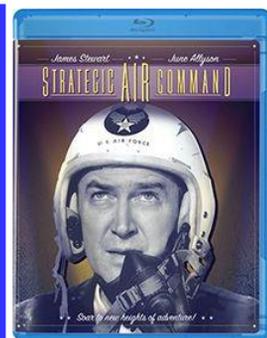
I knew it was the F-80C all along, I just wanted to see if you were paying attention. Actually I should have gotten up off my lazy gluteus maximus (Latin comes in handy 65 years later) and gone in my hobby room and looked it up. You are exactly right sir, and I owe you a cookie.

B-25 "short stacks": some 10th AF veterans attended a CBI (China-Burma-India) reunion, and a 12th BG pilot gave me the story. They were stationed in Egypt before going to India flying the "D" model B-25 with the exhaust collector ring. When flying some night intruder missions, the German Night Fighters chewed the hell out of them aiming at the long flame shooting out from the exhausts. They were a dead giveaway (pun intended.) Hence the individual short stacks started with the "G" model and maybe some late "D's." (lazy "gluts" again, and its late or I'd nail exact serial # of the first one to have them.)

Once again fascinating stuff. Thanks for sharing it with me.

Now I'm off to watch **STRATEGIC AIR COMMAND** with 6 "BRE's" turnin.'

Bruce



## MORE . . . Letter from Fred Horky to Frank Ahern after reading our April Newsletter

**Frank** - Just a note to tell you that I much enjoyed your chapter's entire newsletter.

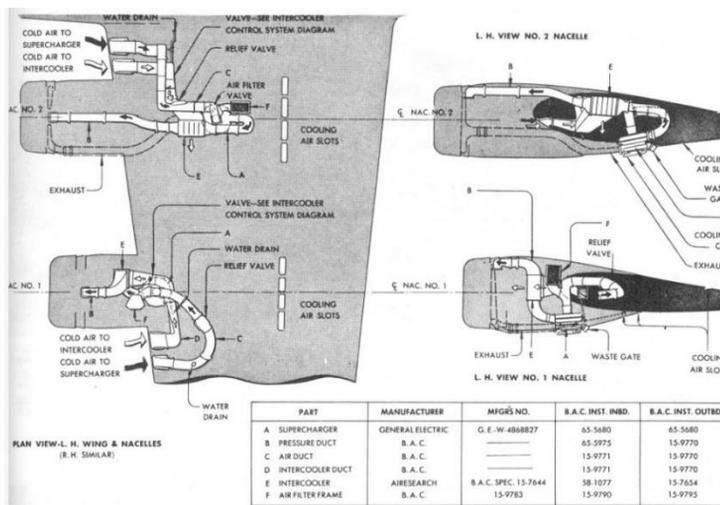
I found fascinating the article about the how modelers perceive and choose to model the various openings on the B-17. Most interesting was mention of the "original sin" of who got it wrong the first time!

But from a long-ago career around big airplanes ....especially ones with always-leaky Wright Aeronautical BRE's (Big Round Engines), I would have to add that airplanes didn't always follow a layman's preconceptions, and "stuff" sometimes leaked out (and stained) places where we might suppose it was supposed to issue.



Why do you suppose the areas of the twin booms aft of the dollar-nineteen's R3350 WRIGHT engines was painted black? It was to hide all that oil leaking out.

About 'weathering' various orifices of the B-17, I didn't really study the article with a magnifier, but don't recall seeing any mention of where INTERCOOLER air might discharge. And one of the three intakes for each engine was for air to go in, cool air heated by compression by the turbo-supercharger to be cool enough to enter the carburetor.



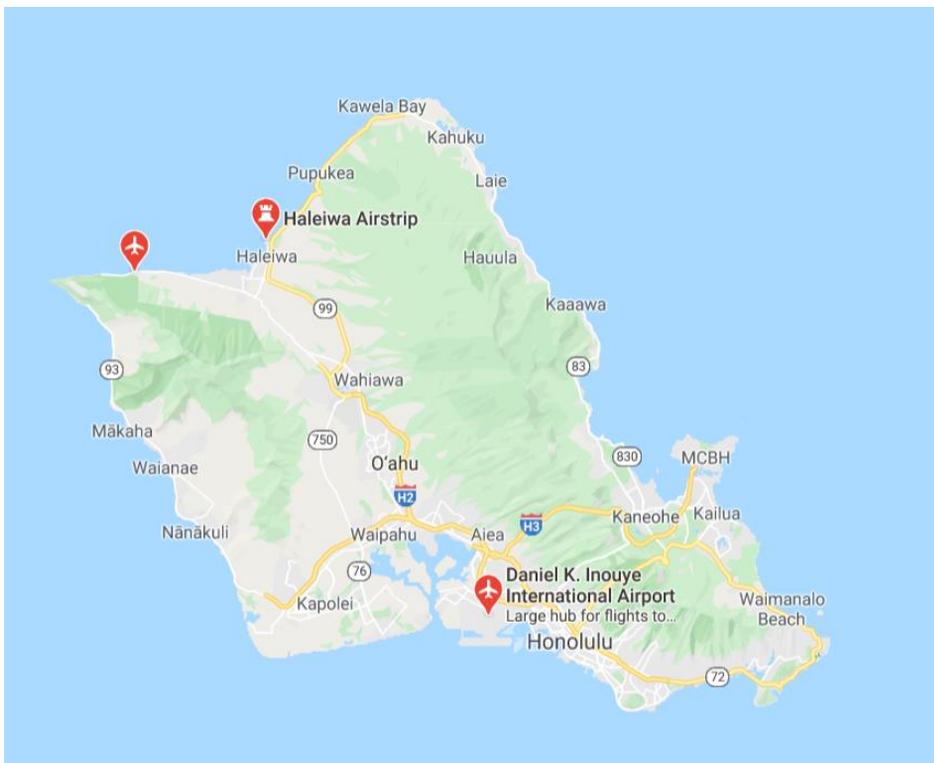
## Letter from Fred Horky to Frank Ahern after reading our April Newsletter

That air used to cool hot air in an air-to-air heat exchanger .....the intercooler ....had to exit the airplane somewhere...like the upper wing surface slots behind each engine. The diagram above doesn't show the ducting, but it does show the COOLING AIR SLOTS".



## Next, about movies:

One of my recent articles attached to Mark Young's newsletter forward "blast"s was about Haleiwa auxiliary airfield on Oahu ....where the P-40's of 2nd/Lt's Taylor and Welch famously took off during the Pearl Harbor attack.



## Letter from Fred Horky after reading our April Newsletter

You'll also know that in that piece I pretty severely blasted the abominable "Pearl Harbor" movie, which made that attack into a farce with the Japanese empire attacking an American love triangle. So I obviously agree emphatically with Bruce Doyle on his opinion of the movie.

Admittedly, having had four relatives who were there that day tended to color my opinion.

In case you didn't see it, I've attached it in two parts.

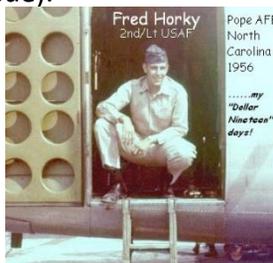
## Finally, I very much enjoyed .....

...Bruce's commentary on Okinawa. Rather than expound, I'll refer you to another, already-written piece from my own e-Journal. It's one of many I've written to record family history so that people like my fourteen year old grandson Ben will know about his family, in this case his great uncle. Six years older than myself, my brother Mel went off to war ...and Okinawa ...at age seventeen, not all that much older than Ben is now.

Ben and his peers tend to think that war is a video game. It isn't, and never has been.

Mel's story is one of hundreds of thousands of small stories from the Pacific, like many more from the European theater, and oceans all over the world, whose stories are each a tiny part of a great fabric.

The one I've written about my brother is attached, if you'd like to use it (**Editor's note**: possibly we can include that story in a future issue).



P.S. I just now added a fourth piece about how I shot my two favorite Dollar-Nineteen pictures ....one of them on the cover of Al Lloyd's Aerofax C-119 book...



## **BRUCE DOYLE – FRED HORKY CORRESPONDENCE --- >**

FROM Fred:.. TO: Bruce (Doyle) ....

Thanks for your note!

You wrote....

*Fred - So glad you enjoyed my articles in our newest newsletter. You may have heard the buttons popping all the way to Carolina. Sometimes i think I'm writing them to an audience of one so I'm glad to get your positive feedback.*

I know that feeling well enough. Getting ANY feedback is better than not hearing anything! And of course it helps when we agree on most everything!

**BRUCE:** The cutaway in the article shows the intercooler so I knew right away I might be treading on thin ice when I called them the "oil cooler vents". The current issue of Aviation History (which I borrow from Frank and read cover to cover) had a B-25 cutaway that referenced them as "oil cooler vents" so I apparently wrongly labeled them that on the B-17's. I am not sure if the air expelled is by ram effect, primarily ambient air coming in through the slots in the wing leading edges. I think its ram air because I don't see any ducting leading to the vents. The reason this bugged me lately is that the faux stains started showing up on B-25's.

**FRED:** I'm not that confident myself about where to plumbing comes from for those slots behind the B-17's engines, but know that at least some of them had to be intercooler air exits. The air from the oil cooler is probably at least one of them.

But we agree that they are definitely NOT exhaust stains!

**BRUCE:** My father was KIA as a bombardier / navigator flying in a B-25J named "Carolyn Kay" on June 20, 1945 over Quang Tri, Annam, French Indo China.

**FRED:** Such a shame, so late in the war, although it really doesn't make much difference if it was at Pearl Harbor or the very last mission over Tokyo.

**BRCUE:** He was in the 11th B.S., 341st B.G. in Chennault's 14th A.F. So they are a Bridge too Far as I mention in my article. (I won't mention that stinkin' movie.)

**FRED:** I'm very familiar with Quang Tri province, since my first 'nam tour was flying C-123's out of Danang, just to the south, and I flew many missions to forward air strips in Quang Tri province, including the well-known Khe Sanh up in the corner near where invisible lines came together in the jungle, where the then-North and South Vietnams met Laos.

## BRUCE DOYLE – FRED HORKY CORRESPONDENCE --- >

Of course, that was in 1963, very early in the American involvement in Vietnam. Our missions to Khe Sanh were routine resupply of a tiny Special Forces unit there. I recall one wonderfully cool (or at least, cool-er") day up there where the "A-Team" commander took us to the abandoned former French coffee plantation villa the team had occupied, where he offered me a beer from his kerosene-operated refrigerator. (I had to decline, since I was "driving". It's odd how you remember detail like that almost sixty years later.)

**BRUCE:** Man, I wish I was half of a prolific writer as you appear to be. I have to do the "write-rewrite-write" routine innumerable times just to get my column in good enough shape to send to our editor (4 or 5 days minimum?)

**Point by point response** (and again thanks for the kind words; I'm going to shame my fellow club members into expressing some thanks for the hard work that I, Frank, and our editor Bill and others do to put out our newsletter. You seem to be the only one to do so, and since we no longer can meet in person, this is our cyber gathering and it would be nice to get some recognition.)

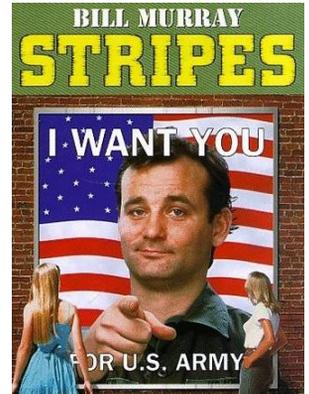
Somewhere, someplace there is a **CHILTON'S REPAIR MANUAL** for B-17's (I have the repair manual for the B-25D) that could once and for all clear up the intercooler / vent conundrum. It exits out there in cyber world and we only need to track it down and make the necessary corrections. Since I've called out modelers for making a mistake I need to man up and correct my own.

My father, 1st Lt. George Edward Doyle, was killed on what they called "Glip" bombing missions - glide from 2000 ft and skip the bomb into the bridge embankment, hopefully to bring it down. Quang Tri - as you may well remember - had a two bridge arrangement, and they attacked the eastern bridge (a Marine friend pulled guard duty on that godforsaken bridge.) They were the only one of the four bombers to go down, and he flew with an all New England ad hoc crew put together at the last minute (he hadn't flown a mission since March). The pilots were brothers, and the four Mustangs doing flak suppression missed the crew who, it was related to me by an eye witness, shot straight up in the air and let my dad's plane fly thru it. When it was hit it did a split-S and exploded with two 2000 pounders on board and half a load of fuel (no remains until 1949). Thank God they never knew what hit them - it was over so fast. I put out two newsletters for the 11th BS veterans in the late 1980's and I'd be happy to send them to you. Send me your address and I'll look to see if I have some good copies left (give me a week to get up the courage to use the self-service kiosk at USPS).

There is a line in STRIPES when Bill Murray says during the bull session (that) he joined the military for "all the stories." I'm jealous. In your last email you brought up "BRE's" and "Dollar 19." You had to be there to hear all these nicknames that no civilian would ever know about. You've talked about the C-124 and other aircraft in your emails with the "in-the-know," "you-had-to-be-there" nomenclature. How about maybe a glossary of Air Force nicknames? (I know "BUFF"; we have a crew chief in the club who on Guam put Jimmy Stewart in his Buff before his mission over Vietnam.)

## BRUCE DOYLE – FRED HORKY CORRESPONDENCE --- >

My '57 Vette: It was previously owned by the paint and body guy at the local Chevy place. Aztec Bronze (deep maroon with gold metal flacks; "nosed & decked", most of the chrome removed (flags on quarter panel; 327 fuel-injection block with 12.5 compression pistons) (don't turn it off when running into the 7-11 to grab a six-pack and pack of coffin nails; when hot it would NOT turn over and you had to wait for it to cool down to start'er back up), dual quads (fuel injection didn't work too well in the humidity of Naples, FL; Hedman Headers; Traction Masters; 4:56 rear end); (I could put a \$100 on the dash and it was your's if you could grab it when I went zero to a hundred mph); White 1" rolled and pleated naugahide (sp?) leather: white dash that Big Daddy Roth pinstriped. Oh I miss her so, but with all Regal Beer consumed its probably just as well that I got rid of it before I wrapped myself around a Palm Tree.



You definitely married above your pay grade! We'll never forgive you for kidnapping one of our beautiful Gator Gals. Shame on you!

Stay well my friend. Between yesterday's email and today's I've given you enough homework to keep busy for awhile.

Cheers! - Bruce

On 4-17-2020, Fred wrote back to Bruce – . . . Dear Bruce, you wrote ...I heard this on CSPAN 3 / History TV yesterday when Top Gun's Dan Pedersen was describing dogfighting: "Second place is like dead last." That's the kind of things that you pilots and those in the service come up with all the time, though admittedly this phrase is more profound than most. When the B-36's flew over us on our way to school - and still droning on with their six contrails when we were on the way home - they were headed to Loring AFB in Maine. I think that even then we referred to them as: "Six turning and four burning." So maybe military slang did make its way down to us civilians after all!

FRED: I have no connection whatever with the B-36, other than probably like yourself, watching Jimmy Stewart fly it. That was when he played the recalled reservist baseball player "Dutch" Holland. Harry Morgan was "Sgt. Bible", his B-36 panel engineer ...but better remembered today as Col Sherman T Potter of M\*A\*S\*H.

Click on this link [https://video.search.yahoo.com/yhs/search?fr=yhs-symantec-ext\\_onb&hsimp=yhs-ext\\_onb&hspart=symantec&p=b-36+start+strategic+air+command#id=1&vid=f63e05f94641a3f1d32877594f2dcb72&action=](https://video.search.yahoo.com/yhs/search?fr=yhs-symantec-ext_onb&hsimp=yhs-ext_onb&hspart=symantec&p=b-36+start+strategic+air+command#id=1&vid=f63e05f94641a3f1d32877594f2dcb72&action=)

Click to watch them get six turnin' and four burnin'. Also

[https://en.wikipedia.org/wiki/Strategic\\_Air\\_Command\\_\(film\)](https://en.wikipedia.org/wiki/Strategic_Air_Command_(film)) for more about the movie to stir memories.

## BRUCE DOYLE – FRED HORKY CORRESPONDENCE --- >

When the movie came out in 1955, I was in “primary” pilot training (T-34’s and T-28’s) at contractor-operated Bainbridge Air Base in southern Georgia (about as far south in Georgia as you can get and not be in Florida). The Air Force must have wanted all of us fledgling pilots to see it so badly, because a special showing was arranged (for free!) on base. A great movie, and first rate propaganda. (The legendary Paul Mantz did that great aerial photography flying; for example formatting a camera plane B-25 VERY tightly on takeoff with the B-36: no computer generated scenes there! In retrospect, I don’t understand how he avoided the B-36’s wing tip vortices to stay right side up in the much lighter B-25!)

But like everything in the military my assignments were made by the “needs of the service” with only minor career tweaking that I can claim. One result is having logged a grand total of ONE (1) flight in a bomber, and it was half-missile. ....

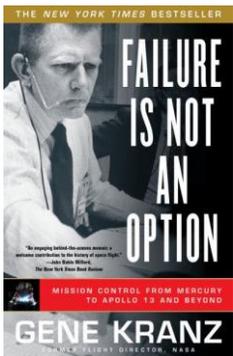
### FROM FRED to BRUCE:

**From Fred to Bruce:** You’ll probably enjoy this summary of Aviation Truisms. It was forwarded to me by my UPT (USAF pilot training) classmate who organizes our reunions.

He’s the bald head in the third row at far left. I’m in the same row, third from the left (red arrow). You’re looking at what we had left in 2016 from the 220 eager wanna-be pilots that started in 1955. In the second row at far right is my pilot 1956 training and also college classmate **Gene Kranz**, of NASA Mission Control “Failure is NOT an option” fame.



The pictures are great, but the words of aviation wisdom with each one are even better: they’re all proven with age and indisputable.



## **OIL COOLERS! OIL COOLERS!** By Bruce Doyle

***Vindication!*** Thanks to Kermit Week's newest KermiCam I now have visual proof that the two vents behind the the Wright R-2600's have NO exhaust stains. While we all are quarantined building scale models poor Kermi only gets to play with those in 1 to 1 scale. Oh! The Humanity!

<https://www.youtube.com/watch?v=2Q4aiwa4BtY>

## **ZOOM . . . .** by Bruce Doyle

Kudos, attaboys, beat drums, ring bells.....Frank did a bang up job putting our noontime Zoomtime meeting together today. Everyone give him a big digital round of applause! Somehow I stumbled on how to do it, and magically everyone appeared. My only hope is I can repeat my good fortune next time!?!

Some items for discussion: how do we rotate speakers, how do we call on them? Frank says that in his church's digital meetings people raise there hands to be called on. Should we have a moderator to recognize those who raise their hands - Dan as President?...Frank as meeting organizer? Or do a zig zag pattern of the faces on the screen - first three, middle three, bottom three. Or a clockwise rotation beginning at 12 o'clock high? (I like the sound of that.) Just some nuts and bolts to discuss amongst ourselves. My gut feeling (no jokes) is in time something will evolve and become obvious to us all.

Finally, can we start a GoFundMe account to get a camera for Bill? We miss your handsome, smiling face Bill!

Great SEEING all you guys, and I think I can say we miss being together for the collegial companionship.

We missed you Jack....maybe Happy Birthday? Brian C... you've been at this computer "thing" decades longer than I have. If I can do it I'm sure you can too. Tracy has an excuse....Columbia County has harkened back to the Pony Express days (all kidding aside - hope you and Susan are well.) Bob L....maybe we can get you a computer for your birthday so you can join us. The whole point of this ramble is we missed seeing those of you who didn't participate, and are concerned if you are okay or not. So how about maybe dropping us a line letting us know if you are indeed okay. We'd appreciate it.

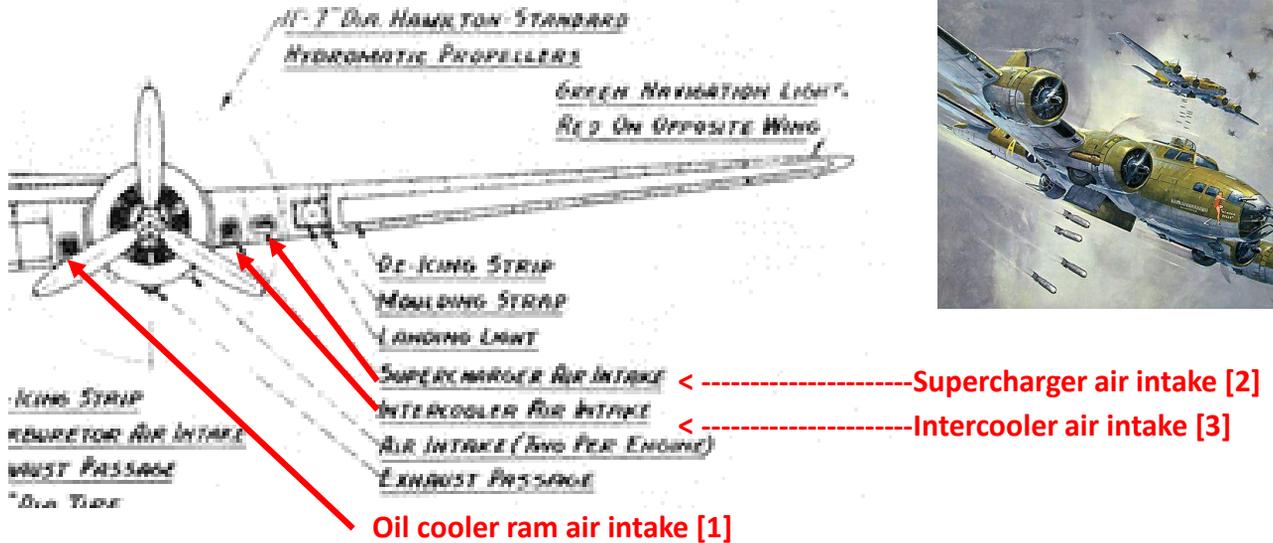
Cheers!

***Bruce "Its True You Can Teach an Old Dog New Tricks" Doyle***

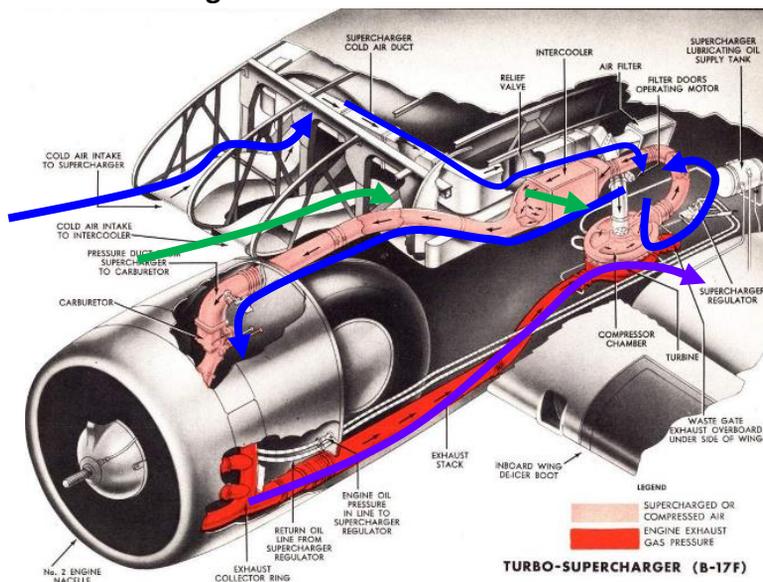
## Editor's note about intercoolers and superchargers, etc. on B-17s

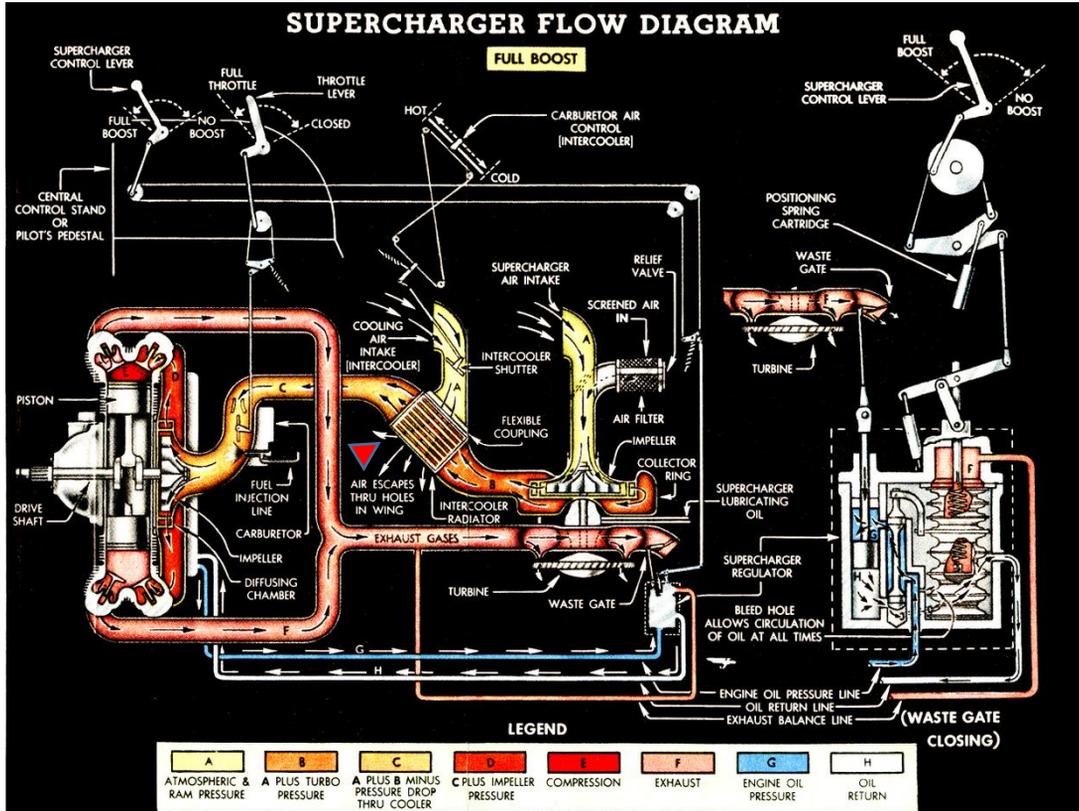
By Bill W.

Every engine on the B-17 has 3 air intakes (the drawing has been corrected from the source: <https://www.joshuanava.biz/aircraft/d-1.html>): [1] oil cooler ram air intake, [2] the supercharger air intake and [3] the intercooler air take. Superchargers are needed because with increased altitude, the air is less dense and results in reduced engine power without the supercharger.



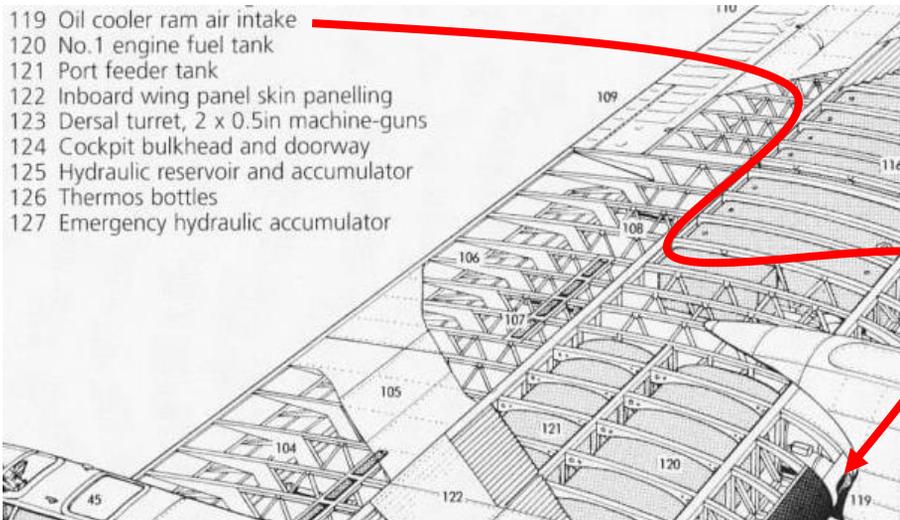
However, the supercharger increases the throughput of air per unit time into the engine raising the horsepower to that observed at sea level. As well, a supercharger can even raise horsepower above the horsepower at sea level (compared with no supercharger). The air that enters the engine goes through the supercharger to reach the carburetor (image below: blue line). The supercharger is driven by the engine exhaust (purple line). However, the supercharger compression of the air heats the air and hot air is less dense & provides less oxygen for combustion. To counter the air heating, the role of the intercooler is to bring cool air through a heat exchanger so that the compressed air is cooled. The intercooler air flow is in green.



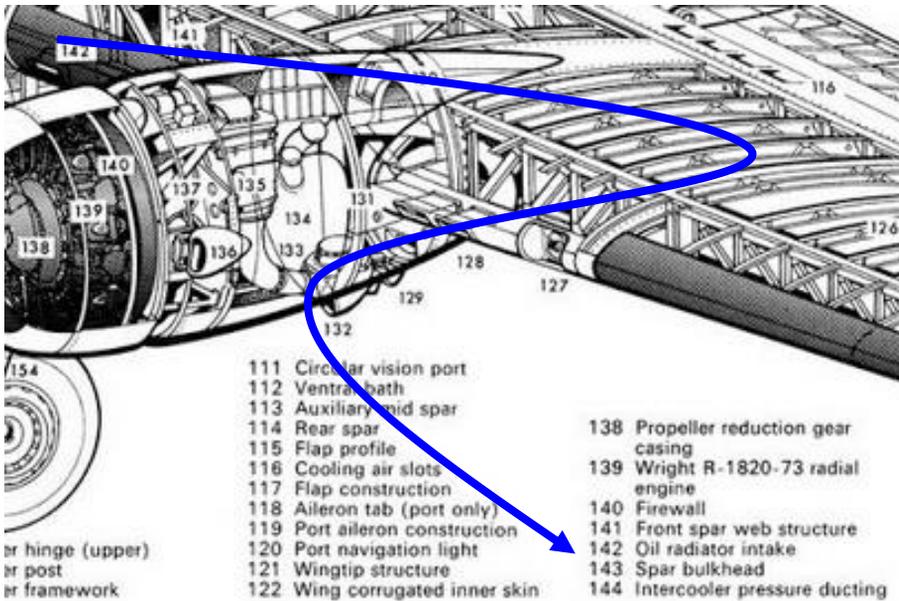


This diagram (source:[http://legendsintheirowntime.com/LITOT/Content/1944/B17\\_IA\\_4412\\_DA\\_sprchrg\\_p021\\_w.png](http://legendsintheirowntime.com/LITOT/Content/1944/B17_IA_4412_DA_sprchrg_p021_w.png)) shows the intercooler (red triangle) with air entering the space behind the engine.

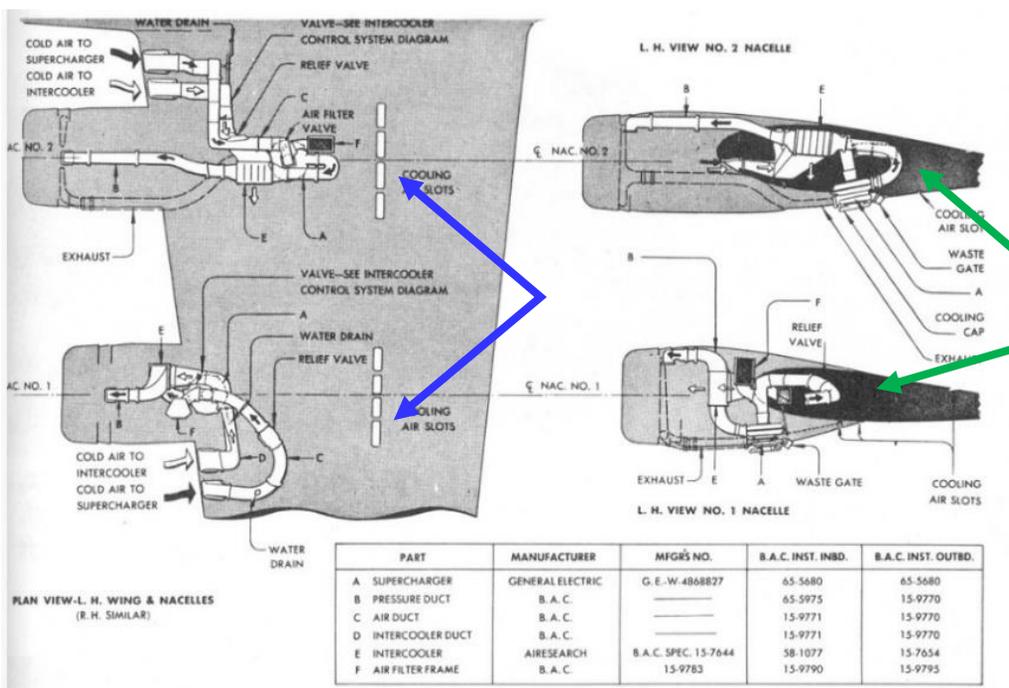
The identity of the oil cooler ram air intake (red line) is confirmed in 2 independent drawings. Note that #119 is labeled as "oil cooler ram air intake."



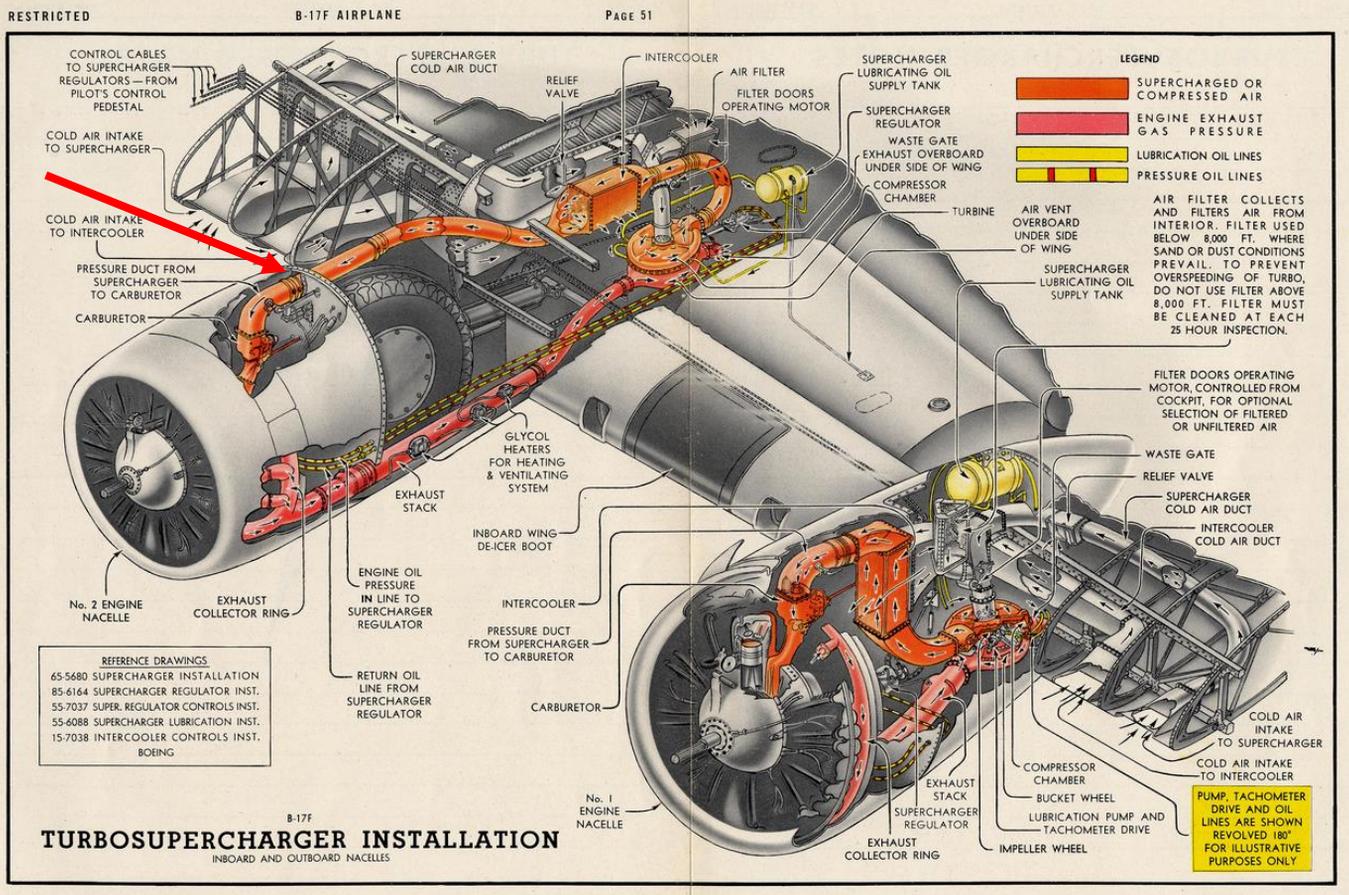
In the drawing below from a B-17C, #142 is the “oil radiator intake” (blue line)  
 [http://www.smcars.net/threads/aircraft-boeing-b-17-flying-fortress-1938.39898/#lg=post-292831&slide=5]..



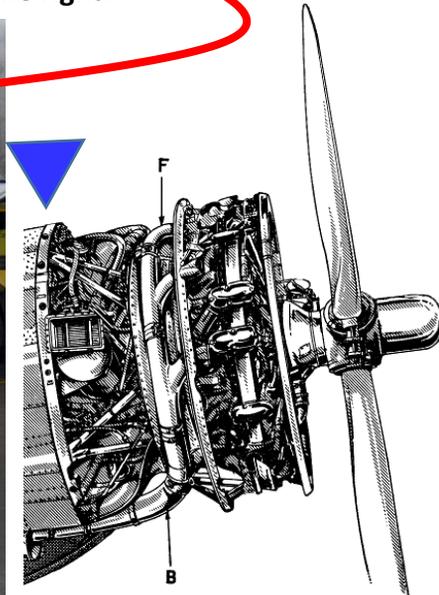
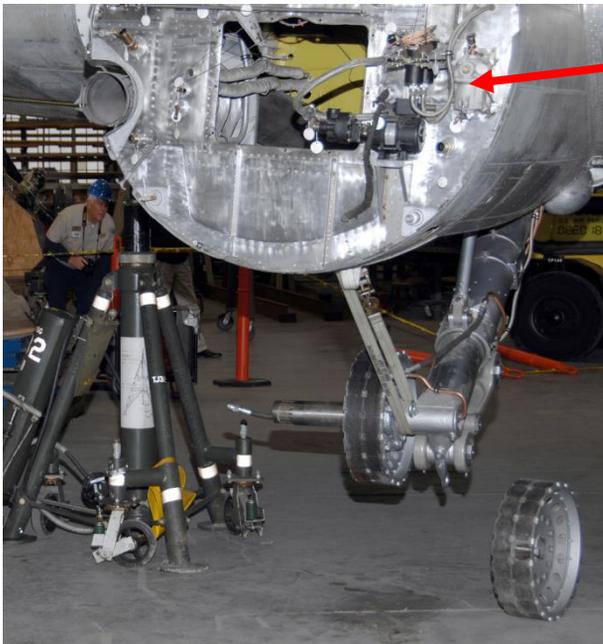
The **next issue** is, “Where does the air exit the wing that is taken up by the oil cooler ram air intake and the air that passes through the intercooler?” “Stealing” the diagram that Fred Horkey sent me (see below), it looks like the air from the intercooler and from the oil cooler must exit through the “cooling air slots” (blue arrows below). The “space” into which the air collects prior to exit via the cooling air slots may be the dark gray areas below (green arrows).



There appears to be a bulkhead separating the engine from the rest of the wing (red arrow).

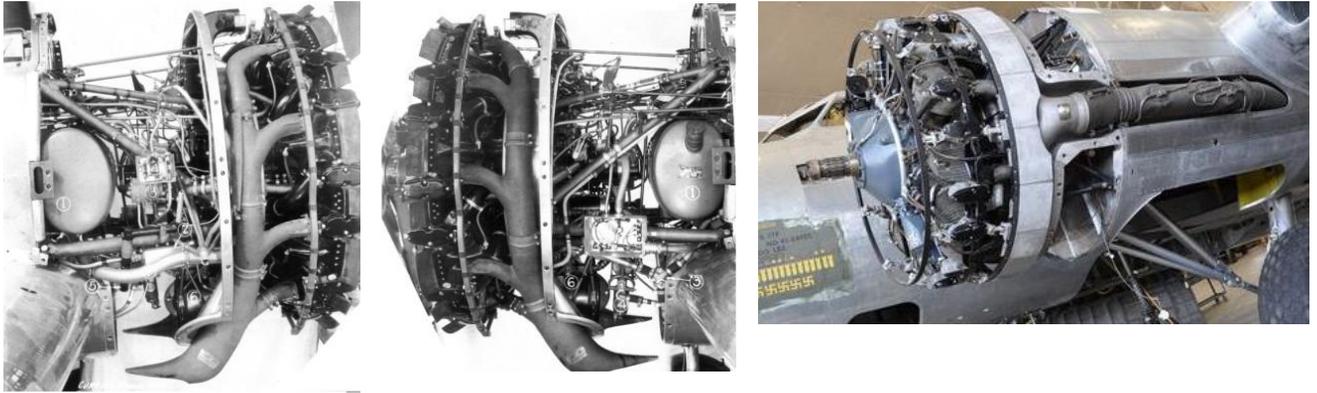


Here is an actual photo of the apparent bulk head (photo left). A drawing of a B-17 1820 engine (and engine bulkhead, blue triangle) is on the right.

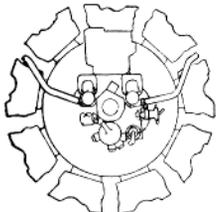


Wright Cyclone R-1820

From: <http://www.aviation-history.com/engines/cyclone1820.htm> - *The Wright Cyclone R-1820 was a 9 cylinder, single-row, air-cooled radial engine. Horsepower ranged from 700 hp to 1,500 hp depending on the model and configuration. Wright Cyclone R-1820 engines were produced from 1931 until well into the 1950s by several companies under license that included Studebaker, Lycoming and Pratt & Whitney. It was also built in the Soviet Union as the M-25 and in Spain as the Hispano-Suiza 9V. It powered a range of aircraft that included the Boeing B-17 Flying Fortress, Grumman J2F Duck, Curtiss P-36, Boeing 307 Stratoliner and Douglas SBD Dauntless.1*



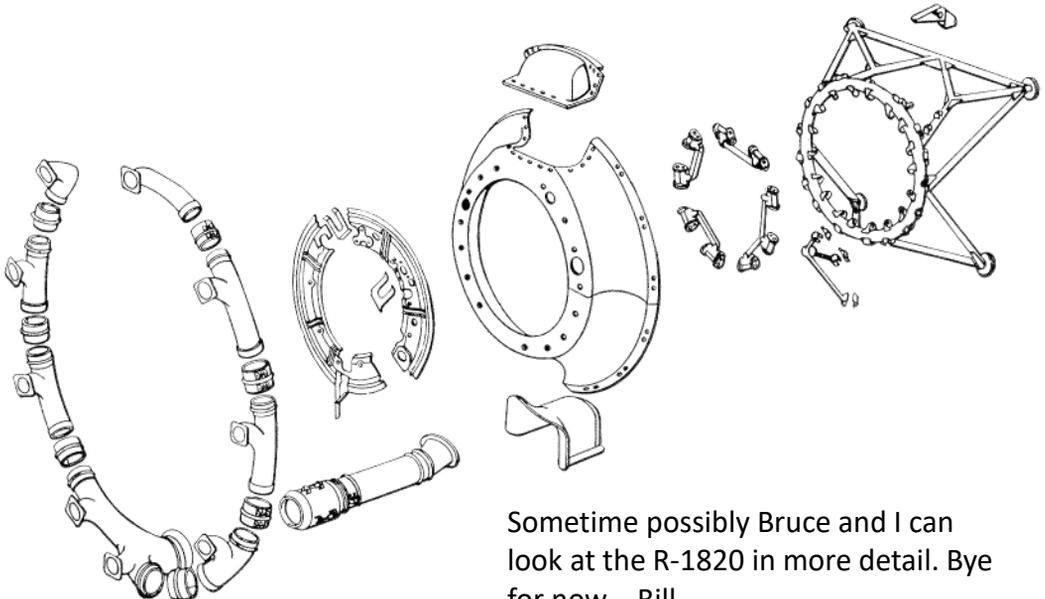
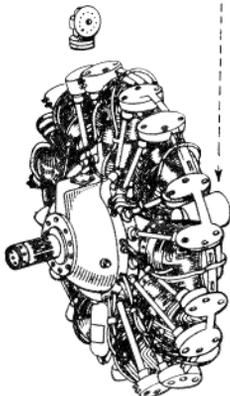
Below is a diagram of the engine and engine mounting. I believe that the engine mounting attaches to the engine bulkhead.



Detail A

*Details of engine installation include exhaust collector ring assembly, cabin heat tail pipe section with flexible joint at left end, and dynamic suspensions (left of engine mount).*

For rear view see detail A



Sometime possibly Bruce and I can look at the R-1820 in more detail. Bye for now. - Bill

## Hollywood Heroes



## Henry Fonda

*By Frank Ahern*

*This continuing feature is designed to showcase the often-unpublicized military service of many of the entertainment icons of the previous generation who served their country without complaint or protest.*

Like his friend Jimmy Stewart, Henry Fonda said that he didn't like being in a fake war in film studios and decided that it would be best for him to join the military and help his country. Fonda was 37 years old when he joined the Navy in 1942 and began his service as a quartermaster 3rd Class aboard the destroyer USS *Satterlee*.



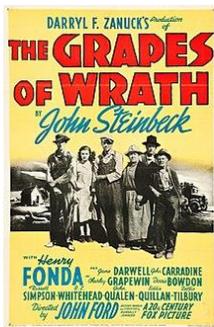
After receiving a commission, Fonda became an assistant air combat information officer and air operations watch officer in the Pacific theater. In this role Fonda assisted in the planning and execution of air operations for the Marianas, Western Carolines, and Iwo Jima campaigns. For his involvement in the air operations in those campaigns, Fonda was awarded a Bronze Star.



# Henry Fonda

Henry Fonda had a long and distinguished career in film and stage productions beginning as a Broadway actor and transitioning to film in the mid-1930's.

His pre-war career peaked with an Academy Award nomination for the lead role in *The Grapes of Wrath*, considered to be one of the greatest American films. Post-war he starred in a number of WW2-themed films. The most popular was *Mr. Roberts*, a comedy about life on a ship in the Pacific



during the war. His only Academy Award came at the end of his career for the role of an aging father in *On Golden Pond*. He died in 1982.



**Editor's Note:** A favorite Henry Fonda film of mine is **Fail Safe**: “During the Cold War, U.S. bomber jets are equipped with fail-safe boxes that instruct pilots when and if to attack. When an attack order is inadvertently administered due to a system malfunction, the President of the United States (Henry Fonda) must scramble to fix the



mistake before the bombs are dropped on Moscow. He manages to stop almost all the bombers headed for Moscow, except for one determined pilot who manages to complete his mission, with deadly consequences.”

## Odds and Ends from Members and Friends

From Bill – A new Challenger.



Rye Field Models 1/35 British Main Battle Tank Challenger 2 TES Kit - The Challenger 2 TES (Theatre Entry Standard) also nicknamed "Megatron" is the latest generation of British Main Battle Tank (MBT) in the Challenger 2 family. The design of the Challenger 2 was fully completed by August 1989. The British government selected the Challenger 2 and placed an order worth around £520 million for 127 Challenger 2 MBTs in 1991. Production commenced in 1993 with first production vehicles completed at the Alvis Vickers Leeds facility in 1994. The Challenger 2 MBT was accepted in service with the British Army in 1994. The same year, Alvis Vickers was awarded a second contract by the British MoD for the supply of an additional 259 Challenger 2 MBTs. The Challenger 2 TES Megatron is very similar to the M1 Abrams TUSK (Tank Urban Survival Kit) in terms of protection. The TES system was developed to increase protection of the tank against tandem warheads and IED (Improvised Explosive Device) threats. The Challenger 2 Megatron was presented for the first time to the public in June 2013 at the DVD defense event in Millbrook, United Kingdom. A new version of the Challenger 2 Megatron was unveiled in July 2016 at the Tank Fest in Bovington fitted with a new armor design. This latest version is fitted with a combination of reactive, passive and bar armor providing unique protection against new threats of the modern battlefield. The Challenger 2 TES Megatron can be fitted with variable armor depending on the nature of the threats and the type of battlefield where the tank must be deployed. [SOURCE: dale@internethobbies.ccsend.com](mailto:dale@internethobbies.ccsend.com).



Nice M88! (It's not mine)

## Odds and Ends from Members and Friends

From Jack – WIP update.



<https://www.youtube.com/watch?v=xRwSKmFoFa8> - Lockheed Constellation Story - Flash From The Past! - First time I've heard the triple tail explained. Worth viewing.

Below is a 1:48 scale B-58 Hustler – beautiful.



We al know about PT109 and JFK. That was not the end of the study – read about PT59:

<https://prologue.blogs.archives.gov/2012/09/24/john-f-kennedy-and-pt-boat-59/?fbclid=IwAR0buOvaol-RIEiBS8b5n2ZRh-pCZJfWn8ReBzhNh1ne7ufzEygWUpFrVc>

## Odds and Ends from Members and Friends

From Jack – WIP update – still MORE progress!



From Doug Spinney - I'm sure what others have come up with this, but working on my M2 Bradley. I was wondering what more highlights would look like. But I didn't want to paint it and then not be happy. So I took a picture of the model, sent it to myself and brought it up on my computer. Using Microsoft Paint 3D and loading the picture, I went ahead and drew the highlights, Looks good to me, I'll mix up some Tamiya Buff and paint a few lines on the model. I'll send pictures of my virus build when I get closer to completion.



From Bruce Doyle - I discovered the manufacturer of the "Jet" balsa gliders and rubber band windup balsa flyable planes of my youth.

GUILLOW

<https://www.youtube.com/watch?v=4lmFleYNIHw>

## Odds and Ends from Members and Friends

**From Bruce Doyle** – Histories, etc., for manufacturers and other items of interest.

Airfix	<a href="https://www.youtube.com/watch?v=fFd7_qu1GBQ">https://www.youtube.com/watch?v=fFd7_qu1GBQ</a>
Revell	<a href="https://www.youtube.com/watch?v=nEZ3uJgz810">https://www.youtube.com/watch?v=nEZ3uJgz810</a>
Monogram	<a href="https://www.youtube.com/watch?v=N-2YKDw-bVM">https://www.youtube.com/watch?v=N-2YKDw-bVM</a>
Lindberg	<a href="https://www.youtube.com/watch?v=sVahHjxZ2mM">https://www.youtube.com/watch?v=sVahHjxZ2mM</a>
MPC	<a href="https://www.youtube.com/watch?v=LPuv5nsFw7U">https://www.youtube.com/watch?v=LPuv5nsFw7U</a>
AMT	<a href="https://www.youtube.com/watch?v=EZmqZAn1rGU">https://www.youtube.com/watch?v=EZmqZAn1rGU</a>
NOVO	<a href="https://www.youtube.com/watch?v=CVXmrREJOK4">https://www.youtube.com/watch?v=CVXmrREJOK4</a>
Hasegawa	<a href="https://www.youtube.com/watch?v=6u_Oh6nykik">https://www.youtube.com/watch?v=6u_Oh6nykik</a>
Tamiya	<a href="https://www.youtube.com/watch?v=Evm_59y2S0o">https://www.youtube.com/watch?v=Evm_59y2S0o</a>
ERTL	<a href="https://www.youtube.com/watch?v=bUNhsnDcvyQ">https://www.youtube.com/watch?v=bUNhsnDcvyQ</a>
Frog	<a href="https://www.youtube.com/watch?v=ln9wOfIrxQE">https://www.youtube.com/watch?v=ln9wOfIrxQE</a> <a href="https://www.youtube.com/watch?v=Ze7U8l9JCeY">https://www.youtube.com/watch?v=Ze7U8l9JCeY</a>
Zvezda	<a href="https://www.youtube.com/watch?v=8pT_GivnhS4">https://www.youtube.com/watch?v=8pT_GivnhS4</a>
Plastic Kit Models History (general history)	<a href="https://www.youtube.com/watch?v=Qp8gd9mNk1k">https://www.youtube.com/watch?v=Qp8gd9mNk1k</a>
Box Top Artist John Steel	<a href="https://www.youtube.com/watch?v=uUGe7vT7kgQ">https://www.youtube.com/watch?v=uUGe7vT7kgQ</a>
Box Top Artist Shiego Koike	<a href="https://www.youtube.com/watch?v=od0lWZRTXB0">https://www.youtube.com/watch?v=od0lWZRTXB0</a>
Box Top Artist Jack Leynwood	<a href="https://www.youtube.com/watch?v=pwJHhvDMUCA">https://www.youtube.com/watch?v=pwJHhvDMUCA</a>

**This site has EVERY box art for EVERY model kit EVER made. Mind Blowing! And this was put together pre-Pandemic? Somebody really had more time on their hands than they knew what to do with it. Well, they did something spectacular.**

<https://www.boxartden.com/gallery/index.php/Boxart-Collection>

## Odds and Ends from Members and Friends

From Jack –



From our former President AJ Kwan - I dusted off some of my oldest boxes and found this. So I am building it. See how old it is. The instructions and box are falling apart.



## Odds and Ends from Members and Friends

From Jack – Uhh?



.... **ACM32012 B17 crew.** See: <https://www.facebook.com/ACModelsNZ/> where to purchase: <https://www.exter-company.com/en/By-Brand-Manufacturer/A-C-Models/B17-Crew-ETO.html>  
Also see: <https://www.bnamodelworld.com/ac-models?page=3&zenid=8a0a69b43baed561dff28f589c0ad4b>



..... Nice shot of an F6F Hellcat.

## Odds and Ends from Members and Friends

From Jack – Finally done ->



From Paul Bennett - Another historic moment.



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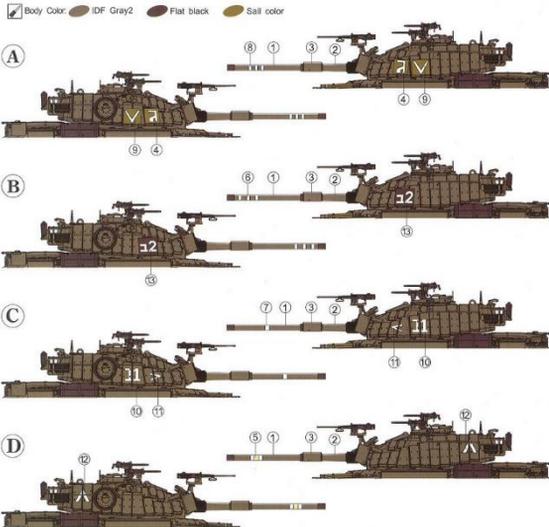
## TODAY IN AIR FORCE HISTORY

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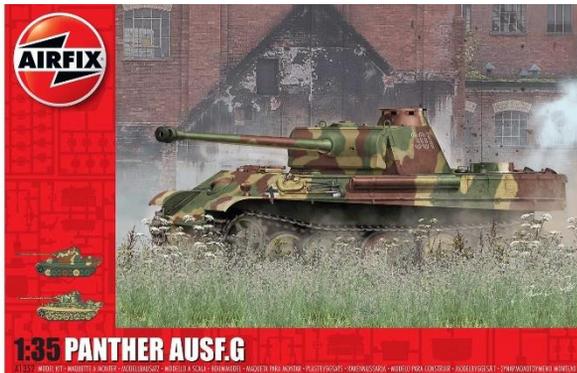


## Odds and Ends from Members and Friends

From Bill – A new M60!



From Airfix (1:35 scale reboxes of (?) Italeri.



**Question from Doug Spinney** - What is the easiest way to strip Tamiya lacquer from a model kit? The only way to fix the part I don't like is to strip the paint and start over. I can tell you right now that Super Clean didn't touch it.

**Response from Paul Bennett** - Problem with lacquer is it actually bonds to the plastic. (NOTE: NEVER try to use lacquer thinner to remove paint from plastic. I know from painful experience) Enamel, not so much, which is why superclean can get it loose. Tamiya acrylic also has issues. While it does not bond so much to the plastic, it does bond very tightly to itself. Unfortunately I don't know a good way.

## Odds and Ends from Members and Friends

**From Bruce Doyle** - For those of you who don't have Cox Cable (I'm thinking of you Bill, Frank, and Dan - ironically, it actually may be a blessing in disguise) it must be aggravating when I send out my occasional "program notes." I therefore have taken the liberty of tracking down on YouTube the programs I listed that were on C-SPAN 3 this past Saturday and Sunday.

The first is a Black & White USN documentary "The Fleet That Stayed." Although not in color it does have some stunning film of the AAA fire aimed at the Kamikazes.



<https://www.youtube.com/watch?v=YRYoRSkJUiw>

These four are USMC documentaries - in full color! - that were listed on CSPAN as Bulletins 1 and 2 from Okinawa, but I only found one that was listed that way on YouTube. There may be some duplication - you can sort it out - but I didn't want you to miss any of the incredible footage in the two "Bulletins". While the color may be a bit washed out there is a treasure trove of Marine armor, soft skin vehicles, and artillery. There is even a shot of the rocket Kamikaze "Baka" bomb - you're right Frank, they were grey. There is also some film of naval ships and aviation included. Look for the TBM Avengers dropping food and ammo to cutoff troops, and the L-5 medivac light planes flying out the wounded. One Marine is firing - I believe - a bolt action 1903 Springfield rifle. Some really great combat footage.

<https://www.youtube.com/watch?v=Muo6nSd7qAg>

<https://www.youtube.com/watch?v=qfw9nWS3EHk>

<https://www.c-span.org/video/?471180-1/bulletin-okinawa-operation>

<https://www.youtube.com/watch?v=uxr9BvZjWlc>

You may want to skip "The Big Picture" piece on Okinawa because it is more of a postwar propaganda / recruiting film. But there are some 'after the battle' scenes that may be of limited interest. But if you are interested in the late 1950's Army this could be the film for you.

<https://www.youtube.com/watch?v=-GTN5hgRbZk>

Take an "E Ticket Ride" on a B-25, from engine start to shutdown. Vibrations, noise, will he ever go for altitude. WATCH OUT FOR THAT HILL! (not Kermit Weeks.)

[https://www.youtube.com/watch?v=akBR0\\_tzoOY](https://www.youtube.com/watch?v=akBR0_tzoOY)

Frank Ahern, – Secretary – [ahernf@gmail.com](mailto:ahernf@gmail.com)  
Home: (352) 375-3723; Cell: (352) 226-6785

**If you have a modeling tip you would like to share with your fellow modelers, please send us a copy so we can put it in the newsletter. We need articles for the Newsletter and the Web Site!**

If you just opened up that new kit and want to give a box or build review, write it up and we'll put it in the newsletter and put it on the Web Site. Just read a good book, tell us about it! Got a great tip, share it with your fellow club members. This is your Newsletter and your Web Site and they're only going to be as good as YOU make them so contribute something to the cause. Don't be afraid to ask for assistance if you have something you want to share, we'll be happy to assist you in making it happen!

Don't forget to support your local hobby shop.

Rob's Hobby World  
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Ocala, FL 34474 [www.robshobbyworld@MSN.com](http://www.robshobbyworld@MSN.com)  
Mon.-Fri.: 10 AM to 5:30PM; Sat.: 9AM to 4PM; Sun: Close

Please check out [WWW.IPMSUSA.ORG](http://WWW.IPMSUSA.ORG) for the latest information from IPMS National Headquarters and for information about joining IPMS.

Please use one of the links below or go to the IPMS Membership page for more information about joining IPMS USA.

[http://www.ipmsusa3.org/uploads/ipms\\_application\\_form\\_2016.pdf](http://www.ipmsusa3.org/uploads/ipms_application_form_2016.pdf)  
<http://www.shopipmsusa.org/product-p/adult-membership.htm>  
<http://www.shopipmsusa.org/product-p/family-membership.htm>

Frank Ahern, – Secretary – Newsletter Editor [ahernf@gmail.com](mailto:ahernf@gmail.com)  
Home: (352) 375-3723; Cell: (352) 226-6785

## UPCOMING EVENTS



## IPMS Membership

It is of great importance, both at the local level (IPMS Gators) and at the national level. The Club officers strongly recommend joining IPMS as an individual which provides six yearly issues of the IPMS Journal (which is better than ever) and the opportunity to participate at the IPMS National Convention .

A copy of the membership application is on the right or available at the IPMS / USA website address, [www.ipmsusa.org](http://www.ipmsusa.org).

Complete the form and return it to the address listed at the bottom of the form along with your method of payment.



### International Plastic Modelers' Society/USA Membership Application / Renewal Form

New  Renewal  IPMS #:

Name:

Address:

City:  State:

Zip Code:

Phone:  E-Mail:

Chapter Affiliation, if any:

**Junior** (17 years or younger) \$17.00  Date of Birth:

**Adult** One year \$30.00

Two years \$58.00

Three years \$86.00

**Canada & Mexico** \$35.00

**Foreign** Surface \$38.00

**Family** (1 set of Journals)  ← Adult fee + \$5.00 # of cards?

Your Signature:

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

**PAYMENT OPTIONS:**

Cash  Amount:

Check  Check #:  Amount:

Billing Address, if different than above -

Address:

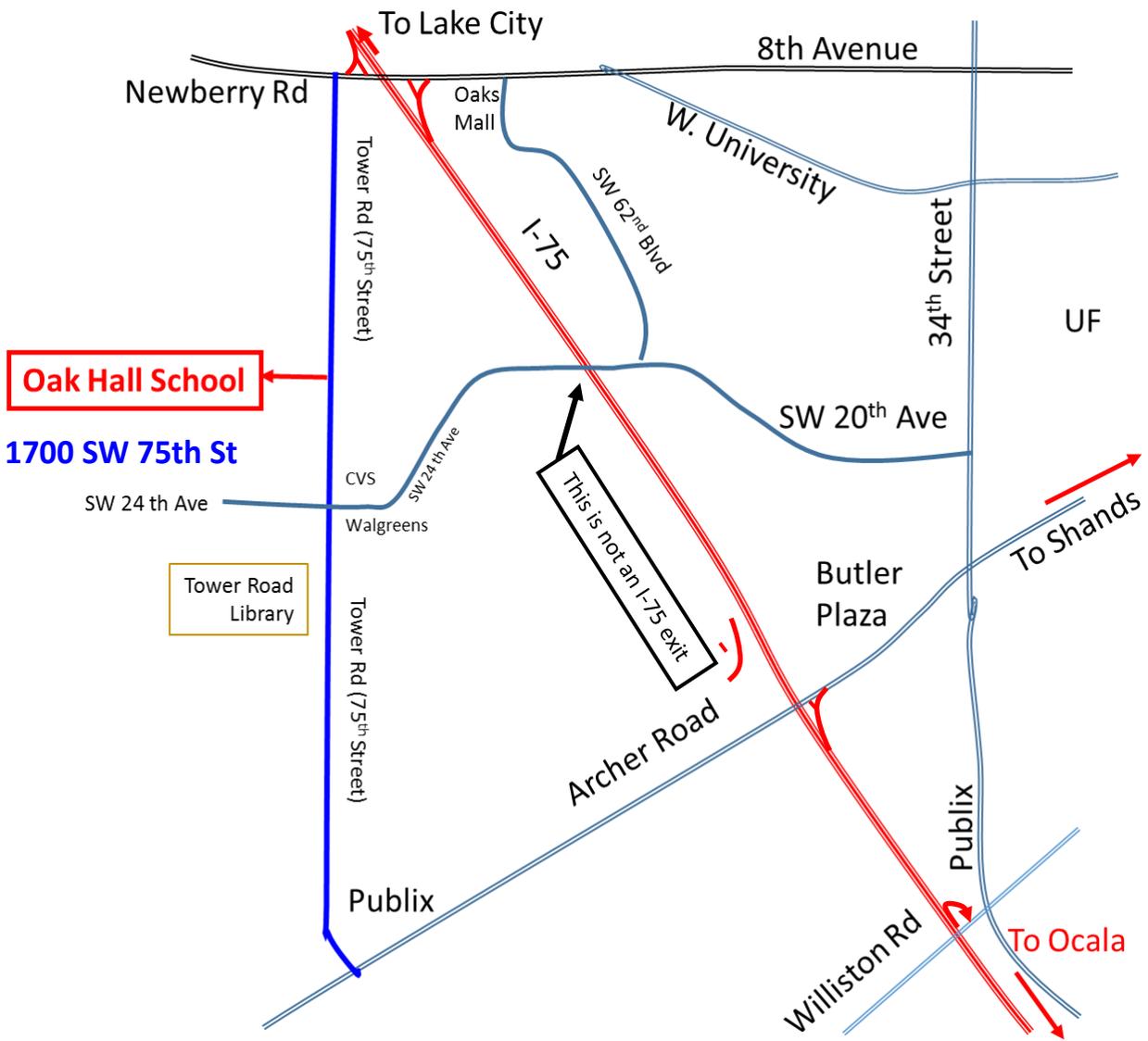
City:  State:

Zip Code:

Applications should be printed and mailed to: IPMS/USA, PO Box 1411, Riverview, FL 33568-1411

# GATOR MODELERS

How to get to the meeting . . . .



Note: The entrance is off of a roundel on NW 75th Street (a.k.a. – Tower Road).



[www.gatormodelers.org](http://www.gatormodelers.org)

## Wild Paint

By Jack Mugan



**JUNE MEETING:**

**?**