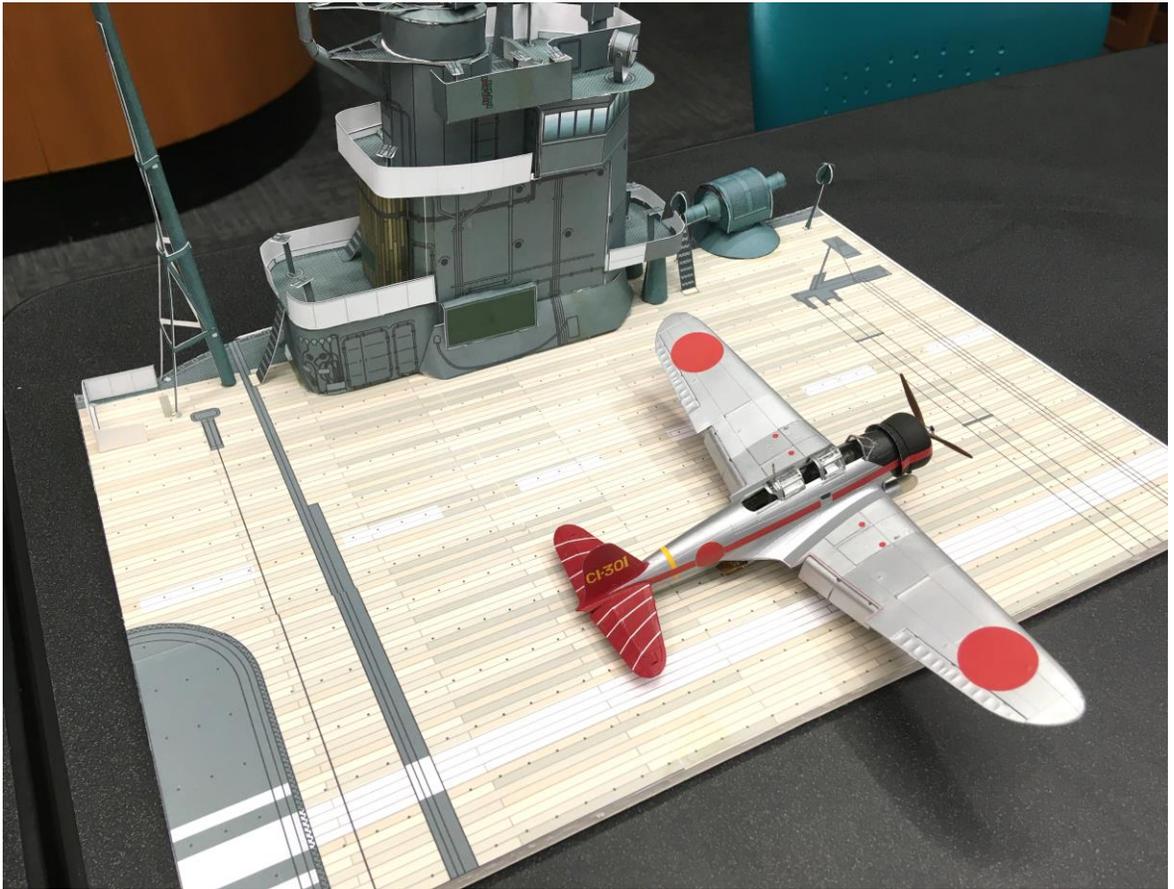




www.gatormodelers.org



Chuck Lassiter's vignette won the monthly contest with the theme being "Pearl Harbor, December 7, 1941. *"Tora, Tora, Tora" was the Japanese code to begin the attack on Pearl Harbor. "Tora" is a Japanese word meaning "tiger," but the full phrase is considered an abbreviation for totsugeki raigeki, which means "lightning attack."*



www.gatormodelers.org

Prez Sez..... By Dan Contento



Club officers

Dan Contento

President

Chuck Lassiter

Vice President

Frank Ahern

Secretary

Bruce Doyle

Historian

Doug Spinney

Webmaster

Bill Winter

Treasurer &

Newsletter Editor

As Covid raises it's ugly head to historic levels we are again discussing meeting in person or strictly via zoom. After much discussion, the officers have decided to proceed with our monthly in-person meeting. Members are able to spread out in the Oak Hall library and wear masks if they feel more comfortable. For members who do not wish to attend in person, we plan to have zoom available.

Frank will be discussing glues at this next meeting. I personally hope he can explain why CA doesn't work instantly except on our fingers and clamps. Please bring your special gluing techniques to the meeting. I know I would love to understand the flex-I-file system. Ed, I heard you use this a lot and that can help those of us who haven't used or mastered the system.

I hope to be able to see you all at the next meeting or on zoom should you prefer.

Dan

January – IPMS Gators –

**We will meet Jan 18, 2022 at 6:30 PM at
Oak Hall Library**



Minutes of the Club Meeting from Tuesday, December 21, 2021

President Dan Contento called the meeting to order at 6:45pm. There were 10 club members present.



The meeting opened with a discussion about the Christmas party and thanks to the hosts - Bill Winter and Nancy Hardt. Contento asked if attendance would be improved next year by having the party at an earlier date and on a Saturday. He said that planning for next year's event should begin earlier in the year.

The topic of an interclub meeting and themed model contest with the Ocala IPMS club was also discussed. It was agreed that the meeting should take place in Ocala and probably during the month of March. The date will depend on the Ocala club's meeting site availability. Most members prefer a Saturday meeting if possible. The idea of having a swap meet as part of the interclub meeting was also proposed. Discussions with the leadership of the Ocala club will begin soon.

There was a request that the location of the model tables in future meetings be closer to the front of the meeting room. This idea met with general approval.

The meeting was paused for discussion of models members brought for the theme contest and Show & Tell.

The model contest on the theme Pearl Harbor was judged by vote of the members present and won by Chuck Lassiter with a model of a B5N2 Kate on the flight deck of the carrier Akagi which was built from card stock.

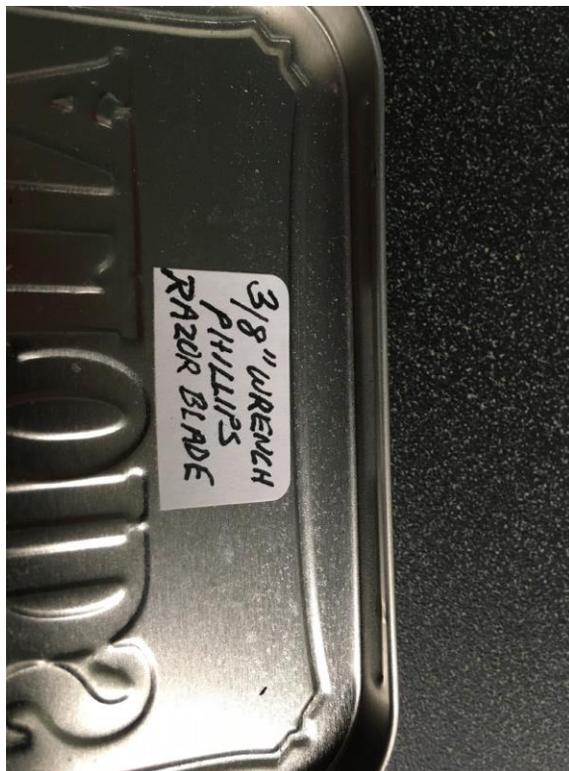
The door prize raffles were won by Chuck Lassiter and Jack Mugan.

Finally, the meeting concluded with a presentation by Mark Box on various tools and techniques he uses in car modeling.

The meeting adjourned at 8:45pm.

Frank Ahern - Club secretary

Photos from Mark Box's presentation





Photos from Mark Box's presentation



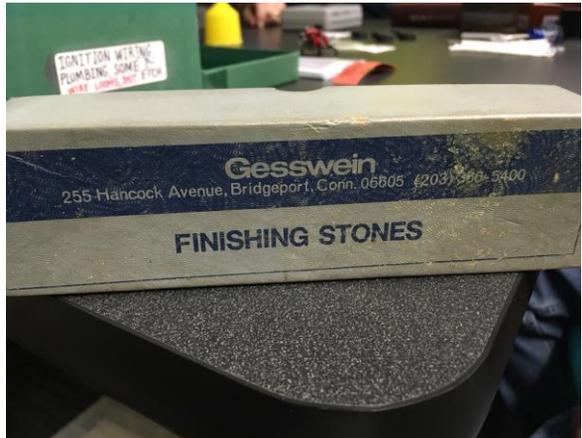
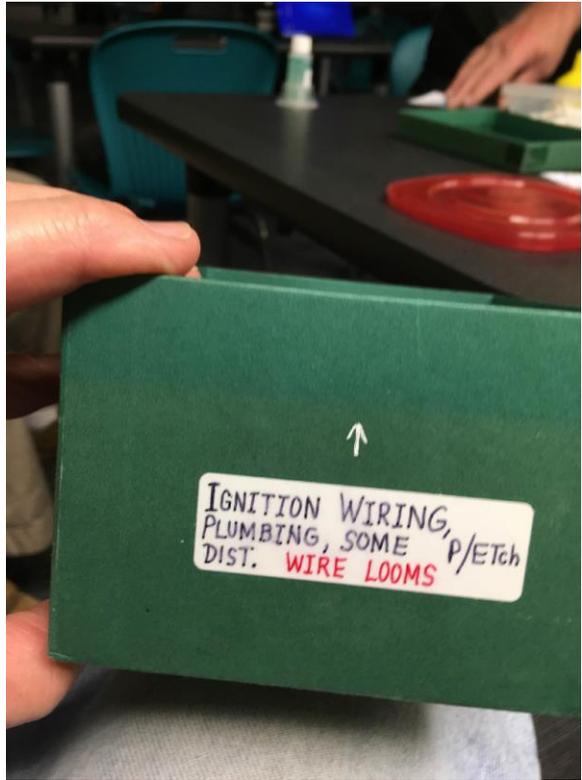
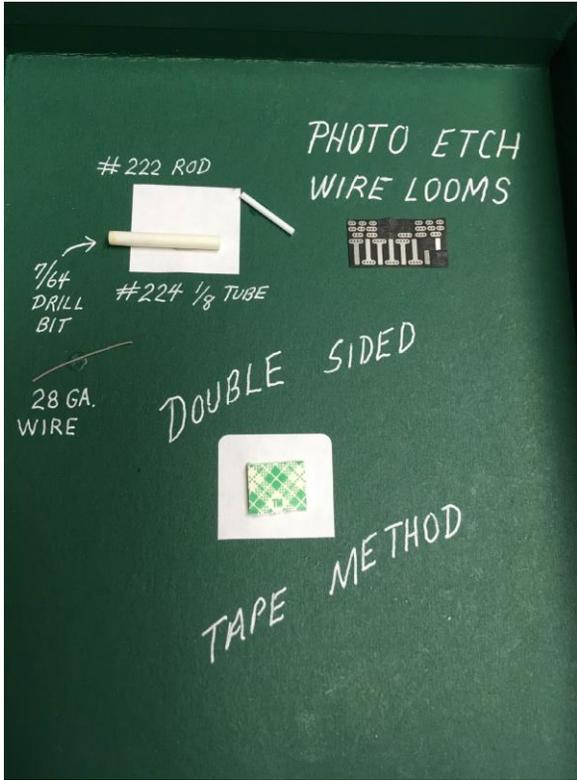
3M fine pad for sanding



Stand for holding bottles

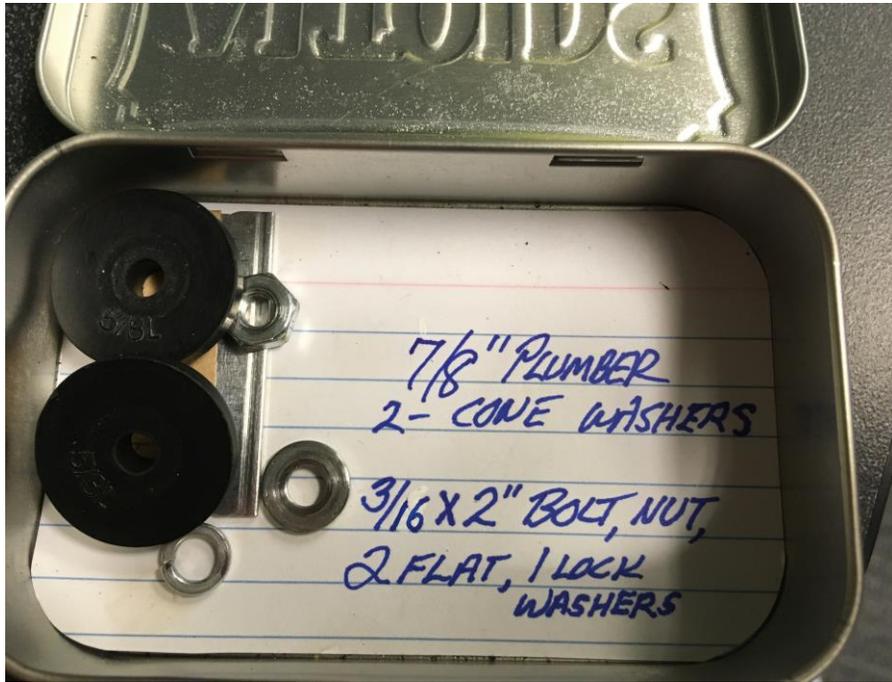


Photos from Mark Box's presentation





Photos from Mark Box's presentation





Airplanes of the Aces

Marion Carl

By Frank Ahern

"If man were meant to fly we would have been born with wings". You've probably heard that figure of speech from someone afraid of flying. Some men and women seem born to fly, however, and Marion Carl was one of them. From his youth on a farm in eastern Oregon to becoming the Marine Corps first ace, Carl showed an almost supernatural ability to pilot an airplane.



It was first displayed during the battle of Midway when his unit was decimated by the Japanese, but Carl survived and scored a kill.



His crowning achievement came later on Guadalcanal when he notched over 16 victories while flying the obsolete F4F Wildcat against the nimble Zero.

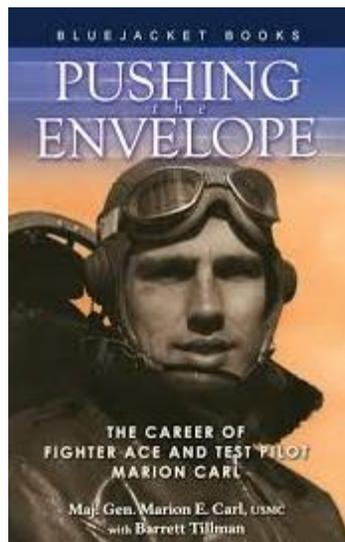
Airplanes of the Aces - Marion Carl



The end of the war was only the start of his aviation career as he transitioned from fighter pilot to test pilot and became a pioneer in flying jets from aircraft carriers. His next phase was the attempt to break the sound barrier in the Douglas Skystreak (D-558-1). For a time, he held both the speed and altitude world records, until Chuck Yeager broke them in the X-1.

His long and illustrious career ended with him as Major General serving first as Director of Marine Corps Aviation and finally as Inspector General.

His life was documented in a book by Barrett Tillman titled '*Pushing the Envelope*', unfortunately it ended tragically in 1998 when he surprised an armed intruder in his home and was murdered.



Airplanes of the Aces - Marion Carl

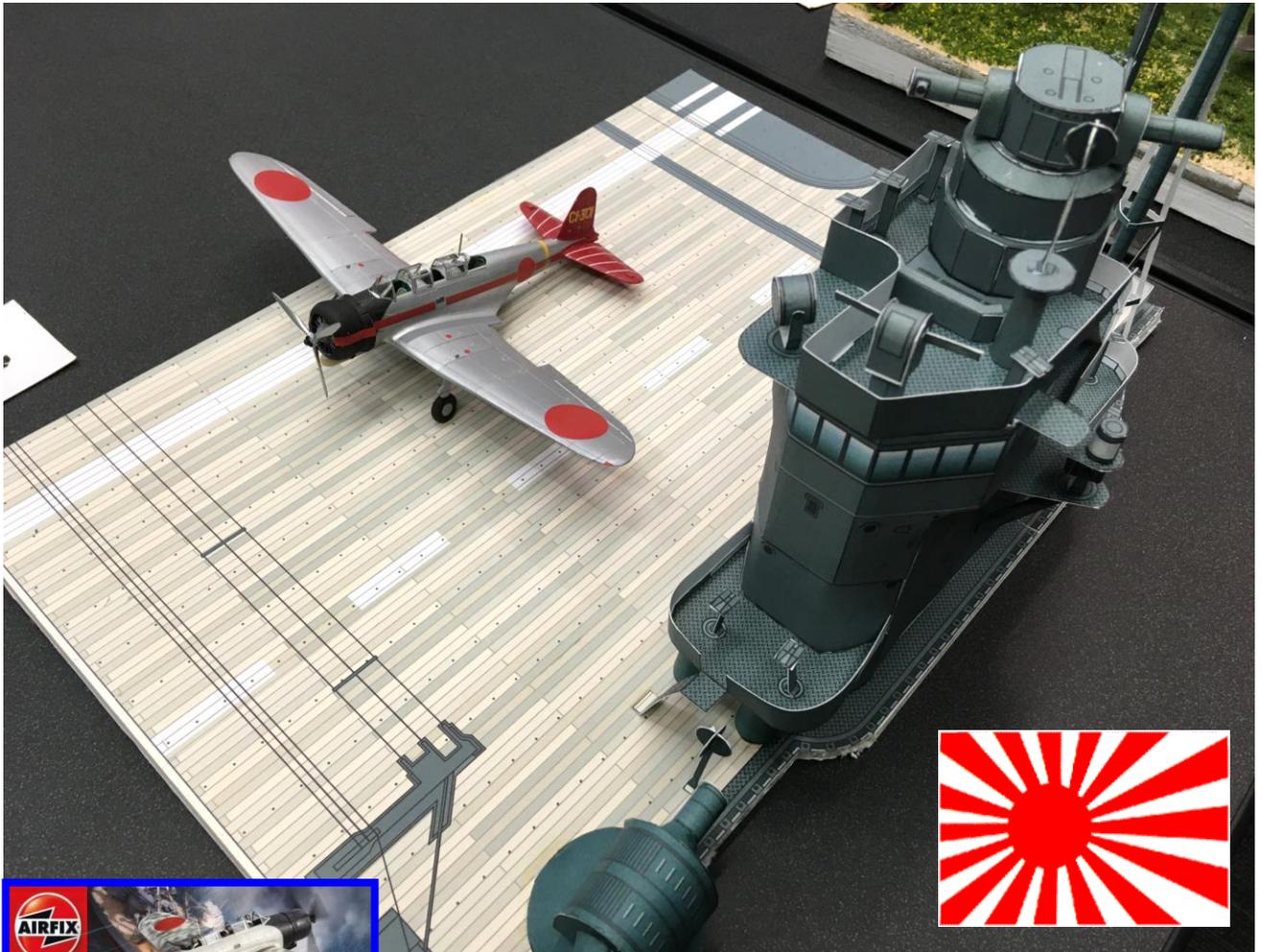


I built Marion Carl's Wildcat a few years ago. It's the Hobby Boss kit and built into a good model, although the complicated and fiddly landing gear of the Wildcat is one of the reasons that I hate building landing gear to this day. As I always say, *'If man were meant to land we would have been born with wheels'*.



Show n' Tell

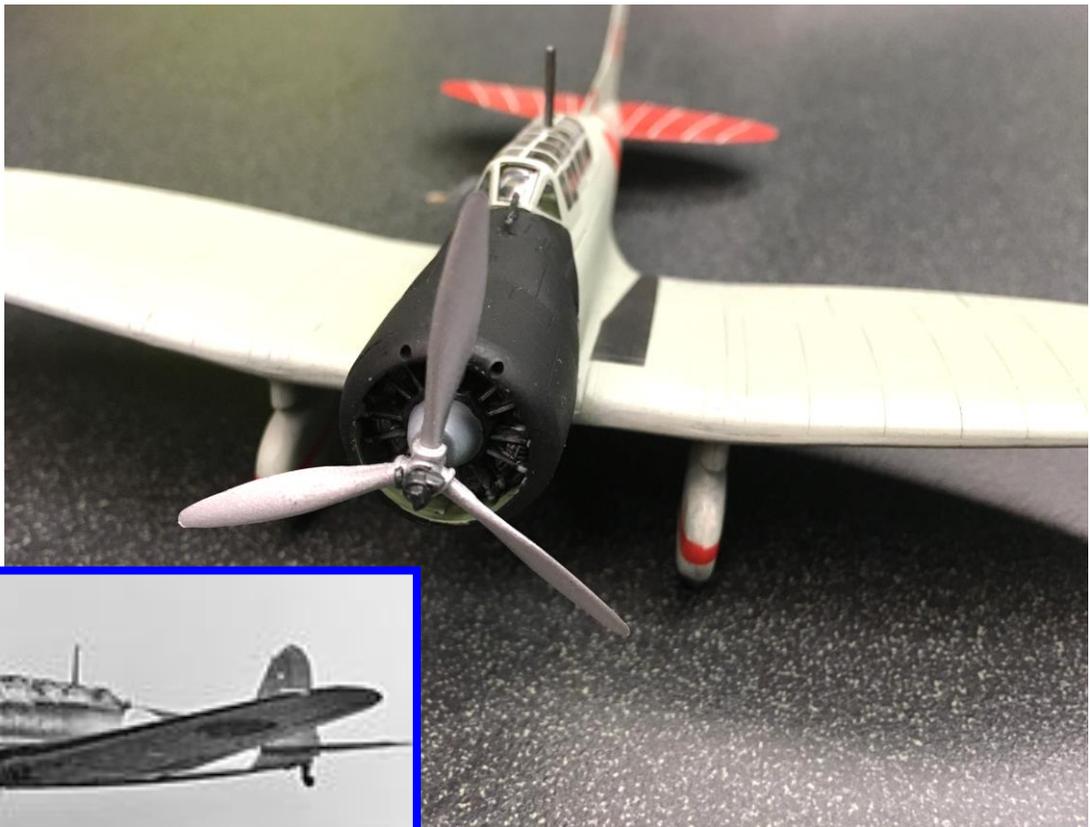
Chuck Lassiter's B5N2 Kate on the flight deck of the carrier Akagi which was built from card stock.



 **1:72 Nakajima B5N2 'Kate'**

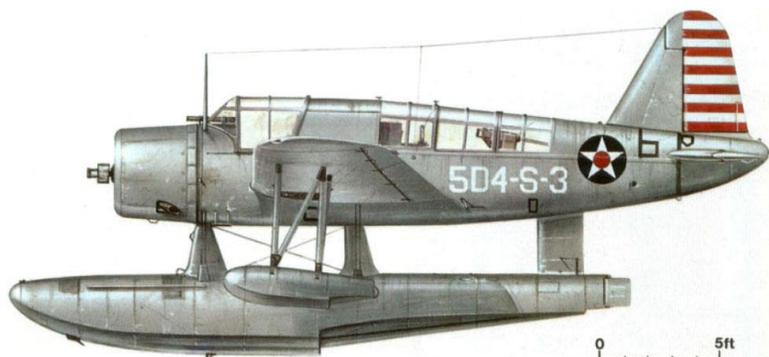
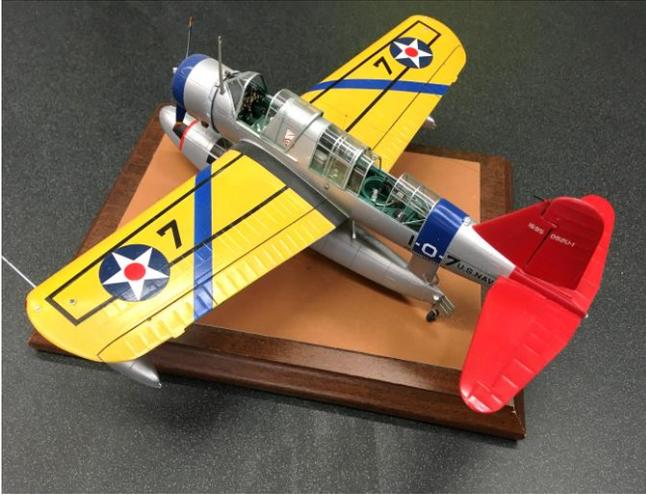


Show n' Tell – Errol Whisler, Fujimi, 1:72, IJN Type 99 “Val” dive bomber



Show n' Tell

Jack Muga's 1/48 scale Monogram Kingfisher; some scratch building; some after market



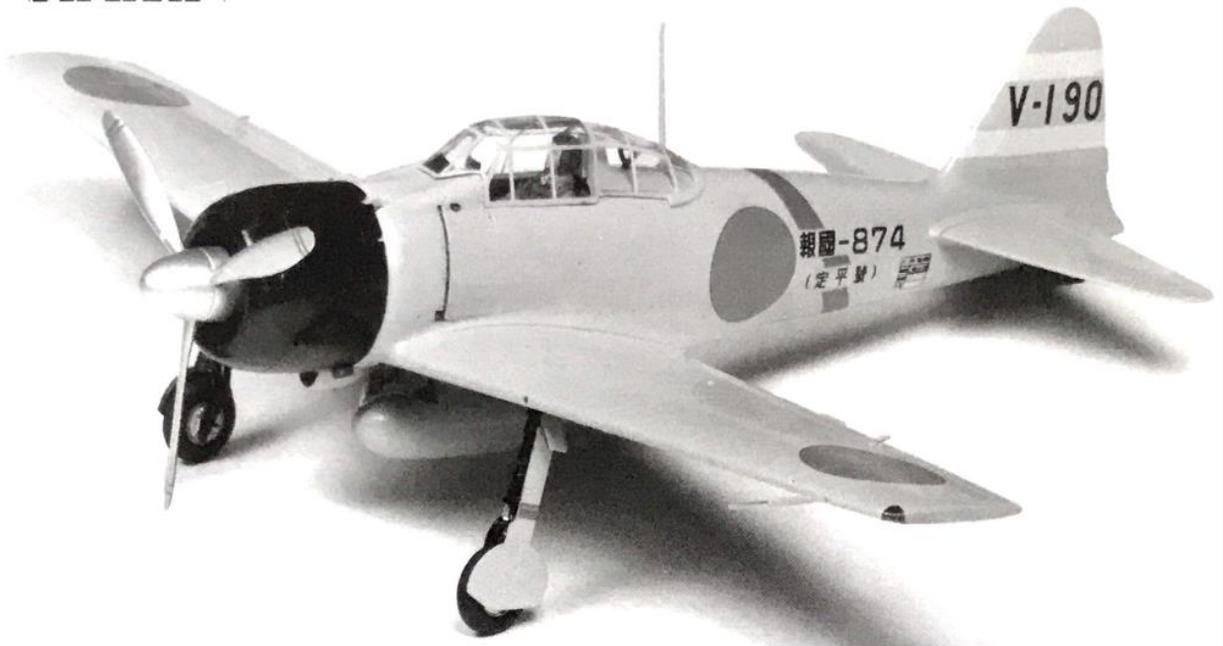
Show n' Tell

Ed Ingersoll's Tamiya, 1:48, A6M3 prototype Zero.



MITSUBISHI A6M3 ZERO FIGHTER (HAMP)

ITEM 61025

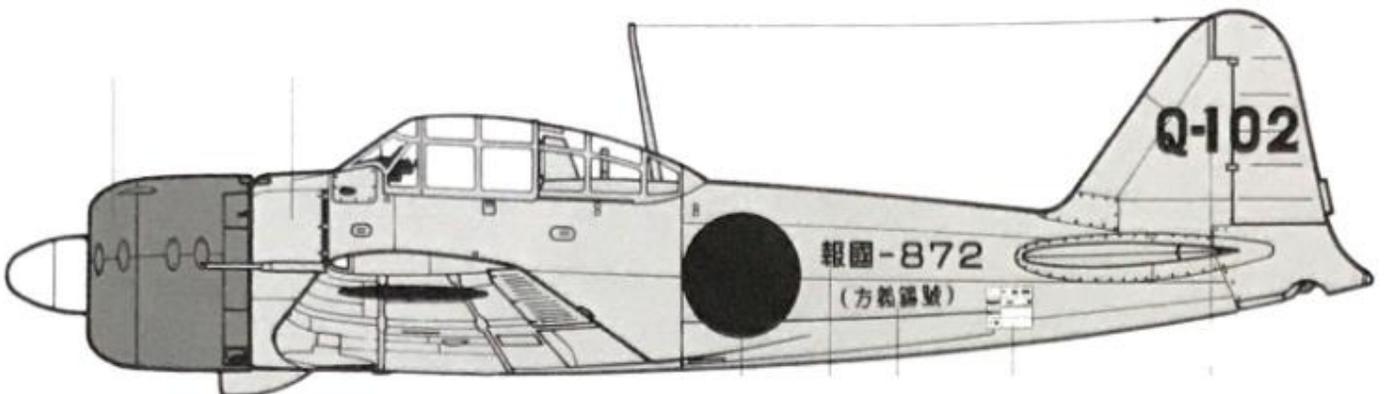


Show n' Tell

Ed Ingersoll's Tamiya, 1:48, A6M3 prototype Zero.



Fighter Group, Buna, East of New Guinea, 1940



Show n' Tell – *Frank's December 7, 1941, Pearl Harbor build*

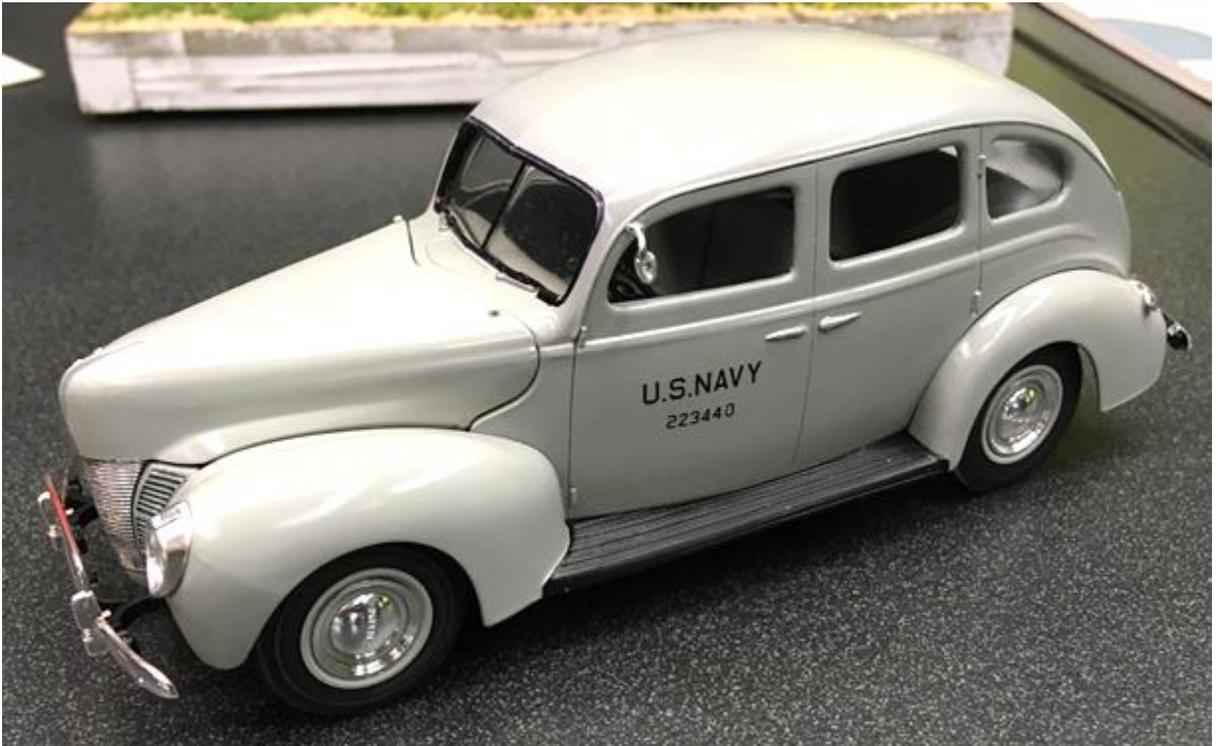


Show n' Tell

Chuck Lassiter's Hasegawa F-8, 1:72 Work-in-progress!



Show n' Tell –
Mark Box's AMT/Resin '40 Ford Sedan, 1:25, Resin 4-Dr Body;
Engine wired



**Show n' Tell –
Mark Box's AMT/Resin '40 Ford Sedan, 1:25, Resin 4-Dr Body;
Engine wired**



Show n' Tell *Doug Spinney is a master car painter!*



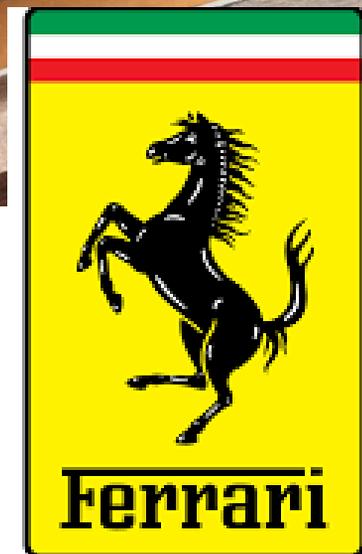
**'68 Pontiac GTO;
Revell, 1:32; with
marble-ized paint!**



**Revell, 1:32 scale
'68 "Vette" with custom paint!**

Show n' Tell

Jack Mugan's Ferrari 365 GT, 1:24 scale



GATOR MODELERS

Members in Attendance on 12-21-2021



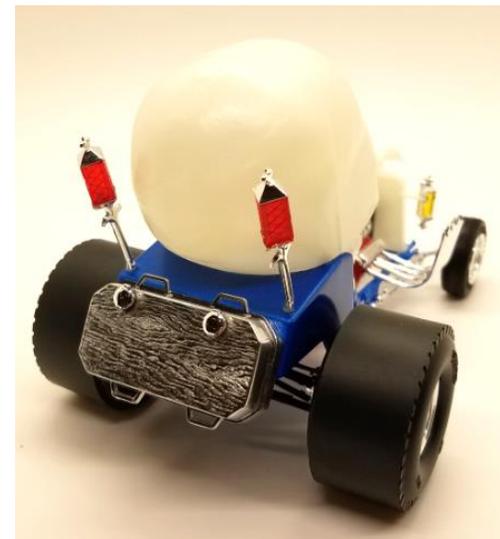
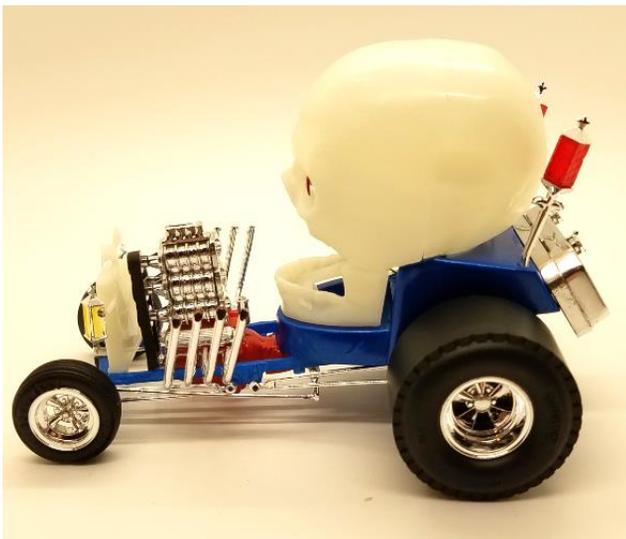
From the desk of Doug Spinney!

AMT/Ertl Creepy T

Frame and body painted Tamiya Metallic Blue

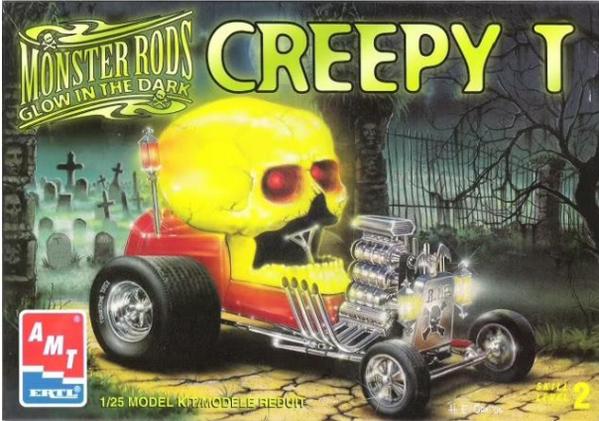
Engine is Tamiya Dark Red Mica

Chrome is both kit and Alclad



From the desk of Doug Spinney!

AMT/Ertl Creepy T



News..... From Clarence Snyder ..



Getting closer



News..... From Clarence Snyder ..



News..... From Clarence Snyder ..





Hollywood Heroes



Jimmy Stewart



By Fred Horky

Once again it is my pleasure to turn the Hollywood Hero feature over to Fred Horky. Fred dug deep into the history of the man who was the original inspiration for this feature and found a true hero. Thanks Fred.... Frank Ahern

Jimmy Stewart, a real (not “reel”) hero!

There are “reel” heroes, and there are “real” heroes.

One of the current crop of “reel heroes” flew Spitfires in the Battle of Britain, P-40’s at Pearl Harbor, and a B-25 with Doolittle over Tokyo ...all in the same movie!

On the other hand, in order to serve, Jimmy Stewart had to pay for his own FOUR HUNDRED HOURS flying training, and then enter the ArmyBEFORE Pearl Harbor ...as a privateat age 33!

Stewart faced many barriers keeping him from his goal. First, his mid-thirties age. WWII was a young man’s war. Even Stewart’s bomb group commanders that he served with were younger ...considerably younger. Not only that, but Louis Mayer, the dictatorial head of the MGM film studio, had forbidden Stewart’s efforts toward military service. He even tried pulling influential political strings to prevent it.

Born in 1908, Stewart had been an early aviation enthusiast and model builder. Like many others of the era, as a youngster he had been mesmerized first by WW ONE aviation and in 1927 by Lindberg’s solo flight from New York to Paris. But on graduating from Princeton University in 1932, he had decided on an acting career, and like many young actors he struggled. In those lean years, Stewart and Henry Fonda (a fellow Broadway actor who would go on to be a LIFE-LONG best friend) shared a disreputable walkup hovel of a Manhattan apartmentwhere they both built model airplanes of the balsa-wood-stick type.

Hollywood Heroes



One joint model project is described by a Stewart biographer as of the huge (for the time) Martin Bomber, for which Stewart and Fonda had jointly pooled their money at Macy's toy department. But the model was not yet complete when Fonda received his big break: a call for a Hollywood tryout at Fox studios. A few months later when Stewart followed Fonda to California for HIS tryout, his friend instructed him by telegram, quote: "DON'T FORGET AIRPLANE STOP GUARD WITH LIFE STOP". The words of a true modeler!

Stewart carried the unfinished stick-and-tissue model all the way to California ...on the train. Decades later both actors' adult children reported that they had continued model building for years in Hollywood.

(Martin MB-1 from Cleveland Plans)



(Idle curiosity about this anecdote set me to wondering what kit the Stewart-Fonda team had bought at the Macy's. Really old-time modelers will remember that "Cleveland Models and Supply" was the Gold Standard of the era. It turns out that Cleveland DID have a Martin Bomber. So, it was likely a Cleveland product the pair used to model the bomber used by General "Billy" Mitchell to famously bomb (and sink!) battleships in tests off Cape Hatteras in 1921! Amazingly enough, a little more surfing found that Cleveland is still in business and will today sell you kit plans for the Martin from among a myriad of other Golden Age aircraft, and in multiple scales! The Martin bomber pictured above was built by a Cleveland customer from their plans! See <https://clevelandairline.com/Product.aspx>)

In his movies, Stewart's distinctive, drawling "everyman" persona was basically Stewart playing himself. His portrayals of decent, sometimes naïve, idealistic, or often noble characters endeared him to the movie-going public and ensured his continued success.

With the financial security that came with that success, Stewart could finally afford to learn to fly on his own dime. Eventually, he owned and extensively flew his own Stinson. More importantly, by the late 1930's knowing he was far past the age limit to enter military pilot training, he went all out to fly all the hours, fill all the squares, and pass all the tests necessary to earn his commercial pilot's license, roughly equivalent to "wings" status military training ...all at his own expense.

Hollywood Heroes

He thus had over four hundred hours flying time when he entered the Army ...nearly twice the total hours flown by students in most military pilot training courses.



But at first, the military didn't even want him at allfor ANY duty! The rail thin Stewart failed his initial physical for being UNDERWEIGHT! He solved that problem by stuffing himself with ice cream and peanut butter before being reexamined.

The by-now famous actor ...he had earned a "Best Actor" Oscar for "The Philadelphia Story" ...had a family history of non-career, citizen-soldier service. His grandfather had served very honorably in the Civil War; his father in the Spanish American war and again in WWI. Stewart saw what many didn't that the U.S. would soon be dragged into WWII. To the dismay of his studio bosses, the highly-paid, now thirty-three year old, movie star Princeton graduate was drafted into the Army as a \$21/month PRIVATE nine months BEFORE Pearl Harbor.

With a lot of real work on his part checking off Army squares, he parlayed his very considerable pilot experience into a 2nd Lieutenant's commission and USAAF pilot's wings ...all more than somewhat unusual, to say the least. It wasn't long before he was instructing Army student pilots, soon working up to "I.P." status in both the Army's "heavies" of the era, the B-17 and B-24.



(Stewart in uniform on movie set with Fonda)

In the above photo Stewart ...now a USAAF lieutenantis on pass back in Hollywood, visiting best-buddy Fonda on a movie set. Not wanting to remain on the sidelines, "Hank" Fonda would soon be enlisting in the Navy himselfat age 37! See

<https://www.nationalww2museum.org/war/articles/actors-uniform-lieutenant-henry-fonda-mister-roberts>

Without any further agitation on his part, Stewart would probably have continued as a flight instructor, the Army having no more interest than the studio in an established, very-popular "Oscar" winning star

Hollywood Heroes

possibly getting killed in combat. But Stewart wanted to get to the action. By 1943 his continued efforts to get to that action resulted in assignment as the commander ...as a captain ...of the 703rd Bomb Squadron, 445th Bomb Group; a new B-24 unit being trained for deployment to England and the 8th Air Force.



(Stewart – then XO 2nd Bomb Wing 1944)

His rush to combat was truly remarkable. Stewart deployed with his unit, flew combat, and on most of his twenty missions was not just flying his B-24, but LEADING hundreds of bombers. Along the way he received three Distinguished Flying Crosses, four Air Medals, and the French Croix de Guerra, with palm. In military rank, this “elderly” Hollywood actor went from an Army private pulling guard duty in at Moffett Field, California; to a full colonel leading an 8th Air Force air division in four years. He had also seen many of his men die in the many horrible ways to die in aerial combat ..and written the required letters to wives and families. He couldn’t allow his men to become “friends”, but they loved him anyway. But that didn’t make it hurt any less. On occasion his own airplane was shot up with close calls of his own, including on one occasion taking an 88mm round directly under his seat but leaving him miraculously unscratched.

At first, Stewart steadfastly refused publicity, even refusing reporters access to his base. He relented only when it was pointed out that the policy excluded everyone in his entire unit from having mentions in THEIR hometown papers. But he still refused to allow personal interviews.

A short summary of the 445th Bomb Group’s service: arriving in November 1943 at its base of Tibenham, the group flew its first mission on December 12th. The unit flew 282 combat missions, losing 108 B-24’s (and ten-man crews!) in combat and 25 more operationally. Months after Stewart left the unit with his promotion to operations officer of a sister group, in September of 1944 the 445th suffered the loss of 28 bombers of 47 dispatched: the 8th AF’s highest single-day loss for a bomb group.

Hollywood Heroes



So finally, that glorious August of 1945 came when the war was finally over, and Stewart had survived. James Maitland Stewart comes home with sixteen thousand of his closest friends aboard the Queen Elizabeth in her last service as a troop ship. But then he was adrift in Hollywood for a year, not really knowing he is suffering the effects of that war. Today it would be called Post Traumatic Stress Disorder. More importantly professionally, by 1946 the Oscar-winning actor of 1940 had still not been offered a single movie role, in a business where many new young actors are already jostling him on the slippery Hollywood pyramid.

Stewart could easily have become one of many "...I wonder whatever happened to..." actors.

Gregory Peck, one of the "new guys" who had NOT served, did a great job with the role of the bomber pilot commander hero in "Twelve O'clock High". Stewart might have played it, but from the first day home he had steadfastly refused to take any movie character role remotely connected to his combat service. He had simply seen too much World War II, to want to do it again in movies. To quote author Matzen, "The only job offer Stewart had was, Louis B. Mayer, his old boss at MGM, said, "Let's do 'The Jimmy Stewart Story' — we can show you flying over Frankfurt, we can show you as a military hero." And Stewart said no. He wouldn't talk about it."

His first movie after the war, "It's a Wonderful Life" was an initial failure, with a box office return not coming close to covering production costs. (But a funny thing happened this year the movie celebrates its seventy-fifth anniversary, annually acclaimed as a Christmas classic!)

Of course, his career did take off: many of his movies are likely among your favorites. They are mine.

In his personal life, the pre-war Stewart had been a prominent Hollywood bachelor and man about town. Gossip columnists even anointed Stewart as "The Great American Bachelor", from the quite broad swath he had cut through the female stars and starlets of Tinseltown. But he was determined to NOT marry into the Hollywood scene. He eventually did marry ...in his forties ... a lady from OUTSIDE of Hollywood and almost ten years younger than himself ...Gloria Hatrick McLean. It proved to be a VERY strong marriage which lasted until her death forty-seven years later.

And Stewart still loved to fly most especially in his personal Cessna 310; the proud now-family-man Stewart seen on the next page.



Hollywood Heroes



(Stewart Cessna with family)

Long after he had sold it, the airplane was found derelict. When its significance was realized, the little twin was restored for display in a place of honor at his hometown (Indiana, Pennsylvania) airport.



(Stewart Cessna 310 Jimmy Stewart Airport ground w-terminal)

Hundreds of hours of sitting between four pounding R1830's had done to his hearing the same as to thousands of other military aviators: his latter-day hearing loss eventually becoming so bad that he eventually had trouble missing cues in movie making.

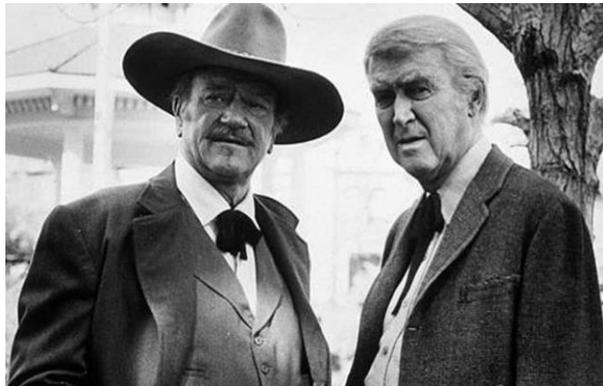
Hollywood Heroes



(B/Gen Stewart)

As is well known, Stewart maintained his reserve status in the new USAF, and achieved Brigadier General in the reserve force. His last bombing run was as an unpublicized observer on a Vietnam War “Arc Light” B-52 mission.

Like so many other actors, Stewart eventually faded to “beloved senior star” status. This scribe’s personal favorite among Jimmy Stewart’s later roles was as “Doc Hostetler”, who straightaway confirmed to John Wayne’s “J. B. Books” character the bad news that the gunman’s cancer was terminal. That was in the 1976 classic, “The Shootist”.



(Stewart Wayne the Shootist)

In February 1994, almost half a century after WWII ended, Gloria Stewart, the love of Stewart’s life and mother of his children, died at age 75. The heartbroken movie star joined her three years later on July 2nd, 1997 at age 89, with his last words “.... I’m going to be with Gloria now....”

Frank Ahern, – Secretary – 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 (Rob Stevely: Proprietor 8585 SW Hwy 200 unit 14) Ocala, FL 34474 www.robshobbyworld@MSN.com; Mon.-Fri.: 10 AM to 5:30PM; Sat.: 9AM to 4PM; Sun: Closed.

Please check out 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.shopipmsusa.org/product-p/adult-membership.htm>

<http://www.shopipmsusa.org/product-p/family-membership.htm>

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

UPCOMING EVENTS

This list contains modeling events. For a complete list of IPMS events visit:
<https://calendar.ipmsusa3.org/>

2022

<i>Feb 11-12</i>	<i>IPMS Jaxcon</i>	<i>Jacksonville, FL</i>
<i>Feb 18-19</i>	<i>AMPS Atlanta 2022 Show</i>	<i>Atlanta, GA</i>
<i>Apr 7-11</i>	<i>AMPS 2022 International Event</i>	<i>Newport News, VA</i>

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.

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

IPMS Membership



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	<input type="text"/>	Date of Birth:	<input type="text"/>
Adult One year	\$30.00	<input type="text"/>		
Two years	\$58.00	<input type="text"/>		
Three years	\$86.00	<input type="text"/>		
Canada & Mexico	\$35.00	<input type="text"/>		
Foreign Surface	\$38.00	<input type="text"/>		

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 -

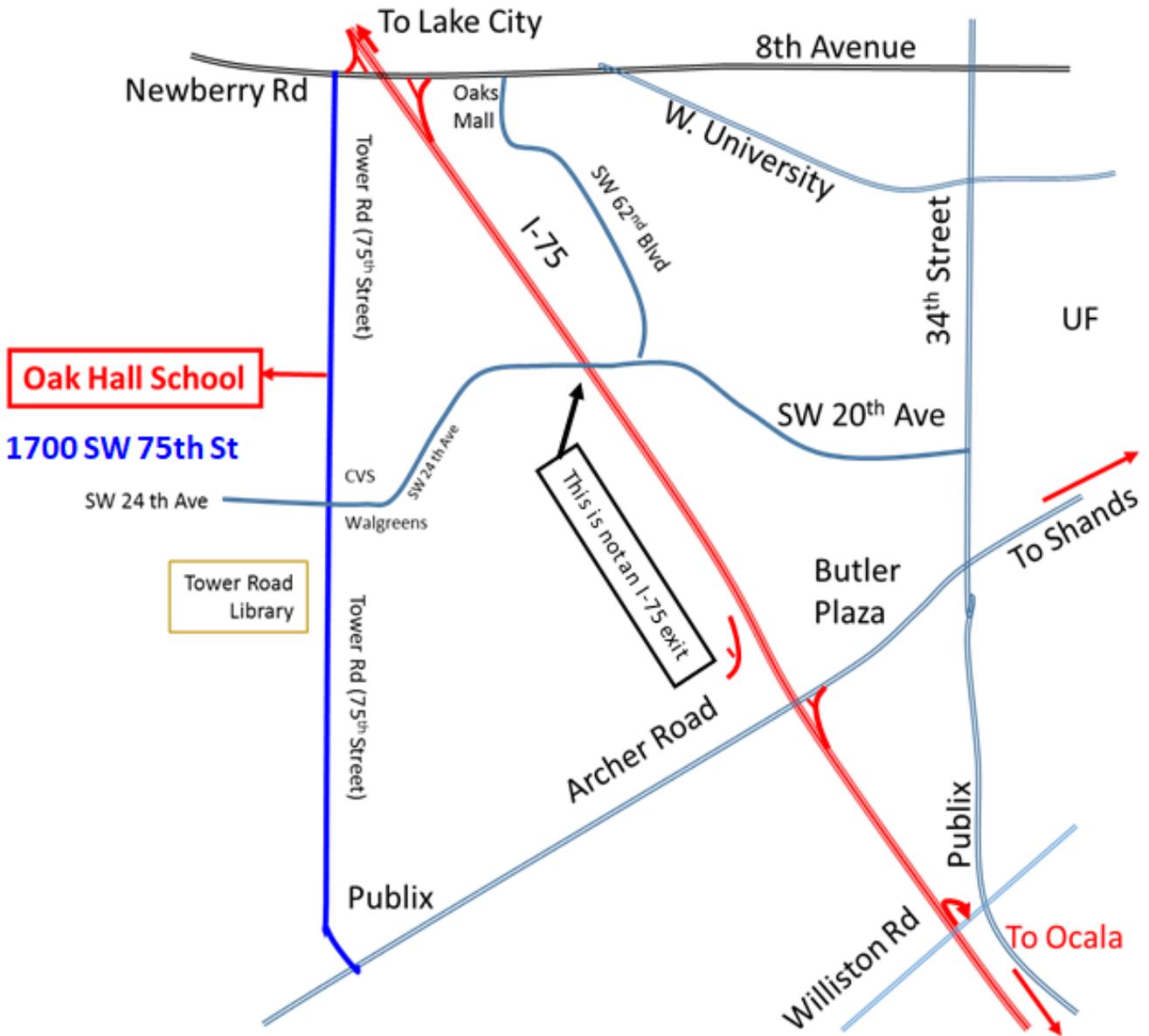
Address:

City: State:

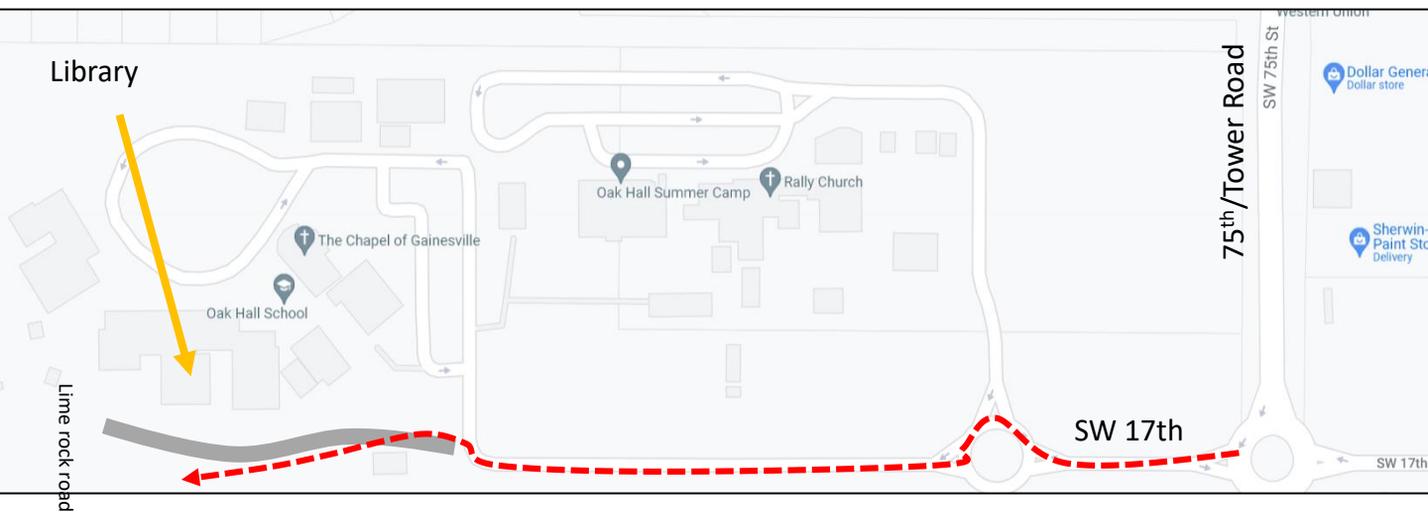
Zip Code:

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

Directions to OAK HALL (1700 SW 75th St, Gainesville, FL)



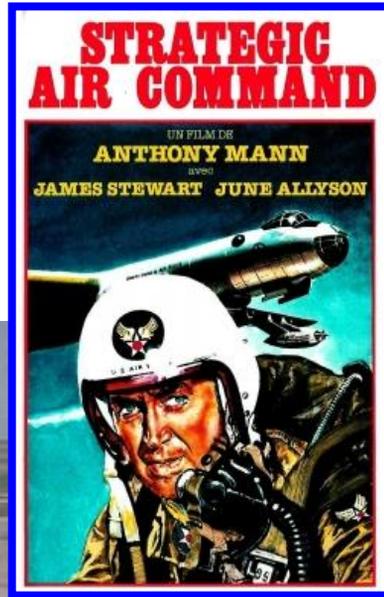
IPMS GATORS' MEMBERS: We will meet at Oak Hall on Tuesday **November 16** at 6:30 PM in the **LIBRARY**.



The top image is the satellite view of OAK HALL. The bottom view is a line drawing.

Pretty Paint ...

This month ...
dedicated to Mr. Stewart



A note about monthly themes for 2022

- Jan. -- Cold War (excludes active wars, e.g., Korea, Vietnam, Grenada, or Panama)
- Feb. - First Responders
- Mar. - Planes of the 50's
- Apr. - Collections of 5 or more
- May - Military non-combatant
- June- Made in France
- July - Anything Blue
- Aug.- Made of wood or canvas
- Sept.- More than 4 tires on the ground
- Oct. - Figures & Fantasy
- Nov. - Ships

Bye for now!