



www.gatormodelers.org

What do Gators do over the Holidays?



..... we party!*

See photos on page 22 .



* Photo courtesy of Paul Bennett, Club Photographer



Club officers

Jack Mugan
President

A. J. Kwan
Vice Pres

Frank Ahern
Secretary

Bruce Doyle
Historian

Paul Bennett
Photographer

Tracy Palmer
Webmaster

Bill Winter
Treasurer
Newsletter
Editor

www.gatormodelers.org

Next meeting:

**Tuesday, January 16 at: 6:30 PM; at Oak Hall Library
8009 SW 14th Ave Gainesville FL**

(See the map page near the end of the newsletter)



**Jack Mugan at
December's
Christmas party
celebrating a gift
he received. Did
you get to take
this home, Jack?**

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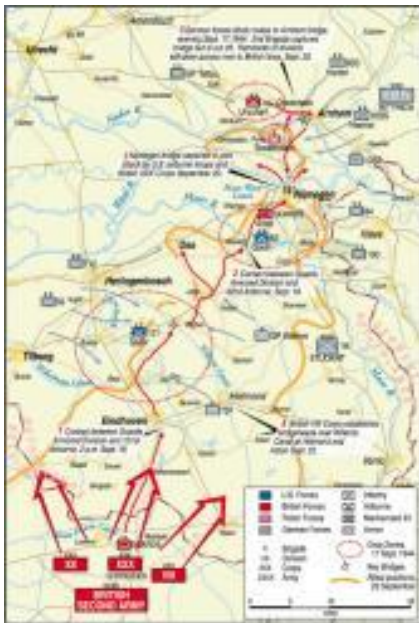
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Prez Sez.....

By Jack Mugan

Happy New Year everybody. I hope everyone had a fun and safe holiday season and you are now looking forward to packing everything away for another year. Now that the cold weather is here once again, it is time to enjoy working on your entry for Jaxcon, which is coming February 10th, so you do not have a lot of time to get it done.

Bill will be doing a dog and pony show at our next meeting on Operation Market Garden (see map), so if you have any models to fit that subject, feel free to bring them along to the meeting. Also, if you are on the list to provide models for the Thunderbird display at Collectors Day and cannot attend, please bring them to the January meeting.



The holidays were pretty quiet this year at our house, so I did get quite a bit of modeling done. I took this time to start a couple of my new resin race planes, and it has been interesting.

Where as one kit went together easily, the other has been problematic, as it has no instruction sheet or any guidelines as to order of assembly, or what needs to be trimmed, which makes it easy to make mistakes. You know I did make mistakes, so now I am in contact with the manufacture in an effort to straighten things out.

You may have noticed I have really gotten the racing bug, particularly the Unlimited Class, and now models of those planes are becoming available, and I am having a ball. As with anything new, a lot of research comes into play, and I am finding amazing videos and pictures on the Internet. Now all those books on air racing I have collected over the years are finally getting read at last.

After all these years of building models of military subjects, I find that I am getting excited about the hobby all over again.

See you at the meeting.....



Meeting Minutes – December 19, 2017

By Frank Ahern

President Jack Mugan opened the meeting at 6:40 PM and welcomed 16 members present, plus guest Tim Woodruff. Jack thanked Bill Winter, who was absent due to car problems, and his wife Nancy Hardt for hosting the club Christmas party last Saturday.

Mugan also commented on the newsletter and received favorable comments from club members on the quality of the newsletter under Winter's editing. President Mugan announced that A.J. Kwan is taking over as club Vice President



A.J. Kwan



Tracy Palmer

to replace Tracy Palmer, who resigned to devote more time to managing the Gatormodeler website. Palmer said that the website is now functional and encouraged members to visit and make suggestions for improvements.

Club member Clarence Snyder and guest Tim Woodruff (photo below right) told the club that they have collections of kits to sell. Snyder brought his kits to the meeting, while Woodruff said his collection, which is quite large, is available to be viewed at his home.

Mugan updated the club on the status of the inter-club contest being planned with the Ocala club. The proposed date of the contest is the March meeting. The site will be the monthly meeting of the club hosting the event, which has yet to be determined. The theme of the contest is originality and creativity using a Revell/Monogram kit.

Mugan said he and the Ocala directors are working on a design and name for the trophy, the judging will be done by one member from each club. Jack also revealed the theme of the next Gatormodeler club contest, which will be judged at the May meeting. The theme is "anything that races".

Another upcoming event is Collectors Day at the Florida Museum on the UF campus on Saturday, Jan.20. Mugan mentioned that the club has committed to present a display of models of the Air Force

Thunderbirds aircraft. Those with models in progress are urged to get them finished and bring them to the next club meeting on Jan.16. The date of the annual Jaxcon model show in Jacksonville was also announced – Feb.10. Mugan then opened the floor for the Show and Tell presentations by those who brought a model to the meeting.

After that, the monthly club raffle was held. The drawing for those who brought a model to display was won by Aaron Alt, who chose the Revell Patton tank kit. The attendance raffle went to Errol Whisler who chose the Battlestar Galactica sci-fi kit for his prize.

Tracy Palmer began the Presentation segment with a demonstration of a new less-expensive sprue cutter from Plato. This was followed by a slide show from Mike Martinez on a visit he made with his family to March Air Force Reserve Base flight museum. This ended the meeting at 8:15pm.



Chasing Pylons

By Jack Mugan

This month I'd like to illustrate how an air racer evolves from a stock WWII combat aircraft to a state-of-the-art unlimited racing aircraft, reaching speeds undreamed of during the war for a piston powered fighter.

Sometime ago I built the air racer known as the Roto Finish Special that raced in the Unlimited Class. I purchased the 48th scale conversion kit from High Planes Models. This

racer started its life as a stock P-51D in the 60's, was then modified to become "Miss RJ". Next, it became the Reno Champion known as the "Roto Finish Special" setting a race record of 416.16 mph. Finally, it became known as the Red Baron, the most advanced air racer of its time.

The aircraft rolled out of the factory in 1945, and spent two years in storage. Coming out of storage it went into service with the National Air Guard only to return to storage nine years later. Two years later it was again taken out of storage and sold to a civilian company where it received a registration number N7715C, with a little over 1200 hours on the airframe. Six years later it was sold again to Frank Lynott and Chuck Hall for the princely sum of nine thousand dollars. That sounds cheap, but back then the average yearly salary was about four thousand dollars and the average house sold for around twelve thousand dollars (see drawing below)



The Mustang made its first appearance at Reno as a stock aircraft in 1966, painted black with red trim, and placed sixth in the Consolation Race, qualifying at a slow 284 mph.



Chuck Hall became the sole owner of the Mustang and brought the aircraft back to Reno again in 1967 with a new gray and green over natural metal paint scheme looking like a WWII fighter (see drawing above). The airframe had been cleaned up and a new Aeroproducts prop from a P-51H was added. Chuck managed to finish fourth in the final race.

Chuck again brought the Mustang back to Reno in 1968, but now with more extensive modifications. The wingspan had been shortened with new tips fitted. The wing was smoothed and surfaced with a flexible fiberglass coating. A new V-1650-9 Rolls Royce engine was installed and the name Miss RJ was added on the cowling. All these changes made Miss RJ very quick and it posted the highest qualifying speed that year.

After a close race in the final event, the prop governor seal failed on the last lap and Miss RJ limped across the finish line in third, but was bumped up to the second position when the second place finisher cut a pylon.



Additional modifications took place in 1969 (see drawing above) starting with a new canopy and a sharply pointed spinner and a new white and tangerine trim paint scheme. This year there were engine problems but Chuck managed to get the Mustang into the final event finishing in second place with a stock engine. The 1970 Reno Race was a complete bust for Miss RJ due to engine problems, and later that year Chuck put the plane up for sale. Gunther Balz became the new owner and brought it to Reno for the 1971 race. There appeared to be no new modifications except for a new silver and black paint scheme and now renamed the Roto Finish Special (see drawing below) The Special finished in fourth with a speed of 412 mph.



At Reno in 1972 Gunther showed up determined to win. The Mustang had several additional airframe modifications as well as a new racing engine. Gunther and the number five Mustang did win this year with a new course record of 416.160 mph.

In 1973 the Special was back once again qualifying at 410 mph but wasn't able to catch Lyle Shelton's Bearcat who crossed the finish line at 428 mph. Shortly after this race Miss RJ was sold to Jack Sliker who raced it in the Mojave California race and placed fourth, then sold the Mustang to Ed Browning, owner of the Red Baron Flying Service. Race 5 received a new all-red paint scheme, a new pilot, Roy McClain, and the new Red Baron name (see drawing below).



The Red Baron was entered in the 1974 Reno races where it made a poor showing. Racing in the final Gold Class race the engine backfired and blew away a portion of the air induction system. A few weeks later the team entered number five in the Mojave race in California where it won beating Lyle Shelton's Bearcat in a close finish.

After the Mojave race the plane was flown to Chino California for a major rework at Aero Sport. The Merlin engine was pulled and replaced with a larger Rolls-Royce Griffon engine with contra-rotating props. The top of the fuselage was removed and replaced with a newly designed low profile canopy that faired into the new large vertical fin. A new intake duct was fabricated and installed on the nose to ram air into the carburetor. So many changes had been made to the airframe that it was now referred to as the RB-51 rather than the P-51 (see drawing below).



Darryl Greenamyer would fly the Red Baron in the 1977 Reno race and the RB-51 was now sporting white wings with Red Baron emblazoned on the top and bottom surfaces (see drawing below).



Darryl would proceed to win setting another course record of 430.703 mph. The year of 1978 (see drawing below) would see yet another pilot for the number 5 when Steve Hinton took the controls and was top qualifier and winner of both the Reno race and the Mojave race.



The Red Baron Team was on a roll in 1979 with a win at Homestead Florida's new International Air Race and the Mojave Race as well (see drawing below). In August the Red Baron was taken to Tonopah Nevada for a shot at the three-kilometer speed record. On August 14th, Steve and the RB-51 set a new record with an average speed of 499.018 mph.



The next stop was Reno where things did not go well. The Red Baron was running second and the engine was running rough. After crossing the finish line and while attempting to get the plane on the ground, the engine stopped and Steve came down short of the runway out of sight of the

crowd who just saw a ball of fire and black smoke rising (see photo below). Fortunately Steve survived the crash with serious injuries, but the RB-51 did not. So ended the thirteen year old story of one of the most remarkable racer to ever fly in the Unlimited Class races



Many thanks to Taichiro Yamashita whose drawings I used to illustrate the history of the racing Mustang number five.

Sometime ago I built a model of the Roto Finish Special from a conversion kit offered by High Planes Models. It came with a racing canopy and turtle deck, a pointed spinner, racing wing tips and decals. I do not recall the donor Mustang kit I used, which shouldn't surprise anyone that knows me..

I hope you all can see why I find racing aircraft fascinating and fun to build.



Roto Finish Special

Making a Display Base

By Frank Ahern



I'm off on another historical (hysterical?) modeling adventure. This time I'm delving into the murky past of the most famous group of American aviators in history – *The Flying Tigers*. Thanks to the vast resources of the Bruce Doyle Memorial Library I spent the holidays researching the strange and improbable story of how an exiled Army captain and a rag-tag group of misfits and mercenaries became the number one story on American newsreels in early 1942.

I'll do my best to present that story, and separate fact from myth, in a presentation next month. This article is about the process to produce a display base for the obligatory P-40 model I'm building to accompany this effort. (1)

[1]



I'm convinced that no one wants another build article on a P-40, but I thought that some might be interested in how I will make the base and scenery that goes with it.

It starts, of course, with selecting the type of base that will fit the scene. There are lots of options at the craft stores – all sizes and shapes of wooden plaques and bases that work well for most displays. I was looking for something rustic, however, because the Flying Tigers often flew out of primitive airfields in China. (2) I found a base at Hobby Lobby that suited my purpose. It was just a thin slice of a tree trunk, bark and all.

[2]



Making a Display Base (continued)

The first step was to seal the wood and especially the bark with a coat of *Mod-Podge*, which is an indispensable product for all scenery and base work, much like Future is for model building. I use a big wide craft brush from my wife's collection to apply it. *Mod-Podge* serves as a sealer, glue and finish coat if needed. It's a fairly slow-drying product so don't rush it - give it a day or two, depending on humidity.

[3]



Once dry, its time to mix a batch of *FastMache'* - a form of paper mache' (3). You mix it by kneading it in a zip-lock bag, about 2 parts mache' to one part water. (4) Then you spread it on the surface of the base with some kind of spreading tool. You can use a cake-icing spatula, or in my case I used a tool designed for clay sculpting. The idea is to get a relatively level, but realistically rough surface, which will mimic the surface of a primitive airfield area.

[4]



Making a Display Base (continued)

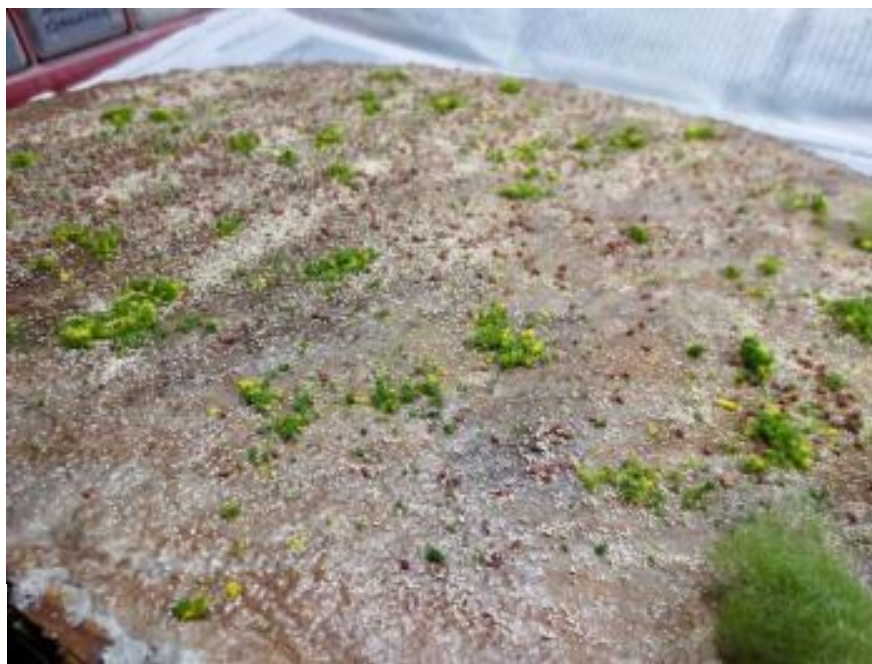
When that's dry, after a couple of days, (5) then you are ready to paint the base color on the surface. I prefer to use heavy acrylic craft paint - maybe because my wife has a bunch of it. I brush it on with a

[5]



wide craft brush. Start with a dark brown, but in the best tradition of my favorite painter – Bob Ross – we will streak in several lighter shades to highlight and give the appropriate mottled effect. (6)

[6]



Making a Display Base (continued)

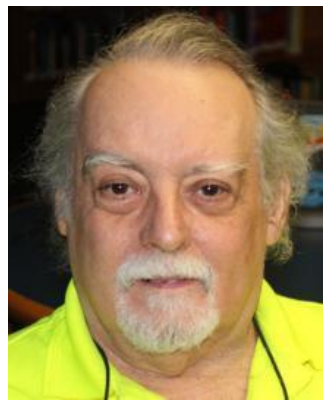
Another day of drying time and we give it another coat of Mod-Podge to provide the sticky surface to sprinkle on some landscape grass and rocks. Realism demands that we be random in application and varied in color. Most of this stuff is available at stores, including Hobbytown, that have a section for model railroaders. (7) Finally I added some other elements, like resin ammo boxes, fuel drums, jerry cans, bushes and a couple of figures that were left over from previous models. Yes dear, I really do use the left over parts. The model isn't done, but the display base is ready!

[7]



Fiddly Bits

By Stretch Sprueman, IPMS # 9.2.1945, a.k.a. Bruce “Yard Modeler” Doyle



Hop Aboard the “Way Back Machine”- From the department of: “When I was a kid I walked ten miles to school in the snow, uphill- both ways.”

Two things we knew growing up in the 1950's. One was that the bomber flying so far up, you could only see it's contrails, might have red stars on it. My grandparents ran a boarding house in Hanover, N.H. for Dartmouth college students. Many of them dropped out of school knowing WWII could happen any day, nuclear Armageddon was imminent. For school kids like me “duck and cover” was the mantra of the day,



drilled into impressionable minds in schools across America. Scary! The other thing we knew was that WWII was fought in living black and white. If you were lucky enough to have a TV (we didn't get one until I was ten years old) there were on Sundays two “must see” TV shows. On NBC right after “Wrestling from Florida with Gordon Solie - and right before “Liberace, with brother George”- was the USN documentary: “Victory at Sea.” Narrated by Leonard Graves, it had a stirring musical score by



Richard Rogers of the Rogers & Hammerstein Broadway fame (Larry Bayer and I both had the album). It wasn't until decades later that we were amazed that the footage shot by the Navy and Marine combat cameraman was in color!



Then on CBS at 6 o'clock- right after Alistair Cooke- was the 'piece de resistance': "Air Power" hosted by "Uncle" Walter Cronkite. Being the son of an Air Force officer I was keenly interested in the air war that the ½ hour documentary depicted. ("Navy Log" dramatized USN events and the Army's "The Big Picture" also aired on weekends back then.)



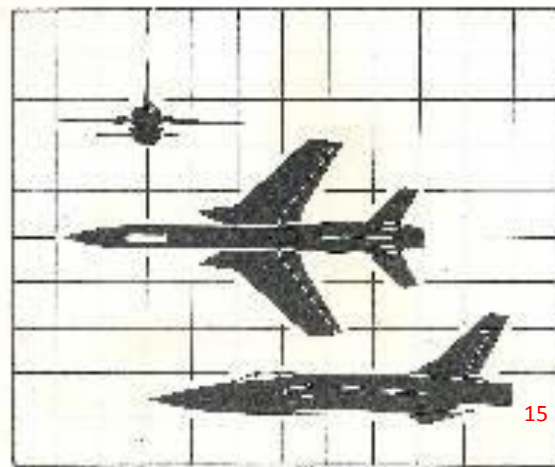
For modelers and aviation enthusiasts there were a limited number of publications - also in B&W- for reference purposes: Air Progress, RAF Flying Review, William Green's "Observers Book of Aircraft", and so forth.



So in the 1950's the "Wikipedia" for young adults interested in manly things was the series of books put out by C.B. Colby: West Point, Astronauts in Training, F.B.I. and dozens more titles. Back in the day I had Colby's OUR FIGHTING JETS, so I was pleased to find a few years ago a revised version OUR SPACE AGE JETS published in 1959. purposes!

Leafing through JETS I was taken by the quaint "How-To" modeling tip on the back page- "Our Space Age Jets Modeled. How to Use Three-View Drawings of Our Space Jets to Make Scale Models".

Nowadays - with resin and P.E. - our hobby is described as being in the "Golden Age" of modeling. Now please enjoy reading what the "Stone Age" of modeling was like- or more precisely- the "Wooden Age" *on the next page*. It makes one appreciate how good we have it now.



Note: The performance data and vital statistics for the planes were usually marked "secret." Like some sneaky Commie was going to buy the Colby books for intelligence purposes!

Our Space Age Jets Models

HOW TO USE THE THREE-VIEW DRAWINGS OF OUR SPACE AGE JETS TO MAKE SCALE MODELS

Many aviation fans like to make their own solid scale models of aircraft, and the three-view drawings shown in this book are ideal for helping you to do just that. They are accurate, easy to copy and, combined with the wealth of detail to be seen in the photographs on the opposite pages, can serve as ready reference material for this exciting hobby.

First, decide how many times larger than the plane shown in *Our Space Age Jets* you wish your redrawn plane to be. Then lay out on a large piece of paper the number of perfect squares covering the plane shown in the small-sized drawings in the book. If you wish your plane to be twice as large as that in the book, draw your squares twice as large as those on the page. If your model or plane drawing is to be five times the size, make your squares five times as big, etc.

Now divide the small squares in the book into still smaller sections or squares. (Either trace the squares off, along with the silhouette outline of the plane, or make your lines right on the page.) Carry these smaller section lines right across the silhouette of the plane. Make these smaller grid lines accurately. You may make them as close together as you like, as long as all squares they form are square. Now divide the larger squares on your bigger piece of paper in the same way, forming as many squares inside the original big squares as you did inside those in the book.

You will see now that the plane in the book is completely covered with a grid of lines forming small squares, and your larger squares on the redrawn grid are duplicated with larger squares, the same number, only proportionately larger. It is now simple to sketch in, on your larger sheet of paper, the outline of the plane in the new larger size, just by making sure that the outlines cross the squares in the large drawing, right where they cross the duplicate squares in the page drawing. If this duplication of "square crossing" is done carefully, you'll have a fine duplicate of the original silhouette, only as much larger as you made the squares on your big sheet of paper.

If you wish to make solid scale models in the larger size, draw the larger squares on pieces of wood instead of paper. Use a block of wood as thick as the fuselage is in cross section for that part of the model, and thinner pieces for the wings and tail surfaces. Once you have drawn the squares on the wood, sketch in the outlines of that section of the plane and carve out carefully with a sharp knife. Carefully round into shape with sandpaper, and glue pieces together in exact position as they are in silhouettes.

Use details from the photos and the drawings in the book to complete the models, and use silver paint for a metallic finish, or paint in colors of your choice with model plane paints obtainable from your hobby store. Small bits of Scotch tape or thin plastic pasted in place will give your cockpits a realistic appearance, and adding numerals and other insignia in color will add to your model's lifelike appearance. Paint the end of the plane's jet opening bright yellow to simulate the hot exhaust.

I'm sure you'll find making solid models of our space age jets an exciting hobby, and it will teach you much about the details of these outstanding examples of the "fightingest" aircraft in the skies today.

Now For The “Not So Way Back Machine”

By Stretch Sprueman, IPMS # 9.2.1945, a.k.a. Bruce “Yard Modeler” Doyle

With apologies to the original “Mig Mad Marine” - John Glenn, I’ve become a “Mig Mad Modeler.”



I’ve also come “kicking and screaming” out of modeling exclusively the WWII 1940’s all the way into the 1950’s, and with a brief foray into the 1960’s. (Hey Brian Cormack – jets are cool, who knew? And some are real neat looking. Maybe it starts with having a red bar in the national insignia-

spiffs it up a might!) But I digress.

I ordered the 1/72 Hasegawa/Minicraft MiG-25 kit that was issued in the late 1970’s. The kit I got from DEAN’S came factory sealed, and, believe it or not, the decals worked perfectly.



Folded into the instruction sheets were two promotional flyers that I found interesting: a membership form for IPMS- \$8.50 a year, and a showcase of typical IPMS articles. Who knew Bruce Culver was counting tracks links back in the ‘70s?!

Then check out the prices for Squadron’s IN ACTION books (and other pubs; see next page). I think that I have most all of them, and what a bargain they were at \$3.95 a pop! (Bob Lundeen- I’m missing IN ACTION #9 F-100. Birthday for me?)

In Action Squadron/Signal Publications

The "In Action" series has been providing complete, low-cost coverage of military subjects for modelers, historians and book collectors. Each book explores the development of a subject with many previously unpublished photographs, detail drawings and lucid text. The series is always of interest to the reader with information on what actually looked like in use. Soft cover.



Aircraft in Action

No. 5 F-4 Phantom in Action
3 color profiles, 105 B&W photos, 48 pages \$3.95

No. 6 Heinkel He III in Action
3 color profiles, 71 B&W photos, 13 drawings, 48 pages \$3.95

No. 7 F-8 Crusader in Action
3 color profiles, 90 B&W photos, 48 pages \$3.95

No. 9 F-100 Super Sabre in Action
5 color paintings, 4 color photos, 110 B&W photos, 50 pages \$3.95

No. 10 Junkers Ju52 in Action
9 color profiles, 80 B&W photos, 40 drawings, 50 pages \$3.95

No. 11 A-4 Skyhawk in Action
5 color paintings, 4 color photos, 121 photos, 25 drawings, 50 pages \$3.95

DO YOU WANT TO LEARN MORE ABOUT MODELING?

DO YOU WANT TO FIND OUT THINGS LIKE:

• WHAT HELLCATS AND ZEROS LOOKED LIKE DURING THE BATTLE OF THE MARIANAS "TURKEY SHOOT"

• HOW TO CONVERT STOCK PLASTIC KITS INTO VARIANTS THAT ARE NOT AVAILABLE AS KITS.

• GERMAN & RUSSIAN ARMOR IN 1943-1944.

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Write:
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P.O. Box 2555
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Typical I.P.M.S. Articles

NORTHROP'S QUEEN OF THE MIDNIGHT SKIES

FRED DICKER
SERIE M'DOWELL
DAVE MENARD
GARRY RAPE
HAROLD STOCKTON



P-61 BLACK WIDOW VARIANTS IN AAF/USAF SERVICE



ART:
CHUCK
SPINELLI

Phancy Phantoms

Robert Simon
Greg Reynolds



TRACK OF THE TIGER

IPMS - USA QUARTERLY

DETAILING THE SoK FZ 251



BRUCE GULVER

From Paul's Toolbox –

By Paul Bennett

Yet another twofer: **Small Part holder:**

Trying to hold a small part for painting, such as a figure, can be challenging, resulting in frequent droppage (and technicolor fingers). Tweezers can help, but the tips of the tweezers are usually very small, they slip, twist, and the item being painted heads for parts unknown (and/or a cluster of dust or fur on the floor. Ever notice how annoying it can be with dirt, or a hair in wet paint?).

So I was up on MicroMark one day and found this little holder:



The tool consists of a barrel, a sliding sleeve and two thick fingers.



The tool is simple enough to use. Just position the part between the two fingers and slide the sliding sleeve up to lock the fingers tightly around the part.

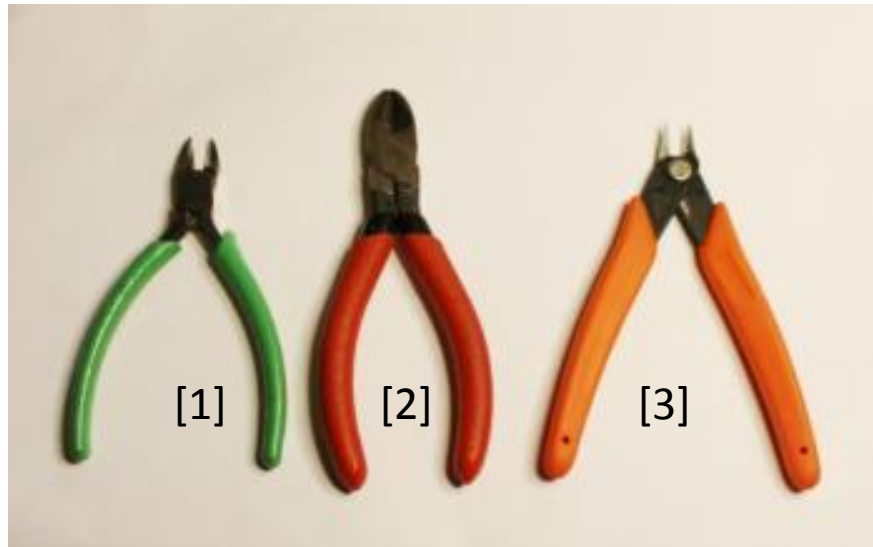


From Paul's Toolbox – (continued)

Steel wire cutters:

There are times when a modeler will find a need for a piece of steel wire. The wire may come in many forms, piano wire, even paper clips. With the steel wire comes the need to cut it to the desired length. More easily said than done, given the strength of the wire and demanding cutters of the proper design.

Below are three examples of cutting tools that are quite useful for their designed purpose but can be ruined in an attempt to cut piano wire.



From left to right we have [1] 4" and [2] 5" diagonal pliers used in electronics work for cutting copper wire and [3] a standard pair of cutters used to cut plastic. In all of these pliers the cutting is accomplished by two very sharp, almost knife blades that come in contact with each other and are made so they come in contact but go no further. None of these types of pliers are designed to cut steel wire and the knife edge cutting surfaces will be permanently damaged in the attempt.

Not only that, but if the right cutters are not selected, the wire will actually bend the wire rather than cut it. However, cutters are available that can do the job. Below is a pair of Xuron cutters that I use for that purpose.



In this case the cutting edge is very different. Rather than two thin knife edges coming together, the edges are thicker, right edged, and use a shearing action. The pliers are also designed so the wire is caught and held between the jaws.

I have found the cutters very useful for small gage wire and very easy to use.

Hollywood Heroes



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
BY FRANK AHERN

Jonathan Winters

Jonathan Winters quit school at age 17 and enlisted in the Marine Corps in 1943. After boot camp he was assigned as a sea-going Marine to the battleship *USS Wisconsin*.



Later he served as an anti-aircraft gunner on the carrier *USS Bon Homme Richard* (left) during the battle of Okinawa in 1945. It is considered one of the worst and deadliest battles of the South Pacific due to the high number of “kamikaze

attacks by the Japanese. Winters was honorably discharged in 1946 with the rank of corporal. He often spoke fondly of his time in the Corps and frequently lent his celebrity status to assist in “Toys for Tots” fundraising campaigns.



Jonathan Winters

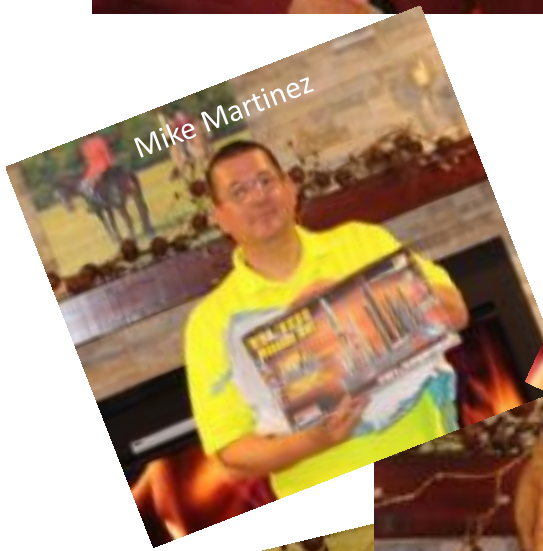


A comedian, actor, author, and artist. Beginning in 1960, Winters recorded many classic comedy albums for the Verve Records label. He also hosted 2 comedy/variety TV shows during the 1960's & 70's. He may be best remembered for his many appearances on the Tonight Show with Jack Paar (left-most chair) and Johnny Carson.

IPMS Gators Christmas Party, December 16, 2017



Frank Ahern earned the IPMS Gators' modeler of the year award based on his prodigious production of excellent models and his major contributions to the club. Here Frank is receiving his certificate from Tracy Palmer, Club V.P.



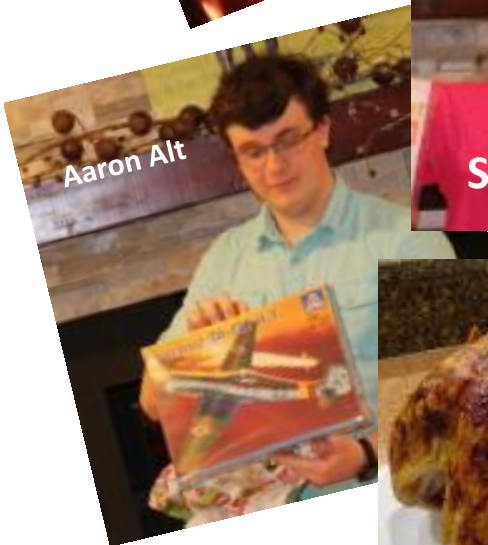
Mike Martinez



Sue Palmer



Jack Mugan



Aaron Alt



Sharon Mugan



Bob Lundeen

Ann and Tony Ivone (Tony is pictured on the left with the newsletter editor Bill Winter) brought a turkey “die for” a delicious cheese cake (if I remember correctly). Thanks Ann and Tony!



... Lots of good food.



Ethan Alt



Don Martin



... Yeah!



Show and Tell . . . For December



Clarence
Synder
1:25;
Race
cars;
Jim's
mod ¼
miles' 57
'vett



Mike Martinez
1:48; F-8, Blue
Angels; Revell
Decals from a
Blue Angels F-4



Show and Tell



Ed Ingersoll
1:24; Ford Model
T Roadster
Testors; detailed
exhaust

Paul Bennett
1:24; Fire truck, 1914
Model T; ICM
Added bare metal foil
trim



Bob Lundeen
B-17; Meng
'cuz I'm a 59
year old kid.

Show and Tell



Jack Mugan
1:48, Racing
Mustang
Kit: Bob Hoover
OOB



Errol Whisler
1:72; P-51, Mk1 – Tunsia
Kit: Italeri;
added "Flying Base"

Show and Tell



Aaron Alt
1:35; Tiger I
Kit: Italeri



Don Martin
1:35; PzH 2000 & Faun
Trumpeter & Meng
Added stowage



A.J. – Is this your kit? – Bill

Show and Tell

Bruce Doyle
1:72; Hawker Hunter;
Airfix



Bruce Doyle
1:72; MiG-15; Airfix



Bruce Doyle
1:72; MiG-17 D/E;
Hasegawa/Minicraft
Decals: Trumpeter IL-18



Other models brought but not pictured.

Frank Ahern; 1:48; F-105 Thunderbird; Kit: Revell; re-do w/ T-bird Decals

Tracy Palmer; 1:72; P-40E; Academy; True Details cockpit; Moskit Exhaust

Mike Martinez; 1:48; F-4, Thunderbird; Fujimi; decals from Scale Master

Faces at the December Meeting



Mike Martinez, IPMS Gators President 2014-2016



Jack Mugan, IPMS Gators President,
2016 - present



Clarence Synder (cars, cars and more cars!)



Frank Ahern, IPMS Gators Secretary,
2016 - present



Errol Whisler (built a great Space 1999
model last year)

Faces at the December Meeting



Ed Ingersoll,
President, North
Florida AMPS
(The Armodillos)



Dan Contento
(cooks up a
mean pan of
beans!)



Don Martin, Award-winning
armor modeler

Bruce Doyle, Club Historian
forever, prolific writer and reborn
“yard modeler.”*

* Bruce defines this as “his
models look good from a yard
away.”



Faces at the December Meeting



ModelerBob - Bob Lundeen re-enacts the sinking of the Titanic!



Blane Alt, #1 Dad of Aaron and Ethan (former career Army officer)



Arron Alt, prolific builder! And son of #1 Dad Blane Alt.

Contest Notices (1)



JAXCON 2018

Saturday, February 10th

at the

***Adam W. Herbert Center
University of North Florida,
Jacksonville, FL***

Themes:

Mayport Naval Station 75th Anniversary and 'Crazy 8's'



***First Coast IPMS, Jacksonville, FL
Details at www.ipmsfirstcoast.org***

IPMS WINGS, *WHEELS* & Keels
Presents Our
Annual Model Contest



Saturday, March 24, 2018

Great Raffle Prizes!!!

Entry Fee: \$10.00 for all the models you can bring!

Vendor Tables: \$25.00 per table. (Inside tables only, please!)

Contest held at Sarasota County's Woodmere Park and Recreation Center,
just off Jacaranda Blvd. on 3951 Woodmere Park Blvd. in Venice, FL 34293
(Exit 193 off I-75)

Contact Randy at 941 456-5062 or John at 941 807-0003 for your questions!
Vendor Info and Table Reservations contact: John at 941 807-0003 or
boston4550jpcwwk@yahoo.com

Vendors Welcome at 8:30 AM

Drop-off and Model Entry: 9:30 to 12:00 Noon

Judging: 12:00 PM to 3:00 PM

Awards Ceremony at or about: 3:30 PM

Models Not for Judging – No Fee!

Categories, Entry Information, Driving Directions + Map on back of flyer!

Contest Notices (3)

IPMS Space Coast Presents: ModelFEST 2018

7 - 8 April 2018 The Show to End All Shows

Themes: *The Great War 1914-1918 & 1968-50 Years of Progress*

The 2018 IPMS Regional Show for Region 11!



- A full 63 Category IPMS Model Show!
- An 80 table vendor room!
- A Great Snack Bar on Site Both Days!

\$129 Rooms Available @ Residence Inn

1430 South Babcock St. Melbourne, FL

Rate Code: IPMS Space Coast; NLT 15 Mar 2018

(800) 321-2211 or (321) 723-5740

POCs: Rick Ostman – 321-890-7666 rickostman@yahoo.com

Chuck Smith - 321-639-8475 bcsmith@cfl.rr.com

Vendors Contact – Andy Caldwell 321-633-4541 426hemiterp@gmail.com

IPMS Space Coast Website www.ipmsspacecoast.com



**Location: Melbourne Auditorium
625 E. Hibiscus Blvd.**

Melbourne, FL 32901

(Admission: Adults \$5 - Kids Free)

Schedule of Events:

7 Apr – 6 am - 8 am Vendor Set Up

8 am – 6 pm Open to Public

7 pm – 9 pm Judging

8 Apr – 8 am Doors Open to Public

Noon – 3 pm Awards

Inter-club “What-If” Challenge Contest – from Jack Mugan

We are trying to create a unique event unlike the usual club contests. In an effort to level the playing field we would like to focus on concept ideas as a different approach and to keep it simple and fun. The success will depend on how many of the members take up the challenge. As modelers, we like to believe we think outside the box and here is your opportunity to dust off those skills and go for it.

The idea to include the back-story is to share the thought process behind your concept, or to just add to the entertainment by providing an official explanation what your model represents.

Rules

All entries will be from the same manufacturer, to be decided.

No categories

All scales eligible

All subjects available from the chosen manufacturer.

No building limitations

Supporting story must accompany entry.

Must be a paid up member of good standing in the participating clubs.

Traveling trophy to be established and paid for by both clubs.

Winning club picks the next manufacturer.

Both clubs will provide Judges, one each.

Judging sheets will be provided. Standards will be Creativity, Imagination and Execution on a ten point scale.

One winner per contest. Winner's name will go on the trophy.

We are thinking Revell/Monogram for the first contest.

We are suggesting a March contest date.

Frequently asked questions:

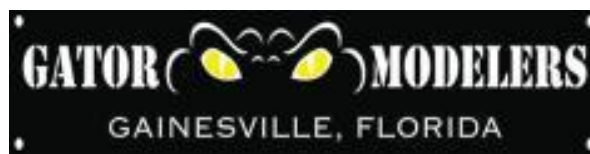
Is aftermarket resin allowed? Only if it comes from the manufacturer
Chosen for the contest.

Is scratch-building allowed? Yes

Bill's Column

By Bill Winter

Sorry. . . . On holiday this month. ☹



Odds and Ends Contributed by Club Members & Friends

From Jack Mugan:



https://www.facebook.com/specialhobby/videos/1237550449673150/?hc_ref=ARR9bHaY9TvMg_bXwHQp96034yV3L7aLMK6AvekXtN3Q3o3BwX79Oms5nW8G8HPPpSQ

From Jack Mugan – Pictured is a Stearman built from the current (and inexpensive) Revell kit. . . .
Wow!



From Joe Caputo: WWII boneyards: <http://mashable.com/2015/08/15/wwii-surplus-vehicles/#f6hSfXGPygqM>



Odds and Ends Contributed by Club Members & Friends (part 2)

From Joe Caputo: Armoured Fighting Vehicles preserved in the Base Borden Military Museum, CFB Borden, Ontario. See: http://silverhawkauthor.com/armoured-fighting-vehicles-and-tanks-preserved-in-canada-5b-ontario-cfb-borden_438.html



<http://mashable.com/2015/08/15/wwii-surplus-vehicles/#l3HVploMMggb> BONEYARD PHOTOS!



See: <https://www.flickr.com/photos/martinhronsky/sets/72157661763982578> for: Scale Model Challenge (2017) - competition models, International scale model contest, Veldhoven, Netherlands.



Frank Ahern, – Secretary – Newsletter Editor 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; they support us in many ways.

Gainesville HobbyTown
Miguel Miranda: Proprietor
7420 W. Newberry Road (next to Sports Authority)
Gainesville, FL 32606 www.gainesvillefl.hobbytown.com Mon.-Fri.: 10 AM to 7PM
Sat.: 10AM to 5PM
Sun: 12PM to 4PM

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: Close

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

IPMS/USA Region 11/Gator Modelers' Calendar

2018

January 20	Collector' Day, UF Museum of Natural History
February 10	First Coast, Jaxcon, Jacksonville
February 24	Marion County Tax Collector car show, Ocala
March 3	Flight 19 Modelfest VII, Pompano Beach
March 4	Manatee Car Show, Homosassa
March 10	FAST/Billetproof, Ocala
March 24	IPMS Gators Auction
March 24	Wings, Wheels, & Keels, Venice
April 7-8	Space Coast Region 11 contest
May 3	AMPS 2018 International Convention, Dayton, Ohio
June 9	SCOTTCON 2018, Robins AFB, Georgia
June 15	Squadron's Eagle Quest, Gravevilne Tx
June 16	Polk's Area Model Society PAMScn, Lakeland
August 1	IPMS/USA National Convention 2018, Phoenix, Arizona



IPMS Membership

is of great importance, both at the local level (IPMS Gators) and at national level. The Club officers strongly recommend joining IPMS as an individual which provides yearly six 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.



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	<input type="checkbox"/>	Amount: _____
Check	<input type="checkbox"/>	Check #: _____ Amount: _____

Billing Address, if different than above -

Address: _____

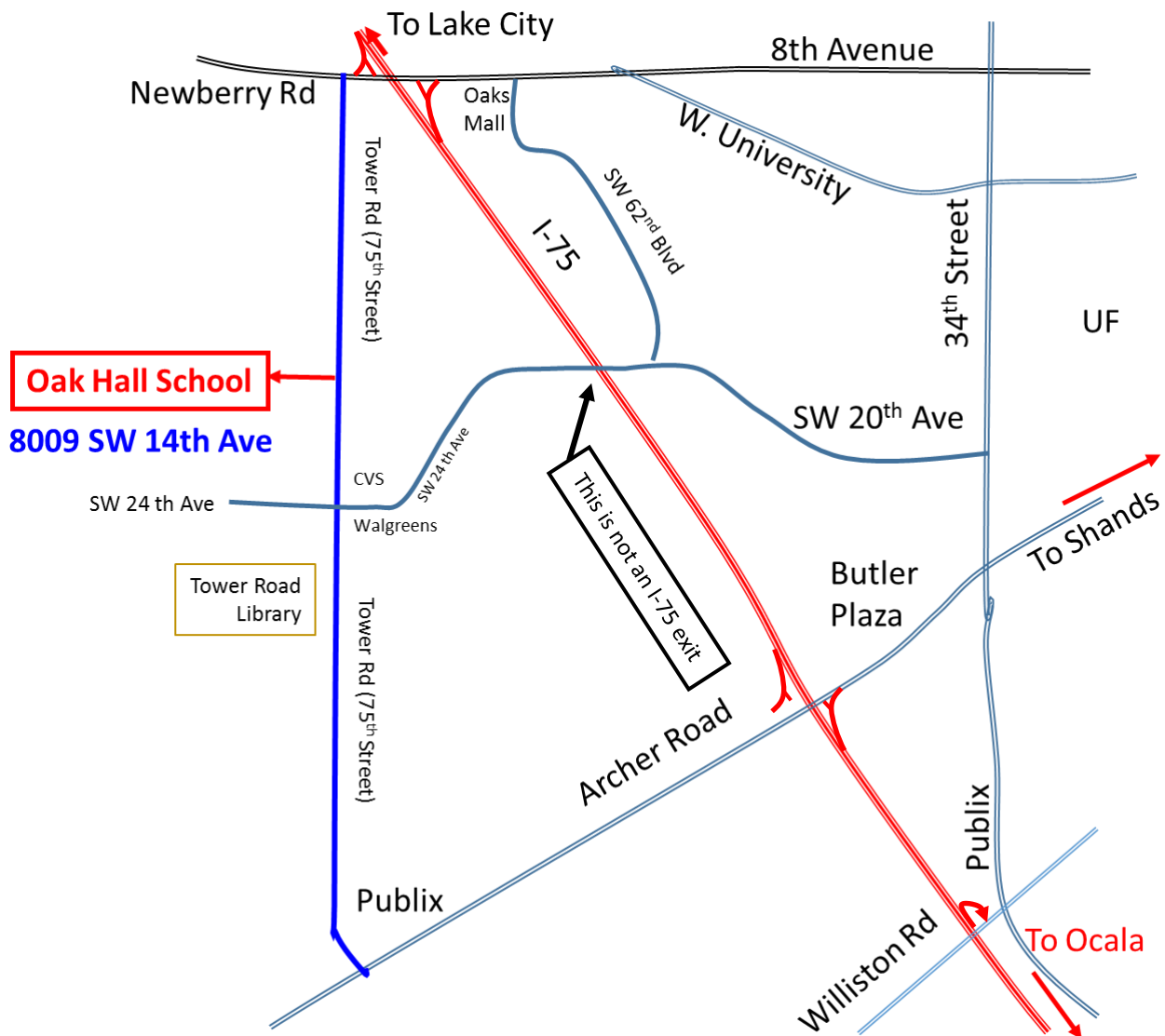
City: _____ State: _____

Zip Code: _____

Applications should be printed and mailed to: IPMS/USA, PO Box 56023, St. Petersburg, FL 33732-6023.

For folks renewing on-line: <http://www.shopipmsusa.org/category-s/100.htm>₄₀

How to get to the meeting



Note: There is a new entrance to Oak Hall School south of the previous entrance that we used. This entrance is off of a roundel on NW 75th Street (a.k.a. – Tower Road).



www.gatormodelers.org

Wild Paint

By Jack Mugan



NEXT MEETING: TUESDAY, JAN 16, 2018!