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***Inside see: Chuck Lassiter's Betty and Ohka – Winner of the March Intra-Club Contest***

Notice: The [May 2023](#) meeting will include a **kit sales and swap meet!** Bring kits you want to sell and money to buy the kits of others.



# GATOR MODELERS

## GAINESVILLE, FLORIDA

**Club officers**  
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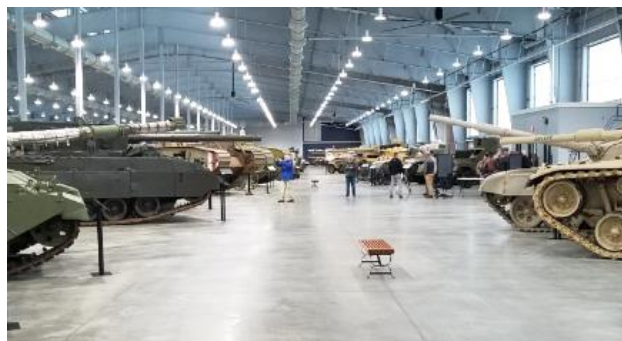
**Bill Winter**  
Treasurer &  
Newsletter  
Editor

[www.gatormodelers.org](http://www.gatormodelers.org)  
**Prez Sez.....**

Several months ago Bill Winter, Ed Ingersoll, Errol Whisler, and I piled into Errol's car and headed to Columbus, Georgia. Our first destination was the National Infantry Museum just outside of Fort Benning. (I like visiting museums, as my wife can attest as one year I dragged her thru the Bush Beans Museum in Dandridge, TN.) If you have never been to the Infantry Museum I strongly recommend a visit if you are close to, or in Columbus. The only picture I took is of a 1942 Harley-Davidson WD with a side car. I think we spent several hours there, we could have stayed longer but some of us old folks started to get hungry and tired. We spent the evening at a Columbus Howard Johnson's, which, fortunately, shared a parking lot with a Longhorn Restaurant.



After breakfast the next morning we packed the car with our luggage and off to the main attraction in Columbus, the U.S. Army Armor and Calvary Collection in Fort Benning. In the pouring down rain we had a bit of an issue finding the correct entry location, and then we had an issue finding the building. Once there, it was worth it. All I can say about the collection is WOW!!!! The picture here is from one end of the building looking towards the other end, and this is only two rows, there is just as much on the other side. And, they are already running out of room. Several years ago several of us visited the collection which at that time was in the Patton Building at Fort Benning, but much of the armor was stored outside in the weather as the Patton Building just wasn't large enough for everything. Even this new building isn't large enough for everything, there are plans to build another structure next to this one for additional armor. I have no idea how long we were there, we could have stayed longer, but we had another destination, the Atlanta Armor, Figure, and Modeling Contest in Peachtree Corners, Georgia. I could write several paragraphs on the Atlanta show, but then it might ruin this months presentation by Bill Winter.



**April – IPMS Gators**

**We will meet**  
**Tuesday, April 18,**  
**2023 at 6:30 PM at**  
**Oak Hall Library**

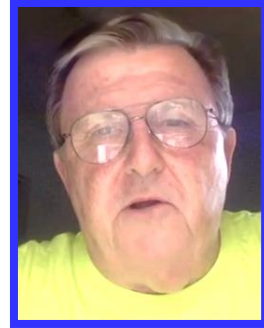
I hope to see a good turnout at this month's meeting, *Worst Model Kits* is the theme. I can imagine we all have a model that has come extremely close to ending up in the circular garage, file 13, the garbage can. - **Doug**



## ***Minutes of the Club Meeting from Tuesday March 21, 2023***

President Doug Spinney called the meeting to order at 6:35pm. A total of 15 members were present.

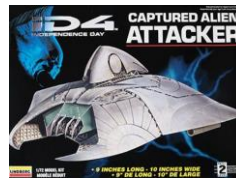
He began with a discussion of the upcoming sale of the modeling estate of Tracy Palmer on April 1 in Lake City. Ed Ingersoll and Bill Winter have helped Tracy's widow, Sue, organize and price more than a thousand kits and a large quantity of tools and other supplies that will be available. Club members were encouraged to take part in the sale to assist Tracy's wife in liquidating his stash.



Mike Martinez said that he had discussed the situation of our meeting space at Oak Hall with a member of the school administration. Mike said that the club will be allowed to use the library for the foreseeable future, and the subject of payment was put on hold until next fall.

The meeting paused for *Show & Tell* presentations and the monthly themed model contest on the theme - vehicles that arrive with fewer people than they departed with. *Chuck Lassiter* won the contest with a model of the Japanese "Betty" bomber that carried the "Ohka" manned suicide rocket.

The attendance raffle drawings were held and Doug Spinney (Captured Alien Attacker) and Diego Frenock (Stug III) were the winners.



Doug started the Tool Time segment with his experiences with various primer paints. Other modelers also joined the discussion of their favorite brands.

Finally, Frank Ahern shared a Powerpoint presentation on the story of the development of the Heinkel He-162 "Salamander." It has the record for the shortest time between signing a production contract and first flight of any plane in military aviation history. The meeting adjourned at 8:05pm

Submitted By: *Frank Ahern, club secretary.*

# Wunderwaffe

## Arado's AR-234 "Blitz"



By Frank Ahern

By 1942 it was obvious that Hitler's delusion about winning a quick war was not happening. With no real plan to wage a long war the Nazi high command increasingly grasped at the idea of "Wunderwaffe" or Wonder Weapons as a path to victory. Their clear advantage in turbojet technology, as epitomized in the Ar-234 "Blitz" bomber, fed the fantasy that the war could still be won.



Arado's clean and elegant design, powered by 2 Junkers turbojets like the Me-262, would be so fast that no defensive armament was deemed necessary. Like all fantasies, however, reality has a way of intruding. The Junkers engines were behind schedule and proved to be unreliable, and the clean design of the "Blitz" was partly due to having no landing gear. Taking off with a jettisonable dolly and landing on ----- >

## *Wunderwaffe*

### Arado's AR-234 "Blitz"



a skid proved to be a bad idea and required a major re-design to correct. Once the problems were sorted out the AR-234 got into production in early 1944 as the world's first operational jet bomber.



Its real value was in the area of reconnaissance. It was the only plane the Luftwaffe had that could fly unhindered over Britain late in the war. Its value as a bomber was never realized. Repeated attempts by "Blitz" pilots to blow the famous bridge at Remagen were unsuccessful. Just like the quick war,



Wunderwaffe proved to be another of Hitler's delusions, undone by the Allied bombing campaign that destroyed Germany's manufacturing and fuel production capability.

## *Wunderwaffe*

### Arado's AR-234 "Blitz"



I ran across an old FROG kit of the AR-234 at Jaxcon. What I didn't realize was its historic significance. FROG (which stands for Flies Right Off the Ground) is a British company that is considered the father of the injection-molded plastic model kit. This kit was one of the last they produced before they folded in 1976. Revell re-boxed the kit, and Hasegawa produced a larger scale version of the "Blitz."



The kit itself was good, if old fashioned, with enough parts for 3 versions of the "Blitz", including the 4 engine version that could carry a V-1 Buzz Bomb on its back. To think of it, the world's first jet bomber with the world's first cruise missile on top.



*Wunderwaffe*

Arado's AR-234 "Blitz"



One major reason the Wunderwaffe never made a difference was the Luftwaffe couldn't quit tinkering with their weapons, making countless versions but not enough of any type to make an impact.

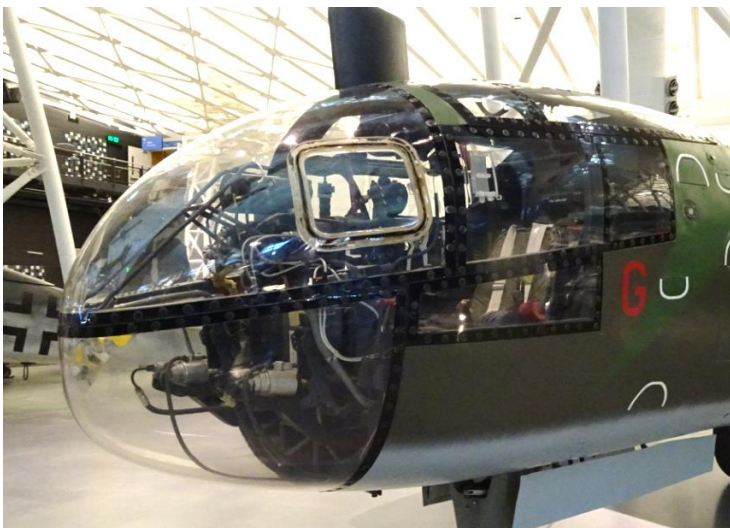


Ironically, the most effective was the V-1, which was crude technologically, but was produced in enough quantity to cause a major crisis in England in the summer of 1944.

Next month I'll look at a Wonder Weapon that scared the Allies to death but was actually a greater threat to its own pilots.



*Wunderwaffe* - Arado's AR-234 "Blitz": Editor's Photos from the Steven F. Udvar-Hazy Air and Space Museum 2018 and 2019





## FIDDLY BITS - MORE CORSAIR CORRECTIONS, or part DEUX

by Stretch Sprueman  
a.k.a. Bruce "Yard Modeler" Doyle  
Club Historian

A bit of knitting is in order - Frank Ahern is to be thanked (or blamed) for turning me on to a fabulous (or exceedingly annoying) web link called quora.com which has all manner of trivia, information, statistics, analysis, and "stuff" in categories like music, aircraft, USAF, Military aircraft, WWII, and many other subjects. At least one and usually two or three emails arrive each day that are to a *stat geek* like me pure gold. What was the most produced aircraft engine of WWII?...what fighter was better: the Spitfire, the Corsair, the FW-190?...which WWII fighter was the fastest?...the most produced?...Why didn't the USN use the F4U in Europe?.....and on and on and on. Frank opines that Quora.com is like potato chips - you can't upload just one!



The self selected Quora.com aircraft maven is "Former Pro Military Artist for 25 Years" Pete Feigal, a rather pretentious claim if ever there was one. Are there "Amateur Military Artists", or are they all "Pro?" Anyway, he claims his Crown by having known Luftwaffe Ace Gunther Rall, Grumman test pilot Corky Mayer, and "hundreds of World War Two aviators." Fine. His information is well worth putting up with his inflated ego.

I'll get the most produced aircraft engine stat out of the way so we can move on to the topic at hand:  
Corsair - fastest propeller driven fighter of all time?

Pratt & Whitney produced 173,610 *R-1830 Twin Wasp* engines which powered some 38 Allied aircraft. Most notably were the B-24 Liberator (18,188 x 4), the C-47 / DC-3 (13,000 x 2), PB4Y Catalina (3290 x 2), and F4F Wildcat (8,000.) Additionally, the R-2000 was an important bored out version of the 1830 that was used exclusively for the 1,000 (x 4) C-54 / DC-4 Skymasters that Douglas Aircraft built.

Personal Note(s): While attending Sun 'N Fun some years back the owner of Burger King had his C-54 configured to represent the Berlin Airlift "Candy Bomber." It was then I learned about the unique utilization of the R-2000, an engine I had never heard of. And as I write this it has dawned on me that my father and I both flew on the same aircraft: he on a C-54 on his way to China, and me on a Colonial Airlines DC-4 on my way to Burlington, Vt. Wow! I'll be right back.





## FIDDLY BITS - MORE CORSAIR CORRECTIONS, or part DEUX



[https://en.wikipedia.org/wiki/Pratt\\_%26\\_Whitney\\_R-1830\\_Twin\\_Wasp](https://en.wikipedia.org/wiki/Pratt_%26_Whitney_R-1830_Twin_Wasp)

End of the Preamble, and to the Introduction of [Quora.com](https://www.quora.com).

I found some information on Quora.com that compels me to correct my claim that the F4U-5 Corsair was the fastest piston engined fighter of all time. Numerous posts have shed light on this subject, and so I now claim - correctly this time - that the -5 is the fastest CORSAIR of all time. Crow eaten, sans condiments.

The back and forth on Quora.com both sheds light on the subject and muddies the water (I apologize for mixing metaphors.). A team of lawyers from Morgan & Morgan and Farrah & Farrah is needed to parse, define, sift, divide, distinguish, certify just exactly what is meant as the fastest propeller driven fighter ever.

Of all time, or just in World War Two?.....was it produced in large numbers, or was it a one-off experimental aircraft?....served in combat, whether in WWII, Korea, or some other conflict, or not?....achieved its maximum speed in level flight, or in a dive? As you can guess by now this is going to be a rather complicated subject, but I hope that it proves to be an interesting one when you learn about all the diverse examples of the planes that are being considered for the title.

"Back-in-the-day" there was something called a "hot stove league" where Northerners during the long winter months sat around a wood burning stove in the town's General Store and discussed the upcoming baseball season. These discussions migrated to the local barber shop, now called a hair salon (and maybe the town's Pub if there was one.). Today these discussions occur in front of the warm glow of a computer monitor. The topic at hand - fastest prop plane - has generated hundreds of posts on Quora.com, and for the most part they are really interesting and insightful.



\* There is a group that declares the P-47M with its 2850 hp P&W R-2800 engine, and a top speed of 504



## FIDDLY BITS - MORE CORSAIR CORRECTIONS, or part DEUX

mph at 32,500 ft. as our winner. The problem is someone forgot to moisture proof the engines for their trip across the Atlantic, and rust on the piston surfaces caused the "M" to only be in the battle in ETO for the last few weeks of the War. They spent more time in the barn than in the sky, but these Thunderbolts flying with the 56th F.G. managed to shoot down about a dozen German aircraft, including seven jets (both Me-262s and Arado 234s.)



\*...Some claim the winner is the Me-209 that flew 469.22 mph in April, 1939. Some disqualify it for discussion because it flew before the War, and there were only very few experimental models of it built by Messerschmitt. (The F.A.I. sanctioned the record, however.)

\*...Back to the Thunderbolt Family: the XP-47H had an experimental Chrysler V-12 Inverted In-Line Engine with 2,300 hp, giving it a top speed of 490 mph. Disqualified because it's a "one-off?"

\*...XP-47J whose GE Turbo Supercharged P&W R- 2800 with a matching horsepower rating of 2800 hp, had a top speed of 504 mph at 34,000 ft. It is claimed that it is the first propeller driven aircraft to exceed 500 mph. The "M" model matched the "J's" performance later in 1945, but in a combat environment and in greater numbers.

\*...XP-72 "Ultrabolt," which had a Pratt & Whitney R-4360 "CornCob" radial engine putting out 3500 hp, and giving the XP-72 a top speed of 490 mph.

\*...The Ultrabolt pretty much ended Republics quest for greater speed, and they settled on a final P-47 that may have been the best if not the fastest Thunderbolt of all - the long range "N" which was designed to escort the B-29s on their missions to Japan over the vast expanses of the Pacific. With a "modest" top speed of 467 mph, it's really ironic that the P-47N overcame the P-47D's shortcomings in the ETO - namely its limited range. The P-47N's range was over 2,350 miles thereby necessitating an autopilot be installed. The "N" might be the only WWII fighter plane to be so equipped.

\*...P-51H North American shaved over a thousand pounds of weight of the P-51D, and with the same RR Merlin engine gave the "H" a top speed of 487 mph. It was too late to see combat in WWII but the 555 built went on to fill numerous National Guard units whose pilots loved the performance of this factory hot rod. While never serving in combat the P-51H did see duty in the 1957 Korean War film "Battle Hymn." Rock Hudson starred as the real life Col. Dean Hess who was instrumental in bringing the Mustang to the ROK (Republic of Korea) Air Force, and opening an orphanage for kids displaced by the Korean War. You can recognize the "H" in the movie by its taller tail and unretracted tail wheel.



## FIDDLY BITS - MORE CORSAIR CORRECTIONS, or part DEUX

\*...Spitfire XI To test the problems being experienced with the loss of control caused by compressibility in a dive, the RAF modified a Spitfire to carry out tests in April of 1944. In the first test the Spitfire reached 600 mph, and in the second it nearly proved fatal. Shedding the safety gear and propeller, the 'Spit' dove to an incredible speed of 620 mph, a speed not reached until the jet and rocket powered planes mainly of the postwar era. It's disqualified because it dove. Almost qualifying is the Griffon powered Spitfire XIV that hit a respectable 449 mph.

Trivia: According to Quora.com Brad Pitt owns a Spitfire for which he paid \$3,300,000. Imagine a dogfight between Mr. "Fury" in his Spit and "Maverick" (Tom Cruise) in his Mustang. Movie producers would cringe at the prospect of losing one or both of their biggest box office draws!



\*...Supermarine Spitful - Never heard of it? Me neither. The manufacturer put a new, high speed wing on the Spit's fuselage, and with a 2,450 hp Griffon engine it clocked out at a sizzling 494 mph. Too late for combat, and only a limited number were made.

\*...A British fighter that both first flew first during WWII and did see combat in the Korean War, was the Hawker Sea Fury. Fitted with a Napier Sabre engine the prototype reached a speed of 485 mph. Excellent for a carrier borne fighter.

"Time to Cut to the Chase" - **Modern modified F.A.I. Absolute World Speed Record Holders:** F8F-2 Bearcat "Conquest 1," F8F Bearcat "Rare Bear," and P-51D "Voodoo." These are our final World Record Top Speed propeller driven winners, and they are certified by a sanctioning body to be so.

These highly modified F8F Bearcats and the P-51 Mustang were 'one-off' examples of using the mass produced combat veteran fighters as a starting point. These three planes settle the argument of what is the fastest propeller driven plane of all time. The previous aircraft and their top speed records are not official. While some were set with standard instrumentation for speed, they were not set under any sanctioning body but usually during wartime test flights. While one would like to trust the veracity of these claims, one must unfortunately define them as hearsay. More than likely claimed by honest, honorable, trustworthy pilots. But not official.



## FIDDLY BITS - MORE CORSAIR CORRECTIONS, or part DEUX

So the P-47M wins this unofficial category.

(The Bearcat was used in combat by the French during their war in Indo China.)

A few years ago I laid out in a series of articles and presentations about the sanctioning body for Absolute World Speed Records: (F.A.I.) the Federation Aeronautique Internationale. Briefly - they set the parameters for altitude and the number of speed runs. The runs are timed with sophisticated instrumentation on a prescribed course, and a set altitude - whether at a higher altitude for supersonic jets, or below 100m (328 ft.) for subsonic aircraft.

\*...The first one I mentioned at the beginning of this piece was the Me-209 that on April 26, 1939 set the official F.A.I. Absolute World Speed Record at 469.22 mph. This was only four plus months before Hitler invaded Poland to start WWII. That record stood for over thirty years until it was broken by....



\*...SR-71 test pilot Darryl Greenamyer flying an F8F-2 Bearcat "Conquest 1" over Edwards AFB on August 16, 1969 set an official F.A.I. speed record of 482.46 mph. There is a great photograph proving old enemies can become friends showing Greenamyer, Me-209 pilot Fritz Wendel and legendary Lockheed test pilot Tony LeVier standing in front of "Conquest 1." (Jane's Record-Breaking Aircraft page 217) Greenamyer's record stood until.....

\*...Another F8F Bearcat named "Rare Bear" flown by Lyle Shelton over the Mojave Desert on August 21, 1989 set the record by smashing the 500 mph barrier at a blistering 528.315 mph. The nearly 50 mph increase over Greenamyer was due to Shelton putting a Wright R-3350 radial engine on "Rare Bear." This is the same engine used by the B-29 in WWII, and the Douglas Skyraider during the Vietnam War. Using nitrous oxide injection the motor produced an incredible 5000 hp! Shelton used a prop and cowling from a Douglas DC-7 which also used the same R-3350 engine. This record stood for nearly thirty years until....

\*...Steve Hinton on September 2, 2017 flew a radically modified North American P-51 Mustang named "Voodoo" to the current F.A.I. Absolute World Speed Record of 531.53 mph. He did this over Challis, Idaho, qualifying by barely making the mandatory 1% increase in speed over the existing record.



## FIDDLY BITS - MORE CORSAIR CORRECTIONS, or part DEUX

"Conquest 1" is currently on display at the Air and Space Museum in Washington, D.C.; "Rare Bear" has retired from the racing world and goes on static display during the Reno Air Races; and in December, 2017 "Voodoo" was donated to the Planes of Fame Air Museum in Chino, Ca. and put on public display there.

*A Final Word:* While this article may not provide the definitive answer to a certification of the fastest propeller-driven 20th Century fighter, it does prove one thing: that ironically the very thing that provided an aircraft its propulsion, i.e. the propeller, limited all piston engined aircraft to a 500 mph barrier. This was largely because of the propeller's drag. That speed could only be reached in a dive. To exceed 500 mph the World would have to wait for jet propulsion which was soon to arrive on the scene.

\* \* \* \* \*

*Bang drums! Ring bells! Toot horns! Wake up the kids!* The story of the derivation of the Corsair's wing spoiler has been revealed! Hoo Ray! But because of the length of this article it will have to wait until next month to be told. The story is not so much of "a who" - test pilot Sam Smith told engineer Joe Jones - but more of "a where and a when." And exactly where I was able to finally piece the puzzle together may surprise you: AMAZON!

Let me explain. When you look for a book on Amazon there is a really terrific feature for most publications in their inventory: "Look Inside" with an arrow. They transcribe / copy about the first 10% of the book for you to preview. It may contain lots of good information, like for instance where the Corsair's spoiler came from. I've used this preview for countless Osprey books before purchasing them, books on Tom Petty and The Traveling Wilburys, histories of D-Day, the Battle of the Bulge. If you are not a member of Amazon.com I highly recommend that you become one, if for no other reason than the "Look Inside" feature in the book section. It's like being back in Goering's Bookstore on the corner of 13th and University. It's wonderful.

*Stay tuned...*

I thought that maybe my article might inspire some of you to build a model of one of the planes I mentioned in the piece above, so I thought I'd do the research for you. Some of the aircraft are well known, while others are esoteric and little known to the general modeling public. I will use my go-to reference - Scalemates.com - and list the kits (if there are examples) - in the most popular scales: 1/72, 1/48, and 1/32. (With apologies to Rick "Mr. 1/144" Nelson.) If you want to do your own search on Scalemates.com simply click on "Kits" and the Search Box will pop up in the upper right hand corner.

First the plane that started all this: the Vought F4U-5 Corsair that I incorrectly, as it turns out, claimed as the fastest propeller driven fighter of all time. Kits for the F4U-5 are:

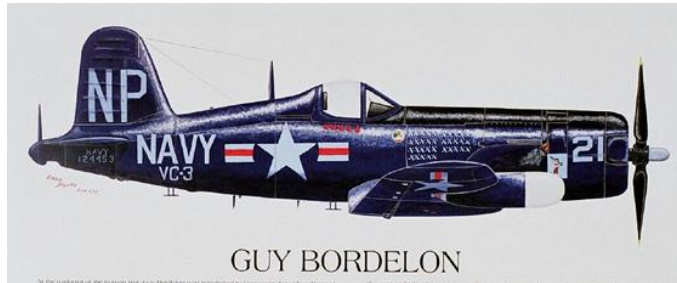
1/48 Hasegawa, Minicraft, Hobby Boss, Monogram, Revell, Pro Modeler

1/72 Italeri, MPC, Revell, Lindbergh



## FIDDLY BITS - MORE CORSAIR CORRECTIONS, or part DEUX

F4U-5N (Night Fighter) 1/48 Hasegawa, Minicraft, Hobby Boss, Monogram, Pro Modeler, Lindberg  
 1/72 Fujimi (1/70), Hobbycraft, High Planes, UPC, Italeri - I built this kit, and it is one of the best that I have ever put together. It's fiddly, and the plastic is dark blue which makes it difficult to find the glue holes for the landing gear without dry brushing them with white. Nevertheless it builds into a beautiful replica of Korean War Navy Ace *Guy Bordelon's* plane. Excellent!



Messerschmitt Me-209 1/48 A&A Models; 1/72 Huma, and Special Hobby (simple build)

Dornier Do-335 For a plane that never saw combat, its unique push / pull configuration has elicited a lot of interest and a ton of kits, the most as a matter of fact on this list.

1/32 Cyber Hobby, HK Models, Zoukei-Mura

1/48 Hasegawa, Monogram, Pro Modeler, Revell, Tamiya

1/72 DML, Dragon, Hobby 2000, Frog, Hobby Boss, Lindbergh, Matchbox, Revell, Shanghai-Dragon, and Sharkit

XP-47H 1/48 Koster Vac Conversion; 1/72 MPM (dog! Woof, woof!)

XP-47J 1/48 Koster Vac Conversion; 1/72 Sharkit (and Wilde Sau resin)

P-47M (an old FSM article argued Black or Dark Blue paint? Maybe just mix the two colors?)

1/32 Hasegawa, Halinski 1/48 Hasegawa, Tamiya

1/72 Hobby 2000, MPM, Revell, Special Hobby

P-47N 1/32 Trumpeter 1/48 Academy, Hasegawa / Minicraft, Lindbergh, Revell, Pro Modeler

1/72 Aurora / Heller (dog), High Planes, Italeri, Special Hobby, Sword

XP-72 1/48 Koster Vac Conversion; 1/72 Wilde Sau, CMK, Alliance - all are resin

P-51H 1/48 Classic Airframe, Hawk (vintage 1950s kit), Historic Plastic Models, Modelsvit (Ukrainian)

1/72 High Planes, Model News Company, RS - a mastiff sized dog in a kennel with Mach 2; maybe the CMR resin kit is a better choice than the three plastic ones and especially the RS stinker

## FIDDLY BITS - MORE CORSAIR CORRECTIONS, or part DEUX

Spitfire XI 1/48 AZ Models; 1/72 KP and MPM

Supermarine Spitiful 1/32 resin only; 1/48 Trumpeter; 1/72 AZ



Hawker Sea Fury 1/32 Hobbycraft; 1/48 AMG, Airfix, Hobbycraft, Trumpeter  
1/72 Airlines, Frog, Airfix, Matchbox, Novo (Frog), PM Models, Pioneer, Special Hobby, Trumpeter

F8F Bearcat "Conquest 1" 1/72 High Planes I built it, and High Planes models are limited run kits that take an unlimited amount of time to put together. Can you say "Dremel Tool?"

F8F Bearcat "Rare Bear" 1/48 & 1/72 both available by High Planes



P-51 Mustang "Voodoo" Available only in resin: 1/32 Heritage Aviation; 1/48 & 1/72 Civilized Models

Well there's the list. Too bad Collector's Day has gone the way of the slide rule and the VCR. These planes would make for a great display.

Bruce

**NOTE: Greenmyer site:** <https://www.thisdayinaviation.com/tag/conquest-i/>

**Rare Bear speed record:** <https://www.thisdayinaviation.com/21-august-1989/>

**Voodoo speed record:** <https://vintageaviationecho.com/voodoo-speed-record/>



***Chuck Lassiter's Betty and Ohka – Winner of the March Intra-Club Contest***



*Chuck Lassiter's Betty and Ohka – Winner of the March Intra-Club Contest*





*Kugisho MXY7 Ohka Model 22* - Editor's Photos from the Steven F. Udvar-Hazy Air and Space Museum 2018 and 2019



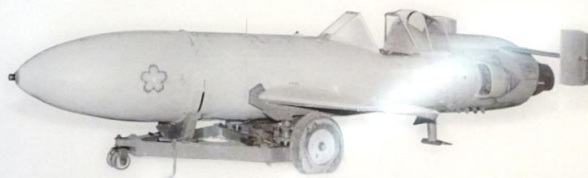
## Kugisho MXY7 Ohka Model 22

Near the end of World War II, Vice Admiral Onishi Takijiro recommended that the Japanese navy form special groups of men and aircraft to attack American warships in the Philippines. The Japanese used the word Tokko (Special Attack) to describe these units, known to the Allies as the kamikaze. Some 5,000 pilots died making Tokko attacks.

The Ohka (Cherry Blossom) Model 22 was designed to allow a pilot with minimal training to drop from a Japanese navy bomber at high altitude and guide his aircraft with its warhead at high speed into an Allied warship. Plans were afoot in 1944 to adapt a Yokosuka 4000 Ginga to carry the Model 22. While several rocket-powered Ohka 11s still exist, this Ohka 22 is the only surviving version powered by a motor-jet—a reciprocating engine that pressurized a combustion chamber into which fuel was injected and ignited. Unlike the Ohka 11, the Ohka 22 never became operational.

*Transferred from the U.S. Navy*

Wingspan:	4.1 m (13 ft 6 in)
Length:	6.9 m (22 ft 7 in)
Height:	1.2 m (3 ft 9 in)
Weight, empty:	545 kg (1,202 lb)
Weight, gross:	1,450 kg (3,197 lb)
Top speed:	555 km/h (345 mph)
Engine:	Tsu-11 motor-jet, 200 kg (441 lb) thrust
Ordnance:	600 kg (1,323 lb) warhead
Manufacturer:	Dai-ichi Kaigun Koku Gijyusho, Yokosuka, Japan, 1945



## Doug Spinney's B-17G



Bob Lundeen – Sdkfz251 with gun



Bob Lundeen – Sdkfz251 with gun



**Bruce Doyle's C-47 Dakota**



## Bill's Stryker Ambulance

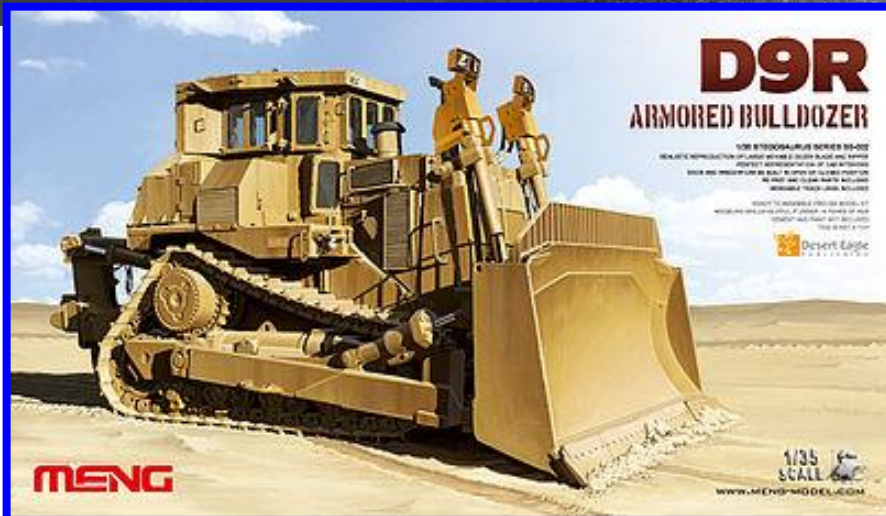




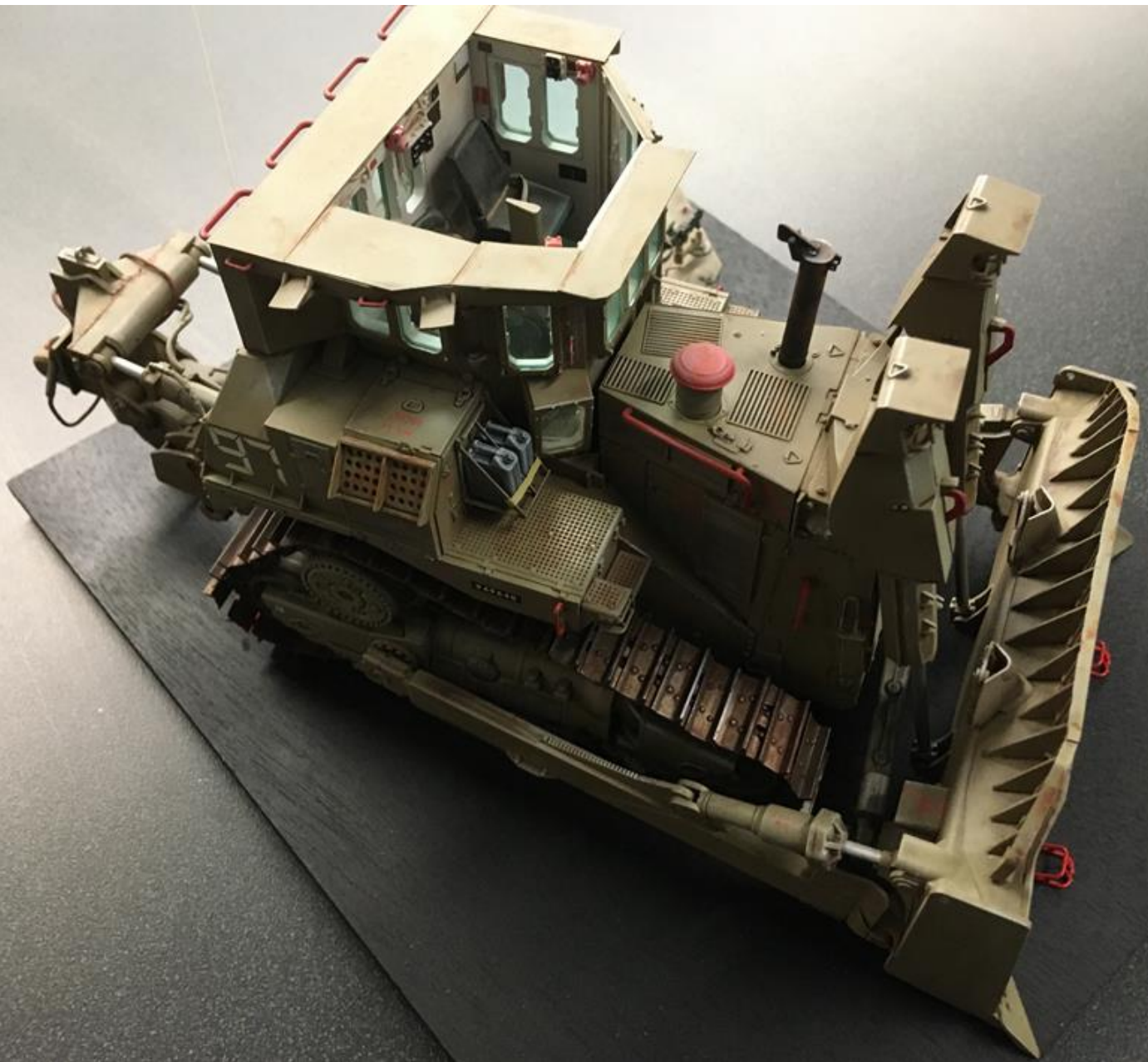
## Frank Ahern's Saemader



Don Martin's D9R dozer



**Don Martin's D9R dozer**



Members in attendance at the meeting (and Frank giving his presentation)



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

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**

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



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.

## 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:

<b>Junior</b> (17 years or younger)	\$17.00	<input type="text"/>	Date of Birth:	<input type="text"/>
<b>Adult</b> One year	\$30.00	<input type="text"/>		
Two years	\$58.00	<input type="text"/>		
Three years	\$86.00	<input type="text"/>		
<b>Canada &amp; Mexico</b>	\$35.00	<input type="text"/>		
<b>Foreign</b> 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:

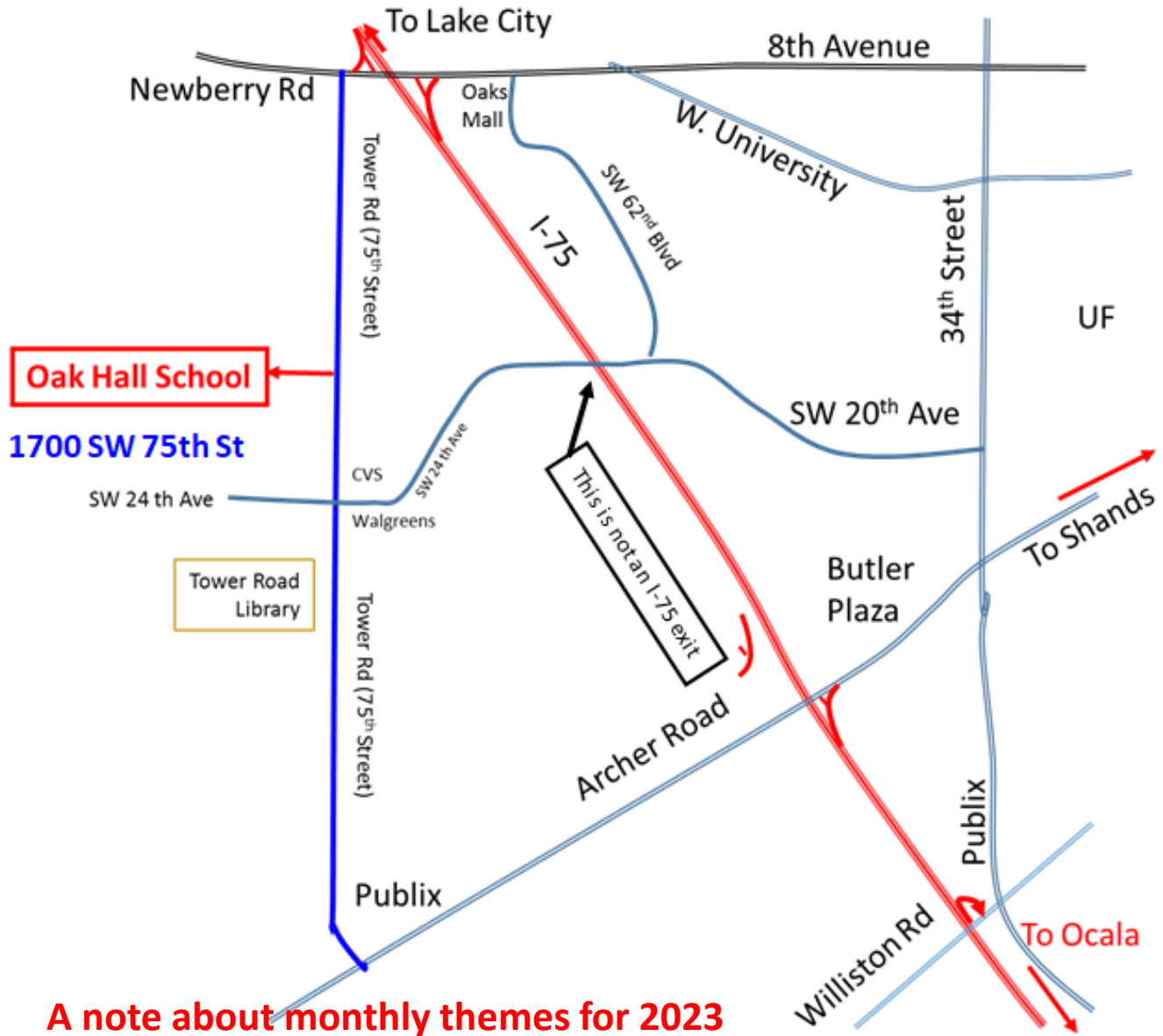
City:  State:

Zip Code:

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



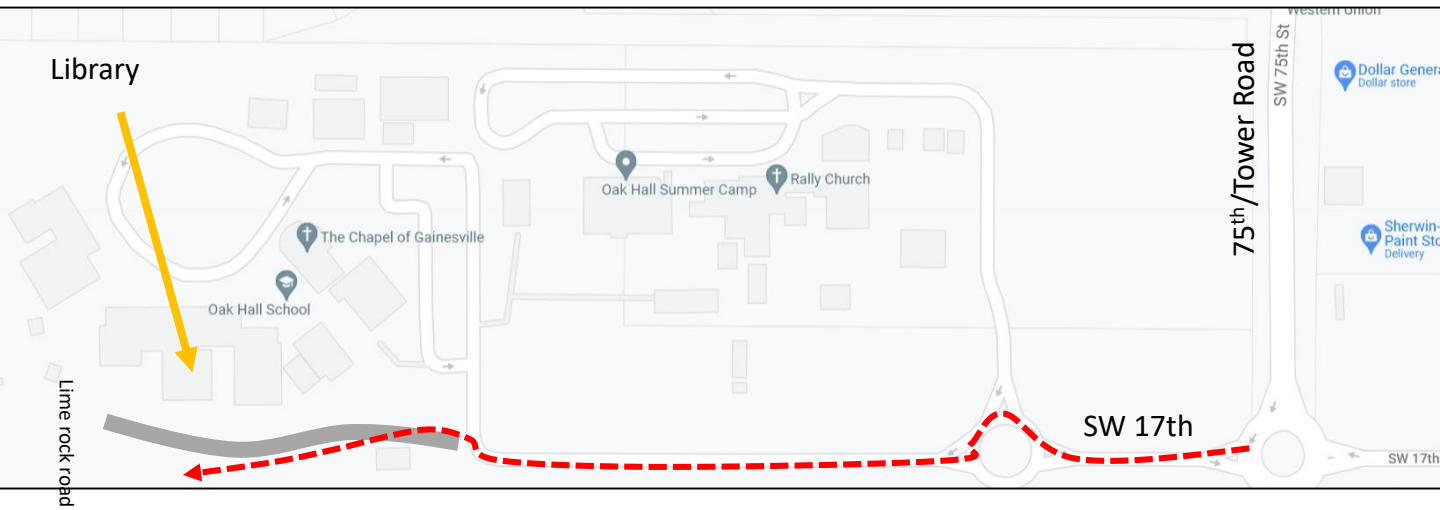
## Directions to OAK HALL (1700 SW 75<sup>th</sup> St, Gainesville, FL)



### A note about monthly themes for 2023

- |             |                        |
|-------------|------------------------|
| <u>Apr.</u> | <u>Worst model kit</u> |
| May.        | One of a Kind          |
| June.       | Real cars that race    |
| July.       | Prototypes             |
| Aug.        | Winter War             |
| Sept.       | Operation Torch WW2    |
| Oct.        | Dioramas               |
| Nov.        | Sci-Fi                 |

**IPMS GATORS' MEMBERS:** We will meet at Oak Hall on Tuesday April 18 at 6:30 PM in the LIBRARY.



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

**Dear Readers** – *If you sent me something for the IPMS Gators' newsletter and I missed it, please let me know. I'll put it in the May newsletter. - Bill*



# THE END