



www.gatormodelers.org



Extra, Extra, Extra: See Bruce Doyle's article on the "Need for Speed!"

Next meeting:

Tuesday, July 18
at: 6:30pm; at
Oak Hall Library
8009 SW 14th Ave
Gainesville FL

(See the maps at the end of the newsletter)



Club officers

Jack Mugan
President

Tracy Palmer
Vice Pres

Bill Winter
Treasurer

Frank Ahern
Secretary

Bruce Doyle
Historian

Paul Bennett
Photographer

The **Bell X-1A** was similar to the Bell X-1, except for having turbo-driven fuel pumps (instead of a system using pressurized nitrogen), a new cockpit canopy, longer fuselage and increased fuel capacity. The X-1A arrived at Edwards Air Force Base on January 7, 1953. The USAF was attempting a Mach 2 flight and test pilot Chuck Yeager was eager. He reached the speed of Mach 2.435, at an altitude of 75,000 feet on December 12, 1953. On August 26, 1954, the X-1A flew to an altitude record of 90,440 feet. Adapted from: https://www.nasa.gov/centers/dryden/multimedia/imagegallery/X-1A/X-1A_proj_desc.html; Submitted by: Bill Winter

Table of Contents

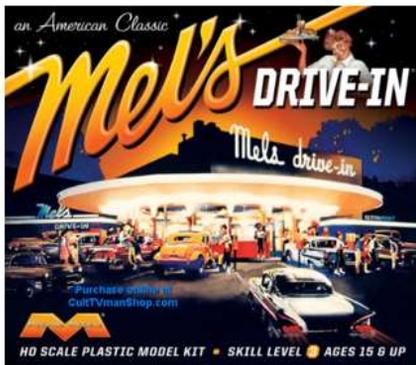
The Prez Sez.....	Jack Mugan	2	Survey Results	Jack Mugan	14
Meeting Minutes	Frank Ahern	3	Show and Tell	Club members	15
The "Need for Speed" Part II	Bruce Doyle	5	Bills' Column	Bill Winter	19
From Paul's Toolbox	Paul Bennett	8	A Blast from the Past . . .	Jack Mugan	20
Guadalcanal – Seventy			Club Members Attend		
Five Years	Bruce Doyle	10	"Wings of Dreams" Breakfast	Bill Winter	22
Hollywood Heros	Frank Ahern	12	Club and IPMS business	Bruce Doyle	23
Northrop YA-9A	Ed Ingersoll	13	Maps to our meetings		25
			Wild Paint!	Jack Mugan	26

Prez Sez.....



Last month's meeting saw the attendance back in the normal range, and that is a good sign. We even had another visitor interested in the club thanks to the flyers located at Hobbytown, which is very encouraging.

Five of our members, Bill, Ed, Dan, Bruce and Jack headed down to the Ocala club meeting to meet Frank Winspur from Moebius Models, where we were treated to a nice off the cuff discussion about the model business and what it takes to get a model to market.



Frank took questions for about an hour and had a slide show presentation of the whole process. The questions ranged from why don't they make a model of?.....to how do you decide what to make a model of? Frank shared many of the pros and cons of the business and enlightened us with some of the costs, regulations and time involved, as well as the pitfalls he encounters throughout the process.

I had no idea that most mainstream model companies have their products produced in China. Yes, cheap labor has been a factor in the past, but not so much today, as the workers are now getting fair wages due to new regulations. However, the main reason that China is the center of model production is that they provide all the services required to bring a product to market all within one company. Sadly, this kind of service is no longer available in the USA.

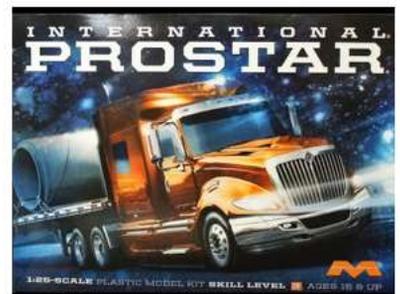
Frank brought along several models for the Ocala club to raffle off as well as many of the requested kits to be sold at 50% off to offset his travel expense to attend. I was disappointed in the lack of FAST club members in attendance, but that just meant more good deals for the rest of us, and our guys came home with our share of good deals.

Thanks go to the Ocala club for hosting this event and Frank says he'll be back, so hopefully we will have a good turnout for his next visit.

Bill and Ed leave on their fantastic adventure as they start their twenty-two day trip to Europe visiting airshows, museums and famous WWII locations in a variety of countries. I am sure we will get a great meeting program as a result, which we can look forward to with great anticipation.

You will find the survey results elsewhere in this newsletter. I know these things can be a pain but we kept it short and confided to one topic and we did get some good feedback...,thanks to all who contributed.

See you at the meeting.....



Meeting Minutes – June 20, 2017



President Jack Mugan opened the meeting and welcomed 16 members present, and guest Errol Whisler. This was the 4rd meeting in a row with a guest who came prompted by the club flyer on display at Hobbytown. Newsletter editor and club treasurer Bill Winter asked for feedback on the new look of the newsletter, and urged those who have articles for the July newsletter to get it to him by June 28th, because he is going on vacation in July.

Mugan reminded the group that the Ocala IPMS club has invited our members to attend a special meeting on Thursday June 22. The CEO of Moebius Models will come to the meeting to discuss what's going on at his company and the state of the modeling industry, as well as answer questions from club members. Mugan encouraged as many as possible to attend the meeting and support the Ocala club's effort.

He also led a discussion of a proposal from the Ocala club to hold an inter-club model contest to promote model building and a friendly rivalry between the clubs. Different ideas have been suggested about the rules and judging of the contest. Winter urged that a committee be formed to make a recommendation to the club about the format of the contest. President Mugan appointed himself, Winter, vice president Tracy Palmer and club historian Bruce Doyle to the committee.

Doyle told the club that he had been in contact with the developers of the new Butler Plaza food court on Archer Rd. They are planning to have an aviation theme for the development, because it is on the site of the old Stengel airfield. Doyle said he hopes that the developers will make a display case available to the club, where aviation models can be displayed on a permanent basis. He will update the club on progress of the idea as the opening date in 2018 approaches.

VP Palmer took some time to warn club members about the danger of buying kits from vendors at model shows, which have been opened and re-sealed. He recently purchased a ship model in an apparently sealed box only to find out that it was missing two sprues of parts. Palmer urged members to always check inside the box if there is any question about whether the kit has been opened previously.

The club raffles were held, and Ethan Alt won the raffle for those who brought a model. Ethan chose the Revell Ju-87 Stuka "Tank Buster" from the club's raffle stash. The raffle for those attending the meeting was next and A.J. Kwan won for the second month in a row. He chose the NASCAR Ford Thunderbird.



Meeting Minutes – June 20, 2017 (continued)

After show & tell presentations from those who brought models, Frank Ahern gave a talk on the history of the Air Force Thunderbird flight demonstration team.

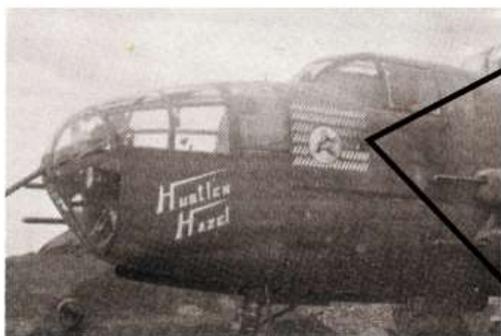


This was followed by a presentation from Bruce Doyle on his 40-year quest to find information on the death of his father, who served as a crew member on a B-25 in the China - Burma - India theater of WW2.

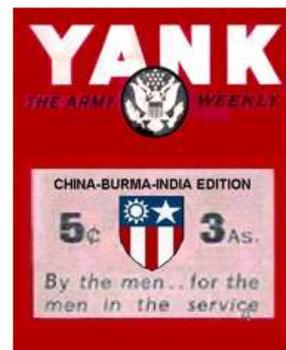


CAROLYN K

This was Bruce's Dad's plane.



Huntley Hazel



The “Need for Speed” Part II



Fiddly bits by Stretch Sprueman, IPMS # 752017, a.k.a. – Bruce “Yard Modeler” Doyle

First to revisit the “Mach busters,” we all know that the first plane to break the so-called “sound barrier” was the Bell X-1 flown by Chuck Yeager (center below) , 14 Oct, 1947. Do you know the second plane to do this? Actually, it was still the X-1 (see below left), but this time it was the second of three X-1’s – serial #6063 – flown by Herbert Hoover in March of 1948.



NASA Dryden Flight Research Center Photo Collection
<http://www.dfrc.nasa.gov/Gallery/Photos/index.html>
NASA Photo: E52-0670 Date: December 15, 1951 Photo By: NASA

Right side view of Bell X-1 #6063

The third aircraft to exceed the speed of sound was the North American XP-86 (above right) piloted by 16-victory ace George Welch (above right) the very next month (and in a dive).

In September of that year both the DeHavilland DH108 (Swallow) (below left) and the Douglas “Skystreak” (below right) dove through the sound barrier as well.



Next, pilot Gene May rocketed – literally – through Mach 1 in level flight in the Douglas D-558-2 “Skyrocket” in June of 1949.



Bruce
Doyle –
Club
Historian



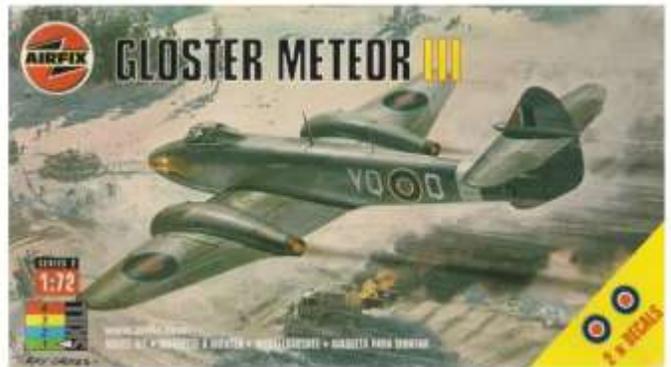
To close out the year and the decade – a sonic boom was heard in Russia in September 1949 produced probably in a dive by A. Lavochkin La-176.



The point being sonic boom/Mach 1 flights were extremely rare and still a bit dangerous in the 1940's. But aviation blasted into the 1950's to such an extent that sonic booms were common place. Usually you would hear them on a weekly basis when they rattled your windows and your mother's crockery. Irate poultry and dairy farmers made air base commanders lives miserable for what the sonic booms did to the productivity of the farmers' livestock. "My congressman will be hearing from me, Colonel" was the common reframe.

The only sonic booms we've heard this century were those made by the shuttle returning to the Cape. Now the Shuttle is grounded. Alas! ... how sad ... but that's progress!

Now back to 1945 and the FAI absolute world speed records. We noted last month that in November of that year a Glouster Meteor set the record at 606 mph. The next plane to set the record? Actually another Meteor at a not much faster 616 mph in September 1946. Matchbox makes a kit of a Meteor III and Frog, Airfix et al., make kits as well.



Next there was a run my American jets and in rapid succession: a Lockheed XP-80R flown by General Albert Boyd - Yeager's boss – 19, June, 1947 inched the record up to 623 mph. A classic Airfix kit of the F-80C has held up well. You would need to sand-down the canopy and enlarge the intakes, so my stock XP-80 "Lulu-Bell" will do for now.



It was the navy and marine corp's turn next. Later that summer – 20 and 25 August – the navy's Turner Caldwell and Marine ace Marion Carl flew the Douglas D-558-1 Skystreak to 640 mph and 650 mph, respectively. Special Hobby – as noted last month – has a kit for this specific aircraft.

On 15 September, 1948 the Air Force reclaimed the record when Major Richard Johnson flew a North American F-86A to 670 mph. Most kits are for the Korean War "F" version, so generic will do.

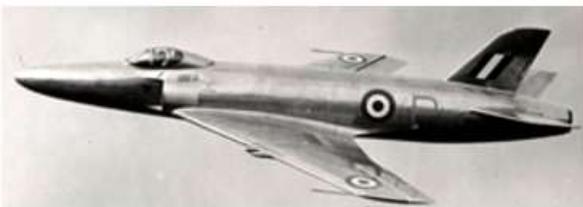
Surprisingly the record held for over 4 years until another F-86 – this time the radar interceptor "D" version – hit 698 mph in November 1952. The next summer (July 1953) an another "Sabre Dog" pushed the record past 700 mph to 715 mph. Airfix/MPC kits a "D" in colorful red, white and blue patriot markings. Nice.



The Brit's said: "Hang on old chap" and a brilliant red Hawker Hunter (image below) in September 1953 flown by Sqd Ldr Neville Duke (#8 RAF ace with 28 victories) inched the record up to 709 mph, and back into the hands of our English cousins, Cheerio! Many Hunter kits exist by the usual suspects: Frog, Airfix, Revell, etc.



Less than 1 month later and "in really bad form old boy," a Supermarine Swift (below) broke their fellow countryman's record, moving it up to 735 mph. Looking for a kit.



Stay tuned to next month's fiddly bits when the record breakers "jet" back across the Atlantic. . . .

From Paul's Toolbox

By Paul Bennett



Homebrew Tools: The Binocular Microscope

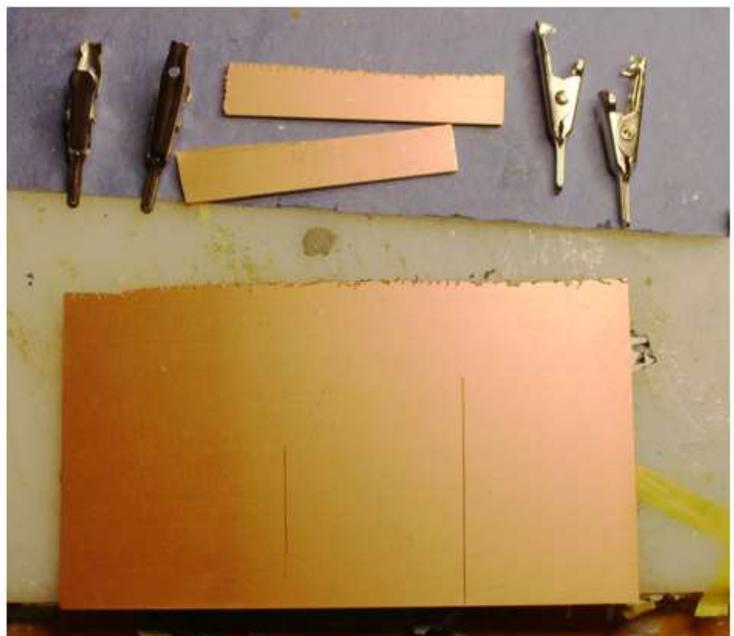
Last month in my article on the light wand, I mentioned adventures in constructing it and the special build I had to do.

Well, let's go back a few months to when the local Radio Shacks closed. At the Archer Road store they had a low power binocular microscope used for repairing cell phones. After purchasing it for a modicum of coin, I brought it home. As I had started working with SMD electronics, this was clearly just the thing I needed for my bench. And given the possibilities for modeling made possible by modern electronics, this had lots of potential.



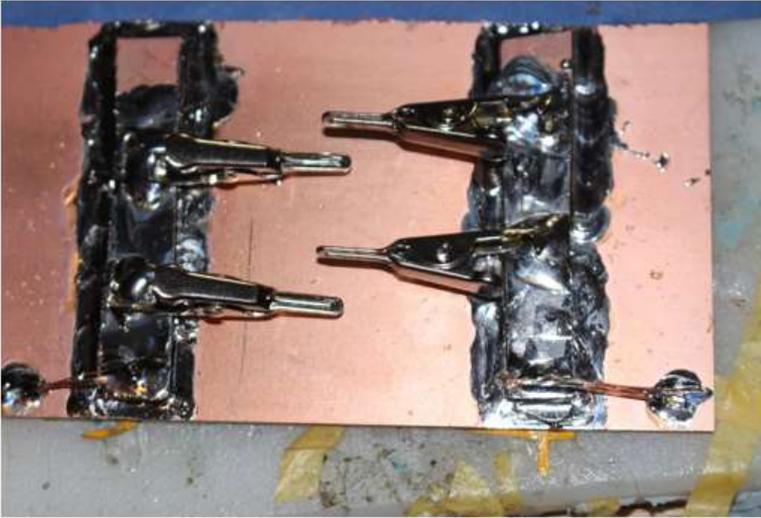
Except for one little problem. It was designed for working on printed circuit boards, not soldering to individual SMD electronics. It was amusing, and embarrassing to watch as I tried to come up with a work around.

So, off to the junk box. I dug out some double sided printed circuit board and cut it to the desired size and then pulled out four Radio Shack micro alligator clamps.



From Paul's Toolbox (continued)

Next I soldered the two short pieces of circuit board to the large base board. Next I soldered the four clips to the top of the short pieces. Two of the clips are aligned horizontally to the board and the other two are vertical. This allows me to either solder to a circuit board in the horizontal or to individual parts in the vertical clamps. I then added jumpers between the short pieces and the base piece so everything was grounded (important to prevent static damage to parts).



Here is the scope with the platform installed. The platform is removable. ----- >

As an FYI, this microscope would be useful for more than electronics.



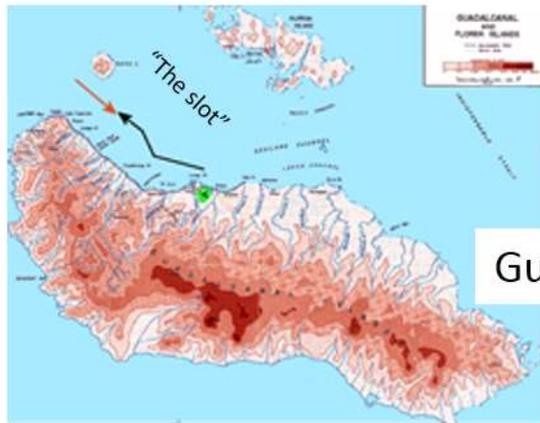
Who starred in the 1960's T.V. show Mchale's Navy?

For the answer, see page 12. ----- >

Guadalcanal – Seventy Five Years Later *by Bruce Doyle*

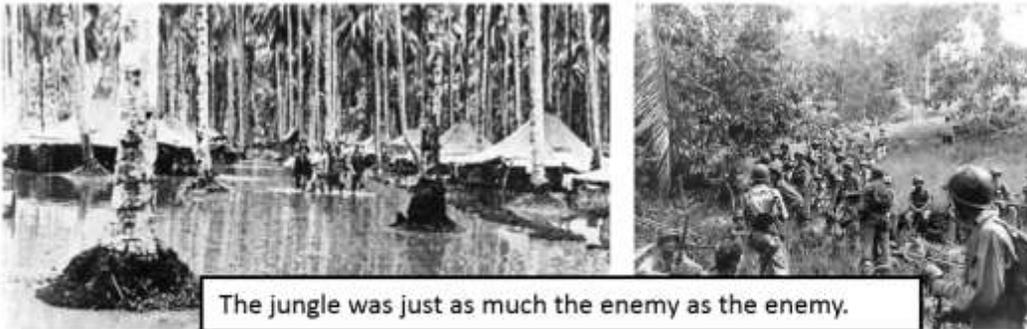
It's easy if you just do the math: one thousand and forty two plus seventy five equals two thousand and seventeen. This year – 2017 – is the 75th anniversary of many historically important and pivotal events of WW2. It all started in April with the anniversary of the Doolittle raid; followed in May by the battle of the Coral Sea; in June, the Battle of Midway; August, Guadalcanal; Oct, the Battle of El Alamein; November, Operation Torch and the Soviet counterattack at Stalingrad. As Winston Churchill so famously orated in his stentorian intonation: "This is not the being of the end, but rather the end of the beginning."

A routine reconnaissance flight over the Solomon Islands (in a B-17 – anyone have a model of an "E" or an "F"?) showed that the Japanese were building an air base on Guadalcanal and a naval base on the nearby island of Tulagi. This greatly alarmed the Allied High Command as this posed a threat to Australia and the Allies' shipping lanes.

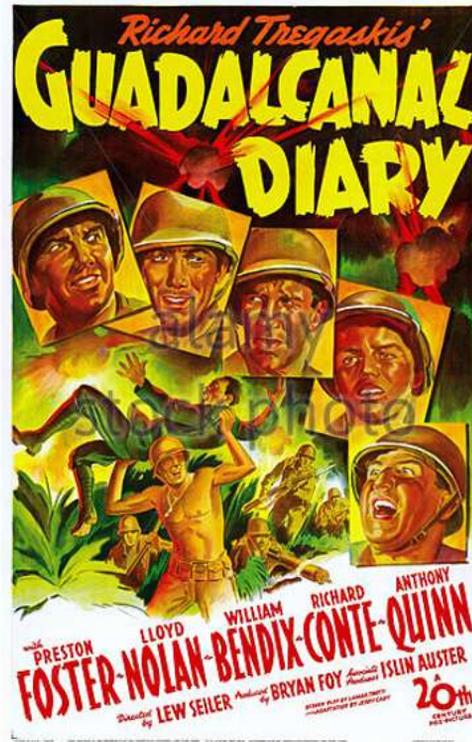
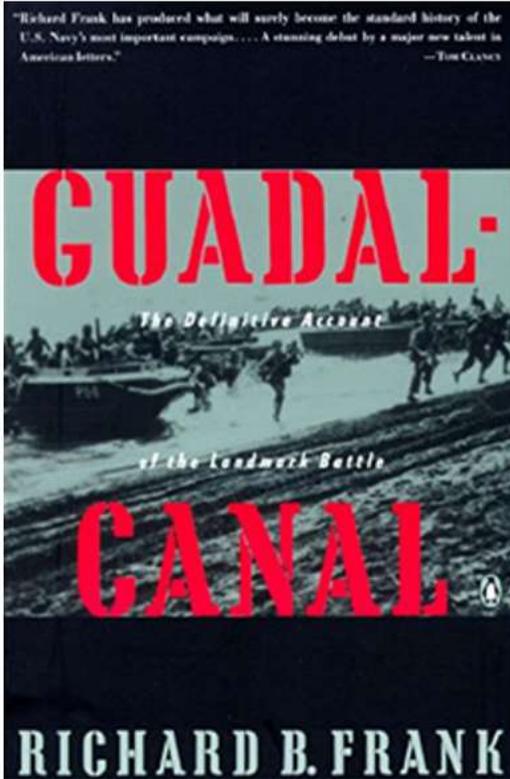


Therefore on the morning of August 7, 1942 the First Marine Division made an unopposed landing to secure the island from Japanese control. After the relatively uneventful first landing, there ensued a frantic, bloody battle on land, sea and air that lasted through the end of the year and on into 1943.

Matanikau River, bloody ridge, the naval battles of Savo Island, Cape Esperance, Santa Cruz, and Tassafaronga, and the epic dog fights occurred over Henderson Field with marine, navy, and army air force aviators of the Cactus Air Force versus the Japanese onslaught coming down the "slot" from Rabul.



I am sure that the internet can flesh out the story, so I'll stop here. For 2 excellent "old school" books I'd recommend: for a contemporary account, "Guadalcanal Diary" by newspaper reporter Richard Tregaskis; and "Guadalcanal" for a modern, well researched account of the land, air and sea battle by Richard Franks.



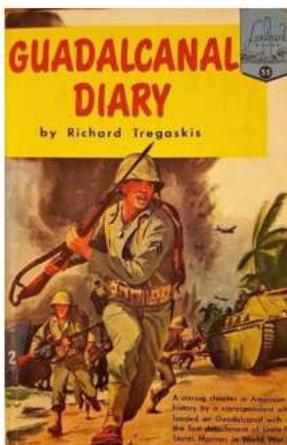
Models to bring to the August meeting – any and all scales: aircraft: Wildcat, SBD Dauntless, Avenger, PBY Catalina, B-17, C-47, P-38, P-39/400; Japanese: Zero, Val, Kate, Betty, and Emily.

Armor: Jeep, 75 mm halftrack, Stuart, 105 howitzer, 155 long tom, 90 mm AAA; Japanese model 95 tankette.

Ships: Enterprise, Wasp, Hornet, South Dakota; Japanese: Shokaku,, Ise, Tone, DD's and submarines.



Japanese Battleship Ise



Hollywood Heroes

BY FRANK AHERN

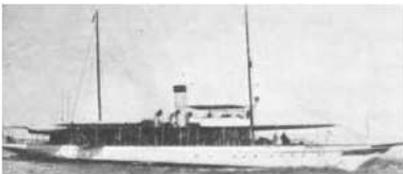


This continuing feature is designed to showcase the often-unpublicized military service of many of the entertainment icons of the previous generation who served their country without complaint or protest.

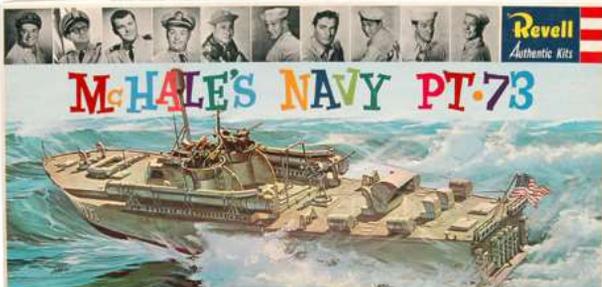
Ernest Borgnine

Borgnine joined the United States Navy in October 1935, after graduation from high school. He served aboard the destroyer/destroyer minesweeper USS Lambertson (DD-119; AG-21 and DMS-2) and was honorably discharged from the Navy in October 1941. In January 1942, he reenlisted in the Navy after the attack on Pearl Harbor. During World War II, he patrolled the Atlantic Coast on an antisubmarine warfare ship, the USS Sylph (PY-12). [In September 1945, he was honorably discharged from the Navy. He served a total of almost ten years in the Navy and obtained the grade of gunner's mate 1st class. His military awards include the Navy Good Conduct Medal, American Defense Service Medal with Fleet Clasp, American Campaign Medal with bronze star, and the World War II Victory Medal.

Ernest Borgnine won both Oscars and Emmys during a long acting career. His most recognized TV role was as commander of a PT boat in the sitcom "McHale's Navy", which aired from 1962-66 on ABC. He died in 2012.



< ---- USS Sylph (PY-12).



Northrop YA-9A

The Northrop YA-9A had its first flight at the end of May 1972. Designed as an attack aircraft, two prototypes were built. It was in competition with the Fairchild Republic YA-10. The **YA-10** was chosen over the YA-9A in the Air Force competition, with the YA-10 going into service as the A-10 Thunderbolt II/ Warthog. The YA-9 was a high-wing monoplane of aluminum-alloy



<http://www.aereo.jor.br/wp-content/uploads/2010/01/A-9A-c.jpg>



[https://upload.wikimedia.org/wikipedia/commons/8/8f/Desktop_folders/RCSD-2017-07/Northrop_YA-9A/Northrop_YA-9A_11368_\(26683410563\).jpg](https://upload.wikimedia.org/wikipedia/commons/8/8f/Desktop_folders/RCSD-2017-07/Northrop_YA-9A/Northrop_YA-9A_11368_(26683410563).jpg)



https://upload.wikimedia.org/wikipedia/commons/5/5e/Northrop_A-9A_prototype.jpg



https://upload.wikimedia.org/wikipedia/commons/c/cb/Northrop_A-9A_at_touchdown.jpg

construction. Honeycomb internal structures and chemically milled skins were features. Two Lycoming YF102 engines were placed in nacelles on either side of the fuselage. The aircraft had large vertical and horizontal stabilizers to improve stability in low-level flight. The split ailerons could be used as airbrakes and differential deployment could be used to yaw the aircraft without banking. This improved weapon aiming. Following the fly-off with the YA-10, both YA-9 prototypes were provided to NASA for further flight testing. After being retired in April 1973, the engines were removed, but both prototypes were retained otherwise intact. 71-1367 is currently in a storage yard awaiting restoration at Edwards AFB, California. 71-1368 is on display at March Field Air Museum, March Air Reserve Base, California.

Specifications:

Length: 53' 6" 16.31 m
Height: 17' 10" 5.44 m
Wingspan: 57' 17.37 m
Northrop YA-9A



Submitted Ed Ingersoll
Source: RC Soaring Digest July-2017 issue

Survey Results

Well I thought I'd share the results of the survey held at the last meeting. You will recall the questions concerned the club newsletter.

The first question, "*Do you read the newsletter every month?*" received thirteen yeses and one no. There were sixteen members in attendance, so that means two abstained. All in all it was a positive response, so that is encouraging.

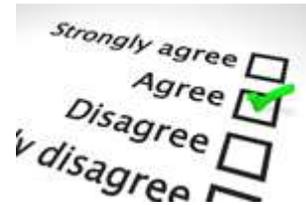


The second question "*Are you aware that the newsletter has won awards at both regional and national levels?*" Received twelve yeses and two no answers which again is a positive response.

The third question, "*Do you find the newsletter interesting and/or informative?*" Had thirteen yeses, which was good to see as I know that all those who contribute like knowing their efforts are appreciated.

The fourth question asks If you could change the newsletter, what would you add or delete? Here is what was submitted:

1. Kit Reviews
2. Bring back the Modeler of the Year points standings.
3. Can we make the newsletter shorter?
4. Can we have formatted headers for the various articles?
(This is in the works.)



The last question but the 64,000 dollar question, "*Would you consider contributing to the newsletter?*" All fourteen respondents said they would, which again is a good sign and I hope that comes to pass.

So for me, the bottom line is that the members want to continue going forward with the club newsletter, and will make an effort to contribute to future issues. I appreciate the feedback, and hopefully, our newsletter will continue to reflect the interests of all our members.

Jack Mugan



Old School '41 Ford Custom

(This has nothing to do with the survey. However, I found this car on the web that Jack built).

Show and Tell



Bruce Doyle
displayed a lot of
fast aircraft!



Bell X-1 (1:72 scale),
Hobby Craft



Bell X-2 (1:72 scale), Mach 2
aircraft



Northrup X-4



Douglas X-3



RF-101C Voodoo, Photo recon,
Minicraft

MIG-21 MF, Matchbox





Large scale (1:16) Sherman tank brought in by **Bob Lundeen**.



A home-made canon brought in by **AJ Kwan**.



Steve Cope shared is "absolutely cool" inventions based on Star Wars and other figures.



Ethan Alt displayed his 1:1000 scale NCC-1701 Enterprise



Aaron Alt exhibited his 1:100 scale SA-330 Puma helicopter



Frank Ahern's "BEAUTIFUL!" F-84 Thunderbird was featured in his article last month.



This petite (but beautiful) 75mm Pak 40 was brought in by our very own VP **Tracy Palmer**

WW2 photo
for
comparison



Tracy's award-winning 1:20 scale Metal Scug SyFi tank. He added wire antennae and rocket launchers.



Mike Martinez AJ Kwan look engaged during the meeting!

We were happy to see Chuck and Jarred Lassiter at June's meeting!



A Blast from the Past

IPMS Gators President Jack Mugan has been writing for a long time. Below is a piece that Jack put together in 1969!

WORLD WAR II - ALLIES

by Jack Mugan



ON AUGUST 2, 1909, The United States Army proudly accepted its first flying machine. This was the beginning of the organization which was to become the most powerful military force in

history, the United States Army Air Force.

Everyone has a favorite era in the history of aviation. We are primarily concerned with Allied aircraft of World War II. To many, this period of history offers the widest range, both in bombers and fighters. It spans the gap from the glorious biplane era to the fantastic jet age, leaving to the annals of aviation some of the deadliest, toughest and sometimes the most beautiful machines ever devised to carry out the business of war.

Those who are interested in this particular era are very lucky as there is a large variety of kits available in various scales and models. As the popularity increases, we see such accessory items as battle-damaged parts, special camouflage paint, special decals and literature with color markings for specific planes, making it easier for the builder to achieve realism.

For example, the P-38 Lightning, one of the famous fighters. . . Since the first test flight on January 27th, 1939, it was destined to play a major roll on every front in



both theaters of war. Though it was originally designed for bomber interception, the P-38 underwent many production modifications. The Lightning saw action as a fighter-bomber, long range photo reconnaissance, a path finder, and a radar-equipped night fighter. Of the 9,923 Lightnings built, the P-38J and P-38L were the most numerous, from which most modifications were made.

To build this fabulous airplane, we are indeed fortunate to have two fine kits available. For those who build in 1/48 scale, Monogram offers an exceptional kit, incorporating good detail plus three variations, with profile drawings showing the builder a total of five separate planes. Extra parts, such as bombs, rockets and belly tanks, are furnished, along with an exceptional set of decals. Also included is a painting break-down for all five models. Details such as operating landing gear, working canopy, and gun assembly make this a fine kit.

For those interested in 1/72 scale, Frog offers the P-38J or P-38L. This kit does not offer the same variety of models or modifications, but it is still a fine kit. Parts are fairly well detailed and well molded. The decals which are supplied with the kit leave something to be desired, but do offer a choice of American or Chinese markings. As a suggestion, check with your local hobby shop for "His-Air-Dec" (Historical Aircraft Decals), or "ABT" decal sheets. Provided on the back of the box is a color guide for painting your model. Again, this is somewhat limited, and for further information, I suggest that you purchase a PROFILE Publication number 106 for the P-38J-M.

For the builder, painting the model is serious business. Depending on what variation you have built, you now have several choices in how to paint your P-38. If your model does not require an overall painting, but you wish to achieve a realistic metal effect, I suggest "Rub and Buff" or "Treasure Jewels" (sold in most hobby stores). This is applied with a soft tissue and consists of a wax base and silver powder. You may paint over this immediately without any drying time, and it also covers those small goofs you may have produced around joints or modifications. If your painting requires camouflage or any other special markings, Scalecrafters should save the situation. Scalecrafters are authentic, pre-mixed colors which are applied by brush or may be used in an airbrush. Choosing an authentic but

colorful paint scheme for the P-38 makes this model an attractive addition to your collection. As the Lightning is available with such a wide range of modifications, you may want to build more than one. Though the available kits are well detailed, there is still room for the builder to add those small personal touches to his model. You may want to put the wing flaps in the up or down position, or leave the canopy open. Filling the cracks where parts are joined, particularly around the wings, adds realism and gives your model that professional touch. Getting decals not to look like decals is difficult, especially in the case of the Monogram kit, where you have many to contend with. This problem can be remedied, to a degree, by applying a coat of "Solva Set", usually found in hobby stores. This softens the decal, allowing it to form over rivet and panel detail.

Researching, a very important consideration for the serious builder, is very easy for the P-38. There are numerous publications, both magazines and books, concerning the P-38 at the library and, in some cases, at your local hobby shop. Remember, if it is worth building, build it right.

More than 30 real flying models!



Meet the challenge for tomorrow in the space age with the Estes FULL program of model rocketry

STARTER SPECIAL
Includes Astron Alpha kit, two engines, design manual, instructions.
Order #05K-20

\$2.00
Above kit PLUS elec. launcher, \$6.50
#D1K-450

New Fast filled, illustrated color catalog 25¢
FREE WITH ORDER

ESTES INDUSTRIES
Dept. 29
PENROSE, COLO. 81240

Kits, parts and supplies... tech. reports
MODEL ROCKET NEWS... other helps

ORDER TODAY

Profile Publications



AIRCRAFT

204 different Profiles Aircraft available NOW.

10 to 20 pages of photos showing close-ups on the ground and in-flight pictures. Complete construction and design details. Full color plates showing the world's famous aircraft in various markings. The world's truest source of detailed information on famous aircraft of the world.



AUTOMOBILES

78 different Profiles of the world's most interesting automobiles. Close-ups, history of design, story of development, plus color plates make Profiles automobile series the world's most authentic source of information on the world's best known and not so well known automobiles.



ARMOR

Armor in Profile Series. 72 different books, each showing in full detail, development, line drawings, history and full-color views for the model builder, researcher or historian. The most complete detail and specifications available today on all of the important military equipment used in World War I and World War II and to date.

For complete list of Profile Publications available, send self-addressed, stamped (6¢) envelope to:



Associated Hobby Manufacturers, Inc.
621 East Cayuga Street, Philadelphia, Pennsylvania 19120
NEW YORK SHOWROOM: • 200 FIFTH AVENUE • ROOM 518

Club Members Attend “Wings of Dreams” Breakfast

On Saturday, July 1, Jack Mugan, Ed Ingersoll and Bill Winter attended a breakfast put on by the Wings of Dreams organization that is working to build a new museum at the Keystone Heights Airport. The speaker was a retired Capt. Jeff Hathorn who was a Vietnam O-1 Bird Dog pilot.



Beautifully restored O-1 Bird Dog.

See: <https://wingsofdreams.org/>



Other planes at the “Fly In.”



US Navy SNJ



Waco



North American T-6 Texan



Lockheed Electricas that are to undergo refurbishing.

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 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 .

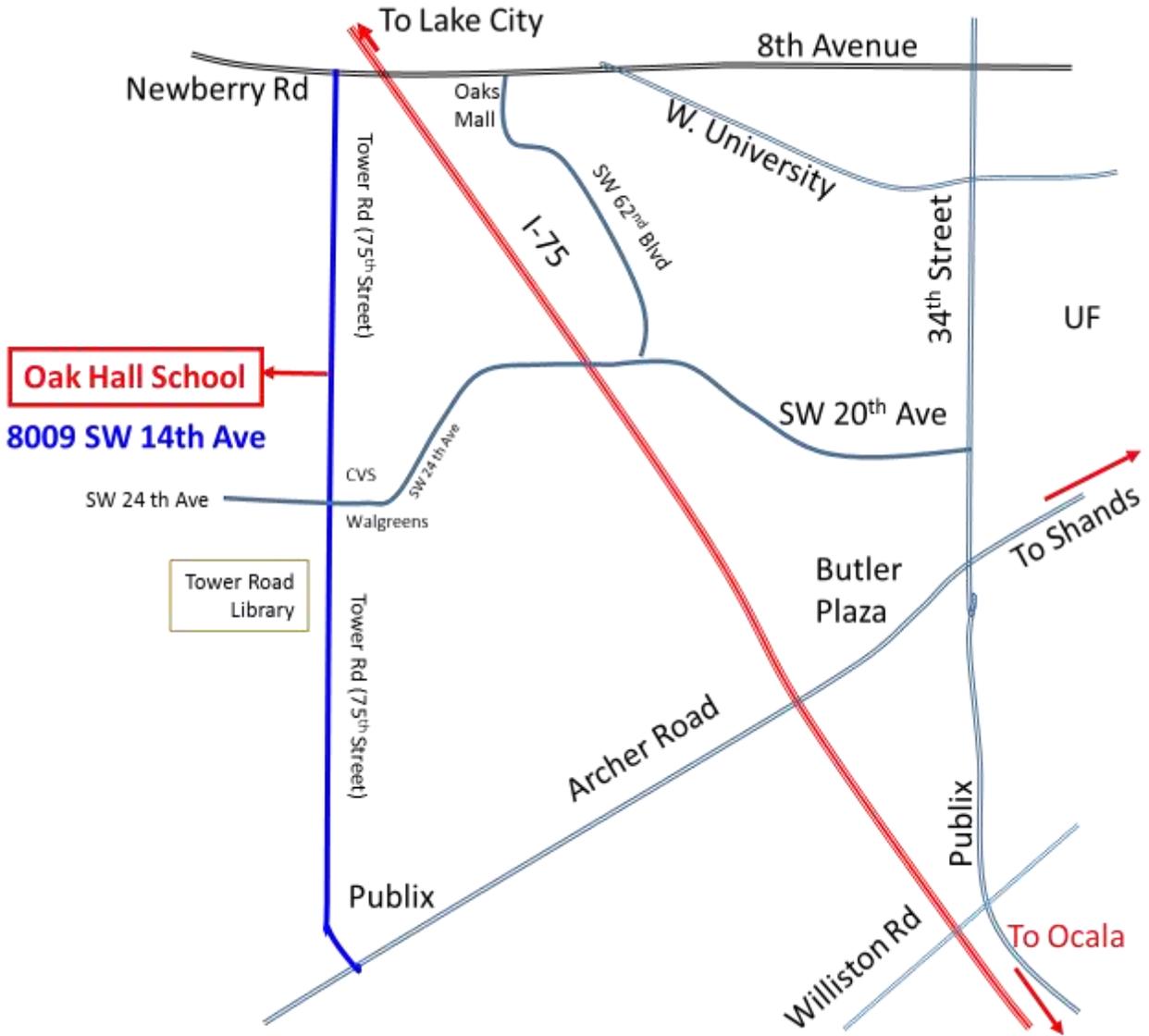
A copy of the membership application is below or available at the IPMS / USA website address, www.ipmsusa.org. Complete the form and return it to the address listed at the bottom of the form along with your method of payment.

IPMS/USA MEMBERSHIP FORM			
IPMS No.:	Name: _____		
	<small>If Renewing</small>	<small>First</small>	<small>Middle</small> <small>Last</small>
Address: _____			
City: _____	State: _____	Zip: _____	
Phone: _____	E-mail: _____		
Signature (required by P.O.) _____			
Type of Membership	<input type="checkbox"/> Adult, 1 Year: \$30	<input type="checkbox"/> Adult, 2 Years: \$58	<input type="checkbox"/> Adult, 3 Years: \$86
<input type="checkbox"/> Junior (Under 18 Years) \$17	<input type="checkbox"/> Family, 1 Year: \$35 (Adult + \$5, One Set Journals)		How Many Cards? _____
<input type="checkbox"/> Canada & Mexico: \$35	<input type="checkbox"/> Other / Foreign: \$38 (Surface) Checks must be drawn on a US bank or international money order		
Payment Method:	<input type="checkbox"/> Check	<input type="checkbox"/> Money Order	
Chapter Affiliation, (if any): _____			
If Recommended by an IPMS Member, Please List His / Her Name and Member Number:			
Name: _____	IPMS No.: _____		
IPMS/USA	PO Box 56023		
Join or Renew Online at: www.ipmsusa.org	St. Petersburg, FL 33732-6023		

If we don't support our hobby, who will?



How to get to the meeting



Tower Road (also known as 75th Street)

Important reminder for all IPMS members



The May + June, 2017 - Volume 29, Number 03 of the IPMS Journal contains the proposed national constitution and bylaws and also a ballot for the national board.

Surprisingly, there's a name for DLC on the ballot, but no biography. You have to go to the IPMS website to read about David Lockhart. There is no candidate for 2nd VP. In fact, there is no competition for any office. Vote or not, it appears our national officers have already been decided. I hope you'll cast a ballot though. Instead of using a stamp and snail mail, you can vote online at <http://ipmsusa.org/> and click on open voting. You'll need to login.

Wild Paint

By Jack Mugan

