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Inside read about:

"The Battle of Taranto"

By Frank Ahern





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Vice Pres

Frank Ahern

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Bruce Doyle

Historian

Paul Bennett

Photographer

Bill Winter

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Newsletter

editor

www.gatormodelers.org

Next meeting: Tuesday, November 21 at: 6:30pm; at Oak Hall Library 8009 SW 14th Ave Gainesville FL

(See the maps near the end of the newsletter)

Other news: Gator Modeler's Holiday Party: RSVP to Bill Winter (winter@pathology.ufl.edu) for the Gator Modeler's Holiday Party on December 16 by Saturday Dec 2. Please let me know what you will bring to this potluck party.

Yearly dues (\$20) are due at this month's meeting!

Who was the "Man who never was" and what does this have to do with World War II? Answer on Page 21!

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Prez Sez.....

By Jack Mugan

Well, this year is winding down pretty fast as we are now officially into the holiday season. Now our priorities will change as we attend family dinners, parties, shopping and getting out the decorations.

Our November meeting means it is time to hold our semi-annual club contest, and the theme is anything Italian. I hope you all managed to complete your projects. Feel free to bring any models you wish to share even if you are not entering the contest. Also, Bill and Ed will treat us to another chapter from their fabulous trip to Europe's military museums and share their knowledge of all things amour with us (the photos below are from Checkpoint Charlie which Bill will discuss someday).

We need your help regarding the points system this year for the Modeler of the Year Award. We will have the current Points List at the meeting and we need everyone to check it over for errors or omissions. We may have lost track of who attended how many events over the past year.

November also means it is dues time again. Please give Bill a break and try to get paid up ASAP.

Speaking of deadlines, if you are signed up to complete a model for the upcoming Collector's Day display, I hope you are on schedule. Just a reminder; we have a March deadline for the inter-club contest, so consider this a small nag on my part.

When you have the time, go to gatormodelers.org and check out the website. Tracy has made the corrections needed, as the website has been down for some time, and now we can show off the club's events and modeling skills. Hopefully we are back on track at last. Speaking of Tracy, he will be stepping down from his position of Vice-President at the end of the year. However, he will continue as our Webmaster. I have reached out to AJ Kwan to fill the position for the remainder of Tracy's term and he has accepted, much to my relief. Small clubs such as ours often have a problem when this kind of thing comes along.

It is not too early to start thinking about the Christmas Party, both for the gift, if you are playing our usual Santa Claus game, and what food you plan bringing to the party. Just a heads up as we will need to RSVP soon.

See you at the meeting.....



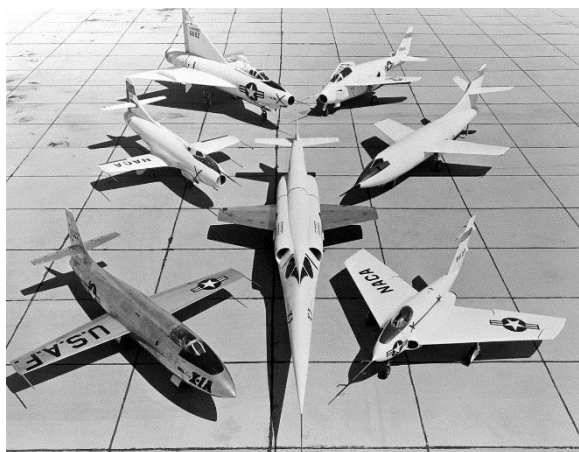
Meeting Minutes – October 17, 2017

President Jack Mugan opened the meeting at 6:35pm and welcomed 13 members present plus guest and prospective member Don Martin. Don recently moved here from Texas and is an IPMS member and experienced armor modeler.



Bill Winter announced the date for the **club Christmas party** – Saturday, Dec. 16th, 5pm – at the Hardt/Winter condo. Members will be asked to RSVP and bring a side dish and wrapped gift for the gift exchange.

Club historian Bruce Doyle told the group that the date for Collectors Day at the Florida Museum is Jan.20th. He has reserved a table for the club, which plans to display a collection of aircraft flown by the **Air Force Thunderbirds** demonstration team. He also noted that the main branch of the **Gainesville Library** will allow the club display space in the downtown library in November and December. Doyle is assembling models to depict the progression of aircraft that held the world speed record including the Air Force X-planes.



A.J. Kwan updated the club on progress in negotiations with **Butler Enterprises** to include a display area for the club in their new aviation-themed Town Center development on Archer Rd. The project is in its early stages and Kwan is awaiting a meeting with managers to confirm their willingness to provide such a space.

President Mugan reminded the group of the proposed joint model contest with the Ocala IPMS club. Mugan has met with the Ocala club to work out details of the contest, which is now anticipated to take place next spring.

Ed Ingersoll told the club about the upcoming **AMPS meeting in Atlanta** (Feb 2018) and encouraged those with an interest in armor modeling to attend.

Bruce Doyle mentioned the **Friends of the Library book** sale next Saturday where great bargains on military history books can be found

Paul Bennett said that he has decided to divest himself of some kits, due to damage from Hurricane Irma and will make a list for those interested.

The **monthly club raffle** was held and the drawing for those who brought a model to display was won by Paul Bennett, who chose the classic Revell Bomarc Missile. The attendance raffle was won by Mike Martinez who selected a French tank kit as his prize.



Jack Mugan then opened the floor for the Show and Tell presentations by those who brought a model to the meeting.

Finally, a presentation was given by Bill Winter and Ed Ingersoll, who showed photos of their trip last summer to military museums in Europe, with an emphasis on AFV.

This ended the meeting at 8:15pm.



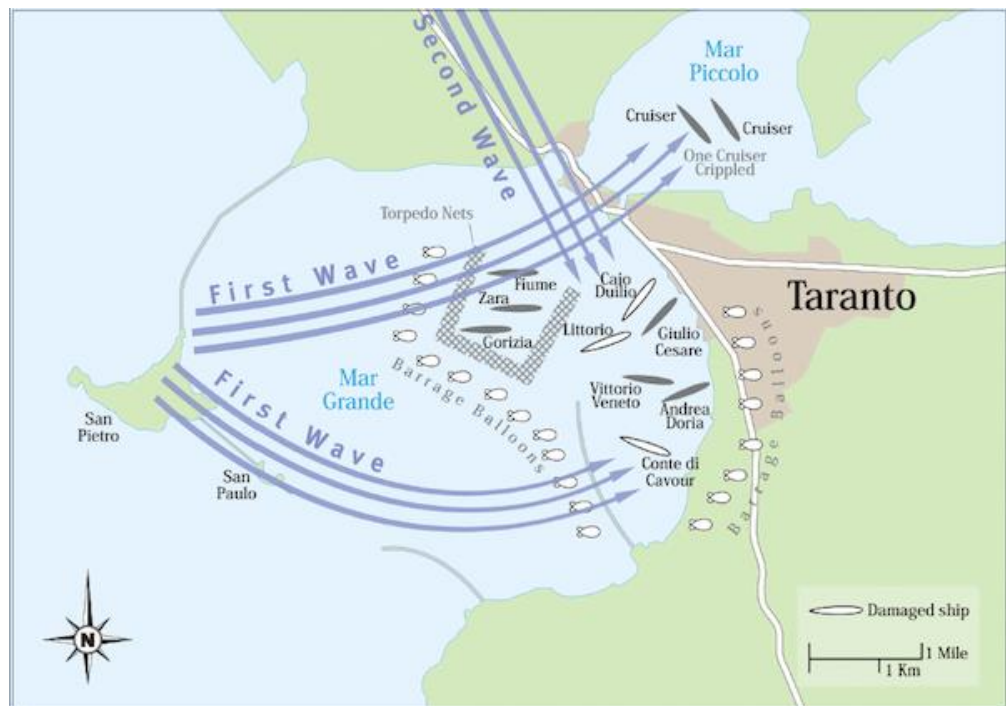
Attack of the “Stringbags”

By Frank Ahern

It doesn't usually make the list of the most important battles of WW2, and because it happened before the United States entered the war, it's only a footnote in American history books. Nevertheless, the British Royal Navy's air raid on the Italian fleet at Taranto (pronounced: TAR-anto) in November

1940 had ripple effects that altered the course of the war, and changed forever the perception of air power as it relates to naval warfare. The fact that all this was accomplished by less than two dozen antiquated biplanes against one of the most modern and powerful navies of that day makes it all the more remarkable.

The British had long been wary of the Italian navy's influence in the Mediterranean. When most saw war coming after the Munich crisis in 1938, a far-sighted British Admiral ordered plans be up drawn for an attack on the Italian fleet at Taranto. This was made possible, in part, because the Italians had adopted the “fleet in being” philosophy, which meant that ships stayed in harbor unless responding to a threat. Ominously, the US adhered to the

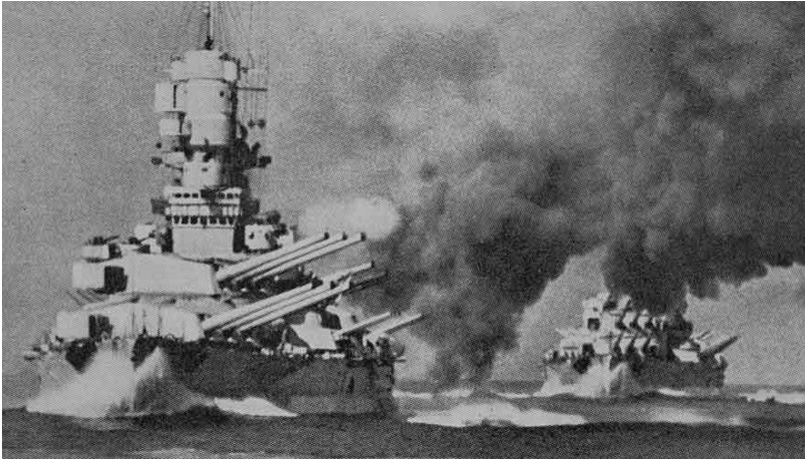


same philosophy with its Pacific fleet. While this seems like a low-risk, high-reward strategy in a purely naval environment, it gathers the fleet in a way that makes it vulnerable to air attack.

Prior to the raid at Taranto it was assumed that the concentration of anti-aircraft guns on modern ships would make such an attack impossible. The same mistake was made by the early designers of long-range bombers, who believed that heavy defensive firepower would protect the bombers from fighter interception.

History is often made by people who defy conventional wisdom. British rear admiral Arthur Lyster thought that a small raiding party of **Fairey Swordfish** carrying both bombs and torpedoes, flying at night at low altitude, could penetrate the defenses and do considerable damage to the fleet. That he was given permission to try is a measure of the desperation felt by the British at this stage of the war.

The Italian fleet at Taranto in November 1940 was a force to be reckoned with. There were six



Kingdom of Italy (1848-1946)

battleships, including two (the Vittorio and Littorio-pictured below) that had just been commissioned, seven heavy cruisers, two light cruisers and eight destroyers.



In sharp contrast, the British attack force was four squadrons (24 planes) of Fairey Swordfish torpedo bombers. Designed in 1933, the Swordfish, universally known as the “Stringbag” for obvious reasons, was considered obsolescent by the start of the war but carried on because the Royal Navy could not come up with a suitable replacement. It was rugged, reliable, and highly maneuverable, but painfully slow with limited range and little defensive armament.

When they launched from the deck of **HMS *Illustrious*** on the evening of Nov. 11th, it represented the first time in history that a battle between opposing warships was fought entirely by aircraft. The success of the raid was attributed to three things: incredible *courage* of the aircrews pressing the attack through withering anti-aircraft fire, excellent pre-raid *reconnaissance* that gave the pilots a clear idea of the position of the ships, and the use of newly-designed



shallow water aerial torpedoes that skimmed near the surface of the harbor just below the nets that protected against submarine torpedoes.



Conde di Cavour, an Italian ship, sunk by British Aerial Raid during Taranto Raid. Night of 11-12 December, 1940.

For the loss of only two Swordfish, the attack disabled half of the battleships in the Italian fleet, one permanently, and did considerable damage to several other ships. As a side note, it is commonly accepted that the Japanese used the success of this raid to bolster support for the plans they were making to attack the American fleet at Pearl Harbor.



I was pleasantly surprised to find there are lots of options for modeling the subjects of this battle. Trumpeter has recently released new versions of the major Italian ships of WW2 in both 1/700 & 1/350 scale. I chose the 1/700 RN Littorio. This was the first modern warship I have built and I must admit I found the scale a little difficult to work

with. The quality of the kit is good but dealing with dozens of AA guns the size of a grain of rice was tough for my old eyes and less than nimble fingers.

You also have a full range of Swordfish kits: Trumpeter in 1/32, Tamiya in 1/48 and Airfix or Revell in 1/72. I chose the Airfix (see above box art) because it is the newest and it did not disappoint.

I had an enjoyable time building my battle scene for the club contest, even if I did spend an inordinate amount of time on the little toothpick dock behind the ship. I branched out into several new (for me) areas of modeling – modern warships and biplanes – and learned about a significant but almost forgotten battle of WW2.



Chipping Paint

By **Andy Renshaw** with assistance from Errol Whisler

Dear Readers – Below is a communication adapted from Andy Renshaw's reply to Errol Whisler's question about "chipping" paint.

Errol Whisler wrote: I think this is a little heavy handed actually a lot heavy handed but I like the effect. Do any of you guys do this with liquid mask and if so, what do you apply the mask with? Any other ideas or do you guys not do this?



. . . And Andy wrote: Hi Errol - Saw your question over the weekend, but with no desktop access I figured it would be easier to reply now when I can use a full keyboard (and attach some images).

For chipping, first and foremost find an image of what you are modeling. Every vehicle, airplane, and type of paint chips different...some not at all. For instance, some WWII era Japanese aircraft painted at a particular factory chipped quite a bit, while USN Gloss Sea Blue would only chip at heavy wear areas (such as at the wing surface around the cockpit...from repeated crew/maintenance walking in the area). Also the type of operating area will determine chipping... grassy airfields of England not so much...coral airstrip in a pacific island, quite a bit!

A good rule to follow is "less is more". . . and also "smaller the better." Unless the paint is peeling off in large sheets, large areas of "chipped" paint are usually the combination of hundreds of smaller chips over time.



Chipping Paint (continued)

Methods:

-- **Prismacolor "silver" pencil** (and also light grey, and yellow-green for exposed primer). Prismacolor is a wax based art pencil that comes in every color imaginable. Silver is the go-to. Greys can replicate older chips that have anodized vs new chips. Application is over flat/semi flat paint, and you just tap/dot/etc across the surface. Build up larger areas with a bunch of chips. This is a really effective way to do chipped paint around fasteners, panels, etc. as the pencil will follow the panel line and it is very controlled. You can also use a regular graphite pencil too!



-- **Sponge/Brillo-Scotchbrite pad.** Ed mentioned this method. If you use a Brillo pad ripped into small pieces, lightly dipped into paint, then remove excess on a paper towel by lightly tapping onto towel, you can then apply to model. The Brillo pad will give you a very sharp, irregular size and shape chips. Practice on something first as it is a combo of how much paint/pressure of application that is the key to using this technique effectively. The nice thing about this is you can use any color paint and cover a lot of area in a short amount of time. Again, build up heavy chipped areas with multiple applications vs. a heavy handed single application.



-- **Salt..** This requires a little planning during painting, and an airbrush. Before applying your final desired color, spray the under surface color first (metal/ primer/ even a previous color that was overpainted, such as grey under a DAK desert vehicle painted desert tan). Once dry, apply salt to the areas you want chipped-- wet the surface with water (brush, finger, etc works fine), then sprinkle on salt. I use sea salt as it is not uniform and provides a lot of various shapes. You can pour some out in a small bowl and crush it a little if desired before application. Just sprinkle on and whatever sticks is what is kept. Let dry and the salt will stick to the model.

Now airbrush the final color you desire. The salt will mask the base color. Once you are done airbrushing the salt is easily removed with a stiff brush and you can then gently use a damp cloth to remove any residue. (Now you can always follow up with the above Brillo pad

Chipping Paint (continued)

technique to refine the edges or add more chipping). The salt method will provide larger chips, but random and sharp edged.

-- **Hairspray** - Again start with a base color that the chipping will reveal. When dry, spray some water based hairspray on the area. A cheap brand is fine. When that is dry, you can spray the top color over it. Now use warm water and either old stiff brushes, toothpicks, etc. to scratch and scrub the surface. The water-based hairspray will start to dissolve and take with it the top color, exposing the base color. This is best done with an acrylic top coat and an enamel base coat, but I have done it with enamels (it just takes more effort to scrub). This technique works GREAT for worn winter camo, or any situation where some base camo was overpainted with another, such as desert tan, winter, etc.



You can also use this for some great dust/dirt effects by painting your camo colors, then using a "dust/dirt" color over the hairspray. Remove in the direction of rainfall, water flow, airstream, etc., leaving the majority of the dust color on lower surfaces and in cracks and crevasses.



Kubelwagen-- Salt used over dark grey. This is using a lot of salt in areas of heavy wear like the fenders.



Black Widow-- Both salt and Prismacolor silver. Salt was used on the leading edges for the heavy chipped effects and then Prisma color silver was used on around the panels and such.

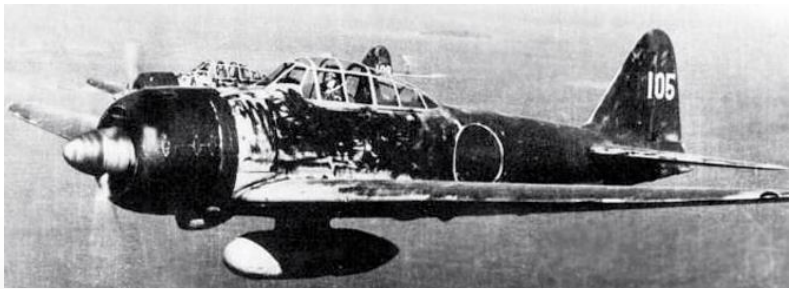
Chipping Paint (continued)



Boxcar-- Using the ripped Brillo/Scotchbrite pad to dab on rust spots. Same technique, just different colors.



Side of LRDG truck- This is more the Brillo-pad action for the chipped paint. Used grey to replicate annodized/older metal.



Challenge: Who was the “Man who never was” and what does this have to do with World War II? See answer on page ____.

Chasing Pylons

By Jack Mugan



This month's subject is one of the prettiest racing schemes of the post-war period. This racer, like so many from that era, has a lengthy history of owners, and holds a variety of race wins and records spanning several years.

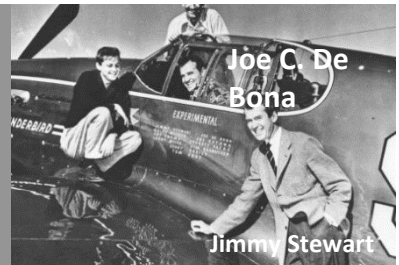
Having lost her first two Mustangs in tragic accidents, on 19 December 1949 Jackie Cochran bought another P-51 Mustang racer—the 1949 Bendix Trophy Race winner, **Thunderbird**—from the Academy Award-winning actor and World War II B-24 wing commander, James M. Stewart.



In the years following World War II, Jacqueline Cochran, WASP organizer and instructor, test pilot, racer, record-setter, adviser to generals and presidents, owned three North American Aviation, Inc., P-51 Mustang fighters which had been modified for racing.

The earliest document in **Thunderbird**'s Civil Aviation Administration file, Form ACA 132, contains the hand-written notation, "no service no." The document states, "**THIS AIRCRAFT WAS ASSEMBLED FROM COMPONENTS OF OTHER AIRCRAFT OF THE SAME TYPE.**" The aircraft is designated on the form as a North American P-51C, Serial No. 2925. **Thunderbird**, made up of salvaged parts, has no known Army Air Corps serial number. **Thunderbird**'s fuselage was purchased as "salvage & scrap" from the 803rd A.A.F. Specialized Depot, Park Ridge, Illinois, by Allied Aircraft Co., Chicago, Illinois. The transaction is dated 14 January 194_ (the year was left blank on the contract). The purchase price was \$27.05.

Drawing of Thunderbird, Jackie Cochran's Unlimited Class North American Aviation P-51C Mustang, N5528N



THUNDERBIRD

The Civil Aeronautics Administration registered **N5528N** to Joe De Bona Racing Co., 15 April 1948. Joe C. De Bona was an experienced air racer. The company was a partnership between De Bona and James M. (Jimmy) Stewart.



Jackie Cochran's cobalt blue North American Aviation P-51C Mustang, N5528N

Chasing Pylons

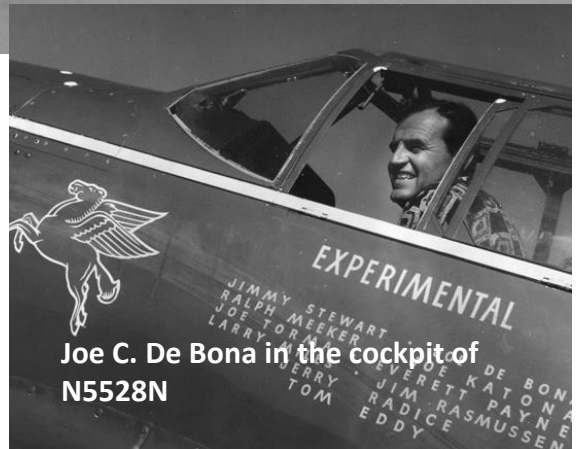
Over the next several months, N5528N, now named **Thunderbird**, was prepared for the upcoming 1948 Bendix Trophy Race. Self-sealing fuel cells, the fuselage fuel tank, etc., were removed to save weight. The airframe seams were filled with putty and sanded smooth. Many coats of primer were applied followed by the high-gloss “cobalt blue” paint. Gold decorative trim was applied.

Thunderbird’s airworthiness category, EXPERIMENTAL, was painted under the canopy rail on each side. Sponsors’ logos and crew member’s names were painted on the left side of the fuselage beneath the canopy. (The significance of the anvil logo with the numbers “1853” is not known.) The rudder was painted in a checkerboard pattern and the race number 90 applied to both sides of the fuselage. The registration was painted vertically on the fin, the top of the right wing and the bottom of the left wing.

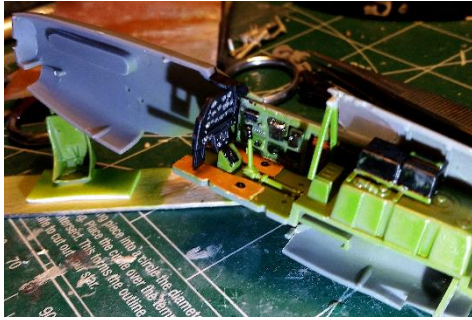


The start of the 1948 Bendix Trophy Race took place on 4 September at Van Nuys, California. Joe De Bona was entered with Thunderbird, but was unable to complete the race. Reportedly low on fuel, he landed at Norwalk, Ohio.

The start of the 1949 Bendix Trophy Race was relocated from Metropolitan Airport at Van Nuys to Rosamond Dry Lake, 40 miles (64.4 kilometers) north of Muroc Air Force Base (renamed Edwards AFB just two months later). This year Joe De Bona was successful. He won the 2,008 mile (3,231.6 kilometers) race to Cleveland, Ohio in an elapsed time of 4:16:17.5, averaging 470.136 miles per hour (756.611 kilometers per hour.)



Chasing Pylons - The kit I used for this racer was a **1:48th scale Accurate Miniatures** offering and the decals were from Draw Decals.



I left the cockpit interior in the military color scheme, as I had no reference showing it done in another color. I used Tamiya's Mica Blue spray paint as suggested by the Draw Decal instruction sheet.

On 19 December 1949, James Stewart (Sole Owner, for Joe De Bona Racing Co.) sold N5528N to Jacqueline Cochran of Indio, California, for "\$1.00 and other consideration." The C.A.A. issued a new Certificate of Registration to Jackie on 29 December 1949.

Jackie Cochran had owned Thunderbird for just over three years and after setting several new records, on 20 January 1953, she sold it back to Jimmy Stewart for "\$1.00 and other consideration." The C.A.A. registered N5528N to Stewart at 141 El Camino Drive, Beverly Hills, California, 9 April 1953.

At this time, N5528N was repainted in a yellow and black scheme, and renamed Mr. Alex in honor of Jimmy Stewart's father, Alexander Maitland Stewart.

On 18 March 1955, Joe De Bona sold N5528N to James M. Cook of Jacksboro, Texas, for \$18,000 plus a \$7,000 Chattel Mortgage at 4% interest.

On 22 June 1955, North American Aviation P-51C Mustang NX5528N crashed near Scott's Bluff, Nebraska, while being flown by James Cook. Although an official cause is not available, anecdotally, one of the P-51's main landing gear failed to retract and Cook bailed out. Although an accident report was completed 13 July 1955, the Federal Aviation Administration currently has no report in its files, nor does the National Transportation Safety Board. The Mustang was deregistered 15 August 1955.



So there you have it, the life and times of the racer Thunderbird. *Many thanks to Google.*



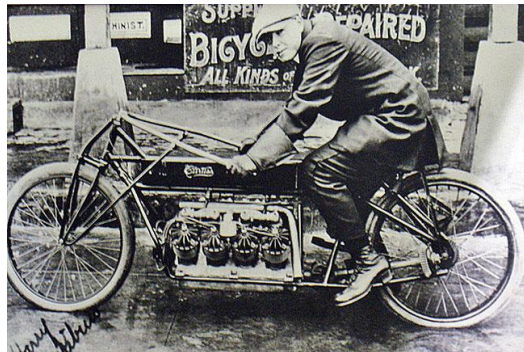
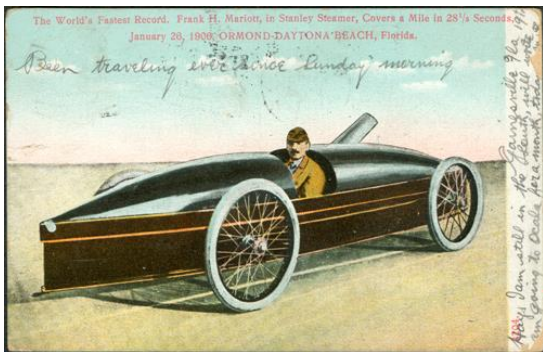
More Son of Fiddly Bits – “TID – BITS”

By Stretch Sprueman IPMS# 6.723 Mach (a.k.a. – Bruce “Yard Modeler” Doyle)

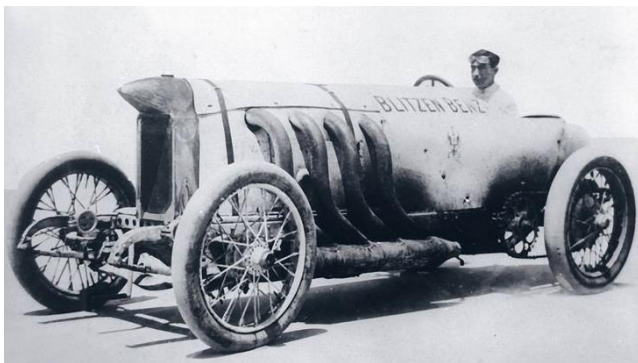
“Need for Speed” - “Bit-of-Tid,” with a Florida Twist

There was an interesting dichotomy early last century between air and land speed champions. We noted in our initial “Need for Speed” article that the first time man exceeded 100 mph – on land or in the air – was on an English train early in the 20th century. Speed records on “terra firma” greatly outclassed those in the air for the first two decades of the last century. And so . . .

Florida connection #1: When Frank Marriott drove a **Stanley Steamer** (left drawing) over the sands of Daytona Beach, FL to 128 mph, aviators were straining their fragile bi-plane crates to reach barely 50 mph! Even the speed record for 2-wheelers was greater than that of the airplane. American motorcycle and aviation pioneer Glenn Curtis, in a V-8 powered “crotch rocket” (right photo below) hit 136 mph! Talk about “knees in the breeze” – Egads!



Now on to: **Florida Venue, part two (#2):** “Wild Bill” Burman in a Benz racing car set the land speed record of 142 mph driving on Ormond Beach, FL in 1911. It wasn’t until early 1920 that the land speed record was eclipsed by an airplane: 171 mph in a Nieuport 29V. Obviously, aircraft records have remained supreme ever since.



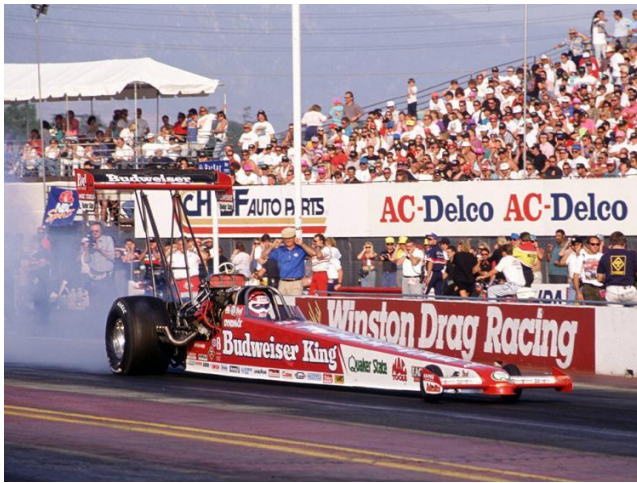
Benz racing car



Nieuport 29V

More Son of Fiddly Bits – “TID – BITS”

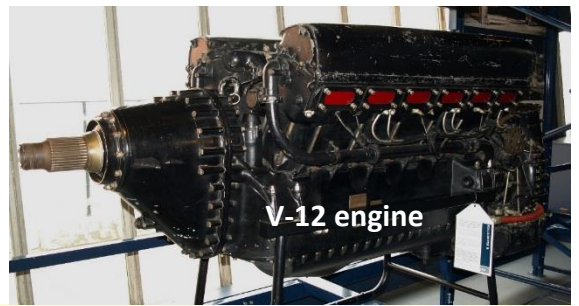
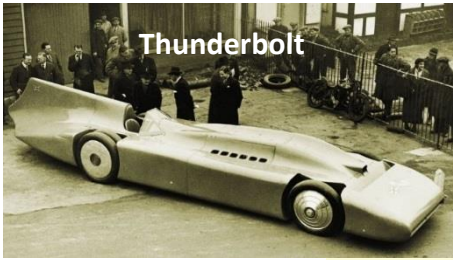
Our final Florida twist: **Florida location #3**: I personally witnessed a speed record that was at the time greatly coveted and highly anticipated, but has since become commonplace: the first 300 mph run by an AA/FD top fuel dragster. Driver Ken Bernstein powered his “*Budweiser King*” to a speed of 301.7 mph at the Gatornationals on March 22, 1992 during a Saturday afternoon qualifying session. It was a beautiful cool, crisp spring day which “boosted” the ambient oxygen level and therefore the engine’s horsepower. When the Gainesville Raceway scoreboard lit up with 301.7 mph the crowd of 35,000 plus race fans went bonkers! I’m sure that now there are over 100,000 eyewitnesses claiming to have been there. BUT I was there and I have the *hearing loss* to prove it!



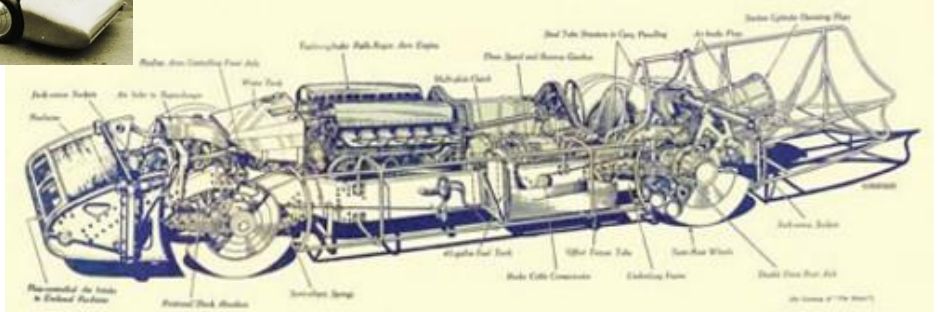
Bit-of-Tid: 400 mph speed setter update – The Supermarine S6B floatplane (I built the Williams kit) that put the FAI absolute speed record above the 400 mph threshold (407 mph; 29 September 1931) was powered by a Rolls Royce “R” V-12 engine that developed an incredible 2650 horsepower! This was in 1931, eight years before WWII! Englishman George Eyston took this very same engine and paired it with a similar one in his land racer “Thunderbolt.” He drove it in 1937 to a world land speed record of 311 mph!



More Son of Fiddly Bits



This may have given many post-war American speed demons the idea of using Allison and



Packard V-12s from PT boats and P-38s in dragsters and Bonneville Salt Flats speedsters. Anyone remember the dragster the “Green Monster?” Jack?



Still further Tid-Bits: Update of the FAI prop speed records: Steve Hinton piloted a RB-51 (Red Barron) Reno Racer to 499 mph in 1979 over Tonopah Nevada breaking Darryl Greenamyer's mark.

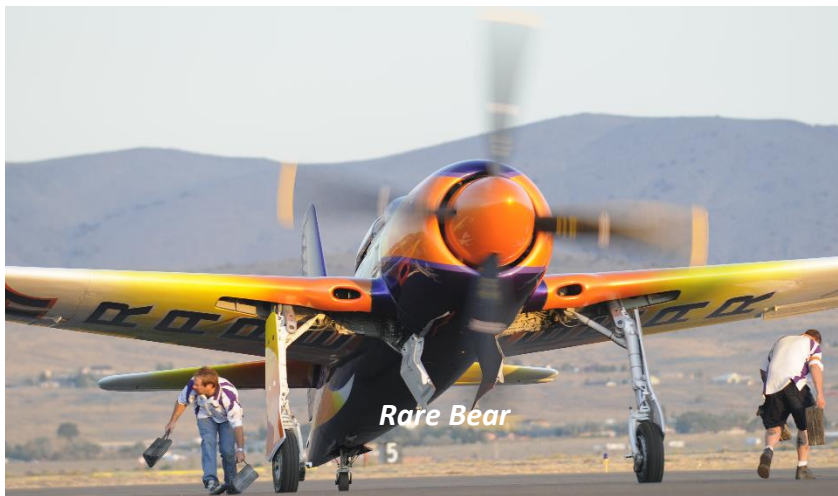


More Son of Fiddly Bits

Hold on, breaking news: That last record by Hinton was researched from Don Berliner's book "*Victory over the Wind: A History of the Absolute World Air Speed Record*" published in 1983, 24 years ago. Old news – . . .

I went to Books-A-Million when Susan was at her monthly Doctor's appointment (She's fine, thank you) and I picked up a copy of the December 2017 Air Classics. While you guys were at Steak & Shake (not jealous) I read what is the final word on prop FAI speed records.

Dennis Noble in a Grumman Bearcat F-8 Reno Racer named "*Rare Bear*" set the official 3 km record at 528.3 mph! He hung a Wright R-3350 (e.g., B-29, Skyraider) on his plane and did some other modifications.



In that same Air Classics issue there is a photo of Steve Hinton's highly modified P-51 named "Voodoo." Seen clearly in the picture is the proclamation: "World's fastest plane – 531.5 mph." It is not the official record because it is less than 1% faster than Rare Bear's run. Let the speed records attempts resume. Stay tuned. (I'll have a Wisconsin butter burger and fries next time at SNS).



Next month: Grandson of Tid-Bit: Winged aircraft altitude update!

From Paul's Toolbox - Gloves

By Paul Bennett



A mundane subject, and given little notice but important still. "Why?" you may ask.

First, a very basic cautionary note. Many paints and solvents are potentially harmful and can either very quickly, or over a period of time, result in a person developing a sensitivity, causing damage.

Then there is the finish of an item being painted. Please remember that no matter how frequently you wash your hands, the skin still produces oils, dead skin cells, and may quickly pick up dirt that may mar a finish. While some finishes may well be immune, unfortunately some are not. Indeed some manufacturers even clearly warn against touching the model with bare hands after the primer coat has been applied, because the fingerprints will show through in the final coat. Let's face it, a 1:1 scale fingerprint glaring through the final bare metal coat of a beautifully built model lacks a certain something and can result in tears (or worse). Equally unattractive is seeing a tan smudge on a gloss white model (of recent personal experience, fortunately easily mended).

Thus we come to gloves. Among the common types I have seen are white cotton, latex, vinyl, and nitrile. They are available in both powdered and powder free. Disposable gloves are usually ambidextrous, while they have a thumb and pinky, they can fit on either hand.

White cotton disposable gloves: Nice for handling delicate items, but lack a certain something when it comes to handling paint and/or glue. So let's look at the others.

Vinyl disposable gloves: Generally used for food serving. I have had no experience with them and have no idea how they would hold up under exposure to paints and solvents.

Latex disposable gloves: A multi-purpose glove, they can be fragile and there is the question of reaction to solvents, notably lacquer and enamel paints and thinners. There is another serious issue with latex. It is possible to develop a latex allergy, which can present very real immediate health risks that can show up at any time.

Nitrile: Another general use glove that seems to be replacing latex in more applications. Resistant to solvents and, so far, I have heard of no issues with allergies. Nitrile gloves also seem to have more resistance to tearing.



As I work primarily with enamel and lacquer, I use powder free nitrile disposable gloves. At first I tried the one size fits all, which I found too small. They are available in different sizes as well so finding the size that fits best might be your preferred choice. And buying the small packs got expensive, particularly when used in quantities for other applications, and I use them a lot.

I have been buying powder free nitrile gloves (size large) from Harbor Freight and, for single use, they seem quite acceptable. These are intended for industrial, manufacturing and tool use.

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

Martha Raye

A talented performer whose career spanned the better part of a century, Martha Raye delighted audiences and uplifted spirits around the globe. She brought her comedic and musical skills to her work in film, stage, and television, helping to shape American entertainment. The great courage, kindness, and patriotism she showed in her many USO tours during World War II, the Korean War, and the Vietnam War earned her the nickname 'Colonel Maggie'.



As recognition of her efforts on behalf of U.S. service members, Martha Raye was given several honorary military designations, including the honorary ranks of lieutenant colonel in the U.S. Army and colonel in the U.S. Marine Corps. In 1993 she was awarded the Presidential Medal of Freedom for her service to her country. She is the only woman buried in the Special Forces cemetery in Fort Bragg NC.



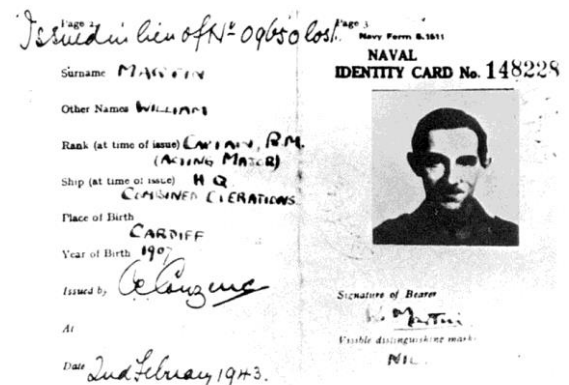
Martha Raye was born in 1916. She began as a band vocalist, transitioned to comedic actress roles in the late 1930's and early 40's and had her own variety show in the early days of television in addition to frequent guest roles on other shows. Younger generations probably know her best for her commercials for Polident



Answer to the Challenge: Who was the “Man who never was” and what does this have to do with World War II?

“The Man Who Never Was” is a 1956 movie (see photo below) that told the true story of a British attempt to trick the enemy into weakening Sicily's defenses before the 1943 attack, using a dead man with faked papers.

As adapted from Wikipedia: Operation Mincemeat was a successful British disinformation strategy. As a deception intended to cover the 1943 Allied invasion of Sicily, two members of British intelligence obtained the deceased body of a reportedly homeless man, dressed him as an officer of the Royal Marines and placed personal items on him identifying him as Captain (Acting Major) William Martin. Correspondence between two British generals which suggested that the Allies planned to invade Greece and Sardinia, with Sicily as merely the target of a feint, was also placed on the body.

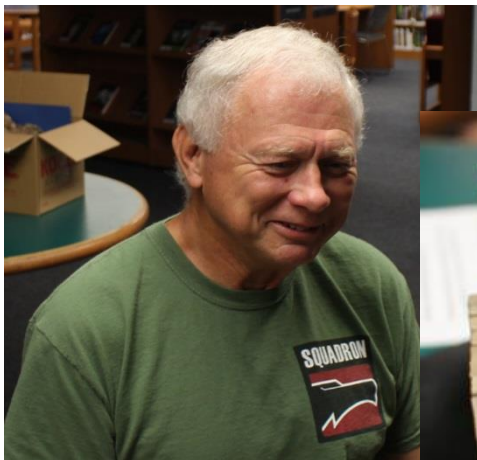


Captain (Acting Major) William Martin identification card.

Part of the wider Operation Barclay, Mincemeat was based on the 1939 Trout memo, written by Rear Admiral John Godfrey, the Director of the Naval Intelligence Division, and his personal assistant, Lieutenant Commander **Ian Fleming**. With the approval of the British Prime Minister, Winston Churchill, and the overall military commander in the Mediterranean, General Dwight D. Eisenhower, the plan began with transporting the body to the southern coast of Spain by submarine, and releasing it close to shore. It was picked up the following morning by a Spanish fisherman. The nominally neutral Spanish government shared copies of the documents with the Abwehr, the German military intelligence organisation, before returning the originals to the British. Forensic examination showed they had been read, and decrypts of German messages showed the Germans fell for the ruse. Reinforcements were shifted to Greece and Sardinia both before and during the invasion of Sicily; Sicily received none.

The true impact of Operation Mincemeat is unknown, although the island was liberated more quickly than anticipated and losses were lower than predicted. The events were depicted in Operation Heartbreak, a 1950 novel by the former cabinet minister Duff Cooper, before one of the agents who planned and carried out Mincemeat, Ewen Montagu, wrote a history in 1953.

Show and Tell

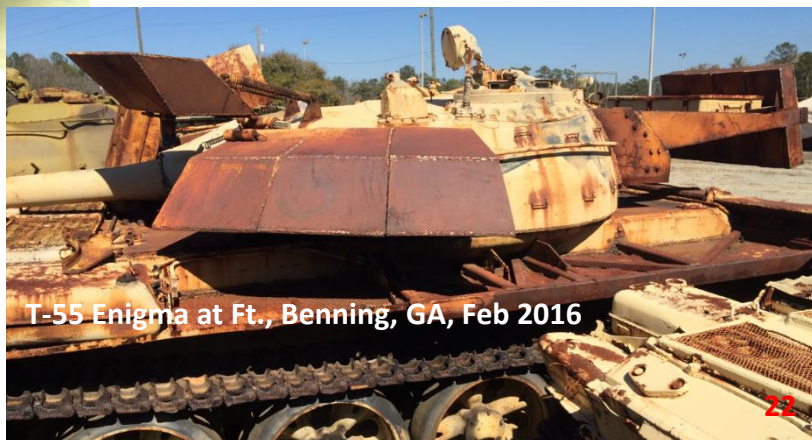
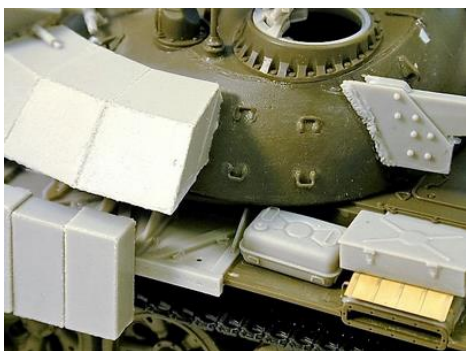


Don Martin: 1:35 scale Iraqi T-55 Enigma converted from Tamiya's T-55 using the Accurate Armour resin kit.



We are delighted to welcome master modeler **Don Martin** to Gainesville and IPMS Gators. Don has

built armor kits for some time and in October Don brought his Iraqi T-55 Enigma. Whereas Tamiya does have a separate T-55 Enigma, Don chose to convert the basic Tamiya T-55 to the Enigma variant using the Accurate Armour conversion (see below). According to Accurate Armour: *The 'ENIGMA' was designed and produced for units of the Iraqi Republican Guard and was generally issued to troop commanders. The general construction of the extra armour was quite rough and there were a lot of variations vehicle to vehicle. A number of these vehicles were deployed during the first Gulf War and can now be seen at museums in the UK, France and the USA.*



T-55 Enigma at Ft., Benning, GA, Feb 2016

Show and Tell



Errol Whisler looks at his P-51D in 1:72 scale.
The kit is from Italeri



IPMS Gators President Jack Mugan brought a 1:72 scale BOAC L10-11. Do you know what "BOAC" stands for? See the end of show and tell.

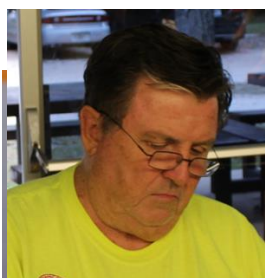


Show and Tell

Pail Bennett: 1:48 scale T-38A Talon Thunderbird with “Factor” decals outfitted with Eduard Photoetch!



Pail Bennett: 1:24 scale 1910 fire fighters by ICM



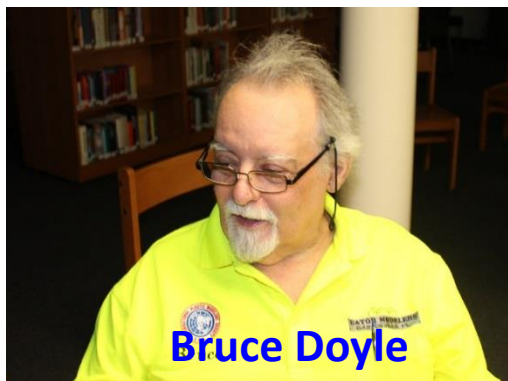
Frank Ahern: 1:48 scale F-105 by Revell to be converted to a Thunderbird version.



AJ Kwan: 1:32 scale
Scotts Guard
“charging” by
Hasegawa with
homemade base.



Show and Tell



Supermarine S6B speed record holder in 1:72 scale. The kit was made by "Airlines."



P-35 in 1:72 scale; kit manufactured by Rare Planes (yes this is a vacuform!).



Spirit of St. Louis in 1:72 scale by Hawk

Faces at the October Meeting



Bill Winter



Ed Ingersoll



Bob Lindeen



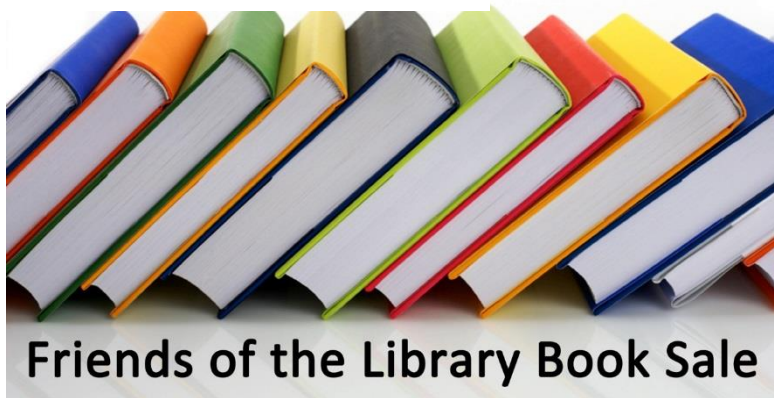
Chuck Lassiter



Dan Contento

From Wikipedia: **British Overseas Airways Corporation (BOAC)** was the British state-owned airline created in 1940 by the merger of Imperial Airways and British Airways Ltd. It continued operating overseas services throughout World War II. After the passing of the Civil Aviation Act of 1946, European and South American services passed to two further state-owned airlines, British European Airways (BEA) and British South American Airways (BSAA). BOAC absorbed BSAA in 1949, but BEA continued to operate British domestic and European routes for the next quarter century. A 1971 Act of Parliament merged BOAC and BEA with effect from 31 March 1974, forming today's British Airways.

Friends of the Library Book Sale



By Bruce Doyle

The largest library fundraiser in the United States is right here in merry old Hogtown – the Friends of the Library (F.O.L.) bi-annual book sale. The 2017 fall sale – October 21st through the 25th was just held at its 430 N. Main St. location.

Buyers line up Friday night for the Saturday 9am start to grab the best of the 500,000 books and mixed media across 64 categories, including maps, magazines, games, DVDs, records, etc.

The 2018 spring sale – mark it on your calendar – runs from April 21 – 25. Hours will be 9am till 6pm Saturday, noon till 6pm Monday through Wednesday. Tuesday is half price day and on Wednesday everything that's left goes for 10 cents.

F.O.L. has raised \$4.7 million – 50 cents or a dollar at a time – since 1986 for the local library district literacy programs. Over the years I've cherry-picked mostly from the "collectors corner" some really special finds. Among several dozen are:

William Green – *Augsburg Eagle* (Bf-109).
Steven Ambrose – *Pegasus Bridge* – signed by the author.
"Jocko" Clark - *Carrier Admiral* – which included a signed note from the author to the book's original recipient – Pappy Condit – who was an Avenger pilot shot down over Marcus Island on the Yorktown's first combat mission. Two signatures and a book all for \$5! (Remind me to tell you the Condit story and my own story of an Avenger encounter.)



For every sale there is a large table devoted to Military History with a special section on WWII – Time/Life books for \$1, Rick Atkinson's Liberation Trilogy, Chuck Yeager, Steven Ambrose, et.al., for chump change.

Make it a point to try and get there. You won't be sorry. Bring your own bags.

Payment is cash or check only. Just look for the GPD officers directing traffic on Main Street and all the people with boxes and shopping carts full of books.

Bill's Column: Tiger 131

By Bill Winter

This summer on the “Tanks-A-Lot” tour I saw **Tiger 131** at the Tank Museum at Bovington. To the left in the photo is an Elephant [Panzerjager Tiger (P); SdKfz 184]. **Note: SdKfz (or Sd.Kfz) stands for “Sonderkraftfahrzeug” which is the ordnance inventory designation used by Germany during World War II for military vehicles.**

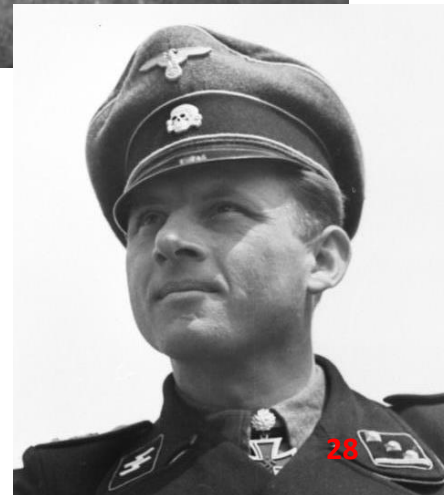


Rear view of Tiger 131

There are several “very famous” Tigers. Let’s mention Michael Wittman first. . . .



Michael Wittmann was the most successful panzer ace of the Second World War. He was reported to be a charismatic person and his accomplishments on the battlefield were often met with praise. The photograph above is of the wrecked Tiger 007 commanded by Michael Wittman, taken by a French civilian in 1945 when it was still in the field near Gaumesnil where it had been stopped a year before. (Note that the turret is upside down).

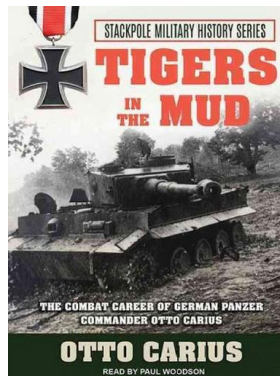


Bill's Column: Tiger 131

Adapted from: <http://www.worldwar2aces.com/tiger-tank/>: Perhaps the most famous Tiger battle occurred at Villers Bocage under the command of Wittman. An entire column of 25 tanks, 14 half-tracks and 14 bren-gun carriers were destroyed in a single engagement. Decorated with the prestigious Knight's Cross of the Iron Cross with Oak Leaves and Swords (photo right), it was the second highest decoration awarded by the German armed forces for valor in combat. Michael Wittman was the most decorated tanker of world war 2 and had destroyed 138 allied tanks and 132 anti-tank guns during his career. Michael Wittman's death was a bit of a mystery. Some say he was ambushed and shot to pieces by allied tanks whereas there were indications that his tank was blown up by a rocket fired by an allied aircraft.



Another famed WW2 tank ace is 1st Lieutenant Otto Carius with a kill count of over 150 tanks during his career. He has written a book titled *Tigers in the mud* covering his combat experience as a tank commander.



Returning to my experience . . . Above on the right is a photo from Bovington's Tiger 131 with the "classic" tracks held in place in the front of the tank. Reminds me of a Tamiya Tiger. Note the step on the left of the real track rack (absent from the model) to assist the crew in mounting the tank.



Bill's Column: Tiger 131

Adapted from Wikipedia, "**Tiger 131** was captured by the British 48th Royal Tank Regiment in Tunisia in April 1943. Known to the Allies as a Tiger I, the German model designation was a Panzerkampfwagen VI, Tiger I (E), SdKfz 181. It was built in Kassel, Germany with the hull being constructed by Henschel while the turret was made by Wegmann A. The tank was completed in January or February 1943 with the chassis number 250122. It was shipped to Tunisia between 12 March and 16 April 1943. The tank was assigned to No. 3 Platoon in No. 1 Company of the 504th Schwere Heerespanzerabteilung (German heavy tank battalion) in Tunisia during the North African Campaign bearing the turret number **131** by which it has come to be known. **Tiger 131** was hit by three shots from 6-pounders from British Churchill tanks of A Squadron, 4 Troop of the 48th Royal Tank Regiment. A solid shot hit the Tiger's gun barrel and ricocheted into its turret ring, jamming its traverse, wounding the driver and front gunner and destroying the radio. A second shot hit the turret lifting lug, disabling the gun's elevation device. A third shot hit the loader's hatch, deflecting fragments into the turret. The German crew bailed out, taking their wounded with them and leaving the knocked-out but still driveable and largely intact tank behind.



King George VI inspects Tiger 131, Tunis June 1943. The badge of the British First Army has been painted onto the tank

Tiger 131 was repaired with parts from other destroyed Tigers and inspected to judge its performance. It was displayed in Tunis and formally inspected there by King George VI and Winston Churchill. The tank was sent to England in October 1943 where it was displayed as a trophy at various locations to raise wartime morale before it was subjected to extensive testing and evaluation by the School of Tank Technology who produced detailed reports on its construction. The captured tank was transferred to The Tank Museum by the British Ministry of Supply on 25 September 1951.

In 1990, the tank was removed from display at the museum for restoration by the museum and the Army Base Repair Organisation. The restoration involved an almost complete disassembly of the tank. The Maybach HL230 engine from the museum's Tiger II was installed as the Tiger's original Maybach HL210 had been cut into cross sections for display. A modern fire-suppressant system was added to the engine compartment, the only other significant alteration.



Bill's Column: Tiger 131



Tiger 131 at The Tank Museum in Bovington, England, 2008.

.... In December 2003, Tiger 131 returned to the museum with a working engine. Further work and repainting in period colours completed the restoration in 2012. This tank was used in the 2014 film *Fury*."

'nough for now! Bye - Bill



A "real" M-4 in WWII

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>

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IPMS/USA Region 11/Gator Modelers' Calendar

2017

December 16 IPMS Gators Hobby Club Christmas Party

2018

February 10 First Coast, Jaxcon, Jacksonville

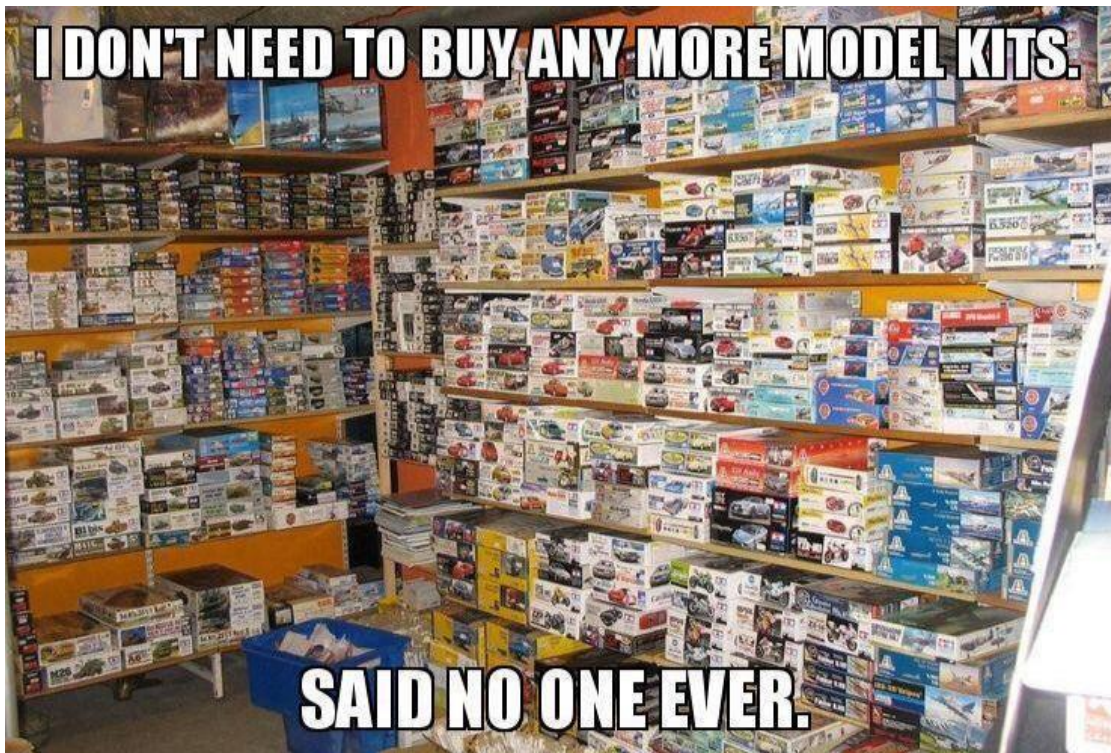
March 10 FAST/Billetproof, Ocala

March 24 IPMS Gators Auction

March 24 Wings, Wheels, & Keels, Venice

April 7-8 Space Coast Region 11 contest

June 16 Polks Area Model Society PAMscon, Lakeland



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

Odds and Ends Contributed by Club Members & Friends

From Jack Mugan:

Scale Model Challenge October 2017: see:

<https://www.facebook.com/photo.php?fbid=1968344786787800&set=a.1968344030121209.1073741848.100008368936668&type=3&theater>

And:

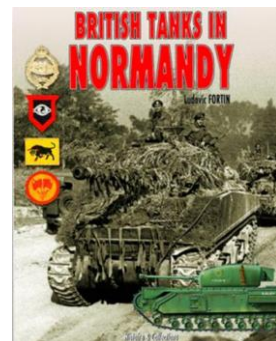
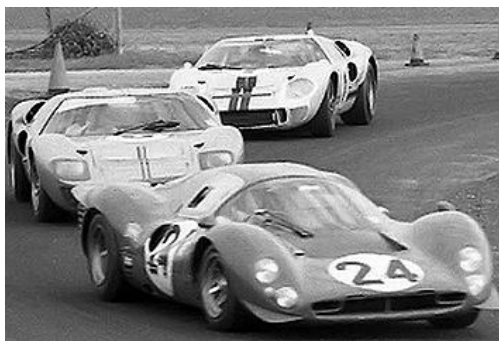
<https://www.flickr.com/photos/martinhronsky/sets/72157661763982578/with/37832712222/>

And

http://www.eazyprinz.com/Outside/Images/HS/shows/2017_ALL/2017_09_Eday/201709EDAY.html

And

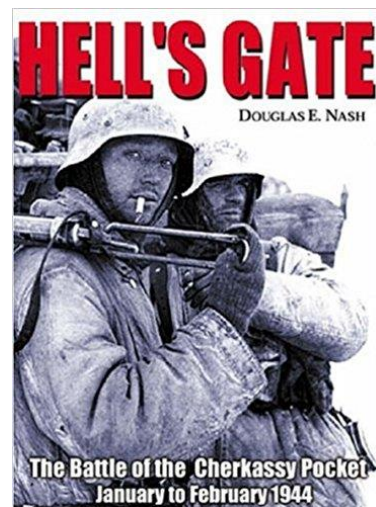
<http://www.thedrive.com/news/15306/peter-dinklage-to-produce-tv-drama-driven-about-ford-ferrari-feud-of-the-1960s>



From Joe Caputo (IPMS Ocala) - British Tanks in Normandy; \$50; Glendora, CA

A detailed account of the Normandy campaign fought by the British Armored Divisions and independent Armored Brigades, from the D-Day landing to Operation Goodwood. The Author — a dedicated specialist of British armor — has divided his work into three parts: the units involved, the AFVs fielded in Normandy, and the doctrine of use of the High Command with its actual effect on the battlefield.

And . . . Virtually unknown in the English-speaking world, the Battle of Cherkassy (also known as the Korsun Pocket) still stirs controversy in both the former Soviet Union and in Germany. It was at Cherkassy that the last German offensive strength in the Ukraine was drained away, creating the conditions for the victorious Soviet advance into Poland, Rumania, and the Balkans during the summer and autumn of 1944. Eclipsed by a war of such gigantic proportions that saw the deaths of over one million men or more as commonplace, the events which occurred along the banks of the Gniloy Tickich river should have faded into obscurity. However, to the 60,000 German soldiers who were encircled there at the end of January 1944, this was perhaps one of the most brutal, physically exhausting, and morally demanding battles they had ever experienced. Thirty-four percent of them would not escape. The culmination of years of research and survivor interviews, Hell's Gate is a riveting hour by hour and day by day account of this desperate struggle analyzed on a tactical level through maps and military transcripts, as well as on a personal level, through the words of the enlisted men and officers who risked the roaring waters of the Gniloy Tickich to avoid certain death at the hands of their Soviet foe.



Odds and Ends Contributed by Club Members (continued)

From Joe Caputo Ocala:

<https://www.facebook.com/photo.php?fbid=1399947513366235&set=a.936990099661981.1073741976.100000529987087&type=3&theater>

A T-34 walk around: Soviet KMDB (Kharkov Morozov Machine Building Design Bureau) T-34-85 medium tank. This particular tank was built at the end of World War II.



From Bill W: Airfix has a great website; I get a periodic email from them with updates:

https://www.airfix.com/uk-en/?utm_campaign=1949943_Airfix - Nov This month %40 - Week 31 2017&utm_medium=email&utm_source=Hornby PLC&utm_content=Visit our website&_%24ja=tsid%3A71284&dm_i=2DJZ,15SL3,70SFFO,3LPJP,1



Message from Bill Winter to Bruce Doyle: There is a new kit of the B-45A Tornado!

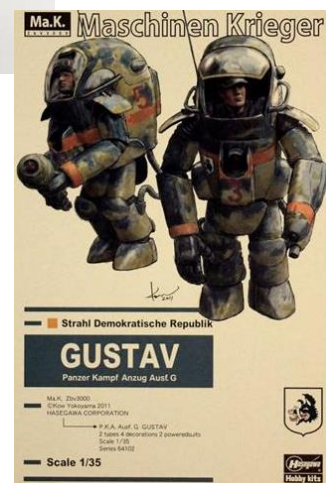
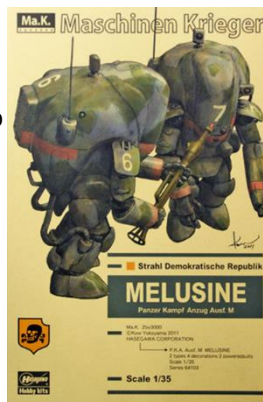


Here is the bad news: It may not be a significant advance over the Mach2 kit, ☹



Message from Bill Winter to Ed Ingersoll: Hasegawa has 2 new plastic Mechs (if you don't have them already):

If you need [instructions for Revell kits](https://www.revell.com/support/instructions.html), try the following web site: <https://www.revell.com/support/instructions.html>



From Joe Caputo shared by Duane Wilson: Find local hobby shops at: <https://www.localhobbyshops.net/>

From Paul Bennett: [Roco](http://www.minitank.net) has started releasing their [Minitanks](http://www.minitank.net) again. These are HO (1/87th) scale models of military vehicles from WWII to present. Their website is www.minitank.net.



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 .

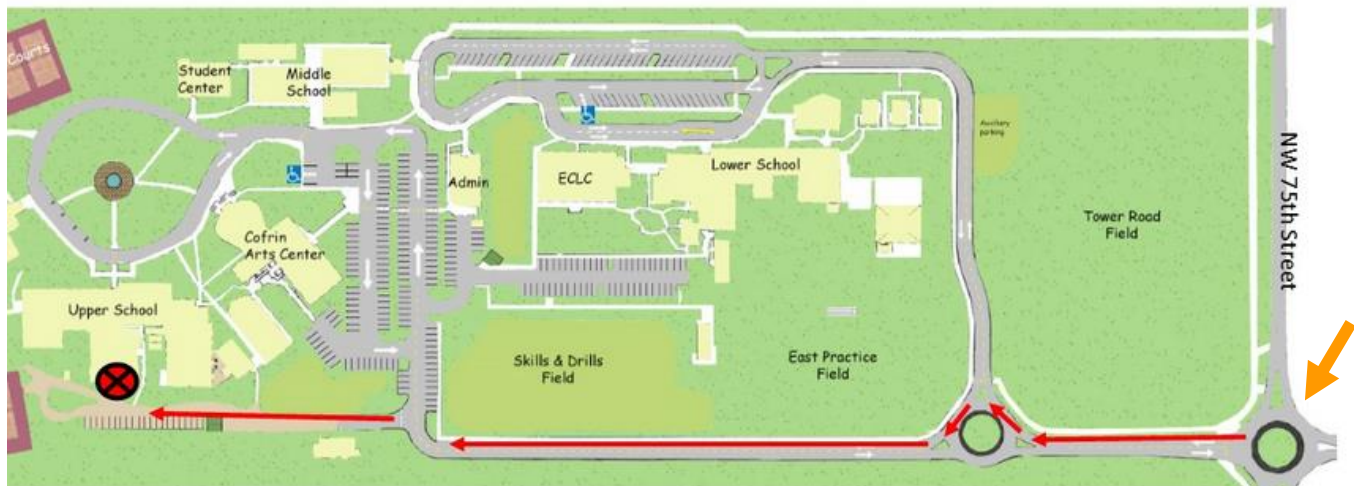
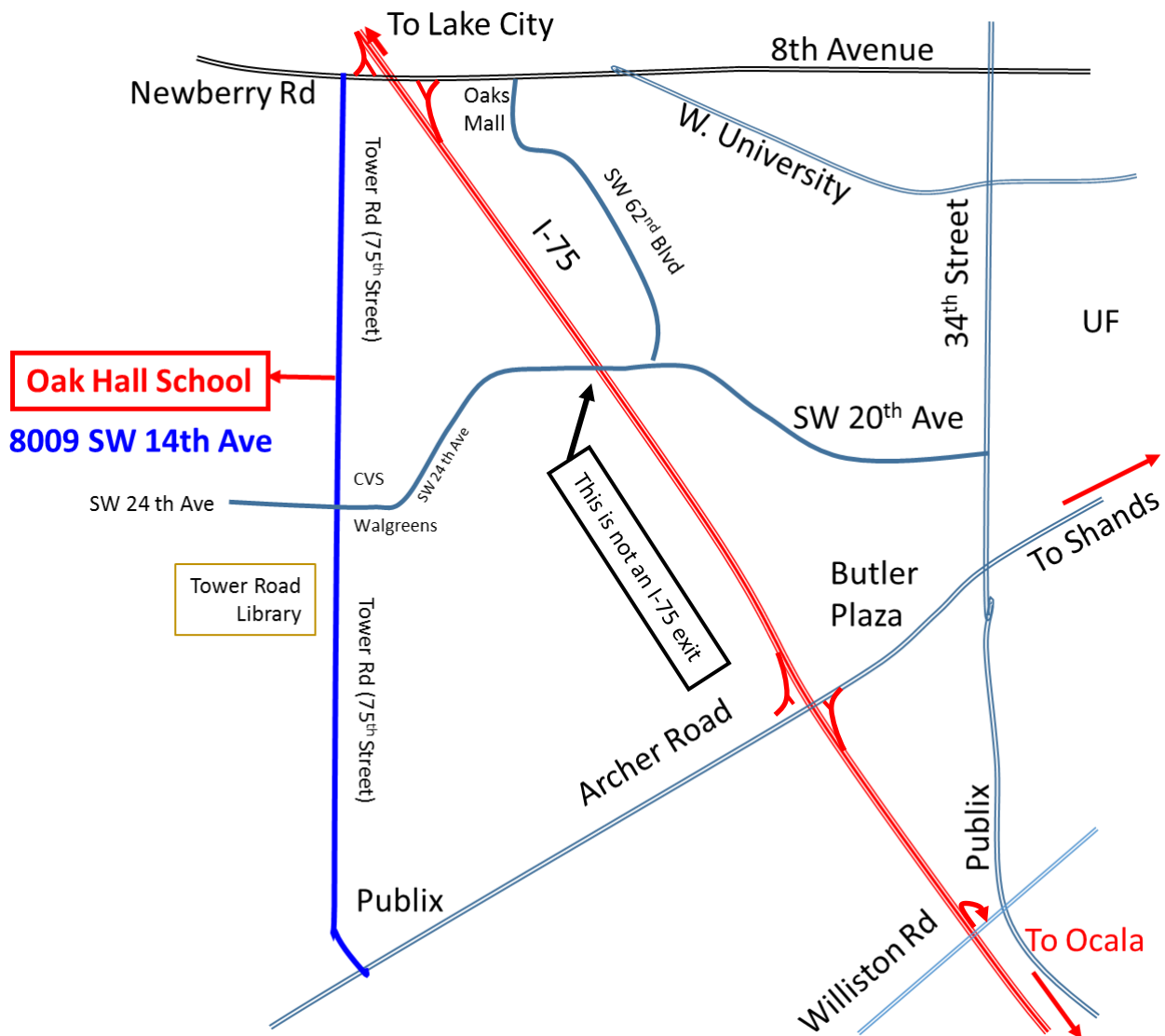
A copy of the membership application is below or available at the IPMS / USA website address, www.ipmsusa.org. Complete the form and return it to the address listed at the bottom of the form along with your method of payment.

IPMS/USA MEMBERSHIP FORM				
IPMS No.:	Name: _____			
	If Renewing	First	Middle	Last
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



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, DEC 19, 2017!