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What do the Club Contest and Frank's article on *American Graffiti* have in common?



The color gray!

Great articles from Gator Modelers and Friends inside by *Paul Bennett, Frank Ahern, Ed Ingersoll, Claude Moulton (Jacksonville) and Bill Winter.*



Club officers

Jack Mugan
President

A. J. Kwan
Vice Pres &
Associate
Newsletter
Editor

Frank Ahern
Secretary

Bruce Doyle
Historian

Paul Bennett
Photographer

Tracy Palmer
Webmaster

Bill Winter
Treasurer
Newsletter
Editor

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Next meeting:

Tuesday, November 20 at: 6:30 PM

Oak Hall Library

8009 SW 14th Ave Gainesville FL

(See the map on page __)

Quick club notes:

- **The November contest theme is Shades of Gray (chosen by Don Martin, winner of the last club contest).**
- **Bill Winter will be away for this meeting [again - ☹] so dues can be paid to Frank or Jack.**
- **The Christmas Party will be held on Dec 16 at 2 PM at Nancy Hardt's condo. Details to follow.**

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Prez Sez.....

By Jack Muga



I am still smiling from our last meeting when Frank gave us the first installment of his project, cars from the movie American Graffiti. I am a big fan of the movie, having been a teenager during that time period. I will be looking forward to hearing future chapters as Franks progresses through the list of cars featured in the film.

Our club is fortunate to have many members who put together programs of their particular interest and share the information with us month after month.

It's that time of year again when we have plenty of club activities starting with our meeting this month. First up will be the semi-annual contest, Shades of Grey. I hope you are all entering.

Next, we will be voting on club officers for the coming two years. We will take nominations at the meeting. If you plan to nominate someone, be sure to let them know before the meeting.

This meeting also falls on the anniversary of the WWII Tarawa Campaign, so feel free to bring along a model or two from that time period.



Just a reminder that this year's Christmas Party will be on Sunday, December 16th at 2 PM at Bill's condo. Also, if you are planning on participating in the gift exchange, gifts must be at a \$20 minimum value and un-opened. Frank has graciously volunteered to MC the gift exchange this year.

Our club will be displaying at the main library starting December 1 through the end of January. We will be featuring the Thunderbirds, so bring your T-Bird models to this November's meeting packed for travel. Frank will gather things up and get them to the library. If you care to be involved, contact Frank.

We are looking for suggestions from the members for next years display for collection Day. This will be a topic of discussion at the next meeting.

Last, but not least, it is dues time again, so time to pony up twenty bucks for the coming year.

This is my last column as President, so I would like to thank all the members, especially my fellow officers, for their contributions over the last two years. I have thoroughly enjoyed my time at the head table, and I am looking forward to the changes the new leadership will bring. See you at the meeting.

Meeting Minutes – October 16, 2018

By Frank Ahern

Club president Jack Mugan opened the meeting at 6:35 with 14 members present including new member Charlie Nelson, grandson of Mike Redmond, who joined the meeting.

Mugan told club members that the November meeting will be held on Nov. 20, as scheduled, despite the proximity to the Thanksgiving holiday because changing the date would create more problems than it would solve.

Vice President AJ Kwan reminded members that the November meeting is the beginning of the new year for club activities and the election of a new Board of Directors. It is also the meeting which is designated for the semi-annual club themed model contest. The winner of the May contest, Don Martin, picked the theme for the Nov. contest – “50 Shades of Grey”.

Kwan also led a discussion of the plan to have a theme for each meeting beginning with the January meeting. This would give members an opportunity to bring previously built models to display in conjunction with the theme of the month. A list of themes for 2019 will be published in the newsletter. Kwan also said that he has re-designed forms used to record activities at the monthly meeting. The new forms will be used in meetings beginning in January.

Aaron Alt told the club that he wanted to do a presentation in the December meeting on the Civil Air Patrol, of which he is a member. He would also like to bring other members of the group to the meeting. Board members gave approval to his request.

The monthly raffle was held and Jack Mugan won the first raffle and donated his choice to new member Andrew Nelson, who selected the Italeri BF-109. The next raffle was won by Nelson, and he selected the Monogram B-29.



President Mugan then opened the floor to the Show and Tell portion of the meeting to allow those who brought one to talk about their model.

Finally Frank Ahern concluded the meeting with a presentation on the cars of the movie “American Graffiti” and his plans to build models of the cars featured in the movie.

The meeting adjourned at 8:30pm.



American Graffiti:

The Cars, Part 2

By Frank Ahern

My research on this topic has left me very impressed with the thought and selectivity shown by director George Lucas in picking cars for this movie. One of the main themes of American Graffiti is how the main character's personalities are reflected by the cars they drive. There was nothing random about his choices of the vehicle for each of the main characters.

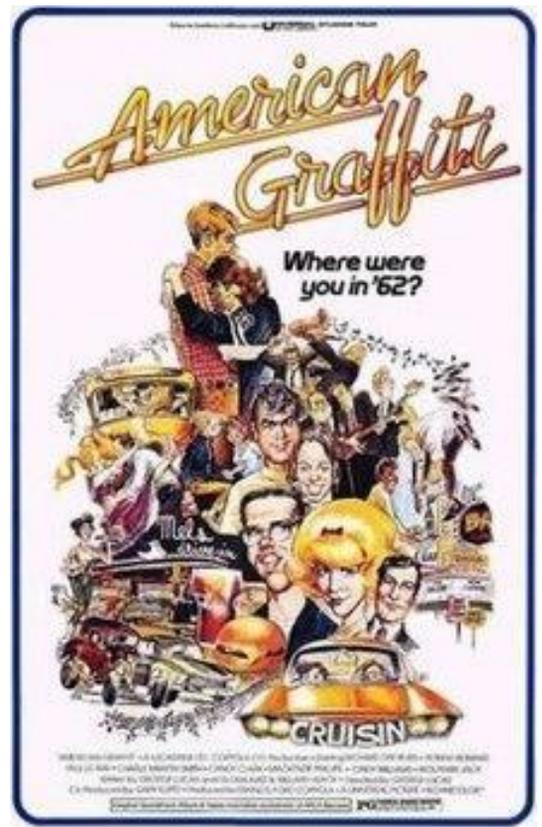
Although there are elements of my personality in all the four primary male characters of the film – the geeky “Toad”, the greaser “Milner”, the BMOC Steve - the one that I instantly identified with was Curt, the indecisive college-bound spectator who spent most of the film riding around in other people's cars. Picking a car for Curt would require finding a vehicle that was totally out of the mainstream of the car culture. Even the VW Beetle was too popular to be considered for this role.

Enter the Citroen 2CV, a French economy car the rest of the world loved, but America didn't want. It was perhaps the most practical car ever made. There were few concessions to creature comfort let alone luxury, but it was the right car to get bombed and devastated post-war Europe on wheels. It was also ideal to represent the personality of Curt, who wasn't sure he even wanted to be part of America's car-obsessed culture in the 50's and early 60's.

Citroen 2CV
“The Duck”



One measure of the significance of a car is how long it was produced. Did it survive the ups and downs of fashion and economic cycles? Was the basic design so good that it didn't need major

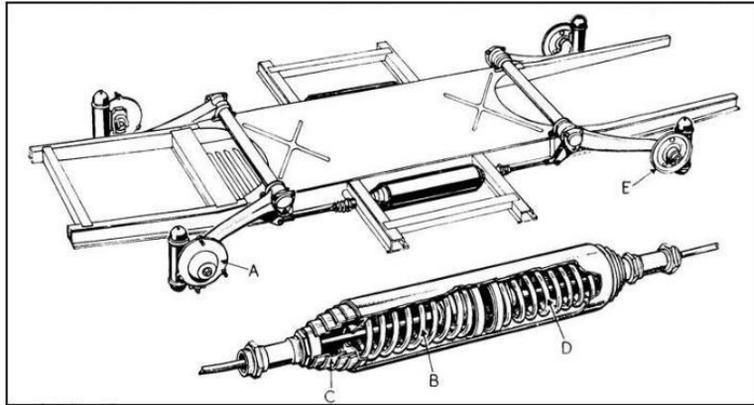


American Graffiti:

The Cars, Part 2

modification? Consider that the prototype of the 2CV was ready for production in 1939 and the last one was built in 1990 – a run of over 50 years.

The odd little car that the French nicknamed “The Duck” is really the Model T of Europe. For most who bought one in the 1940’s and 50’s it was the first car they ever owned. It was cheap, reliable and easy to maintain. What amazed automotive engineers was a suspension system that was so sophisticated it required Michelin to design a whole new type of tire – the radial.



Front and rear independent suspensions were connected in such a way to ensure that both tires never lost contact with the road at the same time. The air-cooled front wheel drive powertrain was also unique at a time when the rest of the world drove water-cooled rear wheel drive cars. To say the 2CV was different is a major understatement.



Because it was such a milestone vehicle, both Tamiya and Revell recently issued new tool, high-end kits of the 2CV that represent the state of the art in car modeling. I built the Revell kit and I’m happy to say that it renewed my faith in this often-maligned category of the model building art. (Insert 2CV kit engine photo) There is plenty of detail in the engine compartment (photo next page), clever ...

American Graffiti:

The Cars, Part 2

engineering, parts fit well and surface textures are realistic - even the windows dropped in without drama! This kit is easily the best car model I have built to date.



Because of the quality of the kit and the fact that all early models of the 2CV came painted grey, I am making it my entry in the November club contest.



Next month I will discuss the vehicle that helped push Chevy to the top of the auto industry – the 58' Chevy Impala. In the movie, it was the car that transformed the “Toad” into a girl magnet.

THE END.



From Paul's Toolbox – Interesting (And useful) Odds-N-Ends

By Paul Bennett

Over the months I have gone over many different tools, some of them rather exotic. This month I am going into some small but useful items, not strictly tools, but that can certainly come in useful for model builders.



Consider the humble toothpick. It can serve so many purposes. Sometimes I have sharpened the end to a fine point and used it to paint with dots of paint. I have used them to clean out paint clogged holes. I have also found a toothpick handy to press filler into a seam on a model I otherwise could not reach. One old trick I learned was to insert a toothpick in the axle hold of a wheel to make painting it easier. I have used them to clean out holes in electronic PC boards. You can even use them to clean your teeth!

Continuing with wooden things, known by many names, there is the Popsicle®/craft stick or tongue depressor. This item is available in many sizes, for many uses and are readily available in craft stores. The most obvious use is stirring. They also can be used for shimming and in actual model building. Here we see two sizes, but more are available.



I use the thinner sticks for stirring paint, mixing epoxy cement, and resin when making an item. The larger, heavier sticks work well for mixing RTV mold rubber.

Moving on, I have mentioned paint, epoxy, RTV, and resin. When it comes to paint, some manufacturers have a fondness for giving instructions for mixing colors for specific parts of a model. And to complicate matters, the manufacturer also gives the paint colors used in the manufacturer's own paint, which is, unfortunately, quite likely to not be readily available. This leaves the model builder having to first cross reference to another, more obtainable paint and then measure the proper proportions and mix them. To aid in the cross reference, I have found these websites helpful. Revell Germany has a cross reference for their colors at.

http://downloads.hobbico.com/misc/rmx/TES_Revell_Paint_Match_Guide.pdf

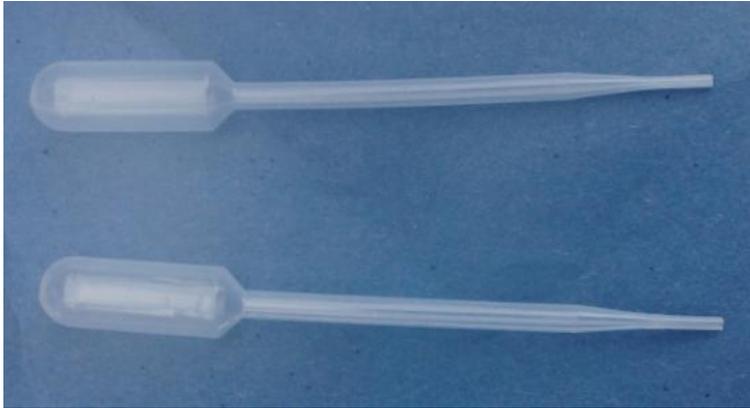
From Paul's Toolbox – Interesting (And useful) Odds-N-Ends

http://downloads.hobbico.com/misc/rmx/TES_Revell_Paint_Match_Guide.pdf

For a very nice overall cross reference, on line, or printed, which includes a lookup capability there is:

<https://www.paint4models.com/>

Then there comes mixing the epoxy, RTV, and resin. First the transferring of the paint. I found these disposable pipettes made by Testors®.



In my experience so far I have found that they work quite well with various thinners, enamel, acrylic, lacquer, and some of the more unusual paints. However epoxy, RTV, and resin are really too thick for the pipettes to be practical for them. Now, how to measure the desired amounts? Look for small epoxy mixing cups that should be available in hobby shops.



The ones I use are small and labeled in ounces, tablespoons, drams, and milliliters.

Basically they are very small measuring cup that works quite well, not only with paint but also with epoxy cement and resin. And they would probably work well with RTV mold material as well, but the quantities used in making a mold is beyond any practical use of the cup. These cups are also fine for mixing small quantities of paint (don't even THINK of using a paint mixer unless you REALLY want a mess!) and epoxy cement, a larger container is needed for everything else. For that purpose I have found your basic disposable plastic drinking glass works quite well. This is a good option with most of what we deal with where volumetric measuring is called for.

From Paul's Toolbox – Interesting (And useful) Odds-N-Ends

This is a good option with most of what we deal with where volumetric measuring is called for.

However there are those occasions when mixing instructions call for proportion by weight. For that end there is the inexpensive and readily available digital scale.



I have spoken of these in a different article and they do have other uses, such as those “add to the nose” weights.

And then there are those times when there just is not enough light, and in the right place. This came to my attention the other day when I was using my Dremel® jigsaw and needed some light. In this particular case I had an old fashioned Tensor® reading lamp handy, which worked quite well to spotlight the blade and material. It made cutting much easier.

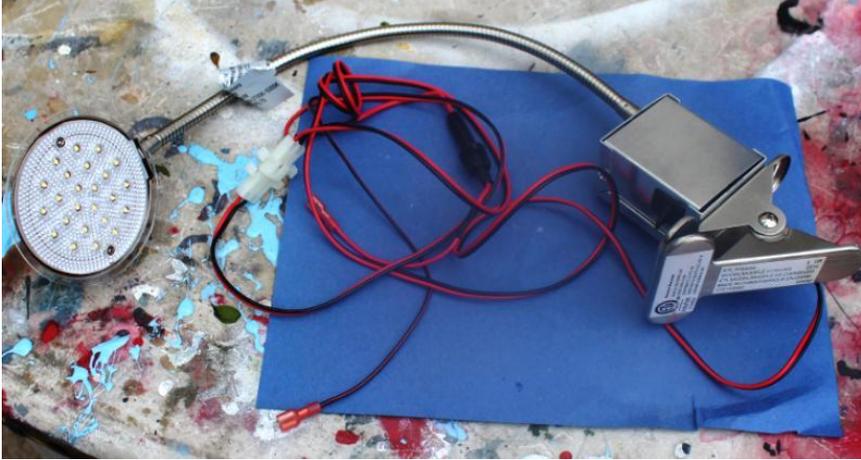


That is what I had on hand, there are many other options out there. For instance, I found this LED clip-on lamp at Lowe's®.



From Paul's Toolbox – Interesting (And useful) Odds-N-Ends

Very nice, very bright, and very concentrated. Which led to an idea on my part. As I often think outside the box, it occurred to me that I might be able to modify one for battery power. After disassembling one and doing some measurements, I designed a circuit and made the necessary modifications to allow me to power one off 12 volts, in actuality a 12 volt SLA (sealed lead-acid) battery. Bring on that power outage, I can still model!



And here is a Speedball® ink roller.



I use it for making dioramas. After I put a light coat of glue down and then place the desired landscape material on it, I use this to roll across the landscape material, getting rid of air bubbles and smoothing out glue ridges. I have also used it to provide a smooth surface in modeling clay for making RTV molds.

There are lots of interesting possibilities out there that may be seemingly unrelated, but can make your model building easier .

THE END



RAY WADDEY- PREMIER AVIATION ARTIST & MODELER EXTRAORDINAIRE

by Bruce Doyle, with an assist by the subject himself



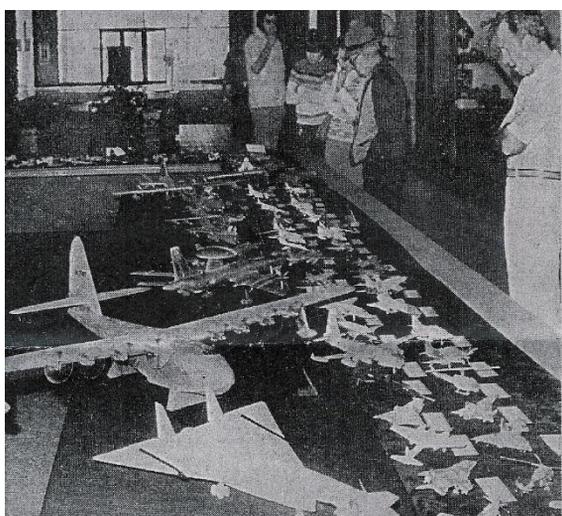
Ray and Bruce AND Bruce and Ray, Collectors' Day 1991 and 1992

I first met Ray in early 1987. Guys in the Ocala Club kept talking about a couple from Tennessee who had an incredible collection of aircraft models that had been on display at a local mall. They said no one had ever seen anything quite like it, and I was told to keep an eye out for them in case they came to Gainesville.

Early in 1987 Ray and his wife Martha put their collection on display at the Oaks Mall. Larry Bayer and I made a hasty trip to the mall, and we were blown away by what we encountered: a collection of literally hundreds of 1/72 aircraft models.



Many old-time pilots visited the show in Sunshine Mall to see models of planes they have flown.
Clearwater Times — STEVE HASEL



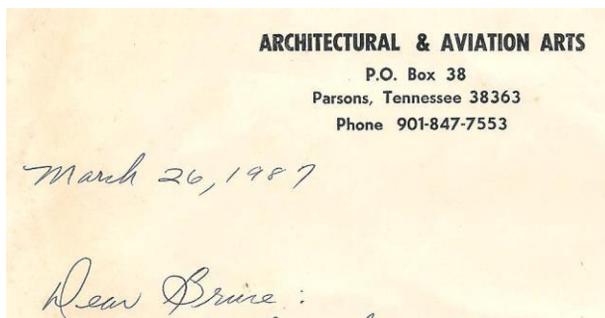
RAY WADDEY- PREMIER AVIATION ARTIST & MODELER EXTRAORDINAIRE

Imagine two rows of display tables 60' by 20' (Jaxcon on steroids) filled with the history of aviation from the Wright Brothers Flyer to the Space Shuttle. Amazing! At its peak Ray had over 475 models in his collection containing both civilian and military aircraft.

Most of the models were built from regular kits with over 30 from vac formed kits and a half dozen or so scratch built (to this day Larry was impressed with vac formed B-32 Dominator and the cutaway Mosquito). Needless to say he and i were inspired to work on our meagre- by comparison- model collections.

And since that very fist meeting Ray and I have become really close friends who speak to each other by phone (still can't get him to get a computer) 2 or 3 times a month, and weekly during football season. (I converted Ray into a Gator Football fan so we talk 2 or 3 times a game). Again, I consider Ray one of my best friends, a brother from another mother. Our bond is stronger than ever, and I feel truly blessed to call him my buddy. All right. Enough of that.

When I first met Ray, he and Martha were living in Parsons, TN where they had a business called ARCHITECTURE AND AVIATION ARTS. He is a native Tennessean, born in Memphis. I'll let Ray take up his story:



"A bio on me?- things must be as boring as possible! Weather could be more interesting, or watching grass grow.

Yes- born April 25, 1938 and most likely the luckiest modeler around, 'cause building models and showing 'em in malls across this great country made me my living for almost 18 years and made possible meeting thousands of our military heroes and many fellow modelers, who I hope made their hobby enjoyment greater.

First show was in Chattanooga, TN with the Cleveland model club, which I started after moving there from Atlanta in 1970. The Mall manager was going to be contacted by the guy managing the hobby shop, but he didn't and she was p____d that we were setting up in HER mall. Didn't ask me to leave and actually had many nice comments on the show! She said the mall would pay us to return after some ads were were placed with the local paper."

Well...at the time my collection of about 75 models was probably 75% (of the club) show. Martha brought up the idea of us showing the collection on our own, and thus an idea was born!



RAY WADDEY- PREMIER AVIATION ARTIST & MODELER EXTRAORDINAIRE

Over 90% of the models were from World War Two, and although of great interest, others in aviation were needed. So-o-o-o, I started building all 1/72nd aircraft that made history and identifying those that flew 'em! Many were built from scratch like the Wright Brother Flyers (a b___h I can tell you), but IT had to be there. Soon a name for the collection was required and I called it AVIATION HISTORY IN MINIATURE.

The hardest part right off was trying to show the many mall managers (mostly women) that they (the mall) should PAY anyone to show models when they mostly think of models as something their kid brother built- with glue everywhere and not painted very well! If you think that that was easy- just try it!!!! So I made a sample board holding about 15 models with each having a 3 x 5 card telling the aircraft's history and the pilot's name when possible. (I remember Ray telling me that at one show a gentleman walked up to an A-20 and said "That's my plane!" -Ray replying that he flew in A-20s? "No, that's my actual plane with my a/c markings!").

The first 10 to 15 shows were hard- there was no way to know how much money to ask for, where were the best places to go, what does the public want to see and most of ALL- making time to do shows AND add the hundreds of models in areas I had NEVER built before! Also add to that was what was the best way to pack everything...which ones would ride best...which ones went on the bottom layer and so on. AGAIN- no one to ask for advice about what I was actually trying to do- show the history of flight as never done before. (we used torn newspaper strips to pack the models, and it worked very well- large, heavy models on the bottom and broken parts stayed near the model - (Editor's comment: FINE SCALE MODELS had a similar open inquiry about transporting models. If you're listening, here's your answer free of charge).

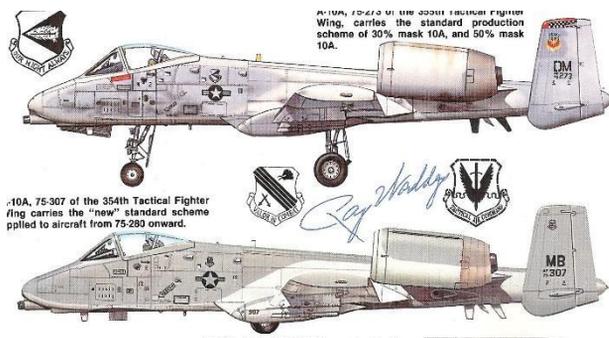
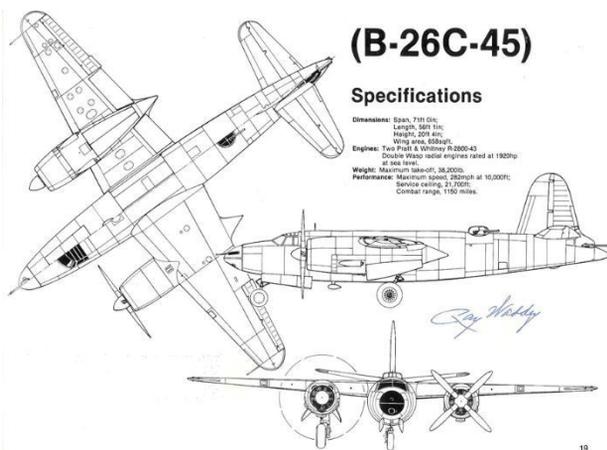
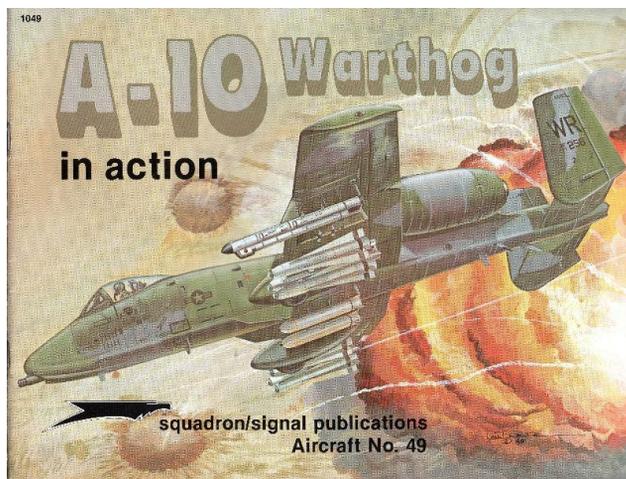
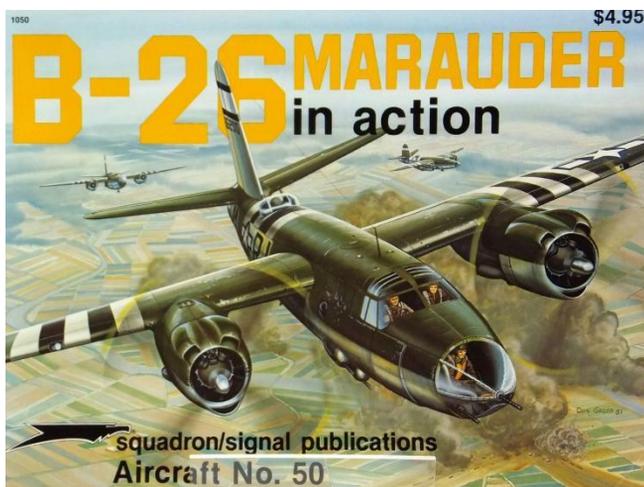
After the first year word got around that my show actually brought customers into the mall and the merchants had additional people to sell to! In addition we were having newspaper articles and TV coverage, which started having a very good effect. I also gave the malls a money back guarantee that if our show didn't bring people in they could keep their money- THIS NEVER HAPPENED!! In fact malls we'd never heard of started contacting us, and after that we went all over this great country- everywhere but the Great Northwest. SQUADRON SHOP actually bought us an 18 foot travel trailer, which we pulled with the Maverick and in almost 18 years on the road NEVER had a flat tire OR engine trouble.

At first there were no paintings or aviation memorabilia, just the models and information on their part in history. Slowly I collected wings, helmets, flight gear (ed. note: most donated to Ray in appreciation of his displaying models depicting the a/c they flew in combat) and also started to do artwork to make everything more interesting. While on the road (Martha was there at each show) we handed out Squadron catalogues AND membership forms for IPMS. We met the BLUE ANGELS and THUNDERBIRDS, and they came to see us in their full dress flight gear (was I ever honored). Many members from local model clubs came by, as well as veterans from around the world (British A-20 pilot mentioned before- ed). In fact, I met you in Gainesville at the mall and we're still the best of friends.



RAY WADDEY- PREMIER AVIATION ARTIST & MODELER EXTRAORDINAIRE

It's me again. Let me interrupt Ray's narrative and talk about his time at SQUADRON/SIGNAL PUBLICATIONS.



Ray worked at Squadron in Texas in the early 1980's as an illustrator. If you own copies of IN ACTION #49: A-10 WARTHOG (1981) and IN ACTION #40: B-26 MARAUDER (1984) you have examples of some of Ray's work done there. He did the line drawings for both volumes and the color centerfold for the A-10 book. Ray worked with both Lou Drendel and Don Greer as company illustrators and artists.

Ray had no formal artistic training other than art classes he took in high school. He honed his artistic skills early in his career working for an architectural firm as an architectural renderer. Rendering taught him to take blueprints and turn them into 3-dimensional like scenes with generic landscaping, cars and people to use for advertising and promotional literature. Also before SQUADRON Ray worked as a draftsman for the Space Program in Huntsville, AL and for Pan Am at the Cape.

When Ray got to Texas Don Greer took him under his wing and helped him greatly refine his aviation illustrator skills (how shadows fall on fuselages, things of that nature). I asked Ray what were the reference materials he used for the line drawings of cockpits, landing gear, turrets, and so forth.

RAY WADDEY- PREMIER AVIATION ARTIST & MODELER EXTRAORDINAIRE

"Did you use factory blueprints or maybe field tech manuals?". Frankly, his answer surprised me. SQUADRON has an immense, voluminous archive (hard copy) of publications from all over the world, with countless illustrations of literally thousands of aircraft (and ships & tanks) Maybe our old friend William Green's extensive series of publications with numerous different illustrators came into play here? Ray said he would take a cutaway or line drawing and simply copy it, and so long as he embellished it by 30% - more rivets, tread on tires, shadows, whatever- it wouldn't violate copyright laws! Something I never knew about but learned doing this biography!

And now Ray picks back up his story:

"Now- to your other questions: finished Central High in 1957...played football and ran track...was ONLY 150 lbs. and told by many I wasn't BIG ENOUGH (to play football)...after putting there ass on the ground a few times they changed there minds. Well- out of over 500 kids in high school in a city as big as Memphis, this little guy made second team ALL MEMPHIS on defense! I don't mind telling the world I'm proud of that. In fact that year Elvis Presley asked ME to be part of a team that would play HIS team...and I did so twice!"

The following story of the epic gridiron games with Elvis was related to me by Ray during numerous conversations over the years. How many of us can say we have been in the company of royalty? Ray can. He played football with the KING!

Mistakenly thinking I would doubt he was an all-star defensive back Ray sent me this xerox copy of the local PRESS-SCIMITAR newspaper clipping. That was an age- the 1950's- when All-Star offensive lineman could be 5' 11" and 165 pounds soaking wet (I was believe it or not) and defensive tackles could in at 5' 11" and 190 pounds. So a 150 lb. defensive back was not out of the ordinary.

This All-City Football notoriety earned Ray a unique dividend. After graduation Ray was playing a pick-up sand-lot game at a downtown Memphis park when a man in a suit and tie approached him. Ray surmised later this man was Elvis' assistant, one of the so-called 'Memphis Mafia.'

Davis of Messick Dominates Votes On Coaches' '11'

Husky Lineman Receives 16 Votes: 40 Players on Team

By WILL CARRUTHERS, Press-Scimitar Staff Writer

The Press-Scimitar Prep Football Coaches All-Memphis team, selected by the nine coaches, consists of 40 players. Seventeen were named for the Offensive Team and 23 for the Defensive Team. A total of 80 players received one or more votes for a position on the team.

Richard Davis, the Messick Panthers' husky front liner, who operates at a tackle slot, led in the vote polling. The Panther gridman registered 16 out of 18 votes. On the Offensive Team, Davis received seven and on the Defensive Team was the unanimous choice, receiving all nine votes.

The team:

OFFENSIVE TEAM

ENDS—Roger Mott, Treadwell (6); Maynard Holt, East (3).

TACKLES—Richard Davis, Messick (7); Mickey Cobb, Treadwell (6).

GUARDS—Sam Locastro, South Side (4); Jerry Findley, Catholic; Eddie Patton, Central; Jerrold Graber, East; Robin Widgery, Messick; Mike Roland, Treadwell (2).

CENTER—Karl Ekmark, CBC; Charles Ogilvie, Catholic; Ed Watson, South Side (3).

BACKS—Don Armstrong, Humes (6); Jimmy Loosier, South Side (6); Darrell Guymon, Treadwell (5); John Perry, Treadwell (5).

DEFENSIVE TEAM

ENDS—Walter Reitano, South Side (6); Bruce Shroyer, Central (5).

TACKLES—Richard Davis, Messick (9); Walter Reitano, South Side; Kenneth Sayle, Messick; Jerry Murray, Central; Ojars Smelnieks (2).

GUARDS—Jerry Findley, Catholic (6); Sam Locastro, South Side (5).

LINEBACKERS—Charles Ogilvie (8); Eddie Menzer, CBC; Ed Watson, South Side; Terry Canale, CBC; Robin Widgery, Messick; Frank Canale, Catholic; Lowell Bobbitt, Central; Jerrold Graber, East; David Kinser, Treadwell; Karl Ekmark, CBC; Bobby Fulghum, Central (1).

BACKS—Tommy Clinton, South Side (7); Murphy McCrary, Messick (5); Eddie Menzer, CBC (4).

Other players receiving votes follow: OFFENSIVE TEAM: ENDS—Ronnie O'Neill, CBC (2); Bruce Shroyer, Central; Robert Randolph, Treadwell; Bobby Yancey, Messick; Jerry Hicks, Tech; Walter Reitano, South Side; Claude Pearson, Treadwell; Harold Wilson, Tech (1). TACKLES—Jerry Murray, Central (3); Walter Reitano, South Side; Glen Scott, Treadwell (1). GUARDS—Mickey Cobb, Treadwell; Jim Hampson, Messick; Larry Harrison, Tech; George Whitworth, Central (1). BACKS—Jimmy Johnson, CBC (3); Eddie Menzer, CBC (2); Bob Price, Treadwell (2); Lowell Bobbitt, Central; Allan Gillum, CBC; Frank Pearson, Treadwell (1).

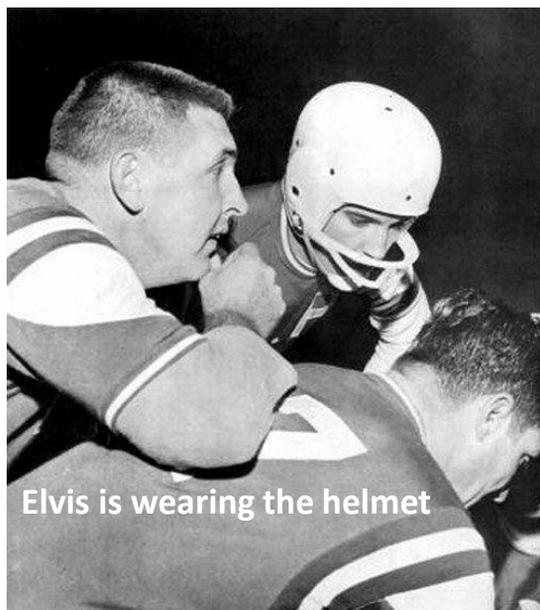
DEFENSIVE TEAM: ENDS—Claude Pearson, Treadwell (2); Maynard Holt, East (2); J. W. Adams, South Side; Harold Wilson, Tech; Ronnie O'Neill, CBC (1). TACKLES—John Gaines, Treadwell (1). GUARDS—George Whitworth, Central (3); Eddie Patton, Central; Jim Hampson, Messick; Rich Widgery, Messick; Sammy Jackson, Tech (1). BACKS—Raymond Waddey, Central; Darrell Guymon, Treadwell; Don Armstrong, Humes (2); Jimmy Loosier, South Side; Bobby Fulghum, Central; Corky Hudson, East; Henry Loenneke, Treadwell; Bernie Brown, Treadwell (1).

The following coaches participated in the voting: Dan

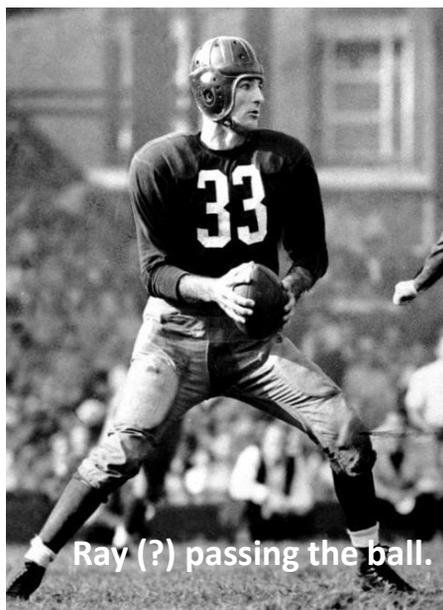
RAY WADDEY- PREMIER AVIATION ARTIST & MODELER EXTRAORDINAIRE

"Elvis wants you to put together a team to play a team he's put together, and then come to Graceland at 9 pm". Ray was understandably surprised, but put together a team as requested by Presley and made his way to Graceland for the big showdown.

Elvis rented a playing field and a group of referees to officiate the contest. And the two teams played touch football from 10 pm to 3 in the morning. Presley- wearing a helmet to protect his million dollar face- went out for a pass. Ray went up and knocked the ball away, to which Elvis responded: "Nice play Waddey!" Ray was surprised but justifiably proud when Elvis called him out by name, singling him out for praise for his defensive skills. If he had had on a shirt with buttons, a few of them might have popped off right then!



Elvis is wearing the helmet



Ray (?) passing the ball.

After the final whistle the two teams repaired to the Memphis Fairgrounds that Presley had also rented for the night. They could take all the rides that they wanted to go on for free, but Ray remembers that everyone was understandably worn out from hours of playing football. And it was 4 o'clock in the morning, so everybody dragged themselves home to get some much needed sleep.

The following Sunday another game was scheduled, and the two teams played for hours and hours just like the week before. With Ray's team leading by 5 points late in the contest there seemed to be no end in sight as the hours wore on and on. Will this game ever end? Finally someone whispered in Ray's ear that Elvis would continue playing until he was winning, and would not stop until he was. So they mercifully let Elvis' team score, and for a post game celebration they were all invited to go to Graceland for refreshments and a tour. Years later Ray says he regrets not getting an autograph nor even a guitar pick from Elvis. So it goes. But at the end of the day he did get to hang out with royalty!

Ray continues his story:

Joined the Air Force in 1957 and did five years in North Carolina. I worked in Huntsville, AL with Chrysler Corp. Space Division for two years where I played semi-pro football with the Huntsville.

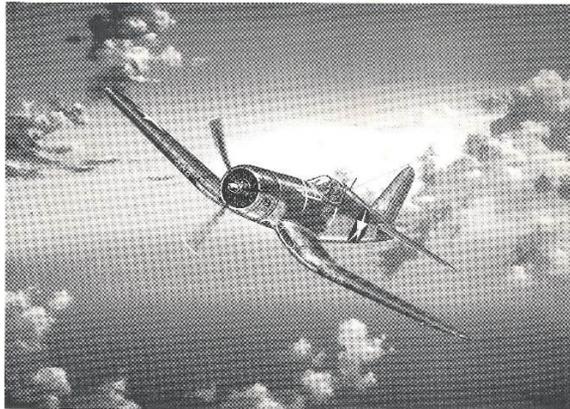
RAY WADDEY- PREMIER AVIATION ARTIST & MODELER EXTRAORDINAIRE

ROCKETS (still at 150 pounds). Had a chance to move to the Cape (Canaveral) with Pan Am Space Division as an artist- had several paintings in the local paper there.

Art has always been a love for me, and doing architectural drawings was something I enjoyed. Had my own company several times, three kids and a few grandkids. Moved to Atlanta from Dallas where I helped with the contest rules for the IPMS Nationals, and have judged at that level several times. While in ATLANTA IPMS I brought up having their FIRST national contest, which we did when I was Vice-President of the Atlanta club.

I have won FIVE times at the Nationals, mostly in scratch building (German Rail Gun- ed), which I feel is the most DIFFICULT division. Art done by me has been offered as prizes at that level and I'm proud of that as well (not to speak of all the artwork Ray donated to the Ocala Club for auctioning off during fund raisers -Ed)

Aviation Art isn't taught at any school, so you do it and have the pilots tell you what needs to be chaged. Greats such as Chuck Yeager, Bud Anderson, Gunther Rall (Tommy Blackburn, "Tex" Hill, "Duke" Cunningham, Adolph Galland, Jimmy Stewart, Jimmy Doolittle, Pappy Boyington, Gabreski, McCampbell, Carl, Howard and the list that Ray is too modest to mention goes on and on- trust me, this is about 10% of the men Ray has worked with). All have signed art for me, so I guess I'm doing something right.



Tom Blackburn

Captain Tom Blackburn, U.S. Navy (Retired)
World War II Fighter Ace - 11 Aerial Victories
P40 Corsair "Big Hog"

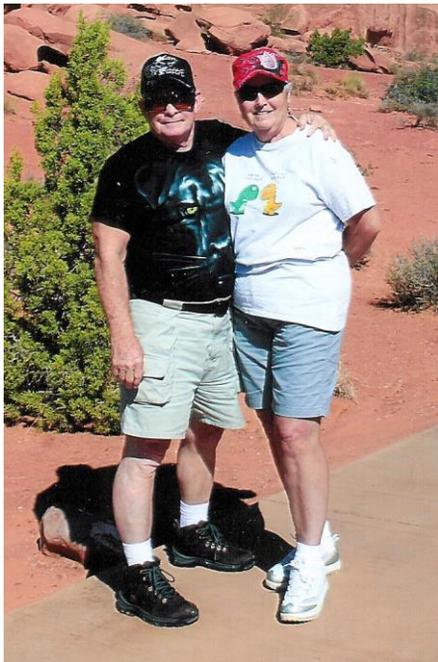
NO 393-025
Sequence Number

God has been so good to this little guy and to him goes all the credit and will forever. Played football on a team at E-One in Ocala when I was 61 and actually never left the field so I was there on both sides of the ball (Let me interrupt here: one thing Ray failed to mention about playing tackle football at the tender age of 61 is that in a game he DISLOCATED his right elbow - on the arm that he paints with! Finally Age or Maturity or Fiscal Responsibility or all three tapped him on the shoulder and said: "Kid, time to hang up the cleats." Which he did.)

Lifted weights 'til last year and Martha and I will be married 50 years this October 12th. She has truly been a blessing- how many wives would give up everything to travel in a small travel trailer looking after 475 models in Malls across America? Well she did, and not only helped moving that collection

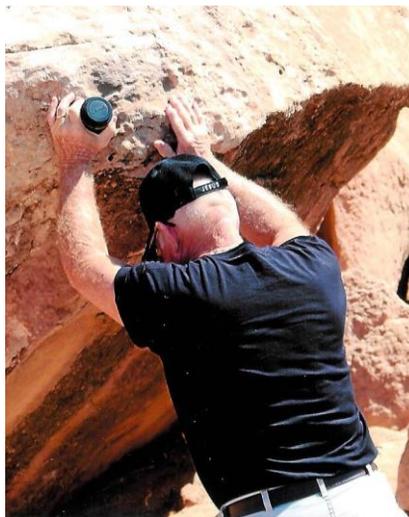
RAY WADDEY- PREMIER AVIATION ARTIST & MODELER EXTRAORDINAIRE

but learned about many types, their mission and what Air Force they were in. Then she's also been up in many types that would make anyone proud - B-17, B-25, T-6, P-51, Stearman and two stunt planes.



Young Explorer Scouts Ray and Martha Waddey

Ray at the Utah Wailing Wall



Still building models today and I've done about 2,000 original paintings and signed many, many litho's for people. I'm now doing Church paintings for God's House and will NEVER repay all he has done for me. I give thanks for those that have gone on before us and made freedom possible.



RAY WADDEY- PREMIER AVIATION ARTIST & MODELER EXTRAORDINAIRE

Additional piece from Ray: *Just a side note, I'd left out something modelers will enjoy as most like having their work noticed by others. While in California SCALE MODELER magazine heard about the show and sent someone out to see it. They asked me to bring some models to their place for photos and wanted me to write articles on how they were made. I'd never never done anything close to that before. But off I went and the F-14 made the FRONT cover- proud moment for this guy.*

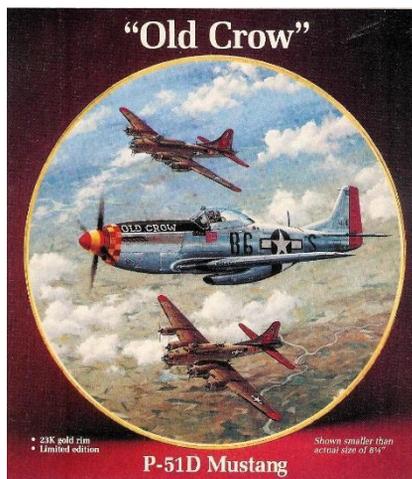


Next time in part two I'll go more fully into Ray's painting techniques and methods. Ray has had a unique career encompassing both Aviation Art and Model Making, perhaps a career unlike that had by anyone else. How many people do you know who have had one of their models featured on the front cover of a model magazine while at the same time they had their paintings used on the covers of biographies of famous WWII Aviators?; had their illustrations used in Squadron IN ACTION books, and for box art by one of the World's largest model manufacturers? Who else has one of his original paintings displayed in the home of one of the most famous WWII figures (hint: think Luftwaffe General der Jagdflieger a. D.), or painted a mural on the walls of a municipal airport terminal? (and has done the nose art on a famous P-51 Warbird).



RAY WADDEY- PREMIER AVIATION ARTIST & MODELER EXTRAORDINAIRE

Ray has accomplished this, and so much more- limited edition, signed lithographs featuring the planes and pilots from all the wars of the 20th Century, from WWI to Vietnam; artwork reproduced on T-shirts and limited edition collector plates (a record setter for one well known company- think Sunday Parade Magazine; more on that too). And I failed to mention at the same time traveling 18 years displaying 475 models in Malls across America!



Then I'll get personal and relate more about the many dozens of events, reunions, anniversaries, air shows, Gatherings and home visits over the thirty years that we've taken together, and meeting and debriefing literally thousands of pilots, Aces, and guys "just doing their job".

Also how my life was changed forever by Ray's invitation to join him at a "Gathering of Eagles" at Maxwell AFB that finally answered the question that had bedeviled my family for four decades. That alone elevated our relationship from just good friends to Ray being my guardian angel (well, hold on-maybe dial the needle back a little, but not by much). I'm not one bit ashamed to tell the man I love him like a brother, and we exchange this sentiment at the end of each of our phone conversations. And just what the heck is this "Gathering of Eagles" 'thing' I keep talking about? I'll explain next time.

So stay tuned - what I have to say about my friend I hope you will find interesting, perhaps educational, and maybe even inspiring.

(See next page for selected paintings of Ray's. also see: <http://www.eaavideo.org/detail/videos/most-recent/video/2784671114001/timeless-voices---ray-waddey>.)



Aviation Art
from
Ray Waddey

Published by
Whitehawk
International
Atlanta, Georgia
1-800-648-7779



F9C Sparrowhawk (RW-2)



SBD Dauntless (RW-9)



P-6E Hawk (RW-3)



B-17's Over Rio (RW-19)



B-17 Flying Fortress (RW-21)



Henschel HE-123 (RW-10)



Dawn Attack (RW-11)



Petlyakov PE-2 (RW-12)



Junkers Ju-87 (RW-5)



Junkers Ju-88 (RW-18)



Heinkel He-111 (RW-4)

Egyptian Shermans

By Claude Moulton* and Bill Winter

Those of us in North Florida AMPS have enjoyed Addison Farley's combinations of different WWII U.S. tank turrets and hulls. Well . . . the Egyptians did this themselves in the 1950s when the hulls of M4A1 or predominantly M4A4 Shermans were combined with FL-10 turrets of the French AMX-13. The original AMX-13 light tank used the French 75 mm gun which was based upon the German WWII Panther. . . So this was likely a force to be reckoned with! Indeed the Israelis had placed (also with French help) essentially this same WWII German 75 mm gun in a Sherman creating the Israeli M50 tank which used the 1944 M4(75) turret. According to <https://www.armorama.com/modules.php?op=modload&name=News&file=article&sid=22887>, these tanks were introduced into Egyptian service in the mid-1950s. However, a great many were destroyed or captured in the Six-Day War by Israel.



AMX-13



M4A4

The M4A4 had a lengthened hull to accommodate the Chrysler A57 Multibank engine. Overall the U.S. produced 7,499 M4A4s during WWII. The A57 multibank engine consisted of five 250.6 cu in (4.1 L) L-head inline six cylinder engines arranged around a central shaft, producing a compact and unique 30-cylinder 21-litre (1,253 cu in) engine. However one source (<https://www.armorama.com/modules.php?op=modload&name=News&file=article&sid=22887>) wrote that the A57 engine was replaced by the Egyptians with diesel engines recovered from M4A2 tanks.

The FL-10 turret was a two-part oscillating turret. This meant that the gun was fixed to the upper half of the turret and this entire upper turret could elevate or depress changing the elevation of the gun. The lower turret was attached to the hull's turret race. The 75 mm gun was auto-loaded and was fed by two six-round magazines located in on either side of the automatic loader in the turret's bustle. The 12 rounds available in the drum magazines meant that the crew could engage targets quickly; however, once those rounds were expended, the vehicle had to retreat to cover and the crew had to reload shells from outside the vehicle. The use of the FL-40 turret allowed Egypt to reduce the crew of the Sherman from 5 to 4.

* Claude is a good friend of IPMS Gators having been a loyal club member in the past. Presently Claude lives in Jacksonville and attends an IPMS Club in Jacksonville (Model Creations Unlimited).



Egyptian Shermans

The photo below is that of an FL-10 turret minus the cover that normally seals the top and the bottom halves of the turret from rain. This was photographed in the summer of 2017 in Europe. Note also the pair of smoke dischargers.



Below is a photograph of another FL-10 turret showing the cover in place.



Dragon recently brought out this version of the Sherman tank. There are a few critiques of this model.



From

http://armorama.com/modules.php?op=modload&name=SquawkBox&file=index&req=viewtopic&topic_id=247646&page=1: *This is a very welcome release, but there are some problems with the illustrated tank. Dragon appears to have based the turret on a late FL-10 turret with the coaming for the canvas dust cover (minus the canvas itself). However, the Egyptians purchased early turrets which had a simple, L-section rubber gasket that was bolted to the top front edge of the lower turret half, and left free to slide against the face of the upper half (it didn't work too well, which is why the canvas version was substituted on later vehicles).*

Egyptian Shermans

Also, while many Sherman AMX conversions were built on M4A4 hulls, they were rebuilt with diesel engines and M4A2 engine deck parts and exhausts. Dragon's illustration shows a standard M4A4 deck. The necessary M4A2 parts are actually already included as "not for use" in Dragon's M4A4 kit, but the turret would be a nuisance to fix.

I don't know what they've done with the turret ring, but the AMX-13's smaller turret ring meant that an adapter was needed for the Sherman's 69-inch turret opening. This adapter ring had large, slot-headed screws around the edge every six inches, approximately, and I hope Dragon includes this detail, as it would be a hassle to have to add them.

I am not posting this to bash a new kit, but in the hopes that someone with a connection to Dragon (like Pawel, for instance), could get word to them while it's still in the CAD stage and fixable. A quick Google search for "Egyptian Sherman Latrun Museum" will get them plenty of reference photos.

However, the Egyptians purchased early turrets which had a simple, L-section rubber gasket that was bolted to the top front edge of the lower turret half, and left free to slide against the face of the upper half (it didn't work too well, which is why the canvas version was substituted on later vehicles).

Sources: <https://en.wikipedia.org/wiki/AMX-13>;
https://en.wikipedia.org/wiki/Chrysler_A57_multibank

Claude's Egyptian Sherman is expertly constructed. Photos of this tank are below. In the next edition, Claude will write about the revisions that he made in the kit.



How long should that AFV antenna be?

by Ed Ingersoll

Have you ever really cared about how long to make the antennas on your AFV models? A lot of folks just cut a piece of wire and stick it into the antenna mount that comes with the kit, and a lot of times the kit instruction say use stretched sprue but they fail to give you a length to cut.

First off, I am not an expert but I did remember that the Internet was my friend so I did some research on AFV antenna systems. The internet surprisingly enough supplied a bunch of information on the subject. There are many different types of antennas which are usually purpose-built for a particular application or frequency. Ever notice that there are multiple antennas of varying lengths or sometimes they appear to be the same length. Then there are different mounts to make the antenna scenario even more complicated. I'm not going to re-invent the wheel but I will point you to some good reference sites so you can gather the information for your particular model. I even found some scale antennas based on a model number of a real antenna so you can't go wrong.

One of the best articles I found was on Armorama : Modern Communications by Pete Becarra. Pete gives a good description of different communication systems used in modern AFVs. He even shows the radio equipment and associated antennas; if you look closely at the picture he gives you a scale antenna length. He also found a company that sells scale equipment if you really want to add accurate details to your project.

<http://armorama.com/modules.php?op=modload&name=features&file=view&artid=7761>



I found an Armorama discussion group about antennas for Bradleys, Humvees, M113s and Abrams that talks about antenna lengths for these vehicles.

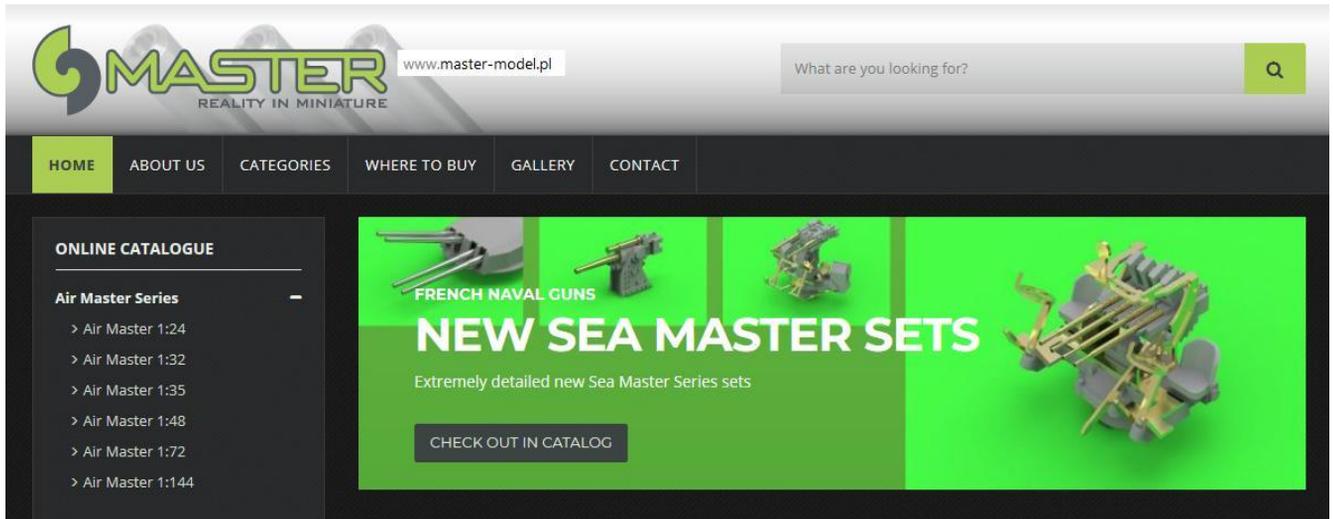
http://www.armorama.com/modules.php?op=modload&name=SquawkBox&file=index&req=viewtopic&topic_id=55640&page=1

So now you have a length in mind what material do you use for the antenna. You can always stretch sprue but you will end up with a curl and most antennas are straight or you can use "music wire" found at hobby , craft and hardware stores. The diameter and vary depending on your particular antenna but you can't go wrong using something between .010" to .025". A Master modeler friend also recommended using plastic rod in place of the "music wire", this works well and won't stab you but it will break or bend easier than the wire.

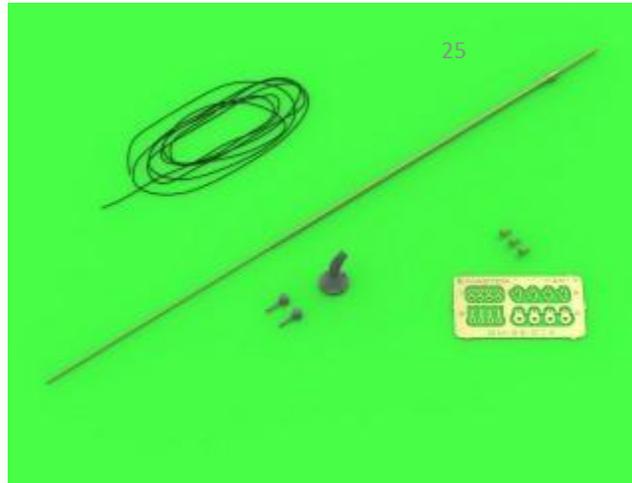
If you want something that looks very good in scale check out some of the scale barrel manufactures like Aber and RB Products. They have bases and cut lengths for several applications in multiple scales.

How long should that AFV antenna be?

Now for total accuracy you can go to someone like Master (www.master-model.pl) where you can purchase a



nice tapered scale antenna and base by the full scale antenna model number. They have modern AFV antennas and mounts and even have the bent mount version for some antennas. One series, the Comrod VHF 3088VM (GM-35-014) comes complete with tilted base, tapered antenna rod and photo etch tie down kit.



Now that I have complicated making an antenna choice, do your research and have some fun which is what it is all about. If you don't want to do the research then here is a quick length guide in 1/35 scale:

HF 16' = 5.49"

VHF 9' = 3.15"

VHF/UHF 6' = 2.19"



www.gatormodelers.org

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.

Chuck Connors

Not all Hollywood Heroes saw combat action. Anyone who has been in military service can tell you that most soldiers never see front line duty. Such was the case for Chuck Connors, who enlisted in the Army shortly after the beginning of WW2 but spent the next 4 years as a tank warfare instructor, first at Fort Campbell, KY and later at the Army Training Center at West Point, NY. He was so good at his job that his superiors fought any attempt to have him transferred to an overseas unit. He was honorably discharged in 1945.



Chuck Connors

Although he had many roles in movies and TV shows, he will always be remembered as “The Rifleman”, the highly-rated western on ABC from 1958-63.

He is also listed as one of professional baseball and in 1992.



the few athletes who played both professional basketball. He died



Show and Tell – from Club Photographer Paul Bennett



Show and Tell



Paul Bennett's 1/24 1919 Fire Truck and Crew



Paul Bennett's 1/48 Hobby Boss YF-23A



Models Table 1



Models Table 2



Models Table 3



Faces in the Crowd

Members in Attendance



Staff Rats (AJ, Jack, & Frank)



Aaron Alt



Brian Cormack



Chuck Lassiter



Bruce Doyle



Dan Contento



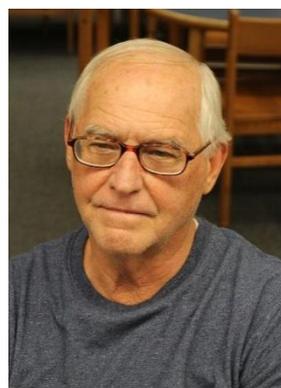
Doug Spinney



Mike Redmond



Mike Martinez



Chuck Lassiter



Andrew Nelson



Paul Bennett

Odds and Ends Contributed by Club Members & Friends

Submitted by Jack Mugan

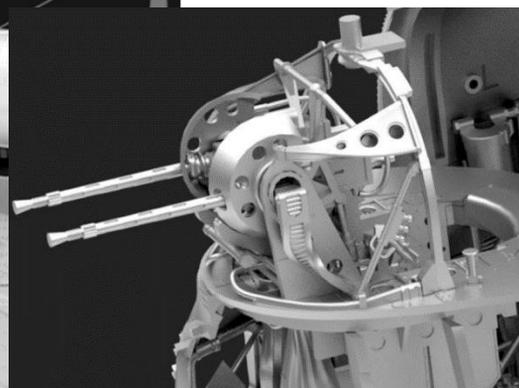
<http://www.wingnutwings.com/ww/productdetail?productid=3193&cat=5>

Hey! . . Look at this!

32043 Avro Lancaster B.Mk.III in development for release in late 2019.



32043 1/32 Avro Lancaster B.Mk.I/III CAD render (cockpit canopy)



From Bruce Doyle

Meeting the Challenge of MACH I

https://www.youtube.com/watch?v=BnUHe29n_Mc

Produced in 1997 by the Edwards History Office, we reshare this video as we approach the 70th anniversary of the first time the sound barrier was broken in level flight right here at Edwards Air Force Base! This video covers the challenges of breaking the sound barrier. Narrated by then Edwards Historian Dr. Jim Young, this video also includes interviews with Brig. Gen. Chuck Yeager and historic imagery.



www.gatormodelers.org

Odds and Ends Contributed by Club Members & Friends

From Bruce Doyle

This is the plane I saw 65 years ago when I was nine years old (you're free to do the math).



https://www.youtube.com/watch?v=_A-jgZFyZ-A

From Bill Winter:

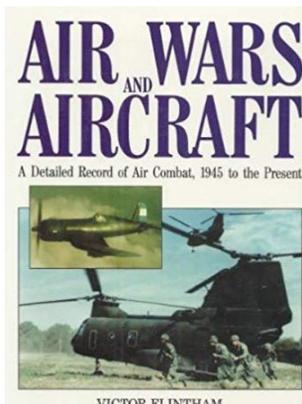
A great resource for Panther II and Panther F information and photos is: [PANZER TRACTS No.5-4, Panzerkampfwagen Panther II and Panther Ausfuehrung F](#), by Thomas L Jentz and Hilary Louis Doyle, published by Panzer Tracts, Boyds MD, 2006.

For a listing of aircraft in conflicts between 1945 and ~1990; see: [Air Wars and Aircraft](#), by Victor Flintham, published by Facts on File, NY, 1990.

**PANZER TRACTS No.5-4
Panzerkampfwagen Panther II
and Panther Ausfuehrung F**



Created by Thomas L. Jentz
and Hilary Louis Doyle



Odds and Ends Contributed by Club Members & Friends

From Paul Bennett

Probably one of the most important commando raids of WWII: In 1943 Norwegian resistance destroyed the Norsk Hydro plant, which the Nazi's were using to produce



heavy water for their nuclear program. They also sank the railroad ferry containing tank cars full of heavy water that had already been produced and were headed to Germany. A year or two ago there was a program on TV, one of the things they covered was a dive on the remains of the rail ferry and tank cars.

There was a crawl last night on the news about the death of Joachim Ronneberg (photo above right as a young man) at 99. He was the commander of the resistance raid that destroyed the plant and sank the ferry. This later became a movie titled "The Heroes of Telemark".

From AJ Kwan and Bruce Doyle

This is the 60 year history of Muroc, Edwards, Dryden, and today Armstrong Flight Test Center. "Stuff" I've never seen. Enjoy!

You must have seen this: <https://www.youtube.com/watch?v=Rj7ANNprv68>

Also..... <https://www.youtube.com/watch?v=NIrt0L8O4cM>

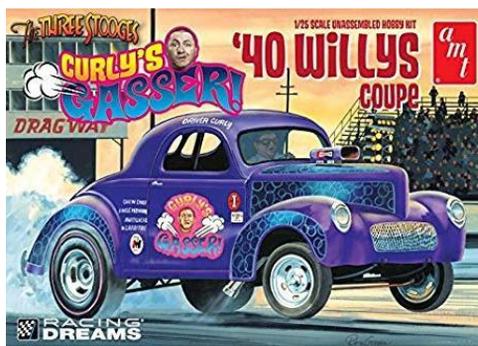
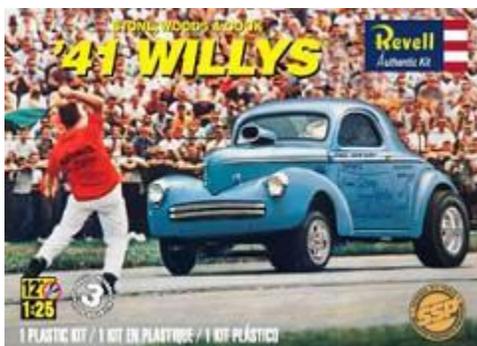
Bruce: This is from 2005 so if I saw it then I had forgotten about it until my friend Russ sent it to me. He remembers seeing the X-15 flying overhead! Jealous!

Odds and Ends Contributed by Club Members & Friends

From Bill Winter:

According to Scale Auto Magazine (October 2013), these are the top 10 Gasser kits of all time:

- 1] Revell Stone Woods and Cook 1941 Willys "Swindler II" – 1963
- 2] AMT Flip-Front 1940 Willys - 1963
- 3] AMT 1955 Chevy Nomad Trophy Series 3 in 1 "Wompin' Wagon" – 1965
- 4] Revell 1951 Anglia "Skipper's Critter" – 1966
- 5] AMT 1937 Chevy Coupe Trophy Series 3 in 1 – 1967
- 6] AMT Ohio George Montgomery 1933 Willys Trophy Series – 1968
- 7] MPC 1967 & 1969 "Ohio George" Montgomery Mustangs – 1968 & 1970
- 8] Monogram 1955 Chevy "Bad Man" – 1969
- 9] MPC 1957 Chevy Gasser – 1975
- 10] Revell 1941 Willys John Mazmanian, Stone Woods Cook (Black Car), and K.S. Pittman – 2001, 2006, 2012



Honorable mention

- 1] AMT 1957 Chevy Bel Air Trophy Series 3 in 1 – 1962
- 2] Revell 1957 Chevy Bel Air – 1963
- 3] Revell 1955 Chevy – 1964
- 4] AMT 1966 Falcon Annual Kit – 1965
- 5] Revell 1953 Studebaker "Miss Deal" – 1967
- 6] MPC 1968-1972 GTO and 1968/1969 Mustang GT Annual Kits – 1967-1971
- 7] MPC Malco "Super Vett" – 1972
- 8] MPC Ohio George 1970 Maverick – 1971
- 9] MPC 1973-1974 Cuda and Challenger Annual Kits – 1972-1973
- 10] AMT 1951 Chevy Bel Air Hardtop – 1976

The article also listed "Disappointments" but I am going to disappoint you and not list them (unless my readers plead with me)!

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.

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
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IPMS/USA Region 11/Gator Modelers' Calendar

2019

Feb. 9 IPMS JAXCON, Jacksonville, FL
April 27 IPMS Pelicon. Largo, FL
May 9-11, AMPS Intl. Convention, Buffalo, NY
June 21-22, AMPS/IPMS Columbia, South Carolina
August 7-10, IPMS Nationals, Chattanooga, Tennessee

IPMS Membership



International Plastic Modelers' Society/USA Membership Application / Renewal Form

is of great importance, both at the local level (IPMS Gators) and at national level. The Club officers strongly recommend joining IPMS as an individual which provides yearly six issues of the IPMS Journal (which is better than ever) and the opportunity to participate at the IPMS National Convention .

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

New Renewal IPMS #:

Name: _____

Address: _____

City: _____ State: _____

Zip Code: _____

Phone: _____ E-Mail: _____

Chapter Affiliation, if any: _____

Junior (17 years or younger) \$17.00 _____ Date of Birth: _____

Adult One year \$30.00 _____

Two years \$58.00 _____

Three years \$86.00 _____

Canada & Mexico \$35.00 _____

Foreign Surface \$38.00 _____

Family (1 set of Journals) _____ ← Adult fee + \$5.00 # of cards? _____

Your Signature: _____

If recommended by an IPMS member, please provide his/her:

Name: _____ IPMS #: _____

PAYMENT OPTIONS:

Cash Amount: _____

Check Check #: _____ Amount: _____

Billing Address, if different than above -

Address: _____

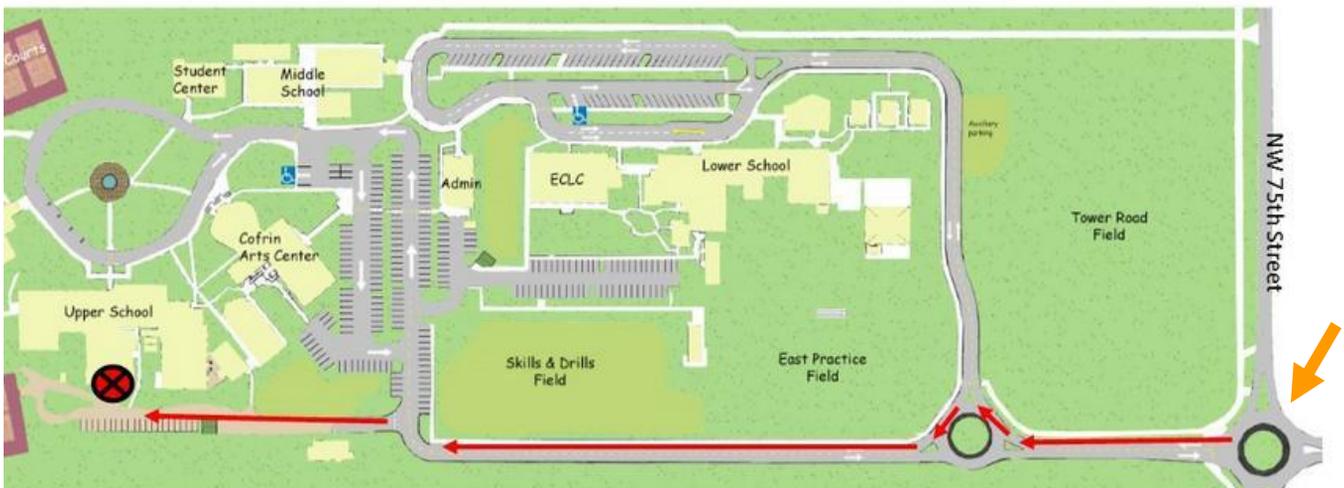
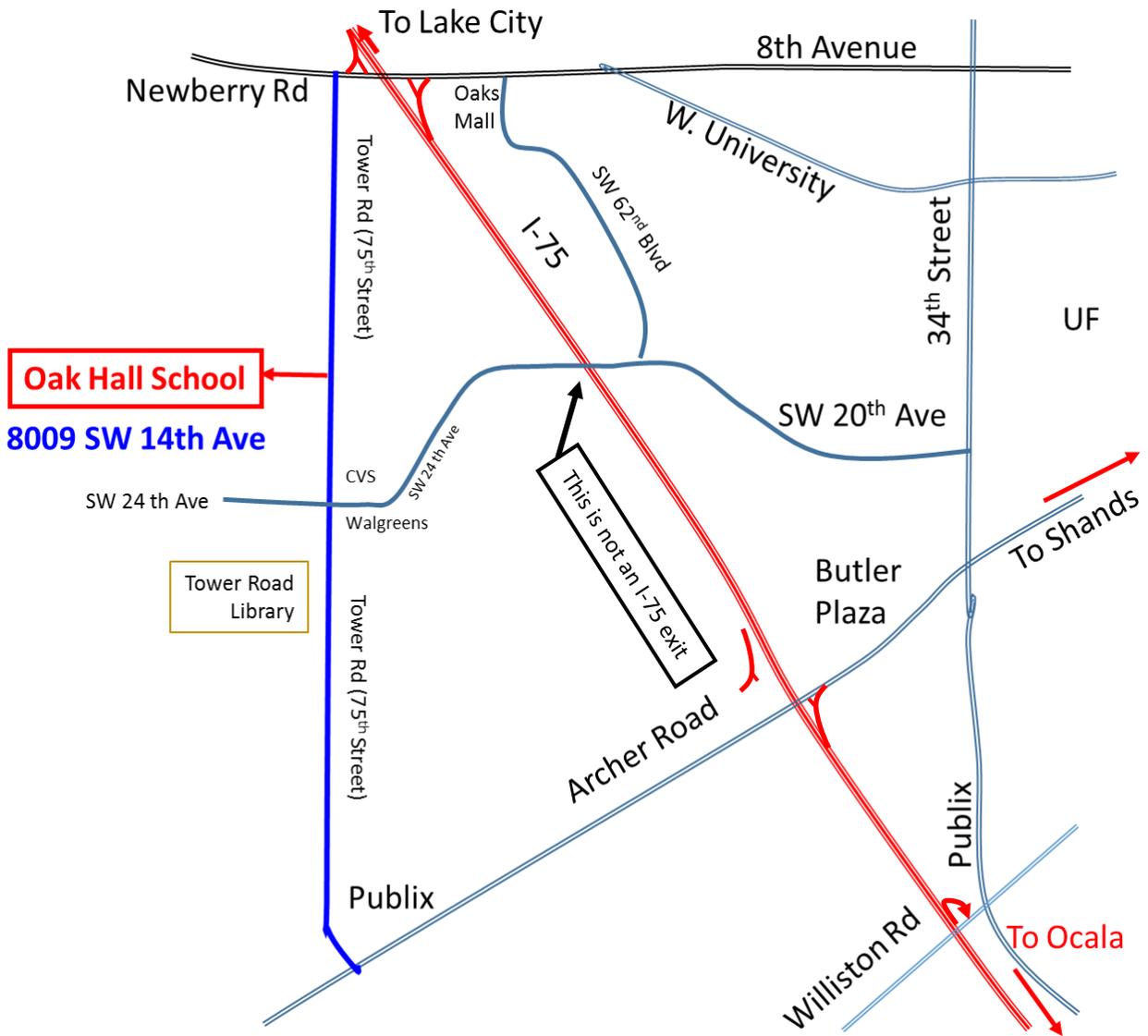
City: _____ State: _____

Zip Code: _____

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

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

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, NOV 20, 2018!