



www.gatormodelers.org



Inside read the story written by Frank Ahern about Flak Bait!



FLAK BUSTERS....
.....BUSTING MAKES ME FEEL GOOD!



www.gatormodelers.org

Club officers
Dan Contento
President

Chuck Lassiter
Vice President

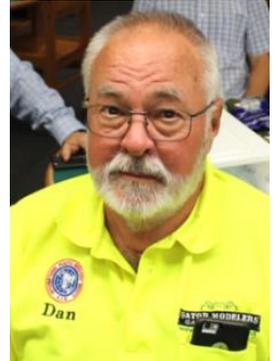
Frank Ahern
Secretary

Bruce Doyle
Historian

Doug Spinney
Webmaster

Bill Winter
Treasurer &
Newsletter Editor

Prez Sez..... By Dan Contento



Well, as Covid makes a huge comeback in Florida we have a meeting coming up at Oak Hall. It appears we will be back at the Student Center, as the Library renovation isn't finished yet. We don't have final word on any protocols they may require, so please bring a mask just in case they require them. If you feel better not attending we will be doing zoom also. Please be sure to get the link from Frank.

We have the online auction for leftover and some donated kits going on now. We may forego the large in person auction next year for additional online events and a smaller in person event. As Ocala has an election coming up we will get with the new leadership and see if they want to continue with our joint contest- model with a story. Ed won the last one and he's tired of looking at the trophy, that was 2019.

Hope you and yours are well and continue to be.

Stories from Bruce Doyle and Jack Mugan - Jack and I were talking about this aviation feat the other day, and I thought I would share it with the club. An early model P-82 with the Packard Merlin engines (after the war Rolls Royce wanted compensation for their Merlin engines therefore the majority of the P/F-82's had the less powerful Alison engines) flew nonstop from Hawaii to New York's LaGuardia airport 27 - 28 February, 1947. The flight took 14 and half hours to cover the roughly 4300 nautical miles, at an average speed of 340 mph. Lead pilot Robert Thacker took off from Hickam Field which was appropriate if not somewhat ironic in that he was flying a B-17 into Hickam on the morning of December 7, 1941. I want to build a model of the P-82 "Betty Jo(e)" using the 1/72 Monogram kit. but there are no decals that I can find for it. This is somewhat puzzling as the plane is on display at the Air Force Museum in Dayton. Brian - something you can birdog? ...It was the longest nonstop flight ever for a fighter aircraft. Homeric!

<https://www.thisdayinaviation.com/27-28-february-1947/>





Minutes of the Club Meeting from Tuesday, July 20, 2021

Frank Ahern - Club secretary



President Dan Contento opened the meeting in the Oak Hall student center at 6:45pm. A total of 11 members were present with one guest.

Dan confirmed the schedule of future meeting presentations beginning with Jack Mugan on painting with Alclad next month. Mike will share his techniques for decal making in September. Bill Winter offered to do a session on using pastels for weathering in October.

Dan asked club members to think about nominations for club officers. The current Board member terms expire in November. Anyone interested in serving should make it known by the October meeting.

There was a discussion about how to generate ideas for a new list of monthly themes. After several proposals it was decided that club members who have theme ideas should email them to Bill Winter and he will prepare a list and set up a random drawing of the ideas at the next meeting [1]. Winter asked that members send him a maximum of 5 theme ideas each.

The meeting was paused to allow time for the Show and Tell segment for those who brought models to display.

Ed Ingersoll demonstrated a new paint jar shaker that automatically mixes old paint in the jar. Mike Martinez reviewed a book he recently purchased on the hidden story behind the development of aircraft engines in WW2. Bruce Doyle talked about a book he recently purchased on X-planes developed in Europe after WW2. Brian Cormack showed a new lighted optivisor he bought.

Bill Winter gave a presentation on the cars that Ford and Ferrari raced in the mid-1960's.

The door prize drawings were held. Bruce Doyle won the first drawing and selected the Revell P-51B, Dan Contento picked the Heinkel He-162. The meeting adjourned at 8:10pm.

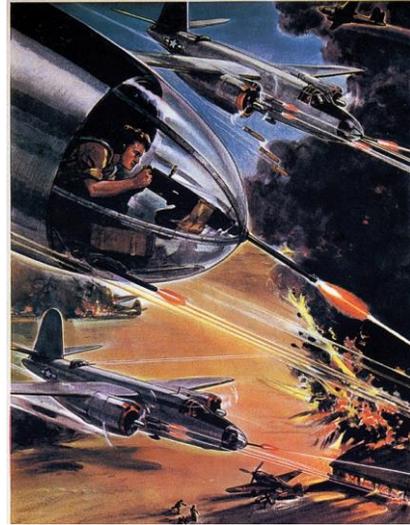
[1] From the editor: **These are themes so far proposed:** From Bruce Doyke: Mustangs (planes, cars, or horses); Experimental aircraft; Anything Blue; Made out of wood or canvas; and World of Planes in the 1950's; From Doug Spinney: Funnies; Float your boat; Model based on a TV show; Figures - real or imaginary; From: Bill: Cuban Missile Crisis; Cold War; Chernobyl, Warships.

August Meeting – IPMS Gators –

**We will meet August 17 at 6:30 PM at
Oak Hall**



Marauder



By Frank Ahern

Always try to make a good first impression, my mother would say, you don't get a second chance. Good advice unheeded by the Martin B-26 Marauder, one of the best but least-loved airplanes of WW2. No other aircraft had as many unsavory nicknames - "Widow Maker", "Flying Coffin", "Martin Murderer" - to name just a few. The number of training accidents at MacDill Field in Tampa prompted the saying "*One a day in Tampa Bay*".



This was in contrast to its contemporary stablemate, the beloved B-25 Mitchell. There's one problem with this story line. The B-26 was a better aircraft in almost every measurable performance category.



In many ways the career of the Marauder parallels that of the P-38 Lightning. Both were the product of brilliant young engineers who pushed the envelope of performance through state-of-the-art design. Both planes were rushed into production. The B-26 didn't even have a prototype for testing purposes. This meant that the inevitable bugs were worked out while it was in service. Both eventually proved to be outstanding combat airplanes, but they carried the reputation of being difficult and dangerous to fly throughout their careers.

There's no question that the B-26 was a tricky plane to fly. It's short wings and high landing speed made it unforgiving of inexperienced pilots. However, no less an aviation authority than Jimmy Doolittle came to its defense when the Truman Commission threatened to halt production due to excessive training accidents. Doolittle and other experienced pilots knew that the good far outweighed the bad once the B-26 was mastered. Their confidence was validated in the crucible of aerial combat. The Marauder had the lowest loss rate any bomber in the USAAF inventory. It was also considered the most accurate mid-altitude bomber in our arsenal.

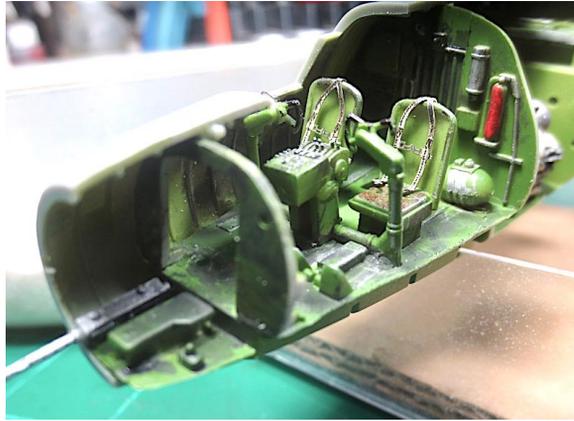


I have had Hasegawa's excellent B-26B/C kit on my shelf for quite a while. After building a lot of fighters and cars lately I felt the need to build something bigger.



What sold me on this kit was the story of *Flak Bait*, the Marauder that flew more combat missions than any other American bomber in WW2. Remember that the B-17 *Memphis Belle* was celebrated for completing 25 missions. *Flak Bait* flew 209. If an airplane could get the Medal of Honor, I'd vote for this one. In a sense it is now getting that kind of attention. *Flak Bait* is currently being restored at the Air & Space museum in Washington and will soon take a place of honor with other historic aircraft.





As stated earlier, the kit is very good and contains a lot of great interior detail that, of course, can't be seen once it's built. Everything fit well and surprisingly (for a Hasegawa kit) I had no trouble getting the fuselage halves to fit together despite all the interior detail.



Lots of masking was required to replicate the standard USAAF paint scheme - olive drab over neutral grey. I decided to go all out on the weathering because this airplane had a hard life. The Smithsonian restoration team said they counted over 1000 patches from flak damage.



I shot two lighter shades of OD on the upper surfaces to mimic the fading that always occurred on high-time aircraft. I simulated paint chipping on the leading edges by bouncing a little file over the wings and stabilizers. I used a dark wash on the panel lines and around the



engine nacelles to replicate oil and dirt that always accumulated in those areas.

My overall plan is to create a diorama called *Last Mission* with appropriate personnel, fuel and bomb trucks to show *Flak Bait* getting ready for its 209th mission. It's my way to show some respect for an airplane that deserved more than it ever got during the war.



Members and Friends Enjoying Show and Tell



Chuck's observation airplane

Show and Tell From Bruce Doyle



X planes gallor!



Show and Tell .. From Doug Spinney



See Doug's article using Dawn for Masking



GATOR MODELERS



„ From Jack Mugan



.... Frank– is this your's?



Ed demonstrating the paint mixer



Highly recommended by Mike Martinez



Masking with Dawn Dishwasher Liquid

By Doug Spinney

Not long ago I was on YouTube and I came across several individuals that were painting stainless steel tumblers, and then drizzling the tumblers with Dawn Dishwasher Liquid and painting the final coat. They would wait several minutes and wash off the Dawn and the result was amazing. I began to wonder if this could work on our plastic models, and I just had my fair share of models for testing. The folks painting the tumblers were using Rustolium rattle cans, my plan was to use Tamiya acrylics. I took an Italeri M48 Patton that was painted a faded Olive Drab, I painted on some brown and tan camo, and let it dry overnight. The next morning I drizzled on the Dawn, painted the entire model with NATO Green, and waited about 90 minutes for it to dry. I was actually going to wait a few hours but my curiosity got the best of me. I took the model outside, turned the garden hose on it, and GENTLY washed off the Dawn. As you can see from the picture it came out better than I imagined. I decided to try it on a German Panzerhaubitze that needed some attention, it came out just as well.



As I stated earlier, I used Tamiya acrylics, I did not try any other acrylic paint, so I'm not sure about the drying time. But, since the acrylics worked out so well, I tried using Rusoleum Painters Touch rattle can. I took a M1A2 Abrams, striped my original paint job, used Tamiya Fine White Primer, and then drizzled on the Dawn and painted it red, waited a few minutes and washed it off. I hung the model in the garage over night, drizzled on the Dawn in a different direction, and painted it Midnight Blue, waited several minutes and washed it off. The picture below is the result, the blue came out darker than I had hoped but I'm still pleased with the outcome.



Masking with Dawn Dishwasher Liquid



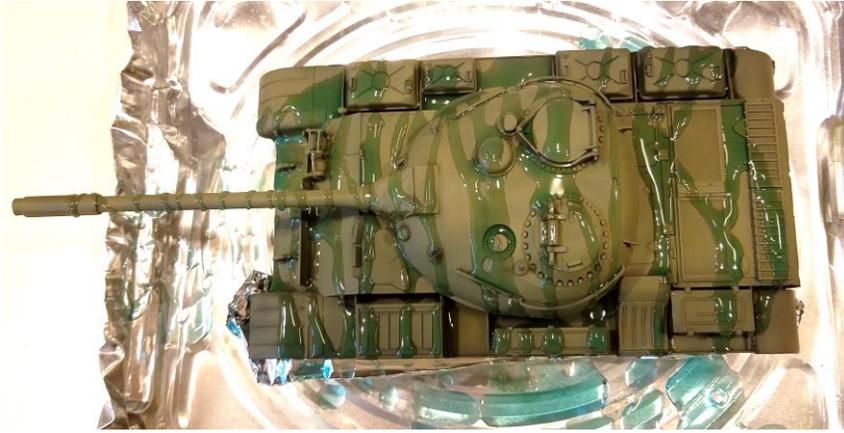
What you need to mask with Dawn Dishwashing Liquid:

The store brands of dishwashing detergent seem to be watered down, even the tumbler painters pointed out that Dawn was the best. Your choice of paint, those of you that don't use Tamiya acrylics know the drying times, aluminum foil roasting pan to catch the Dawn as it drips off your project, a broken down cardboard box works too, and your imagination. My drizzles are fairly straight, you can make any kind of design you wish. When you drizzle the Dawn start painting right away, the Dawn starts to spread after a few minutes. Some folks in the videos washed their tumblers off in the kitchen sink, I just wasn't sure what to expect, so the driveway worked best for me.



Tamiya T62A
Russian tank
painted faded
Olive Green.

Masking with Dawn Dishwasher Liquid



Drizzled with Dawn



Painted with
Tamiya Wooden
Deck Tan.

After washing off. (The goof on the turret is from me being uncoordinated).



Hollywood Heroes

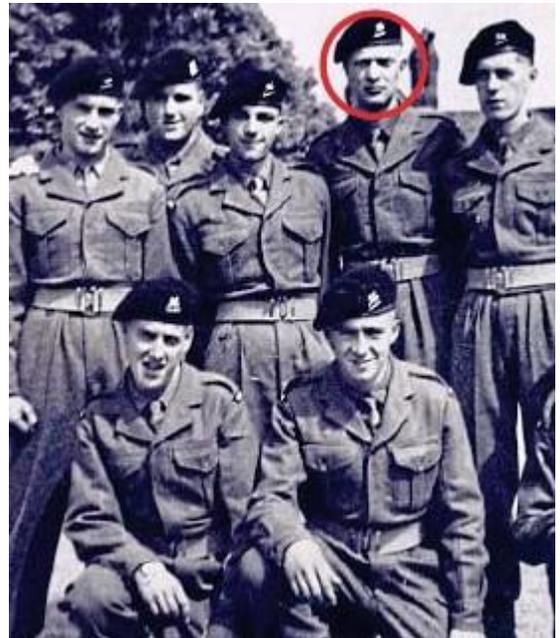


By Frank Ahern

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.

Michael Caine

He was called into service with the British Army in 1952 and after training was sent to Korea with the Royal Fusiliers.



As part of the 1st Battalion of Royal Fusiliers, A Platoon, C Company; Caine was sent the front line of the Korean conflict in Pusan- the 38th Parallel.



Hollywood Heroes

Michael Caine

While on the front lines he was exposed to numerous human wave attacks from the Chinese forces that joined the North Korean Army. In his biography Caine said that the experience changed his life forever. "I know what it feels like to be sent off to fight an unpopular war that no one at home really understands or cares about," he wrote. "And then to come back and meet a complete lack of understanding. Or worse, indifference."



His acting career started slowly as a walk-on in a local theater in London. His first break into films began, ironically, in the 1956 film *A Hill in Korea*.



Caine made his breakthrough in the 1960s with starring roles in British films such as [Zulu](#) , [The Ipcress File](#) , [Alfie](#) , [The Italian Job](#) , [Battle of Britain](#) and [A Bridge Too Far](#). He was nominated for an [Academy Award](#) for *Alfie*. Caine has been nominated for an Oscar six times, winning his first [Academy Award](#) for the 1986 film *Hannah and Her Sisters*, and his second in 1999 for *The Cider House Rules*, in both cases as a supporting actor. In all he has appeared in more than 130 films and is still active at age 88.

NEWS from Jack Muga -- > XP-51D Done



The North American P-51 Mustang was arguably the most successful — and most versatile — fighter of World War II. Designed in 1940 for use by Great Britain, the first prototype XP-51 was finished in just 117 days. The Allison-powered P-51A was dubbed the Mustang Mk. 1 by the British and first deployed in tactical reconnaissance in the spring of 1942. The U.S. Army's Eighth Air Force received its first P-51s (B models) in 1943.

The familiar P-51D, with its bubble canopy and Rolls-Royce Merlin engine, appeared in 1944 and became the major production version (7,956 built). The Mustang dominated the skies over Europe, mainly as a long-range escort for Allied bombers. During World War II, P-51s carried out nearly 214,000 missions in all theaters of war, destroying 4,950 enemy aircraft — nearly half of the total losses suffered by the enemy in the European theater. (continued bottle of next page)

NEWS from Jack Muga -- > *Finished up a couple more*



U.S. Air Force Mustangs served with distinction in the Korean Conflict (1950-1953). In all, Mustangs have served the air forces of more than 50 other countries. Today, the P-51 is a popular air show performer and air racer.

The EAA Aviation Museum's XP-51 was the last of the four prototypes built by North American Aircraft in 1940, and the first P-51 delivered to the U.S. Army Air Forces. XP-51 No. 4 was acquired by EAA after years in storage at the Smithsonian's National Air and Space Museum. It was completely restored in 1975-1976 by Darrell Skurich of Fort Collins, Colorado, and flew in the Oshkosh air show from 1976 until Paul Poberezny made the final flight in late 1982.

<https://www.eaa.org/eaamuseum/museum-collection/aircraft-collection-folder/1941-north-american-xp-51-mustang---nx51na>

NEWS from Jack Muga -- > *Too many projects ... too little space.*



How I glue wheels to plastic axles. I use angle brackets, magnets and an oven pan to keep the wheels on and straight while the super glue dries. There may be a better way, but this works for me. Just thought I'd share my method. 😊



NEWS from Jack Muga -- > *Too many projects ... too little space.*



Tony Ivone asked is Revell tin-can paints and Humbrol tin-can paints are the same. THIS IS WHAT I FOUND: From the site <https://www.britmodeller.com/forums/index.php?/topic/234918888-humbrol-v-revell/>, they appear to be different products.

I also found the following quote in a blog: While the tins may appear to be the same shape and size, the contents are different. Revell has a much more limited range of colours, hence a lot of paint mixing in its kit instructions. Hannants (just down the road from the museum) own range of paint, Xtracolor, also uses the same type of tin. at:

<https://groups.google.com/g/rec.models.scale/c/Ji7vEvdoGrM>

NEWS from Doug Spinney -- > Built models.



Tom Daniel Aurora Li'l Red Baron Snap Kit - I painted the chrome parts with Tamiya Gloss Black and then used Spax Stix Mirror Chrome. The red body was polished with Novus.

MPC Police Patrol Car Snap Kit

The car was polished with Novus and the rest of it is out of the box. I didn't use the decals as I really didn't care for them. The only thing I had to do was drill out some of the holes for the parts.



NEWS from Doug Spinney -- > He builds armor!

Hobby Boss Soviet T-28 Medium Tank

Mr. Surfacer 1000 White Primer
Preshaded with Tamiya Flat Black
Base coat is Tamiya Field Grey
Friulmodel metal tracks



NEWS from Doug Spinney -- > *Hobby Boss Soviet T-28 Medium Tank*



The T-28 was a Soviet multi-turreted medium tank. The prototype was completed in 1931, and production began in late 1932. It was an infantry support tank intended to break through fortified defences. The T-28 was designed to complement the heavier T-35 (also multi-turreted), with which it shared turret designs. The type did not have great success in combat, but it played an important role as a development project for Soviet tank designers. A series of new ideas and solutions that were tried out on the T-28 were later incorporated in future models. <https://en.wikipedia.org/wiki/T-28>



NEWS from Bruce Doyle -- >



The General Dynamics F-16XL is a derivative of the F-16 Fighting Falcon, with a cranked-arrow delta wing. It was originally conceived as a technology demonstrator, later entered in the United States Air Force's (USAF) Enhanced Tactical Fighter (ETF) competition but lost to the F-15E Strike Eagle. Several years after the prototypes were shelved, they were turned over to NASA for additional aeronautical research. Both aircraft are currently stored at Edwards AFB.

Source: https://en.wikipedia.org/wiki/General_Dynamics_F-16XL



NEWS from Bruce Doyle -- >

Excellent slice of mid-60's aviation (and in color). This event recognized the 40th Anniversary of Lindbergh's flight across the Atlantic. Some unique aircraft of the day are featured. This video was sent to me by someone who worked on the Douglas DC-8's power plants, and its shown in the stretch version in Eastern Air Lines livery. I may have flown on this very airplane, and I'm pretty sure Ed's father might have been familiar with it too. Note of interest are the aircraft used by the Blue Angels and the Thunderbirds. Unfortunately the formations flown by the Italian demonstration team led to tragedy a few years later. Flying towards the crowd was finally outlawed.

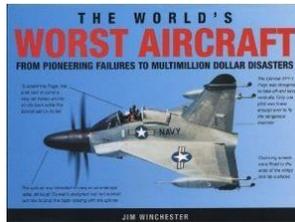
Enjoy. Bruce

<https://www.youtube.com/watch?v=uwLAU0QD6cl>



A Recurring Feature of the IPMS Gators' Hobby Club -- >

In tribute to Bruce Doyle and all of the difficult kits that he has built, I begin an episodic series (monthly?) of short reviews of “**THE WORLD’S WORST AIRCRAFT THAT YOU CAN MODEL!**” The inspiration for this series comes from the book entitled THE WORLD’S WORST AIRCRAFT from Pioneering Failures to Multimillion Dollar Disasters written by Jim Winchester



The second entry is the RYAN X-13 VERTIJET - From Wikipedia (https://en.wikipedia.org/wiki/Ryan_X-13_Vertijet):

The Ryan X-13 Vertijet (company designation Model 69) was an experimental vertical take-off and landing (VTOL) jet aircraft built by Ryan Aeronautical and flown in the United States in the 1950s. The main objective of the project was to demonstrate the ability of a pure jet to vertically takeoff, hover, transition to horizontal forward flight, and vertically land.

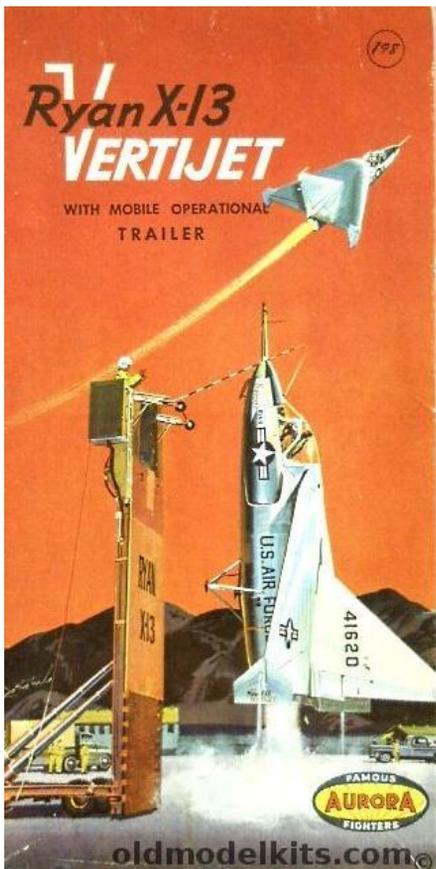


Photo taken by editor in 2018 @ U.S. Air Force Museum, Dayton, Ohio



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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>

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UPCOMING EVENTS

This list contains modeling events for the IPMS Region-11. For a complete list of IPMS events visit: <https://calendar.ipmsusa3.org/>

August 18-21 IPMS Nationals, Las Vegas NV; <https://www.ipmslv.com/2021-ipms-nationals>

October 22-24 Orlando Modelpalooza, Kissimmee
<https://www.ipmsorlando.org/modelpalooza-home.html>

IPMS Membership

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

A copy of the membership application is on the right or available at the IPMS / USA website address, www.ipmsusa.org.

Complete the form and return it to the address listed at the bottom of the form along with your method of payment.



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

New Renewal IPMS #:

Name:

Address:

City: State:

Zip Code:

Phone: E-Mail:

Chapter Affiliation, if any:

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

Adult One year \$30.00

Two years \$58.00

Three years \$86.00

Canada & Mexico \$35.00

Foreign Surface \$38.00

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

Your Signature:

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

PAYMENT OPTIONS:

Cash Amount:

Check Check #: Amount:

Billing Address, if different than above -

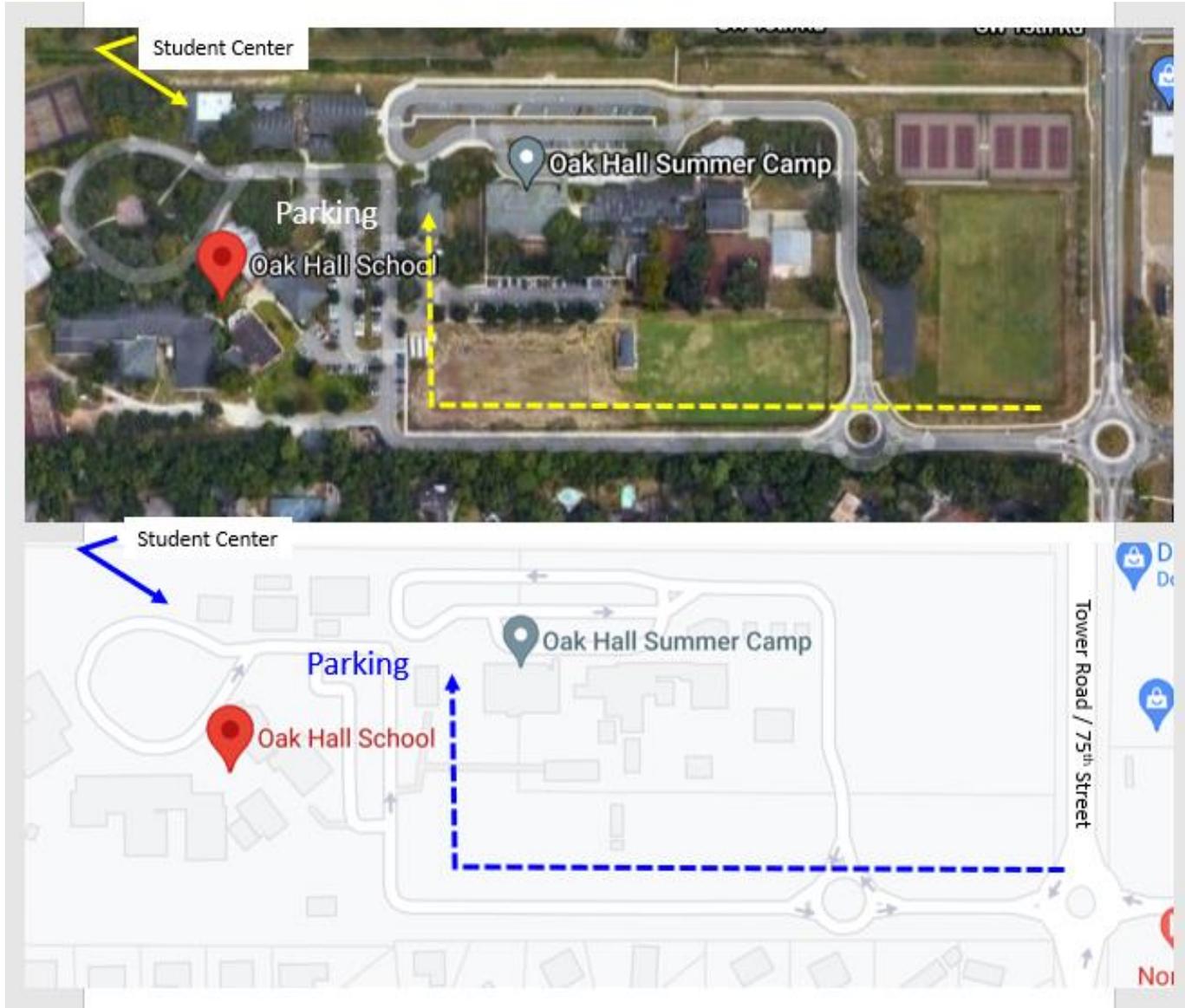
Address:

City: State:

Zip Code:

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

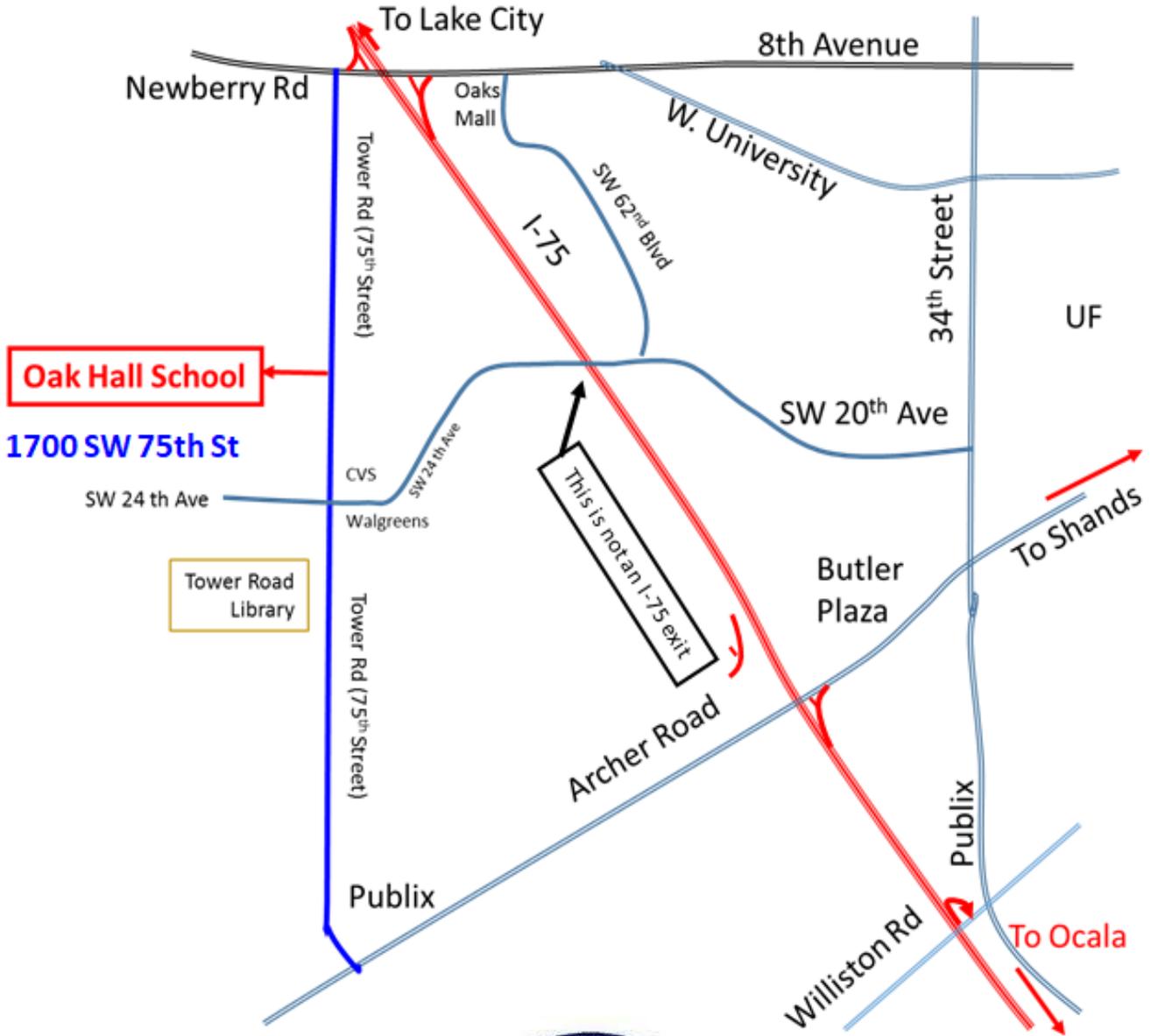
IPMS GATORS' MEMBERS: We will meet at Oak Hall on Tuesday June 15 at 6:30 PM in the **STUDENT CENTER**. The library is expected to NOT be available. If this changes, Frank will send out an email.



The top image is the satellite view of OAK HALL. The bottom view is a line drawing. Park in the Parking Lot and walk to the **STUDENT CENTER**.

BECAUSE CHECK YOUR EMAIL AS THE AUGUST MEETING APPROACHES IN CASE OUR PLANS CHANGE.

Directions to OAK HALL (1700 SW 75th St, Gainesville, FL)



Pretty Paint ... by Jack Mugan



A note about IPMS Gators' yearly dues

Below is the schedule of dues for people that join mid-year.

<u>Month you join</u>	<u>Your membership fee</u>	<u>Fee rounded to whole dollars</u>
Nov	\$20	\$20
Dec	\$18.37	\$18
Jan	\$16.70	\$17
Feb	\$15.00	\$15
Mar	\$13.36	\$13
Apr	\$11.69	\$12
May	\$10.00	\$10
Jun	\$8.35	\$8
July	\$6.68	\$7
Aug	\$5.00	\$5
Sept	\$3.34	\$3
Oct	\$1.67	\$2

Bye for now!