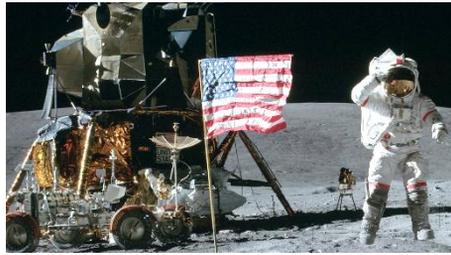




[www.gatormodelers.org](http://www.gatormodelers.org)



**The July Monthly theme winner was Paul Bennett with his "Eagle Has Landed" diorama.** The monthly theme was space and space exploration remembering the landing of the LEM (Eagle) on the moon on July 20, 1969 during the Apollo 11 mission.

**EDITOR'S NOTE:** This is the first newsletter that is 50 pages. My thanks to the contributors.



Club officers

**Dan Contento**  
President

**A. J. Kwan**  
Past-  
President

**Frank Ahern**  
Secretary

**Bruce Doyle**  
Historian

**Paul Bennett**  
Photographer

**Tracy Palmer**  
Webmaster

**Bill Winter**  
Treasurer &  
Newsletter  
Editor

[www.gatormodelers.org](http://www.gatormodelers.org)

[Next meeting:](#)

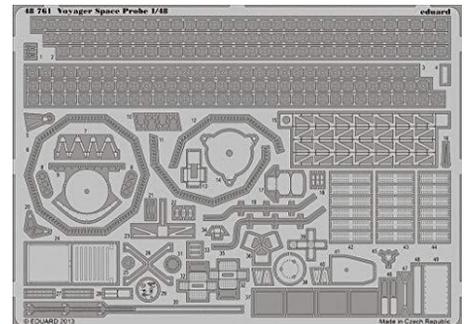
**Tuesday August 20, 2019 at: 6:30 PM**

**Oak Hall Library**

**1700 SW 75th St, Gainesville FL**

(See the map on page 26)

*See Paul Bennett's excellent article on photoetch (page 6)! Thanks, Paul!*



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## Prez Sez.....

By Dan Contento

Well the briefcase and all the launch codes have been transferred to me. And yes they will be used if necessary. AJ will be a tough act to follow. He is organized, articulate and outgoing. Things I'm mostly not. I also picked engineering in college so I wouldn't have to write papers, now I'm expected to write one a month.



AJ will be missed, but my idea to use *facetime* for him to continue on as President didn't go over well so we'll move on.

This is the time of year to plan for next years meetings. Please bring any monthly themes you would like to have, techniques to have demonstrated or other ideas to the next meeting so we can plan next year. As a club we want to address those issues we each find most helpful to our model building. That is why we meet to improve our hobby and increase our enjoyment. We all have things we can learn and improve on. Hope to see each of you at the next meeting and hearing your ideas.



Lot's of models on the show table

## Meeting Minutes – July 16, 2019

By Frank Ahern

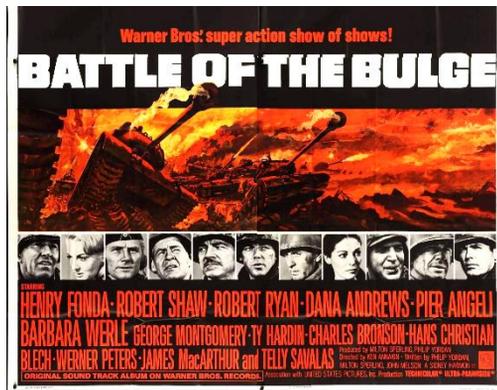


Acting President Dan Contento opened the meeting at 6:40pm welcoming 18 club members and returning guest Dick Rosenboom. Dan mentioned that the club has been awarded the title of Best Club in Region 11 (Florida) of IPMS in 2018 and displayed the plaque sent by the region coordinator.

Contento also said he had found a new business in the area that imprints coffee mugs that are dishwasher safe and cost \$7.50. He asked for feedback from the club and the consensus was that he should get a sample and make sure the mugs are good quality and dishwasher safe before we commit to buying a larger batch.

The President brought up the subject of creating a club database of modeling-related websites that members can use as a resource when doing research on a project. He asked that members make a list of their favorite websites and send it to him, either by email or on paper. The final list will be posted on the club website.

Club Historian Bruce Doyle brought up the question of selecting a theme for the next Collector's Day display at the Florida Museum in January. He suggested that the theme be models related to the 75th anniversary of the Battle of the Bulge. He felt that since most of our recent displays were primarily aviation-themed this would give armor modelers a chance to show their models. The idea was approved by voice vote.



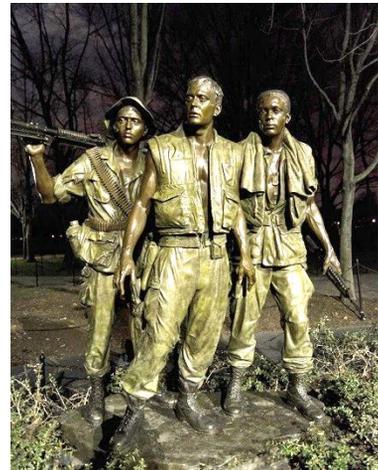
Editor's note: This movie was pure Hollywood and inaccurate. Nevertheless, to a kid, it was all about TANKS!

Club Treasurer and Newsletter Editor Bill Winter asked if anyone was willing to take AJ Kwan's place as his assistant in preparing photos for the newsletter and the club's Flickr gallery. Dan Contento said he would be willing to step in.

Winter also mentioned that he and Ed Ingersoll had attended a recent AMPS convention and had purchased a large number of ship, armor and sci-fi models at bargain prices from vendors at the show to build up the stash of kits available to members who win the monthly club raffles.

## Meeting Minutes – July 16, 2019

Paul Bennett asked if the club would be willing to put together a display to be shown at the next Veterans Day ceremony on Nov. 11 at Kanapaha Park. The idea was tentatively approved pending more information on the size of the display. Approval was also given to a suggestion by Errol Whisler that the display focus on a Vietnam-era theme.



President Contento declared a break in the meeting while members gathered at the model table to discuss their models and vote on the monthly theme contest for models related to space and sci-fi. A diorama model of the Apollo 11 lunar lander on the moon brought by Paul Bennett was voted the best model.



The monthly raffles for attendance were held and the winners were Ed Ingersoll, who deferred his kit selection till next month (editor's note: Ed chose the KV-1B); and Chuck Lassiter who selected a model kit of the Boulton-Paul Defiant.

Finally Paul Bennet made a presentation on working with photo-etch parts, including the use of tools and techniques for making the process easier.

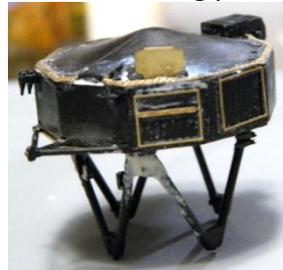
The meeting ended at 8:30pm.

## Working With Photoetch by Paul Bennett

**What about photoetch, what is it?** Photoetch is thin metal (most commonly brass, but other metals can be used). A photographic technique is used to deposit a layer of resistant material on a thin metal. By a chemical process (not necessarily an acid) the unprotected metal is dissolved away. This leaves a very fine and detailed part left.

One caution though... Photoetch is thin metal and can be very sharp. The little tips left where you cut off the parts can be really, really sharp and if you are not careful may demand a blood sacrifice (yours) so having bandages handy may be useful.

Why photoetch? Because it can add a fantastic layer of detail and overall appearance to the model. It can take a very ordinary model and make it really stand out. Using my Hasegawa™ Voyager 1 kit and the Eduard™ photoetch aftermarket, see below. On the left is a picture of one of the booms on the kit. The bottom is the solid plastic kit boom and on top is the photoetch boom. On the right is a picture of the partially assembled body of the spacecraft showing photoetch detailing.



As I have mentioned, brass seems to be the most common but I have seen other metals used. More than that, and important to keep in mind, I have seen two types of photoetch. One type requires little preparation as it comes already painted and with an adhesive backing. The other type is more common and requires considerable preparation and handling. I am going to deal with the brass type that requires preparation and handling.

First, tools. Keep in mind I am a bit of a tool fanatic, so just because I have it does not mean you “really” need it. One thought to ponder. When purchasing tools I have always found it worthwhile to spend extra money on top of the line tools. They are better made and last. Well, about cutting the photoetch from the sheet. I picked up a hard plastic cutting board that I use for a lot of model related cutting. See below for a picture of cutting items.



## Working With Photoetch by Paul Bennett

On the previous page is a collection of jewelers/swiss files for cleaning rough edges, if necessary. At the top is a file card used to clean the filings out of the files. For cutting I prefer to use an Xacto™ #1 handle with a #17 chisel blade. I use that because it applies the cutting force straight down. I have found using an angled blade can apply a side force that can tear or distort the thin metal. You can also see an empty blade holder. I use that for blades that can no longer be used.

Now for handling and holding the photoetch.



Here we have tweezers, hemostats, and long nose pliers. They can be used not only to hold, but to bend very small parts. A word of caution though, some pliers and hemostats have serrated gripping surfaces. These surfaces can mar and damage the surface of the photoetch, so use with care.

For bending large pieces, I use an Etchmate™. Simple to use and makes clean bends.



When it comes to joining pieces, super glue is fine for very small pieces of brass, however for larger pieces, or pieces with a lot of strain, you may prefer soldering. First you need a soldering iron and tips. Preferably the iron you want has a very fine tip and ideally interchangeable tips. Temperature control is a nice extra. Also useful is a solder pad and “T” pins. As a note, the soldering iron pictured is probably more than you need. I also use it for electronic applications with surface mount devices where precise temperature control is a must.

## Working With Photoetch by Paul Bennett



Also on the list for soldering is, of course, the solder and the flux. Solder comes in numerous types, but NEVER use acid flux. Always use rosin flux. Solder is available in various sizes and types. Use as small a diameter as you can find. Also, low temperature solders, while more expensive, are also available. Flux pens are the easiest way to use flux, but with use of a cotton swab you can also use rosin flux paste. Again ALWAYS use only rosin flux! Then for removing solder there is always Soder-Wick™. As a side note, there are chemicals available that will remove the hardened flux, but I have found plain old rubbing alcohol also works.



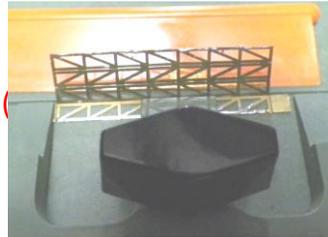
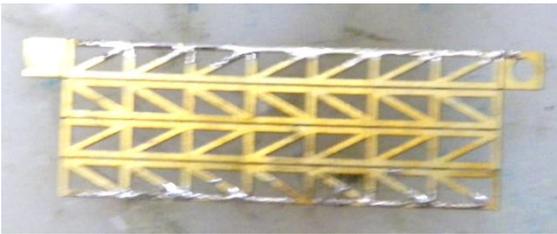
Then there are the miscellaneous items. For cleaning I use distilled (or white) vinegar, dish soap, disposable nitrile gloves, abrasive sink cleaner, and blue painter's tape. I specify blue painter's tape because of the color contrast with the photoetch. It makes small parts easily visible. I form a loop of tape and press it down on the cutting surface and then place the photoetch on top.

Second, what are you dealing with, what extra preparations do you need to take? No doubt you are in the habit of washing plastic parts to clean and remove mold release and contaminants from the part surface. With brass photoetch that is only the first stage.

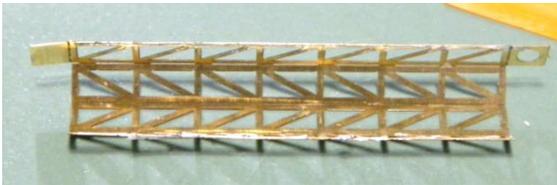
When metals are exposed to the air a thin layer of oxidation forms on the surface. This is a chemical reaction and cannot be removed by simple washing. It can also reform very quickly after removal. I start with a wash of water and dish soap to remove oils and other contaminants. I then do a wash of white (or distilled) vinegar followed by a rinse and drying. So far, this has been sufficient if all I am doing is gluing the part. For that I use super glue with a precision tip dispenser and maybe a toothpick

## Working With Photoetch by Paul Bennett

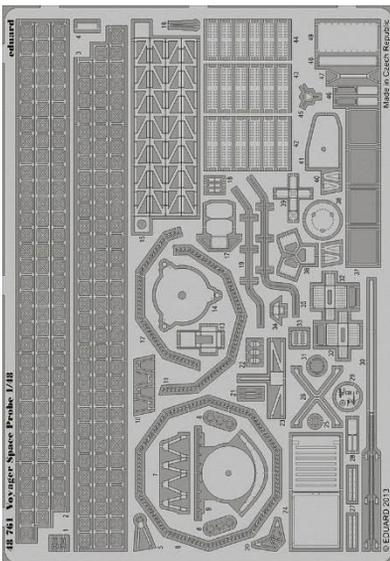
However soldering has a different set of requirements. Before you can solder the part, the layer of oxidation must be removed. I carefully use Soft-Scrub™ to gently scrub off the oxidation, wash and dry the part and then use a flux pen to apply a layer of flux to the cleaned metal. I then use my soldering iron and solder to apply a thin layer of solder over the flux. Here is a boom that has been soldered and prepared for bending. I follow it with using the Etchmate™ to start the bends.



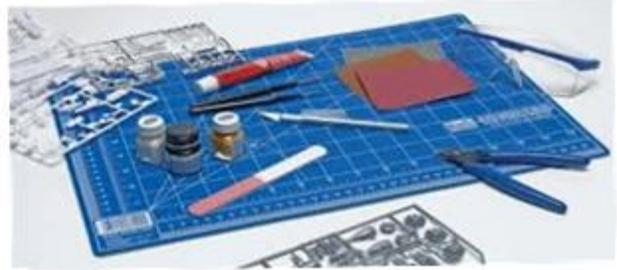
Here I have completed the initial bend stages and soldered the boom together.



I have gone through my experiences with photoetch and what I have learned... Enjoy!



Technique Topic:



# Modeling Water

By Frank Ahern

Note that I didn't call this Making Water since, as Jack Mugan pointed out, that is an archaic reference to a bodily function. This, on the other hand, is another of my little ramblings on the way I do certain model-building techniques. I write these not because I think they are the absolute best way to do something, but simply because I am too lazy to keep trying different ways and this method worked for me so I'm sticking with it.

The idea, of course, is not to make water, but something that looks like water. During my TV career I was always fascinated to watch the production of food advertisements to see how they simulated food items. For example, ice cream would never last under the heat of studio lights so it was simulated with mashed potatoes.



Modeling simulated water begins with selecting a base. I like a wooden base with a little edge that sticks up above the level of the base, because the water has to have a place to stop. I found this one in the Walmart craft section. If you want to stain or paint the outside of the base this is the time to do that and let it get good and dry.

# GATOR MODELERS

Next, the area that will be under the “water” should be painted a dark bluish-green. I use acrylic craft paints that my wife has remaining from her former life as a crafter. I use a big soft paint brush



and mix several different colors to give varied tones and shades. This is where you need to decide if this is going to be deep water or shallow water. Deep water will be a dark blue with some hints of green. Shallow water should be light brown with some green and blue mixed in.

This is an example of a water/beach base I made for a floatplane model. Because the water gets shallower near the beach the color under the “water” gets lighter. I should have done a better job



mixing the colors in the transition zone. You don't want sharp demarcation lines between different colors.

Now it's time to explain what we're using for water. I use clear acrylic latex caulk, (see photo right) available at any home improvement store. Make sure you get the kind that is paintable. Hopefully you have a caulk gun. That's the only way to dispense the full-size tube, and you will probably need a full tube depending on the size of your project.



The other necessary tool is a spoon. It can even be a plastic spoon. The back side of the spoon is what you use to shape and smooth the caulk and create wake and wave effects. If your model will be in the “water” you need to mark the spot so you can leave a hole where it will go. This is easy for a waterline ship but gets more complicated if you need to partially submerge something else. This is one of those modeling challenges that you will have to figure out for yourself. No two situations will be exactly the same, (see below) but the task of getting a realistic looking water surface



around your model is fairly simple, just squirt caulk and use the back of the spoon to create little waves and eddies wherever you think they should be. Don't freak out when the caulk comes out white. It will dry clear in a few days, although some thicker sections may take longer. The reason you want it paintable is so you can go back when its dry and make whitecaps on the waves with white paint.

One last thing I learned the hard way. The caulk will stay tacky for a long time and acts like a magnet for all kinds of stuff you don't want in your water. I found that spraying a coat or two of Future (yet another use for it!) will seal it and take the tackiness away. I also take the precaution of placing wax paper over the surface when I store the display. That's about it. Hope it works well for you!



## FIDDLY BITS

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



### MUSTANG REDUX

Let me go back to the Mustang in that I've built twelve of them so far this year - to the exclusion of any other plane - with 3 or 4 more in the pipeline to cap off my P/F-51 / F-82 collection.\*

I have not "so nice" things to say about Hasegawa - disappointingly since they are (were) one of my main "go to" kit manufacturer - and some harsh comments about Condor and RS Models. I mistakenly thought RS Models was a Ukrainian company. The P-51H kit was SO poor that in a fit of childish spite I wished a "Chernobyl Chicken" in every Ukrainian pot! I apologize. RS Models is actually a Czech dimwit - misfit - outfit. More on those two miscreants next time.



But first, to reward myself for the Condor - RS Models - Hasegawa trials and tribulations I acquired two Tamiya kits (both 1/72): the P-51D 8th AF Aces and the F-51D (Korea), both of which I completed last month. I am so jealous of you 1/48 Tamiya a/c guys and 1/35 Armor Modelers. The Bell X-1 (thank you Mike) is the only modern Tamiya kit that I had built previously, but the landing gear were really tricky and fiddly.



The F-51D was a model builders dream. I've built over 110 kits in my Chapter 3 modeling career (May, 2015), and this is the FIRST kit that I didn't need to use one scintilla of filler - anywhere! To quote my favorite TV personality Guy Fieri of DINERS, DRIVE-INS, & DIVES: "No filla, all thrilla." Superb engineering made it a delightful, fun, relaxing, rewarding build. I am SO going to build more Tamiya kits, with a Birdcage Corsair in my future, a kit I "caged" at the auction.

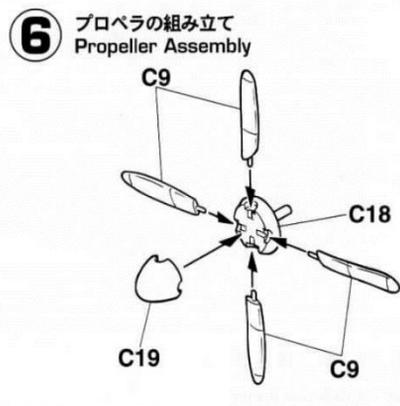


## FIDDLY BITS

Now back to the unpleasantness. The Hasegawa F-51D (Korea) - as they label it - is a fraud. A class action case of industrial mendacity should be filed, and they should be sued (can you say Morgan & Morgan?) DON'T BUY IT! Korean War F-51's are noted for having bombs, rockets, "buzz" numbers, and



"USAF" wing markings of which the kit has zero. (Take that back - the kit has one "USAF" wing marking which promptly shattered when I tried to apply it, making it the second Hasegawa Mustang decal sheet



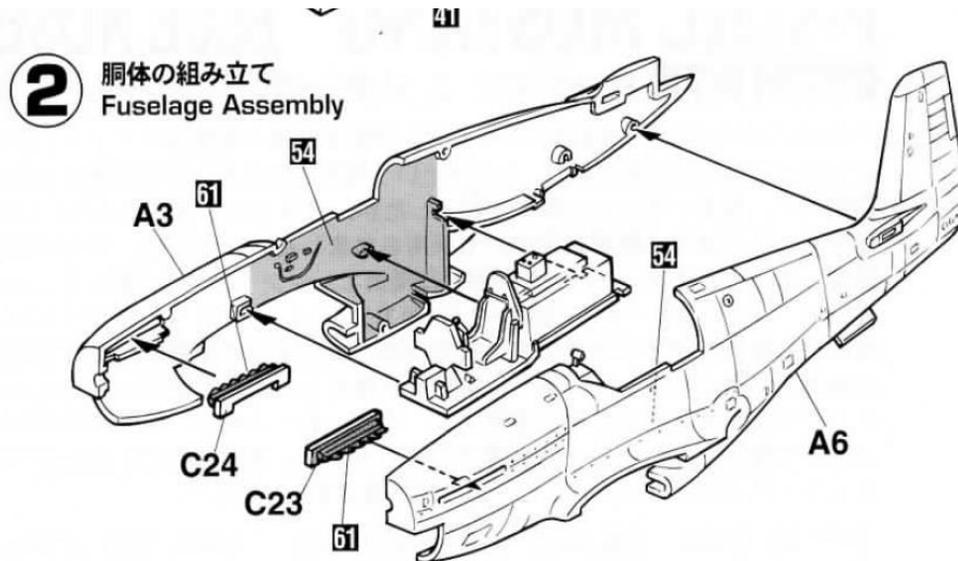
to do so.) And as in most all of the Mustang kits that they put out the props are separate!?! (The Tamiya F-51 had both the "Ham-Stan" and the Aero products propellers molded in one piece with separate spinners!). Eagle-eye Brian C. pointed out at the meeting that the F-51 model's wings had no dihedral (maybe even anhedral?!). Come on guys, do you need to put out something this sorry?

NOW FOR SOME HOPEFULLY USEFUL ADVICE: How to deal with separate prop blades. 1. First, leave them on the sprue. Props have a front side and a back side so if you go nipping them off the sprue willy-nilly there's a good chance you'll get them turned around by mistake in handling them.

2. Leave them on the sprue, then paint and decal them in place (I use a GLOSS Testor's acrylic paint that I brush on, saving a step.) 3. In assembling them I punch a hole with my #11 Exacto Blade in a condiment cup I repurposed from Culver's (Burger King's are too small.) The hole allows you to push through the "prop-hub pin" making for a steady, non-wobbly gluing platform. 4. I use Tamiya Thin Glue to attach the blades to the hub; eyeball to check for 90 degrees between props, IMPORTANT: 5. As the glue is curing, remove the prop assembly from the condiment cup, turn it over and place it on a flat surface. This is to ensure that none of the blades are cocked back toward the cockpit. I use a piece of board with a cross drawn on it with a ruler. 6. Finally, with the prop upside down on the board, align it with the cross and then do any adjustments to any blade out of alignment (with a 3-bladed prop make a pattern 120 degrees between legs.) 7. Or simply build the Academy, New Airfix, or Tamiya kits and shun those put out by Hasegawa (it pains me to say that- but, so it goes.)

## FIDDLY BITS

Another aggravation of the Hasegawa Mustang kits is that the exhaust pipes are glued from INSIDE the fuselage (unlike every other kit I've built where you either attach them from the outside or they are



molded on.) When I glued the two fuselage halves together you can probably guess what happened. Yes, I absent mindedly pushed the halves together with my fingers over the exhausts which caused them to retreat inside the cowling. Aargh! Fortunately there is an easy remedy at hand: there is a good supply of plastic "informational panels" on the kit's sprues that can be cut down and glued inside the exhaust openings to serve as backer plates. This will require nipping down the exhausts with a sprue cutter so they fit the opening- but at least they can be seen in their proper locations.

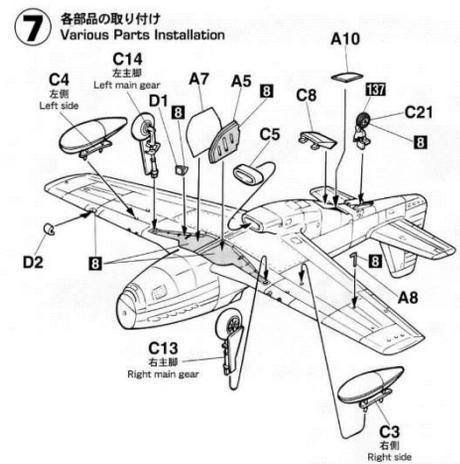


## FIDDLY BITS

\*Since this was written I built an FM-2 Wildcat for the August meeting theme.



**HINT FOR ALL MUSTANG KITS:** The pitot tube on the P-51 is located under the starboard wing, and unfortunately hidden under the National "Star & Bar" insignia. Not to worry, there is a simple solution. First hollow out the locating dimple / hole on the underside of the wing and then insert a staple or piece of wire into the hole. Know the "see-through" film that model manufacturers use to protect their decals? You're going to use it as tracing paper. Push a piece of it over the sharp object / "pitot tube stand-in", and cover the wing out to the wingtip. Then with a pencil or sharpie trace out the leading edge and trailing edge of the wing, and draw an arrow toward the leading edge for reference. Apply the decal, cover it with the traced out wing template, and you should have no problem seeing where to place the pitot tube. As a matter of fact, when i brushed "Micro-Sol" (the red bottle) over the decal it cratered enough over the drilled out hole that I was able to skip the "tracing paper" step.



In conclusion, save your money and buy an **Academy** or a new **Airfix** Mustang kit, and for a few measly dollars more - the magnificent **Tamiya** family of P/F-51 kits. I do have ONE good thing to say about the



Hasegawa kit before parting: I learned that the anti-glare panels on Korean War F-51's were painted matte or semi-gloss black. So in spite of all the aggravation I did learn something. A day when you learn nothing new - no matter how trivial - is a wasted day in my opinion, and part of my personal philosophy. Thank you Hasegawa.

Enough negativity for one month. I'll save the Condor and RS Models rant for next time.

## FIDDLY BITS

**SON OF FIDDLY BITS** - TID BITS, found in "BONUS: DOGFIGHTS FEATURETTE", Season Two, "DOGFIGHTS" DVD No. 5, copyright 2008.

Disclaimer: The views expressed by this featurette are not necessarily those of this station or of Fiddly Bits.

- P-47 Thunderbolt: (I assume these are for the ETO) P-47's destroyed 9,000 locomotives, 7,000 aircraft (air and ground), and 6,000 armored vehicles. Pilots flew 540,000 Thunderbolt combat sorties, totaling nearly 3 million flying hours.



- Chance Vought F4U Corsair: Ordered by USN in 1938; XF4U first flight was in May, 1940; shortly thereafter became the first American fighter to fly over 400 mph in level flight; fastest American WWII fighter with a speed of 440 mph (?); 11 to 1 kill ratio versus the Zero; 11,700 built over a 13 year production lifetime. (They also assert that the Corsair "...had guns on the wings and fuselage...(?)" , and they served in Korea and Vietnam - really? I seemed to have missed that one.) Guest speaker William Roberts (WWII B-26 pilot) at CH2M Hill meeting went to work for Chance Vought in Texas after graduating with Gen. Albritton from the first aeronautical engineering class at U of F. He worked on the Corsair production line during the Korean War, and went on to help design the nose gear for the Chance Vought F7U "Gutless" / ""Ensign Killer" / Cutlass. Company finally got the wing angle-of-attack landing regime correct with the variable incidence wing on the F8U Crusader.



## FIDDLY BITS



\* Dassault Mirage III: first flew in November, 1956 and soon reached speeds of Mach 1.52; upgraded version reached Mach 2, the first European fighter to do so.



• North American F-15 "Eagle": prototype first flew in July, 1972; armed with 6-barrel 20 mm Gatling Gun and air-to-air missiles; during "Desert Storm" accounted for 34 air-to-air kills.



\* Douglas Skyraider: first flew on March 18, 1945; Navy Skyraiders shot down 2 Mig-17's during the Vietnam War.

\* In 1941 Ford set up the Willow Run factory to manufacture Consolidated B-24's; facility was 3.5 million square feet; 1st bomber wasn't finished until September, 1942; government made Ford hire 12,000 women and in June, 1943 they produced 231 a/c, August 308, October 650, their per month



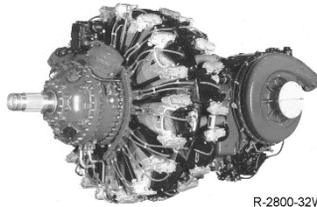
## FIDDLY BITS

peak; mass production lowered cost per plane from \$230,000 in 1943 to \$137,000 in 1944, thereby saving the 'gummint' millions. Ford, the ever sharp businessman, had a turntable installed in order to rotate the bombers 90 degrees and turn the production line down the factory wall. This was done so he didn't have to extend the building into the next county, and to therefore keep from having to pay extra property taxes.



\* Grumman "Iron Works": in 1941 they had 6,500 workers in their Bethpage, Long Island factory; by 1943 the workforce had grown to 25,000, and were then working in a 2.5 million square foot expansion; in March, 1945 the record was set for the most a/c (Hellcats) delivered from one factory in one month: 664; that averaged out to one F6F an hour.

\* Back to Fiddly speaking: What did the Hellcat, Thunderbolt and Corsair all have in common? They were all powered by the Pratt & Whitney R-2800 radial engine. In order, the 1st, 4th and 5th place



fighters in producing American Fighter Aces; totaling 524 of the roughly 1200 Aces from WWII. Some other American planes using what can be argued as the greatest piston aircraft engine of all time (I hear you RR Merlin fans): Northrup P-61 Black Widow, Martin B-26 Marauder, Douglas A-26 Invader; postwar Convair 240 Metroliner, Martin 202, 404; Douglas DC-6.

Some other popular WWII powerplants used: Wright R-2600: Douglas A-20 Havoc, North American B-25 Mitchell, Grumman TBF/TBM Avenger; Curtis SB2C Helldiver; Wright R-3350: Boeing B-29, Douglas Skyraider, Lockheed Constellation, Douglas DC-7; Lockheed P2V Neptune; and on and on. And the best part is that they sound soooo good! Big round engines! Three thousand, three hundred and fifty cubic inches of power! Audio testosterone! Sonic Viagra!

## Hogtown Heroes



*By Frank Ahern*

*This is a special edition of Hollywood Heroes designed to honor 2 extraordinary veterans who recently passed away and had a big impact on Gainesville and the Gator Nation.*

## Bob Gasche

Gasche (top left) served in the Marine Corps in WW2 taking part in the landing at Iwo Jima and witnessing the iconic flag-raising at Mt. Suribachi. He was wounded in the stomach and received a Purple Heart.



## George Edmondson

Edmondson (top right) joined the Navy during WW2 and after pilot training was assigned to fly Hellcats. He survived having to ditch his plane during training and was headed for the South Pacific on the USS Saratoga when the war ended.



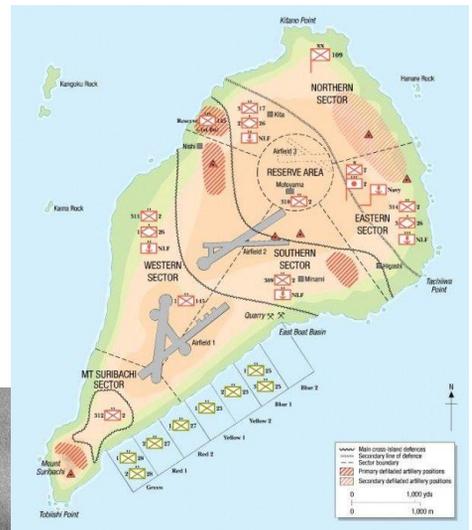
## Bob Gasche

Gasche came back to Gainesville after his service in WW2 & Korea and became a leading spokesman for veterans organizations in this area, chartering a Young Marine unit and leading the local Marine Corps league.



## George Edmondson

Edmondson became legendary at University of Florida football games as “Mr. 2\_Bits”, leading cheers for the Gators for almost 60 years. A scholarship for UF cheerleaders has been established in his name.



## Alachua County Veterans Day Ceremony by Paul Bennett

During the last meeting I brought up the possibility of having a club display at the next Veteran's Day ceremony. I then contacted the Veterans Advisory Board and received a very favorable response to the idea. I forwarded the letter to our club board of officers.

As mentioned, we would be welcome. For those of you who have not attended these ceremonies in the past, the audience general sits on the south side of the "Walk Through Time"



Displays are set up on the north side.



However there are several things to keep in mind.  
First, space for booths is strictly "First Come, First Served".  
Second, a tent and tables will be our responsibility.

I have the resources to deal with the second. I have a canopy, four 2' x 4' tables, and three folding chairs. As to the first one, we just have to get there early, which is good for finding parking.

I would like to give you a brief photo overview of the Veteran's Memorial. Bob Gasche, the recently departed Marine Veteran, is memorialized in the name of the road circling the memorial.



Another Marine Veteran and Medal of Honor winner, Douglas Dewey, has a memorial honoring his service (See next page).

# GATOR MODELERS



Two people long involved before their passing in the veteran's community are honored by memorials under one of the trees: James McCawley (who had much to do with the founding of the Memorial), and Douglas Tanner, also active. Doug was a retired Army vet who was one of the "Chosin Few", captured by the North Koreans.

(As a side note, I knew, and respected Doug Tanner and still keep in touch with his wife Ginny.)



Here is the memorial to those who have sacrificed and earned the Purple Heart.



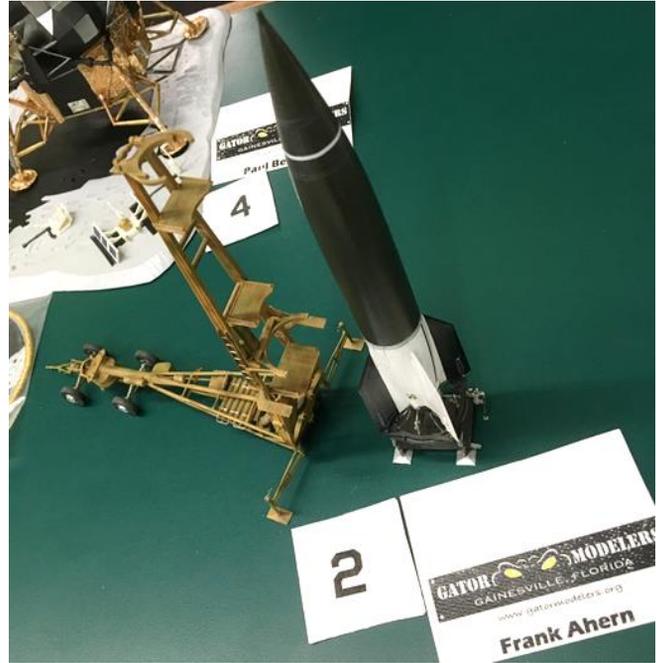
There is also a memorial to War Dogs.



As mentioned, I have the canopy and tables taken care of. I would like to encourage the club to participate. It is quite common for re-enactors to show up. Those of us who go to collector's day are familiar with the gentleman who shows up in Seminole War uniform. I have also seen a gentleman show up in Civil War Union Cavalry uniform, complete with horse.

As we face a fading veteran population, this is an opportunity to connect the vets with too many people who have never served, to give this generation a chance to connect with things they may only have heard about from their parents, grandparents, or even great-grandparents. An opportunity to give them a chance to actually see things they can relate to.

Show and Tell



## Show and Tell



## Show and Tell



## Show and Tell



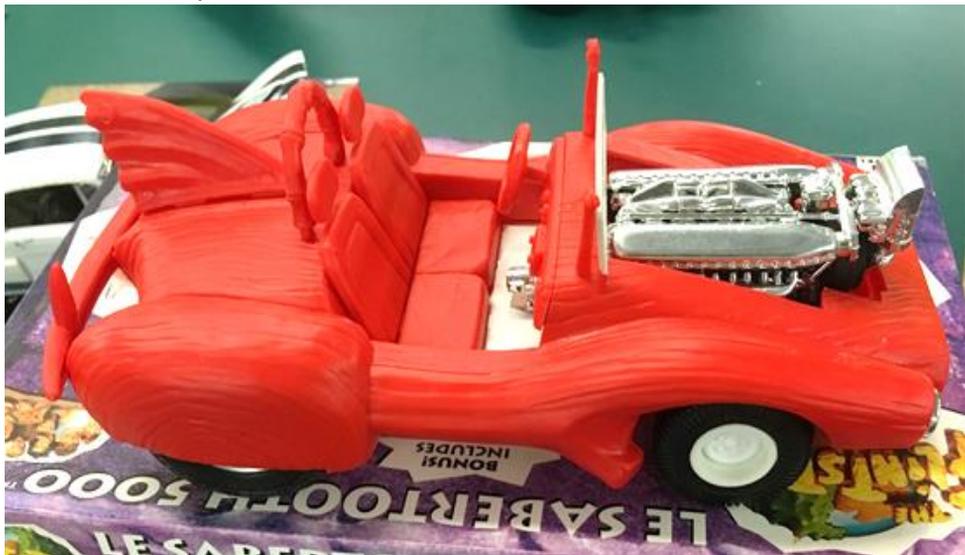
Tracy Palmer



Clarence Synder



Clarence Synder



Clarence Synder

## Show and Tell



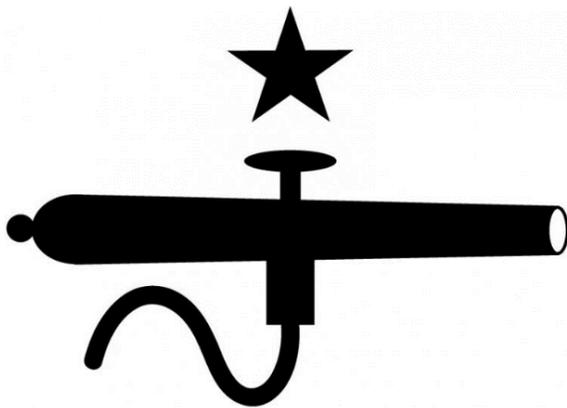
Clarence Synder

## Odds and Ends Contributed by Club Members & Friends

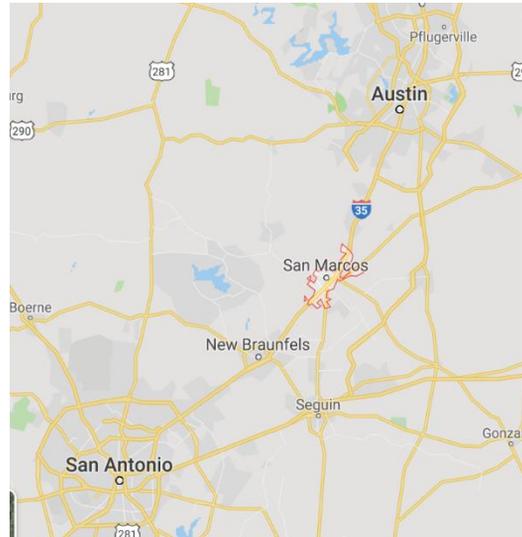
... From Jack Mугan – GLUE!



**Odds and Ends Contributed by Club Members & Friends**  
**IPMS Nationals in 2020 will be in San Marcos**  
**which is midway between San Antonio and**  
**Austin.**



**COME AND MAKE IT**  
IPMS/USA NATIONAL CONVENTION  
**SAN MARCOS, TEXAS**  
JULY 29 - AUG 1 2020



**CHALLENGE QUESTION:** What American fighter was in continuous production throughout WWII, from Hitler's invasion of Poland to VJ Day? ..... See page 45 for answer.

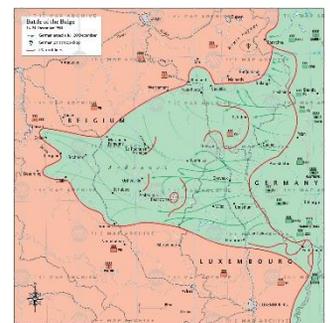
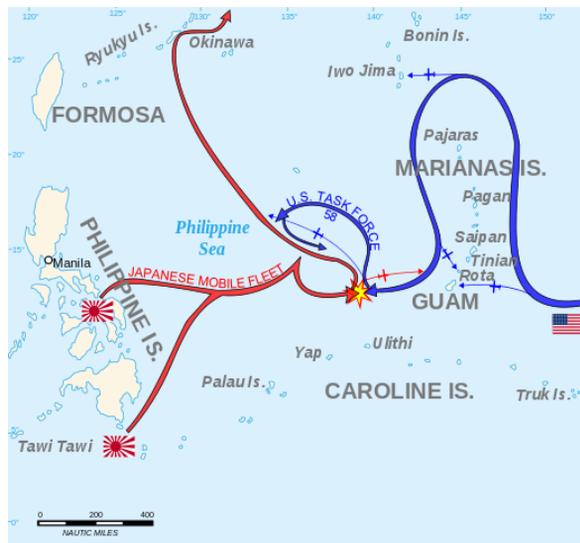
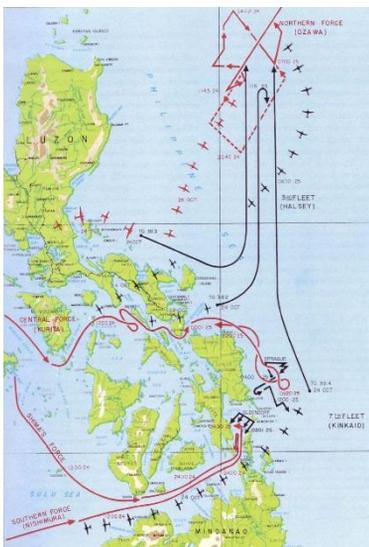
## Odds and Ends Contributed by Club Members & Friends

This is the list of themes since November 2018.

The officers are working on proposals for 2019 and onward. Please review this.

### Gator Modelers Monthly Theme 2019

November-18	Semi Annual Model Contest "Something Gray" Theme Battle of Tarawa
December-18	Battle of the Bulge
January-	Any vehicle with more than 4 wheels
February-	Military vehicle, ship, or aircraft that served with any country, but never saw combat ("Ys" & "Xs" OK)
March-__	8th AF Bombs Berlin <b>(Bring a Model to Swap; Have to Bring One to Get One. Anything as long as it is a simple Kit, One Month to Build)</b>
April-	<b>Built "Swapped" Model (Two Points Will be Given)</b>
May-	Semi Annual Model Contest (Theme is "Rescue") Theme Sinking of Yamato, Musashi
June-	Operation Overlord D Day
July-:	Anything SciFi and/or Space Program
August	Great Marianas Turkey Shoot
September-	Cars and/or Commercial Vehicles
October-	Battle of Leyte Gulf



## Odds and Ends Contributed by Club Members & Friends

This is the list of suggested themes when collected prior to November 2018.

### Suggestions

- \* Anything named after a reptile.
- \* Plane who's Pilot had an Air Force Base Named after them (i.e. Brothers Fred and Thomas McConnell, both Air Force pilots and World War II veterans. Fred was killed in a private plane crash in 1945, while Thomas died in a bombing raid on Bougainville Island in the South Pacific. Each flew on a B-24 bomber as co-pilot during the war.)
- \* Monsters; Movie Monsters.
- \* Anything with stripes (D Day Aircraft had stripes on wings and fuselage).
- \* Invasion of Guadalcanal; Invasion of Iwo Jima; Invasion of Tarawa; Invasion of Saipan; Invasion of the Philippines (or Invasion of Okinawa.
- \* Any vehicle with more than 4 wheels.
- \* Military vehicle, ship, or aircraft that served with any country, but never saw combat (Panzer VIII MAUS, XB70 Valkyrie, and F-22 Raptor).
- \* Operation Market Garden (or) Operation Overlord (or) Operation Cobra.
- \* Anything named for a food.
- \* Battle of Leyte Gulf.
- \* Anything designed to operate in 2 environments (land, water, air)
- \* Anything one CANNOT climb into.
- \* Anything with poka dots.
- \* Star Wars (May 25, 1977).
- \* Anything that fought on both sides on a conflict, at the same time (not captured equipment).
- \* Star Trek (September 8, 1966).
- \* Anything whose mission is to eject/drop personnel from it.
- \* Models inspired by a book.
- \* Any aircraft with an odd number of engines (1 is an odd number)
- \* Paws (In the Name or on the Model)
- \* Anything that can run on rails
- \* Space Program
- \* Anything designed to operate under the surface
- \* Anything named after a Greek or Roman God
- \* Movie Cars, Planes, Boats, Ships
- \* Anything SciFi
- \* Humorous Models ("Eggs", Rat Fink, etc)
- \* Cars and/or Commercial Vehicles
- \* Sinking of Bismarck, Scharnhorst, and/or Tirpitz
- \* Fire and Rescue Vehicles
- \* Sinking of Yamato, Musashi
- \* Model Swap (Anything as long as it is a simple Kit, One Month to Build, i.e. March bring a model to "Swap", April Bring the Built "Swapped" Model. Avoid February (JAXCON, Orange Park, FL) , August (IPMS National Convention), and September (Modelpalooza, Orlando, FL)
- \* Anzio Landing \* Viet Nam
  - Battle of Monte Casino
- \* November and December are Semi-Annual Contest Months
- \* \* Civil War; Napoleonic Wars; War on Independence; Roman Campaigns
  - Great Marianas Turkey Shoot
  - British Armed Forces

# Inter-club Contest to Repeat

By Jack Muga

Yes, it looks like we are going to repeat this fun challenge event once again, so put your creative thinking hats on.

I thought it might be beneficial to cover the rules once again because a bit of time has passed, and also for the benefit of new members who might be interested in this fun competition.

***Rule number one is to have fun and to let your imagination run wild.***

The contest is made up of two parts. The first part is the model itself. The subject can be anything you want, as long as the parts are all from Tamiya kits or scratch-built. The second part of the contest is the Back Story, which explains what the model represents and the how and why it was conceived.

Entries will be judged on the originality of the concept and back story and the craftsmanship of the model equally.

The club that wins will have their name on the traveling “Victor” trophy and bragging rites for the next year, or until the next competition.

Good luck and have fun.



**2018 Inter-Club contest winner by Ed Ingersoll**

# Below is a re-print from April 2018 of Ed's Story Behind the Hummdigger!

## Deep Sand Reconnaissance Vehicle "Humdigger" by Ed Ingersoll

In late 2015 Sargent Adam Anderson, son of Dennis Anderson creator of the Grave Digger Monster Truck, was deployed to Afghanistan with the North Carolina National Guard 1450th Transportation Company. Adam served as a mechanic with the Guard unit.

His unit was tasked with duties supporting several Special Operations units operating in the area of South West Afghanistan between Helmand and Kandahar Provinces. The Special Operations units were tasked with performing routine recon missions in the Rigistan Desert. One day while servicing a Special Operations Humvee he overheard several Special Op's folks discussing problems with their Humvees operating in the loose desert sand especially on the high dunes. The Humvees would easily get buried up to the chassis trying to navigate the dunes. They had access to Special Op's dune buggy machines but these machines offered little if any protection from enemy small weapons fire. At least a Humvee was enclosed and it was hard for the enemy to sight in on the Op's folks.

Adam had an idea about using tires like those he and his dad used on their Monster trucks so he had a conversation with his dad about his thoughts. After a few minutes his dad, Dennis, said why don't you try them. Dennis said he'd look around and see what he could come up with from the Grave Digger Head Quarters.

Dennis got back in touch with Adam and said he'd come up with a possible solution that would work. He would cut part of the framework off of the Grave Digger #III chassis and differential axles which had been retired after an incident back in 1992. GD#III had the first four-point chassis which would make bonding it to the Humvee a lot easier and it was a good match to the Humvee chassis size. The modified frame would fit the Humvee chassis at the A-arm tie blocks which would make the tie-in easy to facilitate. He also had an experimental transfer case that would fit the GD#III drive train and should be easy to tie into the existing Humvee transfer case. The GD#III transfer case used an experimental planetary gear system that Dennis and Adam had developed so Adam should be able to tie the two systems together. This transfer case was sealed so it would stand up to the desert sand environment. Adam had grown up working with his dad on the Grave Digger Trucks and he had extensive knowledge about how everything should work.

The two agreed that they had a feasible plan so Adam took the idea to his Division Head and got permission to put together a Deep Sand Reconnaissance Vehicle for the Special Op's folks to try out.

Dennis gathered up all the parts and pieces that he thought Adam would need, crated them up and delivered them to the North Carolina National Guard Head Quarters in Raleigh for transport to Afghanistan. The crates were delivered to Adam's location in early 2016.

Adam had selected a Humvee to use, he removed the A-arms, differential axles, and wheels and readied their mounting blocks to tie to the GD#III frame. Adam adapted the new transfer case to the Humvee drive train after removing the old Humvee drive shafts. He also had to modify the steering system on the Humvee to a Drive-by-Wire system because that's what the GD#III frame used. The steering wheel was modified to drive a steering servo controller. Each of the four wheels had a drive servo attached to the steering arm and each servo also had fail safe centering built in in case of failure. You could lose one or two and still be able to steer from the remaining two, you could lose the third and still be able to steer but it would not respond as fast.

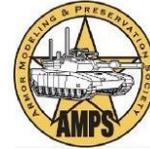
The four point heavy duty spring-shocks on the DG#III chassis were tied into mounts on the Humvee chassis and two additional stabilizing shocks were mounted fore and aft of each of the four point main shocks. A special set of Run-Flat Goodyear Monster Truck tires were mounted and it was soon discovered that getting into the Humvee would be a bit of a chore. Adam fabricated a set of side rails that would act as a ladder so climbing up to the Humvee would be a lot easier. He welded a couple pieces of channel on top of the rails so there would be a bit of a running board to stand on while entering and exiting the Humvee. He also added hand rails near each door handle to make climbing up to the running board and opening the doors easier. The modified Humvee had all the markings removed so the enemy couldn't keep track of the number of these modified vehicles.

The Special Op's folks replaced the typical Tow missile launcher with a three barrel small caliber mini-gun which was under development for additional protection against the enemy combatants. This gun was selected because it could be operated remotely or manually and because the small caliber ammo would utilize a smaller ammo can that contained a large number of rounds to feed the mini-gun. The modified Humvee was dubbed the name "Humdigger" by the Special Op's folks.

## Coming events

<https://modelpalooza.org/>

# MODELPALOOZA



Modelpalooza/AMPS 2019 will be held at the **WorldGate Resort Hotel and Conference Center** (3011 Maingate Ln, Kissimmee, FL 34747; formerly Park Inn by Radisson Resort & Conference Center Orlando) on October 18th through the 20th. This is the same great show you have come to appreciate – all scale models of all types are welcome. New for 2019, all Military Vehicles will be judged using AMPS scoring rules. All remaining Entry Groups will be scored using the open judging rules specified on the Judging page.

Register for rooms at the resort (use Group Code Modelpalooza) \$74 per night Single/Double Rate with no Resort Fee added. Important: note that you may sometimes find what seems like a lower rate by using Expedia or another booking agent – however you will be required to pay the \$20 Resort Fee unless you book using the Modelpalooza code. You must also book your room before October 3rd to get the room block and use the code. Please call (407) 396-1400 to reserve a room or use this link.

### Schedule of Events

#### Friday, Oct. 18th

9am – Advanced Aircraft Workshop (Oleander Room) pre-registration \$120 required  
5pm – 7pm AMPS Judges Training Course (Oleander Room – outside main ballroom)  
7pm – Venue Open for Registration (Royal Palms Ball Room)  
9pm – Venue Closes

**Colonial  
Photo & Hobby INC.**

#### Saturday, Oct. 19th

9am – Venue Open for Registration (Royal Palms Ball Room)  
9am – Venue Open for Attendee Access  
12pm – Modeler Registration Ends  
1pm – Seminar: “Weathering Essentials: Chipping and Washes” – Johnny and Jay Grenot  
3pm – Seminar: “Salt and Hairspray Weathering” – Vince Pedulla  
5pm – Venue Closes  
8pm – Hospitality Room – 7th Floor Presidential Suite

#### Sunday, Oct. 20th

9am – Venue Open (Main Ball Room)  
10am – Seminar: “Modeling using 3D Printing” – Mike Roof  
12pm – Awards Ceremony (Seminar area – Royal Palms Ball Room)  
1pm – Show ends promptly after Ceremony  
3pm – Venue Closes for All Access



## Guest author – Fred Horky . . . .

*Bill, Frank:*

*The article below is fairly long, but should be self-explanatory. It all began with a single picture of early-model C-124's received from Joe Caputo of the Ocala chapter. Since it's central Florida (Orlando) centric, your group has the closest chapter newsletter so I thought I'd offer it to you first.*

*You'll find a suggested "sidebar" about the origins of the "Old Shaky" nickname included in the middle of the text, set between two rows of ++++++ plus symbols. Should you decide the use it, it could be set in any place in the article where it would best fit your layout.*

*Please let me know if you do NOT plan on using it, so I can find another home for the article.*

*Fred Horky  
IPMS/USA 6390*



My friend [Joe Caputo](#) of the Ocala (FL) chapter is always sending me pictures.

Most often, no identification is included as to what the subject is ....often, even the message title is left blank. Many of the pictures are of vintage Formula 1 races ....Joe and I are both F1 fans ....and we both try to stump each other about where the action is and which driver is in which now-antique race car.

It's become sort of a "do you know what this is?" game between us.

Joe recently did it again, sending me the above faded picture of a long-ago flight line: curiosity then sent me off on a merry chase to learn more..

## Guest author – Fred Horky . . . .

The picture is obviously of a squadron of C-124s .....but WHOSE “Old Shakys” are they, and where are they at? The cryptic handwritten note in the corner “2nd SS Pinecastle AFB C-124 ORL FL” suggests it was at then-Pinecastle AFB in Florida (today’s *Orlando International Airport*) but the rest of the information took a little sleuthing to figure out.

+++++

### About the “Old Shaky” nickname:

So, where does the C-124’s universally accepted, even affectionate “Old Shaky” nickname come from? Definitions are many, but it seems to have come from unique vibrations caused by minor, continuous, and always changing sympathetic vibrations caused by the slight dis-synchronization of four sets of huge (17’ diameter) metal blades turning at high speed ...especially during those long, protracted takeoffs. This resulted in the whole airplane vibrating and “shaking” ....but in a continuously changing but always indiscernible pattern.



Think of it a West Indies Steel Band, with each member beating his oil drum ...but to a different tune and cadence.

According to my C-124 classmate, pilots who grew up on jets and never had the adventures of BRE’s (Big Round Engines), have no idea of the fun they missed.....

+++++

I passed the picture and question on to Brock, my pilot training “tablemate” of sixty-three years ago who had gone on to fly “Old Shaky” in then-MATS. He responded that *“SAC was the first recipient of these early model C-124’s. You can tell they are early models because of the full wing flap hinges, and the lack of wingtip heaters. The Mickey Mouse nose, housing the APS-42 radar antenna, was a later modification. Surprising the heaters weren’t yet added as well.”*

## Guest author – Fred Horky . . . .

His response confirmed the guess about the diagonal “belly band”: it really IS the white star covered, blue “Belly Band” that Strategic Air Command proudly wrapped around their airplanes, back when they weren’t camouflaged. It was an era when the Air Force attitude was “...we don’t need no stinkin’ camouflage”: many USAF airplanes were brightly marked; some Navy airplanes the were even flamboyantly marked.) Another clue not showing up well on this black and white image, but which was in fact was VERY bright, is the prominent USAF “Conspicuity Markings” of the era: bright day-glo orange bands painted around the nose and rear fuselage. These were only used for a few years, from the late 1950’s to the early 1960’s, and on non-combat type aircraft.

As my classmate also noted, the pictured airplanes do not have the gasoline combustion heater pods (often mistaken as “tip tanks”) which were added to –124 wing tips to provide hot air for flight surface anti-icing, and of course interior heating. Their absence makes these airplanes among the initial 204 “A-models” built without such heaters . They had also been built without radar, but as Brock noted have already been modified with APS-42 radar and its almost-trademark “thimble” (or “mickey mouse”) radome. The heaters would be retrofitted later.

The tail number of the nearest aircraft is 0-90245 .....the “0” prefix identifying it as being over ten years old when the picture was made, and with a serial number of 49-0245. Production numbers that Bowers list (“United States Military Aircraft since 1909) show that this –124 was the 14th aircraft in the first production block, which eventually totaled 204 “A” models. Eventually they were updated with most “C” improvements. The “A-models” were followed by 243 C-124C’s built with heaters and radar, among other improvements. (A single YC-124B flew experimentally with Pratt & Whitney YT-34 turboprop engines.)

Worth mentioning was that the FIRST, “Old Shaky” prototype, YC-124 (48-795) had actually been the 5th Douglas C-74 (42—65410, of fourteen built); given a new serial number after being heavily modified with Old Shaky’s familiar tall new fuselage and prominent front-clamshell door loading, the main differences between the C-74 “Globemaster” and the C-124 “ Globemaster II”.

(The C-74 is remembered today for being initially built with claustrophobic twin bubble canopies for pilot and copilot. Douglas designers favored the idea, but pilots didn’t: the design was soon changed to a more familiar flight deck layout. Douglas also used the double-bubble on the XB-42 “Mixmaster” bomber: it didn’t survive there either.)

Decades later Douglas (by then “McDonnell Douglas”) naturally marketed its much-later C-17 jet transport as the “Globemaster III”. (And of course today, all the “Globemasters” are touted in Boeing advertisements as Boeing products. Fame, thou art so fleeting!) Typically, none of these “Globemaster” names were/are ever used by their crews: the C-124 has been “Old Shaky” for about forever.

## Guest author – Fred Horky . . . .

For a LOT more on the C-74 to C-124 conversion, see

<https://books.google.com/books?id=D5hUDwAAQBAJ&pg=PA65&dq=ultra+large+aircraft+1940-1970+C-124&hl=en&sa=X&ved=0ahUKEwiVovywjKDjAhVUVs0KHXRrA2IQ6AEIKDAA#v=onepage&q=ultra%20large%20aircraft%201940-1970%20C-124&f=false>

A little surfing quickly determined that the photo caption of “2nd SS” is short hand for SAC’s 2nd Strategic Support Squadron, then based at Pinecastle AFB, just south of Orlando Florida. The unit was one of four such transport squadrons, each assigned to one of Strategic Air Command’s four numbered air forces, dedicated to support the bomber mission of SAC. This link will give an idea of the many changes of base and mission of those squadrons over the years.

[https://en.wikipedia.org/wiki/971st\\_Airborne\\_Warning\\_and\\_Control\\_Squadron](https://en.wikipedia.org/wiki/971st_Airborne_Warning_and_Control_Squadron). In 1959, SAC lost its specialized transport mission, and most ...but not all ... C-124’s wound up in MATS and related ANG and AFRes units for the rest of their careers.

But now the burning question: in the perpetual roles and missions (which translates to MONEY), how could the SAC commander in the late 1940’s and early 1950’s demand ....and get .....his own dedicated transport system and aircraft to support his mission? The best short answer is three words: ‘General Curt Lemay’ ...aka “Old Iron-Ass” and commander of SAC during the immediate postwar years. Some said he was king not only in the Air Force, but really the entire defense establishment.

### **This quote goes far to explain:**

*The wartime mission of the squadron was based on the requirement for SAC’s medium bombers to deploy to overseas bases to successfully reach their targets. Even with air refueling, some bombers would only reach a recovery base rather than its original launch base. SAC planned to use the squadron to transport personnel and equipment to recovery bases to perform maintenance and recovery operations. The attitude that SAC could not rely on other sources for this support was partly based in General Curtis LeMay’s experience during World War II when he had to rely on theater commanders for supply and found that theater supply channels could not keep up with the pace of strategic bombing operations. This convinced him that SAC needed total control of all aspects of a nuclear campaign*

[https://en.wikipedia.org/wiki/971st\\_Airborne\\_Warning\\_and\\_Control\\_Squadron](https://en.wikipedia.org/wiki/971st_Airborne_Warning_and_Control_Squadron)

Now, a bit about the lineage of the 2nd Strategic Support Squadron of Pinecastle AFB. If you guessed that the low number “2” suggests it having been around a while, you’d be right. In fact, the 2nd was organized as a BALLOON squadron at Fort Omaha, Nebraska, during World War ONE! Those balloons were of the tethered observation variety, with an artillery observer suspended in a wicker basket under a “bag” full of very combustible hydrogen, his hi-tech equipment a pair of binoculars and a telephone linked to the ground. For longevity, he had use one eye to make his artillery observations, and the other to watch for German fighter pilots

## Guest author – Fred Horky . . . .

anxious to shoot him out of the sky in a literal blaze of glory. When the latter was threatened, his chances of salvation were two: either a very fast winch crew to pull him down, or to make his escape by use of what became known in a later war as a “nylon penetration” ...by parachute.



The 2nd Balloon Squadron did see combat during “The Great War”, being stationed at no less than twenty-nine locations in France.

Since units with that numerical designation but using a wide variety of equipment has been assigned all over the map, plus several long periods of being “dis-established”.

Skipping to the present day, the 2nd is back in Florida, presently organized as the 2nd Special Operations Squadron, an Air Force Reserve “associate unit” to active duty units presently located at Hurlburt Field and operating the MQ-1 and MQ-9. The unit’s long history is summarized in this link: [https://en.wikipedia.org/wiki/2nd\\_Special\\_Operations\\_Squadron](https://en.wikipedia.org/wiki/2nd_Special_Operations_Squadron)



## Guest author – Fred Horky . . . .

Neither type is a balloon, of course, or even a regular airplane: they're "UAV's (Unmanned Aerial Vehicles): better known to the public under the "drone" catchall name. As we've all heard on world news, these UAV's operationally fly at places far, far away from Hurlburt and the famous sugar-white beaches of The Redneck Riviera. <https://www.hurlburt.af.mil/About-Us/Fact-Sheets/Fact-Sheets/Article/204581/mq-1-predator-unmanned-aerial-vehicle/>

**Fred Horky**  
**IPMS/USA #6390**

### [Addenda about Pinecastle AFB and Central Florida:](#)

Pinecastle AFB, originally named after a tiny nearby hamlet, became McCoy AFB after 321st Bomb Wing commander Col. John McCoy died in the spectacular crash of his B-47 on October 9th, 1957. (For an interesting report about the accident, fifty-years-later, read this newspaper article... <https://www.orlandosentinel.com/news/transportation/orl-mccoy0707oct07-story.html>)



It'll explain why when you fly into Orlando International Airport today, your baggage tag reads "MCO".

### [MORE Addenda about Orlando, Pinecastle, and a link to "The Right Stuff"](#)

Before Pinecastle became a SAC base and then a busy international airport, that same piece of real estate had been a wartime auxiliary base to testing done at Orlando Army Air Field. By shortly AFTER WWII (January 1946) Pinecastle's 10,000' runway was virtually empty, out in a piney-woods semi-wilderness that was then central Florida. That explains why the flight test people at Wright-Patterson AFB in Ohio picked it as the perfect place to make the initial, unpowered glide tests of a new rocket plane, initially named the XS-1!

## Guest author – Fred Horky . . . .

The XS-1 in a loading pit at Pinecastle; the “mother ship” B-29 waits to be towed over it.



Pinecastle AFB



B-52 memorial outside MCO.

## Guest author – Fred Horky . . . .

So glide tests are what Bell Aircraft experimental test pilot Jack Woolams did: ten times, in fact. The Reaction rocket engine wasn't ready, so ballast was installed in its place for Woolams' testing of the flight characteristics of the revolutionary new airplane.

Today we all know the airplane as the California high desert (above) steed of Captain Chuck Yeager and his "Right Stuff".

For more on those central Florida XS-1 flights, including Woolam's summary of his flight report, go to <https://www.thisdayinaviation.com/19-january-1946/> and [https://en.wikipedia.org/wiki/List\\_of\\_X-1\\_flights](https://en.wikipedia.org/wiki/List_of_X-1_flights)

.....and ONE FINAL ADDENDA (NOT linked to Central Florida):

If you've seen "The Right Stuff", you'll know that Air Force pilot Chuck Yeager became the first pilot to go through "The Sound Barrier", his compensation just his regular military pay ...\$3,396 per YEAR. We were also told that happened only because Bell's CIVILIAN test pilot Chalmer "Slick" Goodlin had demanded \$150,000 for the deed ...and lost the opportunity.



## Guest author – Fred Horky . . . .

Like most things in life, however, how that went down seems to have several variations, with Right Stuff author Tom Wolfe (and the movie writers) perhaps twisting the story a bit to make Goodlin look foolish. In fact, Goodlin quit Bell in a huff because of what he considered a breach of a promise that he would make the key flight. Here's another version from an Israeli source: after leaving Bell's employ and the X-1 program, Goodlin left the U.S. to fly combat as a volunteer for Israel in its first months of existence!

.....Following the death in a crash of the initial Bell X-1 test pilot Jack Woolams, Goodlin accepted a lucrative verbal agreement from Bell and became, at just 23-years-old, the prime pilot for the experimental X-1. Goodlin went on to make no less than 33 flights in the X-1 between September 1946 and June 1947. However, in June 1947, when the initial subsonic testing of the X-1 was complete and responsibility for further test flights of the X-1 was taken over by the US Army Air Force, they were unwilling to continue the expensive verbal contract for tests flights that Bell had previously agreed with Goodlin. Aggrieved by what he considered to be a breach of faith, Goodlin quickly tendered his resignation.

After leaving Bell, Goodlin looked for work, and was eventually recruited by Joseph Berg, a Hollywood producer, to fly as a volunteer for the IAF.

Joining the only fighter squadron, 101, in Israel, he participated in the 7th January 1949 downing of five RAF fighters. Flying with Canadian John McElroy, they encountered four enemy planes and assumed that they belonged to the Egyptian Air Force. Goodlin and McElroy each shot down one plane.

Goodlin went on to an adventuresome career in aviation, all over the world. He passed away in 2005 in Palm Beach Florida, never having flown supersonic, and still a bit miffed about how he had been portrayed in book and movie! For example, he wasn't present when Yeager made the record flight.

[https://en.wikipedia.org/wiki/Chalmers\\_Goodlin](https://en.wikipedia.org/wiki/Chalmers_Goodlin)

[http://machal.org.il/index.php?option=com\\_content&view=article&id=775&Itemid=1187&lang=en](http://machal.org.il/index.php?option=com_content&view=article&id=775&Itemid=1187&lang=en)

<https://www.latimes.com/archives/la-xpm-2005-oct-28-me-goodlin28-story.html>

<http://101squadron.com/101/people/goodlin.html>

## More ODDS and ENDS

*From Bruce Doyle -- THEME FOR THE AUGUST MEETING: "The Great Marianas Turkey Shoot"*

In June of 1944 - some 75 years ago - the Axis Nations were having a very bad month: on the 4th, Gen. Mark Clark's 5th Army entered Rome; on the 6th, Gen. Dwight D. Eisenhower's forces invaded German held Europe in Operation OVERLORD; and on the 15th, Navy, Marine, and Army units commanded by Adm. Chester Nimitz invaded Saipan in the Mariana Islands, one of which - Tinian - launched the B-29 "Enola Gay" that dropped the A-bomb that ended the War. It was the beginning of the end of WWII. (On June 28th the Soviets opened Operation Bagration that destroyed Germany's Army Group Centre and led the Soviet Army to the border of Poland.) A very bad month indeed.

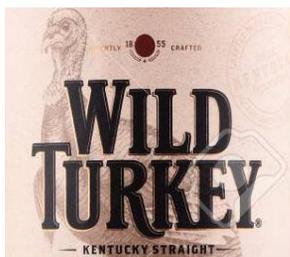
The resulting Imperial Japanese Navy's (IJN) counterattack is formally known as the Battle of the Philippine Sea, and it began on the 19th of June. However it is know by a more popular name: "The Great Marianas Turkey Shoot". The IJN lost numerous surface vessels, and - depending who you want to believe - between 400 and 650 aircraft and their irreplaceable pilots. American fighter pilots commented: "It was like shooting turkeys in a barrel", hence the nickname. The following are some videos of the Battle - the two short ones are limited in coverage, the last one by the Discovery Channel is more comprehensive.

<https://www.military.com/video/operations-and-strategy/second-world-war/ww2-great-marianas-turkey-shoot/1235886034001>

<https://www.youtube.com/watch?v=z9EBemu3T5o>

<https://www.youtube.com/watch?v=BrTYY0tlbPo>

Bring all manner of models- ships, Japanese Army and Navy planes (IJA planes flew from bases in the Marianas), USN a/c etc.



## More ODDS and ENDS

From Bruce Doyle --TRIVIA BY RAY: What American fighter was in continuous production throughout WWII, from Hitler's invasion of Poland to VJ Day?



Answer: "Da Gabelschwanz Teufel" - The Forked-Tailed Devil, Lockheed's P-38 Lightning. The prototype Lightning first flew in January, 1939 and the "L" and "M" versions were being produced in 1945 at the end of the War. As a matter of fact Joe Forster told us that the 475th pushed brand new "L"s off a cliff in Korea the month after VJ Day. Arrgh! Ray also claims that the Lightning was the first American fighter to fly over the three Axis capitals. I can substantiate that 55th FG P-38's were the first over Berlin in March, 1944; probably F-5 photo recon birds over Tokyo based in China; but I'm not sure which model or unit first flew over Rome.



Also Ray is not entirely correct. The Grumman Wildcat was produced throughout the War, first by Grumman and lastly by General Motors as the FM-2. So if you parse this out, he may well be right that the P-38 was THE Army Air Force fighter produced throughout the war (and by one manufacturer.) The Wildcat was a NAVY fighter that was produced for the entire war, albeit by TWO manufacturers. Let Morgan and Morgan sort it out.

## More ODDS and ENDS

*From Bruce Doyle* -- I received an unsolicited You Tube video the other day that got me thinking (which might be a dangerous thing.) It was a "Kermi Cam" by Fantasy of Flight's Kermit Weeks depicting a Walkaround of his B-24J "Joe". (Joe Caputo was thrilled to receive a video of a plane named after him.) Kermit doing a Kermi Cam is not unusual, but what transpired in the the first few minutes of the video caught my attention. It was filmed last month - July, 2019 - and Kermit kept mentioning that they are open 4 days a week, from 11 to 3 for tours. When a bunch of us went down several years ago we were told Fantasy of Flight was closing to the public and going on hiatus for a period of time. Might that hiatus be over?! If so, can you say: ROAD TRIP! Let's look into it and find out what gives.

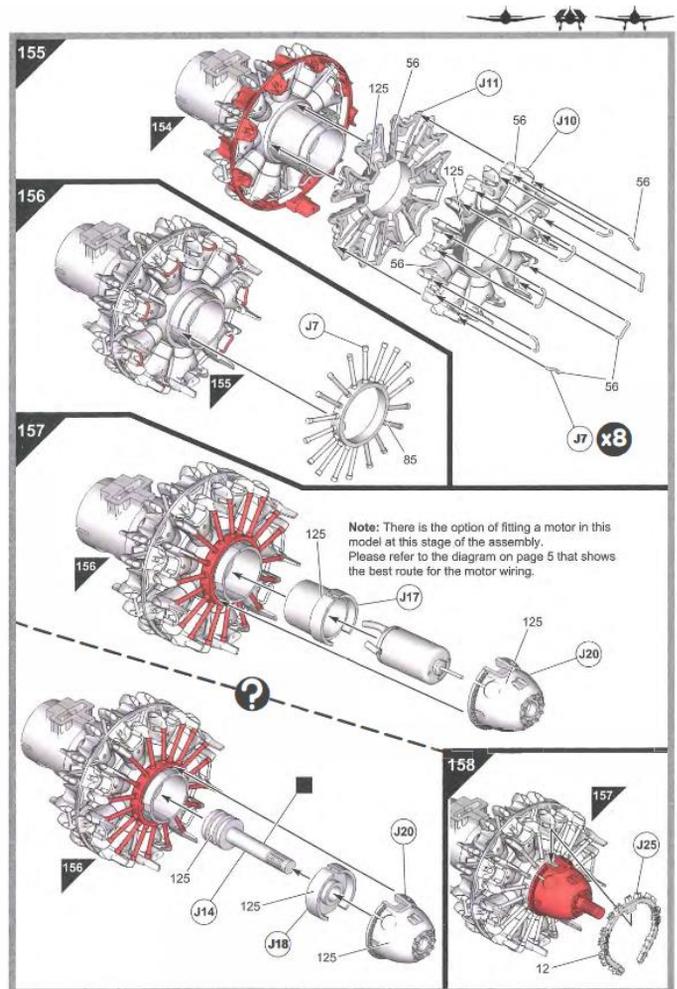
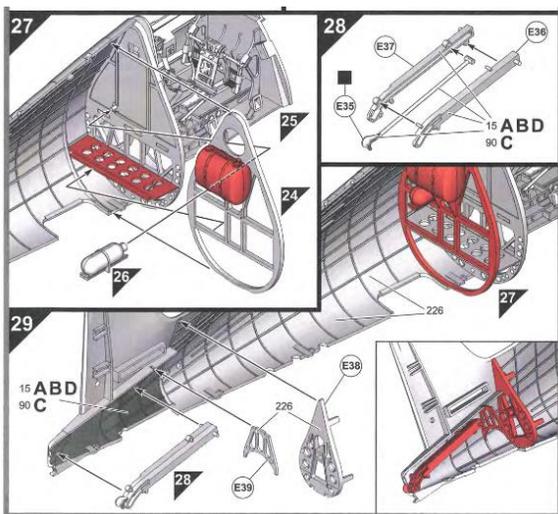
<https://www.youtube.com/watch?v=UZYtoecBuc>

*From Bruce Doyle* -- Last month Ed gave us the "heads-up" of FSM's Aaron Skinner doing a kit review of Airfix's new 1/24 scale **Hellcat**. Scalemates under "Hot Kits" has a PDF of the instruction sheet. It looks like something the shop foreman at Grumman's "Iron Works" would be carrying around on the shop production floor in 1944! Its better than any cutaway drawing I've ever seen. Homeric.

<https://www.scalemates.com/kits/hot.php>

<https://www.scalemates.com/products/img/8/9/4/1179894-58-instructions.pdf>

Check it out.



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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.

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Please check out [WWW.IPMSUSA.ORG](http://WWW.IPMSUSA.ORG) for the latest information from IPMS National Headquarters and for information about joining IPMS.

Please use one of the links below or go to the IPMS Membership page for more information about joining IPMS USA.

[http://www.ipmsusa3.org/uploads/ipms\\_application\\_form\\_2016.pdf](http://www.ipmsusa3.org/uploads/ipms_application_form_2016.pdf)  
<http://www.shopipmsusa.org/product-p/adult-membership.htm>  
<http://www.shopipmsusa.org/product-p/family-membership.htm>

Frank Ahern, – Secretary – Newsletter Editor [ahernf@gmail.com](mailto:ahernf@gmail.com)  
Home: (352) 375-3723; Cell: (352) 226-6785

## **UPCOMING EVENTS**

This list contains modeling events with the **IPMS Region-11 Events listings** in bold.

Sept 21 North Florida AMPS meeting, Camp Blanding museum, 10 AM

**Oct 18-20 IPMS/AMPS - Modelpalooza with AMPS armor judging, Orlando, Fl**

## IPMS Membership



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

It 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](http://www.ipmsusa.org). Complete the form and return it to the address listed at the bottom of the form along with your method of payment.

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: \_\_\_\_\_

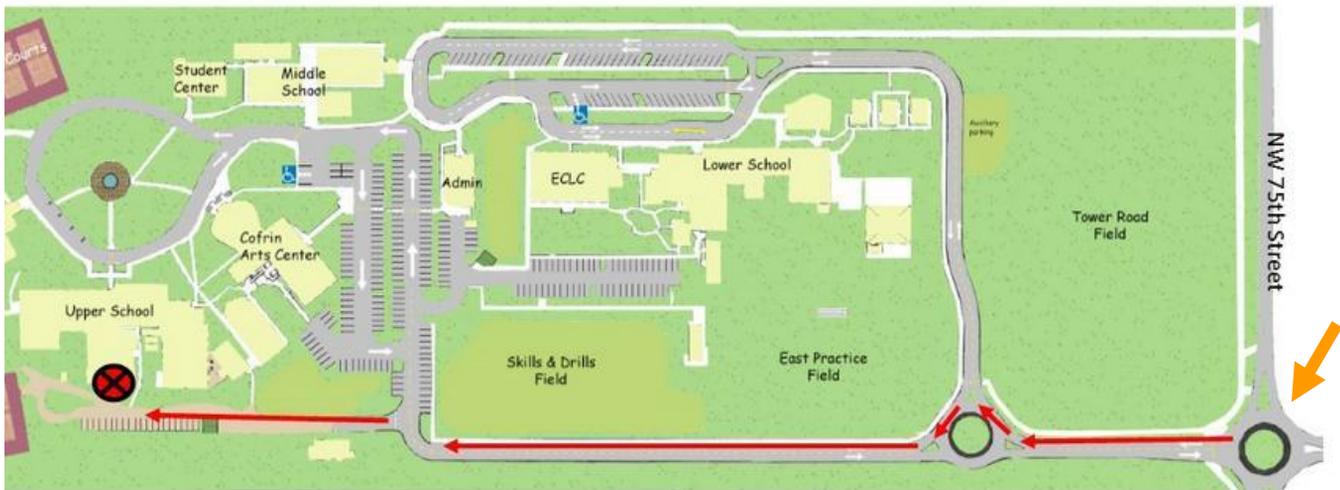
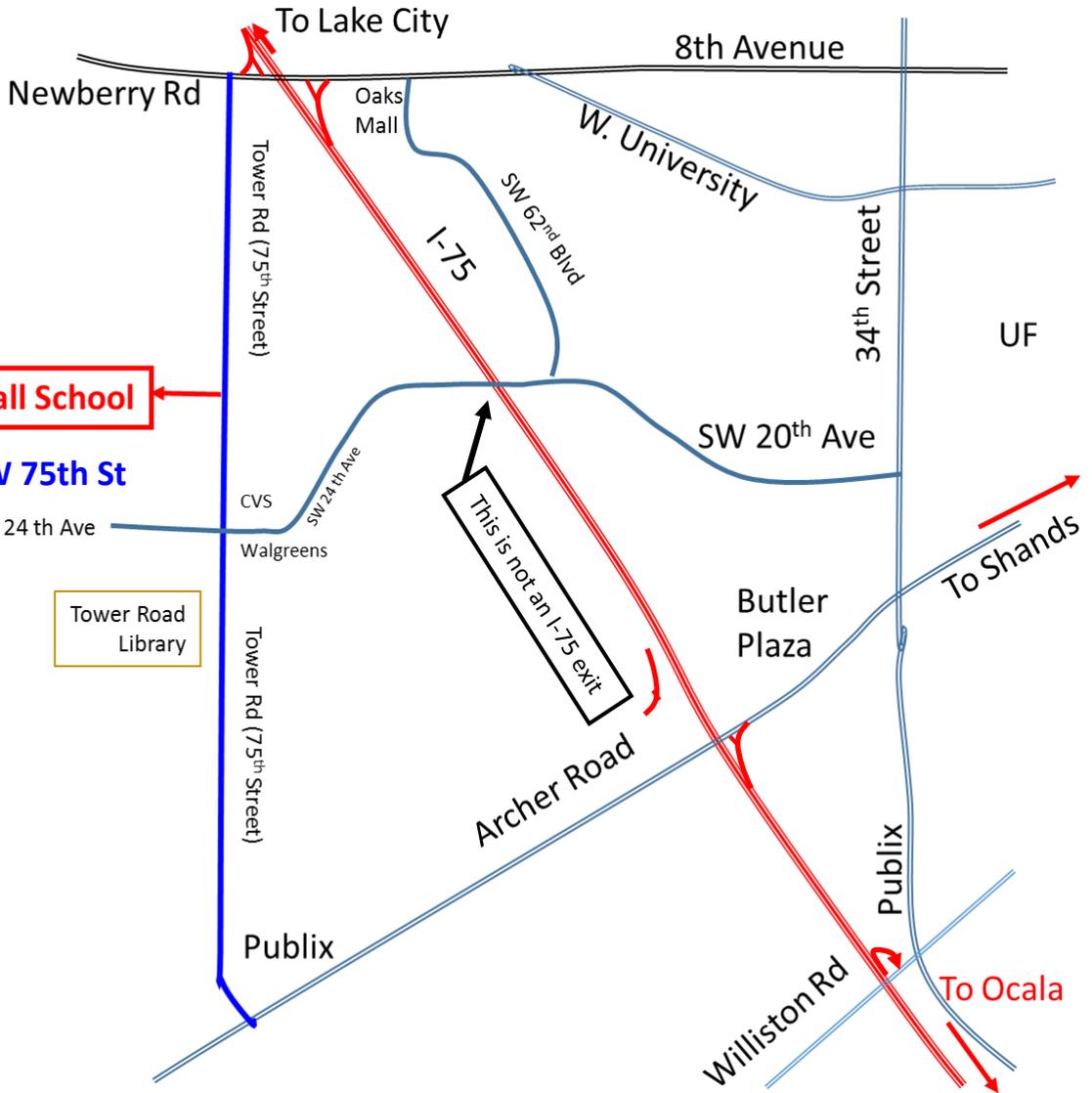
Zip Code: \_\_\_\_\_

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



*How to get to the meeting . . . .*

**Oak Hall School**  
1700 SW 75th St



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 75<sup>th</sup> Street (a.k.a. – Tower Road).



[www.gatormodelers.org](http://www.gatormodelers.org)

## Wild Paint

By Jack Mugan



**SEPTMEBER MEETING:  
TUESDAY, SEPT 17, 2019!**