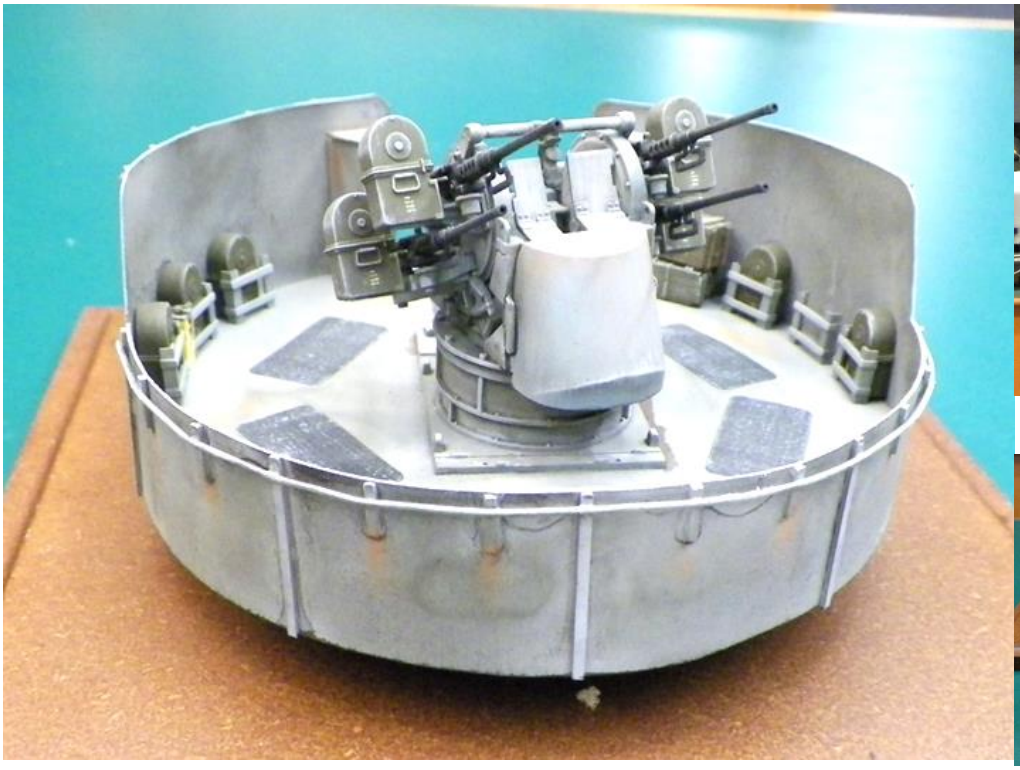
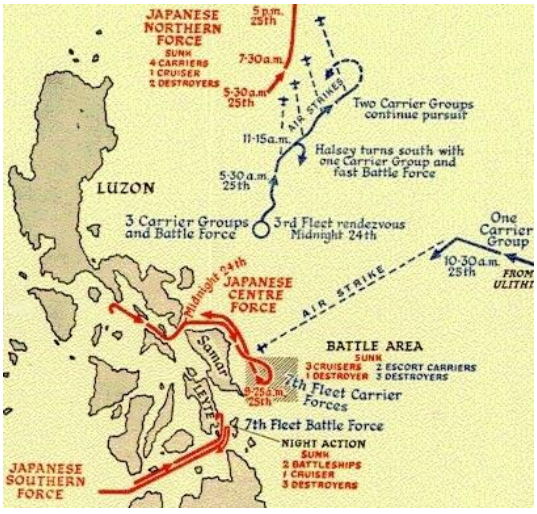
Gatormodelers' Newsletter Vol. 9, Issue 12, November 2019

GATOR MODELERS
GAINESVILLE, FLORIDA

www.gatormodelers.org

Photos courtesy of Paul Bennett





The October monthly theme winner was Don Martin with his anti-aircraft guns. The monthly theme was the "Battle of Leyte Gulf"

GATOR MODELERS
GAINESVILLE, FLORIDA

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Club officers

Dan Contento
President

Frank Ahern
Secretary

Bruce Doyle
Historian

Paul Bennett
Photographer

Tracy Palmer
Webmaster

Bill Winter
Treasurer & Newsletter Editor

Next meeting:

Tuesday November 19, 2019 at: 6:30 PM
Oak Hall Library
1700 SW 75th St, Gainesville FL

(See the map on page 30)

A nice set of figures from Paul Bennett.

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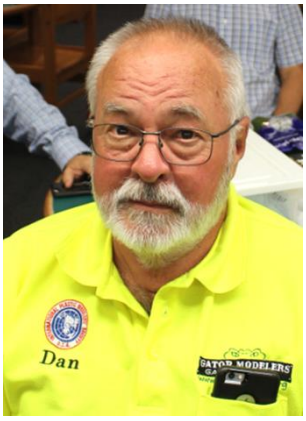
Prez Sez……



By Dan Contento

Another year has passed. Our year is November to November. We will announce the Modeler of the Year at the Christmas Party. This is based on points so it won't be a surprise, although the final tally isn't complete yet.

Our Christmas party will be Sunday December 15th at the Condo at 2 PM. Please RSVP to Bill (winter@pathology.ufl.edu) with a side dish or dessert that you will bring. Tony has generously volunteered to bring the Turkey again this year.

Since it's the end of our year we will begin collecting next years club dues at the November meeting. Also, we will vote on a Vice President, if we have a volunteer.

Anyone who would like to learn how to produce the newsletter please contact Bill.
No technique this month, but Aaron will talk about his visit to the Air Force Academy.
Our contest, Amphibian, is also this month with the winner choosing the next contest theme for May.

I hope to see you all at the next meeting and at the party in December.

MONTHLY CLUB THEMES

These are the themes for the 12 months beginning in December, 2019. The rationale for these themes is that they cover the major recent historic periods (WW1 thru Golden Age (pre-WW2); WW2 & post war (to 1949); Korea & Cold War (to 1962); Vietnam to 1980; and 1981 to present) and the major subject matters (Aircraft; Armor; Ships; Cars; and Figures/sci-fi/what-nots). This should accommodate modelers creativity over a wide spectrum. November and May are reserved for the club contest.

Dec -	WW1 thru Golden Age (pre-WW2).	Jan -	Aircraft
Feb -	WW2 & post war (to 1949).	Mar -	Armor
Apr -	Korea & Cold War (to 1962).	May –	Club contest
June -	Ships	July -	Vietnam to 1980.
Aug -	Cars	Sept -	1981 to present
Oct -	Figures/sci-fi/what-nots	Nov –	Club contest

Meeting Minutes – October 15, 2019

By Frank Ahern

President Dan Contento opened the meeting at 6:40pm welcoming 12 club members.
He told the club that new monthly modeling themes had been selected for the rest of this year and next year. The list has been sent to club members and will be published in upcoming newsletters.
Paul Bennett said he is coordinating a club display at the upcoming Veterans Day ceremony to be held on Nov.11 at Kanapaha Park. He asked that anyone who can assist in setting up the display or helping at the table to contact him. He is also seeking models on the theme of Vietnam for the club table.

Bruce Doyle reminded the club that the annual club display at the main library in Gainesville is scheduled for Dec.1 through Jan.31. The theme of this display is models inspired by a book. It is requested that both the model and the book be submitted for the display at the next meeting in Nov.

Bill Winter said that the club's Christmas party will take place on Sunday, Dec.15 starting at 2pm at his wife's condo. Plans include a roast turkey, provided by Tony Ivone and side dishes from those attending. A model-themed gift exchange with a minimum gift value of $20 is also on the agenda.

A break in the meeting was declared while everyone gathered at the model display table for Monthly Theme contest judging and Show & Tell discussion. The monthly theme was the 75th anniversary of the Battle of Leyte Gulf and the theme contest was won by **Don Martin with his model of a battleship anti-aircraft gun enclosure**.

The meeting reconvened and President Contento reminded the club that a new Vice President must be elected at the coming officer elections in November. He asked that anyone interested in serving as Vice President make it known to the club officers by the next meeting.

The monthly attendance raffles were held and the raffles were won by Brian Cormack, who selected a Hasegawa P-40N, and by Aaron Alt who picked the Revell F4U-4 Corsair.

Finally, Paul Bennett gave a presentation on how to use LED's and fiber optic lights to illuminate models. The meeting concluded at 8:15pm.

Show and Tell

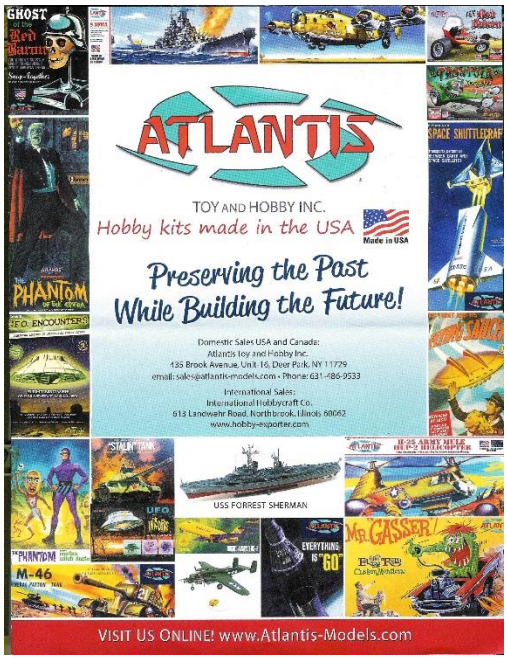
Photos courtesy of Paul Bennett

Show and Tell

Photos courtesy of Paul Bennett

News you might use . . .

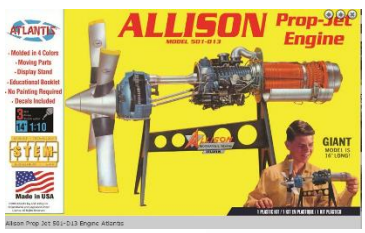
A new manufacturer of old kits (some really old…) is **ATLANTIS**. This U.S. company has apparently purchased molds from old Revell USA and Lindberg kits. To the right is their brochure that I picked up at IPMS nationals. Wouldn't be swell if they started to produce some new kits?



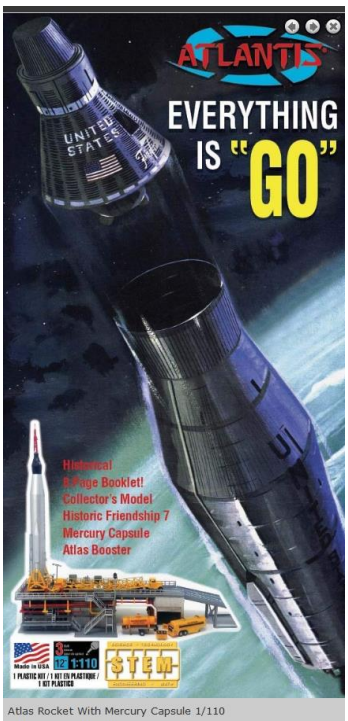
B-52 with X-15 1/175 on Swivel Stand Atlantis

The scales are almost all "box scales" (the model is scaled to fit into a certain size box. Above and below are some kits to consider. **- Bill**

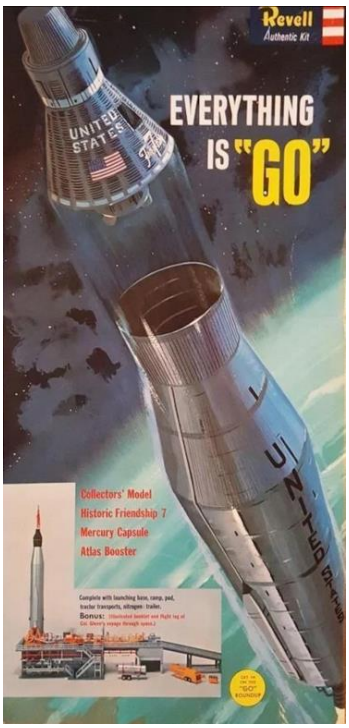
P-3A Orion 1/115 Atlantis



Allison Prop Jet 501-D13 Engine Atlantis



Atlas Rocket With Mercury Capsule 1/110



Atlantis box *versus* Revell box

Modelpalooza 2019 After Action Report

By Ed Ingersoll

AMPS Florida ended up with 23 committed volunteers for the AMPS Modelpalooza event. Bill Winter held a judge training class on October 13 1pm at the "Condo" where we had four individuals participate in the training also with some others getting a refresher. Bill held another judge training class on Friday October 18th at 5pm where he had an additional 12 individuals participating. Due to Bill's training sessions we were able to certify four new AMPS Field Judges. Dan Contento, Bob Lundeen and Don Martin earned their Field Judge Pins after completing the training class and their required 2-two hour judging shifts. We also had one individual complete his required 2-two hour shifts as a Table Captain to earn his certification. We ended up with a total team of 28 volunteers working the event with volunteers from four of the five Florida Chapters, a few unaffiliated folks from Florida and 5 out-of-town folks help with judging and administrative duties at the event. Sue Palmer and Sheila Roof did a great job of handling all of the scoring activities with a little help from Mike Petty. The two ladies worked tirelessly to get everything entered. Sue had all score entries completed and ready for the awards ceremony.

Modelpalooza 2019 After Action Report (continued)

Modelpalooza had a total of 484 entries from 105 modelers and 78 vendor tables. On the AMPS side of things there were 37 entrants with a total of 92 models judged. AMPS awarded 55 medals; 9-Bronze, 21-Silver and 25-Gold. The Best Armor award went to Bart Cusumano for his 1/72 Ford GPA. You had to see this little GPA, it was loaded with lots of scratch built detail. Very nice job Bart!!

We thank all those folks that came out and helped. We were able to complete the judging far earlier than anticipated. Again, a special thanks to the two scoring ladies, Sue and Sheila for all their work, thanks to Chief Judge Mike Petty for overseeing our first event and thanks to Mike Roof for coming down from South Carolina and giving a great presentation on “3D Modeling” and for helping out in the judging room. We also need to thank all the volunteers for helping to make our first event a total success, all the Judges and Table Captains and our lone ACJ Tracy who kept things running smooth on Saturday.

There is one person I want to give an extra special “Thank You” to, that is Ethan Alt. Ethan worked each and every shift running models to and from the judging tables and then placing them on display in the model room after judging was completed. Great job Ethan!

I have to give a huge thanks to my partner in crime, Bill Winter. Bill and I worked together to create all the processes needed and to produce all the materials needed to put on the AMPS side of the event. Bill also worked beside me at the Ramrod tables from start to finish.

Modelpalooza AMPS 2020 will be held on October 16-18, 2020 at the WorldGate Resort Hotel and Conference Center located on 3011 Maingate Lane, Kissimmee, FL 34747.

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. .

Richard Todd

At the beginning of World War 2, Todd joined the British Army, receiving a commission in 1941. He served in the King's Own Yorkshire Light Infantry (KOYLI) before joining the Parachute Regiment and the 7th (Light Infantry) Parachute Battalion as part of the British 6th Airborne Division. On 6 June 1944, as a captain, he participated in Operation Tonga during the D-Day landings. He was among the first British soldiers to land in Normandy as part of Operation Overlord.

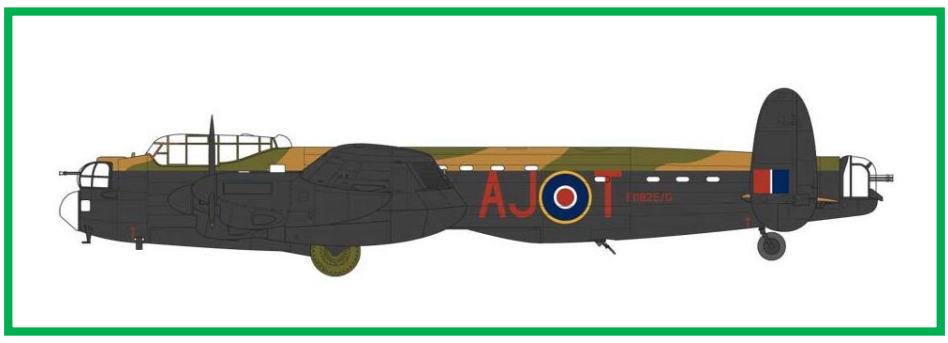
His battalion parachuted in after glider-borne forces had landed to capture the Pegasus Bridge near Caen. During the operation he met Major John Howard on the bridge and organized the repulse of several counter-attacks by the Wehrmacht forces holding the area.

In a classic example of art imitating life, Todd played the role of Howard in the film The Longest Day, another actor played him.

Richard Todd - **Along with his role in The Longest Day, Todd had a successful career on both stage and screen in England.**

He was nominated for an Oscar for his role in the post-war drama "The Hasty Heart", and his greatest popularity in the UK came by playing the role of Wing Commander Guy Gibson in "The

Dam Busters". Movie industry legend has it that Todd was the first choice of author Ian Fleming to play James Bond but was unavailable at the time of casting. He died in 2009.



SUBMARINES

At the Ocala meeting on October 24, IPMS Ocala President (and IPMS Gator's member) Don Billups brought in the following model . . . ..

Don Billup's **Russian Typhoon submarine** in 1:144 scale that was built from the box.

Editor's note: I recently saw a movie on an airplane that I had never heard of. The movie was entitled "**Kursk**." While Kursk was not a Typhoon, it was an Oscar II class submarine. The Typhoons are larger than the Oscar II class boats.

The movie was engaging, thoughtful and dramatic. From Wikipedia: "*Kursk (released as The Command in the US and as Kursk: The Last Mission in the UK) is a 2018 English-language French-Belgian drama film directed by Thomas Vinterberg based on Robert Moore's book A Time to Die, about the true story of the 2000 Kursk submarine disaster. It stars Matthias Schoenaerts, Colin Firth, Léa Seydoux, Peter Simonischek, Max von Sydow, Matthias Schweighöfer and Michael Nyqvist.*

One hundred and eighteen Russian sailors died during the 2000 K-141 Kursk submarine disaster. The Kursk sank during a Russian naval exercise in the Barents Sea after explosions within the submarine. Twenty-three sailors survived the crash and desperately waited for help to arrive while their oxygen ran out. The Russian government refused help from foreign governments for five days before agreeing to aid from the British and Norwegian governments.

In the movie, the twenty-three sailors who survived the initial blast survive for an extended period, while three rescue attempts by the Russian navy fail. In reality all sailors died within eight hours of the blast, thus before the first rescue attempt."

Sinking of the **Russian Oscar II class submarine Kursk**

From https://www.britannica.com/event/Kursk-submarine-disaster : SUMMARY: Over the weekend of August 12–13, 2000, while on a naval exercise inside the Arctic Circle, the Russian nuclear submarine Kursk sank to the bottom of the Barents Sea with all hands on board. The entire 118-strong crew perished on the Oscar II class submarine, built in 1994. According to the Russian navy, it had not been carrying nuclear warheads so there was never a danger of radiation leaks. A desperate Russian rescue operation over the following days, in which other countries including Britain offered their assistance, failed to establish radio communication with the stricken vessel, still less gain access to save the crew. Rescuers' efforts were hampered by the icy waters, stormy weather and poor underwater visibility.

Likely no one will ever know for sure what caused the disaster. The official Russian inquiry concluded that a torpedo explosion was likely the cause. The Russians admitted afterwards that the liquid fuel

Sinking of the **Russian Oscar II submarine Kursk**

they had been using in their missiles was known to be unstable in certain conditions. As the captain struggled to bring the submarine to the surface there was a second and much bigger explosion—most likely another warhead—which tore a hole in the bow and probably killed most of the crew instantly. This explanation is supported by reports of two underwater explosions picked up by Western agencies monitoring the area at the time, as well as by the physical evidence of the wreck when it was finally brought up from the seabed by a Dutch salvage team more than a year after the accident.

Public reaction in Russia to the authorities' handling of the disaster was hostile, with victims' families branding the official inquiry a whitewash; some have attributed the disaster to a collision with a foreign vessel, while others have blamed an incompetent and inexperienced crew, and inadequate oversight, for the mishandling of a torpedo. Vladimir Putin, who had taken over as president of Russia from Boris Yeltsin at the start of the year, was on holiday at the time and did not return immediately to Moscow; nine days passed before he visited the rescue site. His handling of his first major crisis while in office was widely criticized for its inadequacy and lack of sensitivity.

Also see: **https://www.youtube.com/watch?v=-JuxBJ9WfU8 and**
https://en.wikipedia.org/wiki/Kursk_submarine_disaster

In October of 2001, Kursk was recovered by a Dutch salvage company. From:
https://www.theguardian.com/world/2001/oct/08/kursk.russia

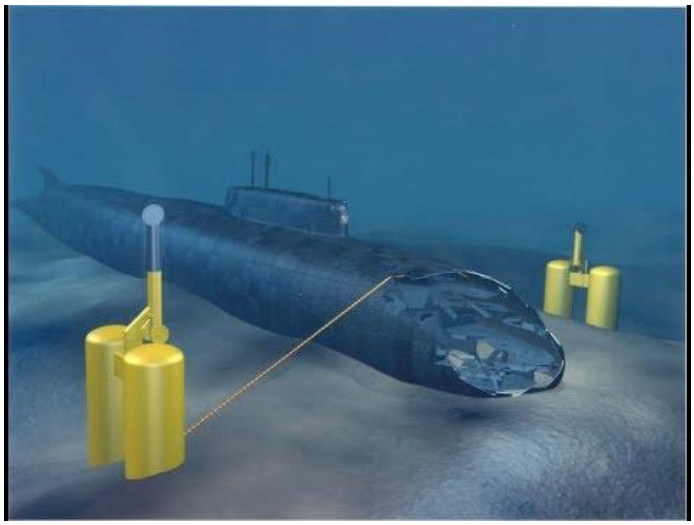
The Kursk nuclear submarine was successfully raised from the Barents sea floor today (Oct 8, 2001), more than a year after it became a tomb for its 118 crew. In an audacious 15-hour operation costing the Russian government £44m, a Dutch-led international consortium pulled the Kursk to a giant barge for transportation to a dry dock. The submarine was lifted on steel cables lowered from a barge before being clamped underneath the barge. The Kursk's protruding conning tower and tail fins tightly fitted into niches carved in the barge. The lifting went exceptionally smoothly - which was perhaps surprising after the series of technical problems and delays which have dogged the preceding three-months of preparatory work.

Other submarines have been lifted in the past, but none has been comparable in size to the giant, 18,000-ton Kursk, which exploded and sank in August 2000 during naval manoeuvres, killing all hands. Once it is put in dock, the navy will remove the remains of the crew and 22 Granit supersonic cruise missiles.

There had been calls not to disturb the 'graveyard' of those who died but the government said the Kursk must be raised to avoid any potential danger to the environment from its nuclear reactors. Concerns had also been voiced that the Kursk may threaten the safety of ships because of its position in shallow waters, lying just 108 metres (356 feet) below the surface, 140km off the coast of Russia.

Sinking of the **Russian Oscar II submarine Kursk**

In raising the Kursk - an operation led by the Dutch Mammoet-Smit international consortium - the navy also hopes to determine the cause of its sinking, which remains unknown. Despite fears over safety, the Russian Navy and the salvage team said the reactors have been safely shut down and posed no threat to the salvage effort. No holes were cut in the compartment housing the twin nuclear reactors.



Experts feared it would be difficult to overcome the force of the sediment on the sea bottom, but that posed no difficulty. Larissa van Seumeren, a spokesman for the consortium, said the submarine was less deeply embedded in the seabed than believed. "We started to pull and there was almost no suction," she said. "It was lifted up easily."

Throughout the lifting, remote-controlled cameras and divers inspected the submarine, checking gauges monitoring radiation and the vessel's angle in relation to the barge, according to Captain Igor Babenko, a spokesman for the Russian Northern Fleet. He said: "The lifting has gone without a hitch. The divers have inspected the submarine and found no flaws in the salvage equipment."

The Dutch consortium had already severed the submarine's mangled forward section, which was left on the seabed because of concern that it might have broken off and destabilised the lifting.

While the submarine was still being lifted, the barge pulled up its eight anchors and began drifting slowly to choose the optimum position to minimise roll. Each of the 26 cables lowered from the barge and plugged into the holes cut in the Kursk's hull is a bundle of 54 super-strong steel ropes. A central computer was controlling every centimetre of lifting, neatly balancing the required effort between lifting cables. The Kursk, one of Russia's most modern submarines, will be towed to the dry dock in Roslyakovo at a speed of about 3 knots per hour.

Five other nuclear submarines - two American and three Russian - that have sunk in the past remain buried at depths of up to 5,000 meters (16,000 feet) because of the cost of raising them.

Odds and Ends Contributed by Club Members & Friends

From Jack Mugan . . . Myasishchev M-50

https://www.reddit.com/r/WeirdWings/comments/d5cqei/kawanishi_kx03_concept_only/

UPDATED: JUN 7, 2019 · ORIGINAL: JUL 7, 2017

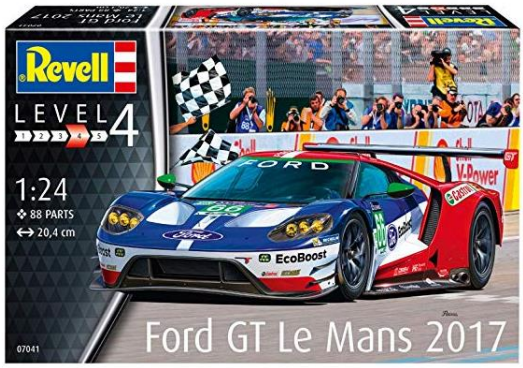
Meet the Night Witches, the Daring Female Pilots Who Bombed Nazis By Night

They were a crucial Soviet asset to winning World War II.

ttps://www.history.com/news/meet-the-night-witches-the-daring-female-pilots-who-bombed-nazis-by-night?fbclid=IwAR1uNsYxKqb0l2RA9t18j4MkyCdEMrmH9MTE9k302sjW0gx8M2NTsBaTf4k

Odds and Ends Contributed by Club Members & Friends

From Jack Mugan . . . Work in progress



Original Le Mans 24 Hour victories

Year	Car	Engine
1966	GT40P/1046 (Mk II)	Ford 7.0L V8
1967	J5 (Mk IV)	Ford 7.0L V8
1968	GT40P/1075 (Mk I)	Ford 4.9 L V8

Odds and Ends Contributed by Club Members & Friends

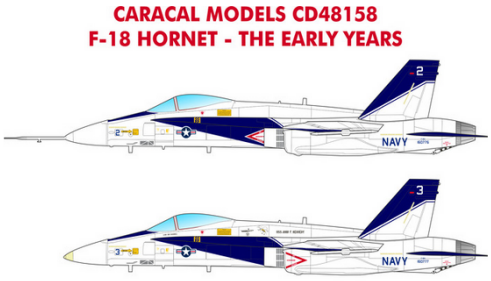
From Jack Mugan . . . Decals

CD48139 - 1/48 F-111A Aardvark: Multiple USAF marking options for the F-111A Aardvark, including Combat Lancer and later Vietnam War era jets.

http://www.caracalmodels.com/cd48139.html
http://www.caracalmodels.com/products/images/cd48139.jpg

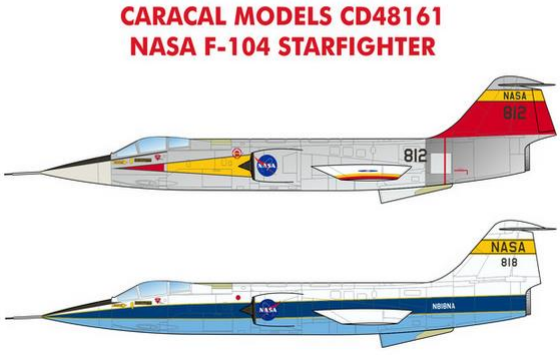
CD48158 - 1/48 F-18 Hornet - The Early Years: The second sheet in our best selling "The Early Years" series of prototype & early production aircraft covers the F-18 Hornet! Options for several F-18 prototypes that flew critical tasks during the development of the Hornet.

http://www.caracalmodels.com/cd48158.html
http://www.caracalmodels.com/products/images/cd48158.jpg



CD48161 - 1/48 NASA F-104 Starfighter : Markings for NASA Starfighters, both single and twin-seaters, in the original and later color schemes.

http://www.caracalmodels.com/cd48161.html
http://www.caracalmodels.com/products/images/cd48161.jpg



CD48164 - 1/48 CV-22 / MV-22 Osprey: A brand new decal sheet for the Italeri kit - you can finally build a USAF CV-22 (using aftermarket conversion parts); and we are giving you three colorful Marines tiltrotors and markings for the recently delivered Japanese Ospreys, too!

http://www.caracalmodels.com/cd48164.html
http://www.caracalmodels.com/products/images/cd48164.jpg

Odds and Ends Contributed by Club Members & Friends

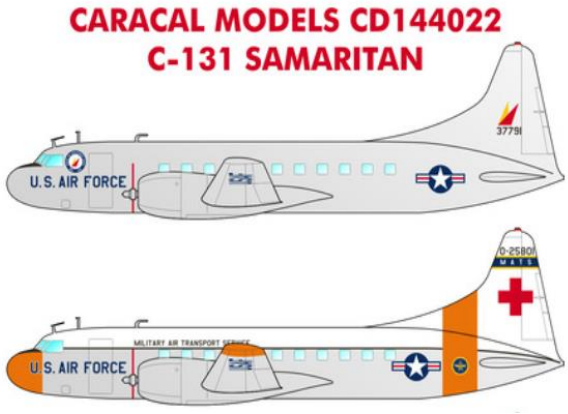
From Jack Mugan . . . Decals

CD72086 - 1/72 F-105F/G "Wild Weasels": A 1/72 version of our F-105F/G Wild Weasel sheet, designed for the Revell / Monogram kits.

http://www.caracalmodels.com/cd72086.html
http://www.caracalmodels.com/products/images/cd72086.jpg

CD144022 - 1/144 C-131 Samaritan: Multiple USAF / US Navy marking choices for the new 1/144 scale Roden kits.

http://www.caracalmodels.com/cd144022.html
http://www.caracalmodels.com/products/images/cd144022.jpg



Odds and Ends Contributed by Club Members & Friends

From Jack Mugan . . .

One of the strangest dogfights—involving three four-engine bombers—occurred in World War II. It happened the morning of August 17, 1943, when an American B-24D Liberator encountered a pair of German Focke-Wulf Fw 200 Condors over the Atlantic Ocean, about 300 miles west of Lisbon, Portugal. The Condors were flying from Bordeaux in occupied France to attack a British convoy sailing from Gibraltar to Scotland. The Liberator, attached to the U.S. Army Air Forces' 480th Antisubmarine Group, was on the way from its base in French Morocco to protect those British ships.

The 480th had been flying from Port Lyautey in Morocco against German U-boats for several months. Big, boxy, and all-business, the Liberator had the long range required for anti-submarine missions. Modified from its original heavy bombing role, it became an Allied favorite for sub-hunting. These missions were vital to the Allied cause of blunting U-boat attacks on convoys shuttling between Britain and Gibraltar.

The 480th fought the submarine war along with the Royal Air Force's Coastal Command and U.S. Navy patrol squadrons. When these air arms and the Royal Navy started sinking more U-boats in the Bay of Biscay, between Spain and France, Berlin transferred some of the anti-convoy work from U-boats to the Luftwaffe, increasing the chances that Allied airplanes would encounter German ones.

The Liberators had their share of run-ins with German airplanes. From March through October 1943, they shot down nine German aircraft, including five Condors, three Dornier flying boats, and one Junkers Ju 88 multi-role combat airplane; the 480th's two squadrons lost three Liberators.

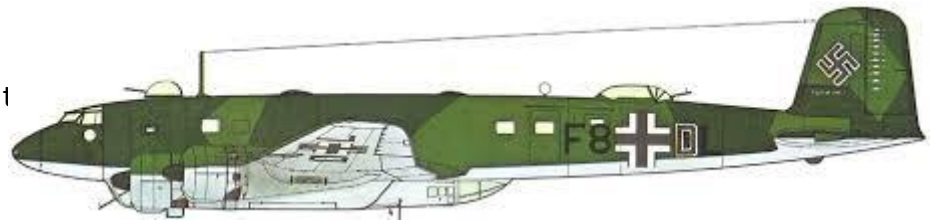
The Liberator pilot, Hugh Maxwell Jr., now 98 and living in Altamonte Springs, Florida, had been with the 480th since early March, and had fought another Condor about a month before the August dogfight. Flying parallel courses, the two bombers fired at each other, and Maxwell's gunners scored hits. The Condor was last seen diving into the clouds with one engine out.

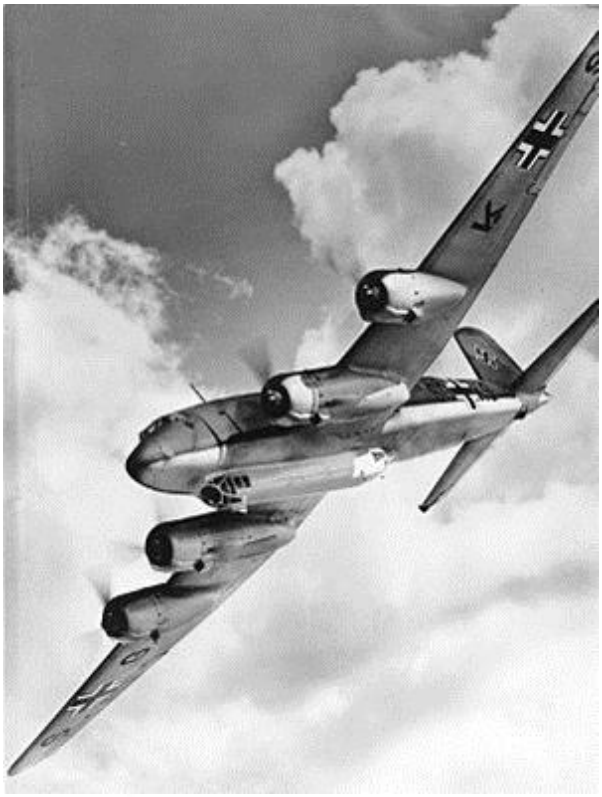
On August 17, the Liberator's base at Port Lyautey had broken radio silence to warn of the Condors' approach. Maxwell's radar operator reported a pair of contacts 15 miles away, and his navigator calculated they would arrive over the convoy at about the same time as the Liberator. That left Maxwell no choice but to engage.

Odds and Ends Contributed by Club Members & Friends

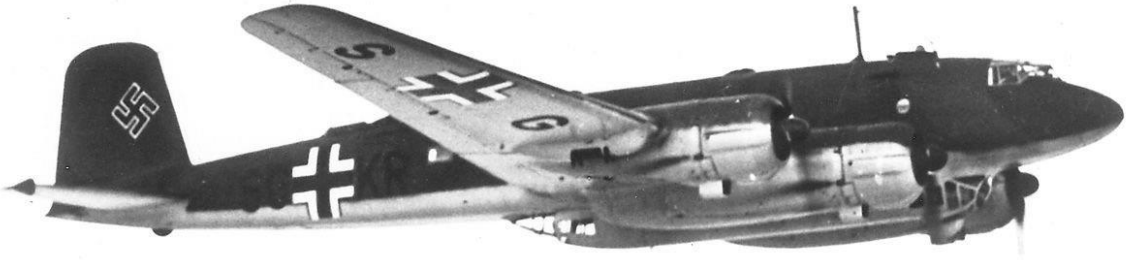
From Jack Mugan . . .

The battle was spectacular. He had never flown fighters—his experience had been in B-18 and B-25 bombers—and he had never been in a dogfight, so the combat that day was t job training. He initiated the fight by diving his 28-ton bomber out of the clouds at 1,000 feet on the tail of the lead Condor. He told his gunners to hold fire until they got within range. But the Condor "fired a sighting burst and started hitting me," he says. "I shoved the throttles and prop pitch forward and closed as fast as I could, and I opened fire. They never came out of their diving turn, and went in on fire. But boy, they had done us damage."





The second Condor, meanwhile, was firing at Maxwell from behind, and Maxwell's gunners were returning fire. But the Liberator had lost its number-three and -four engines, and the right wing was full of holes and in flames. The bomber was especially vulnerable to attack because modifications for anti-submarine work (enabling the aircraft to carry more fuel and a maximum load of depth charges) had required removing all the armor plating that protected the crew. So when the Condor's bullets struck, "all of us got hit by shrapnel and our hydraulic system was



Odds and Ends Contributed by Club Members & Friends

From Jack Mugan . . .

knocked out, our intercom radio system was knocked out, the whole instrument panel was knocked out," Maxwell recalls. Fortunately, one of the crewmen was able to jettison the depth charges.

"As I realized that our right wing would no longer fly and I couldn't raise it, and was trying to hold left rudder and aileron, my left foot kept slipping off the rudder pedal," says Maxwell. "I looked down and said, 'Oh my God.' My whole left leg and foot were covered with blood, and there was a pool of blood and it was all over that rudder pedal. And I knew I'd been hit in the left side with shrapnel. But then I realized: It ain't blood, it's hydraulic fluid.

At no time did I feel heroic or any of that kind of stuff," he says. "Hell, I was scared. I didn't want to die, but I had to do whatever I needed to do. The thing that sticks out in my mind the most was when I realized we were going to be crashing into the Atlantic Ocean, and I thought we were goners. But in a last-minute desperate effort to avoid catastrophe, I kicked in full right rudder and threw the plane into a skid, and sure enough, instead of our cartwheeling and breaking up and exploding, the water put the fire out, and the airplane broke in three pieces, but it didn't explode or burn." Seven of the 10 crew members survived.

The second Condor was seen mushing over the waves at low altitude with its number-three engine out. The pilot was able to stay in the air; he made it back to Bordeaux, but his airplane crashed and burned on landing, according to one source. All crew members reportedly survived.

Maxwell's crew was quickly picked up by one of the convoy's escorts, the British destroyer Highlander. It also picked up "four survivors from that lead Focke-Wulf 200, two of whom died that night because they were so badly burned," Maxwell says. The events of the day amounted to "probably my worst experience."

In a 1989 interview with the Imperial War Museum in London, the Highlander's captain, Colin William McMullen, described the dogfight as "really like a sort of Jules Verne scene, with these two enormous aircraft weaving about, shooting at one another." After rescuing the Liberator crew, "who were extremely angry at being shot down," McMullen said the ship "dashed off and found where the Focke-Wulf had gone into the sea. And there were three Germans swimming for Portugal, which was rather a long way away, and we picked up the Focke-Wulf crew. And as they came on the upper deck up the ladder, [they] came face to face with the American crew. And it was only by great tact that we managed to prevent them continuing the engagement on our upper deck."

But, Maxwell says in an email, "There was no confrontation, other than what was done by tail gunner Milton Brown. I would never have condoned it, but Brownie snatched the epaulet off the shoulder of the [German] pilot's uniform and later gave it to me."

For his actions that day, Maxwell was awarded the Distinguished Flying Cross, and the 480th ultimately won a Presidential Unit Citation. Maxwell went on to become a B-29 instructor pilot and finished his career in Air Force intelligence, retiring in 1969.

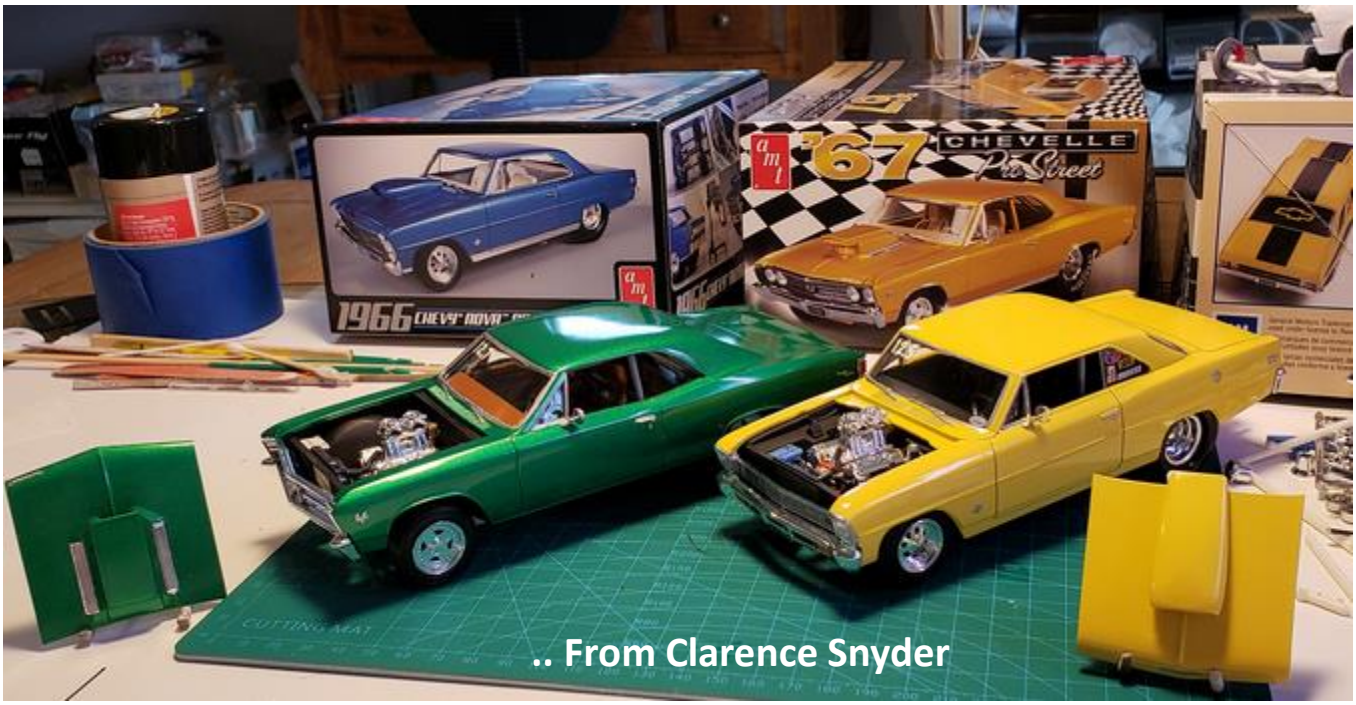
SOURCE: https://www.airspacemag.com/military-aviation/wars-oddest-dogfight-180954663/

Odds and Ends Contributed by Club Members & Friends

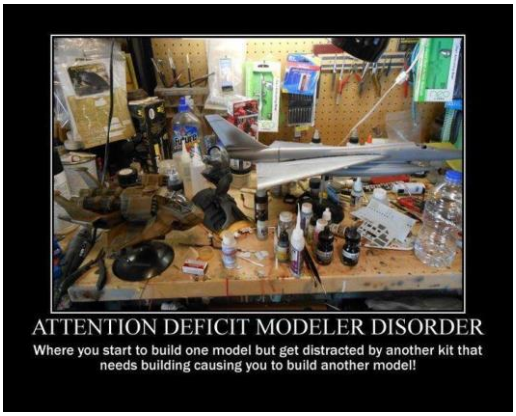
From Jack Mugan . . . Work in progress

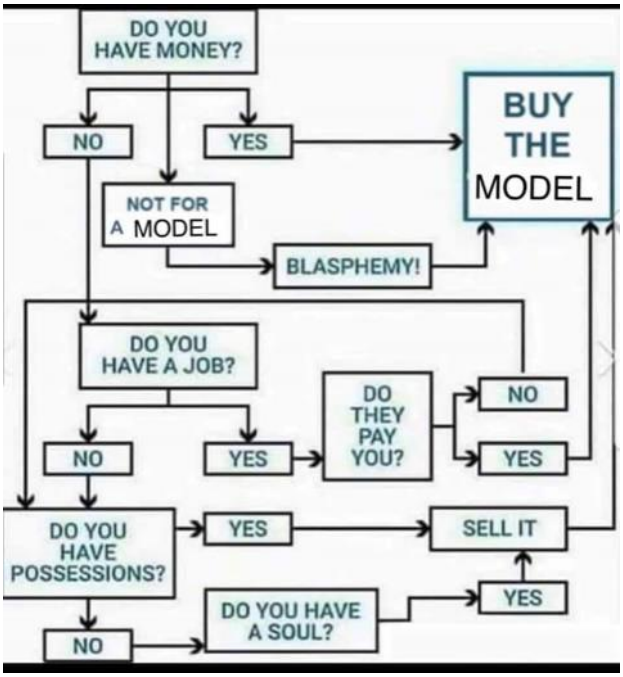
For MODELPALOOZA results see here - >
https://www.ipmsorlando.com/modelpalooza-contest-results.html?fbclid=IwAR0Aw9s79Icp0qd8arjEUm1AzsfJftnc1SGXLVZEX2Hu40yB1MsGSoG-Ots

Odds and Ends Contributed by Club Members & Friends



From Jack Mugan -
https://www.youtube.com/watch?v=IKFMfvp9BVI&feature=youtu.be&fbclid=IwAR2i2bJ8cXoDYemN5X70HAJHlvGNbywshRpRlvV1yYNUmJY1W8GOox1AFg8





Odds and Ends Contributed by Club Members & Friends

From Jack Mugan – see: https://www.mobmasker.com/custom-cars-paint-most-popular/custom-cars-paint-86/ .

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

If you have a modeling tip you would like to share with your fellow modelers, please send us a copy so we can put it in the newsletter. We need articles for the Newsletter and the Web Site!

If you just opened up that new kit and want to give a box or build review, write it up and we'll put it in the newsletter and put it on the Web Site. Just read a good book, tell us about it! Got a great tip, share it with your fellow club members. This is your Newsletter and your Web Site and they're only going to be as good as YOU make them so contribute something to the cause. Don't be afraid to ask for assistance if you have something you want to share, we'll be happy to assist you in making it happen!

Don't forget to support your local hobby shop.

Rob's Hobby World
Rob Stevely: Proprietor 8585 SW Hwy 200 unit 14
Ocala, FL 34474 www.robshobbyworld@MSN.com
Mon.-Fri.: 10 AM to 5:30PM; Sat.: 9AM to 4PM; Sun: Close

Please check out WWW.IPMSUSA.ORG for the latest information from IPMS National Headquarters and for information about joining IPMS.

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

http://www.ipmsusa3.org/uploads/ipms_application_form_2016.pdf
http://www.shopipmsusa.org/product-p/adult-membership.htm
http://www.shopipmsusa.org/product-p/family-membership.htm

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

UPCOMING EVENTS

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

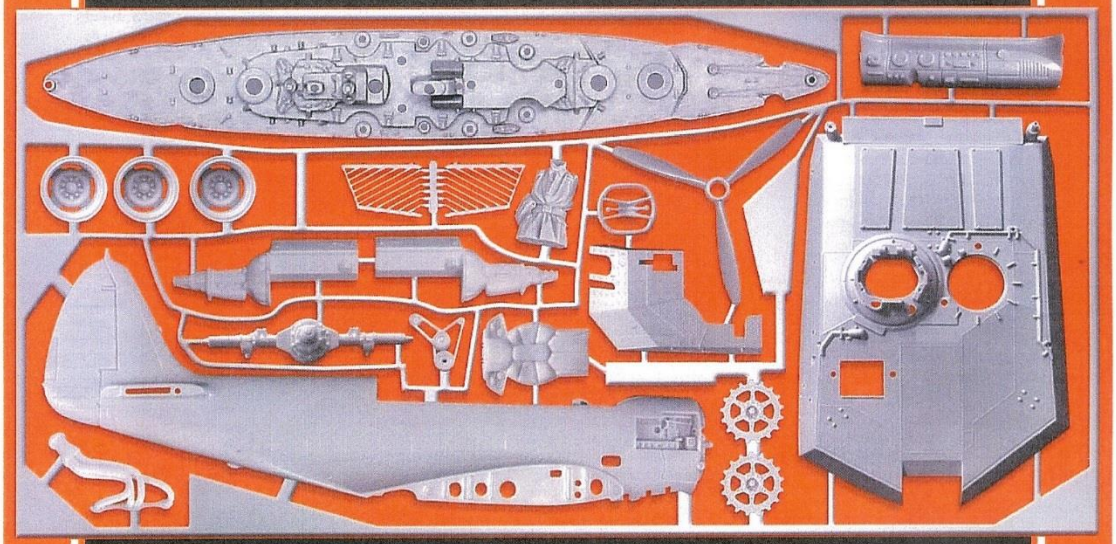
Dec 15, 2 PM, Gators' Christmas Party
January 11, 2020. 10:00 am - 3:00 pm, Collector's Day
Feb 8, 2020 JAXCON, Jacksonville, FL
March or April (TBA) – GNV-Ocala Interclub Contest
March 28, 2020 – Caloosacon, Venice Fl
July 29-Aug 1 – IPMS Nationals – San Marcos, Texas

UPCOMING EVENTS

*In memory of **Randy Whittaker**, our modeling friend who did so much for the advancement of our hobby.*

CALOOSACON

SCALE MODEL CONTEST & SWAP MEET



Saturday, March 28, 2020

Sarasota County's Woodmere Park & Recreation Center
3951 Woodmere Park Blvd. Venice, FL 34293

Medallions will be awarded for 1st, 2nd & 3rd place in each category. *PLUS MANY SPECIAL AWARDS!*

ENTRY FEE:
$15 for all the models you can bring!

Contact: Stephen Vermilye at 239-292-9240 for any contest questions.

Presented by:
CALOOSA PLASTIC MODELERS
Ft. Myers, Florida

VENDOR TABLES:
$25 per table; $20 each for 3 or more.

Contact: Rick Amend at 941-628-4576 for any vendor information.

More info on Facebook at "IPMS Caloosa Scale Modelers"

UPCOMING EVENTS

Model FEST 2020

April 18 & 19, 2020

International Palms Resort and Conference Center

1300 N Atlantic Ave, Cocoa Beach, FL 32931

Presented By

IPMS SPACECOAST

Building Yesterday, Today and Tomorrow

International Plastic Modelers' Society

International Palms Resort

IPMS Membership

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. 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: _____

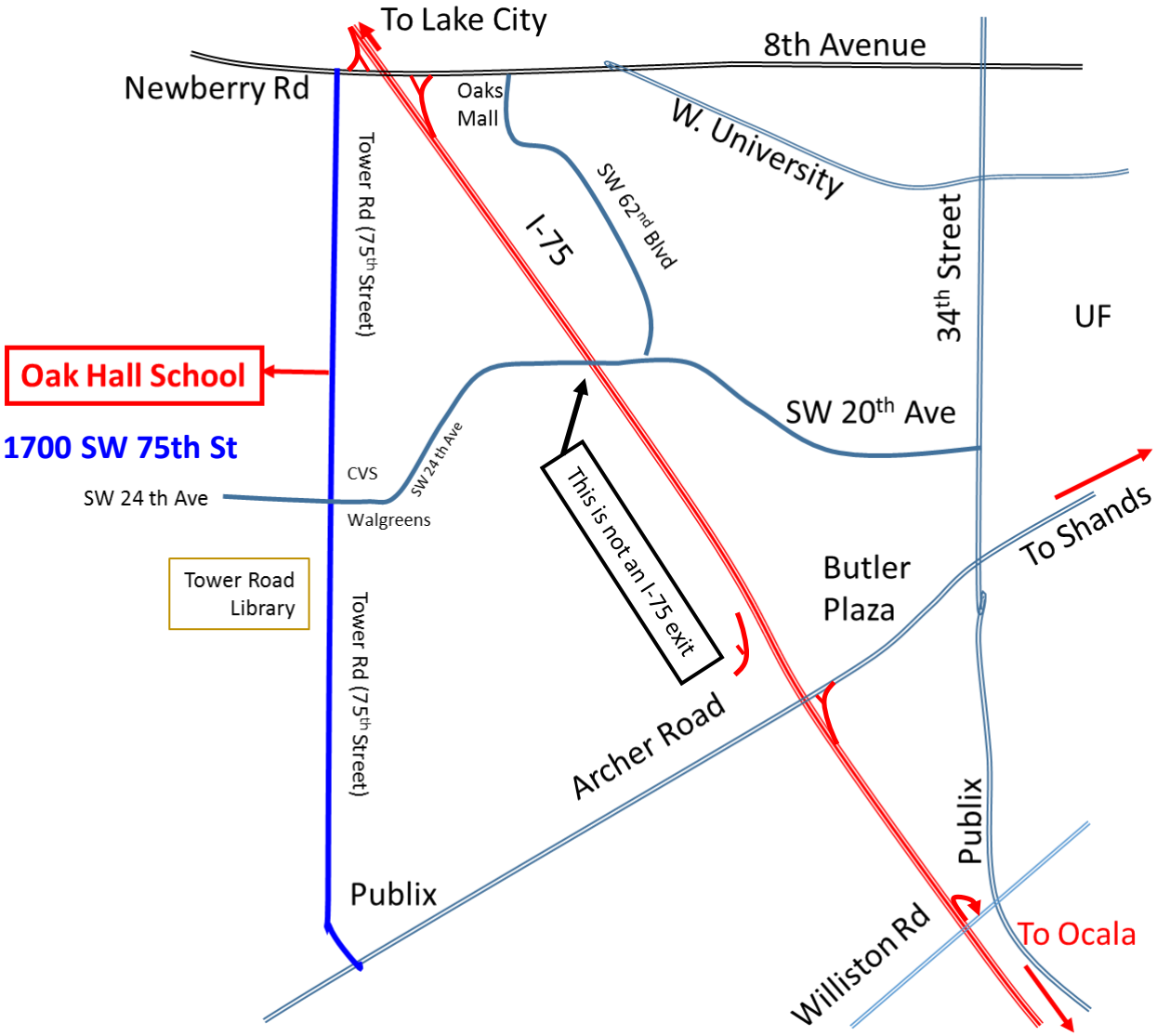
City: _____ State: _____

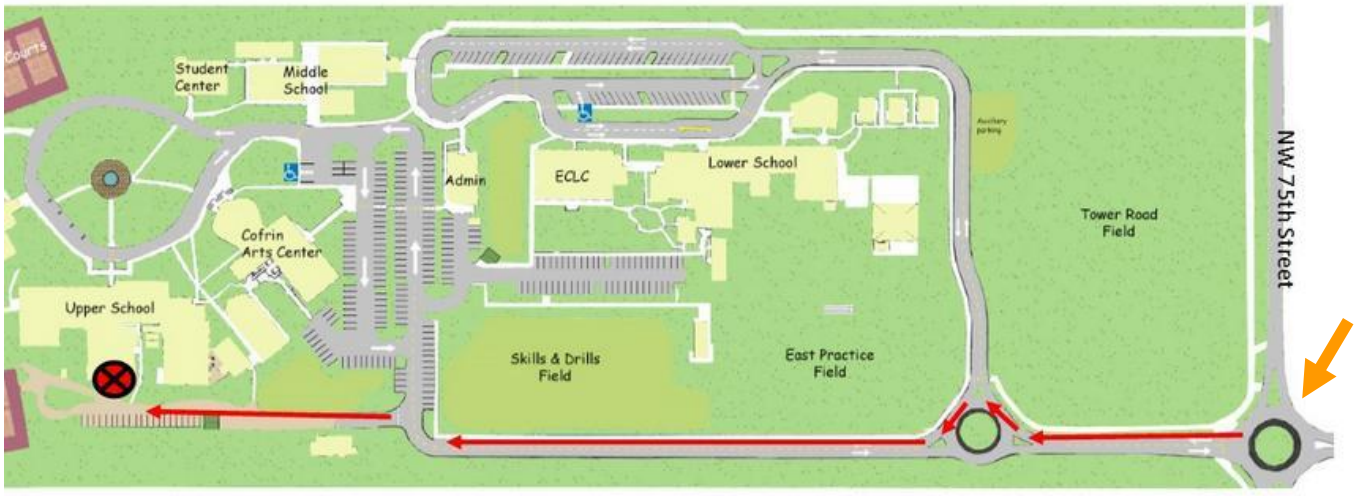
Zip Code: _____

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

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

How to get to the meeting . . . .





Note: There is a new entrance to Oak Hall School south of the previous entrance that we used. This entrance is off of a roundel on NW 75th Street (a.k.a. – Tower Road).

GATOR MODELERS

GAINESVILLE, FLORIDA

www.gatormodelers.org

Wild Paint

By Jack Mugan

DECEMBER MEETING:
TUESDAY, DEC 17, 2019!