



www.gatormodelers.org



Jack Mugan won the November club contest with his **Ferrari 250 GTO** (1:24 scale by Fujimi kit). The theme of the contest was "Italy."





Club officers
Jack Mugan
President

Tracy Palmer
Vice Pres

Frank Ahern
Secretary

Bruce Doyle
Historian

Paul Bennett
Photographer

Bill Winter
Treasurer
Newsletter
Editor

www.gatormodelers.org

Next meeting:

Tuesday, December 19 at: 6:30 PM; at Oak Hall Library
8009 SW 14th Ave Gainesville FL
(See the maps near the end of the newsletter)

The **THEME** of the next IPMS Gators contest
in April 2018 is . . . **Anything that races!**



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Prez Sez.....

By Jack Muga

The PrezSez.....

Well it's time to wrap up another year with the final newsletter of 2017.

I must say I do not know where the time goes, as it seems like we just had our Christmas party and now it's time for another one. This is also the time to look back on the year and recall what has transpired.



Several events happened last year that had an impact on our club; the first being a change in meeting place as we had out-grown the space at Hobby Lobby. Michael Martinez pulled the rabbit out of the hat and found us a great new meeting place at Oak Hall and it has worked out great once we were able to find it through the large campus. Finally they created a new road to simplify the directions and now we can all find the meeting.

The second change was the newsletter. After Ed retired as Editor after eight years, Frank stepped up and took over those duties as well, and continued on as VP. As the year progressed Frank was ready to pass the newsletter on and Bill accepted the challenge. Bill had some ideas on how he could simplify the newsletter production and it has turned out to be a homerun. Bill also continued to soldier on as club Treasurer.



This is the face page of the IPMS Gators webpage

The third change concerns the club Website. We have had a bumpy road getting this project to work for various reasons. Mike worked very hard to work out the problems while he was the club President and continued to working on it after the annual change of club officers. This was a frustrating process and Mike stepped away due to pressing issues at work. Tracy said he would like to try working out the problems before we wrote the whole thing off. It looks like he is making headway at last and we may finally get the website back on track.

Tracy asked to be relieved of his VP duties so he could concentrate on the website development, so A.J. has agreed to finish Tracy's term.. The past year has seen some major changes in the club infrastructure but we managed to achieve success in making the needed adjustment thanks to the members pulling together. We are a relatively small club, so being able to overcome these hurdles was no small achievement and says a lot about the commitment the members have to the club.

With this year winding down we have only a couple of things left to deal with. Bruce has put together the library display this month featuring his model project of X-Planes. The display will run through the month of January, so try and get up to see it. The Christmas Party will wrap things up as usual and I am looking forward to celebrating the season with my fellow members. Merry Christmas everybody.

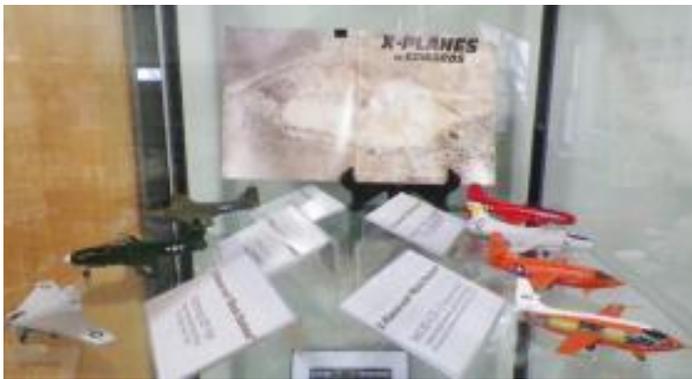
Meeting Minutes – October 17, 2017

President Jack Mugan opened the meeting at 6:40 pm and welcomed 12 members present.



Bill Winter reminded the group that the club Christmas party is on Saturday, Dec. 16th, 5pm – at the Hardt/Winter condo. Members are asked to RSVP by email to Bill by Dec.2 and bring a side dish and wrapped modeling-related gift worth at least \$15 for the gift exchange. Bill also mentioned that the club auction is now set for Saturday Mar.24 at the condo.

Club historian Bruce Doyle noted that the main branch of the Gainesville Library will allow the **club display** space in the downtown library in December and January. Doyle is assembling models to depict the progression of aircraft that held the world speed record including the Air Force X-planes.

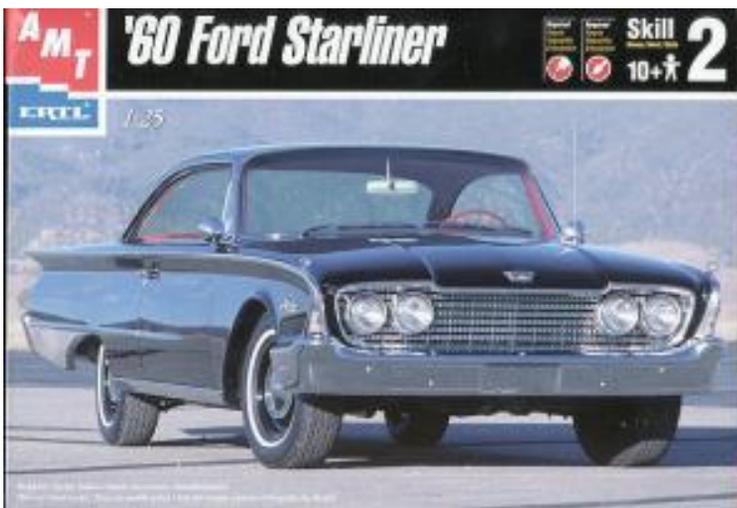


SR-71 and XB-49 (above)

Another upcoming event is Collectors Day at the Florida Museum on the UF campus on Jan.20. Mugan mentioned that the club has committed to present a display of models of the Air Force Thunderbirds aircraft. Those with models in progress are urged to get them finished. The date of the annual Jaxcon model show in Jacksonville was also announced – Feb.10.

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

The monthly club raffle was held and the drawing for those who brought a model to display was won by Jack Mugan, who chose the Ford Starliner car kit. The attendance raffle was won by AJ Kwan who chose the Harrier kit for his prize.



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

The semi-annual club themed model contest was opened for judging by those in attendance. The theme of the contest was "made in Italy". There were 8 models entered and by vote of the group Jack Mugan won with a model of the Ferrari 250 GTO (a real one is pictured below).



Finally, Bill Winter continued his photo retrospective of his tour last summer of military museums in Europe, with an emphasis on AFV.

This ended the meeting at 8:15pm.

Chasing Pylons

By Jack Mugan

I am sooooo excited! There is a new model maker who specializes in racing aircraft and now at last, those of us who had to search and search for racing decals and air racer kits have finally found our special place. It is time for the *happy dance*. The name of this site is civilizedmodels.com. If you have any curiosity about air racers, this is the site for you.

My first purchase was their 48th scale kit of Voodoo, available in both the racing scheme as well as the record breaking scheme. I chose the latter because of its historical significance (Photo left, below).



On September 2, 2017, Steve Hinton Jr. flew the P-51 racer known as Voodoo at Clarks Ranch, Idaho and established a new piston-engine airspeed record. (Photo below)



The usual wild purple paint scheme (photo right) was stripped away to reduce drag and weight and replaced with a →



simple overall white finish. Four runs were made at an average speed of 531.53 mph, exceeding the previous 3-km closed-course record class C-1e of 528.3 mph, set August 21,1989 by Rare Bear. However, it did not attain the one percent increase (533.6 mph) needed to displace it.

This is a resin kit with some metal landing gear, and a bit on the expensive side, but it's the only game in town and they are only making 75 kits, so you need to pull the trigger if this is going to make it in your collection. (Photo below)



The latest racer I have completed is Clay Lacy's lavender P-51 (Photo below) using decals from Flying



Papas. Unfortunately they do not give you any color recommendations so you kind of have to wing it. I ended up matching the color profile that came with the decals, which I suspect, is not too accurate.(Photos next page) .



Between 1964 and 1972, Lacy found time between flying for United Airlines and running his private charter business to fly his P-51 Mustang in air races across the United States. In 1970, he placed first in the Reno National Air Races Unlimited class competition.



I also completed Bob Hoover's yellow P-51D Mustang in the Rockwell International scheme, one of several schemes he used over many years (photo left below). Bob's original Mustang was destroyed in a ground accident at Oshkosh in 1970 when an oxygen bottle exploded. This aircraft was its replacement. Bob Hoover (photo right below) flew the Reno Air Race pace and safety plane for over 20 years and as he approached the second pylon, he would utter the famous words, "Gentlemen, you have a race!"



This Mustang still holds the world speed record for prop planes from Los Angeles, California, to Daytona Beach, Florida, in 5 hours, 20 minutes set on March 29, 1985. I used decals from Draw Decals on this model. – The End! 😊

Still More Son of Fiddly Bits

By Stretch Sprueman, IPMS # 354,000 FT.

Grandson of Tid-Bit: Winged Aircraft Altitude Update-

The X-15's 354,000 ft/67 mile altitude record was topped 41 years later in Dick Rutan's Space Ship One. Brian Binnie on October 4, 2004- on live TV- flew to 367,487 ft/69.6 miles.

There exists at HOBBY LOBBY a Revell 1/144 kit of Space Ship Two.



More Things Seen On TV: In Ken Burn's documentary on the Vietnam War it's asserted that there were 36 million helicopter sorties. That's a staggering number of times our crews flew in harm's way. I know my brother-in-law accounted for 1500 of them. So thank a vet, just not on Veterans day.



Additionally, during the 1968 Tet Offensive episode there was a live action shot- in “colour”- of a Northeast Airlines Vickers Viscount at Boston’s Logan Airport. (Thanks again Mike for the decals). The next scene shows a NEA DC-6B taxiing in front of an American Airlines Lockheed Electra. Burns and I are fellow New Hampshireites and he probably flew on Northeast out of Keene, N.H. My step father- Al Southey- worked for Northeast out of Lebanon, N.H. airport in the 1950’s. I spent many wonderful Saturdays there, and got to fly in a DC-3 into Keene and Logan often. Thanks for the visuals Ken- remember me?



Legend: Starting from the top left and moving clockwise: NE Vickers Viscount, DC-6B, DC-3, Lockheed Electra



(turns out having a family member working for an airline gives Ed, Bill, Jack, Mike and me something in common. Sounds like maybe a future collective club presentation?)

“Need for Speed” Eyewitness Account:

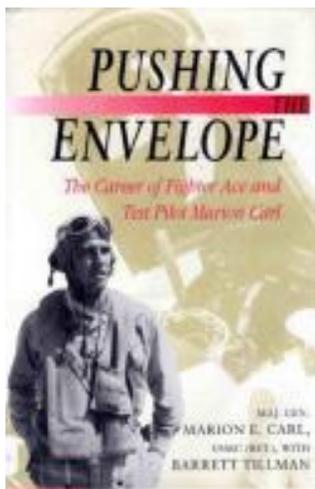


Major Marion E. Carl, USMC, and Commander Turner F. Caldwell, Jr



I spent a wonderful weekend during “The Gathering of Eagles” at Maxwell AFB in Alabama with Marine General Marion Carl and his lovely wife Edna. He described to me many highlights of his career, and especially his record setting flight in the Douglas SKYSTREAK.

I’m excerpting this passage from his autobiography PUSHING THE ENVELOPE. I think you’ll find his experience interesting and somewhat hair-raising.



60 PUSHING THE ENVELOPE

course, but not especially difficult. Each of us made two flights next day and two more on the eighteenth. We even flew formation for a few minutes—perhaps the only time two D-558s ever did so.

On 19 August we were told the first record attempt would be the next day. The question remained open as to who would make the first run, so I said, “Turner, I’ll give you your choice. You can make the first run tomorrow if you like, at whatever temperature you can get, and I’ll make the second a few days later at whatever temperature I can get. Or, if you prefer, I’ll make the run tomorrow and you take it later on.”

Turner decided that he preferred to fly the next day. The ground temperature was 77 degrees when he made his four passes at an average speed of 640 mph. That beat the Air Force record by 17 mph, making it the first time in twenty-four years the U.S. Navy owned the world speed record. Turner then left for Los Angeles. I also left for a few days because it looked like cold weather was settling in.

A problem we were having with the D-558 was that we were not getting 100 percent rpm during the run. We got 100 percent on takeoff but not at maximum speed. Obviously there was some choking at the inlet, so I went to the tech rep to discuss the J35-C-3 engine and said, “How about setting the controls up a couple of percent? I’ll guarantee to control the rpm at 100 percent on takeoff, using the throttle, and that’ll give me enough during the runs. That would make a difference of about 2 or 3 mph; perhaps 5.” The engine expert said he couldn’t do that, but I thought I read him correctly. I shrugged and replied, “Well, that’s OK, I can!” All it took was a little adjustment on the control. So he said all right—he didn’t want me tampering with his engine!

On the twenty-fifth, when it was decided to make the run, the temperature at Muroc was ninety-four degrees—ten degrees below optimum. But we could not delay any longer, and ninety-four gave me enough advantage that I felt I could establish a new record, as the FAI required about 5 mph over the previous mark.

I took off at 1129 and made my four runs, two each way across the three-kilometer course. I had to stay below seventy-five meters while crossing the course, and I almost scraped the hilltops in the turns. Visibility was perhaps my biggest problem, as the canopy was almost pressed against my helmet and I couldn't turn my head very much. The ticklish flying was in the turns rather than the dash across the measured course. I noticed a little buffeting in the three-G turns, partly due to the airplane and partly due to rough air. However, the only turbulence was over the mountains—the aircraft was very stable over the lake bed. I landed eighteen minutes after takeoff, settling on at 160 or so and rolling for more than three miles. When I climbed

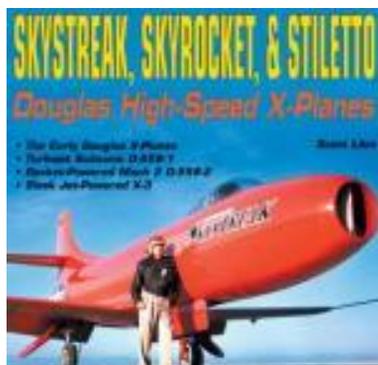


out I was told by an elated Douglas-Navy crew that I had clocked 650.6 mph, or Mach 0.82.

There followed some publicity with the factory in Los Angeles, in Cleveland, and elsewhere. Naturally, I was happy with the title "fastest man alive," but that title changed frequently in those days. I was really pleased for Ed Heinemann and his dedicated, hard-working crew. In 1989 I visited Ed at his home in Rancho Santa Fe, California, and we discussed "might-have-beens." He said the D-558 Phase I was capable of supersonic flight—we could have been the first to exceed Mach 1, taking off and landing like a conventional airplane in contrast to the X-series, which required a mother ship and did fly supersonic later.

But despite sharing Edwards with the Air Force and Bell, we had no hint of the X-1 project. So, barely two months later, Air Force Capt. Chuck Yeager made history in the supersonic Bell, and my hat was off to him.

In mid-September I received orders to Cherry Point, North Carolina, to take command of the first Marine Corps jet squadron. Although I looked forward to returning to operational flying, I shared Turner Caldwell's assessment of flying the D-558 and on testing generally: "An exhilarating experience, and the nearest thing to combat flying since the war."



The flight took place over MUROC AFB (later EDWARDS) 25 August, 1947. The Caldwell Carl refers to is Turner Caldwell, a former Navy dive bomber squadron C.O. who set the record that Carl broke. Interestingly both men flew and fought over the Solomons during the Guadalcanal Campaign. Unfortunately, Carl doesn't mention that coincidence. Maybe it just wasn't brought up by them.

Having said all that, Carl has an interesting reflection about what test-pilot flying reminded him of. Enjoy:

In a previous "Need for Speed" installment we listed "firsts" for Mach 1 thru Mach 3. Since then Jack has loaned me his "X-15" book in the Osprey X-Planes series:

First to Mach 4: Bob White, March 4, 1961 (Mach 4.43)

First to Mach 5: October 11, 1961, Mach 5.21; again- Bob White (The man, not the bird. But what a birdman!)

First to Mach 6: Bob White- November 6, 1961.



F.Y.I. #1: The X-15 flew Mach 5 108 times, and Mach 6 four times. Amazing!

F.Y.I. #2: Mach 5.5 equals one mile per second! Now that's truckin'!

From the Department of Redundancy Department: Update Correction Update-

The pilot of the record setting plane- "Rare Bear"- was mis-identified. The correct pilot was Lyle Shelton- not Dennis Noble (it's current owner). The flight occurred on August 21, 1989 in Nevada.



Also, the Supermarine S6B floatplane kit that I built is by AIRLINES, not WILLIAM BROTHERS. Yeesh! A wag once observed: you're not senile if you forget where you put your car keys, only if you forget what your car keys are for. So far, so good thank god.



Stay tuned...

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A “Yard Modeler’s” Workbench

By Bruce Doyle



I was gobsmacked at the November Ocala meeting when Don Billups said he was inspired by my model productivity, and, “Would I take a picture of my workbench and send it to him to help motivate his own production?” I’ve seen Don’s excellent work and mine can’t hold a #11 Exacto Blade to it! Nonetheless, I was flattered.

I “volunteered” Frank to stop by early before Tuesday’s meeting, and he took the pictures of my “WWII Henry Ford Willow Run Memorial Production Facility” - with the slogan: “A B-24 an hour for the war effort”!

The table was built some thirty years ago with sturdy 4’x4’ legs and 1’x28’x70’ long slab top by my dear friend and fellow modeler - the late Glen Hengevelt. Glen was a 100% disabled Vietnam War Veteran. While serving in “I” Corps with the Marines a Vietcong AK-47 round shattered his femur, a wound that ultimately led to his untimely death three decades later.

A “Yard Modeler’s” Workbench (continued)

Glen worked as a machinist despite his disability, and he left me with a bit of simple wisdom I’ve lived with and shared with many: “A job - whatever it is - is a good reason to get up in the morning!” The top two shelves are a recent addition, necessitated by my out-of-control building frenzy. They too were fabricated by a Vietnam Vet - Frank LeGrand. Frank was stationed in the Mekong Delta on the Navy Vessel APL 30, part of a PBR Squadron.



APL 30



For my work surface I lay out 11”x 17” white sheets of paper which allow me to better keep track of the “fiddly bits” and tools. However, for white

parts (MACH 2 #!*&!) Larry Bayer showed me the trick of using a black sheet of sandpaper as a contrasting color to help them stand out.





For Don's Picture: I laid out my tools with pretty much standard cutting, sanding, gluing, decaling paraphernalia. Liquids at the far end are FUTURE (for canopies, clear parts); distilled water, dish soap (to break surface tension), and white glue (for decal adhesion), all for decaling purposes. (Tip from Jack via Ed); lacquer thinner and alcohol for cleanup.

Paints: VALLEJO has become my favorite

"go to" brush paint - tires, rims, exhausts, props, etc. I've had a bottle that's lasted two years! This is my Paint Locker: lot's of Tamiya "rattle cans"; plus lifetime supplies of white, black, four kinds of metal colors purchased from Walmart dirt cheap!



MODEL SHELVES: (Note model box tops used both as a memory aid decoration purposes)



Top Shelf: IJN & USN Ships (top right); Middle Two: Rockets & Jets from WWII; Bottom Two rows: WWII Fighters.



CORNER SHELVES: Top: Migs,Sabres, & lockheeds; Middle: FAI record holders, a/c from the movie The Bridges at Toko-Ri; bottom: X-Planes.

Conclusion: The shelves denuded of books and additional shelving over my work bench are the result of my 'Chapter Three' model building compulsion/obsession - 84 built since May, 2015! I'm in need of either therapy or more shelving - perhaps both. A cautionary tale.

Extra Benefit: I have seriously considered using the sturdy safe space under my workbench in case there ever is a threat of a tornado or hurricane. So thanks again Glen, from both Susan and me (and also thanks to Frank and Frank).

Okay- I've shown you mine, NOW show me your's!

Dialing 4-1-1: There has been an Andy Renshaw sighting! Sadly, 2-dimensional not 3D. The October 2017 issue of MODAL AIRCRAFT (fyi Andy is associate editor) has two articles/builds by Andy: 1/48 Hasegawa F/A-18F and a What-If?: a 1/48 KittyHawk XF5U-1 "Flying Flapjack." Striking color schemes for both, especially on the Hornet. Andy, how 'bout a demo in person at a meeting?!?



4-1-1 Redial: AIR CLASSICS - January, 2018 issue on propliners has the sad story that Keystone Height's WINGS OF DREAMS DC-3 was destroyed by hurricane Irma at Buckingham Airport in Ft Myers. It was a former Lee County Bug Control District mosquito sprayer (DDT?). Going to Edison Junior College in Ft Myers in 1964 I may have encountered this old Gooney Bird seemingly coming straight into my 2nd story bedroom window! True story. Stay tuned...



Book Review - Fast Movers: Jet Pilots and the Vietnam Experience by John Darrell Sherwood

Review by AJ Kwan

This book is a great read for anyone interested in history and flying. It covers the period 1964 through 1973, during which time I was in high school and college, and was commissioned into the U.S. Air Force. Not only did the author put me into the cockpit with the air crews, he triggered many memories from the various times in my life.

From 1964 to 1967 I was in high school and a member of ROTC. Our senior ranking NCO was a **Green Beret** who had seen duty in Vietnam. I remember to this day the stories he recounted and the patriotism he instilled into us. I always felt that I needed to pay my country back for taking in my Chinese immigrant father and giving him the opportunity to become a successful small business owner. During those years I would read the newspapers and follow the exploits of the men mentioned in this book. How could any kid read about Col. Robin Olds and not want to be him?

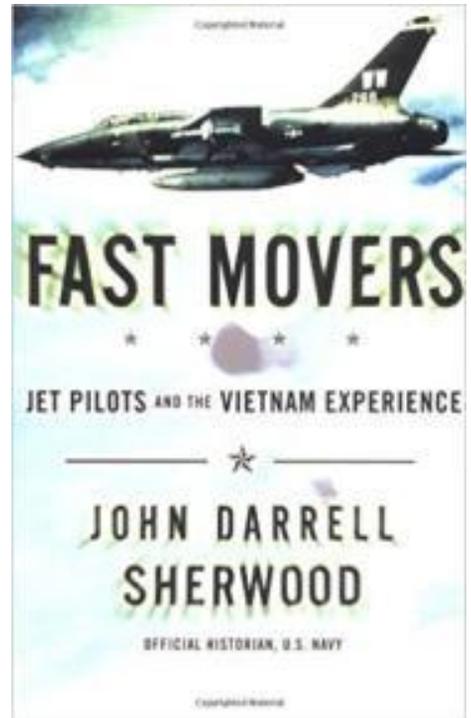
“— where most U.S. servicemen didn't quite understand why they were there or what they were fighting for, seeing their charismatic leader shooting down MiGs in the air and later drinking with them at the bar helped create an esprit de corps difficult for non-combatants to understand.”

I also read about shoot-downs, prisoners, and all the bad things that were wrong with the war. Hippies, war protests, drugs, anti-USA – what was happening to America? I graduated as an ROTC Captain, A Company Commander.

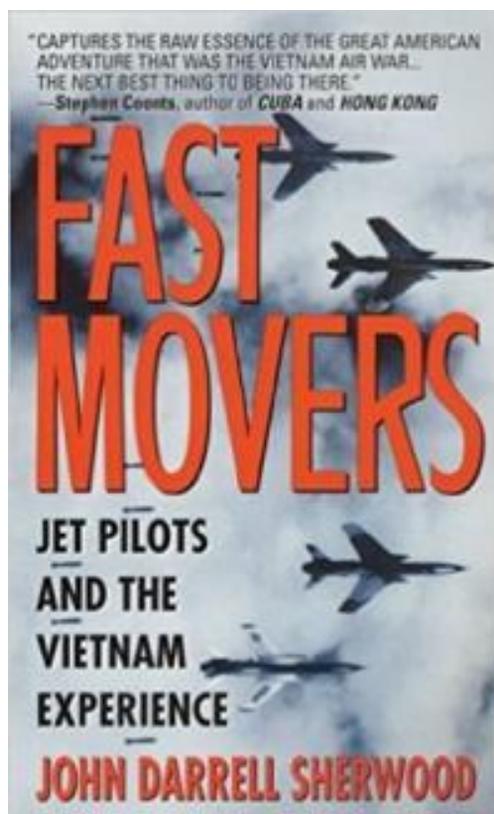
From 1968 to December 1971, I attended Texas A&M University. However, I had always dreamed of flying.

“— the late 1960s and early 1970s male culture [was] the era of the “Playboy rebel.” A Playboy rebel is your typical white middle-class guy who works for a Fortune 500 company. During the week he functions as button-down, strait-laced professional, but on the weekends he breaks out of this mold and indulges in big stereos, flashy clothes, cologne, and most important, fast cars. Assignment to Thailand — represented the ultimate long weekend for an American male officer — a time when he could shed his blue uniform, put on a flight suit studded with colorful patches, and fly the meanest, grooviest, plane in the world.”

I enrolled in the Corps of Cadets, Air Force ROTC. The Corps only served to enhance my patriotic spirit. I had read about the F-105 and the coveted 100 missions patch, and I wanted one. Passages in the book evoke feelings that still resound in me.



Book Review – continued



“On the pilot’s flight suit was one of the most prized badges in the Air Force: not a medal or an insignia, but a simple blue-and-red patch — in white letters — “North Vietnam” — in blue lettering were the words “100 missions – F-105.” That said it all. Here in front of Ed was a survivor, someone who had fulfilled the contract, done the job, faced the threat. — Did you ever see one of those Hell’s Angels decals that says, ‘Death Before Dishonor’? — Well, kid, just remember that there are a lot worse things than dying. Living with dishonor is one of them. Think about it.”

Active duty: 1971 to 1973. Reading this book brought me back to my time at Fairchild AFB, WA, and SERE (Survival, Evasion, Resistance, Escape) training. The author discusses many of the lessons I learned. The chapter “Bagged” describes what being a POW (prisoner of war) under the North Vietnamese was like. It is a brutal and frank account of the trials and tribulations that those Americans had to face, many times alone and abandoned. This chapter is not for the faint of heart. Here is how the author describes the communicating with the POW tap code.

“— each tap indicated the position of a letter on a matrix of five rows and five columns, from the letter A, signaled by one tap for the row and one tap for the column, to the letter Z, five taps for the row and five taps for the column. The letter K was dropped from the matrix in favor of C, leaving only the twenty-five letters necessary to fill the matrix.”

Book Review – continued



I was a puppy among the seasoned crew dogs that trained me. They passed on their knowledge and experience. Most importantly, they passed on a warrior spirit that I think (I pray) I still have today. I was assigned to the next crew scheduled to deploy to Southeast Asia, but the war ended and we stood down. In the following paragraph, the author sums up what our Volunteer Force is today and hopefully what it will be in the future, if the United States of America is to survive into the next century.

“Many historians have stressed that the American armed forces are a people’s military and if the people lose faith in a war, so too will our armed forces. The air war over Vietnam offers a different conclusion. An elite group of military professionals like the fast movers will go and fight wherever they are lawfully ordered, regardless of what public opinion polls say. The challenge of war, combined with the pride of enjoying a uniquely high status within the military culture, is all the motivation they need.”

I give this book 5 stars. (Warning: not suitable for those under age 16 due to adult language and situations.)



8th TFW CO
Colonel Robin
Olds with 555th
TFS Pilots,
Vietnam, May 4th,
1967

From Paul's Toolbox - And this one is gonna be a twofer - Seam Scraper/Deburring tool

By Paul Bennett



Every part got seams... And holes always seem to need deburring. Having tried scraping with hobby knives, and finding they tend to jump and scatter and sanding paper/sticks really is not a good way to get into tight areas, I started looking for a hopefully better solution.

I found a scraper/deburring tool on Micro Mark, so I got one and gave it a try. (photo below)



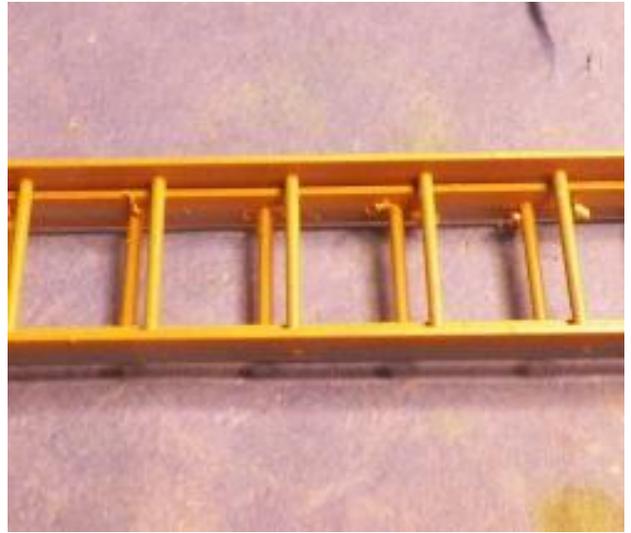
It has a nice, thick, easily gripped barrel with gnarled adjustment areas. The actual scraper tip is triangular in shape with each side sharpened and can be adjusted in and out for depth of materials. The tip is held in place by the gnarled knob just below it on the barrel. (photo below left)



I tried it out on a ladder for a fire truck model I was building. The molding process had left seam lines on the inside and outside. The outside of the frame was not a problem when it came to removing the seams. The inside, with all the rungs, was a different matter entirely. (photo right)



In all, the scraper worked well, especially in the limited space between the rungs. The seam removal was smooth and did not chatter. (photos below)



One comment I would make though, as the scraper blade can slide back into the barrel, always make sure the retaining nut is tight.

Clineometer (Inclineometer, angle gauge)

After my Irma adventure, it occurred to me I really had no way to measure the angle of a slope (like, say, a roof<home, one each>and contractors do ask), so I went looking for some device to measure the angle of a sloping surface. There are gauges and protractors for measuring angles, but they really don't work that well when you are dealing with a sloping surface. Then I found this: (photo right)



And here you see it in use. (photo left)

The unit has a magnetic base and is designed so it can also be inverted to read the angle from either side of the surface. The scale is marked in degrees and is easily readable. As it uses a pendulum, batteries are not needed. It could also be used for model railroading, but you would have to convert degrees to percent grade.

Hollywood Heroes



BY FRANK AHERN

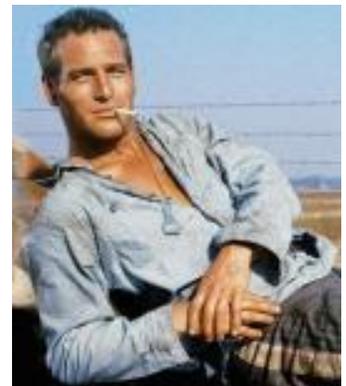
This continuing feature is designed to showcase the often-unpublicized military service of many of the entertainment icons of the previous generation who served their country without complaint or protest.

Paul Newman

Newman served in the United States Navy in World War II in the Pacific theater. Initially, he enrolled in the Navy V-12 pilot training program at Yale University, but was dropped when his colorblindness was discovered. Boot camp followed, with training as a radioman and rear gunner. Qualifying in torpedo bombers in 1944, Aviation Radioman Third Class Newman was sent to Barbers Point, Hawaii. He was subsequently assigned to Pacific-based replacement torpedo squadrons VT-98, VT-99, and VT-100, responsible primarily for training replacement combat pilots and air crewmen, with special emphasis on carrier landings. He later flew as a turret gunner in an Avenger torpedo bomber. As a radioman-gunner, his unit was assigned to the USS Bunker Hill along with other replacements shortly before the Battle of Okinawa in the spring of 1945. The pilot of his aircraft had an ear infection, which kept their plane grounded. The rest of their squadron flew to the Bunker Hill. Days later, a kamikaze attack on the vessel killed a number of service members, including the other members of his unit. His military awards include the coveted Combat Action Ribbon.



Paul Newman was one of Hollywood's most popular leading men during the 1960's and 1970's. Among his hit movies were the prison work gang drama "Cool Hand Luke", and the western saga "Butch Cassidy and the Sundance Kid". Newman won an Oscar and was also recognized for his philanthropy, financed by his own line of food products. He died in 2008 (take a guess at the cause).



Show and Tell



Aaron Alt 1:48 scale A6M Zero, WWII, by Tamiya



Aaron Alt 1:48 scale P-39Q, Guadalcanal; Accurate Armor

Bill Winter, 1:35 scale M13/40 by Italeri



Bruce Doyle, 1:72 scale TBM-3 Avenger; Grumman torpedo bomber (WWII)



Paul Bennett, 1:35 scale Ford 1917 Army Ambulance by ICM



Bruce Doyle, 1:72 scale Macchi C.200 Saetta by Revell

Show and Tell



AJ Kwan, 1:32 scale, G. S. Patton in Sicily, by Andrea



Bob Lundeen 1:35 scale Semovente self-propelled gun (WWII)



Chuck Lassiter, 1:72 scale Fiat CR42, WWII, Revell (Matchbox) with enhanced cockpit



Paul Bennett 1:1 scale Da Vinci clock





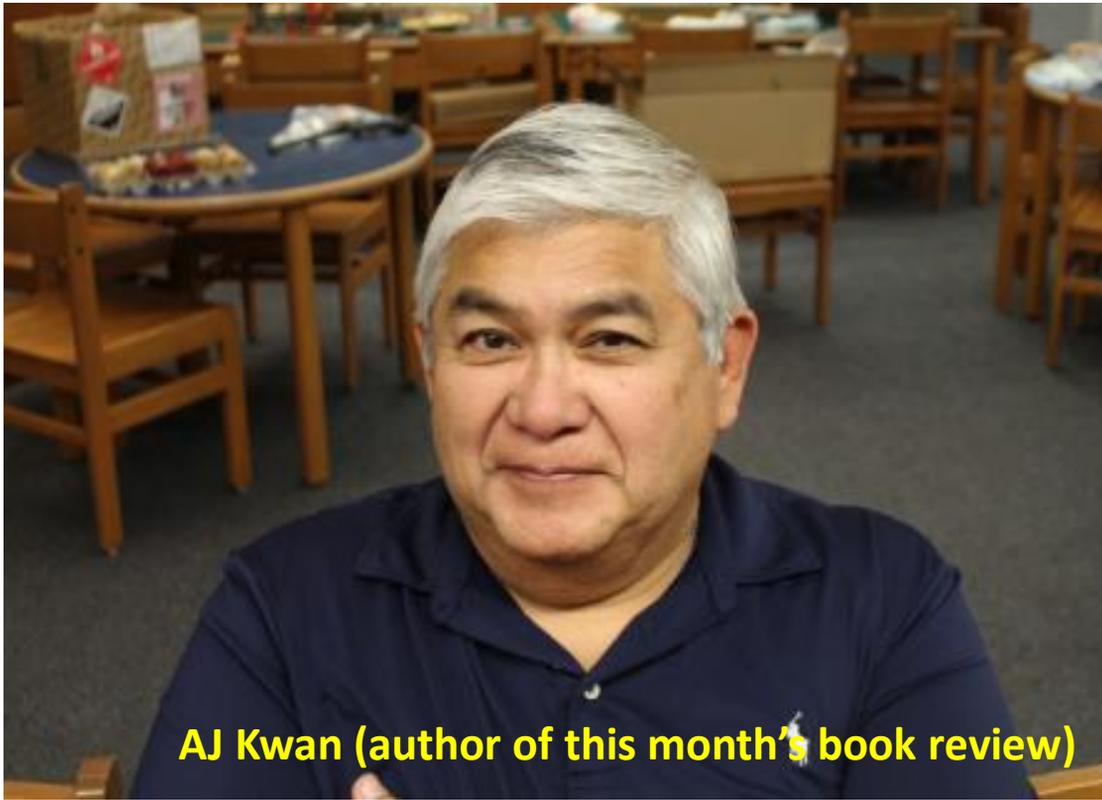
Frank Ahern, 1:700 scale Littorio, WWI Italian battleship by Trumpeter!



Brian Cormack, 1:72 scale Me-262 in box review; by Airfix



Faces at the November Meeting



AJ Kwan (author of this month's book review)



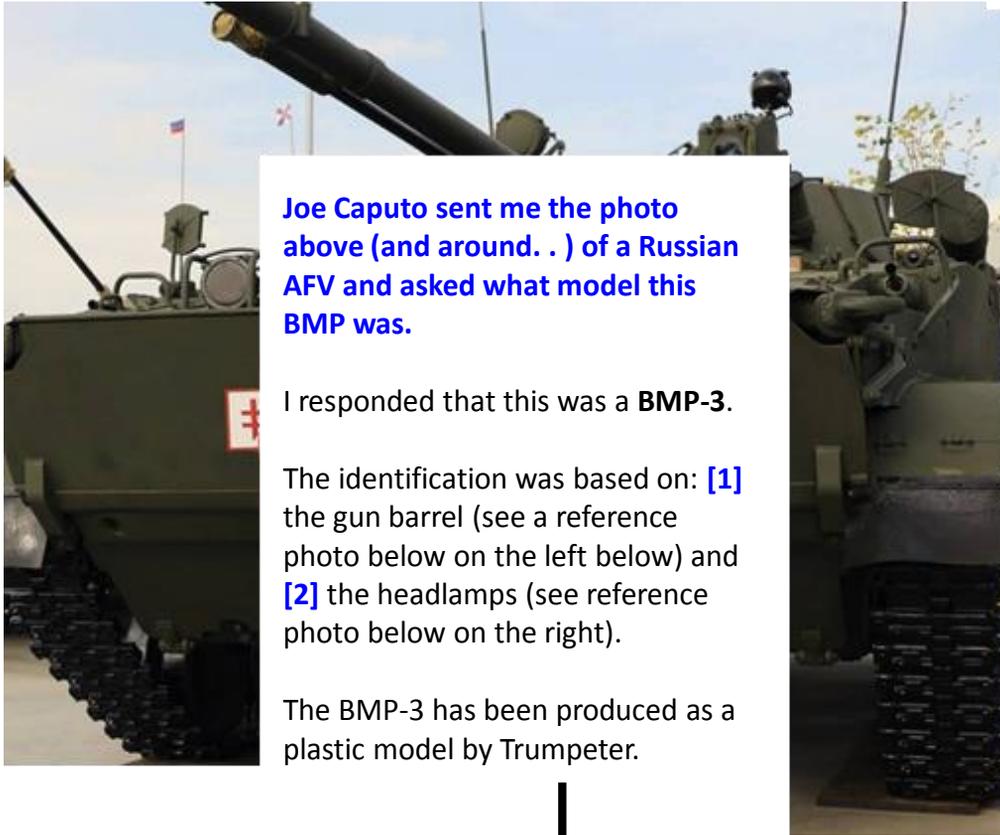
**Bruce Doyle and
Mike Martinez!**



**Frank Ahern (Club
secretary), Jack Muga
(Club President) and Bill
Winter (Treasurer).**

Bill's Column

By Bill Winter



Joe Caputo sent me the photo above (and around. .) of a Russian AFV and asked what model this BMP was.

I responded that this was a **BMP-3**.

The identification was based on: [1] the gun barrel (see a reference photo below on the left below) and [2] the headlamps (see reference photo below on the right).

The BMP-3 has been produced as a plastic model by Trumpeter.

BMP-3 gun, the 100mm 2A70 semi-automatic rifled gun / missile launcher



Looking on the web, I found that Trumpeter has produced 8 (eight) different BMP-3 kits! See the next page!

(continued next page)



BMP-3E IFV 01530



BMP-3 MICV early version
00364



BMP-3 w/ERA tiles 00365



Russian BMP-3 IFV 01528



BMP-3 in Cyprus service
01534



Russian BMP-3F IFV
01529

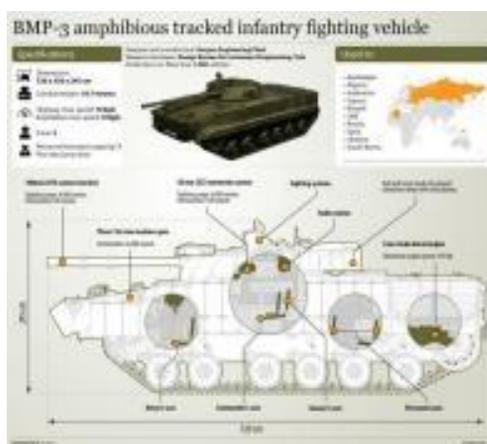


BMP-3 in South Korea
service 01533



BMP-3(UAE) w/ERA titles
and combined screens
01532

If you build armor, you should really look at these kits closely. They have a full interior (but no engine). Below are 2 “in progress” shots that I found on the web. There is additional after-market photo etch added here – nonetheless, I hope you appreciate the detail. There is even a full turret basket (bottom left - instructions).



Talking about BMPs' . . . Below is a photo of a BMP-1 that I rode in (courtesy of Ed Ingersoll) this summer in eastern Germany (east of Berlin).



To the left is a photo of Ed Ingersoll atop the **Leopard 1A4** that he drove. Below is another photo of Ed atop the Leopard.



Below is a photo of what **real mud** looks like!



Happy Holidays to you and your family. – Bill

IPMS Ocala's December 2017 Library Display



Tony Ivone's Viking ship



Inter-club “What-If” Challenge Contest – from Jack Mugan

We are trying to create a unique event unlike the usual club contests. In an effort to level the playing field we would like to focus on concept ideas as a different approach and to keep it simple and fun. The success will depend on how many of the members take up the challenge. As modelers, we like to believe we think outside the box and here is your opportunity to dust off those skills and go for it.

The idea to include the back-story is to share the thought process behind your concept, or to just add to the entertainment by providing an official explanation what your model represents.



Rules

- All entries will be from the same manufacturer, to be decided.
- No categories
- All scales eligible
- All subjects available from the chosen manufacturer.
- No building limitations
- Supporting story must accompany entry.
- Must be a paid up member of good standing in the participating clubs.

Traveling trophy to be established and paid for by both clubs.

Winning club picks the next manufacturer.

Both clubs will provide Judges, one each.

Judging sheets will be provided. Standards will be Creativity, Imagination and Execution on a ten point scale.

One winner per contest. Winner's name will go on the trophy.

We are thinking Revell/Monogram for the first contest.

We are suggesting a March contest date.

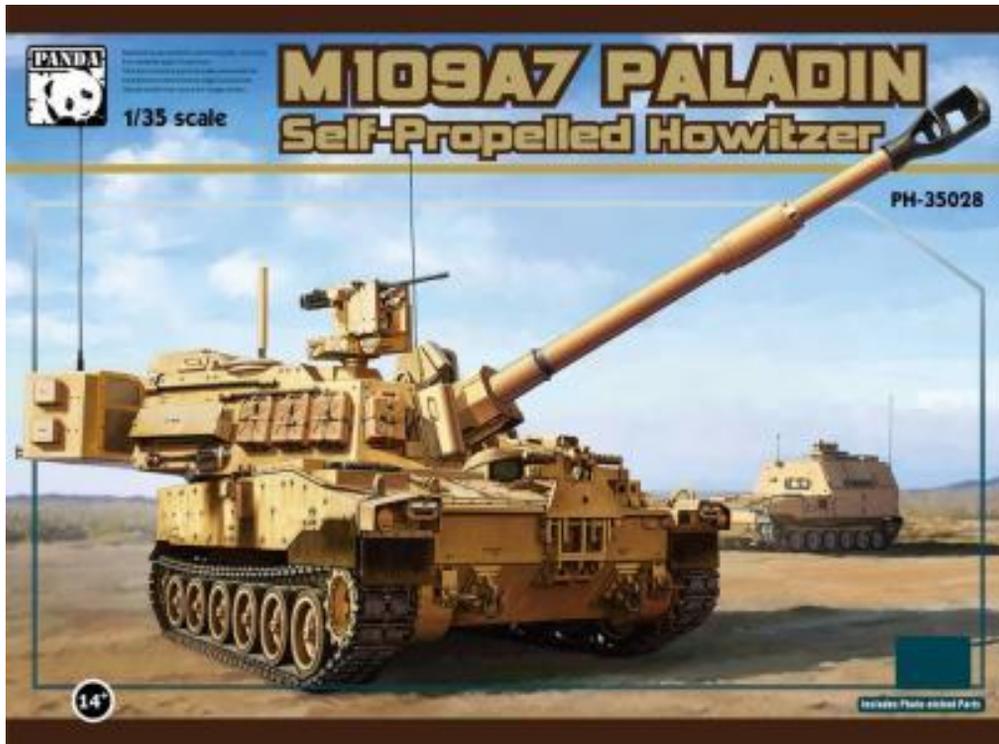
Frequently asked questions:

Is aftermarket resin allowed? Only if it comes from the manufacturer
Chosen for the contest.

Is scratch-building allowed? Yes

Odds and Ends Contributed by Club Members & Friends

From Bill Winter: Panda now has the first 1:35 scale kit of an M-109A7. Note that the chassis/hull is like that of a Bradley replacing the chassis of the original M-109 series.



Also from Panda is the 1/35 scale Husky Mk.III VMMD (Vehicle Mounted Mine Detector) w/GPRS



Odds and Ends Contributed by Club Members & Friends

From Bill Winter: Another new kit! Don't you just love Centurions?



The Sho't Kal Dalet (D version)!

Australia's Centurion Mark 5 tank



The first AFV Club Centurion released was the Australian version.



I wonder how this differs from AFV Clubs earlier Dalet (and Gimmel)?



The Sho't Kal Gimmel (C version)!

STOP the PRESSES!

Dragon has announced an M48 AVLB (Armored Vehicle Launched Bridge).

See:

<http://www.dragonmodelsusa.com/dmlusa/prodd.asp?p id=DRA3606>



Odds and Ends Contributed by Club Members (continued)

From Paul Bennett: Latest from Caracal Models.
Note the RB-45 decals.



Wow . . . **Meng** is releasing in 1:35 scale the M911 tracker and the 747 trailer (left below)!



Meng will also sell U.S. M911 C-HET 8V-92TA-90 Diesel Engine & CLBT-750 Transmission resin kit (right above) together with their U.S. M911 C-HET (8X6) & M747 Heavy Equipment Semi-Trailer kit.

Prior to this time, this kit was only available in resin (below is the Minimanfactory resin kit with an Abrams tank) . . . ☹.



Odds and Ends Contributed by Club Members (continued)

. . . . So you'd think these tank transporters grew on trees as Hobby Boss is also releasing another M911/747 trailer kit! OMG. . .



Lot's of new products at: <https://www.ctsms.org/new-page-7/>

See the following web site for a [great diorama!](#)

<https://www.facebook.com/Love.Scale.Models/photos/pcb.1766778116951639/1766776776951773/?type=3&theater>



From Jack Mugan: If you love [P-51's](#) see:

https://www.facebook.com/AeroSedifer/videos/828889023912722/?hc_ref=ARSIHYSvwV3CjIPvd-mirVO82xNnKxxexLxXVYr8x03Ee1qD98-ZiRIY1SFacE7Xz1A



Odds and Ends Contributed by Club Members (continued)

From Jack Mugan: If you are interested in the greatest tank battle of all time (**Kursk**) see:

https://www.facebook.com/DieDeutschePanzerwaffe/videos/2087967774783833/?hc_ref=ARQKyOpewa6dvZ9jrlz2aWSEeJdOV_2Q1p1ENGZCTvfjMKb6Z-IWMrBtyx8y9wxnl_E



Photos not from this link.

From Jack Mugan: **Salt weathering video:**

<http://www.mmscalemodels.com/2017/12/salt-weathering-technique-tutorial.html>

Wow (from Jack Mugan) – **an entire B-17 crew!** In 54 mm size. See:

<https://www.facebook.com/ACModelsNZ/photos/a.331617220552401.1073741827.331611777219612/520468858333902/?type=3&theater>



www.gatormodelers.org

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If you have a modeling tip you would like to share with your fellow modelers, please send us a copy so we can put it in the newsletter.

We need articles for the Newsletter and the Web Site!

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

Don't forget to support your local hobby shop; they support us in many ways.

GAINESVILLE HOBBYTOWN

Miguel Miranda: Proprietor

7420 W. Newberry Road (next to Sports Authority)

Gainesville, FL 32606 www.gainesvillefl.hobbytown.com Mon.-Fri.: 10 AM to 7PM

Sat.: 10AM to 5PM

Sun: 12PM to 4PM

ROB'S HOBBY WORLD

Rob Stevely: Proprietor 8585 SW Hwy 200 unit 14

Ocala, FL 34474 www.robshobbyworld@MSN.com Mon.-Fri.: 10 AM to 5:30PM

Sat.: 9AM to 4PM

Sun: Close

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

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

http://www.ipmsusa3.org/uploads/ipms_application_form_2016.pdf

<http://www.shopipmsusa.org/product-p/adult-membership.htm>

<http://www.shopipmsusa.org/product-p/family-membership.htm>

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IPMS/USA Region 11/Gator Modelers' Calendar

2017

December 16

IPMS Gators Hobby Club Christmas Party

2018

February 10

First Coast, Jaxcon, Jacksonville

March 10

FAST/Billetproof, Ocala

March 24

IPMS Gators Auction

March 24

Wings, Wheels, & Keels, Venice

April 7-8

Space Coast Region 11 contest

June 16

Polks Area Model Society PAMScOn, Lakeland

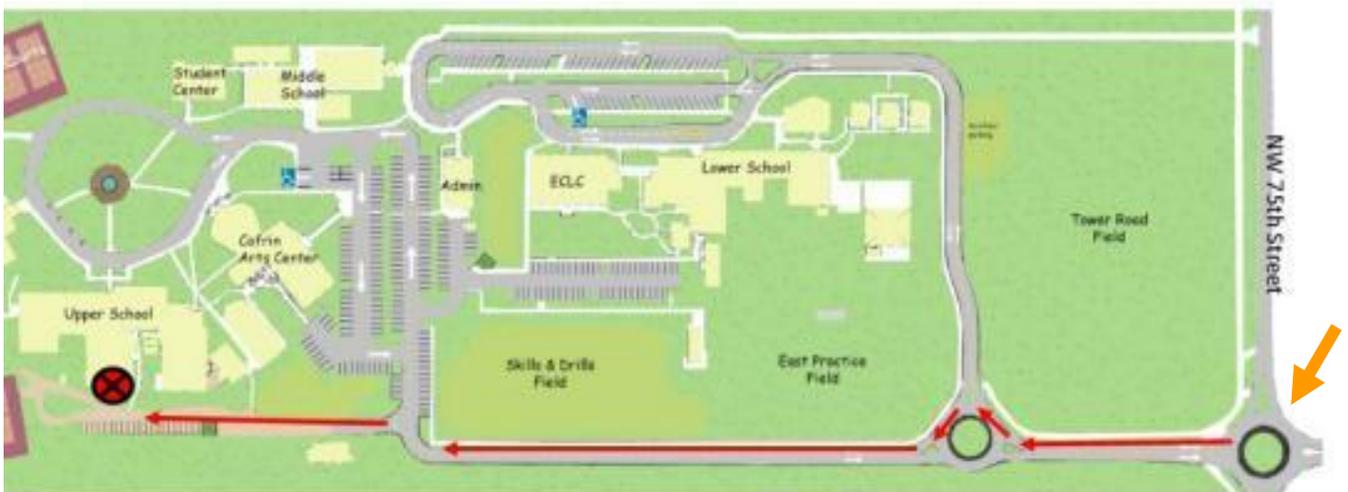
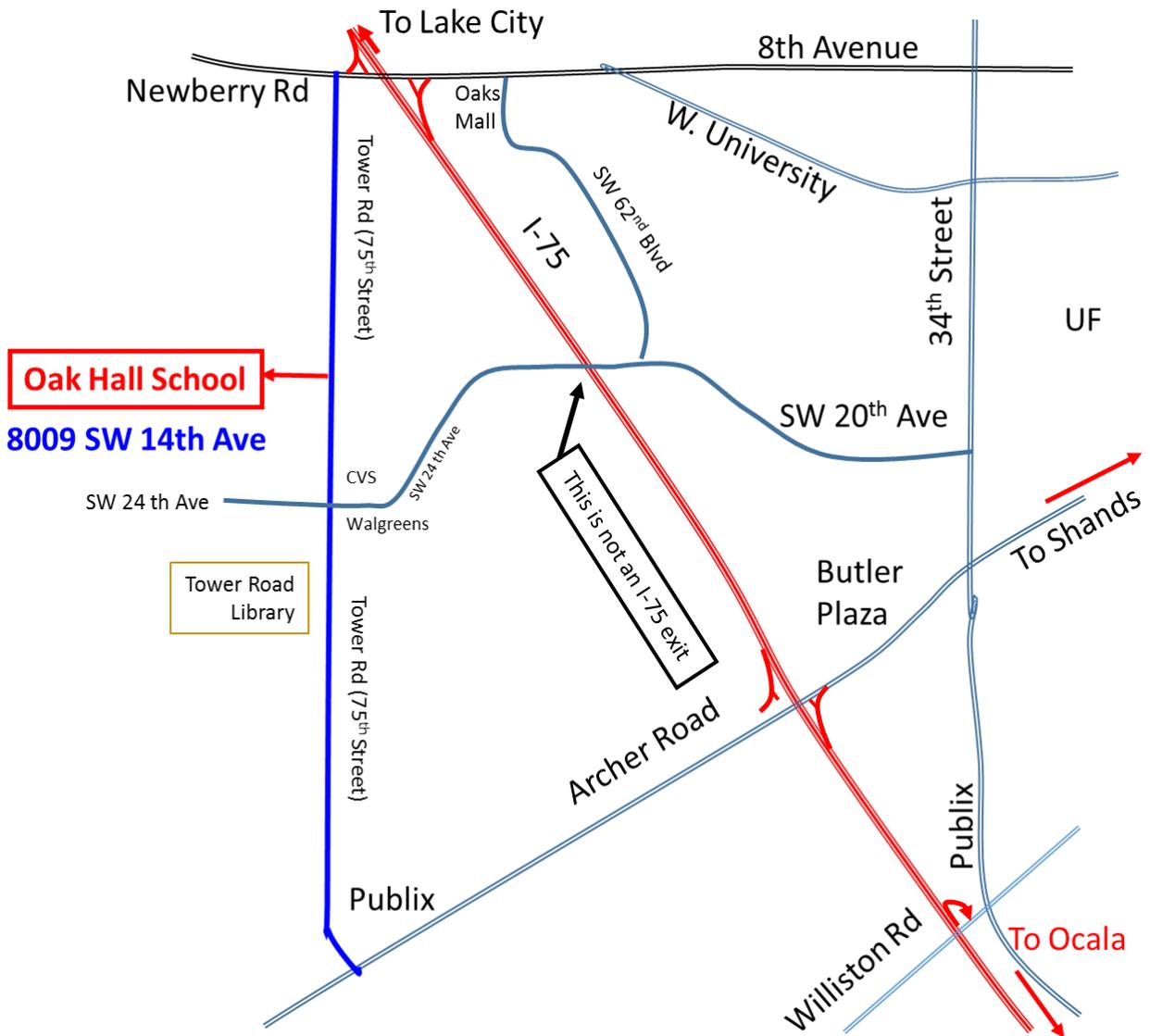
IPMS Membership

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

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

IPMS/USA MEMBERSHIP FORM	
IPMS No.:	Name: _____
Address: _____	If Renewing _____ First _____ Middle _____ Last _____
City: _____	State: _____ Zip: _____
Phone: _____	E-mail: _____
Signature (required by P.O.) _____	
Type of Membership	<input type="checkbox"/> Adult, 1 Year: \$30 <input type="checkbox"/> Adult, 2 Years: \$58 <input type="checkbox"/> Adult, 3 Years: \$86
<input type="checkbox"/> Junior (Under 18 Years) \$17	<input type="checkbox"/> Family, 1 Year: \$35 (Adult + \$5, One Set Journals) How Many Cards? _____
<input type="checkbox"/> Canada & Mexico: \$35	<input type="checkbox"/> Other / Foreign: \$38 (Surface) Checks must be drawn on a US bank or international money order
Payment Method:	<input type="checkbox"/> Check <input type="checkbox"/> Money Order
Chapter Affiliation, (if any): _____	
If Recommended by an IPMS Member, Please List His / Her Name and Member Number:	
Name: _____	IPMS No.: _____
IPMS/USA	PO Box 56023
Join or Renew Online at: www.ipmsusa.org	St. Petersburg, FL 33732-6023

How to get to the meeting



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



www.gatormodelers.org

Wild Paint

By Jack Mugan



NEXT MEETING: TUESDAY, JAN 16, 2018!