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Inside see Frank Ahern's Storch (winner of the monthly theme contest)



Also see Mark Box's fabulous build! !



Club officers
Doug Spinney
President

Chuck Lassiter
Vice President

Frank Ahern
Secretary

Bruce Doyle
Historian

Doug Spinney
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Bill Winter
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Newsletter
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Prez Sez..... It is a new year and 2023 is upon us, just when I was getting accustomed to writing 2022. But, I have my first meeting behind me and, even though the turn out was a bit low, I feel I'm off to a somewhat good start. Frank Aherns scored the best theme model, raffle winners were Bill Winter and Bruce Doyle. In my opening statement at the meeting I stated that on average there are just a bit over 730 hours in a month, the club is asking for only 2 or less of those hours, only 2 hours. In those 2 short hours I ask that club members refrain from additional conversations once the meeting is in session. I do realize that some of us only see one another once a month and want to catch up, but I find it disruptive to have two conversations taking place at the same time, and by a few comments after the meeting so do several other members.

Model shows and contests are beginning to crop up, the next one closest to us is Jaxcon on February 10th and 11th. Some of us will be getting those award winning models ready to enter, others of us will show up bright and early Saturday morning with cash in hand to purchase future show winning models. From what I have heard the vendor area for the show has been sold out.

A new section has been added to the monthly agenda called "Tool Time." Members can bring in a new tool or an existing one that they find very helpful and share it with the club. And at this upcoming meeting we ask that our members bring in their sprue cutters to show to our younger members. From the comments at the December meeting, there are a host of companies that manufacture sprue cutters. I know that prices for sprue cutters run from a few dollars to \$60 or more.

The monthly theme for January is Famous Ships. If you do not have a ship to bring but have another plastic model that you would like to share, then by all means bring it to the meeting. We have a table for theme models and another table for non-themed models. I'm hoping for a good turnout and lots of models to show off.

- **Doug**

Editor's note: *If you pay your IPMS Gators' dues by check, please make the check out to: "Bill Winter." It's kind of like making your check out to "John Powers" if you live in Alachua County and pay taxes. I can't cash checks made out to "IPMS Gators." Thx.*

January – IPMS Gators –

**We will meet Tuesday, January 17, 2023 at 6:30 PM at
Oak Hall Library**



Minutes of the Club Meeting from Tuesday December 20, 2022

Newly-elected President Doug Spinney called the meeting to order at 6:35pm. A total of 14 members were in attendance. Spinney began by saying that a top priority of his tenure is to cut down on distracting personal conversations during meetings. He asked all members to refrain from holding private conversations while the meeting is in progress, and he will not hesitate to call out those who disturb meetings with such behavior.



There was discussion of upcoming IPMS events. The main activity is the Jaxcon show, which will be held on the weekend of February 10 & 11 at the same location as last year.

New member Jack Hurov asked if anyone had 1/35 scale tank figures and decals for a tank diorama he and his son are working on.

The meeting was paused for the themed model contest and Show & Tell presentations.

The model contest on the theme Africa was won by Frank Ahern with his diorama depicting Gen. Rommel and a Fi-156 Storch observation plane.

The attendance raffles were won by Bill Winter, who chose an AMT Camaro kit, and Bruce Doyle who picked a Monogram Panzer IV.

Bill Winter shared packages of syringes and paint mixing cups with the club and gave a short presentation on how he measures and mixes paint and thinner.

He asked for recommendations on sprue cutters and Doug Spinney asked that all members bring their favorite sprue cutters to the next meeting for a club discussion.

The modeling theme for the next meeting is Famous Ships.

Winter gave a PowerPoint presentation on the US Army's series of Heavy Expanded Mobility Tactical Trucks (HEMTT). He talked about the many variants of these large vehicles and the model kits that are available if you wish to build one.

Finally the President reminded members that yearly dues of \$20 are now due, and a number of those present paid Treasurer Bill Winter.

The meeting concluded at 8:15pm

Submitted by:
Frank Ahern
Club secretary

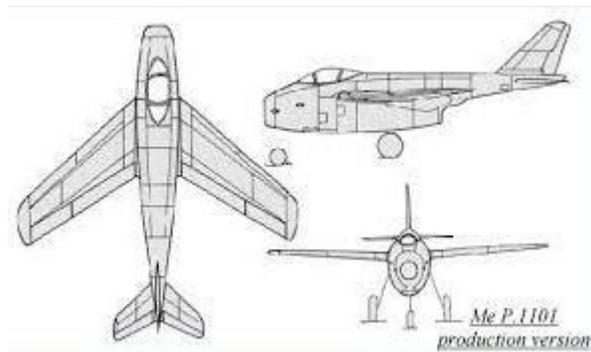
Emergency Fighters:



The Luftwaffe's Last Gasp

By Frank Ahern

Although the Focke-Wulf entry in the Luftwaffe's Emergency Fighter competition was declared the winner, the contender from Messerschmitt, the P.1101 had the greatest long-term impact on the dawning of the new jet age.



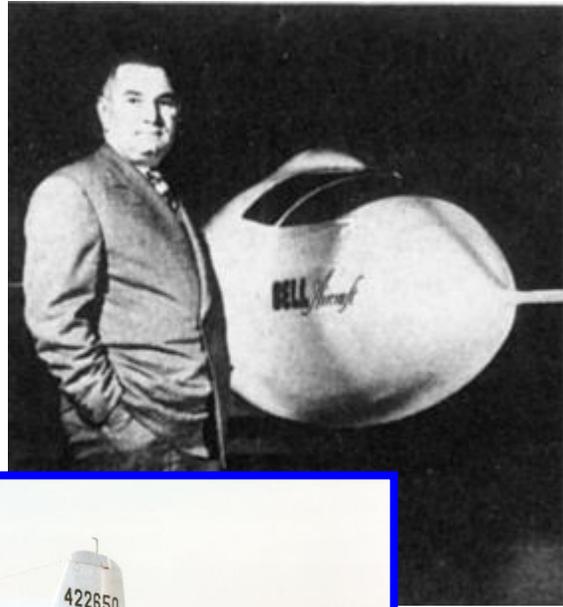
That's because the P.1101 pushed the envelope of aerodynamics even further by exploring the idea of variable wing geometry. At a time when all other countries were content to produce straight wing fighters, German engineers were looking at ways to eliminate some of the drawbacks of swept wings such as poor performance at low speed and long takeoff runs.



Emergency Fighters: The Luftwaffe's Last Gasp

Despite finishing second, Willy Messerschmitt kept working on his ideas and at the end of the war had produced a prototype that was awaiting the new Heinkel jet engine that never arrived.

Bell Aircraft chief engineer Robert Woods went to Germany to see the prototype and instantly recognized its value.



His company had built America's first jet - the P-59 Airacomet. It was slow and crude compared to the German plane. Bell arranged for the P.1101 prototype to be shipped to the US for evaluation. After several years of testing and modifications what emerged was the Bell X-5.



Emergency Fighters: The Luftwaffe's Last Gasp

The X-5 proved the viability of the variable geometry wing and it was later implemented on groundbreaking aircraft such as the F-111, F-14 Tomcat and the B-1 bomber. It's also easy to see the influence of the basic design on the F-86 Sabre.



I didn't have a model of the P.1101 although there have been several produced over the years, but they're not easy to find. The model I did have is of a later variant of the series - the P.1111.

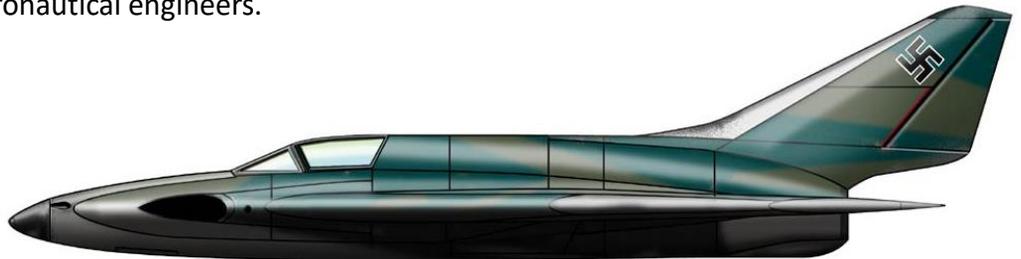




Emergency Fighters: The Luftwaffe's Last Gasp



Like most of the late-war German designs it never got off the drawing board but served as an inspiration for the next generation of high performance aircraft. The Luftwaffe's last gasp proved to be a breath of fresh air for Allied and Soviet aeronautical engineers.



Messerschmitt AG of World War 2 Germany managed three of the more iconic aircraft used operationally the conflict - the prop-driven Bf 109, the rocket-powered Me 163 "Komet" and the jet-powered Me 262 "Schwalbe". Between these designs lay a host of other submissions and design studies, some entertained by the German Air Ministry for possible development and others remaining in-house research projects or barely pencil sketches. The P.1111 was one of the many designs that never saw the light of day as an intended single-seat, jet-powered fighter. The aircraft was born from the P.1112 initiative which became Messerschmitt's last jet-powered design initiative of the war and fell in line with the sudden trend of Messerschmitt jet aircraft featuring tailless arrangements.



Fiddly Bits

by Stretch Sprueman

a.k.a. Bruce "Yard Modeler" Doyle

Last month I was trying to decide who would be a good Marine Ace's Card to give to Erroll Whisler for helping me with a project I had asked him to do for me. Perhaps a Corsair driver, an Ace-in-a-Day, a Medal-of-Honor recipient?

Then I remembered Andy Renshaw had done a kit review / kit build of Jim Swett's Corsair for an article published in the June, 2017 issue of our newsletter.



If Erroll wanted to build a model of Swett's aircraft to go along with the Ace Card - Bingo! I asked Andy when the article was published, but I found it on my own before he had a chance to email me back (anyone have a lot of spare time and want to take a break from modeling? A newsletter Index would be a terrific addition for our award winning publication.)

But it was Andy's inclusion of two links in his answering email that has really caught my eye, and I just had to share them with you.

<https://fundekals.net/product/f4u-corsairs-usmc/>

<https://fundekals.net/product/f4u-corsairs-whistling-death-1-48/>

These links are for two decal sheets depicting Marine Corsairs, in 1/48 scale. The decals are beautiful, but it is the PDFs that are included that have such an incredible amount of research that it's breathtaking. In red type is the following: "Download Instruction Sheet PDF: Click Here." And up will pop a vertical, digital "Squad/Sig In Action" monograph-length study on all things Pacific Theater land based Marine Corps Corsairs. *For instance:*

I was unaware of, or had forgotten, that Goodyear purpose built FG-1 Corsairs for the Marines without the heavy wing-fold mechanism, and taped over the divide. They also deleted the tailhook to save more weight, and the text explains what that looked like. Did you know that the Marines used decals sometimes in the field for the National Insignia? I didn't. Markings maven Dana Bell writes extensively in one of the PDFs of the three volume Air Force Colors books for Squad/Sig (look on the acknowledgement page in Volume 3 and you might recognize a name there.) It's really interesting how he and the other historians piece together the techniques the Leathernecks used in painting, taping, spraying and marking their Corsairs. What they then looked like, the paint they used, the weathering, how and where the paint faded, and on and on and on.

There also are a lot of nuts and bolts items covering antennae positioning, cowlings, landing gear and gear doors, squadron and serial number placements (Fundekals also gives extra decals for the markings in white which are not opaque enough to cover the dark blue color.) But it is really the mountain of detail that they have unearthed about the machines, the men who flew and maintained them that is truly astounding, and is well worth the \$22.00 price alone - and you get decals too!

Fiddly Bits My Own Corsair "Bit-of-Tid:" Landing on an aircraft carrier was a dangerous occupation, especially in WWII Navy fighters with their big, 2-row, 18 cylinder, Pratt & Whitney R- 2800 engines. The forward fuselage and cowling that covered the big radial set the cockpit back in the fuselage, greatly restricting the pilot's forward vision. Grumman solved this problem on the Hellcat by sloping the fuselage in front of the windscreen 6 degrees to give the pilot better vision for his landing approach.

Corsair pilots could not make a straight in approach while attempting to land on a carrier because of an even longer restricted view from the cockpit, so a solution had to be made. What they came up with was to make a slow left hand turn, keeping the carrier's deck in view over the port gull wing. Elevating the starboard wing so high could cause it to stall, so they came up with a simple solution: a cigarette pack size metal clip was attached to the leading edge of the starboard wing, interrupting the airflow enough to keep it from stalling. Seems counterintuitive to me, but maybe some stick and rudder jockey out there can explain it for us.

Relevance for modelers? For small scale models (1/72) probably nothing, but for larger scales - especially 1/32 (are there 1/32 scale Corsair models? I should have looked on Scalemates first) - they would be noticeable. Not sure I'm correct in all this? Ask Bill. When we went on a "Road Trip" to the Naval Air Museum in Pensacola, I pointed out this unusual feature on one of the Corsairs there, so he can back me up*. I suppose the real question should be, "When did this stall problem crop up - remember at first Corsairs were restricted to land based Squadrons, and more importantly who came up with the "wing leading edge, square clip" solution (and what was it really called)?"



Note: Contrary to the popular notion that the Marines only flew their Corsairs from 'terra firma' bases (see Ba Ba Black Sheep), many USMC Squadrons joined the fleet later in the War flying off the larger Essex Class carriers. Early Navy Corsair Squadrons - like VF - 17 "Jolly Rogers", commanded by Tommy Blackburn - also flew from land bases on Munda in the Solomons like the Marines. Ira Kepford of this squadron was the top scoring Corsair Ace with 16 confirmed kills flying the most photographed "Whistling Death" of all, the famous number "29." After the War, Kepford became the President of Rexall Drugs.

Thanks Andy for the fantastic links. Any more? Stay tuned..... **Bruce**



* Bruce – I remember this. - Bill

Frank Ahern

Gen. Rommel and a Fi-156 Storch
observation plane



Frank Ahern's Storch (winner of the monthly theme contest)

Frank Ahern

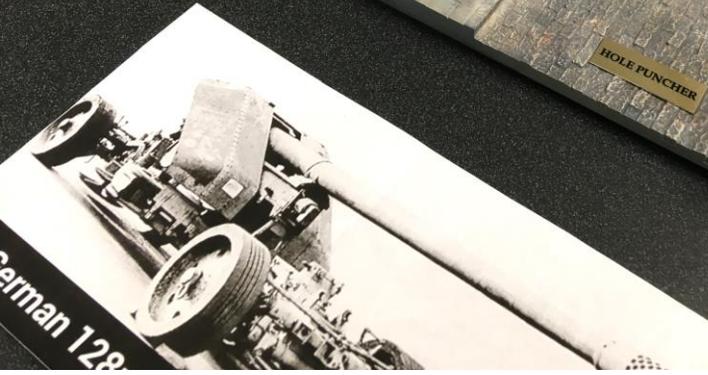
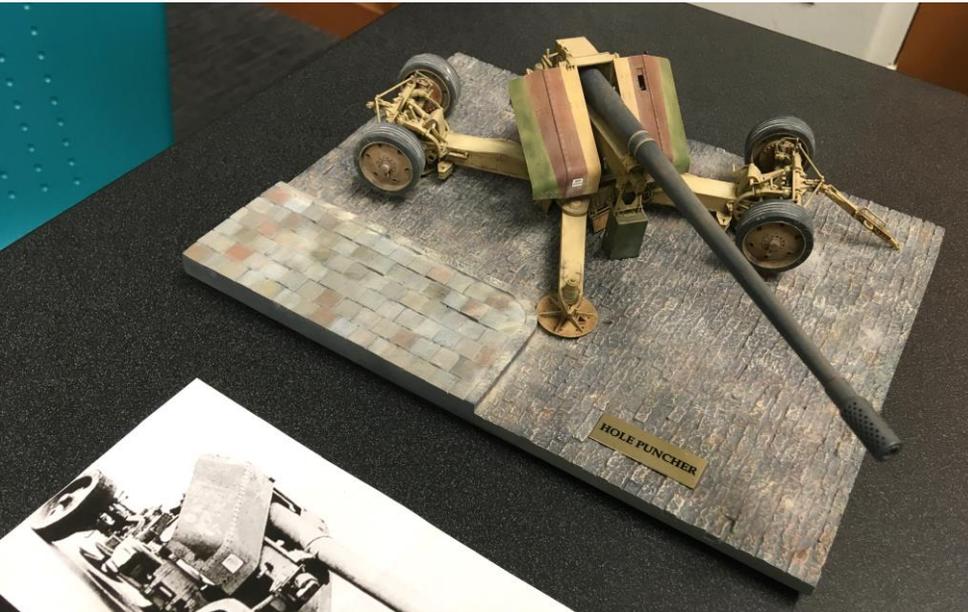
Gen. Rommel and a Fi-156 Storch observation plane



Bruce Doyle



Don Martin WWII German artillery piece



Don Martin WWII German artillery piece



Ed Ingersoll's Panzer II



Ed Ingersoll's Panzer II



Bob Lundeen - Vignette



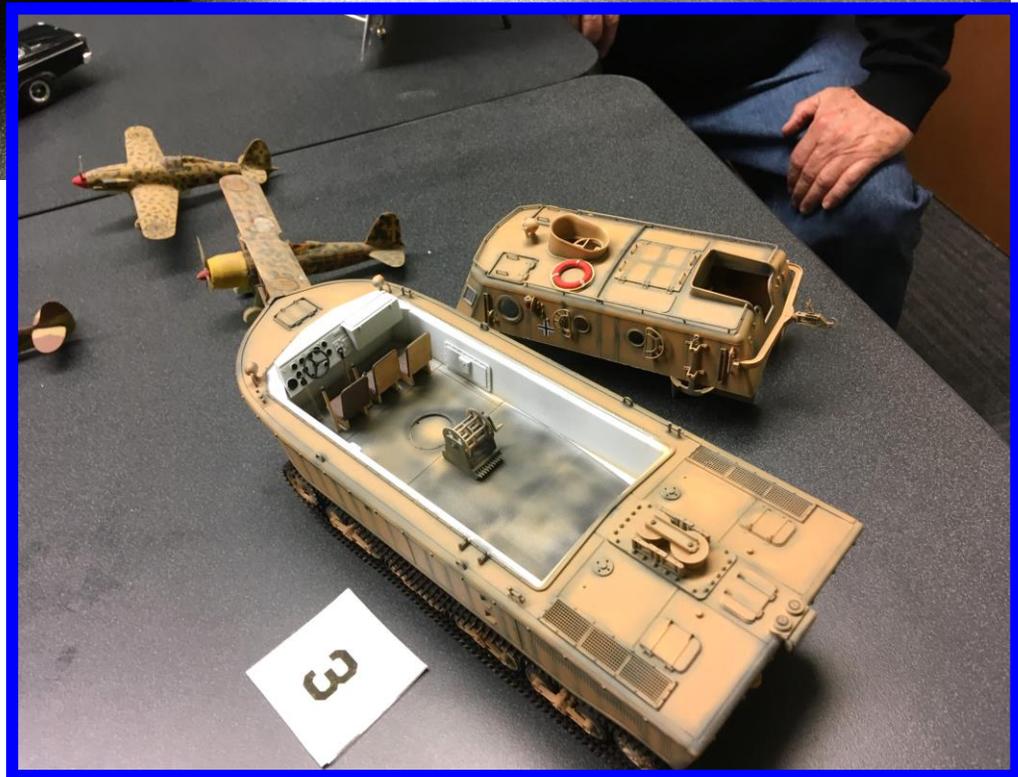
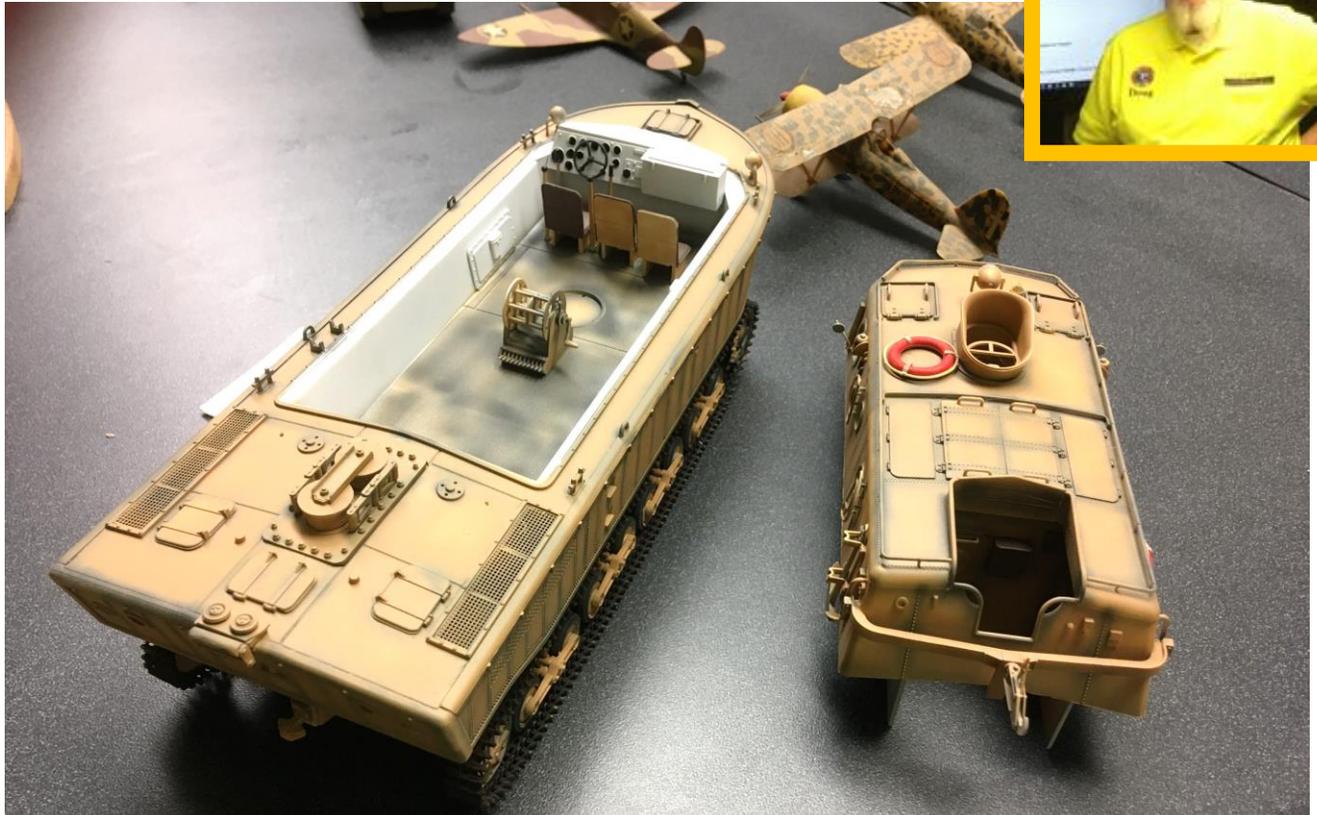
Chuck Lassiter's airplane



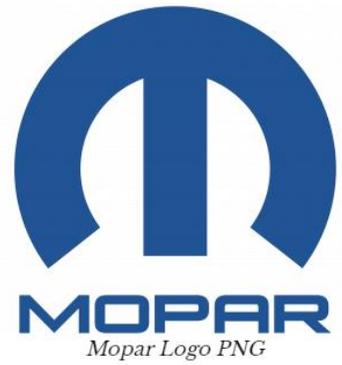
Chuck Lassiter's airplane



Doug Spinney's Landwasserschlepper



Mark Box



Frank Ahern Huckebein



From the Bench of Clarence Snyder

I saw a program on TV and recorded it about Sherman tanks and all the modifications that they went through, e.g., adding more armor plates to those already on the tank. Shermans were made into bulldozers, mine sweepers, brush clearers (e.g., the Cullen hedgerow cutters), etc. This will be only the second tank that I have ever built. I hope to use U.S. markings.



From Bill to Clarence: I need to find out how to keep the cars on the track. Do you have any secrets to share?

Clarence: Yes, I do. Always put heavier cars in front and lighter cars later. A heavy car in back tends to pull light cars off in turns even if the light car is on a straight track. Make sure that the wheels turn freely (you may need to lubricate the wheels). Lastly, N gage is very tempermental; larger train gages are more stable. After running O gage trains for a long time (such as on a large layout), some trains will still derail from a few bad cars.

Bill: Thank you, Clarence.



From the Bench of Clarence Snyder



Editor's QUIZ --- > **What is the name of the bomber in the upper left?**



The answer is on page 32/33 .

From Tina Spinney's Bench

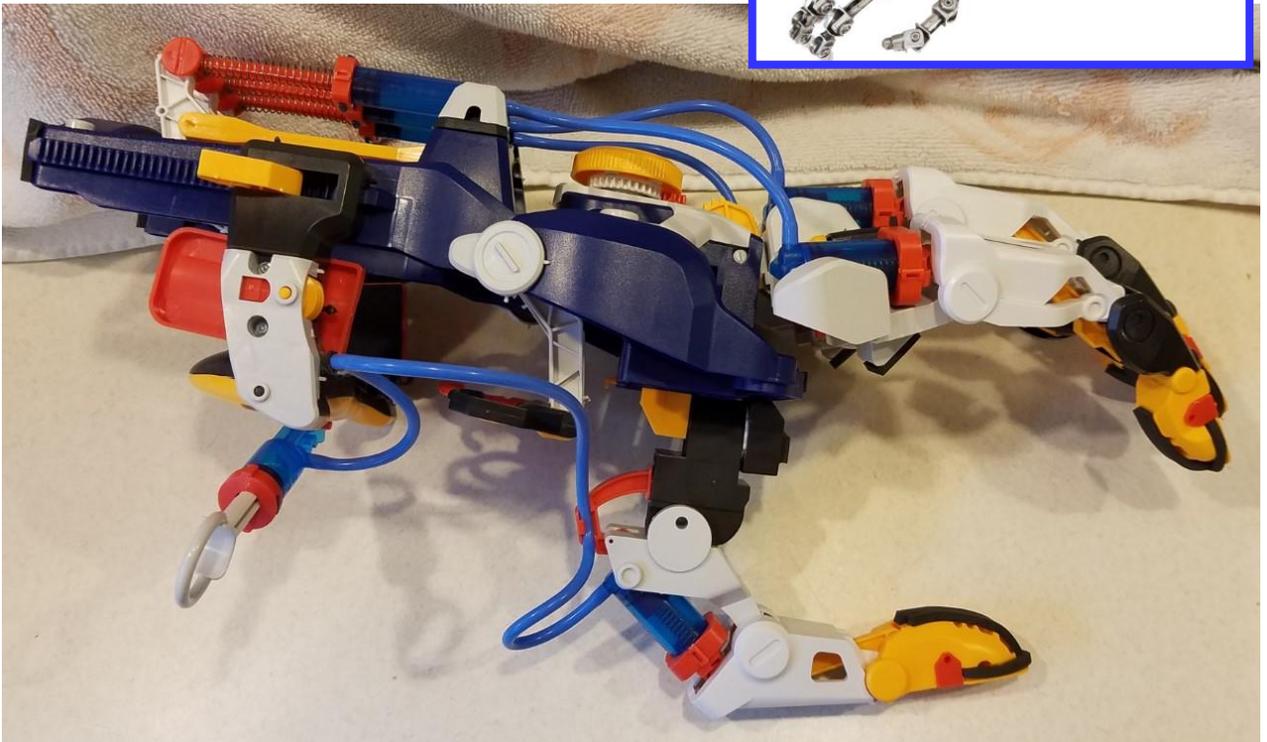
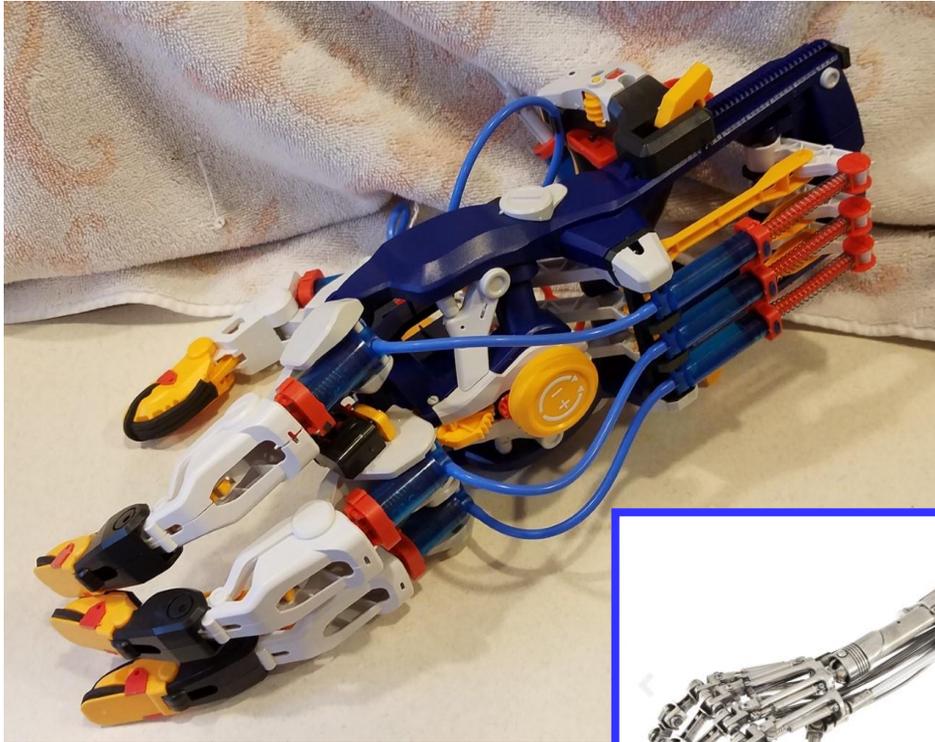
The attached pictures are from a Cyborg Hand that Tina gave to her granddaughter for Christmas, and the granddaughter decided that grandma should put it together. Per the instructions the assembly time is 2 hours, they forgot to mention two hours a day for five days.



But she did it, her comments during the build were comments that usually come out of my side of the hobby room, but everything worked. Hydraulics are water, not hydraulic fluid. No glue needed, some parts held together with provided screws.



From Tina's Bench ... **CYBORG HAND**

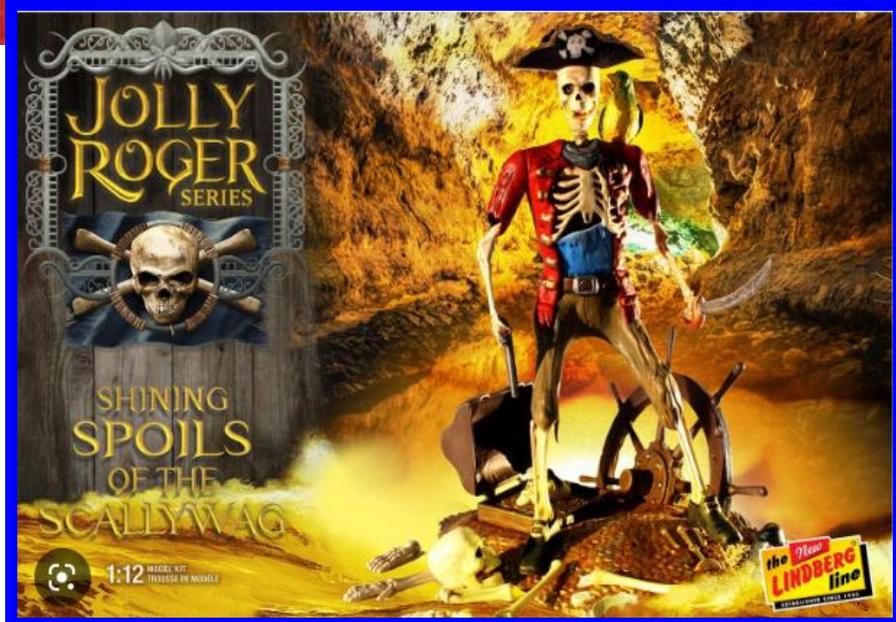




From the Bench of Doug Spinney

Lindberg Jolly Roger Series Shining Spoils of the Scallywag

Painted the base gloss black, then Spaz Stix Chrome followed by Spaz Stix Gold as I wanted the gold to really stand out, the rest of the model is painted with Vallejo Model Colors. I did not paint the skeleton as it glows in the dark.



From the Bench of Doug Spinney



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: Closed.

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

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

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

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

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

Frank Ahern, – Secretary – Newsletter Editor ahernf@gmail.com
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UPCOMING EVENTS

For a complete list of IPMS events visit: <https://calendar.ipmsusa3.org/>

Jaxcon 2023

February 10, 2023 - 5:00pm EST to February 11, 2023 - 6:00pm EST

North Jacksonville Baptist Church, 8531 N. Main St., Jacksonville, FL, 32218

AMPS Atlanta Annual Show

17-18 February 2023

Hilton Atlanta Northeast, 5993 Peachtree Industrial Blvd,
Peachtree Corners, GA 30092 ·



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

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

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

IPMS Membership



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	<input type="text"/>	Date of Birth:	<input type="text"/>
Adult	One year	\$30.00		<input type="text"/>
	Two years	\$58.00		<input type="text"/>
	Three years	\$86.00		<input type="text"/>
Canada & Mexico		\$35.00		<input type="text"/>
Foreign	Surface	\$38.00		<input type="text"/>

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

Your Signature:

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

PAYMENT OPTIONS:

Cash Amount:

Check Check #: Amount:

Billing Address, if different than above -

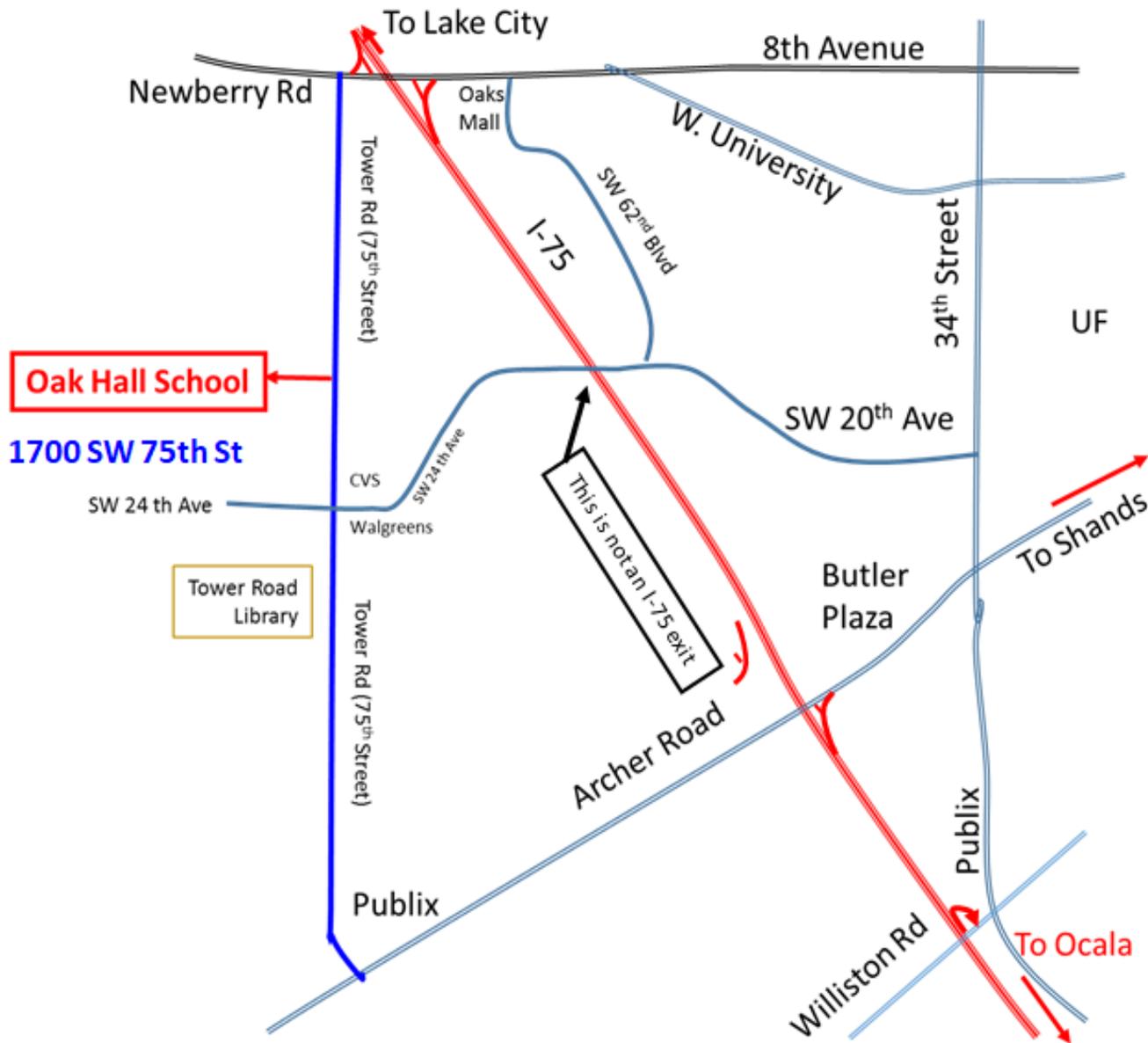
Address:

City: State:

Zip Code:

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

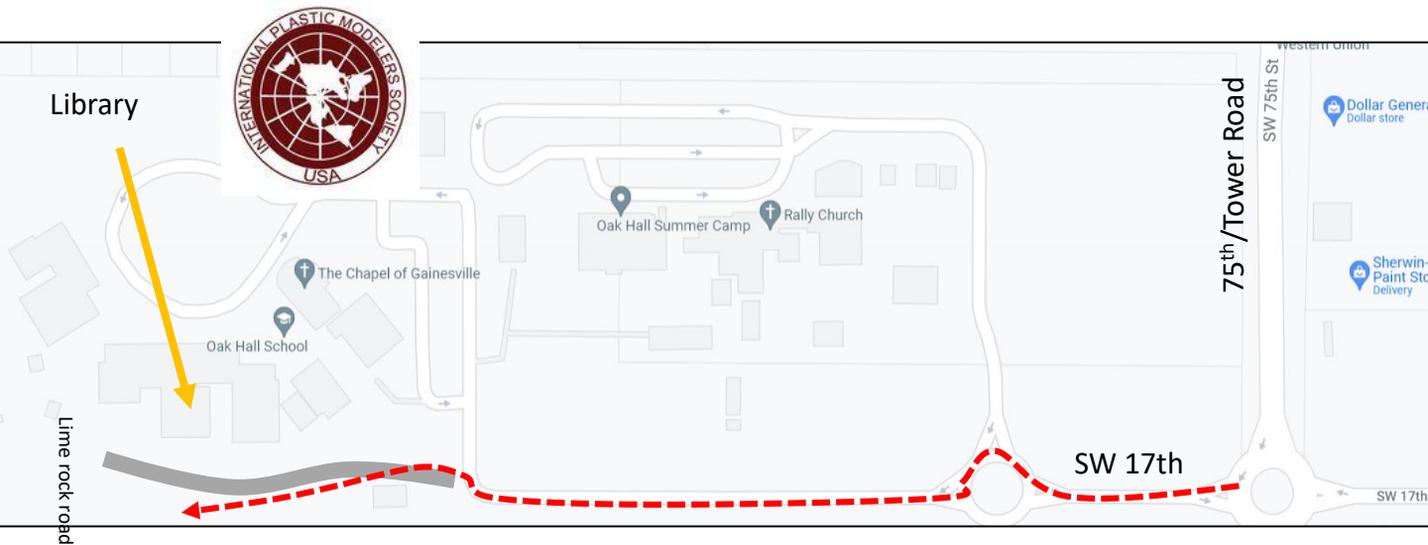
Directions to OAK HALL (1700 SW 75th St, Gainesville, FL)



From the editor: The B-32 Dominator



IPMS GATORS' MEMBERS: We will meet at Oak Hall on Tuesday January 17 at 6:30 PM in the LIBRARY.



The top image is the satellite view of OAK HALL. The bottom view is a line drawing.

Answer to the previous quiz question: The Consolidated B-32 Dominator was an American heavy strategic bomber built for U.S. Army Air Forces during World War II, which had the distinction of being the last Allied aircraft to be engaged in combat during World War II; that engagement also resulted in the last American to die in air combat in World War II. It was developed in parallel with the Boeing B-29 Superfortress as a fallback design should the B-29 prove unsuccessful. The B-32 only reached units in the Pacific in mid-May 1945, and subsequently saw only limited combat operations against Japanese targets before the formal end of the war on 2 September 1945. Most of the extant orders of the B-32 were canceled shortly thereafter and only 118 B-32 airframes of all types were built. https://en.wikipedia.org/wiki/Consolidated_B-32_Dominator

Ship of the month...



It's hard to believe but this is a ship DIORAMA. Do you know which ship this is?

A note about monthly themes for 2022 & 2023

Jan.	<i>Famous Ships</i>
Feb.	Made In Italy
Mar.	Vehicle that arrives with less people than it started with
Apr.	Worst model kit
May.	One of a Kind
June.	Real cars that race
July.	Prototypes
Aug.	Winter War
Sept.	Operation Torch WW2
Oct.	Anything that races
Nov.	Sci-Fi



Dear Readers – If you sent me something for the IPMS Gators' newsletter and I missed it, please let me know. I'll put it in the February newsletter. - Bill