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Clarence Synder's Datsun Pickup based on his real Datsun Pickup – Winner of the Best "Oldest Model Club Contest?"

NEWS FLASH – We have a new contributor to the newsletter: *Darryl Palmer. See his article inside*



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Vice President

Frank Ahern
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Prez Sez..... www.gatormodelers.org

It's that time of year that I dread, pine pollen season. Not that everything outside turns yellow(ish), but that summer is drawing near. It also means that love bug season is just around the corner.

For those reading this that live up in the frozen tundra, anyplace north of Florida, love bugs are nasty little critters whose carcasses stick to your vehicles like CA glue. If you don't clean their nasty little remains from your conveyance, then their remains will eat your paint away.

What does this have to do with modeling?

Nothing really, but it is hard to spray on a nice coat of paint in your driveway with yellow dust in the air. And during love bug season, we take the chance of one of them landing in our fresh paint job.

You might wonder why I'm talking about insects. It is because I have to come up with something once a month to write about, and if I don't. I'll get emails from my good friend Bill "bugging" me for my monthly Prez Sez. A few years ago we had a gentleman come to our meeting talking about how you need a dedicated, temperature controlled room to paint your models. My temperature controlled room is my driveway for rattle can painting. In the summer it is done early in the morning, during the winter it is when the temp gets above 70 degrees. Everything else is done in the house with a spray booth.

We had a great showing at our February meeting, two themes brought out a good number of models. The theme for March is Vietnam War. I hope to see a good turnout again this month.

- Doug

March – IPMS
Gators

We will meet
Tuesday, March 18,
2025, at 6:30 PM at
Oak Hall Library

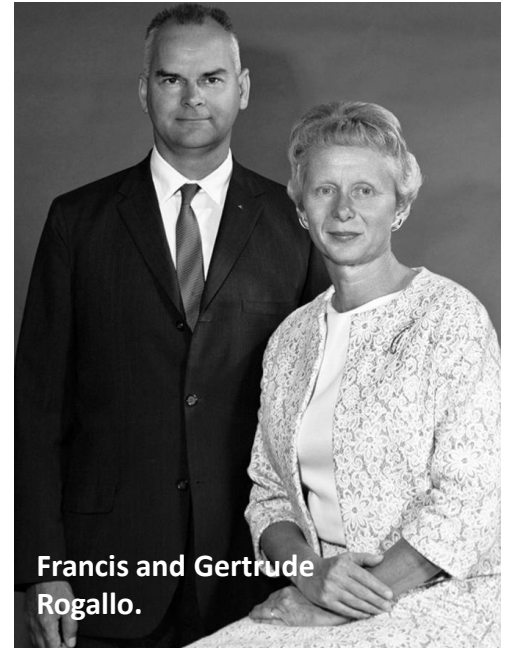
Hang Gliding to Earth: The Gemini Rogallo Wing Project

By Darryl Palmer

Francis and Gertrude Rogallo loved to fly kites.

Francis was an aeronautical engineer who graduated from Stamford in 1935 and was working for the National Advisory Committee on Aeronautics (NACA), the precursor to NASA. His wife Gertrude was a former schoolteacher and talented seamstress.

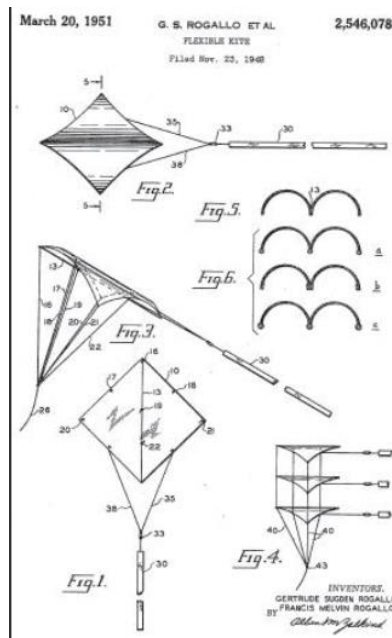
On weekends, they would fly homemade kites along the shores of Hampton Roads, near Francis' office at Langley, VA. Together, they dreamed of making aviation more accessible to ordinary people. There ought to be an inexpensive way, they reasoned, to assemble and fly aircraft on the go—just like a kite.



Francis and Gertrude Rogallo.

The couple started experimenting with large kites that could bear heavier loads, including people and vehicles. They constructed a wind tunnel at home out of cardboard and an electric fan. Gertrude sacrificed their kitchen curtains for the fabric. In 1948, they registered a patent for a flexible airfoil.

Patent on Rogallo Flexible Kite.



The invention caught the eye of a toy company that leased their patent for the Flexi-Kite, made of mylar. If you've ever flown a Gayla Bat Kite, the patent is there above you, way up high on the end of the string. But their vision was for something more ambitious, and despite his position at NACA, Francis found that the government and aeronautics industry weren't interested in man-carrying kites.

Hang Gliding to Earth: The Gemini Rogallo Wing Project

Then, the Russians launched Sputnik in 1957, and the space race was on.

In the early 1960s, NASA was investigating alternative methods of reentry for their Gemini program. As it turned out, there were a number of disadvantages to ocean splashdowns. Sending out Navy ships to locate and retrieve capsules was expensive. Astronauts considered it problematic, not to mention undignified, to be fished out of the drink like a washed-out airman. This fear played out in practice—in 1961, Gus Grissom’s Mercury capsule sank, nearly drowning him; on his re-entry, Scott Carpenter overshot the landing area, leading to an hours-long search for him in the open sea. Wouldn’t it be better if astronauts could glide gracefully down to the sands of Edwards Air Force Base or the beaches of Cape Canaveral?

Called the parawing, NASA’s plan was to adapt the Rogallo design for an inflatable air foil that would deploy like a parachute along the dorsal surface of the hull, which would position the spacecraft horizontally over the landing area. The astronauts would pilot their craft like a normal airplane, and tripod landing gear with skids would slide out to cushion the landing. North American Aviation developed several test rigs for glide-in recovery at various altitudes and airspeeds, and they eagerly shared their plans with the press.

However, the pace of the space program made the Rogallo paraglider impractical. America had to get to the moon quick, fast and in a hurry--there just wasn’t enough time for extended R&D. NASA decided to go with tried-and-true parachute recovery and the Rogallo wing program was mothballed. However, you can still see traces of the alternative plan on the Gemini capsule. The long white stripe that runs along the nose to the bridge between the crew hatches designated a two-point parachute attachment system, meant to keep the capsule horizontally oriented during splashdown., on display at Smithsonian.

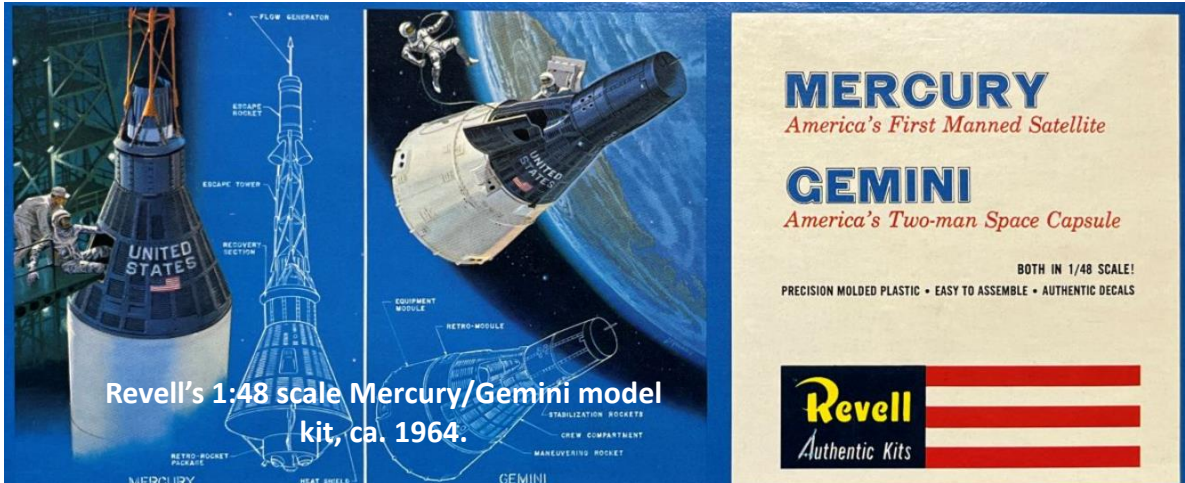


An artist’s depiction of paraglide re-entry.

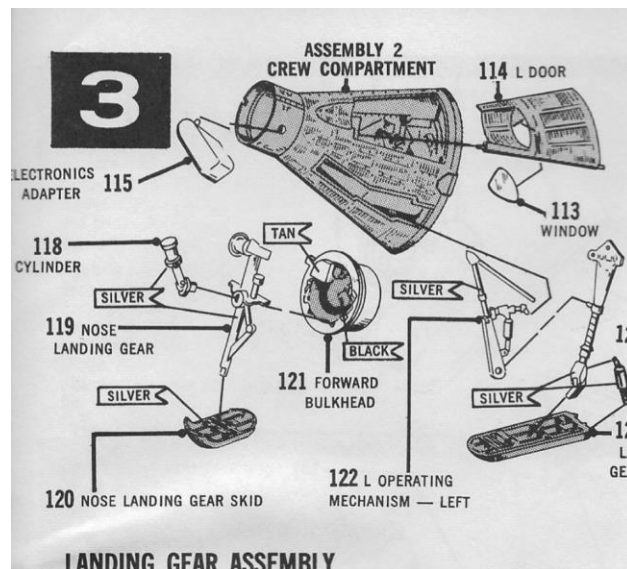
Gemini spacecraft, showing “skunk stripe” for two-point parachute attachment.

Hang Gliding to Earth: The Gemini Rogallo Wing Project

Early missions actually attempted re-entry in this way, but the violent 90-degree shift tended to hurl astronauts into the instrument panel (Gus Grissom even cracked his helmet visor on Gemini 3), so the two-point system was abandoned.



When Revell was putting out its 1:48 scale manned space kit in 1964, the Gemini was still in design mode, and the Rogallo wing was still a thing. Thus, the Gemini half of the two-fer kit included optional parts for the landing gear struts and an alternative nose piece. Later retooling omitted these features, though they snuck back in when Revell-Monogram reissued the kit in the 1990s. Adventurous modelers can still craft the Gemini as it was originally intended.



Gemini model kit instructions, showing landing gear.

While the parawing never made it into space, the Rogallos' brainchild has had a long, successful life. Other inventors adapted the A-shaped design to create hang gliders, paragliders, ultralights and stunt kites, enjoyed by thousands today. Francis Rogallo himself was an avid hang glider; well into his 80s, he would soar over the wind-swept dunes of Jockey's Ridge State Park in North Carolina, not far from Kitty Hawk, where the Wright Brothers launched the age of aviation.

Hang Gliding to Earth: The Gemini Rogallo Wing Project

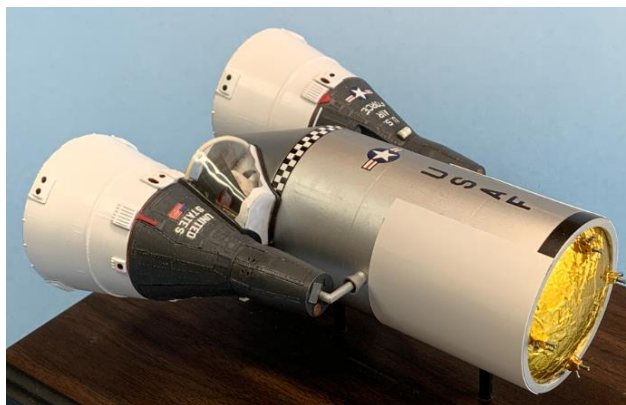
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Gertrude and Francis continued to work on kite designs until their deaths in 2008 and 2009, respectively. A test vehicle of a Gemini capsule suspended from the Rogallo wing is currently displayed in the Smithsonian Air & Space Museum. - [Darryl](#)

Parawing test vehicle,
dubbed the Flying Jeep or
FLEEP, on display at
Smithsonian.



READER'S CHALLENGE -- > What is this (that never really flew)?

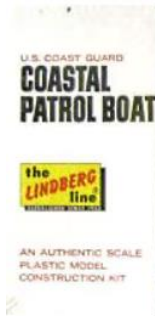


Cutter

By Frank Ahern

There's no debate that the Coast Guard is the least recognized and appreciated of our military services. It performs dual duty as both a military and civilian force which guards our coastal border and, during times of war, participates in military activities. In peacetime we often take for granted their role in search and rescue and drug interdiction. In war they become the "white hull" Navy.

My interest was piqued in a meeting a while back when Doug mentioned that a restaurant in Keystone Heights wanted a Coast Guard model to display. I had the kit pictured above on my shelf for some time and this seemed to be a good time to build it.



My own connection with the Coast Guard came when, as a reporter, I covered the visit of the USCG "Eagle" to Tampa Bay. It's the only active sailing ship in the US military inventory and one of the most impressive sights I've ever seen. It serves as a training ship for young CG officers who learn seamanship and teamwork managing the many duties that keep this magnificent vessel afloat.



Cutter

"Normal" duty for a cutter (which is the standard designation for any large CG vessel) involves busting illicit drug shipments heading for the US. In this example (see photo on the previous page), there was more than 20 tons of cocaine. Intercepting boatloads of illegal immigrants is another example of how they protect us on a daily basis.



During war, including WW2 and Vietnam, the CG's largest ships have been called on to support the US Navy during amphibious assaults and coastal bombardments.



My limited experience building ships led to some problems building the model of the Coast Guard cutter "Cape Upright". Like most military ships it features 2-aspect camouflage - light on the sides, dark from above.



I mistakenly glued the deck to the hull before realizing that it would be almost impossible to paint the deck once attached to the hull. As most of you know, it's not easy to cleanly separate two parts that

Cutter

have been glued.

Once I got that done the rest of the kit went together pretty well. For an old kit, everything fit well.



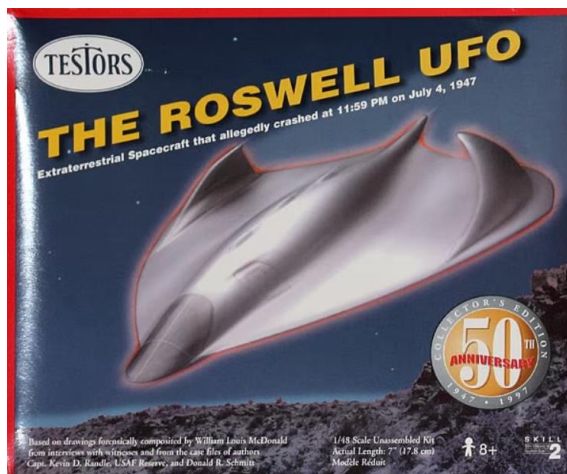
My only other self-inflicted problem was weathering. I had decided that I should add heavy weathering in view of the ships 20+ years of service. Looking at the pictures I took for this article I realized I overdid it and had to go back and remove a lot of the streaking and staining I added.

I'm happier with the result of the clean-up and now have a new item to add to my bucket list. I want to build a replica of the USCG "Eagle" for my mantle.

- Frank Ahern

Gators participating in the April 2025 UFO build:

Frank Ahern
Chuck Lassiter
Dan Contento
Darryl Palmer
Isabelle
Mark Box
Bill Winter
Doug Spinney



If you want to participate, please let Bill know.



"Oldest Model Contest Winner"



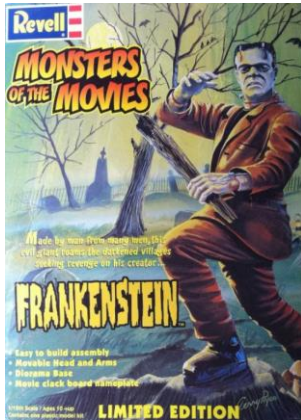
**Clarence Synder's Datsun Pickup based on his real Datsun Pickup –
Winner of the Best "Oldest Model Club Contest?"**

From Clarence →

Thank you club members for your vote it means a lot to me that little truck was special and the model has a lot of special memories. THANK YOU



Darryl Palmer's 1:12 scale Frankenstein's Monster by Revell – Oldest model



Ed Ingersoll's 1:48 scale T28 by Monogram - Oldest model (pre-1960) - added missing parts



Monogram
Four Star Plastik®

* Complete With ...
Retractable Landing Gear Closing Doors (Landing Gear)
Sliding Canopy (Opens-Closes) Detailed Cockpit Interior
Carrier Deck Arresting Hook

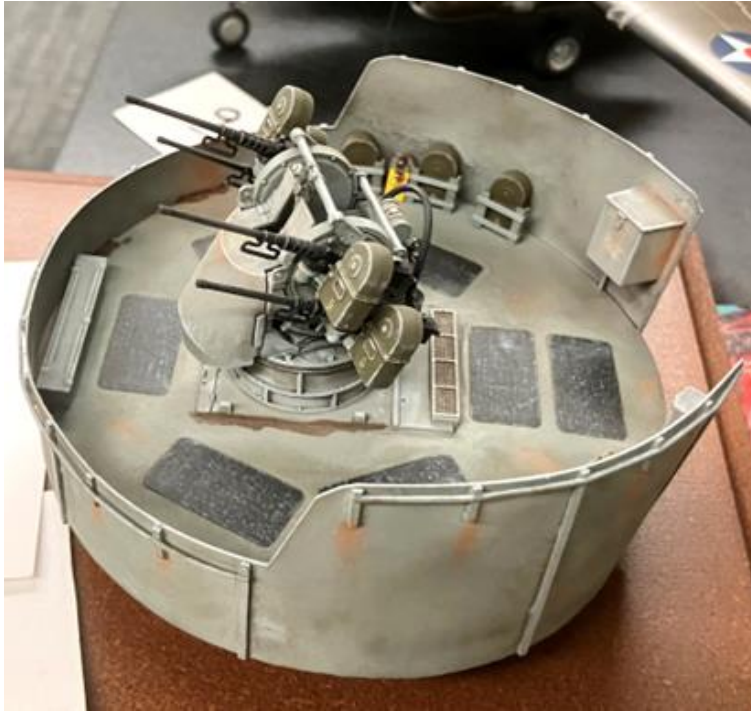
Plastikit
P-14

T-28B

**U. S. Navy
Advanced Instrument Trainer**



Don Martin's 1:35 scale Quad 50 - Oldest model from 1985 with scratch-built deck emplacement



**Brian Cormack's Oldest Model: a 1:72 scale AV8B
Superharrier by Testors/Italeri**



Frank Ahern's 1:48 scale B-25B Doolittle Raider by Accurate Miniatures - Oldest model



Bob Lundeen's 1:25 scale Tiger I by Tamiya - Oldest model



**Chuck Lassiter's 1:72 scale Curtis SB2C Helldiver by MPC
made in 1979 – His oldest model**



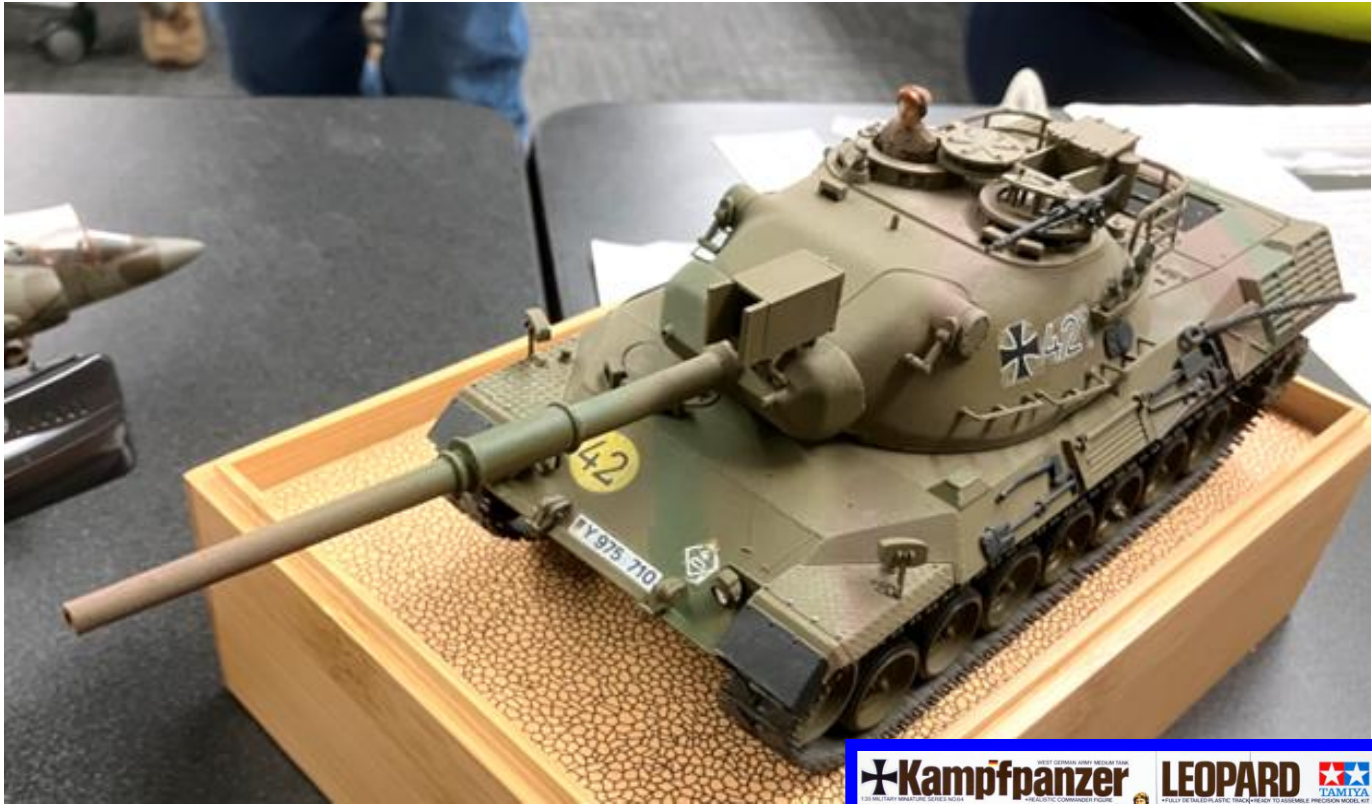
Doug Spinney's Corvette – Oldest Model



Ian Breheny's 1:72 scale A6M2-N Rufe Float plane by Jo-Han –
Ian's oldest model



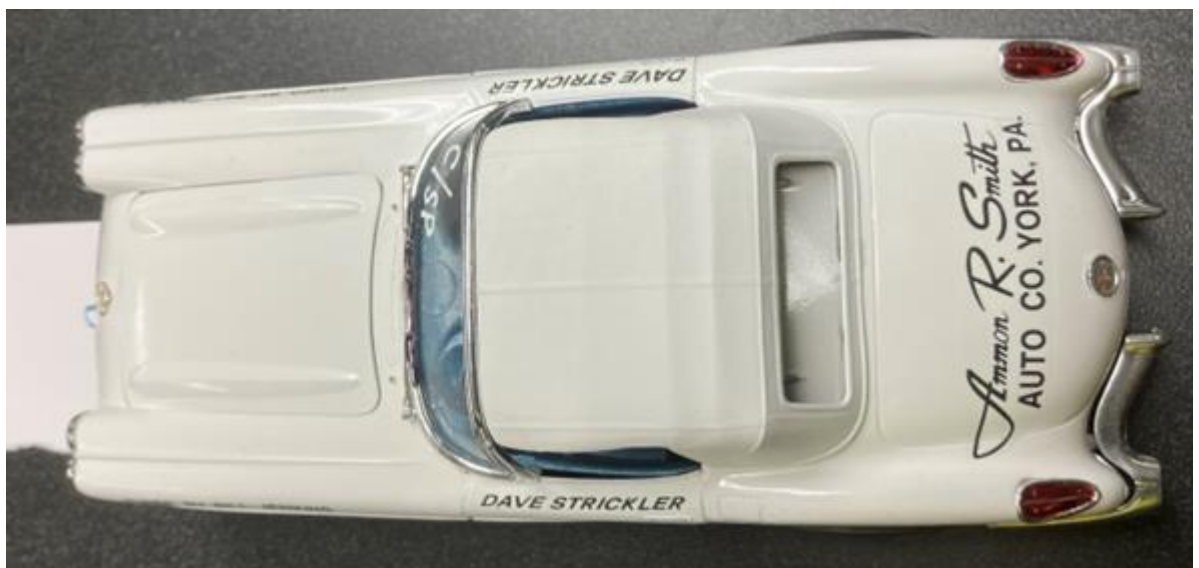
Bill's 1:35 scale Leopard I by Tamiya – Oldest model



Tony Aguilar's 1:72 scale Panther by Hasegawa – Oldest model



**Mark Box's 1:25 scale 1960 White Ragtop Bill Jenkin's
Corvette by Revell**



"Repurposed Vehicle"



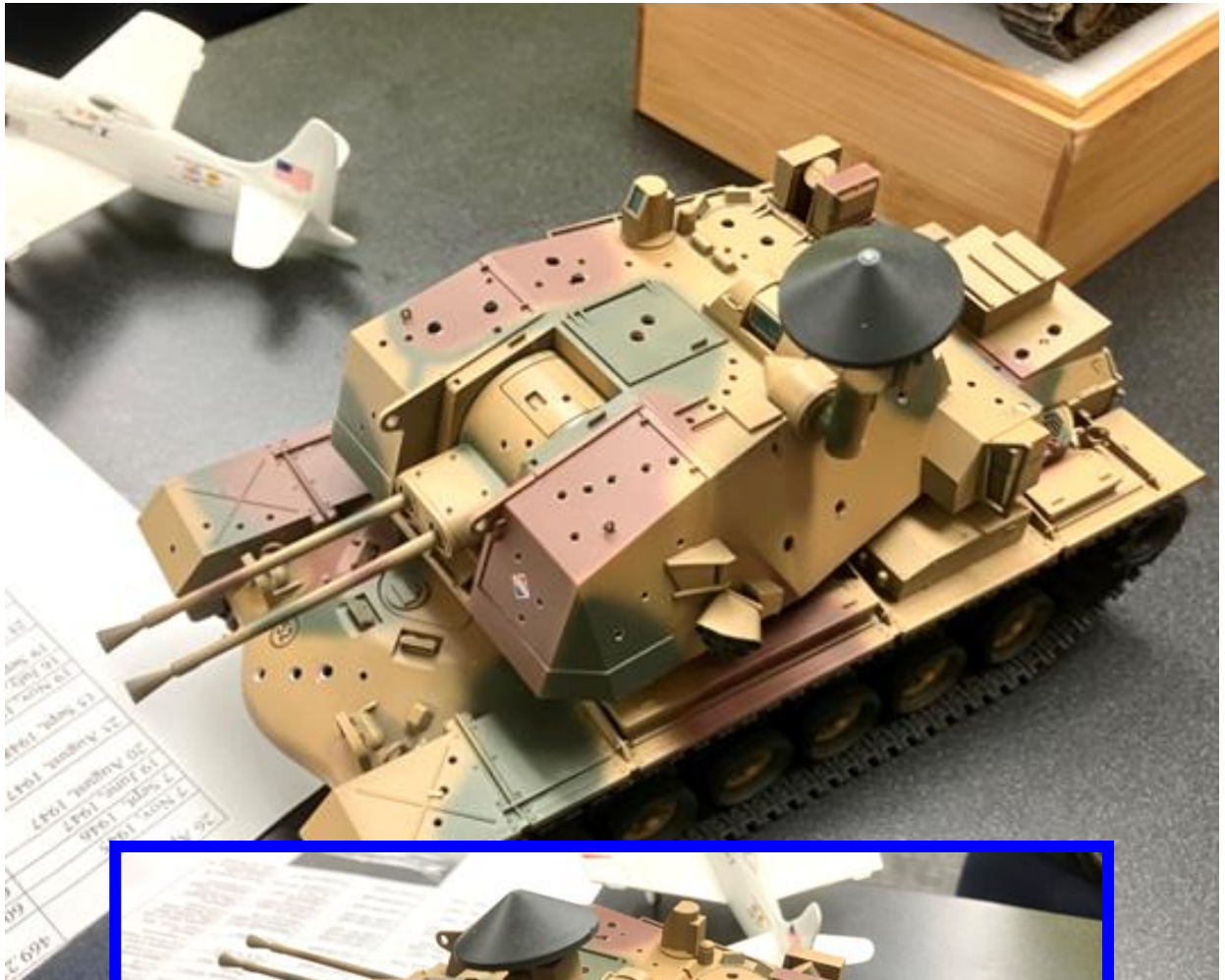
Bill's 1:35 scale IDF Puma by Hobby Boss– repurposed to an APC/engineering vehicle form a Centurion tank



Mike Martinez's 1985 Bird of Prey based upon Monogram's Roadrunner - repurposed to gun car with a Marder turret and rockets



Doug Spinney's M274 Sgt York (Shot to "pieces" on the range)



Mark Box's 1:24 scale "Glue bomb to ILL Super Mod #40" by Monogram - Repurposed



**Mark Box's 1:25 scale
1930 Model A #42
California Jalopy by
Monogram**



Ed Ingersoll's 1:35 scale IDF Panther by Dragon Monogram - Repurposed the Panther to IDF service.



An Oldie but a Goodie!



Bruce Doyle's 1:72 scale XP-80R by Airfix with clipped wings, reduced canopy, and authentic S/N as a repurposed speed record aircraft



Bruce Doyle's 1:72 scale Supermarine Swift by Hawk as a repurposed speed record aircraft



Bruce Doyle's 1:72 scale Bearcat HP racer by Highplanes as a repurposed speed record



Tony Aguilar's 1:72 scale Humber & Sd.Kfz. 222 (MPC & Matchbox) – Repurposed as crashed armored cars



A B-17 from Jack's and Joel's collection



Another B-17 from Jack's and Joel's collection



One Don Martin's Award-Winning models from Jaxcon



Nice build!



From the desk of Jack Mugan -- >



From the desk of Jack Mugan -- >



GATOR MODELERS

From the desk of Clarence Snyder -- >



From the desk of Clarence Snyder -- >



Members at the February meeting



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.

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

UPCOMING EVENTS

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



*It is of great importance, both at the local level (IPMS Gators) and at the national level, that all IPMS Gators members **join IPMS USA.***

This membership includes six bimonthly issues of the IPMS Journal (now: "IUJ"; which is better than ever) and the opportunity to participate in the IPMS National Convention .

Joining IPMSUSA or renewing your membership are done on-line.

<https://myipmsusa.org/join-us>



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By Modelers, for Modelers



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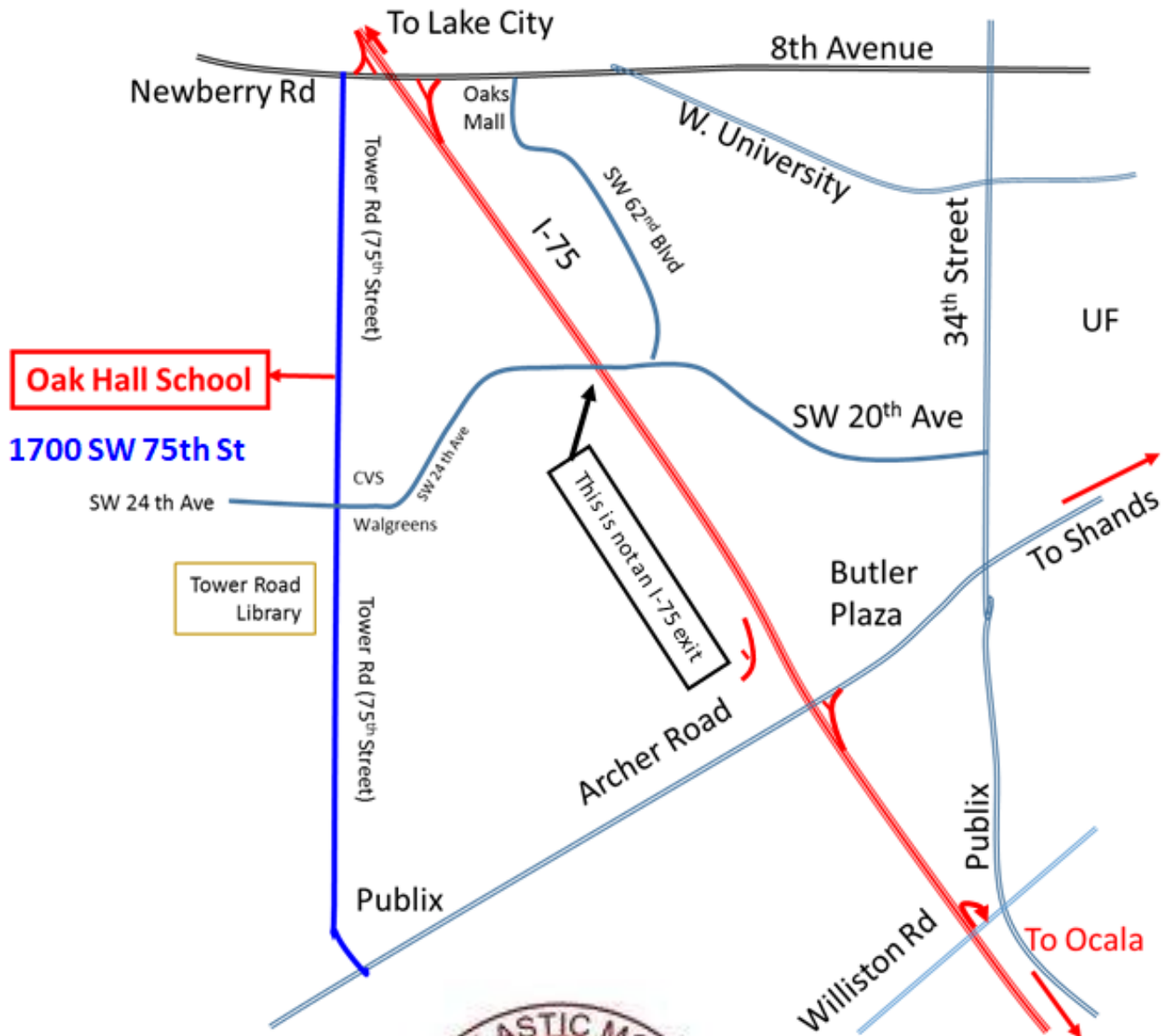
P. O. Box 1411

Riverview, FL 33568-1411

Phone: 727-537-6886

Email: manager@ipmsusa.org

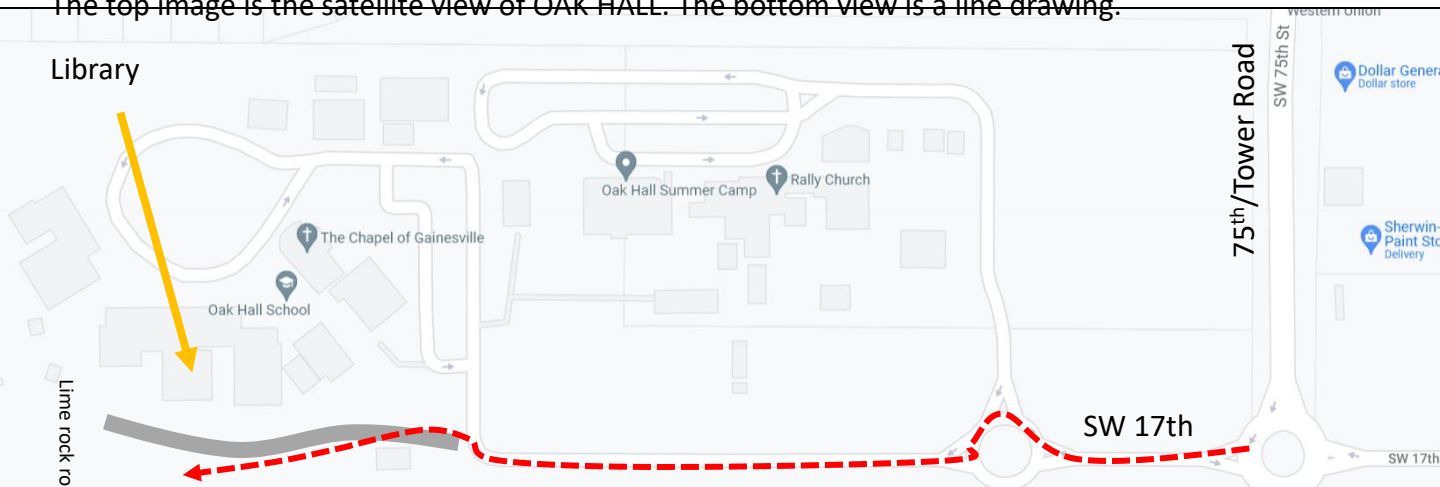
Directions to OAK HALL (1700 SW 75th St, Gainesville, FL)



IPMS GATORS' MEMBERS: We will meet at Oak Hall on Tuesday March 18 at 6:30 PM in the LIBRARY.



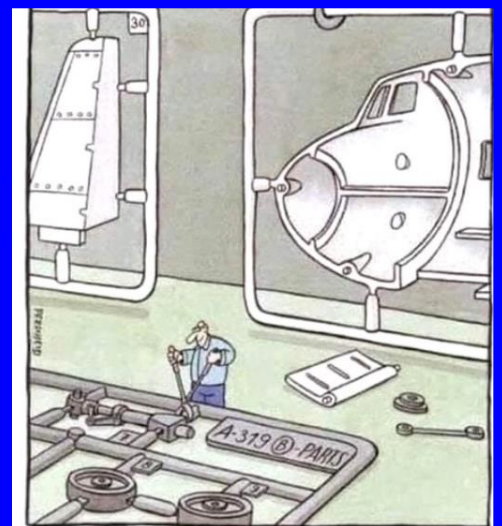
The top image is the satellite view of OAK HALL. The bottom view is a line drawing.



A note about monthly themes for 2025

Mar.	Vietnam war
Apr.	Russia WW2
May	Ships
Jun	Snow vehicles
Jul	Movie/TV
Aug.	Humor
Sep	WW1
Oct	Korean war
Nov.	3 color camouflage
Dec.	Sci-Fi

A touch of sanity ... from Jack Mugan



Frank's job at Lockheed was everything he ever dreamed of

***Dear Readers** – If you sent me something for the IPMS Gators' newsletter and I missed it, or if I misidentified any photos, please let me know. I'll fix it in the April 2025 newsletter. - Bill*

THE END