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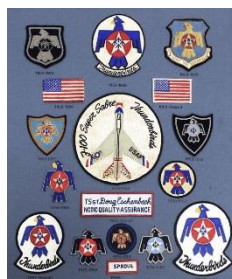


*Pictured is Jack Mugan's 1:48 scale F-100 Thunderbird based on the Mono-gram kit!*

*(Jack is on the left looking on . . .)*



The **Thunderbirds** is the Theme for Collectors' Day  
Jan 20, 2018 at the Florida Museum of Natural History  
at the University of Florida





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

### Next meeting:

Tuesday, October 17 at: 6:30pm; at Oak Hall Library  
8009 SW 14<sup>th</sup> Ave Gainesville FL  
(See the maps near the end of the newsletter)



The North American F-100 Super Sabre was an American supersonic jet fighter aircraft that served with the United States Air Force (USAF) from 1954 to 1971 and with the Air National Guard (ANG) until 1979. The first of the Century Series of USAF jet fighters, it was the first USAF fighter capable of supersonic speed in level flight. The F-100 was designed by North American Aviation as a higher performance follow-on to the F-86 Sabre air superiority fighter.

Adapted as a fighter-bomber, the F-100 was supplanted by the Mach two-class F-105 Thunderchief for strike missions over North Vietnam. The F-100 flew extensively over South Vietnam as the air force's primary close air support jet until being replaced by the more efficient subsonic LTV A-7 Corsair II. The F-100 also served in other NATO air forces and with other U.S. allies. In its later life, it was often referred to as the Hun, a shortened version of "one hundred". [Adapted from Wikipedia](#)

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# Prez Sez.....

By Jack Mugan

Well not much happened since the last meeting other than cleaning up after the latest hurricane. I hope everyone has their power up and running and the refrigerator restocked and everyone is doing OK. I would like to report that I have been very productive in the model room of late, but unfortunately that is not the case, hence, the lack of information to report.



Dan, Mike and I did head down to Orlando on Saturday to take in the show and cruise the vendor area. The Orlando guys did their usual good job, though I thought the model table was a bit light. Probably, because the FAST Club did not weigh in with their usual multiple entries, because it wasn't a one day event I am told. Also, Bill, Tracy and Ed did their judging as usual. All in all, we had a substantial number of members in attendance.



Ed Ingersoll with Claude Moulton (from Jacksonville, former IPMS Gators member) with a trainee judge at Modelpalozza

Our lunch meeting did nail down the Christmas Party date as Saturday December 16th and the Annual Club Auction date is scheduled for Saturday March 24th. Tracy will be sharing his Air Force experiences at the upcoming meeting to wrap up the members who celebrated the Air Forces Anniversary with us. Bill and Ed will continue to share another chapter of their European adventure.

I hope we have some takers on the intra-club contest. The guys down south are already working on their projects. I have had several ideas, but had to rethink them several times, but now I think I have an idea that will work for me.

See you at the meeting....



## More Modelpalozza photos



# Gator Victors at Modelpalozza - Congratulations



Judi Lundeen



Judi Lundeen

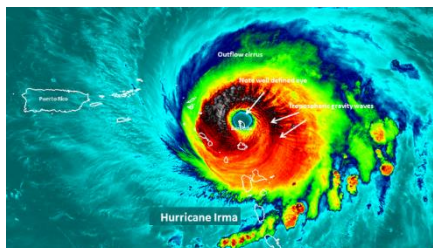


Bob Lundeen



# Meeting Minutes – September 19, 2017

President Jack Mugan opened the meeting at 6:40pm and welcomed 13 members present. He opened the floor for discussion of old business. A.J. Kwan updated the club on his contact with those in charge of the new Butler Plaza aviation-themed mall on Archer Rd. Kwan said he had sent an email to the developers to try and set up a meeting to discuss a possible display area for the club in the mall. He will alert President Mugan when he receives a response and a meeting is scheduled.



Other members shared their experience with Hurricane Irma, which caused extensive flooding in the area and knocked out power for most in the club for at least a few days. No one reported any major damage from the storm.

There was discussion about the upcoming Modelpalooza event in Orlando. Several club members are planning to car-pool down to the show and contest on Saturday.

A number of members present gave feedback on the new look of the newsletter under the leadership of editor Bill Winter. All agreed that the newsletter is much improved and more entertaining to read.

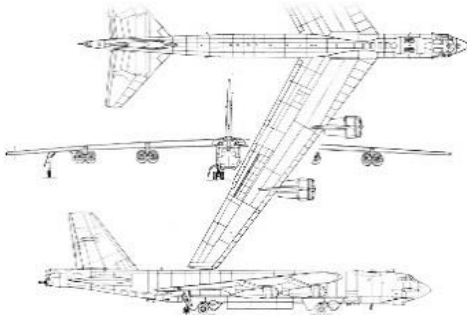
President Mugan led a discussion of the proposed joint model contest with the Ocala IPMS club. Mugan has met with the Ocala club to work out details of the contest, which is now anticipated to take place next spring. He said that 5-6 members of the Ocala club have already indicated that they will participate in the contest, and asked how many Gator Modelers are interested. Most club members gave a positive response.

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

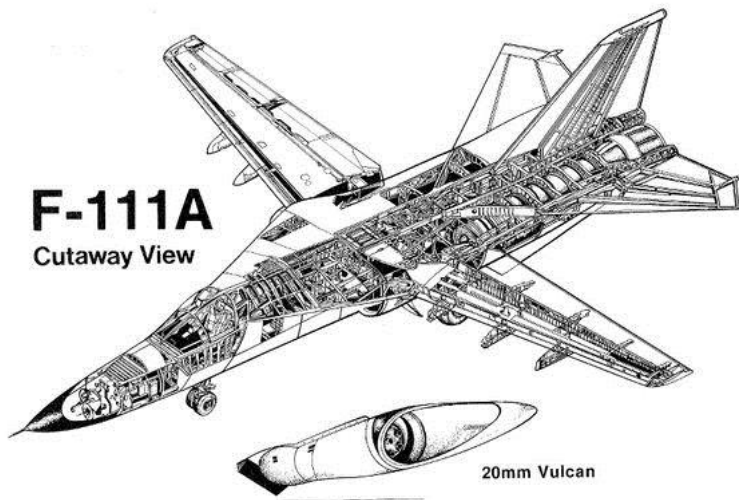
After that the monthly raffles were held. The winners of the raffle drawings were Dan Contento who won the raffle for those who brought a model. He selected the Eduard, 1/48 scale, Bf-109-E7 as his prize. Bruce Doyle won the attendance raffle. He chose the Russian warship *Moska*.



Finally, in honor of the 70<sup>th</sup> anniversary of the establishment of the Air Force, club members A.J.Kwan and Paul Bennett shared their experiences while in Air Force service.



Kwan's 20 year career was primarily spent as a crew member on B-52's stationed in air bases around the world. Bennett was an avionics maintenance technician who worked on F-111's during the Vietnam war. This concluded the meeting.





# Chasing Pylons – Page 1

By Jack Mugan

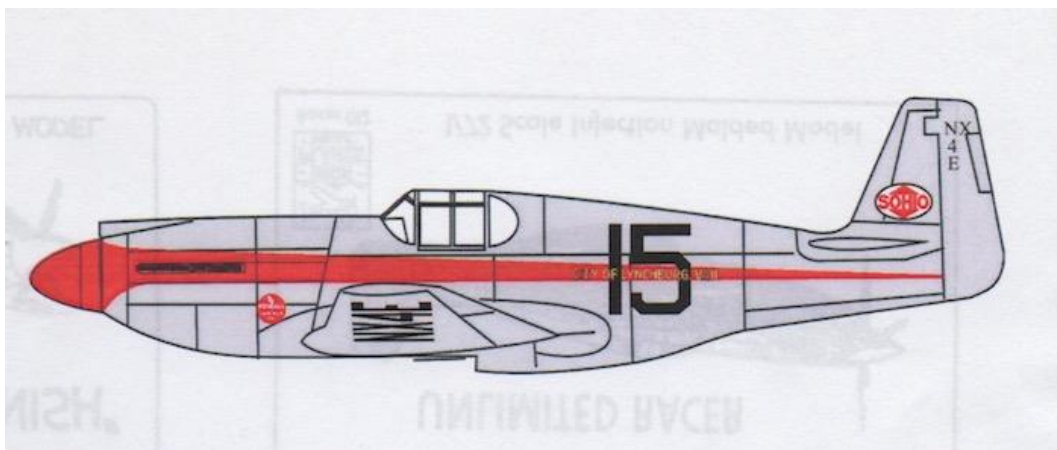
I added three new racers to my stable this month using kit offerings from High Planes Models, but the kits themselves are really molded by ICM according to High Planes but they seem to be the Accurate Miniatures A-36A Apache in racing schemes. This is a definite plus over the usual blue plastic one gets with the High Planes kits and offers crisp detail as well as additional options that came with the original Accurate Miniatures kits.



## A-36A Apache NX4E/No. 15 Cleveland era racer “City Of Lynchburg VA II” Kit R4813.

The later P-51D Mustang is most well known as the racing variant of choice, but immediately post war several Allison engine P-51A Mustangs and A-36A Apaches were prepared for racing. NX4E, was an A-36A Apache (ex 42-83665) Race Number 15, and named the “City Of Lynchburg II”. She was owned by Woody Edmonson and competed at the 1947 National Air Races. Modifications included a general clean up and lightening program, and most visibly of all, the fitting of a P-51D type four blade propeller. The aircraft was finished in “High Speed Grey” with red trim to make a simple but effective scheme. During the 1947 race the Allison engine quit and the aircraft was damaged in the ensuing forced landing. Woody Edmundson was back with an A-36 "City of Lynchburg" placing third in the Kendall Trophy Race. On lap No 11 somewhere south of the airport the engine exploded, Woody released his harness in order to jump free of plane but discovered the plane was too low. When the plane hit the ground, without his shoulder harness his head struck the instrument panel knocking him unconscious for a few moments.

<https://www.youtube.com/watch?v=cHdApkHB04w>





## Chasing Pylons – Page 2



.. Built by Jack Mugan



### City Of Lynchburg II



# Chasing Pylons – Page 3

## A-36A Apache Race NX-39502 No. 2 Kit R4814

This aircraft was originally owned by the Essex Wire Corporation, and was raced as Race 44 in the 1947 Bendix Trophy. There it was flown by Kendal Everson, who came in second at 377.926 mph. James Hannon was the back up pilot for the Essex Wire Corporation, and bought the aircraft in 1948. While practicing for the 1949 Thompson Trophy Race, he nosed over and slightly damaged the prop. Using his Mk. 1 “eyeball”, he ground the tips off square and completed the race, coming in 8th at 300.396 mph.

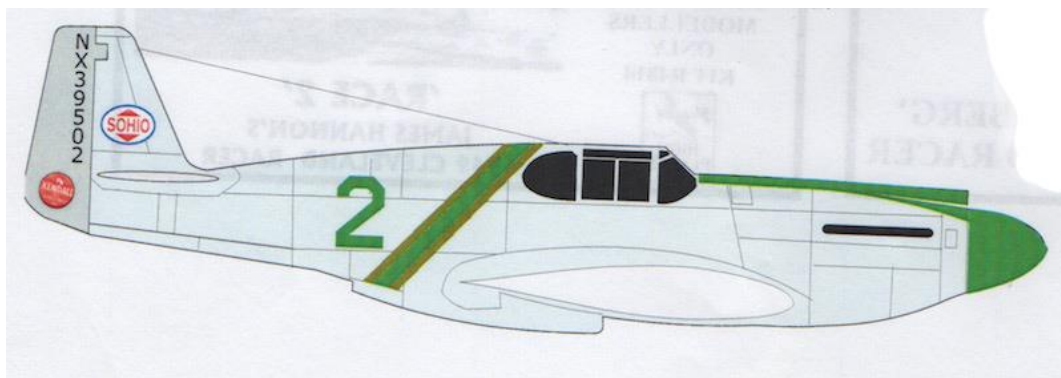


**1/48  
MODEL  
AEROPLANE  
KIT  
FOR  
EXPERIENCED  
MODELLERS  
ONLY  
KIT R4814**





**'RACE 2'  
JAMES HANNON'S  
1949 CLEVELAND RACER**





# Chasing Pylons – Page 4

## P-51C-10-NT 42-103831

One of the early racing Mustangs was this particular aircraft; after extensive use as training aircraft in the Z.I., it went to the reclamation facility at Stillwater, OK, on 5th October 1945, where it later (1946) was sold as surplus to Paul Mantz. It adopted civil registration NX1204 and participated in the Bendix races in the late 40's, first carrying race # 60, then # 46 - after being retired, it was put on display at the Movieland of the Air Museum, Orange County, CA, from 1948 - 1984. It subsequently was restored to flying condition over a lengthy period and today is flying in the colors of the 332nd FG. The above photograph was taken in 1968.

During World War II, Mantz enlisted and was commissioned a major (later promoted to lieutenant colonel), serving in the First Motion Picture Unit (FMPU) in California. Following an August 1944 honorable discharge, Mantz purchased a fleet of 475 wartime surplus bombers and fighters (including North American P-51 Mustang fighters) for \$55,000 to use in film work. Mantz joked that he had the sixth-largest air force in the world, and sold the fleet's onboard fuel for a profit on his initial investment.[8]Retaining only 12 aircraft, the remainder of his "air force" was sold off as "scrap" at a handsome profit.[9]

With his film fleet in place, Mantz chose one of the P-51 fighters to convert it into a Bendix Trophy racer. With his longtime mechanic, Cort Johnson, he totally rebuilt the P-51C, stripping out all military issue equipment and modifying the wings with "wet" fuel cells. In the 1946 Bendix Trophy race, all the competitors flew similar converted warbirds but Mantz







... Built by Jack Mugan

**Paul Mantz**



# From Paul's Toolbox - Weight Scales

By Paul Bennett



I have found on occasion that a scale would be handy. For instance, some material used in casting has the necessary mix given in weight rather than volume, or I may want to add weight to a model. True, often weights do come labelled, unfortunately installing the weights may require adjusting the size of them, or using a much smaller, unlabeled collection of weights.

As a result I purchased this electronic scale. I think that I found it at Harbor Freight.



It is small and powered by two “AAA” batteries. The scale has a digital display that will read out in grams, grams tare, ounces, ounces tare, drams, and drams tare and has a range from 0.1 gram to 1000 grams.

For a brief explanation of weight. First, tare weight is the weight of an empty container. Net weight is the weight of the contents in a container. Gross weight is the weight of the container itself and its contents.

This is the control panel. The ON/OFF is the red button in the center. The CAL button checks the calibration of the unit. The MODE button switches between the different weight scales. The TARE button is used to reset the scale to zero if there is a container on it, before you actually try to weigh your item of interest.



In use, I have found that you don't really need to use the TARE button. If you have an item on the scale when you turn it on, the scale will zero with the item on it. But then, you can also use the TARE button.

I have used the scale to build up nose weights for models when I have had to resort to using many small weights because of space requirements. I have also used it with some resin casting material, when portions are specified in weight rather than volume.



# First Editions

By Jack Mugan

Another model magazine titled Aviation in Miniature made its appearance on the newsstand in June of 2000 as a quarterly. The goal of this publication is to cover the widest possible range of aviation ( and anti-aviation) subjects and modeling topics. Their intent was to touch upon aircraft of all eras, all technologies, all scales and many different construction media, including but not limited to injection molded plastic, resin, vac-form and so on.

The modelers making up the creative staff will be sharing their techniques in addition to providing insight into new products and/or trends emerging within the hobby. Model subjects will be presented in full settings whenever possible for the greatest visual impact allowing the broadest possible range of aviation modeling accessories including diorama materials,



buildings, backgrounds. Figures and vehicles. Construction articles will on occasion feature historical information for some of the less well known subjects to help bring them to life.

I found this latest addition to reference material to be a vast improvement of many previous magazines, being printed on heavier paper stock, well-done color photos and drawings and a oversized format. All this came at a higher cost than the usual offerings, which sold in the \$7.00 range as apposed to this \$14.95 price tag for fifty pages of great model stuff.

To the best of my memory, I think they only published three issues, a common occurrence of new magazines unfortunately.



# 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.*

## Ed McMahon

McMahon enlisted to become a Marine Corps pilot in 1943. After training in Pensacola and receiving his carrier landing certification he spent two years as a flight instructor. When he finally received his orders to report for combat in the Pacific it was 1945 and the war ended before he reached his combat station. He remained in the reserves after WW2 and was recalled to active duty for the Korean War.



During the Korean War McMahon was assigned to fly the OE-1 "Bird Dog" as an artillery spotter and forward controller for Navy and Marine fighter bombers. He flew a total of 85 combat missions and was awarded 6 Air Medals for his service. He stayed in the Marine Corps reserves until he retired in 1966 as a colonel. In 1982, McMahon received a state commission as a brigadier general in the California Air National Guard, an honorary award to recognize his support for the National Guard and Reserves.



\*\*\*\*\*

**Ed McMahon** is best known for serving as co-host and sidekick on the Tonight Show with Johnny Carson for almost 30 years. He also hosted the long running syndicated series Star Search and was a co-host of the annual Jerry Lewis MDA Labor Day Telethon for 41 years leaving him second only to Lewis in number of telethons performed. He died in 2009.



## Fiddley Bits –

By Stretch Sprueman, IPMS #176 (a.k.a. – Bruce Doyle)

It was the age when a petulant Soviet Premier – Nikita Krushchev – pounded his shoe on a desk at the United Nations, while America had a reassuring grandfatherly figure – WWII hero Dwight D. Eisenhower – in the White House.



A symbol of Krushchev's aggressive behavior materialized over the Russian steppe when Col. Georgi Mosolov – in October, 1959 – recorded the first world absolute speed record for the Soviet Union, commonly known as the “worker’s paradise.” Flying in a Mikoyan E-66

(a.k.a. MiG-21), the “Comrade Colonel” sped to the new record of 1483.8 MPH on the 31<sup>st</sup> of the month, breaking the F-104's May 1958 mark by nearly 80 MPH. A rocket assisted E-66A (MiG-21) joined it's cousin with a new altitude record of 113,891 feet eleven months later (16 September, 1960), also besting the Starfighter record. Dirty, duplicitous commies!/?



Colonel Georgy Konstantinovich Mosolov



*The airplane in this photograph from the web site “Wings of Russia” is described as showing the Mikoyan-Gurevich E-6T\1 prototype, “31 Red,” flown to a world record altitude by Colonel Mosolov, 28 April 1961.*



## Fiddley Bits –

The GRD U2 (no kidding) auxillary rocket motor added 6,600 lbs of static thrust to the Tumansky R-11 turbojet's 13,000 lbs of thrust. It's not mentioned in Jane's, but the MiG-21 possibly became the second aircraft to hold both the speed and altitude records (although not simultaneously but sequentially).

The MiG-21 served over 30 air forces around the world and was produced in staggering numbers, somewhere north of 11,000 examples. Matchbox and Academy produce 1/72 kits, plus many in 1/48 scale as well as by other manufacturers.



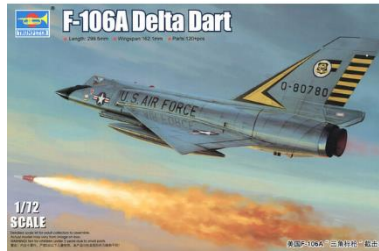
The reason the MiG-21 didn't hold both records simultaneously was that less than 2 months later – 15 December, 1959 – Major Joseph Rogers flew a Convair F-106A Delta Dart to 1,529.9 MPH over Edwards AFB to retake the record for America. Thus ended round one of the USSR vs. US speed record "Olympics." USA! USA! USA!



The "Dart" was the follow-on to the F-102 "Delta Dagger." Up-engined from the P&W J57 (17,000 lb afterburned thrust) to the P&W 75 with 23,500 lbs of thrust, the "Dart" also utilized the "area rule" fuselage configuration. Think Coke bottle or Marilyn Monroe! It's easy to identify the F-102 from the F-106: intakes under the cockpit for the former; intakes behind the wing's leading edge for the latter. Hasegawa makes 1:72 scale kits for both Convairs; Monogram and Meng in 1:48 for one of both (it's look-up-able).



## Fiddley Bits –



America scored its second gold medal in the USSR/US speed record competition when a McDonnell F4H-1F (nee F-4A Phantom II) on 22 November 1961 streaked to 1,606.5 MPH over Edwards AFB. It was flown by Marine Lt. Col. Robert B. Robinson.



Interestingly, a similar F4H-1F named "Sageburner" flown by Navy Lt's Hardisty and DeEsch scorched the desert vegetation on a record low altitude run on 28 August, 1961 of 902.7 MPH. This record held until our old friend – Darryl Greenamayer – on 24 October, 1977 – scattered the jack rabbits on Tonapah, Nevada's desert, in a home-built F-104 RB ("Red Baron") at 988.2 MPH.



Footnote: Larry Bayer and I saw the "Sageburner" in the Silver Hill, MD, Storage Facility of the Air and Space Museum in the 1980's. Its current location is unknown to me.

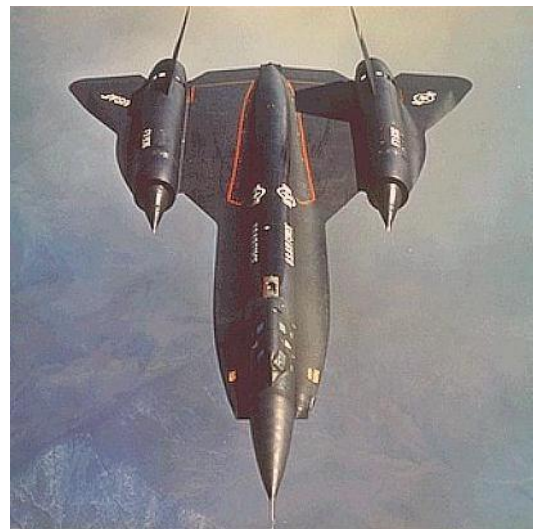
## Fiddley Bits –

The Cold War competition heated back up when the rather obscure Mikoyan E-166 lit off its 33,000 lb afterburning Tumansky turbojet engine and clocked, on 7 July, 1962, a 1,665.8 MPH run. Visualize a MiG-21 on steroids with a more pronounced proboscis. Add 6' to a MiG-21's wingspan and an impressive 21' to the fuselage length – probably due to the engine upgrade and a heathy 3' or 4' nose cone. The E-166 looks like a MiG-21 with an SR-71 ramjet cone stuck up its nose. A cone that would make Baskin-Robbins or Culvers proud!



The E-166 was strictly a research and development aircraft. Bill Gunston goes into an extended discussion (in *Aircraft of the Soviet Union*) about the mach 3 capable nose-cone “with optimized inlet having translating centerbody with Oswatitsch profile. . .and upstream boundary-layer perforations . . .” Ouch! My head hurts! A.J. – do you know what he is talking about? . . . Paul? . . . Anybody? I’m unaware of any E—166 kits. Best bet might be an A-Model from Russia (none listed in the 2017 Roll Model catalogue).

Although I have no way of knowing, this Soviet “Gold Medal” must have rankled the American aviation community when this Soviet record lasted for nearly three years. Then on May Day, 1965 (coincident? – I don’t think so) Kelly Johnson restored America’s pride and record holding status with the third of four of his absolute speed record aircraft designs (XP-80R in 1947, YF-104A in 1950) when a Lockheed YF-12A “nosed out” the E-166 at the speed of 1688.9 MPH. Kelly’s design was crewed by Majors Walt Daniel and Noel Werner over the usual venue – Edwards AFB – that 1st day of May, 1965. (Further incentive for the timing of this attempt may have been provided as this was the date in 1960 when Francis Gary Powers was shot down in another Kelly Johnson/Lockheed aircraft – the U2). Furthermore, I’m quite sure that their record was not celebrated that day in the Kremlin at the annual May Day parade, but in the spirit of glasnost, maybe word of the event hadn’t reached Moscow.





## Fiddley Bits –

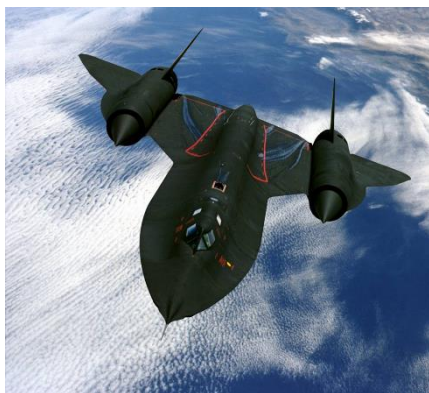
The YF-12A was built in limited numbers (about 10 to 15) as a high-speed, single-seat interceptor. A kit of this aircraft is unknown to me unless one modifies an SR-71. There are numerous kits (Revell, etc.), however, of Kelly Johnson's fourth record setting aircraft –perhaps the most amazing, historic aircraft to ever fly: the SR-71. Adjectives escape me, even with Roget's Thesaurus, to fully appreciate and describe this plane: extraordinary, remarkable, unsurpassed, legendary, G.O.A.T. – the Greatest Of All Time! It's one of my 2 favorites, along with the venerable DC-3/C-47.



On July 28, 1976 at 80,000 feet over Edwards AFB Capt. Eldon Joersz and Major George Morgan buried the world absolute speed record for all time: 2,193 MPH. Imagine my “absolute” delight when Frank Ahern and I stumbled upon this very aircraft during our visit to Warner Robbins earlier this year!

With a giant white cross painted on its underside to help track its run, #17958 set the record that still stands to this day. The official records, that is. Might a MiG-25 or a super secret American hypersonic aircraft have flown faster? Feel free to speculate.

Stay tuned.....





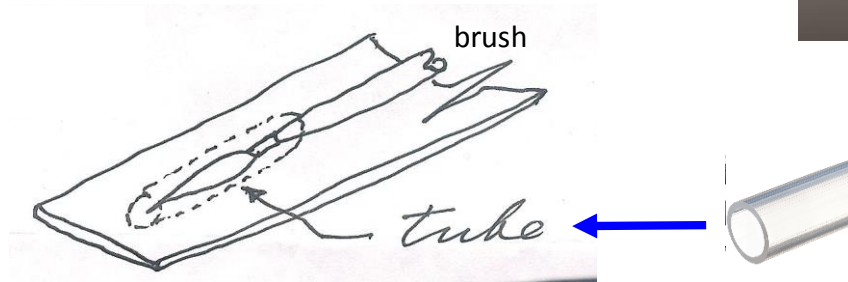
# How to Make Gun Sites for 1:48 Scale Machine Guns

By Ray Waddy (sent to Bruce Doyle; edited by Bill Winter)

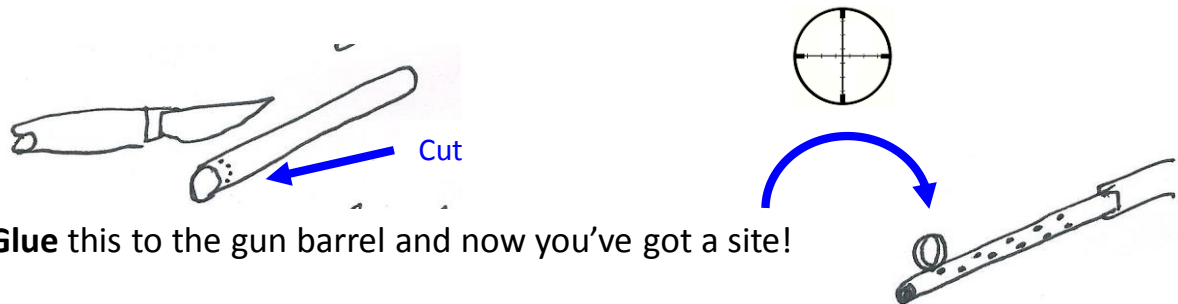
Adding a site can improve a 1:48 scale machine gun.

Start with the **clear plastic tube** that is used to protect the bristles of new brushes.

Gun site



Cut a **thin section** off of this tube.



**Glue** this to the gun barrel and now you've got a site!

**About the author:** Ray was a long time IPMS Gators member before he moved to Tennessee.

Ray is a professional artist. To the right is his painting that depicts Barkhorn's ME-109G-6 downing a TU-4.

Gerhard "Gerd" Barkhorn (20 March 1919 – 8 January 1983) was the second most successful fighter ace of all time after fellow Luftwaffe pilot Erich Hartmann, the only two pilots to ever exceed 300 confirmed aircraft shot down.



# Show and Tell



WWII Japanese 1:700 waterline series I-68 by Aaron Alt



Bomarc (Revell, 1:56 scale) by Paul Bennett



M59 Long Tom 155 mm howitzer (AFV club) by Dan Contento



Bob Lundeen and his award-winning X-wing fighter (by Bandai)!



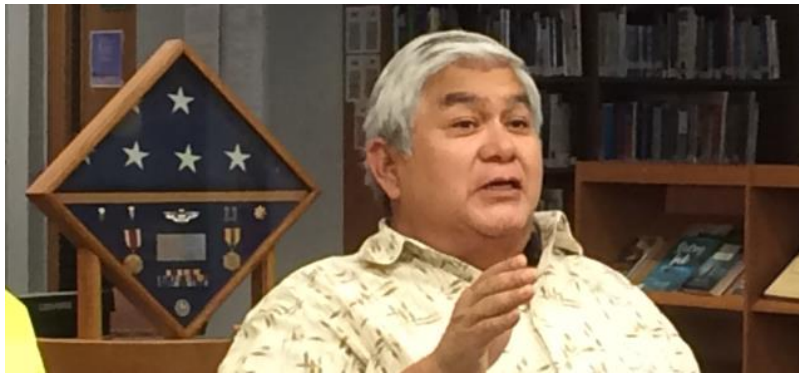
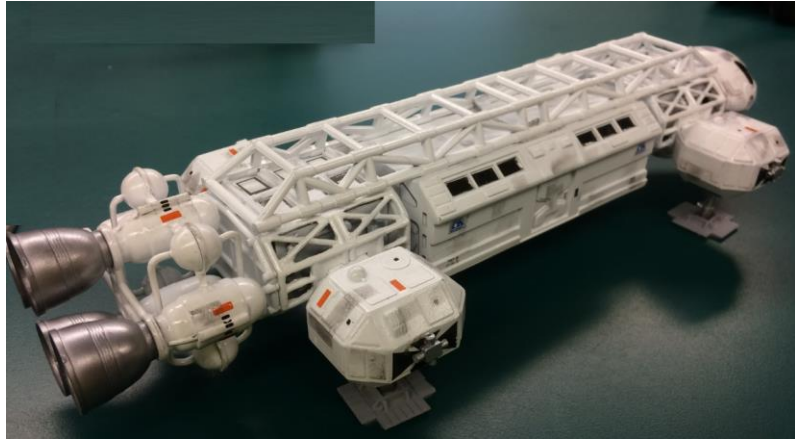
Frank Ahern's beautiful 1:72 scale Fairey Swordfish "Stringbag" by Airfix.



## Show and Tell



Errol Whisler and his 1:72 scale Eagle Transporter (Eagle 1) from Space 1999. Errol modified the lander gear, and added lighting and cockpit gages.



A.J. Kwan makes a point at the meeting



Blane Alt was also at the meeting with Aaron.



We are always delighted when Tony Ivone from Ocala joins us at the meeting (Tony is an IPMS Gators member!).

Show and Tell



Bill Winter's British Chieftain  
(1:35 scale, Tamiya)



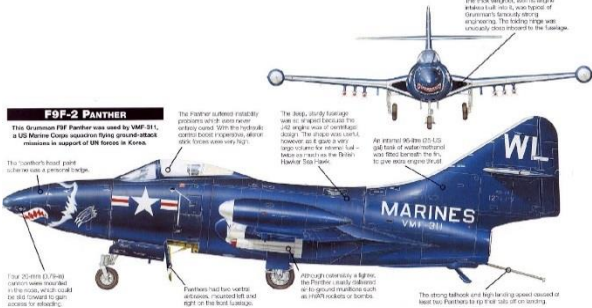
Steve Cope enjoying  
the meeting!



Bruce Doyle's in-progress work of  
the Supermarine S.6B by Airlines



Aaron Alt's 1:48 scale Panther (by AMT) in Blue  
Angel's colors





Bruce Doyle brought his growing collection of X-planes and record-breaking speedsters. The theme for the Alachua County library display this Fall will be X-planes.



Heinkel He 100 (Lindberg)



F-104G (MPC/Airfix)



X-1



X-1 (in white) by Hobbycraft (1:72)



X-1E from Special Hobby



F-86

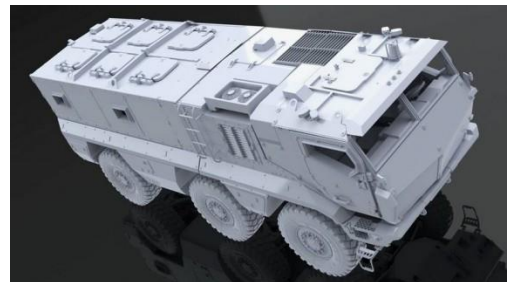
## Bill's Column –

My challenge last month was for you to ID this MRAP. If you chose “Caiman” MRAP, you are correct.



The photos are from Ft. Benning during a visit to their armor museum in Feb 2017. Unfortunately there are no plastic 1:35 scale kits of this MRAP.

Since I can't show you kits of the Caiman, there is a pretty interesting Russian “monster-type” (my words) MRAP from Trumpeter called the “Typhoon K.” It could be cool. That's all for now as I need to return to my role as the newsletter editor!





Frank Ahern, – Secretary – Newsletter Editor [ahernf@gmail.com](mailto: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; 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](http://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](http://www.robshobbyworld@MSN.com) Mon.-Fri.: 10 AM to 5:30PM

Sat.: 9AM to 4PM

Sun: Close

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

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

[http://www.ipmsusa3.org/uploads/ipms\\_application\\_form\\_2016.pdf](http://www.ipmsusa3.org/uploads/ipms_application_form_2016.pdf)

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

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

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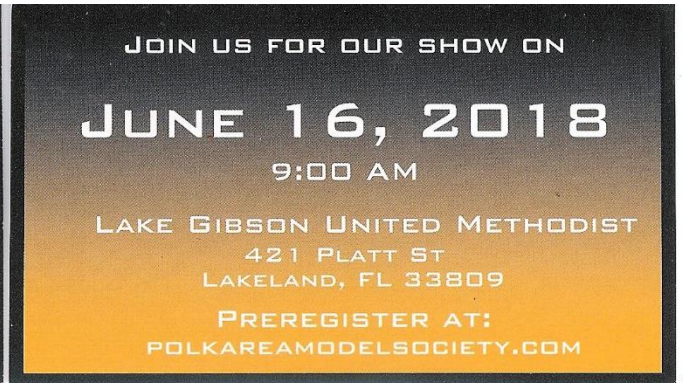
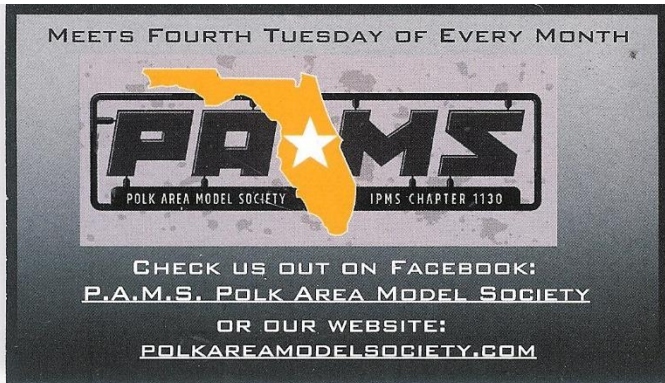
# IPMS/USA Region 11/Gator Modelers' Calendar

## 2017

- October 21                      Polk Area Model Society swap meet, Lakeland
- November 11                      Table Top Cruisers, Southlandz swap meet/contest, Dundedin
- December 16                      IPMS Gators Hobby Club Christmas Party

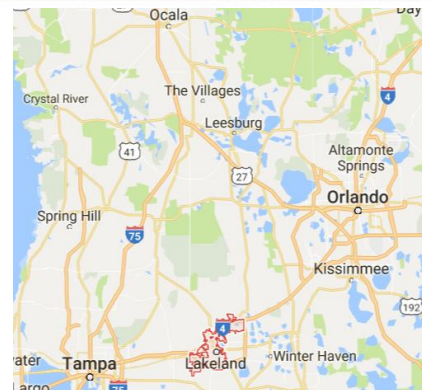
## 2018

- February 10                      First Coast, Jaxcon, Jacksonville
- March 10                          FAST/Billetproof, Ocala
- March 24                          Wings, Wheels, & Keels, Venice AND IPMS Gators Auction
- April 7-8                          Space Coast Region 11 contest
- June 18                              Polks Area Model Society PAMscon, Lakeland



**CONTEST NOTIFICATION:** A new one-day. IPMS contest will be held in Lakeland, Florida on June 16, 2018 sponsored by the Polk Area Model Society (PAMS).

Lakeland is east of Tampa and southwest of Orlando (~122 miles from Gainesville). Downtown's Munn Park Historic District is known for its antiques shops and early-1900s architecture. Florida Southern College has several buildings designed by Frank Lloyd Wright. The city's many lakes include Lake Mirror, with its promenade and neoclassical Hollis Garden. The Polk Museum of Art's collection ranges from pre-Columbian artifacts to contemporary paintings.





# 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 Jack Mugan: Narrower seats, emotional support animals, cabin class divides and overhead departments galore. An odd new era in air travel has some Americans tweeting mad.

[http://www.nbcnews.com/specials/airplane-mode?cid=eml\\_onsite](http://www.nbcnews.com/specials/airplane-mode?cid=eml_onsite)

And:

[https://www.facebook.com/pekka.nieminen.3/media\\_set?set=a.10211102752514159.1073741852.1516775352&type=3](https://www.facebook.com/pekka.nieminen.3/media_set?set=a.10211102752514159.1073741852.1516775352&type=3)

From Joe Caputo (IPMS Ocala):

<http://napoleon130.tripod.com/thebycatalina/>

<http://napoleon130.tripod.com/northamericanb25mitchell/>

<http://napoleon130.tripod.com/p61blackwidow/>

<http://napoleon130.tripod.com/index.html>

<http://napoleon130.tripod.com/f7ftigercat/>

Also from Joe:

<http://worldwarwings.com/4-prop-transport-planes-combat-takeoff-looks-almost-unreal/?a=mk&var=a400+vertical->

[ww2&utm\\_campaign=a400+vertical&utm\\_source=facebook&utm\\_medium=social&utm\\_term=original-ww2-mk&utm\\_content=a400](http://worldwarwings.com/4-prop-transport-planes-combat-takeoff-looks-almost-unreal/?a=mk&var=a400+vertical-ww2&utm_campaign=a400+vertical&utm_source=facebook&utm_medium=social&utm_term=original-ww2-mk&utm_content=a400)

From Jack Mugan: The Association of Professional Model Makers (APMM)

See: <http://www.modelmakers.org/ten-talents-of-a-model-maker>

Also from Jack: Easy engine removal: <http://i.imgur.com/W6L1yMp.gif>

. . . . Sent from Jack ---- > Me-163!





## Odds and Ends Contributed by Club Members (continued)

3D printing company (from Duane Wilson – Ocala club) -

<https://www.shapeways.com/marketplace/>

From Paul Bennett: Caracal Models has released four brand-new, exciting decal sheets this month! <http://www.caracalmodels.com/>



----- Not paid advertisement for the JAXCON contest from Gil Hodges -----

**Jaxcon** is next Feb. 10th, 2018; in Jacksonville FL.

We'll be celebrating our 15th Jaxcon in 2018 on our traditional "2nd Saturday in February" and we plan to do so in grand style that we think you'll want to be a part of! To begin with, we'll have a guest speaker who was involved in the making of the movie Top Gun! Dave (call sign "Bio") Baranek, an F-14 RIO who's written 2 books on his involvement in making the movie Top Gun and his career flying in the Tomcat, will be at Jaxcon to give a seminar, sell his books, sign them and (if you'd like) your DVD of the movie. We're also hoping to have a couple of other seminars for our show, but those are still in the planning phase. More info on them later...

We're well under way with our preparations. The main theme (and one special contest category) for Jaxcon 2018 will be "75 years of Mayport"; so be prepared to build/bring some models of anything that's been based and/or used at Mayport since 1942. We also have a secondary theme (just for fun) of "Crazy 8s". That special category will allow anything with an "8" in its designation or ON the model in bold markings (not serial numbers, we're not THAT crazy!)

As usual we'll have almost 100 categories in the contest covering all genres. We're finishing up the artwork right now so we can get our medallions ordered. We'll also have our traditional Jaxcon pin with the 2018 artwork for attendees who enter the contest. By the way, the 2018 rules and info have been updated and are on our website at:

<http://ipmsfirstcoast.org/JAXCON.html>



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

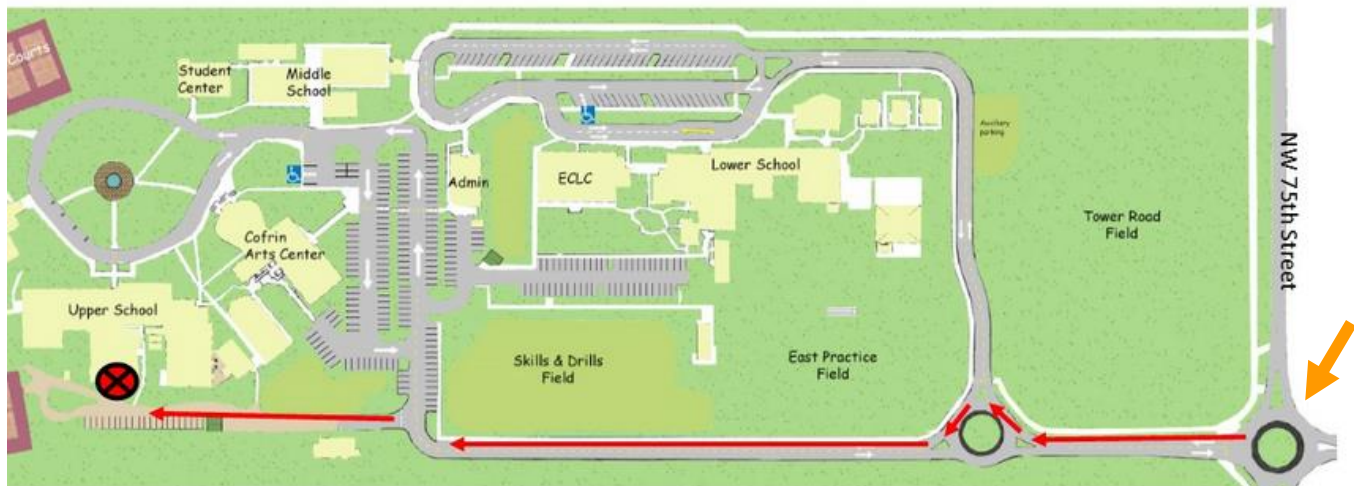
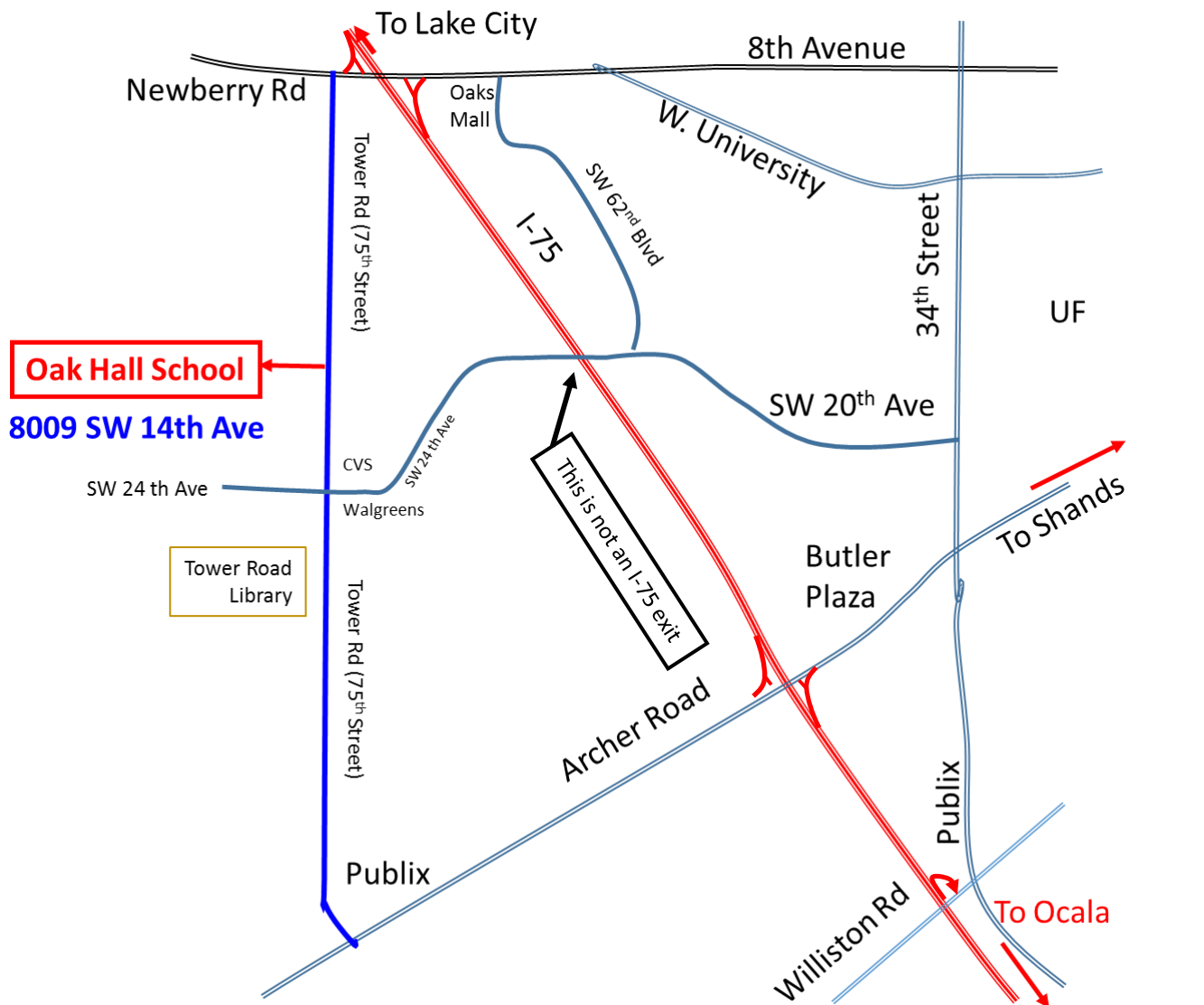
IPMS/USA MEMBERSHIP FORM			
IPMS No.:	Name: _____		
	If Renewing	First	Middle Last
Address: _____			
City:	State:		Zip:
Phone:	E-mail:		
Signature (required by P.O.) _____			
Type of Membership	<input type="checkbox"/> Adult, 1 Year: \$30 <input type="checkbox"/> Adult, 2 Years: \$58 <input type="checkbox"/> 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.: _____	
<b>IPMS/USA</b>		PO Box 56023	
Join or Renew Online at: <a href="http://www.ipmsusa.org">www.ipmsusa.org</a>		St. Petersburg, FL 33732-6023	

If we don't support our hobby, who will?





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



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

## Wild Paint

By Jack Mugan



Robert F. Pauley

**NEXT MEETING: TUESDAY, NOV 21, 2017!**