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*The cover of the June IPMS Gators' Newsletter honors Mr. Stephen Lawrence who passed away this past week (see articles inside, pages 33 and 46).*

"Tuskegee Airmen" refers to the men and women, African-Americans and Caucasians, who were involved in the so-called "Tuskegee Experience", the Army Air Corps program to train African Americans to fly and maintain combat aircraft. The Tuskegee Airmen included pilots, navigators, bombardiers, maintenance and support staff, instructors, and all the personnel who kept the planes in the air. Source: <http://tuskegeeairmen.org/>



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## **Prez Sez.....** By Dan Contento



As we social distance we spend a lot more time at home, so modelling time is of course increased. Tell the wife you knew this was coming and that's why you built up that stash of a few hundred kits or more. So while building time increases so does our Club's writing time. As

witnessed by the tremendous newsletters we've had recently. They've been great for many years, but have gotten even better since we have been stuck at home. This is due to Bill's publishing skills (He's still looking for someone as a backup) and the time and effort of the article authors. Special thanks to Bruce, Frank, Paul and Jack to just mention a few of our regular contributors. They enjoy the knowledge of the technical aspects of their build along with the history of their plane, tank, car or ship that they create. That is what helps keep our hobby alive.

Everyone stay safe and healthy and we'll see you on the computer at our next meeting.

Dan

### **June Meeting – IPMS Gators**

Look for a zoom address from Frank Ahern.

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## Who's Zoomin' Who *Aretha Franklin, 1985*

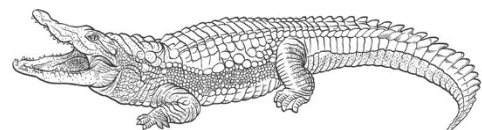
Frank Ahern, club secretary

The Gator Modeler monthly meeting via Zoom went well. We had 14 attendees (see screen shot below) including 2 from Lake City, one from Ocala, and one from



Branford. One other member from Ocala tried to attend but had technical difficulties. All participated in Show & Tell.

There was a discussion about whether we should sponsor a judging category, like the club has in the past, for the upcoming IPMS Nationals in August, due to concerns about whether the convention will actually take place. Most agreed that we should, if the money spent can be refunded due to cancellation of the convention. After the meeting Ed got confirmation from a member of the convention staff that refunds would be given, so he went ahead and put in a list of judging categories for our sponsorship. There were some good discussions about various modeling products that members have tried and recommendations for new products to buy. The meeting ended at about 8pm.

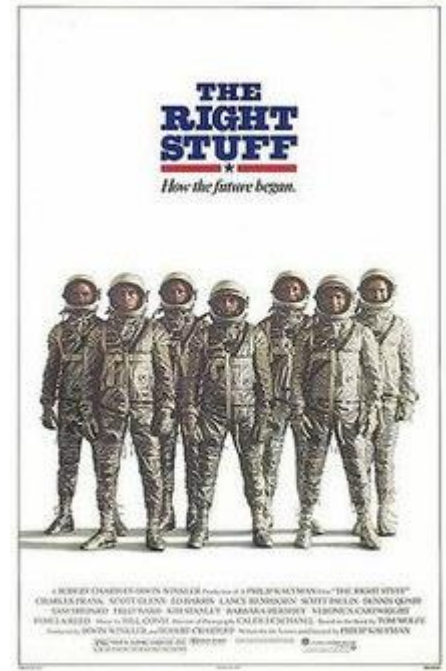




## Airplanes of the Aces – Yeager

By Frank Ahern

At the time it was released, the movie *The Right Stuff* was billed as being about the original Mercury 7 (photo right) astronauts, but anyone who read the Tom Wolfe book or saw the movie knew it was really about Chuck Yeager. Yeager is the legendary ace and test pilot who was kept out of the astronaut program due to his lack of formal education. This despite the fact that he was the commandant of the test pilot school in the Air Force at the time. There was no question, however, about who was the “alpha dog” among the test pilots at Edwards Air Force Base during the training for the astronaut



Program (see photo left: Yeager with P-51) None of them had overcome an impoverished background on a West Virginia farm to enlist as an aircraft mechanic, climb the ranks to become a fighter pilot in Europe, get shot down and evade capture for 3 months helped by the French Resistance, return to combat with special permission from Gen. Eisenhower, become an “ace in a day”, be one of the first to shoot down an Me-262, and finish the war with double ace status.

After the war, as a test pilot at Edwards, the legend grew with his exploits leading up to the flight in the Bell X-1 on October 14, 1947 that officially broke the sound barrier. This momentous event in aviation history was accomplished with 2 broken ribs suffered in a horse-riding accident a few days before.





## Airplanes of the Aces – Yeager

The saga of Chuck Yeager began in the seat of a P-51D he named *Glamorous Glen* in honor of his girlfriend Glennis who became his wife after the war (photo below). I had a

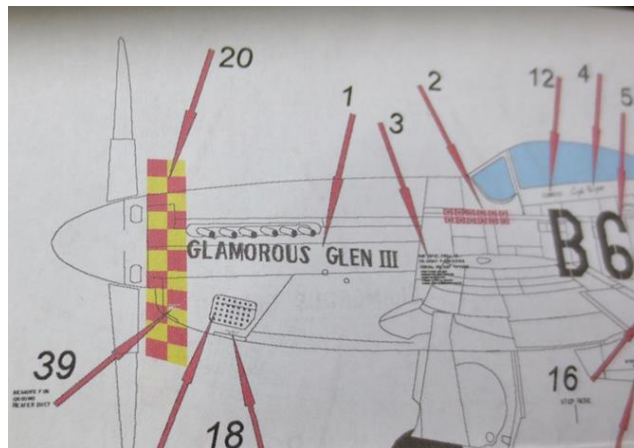


North American P-51D Mustang  
Captain Charles "Chuck" Yeager 363rd Fighter Squadron USAF RAF Leiston 1944

Hasegawa Mustang kit in my stash but needed a set of decals to portray Yeager's plane. This began a saga of my own dealing with a decal maker named Peddinghaus Decals in Germany.



I purchased their Yeager decal sheet on eBay through a US company – Dragon Hobbies. (see Peddinghaus sheet above) When it arrived I quickly realized that something was missing – the red/yellow checkerboard design on the nose that characterized the 357<sup>th</sup> Fighter Group. Not an insignificant omission! The decal was indicated on the sheet's instructions (see below) and assigned a number but was nowhere to be found on the



## Airplanes of the Aces – Yeager

sheet. I emailed the seller who contacted Peddinghaus, which acknowledged the error and promised to make it right. I have not yet received the replacement. Fortunately, Bruce Doyle saved the day again with a scrap decal left over from a previous build of a Tamiya kit, which worked perfectly.

Another problem with the Peddinghaus decals was the lack of decal film borders, meaning you had to cut the decal film as close to the decal as possible. This caused me to completely ruin one decal. The rest went on OK once I got the hang of doing it, but you can be assured I won't be buying any more decals from that company.



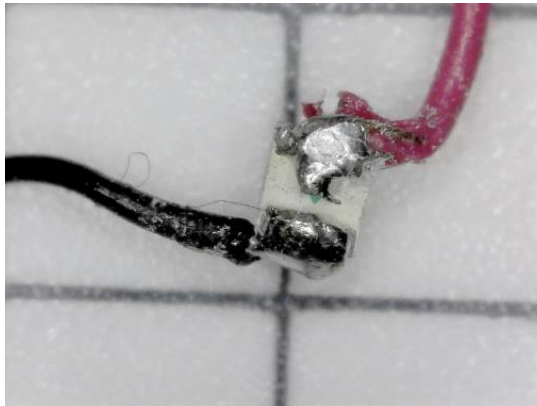
The model itself (photo above) went together well. The fits and surface finish were good, as I have found with most Hasegawa kits. My main complaint with Hasegawa is my difficulty in understanding their instruction sheets. They need to take lessons from the new Airfix or Revell kits in making the instructions clear as to placement of parts and a depiction of what the part looks like installed.

That's enough ranting for this installment of **Airplanes of the Aces**. I won't be touting the next one because I found that I shouldn't make promises I can't keep. Last month I claimed that I was going to produce the P-38 that Robin Olds flew when he became an ace. The "old" Revell Germany kit I was building to represent *Scat* prevailed over me. I showed how bad the landing gear covers fit in last month's article. That was just the beginning of problems that eventually caused me to scrap the kit and start all over. I am waiting for delivery of a new kit, so next month's installment (no promises) will be a surprise.!

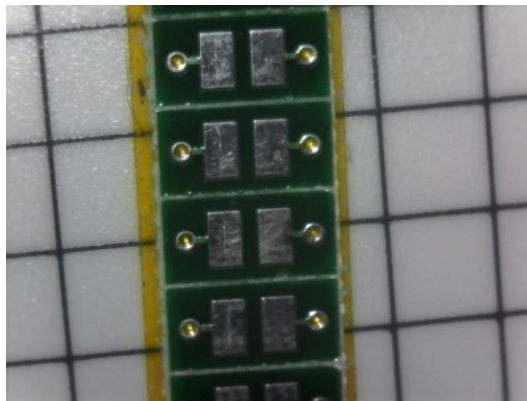
## New LED Mounting method

By Paul Bennett

Having had to mount SMD type LED's before, I have soldered very fine leads to the LED's themselves. It works, but... It is difficult, fragile, and then you have to get creative actually mounting the LED in place. The LED can break easily, the wires and connection points can pull off, and heat from the soldering iron can destroy the LED. Here is an example of one using the direct solder method. By the way, this is an 0805 style case.



There just had to be a better way. Then I was up on the Ngineering™ website and found these, the N8106 LED/Resistor Mounting Board. They are designed for mounting either LED's or SMD resistors up to ½ watt.

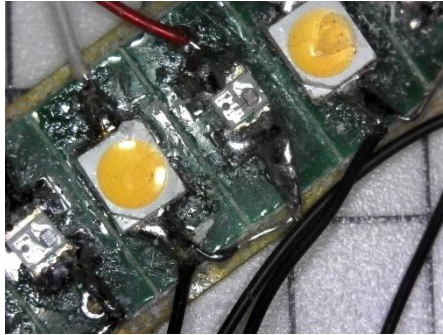


Each strip has ten dual, pre-tinned solder pads on one side. On the other side is a double stick high temperature tape, good up to 500 degrees. The strip can be cut into individual pairs. While each pad has a hole for a wire, Ngineering™ recommends you not use the hole because it may interfere with the double stick tape.

Here is a close-up of a strip with LED's mounted on it. The smallest one in the middle is an 0805 style case. The other two are what is known as a PLCC2 case. You can see why these are a nightmare. I have even resorted to using a dab of epoxy on the back to reinforce the connections.



## New LED Mounting method

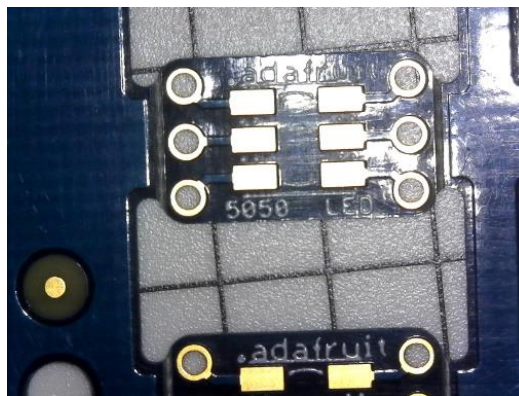


Given the very wide range of cases that SMD LED's come in, this will not work for all, but will certainly work for most. Ngineering™ LED's will work, including the incredibly small nano leads.



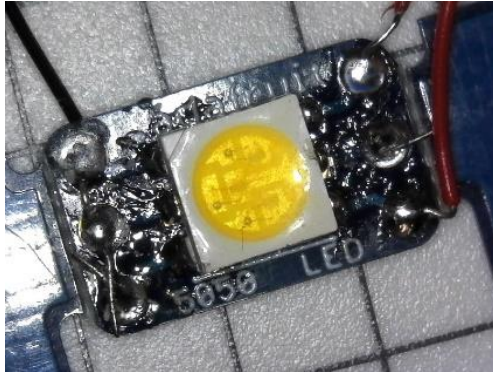
Note that these boards are not designed for use with devices having leads and are not usable with devices having more than two connections. Then what?

I found the Adafruit™ 5050 breakout board. It comes in a board of ten units that easily snap from the carrier tree. While designed for the multi-connection 5050, which uses three pairs of connections, they can also be used for PLCC4, or PLCC6 or any case with up to 6 connections.

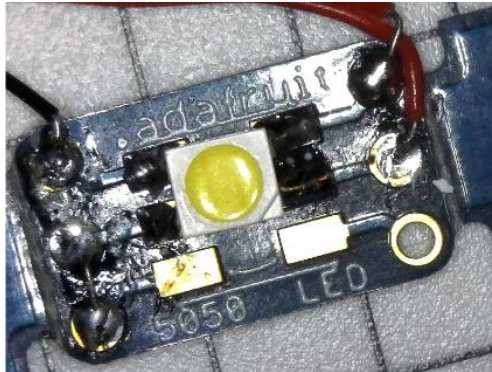


This picture shows a PLCC6 mounted on the 5050 breakout.

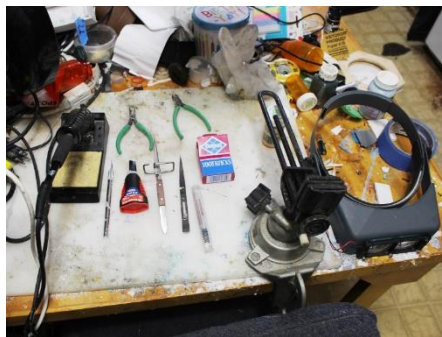
## New LED Mounting method



This is a picture of a PLCC4.



Okay what about my tools and procedures?



Most of these are pretty much self-explanatory, but toothpicks? Superglue?

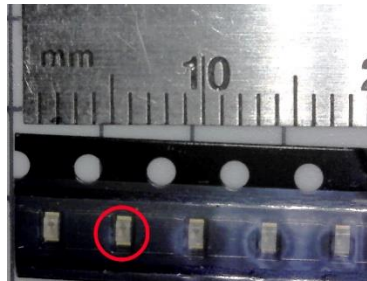
Having gotten tired of trying to keep the SMD LED's in position while I was trying to solder them, I had an idea. If you go back to the pictures of the bare boards, you will see a space between the two connection pads. So I had a thought. What if I took a small dab of superglue and placed it in that space and then carefully, using tweezers and toothpick, positioned the LED and let the superglue set.

**IT WORKED!**

## New LED Mounting method

For holding the board I use a Panavise™ wide reach jaws vise. Before I position the LED, I select either the left (bottom) or right (top) of the board as the cathode, or negative connection. (Usually the left or bottom). When you find yourself doing a bunch of LED's, consistency helps. I then put some superglue on a piece of scrap plastic and using the toothpick, place a small dab between the two connections.

Then comes THE FUN! I remove the LED from the carrier. Below is a photograph of the carrier with a red circle around the actual LED. The LED's are held in place by a clear adhesive tape cover. And you have to be careful, these LEDs are very, very small and easy to lose.



I pick it up with the tweezers. I carefully examine it to see which end is the cathode (and optical magnification is a BIG help). Carefully place it on the pads, using the tweezers and toothpick to position it. (And pray the little bugger does not slip out of the tweezers and go sailing off to the other end of the galaxy, never to be seen again.) Then a few seconds of pressure using the toothpick.

Using the temperature controlled soldering iron and low temperature solder I first solder one end, wait for a minute and then solder the other end. If I have a line of LED's prepared, I may just move down the line at one end before coming back to solder the other end. For hookup I use black, and either red or white, #32 or smaller (for preference super flex stranded). Black to cathode and red to anode (I use white to anode if it is a white LED.) I do the same with the hookup wire, usually doing the red, or white, first. Using the two different colors comes in handy to differentiate between colors of LED.

Here is a board I have just finished.





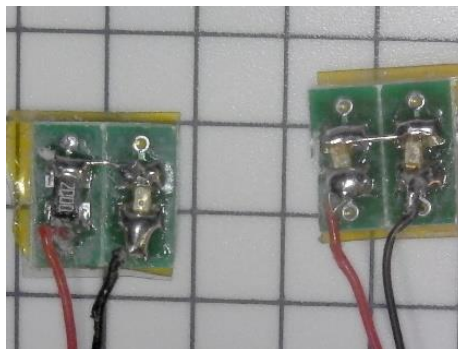
## New LED Mounting method

And my workbench. I usually use an HP power supply I bought non-functional at a surplus auction and repaired (bad \$3 transistor). Problem is, the metering is fine for most things, but for LED's, just not precise enough. Paging EBay! Spent a few dollars for a digital volt/current meter, which lets me set the output to 1/100 of a volt. You can sort of see it below the big Heathkit blue and white power supply. The HP power supply is sitting on top of the Heathkit. (Yes, I built the Heathkit... Yes it still works... And I would say it is about 35-40 years old. No, I am not going to sell it.)



So, what can you do with these LED's? Lighting obviously but? Imagine, if you will, actually making a scale light fixture, a ceiling lamp. I have even thought about using the nano-LED's and clear plastic rod to make HO scale four foot florescent tubes for ceiling lights (or other scales for that matter I come up with that one remembering I still have squirreled away some old Revell trackside building kits. For a military scene, actually making working portable light carts, or searchlights. Some places (i.e. wingtip and position lights) I would use fiber optics, but for landing lights, LED's a better choice. In regards to light carts, the ones I am familiar with from my service days are on my ROUNDTUIT list. As I recall they are available in at least one of the Hasegawa™ accessory kits.

As another example, Ngineering makes a number of lighting simulators. Consider their N8047 campfire simulators for a diorama. It is usable in any scale and as long as the yellow LED's are 2 volt, 20ma, a wide variety of LED's can be used. There is even an option, using their orange LED and a dropping resistor to add the appearance of embers.



## New LED Mounting method

The pair on the left are the orange LED and the dropping resistor. The one on the right are the two yellow LED's. Actually, if you really want to get creative, you can use different color LED's as long as you match the voltage and current ratings.

And this is a little project in work, a quartz crystal lamp illuminated by one of the LED's I had mounted.



Okay, I have built up a bunch of these SMD LED boards to have ready and on hand. Obviously I do not want to mix them up, so...

Using a Basspro™ 370 bin and a Brother™ PTouch™ labelmaker, here is my answer.

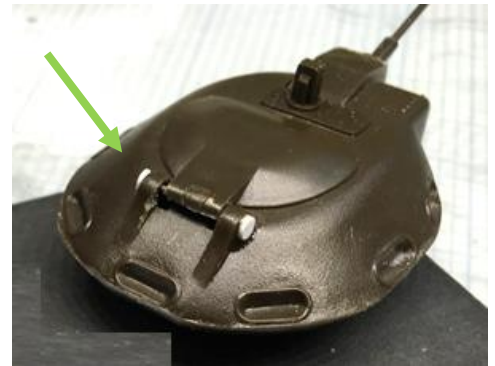
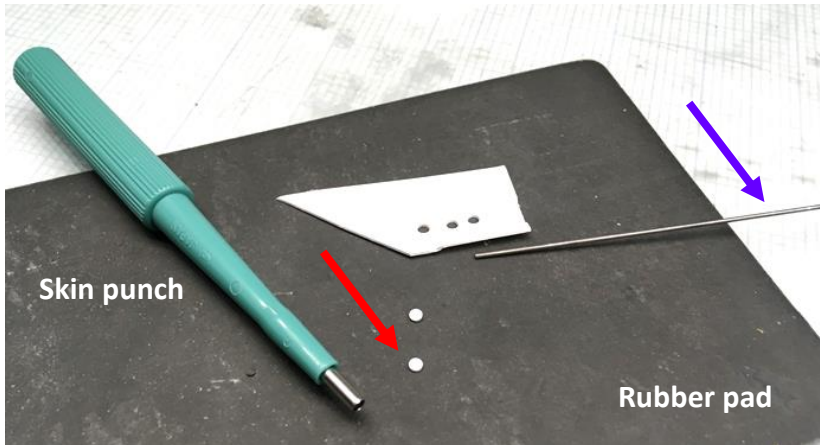


With these SMD LED's and mounting boards, I have actually found it easier to bulk build a bunch to keep them sorted and ready.

## Making plastic circles the easy way (until the punch is dull)

By Bill Winter

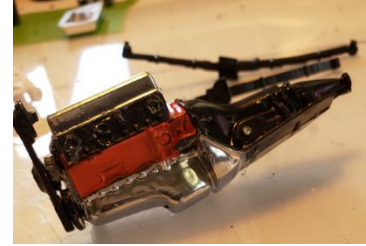
I am converting Tamiya's very old M60A1 kit into a circa 1973 Israeli IDF Magach 6. Magachs 1, 2, 3 and 5 were based on the M48 Patton tank. The Magach 6 and 7 were based on the M60 Patton tank. From the real photo below you can see that Tamiya's M19 machine gun cupola lacks detail. There is some kind of bolt or round plate that attaches the cupola hatch to the cupola that is lacking in the kit. The kit also does not provide the 3 lifting hook rings. I will add those rings using rings from my spares' box. To create the missing plates I must thank my friend Stuart Kane from Jacksonville. I met Stuart through our North Florida AMPS chapter that was "birthed" by Ed Ingersoll and Claude Moulton. Ed is the NF AMPS President. ... [So](#)... Several years ago Stuart gave the NF AMPS members sets of skin punches. The punches are used for skin biopsies. What I did was to take a rubber pad, place a sheet of thin plastic on the pad, and then I twisted the punch and create a plastic disk. The rubber pad is important so that you don't dull the punch and you can (hopefully) reuse the punch. The actual disk (red arrow), however, does not fall out of the punch. To expel the disk, I used a long stiff wire (purple arrow). On the right below you can see where I glued on the disks to add detail (green arrow).



Stuart gave us a variety of sizes of punches. I think this technique should work well for making disks *as long as the punches stay sharp*. Thanks for reading!



## News from Clarence Snyder



**I'm building 2 of these:** One Revell and one AMT (both the same cars). We built the real one together. I'm building the scale version. A lot of scratch parts are used again, but I'm used to that. My inventory is getting smaller and I may need to build "reserve - rare kits" or buy more kits (I have a list).

**From Clarence:** These 2 will make 4 I have built: 3 1969s changed to 1970s, and 3 custom (1 of a kind of real car), makes it not just a piece of cake and out of the box build, BUT the look on owners faces when done ... MONEY can't buy,



Hope all this ends soon. I'm building so much I'll have to buy more or run out of inventory



## News from Clarence Snyder (Lake City, FL)



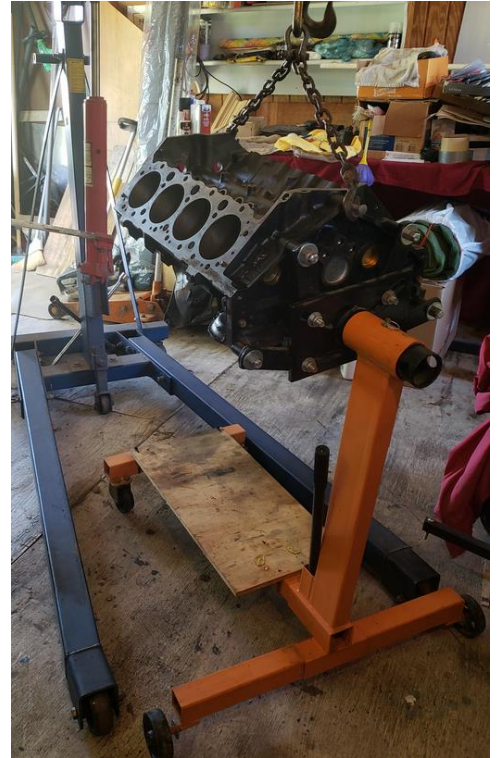
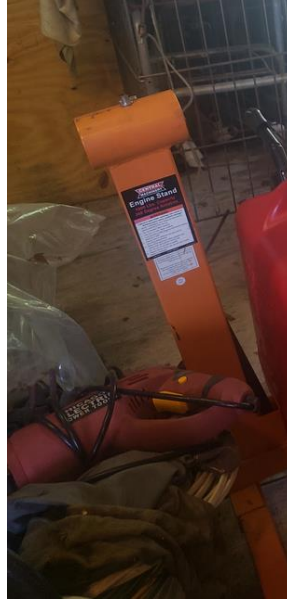
**Models and the real cars! Clarence built these for his son's birthday (a gift money can't buy)**





## News from Clarence Snyder (Lake City, FL)

Well it's closer than it was sitting on the floor for 4 years



My 1 to 1 scale (see photo below) needs some TLC now and a transmission, and a few other things. My model building has to slow down for a while hope every body does well.



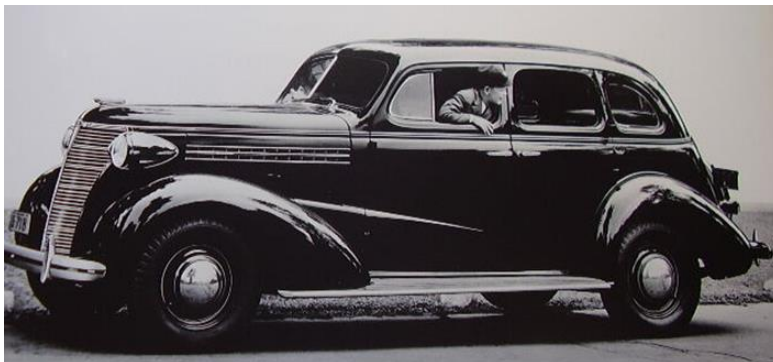


## News from Mark Box!

Newsletter pics of race cars



**1939 Chevrolet 4-door humpback** – dirt track modified – a resin body built on a stretched 1940 Ford truck frame with a resin straight-8 Buick engine. Parts from about 5 different models – 80% scratch built!

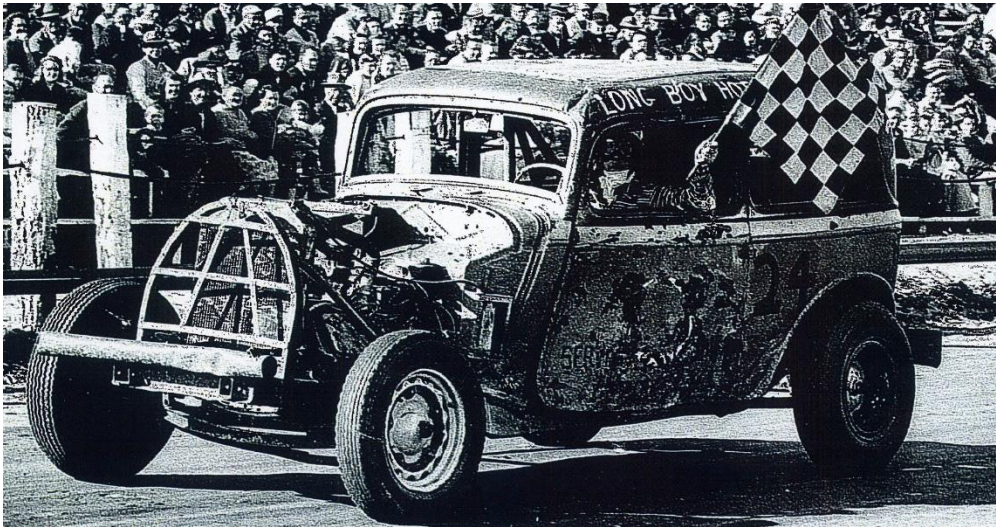


## News from Mark Box!

Newsletter pics of race cars



**1934 Ford** – sedan dirt track – replica of Will Cagle’s first race car – this is a jalopy.



ja·lop·y

/jəˈlɒpə/

**noun** INFORMAL

an old car in a dilapidated condition.

"his father got worried about him driving that old jalopy—it wasn't safe"

## Valiant Miniatures™ Firefighters

By Paul Bennett

Just finished three more of the Valiant Miniatures™ Fireman. All of them are 54mm. The first is a [smoke jumper](#).



The Valiant Miniatures™ picture showed a red uniform. When it came time to paint I went on line and found photographs of smokejumpers rigged out in their jump equipment. Not red.... I used Testors™ Armor Sand as the closest match. The helmet was gloss untinted white. The straps were olive drab and the parachutes and packs were Testors™ faded olive drab. I used the photographs to detail the jump suit, black for the leg zippers. One thing I found in the picture was that smoke jumper helmets are personalized with colors and decals.

The next one is called [Hero Chicago fireman 1940](#).





## Valiant Miniatures™ Firefighters

For lettering I used Microscale™ railroad roman and the reflective yellow stripe on the back of his coat is Microscale™ parallel stripe yellow. The coat is Tamiya™ X-18 semi-gloss black. The helmet is Testors™ gloss black and guardian red. The pants are Testors™ flat insignia blue. The boots are Tamiya™ X-18 and Testors™ sand. The little girl was painted with a mix of paints for her pink nightgown and her teddy bear is Testors™ military brown.

The third one is their [Colonial Volunteer Fireman 1776](#).



Using the information they provided, the shirt and stockings are Testors™ flat untinted white, pants are insignia blue. The buttons on the pants are sand, shoes, ribbon, and shirt are black. The buckets were leather and I used Tamiya™ dark brown to color them.





## "FIDDLY BITS- B-25 OIL COOLER VENTS: THE FINAL WORD (PERHAPS), BUT WITH A TWIST"

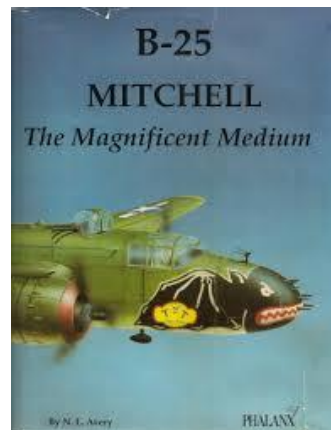
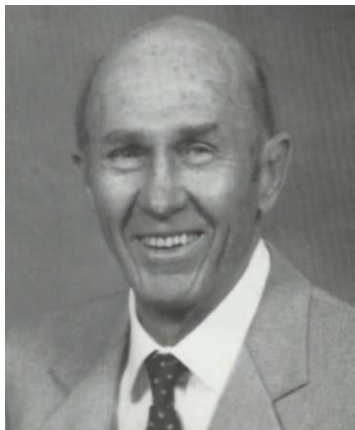


by Stretch Sprueman

a.k.a. Bruce "I just found out how to send emails on my phone" Doyle

In 1991 I began a "pen pal" correspondence with a gentleman from California named Norm Avery. Starting in 1941 Norm worked at North American Aviation (N.A.A.) for over forty years, initially as a draftsman and later on as a design engineer. He worked on numerous N.A.A. aircraft, including the B-25 Mitchell medium bomber. It was his book "B-25 Mitchell - The Magnificent Medium", (Phalanx, 1992) that drew me to him. Before his book was published it was shocking to me the paucity of serious monographs devoted to the B-25. You know, the twin-engine, twin-tail WWII bomber that almost single handedly won the War. From the Doolittle Raid on Tokyo; to its sinking of Japanese shipping in the Pacific, second only to the tonnage sunk by American submarines; and the clincher - it was a "Mitchell" bombardier in Italy - Joseph Heller - who wrote one of the great 20th Century American novels: CATCH - 22. The Modern Library lists it as number 7 of the greatest 100 novels of the 20th Century. "The Defense Rests."

(FULL DISCLOSURE: Most all of you are aware of the fact my father flew in a B-25 as a bombardier - navigator in China with Chennault's 14th AF.)

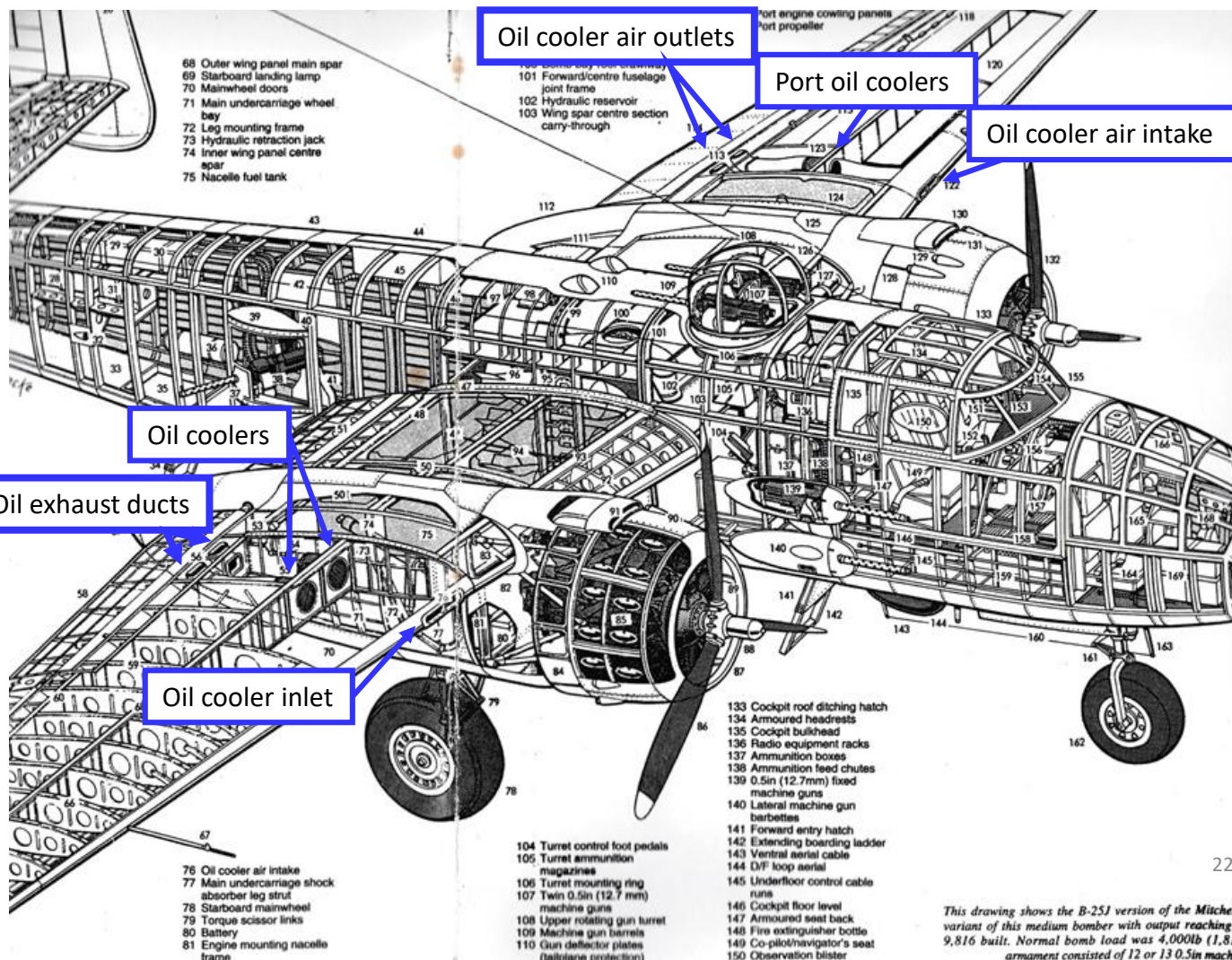


**ITEM:** While reading Norm's book there was one surprising fact I learned about the B-25: North American experimented with putting on Pratt & Whitney 2000 hp R-2800's engines in place of the Wright 1700 hp R-2600's thereby (do the math) increasing the power output by nearly 20%! Unfortunately on the maiden test flight the pilot forgot to lower the gear while attempting to land. Ouch! North American sadly scrapped the whole idea - imagine the performance boost the "Mitchell" would have gotten! Argh...So it goes.

## FIDDLY BITS meets ODDS & ENDS

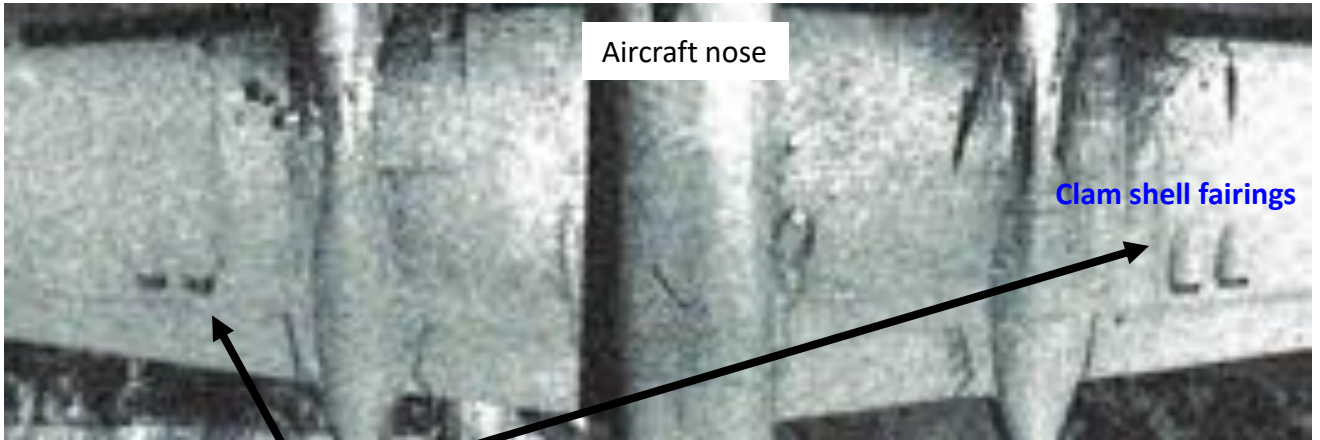
**BACK TO NORM:** The ubiquitous Raymond Waddey - with his discerning artist's "eagle eye" - noticed something anomalous on the B-25's upper wing - the "C" model's oil cooler vents had clam-shell fairings over them. But they were only on the starboard (right) wing, and were absent from the port (left) wing. What was the explanation?

Not knowing the answer I wrote to someone who might know - Norm - and posed the question to him. He was stumped too at first, but he then asked some of his N.A.A. compatriots if they could solve the mystery, and they came through with the answer.



*This drawing shows the B-25J version of the Mitchell variant of this medium bomber with output reaching 9,816 built. Normal bomb load was 4,000lb (1.8t) armament consisted of 12 or 13 0.5in machine*

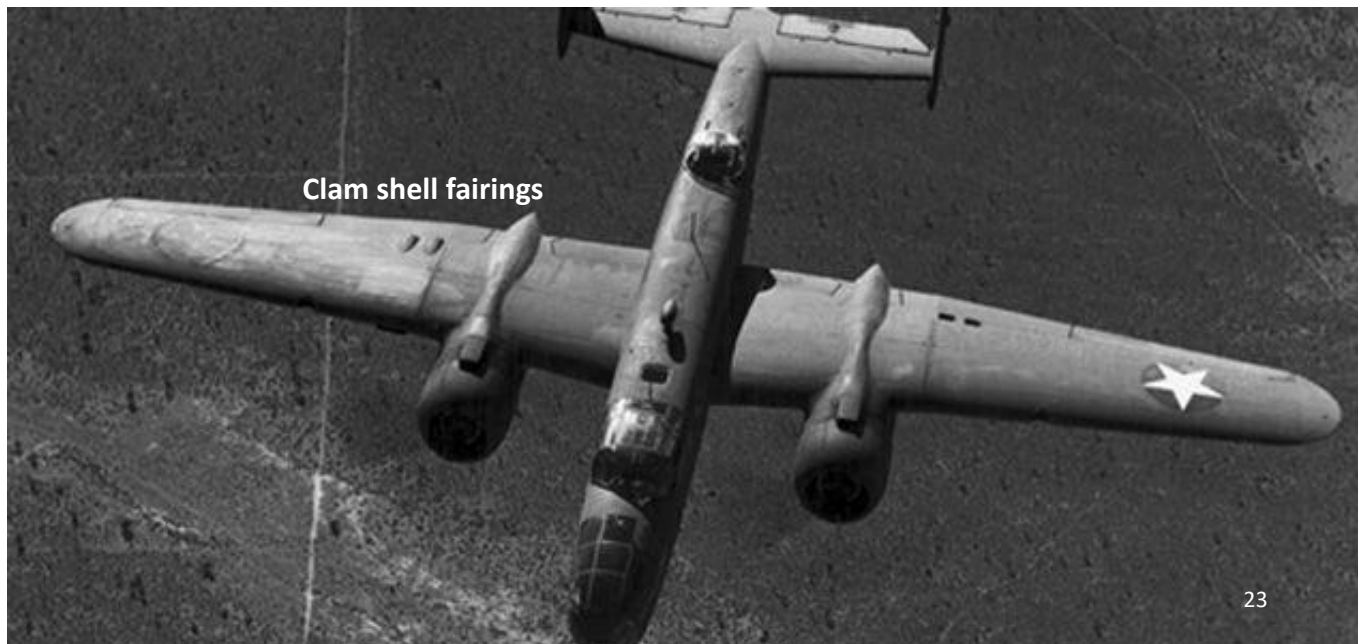




Notice the difference in cooling vent openings

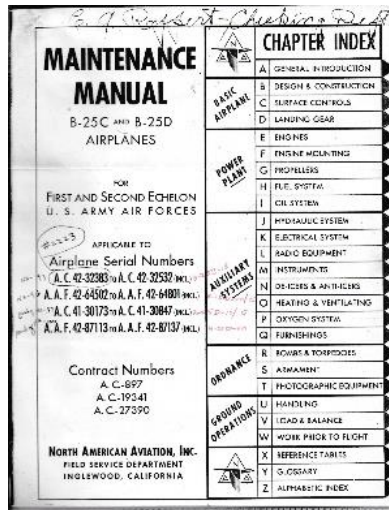


The above photo is from the book on the left.



## FIDDLY BITS meets ODDS & ENDS

"I will quote in full the explanation Norm pointed out to me that is found in an N.A.A. wartime



publication "MAINTENANCE MANUAL B-25C and B-25D." (given to me years ago by guess who? - Ray Waddey) The clam-shell fairings are only found on the early model B-25's - "B", "C", and "D", but not the late "G", "H", or "J" variants (maybe later exactly why not.) Both the cutaway and the MANUAL'S illustration show the wing's internal 'architecture' of the duct work from the wing's leading edge inlet to the trailing edge outlet. Finally! Mystery solved. Maybe there is a Boeing B-17 Maintenance Manual out there that can show the Fortresses' plumbing."

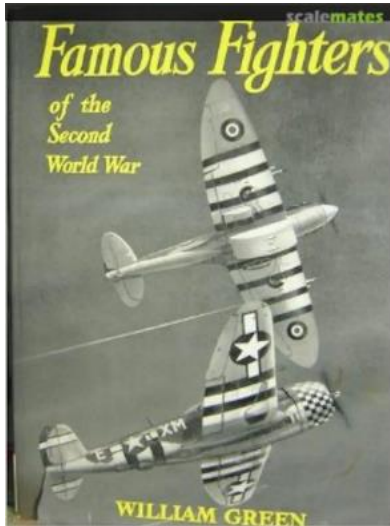
**Which begs the question:** Did the Accurate Miniature's kit have the fairings replicated on their 1/48 scale B-25B Doolittle Raider model? [EDITOR: see page \_\_\_\_ for the answer!]





## FIDDLY BITS meets ODDS & ENDS

A NOTE ON THE CUTAWAY: When I was growing up British aviation writer William Green was a god-like figure to me. I devoured most all of his publications from the OBSERVER'S BOOK OF AIRCRAFT, FAMOUS FIGHTERS (BOMBERS) OF THE SECOND WORLD WAR, and dozens more. But it was what



showed up in my mailbox in a brown envelope that I treasured the most - The RAF Flying Review edited by Green. It contained 'colour' (very british) profiles, aircraft cutaways, War stories, technical gen, model kit news (pretty spare at the time), and lots of other content that was incredible for an aviation magazine in the 1950's. Later on the magazine morphed into AIR INTERNATIONAL with Green still editor, and which I starting subscribing to in the 1980's.(Continued page 30).

This page is from the B-25 manual

**Oil-Cooler Air-Duct Intakes and Outlets** *Function and Location of Oil-Cooler Air-Duct Intakes.* The intakes for the air ducts are located in the leading edge of the wing. The openings for the left-hand engine oil coolers are outboard and to the left of the engine. The openings for the right-hand engine oil coolers are outboard and to the right of the engine. The intakes in both cases are in the wing outer panel,

This page is from the B-25 manual

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## MAINTENANCE MANUAL B-25C & B-25D

**I-27**  
**OIL SYSTEM**

just outboard of the junction with the wing center-section. Intakes are located in the nose of the wing in order to utilize the ram of air due to the forward passage of the airplane while in flight. In order to secure cooling during ground operations, these intakes are also located in the slipstream from the propellers. On the ground, with the engines turning, the propellers drive a certain amount of air through the oil-cooler ducts.

**Description of Oil-Cooler Air-Duct Intakes and Outlets.** Due to the fact that both engines on this airplane rotate in the same direction (clockwise), and due to the fact that the intakes on the two sides are outboard, the left-hand engine propeller sweeps air up and into the duct, whereas, the right-hand propeller sweeps air down past the duct opening. For this reason, the shape of the intakes is different on the two sides of the airplane. On the left-hand side, the intake is a smooth, faired opening just under the nose of the wing. On the right-hand side, the sheet metal of the intake is formed with a lip around the lower half of the opening. The downward sweep of air from the right-hand propeller is directed into the intakes by these lips. Consequently the flow of air through the right-hand ducts is almost as great as that through the left-hand ducts. To further correct for the difference in propeller action on the two sides of the airplane, clam shell fairings are placed over the outlets on the right-hand wing. The effect of the air passing over these clam shell fairings is to reduce the pressure on the outlets, which is equivalent to increasing the pressure at the intakes, thus more air passes through the ducts. The combination of the lip on the intake and the clam shell fairings on the outlet tends to equalize the airflow through the ducts on the two sides of the airplane. This arrangement of lip and clam shell fairings is provided only to improve cooling when the airplane is on the ground.

### **Oil-Cooler Air Ducts**

#### **Function of Oil-Cooler Air Ducts.**

Oil-cooler air ducts are provided to lead air from the intakes to the oil-temperature regulators, to direct air from the regulators to the outlets, and to provide a housing for the oil cooler shutters.

**Location of Oil-Cooler Air Ducts.** There are two oil-cooler air ducts on each side of the airplane, installed within the wing section just outboard of the junction of the wing centersection and the wing outer panel. From the leading edge of the wing, these ducts extend aft to outlets located on the upper surface of the wing, just forward of the wing flap hinge line.

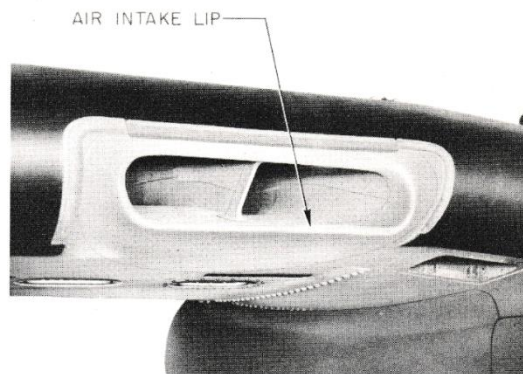


Fig. 32 Oil-Cooler Air-Duct Inlet—Right Wing

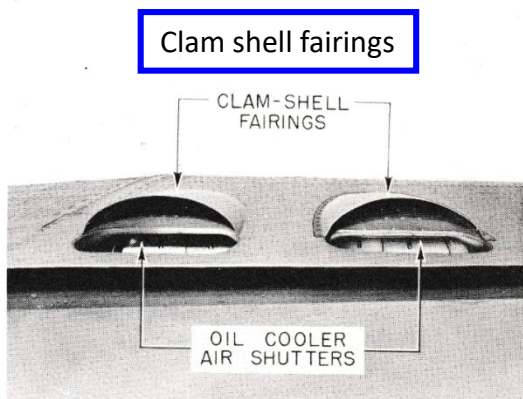


Fig. 33 Oil-Cooler Air-Duct Outlet—Right Wing

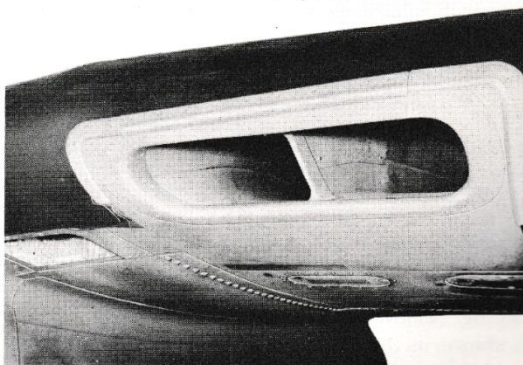


Fig. 34 Oil-Cooler Air-Duct Inlet—Left Wing



This page is from the B-25 manual

## 1-20 OIL SYSTEM

### MAINTENANCE MANUAL B-25C & B-25D

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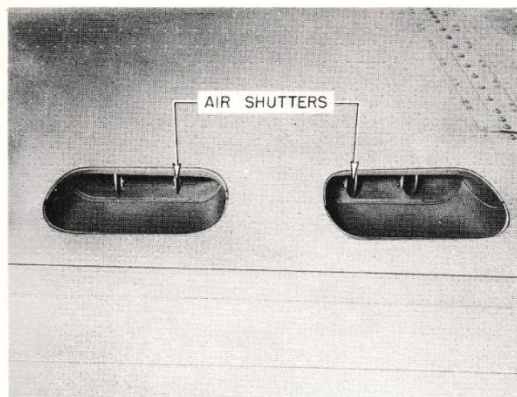


Fig. 35 Oil-Cooler Air-Duct Outlet—Left Wing

**Description of Oil-Cooler Air Ducts.** The ducts are made of sheet aluminum alloy and are permanently built into the wing section. Each of the two ducts in one wing consists of an air intake, a forward duct, a regulator adapter, an after duct, a shutter-bearing casting, and an outlet. The ducts are riveted to the wing structure. Each oil temperature regulator is supported by one of the ducts, being inserted between the regulator adapter and the after section of the duct. The method of clamping the regulators in the ducts has been previously described in the paragraph entitled *Replacing Oil-Temperature Regulators*.

#### Oil-Cooler Shutters

**Function of Oil-Cooler Shutters.** Shutters are provided in the oil-cooler air ducts to control the amount of air flowing through the oil-temperature regulator, and hence to control the temperature of the engine-lubricating oil.

**Location of Oil-Cooler Shutters.** The oil-cooler shutters are located in the casting installed in the after end of the oil-cooler ducts.

**Description of Oil-Cooler Shutters.** There are two butterfly-type air shutters in each duct. The four shutters in each wing are linked together by the control mechanism so that they open and close as a single unit. The shutter vanes are riveted to vertical shafts carried in Oilite bearings in the air-shutter casting. The design and construction of these units is shown in the accompanying illustration. Narrow strips, riveted inside the semi-circular sides of the casting, serve as stops for the shutter vanes when they are in the CLOSED position.

**Replacing Oil-Cooler Shutters.** Replacement of oil-cooler shutters should not be required, but, if it should become necessary for any reason, the rivets which fasten the vanes to the shafts must be drilled out. This operation can be carried out by working through the duct outlets. The shutter shafts are removed by dropping them through the small Dzus-fastened panels in the wing lower surface. The shutters are removed through the duct outlets. Upon re-installing shutters, they are bolted to the shafts with elastic stop nuts.

#### Oil-Cooler Shutter-Control Mechanism

**Function, Location, and Description of Oil-Cooler Shutter-Control Mechanism.** Cranks

mounted on the oil-cooler shutter shafts are connected by adjustable rods to another crank, in the form of a plate, riveted to a pulley mounted on a bracket between the after ends of the two oil-cooler air ducts. From this pulley a cable leads forward, and over another pulley, to the pulley cluster on the firewall. From this point another cable leads to the bellcranks on the oil-cooler shutter controls on the pilot's pedestal. The oil-cooler shutter-control levers are provided with notches so that the shutters can be set in various positions from OPEN to CLOSED. The control mechanism is spring-loaded so that, if a cable is severed or disconnected, the shutters will open and stay open.

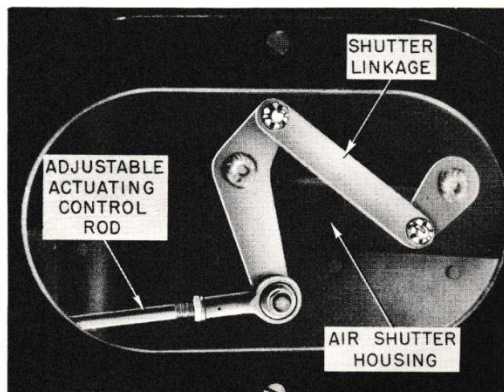


Fig. 36 Oil-Cooler Shutter Linkage  
Access Door Removed

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MAINTENANCE MANUAL B-25C & B-25D

I-29  
OIL SYSTEM

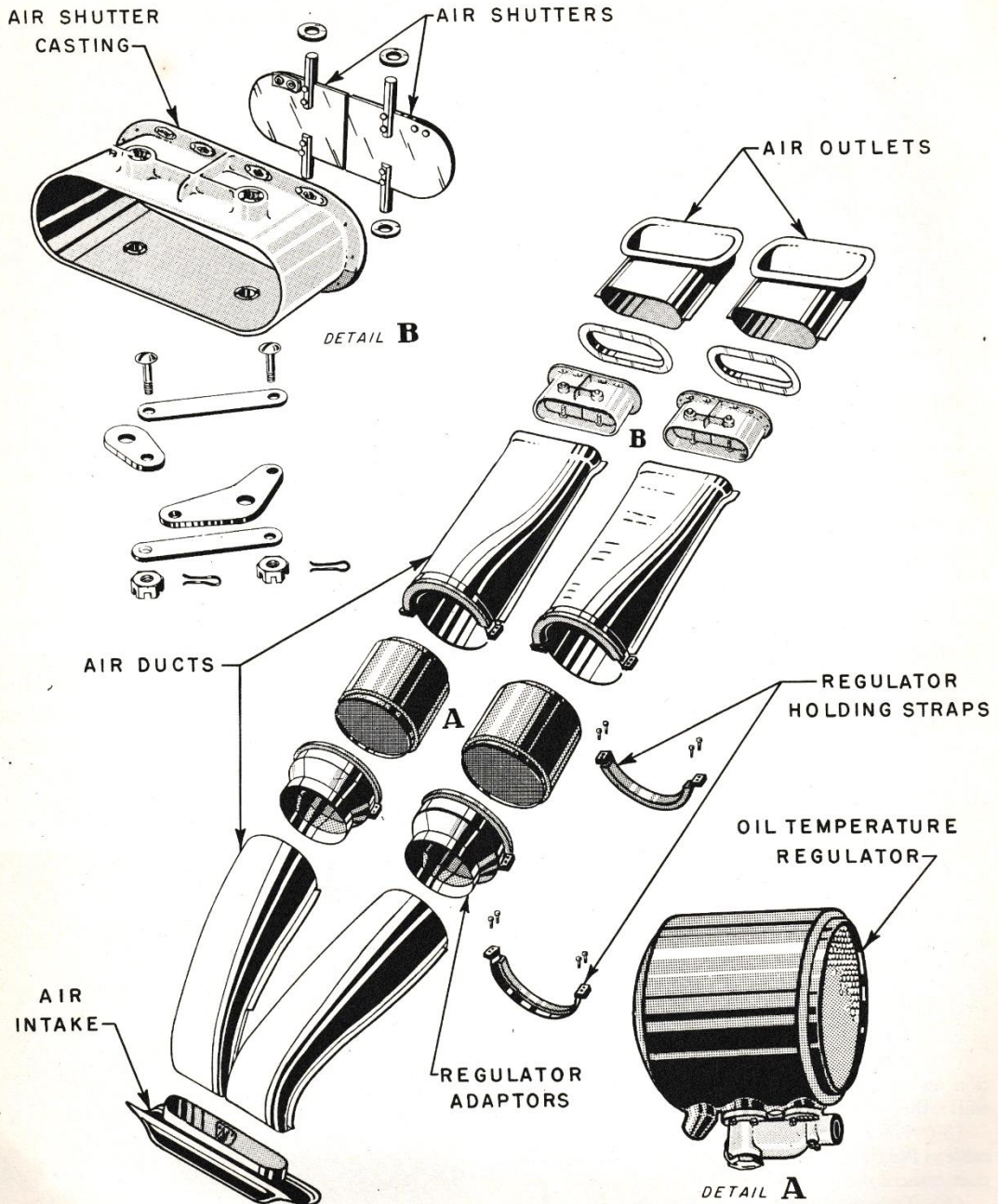


Fig. 37 Oil-Cooler System—Exploded View

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This image depicts all of the duct work from the air intake to the air outlets through the oil coolers (A above).

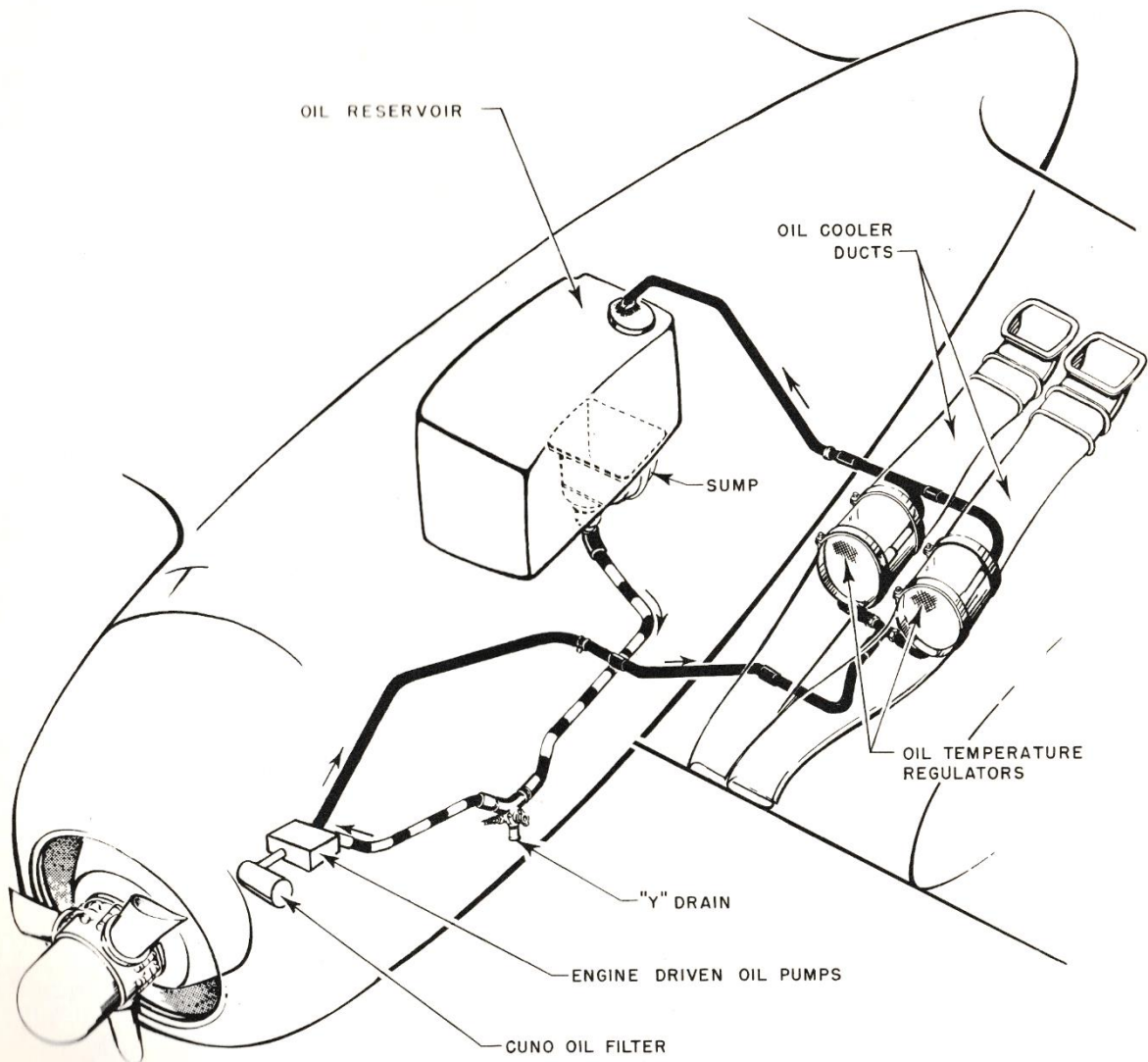


This page is from the B-25 manual

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## MAINTENANCE MANUAL B-25C & B-25D

### I-3 OIL SYSTEM



This image depicts the oil transit from the oil reservoir to the oil pumps in the engine to the oil coolers and back to the reservoir.

## FIDDLY BITS meets ODDS & ENDS

I waited patiently for over a decade for something on the B-25 to appear. It seemed every obscure aircraft was getting coverage, but not the "Mitchell." And then one day there it finally came: a profile of a twin-engine, twin-tail, tricycle landing gear WWII bomber - what?... the [Armstrong Whitworth Albermarle](#)? What The Hey! The Albermarle?\*&#%#@! Are you kidding me William Green? An Albermarle, but still no "Mitchell?" The Albemarle's claim to fame is that it served as a glider tug. How strenuous! How heroic! All 600 of them have gone down in glory in the annals of WWII history. NOT! (Its so highly prized in the model world there is exactly one example of it - a 1/72 Sutcliffe vac form kit. No interest from Tamiya?...Hasegawa for an injection molded one? Not even Mach 2?).



"Well that tears it, Reverend." (John Wayne in The Searchers.) Incensed I wrote Green a letter. I said I was incredulous that an Albermarle - AN ALBERMARLE - had made the cut before the B-25, and when was he going to "right" this grievous wrong? Happily - and I'm certain the result of pure coincidence - the B-25 profile appeared a few months after my plea in both the February AND the March, 1993 editions, giving the "Mitchell" the two issue treatment it so richly deserved. So, alls well that ends well! [Stay tuned....](#)



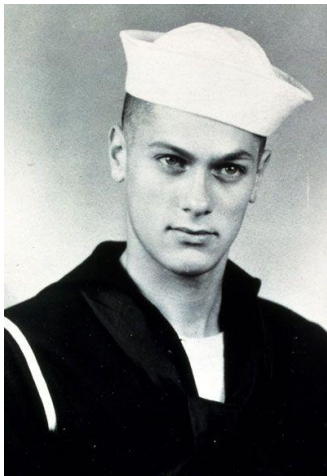
## Hollywood Heroes



**Tony Curtis**

*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.*



Curtis, born Bernard Schwartz, was among the many Americans who enlisted after the attack on Pearl Harbor, joining the US Navy Pacific submarine force. From 1943 until 1945, Curtis served in the Pacific Theatre as part of the submarine force as a Signaller 3rd class.

On September 2, 1945, Curtis was aboard the submarine tender USS Proteus (photo below, left) and watched the ceremony in Tokyo Bay in which the Japanese surrendered (photo below, right). He was awarded the WWII Victory Medal (photo left below), the Asia-Pacific Medal, and the American Area Medal.





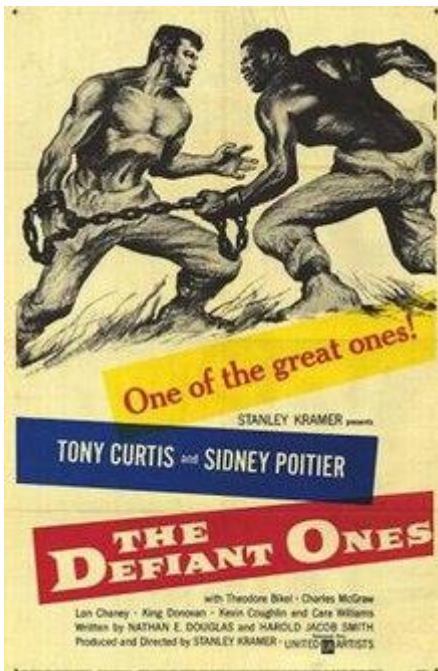
## Tony Curtis



After the war, like many of our Hollywood Heroes, Curtis attended college on the GI Bill and received training as an actor which led him to Hollywood in 1948. His film career spanned four decades and more than 100 films but peaked in the late 50's and early 60's with a series of major film roles.



After initially being labeled a “pretty boy”, he surprised critics with his acting range in films from the classic comedy “Some Like it Hot”, often listed as one of the best comedies ever made, to the intense inter-racial drama “The Defiant Ones” with Sidney Poitier. He died in 2010.



## Odds and Ends from Members and Friends

From Paul Bennett - Just watching TV20.

Mr. Lawrence has passed at 98. He was a WWII mechanic with the Tuskegee Airmen and you all should remember him. - Paul



By WCJB Staff | Posted: Wed 4:30 AM, Jun 10, 2020



**NCFL (WCJB)** -- A North Central Florida World War II hero has passed away.

Stephen Lawrence served with the Tuskegee Airmen as a mechanic.

The unit was the first comprised solely of African Americans.

After the war, Lawrence became an ordained minister and a motivational speaker.

Lawrence once told TV20 he didn't feel like he was making a big difference for African Americans while serving in the armed forces. But later he did through sharing his story with others.

He will be interred in the National Cemetery at Bushnell.

Stephen Lawrence was 98 years old.



## ODDS & ENDS

.. From **Bruce Doyle**: Revell - Tactical Missiles Set

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[TutG0ntAmNagg-F\\_vJBQJGWd8cE&s=g2FHIOhf2V8FeqRGTCm8j-05c1ih0Dnnv3B0X2PdrY8&e=](https://urldefense.proofpoint.com/v2/url?u=https-3A__images.app.goo.gl_j73nzzRKK8eqUTHB8&d=DwICAg&c=sJ6xIWYx-zLMB3EPkvcnVg&r=jzlfSSorEPNo37OXhPxyKgCet5y6tQ2EZ0WULQcGYH4&m=azBQLYWKhrrvh615hTutG0ntAmNagg-F_vJBQJGWd8cE&s=g2FHIOhf2V8FeqRGTCm8j-05c1ih0Dnnv3B0X2PdrY8&e=)



Revell Century Series Fighters Hobby Kit Gift Set-

[https://urldefense.proofpoint.com/v2/url?u=https-](https://urldefense.proofpoint.com/v2/url?u=https-3A__images.app.goo.gl_otS4qduLXFcMGqfx7&d=DwICAg&c=sJ6xIWYx-zLMB3EPkvcnVg&r=jzlfSSorEPNo37OXhPxyKgCet5y6tQ2EZ0WULQcGYH4&m=hqvK7PRNAETHAOQKlayg4x5BGbELzbKEx6RAcoCS-_E&s=ev5UBJeLqHEUXzpfFbHF_NZCORuzoSGn-6MZObN3k9I&e=)

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## Odds and Ends from Members and Friends

**From Joe and Jack:** These are some shots of the Corsair I [Jaime Carreon <[jetmex@earthlink.net](mailto:jetmex@earthlink.net)>] worked on years ago with my friend Frank, who brought the airplane up from El Salvador in 1980. It's an FG-1D, Bu No 92489, named "Kathleen" after his wife. She won grand champion warbird at Oshkosh in 2010. Frank passed away in 2013. The pictures were taken in early 2010 at the restoration shop in Idaho



## Odds and Ends from Members and Friends

**From Joe Caputo: The poet!**

Oh! I've slipped through the swirling clouds of dust,  
a few feet from the dirt,  
I've flown this Phantom low enough,  
to make my bottom hurt.  
I've TFO'd the deserts, hills,  
valleys and mountains too,  
Frolicked in the trees,  
where only flying squirrels flew.  
Chased the frightened cows along,  
disturbed the ram and ewe,  
And done a hundred other things,  
that you'd not care to do.  
I've smacked the tiny sparrow,  
bluebird, robin, all the rest,  
I've ingested baby eaglets,  
simply sucked them from their nest!  
I've streaked through total darkness,  
just the other guy and me,  
And spent the night in terror of  
things I could not see.  
I've turned my eyes to heaven,  
as I sweated through the flight,  
Put out my hand and touched,  
the master caution light.

**From Jack Mugan - Work in progress!**

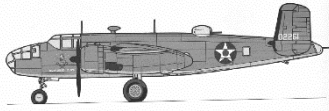




## Odds and Ends from Members and Friends

To Bruce – Yes! ... the B-25B Mitchell, Accurate Miniatures does provide clam-shell fairings (blue arrow)! See below.

B-25B  
Mitchell

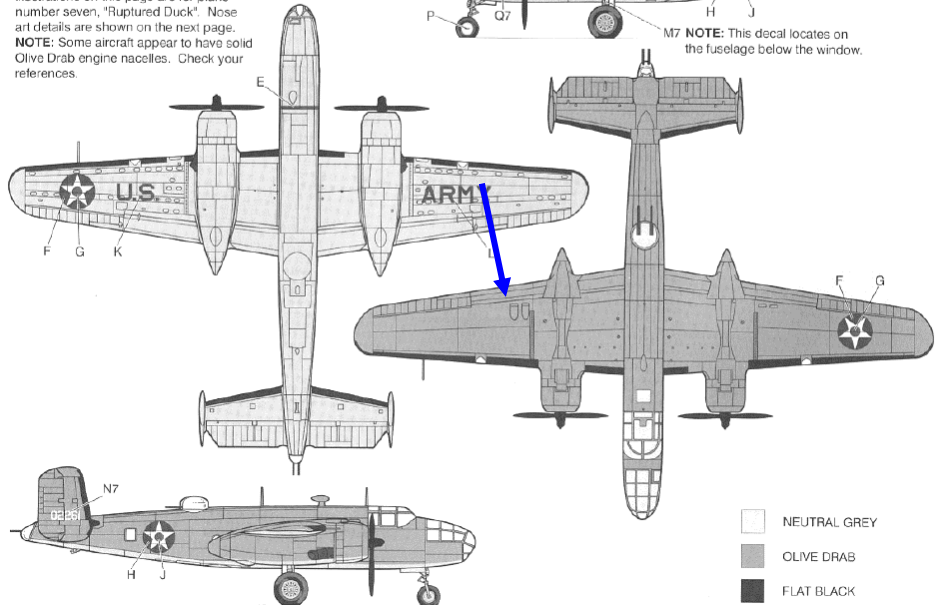


### STEP 13 - WING A

- △ Open the two holes in the under upper right wing top (M3) just ahead cooler exhaust vents.
- △ Glue the upper left wing (M5) to the wing (M6).

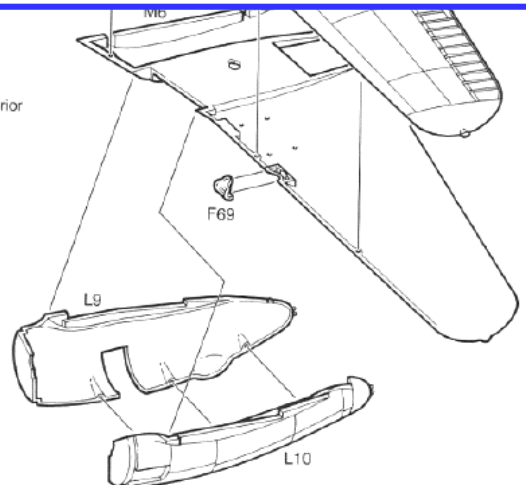
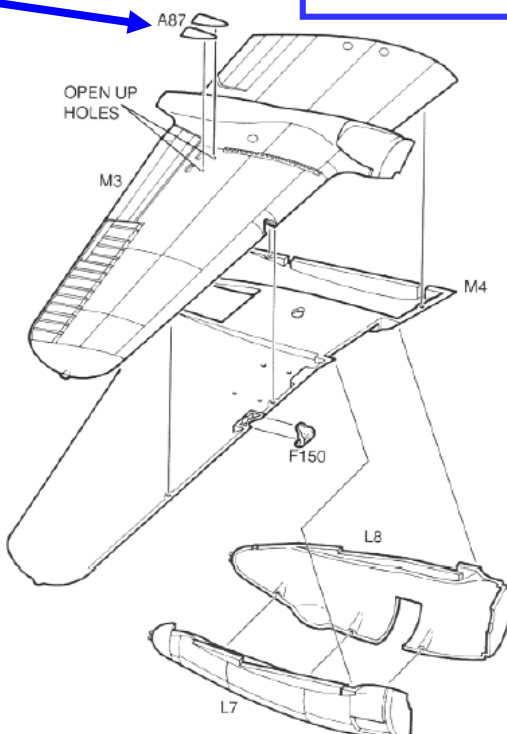
### STEP 20- DECAL PLACEMENT

The decal sheet included with this kit will allow you to build any of the 16 Doolittle raid B-25's. Many of the decals have a number after the letter call out. The numbers indicate the specific aircraft the decal is for. You will note that the illustrations on this page are for plane number seven, "Ruptured Duck". Nose art details are shown on the next page.  
**NOTE:** Some aircraft appear to have solid Olive Drab engine nacelles. Check your references.



### PAINT INSTRUCTIONS

A87 - exterior color  
L7, L8, L9, L10 - aluminum interior



- △ After painting the landing light recesses flat black and the landing lights bright silver, carefully glue the left landing light cover (F69) and the right landing light cover (F150) to the leading edges of the left and right wings. We suggest that you use white glue that has been tinted with black ink or a water-based black paint to glue these parts. This method will make the lens appear to be part of the wing rather than a "glued on" part.

- △ Glue the left nacelle right side (L9) to the left nacelle left side (L10). Glue the left side nacelle assembly to the underside of the left wing.
- △ Glue the right nacelle right side (L7) to the right nacelle left side (L8). Glue the right side nacelle assembly to the underside of the right wing.



## Odds and Ends from Members and Friends

**From Jack:** These are some shots of his finished Helldiver in Atlantic colors.



The **Curtiss SB2C Helldiver**, also known as the Curtiss A-25 Shrike, was a dive bomber developed by Curtiss-Wright during World War II. As a carrier-based bomber with the United States Navy (USN), in Pacific theaters, it supplemented and replaced the Douglas SBD Dauntless. A few survivors are extant.

Initially poor handling characteristics and late modifications caused lengthy delays to production and deployment, to the extent that it was investigated by the Truman Committee, which turned in a scathing report. This contributed to the decline of Curtiss as a company. Neither pilots nor aircraft carrier captains seemed to like it.[1] Nevertheless, the type was faster than the Dauntless, and by the end of the Pacific War, the Helldiver had become the main dive bomber and attack aircraft on USN carriers. Source: [https://en.wikipedia.org/wiki/Curtiss\\_SB2C\\_Helldiver](https://en.wikipedia.org/wiki/Curtiss_SB2C_Helldiver)



## Odds and Ends from Members and Friends

**From Jack:** These are some shots of his finished Bronco OV-10D in 1:32 scale.



The **North American Rockwell OV-10 Bronco** is an American twin-turboprop light attack and observation aircraft. It was developed in the 1960s as a special aircraft for counter-insurgency (COIN) combat, and one of its primary missions was as a forward air control (FAC) aircraft. It can carry up to 3,200 lb of external munitions, internal loads such as paratroopers or stretchers, and loiter for three or more hours.

The OV-10D is the second generation Bronco developed under the Night Observation Gunship System (NOGS) program. The D-model was an extensively modified OV-10A airframe, adding a forward-looking infrared night-vision system with a turret-mounted camera under an extended nose, visually distinct from the short rounded nose of the A-model. The D also has bigger engines and larger fiberglass propellers. Other noticeable external differences are the chaff dispensers installed midway down the booms and infrared-suppressive exhaust stacks (which mix the exhaust with colder air to reduce the aircraft's heat signature).



## Odds and Ends from Members and Friends

From Jack: This is Jack's finished

1:48 scale Academy P-38M.



The **Lockheed P-38 Lightning** is a World War II-era American piston-engined fighter aircraft. Developed for the United States Army Air Corps, the P-38 had distinctive twin booms and a central nacelle containing the cockpit and armament. Allied propaganda claimed it had been nicknamed the fork-tailed devil (German: der Gabelschwanz-Teufel) by the Luftwaffe and "two planes, one pilot" by the Japanese. Along with its use as a general fighter, the P-38 was utilized in various aerial combat roles including as a highly effective fighter-bomber, a night fighter, and as a long-range escort fighter when equipped with drop tanks. The P-38 was also used as a bomber-pathfinder, guiding streams of medium and heavy bombers; or even other P-38s, equipped with bombs, to their targets. Used in the aerial reconnaissance role, the P-38 accounted for 90 percent of the aerial film captured over Europe.

The P-38 was used most successfully in the Pacific Theater of Operations and the China-Burma-India Theater of Operations as the aircraft of America's top aces, Richard Bong (40 victories), Thomas McGuire (38 victories) and Charles H. MacDonald (27 victories). In the South West Pacific theater, the P-38 was the primary long-range fighter of United States Army Air Forces until the introduction of large numbers of P-51D Mustangs toward the end of the war.

Unusual for a fighter of this time, the exhaust was muffled by the turbo-superchargers, making the P-38's operation relatively quiet. The two turbo-superchargers also provided the P-38 with good high-altitude performance, making it one of the earliest Allied fighters capable of performing at such altitudes. It was extremely forgiving and could be mishandled in many ways, but the rate of roll in the early versions was too low for it to excel as a dogfighter. The P-38 was the only American fighter aircraft in large-scale production throughout American involvement in the war, from Pearl Harbor to Victory over Japan Day.

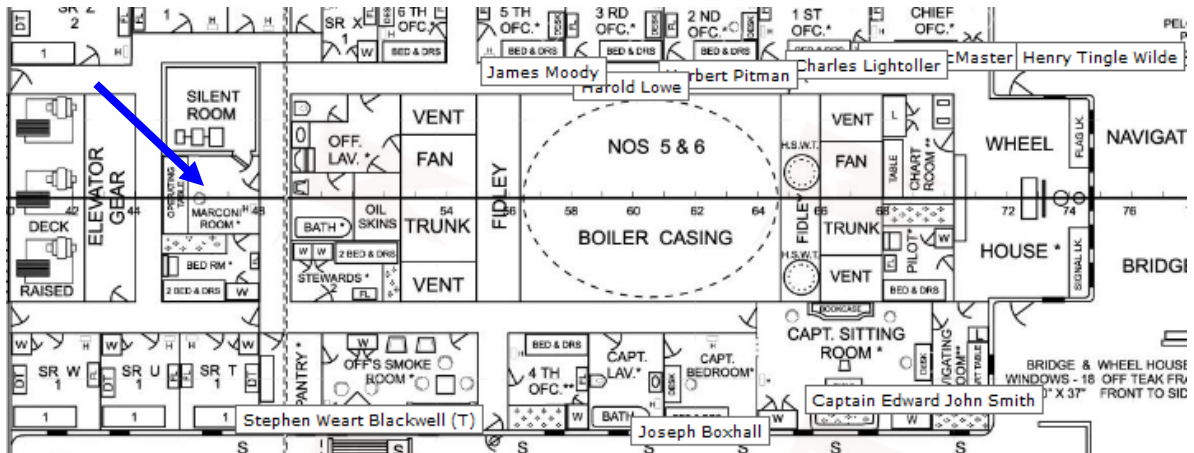


## Odds and Ends from Members and Friends

**From Jack:** Other recently finished projects.



**From Paul Bennett:** Got my ARRL newsletter yesterday and there was an interesting historical event. A Federal judge has authorized a company to recover the Marconi wireless equipment from the Titanic. A piece of history to be recovered before the wreck collapses.



This was one of the first uses of radio to request aid. Also the distress call used to be "C.Q.D." but just before the Titanic sailed it was changed to "S.O.S." and this was the first use of that distress call. I have "A Night to Remember" on DVD.

And some more tidbits. Arthur C. Clarke wrote a book on recovering the Titanic called "The Ghost From The Grand Banks" based on the more accurate information of the wreck. An interesting read even if fictional.

And getting back to Dr. Clarke, he also wrote a non-fiction called "Glide Path", based on his experiences and involvement in developing the Instrument Landing System.

Ah memories, GS/Localizer. – Paul

SEE: <https://www.encyclopedia-titanica.org/titanic-deckplans/boat-deck.html>

## Odds and Ends from Members and Friends

**From Paul:** Here is the website for the branch of service:

<https://www.spaceforce.mil/>

And, yes, there have been a few comments about the logo... And Star Trek, and you ought to see some of the parodies out there. – Paul



### Latest from Caracal.

CD48162 - 1/48 F-4 "Edwards Test Phantoms": Eight Phantom options from the Air Force Flight Test Center fleet. Most of these Phantoms wear the signature white/red scheme of the Edwards fleet, but we also included a couple ALCM chase jets with SEA camouflage and white wings. All F-4E options on this sheet are of the earlier hard-wing variety - just right for the Zoukei-Mura F-4E kit that will be released soon.



**From Bruce Doyle** - Note on the article banner showing a B-25 production line. The B-25 in the foreground is the "Straffer Nose J" model. Note the holes for eight .50 cal machine guns in the nose



and the two "Package Guns" below the cockpit (they are on both sides of the fuselage.) When you add the two guns in the top turret you now have fourteen forward firing machine guns. This "Package" is being installed in the factory but there were kits provided by North American that could be installed in the field. The B-25J that led my father's mission was a "Strafer J" named "Hooten", Shooten' Charlie John."

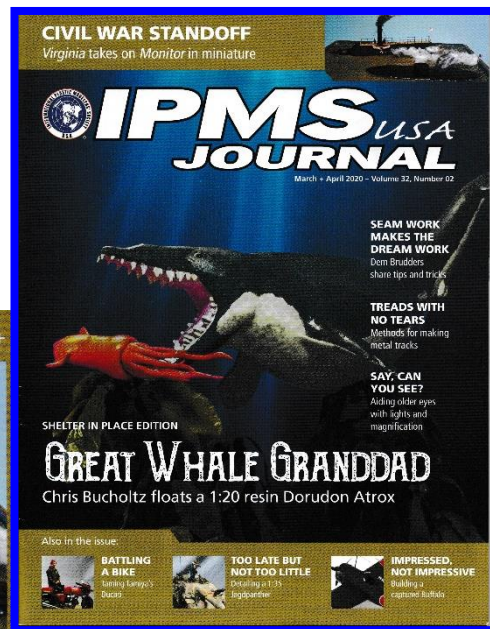
11th BS pilots told me with all 14 .50's rippin' they could literally saw a cinder block building down by walking the rudder pedals back and forth. A local vet of the 345th BG - The Air Apaches - told me about their attacks on Japanese warships and transports. Ralph Hess - some of you may remember when he ran (unsuccessfully) for the school board - told me about their tactics. Two B-25's would make a low level skip bombing attack from the port and starboard sides, putting the ship in a no maneuver vice grip. Ralph would have climbed to 12,000 feet in his "Straffer J", peel off and dive straight down at the ship. He would walk the rudder pedals spraying lead from stem to stern to suppress the anti-aircraft crews. Pretty devastating to be on the receiving end of so much lead! I don't know of any other WWII aircraft with this much firepower. Anyone? I think you would have to go forward twenty plus years to 'Nam and "Spooky" to surpass it.



## IPMS USA Journal for March-April 2020

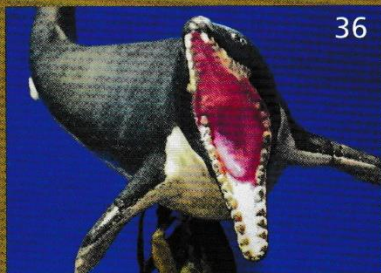
Bill Winter

The cover and table of contents of the latest issue of the IPMS USA Journal are displayed. The journal is a benefit of being an IPMS member. The journal is published six times per year.

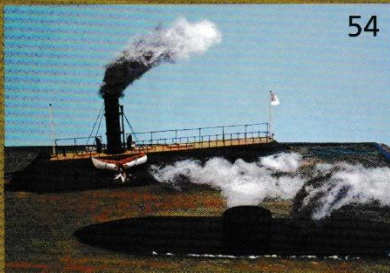


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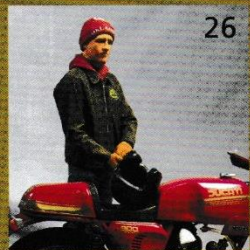
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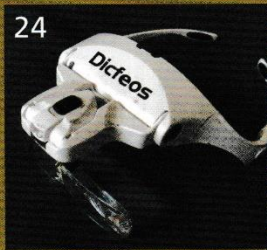
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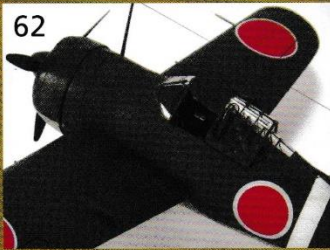
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# GATOR MODELERS

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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.

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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.

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## UPCOMING EVENTS



## IPMS Membership

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](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.



### 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:

<b>Junior</b> (17 years or younger)	\$17.00	<input type="text"/>	Date of Birth: <input type="text"/>
<b>Adult</b> One year	\$30.00	<input type="text"/>	
Two years	\$58.00	<input type="text"/>	
Three years	\$86.00	<input type="text"/>	
<b>Canada &amp; Mexico</b>	\$35.00	<input type="text"/>	
<b>Foreign</b> 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

**DEAR READERS – In recognition of Mr. Lawrence's passing, we are reprinting Frank's article from several years ago.**

## Models for Vets

By Frank Ahern

It started in a small and unexpected way. Not long after I re-entered the world of modeling, I was picking up my daughter from her job at Publix. She introduced me to an elderly black gentleman working with her. I noticed he was wearing a WW2 veteran baseball cap. She had told me before that he was a former Tuskegee Airmen, but at that time I didn't know much about them, so it didn't make a big impact.

Stephen Lawrence was a much-beloved member of the Publix front service team, ready with a smile



and a joke for everyone. I asked about his time in the service. He said he was a mechanic at the Tuskegee training center. What was your favorite plane, I wondered? "The T-6 Texan" he replied. For some reason, even though I hadn't thought about it beforehand, I asked if he would like

me to build a model for him. "Sure" he said, "That would be nice."

It was a bold promise for a guy who had only built a couple of models. I was fortunate that the Revell kit is an easy build. It was not an award-winning model and I never thought to take a picture, but Stephen seemed pleased when I gave it to him a few weeks later. It taught me an important lesson – a vet isn't going to judge your model, he's just happy someone cared enough to build him one.

Encouraged by that encounter I started looking for other opportunities to honor vets with a model. It didn't take long to make contact with Gen. Paul Albritton, a member of my church who flew F-4 Phantom's in Vietnam. A guy who flew 196 combat missions deserves some recognition, and the General told me that he always wanted a





model of the plane he flew, but didn't have one. I knew I was over my head with this promise and enlisted the club's help. Andy Renshaw donated the model and started the build. Jack Mugan did the painting. The result is shown in the picture with Mike Martinez at a Veterans Day ceremony at Oak Hall a few years ago. The General always tells me how much that model has meant to him. The intervening years have brought other chances to honor a vet with a model. Two of the most poignant involved vets who died shortly after they got their model.



My son's lacrosse coach flew A-6 Intruders in Vietnam. I was ready to get rid of the A-6 kit I had when he mentioned after practice one day that he wished he had a model of his plane. That's when I knew that God's providence was

at work. I got the kit at the previous Christmas party, only because it was the largest wrapped box left when I picked. I was just days away from putting it in the club kit auction. Marty Hayden died from a stroke about 6 months after we gave him the model at a club meeting.

Maybe the most dramatic was the story of John Donis, a highly decorated Navy pilot I met through a mutual friend. John was suffering from lung cancer, which had been in remission for a couple of years when I offered to build his favorite plane – the A-1H Skyraider. I was about halfway through the build when I got notice that John's cancer had returned and he was going to hospice. I rushed to finish the model and gave it to him on Memorial Day two years ago. He died 5 days later. I was humbled to learn that they used the model as part of a display of his life history at his memorial service.



Other models have been given to a neighbor, a friend and a former co-worker. The latest was given to a cousin, who served in the Marines as a radar tech. He spent a lot of time working on the many electronic warfare systems in the EA6-B Prowler. I spent a lot of time on this complicated little model with tinted canopies and five different colors on the fuselage. Here is a shot of cousin Don with his model at a recent family gathering.



This story is not about me patting myself on the back, but really about my finding a way to put some meaning into doing something I enjoy. I don't enter contests, and probably wouldn't win if I did, but I do like building models. Rather than building a model, sticking it in a box and stacking it on a shelf, this way I get the fun of building without the dilemma of what to do with it, and the satisfaction of knowing that it went <sup>to</sup> some vet who really appreciates it.

## Wild Paint By Jack Mugan and Bill Winter



## JULY MEETING: ?