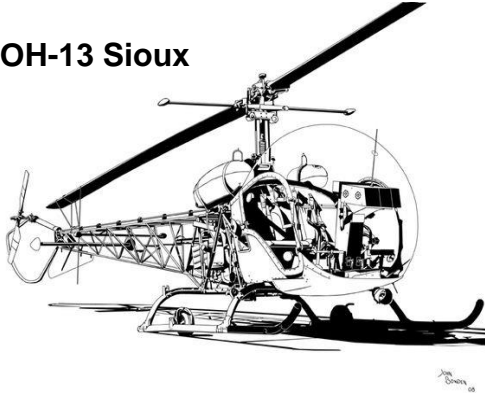




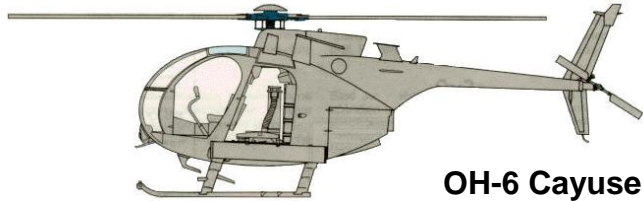
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What do the [1] *OH-13 Sioux*, [2] *OH-23 Raven*, [3] *OH-6 Cayuse*, [4] *OH-58 Kiowa*, [5] *UH-1 Iroquois* (the Huey) and [6] the *AH-1 Cobra* have in common?

OH-13 Sioux



OH-6 Cayuse



UH-1 Iroquois



OH-58 Kiowa



AH-1



See Page 2 for the answer.



Club officers
Jack Mugan
President

A. J. Kwan
Vice Pres &
Associate
Newsletter
Editor

Frank Ahern
Secretary

Bruce Doyle
Historian

Paul Bennett
Photographer

Tracy Palmer
Webmaster

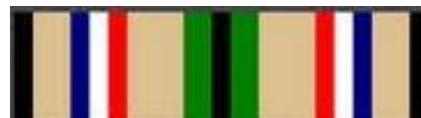
Bill Winter
Treasurer
Newsletter
Editor



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Next meeting:

**Tuesday, August 21 at: 6:30 PM; at Oak Hall Library
8009 SW 14th Ave Gainesville FL
(See the map on page 34)**



Our August speaker will be **Jay Donohoe**. Jay is a retired Army helicopter pilot, having served in Vietnam and during the Gulf War. Jay flew OH-13 Sioux, OH-23 Raven, OH-6 Cayuse, OH-58 Kiowa, UH-1 Iroquois (the Huey) and the AH-1 Cobra (see page 4 for further details).

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Prez Sez.....

By Jack Mugan

Well another IPMS Nationals has come and gone. One has to be a little bit crazy to go to Phoenix in August where the temperature was 114 degrees with the humidity in the 40% range. The humidity was not so bad to those of us from Florida, but it was a tough combination when you are walking around outside looking at airplanes and there is no shade.



I have to say the boys in the Phoenix chapter put on another nice show and the modelers, over 400, showed up with some great looking models....over 3,000 totally. The quality was high overall, but I was most impressed with the car category, which has certainly left the complaint that IPMS doesn't like car models behind at long last. It was one of the largest categories on display. I see the trend to 32nd scale aircraft continues as that was once again very well represented.



Tom Walsh, a former member of my old club in Minnesota, and now a member of the Phoenix chapter, allowed himself to be talked into creating a retrospective of his career in modeling over several decades. Tom was around when IPMS was created back in 1964, and ran with the Big Dogs who were early Best in Show winners during the golden age of scratch building.

Tom posted a list of all the Nationals and the cities where they were held as part of his display. I saw many people trying to remember which Nationals they attended. He also displayed many of his winning entries with the years that they won. Appropriately, his display was on the number one table and received a lot of attention.

Prez Sez.....



Tom and I worked together in Minnesota and Ohio and belonged to the IPMS chapters in those cities. Tom's son, who I haven't seen since he was 15 years old, was also attending, so we had a great time catching up after all these years. I also got to hang out with two other members from the Minnesota club who have relocated to the Phoenix area, so it was like going to a class reunion. Meeting old friends is the best part of going to the Nationals.



Though I did not attend any of the tutorial events, I did manage to spend the day at the Pima Air & Space Museum. This is the largest privately funded aviation museum in the world, and even larger than the Air Force Museum in Dayton Ohio. They have over 400 aircraft on display with 150 inside five hangars. Thankfully, you can ride the tram to see the outside display and the guide/driver is really up on all the planes and their history.

Next year's event will be in Chattanooga, less than an 8 hour car ride away, so you might want to put that on your Bucket List.

We have a guest speaker at this month's meeting. James Donohoe who flew helicopters in Viet Nam. Please dust off your helicopter models and bring them in for Show and Tell.

Thumbnail Biography for James Donohoe

Our August speaker will be Jay Donohoe. Jay is a retired Army helicopter pilot, having served in Vietnam and during the Gulf War. He flew several different helicopters during his career in the Army, Army Reserve, and Florida Army National Guard and will attempt to answer your questions about them. He continues to fly small Cessna airplanes. He is a retired lawyer and lives in Gainesville.

I will be at the Oak Hall Upper School library by 7:00pm on Tuesday August 21, 2018, prepared to speak to the Gainesville Modelers. I invite questions about the helicopters I flew, especially the ones the members have built. I flew the following: OH-13 Sioux, OH-23 Raven, OH-6 Cayuse, OH-58 Kiowa, UH-1 Iroquois (the Huey) and the AH-1 Cobra (it apparently did not get an American Indian name).

Meeting Minutes – July 17, 2018

By Frank Ahern



President Jack Mugan opened the meeting at 6:40pm and welcomed 15 members including Mike Redmond, who joined the club before the meeting. Mugan opened by having Club Historian Bruce Doyle survey members on whether or not they read the newsletter. Most members indicated they did. President Mugan said he is interested in selecting themes for upcoming meetings to encourage members to bring models they have built that would fit the theme. He said he has already received a number of suggestions for meeting themes and asked those who had ideas for themes to contact him. Bruce Doyle had prepared a list of WW2 anniversaries that could serve as themes in the future.

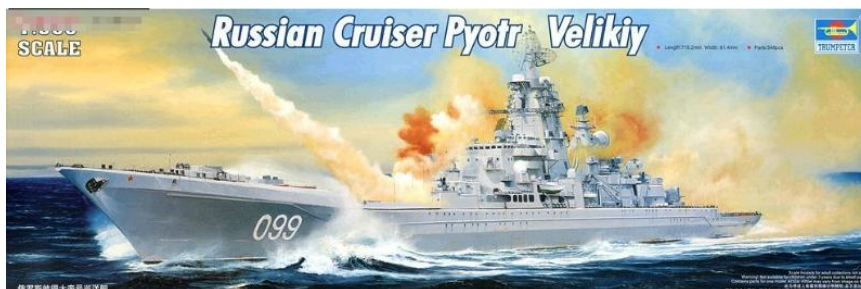
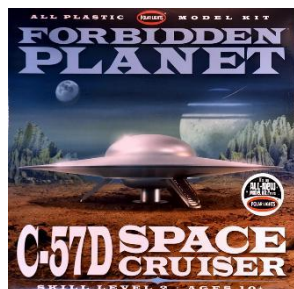
Mugan discussed the upcoming club officer election, which is held in November. He is not seeking re-election, but said that Vice President AJ Kwan has indicated a willingness to take over as President. Mugan asked anyone willing to serve as Vice President to consider placing their name in nomination for the position. Both Treasurer Bill Winter and Secretary Frank Ahern have agreed to stay in their positions.

Bruce Doyle told the club that he is doing research for an official history of the club, and he asked club members to respond to him with any information they have about the club, as well as their personal experiences related to joining and belonging to the club.

Brian Cormack made a suggestion that members present be asked to vote at each meeting on their favorite model brought by a club member. The winning modeler each month would be given an extra point toward the Modeler of the Year competition. It was agreed that this new contest would begin with the November meeting.

Mike Martinez offered to collect and print a compilation of the club's old newsletters as an historical record of club activities and to provide background information on the club for prospective new members. He asked those who have old newsletters to get them to him in whatever form they exist. Once compiled this may also be included as an archive on the club website.

Tracy Palmer asked for an update on the status of the project to buy club coffee mugs for members and guest speakers. He was told that the project is on hold due to the high cost of dishwasher-safe mugs, which cannot be obtained in Gainesville, and must be shipped, causing the higher price. The raffle drawing was held and the attendance drawing was won by Bob Lundeen who selected a Sci-Fi model of the Forbidden Planet C-57D space cruiser. The second drawing was won by Bill Winter, who picked the 1:350 scale Russian Cruiser Pyotr Velikiy.



Winter also gave a presentation on his trip to the regional IPMS/AMPS model contest in Columbia SC, with pictures of the winning entries in all categories.

The meeting adjourned at 8:40pm.



EAGLEQUEST 27

LARGEST PEER-JUDGED MODELING SHOW IN AMERICA



Eagle Quest 27 Report

By Don Martin

Here's a brief summary of Eagle Quest 27 for the Newsletter:

"Eagle Quest 27 kicked off on Thursday, June 21 and concluded with a rousing Awards Banquet on Saturday, June 23. Held at the Embassy Suites / Bass Pro Shops in Grapevine, Texas, the event attracted 123 modelers with 327 registered models on the tables. This year's theme was "The Great War." Fifty-five Gold, Silver and Bronze medals were awarded. Additionally, trophies were then presented for "Best Of's" in seven categories as well as Gold, Silver and Bronze in Masters; the Theme Award; Best Use of a Squadron product; Best Scratchbuilt Entry; Best Camouflage; People's Choice and the coveted "Big Eagle" for Best of Show. Additionally, factory reps from Tamiya, Takom and HobbyBoss presented awards for the best models built from their kits. Whew, that's a lot of awards but the depth of high-quality builds was obvious to all.

Thursday was a set-up day. I helped the Squadron folks unload some of their gear for the Registration Desk and the Hospitality Center and we worked with the hotel staff to make sure the display tables were set up properly. Carrying boxes and "stuff" from the parking lot to the hotel was especially joyous as the temperature was 103!

Friday was a big day. We placed our models on the tables in the display room and then shuttles started running from the hotel to the Squadron Warehouse (40% off everything!) at 0830 and continued running until 1530. In addition to the shopping, four seminars were conducted at the Warehouse. I attended two of them, both chaired by Jef Verswyvl, Squadron's Chief Modeler. Old-timers like me will remember that name from the time he worked with Francois Verlinden in Belgium. I still have my copy of "The Verlinden Way," originally published in 1980. Jef did most of the groundwork and painted some of the models and figures depicted in the book.

Eagle Quest 27 Report

Friday night was the Meet and Greet - heavy hors d'oeuvres with an open bar for registered modelers and their guests and families. We also elected the Grand Marshall for the event and generally solved most of the world's problems by closing time.

Saturday morning dawned bright and sunny (and already hot at 0630!). Voting by all registered modelers began at 1000 and concluded at 1100. Picking the top three in each of the categories was tough due to the quality of (most of) the entries. I had a nice chat with Aaron Skinner from Fine Scale Modeler who was there taking pictures of some of the models for a future FSM edition. Also, a one-to-one scale Kiowa helicopter arrived on a flat-bed and an incredible display of World War I and II artifacts opened for viewing - a full morning.

As a former Grand Marshall, I spent most of the afternoon helping with the tabulation of the ballots as we determined the levels and numbers of awards for each of the categories. The afternoon also saw some of the \$4,000.00 in raffle prizes awarded, and the set-up of a carrier landing simulator (I landed successfully on my first attempt and earned my Wings of Gold!). Unfortunately, I missed the presentation of the guest speaker, a former SR-71 pilot, due to finalizing the awards.

The Awards Banquet was a riotous affair as always. A full-tilt prime-rib dinner and two drink tickets fueled everyone's enthusiasm, and the remainder of the raffle prizes were distributed (I won a Tamiya Honda NSX and a Mini-Art 1.5 Ton Soviet cargo truck) and the awards handed out. By 2300 everything was winding down and the display tables were cleared.

I've attended every Eagle Quest since 2009. It was a lot easier when I had a 50-mile trip from Weatherford, Texas rather than the thousand mile trip from Gainesville! Complete photo coverage of the event should be on the Squadron web site by mid-August. It's a great family event and a good time for everyone. As the Squadron folks like to say, "We're more than a Model Show."

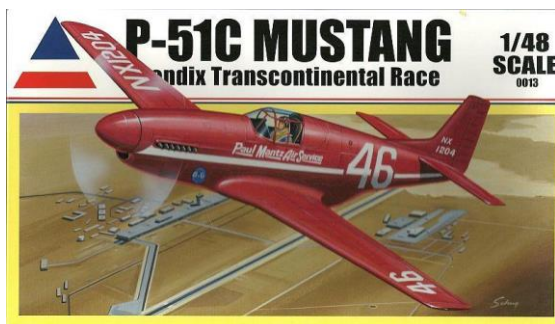
Regards,
Don



Chasing Pylons

By Jack Mugan

If you would like to try building a racer Accurate Miniatures has made it very easy.

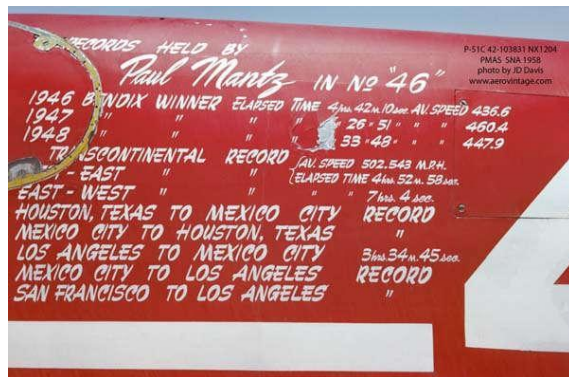


You might like to take a break from guns, bombs and military markings and try your hand at building a racing aircraft without spending a small fortune by picking up one of two Accurate Miniatures P-51C kits. These kits are relatively easy to acquire and go together without much fuss, have simple paint schemes, and are reasonably priced.

Like military aircraft, racers have a history as well, and this Accurate Miniature kit is no exception. The red version I have chosen is one of two aircraft in this scheme that was owned and flown by the legendary pilot Paul Mantz of Hollywood fame.



Paul Mantz was famous for many aviation feats, like setting a record of 46 outside loops among others. He was the first pilot to win the Bendix Trophy three times in a row (1946, 1947 and 1948) with his red number 46 P-51C aircraft. This airplane had an impressive list of record setting flights documented here.



The airplane went to Kermit Weeks in the mid-1980s and was rebuilt to flight status, albeit with a wartime set of markings. Much history was lost when the Mantz paint was stripped off.

This is the P-51C of Paul Mantz now owned by Kermit Weeks

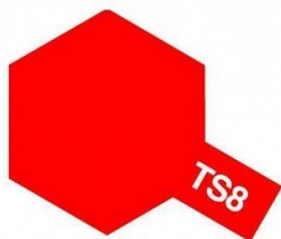


Chasing Pylons

Paul's career ended tragically while doing stunt work for the Twentieth Century Fox film Flight of the Phoenix; when he crashed the plane on a second "Insurance" take the Director felt was needed.



My model was built out of the box and painted with Tamiya spray can Red.



From Paul's Toolbox - Hobby Knives

By Paul Bennett



With this article I am going to refocus on the basics...

So it's been a long time since you built a model and you happened to spot an unbuilt kit at a garage sale, flea market, or maybe a store and it looks like something you want to build. You take it home, and now what. Well, glue and paint, but what about tools? For the next few articles I am going to discuss the basics for model building.

Let's start with the hobby knife, or more accurately known as the razor knife. Useful, but a tool to be taken very seriously. The word "Sharp" is an understatement.

IMPORTANT NOTE!

Be careful, this tool can give you a very bad cut almost without you realizing it. Make sure to keep the knife out of the reach of children and pets. "Razor" is a term well earned.

Hopefully when you got your hobby knife you were provided with a hard plastic sheath for the blade. When you are not using the knife, keeping the blade portion of knife in the sheath is a good idea.

As for blades, they usually come in a small, clamshell-type plastic box perfect for storage of unused blades. I use a small empty box to store old blades for disposal.

As for manufacturers, there are quite a few, and a wide variety of knives available. So initially look at how much you are willing to spend and how much you need.

In my case I have used Xacto for as long as I can remember, but that is my taste. You may find a different brand you prefer.

Note: Xacto is a registered trademark of the Xacto Corporation.

X-ACTO®

The ones I use have removable and interchangeable blades, very handy as you can replace the blade when it either becomes dull or you need a different type of blade.

IMPORTANT NOTE!

Always make sure the retaining barrel and screw are tight to keep the blade from falling out. Another important note, be careful when changing the blade. It can still give you a nasty, and potentially contaminated cut.

Take your time when cutting so the the plastic or slice along the sur-



blade does not skip and either dig into face and leave a scar.

From Paul's Toolbox - Hobby Knives

We will start with knife handles. Figure 1 is a picture of three common handles. Figure 2 is an end view of the handles

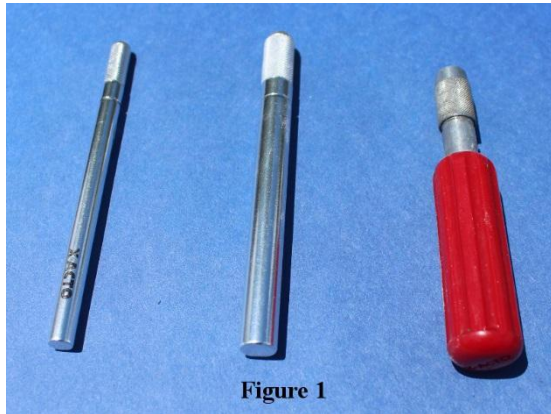


Figure 1

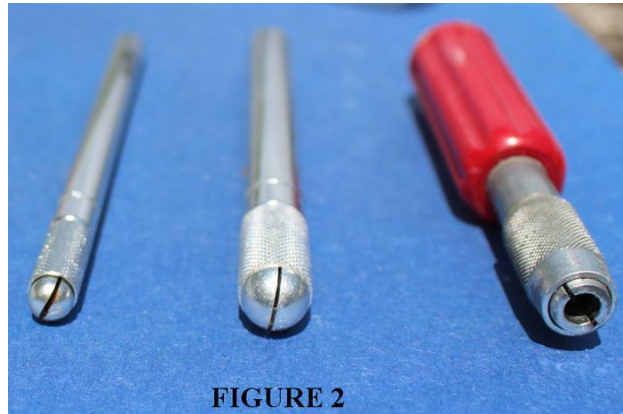


FIGURE 2

From left to right for both photographs we see:

#1 handle, #2 medium duty handle, and #5 heavy duty handle.

As you can see in Figure 2, both #1 and #2 handles only have slits while the #5 handle has both a slit and a hole.

Now for some of the interchangeable blades.

NOTE: This is only a small portion of the available types of blades.

For the #1 handle, from left to right we have:

On top the hard plastic sheath for the #1 handle [3.1], and below the #11 Fine point blade [3.2], #10 General purpose Blade [3.3], and #17 fine chiseling blade [3.4].

On top of the next four is the sheath for the #2 Handle [3.5], and below, the #2 Fine Point Blade [3.6], the #22 Large Carving Blade [3.7], #18 Large Chiseling Blade [3.8], and the #X15 Keyhole Saw [3.9]. The flat based blades for the #2 and #5 handles are interchangeable.

Farthest to the right we have on top we have the Xacto Miter Box [3.10] and the #5 fine saw blade [3.11]. Note the round tube shape of the saw. It is intended for the #5, as are the gouge blades used for chiseling and carving.

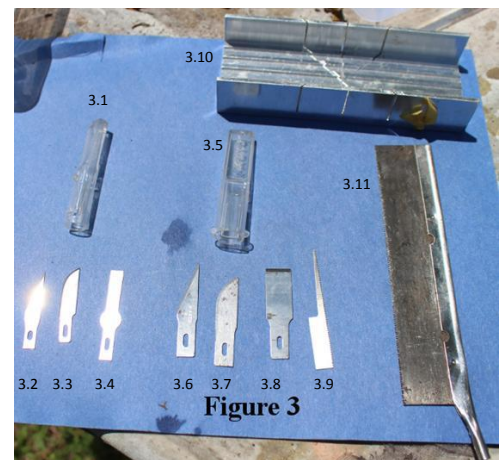


Figure 3

Figure 4 shows the basics of what a handle consists of:



Figure 4

From Paul's Toolbox - Hobby Knives

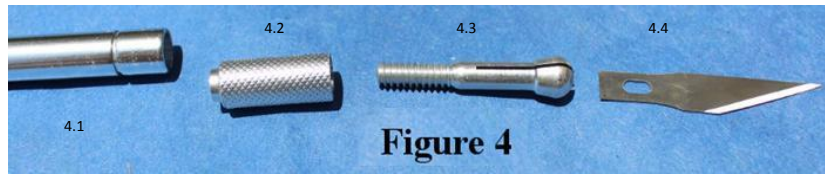


Figure 4

To the farthest left is the barrel of the handle [4.1], next is the knurled grip [4.2], which also acts as a clamp, then comes the threaded piece [4.3] that actually holds the blade [4.4]. The threaded piece slides into the knurled piece and then the blade fits into the slot. The knurled piece applies increasing pressure as the threaded blade holder is tightened into the handle.

NOTE:

You do not have to disassemble the handle to remove or insert the blade, just loosening the threaded piece is enough. In fact, when working with the hobby knife it is a good idea to periodically tighten the blade in the handle. The blade will loosen and slip out with use.

That covers the very basics of hobby knives, and a very limited view of what's available. For instance, there is the light equipped blade Xacto makes, the X-light. It has a LED in the tip and is powered by a "AAA" battery.



Or you might like to look into purchasing a hobby tool kit. Below is one example, this one includes a wider assortment of blades, including the gouge blades used in carving. This kit also includes a spoke shave, a sanding block, and a hobby wood plane.



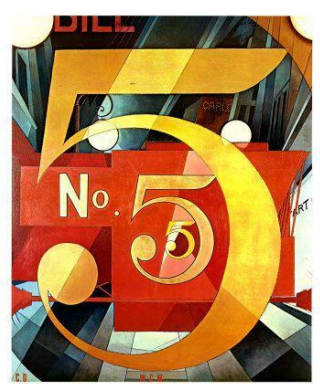
The very simplest would be the #1 handle and #11 blade. It is possible to buy, and they are not expensive, a small set containing the #1 handle, #1 sheath, and a small pack of #11 blades.

THE END (or now).

5 Things....

I wouldn't model without.

By Frank Ahern

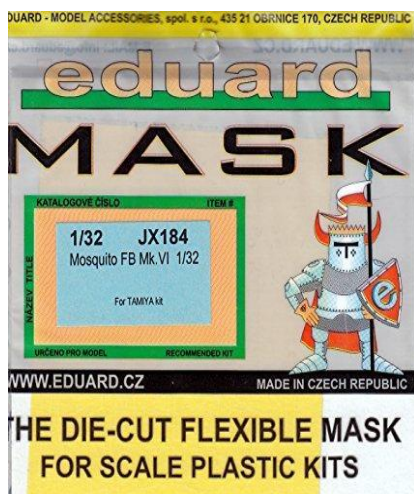


When I got back into modeling about 10 years ago, I was inundated with how-to articles that proposed to tell me everything I needed to have to be a modeler. Being a basically compliant person, I dutifully went out and bought much of the stuff that was recommended. A lot of it still sits in my cabinets, unused.

What follows is a list of the top 5 things that my decade of actual modeling experience has revealed to be the items that I simply cannot do without. Don't see this as me telling you what you need to have. Your list may be much different than mine. These are just things that have rescued me from modeling tasks that I either don't like to do, wasn't good at doing, or both.

1. Future

Please don't ask me to call it by that new name. It will always be Future to me. Like Mary Poppins, Future is practically perfect in every way. It's the perfect finishing touch for most models, and the perfect base coat for applying decals or weathering effects. It's the perfect coating for clear parts. It's the perfect intermediate coating to prevent the first color layer from lifting when the masking is removed. Now I have found that it is the perfect way to attach canopies and other clear parts without glue smudging and fogging. There are some pitfalls to avoid (puddling and airborne debris), but it doesn't change the fact that Future is practically perfect and I won't build models without it.



2. Eduard Mask Sets

This is starting to sound like a commercial, but for an airplane guy a well-masked canopy is essential to a good-looking model. I hate masking canopies. Here comes Eduard with the perfect (there's that word again) solution. As long as you get the right one for the kit you have, the Eduard mask will fit just right and save you hours of cutting and adjusting little strips of tape. I am not as big a fan of Eduard photo-etch, even though I like the seat belts and instrument panels. They're too expensive and contain too many tiny parts that I don't use.

5 Things.... *I wouldn't model without.*

3. EZ Line

One of the tasks that befuddled me the most in the early days of my re-born modeling career was the job of attaching antennae wires or bracing wires.

After hours of struggling with stretched sprue or fishing line, I would find the line sagging or it would break with an inadvertent touch. This product solves both of those issues by being both tough and stretchable. I would not hesitate to tackle a WW1 biplane now and I don't dread the task of attaching antenna wires, thanks to EZ Line.



4. Silver Sharpie

The Silver Sharpie is a jack-of-all-trades when it comes to weathering, touch-up painting, highlighting and making black EZ Line look metallic. The best part is it does it all without having to get out a jar of paint, clean a brush or deal with a spill. I also like the gloss black and other color paint pens, but the Silver Sharpie is the most useful. I even use it to check the condition of a seam before I paint. The color is not really silver, more like polished aluminum. but that makes it even more useful for planes and cars.



5. Glue Looper

I love using CA glue for its setting speed and holding power, especially with small parts. Just a tiny dot is all you need to hold a small part, but how do you get that tiny dot right where you want it?

The Glue Looper is the answer. The point of a toothpick isn't very precise and hacking up sewing needles didn't work for me. The best solution for micro-attachment, especially antennas and bracing wires, and for applying a small line of CA to fill a seam, has been the Glue Looper.



That's my short list of favorite items. There are others I could have mentioned but five seemed like enough. Like

I wrote earlier, your list will probably be different. Maybe this could be a continuing article with everyone taking turns giving their lists. The interesting thing to me is that none of these items (with the possible exception of Future) were on the lists that I so earnestly copied and purchased when I was a newbie. Now I wouldn't do modeling without them.

THE END!

Tips and Tools:

How a common household item can be a modeler's best friend

by Bruce "Yard Modeler" Doyle

To Mike- our newest member: Welcome back to the hobby! The official motto of our brother IPMS club in Ocala is: "Its All About Fun!". Goes for us too. Bottom line. Full stop.



Like you I re-entered the hobby at a 'mature' age- dare I say 'old' in my case. Mine was after a twenty hiatus brought on by twin afflictions: "Master Modeler Syndrome" and "Too Many Kits To Choose From-itis"

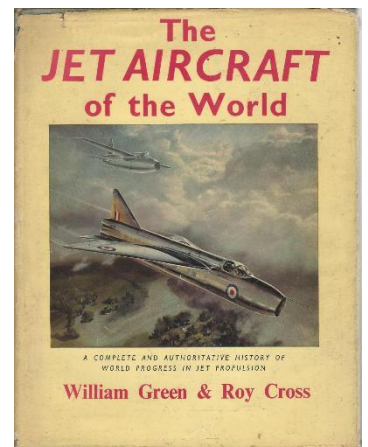


After attending a number of National IPMS Conventions I felt that my skill set level couldn't compete with what I was seeing.- so why bother. And with a stash of over 400 kits I was paralyzed over what to build next- so I built nothing. For two decades.

What changed? First, in the Spring of 2015 I sold off my kit collection. First problem solved. Next I re-discovered a book that I had purchased as a kid nearly six decades earlier in 1957: William Green's JET AIRCRAFT OF THE WORLD. I had previously in the 90's built models of aircraft that flew during WWII and had kits for others. It reignited a fire, got the modeling juices flowing, and in May 2015 I was on my way back "Having Fun" again.

I built all the rocket and jets that flew during WWII - check. All the aircraft featured in the movie "Bridges at Toko-Ri"- check. All the Soviet Mig fighters from the Mig-9 to the Mig-25 - check. All the X-Planes that flew at Muroc and Edwards AFB - check. All the World Absolute Speed Record Holders- check, double check, triple check! And so as this is written, I've reached the Century mark in what I call my "Chapter Three" modeling career.

Am I bragging? Hardly, only pointing out what can be done when the modeling passion comes back. Contest worthy? Probably not.



Tips and Tools: How a common household item can be a modeler's best friend

I do the best I can, and have adopted a philosophy of one: I'm a "Yard Modeler", meaning if it looks good from three feet away, and I've given it my best shot- I'm satisfied.

Don't get me wrong, I admire the heck out of club members excellent work, many of whom have won awards at Regional and National events. I'm not jealous nor envious but happy for them and proud to be a member of the same club as they are.

Nobody in our club takes a 'holier than thou' attitude, nor denigrates the efforts of anyone else- as I heard happens in other places. That's never been our behavior and helps explain why we've been around nearing three decades and still growing.

Always remember the point is: just have fun.

After that long winded introduction let me be so bold as to suggest a modeling tool that one shouldn't be without. No, I'm not talking about a sprue-cutter, a bottle of Tamiya thin-glue, or even an airbrush. I'm talking about a simple household broom and dustpan. Let me explain.



Modelers have suffered for decades with a most nefarious, pernicious demon named 'The Carpet Monster'. It lurks in dark corners and afflicts all when a model part is 'tweezer launched' or 'sprue cut catapulted' to the nether regions, potentially never to be seen again! I even went to the extent of cutting out the carpet under my workbench, but alas, the terrazzo floor underneath it might be worse than the rug.

Some of us have even gone to the extent of putting velcro under our workbenches to attach an apron to create a kangaroo-like pocket. Some of us- especially the girth blessed- "belly-up-to-the-bar", belly up to the edge of the workbench to keep parts from falling on the floor. But invariably as soon as you relax contact with the edge that's when a part goes "Sproing" out into those nether regions I mentioned.

Tips and Tools: How a common household item can be a modeler's best friend

Now what do you do? First thing NOT to do is get up in a hurry and move away from your workbench. First check the folds of your clothes, tops of your socks and shoes. When you begin to stand up, give them a precautionary shake. I've had parts hitchhike on my clothes down the hallway on the way to the broom closet, never to be seen again.

Then make sure not to step away from the workbench, but shuffle your feet while exiting the work area. There is no more sickening sound than a 'crunch' noise that a canopy makes when you step on it. Don't ask me how I know. (Time to contact the manufacturer for a replacement or buy another kit.)



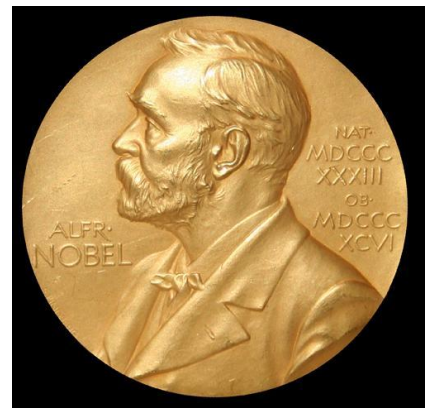
And now after you've spent a half an hour on your hands and knees with a 1000 candle power flashlight and still come up empty handed- maybe its time for the old "B&D". (I've even tried putting a similar part on the floor to acclimate my eyesight but only wind up with two parts getting lost!) Go get the Broom and Dustpan!

I'm not exaggerating when I say that I've had to resort to the old "B&D" many times for most, if not all, of my model builds. I know, sloppy work habits but I've learned a few tricks. Hold onto the part- not the sprue- when detaching them, or even do it inside of a baggie. But the launches happen when you're cleaning seam lines, sanding parts, and so on. Another one I've used is to double-fold tape attached to a board or pad, secure the part with a fingernail on the tape and slice/chop/cut away. If the sprue piece flies away, so be it.



Okay, all else has failed to find the part, you haven't stepped on it, and now its time sweep the floor. Sweep as much territory around your workbench as possible. You think footballs take funny bounces? There is no mathematical formula yet devised to predict the "Flight of the Styrene". A Nobel Prize awaits the person who comes up with one.

Hopefully your AWOL part will magically appear in the dustpan. You may feel a bit sheepish for misplacing it, but the relief trumps that tenfold. Alas, still missing? As a last resort (or maybe first) get a little hand-held vacuum with a piece of net stocking over the inlet to trap the missing part. But a common broom and dustpan is always a handy tool to have on hand when- not if - you lose a model part. And lastly remember: just have fun!



THE END . . For now!

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.



Bea Arthur

Bea Arthur was one of the first to join the newly formed Marine Corps Women's Reserve in 1943. She served as a truck driver and typist and was honorably discharged in Sept. 1945 with the rank of staff sergeant. On the one year anniversary of the Women's Reserve, commandant Gen. Thomas Holcomb said: *"Like most Marines, when the matter first came up I didn't believe women could serve any useful purpose in the Marine Corps ... since then I've changed my mind"* (Big admission for a Marine).



Bea Arthur

Bea Arthur had a long and varied acting career on stage, screen and television. Her big breakthrough came as a guest on the CBS hit series "All In The Family", which led to a spin-off series "Maude". Her longest-running role was on the Emmy Award winning NBC comedy "The Golden Girls". She died in 2009.



Fred Horky's Email to Jack Mugan Following Jack's Prez Says Column in July.

By Fred Horky

Jack,

Just now I received the latest (July) e-newsletter from your chapter, and was very much impressed!

But I wanted to underscore YOUR comment that "...now that I am older I can really appreciate just what was accomplished by the founding fathers."

So very, very true.

Most of us first heard about the Revolutionary War in elementary school, and always from the Boston-centric view of Paul Revere, the Bridge at Concord, Bunker Hill, Washington crossing the Delaware, etc. But as the revolution ground on, it had become a stalemate, with the patriots losing battles but not quitting. It very much became England's (or more to the point, King George's) own, expensive, and unpopular "Vietnam".

So the English decided to end it with a new SOUTHERN strategy, thinking that the southern colonists weren't so hard-headed as the Yankees and had a great percentage of the population still loyal to the crown, and that they could win in the south (basically meaning the Carolinas and Virginia) and then roll it up to the north.

In the event they had was a large number of people in the south basically disinterested, and only wanting to concentrate on scratching out an existence under frontier conditions. But now they were forced to make a decision. It was often brother against brother, and father against son.

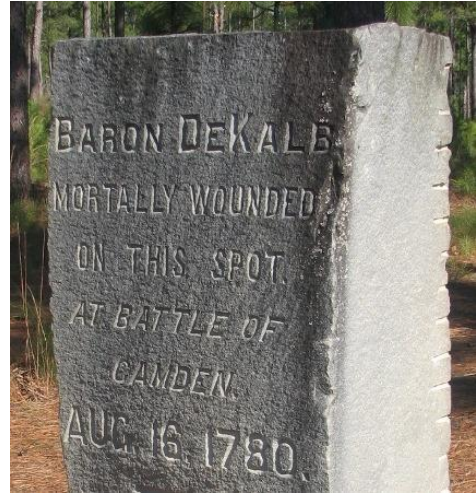
Over a period of a few months, four battles were fought that are today within an hour or so drive of Charlotte. They were pivotal. They were also very brutal.

For the rebels, two were disastrous defeats; a rout near Camden SC, and a massacre in the open countryside near the NC/SC border. It's about thirty miles away from me just across the SC border. Being defeats and thus little celebrated, today both battlefields are ill marked and little publicized.

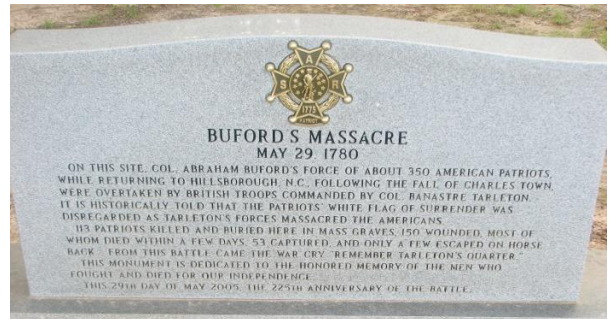
On the next page are my two shots of the Camden battlefield



Fred Horky's Email to Jack Mugan Following Jack's Prez Says Column in July.



The next three are of the Buford's Massacre battlefield. The first is a view from the nearby rural highway, next a marble monument describing the event, and last the mass grave of massacred rebels. No one knows for sure how many are interred in the mass grave.



Those two battlefields were sort of hard to find, even when I was looking for them.

The other two battlesKing's Mountain and Cowpenswere total rebel victories, and so have "National Battlefield" status, complete with modern interpretative centers manned by park rangers in Smokey Bear hats who are eager to tell visitors what happened at each.

But the main point is that "Down South", the revolution had basically been a civil war.

Fred Horky's Email to Jack Mugan Following Jack's Prez Says Column in July.

There has never been anything "civil" about any civil war. In the south it was fought to a large degree with loyalist militias, led by English officers, fighting home-grown southern patriot militias. At King's Mountain, there was only one Englishman there! He was Major Patrick Ferguson (photo below), the English commander of loyalist forces: everybody else on BOTH sides was an American!



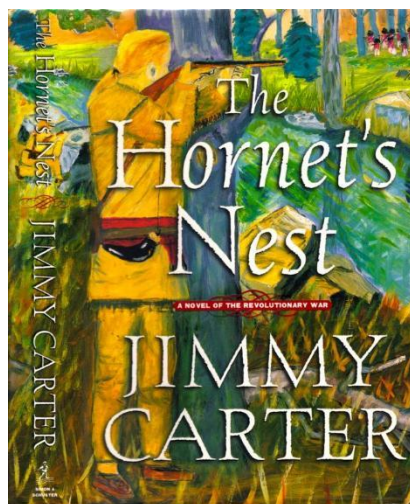
Ferguson had threatened frontiersmen in settlements BEYOND the mountain frontier in what is now Tennessee that, unless they lay down their arms and swore allegiance to the crown, he would cross the mountains, hang their leaders, and "lay waste to their country with fire and sword". The "over the mountain men" took a dim view of the threat, and instead hunted down Ferguson and his loyalists at King's Mountain.

That one was particularly brutal.

So you see, since moving to North Carolina from Georgia, I've gained a whole new appreciation of the Revolutionary War, and a whole new perspective when reading of these battles and visit the battlefields; or as you say "now that I am older I can really appreciate just what was accomplished by the founding fathers."

Fred Horky

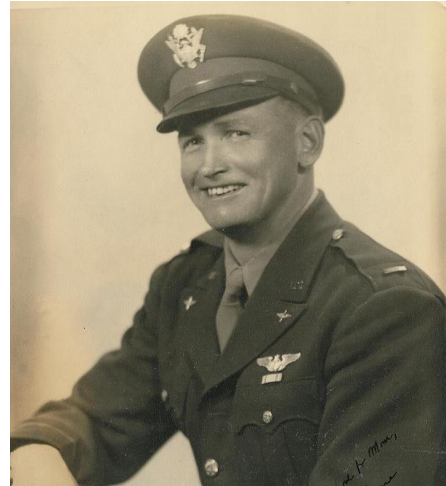
P.S. Former president Jimmy Carter has written a well-received historical novel about our revolution from a southern perspective: "The Horner's Nest". I recommend it. Among other things, he ties in how Florida was a part of the war, even though not an English colony. See <https://www.amazon.com/Hornets-Nest-Novel-Revolutionary-War/dp/0743255445>



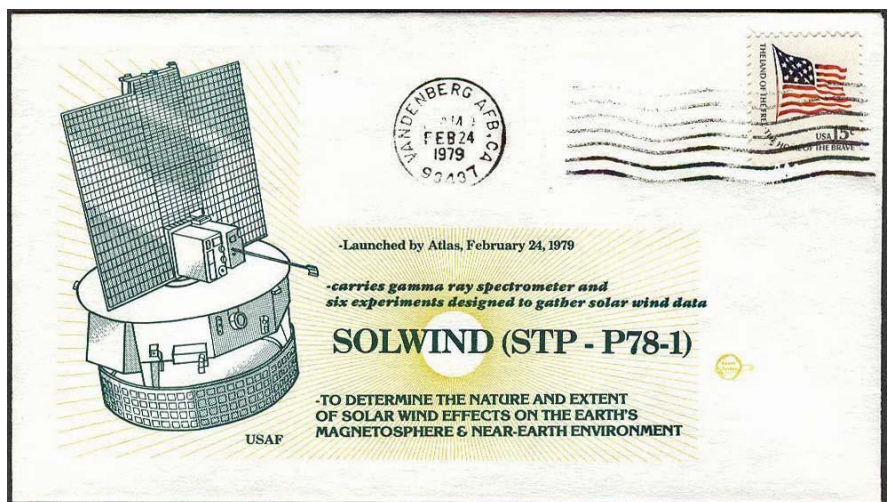
F-15A with ASM-135 Anti Satellite Missile (ASAT)

By Bill Winter

.... I know what is a “track-head” doing writing about aircraft? However, I must remind my readers (at least the 1 person out there that really reads this) that my Dad (top row 3rd from the left) was in the Army Air Force (AAF) in WWII (in the 15th AAF) and my Uncle (Uncle Bill; photo right) was in the 8th AAF. . . so I can WRITE ABOUT AIRCRAFT!



Recently I was reading an excellent article in the Smithsonian Air & Space Magazine (May, 2018) on the ASAT missile launched by an F-15A that actually “shot down” (destroyed) a satellite on September 13, 1985. The target was a Solwind (solar wind) P78-1 satellite. Built by Ball Aerospace (yes, this is correct, not “Bell”), this satellite was designed to obtain scientific data from earth and sun-oriented experiments. Launched in Feb 1979, by 1985 many of the Solwind satellite systems had failed and it was selected as a target for the ASAT.

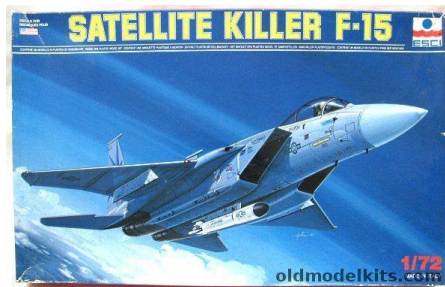


What I wanted to discuss is “How can I make this interesting model?”

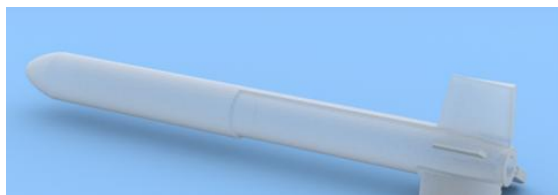
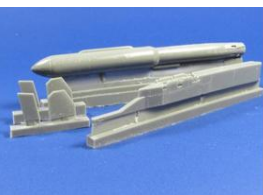
Note: The photo above left is a “composed” photo as no photo of the actual ASAT launch was made.

F-15A with ASM-135 Anti Satellite Missile (ASAT)

There are at least 3 kits of the F-15A with the ASAT. Hasegawa makes a 1:48 scale kit and Eschi and AMT make 1:72 scale kits (they are probably the same kit re-boxed).



There are at least two resin 1:48 scale ASAT missiles. There are 2 resin companies that make the ASAT in 1:48 scale (<https://phasehangarresin.com/products/48038-asm-135-anti-satellite-missile-asat>; listed at \$15 but I lack information on the shipping cost (photo below left); and <https://www.shapeways.com/product/G8S2ADMN5/1-48-scale-asm-135-asat-missile>; photo below right). Assuming that these resin mini-kits are **not** available, the ASAT could be scratch built. The length of an F-15 is about 63 feet and the ASAT is 18 ft in length. Therefore the ASAT would be 0.28 (28%) of the length of the F-15.



1/48 Scale ASM-135 ASAT Missile

Made by
Bill's Models

\$26.53

Here are photos of the real ASAT and models of it.



Note: The ASAT is carried on a central pylon under the fuselage (this is a plastic model).

F-15A with ASM-135 Anti Satellite Missile (ASAT)



Above are photos of the real F-15A and missile.

I did search my own “stores” for an ASAT missile and none of the sets below included such a missile.



F-15A with ASM-135 Anti Satellite Missile (ASAT)

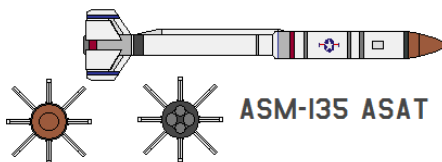
I don't have any of these Meng missile sets but they don't have a AST either.



So how **MIGHT** I make this F15A-ASAT combination? As an IPMS Gators door prize I received a newly re-boxed F-15C Eagle. Reading the reviews, this is a 1979 kit which, in its day, was good but it does suffer from some fit issues and raised panel lines. The challenges will be to “figure out” the decals and obtain or build the ASAT.



Thanks for reading! - Bill



Show and Tell



Meng WW II Toons Tank British Sherman Firefly



1/32 Williams Brothers Gee Bee R-1



1/72 Hasegawa F-35I IDF Lighting II



Display Table



1/48 Monogram AC-47 "Spooky"



1/35 Tamaya M 41 Walker Bulldog



1/35 Dragon Panther Gilade



1/72 High Planes F8F Bearcat "Conquest I"



1/72 Special Hobby ME 209 V1



1/72 Fujimi "Val" IJN Dive Bomber



1/35 Tamaya Panzer II - F

1/35 Tamaya Sherman Easy Eight and Meng WW II Toons Tank Sherman M4A1

Faces in the Crowd

Members at the Last meeting



Staff Rats
Frank Ahern
Bill Winter
Jack Mugan
AJ Kwan



Dan Contento



Ed Ingersoll



Bob Lundeen



Brian Cormack



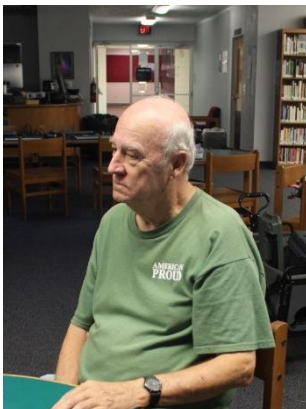
Tracy Palmer



Mike Martinez



Mike Redmond



Howard Burke



Doug Spinney



Bruce Doyle

Odds and Ends Contributed by Club Members & Friends

From Jack Mugan: Lots of good stuff:

https://www.facebook.com/pg/Modelscale.Bruchsalers/photos/?tab=album&album_id=1979014045505198

News About the U.S. Navy Blue Angels

- Source: U.S. Naval Institute, August 15, 2018



The world-famous U.S. Navy Flight Demonstration Squadron — the Blue Angels — is set for a major change following a Monday \$17 million contract award. [Boeing was awarded the contract to retrofit nine Block 1 F/A-18E Super Hornets and two Block 1 F/A-18F Super Hornets for the team from the current crop of F/A-18C/D fighters.](#) Typically the squadron has a total of 11 fighters, according to



information from the Navy. The work will convert the operational Super Hornets with the equipment and tweaks required for aircraft to be used by the demonstration team. Among the differences between the fighters flown by the Blue Angels and those deployed to the fleet are Blue Angels F/A-18s have their **nose cannons removed** and **replaced with smoke-oil tanks**. Old paint is stripped off and the fighters are **painted in the distinct blue and gold livery**. A civilian instrumentation landing system is put in each plane and each cockpit has a spring installed on the stick to maintain a constant seven pounds of forward pressure to enable improved formation and inverted flying. “Otherwise, the aircraft that the squadron flies are the same as those in the fleet,” according to the Blue Angels fact sheet. **“Each Blue Angel aircraft is capable of being returned to combat duty aboard an aircraft carrier within 72 hours.”**

The upgrades needed to turn a ready-for-combat duty Super Hornet into an elite flight demonstration aircraft, though, are not so simple as plugging in some extra components, USNI News understands. F/A-18 E/F versions do not have a lot of extra space, so finding a place for the smoke system has proved to be a daunting task. The legacy smoke system didn’t quite fit into a Super Hornet nose. In 2016, under a \$12 million engineering and design contract, Navy and Boeing engineers started working on solving this issue and others related to reconfiguring the cockpit and installing inverted flight systems, according to Boeing. The Blue Angels’ Super Hornets will be retrofitted at Boeing’s St. Louis facility and is expected to be completed by December 2021, according to the Department of Defense contract announcement. [This will be the 11th airframe change for the demonstration team since its founding in 1946. The team transitioned to the F/A-18A/B model on the Blue Angel’s 40th anniversary in 1986 from the Douglas A-4F Skyhawk II.](#)

Memories of Club History Sought

Bruce Doyle

Captain Jack has tasked me to write up a biography of Ray Waddey and a history of the club (long overdue, I hear you Ed!) I'm happy to do so but I need your help. When its convenient to do so, would you kindly put pen to paper or by e-mail and hop on the "way back" machine and answer/recollect some or all of the following: how did you learn about the club?...where were we when you attended your first meeting...who was President, V.P.,etc...have you been an officer, if so when...notable guests, presentations, moments...how the club has grown to be the best in Florida...awards YOU have won at Nationals/Regionals..anything else you care to share.

I found some spread sheets Kevin Sanders put out in the early 2000's, and I was still President in 2006 (Brian C. was V.P., Kevin- secretary, Rick Nelson club liaison, and Bill of course was treasurer). Then on the 2010 Roster I was bumped/booted up to historian and Andy Renshaw was President, Ryan Harden VP, Ed Secretary, and of course Bill was still Treasurer. Anyone remember the transition year? I've started E-mailing former members for their memories as well. Depending on the response I get I'll try and have it pulled together for the September newsletter, no later than our 27th anniversary in October. Thanks!..should be a fun trip down memory lane.

Oh- anyone have pix of Hobbyland?...other venues...meetings...Collectors Day or other displays...IPMS regionals or nationals...mug shots of members showing how young we once were?

P.S. Memories of Ray?...have any prints or paintings done by him? I'm sure you'll enjoy hearing the story of when Ray played touch football with The King- Elvis Presley.



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

Home: (352) 375-3723; Cell: (352) 226-6785

If you have a modeling tip you would like to share with your fellow modelers, please send us a copy so we can put it in the newsletter. We need articles for the Newsletter and the Web Site!

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

Don't forget to support your local hobby shop.

Rob's Hobby World

Rob Stevely: Proprietor 8585 SW Hwy 200 unit 14

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

Sat.: 9AM to 4PM

Sun: Close

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

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

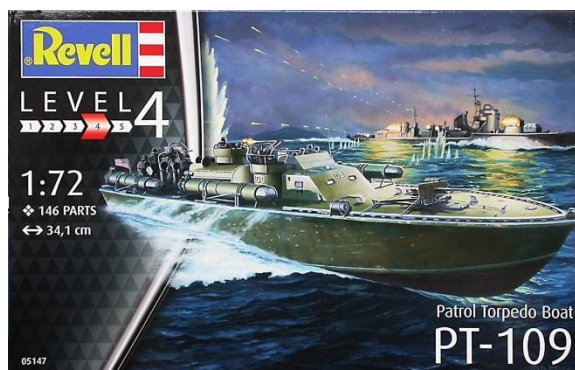
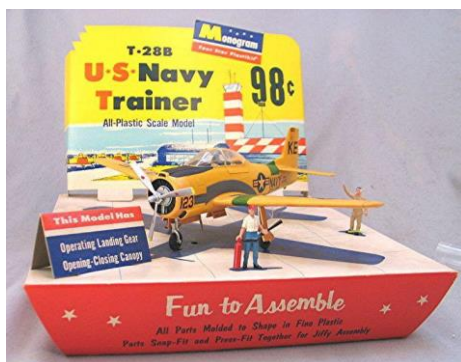
http://www.ipmsusa3.org/uploads/ipms_application_form_2016.pdf

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

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

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

Home: (352) 375-3723; Cell: (352) 226-6785



Flash! A new PT-109 is now available from Revell!

IPMS/USA Region 11/Gator Modelers' Calendar

2018

Sept.14-16 IPMS Modelpalooza, Orlando

2019

Feb. 9 IPMS JAXCON, Jacksonville FL

April 27 IPMS Pelicon. Largo FL

May 9-11, AMPS Intl. Convention, Buffalo NY

How to submit articles to the newsletter By Bill Winter

Please submit your article via email (ala – Bruce Doyle) or via a Word file (the preferred format). Do not insert images/photos directly into the text. Label or number each photo (either in the photo itself, in your email or in the name of the file with the photo/image). In the text of your article, in parentheses, note the placement of the photo in **red**. The deadline for submission is the Monday of the week before the IPMS Gators meeting.

Deadline <u>(Monday)</u>	Meeting date <u>(Tuesday)</u>
July 9	July 17
Aug 13	Aug 21
Sept 10	Sept 18
Oct 8	Oct 16
Nov 12	Nov 20
Dec 10	Dec 18

This next paragraph is from a recent submission from Paul Bennett outlining a great way to tell me where to insert the photos: *I cut four braces from old modeler's plywood scraps. (**Insert backparts01.jpg**) I cut two 24" lengths for uprights and a 26" length for the crossbar. I also dug out a 5/16" length of dowel rod for the joining pins. I cut a piece of six foot 1/2" dowel rod into two 32" pieces for supporting the photo cloth. For transporting the cloth and 1/2" dowel I purchased an art storage tube. Here are the collected parts prior to assembly. (**Insert backparts02.jpg**)*

Contact me if you have any questions about your submission. Thank you. - Bill

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 on the right or available at the IPMS / USA website address, www.ipmsusa.org. Complete the form and return it to the address listed at the bottom of the form along with your method of payment.



International Plastic Modelers' Society/USA Membership Application / Renewal Form

New ☐ Renewal ☐ IPMS #:

Name: _____

Address: _____

City: _____ State: _____

Zip Code: _____

Phone: _____ E-Mail: _____

Chapter Affiliation, if any: _____

Junior (17 years or younger)	\$17.00	_____	Date of Birth: _____
Adult	One year	\$30.00	_____
	Two years	\$58.00	_____
	Three years	\$86.00	_____
Canada & Mexico		\$35.00	_____
Foreign	Surface	\$38.00	_____

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: _____

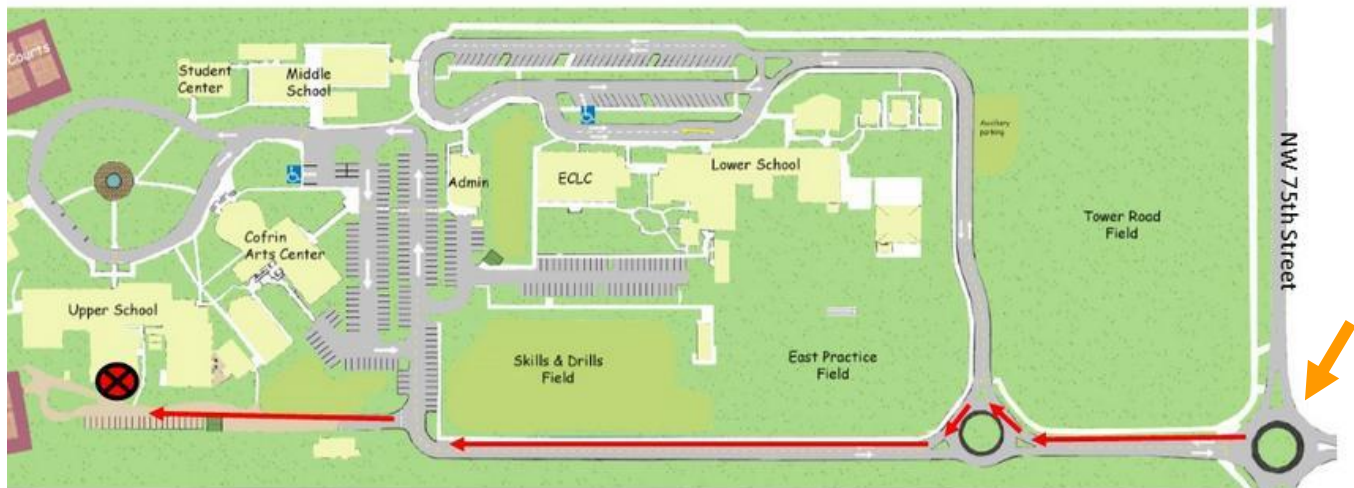
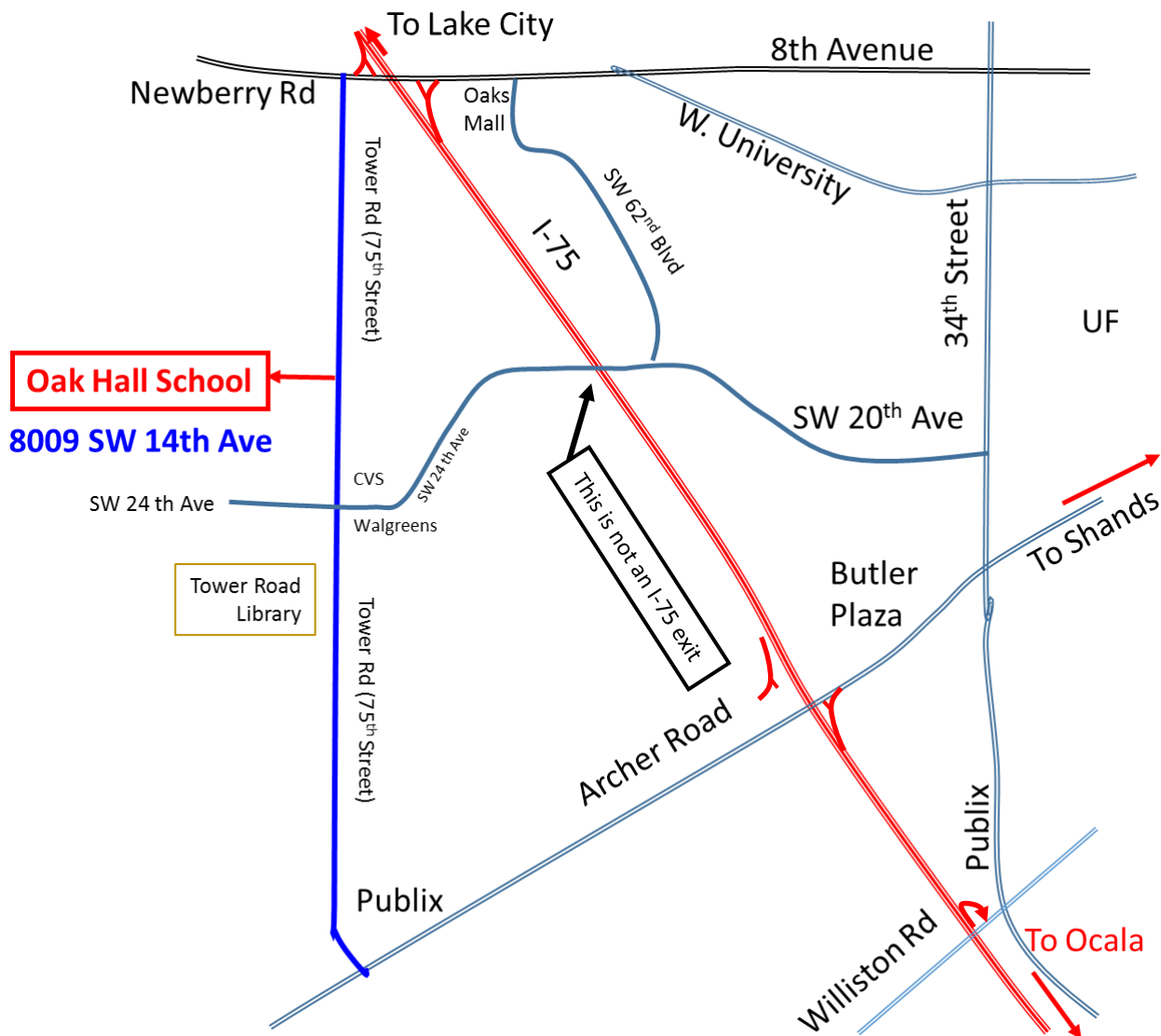
City: _____ State: _____

Zip Code: _____

Applications should be printed and mailed to: IPMS/USA, PO Box 56023, St. Petersburg, FL 33732-6023.

For folks renewing on-line: <http://www.shopipmsusa.org/category-s/100.htm>

How to get to the meeting



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



www.gatormodelers.org

Wild Paint



NEXT MEETING: TUESDAY, AUGUST 21, 2018!