



www.gatormodelers.org



The June Monthly contest winner was Andy Renshaw with his D-Day M4A3 Sherman with dozer blade. The tank has been prepared for transit into the shore having had the mantle sealed. Note also the wadding air intakes and exhaust. Editor: I believe that the front intake was for air and the rear stack was for exhaust.



GATOR MODELEERS

GAINESVILLE, FLORIDA

Club officers

A. J. Kwan
President &
Associate
Newsletter
Editor

Dan Contento
Vice Pres

Frank Ahern
Secretary

Bruce Doyle
Historian

Paul Bennett
Photographer

Tracy Palmer
Webmaster

Bill Winter
Treasurer &
Newsletter
Editor

www.gatormodelers.org

Next meeting:

Tuesday July 16, 2019 at: 6:30 PM

Oak Hall Library

1700 SW 75th St, Gainesville FL

(See the map on page 26)



STORKER McGurk

Groovy Baby!

... By Doug Spinney

**SEE MORE "SHOW
AND TELL" models
later in this edition.**

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Prez Sez.....

By AJ Kwan

Prez Sez

By AJ Kwan

We miss you everyone. In the words of Bob Barker "Come on Down!"

Some Reminders

- Mugs (dishwasher safe, under \$15) might be available
- Get your shirt or t-shirt ordered; Frank has the forms.

Technique Presentation/Discussion

- Brian Cormack's Presentation on Decals was sticky... well, maybe clingy?



- Do you know how decals are made? What they are made from and of? If you would have attended last month's meeting you would. I learned so much about decals.



Prez Sez.....

- Brian's handout was very insightful. You should have been here!! Come to the next meeting and we will get you one.



July Meeting

- Theme is Anything SciFi and/or Space Program
- Technique Presentation – Paul Bennett, Photoetching



P.S. I am not sure that I will be able to make another meeting before I move to Texas. So let me take this opportunity to express just how much I have enjoyed being around you. Thanks for taking me in, for trusting me with the leadership of the club, and most importantly, the friendship you have shown me. I will not forget you. I hope I did well for the club. Adios Amigos. AJ



Meeting Minutes – June 18, 2019

By Frank Ahern



President AJ Kwan opened the meeting at 6:40pm welcoming 15 club members and two guests – Dick Rosenboom and returning long-time member Andy Renshaw.

Kwan brought up the subject of club coffee mugs again. Several attempts have been made to find suitable mugs but the cost has been judged to be too high. He asked for an indication of interest in the subject from club members but no one responded.

Historian Bruce Doyle gave a brief talk on D-Day and veterans of the invasion that he has met through various organizations and reunion meetings he has attended.

2nd time visitor Dick Rosenboom talked briefly about 3 stick & paper models he brought to the meeting.

The President declared a break while members assembled at the model tables for Show & Tell and the monthly theme model contest. The monthly contest on the theme “D-Day” was judged by club members and the winner was Andy Renshaw’s model of an assault tank.

Brian Cormack gave a Technique Talk on decals, including a demonstration of the process used to produce decals and a discussion of the various products used to apply them to models. It drew a good interchange of ideas and methods of decaling from other club members.

The monthly attendance raffle was held and the winners were Ed Ingersoll, who selected a Tamiya M8, and Brian Cormack who picked an Italeri Mk.9 Spitfire.



Bill Winter showed pictures of his recent safari to South Africa including pictures of various animals he saw and references to their namesakes in military weapons.

Bruce Doyle thanked Winter for his efforts as the editor of the club newsletter, which has been awarded recognition as the best in our IPMS region.

Finally, President Kwan reminded the club that he is moving to Texas in August and asked that anyone who has interest in serving as next President of the club make their interest known by the next meeting. The meeting ended at 8:30pm

Technique Topic:

Adding Weight

By Frank Ahern



One of my pet peeves in airplane modeling is models that don't want to sit on the nose wheel. This problem was brought into sharp focus on my recent build of the Revell C-54, which I built to commemorate the 70th anniversary of the end of the Berlin Airlift. In most respects this is an outstanding model kit and represents Revell's commitment to quality at a reasonable price.



In one area, however, it is the worst I have ever encountered. This model was absolutely determined to be a tail-sitter. I was equally determined that it would not.

This problem was obviously known to Revell, because they thoughtfully included a tail stand among the more than 300 parts in the kit. In fact, all the drawings of the plane sitting on the ground in the instructions showed the tail stand in place. I was not ready to wave the white flag and display the model in a way that the real airplane was seldom seen, therefore I threw everything I could into the nose and front wheel well. It still sat back like a ruptured duck.

At this point I should explain how I add nose weight to a model. My method involves the use of tacky poster putty and small fishing weights (see below).



Technique Topic: *Adding Weight*



I have found that this technique gives the maximum flexibility in using whatever space is available to add weight. The trick, of course, is guessing how much weight you need, since it must be done before the model is glued together. A smart modeler might try taping the model together and use toothpicks in the landing gear locations to get a sense of the balance issue.

My “dumb-modeler” strategy is to add as much weight as possible during construction and hope for the best. It has worked on all my models until now. It didn’t work on the Revell C-54 “Tail-Sitter”! In a panic I started jamming putty and weights through the observation dome opening behind the cockpit. Finally, after adding what seemed like a ridiculous amount of weight, my



ruptured duck sat on its nose landing gear. If you pick the model up you will hear weights rattling around, but that’s better, in my mind, than giving in and using a tail stand.



FIDDLY BITS: MODELING THE REPUBLIC P-47 "Thunderbolt" & WHY WASN'T THE F-47 USED IN KOREA?

by Stretch Sprueman
a.k.a. Bruce "Yard Modeler" Doyle, Club Historian



I thought I'd give some equal time to modeling the P-47 after giving some modeling hints / tips for the Mustang in April's Newsletter.

FIRST: Early on - in 1943 and '44 - the Thunderbolt carried the "Star & Bar" national insignia under the starboard wing AND under the port wing as well. The T-Bolt was easily mistaken for an Fw-190 so this redundancy was done as a precaution to keep trigger-happy Allied pilots and AAA gunners from making that mistaken identification. I actually caught our artist friend Ray Waddey needing to add the "Stars & Bars" to two P-47 profiles of "Gabby" Gabreski's and Robert Johnson's Thunderbolts on his painting that I won at an Ocala Club auction. I'll tell 'ya, it is a proud moment when a student can teach the teacher!



SECOND: Another thing unique to the P-47 is that the four .50 caliber machine guns on each wing are parallel to the ground, not parallel to the dihedral of the wing. In 1/72 scale this is probably no big deal, but on larger 1/48 and 1/32 scale models it should be correct.

Instead of going to "Google Images" to show these two "Jug" idiosyncrasies, I've found a "YouTube" video: "4 P-47 Thunderbolts Missing Man Flight, Planes of Fame Airshow 2019". In the first minute the Bubble-Top "Dottie Mae" cranks up, turns toward the camera, and shows to good effect the machine guns parallel to the tarmac. Then a Razorback named "SNAFU" at 1 minute 30 seconds shows the national insignia under both wings. "SNAFU" sports the markings of the 78th Fighter Group (FG), and is the real "tank buster" Matt Damon mistakenly calls the Mustang streaking over he and Tom Hanks at the end of SAVING PRIVATE RYAN. The 78th FG didn't receive their P-51s until December, 1944.

FIDDLY BITS: MODELING THE REPUBLIC P-47 "Thunderbolt" & WHY WASN'T THE F-47 USED IN KOREA?

Steve- snafu to you! The video also shows an Allison powered P-51A, a Seversky 2PA/AT-12 (P-35) Guardsman, some more P-47s, an A-26 taxiing into the viewfinder, a P-38, and a real rarity- a Boeing P-26 "Peashooter"! Check the rest of it out.



P-51



Seversky 2PA/AT-12 (P-35)



Boeing P-26 Peashooter

<https://www.youtube.com/watch?v=9wp8kk9q-2Q>

SIDELIGHT: Some 8th Air Force (AF) P-47 Groups actually depressed their wing guns by 3 or 4 degrees specifically for ground strafing. This was done to help alleviate "target fixation" which caused the loss of too many pilots- including the aforementioned Gabby Gabreski. Fighter pilots were so eager to make a ground kill attacking German airfields that they literally flew into the ground. Their eagerness was the result of one of the more reprehensible rulings to come out of 8th AF Fighter Command: i.e. that ground kills counted equally with aerial kills in achieving "Ace" status (5 kills). After the war the official U.S. Air Force Crediting Board dis-allowed ground kills for 'acedom', obviously causing a lot of anguish and anger and hard feelings (if the pilot even survived the war.) Low-level strafing was one of the most dangerous things a pilot could do, and many were lost doing it. It was- plain and simple - a dirty trick. The sad irony is that it worked really well in defeating the Luftwaffe. War is Hell...and so it goes.

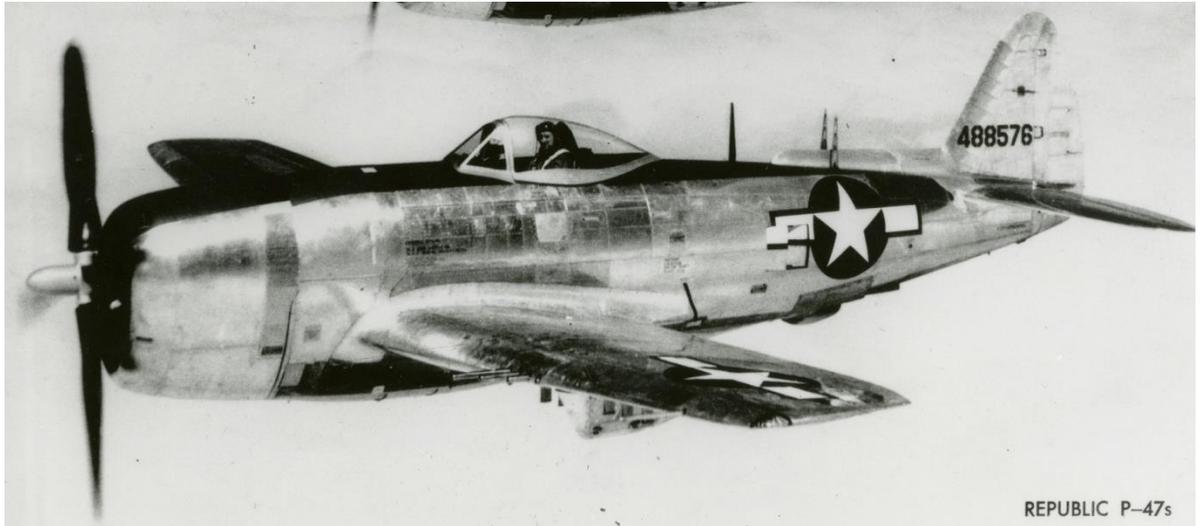
THIRD: Back-in-the-day (1980's), when I showed Larry Bayer my Heller kit of the Very Long Range (VLR) P-47N he advised me that the engine cowling was all wrong, one of many facets of the kit that came up short. I never built the kit so I'm safe. Italeri, Special Hobby, and Sword make modern 1/72 kits of the "N". I'd stick with the Italeri one since I'm no big fan of the latter two manufacturers, especially Sword.



SECOND SIDELIGHT: Did you know the P-47N, which was used as a long range (VLR) B-29 escort in the Pacific, had an autopilot? I think I'm correct in claiming that this was the only WWII fighter so equipped

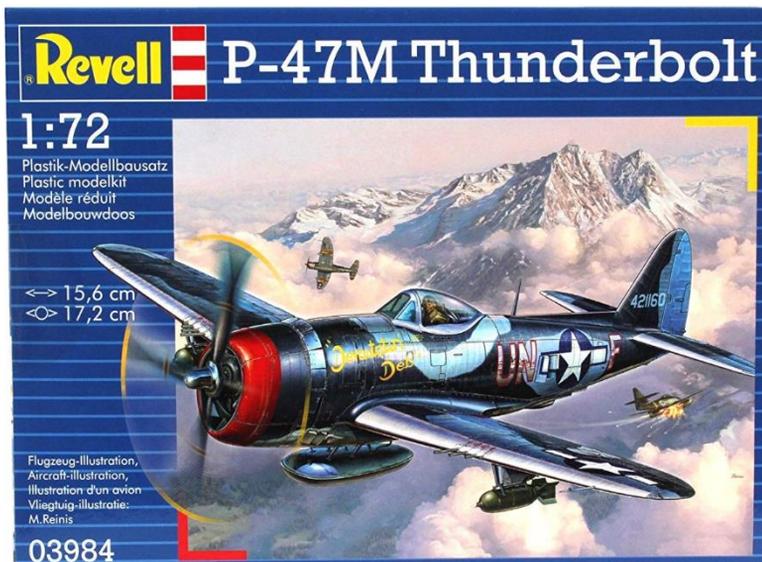
FIDDLY BITS: MODELING THE REPUBLIC P-47 "Thunderbolt" & WHY WASN'T THE F-47 USED IN KOREA?

Its ironic that the extended range of the "N" version would be an issue since in the ETO the P-47's lack of range before drop tanks was its shortcoming. I don't believe any P-47N's made it to Europe before



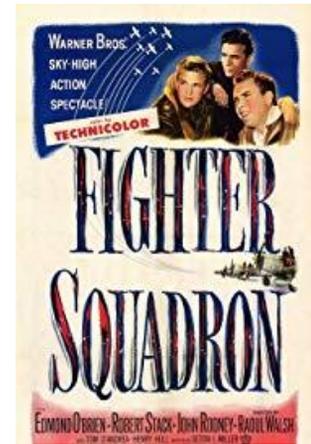
REPUBLIC P-47s

the end of the war. I know the 56th FG received P-47M's before VE-Day which proved to be more trouble than they were worth (pretty blue-black paint jobs though- Revell makes a 1/72 kit.)



LAST SIDELIGHT: WHY WASN'T THE F-47 USED IN THE KOREAN WAR? Its always bothered me that in Korea the liquid-cooled engine of the F-51 Mustang made it really susceptible to ground fire. The so-called "Golden BB" could bring it down, along with its pilot - i.e. a lucky shot in a coolant line. Was there any consideration to use the F-47? It was obsolete with the Dawn of the Jet Age, but so was the F-51.

FIDDLY BITS: MODELING THE REPUBLIC P-47 "Thunderbolt" & WHY WASN'T THE F-47 USED IN KOREA?



There may not not have been any available, but I know some were serving in state Air National Guard units, and many were sold / given to Latin American Air Forces. I know active duty F-47s were in use as late as the 1948 movie FIGHTER SQUADRON, borrowed from Air National Guard units in Georgia, North Carolina, and Tennessee (Rock Hudson has an uncredited role in his screen debut; **red arrow.**)

On the other hand, the Navy had the air-cooled, radial-engine Douglas Skyraider in Korea as their ground-attack aircraft. Noted naval aviation author Steve Ginter pointed out to me in a phone conversation that the Navy and the Marines also had the Chance Vought Corsair for the ground-attack role (how's that for name dropping?)

Ever notice that from at least the early 1930's the U.S. Navy used only air-cooled, radial-engine aircraft, and never ones with liquid-cooled engines? There is a simple reason for this: if a coolant line is shot out, causing the engine to seize-up, you are in the water where your chance of survival is next to zero. Over land if you lose an engine you can hit the silk or belly in your plane. A Navy pilot's survival depended on getting back to the carrier, even with a cylinder head shot off and leaking crank-case oil all over the windscreen! The "resale-value-of-your-plane" might be nil, but at least you made it back to the ship and lived to fight another day.

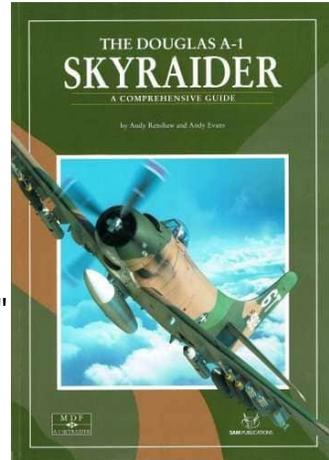


By the time the Vietnam War rolled around in the 1960's the U.S. Air Force wised up and clawed back from the Navy some Skyraiders to use as one of their ground-attack aircraft. Read Andy Renshaw's 11

FIDDLY BITS: MODELING THE REPUBLIC P-47 "Thunderbolt" & WHY WASN'T THE F-47 USED IN KOREA?

fabulous book SKYRAIDER (SAMI publications) for a discussion of this. Why didn't the Air Force do this in 1950? I've railed against this before in a column I did on the 8th Air Force- how many pilots were lost because of a blockhead decision made by either some general in the 5th AF in Japan or in the Pentagon? The F-51 had the highest loss rate of any aircraft in the Korean War. Over three years 194 Mustangs were lost, with only 10 due to air-to-air combat. It is a shameful episode in the then young history of the United States Air Force. "Can't get no stinkin' prop planes from no stinkin' swabbies."

In conclusion, there still is no peace treaty for that godforsaken War, but there is a dramatic and telling image that proves all those men lost in Korea were not lost in vain. Find a nighttime satellite photo of the Korean Peninsula on Google Image. It is pitch black north of the 38th parallel (North Korea) and lit-up like downtown Los Angeles south of the line (South Korea.) The South Koreans have done well with the freedom won during the so-called "Forgotten War" by the brave pilots, soldiers, and sailors who flew and fought there.



DISCLAIMER: I know I have been tough on the Air Force this time around. However, with a father who served in the United States Army Air Force in WWII the Air Force has always been the military branch that I have loved the most of all. Many Air Force veteran associations have adopted me into their families as the son of a fallen comrade-in-arms, and I cherish the times I spent with them. But like in all families there can be disagreements. (Flying Tiger vets were upset over the 14th AF Association calling themselves Flying Tigers; B-17 vets had some not so nice things to say about the B-24.) So in the spirit of a family discussion I wrote what I wrote in my column. Please feel free to disagree.

NEXT TIME: Mustang Redux...stay tuned.

TRIVIA QUESTION, FROM RAY WADDEY: What fighter had a crew of five? (see answer on page 22)

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.

Clark Gable

Clark Gable, known as the “King of Hollywood”, was emotionally devastated by the death of his wife, Carole Lombard, in early 1942 while she was flying to a war bond event.



Despite studio opposition, Gable enlisted in the Army Air Corps in August 1942 and was trained as an aerial gunner. He flew at least 5 combat mission with the 8th Air Force in England, including one in which his bomber was heavily damaged. It was reported that Gable was Hitler’s favorite Hollywood actor and offered a reward if he was captured alive and brought to Germany. Gable was awarded the Distinguished Flying Cross [1] and the Air Medal [2], along with the WW2 Victory medal [3].

[1]



[2]



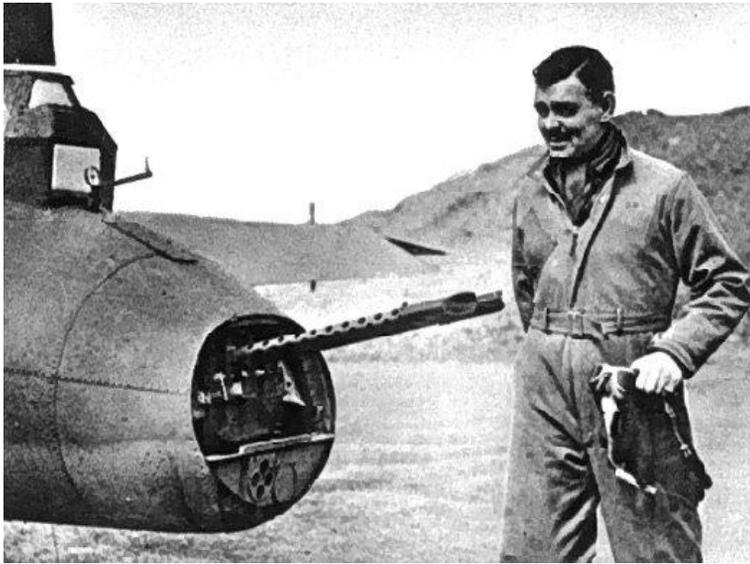
[3]



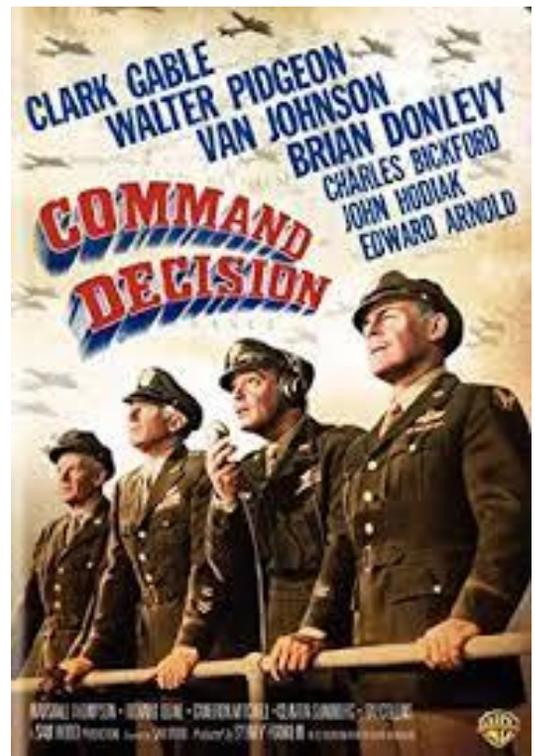
Hollywood Heroes

Clark Gable

Gable had a long, successful career in Hollywood, highlighted by his lead role in the huge box office hit “Gone with the Wind” in 1939. After the war he struggled, like many actors, to find his audience again.



One of his bigger hits was the WW2 drama “Command Decision”, in which he plays an Army Air Corps General ordering suicidal bombing raids against the Third Reich. He died in 1960.



Editors note: Gable’s last film was the “Misfits” released in 1961 after his death. His co-stars were Marilyn Monroe and Montgomery Clift.

Show and Tell



Don Martin received a 3rd place in Masters' Collections at EAGLE QUEST '19



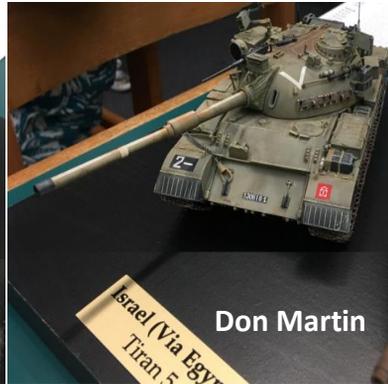
In this superb collection, each vehicle is of Russian design/production but each vehicle is from a different country. The T-72M1 is from East Germany. The T-90A is from India. The SA-2 is from North Korea. The Buk is from Finland. The T-55 is from Iraq. The Tiran 5 is an IDF vehicle developed from T-55s captured from Egypt.

..... Congratulations Don!

Find more photos at:

<https://www.flickr.com/photos/164030540@N04/albums/72157709178356507>

Show and Tell



Show and Tell



Find more photos at: <https://www.flickr.com/photos/164030540@N04/albums/72157709178356507>



Andy Reshaw



Paul Bennett



Doug Spinney



Frank Ahern

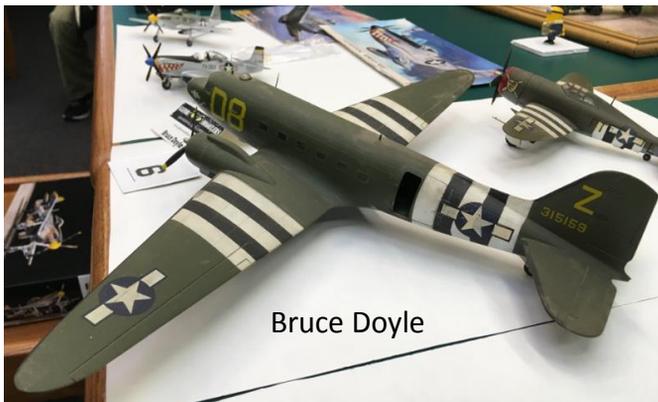


Frank Ahern

Show and Tell



Frank Ahern



Bruce Doyle



Andy Renshaw

Find more photos at: <https://www.flickr.com/photos/164030540@N04/albums/72157709178356507>

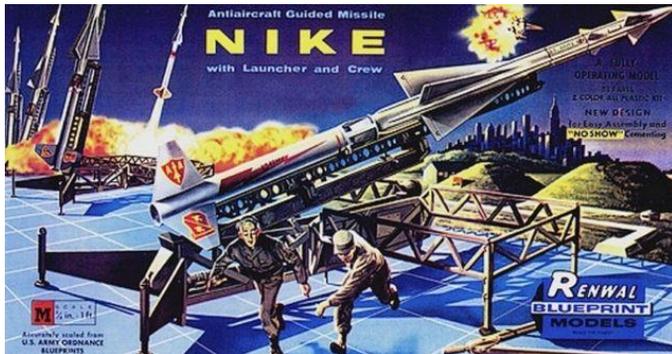
Odds and Ends Contributed by Club Members & Friends

... From Bill Winter – newly advertised by MEGA Hobbies:
Nike Hercules MIM-14 Surface-to-Air Missile, 1/35 Freedom Model Kits.

This interests me because I grew up less than 5 miles from a Nike missile base. I actually never saw a Nike missile on the pad – they were always below ground in a bunker. However you could see the pad from the road. Revell had a Nike Hercules which has had many “re-pops.”



Renwal also had a Nike (the Nike Ajax). Abstracted from <https://www.nps.gov/goga/learn/historyculture/cold-war.htm>,



“During the Cold War era that followed World War II, the threat of foreign attack on U.S. soil shifted from naval assault to air attack, particularly by aircraft carrying nuclear weapons. Thus, the Army Air Defense Artillery took responsibility from the Coast Artillery branch for defending the continental United States. Antiaircraft defenses were at a continual high state of readiness from the Korean War and through to the implementation of the Strategic Arms Limitation Treaty of 1972. Coastal defenses around

San Francisco (where I grew up) during this period largely depended on the Nike anti-aircraft missile system. The Nike system was not only the most expensive missile system ever deployed, it was also the most widespread (300 sites in 30 states) and longest-lived (25 years nationwide). The system was deployed to protect urban areas throughout the U.S., bringing Doctor Strangelove to suburban backyards and into the national consciousness.

The Nike-Ajax, and its successor the nuclear-capable Nike-Hercules, were medium range anti-aircraft missiles. Guided by a complex system of radars and tracking computers, they had ranges of up to 37 miles (Ajax) and 87 miles (Hercules) and could shoot down planes traveling at two to three times the speed of sound.

Odds and Ends Contributed by Club Members & Friends

Beginning in 1954, 12 permanent launch sites and their associated control, housing, and command sites were constructed around the Bay Area (on San Pablo Ridge, Rocky Ridge, Lake Chabot and Coyote Hills in the East Bay; Milagra Ridge, Fort Winfield Scott and Fort Funston to the south of the Golden Gate; and Fort Cronkhite, Fort Barry, Angel Island and San Rafael to the north). Under the command of the Sixth ARADCOM region (Army Air Defense Command), the missile sites received initial targeting information from an early-warning radar station at the Mill Valley Air Force Station on Mt. Tamalpais (SF-90D on map above). Radars and computers in a Control Area near each launch site would then track a formation of planes and relay targeting information to the site and to each missile after it was launched.



In the 1970s, changing military technology made the Nike missiles obsolete. Inter-Continental Ballistic Missiles (ICBMs) replaced long-range bombers as the major offensive weapons in both the Soviet and U.S. arsenals. ICBMs fly at altitudes and speeds beyond which AJAX or HERCULES missiles could reach, leaving them without targets. After twenty years of constant readiness, the Nike missile system was declared obsolete by 1974 and the last missiles were taken out of service in 1979.

Nike missile site in the Marin Headlands



Submitted by Tony Ivone -

4-0 is great for some of the rigging on the 1/100 brigantine. At times I feel like I'm in the O/R doing surgery.

Tony added the following on Sunday AM: I will wear surgical gloves and mask to the next meeting.

Might get down early and set up O/R Lighting 🤖🤖

BRUCE GIVES THE ANSWER TO THE TRIVIA QUESTION: the Bell YFM-1 Airacuda

In the 1930's countries began building large, twin engine bomber destroyers: the Dutch, the Fokker D-1; the Soviets, the Petlyakov Pe-2; the Brits, the Bristol Beaufighter; the Germans, the Me-110; and the U.S. the Bell Airacuda (see Stephen Wilkinson's article in the current issue of AVIATION HISTORY on the Me-110.) The Airacuda had two inline pusher engines with two 37 mm M4 cannons in the forward nacelles with gunners and an additional .30 Browning each; 2 .50 in. M2 Brownings in side blisters. Crew of pilot, copilot/navigator, radio operator/gunner, and two gunners. From its first flight on September 1, 1937 it was plagued with multiple teething problems, and a short production run halted after 12 (14?) aircraft (with three slightly different types- tail dragger, tricycle landing gear, etc.) Club favorite Joe Forster worked on it as an Army Air Corps mechanic before becoming a fighter pilot. As I remember he didn't have much good to say about it.

Here is a Wikipedia article about it:

https://en.wikipedia.org/wiki/Bell_YFM-1_Airacuda

A YouTube video of it in flight:

<https://www.youtube.com/watch?v=tDs0SANU3IM>

And a kit review of the Valom 1/72 model:



<https://modelingmadness.com/scott/allies/previews/valom/72015.htm>

Coming events



AUGUST 7-10, 2019 CHATTANOOGA, TENNESSEE

Was it over when the Germans bombed Pearl Harbor? Find out when you attend the 2019 International Plastic Modelers' Society USA Nationals in Chattanooga Tennessee. The Chattanooga Scale Modelers, along with a number of other regional clubs are putting together a nationals like no other.

For any questions, please email Mike Moore at mmoore1132@gmail.com.

As of 4-22-19 all four original Convention hotels have been sold out. Please bear with us as we try to secure additional rooms at discounted rates. Check back in a day or two and we'll have more information!

Coming events

<https://modelpalooza.org/>

MODELPALOOZA



Modelpalooza/AMPS 2019 will be held at the **WorldGate Resort Hotel and Conference Center** (3011 Maingate Ln, Kissimmee, FL 34747; formerly Park Inn by Radisson Resort & Conference Center Orlando) on October 18th through the 20th. This is the same great show you have come to appreciate – all scale models of all types are welcome. New for 2019, all Military Vehicles will be judged using AMPS scoring rules. All remaining Entry Groups will be scored using the open judging rules specified on the Judging page.

Register for rooms at the resort (use Group Code Modelpalooza) \$74 per night Single/Double Rate with no Resort Fee added. Important: note that you may sometimes find what seems like a lower rate by using Expedia or another booking agent – however you will be required to pay the \$20 Resort Fee unless you book using the Modelpalooza code. You must also book your room before October 3rd to get the room block and use the code. Please call (407) 396-1400 to reserve a room or use this link.

Schedule of Events

Friday, Oct. 18th

9am – Advanced Aircraft Workshop (Oleander Room) pre-registration \$120 required
5pm – 7pm AMPS Judges Training Course (Oleander Room – outside main ballroom)
7pm – Venue Open for Registration (Royal Palms Ball Room)
9pm – Venue Closes

**Colonial
Photo & Hobby INC.**

Saturday, Oct. 19th

9am – Venue Open for Registration (Royal Palms Ball Room)
9am – Venue Open for Attendee Access
12pm – Modeler Registration Ends
1pm – Seminar: “Weathering Essentials: Chipping and Washes” – Johnny and Jay Grenot
3pm – Seminar: “Salt and Hairspray Weathering” – Vince Pedulla
5pm – Venue Closes
8pm – Hospitality Room – 7th Floor Presidential Suite

Sunday, Oct. 20th

9am – Venue Open (Main Ball Room)
10am – Seminar: “Modeling using 3D Printing” – Mike Roof
12pm – Awards Ceremony (Seminar area – Royal Palms Ball Room)
1pm – Show ends promptly after Ceremony
3pm – Venue Closes for All Access



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

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

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

Don't forget to support your local hobby shop.

Rob's Hobby World
Rob Stevely: Proprietor 8585 SW Hwy 200 unit 14
Ocala, FL 34474 www.robshobbyworld@MSN.com
Mon.-Fri.: 10 AM to 5:30PM; Sat.: 9AM to 4PM; Sun: 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

UPCOMING EVENTS

This list contains modeling events with the **IPMS Region-11 Events listings** in bold.

July 20 North Florida AMPS meeting, Camp Blanding museum, 10 AM

Aug 7-10 IPMS Nationals, Chattanooga, Tennessee

Sept 21 North Florida AMPS meeting, Camp Blanding museum, 10 AM

Oct 18-20 IPMS/AMPS - Modelpalooza with AMPS armor judging, Orlando, FL

IPMS Membership



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

It 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.

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: _____

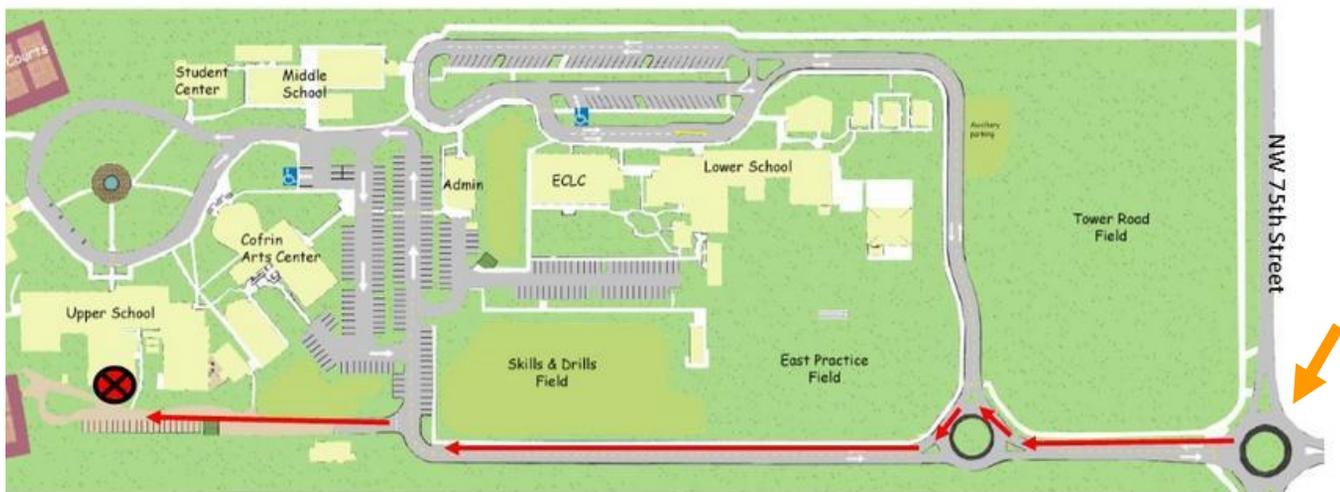
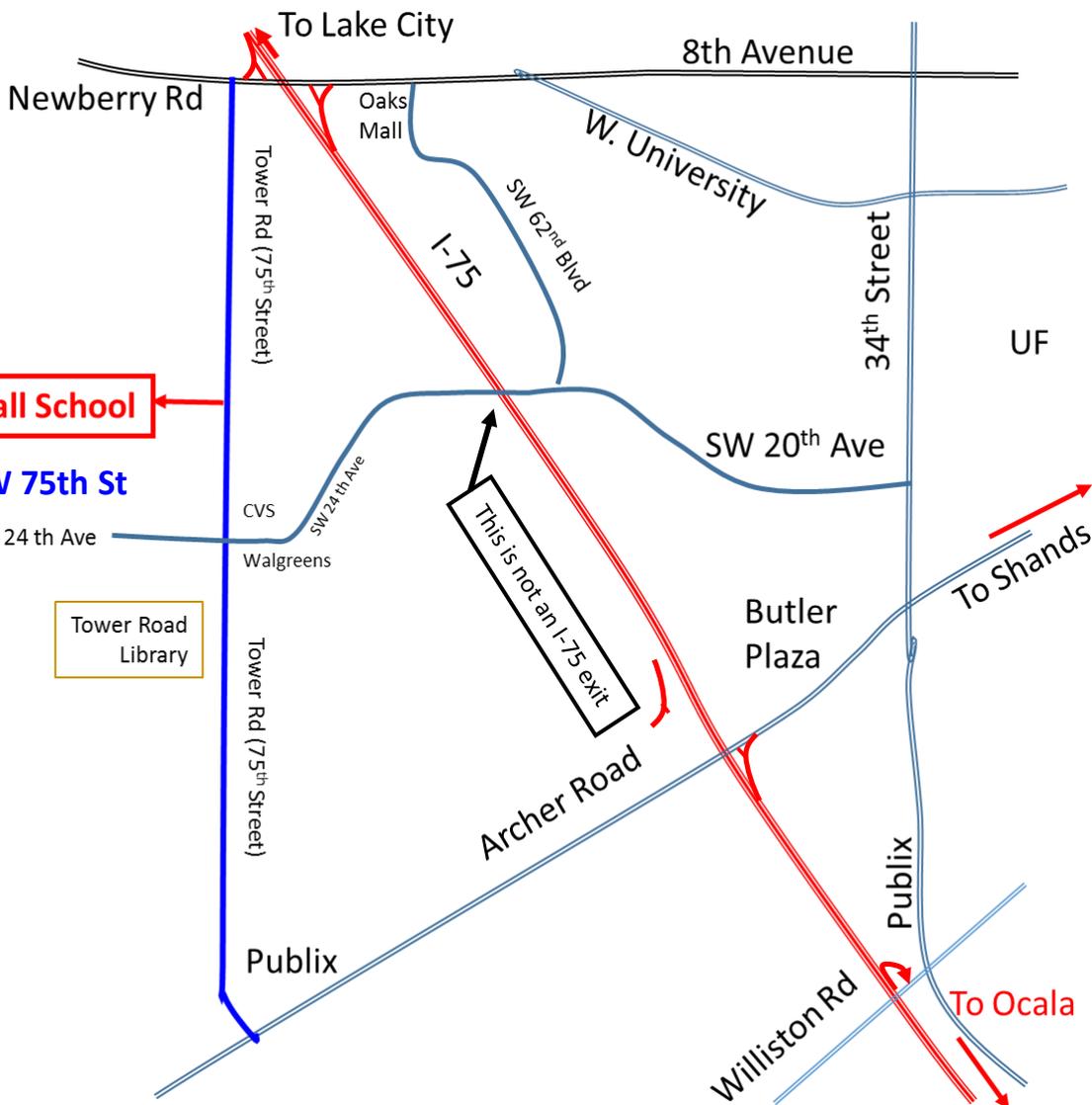
Zip Code: _____

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



How to get to the meeting

Oak Hall School
1700 SW 75th St



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

By Jack Mugan



**AUGUST MEETING:
TUESDAY, AUG 20, 2019!**