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***Inside see: Frank Ahern's BMW Isetta 250 – Winner of Fenruary's "Best of Italy" Contest***



Club officers  
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**Bruce Doyle**  
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Newsletter  
Editor



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### Prez Sez.....

At present I am typing more or less with one hand; this will hopefully change in 8 days back to both hands. The reason? Carpel tunnel surgery on my right wrist. I figured, incorrectly, that I would be back to building models in just a few days after surgery. But let's step back to the day of surgery. Monday was surgery, and for some reason that only surgeons know, surgeries rarely run on time. I was fairly groggy in post-op Monday afternoon but was loaded in my wife's car and came home convinced that I could walk by myself and didn't need any help to the house. Then I walked into the garage door and then I walked into and knocked over the outside recycle bins, then I decided I needed a bit of help. To punish me for being snarky about not needing help, my bride fixed a rice dish for dinner, which I ate left handed, which much ended up in my lap, some even ended up under my sling. Speaking of the sling, the surgeon wrapped my arm up to look like a giant club and had it strapped across my chest to rest above my heart. I can't imagine how this works for hip surgery. Anyway, I knew that I only had 24 hours until the club came off. Everything I did right handed suddenly came to a stop and I really should have practiced before surgery. But Tuesday afternoon the club came off only to be replaced by a semi-soft cast, not as cumbersome, but I'm still basically left handed. The nice nurse told me to exercise my hand and that I could resume some activities. So, once I got home I grabbed my sprue cutters and went to work. One snip later, I realized that some activities did not include model building. I can use my right hand minimally, I just can't get the soft cast wet, or dirty, or basically use it at all. I did manage to get my 5 mile walk in this morning, and was asked several times by neighbors if I fell and hurt my arm. Seems strange that people I hardly know assume that since I'm a bit up there in age that I would fall when walking. They are correct, I do have a propensity to trip over non-existent things. I can remember my dad telling me that I was the only person he knew that could trip over his own feet. So here I sit with a wounded wing, going through model building withdrawal, this is only day four and it already seems like eternity. Only 8 more days to go before the stitches come out. – Doug

*P.S. Apparently my wife had the rice casserole planned for awhile, it just happened to fall on the evening of my surgery. She told me that she hadn't even thought about me eating left handed or she would have postponed it to another night.*

### March – IPMS Gators –

**We will meet Tuesday, March 21, 2023 at 6:30 PM at  
Oak Hall Library**



## *Minutes of the Club Meeting from Tuesday February 21, 2023*

President Doug Spinney called the meeting to order at 6:35pm. There were 12 members present.

Doug asked those who entered models in the Jaxcon contest to report on how they did. Don Martin said he brought home 3 Gold medals, 2 Silver and 1 Bronze. He also won Best in Category for a Sci-Fi model.

Clarence Snyder reported 4 Bronze medals for car models. Bob

Lundeen won a Bronze medal. Errol Whisler got a gold medal, plus 2 Silver medals at the Atlanta convention last weekend. Bill Winter also won a Bronze medal in Atlanta. Doug Spinney won a Silver medal.



Upcoming shows include Pelicon in Oldsmar on Mar.18 and an AMPS show in Milton on April 15.

Treasurer Bill Winter thanked Jack Muga for donating items to the table at Jaxcon that brought in \$248 for the club treasury.

Doug Spinney said the club officers had decided to replace the model theme scheduled for Oct. with the theme "Dioramas". This will give those who want to build a diorama time to put it together. Next month's theme is "Vehicles that arrive with fewer passengers than they departed with."

The meeting paused for Show & Tell presentations and models entered on the February theme – "Made in Italy."

Frank Ahern won the theme contest with a model of the Isetta mini-car.

Jack Muga and Bruce Doyle won the monthly attendance raffle.

Finally, Don Martin gave a presentation on North Korean propaganda materials he collected while stationed in S.Korea around 1970.

The meeting concluded at 8:00pm

Submitted by Frank Ahern, club secretary.



# Flight of the Sparrow

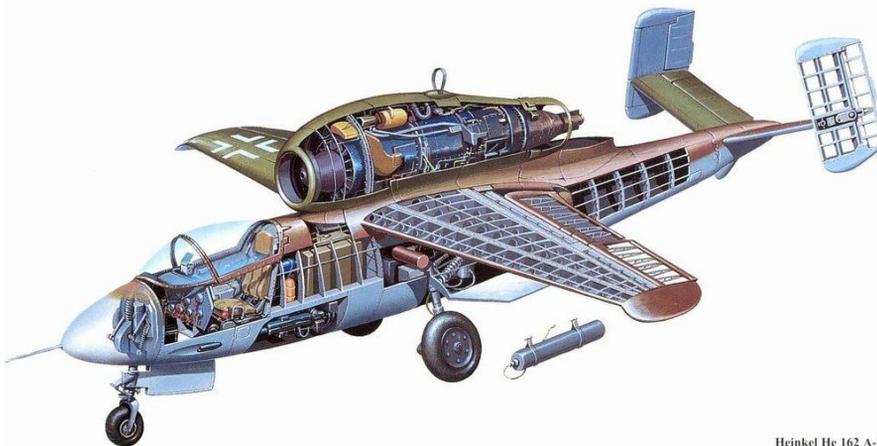


By Frank Ahern

No less an authority than the legendary aviation writer William Green called the He-162 *"the most remarkable development story in the history of military aviation."*



This because the unusual, unorthodox and controversial "Volksjäger" (People's Fighter) was conceived, designed, built and flown in less than 90 days, despite heavy opposition from within and outside the Luftwaffe.



Heinkel He 162 A-2



## *Flight of the Sparrow*

German aviation firms were involved in. Those designs, which I have previously profiled, were intended to use a new Heinkel turbojet, still under development, as the powerplant.



The Volksjager concept came from Hitler's new Minister of Armaments Albert Speer with the support of Luftwaffe chief Herman Goring. It was to use the BMW 03 engine, which was already available, and was to be built mainly of wood and other non-strategic materials. The most controversial aspect was that, due to a shortage of pilots, it was proposed that it be flown by Hitler Youth after a few glider lessons. Fighter General Adolf Galland was one of many in the Luftwaffe who denounced the idea as "suicidal."



The fact that it was pushed through development, despite opposition, and flown in 74 days was indicative of the desperation and chaos in Nazi Germany in the closing days of WW2. Crashes caused by poor quality wood lamination did not slow down testing.





## *Flight of the Sparrow*

Not only was it easy, but it produced a great looking model due to the lack of complication in construction and outstanding quality of molded in detail. Those who like to fiddle and fuss with construction and super



detailing would be disappointed, but if you're goal, like mine, is to get to the painting, decaling and weathering as easily and quickly as possible, you'll like it.



## Fiddly Bits

by Stretch Sprueman  
a.k.a. Bruce "Yard Modeler" Doyle

### CORSAIR CORRECTIONS

About the only thing I got right in my article two months ago was that Chance Vought Corsairs flew from land bases and aircraft carriers in the Pacific Theater. The late pop singer Meatloaf had a line in one of his songs "*Two out of three aint bad.*" My score was one out of three. Sorry 'bout that.

What I misnamed a "clip" was actually the **6" fluted wedge** found outboard of the machine gun ports on the starboard (right) wing that was called a "**spoiler.**" It was placed there to keep the stall of the LEFT (port) wing equal to the stall of the starboard wing during carrier landings. I got it backwards. Because of the Corsair's long nose, pilots had to land in a slow left turn, keeping the Landing Signals Officer (LSO) in view over the left gull wing. Remember all the actuality film you've seen on USN planes making their landing approach - Wildcats, SBDs, Hellcats, Avengers, et al - they made it straight in, "in the groove," because they had a better view of the carrier from the cockpit over the fuselage. If you have models of a Hellcat and a Corsair, place them nose to nose and you'll see what I mean. How did it get this way, and who solved the Corsair's carrier landing problem?



Chance Vought designed the "Bent Wing Bird" around the new, untested Pratt & Whitney R-2800 radial engine spinning a 13' 1" prop. Therefore they designed the F4U with an inverted gull-wing to get ground clearance for the propeller. Ingenious. This made the "Sweetheart of Okinawa" the first single engine American fighter to exceed 400 mph. It actually was when the XF4U-1 was on a test flight from Stratford, Connecticut to Hartford (home of P&W) on October 1, 1940 when it hit 404 mph!



## Fiddly Bits

Wartime conditions in Europe showed Chance Vought the need to delete the one .50 cal and the one .30 cal machine gun from the upper fuselage, and add two more .50 cal guns to each wing for a total of six. This necessitated removing the fuel tanks in the wings, replacing them with a 237 gal. tank behind the engine. To do so they had to move the cockpit three feet back, now making forward visibility a serious issue. This really cropped up when the USN tried to make the Corsair carrier qualified. When rookie Marine and Navy pilots tried to land with the technique mentioned above, their first reaction to the plane stalling was to jam the throttle forward to regain their speed. A tragic mistake that killed a lot of Ensigns and 2nd Lieutenants.

Imagine you are in the cockpit of a Corsair. The 13 ft prop ahead of you is turning counterclockwise, and when you pour on the coals the torque of your 2800 cubic inch engine accelerates your left turn into a fatal corkscrew, and into the water you go - inverted. There is no recovery. Your next of kin receives a telegram with the sad news.

It's a little hazy exactly who came up with the solution to this often fatal problem, but if I were a betting man I'd put my money on the British. The Fleet Air Arm (FAA) put the F4U-1 in service on their carriers in early to mid-1943, fully a year and nine months before Marine Squadron VMF-124 boarded the Essex (CV-9) on December 28, 1944. "*The Whistling Death*," as the Japanese called the Corsair, then became the predominant shipboard fighter for the Allied Fleet in the Pacific for the rest of the War. "Whistling Death?" If you have ever been to a Warbird Airshow you've probably heard the whistling sound a Corsair makes when it flies by. The oil cooler inlets on the leading edge of the wings next to the fuselage make this characteristic sound from the air speeding through and past them. It was the last sound a good many Imperial Japanese soldiers heard before they died, therefore the name "Whistling Death."



So now with the "spoiler" on the starboard wing keeping the wings balanced, changes in the stiffness of the landing gears to eliminate the bounce that caused the tailhook not to catch the arresting wire, and a pneumatic tailwheel to also decrease the plane bouncing when it hit the deck, the Corsair went on to an illustrious career for the rest of the War flying off the Fleet's aircraft carriers. So illustrious it became the major propeller driven shipboard fighter of the Korean War, and it produced the only Navy fighter Ace, Guy Bordelon (also the only prop Ace of the War.) What the Air Force could have done with a few hundred Corsairs instead of the vulnerable-to-ground-fire, liquid-cooled engine F-51. It would have saved countless lives.



## Fiddly Bits

- Some Corsair "Bits of Tid:" The Corsair was the only WWII fighter to remain in production long after VJ Day. The last F4U-5 rolled off the Chance Vought Dallas production line in 1953. Club guest and B-26 pilot William Roberts worked there on the 'Bent Wing Bird' after graduating in the first Aeronautical Engineering Class at U of F. (He was a classmate of our frequent guest General Albritton.) It served with the French during their Indo China War as the F4U-7, and in many Navy Reserve Squadrons into the 1950s (Into the 1960s in some Central American countries, and in France actually [see below].) The last Corsair on active duty in America retired in 1957. Some have argued that the F4U was the best fighter in the Pacific War, while others proclaim that it was the best prop driven fighter of all time.



- \* If you gave me a shot of "truth serum" it may surprise you when I say the Corsair was my favorite WWII aircraft of any kind, not the P-51 nor the B-25. My love affair with it began at an Armed Forces Day Open House in Keene, N.H. in the early 1950's. (Keene is the hometown of another 'famous' historian, Ken Burns. Just kidding.) My stepfather worked for Northeast Airlines and I hitched a ride on the 'jumpseat' from Lebanon, N.H. to the show in one of their DC-3s.

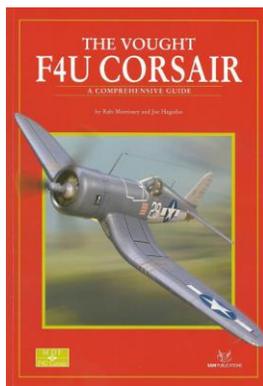
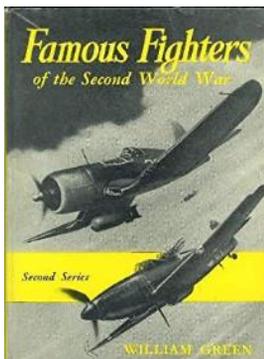
I remember a really big cargo plane, maybe a Globemaster but probably a C-54. My memory of that day is pretty dim, but one event stands out as if it happened yesterday - four beautiful dark blue Corsairs came screaming over the fence at ground level. I still see them in my mind's eye traveling from stage right to stage left. WOW! They must have been going at least 300 mph? What a memory. I thought for years they might have been from Portsmouth, N.H., but in doing research for this piece I learned that there was a Naval Reserve Squadron based at Naval Air Station Squantum in Quincy, Mass, only a few short air miles from Keene. Encore please! Then seeing John Wayne in "Flying Leathernecks" sealed the deal. I saw it on the big screen, albeit at the White River Junction Drive-in from the backseat of my parent's Ford (in 1952 maybe?).

- \* Modeling Corsairs: It turns out Corsairs are REALLY popular in the modeling world, as in World. According to "Fun Facts" in Scalemates.com the F4U is the fifth most popular WWII fighter model kit, trailing only the Spitfire, the Me-109, the Mustang, and the FW-190 and ahead of the P-40 (#6), Hurricane (#7), P-47 (#8), Zero (#10), Stuka (#11), and its Pacific partner Hellcat (#12.) Anecdotally I remember seeing (SWAG) 10 Corsairs for every 1 Hellcat at the Modeling Conventions I've attended over the years. Does this sound correct?

## Fiddly Bits

\* A final word on the "spoiler." The C.O. of VF-17 - Tommy Blackburn - claims it was his Engineering Officer, 6.5 Victory Ace Merl "Butch" Davenport who got the Squadron 'carrier ready' for an escort mission. In November, 1943 VF-17 flew high cover for two carriers during a naval air strike on Rabaul. Flying from their base on Munda in the Solomons they shot down all eighteen of the Japanese torpedo bomber force, and the Corsairs from VF-17 - short of fuel - landed safely onboard the Essex and Bunker Hill. This was more than one year before the Corsair joined the fleet in late December, 1944. Being the Engineering Officer I'm sure Davenport received all the Tech Reports from Chance Vought and the British and American Navy's tech reports as well. Someone had the idea for the "spoiler", but who? As I stated before I think it was the British. More research is needed. I've read some of the early spoilers were simply blocks of wood, screwed on?...strapped on? The answer to all this out there, waiting to be discovered.

• *References for this Article:* I'm happy to report our old standby William Green provided the best information in his "Famous Fighters of the Second World War - Second Series." I bought these volumes in the bookstore I mentioned in last month's article. I even noted the date I bought the first volume of the series, and I quote: "4/14/57 Please return if this Book is Lost to - Bruce Doyle, 5 Storrs Rd., Hanover, N.H." And in a case of youthful exuberance I drew in pencil two a/c flying off the "B" and three off the "E", and I channeled my inner Ray Waddey by using a make believe pen to draw the rear fuselage of a Stuka. Magazine ads for Douglas Aircraft used this "pen" for their fleet of airplanes, and I copied them thinking they were the neatest illustrations ever. (The book is also the depository of my Freshman Year of High School Report Card, 1958 - 1959, 9th Grade, Class of 1962. Sadly it contains the only signatures of my parent's that survive.)

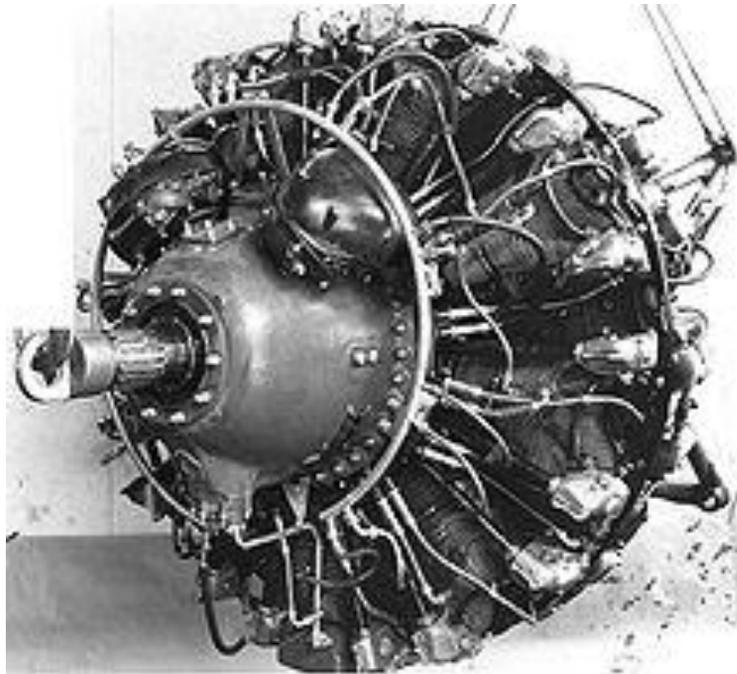


Another principal reference is the SAM Publication modeler's bible "The Vought Corsair - A Comprehensive Guide" by Rafe Morrissey and Joe Hegedus that I got from Andy Renshaw. Magnificent, and a must have if you're doing research on which Corsair model to choose, and how to make improvements when needed. It has an extensive kitogtaphy, accessories, and decals. It's now a bit dated since the book was published in 2010, but it's still quite useful.

Finally, the updated "In Action F4U Corsair", No. 1220 by Jim Sullivan, 2010 which unlike the first editions has both black & white, and color photographs. Although too late for my models, the color photos on pages 47, 48, & 50 are particularly helpful in showing the colors of the 5" air-to-ground rockets. I spent way too many hours combing through my archival material to find the correct ones. But like the SAM publication this In Action falls down showing any line drawings of the "spoiler," which is especially egregious for the SAM Corsair book which has a 4-page foldout with 1/48 scale drawings on all eight sides. Frustrating and annoying!

## Fiddly Bits

\* The F4U-5 was equipped with the P&W R-2800-32W, and with the characteristic twin air scoops had a top speed of 470 mph. This was 20 mph faster than the Goodyear sub-contractor's F2G who hung the 3000 hp P&W R-4360 on a Corsair airframe. I think I can state with some certainty that this Corsair was the fastest fighter ever in the World, twin or single engine. F7F? Mosquito? F-82? (Those are all twin-engined.)



\* One last thing: If the dash -4 model had a 4 bladed prop, why did the Corsair start off with a 3 bladed propeller that required the inverted gull wing configuration for ground clearance of its 13' 1" one? Was it because there were no 4 bladed props to be had? But what about the Martin B-26 Marauder? It started out with a 4 bladed prop, and the Corsair and Marauder had their first flights within months of each other in 1940 - May and November respectively. It might have been that the 4 bladed Curtis-Electric prop used on the Marauder caused too many fatal accidents because of faulty maintenance issues. I know from conversations with C-46 pilots who flew the Hump that they hated the Curtis Electric prop. (But remember it was a CURTIS C-46 Commando.) But perhaps the Hamilton- Standard 4 bladed prop was not available in 1940. If it had been we would never have had the baddest, fastest, bestest, most beautiful fighter plane to have ever flown and fought in the skies of the World!

From "The Seek and Ye Shall Find" Department: I posed this question to Kimble McCutcheon, [president@enginehistory.org](mailto:president@enginehistory.org). His reply: "Hamilton Standard applied for its 4-blade propeller type certificate (P-785) on 31 December, 1941. This was too late for use on the XF4U." There. Mystery solved.

For the spoiler lineage, stay tuned.....

Frank Ahern's BMW Isetta 250 – Winner of the Monthly Contest



**Bob Lundeen – Italian Airplane**

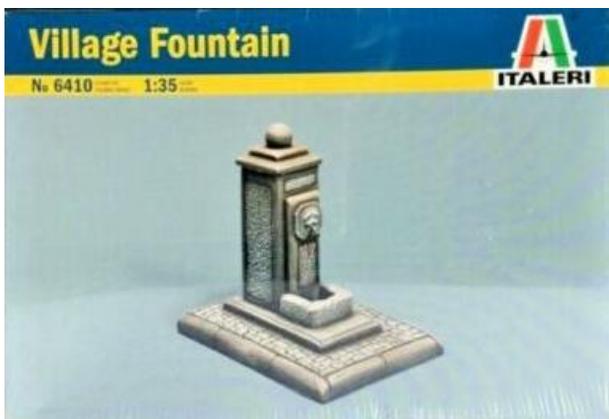
**Bob Lundeen's SM79 Trumpeter \_1:48  
Seat belts made from masking tape**



Don Martin



Don Martin's Fountain  
Italeri, 1:35 OOB



## Jack Muga's Ferrari



**Jack Muga's Ferrari 250 GTO  
Fujimi, 1:24 OOB**

Bruce Doyle



Bruce Doyle's Macchi C200 Revell, 1:72



Doug Spinney's WWII Italian Torpedo by Italeri

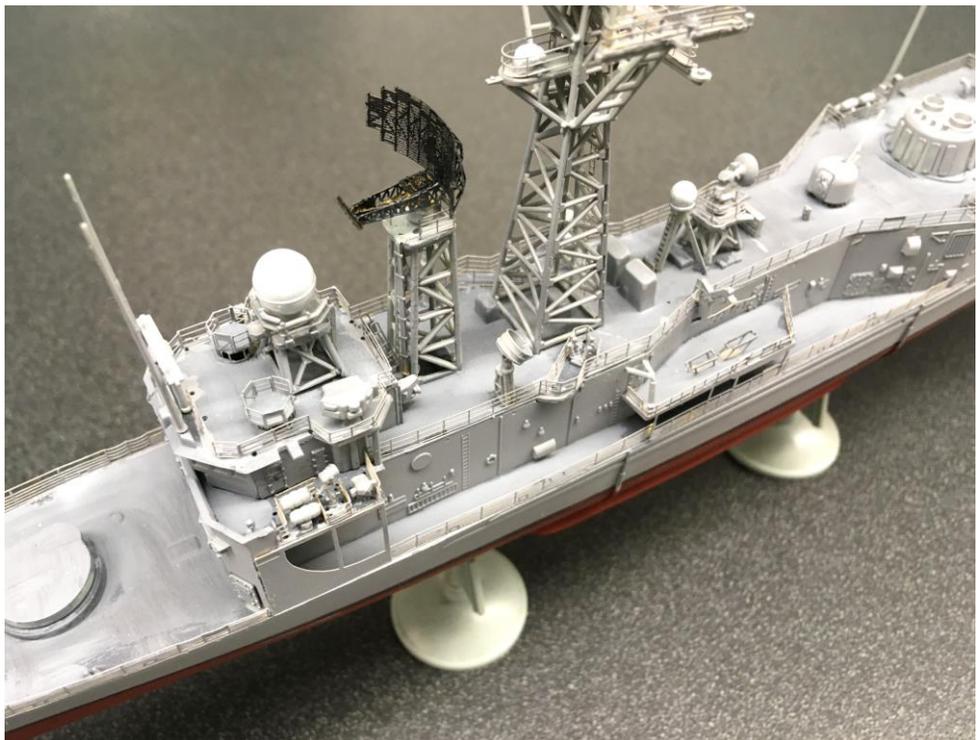


**Bill's Italian B1 Centauro Trumpeter, 1:35**  
**- Added extra turret machine gun**



## Chuck Lassiter's Ship

Chuck Lassiter's USS Vandegrift  
Academy, 1:350 Oliver Hazard  
Perry repurpose



Frank Ahern



Junkers EF-128



**Bruce Doyle**

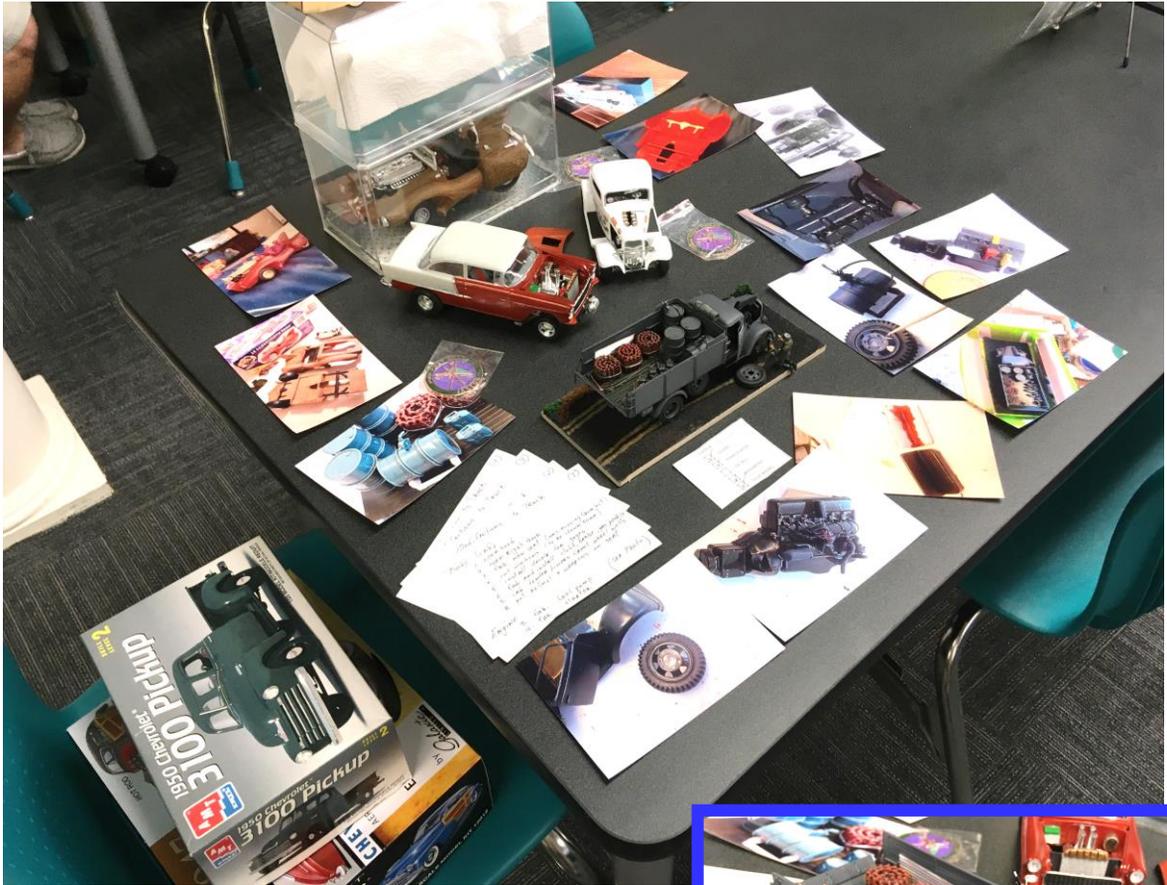
Bruce Doyle's Corsair Night Fighter  
Hellcat

1:72

1:72



## Clarence Snyder's Models



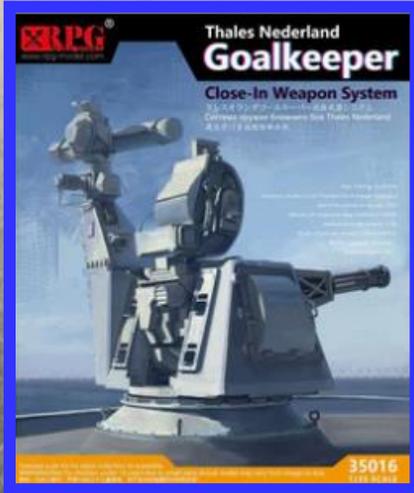
Clarence Snyder's Models – Winning Cars from Jaxcon, Feb 2023



**Don Martin's Winning Figure from February's Jaxcon contest.**



# Don Martin's Winning "Goalkeeper" from February's Jaxcon contest.

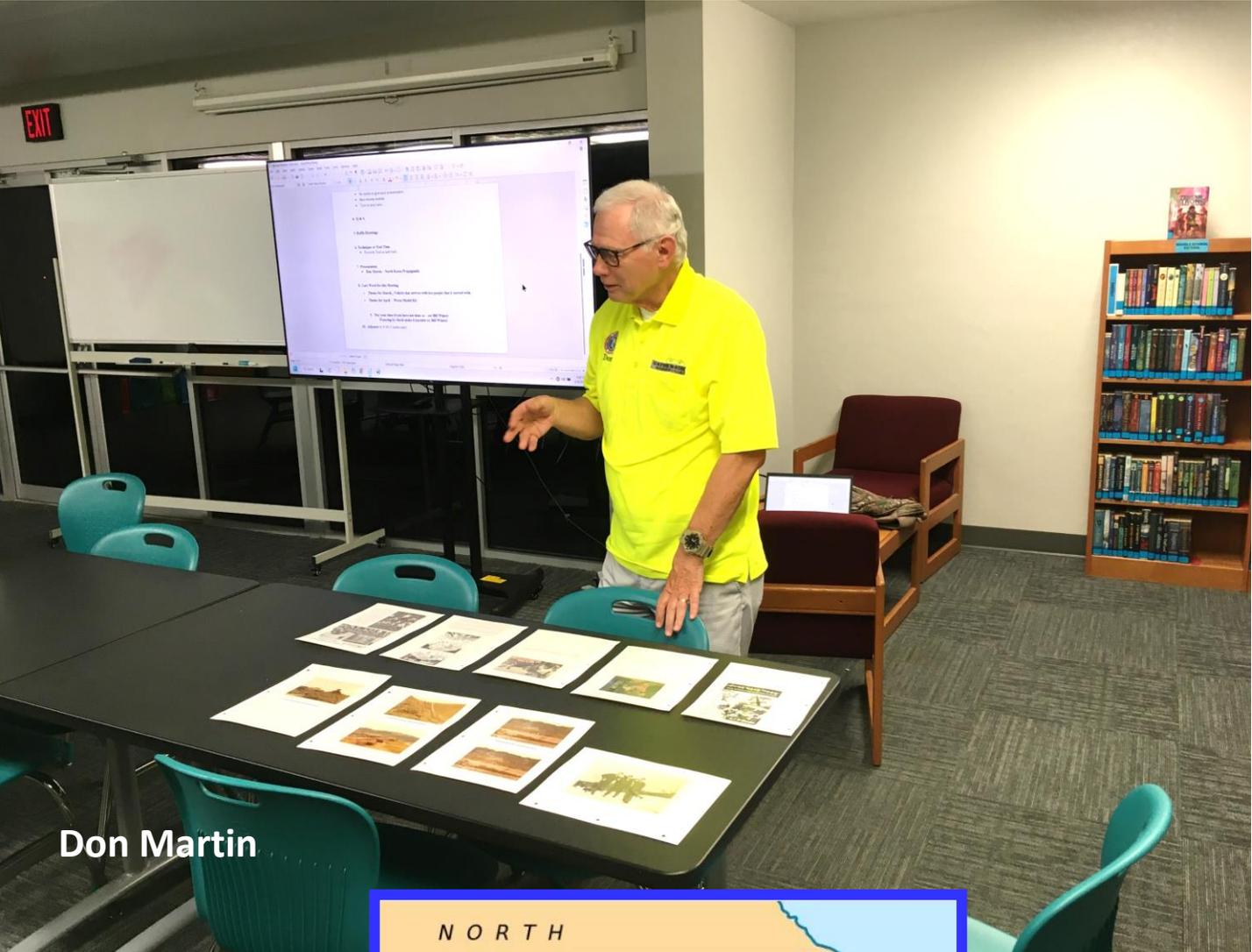


Thales Nederland Goalkeeper

**Don Martin's Winning B-58 Hustler from February's Jaxcon contest.**



# Photo's from Don Martin's Talk on North Korean Propaganda



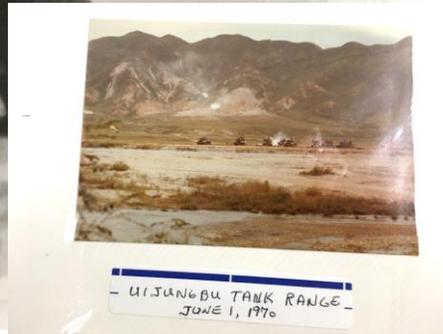
Don Martin



# Photo's from Don Martin's Talk on North Korean Propaganda



DMZ  
SEPTEMBER 18, 1970



UIJUNGBU TANK RANGE  
JUNE 1, 1970

Don (on the right) and friends defending our country while stationed in South Korea. Everybody is packin' "heavy metal."



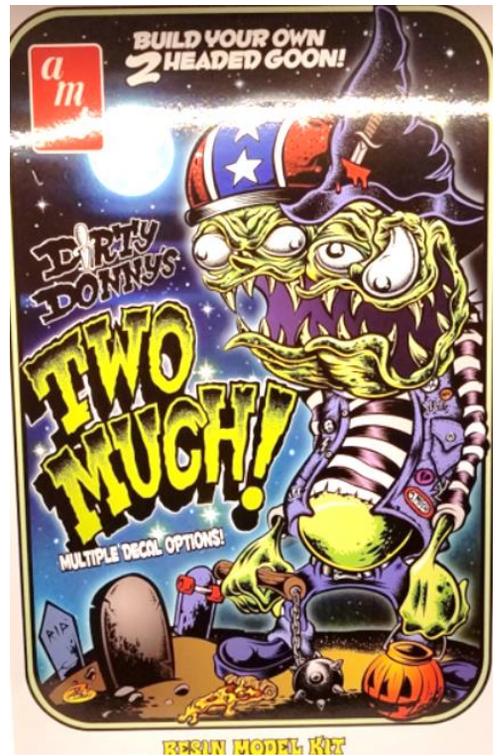
## From the Bench of Doug Spinney ....

### AMT Dirty Donny's "Too Much"

As the box states, this is a resin kit. 18 pieces that went together with no seams and no sanding. Painted entirely with Vallejo Model Colors except for the base which was painted with Krylon Brown and then dry brushed with Vallejo Buff.



From the Bench of Doug Spinney ....



## From Clarence Snyder's modeling desk ...



**Is it a giant model warehouse or  
an out-of-control model stash???**

**You decide!!!**



**Help!**



Mark your calendar for Saturday April 1st and head to Lake City (rain or shine)!

Don't miss this chance to stock up on models, tools & supplies!

We'll be selling everything from airbrushes to zimmerit!

There will be hundreds of aircraft and armor models at great prices!

**When: Saturday, April 1<sup>st</sup> 9am to 4pm  
(no early birds please; cash only)**

**Where: 468 SE Oak Street, Lake City, FL**

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

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

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

Don't forget to support your local hobby shop: Rob's Hobby World (Rob Stevely: Proprietor 8585 SW Hwy 200 unit 14) Ocala, FL 34474 [www.robshobbyworld@MSN.com](mailto:www.robshobbyworld@MSN.com); Mon.-Fri.: 10 AM to 5:30PM; Sat.: 9AM to 4PM; Sun: Closed.

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

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

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

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

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

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

## **UPCOMING EVENTS**

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



It is of great importance, both at the local level (IPMS Gators) and at the national level. 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.

## IPMS Membership



### 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:

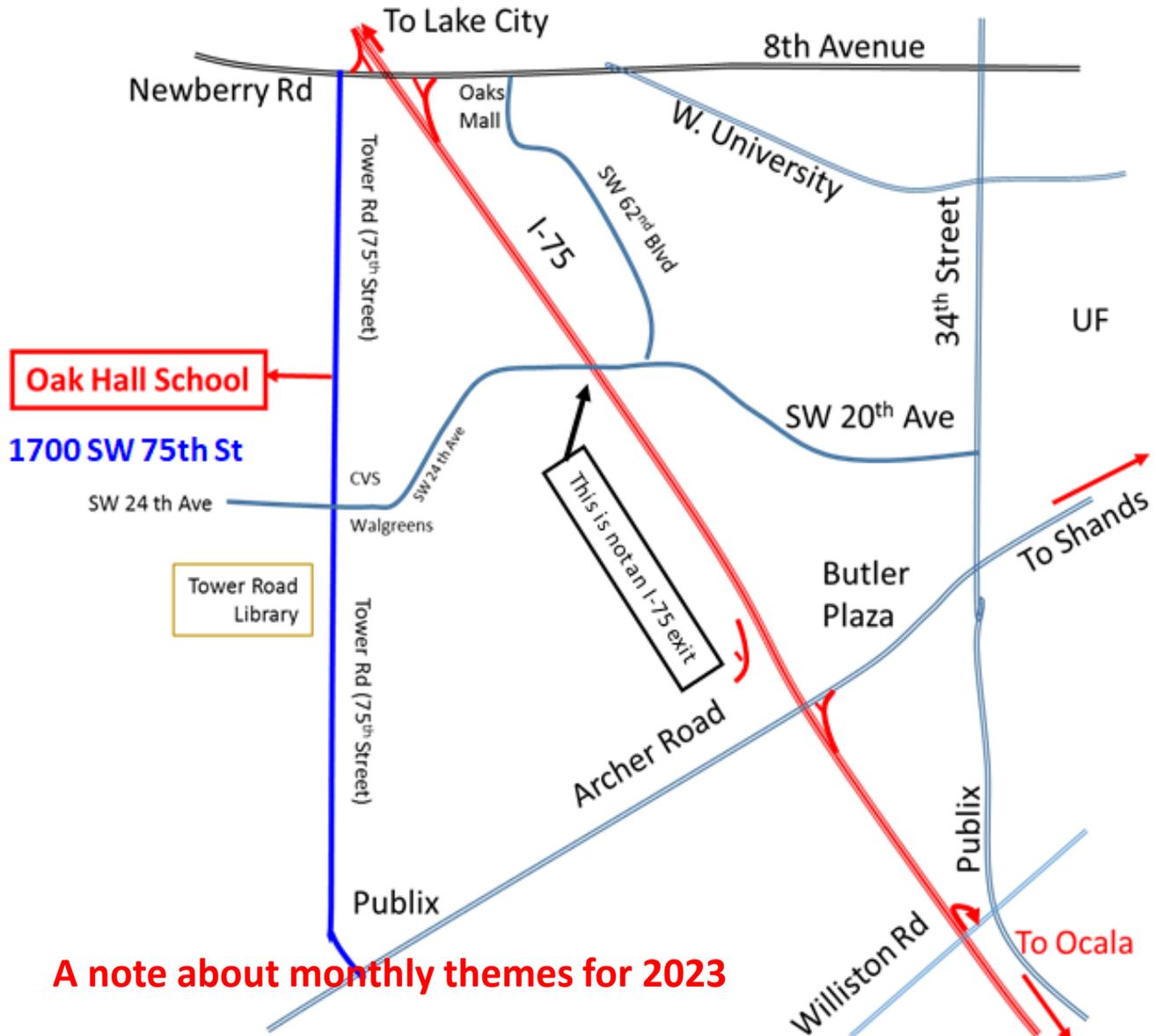
City:  State:

Zip Code:

Applications should be printed and mailed to: IPMS/USA, PO Box 1411, Riverview, FL 33568-1411



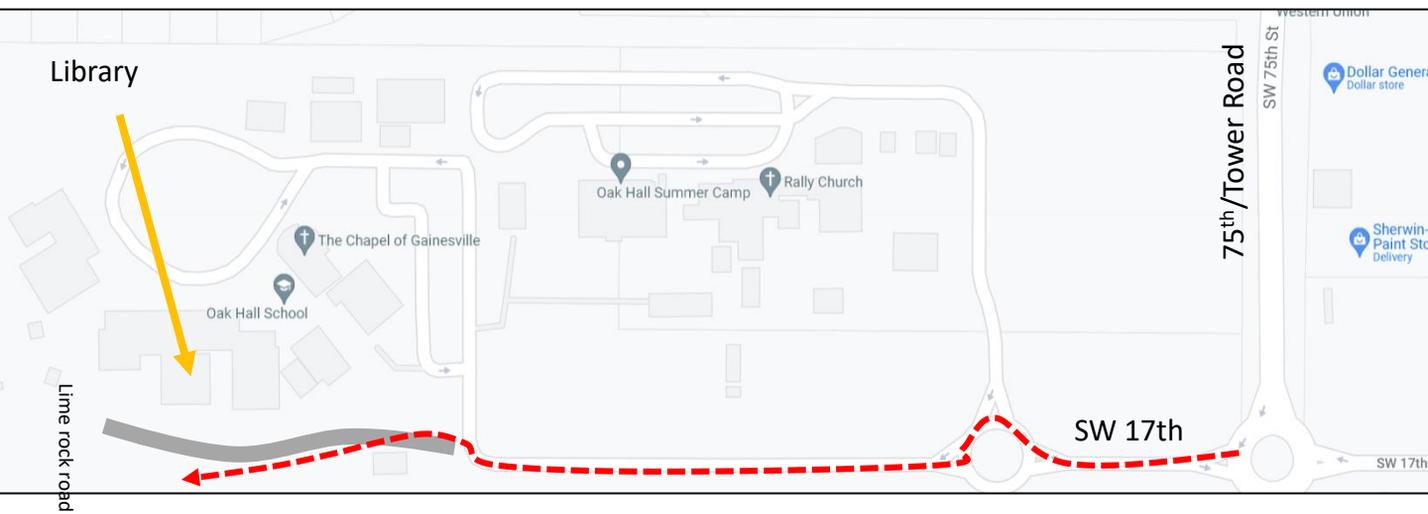
## Directions to OAK HALL (1700 SW 75<sup>th</sup> St, Gainesville, FL)



### A note about monthly themes for 2023

- Mar. Vehicle that arrives with less people than it started with.
- Apr. Worst model kit
- May. One of a Kind
- June. Real cars that race
- July. Prototypes
- Aug. Winter War
- Sept. Operation Torch WW2
- Oct. Dioramas
- Nov. Sci-Fi

**IPMS GATORS' MEMBERS:** We will meet at Oak Hall on Tuesday March **21** at 6:30 PM in the **LIBRARY**.



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

**Dear Readers – If you sent me something for the IPMS Gators' newsletter and I missed it, please let me know. I'll put it in the April newsletter. - Bill**