



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



**Mark Box shares 2 beautiful cars !**





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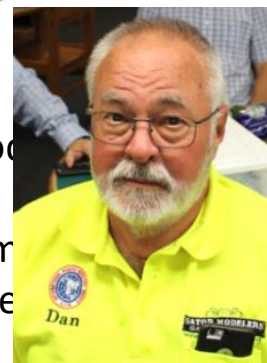
Newsletter Editor

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

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

Last Sunday we had our annual Christmas Party. Food and

we had a great time. Missed some members, but time was not ideal. We'll try to set the day and time earlier try to avoid so many conflicts.



The Condo venue was wonderful as always and many Thanks go to Bill and Nancy for being such great hosts.

Bill was presented the Modeler of the Year award for his work on our Newsletter, party host and the presentations he gave at the meetings.

This month starts the return of our point system for Modeler of the Year and our first in 12 monthly themes ( Pearl Harbor ). Hope to see everyone at the meeting.

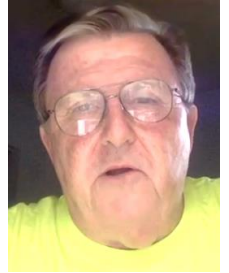
*Dan*

**December – IPMS Gators –**

**We will meet December 21 at 6:30 PM at  
Oak Hall Library**

## ***Minutes of the Club Meeting from Tuesday, November 16, 2021***

**Frank Ahern - Club secretary**



President Dan Contento called the meeting to order at 6:30 pm. There were 16 club members present and one visitor – Chris Elliot.

The first order of business was the payment of annual dues to club Treasurer Bill Winter. The annual dues of \$20 remains in effect.

There were no nominations for new members to the Board of Directors, so the existing Board members have agreed to stay in office. The Board consists of Dan Contento, President, Chuck Lassiter, Vice President, Bill Winter, Treasurer, Frank Ahern, Secretary. President Contento agreed to stay in office one more year and encouraged other members to consider taking the position when he steps aside.

The club Christmas party was set for Dec.12 at the condo - 2566 SW 14 Dr. starting at noon. The club provided turkey and side dishes. Members who are willing to bring a dessert or other side items notified Bill Winter.

There was a gift exchange game at the party. Members who wished to participate brought a wrapped, modeling-related gift of at least \$20 value. Kits were to be in shrink wrap or complete & unstarted.

Beginning with the Dec.21st meeting, modeler of the year points will be added up each month. Points are awarded for various activities including meeting attendance, model brought, newsletter contributions and winning the monthly theme contest.

The monthly theme model contest will also re-start in December with the theme - Pearl Harbor. A list of themes for the coming year is published each month in the newsletter.

## ***Minutes of the Club Meeting from Tuesday, November 16, 2021 (continued)***

The President outlined upcoming meeting presentations and asked all members to consider putting together a presentation on a topic they would like to present. In December, Mark Box agreed to do a Q & A session with the club on questions related to car modeling. January is tentatively reserved for Mike Martinez on decal making.

Those who took one of the club's stash of Snap-Tite car models should plan on completing the models for a contest in March.

The meeting paused to allow time for those who brought models to talk about their model and answer questions.

The monthly raffle was held and the winners were: Mark Box, who selected the black & white Ford truck\*: and Don Martin, who picked the Chevy Coupe. \*Note: Mark donated the kit back to the club (thank you, Mark)

Finally, Bill Winter gave a PowerPoint presentation on various techniques he has used in weathering armor vehicles, including the use of hairspray, salt and kitty litter. The meeting adjourned at 8:25pm.

Submitted by

**Frank Ahern  
Club Secretary**





## ***Pearl Harbor Heroes***

*By Frank Ahern*

The first two heroes of WW2 spent the night before the attack playing poker in Honolulu, then rushed to a hidden airfield in their dress uniforms and were barely able to get airborne in time to claim the first American air victories of the war.



George Welch and Ken Taylor were two young pilots in the 47th Pursuit Squadron, awakened by bombs and gunfire on the morning of December 7th, 1941. They had the presence of mind to call the auxiliary training field at Haleiwa and tell them to prepare two P-40B fighters for combat.



## *Pearl Harbor Heroes*

Almost all the other US fighters in Hawaii were lined up in neat rows at Wheeler Field and Hickam Field and were quickly destroyed on the ground. Apparently the Japanese were not aware of Haleiwa.

Racing down backroads, being strafed by Japanese fighters on the way, the pair managed to get in the air and were able to shoot down at least 6 enemy planes before running out of ammunition.



For their efforts they received the Distinguished Service Cross, (see above right) but in a classic example of Army bureaucratic boneheadedness, were turned down for the Medal of Honor because they did not have approval to take off.



Welch went on during the war to become a triple ace and finally ended up as the top test pilot for North American Aviation in the development of the F-86 Sabre. Some have claimed that he actually broke the sound barrier before Chuck Yeager, but he never made that claim himself. He died while testing the F-100 in 1954.

## *Pearl Harbor Heroes*

Taylor had a distinguished 27-year career in the Air Force, retiring as a Brigadier General. He died in 2006.



I decided to try and depict the scene of the 2 men taking off from the little grass airstrip at Haleiwa and call it "First 2 Fight".

I started with a cheap wooden picture frame from Walmart, and covered the back with a thin coat of Fast Mache' to give the texture and unevenness of a dirt/sand airfield.





## *Pearl Harbor Heroes*

Next step, after painting the mache' with light brown craft paint, was to position my two static elements - a small Quonset hut and a pair of palm trees. A couple of varieties of railroad scenery grass was dusted on to give the right overall effect.



I used 2 of my Airfix P-40B kits to make the planes used by Welch and Taylor. The decals were bought from Starfighter Decals with a proviso attached which indicated that there was controversy over whether the planes had the "buzz" numbers 155 & 160 or not. I chose to include them because they appear on most artwork and replicas of the attack.



I enjoy making these little scenes because they take the emphasis off the models and put it on the story and the people involved instead.



## *Coffin Corner Boys*

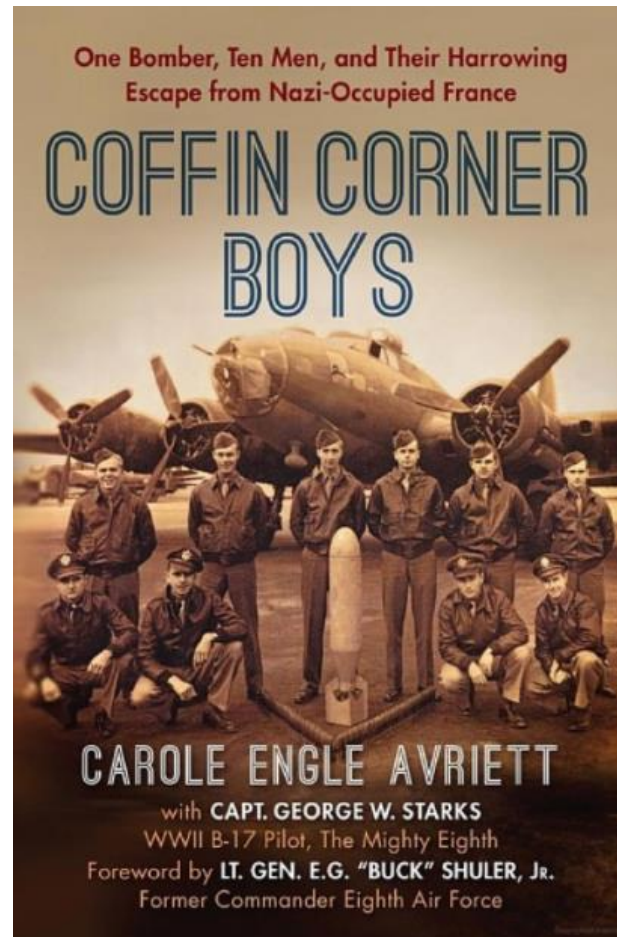
- Book Review
- By Errol Whisler

This is a fascinating and compelling book about a B-17 crew shot down on their first mission and their harrowing escape from occupied France. The pilot and collaborator for the book, Captain George Starks, was born and raised in Live Oak, Florida and attended Suwannee High School.

The book is a great read detailing how the crew members came together as Captain Starks' crew and where they were from and their lives after the war. It accounts their individual experiences attempting to escape from France, avoiding the Wehrmacht and Vichy soldiers, relying on the kindness of French civilians, encounters with the French Resistance and not knowing who could be trusted. The author uses notes and journals from the Crew members recounting their

adventures and captures anxiety these young men, barely out of high school must have felt while being hunted in a foreign land.

Most books about the air war might mention downed crews escaping, but I've never read a firsthand account of their trials and tribulations. It will keep you on the edge of your seat at times and other times you might catch yourself holding your breath. Also, if you don't already know, you will learn what the "Coffin Corner" is and why it got its name.



## *ME Hobbies* by Errol Whisler

A few weeks ago my wife and I travelled to the Costco in Wesley Chapel. I ran across this great little hobby store in Lutz. ME Hobbies right on State Road 54 in Lutz.. They do have a good portion of the store dedicated to the RC enthusiast. However, about half of the store is dedicated to scale models and trains. This half is packed to the gills with kits, supplies, paints, diorama materials, etc. Prices are reasonable and the selection is varied. If find yourself in the Wesley Chapel/Lutz area its worth your time to stop in.



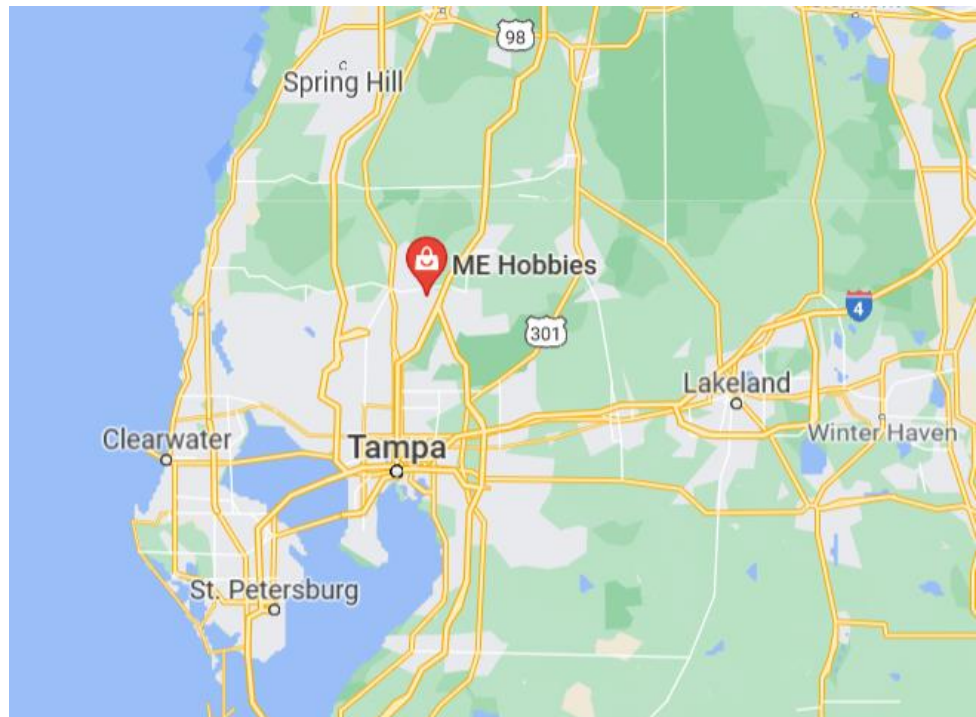
**ME Hobbies**  
Your Global Hobby Source

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24412 State Road 54  
Lutz, FL 33559

[info@mehobbies.com](mailto:info@mehobbies.com)  
[www.facebook.com/mehobbies](https://www.facebook.com/mehobbies)

**Open Every Day!**  
Sun / Mon / Tue 11am-4pm  
Wed / Thu / Fri 11am-6pm  
Saturday 10am-5pm





## *Teaching an old dog new tricks*

By Jack Mugan

One of the best benefits of belong to a model club is that you never stop learning from others.

Recently I got a call from Doug, and he wanted to share some websites with me concerning a paint method that hit his hot button. Upon going to the sites, I too was intrigued and eager to try this marbleizing treatment. You know how it is, always looking for something different. Well this resulted in numerous phone calls as we compared notes and ideas, and shortly thereafter, we both were well into our projects.

You know how on some models projects the stars line up perfectly and everything works out, well that is what happened on my project. I used a snap-kit of a Ferrari 350GT that Bill gave to Mark, and he re-gifted it to me. Because the model was molded in gloss Black Plastic I was able to save a step in the process, and that became my canvas for trying this new (to me) technique.



Step two was just spraying some cotton with silver, and then after blotting it on a rag, I just dabbed the silver all over the Gloss Black plastic car body.

## *Teaching an old dog new tricks*

Step two was just spraying some cotton with silver, and then after blotting it on a rag, I just dabbed the silver all over the Gloss Black plastic car body.

After allowing a few minutes for the silver to set up, I then sprayed the whole car with Tamiya Transparent Red to complete step three. Allowing the paint to set up for an hour or so, I completed step four with a couple of coats of Tamiya Clear.

I completed this project with a wheel set from Pegasus because they filled the wheel wells better than the stock wheels from the kit. All in all, I liked the way it turned out, and it was fun to do.



Marbelizing references:

<https://www.youtube.com/watch?v=38wqQncinxc>

[https://www.youtube.com/watch?v=\\_EuY0NQR8ZE&t=197s](https://www.youtube.com/watch?v=_EuY0NQR8ZE&t=197s)

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



## Show and Tell .....

## Mark Box



**'60 Dodge JoHan & Scratch built; 1:25 scale; Hood, trunk, roll bar, etc. are scratch built**

**Show and Tell .....**

**Ed Ingersoll**



**Studebaker 2 ½ ton truck by ICM, 1:35 scale**



**Show and Tell .....**

**Jack Mugan; F-16; 1:48 scale**



**Hasagawa kit.....UAE Air Force Tactical Fighter**

**Show and Tell .....**

**Frank Ahern,  
P-39N,  
Eduard, 1:48  
scale**





**Show and Tell .....**

**Chuck Lassiter**

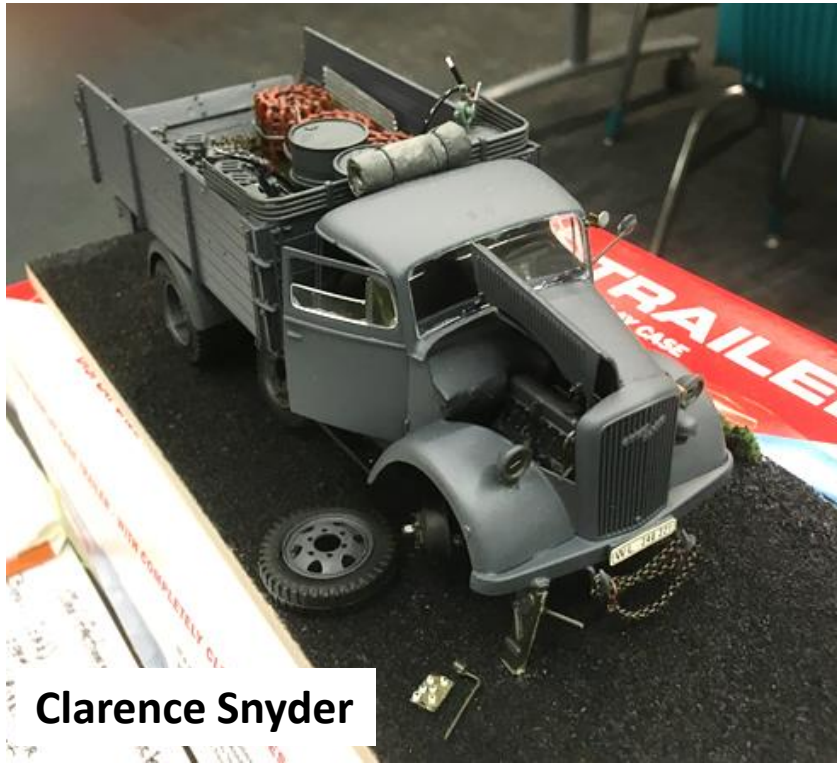


**MiG-3-7, 1:72 scale, Encore**



Show and Tell .....

Opel  
Biltz truck  
Italeri  
1:35 scale





Show and Tell .....

Clarence Snyder

'36 Ford  
Street Rod  
Resin body  
1:24 scale



**Show and Tell .....**

**Ethan Alt**



**Ethan wrote that this is a Mark 3 but he didn't know who the manufacturer was.**



**Show and Tell .....**

**Don Martin**



**Hypothetical Diorama**



**Show and Tell .....**

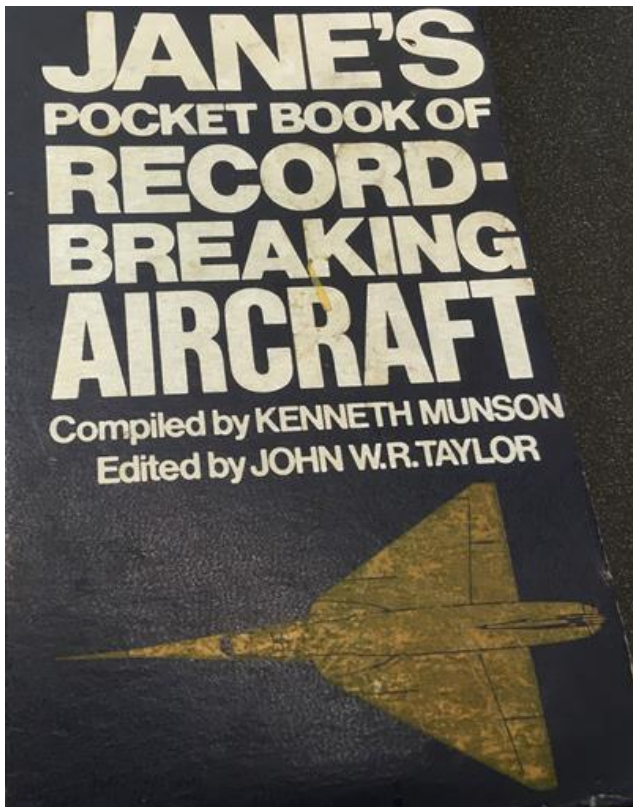
**Bruce Doyle**



Me-209, Special Hobby, 1:72



G. Mayer Bear Car, High Planes Racers  
1:72



Gloster F Meteor Mk 4 Airfix, 1:72



**Show and Tell .....**

**Hasegawa Kit!**



**Hunting Tiger (a.k.a. Jadgtiger)**

Show and Tell .....

Bill's M1931 B-4 Soviet WWII 203 mm howitzer





**From the desk of Doug Spinney!**

**Polar Lights “Godzilla’s Go Cart”**



Godzilla painted with Rustoleum Emerald Green and then lightened with various mixes of Vallejo Green and Vallejo Yellow.

Go Cart is Tamiya Bare Metal Silver, Metallic Blue, Mica Red, and Alclad Chrome.

Used a myriad of Vallejo colors on both Godzilla and his hood ornament.



## *Pearl Harbor memories*

*(The following story comes from frequent contributor **Fred Horky** and fits our monthly theme of remembering the attack on Pearl Harbor on its 80th anniversary. – Frank Ahern)*

### About My Uncle Otto

Despite his infrequent return visits to his hometown, my Uncle Otto Horky (my dad's "baby brother") was certainly one of my favorite people when he did get back home to Staunton, Illinois. Those irregular returns came as he scrambled around the country for years during the Great Depression, looking for work. By the late 1930's and a failed marriage, the **Navy's** siren call of "Join the Navy and See the World" (not to mention "three hots and a cot", meaning three meals and a bed) sounded pretty good, so in the late 1930's when he became a **Navy** recruit he was in his late 20's, a relatively old age to join the military.

I have a distinct memory of a little later when I was about six years old, with Otto coming home to sell to Dad his pride-and-joy, a 1939 four-door Plymouth sedan. (More likely, Dad assumed the loan.) Otto was being transferred to **Hawaii**, and as a junior enlisted man couldn't ship the car at government expense and couldn't afford to pay shipping himself.



This isn't it, but a picture of a near-identical car found on the internet. I'll never forget that Plymouth: a "baby blue" and to my six-year-old brain was the prettiest car I'd ever seen. For the Staunton Horkys, it was a BIG jump up from the depression-era, rather disreputable-looking mid 1930's "Henry-Ford-black" Ford that it replaced.

## *Pearl Harbor memories*

Another fragmentary memory of that visit permanently affixed into my six-year-old brain, was Mom kidding Otto about going to a place where the women wore grass skirts. (At least, they did in the National Geographic, which was the source of all we knew about **Hawaii**. That little joke made an impression!)

Pre-war **Hawaii** was a far-away paradise, even for a junior Aviation Machinist Mate. But the war was clearly on the horizon, at least to some Americans, and all the military branches were already expanding rapidly after decades of pinch-penny inertia. At Jacksonville NAS, Otto had been a “plane captain” in the Navy’s Consolidated PBY “Catalina” flying boat, and he continued that trade in **Hawaii**. The title was not a military rank, but the Navy term for the airplane’s crew chief. PBY plane captains also flew as flight engineers as part of the aircrew; and thus, Otto was responsible for the airplane’s maintenance status both on the ground (or water) and in flight as well.



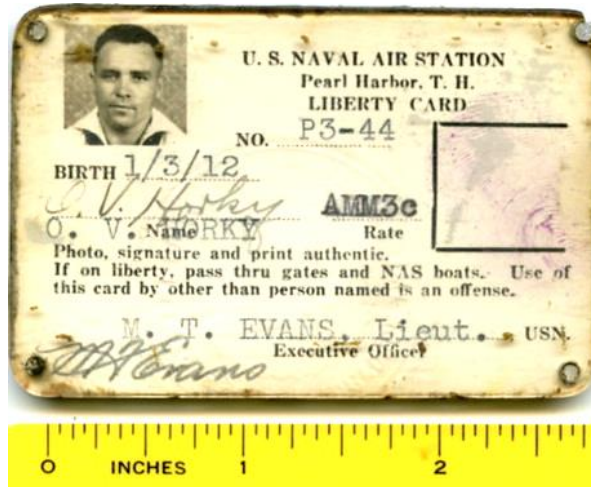
(Otto’s crew station was inside the narrow pylon behind the cockpit which supports the wing. There, he had engine instruments and windows from which he could directly observe the engines in flight.)





## *Pearl Harbor memories*

The image below shows Uncle Otto's "liberty card" (pass) from that period, which recently surfaced in family memorabilia. Note that by this time, Otto had advanced to the rating of AMM3c (Aviation Machinist Mate, 3rd class, or "Petty Officer Third") stationed at **Pearl Harbor Naval Air Station in Hawaii**. This was still BEFORE the Japanese Dec 7th attack.



*(Otto's Liberty Card has lasted all these years because he had laminated it between thin Plexiglas plastic sheets, fastening it with four tiny rivets. The back side had his address and a three-cent (!) stamp, so he obviously hoped to have it returned if he lost it....)*

Worth noting on the card is that the islands were then still the "**Territory of Hawaii**": the islands didn't achieve statehood until 1959. Shortly before the attack Otto was transferred from Ford Island to then-brand new PBY base at Naval Air Station Kaneohe, located on the eastern side of Oahu. Like Pearl Harbor and other bases, Kaneohe was hit hard by the attackers: "his" PBY was destroyed as was his personal old "jalopy", purchased in the islands after selling the Plymouth to my Dad.

In a fairly recent book of anecdotes about the PBY at War, I was surprised to find Otto listed among those who had contributed personal recollections of the **Hawaiian** attack!

His story mentioned that, like nearly everyone else, he had at first been infuriated by having a quiet Sunday morning in Paradise ruined by another "training exercise" by "the damned Army" (Army Air Corps) playing "war games" with a practice attack, and "....on Sunday morning, for ### sake!"

However, when their PBY's that had been peacefully floating at anchor out in the Kaneohe Bay suddenly started to blow up, they noted that the planes they had thought were Army Air Corps wore bright red "meatball" insignia instead! Everyone quickly began running pell-mell across the seaplane ramp to their duty stations. That proved to not be too smart, as he then found himself personally under direct attack, with chips of concrete being kicked up by bullets all around him as "Zeros" strafed him in the most vulnerable of places: totally exposed on acres of empty concrete!

## *Pearl Harbor memories*

*(While only eight years old and thousands of miles away, I'll certainly never forget that day either. His warm early Sunday morning in paradise was at the same hour a clear, cold, winter lunchtime in Illinois when the news came on the Philco radio in our kitchen. At my tender age I really didn't understand but could tell that whatever had happened had been REALLY bad, just from the look on my Dad's face; reflecting concern for his baby brother.)*

With chips of concrete flying all around him, Otto dove into the nearest hole he could find. When he looked around to take stock of his situation, he found he had NOT found a very safe refuge! In fact, it was far from "safe": he was in an aviation gasoline refueling pit, surrounded with pipes, valves, hoses, and pumps full of 100 octane Aviation Gasoline!

Not only that, he wasn't alone! He had a companion, but it wasn't human: but animal in the form of a very pissed-off Mongoose. (The species, not native to Hawaii, had been introduced from Asia to control problem vermin. Naturally, the proliferating Mongoose (Mongeeze?) went from being a solution to one vermin problem, to be the next vermin.) The refueling pit had become a snake fighting pit! But both man and snake-killer were too scared to fight each other and declared a mutual truce for the duration. During a lull in the attack Otto scrambled out of the pit and soon forgot the Mongoose in the excitement.

After things calmed down, it was the next day before Otto finally remembered the Mongoose. He went back, and sure enough, that mean little animal was still there, and still with no way out. Otto wasn't about to go back into the pit to rescue the little critter, however, so instead leaned a convenient plank down into the pit as a ramp for him to make his own escape. It worked: when he went back again, the animal was gone.

In the same account, Otto described how during that lull between the two waves of Japanese attackers, like everyone else he had scrambled to arm himself. Things were very confusing, but he did manage to obtain a pistol, the U.S. military's standard M1911 .45 caliber semi-automatic pistol. He also found as much loose .45 ACP ammo as his pockets would hold. But he couldn't find any ammunition CLIPS! So, his part of defending the base during the 2nd attack was popping off one round at a time with the .45, individually loading and firing single rounds as a single-shot pistol. If you've ever fired that famous old hog-leg, you'll know that with a clip-less "forty-five", it's a pretty good trick to even get a single .45 ACP round into the chamber and the slide closed WITHOUT taking the end of a finger off in the process.

Otto later said he was sure he hadn't hit anything, but it was very satisfying to at least be able to shoot back, even if it was with but one bullet at a time! BANG! (long delay) BANG! (long delay) BANG! ...etc. etc. etc.

## *Pearl Harbor memories*

*(As might be expected, it was a “Chief” (Chief Petty Officer) who was more resourceful. In an action which earned him the Medal of Honor, CPO John Finn set up an M2 machine gun to return fire during the second phase of the attack. See postscript for more information. This illustration is from a Navy historical article about Finn’s action.)*



Otto’s squadron lost nearly all its airplanes at Kaneohe, but fortunately few of its men: airplanes are replaceable, experienced men a good bit harder. Soon reequipped with new PBY’s, his patrol squadron was off across the Pacific, stemming the tide of the onrushing Japanese at legendary places like Guadalcanal.

The war was nearly over before Otto finally returned home, his first home leave since well before the war started. Like most all of his surviving squadron mates, he had contracted one or more of all the tropical diseases then known to medical science .....“ Coral Poisoning”, malaria, etc. ....and likely some that had NOT been known. On arrival we found him a rapidly aged and very salty Chief Petty Officer (E7), then the highest enlisted rank.

Accounts of the exploits of the famous PBY Catalina all through WWII are legion. While the molasses-slow patrol plane had not been designed to be a front line war-fighter, after most of the Navy’s “first team” had been destroyed, the PBY’s were about all that was available to return the war directly to the enemy. They did so, in spades, becoming the famed “Black Cats”, painted all-black because the only way they could survive was by flying and attacking at night. And sometimes it wasn’t even paint, when they had to apply varnish .....often using mops and brooms .... mixed with “lamp black” ...pure carbon powder ....as pigment! Sometimes you have to use whatever is available....



## *Pearl Harbor memories*

By the time Otto finally returned home from the Pacific, I was a worldly eleven years old. I clearly recall him describe to me how the Japanese fighters had blundered about in the dark, trying to intercept his PBY on their “Black Cat” missions in the inky darkness. To survive in the combat zone, their PBY’s had flown totally blacked out when anywhere near the enemy. But Otto mentioned that they could sometimes see the Japanese fighters, because the latter had primitive cockpit instrument panel lighting that looked “.... just like old-time Model T Ford panel lights”.

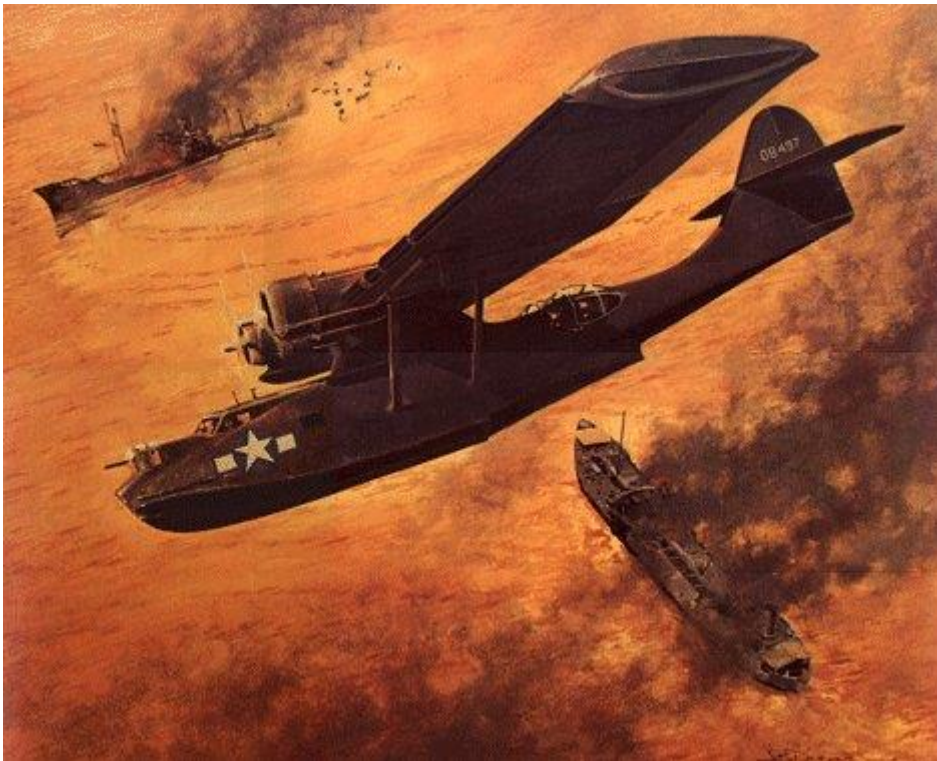
With my pre-teen expertise on all things military, I recall being SO sure that Otto was joshing me (I hadn’t learned the “B.S.” term yet) with a tall “war story”! But I was also smart enough to not challenge an elder, and a hero to boot. I’m glad I didn’t: within the last couple of years .... seventy years later .... I found that same anecdote repeated in another book about WWII PBY combats ... repeating almost word for word what Otto had said but written by somebody else!

For more reading on the subject, the first link below will take you to the war log of patrol squadron VP-54, which was Otto’s outfit after Pearl Harbor.

<http://www.fortunecity.com/millennium/redwood/372/vp54.htm>

The next link takes you to a contemporary Navy PR movie about Black Cat operations. While typical of the jingoist propaganda films of the era, it makes clear the dangers of flying a vulnerable, 90 knot airplane in combat. They learned that the only way to do it ....and survive ...was at night.

[http://www.youtube.com/watch?v=-Vs\\_QSyvJOc](http://www.youtube.com/watch?v=-Vs_QSyvJOc)



## *Pearl Harbor memories*

Postscript about Chief Finn and his Medal of Honor:

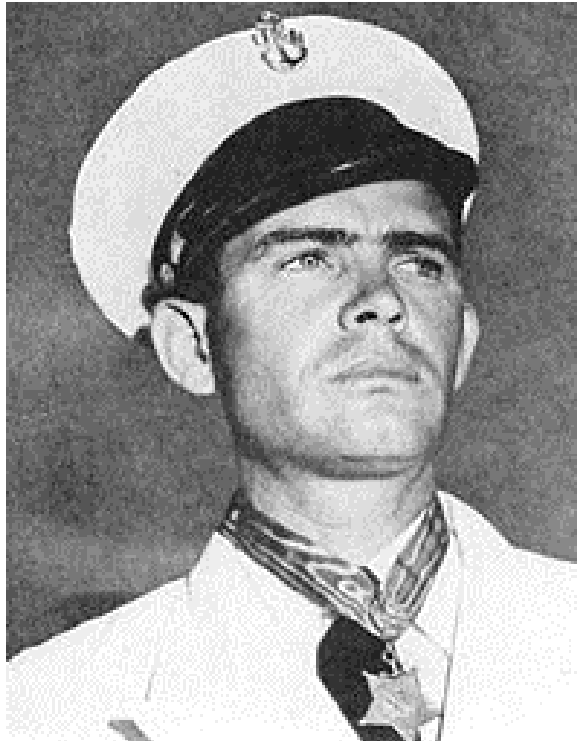
“The Warriors of Kaneohe” painting by Jim Laurier

From “Foundation”, V26 N1 Spring 2005

Naval Aviation Museum Foundation, Inc.

(Text of caption)

*“On 7 December 1941, NAS Kaneohe, Hawaii, had no anti-aircraft defenses, but the men stationed there put up a gallant fight, some shooting from the rooftops of buildings with rifles or .45 caliber pistols. Chief Ordnance Officer John Finn, shown defending the base with a .50 caliber machine gun, was out of bed and at the ordnance shack within five minutes of hearing the first gunfire. He quickly organized his men and set up two machine-gun positions on the seaplane ramp, using guns removed from aircraft on the base. Although Finn was wounded 21 times and under constant attack, he and his men stayed at their guns and shot down the Japanese flight leader, who crashed on the base. They also damaged two other aircraft, which subsequently did not make it back to their aircraft carriers. For his actions on this fateful morning, Finn received the Medal of Honor.”*



Finn had a remarkable career, starting with his enlistment before age 17 in 1926; and despite all his many adventures living to age 100, dying in 2010. Today the USS John Finn, an Arleigh Burke class guided missile destroyer, is under construction in Mississippi. See [http://en.wikipedia.org/wiki/John\\_William\\_Finn](http://en.wikipedia.org/wiki/John_William_Finn)

**News..... From Clarence Snyder .. Getting closer to finishing.**



Well we are ready to run pre run tonight for sponsors and parade tomorrow night and open to public. And truck SOLD cash





News..... From Jack Mugan ... **WIP.**



**Give-aways for club members**



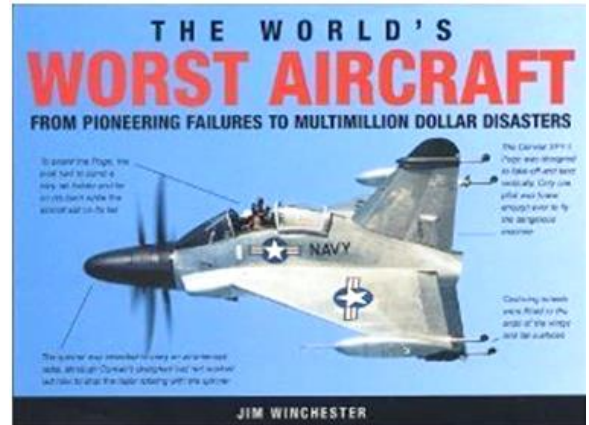
## A Recurring Feature of the IPMS Gators' Hobby Club -- > (by Bill W.)

*Is back AGAIN!.....* 😊

The Douglas A2D Skyshark was an American turboprop-powered attack aircraft built by the Douglas Aircraft Company for the United States Navy. The program was substantially delayed by engine reliability problems, and was canceled because more promising jet attack aircraft had entered development and the smaller escort carriers the A2D was intended to utilize were being phased out.

[https://en.wikipedia.org/wiki/Douglas\\_A2D\\_Skyshark](https://en.wikipedia.org/wiki/Douglas_A2D_Skyshark)

There are a few kits available of this interesting airplane and 3 are modern kits.





## Hollywood Heroes



**Bob Cummings**



*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*



Bob Cummings had the unique distinction of being taught to fly by his godfather - Orville Wright. Not only that, but he was the first person in the US to receive a civilian flight instructor license.





## Hollywood Heroes

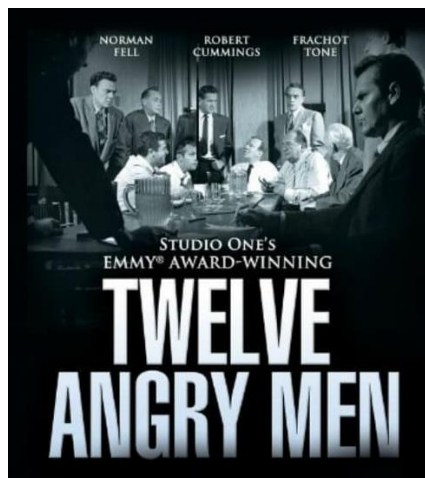
After Pearl Harbor, he was rejected by the Army Air Force as a combat pilot because he was too old, but that didn't stop him. In December 1941, Cummings joined the fledgling Civil Air Patrol, an organization of citizens and pilots interested in helping support the U.S. war effort.



In February 1942, he helped establish Squadron 918-4, becoming its first commanding officer. During the war, Cummings participated in search and rescue missions, courier missions, and border and forestry patrols around the Western United States. In November 1942, Cummings joined the US Army Air Force as a flight instructor. After the war, Cummings served as a pilot in the Air Force Reserve where he achieved the rank of captain.

### Bob Cummings

Cummings movie career was beginning to take off in the 1930's, but after a 3-year hiatus for his military service he, like many movie stars, found it difficult to restart. He decided to try his hand at the new medium of TV and met with instant success.

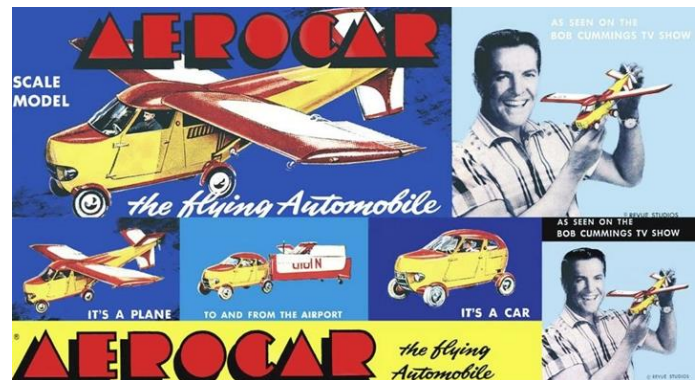


## Hollywood Heroes

He won an Emmy in 1955 for his part in the TV version of *12 Angry Men*.



That same year he starred on the successful NBC series *The Bob Cummings Show* (known as *Love That Bob* in reruns), where he played Bob Collins, a former World War II pilot who became a successful professional photographer.



One unique feature of the show was Cummings could frequently be seen flying an Aerocar flying car, which he owned, as a way to encourage general aviation. Some in the movie community have been described as actors who like to fly, Cummings always said he was a pilot who liked to act. He died in 1990.

# GATOR MODELERS

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](http://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**

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

### **2022**

<i>Jan 8</i>	<i>AMPS North Florida meeting</i>	
<i>Feb 11-12</i>	<i>IPMS Jaxcon</i>	<i>Jacksonville, FL</i>
<i>Feb 18-19</i>	<i>AMPS Atlanta 2022 Show</i>	<i>Atlanta, GA</i>
<i>Apr 7-11</i>	<i>AMPS 2022 International Event</i>	<i>Newport News, VA</i>



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 -

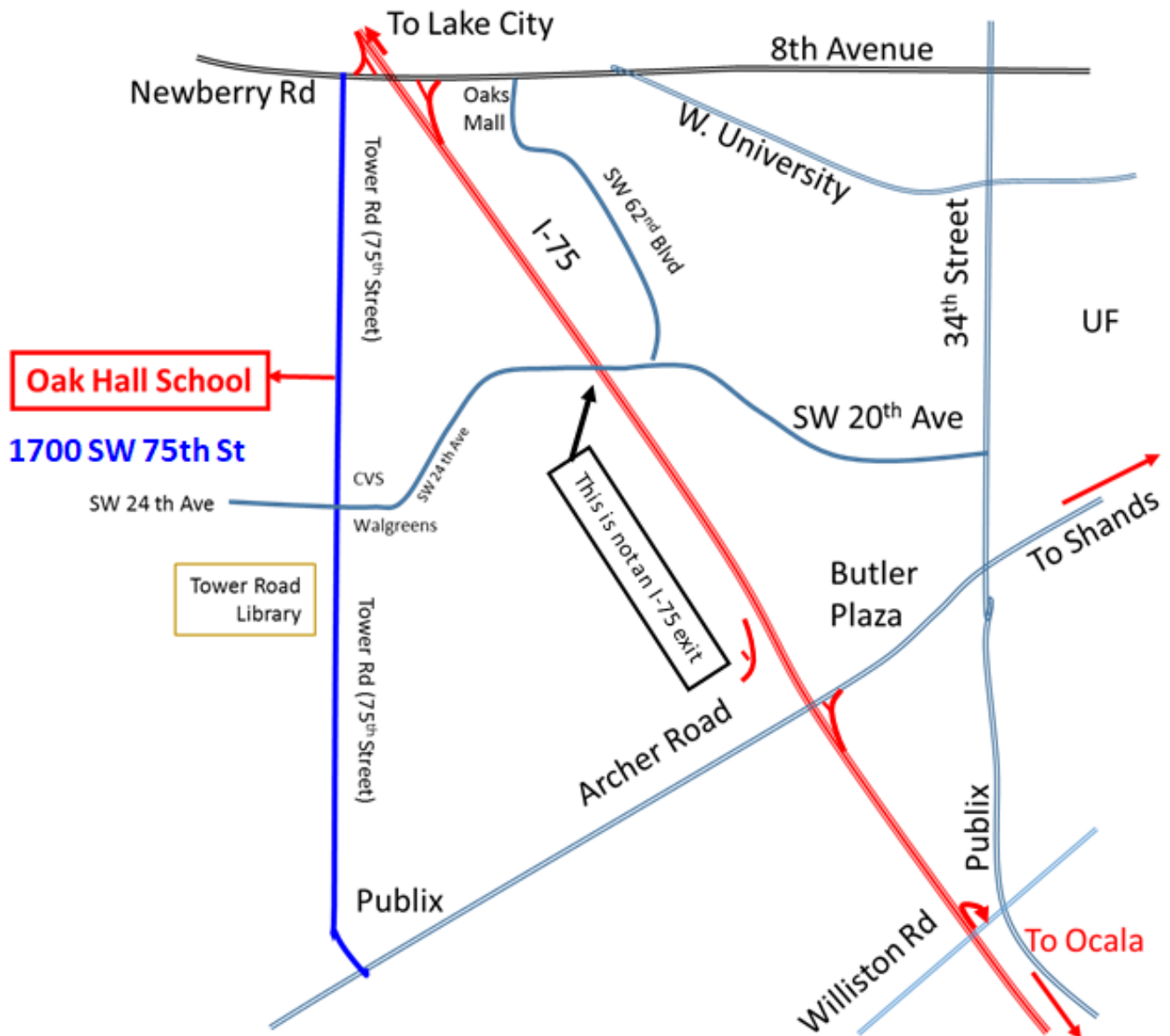
Address:

City:  State:

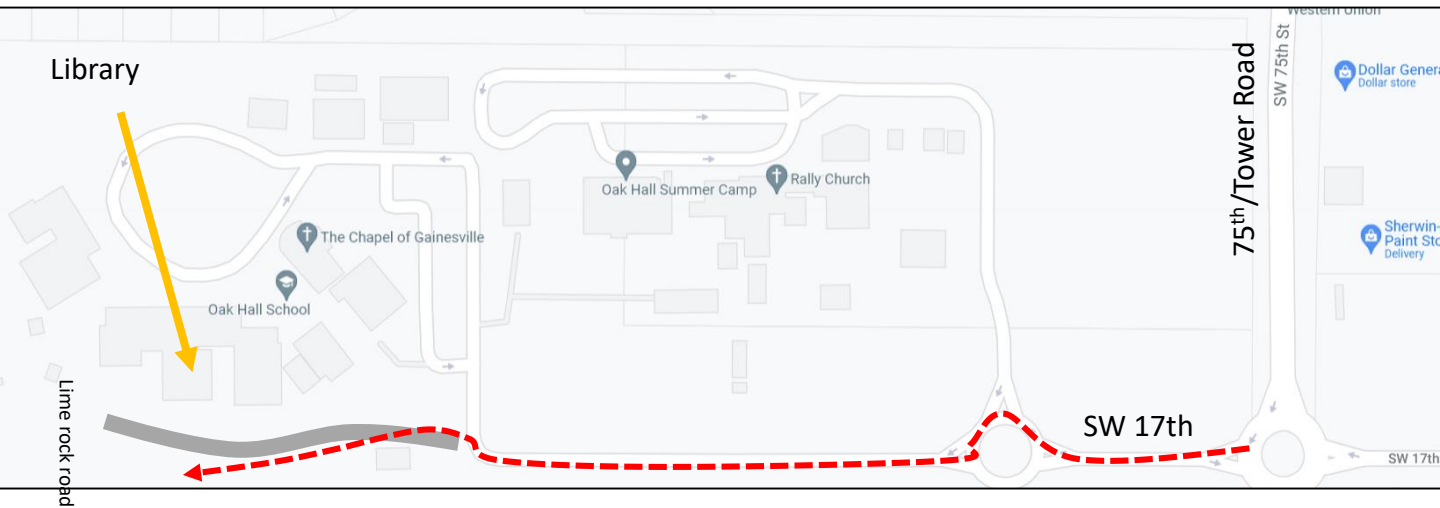
Zip Code:

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)



**IPMS GATORS' MEMBERS:** We will meet at Oak Hall on Tuesday **November 16** at 6:30 PM in the **LIBRARY**.



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



## Pretty Paint ...



## A note about monthly themes for 2021 & 2022

Below is the schedule of dues for people that join mid-year.

Dec. -	Pearl Harbor
Jan. --	Cold War (excludes active wars, e.g., Korea, Vietnam, Grenada, or Panama)
Feb. -	First Responders
Mar. -	Planes of the 50's
Apr. -	Collections of 5 or more
May -	Military non-combatant
June-	Made in France
July -	Anything Blue
Aug.-	Made of wood or canvas
Sept.-	More than 4 tires on the ground
Oct. -	Figures & Fantasy
Nov. -	Ships

**B**ye for now!