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***They risked their lives that others might live . . . .***





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**A. J. Kwan**  
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**Frank Ahern**  
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**Bruce Doyle**  
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**Paul Bennett**  
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### Next meeting:

**Tuesday, March 20 at: 6:30 PM; at Oak Hall Library**  
**8009 SW 14<sup>th</sup> Ave Gainesville FL**  
 (See the map page near the end of the newsletter)

**Our guest speaker this month, Gary Wilemon, served as a crew chief on a 57th Medevac Dust Off chopper in Vietnam in 1970-71.**



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# Prez Sez.....

By Jack Mugan

The time has arrived for our busiest month of the year. We will have another guest speaker at our meeting this month thanks to Frank, who made contact with [Gary Wilemon](#). Mr. Wilemon flew Huey helicopters in Vietnam, so feel free to bring in models from that era for show and tell.



We also have our Annual Club Auction this month on Saturday, the 24th. Do not forget to email Bill ([winter@pathology.ufl.edu](mailto:winter@pathology.ufl.edu)) and RSVP by Friday, March 16, as well as, let him know what food you are bringing for the luncheon. Consider this a reminder for you to bring a good supply of \$1, \$5 and \$10 dollar bills. This year there is the added attraction of the first Annual Inter-Club Challenge to see who gets the traveling "Victor" trophy and bragging rights for the year.

We have been discussing the possibility of purchasing some cups with our club logo printed on them. We thought this would be a nice thank you gift to give to those who visit our meetings as a guest speaker. We also thought that some of the members would be interested in purchasing one as well. We think the cups could be sold to the members for \$5.00 each, so we will ask for a show of hands at the meeting to see if there are members who are interested before we place an order.

I am still trying to set up a date and time for our visit to Ray for his 100th birthday. It is not too late to see if you have a kit or two in your stash you'd be willing to donate. Remember, nothing smaller than 48th scale.

I am sad to report that Hobby Town is closing it's doors. I do not have any details on what Miguel's immediate plans are, but we'll keep you posted as soon as we know anything.

If time allows at the meeting I will bring along a photo file from JAXCON for those who couldn't make it to the contest.



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# Meeting Minutes – January 16, 2018

By Frank Ahern



President Jack Mugan opened the meeting at 6:40 PM and welcomed 13 members present. He displayed the newly created trophy that will be the prize for the winning club in the upcoming inter-club model contest between the Gainesville and Ocala model clubs. The contest will take place during the annual Gatormodelers club auction, which will be held on March 24 at the Hardt/Winter condo. The theme of the contest is originality and creativity using a Revell/Monogram kit built out-of-the-box. One member of each club will serve as judges.

Mike Martinez talked about the club's display of Thunderbird aircraft at the Collector's Day event at the Florida Museum in January. Mike said the display was well received by those who stopped by the table and many related their own memories of seeing the Thunderbirds perform.

Bob Lundeen, Bruce Doyle and Ed Ingersoll all commented on the Jaxcon model expo held earlier in February. While all agreed that the show is still a good place to see old friends and former club members, the quality and quantity of the expo has decreased compared to previous years.

Bill Winter reviewed his trip to the AMPS meeting in Atlanta and a visit he made to the armor museum at Ft. Benning, GA.

Frank Ahern said that he has invited a friend to speak at the March club meeting. He was a crewmember on a Medevac helicopter in Vietnam and will share his experiences and some photos he took during his tour in 1971-72.

Bill Winter asked club members to continue the process of selecting kits for the upcoming club auction, which is the primary fund-raising event for the club's treasury. He also requested that those coming to the auction let him know by email RSVP what side items they will bring for the lunch. Bill and Nancy are providing the Bar-B-Q ribs and chicken.

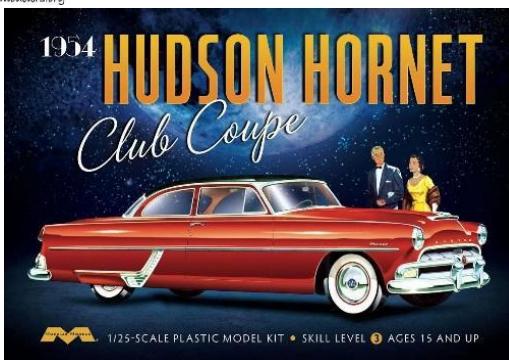
Paul Bennett talked about the need for better communication between those who are taking photos and processing photos taken at the meeting for use in the newsletter and on the website.

The monthly raffle was held and Don Martin won the raffle for those who brought a model. He chose a Tamiya Merkava Mk.1. Jack Mugan won the attendance raffle and he selected the Moebius Models Hudson Hornet club coupe.

The floor was then opened for Show and Tell presentations by those who brought a model to display.

Finally, there were PowerPoint presentations by Frank Ahern on the Myth's, Legends and Reality surrounding the Flying Tigers of the American Volunteer Group in China in 1941-42. Bruce Doyle followed with his personal experiences of meeting and interacting with many of the surviving Flying Tiger pilots during their annual reunions.

This concluded the meeting at 9:00pm.



# American Medevac

By Frank Ahern

**Dust Off:** Dedicated Unhesitating Service To - Our Fighting Forces. That's the legacy of the 57th Medical Detachment, known as "The Originals" because they were the first helicopter Medevac unit in Vietnam.



Our guest speaker this month, Gary Wilemon, served as a crew chief on a 57th Medevac Dust Off chopper in Vietnam in 1970-71. The crew chief is in charge of the maintenance and upkeep of the chopper, as well as assisting the medic.

The term Dust Off was first used as the 57th call sign, but later became synonymous with all Vietnam Medevac operations.



Ask any grunt who walked a jungle trail or trudged through a rice paddy how they felt about the Dust Offs when they were down and wounded in enemy territory (which was essentially all the territory in Vietnam). Medevac crews were among the true heroes of the war, as expressed in this article excerpt:

On July 1, 1964, Patrick H. Brady hovered in his UH-1 Iroquois helicopter above the burning wreckage of a sister ship in Vietnam.

The young pilot - later a Medal of Honor recipient and major general - was there to collect wounded troops waiting near a downed Huey that had been piloted by his commander, Maj. Charles L. Kelly.

Earlier that day, Kelly had flown into the hot landing zone and been killed by a bullet through the heart. His last words to ground forces screaming for him to get out were: "When I have your wounded."



Kelly's attitude set the tone for a medevac mission that expanded from a few aircraft to an operation that evacuated nearly 900,000 military personnel and Vietnamese civilians by the time the war<sup>5</sup> ended in 1973.



The Medevacs willingness to go into hot landing zones led to a casualty rate that was three times higher than that of crews on armed gunships. This made me wonder why more attention has not been paid in the media or in the modeling community to the heroism of Medevac crews. Maybe we decided as a country that we didn't want heroes in a war we considered to be "bad".



In my research I found a YouTube video of a CBS news report by Morton Dean in 1971. He was a reporter I admired when I was a young man just starting in the business. In his report he rode along on a Medevac chopper mission from a place called Hawk Hill. They picked up three wounded GI's, came under attack, but made it back safely to base. On the way back he held the hand of a badly wounded soldier. In a later article in Air & Space Magazine Dean called it the story that affected him most in his 40 years as a reporter. I will show a clip of that story at the meeting.

When I discovered late last year that a guy I had known at church for a long time had served in Vietnam on a Medevac helicopter I knew that I had to do something for him. I already owed him plenty, because he taught some of my kids in Sunday School. Not quite as dangerous as Vietnam, but challenging none the less.

I was able to trade Tracy Palmer one of my stash kits for a UH-1D Huey he had. Further evidence of my contention about the lack of interest in Vietnam Medevac's was furnished after I spent a lot of time searching and was unable to find a single Huey kit on the market that offered Vietnam Medevac markings. Only by contacting Floyd Werner, who wrote a build article on a Huey for a recent FineScale Modeler, was I able to find, through his company – Werner's Wings, a decal sheet that contained a few Medevac markings.



I'm not really a helicopter guy, evidenced by the fact that I've only built one before, but this isn't about me. Gary, and all of those who laid their life on the line, deserve something tangible to help them take pride in their service.

I'm sure Gary will have some memorable stories to tell, along with pictures from his time "in country". Please plan to be there – March 20 – to show him support. I'll do my best to give him a good model of his Huey and thank him for his service.



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# Chasing Pylons

By Jack Mugan

I thought I'd try a little something different this month. I have been catching up on some of my racer projects that I had in the works for some time. I also dug out some of my reference books, which are all still available, so I thought I'd share them with you as well.



I used the 48<sup>th</sup> scale Accurate Miniatures kit (photo right) for this build mostly right out of the box. I should have used the corrected cowl available from Obscureco, but I didn't, which I regret. However, I did use their propeller (OBS48012) which looks great. I used a combination of kit decals and some from red Pegasus, then painted the model with Tamiya Italian Red. The thing I least liked about the kit was the vacu-formed canopy. There are several other schemes currently available for the Super Corsair with more in the works I am told.



To start things off, here is my Super Corsair (photo left) I finished recently, a veteran of the 1949 Cleveland National Air Races, and it is still flying today fifty years later. This multigenerational racer clearly has one of the most striking paint schemes, and has certainly passed the test of time. You can see some nice video of this beautiful Corsair in action at <<https://www.youtube.com/watch?v=b-j1TLub6b0>> . This scheme harks back to the golden era of air racing, yet somehow manages to look current.



I just completed this 48<sup>th</sup> scale Civilized Models kit (photo left) of the record-breaking version of Voodoo. This is a very well done complete resin kit of this historical aircraft. Most people recognize Voodoo because of its colorful paint scheme, however that has gone away and is now replaced with an overall glossy white finish.

I am told that this color change was requested by the new sponsor Aviation Products, Inc. in recognition of a long-standing friendship with Chuck Lyford who flew the all white P-51 Mustang known as the. Bardahl Special (photo 7 top of next page).

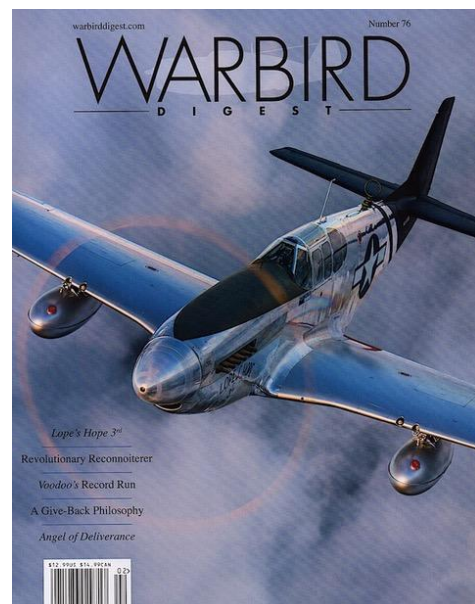
## Chasing Pylons (continued)



There is a great article in the latest Warbird Digest the covers all the changes made to the aircraft in preparation for the ultimate 3 Km world speed record for piston-powered aircraft, which currently is 528.31 mph, and was set 28 years ago by the F8F Bearcat known as Rare Bear (photo 6 below right)

The focus is on the improvement of the Laminar wing with a new concept developed by Aviation Products that adds several bump panels to the wing to reduce induced drag. The theory of the bump is that at high-speed, air resistance associated with the original airfoil will be reduced resulting in an increase of the speed potential of the wing.

Civilized Models offers four versions of this Voodoo racer including the Speed Attempt (480002LE) (photo below). The 2nd all white version is Reno 2017 (480001LE). Also available in the old scheme is Late-yellow (480003LE) and finally Late-V (460001LE4). I found that this is an easy kit to build and I really liked the way the racing canopy was done. I painted this model using Tamiya White Primer, Tamiya Pure White for the top coat and Alclad Chrome on the spinner.





## Chasing Pylons (continued)

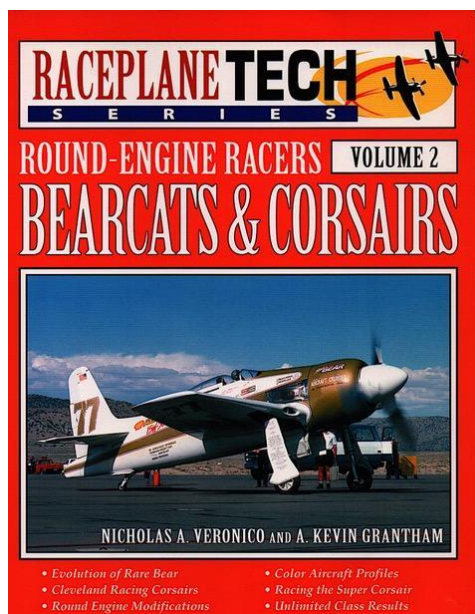
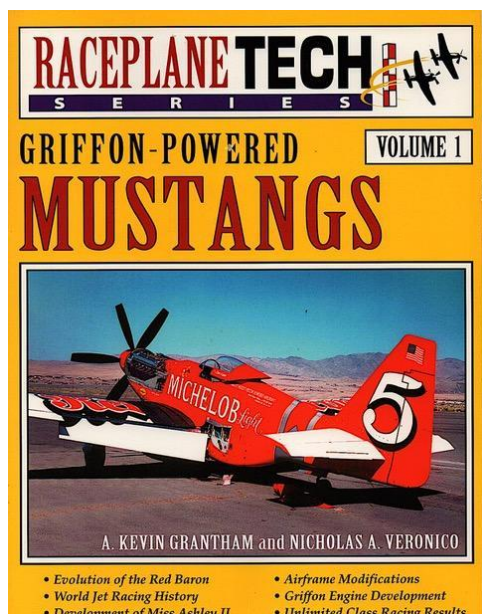
I also recently finished another well-known air racer, Miss America (photo right and below). This was an old 48<sup>th</sup> scale Revell kit that has been around forever. The aircraft was sold for surplus in 1958 for \$3,700.00, sold again in 1963 for \$6,000.00 and was raced as number 19. In 1969, Howie Keefe bought the aircraft for \$25,000.00 and named her Miss America, and as they say, the rest is history. 1981 saw Miss America sold once more, this time for

\$200,000.00, so we can see how the value of these racers increase over time. Over time, Miss America holds records in the Trans-con races as well as a strong contender in the Silver Class at the Reno races.

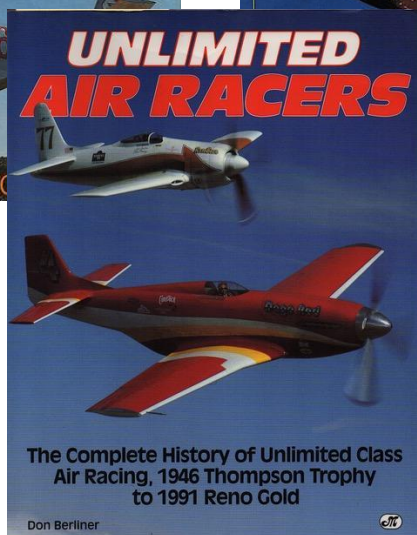
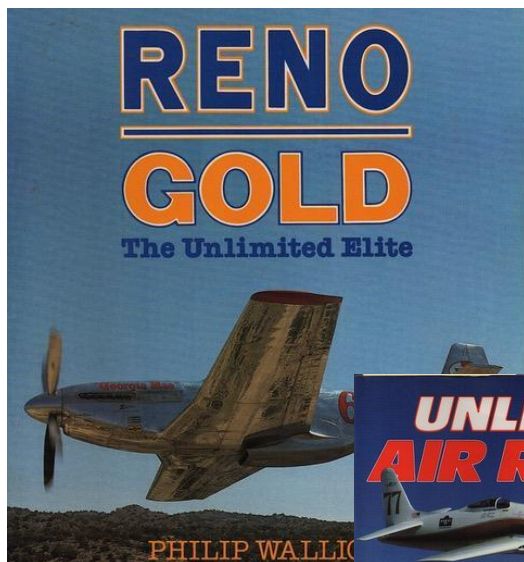


# Chasing Pylons (continued)

Check out Miss America at work at <https://www.youtube.com/watch?v=TmzzuMzOcKM>.



I thought I'd share a few of my reference books for anyone who may become interested in building a few race planes to add some color to their collections. *Now go build a race plane.*





# Fiddly Bits- Trivia answers, Russian Bots, and more (“Right”) Stuff

By Stretch Sprueman, IPMS# R-2800; a.k.a. Bruce ‘Yard Modeler’ Doyle



- Last time I asked if you guys knew where WD-40 came from, how it was
- invented. With some computer search help from Frank A. here now is the
- story behind the ubiquitous blue and yellow cans.

A company called Rocket Chemical was formed in 1953 in San Diego, Ca.



They contracted with CONVAIR- formerly Consolidated Vultee Aircraft- to develop a substance to protect Convair’s Atlas Rocket. The Atlas Booster was utilized to launch the Gemini space capsule. Manufactured in San Diego it had to be shipped by sea on a barge from California down through the Panama Canal, and then up the east coast of Florida to Cape Canaveral.

In 1963 Rocket Chemical Co. came up with the 40th trial sample of the “Water Displacement” formula- i.e. WD-40- to coat the missile to protect it from salt water corrosion on it’s journey.

Cans of the substance kept disappearing from the Convair factory floor and turning up on the home workbenches of their employees! WD-40 was discovered

not to be good just for “water displacement” but also for freeing up rusted bolts, stuck fasteners and a myriad other things.

Rocket Chemical saw that they had a good thing on their hands and began marketing it in the familiar blue & yellow cans as WD-40. I’m sure each one of us has a can under the sink or in our toolbox. Add WD-40 to Velcro and Teflon (Tang?) as a legacy of the American Space Program. As Paul Harvey used to so famously say: “Now you know the rest of the story. (good Day)”.

\* In the last issue some Russian Bots did what the German Luftwaffe was unable to do: intercept the 56th and 357th FGs victory scores. The correct total victories for the 56th FG was 679- making them 1st in the 8th AF; and 610V is the correct number for the 357th FG making them 2nd. Sneaky Russkies! Weren’t we on the same side in WWII?

\* Do you have an engine stand in your yard that needs a big old “Recip” to impress/annoy your neighbors?...or hang on your Corsair or Thunderbolt? You can purchase a Pratt & Whitney R-2800 from SUN AIR PARTS in Valencia, Ca. off-the-shelf for \$76,000. Want something bigger? How about a P&W R-4360 “corn cob” for your B-36 (photo right) - only \$29,000. Talking to them I learned that they re-manufacture 22 parts for the R-2800, including pistons and cylinder heads.

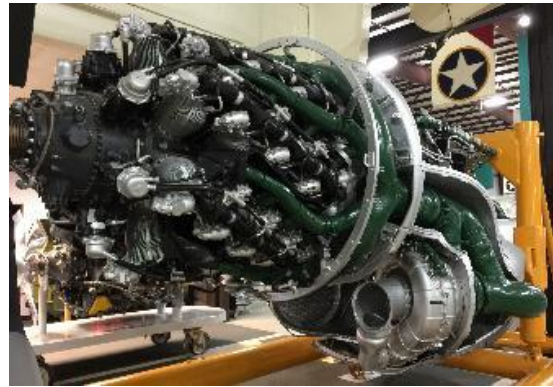




## Fiddly Bits:



Pratt & Whitney R-2800



P&W R-4360

By the way- anyone see the AMERICAN PICKERS episode where a collector in Socal had a 4360 on a stand which he cranked up for Mike & Frank (photo below left)? They went nuts! When there's a rerun of that episode I "crank up" the Volume on the TV. As the kids say: awesome!



But hold on- you just paid out \$2,500,000 for a P-51 (a bargain price these days) and you want a zero-time Packard Merlin to store in your hangar as a spare (photo above right). Jose Flores from VINTAGE V-12s in Tehachapi, Ca. has one for a cool \$250,000, rated for 700 hours (maybe it comes with a chrome-platted dipstick). How about an Allison V-12 for your P-38/39/40? A bargain at only \$125,000 per copy. But here's the tough one- a Daimler-Benz DB 601 for your Me-109? It'll set you back \$800,000- if you can find one.

Warbird ownership is a hobby for millionaires like Kermit Weeks down in Polk City, or more particularly for billionaires like Microsoft founder Paul Allen. In Everett, Washington Allen has the Flying Heritage & Combat Armor Museum at Paine Field ([flyingheritage.com](http://flyingheritage.com)), and uses alternating weekends for a/c and armor shows and displays. His collection of flyable aircraft- Sturmovik, Oscar, Zero, Me-262- is unequalled anywhere in the world. Check out his website.



## Fiddly Bits:

AIR CLASSICS recently advertised some warbirds for sale:

P-40E \$1,895,000

P-51 \$4,500,000

CORSAIR \$4,000,000

Looking for something a little more affordable? A 1942 Beech C-45 can be your's for \$250,000 (below left); or better yet a beautiful Beech Staggerwing for only \$54,000 (below right).



Don't have either a pilot's license nor the dinero to own and fly your own warbird? Not to worry. Stallion 51 in Kissimmee will gladly 'gallop' to the rescue. For 'only' \$2550 you can get a ½ hour ride in a P-51 (video at no extra charge), and for the tidy sum of \$3350 you get to fky in a Mustang over Universal Studios and Disneyland for one whole, unforgettable hour. However, fair warning: it may take surgery to remove the ear-to-ear grin from your face!

By the way- our friend Ray Waddey painted the nose ast on their Mustang "Crazy Horse".



\* Tid-Bits: from ALOFT, the journal of the Museum of Flight located at the old Boeing Factory No. 1 in Seattle. Someone asked: how many women have pilot's licenses in America? The FAA certified in 2016 584,362 pilots, with only 39,187 of them women. The folks in Seattle (think Boeing) advocate for more women to have careers in aviation.

Somewhat fittingly or perhaps ironically in 2007 I flew on a Delta BOEING 757 from Atlanta to SEATTLE captained by a FEMALE pilot. Bill- you are our frequent flyer. Any guess at the percentage of flights you've flown with a lady in the left seat?



## Fiddly Bits:

\* Again from ALOFT: the Boeing B-17 had 394,484 rivets (so who counted them?). HK Models 1/32 B-17E/F kit has 600 parts- add the two together and you can it off at 395,000 bits to build your model to make it complete and accurate. But again- who's counting? (Somebody must have.)

For a kit build review see FSM May, 2017.



\* In the Gainesville Sun's "Today's Birthdays" column it was noted last month that Chuck Yeager turned 95 (photo below left). This begs the question: how many aces are still with us? In all our wars 1,442 Americans became fighter aces: roughly 100 in WWI; 40 in Korea; 2 in Vietnam and the rest in WWII. Less than 50 remain alive as this is written (February). Most are in their early to mid-90's, with Randy Cunningham 77 and Steve Ritchie youngest at 76 (photo below right). Bulletin: there will be no more aces joining their ranks from this time forward. Air Combat has changed forever, with satellite recon, drones, and missiles et cetera.

I'm ambivalent about this, whether it's a good or a bad thing. It does prove, however, that once again we are witness to an ever changing World. Don't believe me? Go look at a globe from the 1940's, like the one we had as kids. It's literally a different world than the one we were born into. Good or bad?...you decide. Phew!- enough sermonizing already! Lighten up and tighten up!

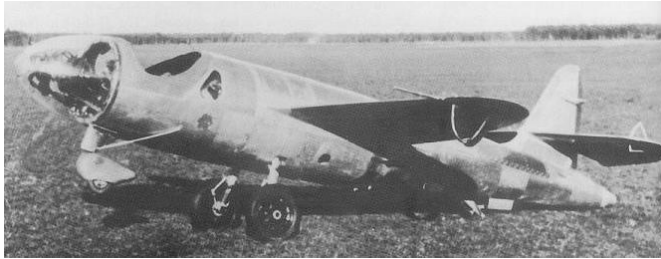


UPDATE: Since writing this I received my American Fighter Aces Assoc quarterly bulletin. In the President's letter he laments the fact that 9 aces "flew west" in 2017, and that 7 more have passed away this year already. It pains me no end that this computes out to less than 3 dozen out of the 1442 aces are still alive. The Grim Reaper is on his second tour of duty, with a vengeance.



## Fiddly Bits:

\*On a Happier Note- “Technical Gen” meets “Need for Speed”: During our Rockets & Jets of the 40’s period I wrote kit reviews of the Heinkel He-176 & He-178 (below left and right, respectively), the first rocket and jet to fly respectively. I noted both were lost in a RAF bombing raid on Berlin that destroyed the museum in which they were displayed.



Turns out the piston-engine World FAI Speed Record holder- the ME-209- was in that museum also, but it survived and was moved to Poland where it sits today awaiting restoration. Anyone have an extra HUMA kit of the ME-209?



Next time: decals and P-38 props...stay tuned.

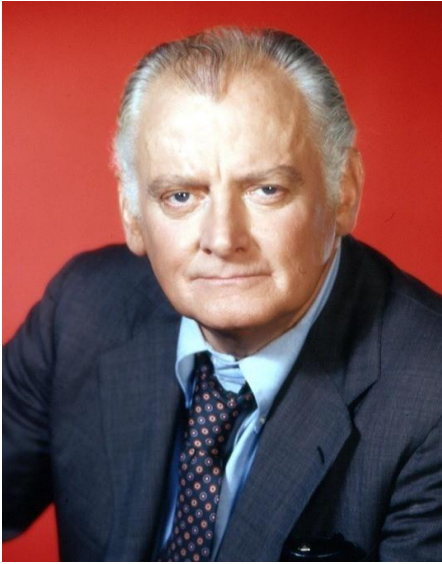
## CORRECTION ----- >>

### The Tale of the Sail By Tony Ivone

This is the CORRECT photo for Tony’s article on Sails from last month. My apologies to Tony that the wrong photo was included last month. Below is the RIGHT ship. Thanks Tony!



# 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*

## Art Carney

Art Carney was drafted into the Army in 1943 and trained as a machine gun crewman. He participated in the Allied landing at Normandy in June 1944 as a member of the 28th Infantry, and later was wounded in the leg at the French village of St.Lo. As a result of his injury his right leg was almost an inch shorter than his left and he walked with a limp for the rest of his life. He was awarded the Purple Heart along with the Combat Infantryman Badge.



## Art Carney

Although he won an Oscar for the movie Harry and Tonto, Carney will always be best known for his role as the sidekick to Jackie Gleason on the 1950'-60's TV series The Honeymooners. Gleason once said that 90% of the success of the show was due to the comedic skill of Art Carney. He died in 2003.

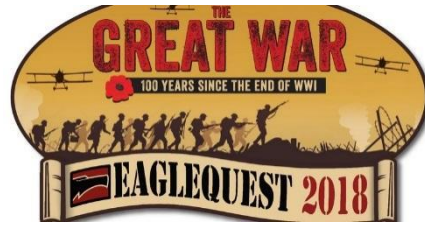


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# Squadron EagleQuest XXVII

By Don Martin



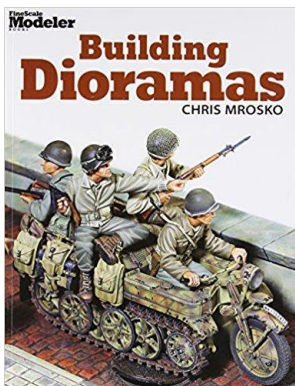
In the Spring, a young man's fancy likely turns to thoughts of ... EagleQuest! (apologies to Alfred, Lord Tennyson). EagleQuest is the descendant of MasterCon, originally conceived by Francois Verlinden and held in Belgium. After a stop in Missouri, with Bob Letterman at the helm (and a name change), the event is now held in Grapevine, Texas, just north of the DFW airport. I think it's the greatest modelling event going, and I've attended each year since 2009. If you've ever considered going, and didn't, here are some reasons why you should go:

When is it? June 21 through June 23 – Thursday, June 21 is basically an arrival and set-up day at the hotel. Friday is the trip to the Squadron warehouse in Carrollton (40% discount), lunch and seminars. Then it's back to the hotel for the Meet and Greet (heavy hors d'ouvres and open bar). Saturday is more seminars, raffles, voting for the winners, featured speaker and the Awards Banquet in the evening. It's a full couple of days!

Where is it? The event is held at the Embassy Suites, 2401 Bass Pro Drive, Grapevine, TX 76051. As indicated in the address, the hotel is connected to a Bass Pro Shop – always worth a visit.

Who attends? Generally about 90 -100 modelers of all skill levels, and the typical model entry number is 200 – 250. You can expect to rub shoulders with Alex de Leon (Judges Grand Award at IPMS Nationals for his scratchbuilt Harley trike), Mike McFadden (Best Miscellaneous Entry at IPMS Nationals for his U-Boot bridge scene), Jim Wechsler (frequent FineScale Modeler author and author of "Building and Detailing Realistic Sherman Tanks"), Hal Sanford (author of "The Illustrated Modelaholic"), Dan Clover, Chris Mrosko, Bob Waltman, etc. There are always modeling luminaries in attendance who are always eager to talk about their models.

As a follow-on to "Who Attends?", this is most definitely a family event. Probably 50 – 60% of the participants bring their wife or significant other, and several participants bring the whole family. What are the Model Categories? The 17 model categories are listed below (these may change slightly from year to year based on the number of entries:



FineScale Modeler SCALE MODELER'S HOW-TO GUIDE

## Building and Detailing Realistic SHERMAN TANKS





# Squadron EagleQuest XXVII (Continued)

- Juniors (up to age 15)
- Basic Aircraft
- Basic Military Vehicles
- Basic Miscellaneous
- Out of the Box (Instructions Needed)
- Military Vehicles Armored
- Military Vehicles Softskin
- Jet Aircraft
- Prop Aircraft
- Figures 70mm and Smaller
- Figures 71mm and Larger
- Ships
- Civilian Vehicles
- Dioramas
- Miscellaneous
- Science Fiction
- Masters



The Basic category is generally for first-time entrants (usually with somewhat limited skills) who are getting the lay of the land. Most entries are in the Open category. Masters is restricted to those entrants who have previously won the "Big Eagle" for Best of Show.

How are the Awards decided? All awards are decided by participant voting. On Saturday, each participant receives a ballot, and votes for any 3 models in each of the 17 categories, as well as for Best of Show, Best Camouflage and a couple of other Special Awards.

Is there one award per Category? No, there are multiple awards in each of the Categories, based on the number of votes received. Typically, the Prop Aircraft category, always very popular, will have 3 or 4 Bronze, 3 or 4 Silver, and 3 or 4 Gold awards. The model with the highest number of votes (High Gold) then competes against the High Gold Jet Aircraft for Best Aircraft.

Is there any special publicity? Yes, Marcus Nicholls, Editor of "Tamiya Model Magazine International" and Brett Green, Hyperscale Guru and Editor of "Model Military International" have covered the event in their publications. Aaron Skinner of FineScale Modeler photographs selected models and they appear in the magazine.

What are the seminars like? Jef Verswyvel, Chief Modeler for Squadron, always has some interesting tips for everyone. Typical topics addressed include airbrushing and brush painting, metallic colors, diorama scenery, figure painting, etc. Last year, Rob Ferreira, author of "Airbrushing and Weathering Techniques," conducted a great seminar on the many uses of Vallejo products. How does the 40% Discount work? The warehouse is open to all participants on Friday. You pick up everything you want, load it into a shopping cart and check out. Forty percent off the total price – simple as that. Some products also may be available at the hotel, but the discount is not as heavy.

# Squadron EagleQuest XXVII (Continued)

How much does it cost? The All Events Pass is \$80.00 – a “little more” than the typical model show! However, if you buy \$200.00 worth of modeling kits and supplies at a 40% discount, you’ve already paid for your ticket. The All Events Pass also includes the seminars, the Friday Night Meet and Greet and the Awards Banquet (\$35.00 if purchased separately).

Are the Raffles worthwhile? You can be the judge. Each year, about \$2500 - \$3000 of the latest kits, books and supplies are given away to the lucky winners.

Is there a Theme? This year’s theme is “The Great War – 1914 – 1918.”

Whew, that’s a lot of info. Please keep in mind that the full schedule of events for the 2018 event is not yet available – I’ll pass that on when it is. You can also check things out at the Squadron web site [www.squadron.com](http://www.squadron.com).

Please let me know if you have any questions.

Don Martin



## Building Better Models

By Errol Whisler

I saw this article and thought it might be a good add for the newsletter. I tried this technique and it worked pretty well. Not sure if this is a common knowledge thing or not but was new to me.

<http://www.arcair.com/tnt1/001-100/TNT029-Filler-WO-Sanding/00.shtm>



# Show and Tell . . .



Aaron Alt, Balsawood P-40E



Bruce Doyle, 1:72  
Supermarine Swift  
FAI Record Holder  
Hawk kit



Bruce Doyle,  
1:72 scale  
Gloster  
Meteor  
FAI Record  
Setter, Airfix



Bruce Doyle, 1:72 scale; Delta Dart  
FAUI Record Holder; Hasegawa



Ed Ingersoll, 1:72 scale  
P-40, Flying Tiger, Squadron



Frank Ahern, 1:48 scale  
P-40, Flying Tiger  
Hasegawa



Bruce Doyle, 1:72 scale  
P-40E, Hasegawa



Jack Mugan, P-40  
Flying Tiger





# Show and Tell . . .

Bruce Doyle, 1:72 scale  
Fairey Delta  
FAI Record Holder  
Frog/Novo



Bob Lundeen?

Paul Bennett, 1:24 scale  
Fire truck diorama, ICM



Don Martin, 1:35 scale  
Coyote, British Light Vehicle  
Accurate Armour

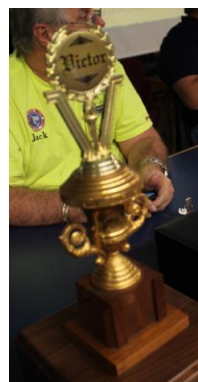
Bob Lundeen, Meng  
WWII Toons, Tiger II



Bruce Doyle  
1:72 scale  
Oscar KI-43  
IJN Fighter  
Hasegawa



Frank Ahern's Huey ?



Ocala – Gator  
Trophy

# Show and Tell . . .



Tracy Palmer



(?) Tracy's Me-108



(?) AJ's P-40



Bill Winter's Leopard II Revolution





# From Paul's Toolbox: Cameras

By Paul Bennett



Or rather, model photography. This can open new vistas to the modeler, but brings a host of pitfalls. I face the challenge of trying to shrink a lot of info into a small digest.

Let's start with focus, or the sharpness of the image. This is something not usually noticed in everyday photography but becomes a real problem in close up photography. A few terms to keep in mind.

Near field: That area between the point of focus and the camera.

Far field: That area away from the point of focus and camera.

Center of Focus: The center point you are aiming at.

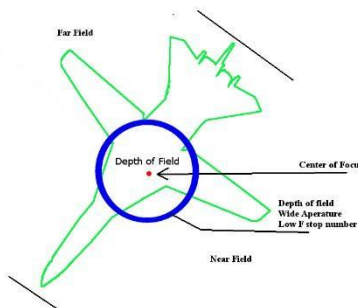
Depth of Field: That area of no, or minimal blurring. (And this is the important one for good pictures!)

Aperture (or F stop): The width of the camera opening, the lower the number, the wider the opening, often mentioned as the speed of the lens.

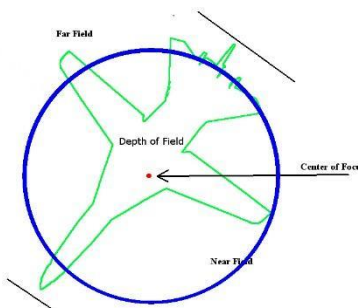
Shutter Speed: The speed at which the camera takes the picture. This is determined by the sensitivity of the sensor or film.

The pictures below show examples of the depth of field. The red dot represents the center of focus and the blue circle represents the outer edge of the depth of field.

This picture shows the potential area of good focus for a lens with a wide opening or low F stop.



This picture shows the potential area of good focus for a lens with a wide opening or high F stop.



So how do we get the widest depth of field so as much of the model is in focus as possible? Well, the, smaller the lens opening, the greater the depth of field, that is to say the depth of field is greater at F22 than at F4. Sounds simple and works quite well when photographing outside in.

## From Paul's Toolbox: Cameras (continued)

bright sunlight. However, indoors, with limited light, problems arise. There is a relationship between Shutter Speed and Aperture. The higher aperture requires a slower shutter speed. Simply put, if you go from F8 to F16, your shutter speed would have to drop from 1/250th of a second to 1/125th. This can only go so far before you start getting into problems with shaking caused by normal body movements, including heart beat and breathing, which also cause blurring.

Well, there is always a camera flash. Problem is, in most cases the camera flash is not designed for close-up work. It is mounted high on the camera and throws shadows. Worse yet, it is far too bright for close up work and as the shutter speed is set for regular use so the subject winds up washed out. Yes there are specialty flashes for just that use and I drool when I look at a catalog. Okay, so what about these close-up photography set ups? Very nice, the booth provides an uncluttered backdrop for the model and they do include lights, just make sure the lights are the proper color temperature and bright enough. As a cautionary note, if the auxiliary lights used are incandescent or halogen, they produce heat, lots of heat... So watch out you don't bring the light too close to the model.

Color Temperature??? Color temperature basically amounts to how "white" the light is. If you go into a big box hardware store you are likely to see a display in the paint department or lighting department that consists of several different light sources so you can see how the color sample looks under various types of indoor lighting. Generally you have incandescent, warm white, fluorescent, daylight, white, and cool white. They go from a ruddy light to a slightly bluish light (or slightly bluish green with fluorescent) and you can see significant color differences as you switch from one to another. So a model may go from a yellowish to bluish tint based on the artificial light source... Be of good cheer though. Back in the days of film cameras, if you were taking indoor photography without a flash you had to select a specific film whose chemistry was designed for the light source to correct the color balance, Daylight, Tungsten, or Fluorescent.

I have been using LED's with a daylight color temperature rating and high candle output (some have an output so high you are advised not to look directly at the LED when it is on) for a number of purposes. From my experiences I have been designing and with the help of my Junk Box building a LED close-up illumination frame using daylight LED strips.

All things considered, without specialized equipment, I have had my best results taking my model outside on a bright, sunny day and positioning the model carefully.

Now, you want to go on line, which brings in more terms.

Resolution: Usually given in dots per inch, or DPI. (In most cases, internet wise, the standard is 72 dpi). This refers to the number of dots (actually pixels) that exist in one inch. The higher the number, the better the resolution, but the greater the file size of the image.

Aspect Ratio: This one you really, really need to pay attention to. It is the ratio of the horizontal dimension to the vertical dimension. If you change this, the image will appear distorted. As an example, an old standard for the internet is 800 x 600 x 72 DPI. This means the image is 800 pixels, or dots wide, 600 pixels, or dots high, and has a resolution of 72 dots, or pixels per inch. This is referred to as a 4 x 3 aspect ratio.



## From Paul's Toolbox: Cameras (continued)

et me give you an example of just how ugly things can get when aspect ratio gets ignored. My old camera had an aspect ratio of 4 x 3 which meant that pictures when reduced with a constant aspect ratio of 800 x 600. Great for the internet! However my new camera has an aspect ratio of 800 x 533. Uh oh... this could be bad! See the two pictures below. The one on the left is at an unchanged 800 x 533. The one on the right I forced to 800 x 600. The figures are distorted vertically.



Don't give up hope though! Accept the challenge! Model photography can provide vast vistas for the modeler.

## Bill's column

As some of you know, I've become quite interested in Panthers. Possibly the rarest Panther in existence is the Panther II (Panzerkampfwagen V Panther II) that we saw at Ft. Benning.

Abstracted from: <http://www.achtungpanzer.com/panzerkampfwagen-v-panther-ii.htm>



Panther II with Ausf G turret

In **late 1942**, German designers started the development of a more powerful and slightly larger version of the Panther using a newly designed chassis. In **January 1943**, Hitler agreed to the development of such a Panther with increased armor protection especially for the Eastern Front. This project was designated Panther (2) II and its design was planned along with the development of Tiger II.

One month later in **February 1943**, it was decided that Panther II, in its design, would resemble the Tiger II and would have many common components such as: tracks, transmission, suspension and roadwheels. Both designs had common components in an attempt to standardize the production. Overall dimensions were to be very similar to those of the Panther Ausf G with many --- >

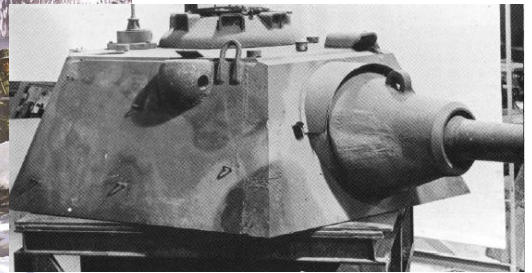


**Note: [1] late Panther G turret with "chin" on the manlet to prevent shots deflecting onto the top of the chassis & [2] stell wheels**



## Bill's column

modernizations such as the arrangement of observation equipment and new engine deck. Its armor protection was to be significantly increased as compared to any other Panther variant produced. It was planned to arm the Panther II with the latest **75mm KwK 42 L/100** gun. Note: *Some sources state that an intended turret for the Panther II was going to be the Schmalturm (narrow) turret.* Dragon pictures their Panther II with this turret. However, this is not true according to Rob Cogan who is the Ft. Benning historian.



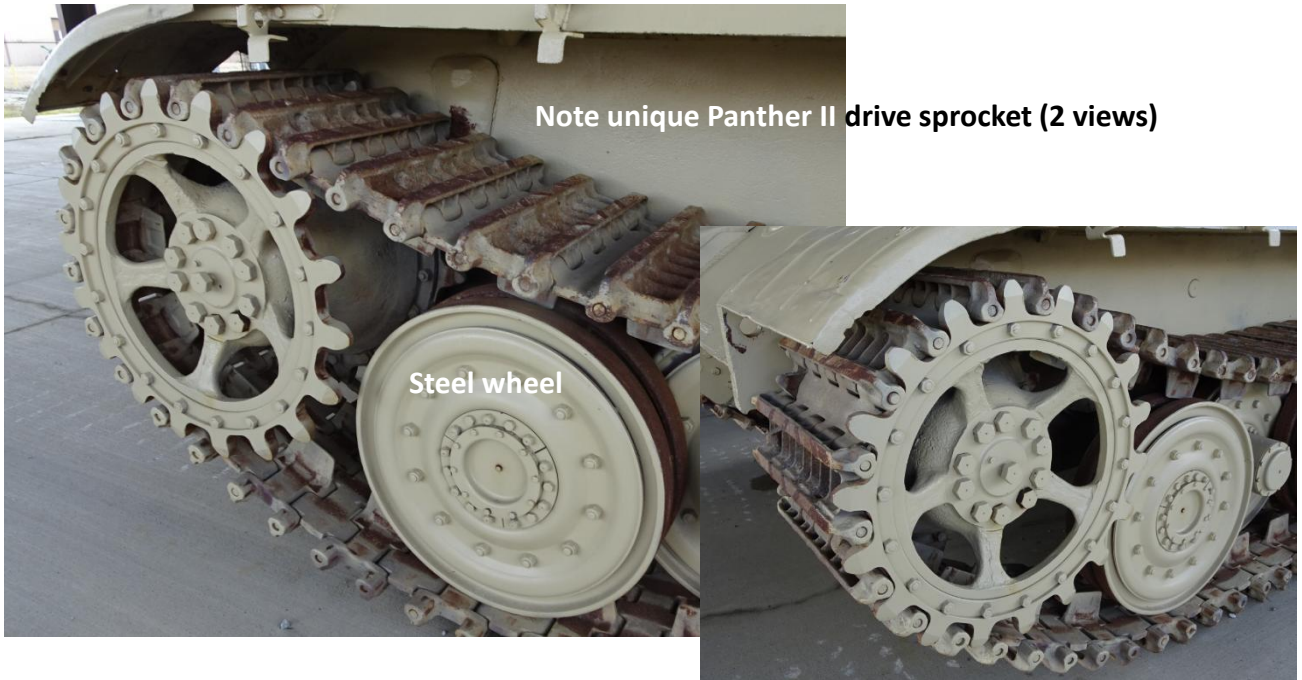
The increased thickness of the armor was to increase the Panther II's weight to 47 tons. It was to be powered by the new Maybach HL234 engine (900hp) using an 8-speed hydraulic transmission. However, the Maybach HL 230 P 30 engine was mounted. It was believed that Panther II's performance would have been similar to that of Panther Ausf G. Unfortunately this would predict problems similar to the underpowered Tiger II. Also because of its great weight and high fuel consumption, it would be extremely slow.



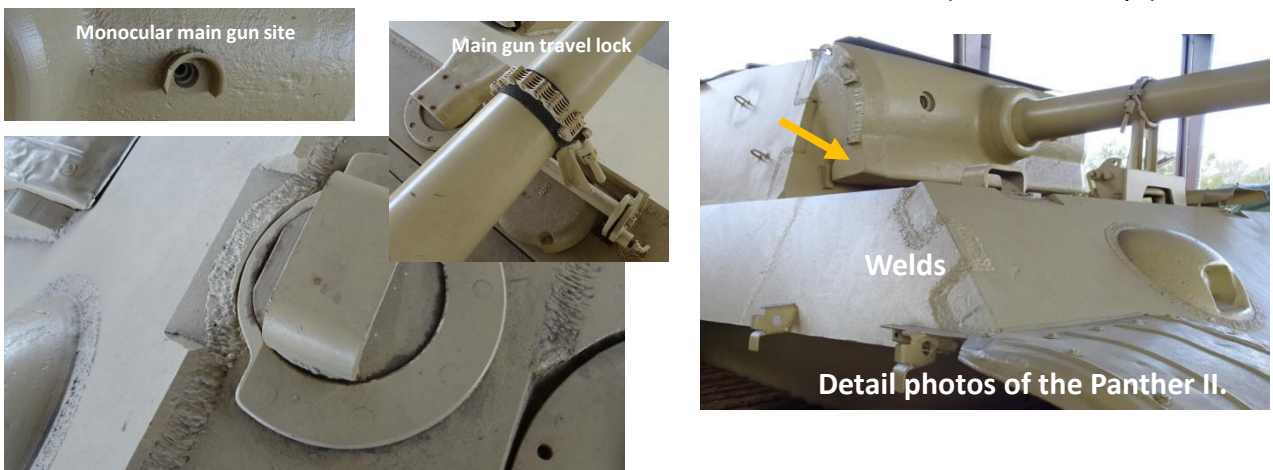
Panther II at Ft. Benning, GA, Feb 2018

## Bill's column

In **March 1943**, plans were laid that the production of the first series would start in late **1943 or early 1944** and that by **spring of 1944**, full scale production of Panther II would start. In **early 1944**, MAN (Maschinenfabrik Augsburg-Nuremberg) was instructed to produce two prototypes but was only able to produce one in early 1945. On **May 4th of 1944**, it was realized that German industry was unable to start the Panther II's production and this project was abandoned in favor of further development of Panther Ausf G/F based on lessons learned from Panther II.



For test purposes the prototype Panther II was fitted with newly built **Ausf G turret** (built in March/April of 1945) armed with 75mm KwK 42 L/70 gun and with special mountings for an infrared device and telescopic range finder. It is possible that it was used in combat but there is no records of it, while some sources (Rob Cogan, Ft Benning historian) state that Ausf G turret was fitted by the U.S. to the chassis that was captured.





# Faces from the Last Meeting



Mike



Errol



Bruce



Ed



Don



Brian



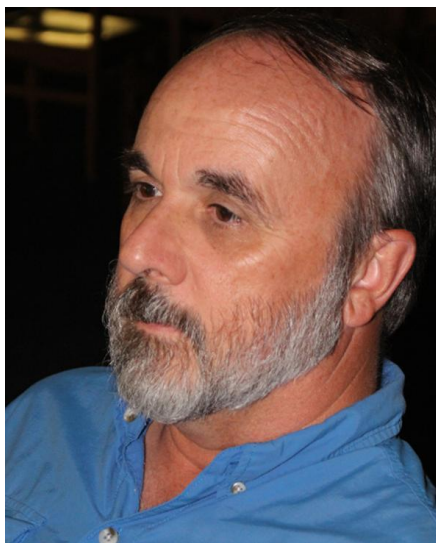
Bob



AJ (and below)



Aaron



Blane



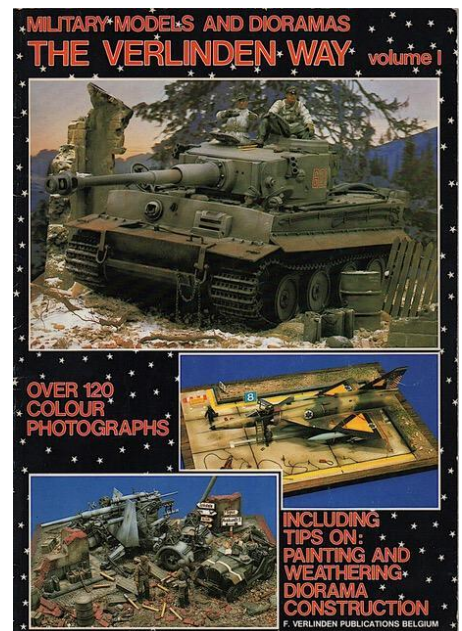


# First Editions

by Jack Mugan

I recently heard that one of my favorite model-building heroes has retired recently. Back in 1980 this book hit the newsstand and opened up a whole new world for me, and I suspect a lot of other modelers, introducing “The Verlinden Way” to the modeling community at large.

This was the time the average modeler was just being exposed to the resin aftermarket. This publication was weighted toward the armor side of the hobby, but there were some aircraft and ship model accessories in the pipeline,, and most of all, we were given a healthy dose of diorama building, which further expanded our hobby into several new dimensions.



Now when you bought a model kit you began to think about displaying that completed model in it's environment. You started thinking about adding figures and landscaping. Weathering your model became a pretty big deal and you started thinking of your work as a three-dimensional painting. It was all very exciting to say the least.



Verlinden opened up the hobby world to all kinds of possibilities. If you could imagine it, you could build it. Now it seemed that everything was available to any modeler who wanted to create a moment in time. After resin hit the marketplace it was soon followed by the photo-etch, and before long, the modeler had acquired a large inventory of both. All this new stuff gave birth to new tools, fillers, paints, chemicals for making water and how-to books.



# Inter-club “What-If” Challenge Contest – from Jack Mugan

We are trying to create a unique event unlike the usual club contests. In an effort to level the playing field we would like to focus on concept ideas as a different approach and to keep it simple and fun. The success will depend on how many of the members take up the challenge. As modelers, we like to believe we think outside the box and here is your opportunity to dust off those skills and go for it.

The idea to include the back-story is to share the thought process behind your concept, or to just add to the entertainment by providing an official explanation what your model represents.

## Rules

All entries will be from the same manufacturer, to be decided.

No categories

All scales eligible

All subjects available from the chosen manufacturer.

No building limitations

Supporting story must accompany entry.

Must be a paid up member of good standing in the participating clubs.

Traveling trophy to be established and paid for by both clubs.

Winning club picks the next manufacturer.

Both clubs will provide Judges, one each.

Judging sheets will be provided. Standards will be Creativity, Imagination and Execution on a ten point scale.

One winner per contest. Winner's name will go on the trophy.

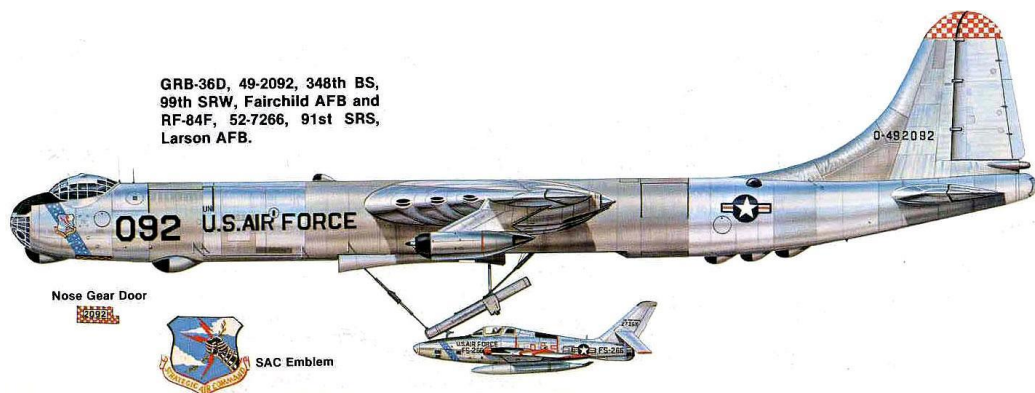
We are thinking Revell/Monogram for the first contest.

We are suggesting a March contest date.

Frequently asked questions:

Is aftermarket resin allowed? Only if it comes from the manufacturer  
Chosen for the contest.

Is scratch-building allowed? Yes





## Odds and Ends Contributed by Club Members & Friends

From Joe Caputo in Ocala: Air Show Promo.

<https://www.facebook.com/FlyingLegendsOfficial/videos/2002982006621198/>

From Jack Mugan: Great site, lots of photos

<https://www.facebook.com/NavalAviationMuseum/photos/a.223115755173.288718.71553655173/10159625132165174/?type=3&theater&ifg=1>



See: <https://www.youtube.com/watch?feature=youtu.be&v=X-60GSWtleo>

Re: This TV Show captures all the thrilling moments from the Air Race 1 World Cup presented by Chang; all the action over a full weekend at the U-Tapao Naval Air Base, where 16 pilots from all around the globe fought for the top title in the sport of air racing.



<https://www.facebook.com/FlyingLegendsOfficial/videos/2002982006621198/>



<https://www.facebook.com/photo.php?fbid=10216039601729743&set=pcb.1766609790049286&type=3&theater>





# Odds and Ends Contributed by Club Members & Friends

From Ed Ingersoll: How to get your Abrams out of the mud!

<https://www.facebook.com/FUNKER530/videos/1771830972868531/>



From Bill Winter: You can get instructions in pdf format for Academy kits at:

[http://academy.co.kr/eng/1p/1p\\_main.asp](http://academy.co.kr/eng/1p/1p_main.asp)



Hint: Thin Vallejo paint (non-Air paint) 1:1 with Vallejo thinner.

Hint: Using a brush to apply Vallejo paint, brush paint twice.

Who said that the Abrams is slow?:

<https://www.facebook.com/AllAboutM1Abrams/videos/1404782262901692/>

Lots of armor at:

<https://www.facebook.com/Modelscale.Bruchsaler/photos/pcb.1864792943593976/1864791986927405/?type=3&theater>

Reno Unlimited Gold Race 2015 with Voodoo mayday landing: See:

<https://www.youtube.com/watch?v=LKQUdTrg7Aw>

# Odds and Ends Contributed by Club Members & Friends

**From Jack Mugan: P-51 triple ace BUD ANDERSON recorded Nov 15, 2013**

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

Review of Airfix 1/48 Hawker Sea Fury FB.11, New Tool, In Box Review

<https://www.youtube.com/watch?v=l5eZ87id0ww&index=14&list=LL56NpYX9vSglbjnekXp-q0Q>

**From Errol Whisler:** ... have you heard of this website? It seems to have a wide variety and they seem to have a lot of old and rare to find kits. I meant to tell you guys about this several months ago but I missed a meeting or something. Anyway, I think I read that they buy up lots of models from estate sales or businesses that go out of business or something. Well check it out if you are interested or if you haven't heard of it before.

Check it out: <https://lots-of-models.myshopify.com/>



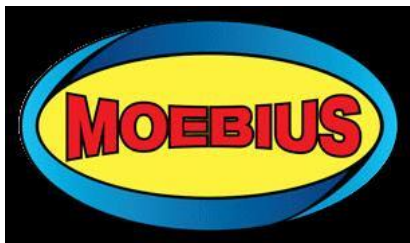
Abstracted from: <https://modelkitsreview.com/moebius-models-will-now-be-pegasus-models/>  
PEGASUS HOBBIES OWNERS TO ASSUME OWNERSHIP OF MOEBIUS MODELS.

Model kit producer's product output to remain unchanged

As of March 1st, Pegasus Hobbies will assume ownership of Moebius Models. Moebius will remain an independent company and will continue production on its popular line of plastic model kits and other products. Original Moebius founder and president Frank Winspur will remain with the company as a minority partner and will still be involved in guiding Moebius from a creative standpoint.

Moebius Models was formed in 2008 as a division of Doll & Hobby Inc. and has released licensed model kits from properties such as Voyage to the Bottom of the Sea, Lost in Space, Battlestar Galactica, the 1966 Batman television series, Warner Bros. movies Batman V Superman, The Dark Knight, and Interstellar, Marvel superheroes such as Iron Man, Universal's classic monster characters and Fantastic Voyage, as well as automobile and truck models. Recently Moebius has produced licensed model kits from 2001: A Space Odyssey and will soon launch a line of Star Trek kits from the recent theatrical movies produced by J.J. Abrams, Star Trek, Star Trek Into Darkness and Star Trek Beyond.

Moebius Models' customer service will remain at 386-734-3599 and email contact will remain [customerservice@moebiusmodels.com](mailto:customerservice@moebiusmodels.com) for the present time.



## Odds and Ends Contributed by Club Members & Friends

From Jack Mugan: The Immortal Beaver; see:

<https://www.youtube.com/watch?v=nc6pG8JNlzQ>

<https://www.facebook.com/photo.php?fbid=216089318944698&set=a.216089012278062.1073741870.100016308946029&type=3&theater> = 578+ pictures.

For those who have flown to Chicago: [https://frontlinevideos.com/blogs/videos/wildcat-just-found-at-uss-lexington-wreck-more-important-than-you-think?a=mk&var=cat%20found-pinups&utm\\_campaign=cat%20found&utm\\_source=facebook&utm\\_medium=social&utm\\_term=original-pinups-mk&utm\\_content=news](https://frontlinevideos.com/blogs/videos/wildcat-just-found-at-uss-lexington-wreck-more-important-than-you-think?a=mk&var=cat%20found-pinups&utm_campaign=cat%20found&utm_source=facebook&utm_medium=social&utm_term=original-pinups-mk&utm_content=news)

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Here's a link to my online Google Photos Album of the build of my Hasegawa Fokker Dr.I triplane. In 1/8 scale.....I'm running out of workbench room!

The page will open up as large thumbnails, and if you click on the first one to expand it you'll see a magic disappearing arrow in the right section of the photo. You can click on this arrow to advance or use the left arrow to go back without having to back out of the photo and return to thumbnails. You should then see captions off to the right, and if not, just click on the circled 'i' for 'info' at the top right to reveal them. Have fun!

<https://photos.app.goo.gl/zWu0sCW10Pptysvi1>

Cheers! –Bob (Robert N. Steinbrunn, Jack's friend)

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An idea for a track-head diorama builder who likes cars - >



***NEEDED: Associate Newsletter Editor: If interested, ask Bill W.***



Frank Ahern, – Secretary – Newsletter Editor [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; they support us in many ways.

Gainesville HobbyTown  
Miguel Miranda: Proprietor  
7420 W. Newberry Road (next to Sports Authority)  
Gainesville, FL 32606 [www.gainesvillefl.hobbytown.com](http://www.gainesvillefl.hobbytown.com) Mon.-Fri.: 10 AM to 7PM  
Sat.: 10AM to 5PM  
Sun: 12PM to 4PM

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: Close

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

# IPMS/USA Region 11/Gator Modelers' Calendar

## 2018

February 24	Marion County Tax Collector car show, Ocala
March 3	Flight 19 Modelfest VII, Pompano Beach
March 4	Manatee Car Show, Homosassa
March 10	FAST/Billetproof, Ocala
<b>March 24</b>	<b>IPMS Gators Auction</b>
March 24	Wings, Wheels, & Keels, Venice
April 7-8	Space Coast Region 11 contest
May 3	AMPS 2018 International Convention, Dayton, Ohio
June 9	SCOTTCON 2018, Robins AFB, Georgia
June 15	Squadron's Eagle Quest, Grapevine Tx
June 16	Polk's Area Model Society PAMscon, Lakeland
August 1	IPMS/USA National Convention 2018, Phoenix, Arizona



### For more Information

Email - [president@polkareamodelsociety.com](mailto:president@polkareamodelsociety.com)

Web Site—[www.polkareamodelsociety.com](http://www.polkareamodelsociety.com)

### Location

Lake Gibson United Methodist Church  
421 Platt Lakeland, FL 33809

# IPMS Membership

is of great importance, both at the local level (IPMS Gators) and at national level. The Club officers strongly recommend joining IPMS as an individual which provides yearly six issues of the IPMS Journal (which is better than ever) and the opportunity to participate at the IPMS National Convention .

A copy of the membership application is on the right or available at the IPMS / USA website address, [www.ipmsusa.org](http://www.ipmsusa.org). Complete the form and return it to the address listed at the bottom of the form along with your method of payment.



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

New ☐

Renewal ☐

IPMS #:

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_

Zip Code: \_\_\_\_\_

Phone: \_\_\_\_\_ E-Mail: \_\_\_\_\_

Chapter Affiliation, if any: \_\_\_\_\_

**Junior** (17 years or younger) \$17.00 \_\_\_\_\_

Date of Birth: \_\_\_\_\_

**Adult** One year \$30.00 \_\_\_\_\_

Two years \$58.00 \_\_\_\_\_

Three years \$86.00 \_\_\_\_\_

**Canada & Mexico** \$35.00 \_\_\_\_\_

**Foreign** Surface \$38.00 \_\_\_\_\_

**Family** (1 set of Journals) \_\_\_\_\_ ← Adult fee + \$5.00 # of cards? \_\_\_\_\_

Your Signature: \_\_\_\_\_

If recommended by an IPMS member, please provide his/her:

Name: \_\_\_\_\_ IPMS #: \_\_\_\_\_

### PAYMENT OPTIONS:

Cash ☐

Amount: \_\_\_\_\_

Check ☐

Check #: \_\_\_\_\_

Amount: \_\_\_\_\_

Billing Address, if different than above -

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_

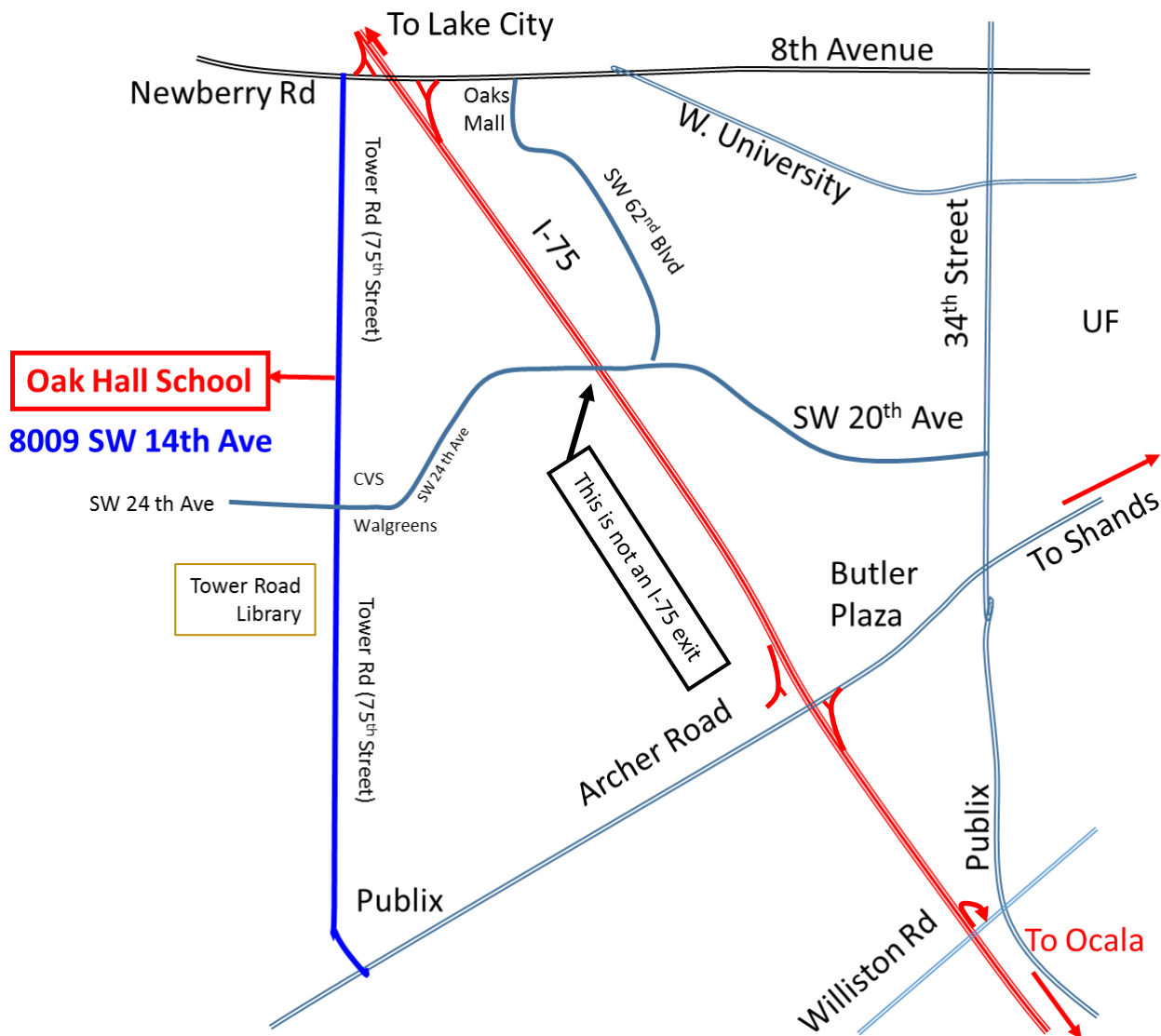
Zip Code: \_\_\_\_\_

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

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



## How to get to the meeting . . . .



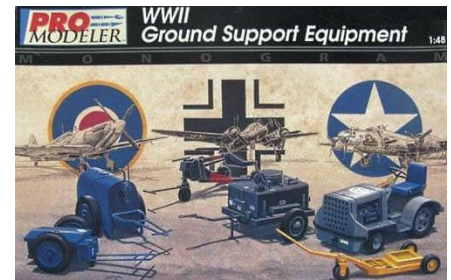
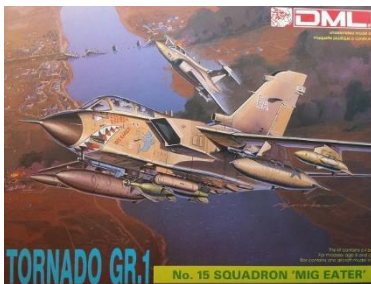
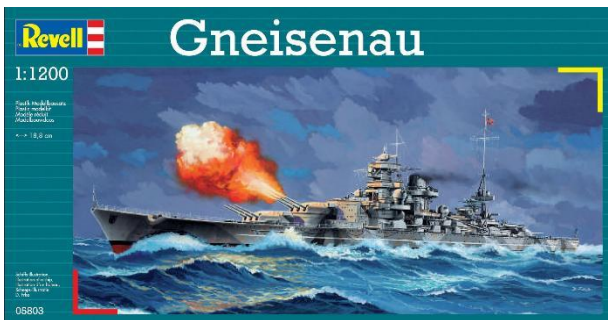
Note: There is a new entrance to Oak Hall School south of the previous entrance that we used. This entrance is off of a roundel on NW 75<sup>th</sup> Street (a.k.a. – Tower Road).



www.gatormodelers.org

Please RSVP to: [winter@pathology.ufl.edu](mailto:winter@pathology.ufl.edu) NOW! Please bring a side dish and few drinks. Thank you.

IPMS Gators Auction: March 24, 2018: Door prizes to include:



Express masks at \$2 each (1:72 scale unless otherwise stated; donated by Tony Koval):

Tornado	Vigen AJ-37	Flogger	Flanker	Harrier
Su22-M3	F-15C	F-15E	F-18A/B/C	F-18E
F-18E/F	F-104	F-8E (1:48)	F-8	EF-2000 (1:48)
Spitfire	F4U-7	F-86D	Jaguar A	Various German WW2
Fw190G (1:48 scale)				



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## Wild Paint

By Jack Mugan



**NEXT MEETING: TUESDAY, MAR 20, 2018!**