

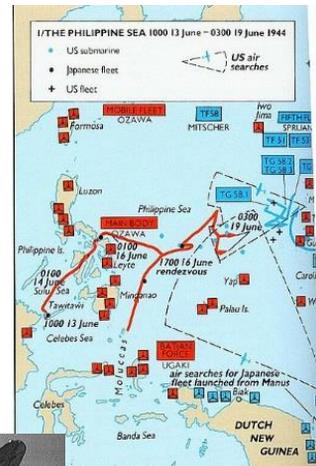


www.gatormodelers.org



The August Monthly theme winner was Jack Mugan with his Accurate Miniatures Dauntless. .

The monthly theme was the "Great Marianas Turkey Shoot" remembering the Battle of the Philippine Sea in June 1944.





Club officers

Dan Contento
President

A. J. Kwan
Past-
President

Frank Ahern
Secretary

Bruce Doyle
Historian

Paul Bennett
Photographer

Tracy Palmer
Webmaster

Bill Winter
Treasurer &
Newsletter
Editor

www.gatormodelers.org

Next meeting:

Tuesday September 17, 2019 at: 6:30 PM

Oak Hall Library

1700 SW 75th St, Gainesville FL

(See the map on page 38)



At the August Gator meeting, a generous selection of free books was offered by Bruce Doyle. Thanks Bruce.

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Prez Sez.....

By Dan Contento

We have special guests for the upcoming meeting. A member or two from FAST (Florida Auto Scale Truck Model Club) will give a presentation on building and detailing cars and trucks. Thanks to Fast for the Presentation.

We should have our mugs for the next meeting. Each paid member receives a mug, additional mugs are available for \$9.00 each.

The club is also looking for a Vice President. The duties are running the meeting should I be unavailable for some reason, hand out raffle tickets each meeting and keeping up the member monthly and yearly total points Excel spreadsheet. Volunteers are very welcome.

Thanks to Frank for his presentation on modeling water. I believe it's something we can all do with a little practice. It's important that we share our knowledge with each other. To me it should be our main purpose as a club, to improve our modeling and enjoyment of the hobby.



Meeting Minutes – August 20, 2019

By Frank Ahern



Interim President Dan Contento opened the meeting at 6:40pm welcoming 12 club members. He began with a discussion of the need for club members to maintain good meeting decorum by only talking when recognized by the President during the meeting. He also mentioned the necessity to keep comments brief during the Show & Tell portion of the meeting so sufficient time is left for later presentations and ensuring that the meeting will finish on time. This is critical to our relationship with our host – Oak Hall School - which allows the club to use the facilities free of charge.

Theme survey forms were passed out to give club members a chance to submit ideas for new monthly themes for next year's meetings. The Board of Directors will decide on a new list after reviewing theme ideas received before the next meeting.

The President displayed a sample coffee mug which he got from a new local printing store imprinted with the club logo. The mug is said to be dishwasher-safe and will cost about \$9 each if the club purchases a minimum of 36 mugs. Members in attendance voted unanimously to go ahead and purchase the mugs.

Club Historian Bruce Doyle said that the Florida Museum has announced the date for the next Collectors Day – January 11, 2020. Doyle suggested and received approval from the club that the theme of his table at the show will be the 75th anniversary of the Battle of the Bulge. Club members with models appropriate to the theme are asked to make them available by contacting Doyle. There was also discussion of a theme for the annual display by the club at the downtown Gainesville library. Frank Ahern suggested the club re-visit an earlier theme and display models that were inspired by a book, displaying both the model and book. This received approval from the club. The date of the library display is Dec.1 thru Jan.31.

Paul Bennet reported on his contact with organizers of the Veterans Day Ceremony at the Veterans Memorial at Kanapaha Park on Nov. 11. Bennet said that the organizers are willing to allow the club to display models and suggested a theme – the Vietnam War. This idea was approved by the club as well.

President Contento declared a break while members assembled at the model display tables for Show & Tell. The monthly theme contest was "Marianas Turkey Shoot" and Jack Muga's model of a Douglas Dauntless was voted best model.



Meeting Minutes – August 20, 2019 (continued)

The monthly attendance raffle was held and both drawings were won by Aaron Alt, who selected 2 ships – the Admiral Scheer and the Graf Spee (see photos previous page)

Frank Ahern reminded club members that the inter-club contest with the Ocala IPMS club has been approved by the Ocala club. The contest is judged by members from both clubs and will be held during the GatorModelers auction next spring. The theme is “models with a story” and is restricted to model kits by Tamiya. Contest rules and examples from the first contest were published in the August newsletter.

Finally Frank Ahern presented some pictures from the recent IPMS national convention in Chattanooga, and then demonstrated techniques he uses to simulate water in a model display base. The meeting adjourned at 8:10pm.



Editor – See last month’s edition for Frank’s full article.

Small Wonder

By Frank Ahern

Although we're bombarded by the media each day with hundreds of messages and stories, sometimes one will have an unexpected emotional impact, eliciting a flood of memories and mental images. Such was the case when I saw a story a few weeks ago that Volkswagen had finally ceased production of the Beetle. Now, to be honest, the car that VW currently called the Beetle was not the one that played such a big role in my life. The last "true" Beetle in my mind was the air-cooled engine version that was made in Germany until 1979 and continued in production until 2003 in Mexico, but it still felt like I was saying a final goodbye to an old friend.



When I did a series of stories last year on the movie American Graffiti some may have thought that I was a hot rod guy in my youth. I had friends who were but truthfully my main interest was in sports cars and small cars, especially the VW Bug.

I have owned many over the years but the most recent was this example: a 1967 Beetle that I found on the side of the road about a mile from my house in the year 2000. Earlier that year I had a heart by-pass operation and after my recovery I had an inexplicable urge to re-build an old VW. The project began that summer and after considerable professional body work and my own amateur attempts at mechanical restoration, I drove it to work at UF every day for 6 years. I swear that driving an old VW caused my blood pressure to go down every time I got in it. First of all, you can't be in a hurry, and second people will smile and wave at you everywhere you go.



I stopped driving it when I started having to transport children to school and was forced to admit that, despite my affection for the car, it wasn't the safest vehicle for the job. My kids were very sad that the "Punch Buggy" had gone away. There was something about the Beetle that always inspired an emotional response.



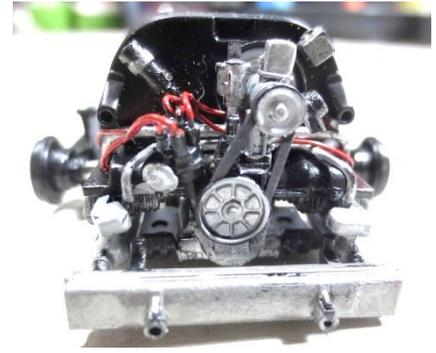
Now I felt an urge to employ my new hobby and build a model of the venerable Bug using a Tamiya kit I've had on my shelf for a few years. Despite the age of the kit, the quality of Tamiya still shone through.

Small Wonder (continued)

I was delighted to find the components of a very well-detailed engine that faithfully reproduced the air-cooled power plant that I remembered well. This was one build where I didn't need to look at reference photos.

The rest of the car went together with the precision we have learned to expect from the folks at Tamiya. Now comes the scary part.

I have documented in previous articles my inadequacies as a painter of cars, but I was determined to get this one right. I had decided that the color would be the one that I always wanted on a VW but never got – Bahama Blue. It turned out that Tamiya had the perfect color in a spray can. Only they called it Coral Blue.



After lots of prepping and a coat of black Stynlrez primer I held my breath and sprayed it.



Wonder of wonders – it worked! I did have to respray the hood 3 times but compared to my previous attempts at car painting this was a miracle. I finally learned the lesson of

spraying light coats instead of trying to do it in one pass, which always led to drips and runs. Now all I had to do was not botch the final assembly and I had the Beetle of my dreams, and this one doesn't leave oil stains on the driveway!



NOMINATIONS ARE NOW BEING TAKEN FOR VICE PRESIDENT. WE WILL HOLD THE ELECTION IN NOVEMBER.

DUTIES INCLUDE:

- Runs the monthly door prize raffle.
- Tracks points for modeler of the year.
- Leads the club and meetings in case the president is away
- Attends monthly officer lunch*.

You may nominate yourself. If you nominate another club member, please ask their permission to be nominated. Please send your nominations to Frank Ahern the club secretary.

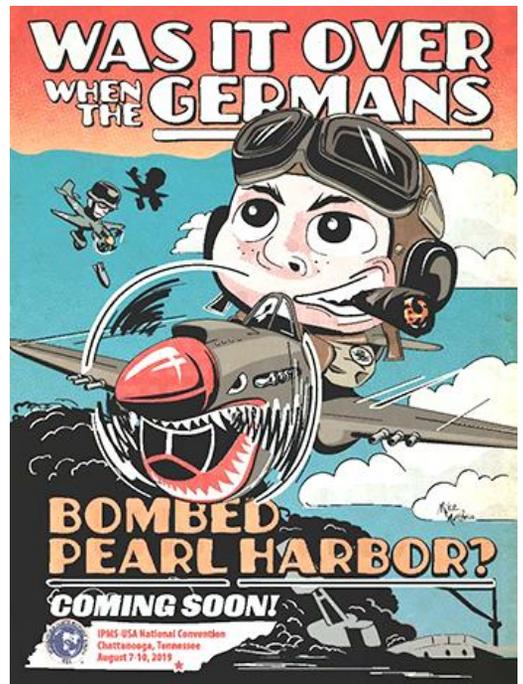


... for newer members, this is a great opportunity to get more involved and see how the club operates behind the scenes (please see photo - the Editor.

* Officers pay for their own lunch.

Ed Ingersoll pulls in **THIRD PLACE** for Hypothetical Models at 2019 IPMS Nationals in Chattanooga, TN By Bill Winter

Ed Ingersoll, Frank Ahern and Bill Winter from IPMS Gators and Claude Moulton from Jacksonville attended the 2019 IPMS Nationals in Chattanooga, TN. Ed's hypothetic entry of an IDF Panther (note the L7 105 mm gun) won third place in the Hypothetical (other than science-fiction), 821 Kit-Bashed / Scratch-built. CONGRATULATIONS ED!



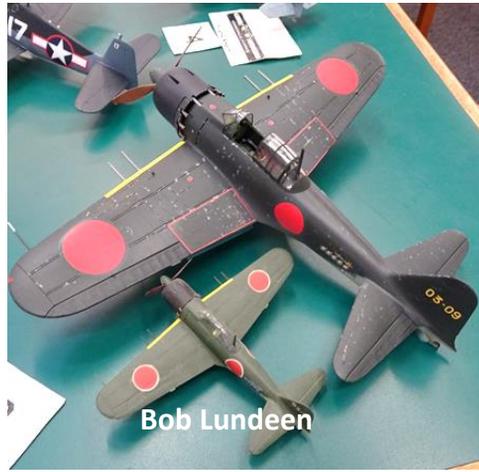
Above is an “in progress” photo of Ed’s winner!

Show and Tell

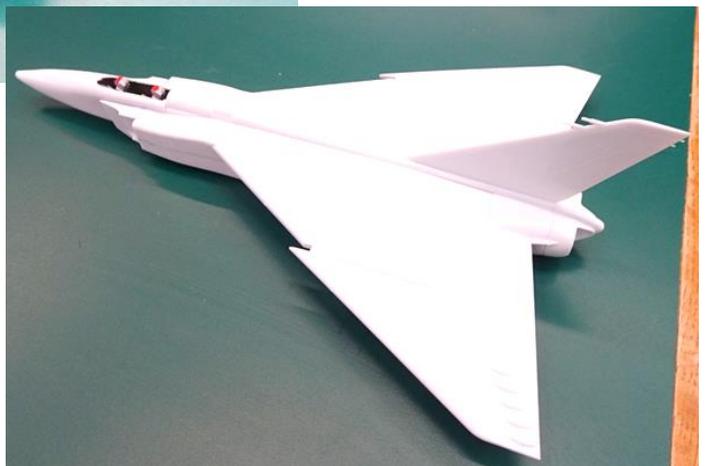


Hasegawa P-47
by Brian
Cormack

Show and Tell



Show and Tell



Bruce Doyle's aircraft in progress

FIDDLY BITS

"GRIN AND BEAR IT" in 1/72 Time

by Stretch Sprueman

a.k.a. Bruce "Yard Modeler" Doyle
Club Historian



If I was a millionaire, and lived in a 40,000 square foot mansion-museum, I'd happily build only 1/48 scale aircraft model kits. But I'm not; and I don't; so my scale of choice is 1/72. It offers the best price, the best display size, and the most diversity of any scale - in reverse order of importance. Quarter scale (1/48) obviously has a larger canvas for pumping up the detail, not to mention the ease of construction with - shall we say - senior eyesight. But when I started back modeling in the 1980's I had a decision to make, and 1/72 scale seemed to provide the most offerings of the WWII aircraft that were my major interest at the time. So the decision was made for me, and 1/72 scale would be the scale to start my collecting and model building.

It may have been one of the best choices that I've made over the years (Betamax over VHS for my VCR was a bad one. But that's another story for another time.) Between Larry Bayer and I visiting Doug Cusic at the Kit Bunker in Jacksonville, numerous model shows, Squadron and Roll Models mail order and other vendors I managed to accumulate a stash of over 400 kits of different WWII aircraft from most all of the participant's air forces. The clear advantage of 1/72 is the sheer number of planes that have been kitted - either in the standard injection molded type, or the more esoteric vacuum formed or resin kits. For the sake of discussion, let's assume there were 1,000 aircraft produced from 1940 - 1950 (prototypes, sub-types, x-planes, "one-offs".) I'll bet there is a kit somewhere - be it Tamiya or produced in someone's basement - of 990 of them (with the other ten on some Eastern European manufacturers design board.) Again, just for the sake of argument - there may be only 400 out of the 1,000 in 1/48 scale. Maybe less. (1/32 and 1/24 scales maybe 50?)



Which is a LONG way of getting around to my point: when I decided to do a complete Mustang collection from soup to nuts; from the N.A.-73X to the F-82G, and including the A-36 Apache and the P-51H....alas, I wish my scale choice had been 1/48, not 1/72.



To put it politely, and without profanity, the Condor A-36 and RS Models P-51H are extremely

FIDDLY BITS

challenging - to say the least - limited edition kits. But if you are modeling these two airplanes in 1/72 scale you have no other option. For the A-36 there are two nice 1/48 kits by Accurate Miniatures and Italeri. For the P-51H there is the ancient chromed Hawk kit from 1951, and kits from Classic Airframes and Modelsvit - the latter two are limited edition kits as well, and therefore maybe problematic.

First the Condor A-36 Apache kit: its a limited edition kit, with all the shortfalls - no locating pins and holes; no slot and tabs for the horizontal stabilizers (rather dimples and excrescences that really don't match up); separate prop blades (see last month's Fiddly); more shallow dimples for the landing gear leg attachments; and a ton of sanding, dry fitting, more sanding, more dry fitting, carving with a #11 blade, then large amounts of filler for the fuselage / wing join. And the kit doesn't offer the most distinguishing feature of the A-36 Dive Bomber - the four separate dive brakes that go above and below each wing. They are molded flush with the upper and lower wings. Then as a slap in the face they are represented on the box art in the open position, fully deployed! Aaargh!

I had such an unpleasant experience with this kit that I abandoned my workbench from Thanksgiving to Valentine's Day. But "Just as I left" AJ's New Airfix Mustang kit at the Club Swap Meet "Pulled me Back." (Godfather III reference) Thank you AJ! His emotional rescue calmed me down enough for me to continue to build 12 more Mustangs so far this year, including:



The RS Model P-51H: RS Models is a Czech company whose Northrup XP-79 kit I built for the "Rockets and Jets of WWII" collection. They are to be thanked for putting out some really esoteric aircraft with questionable commercial appeal, so I can't be too harsh in my criticism of the "H" kit. Unlike the Condor model it DID come with a fully formed propeller, but that part and the kit's uniqueness of aircraft type are about the extent of the good things I can say about it.

I was fortunate to remember seeing Walt Fink's kit review of the model in the January, 2014 Fine Scale Modeler that helped to avoid some pitfalls. To wit: gun troughs needed sanding out for the wings to fit flush; then filing extensively (since sanding was inadequate) to get the landing gear tub / upper and lower wings to mate properly (Dremel Tool recommended); impossible to get the resin tail wheel strut triangle somehow removed from the resin casting block (?) (just epoxy or super glue the tail wheel and strut in place.) poor fit of the windscreen / canopy over the cockpit coming. It left a quarter inch step that fortunately disappeared with the O.D. anti-glare panel (a "yard modeler" special.) Then the wing / fuselage join required extensive filing and carving to reduce a step at the wing root. Other than that, it was a piece of cake!

FIDDLY BITS

Again, I don't wish to be too critical because this model completed my Mustang Collection which gave me a great deal of satisfaction, and so I thank RS Models (and Condor) for that. I subscribe to Joe Caputo's philosophy that one should strive to become a more skilled modeler, not just a model assembler. These two limited edition kits are really challenging, and at times aggravating, but in the end they really enhanced and honed my modeling skills. (Feeling cocky? Try a Mach 2 kit on for size!) And for that - and for filling in the gaps in the collection - I say:

"THNX!"

At times it helps to just "Grin and Bear It."

Stay tuned...

ASSOCIATE NEWSLETTER EDITOR NEEDED (Now!)

Would you like to learn to put together the newsletter? Would you like to learn how to use Powerpoint and make presentations? Do you like working with photos. . . .WOULD YOU LIKE TO HELP ME (OR TAKE MY JOB. . . .)?

If you answered YES to any of these questions You too can be a newsletter associate editor.



John Jonah Jameson, Jr.

If interested contact Bill Winter.

Evolution of the US National Insignia

 <p>1906-1916 Used with and without white background circle. In use at the time of the Mexican Border Campaign.</p>	 <p>1918-1920 The official American insignia during World War I. It began to be phased out in 1919.</p>	 <p>1917, 1921-1941 Introduced prior to the American entry into World War I and officially accepted after the war.</p>	 <p>1942-1943 The red center of the 1921-1941 insignia was removed unofficially in December 1941 and officially in May 1942 to avoid confusion with Japanese insignia.</p>	 <p>1942-1943 Some aircraft in the European and Mediterranean theaters unofficially incorporated a yellow surround in the British style.</p>
 <p>1943 Between 20 June and 14 August, the official national insignia incorporated white borders and an overall red surround.</p>	 <p>1943-1947 The red surround of the official insignia was quickly changed to a blue surround. During its four years of use, this insignia appeared on more aircraft than all its predecessors combined.</p>	 <p>1947-Present With the reorganization of the Defense Department and the creation of the USAF, red bars were added to the official national insignia. A variation of this insignia appears officially without the blue surround on F-15 aircraft.</p>		
				

Low Visibility

Beginning in the late seventies low visibility markings have been introduced officially and unofficially on the aircraft of the USAF and other services. The grey insignia on the far left is the only insignia used on operational F-16s. It is followed by a more standard low visibility marking used on A-10s and other aircraft. The stencil marks are becoming increasingly common on MAC, AFRES and Air National Guard aircraft.

THE PILOTS AND PLANES OF THE FIRST DAY OF THE SECOND WORLD WAR: September 1, 1939. by Bruce Doyle, Club Historian

For the attendees of the 1990 IPMS Convention in Miami there was a display of four 1/72 aircraft models that caused quite a stir. Put together by Mike Dobrzelecki, the model coordinator for the USS Intrepid Museum in New York City, they featured warplanes from Germany and Poland - two from each. The models were: from the German Luftwaffe a Fujimi Ju 87B-1 Stuka from Stuka Geschwader 2, "Immelmann" piloted by Lt. Frank Neubert; an Airfix Dornier D0 17E "White F" of 7 Staffel,



Kampfgruppe 77 (7./KG 77), crew unknown; and two Heller PZL P-11c's from the Polish Armia Krakow 121 Squadron, flown by Captain Mieczyslaw Medwecki and Sublieutenant Wladyslaw Gyns. It wasn't the models so much that caused the commotion, but the story they had to tell: The First Air Battle of WWII. And what a story.



Mike penned an article that appeared in a special Fine Scale Modeler WWII 50th Anniversary Tribute, whose citation I'll include in full. Now to quote in its entirety the preface to Mike's article, entitled:

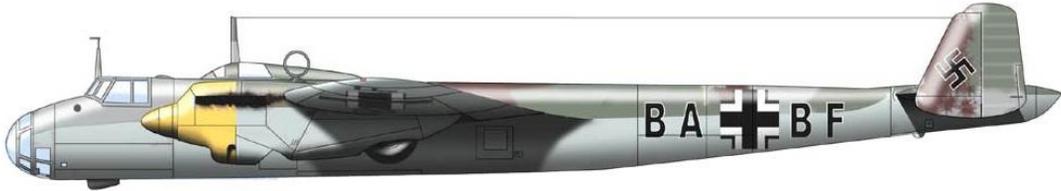
"BLITZKRIEG - September 1, 1939. THE FIRST AIR BATTLE:

Building 1/72 scale replicas of the German and Polish aircraft in the war's first dogfight.

Dawn September 1 1939, Capt. Mieczyslaw Medwecki and Sublieutenant Wladyslaw Gyns scrambled their PZL P-11c gull winged fighters from the combat field at Balice, Poland to intercept German raiders bombing nearby Krakow. To passing Ju 87 Stuka pilot Frank Neubert and his gunner Franz Klinger the two Polish fighters appeared to be climbing to fire on their Stuka. Catching them at slow speed and low altitude, Neubert attacked the Polish fighters, shooting Medwecki down for the first aerial victory of the war.

THE PILOTS AND PLANES OF THE FIRST DAY OF THE SECOND WORLD WAR: September 1, 1939. by Bruce Doyle, Club Historian

Meanwhile, Gyns violently racked his fighter out of the line of fire, almost stalling into the ground. He recovered just above the treetops and went looking for more enemy aircraft. After breaking off an attack on an He 111, Gyns pounced on two Do 17E's flying close together and promptly shot down both, thus claiming the first Allied victories of the war."



Talk about the synergy of history and modeling! It may be at that point in 1990 that set me off on the course I've followed ever since - historical modeling. It was an inspiring display of how to bring history to light, and what history it is.

https://ipfs.io/ipfs/QmXoyvizjW3WknFiJnKLwHCnL72vedxjQkDDP1mXWo6uco/wiki/Frank_Neubert.html

<https://mediadrumworld.com/2017/12/07/19228/>

Sidelights: The unfortunate Capt. Medwecki would be the first Allied pilot or aircrew to die in the war. It probably was better than being the last to die.

If you were an 18 year old German Wehrmacht soldier participating in "Case White," Hitler's invasion of Poland, you would be ninety eight years old today if you survived the war. The odds probably weren't great for that. I overheard a statistic at one of the 75th Anniversary D-Day Celebrations that there are only 3% of American WWII veterans still with us. For WWII veterans from all nations the Grim Reaper is on his second tour of duty.

Both Neubert and Gyns did survive the war, and Dobrzelecki got the two together for a reunion at Gyns' home in Canada. They buried the hatchet and became friends. Over the years I corresponded with both men, and received autographs and signed photos from them both (available from your local autograph collector.) Gyns had a winter home in Sarasota. So who knows, maybe we passed this unique "Canadian Snowbird" traveling on I-75 through Gainesville on his way to and from his homes in Florida and Canada.

The extensive article written by Dobrzelecki appears in:

FINE SCALE MODELER Presents: Modeling the Second World War - A 50th Anniversary Tribute, January, 1995.

The author (I'm tired of spelling it) goes into great detail both about the historical events and on building the models - correct colors, markings, et cetera in a fully illustrated 6 page article. Epic!

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. .

Jackie Coogan



Coogan enlisted in the U.S. Army in March 1941. After the attack on Pearl Harbor that December he requested a transfer to Army Air Forces as a glider pilot because of his civilian flying experience. Graduating the Advanced Glider School with the Glider Pilot aeronautical rating and the rank of Flight Officer, he volunteered for hazardous duty with the 1st Air Commando Group. In December 1943, the unit was sent to India. On March 5, 1944 Coogan flew British troops under General Orde Wingate, landing them at night in a small jungle clearing 100 miles behind Japanese lines in the Burma Campaign, for which he was awarded the Air Medal.



Jackie Coogan



Charlie Chaplin's film classic *The Kid* (1921) made Coogan one of the first child stars in film history. He later sued his mother and stepfather over his squandered film earnings and provoked California to enact the first known legal protection for the earnings of child performers, the California Child Actors Bill, widely known as the Coogan Act. Coogan continued to act throughout his life, later earning renewed fame in middle age portraying bumbling Uncle Fester in the 1960s TV series *The Addams Family*.



Odds and Ends Contributed by Club Members & Friends

IPMS Nationals in 2020 will be in San Marcos which is midway between San Antonio and Austin.



From Jack Mugan . . . Interesting

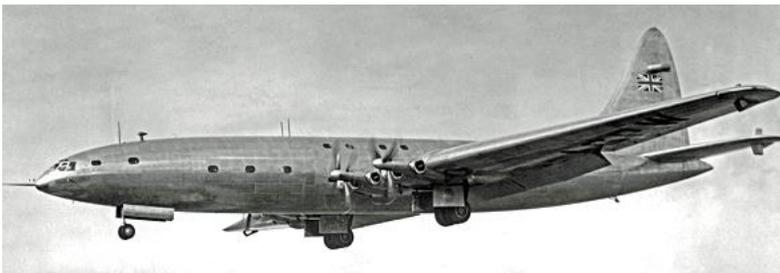


... what a paint job!

Also see:

<https://www.facebook.com/photo.php?fbid=1276478012483540&set=a.1276477102483631&type=3&theater>

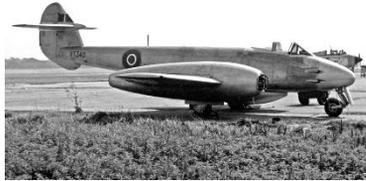
The *Bristol Brabazon* was along with the B-36 and Spruce Goose one of the largest planes in the World to fly in the 1940's. This is a 1949 BBC Newsreel of its first flight. FYI: Amodel makes a 1/72 kit of the Brabazon that can be yours' for a cool \$513.25 from Kitlinx, wrapped in a nifty 25 lb.



package. If you hurry you just might have time to build it for Modelpalooza next month. Guaranteed to stop the show!

Odds and Ends Contributed by Club Members & Friends

SEPTEMBER 7, 2019 – from Bruce Doyle - On this date in 1946, Group Captain Edward M. Donaldson flew a long span Meteor 3 coded EE530 to an F.A.I. World Absolute Speed Record of 615.778 mph over Littlehampton breaking the mark set by Grp. Capt. H.J. Wilson of 606.379 mph flown in another Meteor the previous November.



The 7 November, 1945 flight wrested the Speed Record from the nefarious Nazis set in 1939 of 469. 220 mph, beating that time by the then greatest margin of 30%. The prop driven German Me 209 1939 speed record stood until Darryl Greenamyer broke it 1969 (some 30 years.)

There are many 1/72 kits of the Gloster Meteor, including the usual suspects: Airfix, Frog, et al. I used the venerable, multi sprue colored Matchbox kit for both my "Need for Speed" Collection Meteors. Once I got a computer and found Scalemates I was chagrined to learn Special Hobby had a model that I could have used of the first Meteor with the correct markings.. So it goes. There are many 1/48 Meteor kits, including one by Tamiya. I don't know if any include the Record Holders.

(That's my model on our Home Page.)

Huma and Special Hobby (the one I used which came out exactly one year ago) have 1/72 models for the Me 209. According to Scalemates it looks like there are only resin kits in 1/48 for the british looking Messerschmitt.

1945 Record:

<https://www.thisdayinaviation.com/tag/gloster-meteor-f-mk-iv/>

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

1946 Record:

<https://www.britishpathe.com/video/meteor-breaking-air-speed-record>

Cultural Dateline: the Sports Cable Channel Supreme ESPN started broadcasting on this date in 1979. Their family of channels (including the SEC Network) probably monopolizes my eyeballs more that any others. Speaking of which, half-times over so back to the living room.

Odds and Ends Contributed by Club Members & Friends

From Paul Bennett - Just got my new MicroMark catalogue. Oh My! MicroMark and Hewlett Packard worked together to produce a printer that actually prints opaque white! Definitely on my "One of these Days" list. Package price, including toner and decal material not bad. – Paul

.. And then later: The big chunk "o" change is the white toner cartridge. And the trick is you print the black first. Then you swap the black toner for the white toner and print again. Pity I can't get a white toner cartridge for my little LaserJet C1525. – Paul

From Ed Ingersoll - According to HP that cartridge works with few other printers.

Ebay has the printer for just over 2 bills and they have the white "ghost" cartridge also. Not sure about Micro Marts statement about creating the white cartridge. I think they adapted for printing decals. It was originally created for apparel.

Again from Paul (in response to a question from Bill W: How does it work?) -

Ever hear the old song "Do the Hokey Pokey"
Well you
"put the black toner"
"Print it all about"
"Pull the black toner out"
"and shake it all about"
"put the white toner in"
"That's how you print it out"

- Paul



Ultimate Decal Maker's Super Value Package

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With Our Ultimate Decal Maker's Super Value Package, You Can Print Your Own High-Quality OPAQUE White, Yellow And Other Light-Colored Decals!

Until now, the ability to create your own opaque white and other light-colored decals for application on dark backgrounds has been one of the most elusive and daunting tasks facing modelers, prop builders and other makers. Finally, Micro-Mark has delivered the solution. Working closely with HP and a manufacturer of unique white laser printer toner, Our Product Development Team was able to bring together the optimal combination of laser printer, toner and blank water-slide decal material for creating high-quality, truly opaque decals. Through extensive in-house testing, we've been able to achieve exceptional results, rivaling commercially produced decal sheets. The key is in the components. The HP Color LaserJet Pro M452dw is 100% compatible with our Ghost White Toner and our Clear-on-Blue Decal Material. We worked overtime to eliminate the guesswork so you can focus on creating amazing decals!

<https://www.officedepot.com/>



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HP LaserJet Pro M452dw Wireless Color Laser Printer With Duplex Printing, CF394A

\$449.99 each (Reg)

\$279.99 Sale (Save \$170)



Ghost White Toner for HP M452dw
by Ghost White

Price: **\$339.95 & FREE Shipping**

New (1) from \$339.95 & FREE shipping.

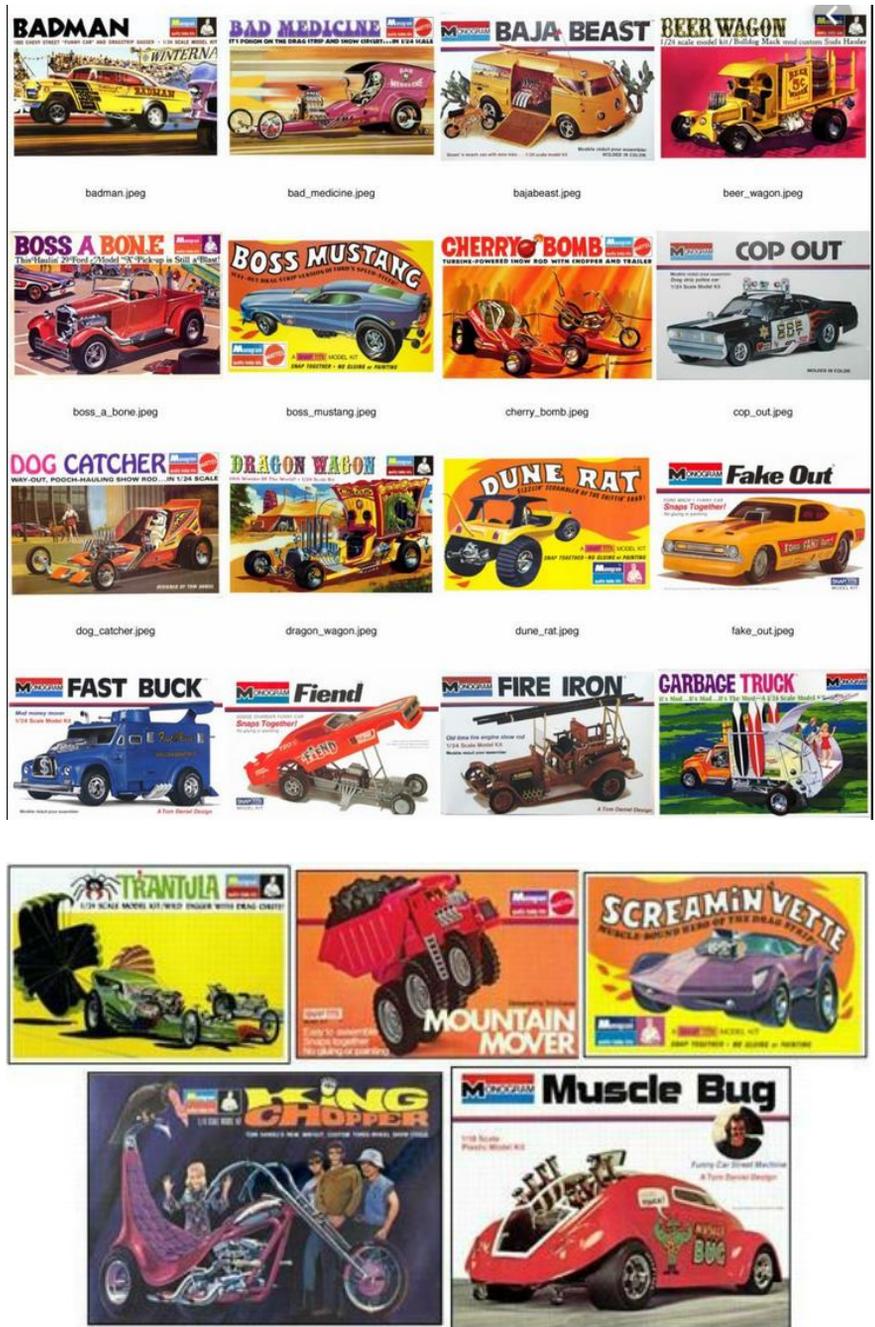


Odds and Ends Contributed by Club Members & Friends

... from Paul Bennett - Remember the Revell/Monogram Tom Daniel cars? Turns out Mr. Daniel has a website and for two of the models it is the fiftyeth Anniversary. <http://www.tomdaniel.com/>.

Editor – Below is a list of Tom Daniel’s kits. I know you’ve seen some of these kits in your travels.

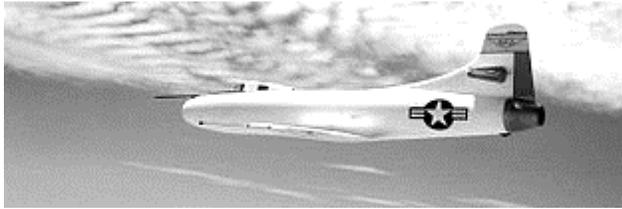
- Li'l Red Baron '19NEW!*
- Li'l T'rantula '19NEW!*
- Ghost of the Red Baron '19NEW!*
- Rommel's Rod '18*
- Grim Reaper*
- Beer Wagon*
- Jinx Express*
- Cherry Bomb*
- Street Fighter*
- Cop Out '14 T'Rantula '11*
- Ice 'T' '10*
- Circus Wagon '09*
- Tijuana Taxi '09*
- Red Baron '09*
- Fast Buck*
- BadMan II*
- Li'l Van*
- Swamp Monster*
- S'Cool Bus*
- Semi Hemi*
- Super Taxi*
- Street Cleaner*
- Roarin' Rail*
- Bad Man*
- Bad Medicine*
- Baja Beast*
- Fire Iron*
- Garbage Truck*
- Groovy Grader*
- Hangman*
- Paddy Wagon*
- Pie Wagon*
- Popper Chopper*
- Red Baron (in Tin)*
- Street Fighter Two*
- Troublemaker*
- Vandal*



More ODDS and ENDS

From Bruce Doyle - I've been either asleep at the switch, asleep at the wheel, or just plain asleep (or maybe distracted by HURRICANE DORIAN.) I failed to note the three August Federation Aeronautique International World Speed Records, a woeful omission by a "Need for Speed" obsessed Stretch Sprueman (and some in July- bad Stretch!) I only had the final day of the month to make it right, so here goes:

20 August, 1947 Navy Commander Turner Caldwell set the record at 640.743 mph in the Douglas D-558-1 "Skystreak".



Skystreak Men

Cmdr. T. F. Caldwell, USN, (left), Project Officer on the Skystreak for the Bureau of Aeronautics, Washington, D. C., talks over design problems with E. H. Heinemann, Chief Engineer of the El Segundo Engineering Department, in the photo below. They are holding model of the Skystreak.

25 August, 1947 MARINE Major Marion Carl (take that swabbie) set the record at 670.981 mph in the same Douglas Skystreak flying over Muroc AFB which he chronicles in his autobiography that I excerpted in my December, 2017 Fiddly Bits column, page 11.



Major Marion E. Carl, USMC, with a Douglas D-558-1 Skystreak at Muroc Dry Lake, 1947. (U.S. Navy)

20 August, 1955 Air Force Colonel Horace Hanes set the record at 822.135 mph over Edwards AFB flying a North American F-100C. This was the first supersonic record run, and the first flown at a higher, safer altitude. You may remember my frustrating search for the proper color of

the markings for his a/c, and my enlisting the help from someone at the Edward's Flight Test Museum. You'll see the confusion i had when you look at the This Day in Aviation post. Thanks go to Frank for turning me on to this site. (Turns out we both had a print literally under our noses that showed the correct orange color markings of Hane's F-100.)



Colonel Horace A. Hanes with North American Aviation F-100C Super Sabre 53-1709, at Edwards AFB after setting a supersonic speed record, 20 August 1955. (U.S. Air Force)

More ODDS and ENDS

From *Bruce Doyle* -Caldwell: <https://www.thisdayinaviation.com/tag/turner-foster-caldwell-jr/>

Carl: <https://www.thisdayinaviation.com/25-august-1947/>

Hanes: <https://www.thisdayinaviation.com/tag/horace-albert-hanes/>

First September record anniversary is next Saturday, the 7th. I hope you have power to receive it, and I have power to send it. Be safe my friends.

Love & Fishes, Stretch

From Bill Winter (in tribute to Bruce): Reno Champion Steven Hinton, flying the ultra-modified P-51 Mustang “Voodoo”, set the speed record of 531.53 mph on September 2, 2017, the fastest speed ever achieved for a piston engine propeller-driven aircraft. (Source: <https://planesoffame.org/news/175/1/Steven-Hinton-Speed-Record-Film>).



From Bruce Doyle – Contributed 8-27-2019

On this date eighty years ago saw the Dawn of the Jet Age when the Heinkel He-178 took to the air in Germany on August 27, 1939. In a collaboration with a young physicist named Hans von



Ohain, Ernst Heinkel produced this revolutionary aircraft whose offspring in the following years changed the world of travel and therefore history. And it changed aerial warfare as well, perhaps an unfortunate byproduct of this ground breaking invention.

More ODDS and ENDS

From Bruce Doyle -On a personal note, it was the Gainesville Sun's article in 1984 on von Ohain that rekindled my passion for modeling, and resulted in the Rockets and Jets of WWII and the 1940's collection that you all participated in building. The article about von Ohain teaching physics at the University of Florida was tucked away in a book by William Green that I bought in 1957 as a kid: "The Jet Aircraft of the World". The book served as a blueprint for the collection which we displayed at Collector's Day, Jaxcon, and Modelpalooza (even had my letter about the collection published in Fine Scale Modeler!)

Here's some 'stuff' you hopefully will find of interest:

<https://www.thisdayinaviation.com/tag/heinkel-he-178/>

https://en.wikipedia.org/wiki/Hans_von_Ohain

<https://www.youtube.com/watch?v=63z9rWu3Pv4>

Postscript:

There are numerous models of the He-178 on Scalemates:

1/32 Planet Models

1/48 Condor & Special Hobby (2 kits: He 178V-1, He 178V-2)

1/72 Airmodel, Condor, & Special Hobby (2 kits as above)



FROM: MegaHobby: FV651 Mk6 Salamander Crash Tender Emergency Vehicle 1/72 Ace Models

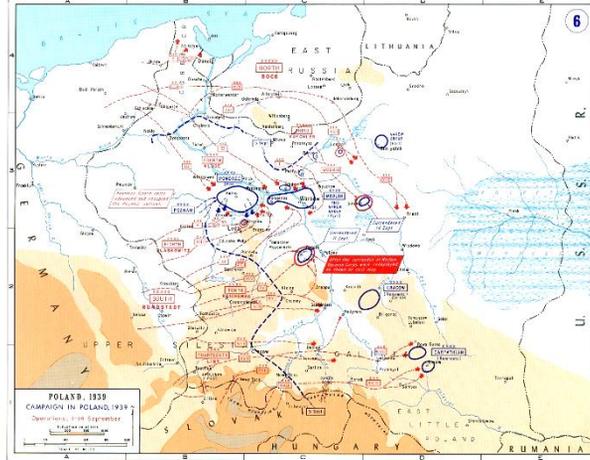


1910 Type
AG Paris Taxi
1/24 ICM
Models



More ODDS and ENDS

From Bruce Doyle - On this date (September 1, 1939) eighty years ago the "lights went out in Europe" when Adolf Hitler and the German Wehrmacht invaded Poland, the commonly recognized start of the



Second World War. On a reassuring note President Roosevelt appointed General George C. Marshall on this date as the Chief of Staff of the United States Army. Marshall never gets the credit he deserves as the unsung architect of victory, the strategic organizer of the tactical organizers of the Arsenal of Democracy.

Also on this date in 1939 comedian Lily Tomlin is born. Make of that what you will.

In 1974, on this date, the Lockheed SR-71 "Blackbird" sets (and holds) the record for flying from New York to London in the time of 1 hour, 54 minutes and 56.4 seconds at a speed of 1,435.587 mph.

<https://www.wired.com/2010/09/0901sr-71-blackbird-transatlantic-record/>

In a piece of delicious irony, Hitler's architect - Albert Speer - dies in London in 1981 on this date.



From Jack Mugan -

<https://www.facebook.com/595159677238895/photos/a.2274377215983791/2284928221595357/?type=3&theater> And ...

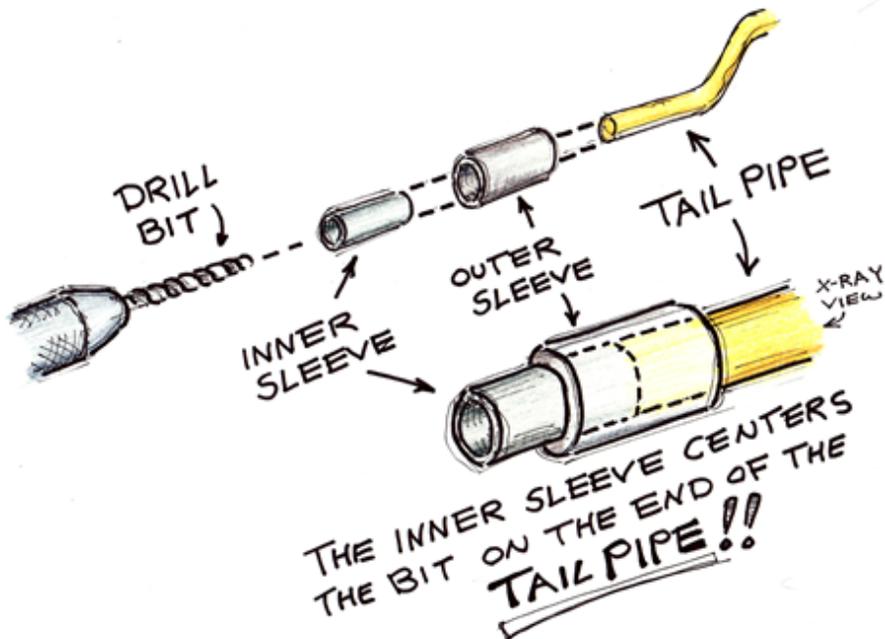
<https://forum.largescaleplanes.com/index.php?/topic/71826-hasegawa-132-fw-190d-9-black-1/>

And https://www.youtube.com/watch?v=gjtB_UFUVQ0

<https://www.themodellingnews.com/2018/06/shizuoka-hobby-show-2018-afv-dioramas.html#more>

More ODDS and ENDS

From Joe Caputo -



BONUS TIP: Drill Perfect Holes in Rod Ends

How often have you tried to drill out the end of a kit exhaust pipe, only to have the bit wander and tear up the side of the pipe? Or if you manage to start a hole that doesn't drift, it's so off-center that the entire effect is lost?

Here's how to drill a perfect hole into the end of a rod.

Put a piece of tubing over the exhaust pipe. Slide a second piece inside the first, then insert your drill bit into that one. Using a pin vise, you can now drill a perfectly centered hole that will run straight down the rod without drifting toward the side."

Telescoping, thin-wall brass and aluminum tubing are available on line or in a well-stocked hobby shop. If the diameter of the inner tubing leaves you with a smaller hole than you want, use that as a starter hole and enlarge it with a larger bit. - Gregg Mundkowsky Corryton, Tennessee.

More ODDS and ENDS

From Bill Winter—The question arose (via Joe Caputo) about Cuban Museums. The link was:

http://www.sbap.be/museum/cuba/cuba.htm?fbclid=IwAR1rnSNubtden8t3vee6RmfanHP-4g4GrM7hXdVlfnby72V8e2yPTdX_zak

I then asked Claude Moulton about his visits to Cuban Museums because Claude had actually been to Cuba and did visit at least 1 military museum. Claude wrote: *The description is quite confusing. I have been to the Museum of the Revolution, which is located in downtown Havana. Many of the accompanying photos are from the outdoor portion of that museum. The sea fury, SAM launcher, Castro's boat, an SU-100, and improvised armored vehicles, for example, are there. There also is a large indoor portion of the museum that is housed in the ornate waterfront presidential palace, which is very worthwhile. That museum certainly did not close in 2010!*

I haven't heard of the airforce museum, but I will find out where it is and go there the next time we go if it isn't too far away.

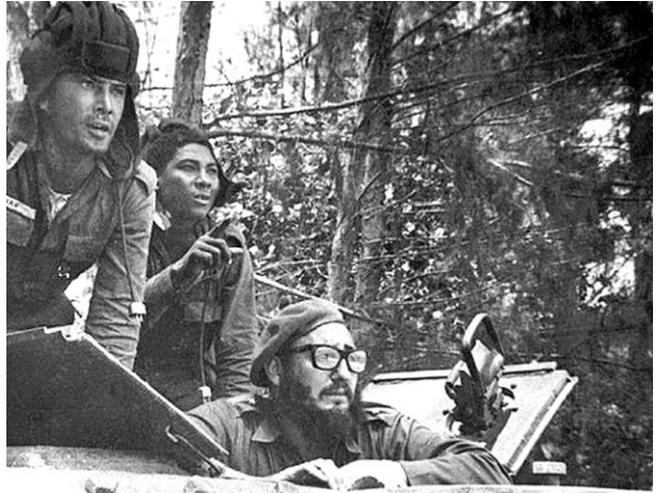
The SU-100 has an interesting history, much of which is fictional. Supposedly it was involved in the Bay of Pigs invasion. A photo shows Fidel himself firing the cannon. How he did that from outside the vehicle isn't explained. The story is that he fired at and sank an American cruiser, the USS Houston as I recall. Our records show that the Houston at that time was a submarine and wasn't sunk by anyone. Seems like a little puffery by the Cubans? I have several pictures of it. It's in pristine condition. Also a pic of the photo of Fidel. I will try to locate and send them to you.

So I did find photos of the SU-100 with Fidel.



More ODDS and ENDS

From Bill Winter— Here are more images of the SU-100 and Castro.



The photo below looks like Castro on a T-34.

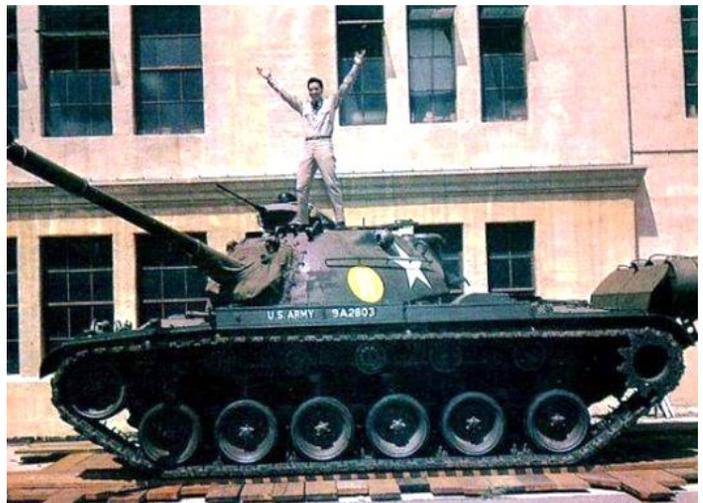


Who is Fidel with in the photo?

From Bill Winter: Claude Moulton wrote to me recently: *“You're the expert on this (the tank that is, maybe Elvis too). Is it an M-48? Are those fuel tanks on the back? I've never seen that. Maybe for training? I'm guessing this was taken in Germany where he was stationed.”*



ATVO 1988



More ODDS and ENDS

Elvis in the Army – Here are more photos.



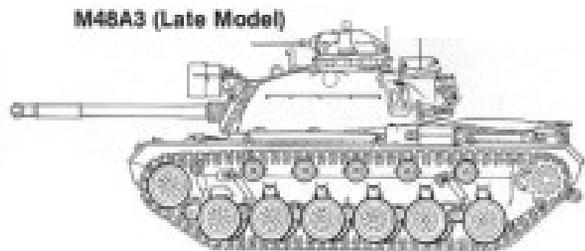
M-48

More ODDS and ENDS

(continued) I wrote back to Claude: *The early gasoline powered M48s didn't have much range so they likely added fuel drums. I don't know if these were used in first line units facing the Warsaw pact.*

The engine deck in the photo is a pre-M48A3 so it is definitely a gasoline engine. It is most likely an M48A1 or an M48A2. The M48A3 has a raised engine deck for the diesel engine.

The difference between an M48 and an M48A1 is the addition of the cupola with a machine gun. The difference between an M48A1 and an M48A2 is that the M48A2 was fuel injected. The old Monogram 1:32 scale M48 is an M48A2.



I have seen Jordanian M48s with fuel drums. Search google for "Jordanian M48." Looking more at google, I found photos under the search term "Jettisonable Fuel Tank Rack - M48A1." ... so maybe this was an M48A1.



Jordanian M48's



More ODDS and ENDS

(continued) - **Claude then wrote:** *So because of the cupola, his is an A1 or A2 and the Jordanian an m48?*

Bill wrote: *The cupola was added to the original M48 (gasoline engine, 90 mm gun) converting the M48 to the M48 A1. All subsequent M48s (except late M48A5's) had cupolas.*

The IDF removed cupolas from many M48's to reduce the height of the turret. The M48A5 was essentially an M48A3 with a 105 mm gun. Later M48A5's had the cupola removed and replaced with a hatch (in the IDF, these were called the "Urdan cupola" because Urdan was the company that produced this lower-height cupola (<https://urdan.co.il/>)).

The "jettisonable Fuel Tank Rack - M48A1" was a U.S. product. I've just happened to see this on photos of Jordanian M48's.



—DETROIT ARSENAL—
48100 1000 1000 1000 1000 1000
DETROIT, MI 48206-3300 TEL: 313-385-1000
WWW.DA.MIL



—DETROIT ARSENAL—
48100 1000 1000 1000 1000 1000
DETROIT, MI 48206-3300 TEL: 313-385-1000
WWW.DA.MIL



—DETROIT ARSENAL—
48100 1000 1000 1000 1000 1000
DETROIT, MI 48206-3300 TEL: 313-385-1000
WWW.DA.MIL



Claude wrote: *That's a lot of gas. 200 gallons I suppose. Any chance they are for a flamethrower?*

More ODDS and ENDS

(continued) - *I wrote back:* The flame thrower version of the M48 was known as the M67. It was used in Vietnam. Dragon has a kit of this (M67A2).

See: <http://www.tanks-encyclopedia.com/coldwar/US/flame-thrower-tank-m67-zippo>

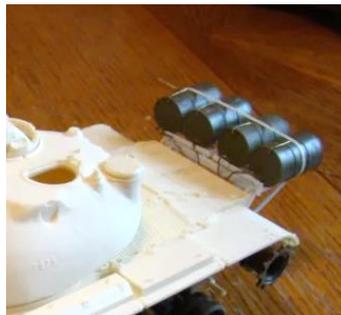
It appears that the Napalam was stored internally in the tank.



Claude wrote: *From the pictures, I can't spot any external differences from an M48.*

I wrote: *The M67 barrel is 21 inches shorter than the M48 barrel. It has a faux muzzle brake to "disguise" the tank as an M48 (instead of being what it is really is, an M67).*

NOTE:: Somebody on Armorama scratch built the rack!



From Jack Muga: GUN CAMERA footage.

https://www.youtube.com/watch?v=Zv8rFPLN_Fg

From Bruce Doyle - German Invasion of Poland in 1939 / Captured German Film / World War Two Documentary

Images we've seen from Victory at Sea to World at War, and now we know where they came from.

<https://www.youtube.com/watch?v=uNOqSSP1o94&feature=youtu.be>

Inter-club Contest to Repeat

By Jack Muga - Yes, it looks like we are going to repeat this fun challenge event once again, so put your creative thinking hats on.

I thought it might be beneficial to cover the rules once again because a bit of time has passed, and also for the benefit of new members who might be interested in this fun competition.



Rule number one is to have fun and to let your imagination run wild.

The contest is made up of two parts. The first part is the model itself. The subject can be anything you want, as long as the parts are all from Tamiya kits or scratch-built. The second part of the contest is the Back Story, which explains what the model represents and the how and why it was conceived.

Entries will be judged on the originality of the concept and back story and the craftsmanship of the model equally.

The club that wins will have their name on the traveling “Victor” trophy and bragging rites for the next year, or until the next competition. - **Good luck and have fun.**

Still more Odds and Ends

From Jack Muga . . .

<https://www.youtube.com/watch?v=d3lV9fWSu44&fbclid=IwAR3sTTRGX-Sl-TSj3VfYyOU3bPTl8YbOmGR8hsj8NrhTCfMRhIdnnl3SmC0>

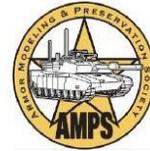
Nice work below . . .



Coming events

<https://modelpalooza.org/>

MODELPALOOZA



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

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

Schedule of Events

Friday, Oct. 18th

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

**Colonial
Photo & Hobby INC.**

Saturday, Oct. 19th

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

Sunday, Oct. 20th

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



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

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

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

Don't forget to support your local hobby shop.

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

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

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

http://www.ipmsusa3.org/uploads/ipms_application_form_2016.pdf
<http://www.shopipmsusa.org/product-p/adult-membership.htm>
<http://www.shopipmsusa.org/product-p/family-membership.htm>

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

UPCOMING EVENTS

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

Sept 21 North Florida AMPS meeting, Camp Blanding museum, 10 AM
Oct 18-20 IPMS/AMPS - Modelpalooza with AMPS armor judging, Orlando, FL
Nov 18 North Florida AMPS meeting, Camp Blanding museum, 10 AM
January 11, 2020. 10:00 am - 3:00 pm, Collector's Day
Feb 8, 2020 JAXCON, Jacksonville, FL
July 29-Aug 1 – IPMS Nationals – San Marcos, Texas

IPMS Membership



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

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

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

New Renewal IPMS #:

Name: _____

Address: _____

City: _____ State: _____

Zip Code: _____

Phone: _____ E-Mail: _____

Chapter Affiliation, if any: _____

Junior (17 years or younger) \$17.00 _____ Date of Birth: _____

Adult One year \$30.00 _____

 Two years \$58.00 _____

 Three years \$86.00 _____

Canada & Mexico \$35.00 _____

Foreign Surface \$38.00 _____

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

Your Signature: _____

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

Name: _____ IPMS #: _____

PAYMENT OPTIONS:

Cash Amount: _____

Check Check #: _____ Amount: _____

Billing Address, if different than above -

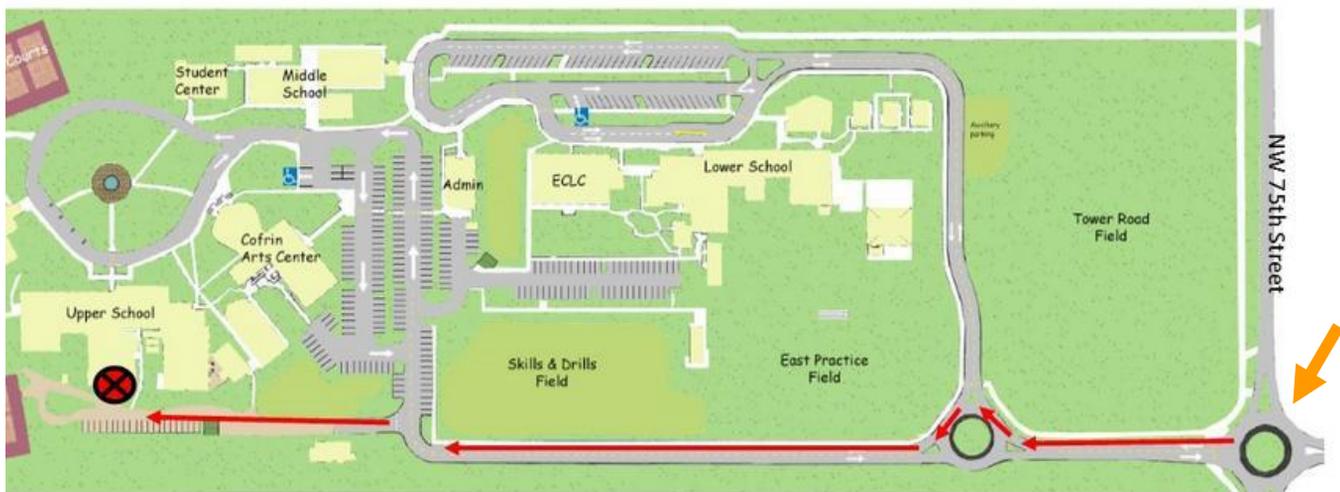
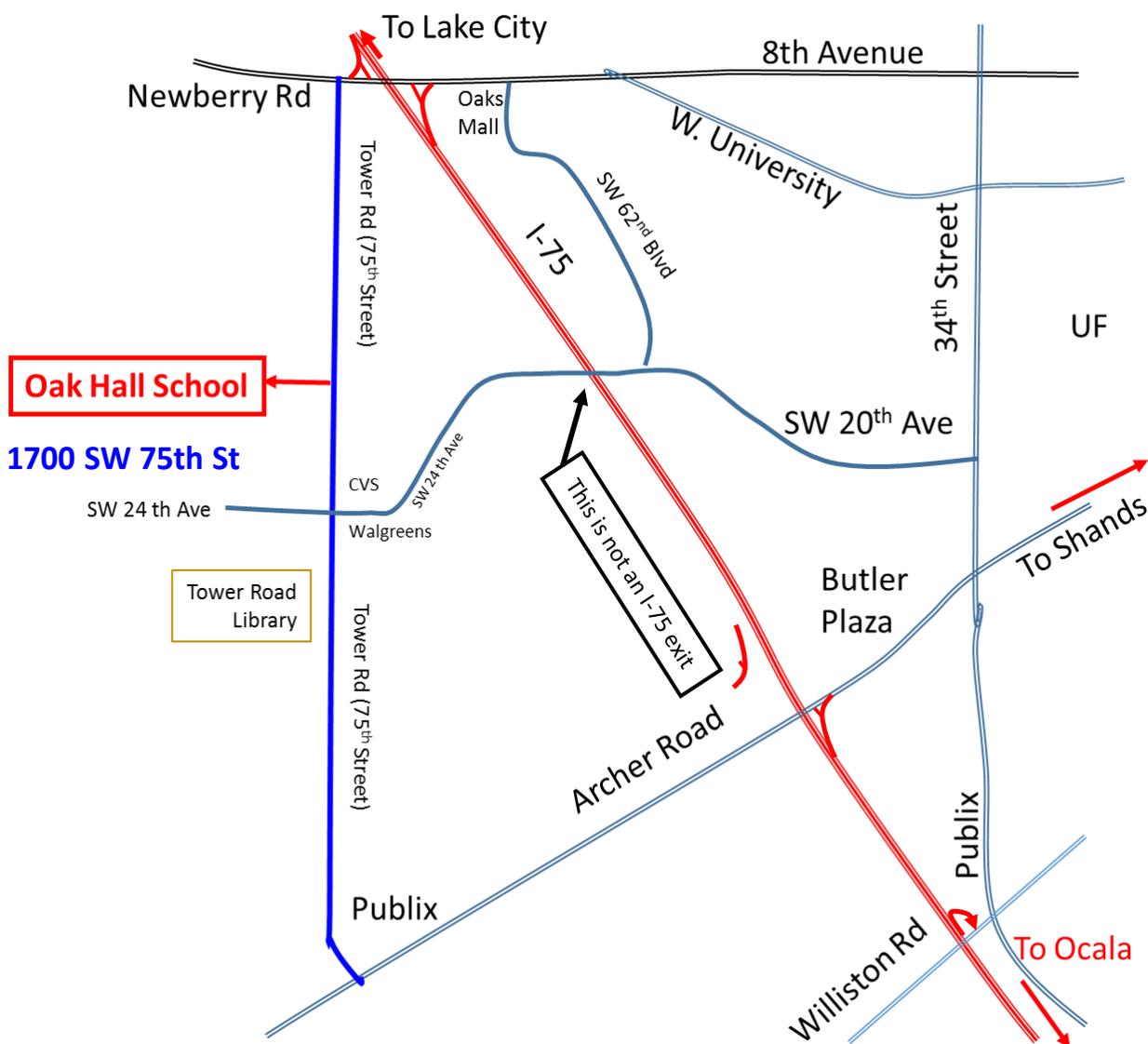
Address: _____

City: _____ State: _____

Zip Code: _____

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

How to get to the meeting



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



www.gatormodelers.org

Wild Paint

By Jack Mugan



**OCTOBER MEETING:
TUESDAY, OCT 15, 2019!**