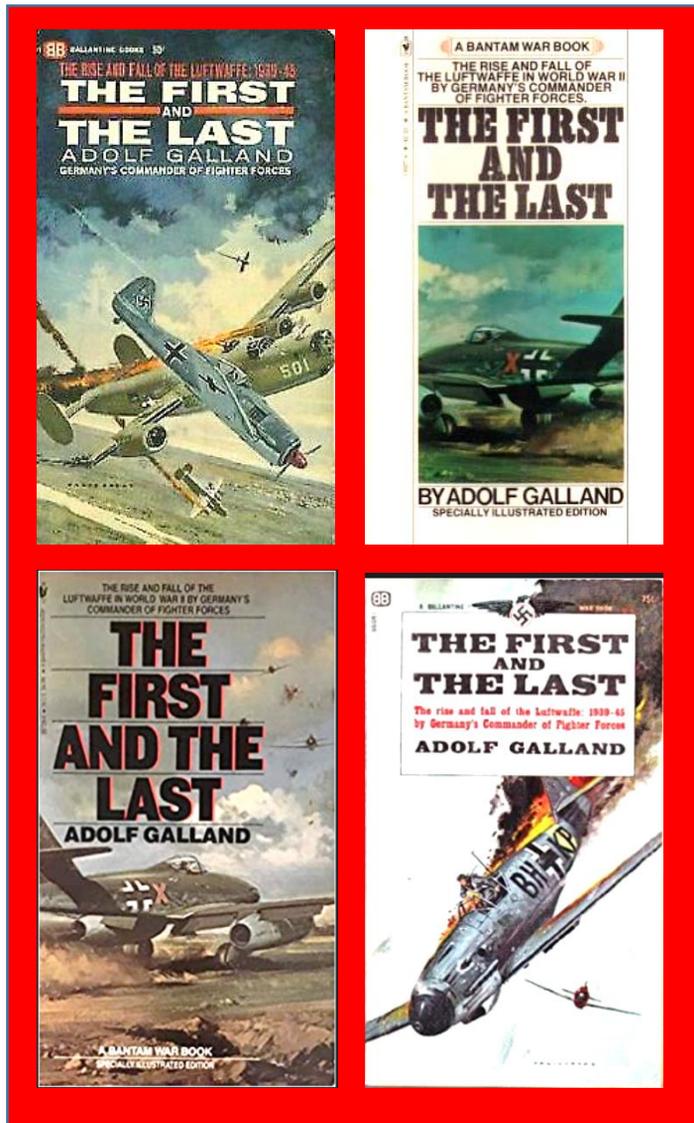




www.gatormodelers.org



Frank Ahern excites us with his latest Ace build

JUST IN: Aaron Skinner, Editor of Fine Scale Modeler is planning on joining our Club Zoom call on July 21!



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Club officers

Dan Contento
President

Chuck Lassiter
Vice President

Frank Ahern
Secretary

Bruce Doyle
Historian

Paul Bennett
Photographer

Doug Spinney
Webmaster

Bill Winter
Treasurer &
Newsletter
Editor

Prez Sez..... By Dan Contento



Well I figured we would be talking about having face to face meetings pretty soon, but my forecasting of these types of things is certainly flawed. The heat didn't slow things down at all as Florida seems entrenched at third place in the US and maybe moving to second or even first if things continue as is. We're fortunate that our local areas are not overwhelmed and hopefully won't be.

When Oak Hall reopens some members may wish to meet, if the school allows, but some or many may wish to continue on ZOOM until we and our families feel it's safe. One discussion the officers had was going ahead and reinstate our monthly topic builds and contest. We would have to vote off of a picture of the model and shared on ZOOM. The vote would be sent to Frank after the meeting with the winner announced at the next meeting. We'll talk about it July 21. Other ideas are welcome.

We may also have a guest at some meetings and will possibly need to allot time if they have a presentation they may wish to give. So to keep the meeting going, Please be cognizant of this so we can be good hosts.

Dan

[July Meeting – IPMS Gators](#)
Look for a zoom address from Frank Ahern.

Table of Contents

Pres Sez	2	Hollywood Heroes	19
Minutes	3	Odds and ends	21
Kit review	4	Secretary Page	26
Airplanes of the Aces	7	IPMS Membership	27
News from Clarence	10	Wild Paint	28
News from Mark Box	12		
Tech Gen	13		

JUST IN: Aaron Skinner, Editor of Fine Scale Modeler is planning on joining our Club Zoom call on July 21!



Minutes of the Officers' Meeting from Tuesday, July 7

Frank Ahern, club secretary

The club officers met on July 7th and discussed the possibility of inviting special guest speakers for some upcoming meetings. It was agreed that a limited number (probably one) special guest would enhance the content of the meetings. Bill Winter said he will coordinate inviting special guest speakers for future meetings.



The question of who would host a Zoom meeting if I'm not available was resolved by Dan Contento and Chuck Lassister agreeing to be named as alternative hosts when I schedule future meetings. They will be able to log in and start a meeting if I can't make it for some reason.

Bill Winter raised the issue of club fundraising in the virtual era. Several possible ideas were proposed with Dan suggesting the format of having those who have kits they are willing to auction show them after the regular meeting ends and letting people bid on the kits, auction-style. This will be brought up during our next meeting. Another possibility would be a live outdoor auction at a local park where social distancing could be practiced. Other ideas for auctions should be brought up at the next meeting.

Finally ideas are also being sought for ways to have a model contest via Zoom. Again, we look for input from all of you to come up with ideas that we can try in the future. See you on the 21st.

Frank



Kit Review

Chernobyl #2 Fire Fighters Kit# 35902

Scale: 1/35th; Manufacturer: ICM

By Paul Bennett



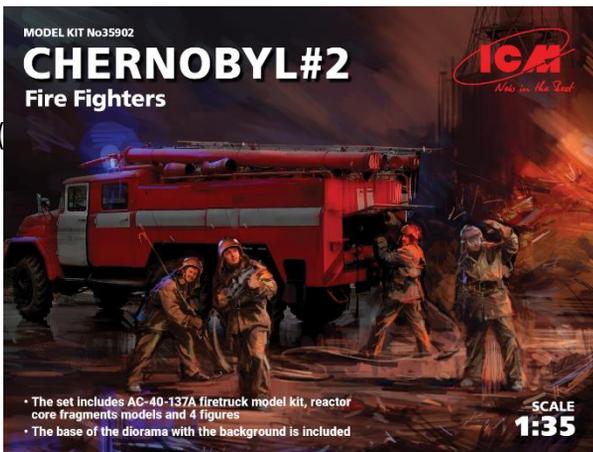
ICM has a history of releasing interesting and unusual kits, witness their military figures and early 20th century cars.



In 1986 the worst nuclear disaster prior to Fukushima occurred. The Chernobyl nuclear station was rocked by the explosion of one of their reactors, spreading an enormous cloud of highly radioactive material which not only devastated and contaminated the local area but impacted areas as far away as Scandinavia. The Chernobyl accident itself was a story of incompetence, courage, and hideous sacrifice in the face of radiation levels so high that even robots were of limited use.

So far ICM™ has released two kits based on the disaster. The first is a radiation monitoring station, the second is simply called “Fire Fighters” and is a diorama of the fire fighters who, in the high radiation levels and extreme heat, fought and extinguished the conventional fires that raged around the plant early on. Extinguishing and controlling the fires in the radioactive core was quite another matter, requiring great sacrifice.

The kit comes in a large box of the type common to ICM™. There is an outer top piece with the box art covering an inner cardboard box (below, left).



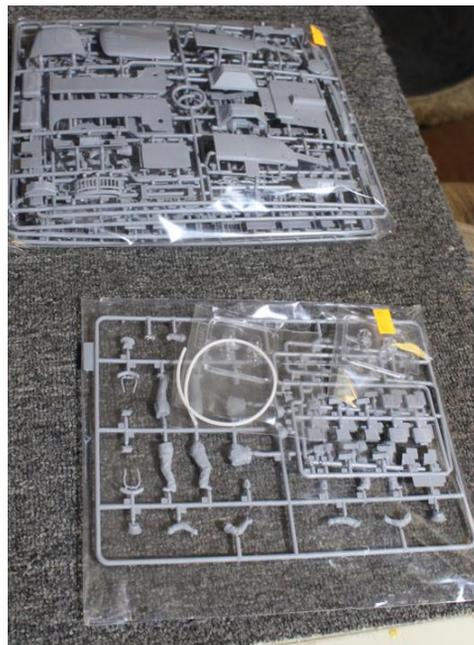
The inner box is completely enclosed (above, right)

Kit Review

The parts come in two plastic bags. Unlike most kits I have experienced, the two bags are of a plastic that feels more like acetate and are closed with a semi-resealable adhesive strip, sparing one the battle of opening the bag. The larger of the two bags contains the vehicle parts while the smaller contains the firefighters (photo, right).

As a side note, the decals were not in a bag, and left floating around the box. To protect them and keep them from getting lost, I chose to put them in a plastic bag. There are two sets of instructions, a booklet for the fire truck and a page for the firefighters. Paint call out is in Revell™ and Tamiya™.

Now for the parts count. The kit is molded in grey and clear plastic. The firetruck itself consists of 295 parts, the four firefighters another 37 parts, and 28 assorted additional parts for a massive count of 360 parts (in 1/35th scale). The decals come with options for two fire departments, Pripyat 2 and Pripyat 6. The parts for the firefighters come on a total of five trees and one loose part. The fire truck comes on a total of eight trees and seven tires. The tires are a hard, rubbery plastic. In each bag the clear parts are in separate bags to protect them and the tires are as well. Both the instruction sheet and book show all the trees with any unused parts highlighted in orange.



Overall I would say this is definitely NOT a weekend project.

From past experience, I regard ICM with considerable respect. I have often been impressed with the delicacy of casting on fine parts, fit, and overall cleanliness and quality of casting. That being said, this is a very complex kit and I cannot begin to stress enough the need for patience, care, and time in building the kit.

So a couple of additional overall notes. On the firefighters, the face shields for the helmets are separate clear parts.

And then there was the folded mystery cardstock. Even folded, it was as big as the box.

Okay... What is this then?



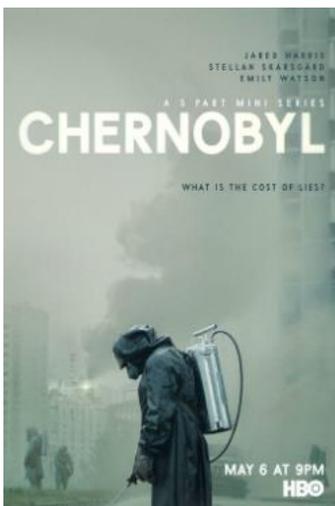
Kit Review

Oh My Goodness! It is an actual, printed diorama and base.

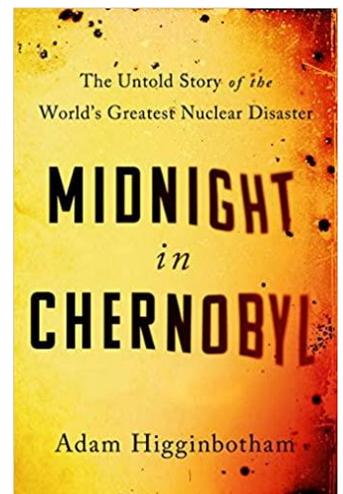


Very Nice! I am looking forward to building this kit and possibly also investing in the matching kit. If I am very, very, very lucky I may even have it finished for Collectors Day.

It also inspired some creative craziness on my part that I may try to implement. Let's see now... rock and mineral specimens collected over some sixty years... some of them uranium ore: A Geiger counter(yes, I really do): ability to record audio on laptop: rotating beacon simulator: Ah, the possibilities!



Editor's note: Paul – Thank you for doing this review. I have a friend who was in Denmark when the explosion occurred. He was with his wife. They subsequently had children and are all healthy. If you haven't seen the HBO series on Chernobyl, I highly recommend it. If you want to learn about what might have been the largest human-induced acute ecological disaster of all time, see the series or read the book "Midnight in Chernobyl." - [Bill](#)

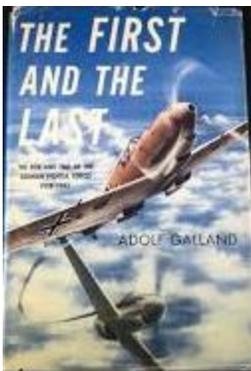


Airplanes of the Aces – Galland

By Frank Ahern

The rise and fall of the German Luftwaffe in WW2 was mirrored in the career of the man known as the “Fighter General” - Adolf Galland.

He and his contemporary Werner Molders were the key leaders in the early days of the Nazi’s flying war machine when it seemed unstoppable. They had the best equipment and the best trained pilots, battle tested as part of the Condor Legion in support of Spain’s General Franco. Easy victories over Poland and France emboldened Reich Marshall Herman Goring to promise Hitler that “his” Luftwaffe could bring Britain to its knees. In his post-war autobiography, “The First and the Last”, Galland said it only took him one encounter with the RAF and the



British Spitfire to change his attitude about the certainty of victory. The Battle of Britain was a stalemate at best and began a downward spiral for the Luftwaffe. When Molders was killed in a non-combat flying accident, Galland became the leader of Germany’s fighter pilots, a position he held until the last months of the war, when conflicts with Goring led to his dismissal.

Adolf Galland’s status as an ace, or “experten” as the German’s called them, began in the pilot seat of his Messerschmitt Bf-109 during the Battle of Britain, smoking his trademark cigar. Like most of the German aces he racked up huge numbers due to the fact that Luftwaffe pilots flew almost non-stop during the war. He totaled 104 kills before he was grounded after his promotion to Fighter General.

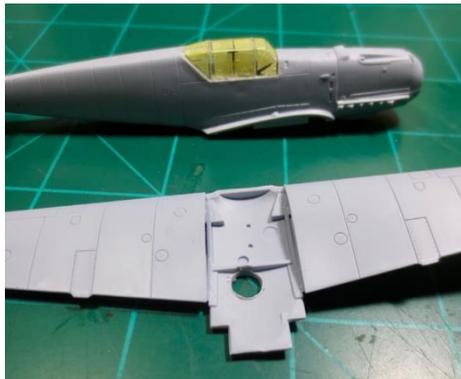


Airplanes of the Aces – Galland

My kit for Galland was another of my little Airfix gems, a Bf109E-4 that was his favorite mount during the BoB. Since I rave so much about the new Airfix kits that some may



think I'm on their payroll, here's an example of what impresses me about them.



All airplane modelers know that one of the most crucial points of construction is joining the wings to the fuselage. When I got to that point on this kit the two components went together with a “snick”, that wonderful sound we modelers love to hear, and no gaps



Airplanes of the Aces – Galland

needing filler. All this in a kit that cost less than \$10! I wish I could get back all the money I've spent on kits costing 3-4 times as much that had no "snick".



Painting was a little challenging because the Luftwaffe, in this era, tried to get tricky with 3-aspect camouflage patterns then reversed course and started painting yellow on the nose and rudder which completely cancels the effect of the camo. Doesn't make much sense to me, maybe someone else has an explanation for it. It does make for a colorful model, however, and I am happy with the way this Airplane of the Ace turned out.

My thanks again to Bruce for his loaner copy of Galland's autobiography which was an interesting read. In it Galland contends that the Allies could have ended the war a year sooner if we had concentrated our initial bombing efforts on fuel production facilities rather than manufacturing plants. He points out that all the machinery in the world doesn't do much for you if there is no fuel, which is what eventually crippled the German war machine.

I have a lot more aces and their planes in the que, but I'm going to take a break and work on some other projects for a while. Variety is still the spice of life - and modeling.

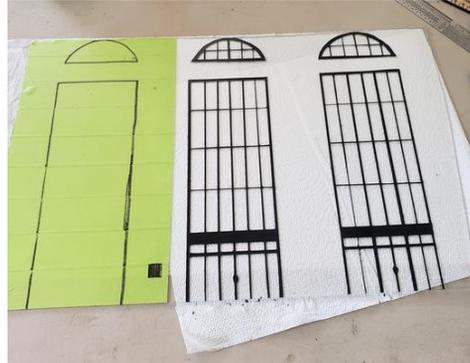


News from Clarence Snyder



From Clarence: This is some of my new inventory when I go back to cars (see above).

Some of Clarence's other projects are below.



News from Clarence Snyder



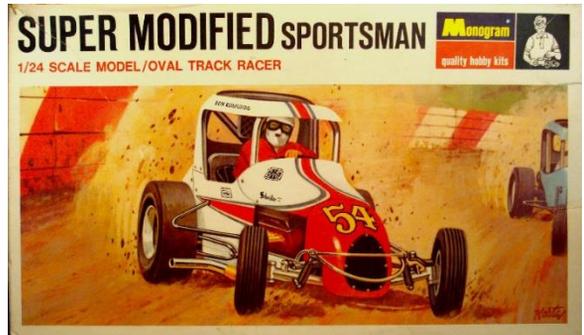
The hobby and doing detail things are just the start of my chimes on my drums and I need restrain this as it is the second time; the first was 10 years ago with dental floss, and now with 150 lb nylon braded and coated line. I probably will never have to do this again. Technology is great sometimes. Hope this encourages some to expand the hobby. Cheaper than replacement.



NEWS FROM MARK BOX!



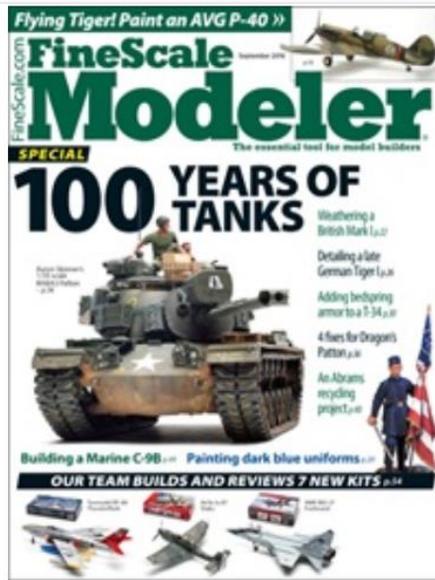
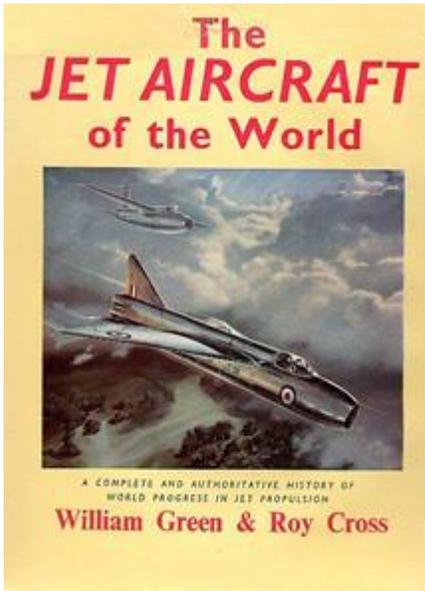
Open competition skooter – a Monogram Don Edmunds’ super modified kit – bought at a yard sale as a glue bomb for 50 cents – completely rebuilt, de-chromed and made it into something!



TECHNICAL GEN*

by Bruce "Yard Modeler" Doyle

INTRODUCTION: For those new members to the club - and to refresh the memories of the veteran ones - in 2015 I discovered a three decade old Gainesville Sun newspaper article about the German scientist who invented the turbojet engine which was tucked away in a book I bought over 60 years before - **THE JET AIRCRAFT OF THE WORLD** by William Green and Roy Cross (below left). This led to



Gatomodelers' Newsletter Vol. 7, Issue 9, August 2017



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Vice Pres

Bill Winter
Treasurer

Frank Alam
Secretary

Paul Bennett
Photographer



Extra, Extra, Extra: See Jack Muga's MIG 23 Flogger in "Show and Tell"

Next meeting:

Tuesday, August 15 at: 6:30pm; at Oak Hall Library 8009 SW 14th Ave Gainesville FL (See the maps near the end of the newsletter)

Note: There is a NEW entrance to Oak Hall.

The Mach 2-capable MIG-23 "Flogger" became the first true "swing-wing" fighter to enter service with the Soviet Union and went on to become a primary asset of the Soviet air services (replacing the long-range limited MiG-21 "Fubber") making it one of the most-produced and successful aircraft of the Cold War. The MiG-23 was made into a dedicated strike fighter (later in the more-modified MiG-27 series). The MiG-23 made way on to prove a reliable and robust performer through decades of service (and several notable wars and conflicts) and continues to active service with some air forces today. Relatively cheap for its time (between five and six million dollars a plane), the Mikoyan-Gurevich product was an easy sell to Warsaw Pact nations and Third World allies alike. In all, the MiG-23 represented the most important Soviet fighter for a good part of the 1970s and the early 1980s and was made all-the-more potent by its ability to carry nuclear-tipped weapons. From: http://www.militaryfactory.com/aircraft/detail.asp?aircraft_id=151; Submitted by: Bill Winter

Table of Contents	
Pres Let	2
Meeting minutes	3
Draw of the age	5
Odds and Ends	7
Fiddly Bits	10
Need for Speed, Part 2	12
Kit-ography	15
Inter-club contest	17
2018 Nationals	18
Paul's Toolbox	19
Hollywood Heroes	20
Bill's Quiz	21
Show and Tell	22
Secretary's page	24
IFMS membership	25
Bill's answer	26
Fact blast	27
Directions to meeting	28
Wild Paint	29

the club building and displaying at Collector's Day, Jaxcon, and Modelpalaza over sixty 1/72 rocket and jet models from WWII and the 1940's. (See my letter to [FSM in the September, 2016 issue](https://images.app.goo.gl/b7y2CjvNVpp1FVr46) (<https://images.app.goo.gl/b7y2CjvNVpp1FVr46>) (cover photo above,middle); and the August, 2017 issue of our newsletter, pages 7 – 9; see: https://b2c6a024-b4a7-4ba7-82c4-aa7ed66fefda.filesusr.com/ugd/e84a19_9530d4b34deb486582476d6c4be1495f.pdf) cover photo above left).

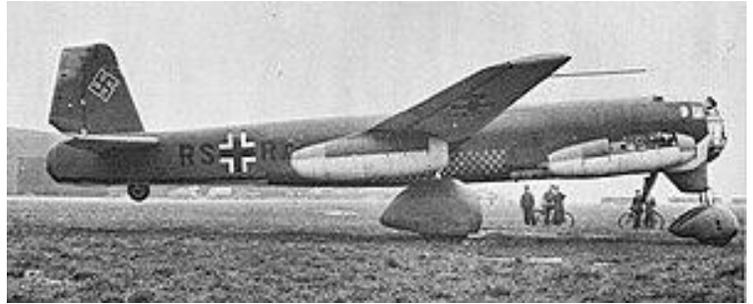
* Technical Gen - The term's usage was first noticed by me in issues of The RAF Flying Review from the 1950's. Editor William Green had a monthly column called TECHNICAL intelligence, and I stole it from him. I used the term to describe the rockets and jets of WWII and the 40's, and the various model kits that I built of them.

* * * * *

"Welcome Back!" TECHNICAL GEN is back after a three and a half year absence (November, 2016 was the last one.) We left off at #16 (of 27) with the Northrup MX-324 rocket powered flying wing in our countdown.

TECHNICAL GEN*

#17 - The Junkers Ju-287. The Ju-287 experimental jet first took flight on August 16, 1944 from an airfield near Leipzig, Germany. It was the first jet powered (four 1950 lb. thrust Jumo 004B engines) medium bomber, and it achieved a respectable 404 mph top speed on its maiden flight. The Ju-287 was a radical design with a 20 degree forward swept wings to enhance critical mach numbers. It was truly a "Frankenstein" aeronautical creation with parts utilized from numerous other aircraft - the fuselage of a Heinkel He-177 bomber, the tail from a Junkers Ju-188, the main landing gear from a Ju-352, and the nose wheels from captured American B-24 Liberators. See: <https://www.youtube.com/watch?v=mOCUTyoi9eo> [and] https://en.wikipedia.org/wiki/Junkers_Ju_287.



Side view of Junkers Ju 287 V1 prior to first flight, August 1944

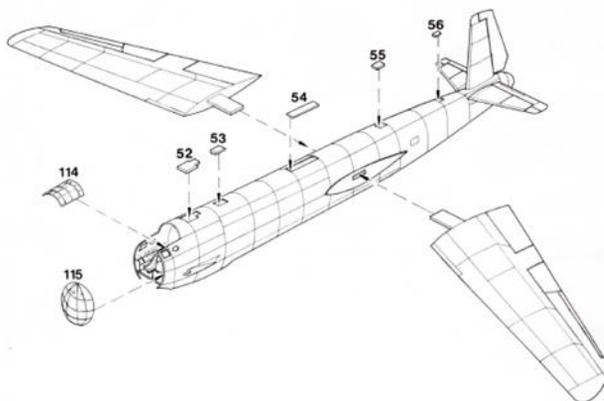
Of all the models that we had on display it elicited the most queries: "What is it?"; "Did it really fly?"; ""Did it fly backwards?"

THE KIT - HUMA makes the only injection molded kit - in 1/72 sale - which is now out of production (<https://www.scalemates.com/products/img/1/5/5/138155-24-instructions.pdf>). I got mine from Roll Models, and I think I paid about \$60 for it. You can download the Instruction Sheet PDF from Scalemates to look over. It was pretty ---- > (next page)

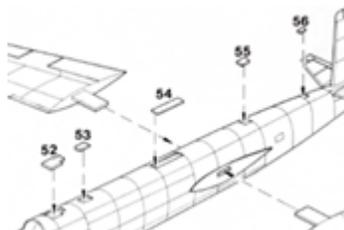


TECHNICAL GEN*

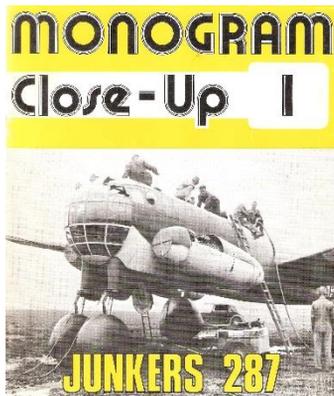
much a straightforward build with a pass-through horizontal stabilizer, and an ingenious wing spar / tab feature that locked in the dihedral and cemented the wings in place (unless of course you got



them reversed like I did on the first try.) The most aggravating feature of the kit was the five upper hatches on the top of the fuselage spine. I wasn't paying close attention to this so when I went to "dry fit" the first one it slipped through into the cavern of the fuselage and I now had a "rattle toy."



I overcame this when I fished some sprue into the openings with a set of tweezers and glued them inside the fuselage to span the openings. In the future I would recommend using the flat, square numerical tabs found on most kit's sprues, and gluing them inside the fuselage halves to span the openings so you don't end up with a "rattle toy." I'm happy to report that when I picked up my model Ju-287 while working on this column, and gave it a good "shake" - nothing! "crickets!" So I did manage to fish out the hatches that had fallen into the fuselage and secure them successfully in the openings. Hooray! I built the model before I got a computer so my main reference was one of the MONOGRAM monographs on the Ju-287.



TECHNICAL GEN*

#18 - The OKA (OHKA) a.k.a. "Cherry Blossom" was a piloted rocket powered suicide aircraft carried aloft and to its target in a Mitsubishi G4M2 "Betty." The first of the 755 built flew in September, 1944 (https://en.wikipedia.org/wiki/Yokosuka_MXY-7_Ohka). In theory the OHKA was to glide to



the target after being launched at an altitude of 25,000 ft.. It would then fire its 1763 lb. thrust rocket engine and dive at 50 degrees and speeds of 500 mph to 600 mph thereby delivering its 2645 pounds of trinitroanisole explosive to the target. Later versions of the OHKA were equipped with a turbojet engine. Of all the OHKA missions flown - mainly against the American fleet around Okinawa - less than a half dozen reached their targets. One USN Destroyer was sunk and another one damaged.



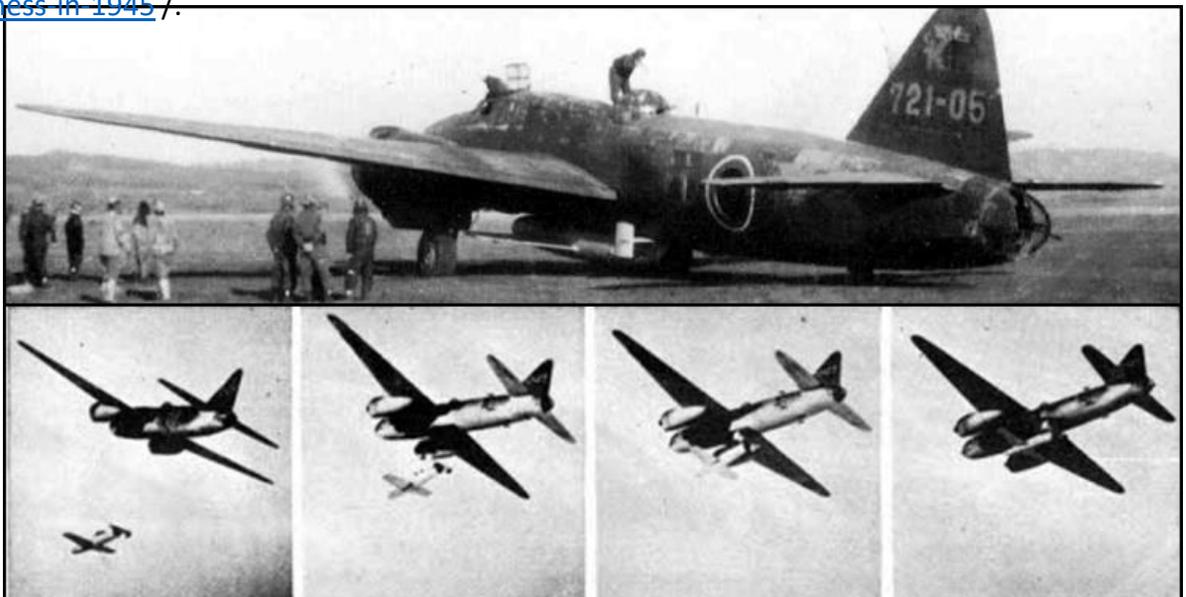
<http://www.combinedfleet.com/jna/Ohka.htm>

TECHNICAL GEN*

Below is an artists conception of an OHKA attacking a U.S. battleship (http://www.combinedfleet.com/ijna/Ohka_t.htm).



Below are a series of photos showing how the OHKA is released from a Betty bomber (<https://acesflyinghigh.wordpress.com/2015/09/02/yokosuka-mxy7-ohka-the-height-of-kamikaze-madness-in-1945/>).



TECHNICAL GEN*

THE KIT - Betty! Betty! Who's got the Betty? "Around and around the mulberry bush, the monkey chased the weasel." Like the children's song getting a kit of the OHKA was a humorous merry-go-round affair. The 1/72 OHKA is paired with select Hasegawa Betty kits, and Larry Bayer was asked by me to "birddog" one at the Columbus IPMS Nationals. Successful in his quest Larry handed off the kit to Bill Winter to transport back to Gainesville. When I went by Bill's house to pick it up, Bill noticed another Betty in his stash - a Hasegawa Betty with a OHKA that he had bought years before from (....wait for it) ME!! So it goes...



As you can see from the Instruction Sheet PDF (from Scalemates.com; <https://www.scalemates.com/products/img/8/5/9/185859-44-instructions.pdf>) it is a simple and straightforward build - no landing gear and a minimum of decals. I chose to paint it Tamiya Orange after seeing pictures of it taken in the Air Force Museum by Bill W. The correct color is grey as seen on the model built by Frank Ahern pictured on p. 38 of April's newsletter. The OHKA was of a simple and diminutive design, but it served for a deadly and sinister purpose. (The Wikipedia color picture shows the A.F. Museum example was orange with a grey lower fuselage - oh darn, wrong twice!)

Next on our "Hit Parade" - #19 the Me-263 / Ju-248 rocket interceptor, kit by HUMA

STAY TUNED....



Built Betty and OHKA (obtained from the internet).

Hollywood Heroes



Alec Guinness



campaign known as Operation Husky, and later ferried supplies and agents to the Yugoslav partisans in the eastern Mediterranean theatre.

During the war, he was granted leave to appear in the Broadway production of Terence Rattigan's play, *Flare Path*, about RAF Bomber Command, with Guinness playing the role of Flight Lieutenant Teddy Graham. He was honorably discharged in 1943 with the rank of Lieutenant. (see image above, left).



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.

Guinness joined the Royal Navy as a seaman in 1941, was commissioned a year later, and subsequently found himself commanding a landing craft. As the commander of a landing craft with twenty crewmen under him, he participated in several important and dangerous operations.

He was involved in three invasions, those of Sicily, Elbe and Normandy. Guinness landed 200 British soldiers on the shores of Sicily during the 1943



Hollywood Heroes

Alec Guinness

Guinness began his distinguished acting career on the British stage, but unlike his contemporaries Lawrence Olivier and John Gielgud, he made a highly successful transition to film stardom.



His film acting career is highlighted by two major milestones - The association with director David Lean in epic films, e.g. Lawrence of Arabia, Dr. Zhivago, and Bridge on the River Kwai,



which resulted in his only Best Actor Oscar; and his casting by director George Lucas as the Jedi knight Obi-Wan Kenobi in the original Star Wars trilogy, which also resulted in an Oscar for Best Supporting Actor.

He died in 2000.



Odds and Ends from Members and Friends

From Joe Caputo - I wish I had room for this.....

https://hot-saleb.myshopify.com/products/tool-cabinet-mobile-workbench?fbclid=IwAR3OX8AiRxnqMYI9lhW6vAtFZDK7sybvHe-4UqBsaX_WV2TNv5UfZ-Jlxpk



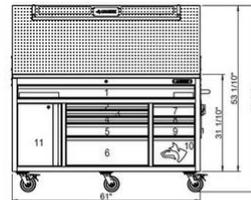
Tool Cabinet Mobile Workbench

\$99.98 \$308.00 **SALE**

ADD TO CART

BUY IT NOW

- Mobile workbench has 6 casters for easy movement
- Pegboard and 120 lb. rated Soft-Close drawer slides included
- Minimal assembly: only handle and hinged pegboard



Draw Number	Draw dimensions (W" X D" X H")
1	56 1/2" X 20" X 3 4/5"
2	25 7/10" X 20" X 1 9/10"
3	25 7/10" X 20" X 1 9/10"
4	25 7/10" X 20" X 1 9/10"
5	25 7/10" X 20" X 4"
6	25 7/10" X 20" X 9 1/5"
7	12 1/2" X 20" X 4"
8	12 1/2" X 20" X 1 9/10"
9	12 1/2" X 20" X 4"
10	12 1/2" X 20" X 9 1/5"
11	14 2/5" X 21 3/5" X 20 1/5"

New from Meng!

**RUSSIAN K-4386
TYPHOON-VDV
ARMORED VEHICLE**

俄罗斯 K-4386 "台风-VDV" 装甲车

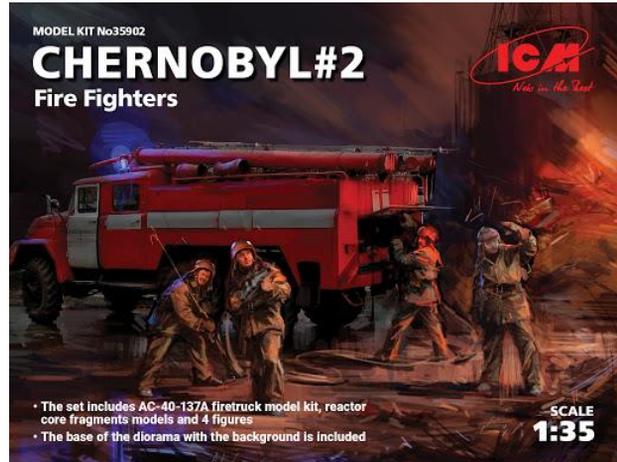
1/35 SCALE

MENG

WWW.MENG-ROBOTICS.COM

Odds and Ends from Members and Friends

From Paul Bennett – Chernobyl #1 and #2 from ICM.



From Paul - Free to a good home

How would somebody like a REAL model challenge???

For the folks interested in RC ships...

Remember Sterling Models? They built lots of balsa models.

For the last 40+ years I have had their Battleship Missouri balsa model for RC squirreled away. At some time in the far distant past, I pretty much built the hull. That is as far as I got. I took it down today, the instructions and plans are still in the box along with lots of wood and assorted parts and shapes. Outside of being slightly crushed by years of travel, the box is in pretty good shape. There are a couple of rough spots, but the hull is in pretty good shape too.

Total length of the ship is just over 55".

If anyone wants it and the challenge, you are welcome to get it. I am not selling it because I can not swear it is complete.

I hope someone will give it a good home and carry it through to completion.

Heck, the KIT itself ought to be an item of modeling history!

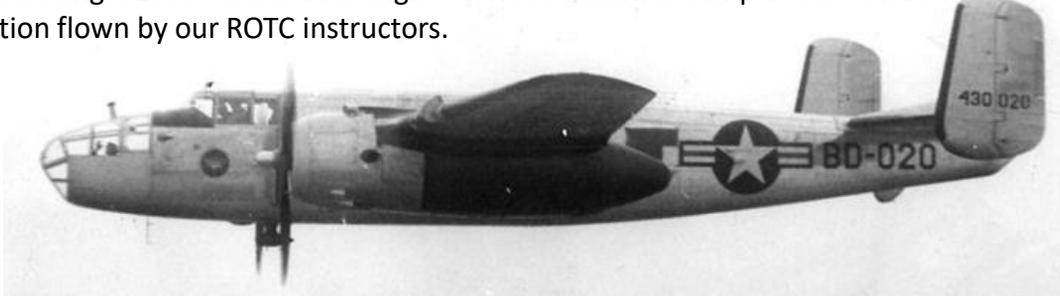
Paul

Odds and Ends from Members and Friends

From Fred Horky – To John Mitchel (Mr. Mitchel is believed to be a flying school classmate of Fred's.)

Our classmates might like watching this one: a latter day B-25 flight, from engine start to shut down. (The pilots in the video look like they're almost old enough to perhaps be classmates!) And can anyone identify where they're flying AT?

My own experience with the B-25 was minimal: my photo below taken from the "waist window" illustrates that single 1953 "orientation flight" at ROTC Summer Camp at Scott AFB. It was a three-ship formation flown by our ROTC instructors.



Those classmates who flew the Baker Two Bits in their "Basic-Multi-Engine" course at Goodbuddy, Vance, etc.; might get a thrill out of this video. You'll get all nine yards, EXCEPT the noise and vibration.....

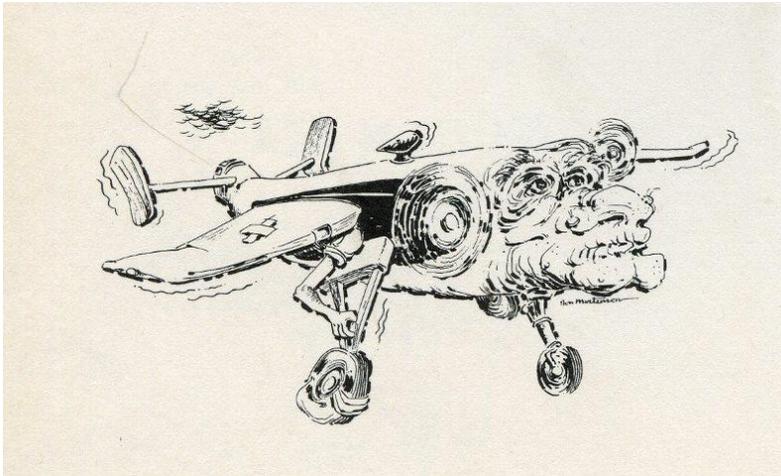
The rest of us who flew the T-birds in Basic-SINGLE Engine at Webb AFB, etc.; can only marvel at your experience. Below, one of my own pictures from our Webb training at Big Spring. That was out in West (by God!) Texas.....



Odds and Ends from Members and Friends

From Fred Horky – To John Mitchel (Bruce – who is Mr. Mitchel?)

Our Webb classbook included an illustration of the B-25, below. (It's by classmate Don Mortensen, who if sixty-four year old memories are correct, was a commercial artist by education.)



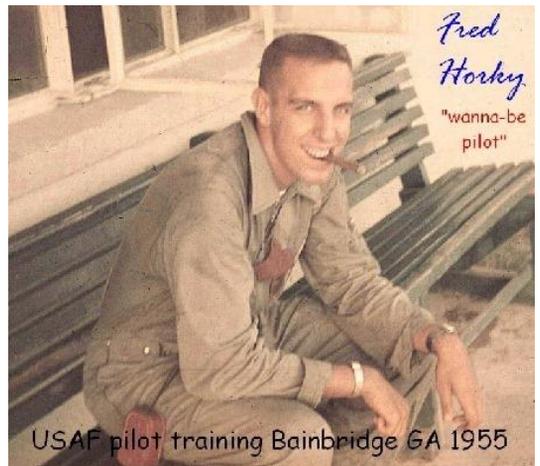
Those of us in “Basic-Single Engine” had to wait for other airplanes to ruin our hearing.

My own hearing was sacrificed some seven years later at the altar of the Charlie-Ace-Deuce-Trey; one of which I thrashed for EIGHTY HOURS over TEN days*; from Pope AFB to Danang, on an early-war squadron deployment. (And that was sans autopilot. The C-123 never did have one ...AND it wouldn't fly “hands off” in a straight line for more than five seconds.)

Anyway, here's the promised link to that promised latter-day Baker Two Bits flightmy thanks to Joe Caputo for sending it to me.....

https://www.youtube.com/watch?v=akBR0_tzoOY

- Pope to Luke to McClellan to Hickam (SIXTEEN
- hours, even!) to Wake to Anderson (with an abort
- back to Anderson) to Clark to Danang.....



USAF pilot training Bainbridge GA 1955

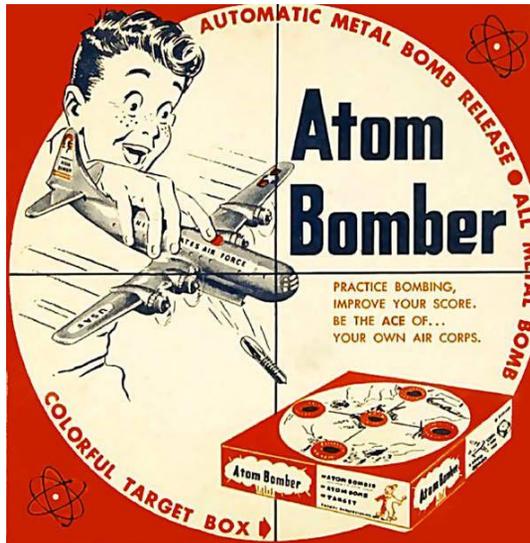
ODDS & ENDS

.. From **Bruce Doyle**: 1958 Monogram US Missile Arsenal - Willy Ley... | Scout's Atomic Flash
https://urldefense.proofpoint.com/v2/url?u=https-3A__images.app.goo.gl_ho7MCpHBgttLdAD3A&d=DwICAg&c=sJ6xIWYx-zLMB3EPkvcnVg&r=jzlfSSorEPNo37OXhPxyKgCet5y6tQ2EZ0WULQcGYH4&m=g7tlvhkLunNknfiGYX699igggpLrhOE3PISPqvkeC7A&s=u-mT1w0t2SwkDU6K86jxe9ULvbLxmc5vEmH-PnRai_U&e==



Atom bomber... war toys were a big thing back in the 1950s ...

https://urldefense.proofpoint.com/v2/url?u=https-3A__images.app.goo.gl_TjzFf9X5xCrxuifbA&d=DwICAg&c=sJ6xIWYx-zLMB3EPkvcnVg&r=jzlfSSorEPNo37OXhPxyKgCet5y6tQ2EZ0WULQcGYH4&m=Cg56SD_CbXu9OWFBr7qA3OS9Y21NF7HLDYVHL9xOkdg&s=mNvffABKoZgwk78uwmb5hH1wk6zobNGGC--vUvxiKss&e=



For Model Kit Box Art, see:

https://urldefense.proofpoint.com/v2/url?u=https-3A__images.app.goo.gl_2biFBUP4c4w8iT446&d=DwICAg&c=sJ6xIWYx-zLMB3EPkvcnVg&r=jzlfSSorEPNo37OXhPxyKgCet5y6tQ2EZ0WULQcGYH4&m=XnDfR5GAqkJowkwxqGBvKjdB3nyqJk67UH26lx4cWns&s=P8bOA6Ag3zT--T1cCmh6wQmW-8boZdd4OfyqVaHWcKI&e=

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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!

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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>

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UPCOMING EVENTS



IPMS Membership

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

A copy of the membership application is on the right or available at the IPMS / USA website address, www.ipmsusa.org.

Complete the form and return it to the address listed at the bottom of the form along with your method of payment.



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New Renewal IPMS #:

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Zip Code:

Phone: E-Mail:

Chapter Affiliation, if any:

Junior (17 years or younger)	\$17.00	<input type="text"/>	Date of Birth:	<input type="text"/>
Adult				
One year	\$30.00	<input type="text"/>		
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Three years	\$86.00	<input type="text"/>		
Canada & Mexico	\$35.00	<input type="text"/>		
Foreign				
Surface	\$38.00	<input type="text"/>		

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

Your Signature:

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

Billing Address, if different than above -

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

Wild Paint By Jack Mugan



AUGUST MEETING: ?

