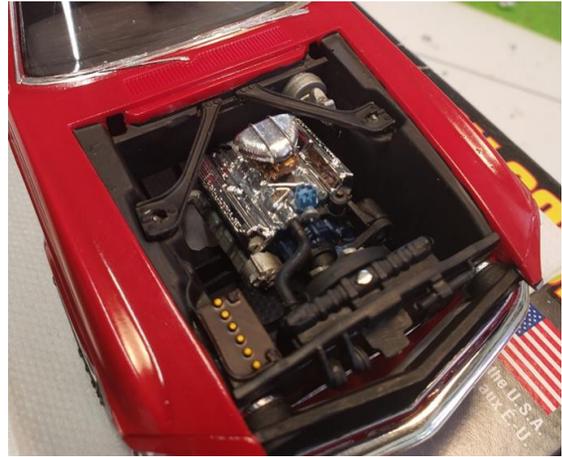




www.gatormodelers.org



**Clarence Synder is a "buildin' machine" who does excellent work. Can you tell his model Mustang from the real Mustang?
See page 15 for the details.**





www.gatormodelers.org

Club officers
Dan Contento
President

Chuck Lassiter
Vice President

Frank Ahern
Secretary

Bruce Doyle
Historian

Doug Spinney
Webmaster

Bill Winter
Treasurer &
Newsletter Editor

Prez Sez..... By Dan Contento

Well I hope everyone had a nice Thanksgiving even if you weren't as close to some family as usual. With the Christmas holiday close by we have the same issues regarding family and friends and close contact. Whatever your personal decisions on the issue I hope all will work out well.



Maybe with the vaccine coming soon we will be able to have live meetings again. The confinement seems to be making some of our members a bit rowdier than usual at the zoom meetings and in emails. We need to respect others having different opinions when they don't agree with ours.

Back on the hopefully live meetings what would you envision for the first few meetings? An open contest? Anything you've built, no theme, auction?, maybe a belated Holiday get together? I think we need to find ways to personally reconnect with each other having been away for so long.

Please stay safe and well and we'll see you at the next zoom meeting.
Dan

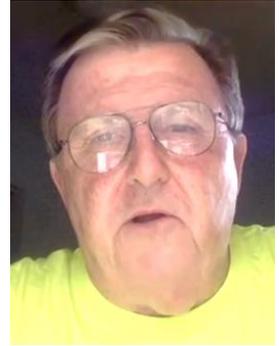
December Meeting – IPMS Gators –
Look for a zoom address from Frank Ahern.



Inside see Frank's great build of this kit on page 4!

Minutes of the Club Meeting from Tuesday, November 17, 2020

The meeting was called to order at 6:45pm with President Dan Contento and 13 members attending (see attached screenshot).



It opened with a discussion of the recent estate sale of Joe Caputo in Ocala. Bill Winter shared pictures of Joe's modeling area and the many built kits that were on display. Others shared memories of Joe from his long tenure as president of the Ocala club. There was a general discussion of kits purchased at the sale or projects that members were working on during the pandemic. Mike Martinez was congratulated for having a photo of one of his unique projects - a counter-insurgency Egg Plane - selected to be part of the Readers Gallery in the latest edition of Fine Scale Modeler magazine.

Doug Spinney gave a presentation on the photo storage/display website Flickr. Members can upload pictures of their models to the site, with a maximum of 1000, which can be linked to the club website. Doug said he will send a step-by-step instruction sheet to all club members in a few days.

Bill Winter offered to provide assistance and instruction to any members who want to improve the quality of their model photographs.

After more discussion the meeting was adjourned at 8:00pm.

Frank Ahern - Club secretary

Airplanes Of the Aces – *Kohzedub*

by Frank Ahern



Every country involved in air combat in WW2 had one pilot who was idealized as the perfect representative of that nation's fighting forces. In Russia that pilot was Ivan Kohzedub. His final total of 62 kills made him the top ace among all the pilots flying for the Allied nations. In Germany he was called "Ivan the Terrible" for his skill at downing Nazi Planes. He still holds a revered place in Soviet military history as shown by the recent issue of a postal stamp in his honor.



One factor in his success was that he did not start flying combat missions until 1943, which meant he avoided the early stages of the Nazi's 1941 invasion when the Russians were flying inferior airplanes and getting decimated by their use of outdated flying tactics. This was the main reason that the German aces on the Eastern front had huge kill numbers.

By the time Kohzedub arrived the new Lavochkin fighters were being delivered to Russian combat units, which gave the Soviet pilots an even chance in a dogfight.



Airplanes Of the Aces – *Kohzedub*

Kohzedub proved to be a match for the best of the Germans and was even credited with downing a Me-262 jet fighter in the late stages of the war.

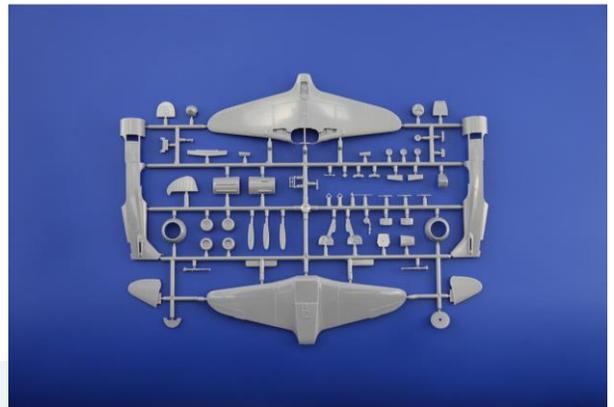


The La-7 was the final version of the Lavochkin series and is considered the best piston engine fighter the Russians produced. It was still considered crude by the Western Allies due to the lack of blind flying instrumentation and 2-way radios. Another difference was that they were primarily built of wood. That's the reason you don't see panel lines. Metal was used sparingly. The Soviet philosophy on weapons was - make them simple, easy to maintain

in harsh conditions, and make a lot of them.

Ivan's La-7 was built from an Eduard kit. Getting parts to fit correctly was a bit of a challenge. Like many Eastern European kits, locating pins and tabs are rare and a lot of fiddling is required to get clean seams and joints.

Once that was out of the way I had to focus on the many colors used on the fuselage of his airplane.



In the late stages of the war the Russians used shades of grey as primary colors, but most units painted red on the nose to distinguish their planes from the Nazi's. This calls for a lot of masking, so I used one of my masking techniques which is useful when large areas must be masked.

Airplanes Of the Aces – *Kohzedub*

Parafilm is a material used in labs to cover jars and petri dishes. It is easily stretched and conforms to almost any surface, but it's not sticky so it won't lift paint. It doesn't lend itself to detail masking, but it does a great job protecting other areas from overspray.



The final result is an airplane that very few Westerners ever saw. Due to Soviet secrecy and its quick replacement by jets like the Mig-15, the La-7 was a forgotten hero of the victory over Germany and almost unknown in the West until many years after the war,



unlike its top pilot, Ivan Kohzedub, who became a national hero and leader of Russian aviation until his death in 1991.

"The Tale Of The DUKW"

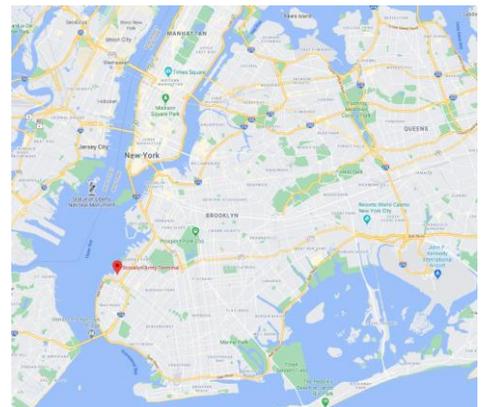
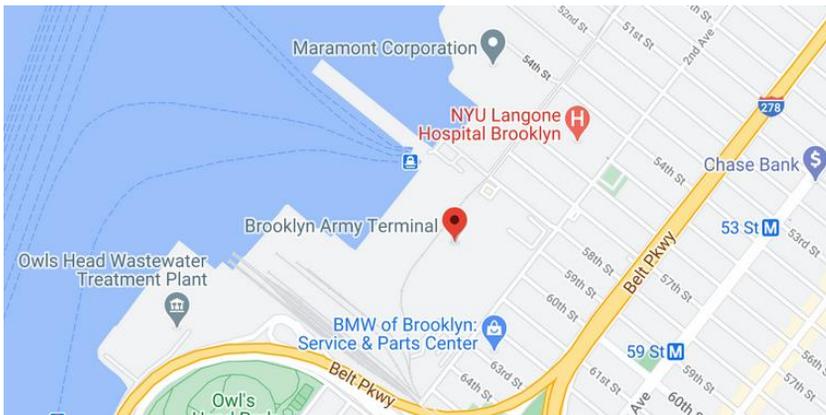
By Tony Ivone

Editor's note: Veteran's Day was November 11th this year (as it is every year). Tony took the time to share with us (via email), a little bit of his contributions to our Country. That communication is shared below. Thank you Tony!

On my 18th birthday I signed up for the draft, which was automatic. That left you with a choice of waiting to be drafted, or joining for 3 years.

Applying for a job that might have an apprenticeship program created a problem as the employer did not want to invest 2 years training and then have you drafted. The government realized this situation and devised the "6 Month Program" which was 6 years active service in the Army Reserve. When you enlisted you reported for 6 months of regular army training (Fort Dix NJ) which was your standard basic and advanced training depending on your reserve unit.

My unit, stationed at the Brooklyn Army Terminal NY, was a Transportation Company.



We drove the ultra modern DUKW (Amphibious 2-1/2 ton truck). I was a driver and the Company Armorer. (The advanced WW-2 M1 carbine). After the 6 months training you had a 5-1/2 year active reserve obligation which included 2 weeks training every year. We trained at Fort Story Virginia.



"The Tale Of The DUKW"

During that 5-1/2 year period if there was a need for manpower, you had 3 days to get your affairs in order and off you went. In August 1963 before we left for our 2 weeks training we were put on "ALERT." At the end of the first week the Battalion was activated, but not my company wasn't activated. I never found out why. They activated a DUKW company from Long Island NY. A fellow reservist in the stevedore company was getting married the same day Ann and I was, September 30, 1963, and could not make his wedding. Fortunately I was never called to active service. There was also a number of inactive years that was also required.

So there you have it, and to my great surprise we no longer had frigate sailing ships to join..... so to stay close to the ocean I became a DUKW driver.



Editor's note: Tony agreed to share these photos of a model of a DUKW that he built some years ago.

"The Tale Of The DUKW"

Tony's DUKW model.



Men in a GMC DUKW on the Normandy beach with freighter in background (Imperial War Museum)

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.

Efrem Zimbalist Jr.

Born into a life of wealth and privilege as the son of an internationally famous concert violinist, Zimbalist was drafted in 1941. Inducted into the United States Army, in 1943 he received his commission as a second lieutenant - Infantry. Zimbalist was assigned as a platoon leader in Company L, 60th Infantry Regiment, 9th Infantry Division

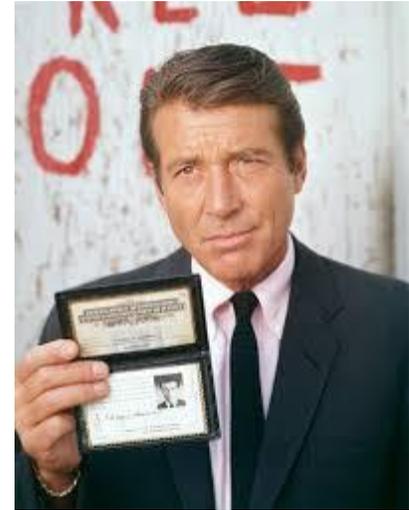
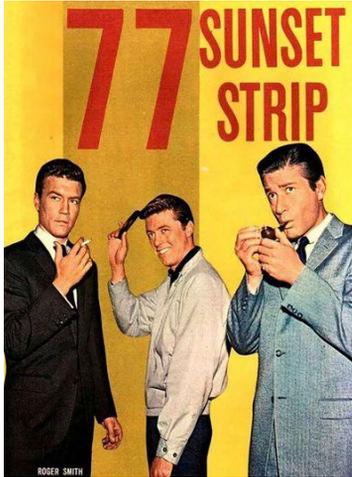


and participated in combat in Europe following the Normandy landings. He was discharged at the end of the war, and his awards and decorations included the Bronze Star Medal and Combat Infantryman Badge, in addition to the Purple Heart he received for a shrapnel wound to his leg during the battle of Hürtgen Forest, one of the longest and bloodiest battles of WW2.



Efrem Zimbalist Jr.

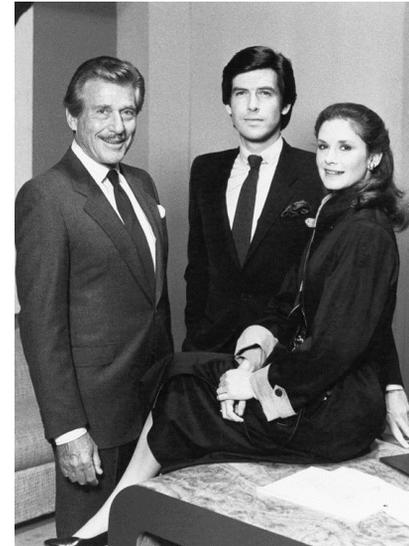
Zimbalist will always be best remembered for his lead role in the TV Series - *The FBI* - which ran for 9 seasons on ABC starting in 1965. Prior to that he gained national notoriety as one of the lead characters in the hit series “77 *Sunset Strip*”.



He was the straight man to the zany character Kookie, who became overnight national sensation.

Zimbalist also had recurring roles in the original *Maverick* and later with his daughter Stephanie in the crime drama *Remington Steele*. He died in 2014.

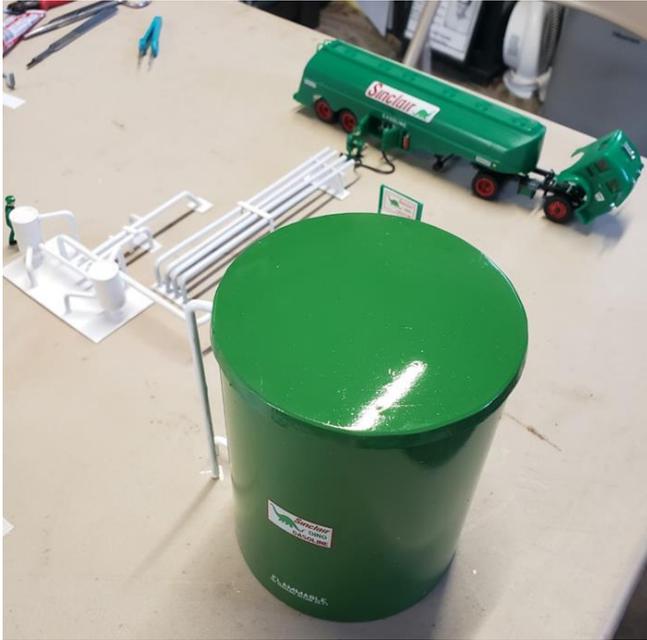
Editor’s note: From Wikipedia: “77 *Sunset Strip* is an American television private detective drama series created by Roy Huggins and starring Efrem Zimbalist Jr., Roger Smith, Richard Long (from 1960 to 1961) and Edd Byrnes (billed as Edward Byrnes). Each episode was one hour long including commercials. The show ran from 1958 to 1964. The character of detective Stuart Bailey was first used by writer Huggins in the 1948 film *I Love Trouble*.”



Private detective Stuart (“Stu”) Bailey (Zimbalist) was a former government secret agent. Jeff Spencer (Smith) also was a former government agent, and a nonpracticing attorney. The duo worked out of stylish offices at 77 Sunset Boulevard, Suites 101 and 102. The street address was colloquially known as *Sunset Strip*, and was located between La Cienega Boulevard and Alta Loma Road on the south side of the strip next door to Dean Martin’s real-life lounge, *Dino’s Lodge*. Typically, the two detectives would alternate as leads, with a Stuart Bailey case being featured one week, and a Jeff Spencer case the next—although depending on the nature of the case, sometimes the two would team up.

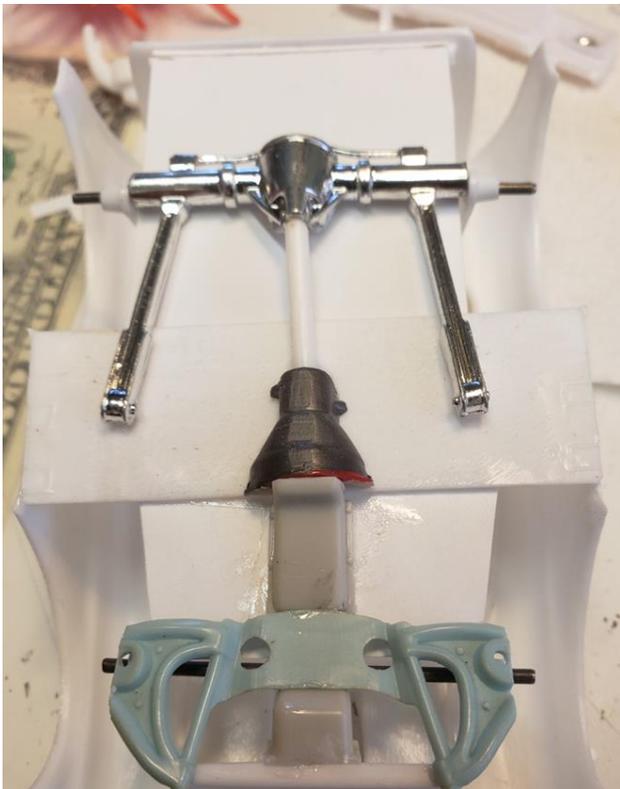
News from Clarence Snyder

Sinclair gas truck as part of a fuel farm train layout.



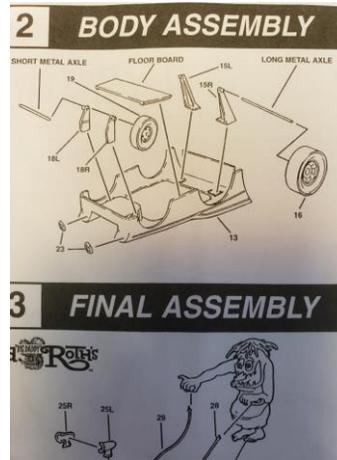
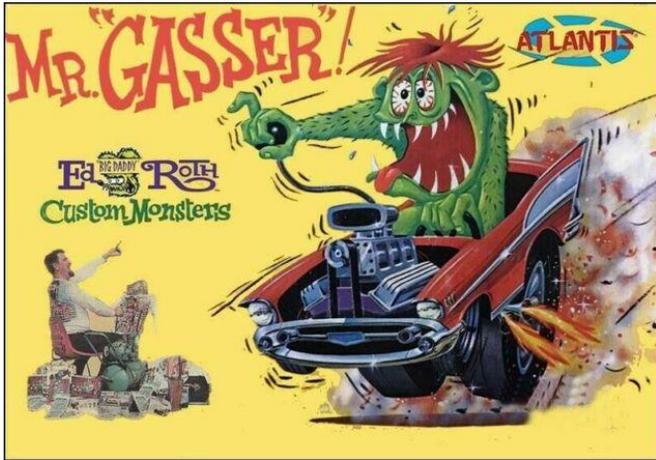
News from Clarence Snyder

It looked easy so I thought that I would detail this model a little bit with a framework and wiring the engine. I hope to have this done before the next meeting. If turns out good, it will be an entry into the "saber tooth in humor" category,

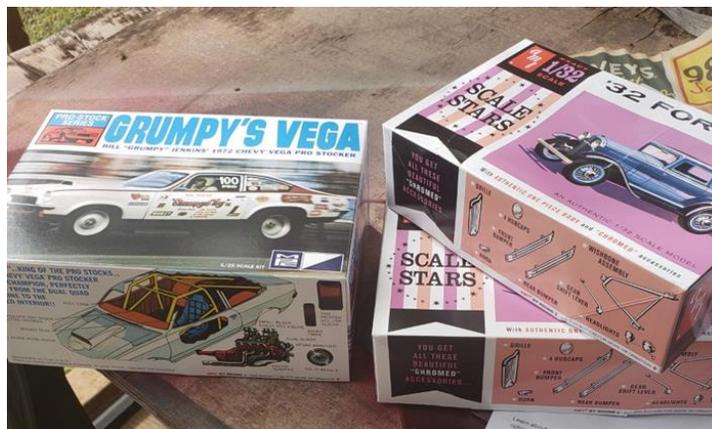


News from Clarence Snyder

I was in Jax yesterday (12-3-2020) at Hurricane Hobbies. There were 3 new items in their inventory. Mr gasser will be first monster car that I've built. Gator modelers has gotten me to expand the things that I build. I've never before built tanks, military, and wild cars. THANK YOU.



Below are kits that Clarence purchased in October at Rob's Hobbies in Ocala,



News from Clarence Snyder

This is my show and tell for November. I had a chance to trade this to the owner of the real Mustang for a bunch of old kits that were USA made. 😊



*Mustang Sally, think you better slow your mustang down
Mustang Sally, think you better slow your mustang down
You been running all over the town now
Oh! I guess I'll have to put your flat feet on the ground...*



Odds and Ends from Members and Friends

From Jack Mugan – Acrylic putty ... good stuff.



From 3 years ago from Ryan Harden regarding pastels - Pastels used to be my weapon of choice when I was building 72nd Aircraft. Hard to see in the pic, but they are there!



Odds and Ends from Members and Friends

From Jack Muga – Buzzing the tower at Miramar! - <https://www.youtube.com/watch?v=ZxvqLf10ukM>

W.I.P. --> F-16F



GATORS' ON-LINE AUCTION

The rules of the **auction** are as follows:

1. Auction items should be confined to model kits or modeling-related items.
2. Kits should be complete and un-built unless otherwise specified.
3. Other items should be in new or like-new condition.
4. The seller should send via email a list of auction items to Frank Ahern for posting at least 2 weeks before the next club meeting.
5. **All bids should be sent to Frank via email. Bids should be in whole dollar amounts. Bids under minimum bid amount will not be counted.**
6. Frank will post a list of the high bids 1 week prior to the next meeting.
7. An update on high bids will be sent the day before the meeting.
8. **Bidding will close at noon the day of the meeting. In case of a tie, the earliest bid wins.**
9. Winners will be announced at the meeting
10. All proceeds of the auction will be sent to the Treasurer by check. Details of delivery of items will be worked out between seller and buyer.

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



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.



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	<input type="text"/>	Date of Birth:	<input type="text"/>
Adult				
One year	\$30.00	<input type="text"/>		
Two years	\$58.00	<input type="text"/>		
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:
Name: IPMS #:

PAYMENT OPTIONS:

Cash Amount:

Check Check #: Amount:

Billing Address, if different than above -

Address:

City: State:

Zip Code:

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

Wild Paint(s) ... by Jack Mugan



IPMS Gators Dues

Club dues remain at \$20.00 / year. Dues cover the period from November through October. All members are expected to renew by November of 2020 for the 2020-2021 year. We use these fees to pay for our club IPMS/USA membership (\$30/year) that provides insurance for our meetings. At Oak Hall (when we meet there) we are charged \$100/month. To conduct zoom meetings while we can't meet in person, there is a ~\$15/month zoom charge. It has been suggested that we provide a "zoom" meeting "feed" even when we return to in-person meetings for those members who may not be able to attend in person. Any trophies or plaques that we purchase, we purchase from the club treasury. The treasury also helps with the costs of some food for the live auctions. It is highly recommended that all IPMS Gators members also hold membership in the national IPMS organization. Towards the end of this newsletter, there is information about becoming an IPMS member. Since we are not physically meeting at this time, please send your \$20 membership check addressed to:

[William E. Winter](#)
[10724 SW 10th Terrace](#)
[Micanopy, FL 32667](#)

Do NOT make the check out to IPMS Gators (MAKE THE CHECK OUT TO "William Winter"). Please let me know if you have questions. *Thx.* – Bill

The Club would like to THANK the following members for paying their dues:

[Jack Mugan](#)
[Bob Lundeen](#)
[Clarence Synder](#)

[Mike Martinez](#)
[Errol Whisler](#)
[Frank Ahern](#)

[Doug Spinney](#) [Ken Wilson](#)
[Bill Winter](#) [Mike Redmond](#)
[Ed Ingersoll](#) [Dan Contento](#)

[Don Martin](#)
[Tony Ivone](#)
[Bruce Doyle ...](#)

(If you have paid your dues and you are not listed, I apologize .. Please contact me so I can correct this)