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What is the identity of this aircraft? Read more in Jack Mugan's article entitled: "[First Editions](#)" on page 7.



GATOR MODELEERS

GAINESVILLE, FLORIDA

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Tracy Palmer
Vice Pres

Bill Winter
Treasurer
Newsletter
editor

Frank Ahern
Secretary

Bruce Doyle
Historian

Paul Bennett
Photographer

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[Next meeting:](#)

Tuesday, Sept 19 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 from 75th Street/Tower Road.

Remembering 9-11: by: Bill Winter - We have paused for 16 years on September 11 to remember the people killed in the worst terrorist attack in U.S. history. This lead our country to pursue 2 wars and ongoing and sometimes unresolved conflicts in Iraq and Afghanistan. This column concerns the vehicles that protected thousands of U.S. Army and Marines men and women. Continued on page __ .

Challenge:

Question #1: Can you identify this U.S. military vehicle?

Question #2: Is there a model of this vehicle? Answer on page: 25



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Prez Sez.....

By Jack Mugan

Holy cow, it's September already! It has been a hot and wet summer and as I write this, we are preparing to hunker down for another hurricane. The good news is we get to enjoy a couple of cool days before it gets here.

Early warning.... we are just three meetings away from our semi-annual club contest, which is anything Italian. I am feeling pretty smug as my project is completed, so I have one less project to

worry about. However, I am not doing as well with my Thunderbirds commitment, as I agreed to do two and have only completed one to date. Time is running out on that project, as we need them for the January Collector's Day. I understand that no one has taken on the F-105. Frank has the decals if you want to help out.

We will be recognizing the Air Force's 70th Anniversary at the next meeting and several Air Force veteran club members will entertain us with war stories from their time serving Uncle Sam. Feel free to bring AF models to the meeting in support of this event.

We will be looking for a show of hands for those who are interested in participating in the inter-club Challenge Contest. The Ocala group has 6 to 10 members willing to give it a shot. I hope we can match that number. Rules are published elsewhere in this newsletter and we are looking at a March deadline, so put on your thinking caps.

Ed and Bill will be treating us to another chapter of their museum adventures in Europe this meeting, so be prepared to be WOW'ed once again.

I hope we all get through this storm and things get back to normal before our next meeting.



Bruce and Mike enjoying the last meeting.

This model on the right (yes it is a model) has nothing to do with this article but was sent out by Jack.



Meeting Minutes – August 15, 2017

President Jack Muga opened the meeting at 6:35pm and welcomed 13 members present. He opened the floor for discussion of old business, and AJ Kwan told members about a meeting he attended with the developers of the new Butler shopping complex on Archer Rd. The proposed mall and food court area will have an aviation theme in recognition of the fact that the development is located on the former site of Stengel Field, which was used as a military aviation training site during WW2 and as a commercial airport until the early 19-70's. Kwan said he approached the developers about providing a display space, which the club could use to display models in keeping with the facilities' theme. He said the developers like the idea and suggested further meetings to develop the concept and design. Kwan will invite President Muga to attend future meetings with him. The facility is scheduled to open in about a year.



Under new business Secretary Frank Ahern forwarded the idea that Air Force veterans who are club members be invited to give presentations in the September meeting on Sept.19. This will be the 70th anniversary of the establishment of the Air Force as a separate branch of the service. Paul Bennett, AJ Kwan and Tracy Palmer are all AF veterans and will be given opportunity to discuss their time in service in the next meeting.

Next, Historian Bruce Doyle led a discussion about the theme of the meeting – the 75th anniversary of the invasion of Guadalcanal in August 1942. Doyle brought a collection of models, including American carriers and Japanese warships that participated in the invasion and 6 month battle for control of the island.

This was followed by the Show-n-Tell presentations by members who brought models to the meeting. A number brought models in keeping with the meeting theme.

The meeting raffle was next and Bob Lundeen had the winning ticket for the raffle for those who brought models. He selected the Hasegawa Stuka Ju-87B kit. The attendance raffle was won by Treasurer Bill Winter who picked the F-15C kit.

Finally, Bill Winter and Ed Ingersoll gave the first of what is promised to be several presentations on their summer trip to military museums and historic sites in Europe.



Errol looks happy to be at the meeting!

Stringing a ‘Stringbag’

By Frank Ahern



Among the many things yet untried in my modeling repertoire has been the construction of a biplane. There are lots of reasons – none good – for this omission on my resume. Probably the biggest has been wirephobia: a mental block caused by the fear of attaching bracing wires. Early in my modeling career even the thought of putting on an antenna wire would give me the heebie-jeebies, but I have gotten over that thanks to a couple of products that I will discuss a little later in this article.

As I have previously done, I used the motivation of the upcoming club theme contest to break through the walls of my modeling comfort zone. After the last contest I selected the theme “Made in Italy” without having any idea of where that would lead.

Why that led me to the Fairey Swordfish will remain a secret for now, but the fact is that I am building the venerable “Stringbag” - a plane the British loved more than any other except the Spitfire. I have become a devotee of the new-tool 1/72 scale Airfix kits, and because it is a British company it’s no coincidence that this was one of it’s first re-releases.



Before I start I want to explain why I write how-to articles. It’s not to impress you with my modeling perfection, like so many magazine articles I’ve read. A close-up look at any of my models will make it obvious that perfection is not my goal. I build because I enjoy the process of modeling and am interested in the history of the subject I’m building. I write to give encouragement to those like myself who are looking for simple, workable solutions to modeling problems that have intimidated them in the past.

I know I’m not alone in my fear of bracing wires. Airfix did not even mention the need for wires in their instructions. Only a close look at the box art gave any clue as to where they were. This tells me that they didn’t expect most modelers to attempt stringing the bracing wires. That seems like a shame to me. After all, it was called the “Stringbag” because of the wires. Would you leave the turrets off a Flying Fortress because they’re difficult to build?



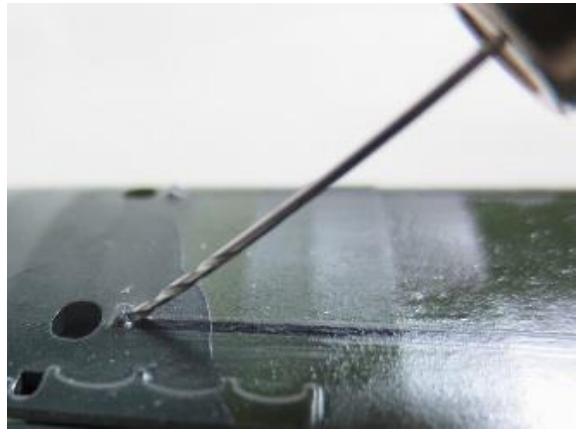
My newfound confidence in attaching wires is based on 2 products I discovered in the recent past. Probably the most important is E-Z Line. It looks like normal black thread but it is highly stretchable and amazingly tough. It can be found on E-bay or Amazon, as well as some of the big Internet hobby shops. It isn’t cheap, but one

spool will last a long time (unless you model ships).

My other discovery is designed to help with the delicate task of placing a small dot of CA glue where you want to attach your line. This ingenious device is called the Glue Looper. It’s actually a piece of folded photo-etch metal that you can chuck into a standard Exacto knife handle. The “loop”, when dipped in small puddle of glue, will hold just enough to fill the hole you will drill in the model where you want the line to go.



Figuring out where to drill that hole can be tricky but Airfix did supply little dimples on the wings and fuselage to show where the wires should go. Needless to say, you must use a very small drill bit to make the installation as neat as possible. Some manufacturers, like Airfix, use extremely soft plastic, so it's important to stop drilling before you drill through and create a hole on the wrong side (ask me how I know).



Next comes the drop of glue from the Glue Looper. I use fast-setting thin CA, which requires you to have the EZ Line ready to go. It's also helpful to have



clamping tweezers to hold the line while you insert it into the glue-filled hole. Count to ten and it should be set. I usually cut the line slightly short and stretch it to the hole. The beauty of EZ Line is it will stay taut, but will stretch rather than break when you touch it. No more sagging antenna lines or bracing wires!

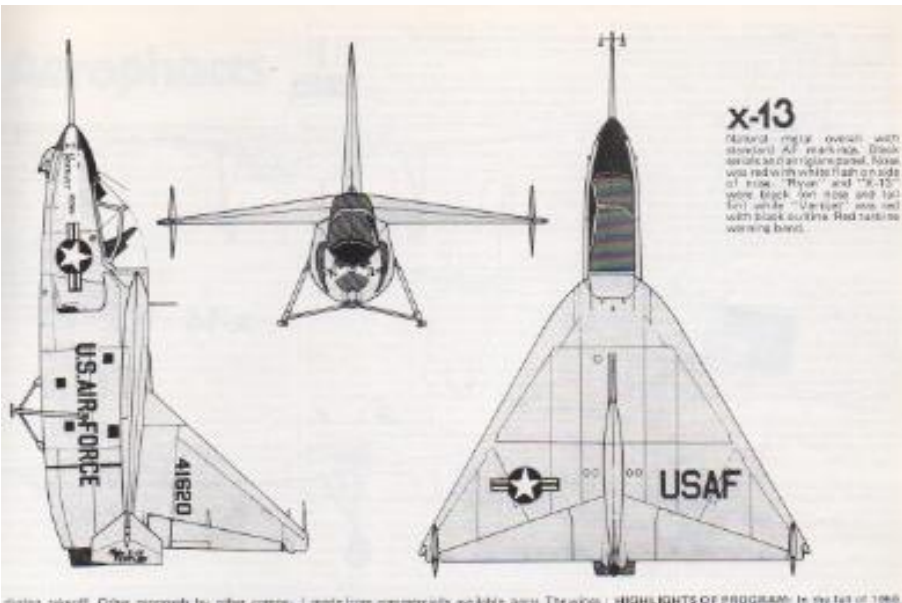
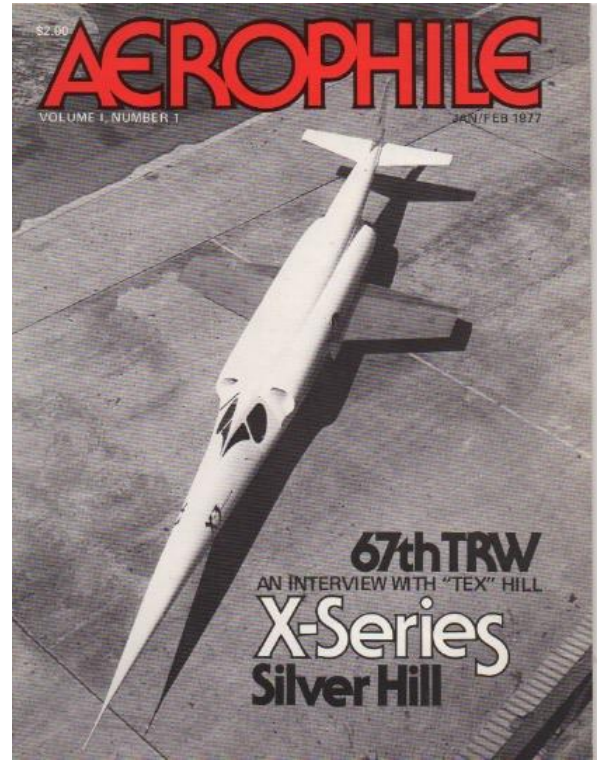
That's the long and the short of it. If you want the wires to look metallic, which I did, you can run a silver Sharpie over the lines a few times and it will look like a metal wire. Then you can step back and admire your model, and your victory over *wirephobia*.



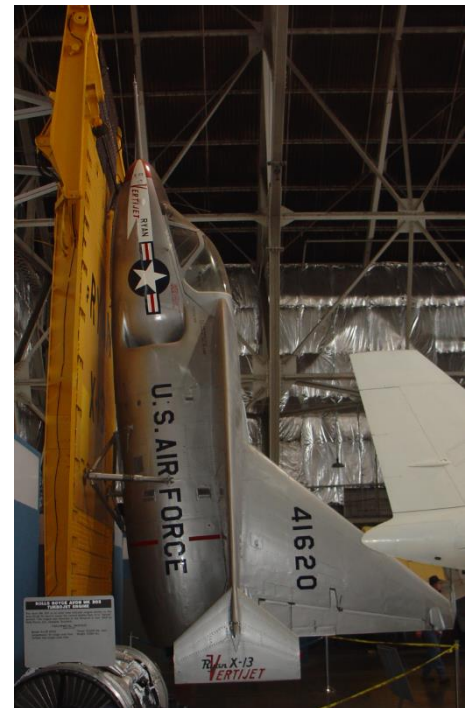
First Additions

By Jack Muga

A new publication became available back in 1977 called Aerophile and quickly became the reference material resource for the serious aviation modeler. The first issue was a blockbuster for any modeler interested in the X-Planes series with in-depth articles, drawings and photos covering the X-1 through the X-14. The photos were all black and white, but most were never published before. Three-view drawings were included with color scheme information as well. This first issue had pages jam-packed with tons of exciting details never available to modelers until now.



The "Vertjet"



On display at Wright-Patterson AFB

The "Vertijet"



Shown at Grando AFB, first X-14 appears entire jet in vertical support bracket. These were built purely for vertical "Vertijet" VTOL, not all was the original folder which spanning from the vertical line up to the cockpit. Note massive hydraulic rams for lifting. Water-filled to vertical position. Maxine Wagner, Translucence flyer.

Some photos of X-14A during early flight test days at Wall's Buffalo, New York plant. Note short landing gear. Plates protruding from fuselage dual intake, ground engine exhaust from being ignited by the engine, 8th Aerospace Division.



24

x-14

MANUFACTURER: Bell Aircraft Corporation, Buffalo, New York. This company is now officially known as Bell Aerospace Division.

SPONSOR: Bell Aircraft Corporation, United States Air Force.

INITIATED: Interest is what eventually led to the X-14 was first expressed by the Navy in 1948, though Bell had been doing work with VTOL concepts since 1944. Work throughout the period from 1948 to 1955 culminated in the official award of the X-14 contract on May 24, 1956. Design work had been initiated in July 1955. Contract no. 39837 (S-3-550).

MISSION: To explore the possibilities of a vertical flying a VTOL airplane from a normal crew station while using standard aircraft references. Of equal importance was the research involved with general VTOL, and VTOL engine technology. The X-14 was the very first attempt to fly using a jet thrust elevator system for vertical lift.

NUMBER BUILT: 1, serial number 66-4000

HISTORY: As early as 1948, the Navy had proposed the use of propeller-driven engines. The Navy, for inherently obvious reasons, considered Vertical Takeoff and Landing aircraft to be quite attractive. Bell was the first company to propose the use of jet engines in a VTOL aircraft which would have a normal horizontal fuselage attitude.

But wait, there is more. This first issue had 67 pages of must-have modeler information including a feature article on the Mustang, a short history of the 67th Tactical Reconnaissance Wing, a series of book reviews, a tour of Silver Hill (see photo below), the storage and restoration facility of the National Air and Space Museum, plus much more and all for just \$2.00 an issue.



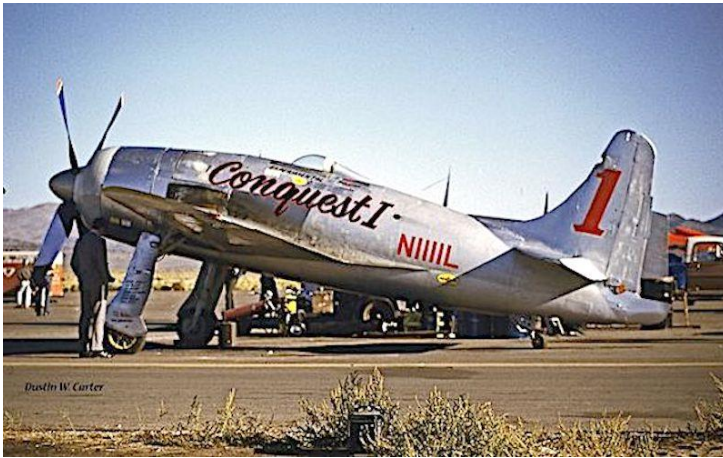
Chasing Pylons

by Jack Mugan



Some years ago I became bored with modeling military aircraft with their camouflage schemes, but I wasn't ready to move on to airliners to get to something different. I turned to racing aircraft after a visit to the Reno Air Races and saw that not only were the aircraft more colorful, they were also modified in some cases which offered a challenge that I could not ignore. As with military aircraft, air racers established a history over their lifespan allowing the modeler ample opportunities to vary schemes and modifications.

In 1969, Darryl Greenamyer broke the 30-year-old speed record for piston-engine aircraft held by the German Messerschmitt Me 209 when he reached 777 kilometers (483 miles) per hour in the heavily modified Grumman Bearcat pictured below and above on the right. Greenamyer also won the National Air Races six times with this airplane before he donated it to the Smithsonian in 1977.



Grumman designed the Bearcat late in World War II as a replacement for the F6F Hellcat Navy fighter. It was noted for its exceptional climbing ability and maneuverability. Conquest 1 featured a shorter wingspan than the production Bearcat, a special small bubble canopy, a larger propeller taken from a Douglas A-1 Skyraider, and a propeller spinner from a North American P-51H Mustang. Special high-octane gasoline, fuel additives, and putty-sealed gaps to reduce drag greatly increased its speed.

Conquest 1

Lockheed test pilot **Darryl Greenamyer**, along with the help of Lockheed engineers Bruce Boland and Pete Law, fielded a highly modified **Grumman Bearcat** (photo on right) that would, within a span of ten years, from the inception of the **Reno Air Races** in 1964, win a total of six Unlimited Championships. This aircraft was considered to be the first of a new breed of aircraft, created solely for Unlimited Air Racing.



Racing History:

1965: Win number one for Greenamyer's Bearcat at Reno.

1966: Win number two for the Bearcat, now sponsored by Smirnoff.

1967: A three-peat for the team.

1968: Another win for Greenamyer and his racer, but no sponsors.

1969: Yet, another victory. The plane is named Conquest 1.

1970: The winning streak is snapped with a sixth place finish.

1971: After a one-year dry spell, another win for Conquest 1.

1972 through 1974: Greenamyer and his Bearcat set out the next three years due to difficulties with the race organizers, and a lack of sponsorship.

1975: Conquest 1 and Greenamyer return to Reno, with sponsorship provided by **American Jet**. The aircraft now sports a bright yellow scheme, as well as incorporating the **side profile of a Bald Eagle** on both sides of the fuselage, extending from just in front of the canopy, forward to the engine cowling. Additional detail of the Eagle's legs and talons are also painted on each of the landing gear doors, making it the most visually distinctive Unlimited Air Racer for its time.



1976: After finishing second at Reno, **Greenamyer donates the aircraft to the Smithsonian**

Today: This racer is currently on display at the National Air and Space Museum's [Steven F. Udvar-Hazy Center](#).

History of changes:

1964: N1111L stayed in stock condition until shortly before the '64 Reno race. It did have its stock canopy removed and replaced with a homebuilt low-drag unit made from the searchlight of a Lockheed Neptune. Squadron/Signal's book *F8F Bearcat in Action* has a photo of N1111L as it appeared at Reno 1964. The picture is mis-captioned as 1966 but it is clearly 1964, as that is the only year the Bearcat carried the "Goldwater Elephant" cartoon on the cowling. The airplane still wore its bare aluminum finish.



1965: N1111L received most of its hallmark airframe changes for the '65 race, including wings shortened to 27.5 feet with Cassidy wingtips, a new Cosmic Wind (Formula 1) racer canopy, a larger propeller from an A-1 Skyraider, a prop spinner from a P-51H Mustang, and a tail cone "stinger." The flaps were deactivated and sealed up, and the spar reinforcing strip under the wings was faired in with balsa wood and dope. N1111L carried a nearly bare NMF to its 1965 National Championship victory at 375.10 mph.

1966: No notable airframe changes, but the Bearcat received a white paint job and the sponsorship of Smirnoff, along with which came trim in the form of blue blunted arrowheads on fuselage and wings. High Planes sells a kit of the Bearcat in these markings if you're interested in building this version. N1111L captured the National Championship at 396.22 mph.

1967: No airframe modifications and the paint job remained more or less the same as 1966. Again N1111L was the National Champion at 396.62 mph.

1968: This year brought the next major airframe change, the large fillets or strakes that blended the wing to the fuselage and faired in the wing root at the trailing edge. The Smirnoff sponsorship was gone (apparently someone decided that air racing and vodka might not be a good combination, for some mysterious reason!) and with it the blue arrowhead graphics; N1111L was returned to a very plain overall white finish. Again Greenamyer captured the National Championship, this time at a slower 388.65 mph.

History of changes (continued):

1969: The last major visual change in the airplane was made before it set the world speed record (483.041 mph) on August 16, this being an enlarged dorsal fin that bears a great deal of resemblance to that of a T-33 (recall Mr. Greenamyer's long association with Lockheed). For the first time the Bearcat bore the name "Conquest I" on its white finish, along with sponsorship decals and crew names. This is one of three versions that High Planes has kitted.

1970: For the first time since 1965, Greenamyer and the Bearcat did not win Reno. Conquest I was still white, but reference photos are unclear about detail changes in the paint job from 1969.

1971: Conquest I was back up to speed for '71, winning Reno again at a record 413.99 mph. Most of its previous white paint this year was covered with a silver primer, though white still remained on the cowling and ailerons.

1972: Still in a simple silver paint job, "Conquest I" was painted in large letters under the cockpit. The Bearcat did not win Reno this year.

1973-1974: Apparently Conquest I did not participate in Reno these two years.

1975: For its racing swan song, N1111L raced under the sponsorship of American Jet and carried a new bright yellow paint job with bald eagle graphics. After this race, the airplane was swapped to the National Air and Space Museum and remains in this paint scheme to this day. High Planes also kits this version of the Bearcat,.



Thus, my first project became the 48th scale model of the Bearcat racer Conquest I from High Planes Models. This was a significant subject in the world of racing and enjoyed an illustrious racing career as well as establishing significant speed records. Needless to say, this being a limited run kit the quality left much to be desired and it was relatively expensive at the time. High Planes produces many racers, but mostly in 72nd scale. Truth be known, you need the decals more than the kit if you have some basic scratch-building skills. Nonetheless, this opened the door to a whole new modeling experience for me and was the first of many enjoyable non-military builds.

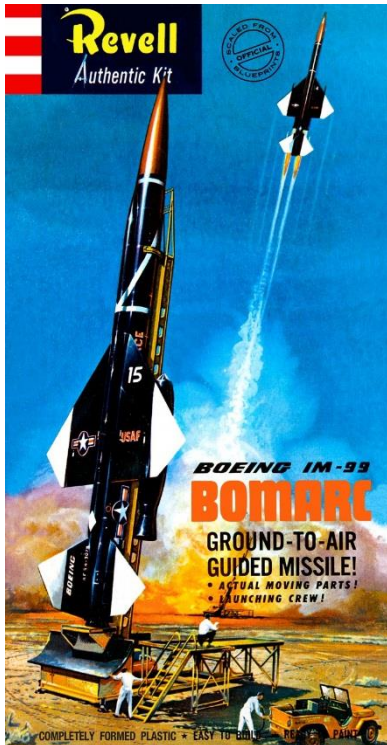
Many thanks to Google and to Steve Mesner for sorting out the history used in this article.

And Paul Reviews*

By Paul Bennett

The Revell IM-99 Bomarc: In the late '50's the IM-99 Bomarc was designed as a potentially (and actually) nuclear-tipped surface to air missile to meet the Soviet bomber threat. At the time, the threat was shifting from the bomber to the ballistic missile so the Bomarc met a limited service life.

I remember as a youngster when Revell initially released the kit back in the late fifties (and the kit has seen at least one re-release prior to this as an SSP kit). That kit was a red box with the SSP logo. I built this one from the red box decades ago, and it was, as I recall, one of the first kits I brought to a GatorIPMS build (photo on right).



This release of the kit, while still having the SSP logo, goes back to the original box. The kit is a 1/56th scale model (known as box scale, scaled to fit in the box). One thing about this kit, which I do not recall from the earlier kits is that additional decals are available with the kit. You have the option to build either the original, a USAF ADC grey version, or an RCAF version.

The kit overall was clean with a little flash and a good fit. As an interesting note, the model includes both engraved (panel lines) and raised (decal locations and rivet heads) details. Parts are marked not on the sprues, but by little removable parts tags molded to the plastic. Fit, given the age and genesis of the kit was quite good.

As I already had a model of the Revell Bomarc in the original scheme, I decided to build the USAF ADC grey version, which meant I had to sand down the model

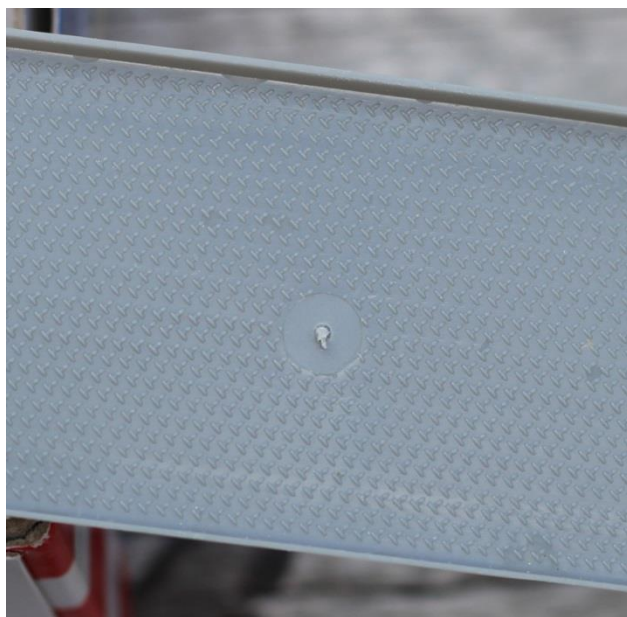
remove the decal lines for the white stripes (as well as the raised rivet heads (see photo on right). Raised metal and Mach 2.5 in real life does not end well).



* Paul's Tool Box is on a short vacation and is soon to return.

And Paul Reviews (continued)

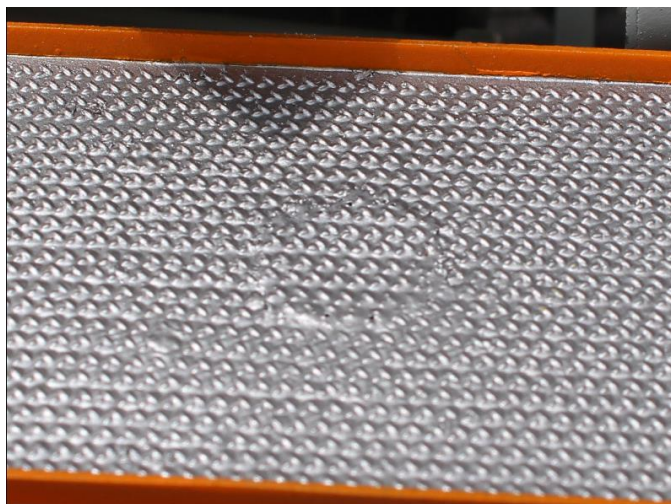
Sinkmarks were another issue (see 2 photos below).



The ones on the missile body halves were not a problem. A little filling, a little sanding, addressed it nicely. However the one in the middle of the maintenance stand was quite another matter. So I had a thought. I took some Insta-mold and used one piece on top near the narrow end of the maintenance stand top and a second piece for the bottom at the sink mark.



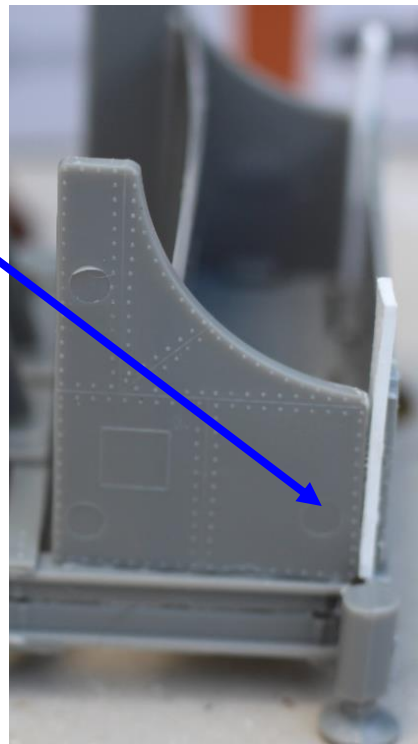
I then drilled out the area that needed repair, clamped the insta-mold in place top and bottom and filled the area with resin (photo on the left). The photo below is what it looked like after finishing.



Then I assembled the launch frame. The top and bottom halves were not a tight fit and were slightly warped. It took a little filling but I got them done. I had another problem assembling the blast deflector support. The parts did not quite match. I finally used some Evergreen Plastics strips to shim the box.

Some filling, sanding, and priming later and it looked pretty good. Another issue was with the tie down rings at the front of the frame. They are fragile and one had broken off. I made a new one using Evergreen plastics tubing and rod.

Then came the final finishing. I used AlClad duraluminum for the maintenance stands, AlClad steel for the blast deflector, and AlClad airframe aluminum for the tank, pump, and intake spikes. I used Humbrol 27002 metalcote for the steps and the lift piston. The missile lift frame was painted with Testors chrome yellow and the pads were Testors flat black. The frame and missile were painted with Testors aircraft gray and the missile nose cone was Testors F.S. 19725.



I applied the decals and then sprayed a light coat of Future. Getting the lift mechanism to fit, without damaging the model was an interesting time and the piston really fit all that well in the tube. And below is the finished model!



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.

Lee Marvin

Lee Marvin enlisted in the Marine Corps in 1942. He served in the 4th Marine Division. While serving as a member of "I" Company, 3rd Battalion, 24th Marines, 4th Marine Division, he was wounded in action on June 18, 1944, during the assault on Mount Tapochau in the Battle of Saipan, during which most of his company were casualties. He was shot by machine gun fire, which severed his sciatic nerve, and then was hit again in the foot by a sniper. After over a year of medical treatment in naval hospitals, Marvin was given a medical discharge with the rank of private first class. . Marvin's military awards include: the Purple Heart Medal, the Presidential Unit Citation, the American Campaign Medal, the Asiatic-Pacific Campaign Medal, and the World War II Victory Medal. He died in 1987 and is buried in Arlington National Cemetery.



Lee Marvin won an Oscar for his portrayal of a drunken cowboy in *Cat Ballou*, but is best known for his lead role in the highly successful WW2 drama *The Dirty Dozen*.

Marvin's other notable war films included *Hell in the Pacific* and *The Big Red One*. He also starred in the TV series *M-Squad* in the late 1950's.

Show and Tell – Remembering Guadalcanal



Part of Bruce Doyle's Guadalcanal collection.



Ed Ingersoll's "bus build" 1:72 scale M4 Sherman (Airfix)



C-47 Dakota (but were invasion stripes used in the Pacific?)



Jack Muga's 1:48 scale P-38 by Academy



AJ's 1:35 scale M3 Lee by Tamiya



**Bob Lundeen's 1:48 scale
Devastator by Monogram**





Frank Ahern's 1:48 scale F4F by Hobby Boss (Marion Carl version)



Chuck Lassiter's 1:72 scale SR2C

Show and Tell – Not Remembering Guadalcanal



Aaron Alt's 1:48 scale "in progress" P40 and wooden activities from this summer's EAA meeting.



Bill Winter's "bus build" 1:72 scale Tiger (Airfix)



Bill Winter's favorite model of the month is Paul Bennett's IDF Kfir!



Paul – Please accept my apologies I can't find a photo of your Bomarc (let's blame Irma – but we have your article)!

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

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

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



Rules

- All entries will be from the same manufacturer, to be decided.
- No categories
- All scales eligible
- All subjects available from the chosen manufacturer.
- No building limitations
- Supporting story must accompany entry.
- Must be a paid up member of good standing in the participating clubs.

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

Winning club picks the next manufacturer.

Both clubs will provide Judges, one each.

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

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

We are thinking Revell/Monogram for the first contest.

We are suggesting a March contest date.

Frequently asked questions:

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

Is scratch-building allowed? Yes



Bill's Column (9-11) – Continued from page 2

The ground assault in Operation Iraqi Freedom (OIF) began on March 20, 2003, not 2 years after the 9-11 attacks on New York City and the Pentagon. Within 3 months of the conclusion of fighting against Saddam Hussein's Army, in June 2003, U.S. forces came under attack from a variety of roadside bombs and improvised explosive devices (IEDs).

The initial response regarding wheeled vehicles was to "up-armor" Humvees; however, whereas the Humvee's side protection was improved, the flat bottom of the Humvee (even with added armor) took the full force of IEDs buried in the ground causing great loss of life and limb.

Consequently, rightly so, the local U.S. military leaders demanded vehicles with better protection. In 2003, a Military Police commander requested Armored Security Vehicles (ASV). The initial ASVs were M1117 Guardian ASVs manufactured by Textron Marine and Land Systems. These purpose-built ASVs (termed "ASV-150") with their V-bottom construction were essentially continued developments of the Vietnam-era Cadillac Cage 100/150s with improved armor and handling characteristics. ASVs were a stop gap measure until purpose-built mine-resistant-ambush-protected vehicles (MRAPs) were developed from existing foreign designs and new endogenous designs.

The U.S. military classified MRAPs into one of 3 categories:

	Role	No. crew	Vehicle/Wheels	Size(s)
Category 1 (CAT1):	Carried fire team & medium/heavy machine guns; LRAS3	7*	4x4; 4	=<30,000 lbs
Category 2 (CAT2):	Carried squad; multi-mission***	11**	4x4; 4 6x6, 6	=<30,000 lbs =<38,000 lbs
Category 3 (CAT3):	Mine, IED & clearance; explosive ordinance disposal	+	6x6, 6	=<45,000 lbs

* Driver, commander, gunner + fire team (4 men)

** Driver, commander, gunner + squad (8 men)

*** Convoy lead, ambulance utility

+ As needed.

LRAS3: long-range advance scout surveillance system

Note: Please see my earlier article on MRAP models in the November 2014 newsletter.

	Examples	Comment
Category 1 (CAT1):	RG-31 series RG-31 RG-31A1 (a.k.a. – RG-31 Mk5) RG-31A2 (a.k.a. – RG-31 Mk5E) RG-31A3 (a.k.a. – RG-31 Mk5EM)	Extended hull Enhanced mobility
	RG-33 Cougar 4x4 EOD (explosive ordinance disposal?) (a.k.a. - Cougar H)* MaxxPro (M1224) produced by Navistar M-ATV (M1240) produced by Oshkosh (MRAP-all terrain vehicle)	
Category 2 (CAT2):	RG-33L (Long?) Cougar 6x6 Engineer (a.k.a. – Cougar HE) Caiman family (M1220); M1230: Caiman Plus MaxxPro XL (larger & longer); a JERRV	
Category 3 (CAT3):	Cougar 6x6 EOD (explosive ordinance disposal?) Buffalo MPRC (mine protected route clearing)	

* Possibly better characterized as CAT2 (but not CAT3 as it is a 4x4 and not a 6x6.
JERRV: Joint Explosive Ordinance Disposal Rapid Response Vehicle.

So what is this vehicle anyway?



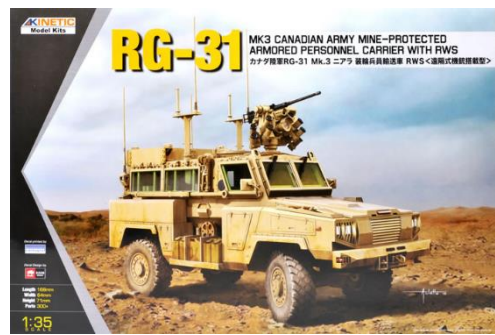
Note: Spaced armor



This is an up-armored (spaced armor) R-33GL. When I saw this at Ft. Benning in February 2016, I knew it looked like an RG-31 but it had an extra set of rear wheels. Indeed, it was also longer than a standard RG-33 because of the extra set of wheels. Nobody kits this vehicle. However, Kinetic kits 3 versions of the RG-31 (2 American and 1 Canadian – see next page).



American RG-31



Canadian RG-31



Latest Version of the RG-31 for EOD teams

I have another challenge for you. What is this vehicle?



The answer will be in next month's Gator IPMS newsletter.

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

If you have a modeling tip you would like to share with your fellow modelers, please send us a copy so we can put it in the newsletter.

We need articles for the Newsletter and the Web Site!

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

Don't forget to support your local hobby shop; they support us in many ways.

Gainesville HobbyTown

Miguel Miranda: Proprietor

7420 W. Newberry Road (next to Sports Authority)

Gainesville, FL 32606 www.gainesvillefl.hobbytown.com Mon.-Fri.: 10 AM to 7PM

Sat.: 10AM to 5PM

Sun: 12PM to 4PM

Rob's Hobby World

Rob Stevely: Proprietor 8585 SW Hwy 200 unit 14

Ocala, FL 34474 www.robshobbyworld@MSN.com 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>

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IPMS/USA Region 11 Calendar

2017

- September 22-24 Modelpalooza, Orlando
- October 21 Model Car Creations, 16th annual Table Top nationals, Deerfield Beach
- October 21 Polk Area Model Society swap meet, Lakeland
- November 11 Table Top Cruisers, Southlandz swap meet/contest, Dundedin

2018

- February 10 First Coast, Jaxcon, Jacksonville
- March 10 FAST/Billetproof, Ocala
- March 24 Wings, Wheels, & Keels, Venice
- April 7-8 Space Coast Region 11 contest
- June 18 Polks Area Model Society PAMscon, Lakeland

Fiddly Bits –

By Stretch Sprueman – IPMS #172; a.k.a. Bruce “Yard Modeler” Doyle



On display at Wright
Patterson AFB

..... Will return in October!

Odds and Ends Contributed by Club Members

Checkout:

<https://toylandhobbymodelingmagazinepublishing.wordpress.com/2017/07/17/135th-2a3-kondensator-2p-406mm-sph-assemble-test-done%E2%81%94/>

Coming sooonSoviet 2A3 "Kondensator 2P" 406mm SPH by Trumpeter!



Checkout the Panzershop for the weird and the wonderful!

<http://www.panzershop.cz/inshop/>

P-40 (Long track) radar conversion multimedia set of resin & photo-etch used for Trumpeter AT-T plastic kit 1/35 scale, P35271



Odds and Ends Contributed by Club Members (continued)

Excellent link to masking tape video: <https://youtu.be/Wbq9fOa4Jwk>

Link to National winners.....<http://svsm.org/gallery/omaha2017-awards>

Did you ever wonder how Boeing produces over forty 737 airplanes a month? The train arrives with the main body in the morning. This 3½ minute video is fascinating.
<https://www.youtube.com/embed/SE71NJI-naY?autoplay=1>

<https://generalaviationnews.com/2017/09/01/world-premiere-of-robin-olds-movie-slated/>

September 24 the Gainesville Main Downtown library from 1:30-4:00 PM is have a collector's day.

----- Not paid advertisement for the IPMS FAST club in Ocala -----

Best of Show
Best Paint
Top Ten

Billetproof

World's Least Important Car Shows

March 10, 2018

Don Garlits Museum of Drag Racing
13799 SW 16th Avenue Ocala, FL 34473

\$7.00
up to 20
entries

Registration
closes at
noon

Awards
presentation
3:00pm

MODEL CAR/TRUCK CONTEST

Special Award for
1955 - 1965 Customs

Florida Auto & Scale Trucks
Model Club

Registration forms online at

<http://fast.cybrarygoddess.com/>

Contact Jim Stepanek IMcrazyjim@aol.com 352 228-1903

fast



IPMS Chapter 11-24



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

A copy of the membership application is below 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.

IPMS/USA MEMBERSHIP FORM

IPMS No.: _____ Name: _____
If Renewing First Middle Last

Address: _____

City: _____ State: _____ Zip: _____

Phone: _____ E-mail: _____

Signature (required by P.O.) _____

Type of Membership Adult, 1 Year: \$30 Adult, 2 Years: \$58 Adult, 3 Years: \$86
 Junior (Under 18 Years) \$17 Family, 1 Year: \$35 (Adult + \$5, One Set Journals) How Many Cards? _____
 Canada & Mexico: \$35 Other / Foreign: \$38 (Surface) Checks must be drawn on a US bank or international money order

Payment Method: Check Money Order

Chapter Affiliation, (if any): _____

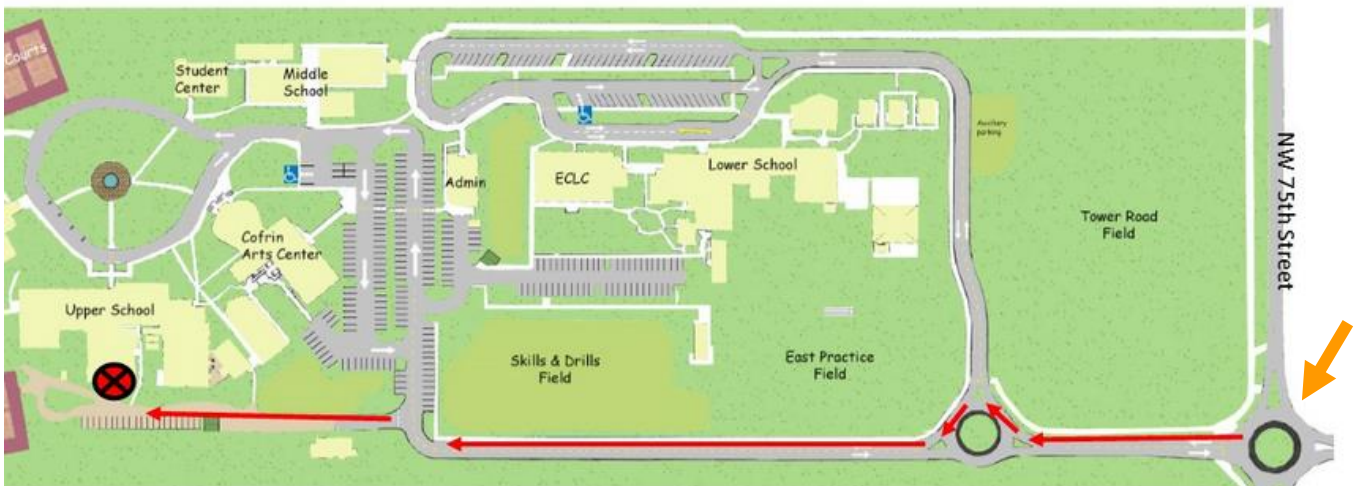
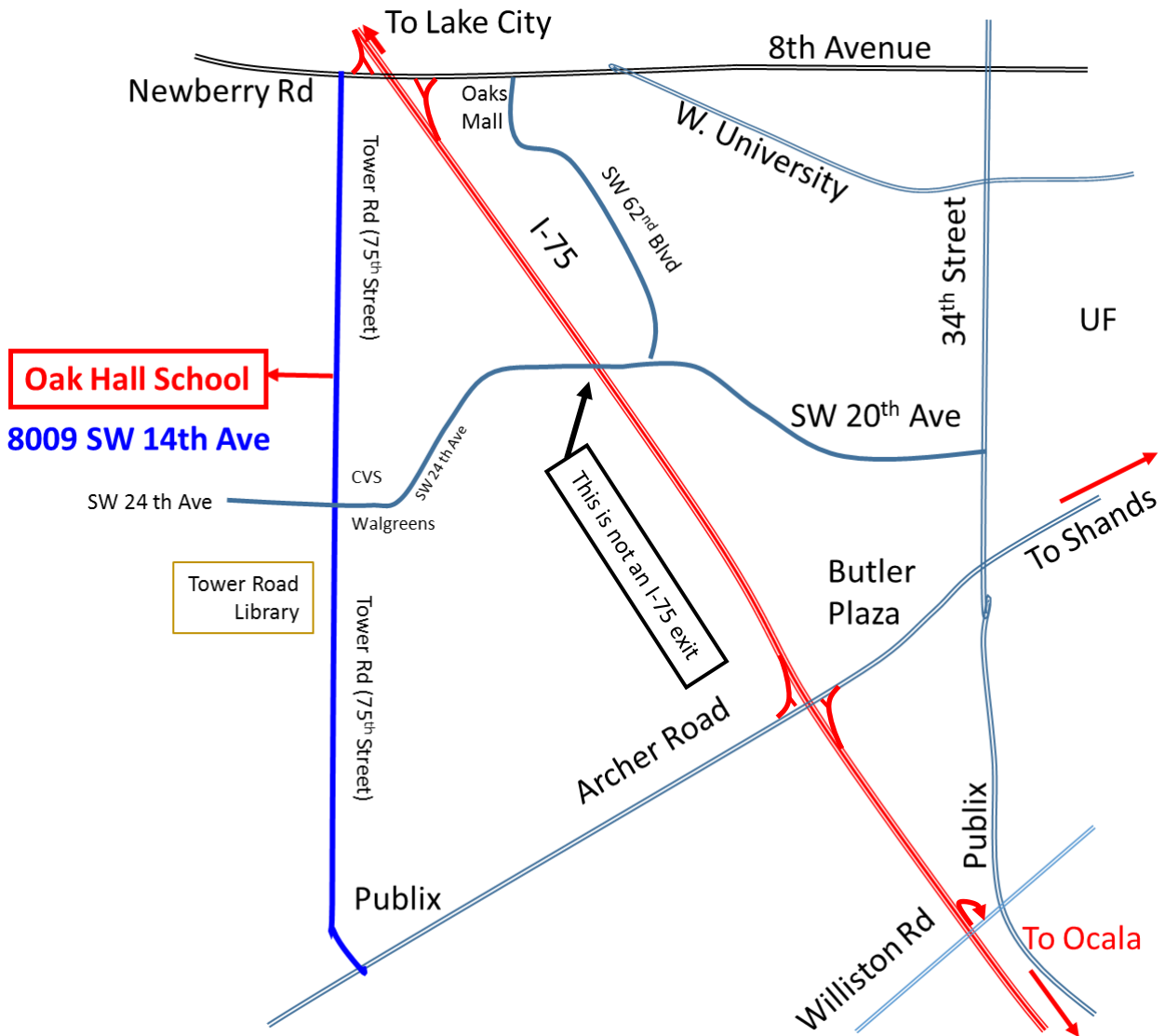
If Recommended by an IPMS Member, Please List His / Her Name and Member Number:
 Name: _____ IPMS No.: _____

IPMS/USA PO Box 56023
 Join or Renew Online at: www.ipmsusa.org St. Petersburg, FL 33732-6023

If we don't support our hobby, who will?



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).

Wild Paint

By Jack Mugan



www.gatormodelers.org