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Flying Tiger 's Presentation this Month!



GATOR MODELERS

GAINESVILLE, FLORIDA

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Frank Ahern
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Bruce Doyle
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Paul Bennett
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Tracy Palmer
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Next meeting:

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



See Bruce Doyle's articles on the 8th Air Force inside!

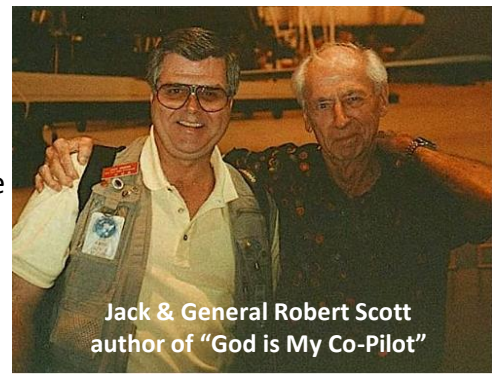
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Prez Sez.....

By Jack Mugan

Well winter is in full swing, which means more time to spend in the man cave toiling on yet another model project. February also is the kick-off month for model contests starting with JAXCON, which will have already happened by the time you read this. I always look forward to this contest because you will see all the fresh builds completed during the time of the final contest last year.



Jack & General Robert Scott
author of "God is My Co-Pilot"



I hope everyone is staying healthy through the flu season. We did have a few absent at the Tuesday lunch meeting due to health issues and work conflicts.

I am really looking forward to this month's meeting featuring the Frank and Bruce show on the P-40 Flying Tigers. Let's be very supportive and bring in any models or memorabilia you might have to share on the subject. There may also be a guest we met at Collector's Day that has a lot of cool Flying Tiger stuff, and he may bring some along to the meeting as well.

Speaking of Collector's Day, we had another successful presentation this year. The Thunderbird Collection was a big hit. (see photo below). Mike, Frank and I had a great time answering questions and listening to stories from the folks who stopped to admire the models. Bruce was a bit under the weather and was only able to spend a little time enjoying one of his favorite events.

I received an e-mail the other day requesting donation of kits. This request was from a friend of his and was unusual in that the donations were to be birthday gifts to a modeler who just turned 100 years old. Imagine still going at it when you reach 100! This gentleman lives here in Gainesville and has been making models for many, many years. Most of his work has been scratch-built subjects and some are hanging in the Naval Museum in Pensacola today as well as the Wings of Dreams Museum in Keystone.



I have tried to arrange a visit to one of our meetings where he could share some of his stories and possibly bring in some of



his scratch-built models. This isn't going to happen, as he doesn't travel that much these days, but he did invite us to visit him at his home instead.

These days he does not build scratch-built models having switched to plastic and nothing smaller than 48th scale. Several of our members are already on board to donate a kit or two including Miguel at Hobbytown. If you wish to participate, you can bring your donation Birthday gift model along to the meeting. In the meantime I will try to set up a visit date and time for those who may wish to meet this gentleman.

Once more I remind you of the upcoming inter-club challenge contest which will be held in conjunction with our annual club auction on March 24th. I am looking forward to this fun and tasty event as usual.

See you at the meeting....



February's Feature Presentation: FLYING TIGERS



Meeting Minutes – January 16, 2018

By Frank Ahern



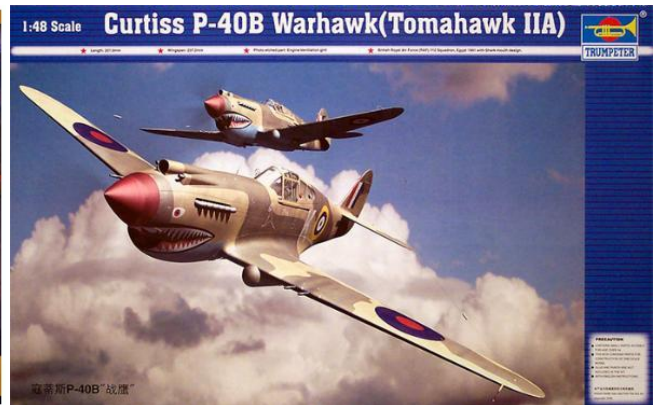
President Jack Mugan opened the meeting at 6:35pm and welcomed 16 members present, including new member **Howard Burke** who is also a member of the Ocala IPMS club. Jack told the club that the inter-club model contest with the Ocala club is now going to take place during the annual Gatormodelers club auction, which will be held on March 24 at the Winter/Hardt condo. The theme of the contest is originality and creativity using a Revell/Monogram kit built out-of-the-box. One member of each club will serve as judges. Mugan and the Ocala president are designing a trophy for the new contest winner.

Mugan invited Tracy Palmer to talk about the club website, which Palmer has taken over as Webmaster. Comments were solicited from members about the design and quality of the website. Palmer indicated that he is in the process of cleaning up the problem of poor quality photos, and promised to address the issues, including a re-design of the home page.

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

There was a discussion about the Collector Day event being held Saturday at the Florida Museum on the UF campus. Bruce Doyle is allowing the club to use his table for a display of Thunderbird aircraft. Other modelers with display tables are Paul Bennett and Bob Lundeen.

The monthly raffle was held and Bruce Doyle won the raffle for those who brought a model. He chose a Tamiya Bristol Beaufighter kit. AJ Kwan won the attendance raffle and he selected the Trumpeter P-40B kit.



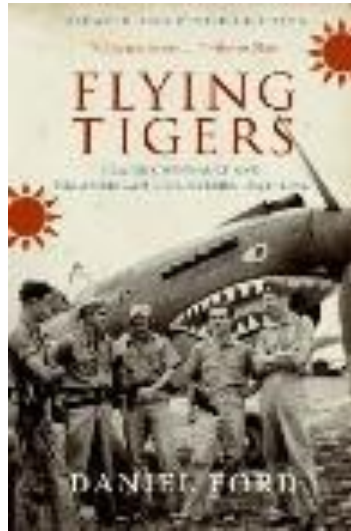
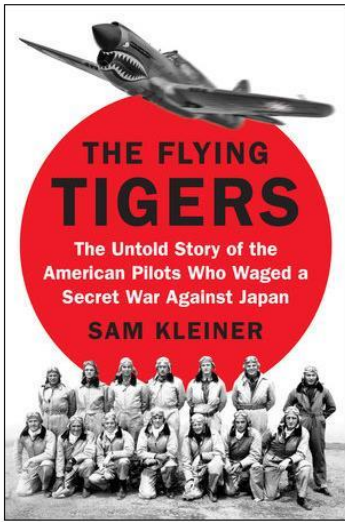
The floor was opened for Show and Tell presentations by those who brought a model to display.

Finally there were presentations by Aaron Alt, who described and displayed some new tools that he is using, and a PowerPoint presentation by Bill Winter on the WW2 battle at Arnhem, code named "Market Garden".

This concluded the meeting at 8:30pm.

Flying Tigers

They've spawned dozens of books, a handful of movies and documentaries and thousands of tall tales. But what do we really know about this group of misfits and mercenaries who became the most famous American air combat outfit of all time?



Join us at the February 20th meeting to see two presentations on the Flying Tigers by Frank Ahern and Bruce Doyle, who personally met and hung out with many of the surviving pilots during their reunions.



If you have a Flying Tiger model or other memorabilia bring it to display during what will be a themed meeting on the exploits of the first heroes of World War 2.

Chasing Pylons

By Jack Mugan



Often referred to as the fastest motorsport on the planet, air racing naturally attracts some of the most talented and colorful characters to the sport. This month I would like to focus on one such person known to all as “Tex” Johnston. (photo above left)

He was born in Kansas and had his first plane ride when he was 11 years old when a barnstormer landed near his home. He was bitten by the flying bug and soloed 3 years later, and as they say, the rest is history. When he turned 24 he was hired at Bell Aircraft (photo below right) and flew the P39 Airacobra and the XP-63 Kingcobra during their prototype phases. He got his nickname “Tex” because he liked wearing his cowboy boots and a Stetson hat while working on the flight line.



After the war ended Tex, along with two other Bell employees, bought two surplus P-39Q Airacobras for a total of \$3000.00 and modified them to enter and win the Thompson Trophy at the 1946 National Air Races, The pair of racers would be known as Cobra I and Cobra II (photo above). The planes were prepared for the Thompson, and were lightened by the removing of all military equipment, updated with new P-63 engines and four-bladed props. Both planes qualified, but unfortunately, Cobra I was lost over Lake Ontario before the race. Investigations said the new engine’s torque twisted the frame, causing the windshield to implode killing the pilot.



Cobra II (photo above) went on to win the 1946 Thompson Trophy Race race with Tex Johnston at the controls, setting a race speed record of 373 miles per hour over the 300 mile course. While beating race-modified P-51s and other P-39 racers, which were favored to win. Cobra II raced in the Thompson again the following year finishing third. It also raced in the 1948 Thompson but did not finish due to engine problems.

This was Cobra II's last race and it became a derelict for several years and was finally sold in 1960. The new owner restored it back to wartime colors and displayed it in his museum in California.

It was purchased again in 1967 to be used in an attempt to break the world record for piston-powered aircraft, which had been held by a Messerschmitt Me-209. A highly modified engine was installed and four feet of wingtip was removed. Unfortunately this aircraft was destroyed during a test flight on August 10, 1968.

Tex Johnston became a test pilot for Boeing in 1948 where he flew the B-47 Stratojet as well as the first flight of the B-52 prototype. He was best known for doing a barnstorming barrel-roll in Boeing's new 707 over Lake Washington outside Seattle. In spite of that stunt, Tex went on to a great career with Boeing until he left in 1968 to start his own company.



I built my Cobra II some years ago (photos above), so you know that I do not remember much of the things that were right or wrong with the kit. I am fairly certain that I used the Accurate Miniature kit for this project. You can find good build article called Snake Bit by Pat Donahue on the IPMS site. Pat lists all the changes to the aircraft as well as all the shortcomings of the kits.

In spite of all the issues mentioned about the Accurate Miniature's kit, it looks like Cobra II to me. So once again we have the history of another racer with a mixture of glory and tragedy.

There are a few additional P-39 and P-63 Cobra racers that raced over the years that there are decals and conversions sets available to any modeler willing to spend the time to search for them. Here are a couple of examples that I have managed to find the stuff for and hope to build soon.



Crazy Horse Campgrounds (photo above) was the most radically modified P-63 Kingcobra ever. Larry Haven's "Race 90" clipped-wing unlimited racer had a tiny bubble canopy installed; it appeared in all silver (unpolished aluminum) finish with a white rudder and black trim. The aircraft later crashed into the ocean on a test flight in 1972 (photo below).



Mira Slovak's P-39Q "Mr. Mennen" (Race #21, former USAAC serial no. 44-3908, civil registry NX40A) was a very fast unlimited racer; a late arrival in 1972 kept the 2,000 hp (1,491 kW) racer out of the Reno races, and she was never entered again. (photo below) Her color scheme was all white with "Mennen" green and bronze trim. She is now owned and displayed by the Kalamazoo Air Zoo, in the color scheme of P-40 "Whistlin' Britches."



Fiddly Bits: The Mighty Eighth

By Stretch Sprueman, IPMS# 4*56*357

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



I have a "Heads Up" for some websites I came across:

Americanairmuseum.com

Patiencepress.com

Robertcmason.com

I know, Bruce with website references is a sure sign of the apocalypse!

I found the first one in a book my sister-in-law gave me for Christmas: **SOMEWHERE IN ENGLAND: AMERICAN AIRMEN IN THE SECOND WORLD WAR** put out by the Imperial War Museum (IWM).

(I failed to mention a while back her husband's name- Robert Mason- author of **CHICKENHAWK**. My bad!).



Roger Freeman was the official historian of the 8th Air Force. As a teenager he rode his bike from his home in Boxted, England to all the airbase located nearby, taking notes and making drawings of the a/c and their markings. He story goes that when his mother took his jacket to be cleaned the shop owner found his notes and turned him in as a German spy!

During his lifetime Freeman wrote over 60 books on the 8th AF, including the 8th AF's bible: **THE MIGHTY EIGHTH: Units, Man and Machines**, 1970. Over the years Freeman collected over 15,000 photo's, slides, and images that the IWM acquired in 2012, and that is the genesis of the

book. Check it out, some are even in color (or colour as the Brits spell it).

Here are some "Tid-Bits" culled from the book, and some from research I've conducted over the years (more on that later):

*There were 200 American airbases in England, each with typically 2,500 servicemen (2 million Americans passed through England during the war).

*Units: B-17s- 26; B-24s- 21; Fighter Groups- 15.

*More 8th AF crewman - 25,000 - were killed in action over the skies of Europe than Marines KIA in the waters of the Pacific (RAF Bomber Command lost over 50,000 KIA).

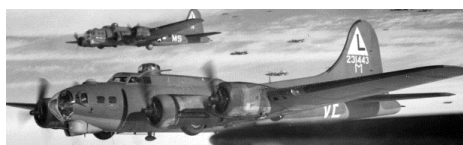
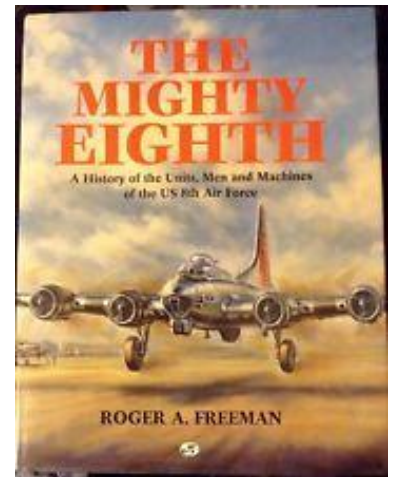
*A/C lost: B-17: 4680; B-24: 3626; P-47: 3077; P-51: 2522.

*On a Happier Note: 40,000 British "G.I. Brides" moved to the states after the war (sorry Beatles- this was the first British Invasion).

*Missions Flown: 1942: 31 (first was on July 4th); 118 in 1943; 236 in 1944; and 85 in 1945. On a single mission there could be more than one target struck by the group.

*86% of all casualties were the result of flak, AAA- Anti-aircraft Artillery.

*Example of one group: 303rd BG "Hells Angels": 364 missions; 1264 casualties- KIA, MIA, POW- out of 8960 of the Group's servicemen.





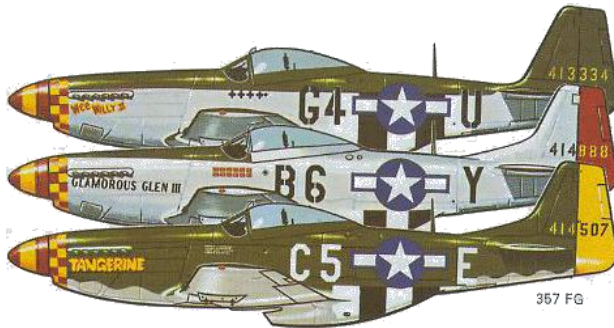
First aircraft to complete 25 missions (not Memphis Belle [?]).

*1500 8th AF aircrewmembers were grounded for frostbite in one year.

*8th AF awarded 17 Medals-of-Honor to bomber crew members, none to fighter pilots! Ex-Flying Tiger James Howard was the only fighter pilot so honored in Europe. He flew with the 9th AF 354th Pioneer Mustang Group.

*Top Scoring Fighter Groups in the 8th Air Force:

56th FG	610 Victories	42 Aces	Zemke's Wolfpack
357th FG	583 V	41 Aces	(Yeager, Bud Anderson)
4th FG	584 V	33 Aces	
362nd FG	529 V	27 Aces	Blue Nose Bastards of Bodney



*56th was the only group to fly P-47s through the entire war; 357th flew only P-51s and had only one less ace despite arriving in theater 11 months after the 56th (February, 1944).

*Least Scoring FG: 479th 155 Victories, 5 Aces- didn't get into ETO until a week before D-Day, and were a respectable 7th in E/A destroyed per mission (Robin Olds, et al).

Really the least successful Group was the 356th who's first mission was in October, 1943 scored only 201 kills and produced just 5 Aces, and was 15th and last in E/A destroyed permission.

*Leading Aces: Gabby Gabreski- 28v (v = victory/aircraft shot down); Robert Johnson- 27v; both from the 56th FG.

Gabby Gabreski



Robert Johnson



*Biggest Mission 6th AF Flew: mission #760, flown on December 24, 1944 in support of the ground troops and the Battle of the Bulge: 1400 B-17s, 634 B-24s; 2000 bombers were escorted by 850 fighters. This doesn't take into account the thousands of aircraft put up by the 9th AF, XIX Tac, and the RAF. Crowded skies indeed! (An aside- former club member Ed Bjes' father was an artillery man in Belgium. He told Ed that when the bomber stream flew over them they experienced particles of oil float down on them!)



*The record that day- and for the war- for the Bomb Group with the most aircraft flown: The 453rd BG (B-24s) put up 64 sorties, with Group Executive Officer Jimmy Stewart flying the group's formation ship. (Walter Matthau also served in the 453rd as an aerial gunner. In a TCM documentary on Stewart, Matthau says it was a thrill to be in pre-mission briefing given by Stewart.)



James Stewart discusses a mission.



Continued air support for the Bulge that month: 25th- 828 sorties; 27th- 937; 28th- 1720; 29th- 1452; 30th- 1785; and the 31st- 1980 to close out the month and the year. Talk about Maximum Effort!

*Most E/A Shot Down On One Mission: 357th FG on January 13, 1945: 58 ½. Chuck Yeager and Bud Anderson missed out on the scoring when they used their final mission to go on a sight-seeing tour of Europe! Ray Waddey immortalized the pair shooting up the Alps in Switzerland with the painting “Double Trouble” and with prints made from it.



By Ray Waddey

When General Jimmy Doolittle assumed command of the 8th Air Force in January, 1944 his main objective - even more than the destruction of the German War Industry- was gaining Air Superiority for the Normandy landings in six months. General Eisenhower learned this lesson well by *not* having air superiority during the tragic landings in Sicily and Anzio during the Italian Campaign.

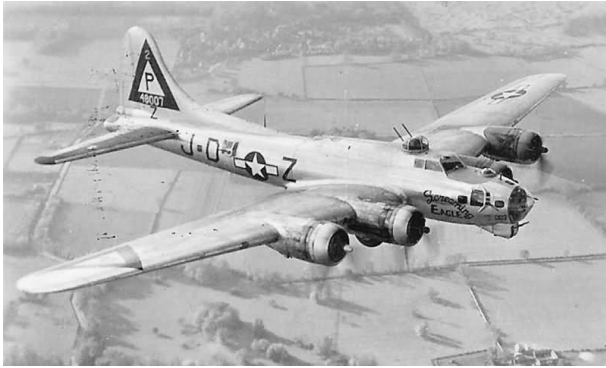
Doolittle used the bomber force as “bait” to lure out the Luftwaffe, and freed his fighter forces from tight bomber escort to roam freely to seek out and destroy the German fighters wherever they encountered them. This tactic was so successful in achieving Air Superiority by D-Day that it led to some German Wermacht “black humor”: “How do you tell the country of the airplane flying overhead? If the plane you see is camouflaged, it’s British; if it’s silver, it’s American; if you can’t see it at all, it’s German!”

A few summers ago I finally read all the 8th AF Fighter Group unit histories, pilot memoirs, official studies, etc. that I’d been collecting for decades (over 3 dozen plus). From this study it is my contention, my thesis, that from anecdotal and empirical evidence that it was the lowly P-47- not the beloved P-51- that eviscerated the Luftwaffe before D-Day, and gained the critical Air Superiority for the invasion. However, it was the P-51 that from D-Day to V.E.-Day that buried the Luftwaffe once and for all (love to hear any counter arguments).

The following [chart](#) is a summation of some of the things that I came up with from my study. Enjoy.



FIghter Group	VICTORIES	ACES	FIRST MISSION (RANK)	E/A DESTROYED / MISSION (AIR & GRND)
1. 56th FG	679½	42	3/10/43 2nd	2.183 3rd P-47 only
2. 357th FG	610	41	2/17/44 12th	2.243 2nd P-51 only
3. 4th FG	584	33	10/2/42 1st	1.942 5th Split, P-47, P-51
4. 352nd FG	520	27	9/19/43 6th	1.883 6th P-47, P-51
5. 355th FG	366	18	9/2/43 5th	2.028 4th P-47, P-51
6. 78th FG	339	11	4/8/43 3rd	1.534 9th P-47, P-51
7. 353rd FG	331	14	8/9/43 4th	1.670 8th P-47, P-51
8. 55th FG	317	11	10/20/43 7th	1.385 11th P-38, P-51
9. 364th FG	257	8	3/2/44 13th	1.333 12th P-38, P-51
10. 359th FG	253	10	12/20/43 9th	0.977 13th P-47, P-51
11. 339th FG	240	10	4/30/44 14th	2.488 1st P-51 only
12. 361st FG	226	7	1/21/44 11th	0.956 14th P-47, P-51
13. 20th FG	212	4	12/28/43 10th	1.429 10th P-38, P-51
14. 356th FG	201	5	10/20/43 8th	0.669 15th P-47, P-51
15. 479th FG	155	4	5/27/44 15th	1.725 7th P-38, P-51



Two B-17s of the 384th Bomb Group

Further Reflection: I've always wondered "what if" the perfect low-altitude ground support fighter bomber- the Thunderbolt- was used in Korea instead of the vulnerable-to-ground-fire-liquid-cooled-engine P-51- how many lives of pilots would have been saved? Impossible probably to answer, but still worth asking.

Factoid: 8th AF fighter pilots shot down a total of 5281 German aircraft, and creating a total of 245 fighter aces! Conclusion: most Luftwaffe planes were shot down by regular pilots, not aces.



B-17s of the "Bloody" 100th Bomb Group.

Fiddly Bits: The Mighty Eighth (Part 2)

By Stretch Sprueman, IPMS# 4*56*357

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

During a lifetime passion to learn about the Air War in general, and the 8th Air Force in particular, I've many things – here's some of them.

Over the decades I've been lucky and blessed to have attended dozens of 8th AF events: reunions (100th BG, 384th BG); birthday celebrations (8th's 50th in Savannah, Ga- 1992). Visited with veterans in their homes, at airshows and so forth where I've talked to and debriefed literally thousands of 8th AF veterans.

I've also collected over 150 original unit histories and pilot memoirs, most published right after the war and long out print. Add to that the 100's of books of histories, on aircraft, units and aircrews I've collected over the decades. Not bragging, but my 8th AF archive compares with that housed in the main Air Force Command & Staff College Historical Library at Maxwell AFB in Alabama.

I've been passionate in my search and I hope to share some of what I've learned with our readers

When I attended the bomber group reunions I noticed that invariably the veterans who served in the early years- 1942, 1943, pre- D-Day- did not complete their 25 mission tour. I therefore came to the conclusion, right or wrong, that those who lived were shot down and sat out the war in a POW camp and thereby lived to make it home. Turns out it was easier to survive as a POW in a Stalag then it was to complete your 25 mission tour.



It becomes obvious why if you do the math: at an attrition rate of 10% - the norm in 1943 and early 1944 - it meant that after 10 missions you were 100% likely to be a casualty - KIA, MIA, or POW - with 15 more missions to fly! Later when the post D-Day loss rate was down to 5%, it only meant that after 20 missions you were 100% a goner - except you now had 15 more missions to fly since Bomber Command raised the tour to 35 trips!

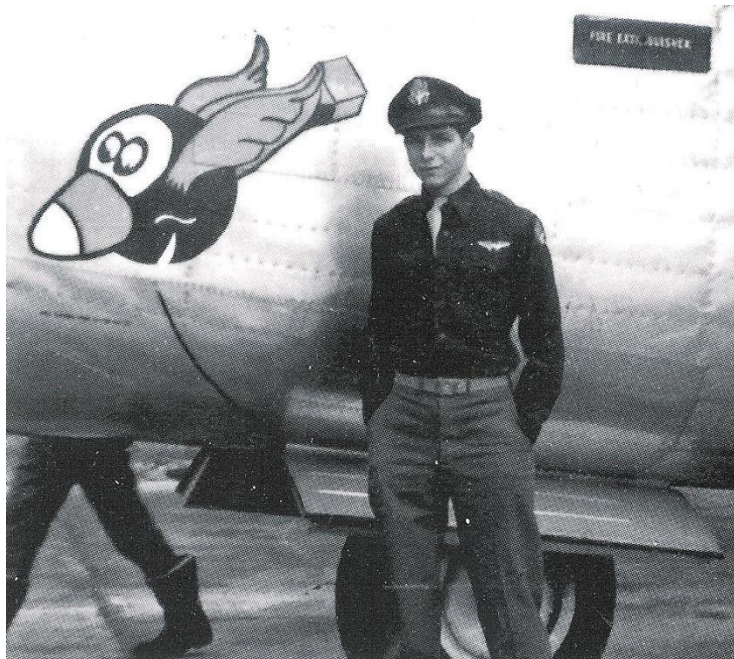
It is no wonder that morale became a problem, drinking and AWOL rates soared, and “Happy Farm” rest homes proliferated. The finest Hollywood production to predict this malaise was TWELVE O’CLOCK HIGH that was based on a novel written by two 8AF veterans- Sy Bartlett and Beirne Lay.

In the movie General Frank Savage- played by Gregory Peck- is sent to salvage a “hard luck” bomb group - the 918th. Savage is based on the real life group commander Gen Frank Armstrong of the 306th BG. Peck delivers the most stark, harrowing mission briefing in cinematic history. I quote his speck from the movie:



“Now I don’t have a lot of patience with this “what are we fighting for stuff?” We’re in a war, a fighting war, a shooting war- we’ve got to fight. And some of us have got to die. I’m not telling you not to be afraid - fear is normal. But stop worrying about it, and about yourselves. Stop making plans, forget about going home. Consider yourselves already dead. Once you accept that idea, it won’t be so tough.”

Quite something for an anxious - perhaps scared - 20 year old to hear and contemplate: pretend to be dead so that you might come out alive and survive. Where did we get such men?



John W. McClane, Jr was a B-24 navigator with the 68th BS, 44th BG (H), 8th AF. “The Flying Eightballs” were commanded by Gen Leon Johnson who won The-Medal-of-Honor for leading the group on the August 1, 1943 low-level Ploesti Mission to bomb the Rumanian oilfields. The 44th was known in the vernacular of the day as a “crack outfit”. They were one of the best.



John’s “office” was in the nose of his B-24 LILLI MARLENE at the Navigator’s desk where he flew 31 missions, two of which were on D-Day in support of the landings in Normandy. On July 25, 1944 John was the lead navigator of the 68th BS, which led the 44th BG, who led the 14th Combat Wing, which led the 2nd Division (B-24s), which led the entire 8th AF to do the tactical Carpet Bombing mission to break the siege in front of St Lo, France. In other words, John led the whole 8th AF, and a course correction he made over the French coast put the 44th’s bombs squarely on the target as confirmed by the strike photos.

Tragically the drifting smoke walked the bomb line back over the American infantry, killing 260 soldiers, including Gen Leslie McNair.(The mistake made was flying perpendicular to the front line instead of parallel to it.)

After the war John’s office was that of an Optometrist in Fernandina Beach, Fl where my friend Pete Frizzell and I would visit him at his home frequently. (Remember Pete? Mr Ploesti Expert? Pete- with a long blond pony-tail- was the bass player in the Southern Rock Supergroup DIXIE ALL-STARs made up of former members of Blackfoot, Skynrd, and Molly Hatchett. Talk about the Odd Couple!) John gave each of us a copy of his self-published 4 vol memoir of his wartime experiences. I hope to excerpt some stories from it In a future column, some of which read like fiction.

Since he was an optometrist I believe it was John who told me that contact lenses had their origin in WWII with injuries sustained by 8th AF aerial gunners. When a Folk Wulf 20mm bullet hit the armored glass of the gunner’s turret it shattered, with bits of laminated plexiglass getting into the gunner’s eyes (paid to wear goggles).

I don’t remember - this was 25 years ago - whether pieces somehow improved the men’s vision or more probably showed that plexiglass could be tolerated in the eye and by the body. Obviously further research was warranted. Just another something that I picked up over the years talking with vets that I found interesting, especially since I’ve worn contacts for almost 40 Year.

Now, anybody know where WD-40 comes from? Stay tuned...

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

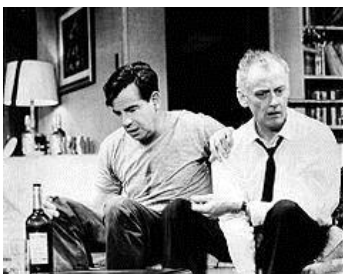
Walter Matthau



Matthau served in the U.S. Army Air Forces with the Eighth Air Force in Britain as a Consolidated B-24 Liberator radioman-gunner, in the same 453rd Bombardment Group as James Stewart. He was based at RAF Old Buckenham, Norfolk during this time, and participated in the Battle of the Bulge. He reached the rank of staff sergeant.



Walter Matthau



Art Carney (on the right)



Jack Lemmon(on the left)

He won a Tony award in 1965 for his role as Oscar Madison in the Neil Simon play "The Odd Couple" alongside a future Hollywood Hero – Art Carney. Later in his career he collaborated with Jack Lemon in the film "Grumpy Old Men". He died in 2000.

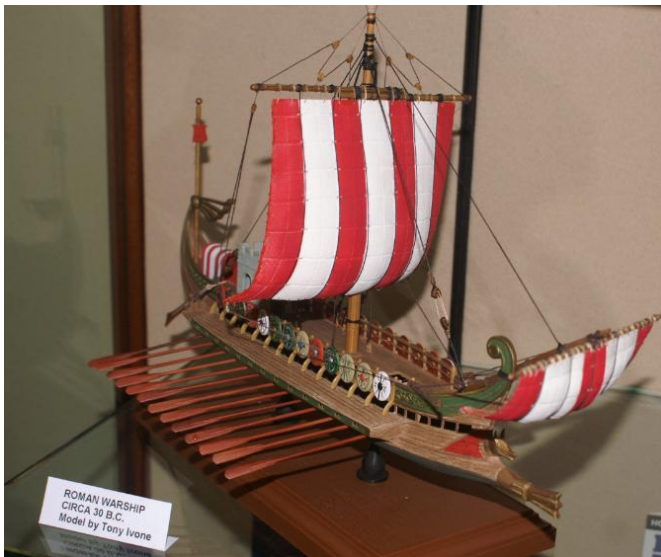
The Tale of the Sail

By Tony Ivone

Most model builders starting a new project will do research, looking to update the model and to understand it's history. When researching the Vikings and their ships, no information about the actual rigging is recorded. Reviewing the paintings of Viking ships through time, and photos of actual ship reproductions, there was an error in my model kit that I could not immediately grasp. I proceed to build, paint, and weather the ship and sail. I temporarily installed the mast and placed the sail against it, and that is when I realized it was the sail that was incorrect. Viking ships were shallow draft with square sails and the kit's sail was rectangular. Now to fabricate a correct sail material became a problem as plastic sheet would not do!



Viking Oseberg longboat / Oslo Museum, Norway



What I chose was a thin piece of white linen which had to be folded, requiring a mixture of Elmers white glue thinned with water. Flattened out, I only painted one outer side because if I would have painted both outer sides and then folded the sail, the thinned glue would not have dried properly (and the unpainted side would now allow the glue to dry). I also wanted to get a bellowing effect to the sail, and this required the placement of .045 diameter rigid wire at the inside bottom of the fold. The linen sail was placed on a sheet of clear plastic film and I proceed to brush on the thinned glue. I then placed another piece of plastic film over the now folded sail and I placed a heavy book on top

to compress the sail. After 1 hour I removed the folded sail from the sheet and hung it up using small clips and let it dry for 2 days. I trimmed the edges and painted both sides. The cloth sail looked good and more realistic, and the wire insert was not noticeable I installed the bolt rope around the perimeter of the sail and laced it to the sail. The kit sail had a big Viking head and helmet decal which would not adhere to the cloth sail. That image made the ship look finished and I had to find a way to install it. A light box was required to trace the image onto the sail. Office Depot made a copy of the decal on clear plastic sheet, allowing me to trace the image using the light box. I fabricated the light box using my portable cart and a small florescent light fixtures, then I placed a 1/8 thick clear plastic sheet over the lights than taped the photo copied image to the plastic sheet. I traced the perimeter of the image onto the sail using a Micron .005 black pen that would allow me to keep the overall alignment correct as I was coping the image. I taped 2 corners of the sail to the sheet and started to copy the image using a black Sharpie Fine Point checking the overall alignment as I proceeded. When completed it looked better than the kit supplied sail and decal. The kit mast and yard were replaced with wood. Bending the sail to the yard, I used a running lacing for that time period. The sail and yard were than attached to the mast with a rope Parral. The balance of the rigging is standard from what I could research. Humbrol paint, pastel chalk, and artist pencils were used to weather the ship. I made the deck a darker color as Viking ships were all shallow draft which would allow the Viking to jump into waist deep the water, or enter from the water greatly weathering the deck. Shields were decals which made life easier than the Roman ship shields which were hand painted. ☺

Show and Tell . . . builds by Bruce Doyle (all 1:72 scale)



Show and Tell

Paul Bennett's FDNY fire fighter figure (200 mm), scratch built clear shield, decals by Microsoft.



Paul Bennett's 1910 fire fighter figure (1/24 scale), decals by Microsoft.



Howard Burke's T-33 Thunderbird (Academy with Warbirds' decals)

Show and Tell

Frank Ahern's 1:48 scale F-84G Thunderbird kit (Tamiya)



AJ Kwan's 1:32 scale Monogram Sturm Panzer



Tracy Palmer's 1:48 scale Yak-1 by Accurate Miniatures

Show and Tell



Bill Winter's Crashed F-100



Bob Lundeen's Tiger I



Don Martin's Gripen JAS39C
1:72 scale, Revell Germany



Bock's Car (B-29, 1:72 scale) by Aaron Alt --- >

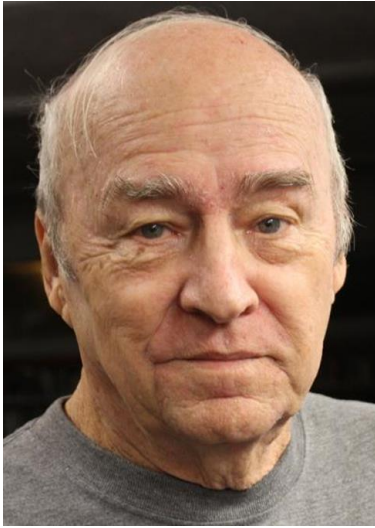


< --- 1:48 scale F-4G by Aaron Alt



Jack Muga's 1:48 scale Tamiya P-51 racer with Draw decals

Faces from the Last Meeting



Howard Burke



Don Martin



Jack Mugan



Frank Ahern
(2017 Modeler of the Year)



Errol Whisler

Faces from the Last Meeting



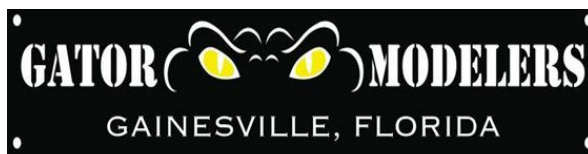
Chuck Lassiter looks happy!



This was the best part of Bob Lundeen's photo.



Vice President AJ Kwan



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:

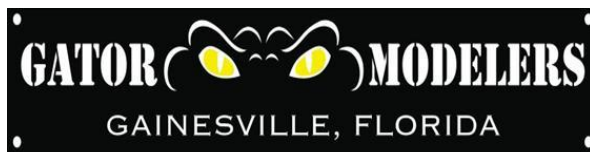
Is aftermarket resin allowed? Only if it comes from the manufacturer
Chosen for the contest.

Is scratch-building allowed? Yes

Bill’s Column

By Bill Winter

Sorry. . . . STILL on holiday this month. ☹



Odds and Ends Contributed by Club Members & Friends

Use lacquer thinner to thin Tamiya acrylic paint for air brushing. Mix 60% thinner with 40% paint. from – Don Martin,

For masking, if you use “Liquid Mask,” let it set 3 to 24 hours before spray painting the plastic. from – Arron Al.

Pick up small parts with the glue applicator. – from Bruce Doyle.

Score feeler gauges to make small saws – from Chuck Lassiter.

Use spring-loaded name tag clips to attach tools to one’s self. – from Arron Alt.



SEE: <http://www.ipmsspacecoast.com/modelfest-2018.html>

FROM RANDY RILEY: IPMS Orlando announces dates for Modelpalooza 2018. Sept 14, 15 and 16.

We are moving to a new location: Avanti Palms Resort
6515 International Drive
Orlando, FL 32819

You may recall our 2014 event was at the same hotel. It is now under new ownership and has been completely overhauled. See: www.ipmsorlando.com for more information.

From Jack Mugan: <https://www.facebook.com/291865091146665/videos/580391592294012/>



. . . . A build of the Great Wall Hobbies P-61 Blackwidow!

Odds and Ends Contributed by Club Members & Friends (part 2)



Figure painting classes in the Atlanta area with Fernando Ruiz are being offered. See: fer2018paint@gmail.com. When: April 28th-29th, 2018 (Saturday and Sunday): Painting a 75 mm figure in acrylics; May 5th-6th, 2018 (Saturday and Sunday): Painting a 1/12 bust in acrylics; Where: HobbyTown USA 840 Ernest W. Barrett Pkwy NW Kennesaw, GA 30144

Mike Martinez and Claude Moulton (former IPMS Gators member and friend of the club) at Jaxcon with **Bruce Doyle** making an appearance between our friends. *Whose hand is on Mike's shoulder?*



David Knights (loulaw@aol.com) (photo above left) is the Recruitment and Retention Secretary for IPMS/USA. David reminds us that our paid membership in IPMS/USA is vital for the hobby and the organization. If you are not an IPMS/USA member, join. If you were a member and are not currently part of IPMS/USA, renew your membership.

New (at least to me) on-line hobby store with a Cape Coral, FL address: Victory Models, see: https://www.victorymodels.com/?utm_source=Victory+Models+Customers&utm_campaign=16ea2bfb85-EMAIL_CAMPAIGN_2018_02_08&utm_medium=email&utm_term=0_1b467d1bab-16ea2bfb85-12215101&mc_cid=16ea2bfb85&mc_eid=a7ab5be6cd



From Jack: new models:

<https://www.facebook.com/photo.php?fbid=10215423393322031&set=a.10215423302439759.1073741946.1353340898&type=3&theater&ifg=1>



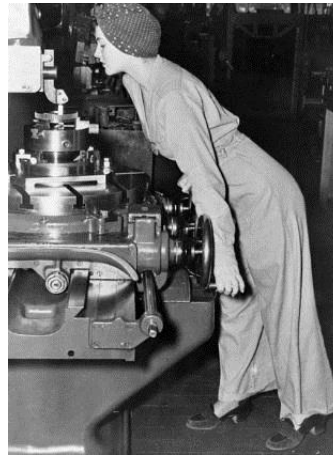
Odds and Ends Contributed by Club Members & Friends (part 3)

Cockpit 360's: <https://www.eaa.org/en/eea-museum/cockpit-360-virtual-tour>

Very good video about the restoration of the "Memphis Belle."

http://www.military.com/video/aircraft/military-aircraft/boeing-b-17f-memphis-belle-restoration-markings-more/5716816168001?ESRC=airforce_a_180124.nl

The real Rosie the Riveter has died: Naomi Parker Fraley, the woman identified by a scholar as the inspiration for Rosie the Riveter, the iconic female World War II factory worker, has died in Washington state at the age of 96.



Here are the links for the side cutters on ebay if you could send them to who you think needs them. – from Tracy

2 pack -

https://www.ebay.com/sch/i.html?_from=R40&_trksid=p2047675.m570.l1313.TR0.TRC0.H0.X++++2pc-Set-Plato-170-Side-Cutters-Shear-Cutter-.TRS0&_nkw=+++++2pc-Set-Plato-170-Side-Cutters-Shear-Cutter-&_sacat=0

<https://www.ebay.com/itm/2pk-Plato-170-Side-Cutters-Shear-Cutter-Wire-Clipper-Flush-Cut-Tool-DIY-Plato170/162693364546?hash=item25e147bb42:g:LU0AAOSww3tY6qQz>

6 pack -

https://www.ebay.com/itm/6pk-Plato-170-Side-Cutters-Shear-Cutter-Wire-Clipper-Flush-Cut-Tool-DIY-New-USA/152725200542?_trkparms=aid%3D555018%26algo%3DPL.SIM%26ao%3D1%26asc%3D49893%26meid%3D7e6bb985fb9a442a848e3947e1e0a185%26pid%3D100010%26rk%3D1%26rkt%3D3%26sd%3D162693364546&_trksid=p2047675.c100010.m2109

Odds and Ends Contributed by Club Members & Friends (part 4)

https://www.hagerty.com/articles-videos/articles/2018/01/14/mustang-bullitt-found-real-mcqueen?utm_source=SFMC&utm_medium=email&utm_term=sp-eyes@redshift.com&utm_content=Newsletter_Special_Bullitt_Mustang#



From Ed Ingersoll – At JAXCON, Modeler Bob (Lundeen) won in the raffle a 1:200 scale U.S.S. Arizona (Bob, was it your birthday)? Ed won ~7 kits in the raffle! JAXCON prices were good and kits were purchased.



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/Gator Modelers' Calendar

2018

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

Reflections

by Paul Bennett



Originally known as the TFX (Tactical Fighter "X"), the F-111 was conceived to meet a U.S. Air Force requirement for a new tactical fighter-bomber. In 1960 the Department of Defense combined the USAF's requirement with a Navy need for a new air superiority fighter. The USAF's F-111A first flew in December 1964, and the first production models were delivered to the USAF in 1967. Meanwhile, the Navy's F-111B program was canceled. In all, 566 F-111s of all series were built; 159 of them were F-111As. Although the F-111 was unofficially referred to as the Aardvark, it did not receive the name officially until it was retired in 1996.

This just happens to be one of the birds I worked on in Thailand and at Nellis. – Paul Bennett

IPMS Membership



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

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

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

New Renewal IPMS #:

Name: _____

Address: _____

City: _____ State: _____

Zip Code: _____

Phone: _____ E-Mail: _____

Chapter Affiliation, if any: _____

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

Adult One year \$30.00 _____

Two years \$58.00 _____

Three years \$86.00 _____

Canada & Mexico \$35.00 _____

Foreign Surface \$38.00 _____

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

Your Signature: _____

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

Name: _____ IPMS #: _____

PAYMENT OPTIONS:

Cash Amount: _____

Check Check #: _____ Amount: _____

Billing Address, if different than above -

Address: _____

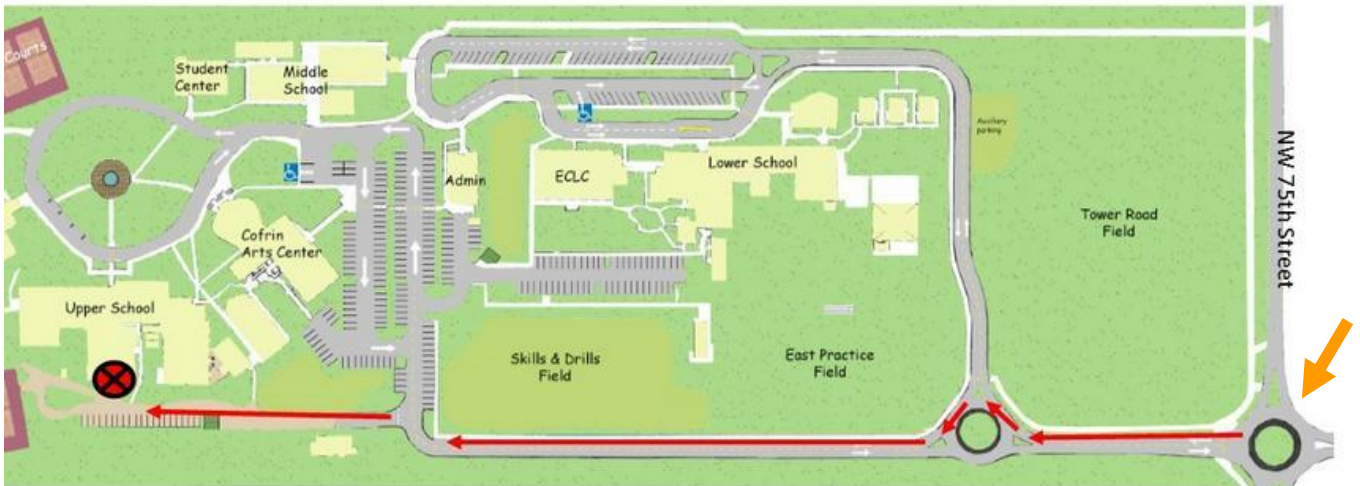
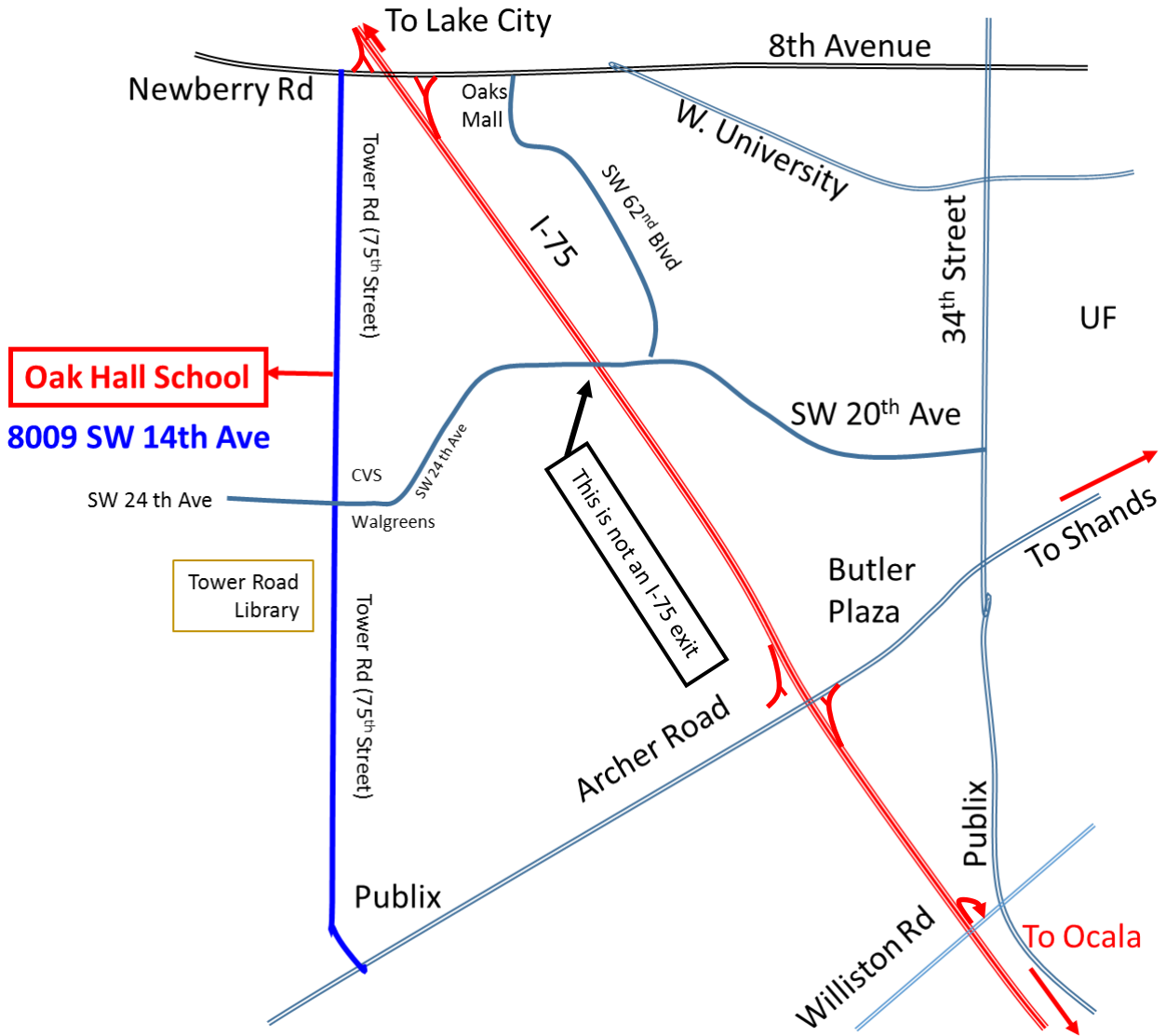
City: _____ State: _____

Zip Code: _____

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

For folks renewing on-line: <http://www.shopipmsusa.org/category-s/100.htm>₃₄

How to get to the meeting



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



www.gatormodelers.org

Wild Paint

By Jack Mugan



NEXT MEETING: TUESDAY, FEB 20, 2018!