Gatormodelers' Newsletter Vol. 8, Issue 5, April 2018

GATOR MODELERS

GAINESVILLE, FLORIDA

www.gatormodelers.org

Ed Ingersoll won the Interclub contest for IPMS Gator Modelers with his Humdigger (photo next page).

GATOR MODELERS
GAINESVILLE, FLORIDA

MEMBER OF IPMS

www.gatormodelers.org

Next meeting:

Tuesday, April 17 at: 6:30 PM; at Oak Hall Library
8009 SW 14th Ave Gainesville FL
(See the map page near the end of the newsletter)

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Prez Sez……

By Jack Mugan

I must say, this year's annual kit auction was a BLAST resulting in the second largest club fundraiser we've had. Thanks to all our members, as well as the large turnout of members from the Ocala's club members, who donated kits and great food, and of course money to this event, mading this a great success. A big thanks also goes to our auctioneers Bruce Doyle and Frank Ahern who once again soldiered through this tough job. THANKS EVERYONE!

This year we added another fun thing to an already full day by incorporating the first Annual Inter-Club Challenge with the Ocala club to the action. Joe Caputo and I had hoped that those who participated would have a good time, and judging by all the feedback, both those who entered and those who did not get theirs done, all seemed to have thoroughly enjoyed the experience. I must say I was impressed with all the backstories and found them equally creative as the models themselves. I was truly pleased by the support from the Ocala club and had a lot of fun working things out with Joe to make this happen. I do feel a little guilty about not entering the contest myself, especially after pushing Joe to do so, but I was so deeply involved in several race plane projects, I let too much time slip by. My loss, but Joe ended up with a very cool entry.

My congratulations go to Ed Ingersoll for his winning entry, and so the Victor Trophy and bragging rights will stay with the Gatormodelers for the coming year. Be sure to look for the entries elsewhere in the newsletter, and be sure to read the backstories as well. Personally, I liked all the entries and was glad I did not have to judge them. I do not want to forget to thank the judges, Mark Box and Michael Martinez for doing a great job picking a winner while the rest of us were enjoying the fabulous food. This year's entries have set the bar pretty darn high for next year's contest.

The food supplied this year for the auction was fantastic, and as usual, I was stuffed when the whole thing was over. Thanks to those who prepared the various dishes for this feast and also the wives that may have been recruited (like mine), and of course our thanks go out to Bill and Nancy for once more hosting this annual event and allowing us to enjoy the great surroundings.

I would appreciate if our members, who participated, or had intended to but did not get them done in time, would bring their entries to our next meeting to share with those members who were not able to attend.

Last month's speaker, Gary Wilemon, who served as a crew chief on a Medevac Dust Off chopper in Vietnam, put on a informative presentation and brought along some interesting items for show and tell plus some video and slides. It was great to see the support from our members with a strong showing of models from the era. Thanks go to Frank for finding Gary and introducing him to our club. I hope you all enjoy hearing from guest speakers as much as I do. Learning about the things we model is a big part of what makes this hobby fun.

As you will read elsewhere in this newsletter there was some discussion about needing new officers for next year at the lunch meeting. I know that we have a ways to go, but time slips by pretty fast, and I do not want this to be a last minute thing. I have always said that the President's position should be changed every two years. I believe it is good for the club to have a change of leadership on a regular basis, affording us the opportunity for a fresh look on things. I would encourage anyone thinking about getting a little more involved in the club and expanding their hobby, to give some thought to running for one of the positions.

We do not have a theme or guest speaker for the next meeting, so Bill Winter has volunteered to give an armor presentation, feel free to bring whatever you want including any work in progress to share for Show and Tell. Dan Murtz from the Ocala Club has given me a list of kits he is looking to sell, and I will have that list at the meeting.

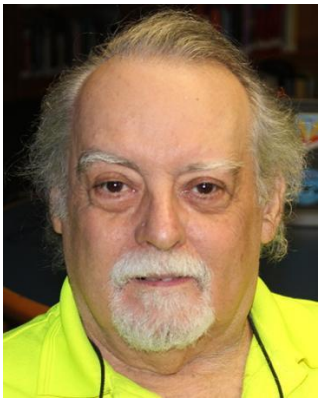
Meeting Minutes – March 20, 2018

By Frank Ahern

President Jack Mugan opened the meeting at 6:45pm and welcomed 13 members present, plus guest speaker Gary Wilemon. He talked about the annual club auction coming on Saturday and encouraged those coming to notify Bill Winter and let him know what side dish they will bring for the luncheon. Part of the auction this year is the inter-club model contest between the Gainesville and Ocala model clubs. The contest will take place during the annual Gatormodelers club auction. 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.
Tracy Palmer updated the club on progress being made on the club website. He said that newsletters are being added and archived on the site and he is in the process of building model gallery pages for each club member.
The floor was opened for Show and Tell presentations by those who brought a model to display. The theme for the month was Vietnam, and several members brought models that reflected the theme. Frank Ahern brought a model of the guest speaker's Medevac Huey, which was presented to him as a gift for speaking to the club.

The monthly raffle was held and Bruce Doyle won the raffle for those who brought a model. He chose an Accurate Miniatures Grumman TBM Avenger. Dan Contento won the attendance raffle and he selected the Abrams tank model.
Frank Ahern introduced the guest speaker, Gary Wilemon, who talked and showed photos about his experiences as a crew chief on a Medevac chopper in Vietnam in 1970-71. Jack Mugan concluded by showing pictures of the models at the Jaxcon model show in February. This concluded the meeting at 8:30

Fiddly Bits- Decals and Props



By Stretch Sprueman, IPMS# 53-1709

The Ocala Club gathers for dinner before the monthly meetings at a place called Terry's. During the March meal the conversation was most pleasant: weather, health issues- all positive, thank goodness, the lack of lighting to read the menu. Then the discussion turned to something perhaps more Serious - decals.

Dan Murtz mentioned he was having trouble with the decals he was using "shattering like a paine of glass hit by a Nolan Ryan fastball (aboive right). " I mentioned that coincidentally I was writing a piece on decals for our next newsletter, and I gave him the "cliff notes" version of what follows.

As the anointed "Caffeinated Mongoose" of our club my Chap. 3 kit building career is nearing the century mark (Chap. 1 when I was a kid in the 1950's; Chap 2 was after discovering it was possible to build every WWII aircraft in 1/72; Chap 3 began in May, 2015 after a twenty year hiatus.) Roughly 25% of the models I've built are from what you would call perhaps charitably "classic kits." I would probably call them antique or ancient, or something worse. Airfix, Frog, Hawk, Lindbergh, Matchbox- they mainly from the 1960's with a few even from the 50's!

I found their decals were therefore problematic - yellowing, shattering when attempting to apply to the model. I'll share some things I've learned largely through trial and error to keep them from breaking to pieces, and what I have to say about using decals that have yellowed with age might surprise you.

Most all modern kits come factory sealed, with sprues and decals protected in clear plastic bags. Classic model kits - by and large - had nothing of the sort to protect the contents of the box, and this allowed the destroyer of decals easy entry- *humidity*. Living in Florida like we do we know what humidity can do.

Humidity activates the decal glue which then dries out; reactivates in the summer, dries out in the winter - over and over, and in the case of classic kits - decades. Also the little clear tissue paper that some decals come with yellows and then sticks to the decal sheet…you want to pull your hair out! Not to worry.

Let me simply go through my process - most times with success - of using the decals of old kits that have seen better days. (The outlier I found was and Airfix blister-pack model of a Mig-15 from the 60's- the decals worked fine.)

Okay you've built your model and painting is next. Now is the time to assess the kit's decals. Test a part of the decal sheet you won't be using on the model. Hopefully the kit provides markings for more than one aircraft, tank, etc. If not, return the test decal back on it's backing and let it dry back out.

For test cases I use the same wetting solution I use for decaling. It consists of distilled water, dish soap, and a few drops of white glue which will help older decals wit adhesion. Dish soap is critical because it helps break the surface tension of the water, allowing the decals to slide on the model for ease of placement.

Let the decal hydrate on a paper towel, the using a Q-tip or a brush move the decal from the backing paper. If it stays together, you're home free. If the decal shatters, not to panic. The solution is simple. One answer is to use decal sealing products like Microscale Liquid Decal Film to spray the sheet. What I have used some two dozen or more times is *Model Master Gloss Lacquer Overcoat* I purchased from Hobby Lobby. Whatever product you use give the sheet a couple of spray coats - not too many or you'll possibly activate the glue. And keep it level when drying to keep it from puddling. If you're a "suspenders and belt" kinda guy you can brush on a coat of *Pledge with Future* after the gloss coat has dried. Let everything cure overnight.

All right, you're ready to decal and now comes the second most important step: carefully score around the marking with a new #11 exacto blade (see next page). You don't have to cut out the roundel, serial number or whatever it is from the sheet, but if you don't cut an outline around your subject extra "schmutz' will come along with your decal and make it unsightly on the model. It's a lot easier to remove it before soaking your decal than it is after its on your model.

Okay - your decal has soaked in the water solution, is free from the backing paper and is ready for placement. Brush some of the *water-dish soap-white glue solution* where you are going to place the decal, pick it up with a pair of tweezers and slide it on the model with a Q-tip or a brush. Then with a paper towel soak up the excess water. If you need to adjust it, use a little more water to re-wet the area and use a brush, toothpick, or Q-tip - *not your finger* - to straighten it out. Decals tend to stick to fingers - ask me how I know. If that happens, stick your finger into the wetting solution until it releases. To keep it from curling be careful how you pick it up. Use a discarded piece of backing paper to remove it from the water (re-immersion is also a good way to straighten out curled decals.)

Now you can use your MicroSet/MicrSol system to get the decals to hunker down over panel lines, weld seams, etc. Let them dry overnight and then cover the decals with either Future or a gloss coat to seal them. Then as a last step, a coat of flat if you want a matte finish. Put your unused, coated decals in your stash after writing on the back some info: kit, a/c, date.

Next time "yellowing" and how should your P-38 model props turn?...stay tuned.

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How the Humdigger was created by Ed Ingersoll (see cover and page 2)

I used the Revel-o-gram Snaptite Grave Digger Monster Truck Kit and Humvee Kit.

Humvee

Special Op's radio was scratch built including radio, coil mic cord and mic
Transmission lever, driver select lever and hand brake all scratch built
The A-arm and axles where cut off the Humvee chassis and the mounting blocks were notched
The chassis was modified to accept the Main and two auxiliary shocks over each wheel
The chassis had running board mounts attached
Wire side rails were fabricated from wire
The body had hand rails added next to each door handle
The Tow launcher was modified into a scratch built three barrel min-gun.
Mini-gun ammo box was scratch built including handles
Ammo belt feed into gun fabricated from foil
The transfer case was scratch built and mounted to the chassis

Drave Digger Monster Truck

The top part of the chassis frame was removed
The bottom part of the frame was shortened
The axles had auxiliary shock mounts added on either side of the main shock mount
The open bottom of the drive train and axles was filled in
The drive shafts were cut so the transfer case could be inserted
The Humvee chassis was mated to the Drave Digger frame and the shocks were attached
Side rails inserted and Channel walking surface was added to the top

Stories – These are the stories of the models that competed in the Interclub contest on March 24, 2018

Chrysler's 1942 Moparama 'Squad Car 6X'

By Gene Nollmann - Ocala

Shortly before WW II, a select group of Chrysler designers and engineers were quietly developing a concept vehicle for public exhibition in Chrysler's 'Moparama', which was to showcase Chrysler's advanced engineering, design and styling at the 1942 Detroit Auto Show. One of the most advanced of the vehicles being readied was a radical lightweight V-6 powered 4-passenger sedan with a rear drive transaxle; the project was code named the 'Squad car 6X'.
For purposes of secrecy, one prototype was constructed and received a full detailing treatment in a location far removed from Detroit. When completed 'Squad Car 6X' was secretly loaded onto a non-descript covered flatbed truck for delivery to Detroit on December 7, 1941. Needless to say, a national crisis had erupted and the country was approaching large-spread chaos. Extreme measures were taken to safeguard technology, material and natural resources. The flatbed truck had taken the 'Squad Car 6X' under cover of night to some remote Michigan farm hidden from view.

Unfortunately, the truck driver had disappeared, his truck abandoned, empty, on the outskirts of Detroit, and no trace of 'Squad Car 6X' could be found. With the country plunged into war, the car had been lost and forgotten. The select members of the design team were reassigned to diverse challenges – some even drafted into Military service. The energy to maintain Chrysler archives at this time was nearly zero – stacks and boxes of information collected dust in dark warehouses, disorganized and forgotten. Among the many contributions Chrysler made to the war effort, little known are the hundred railcar loads of equipment sent to Oak Ridge Tennessee under the cover of the Manhattan Project. It is quite possible some of the 'Squad Car 6X' documents are still imprisoned in a Top Secret file collection created to protect the Manhattan Project!

Chrysler's 1942 Moparama 'Squad Car 6X' (continued)

Along came the 1990s. Chrysler was purchased by Mercedes in 1998. Mysteriously, Chrysler, under the Plymouth banner initially, produced a very unusual car named the 'Prowler'. Certainly a sports car but with an unusual design premise – it was themed as a 'street rod'. The 'Prowler' first appeared as a concept car in 1993 (Boyd Coddington's Aluma-Coupe appeared in 1991). Some allude to a design influence of Chip Foose and one of his early art school hot rod designs (the 'Hemisfear' in particular). But there was always an underlying question – what was the starting point for the Prowler? We are all familiar with some of the beautiful 'fenderless hot rods' based on Fords and Chevies of the 30s, but what specifically inspired the Prowler certainly had some other source.
Shortly after Mercedes divested itself of Chrysler in 2007, a rumor surfaced, but could not be verified, that the Prowler was actually based on some secretly retained documents on the Moparama 'Squad Car 6X'. All rumors are protected by the Fifth Amendment, but the Daimler divestiture seemed to open a window into the mystery. There was a glimmer of hope in finally unearthing the Prowler lineage with the publication in Hemmik's Motor News of a curious looking vehicle suffering the ravages of time hidden away in the undergrowth and tin shed on a remote Michigan farm. It appeared to be a full size clay mock-up. The Hemmik's editors posted the picture asking if anyone could identify the vehicle. Quickly, the car was found and restored ------here it is!!!

Basis kit: Revell Monogram #85-7631
1:25 Plymouth Prowler

Wheels/Tires: Revell #85-4398
1:25 Foose 2013 Challenger SRT8

1. Per Merriam-Webster's Collegiate Dictionary, 10th Edition, 1999 – prowl car n. (1937): SQUAD CAR

Deep Sand Reconnaissance Vehicle "Humdigger"

by Ed Ingersoll (see cover and page 2 for photo as well as the contest photos) - Gainesville

In late 2015 Sargent Adam Anderson, son of Dennis Anderson creator of the Grave Digger Monster Truck, was deployed to Afghanistan with the North Carolina National Guard 1450th Transportation Company. Adam served as a mechanic with the Guard unit.

His unit was tasked with duties supporting several Special Operations units operating in the area of South West Afghanistan between Helmano and Kandahar Provinces. The Special Operations units were tasked with performing routine recon missions in the Rigestan Desert. One day while servicing a Special Operations Humvee he overheard several Special Op's folks discussing problems with their Humvees operating in the loose desert sand especially on the high dunes. The Humvees would easily get buried up to the chassis trying to navigate the dunes. They had access to Special Op's dune buggy machines but these machines offered little if any protection from enemy small weapons fire. At least a Humvee was enclosed and it was hard for the enemy to sight in on the Op's folks.

Adam had an idea about using tires like those he and his dad used on their Monster trucks so he had a conversation with his dad about his thoughts. After a few minutes his dad, Dennis, said why don't you

Deep Sand Reconnaissance Vehicle "Humdigger" (continued)

them. Dennis said he'd look around and see what he could come up with from the Grave Digger Head Quarters.

Dennis got back in touch with Adam and said he'd come up with a possible solution that would work. He would cut part of the framework off of the Grave Digger #III chassis and differential axles which had been retired after an incident back in 1992. GD#III had the first four-point chassis which would make bonding it to the Humvee a lot easier and it was good match to the Humvee chassis size. The modified frame would fit the Humvee chassis at the A-arm tie blocks which would make the tie-in easy to facilitate. He also had an experimental transfer case that would fit the GD#III drive train and should be easy to tie into the existing Humvee transfer case. The GD#III transfer case used an experimental planetary gear system that Dennis and Adam had developed so Adam should be able to tie the two systems together. This transfer case was sealed so it would standup to the desert sand environment. Adam had grown up working with his dad on the Grave Digger Trucks and he had extensive knowledge about how everything should work.

The two agreed that they had a feasible plan so Adam took the idea to his Division Head and got permission to put together a Deep Sand Reconnaissance Vehicle for the Special Op's folks to try out. Dennis gathered up all the parts a pieces that he thought Adam would need, crated them up and delivered them to the North Carolina National Guard Head Quarters in Raleigh for transport to Afghanistan. The crates were delivered to Adam's location in early 2016.

Adam had selected a Humvee to use, he re moved the A-arms, differential axles, and wheels and readied their mounting blocks to tie to the GD#III frame. Adam adapted the new transfer case to the Humvee drive train after removing the old Humvee drive shafts. He also had to modify the steering system on the Humvee to a Drive-by-Wire system because that's what the GD#III fame used. The steering wheel was modified to drive a steering servo controller. Each of the four wheels had a drive servo attached to the steering arm and each servo also had fail safe centering built in in case of failure. You could lose one or two and still be able steer from the remaining two, you could lose the third and still be able to steer but it would not respond as fast.

The four point heavy duty spring-shocks on the DG#III chassis where tied into mounts on the Humvee chassis and two additional stabilizing shocks where mounted fore and aft of each of the four point main shocks. A special set of Run-Flat Goodyear Monster Truck tires were mounted and it was soon discovered that getting into the Humvee would be a bit of a chore. Adam fabricated a set of side rails that would act as a ladder so climbing up to the Humvee would be a lot easier. He welded a couple pieces of channel on top of the rails so there would be a bit of a running board to stand on while entering and exiting the Humvee. He also added hand rails near each door handle to make climbing up to the running board and opening the doors easier. The modified Humvee had all the markings removed so the enemy couldn't keep track of the number of these modified vehicles.

The Special Op's folks replaced the typical Tow missile launcher with a three barrel small caliber mini-gun which was under development for additional protection against the enemy combatants. This gun was selected because it could be operated remotely or manually and because the small caliber ammo would utilize a smaller ammo can that contained a large number of rounds to feed the mini-gun. The modified Humvee was dubbed the name "Humdigger" by the Special Op's folks.

Deep Sand Reconnaissance Vehicle “Humdigger” (continued)

The Humdigger was tested in the dunes near the base and it proved to be successful. Although the vehicle could easily navigate the deep desert sand and climb up the dunes it did require a bit more maintenance. This was not much of a problem until Adam was due to rotate back to the states after his year in Afghanistan. The Humdigger was retired, disassembled and the DG#III chassis and transfer case rotated back to the states with Adam. The DG#III chassis was reattached to the rest of DG#III where it is on display at the Grave Digger Head Quarters in Popular Branch, North Carolina.

The Joe Caputo Story

By Joe Caputo - Ocala

It has been rumored that Adam and Dennis were working on a top secret project for the Special Operations Division of JTF, I wonder what that might be!!!

The year is 1949, and the Goodyear Trophy Races, are at their peak, with speed records being set almost weekly. The "stars" of the "show" are what's now known as the "Goodyear Midgets"

Tony LeVier, a test pilot of P-38 fame, is the owner of "Little Toni", the #3 Cosmic Wind Racer. Billie Robinson is the pilot of the #3. At 183.326 mph, is it enough?

Flashing back to 1935. Vance Breese, a test pilot who has flown over 100 types of aircraft, takes part in the 1935 National Air Races. He is already a veteran of the 1927 Dole Race, California to Hawaii, in both the "Aloha" (NX914), and the "Pabco Pacific Flyer" (NX646). Breese will also become a test pilot on both the P-38 and P-51.

The Joe Caputo Story (continued)

Late in 1945, the 3200th Proof Test Group, Eglin AFB, gives the green light to a new project, the F-82, "Twin Mustang". After going through the usual teething problems, the aircraft is developed into a night fighter for the USAF. In 1947, Col. Robert E. Thacker, sets a non-stop, record, in the F-82, from Hawaii to New York. A record still held by a prop driven aircraft, with no refueling. (see:Rutan)

All three men, experienced, in record setting, "twin boom" aircraft, as test pilots and "air racers" , get together over drinks one evening. Pilot talk ensues, along with the typical hand gestures, etc. and finally out comes the proverbial cocktail napkin, sketching session on a possible new "Super Midget" class racer. This is a proposed new class for "Unlimited" Midget racers. Unlike current current "Goodyear" Midget (Formula 1), this class would have unlimited horsepower, retractable landing gear. and no weight restrictions. The conversation went into the wee hours, the excitement building.

Clandestine meetings were to be held between these three, for the next six months, sharing technology, skills and "know-how"". What began as an idea began to take shape on the drawing board. The next step would be to find a location for the build, and actually begin construction. After construction would come test time, and the ultimate "tweaking" of the finished bird.

A small, but clean hangar at the little known Cleveland Burke Lakefront Airport was found, less than 10 miles from Parma, Ohio, their base of operations, and near enough to what is now Cleveland Hopkins International, home of the Cleveland Air Races. It seemed ideally secluded for their purposes, yet close enough to supply lines, and work began.

The design was to be that of a "Super Midget" Twin Mustang, with alterations for larger horsepower engines, and added fuel capacity. Even more streamlining was to be incorporated. Work progressed at their own private "skunk works", away from prying eyes. After months of sheet metal, frame and engine work, things were starting to take shape. A mere fourteen months after it's conception, the hand built Super Midget was ready for testing. The pilot selected was none other than Billie Robinson, of "Little Toni"/ Cosmic Wind fame, and well known to Tony LeVeir and company. Unfortunately, as fate would have it, he would never get to fly this remarkable aircraft.

It's mid 1951, and while this "Super Midget" is about ready to go, fall and winter are rapidly approaching. There is still no official word on a "Super Midget" class being established. The decision is made to take the project as far as it can go before winter brings things to a halt, since there appears to be no rush for the next "possible" season. And there it sits in "mothballs".

2011. An old hangar has sat dormant, a short distance from an auxiliary runway at Cleveland Burke Lakefront Airport for almost sixty years. Grass and weeds have taken over the unattended building. The decision has been made to expand the airport, and among other things, the derelict structure must go. Crews are on standby while old padlocks are removed, and the contents seen for the first time by anyone, in more than half a century.

Still in pristine condition, with a cobweb here and there, even a nest, sits, on jacks, the "Super Midget" Twin Mustang. It's not sure whether this strange looking aircraft has ever taken flight, nor it's complete history. That will be left to the EAA historians. Right now, it's necessary to find an alternate storage space until decisions are made on it's future. The word goes out, via aviation channels, about the discovery. Funding will be needed.

The Joe Caputo Story (continued)

In an age of "Red Bull" type advertising/sponsoring, very few high dollar corporations were interested in taking a chance on an unknown quantity, even one with a soon to be discovered history. An international conglomerate known as "Gulf " oil, controlled by Hinduja Global Solutions, Ltd., headquartered in London, UK, with a history in all types of racing, and huge purse strings, takes over all the paper work, and eventually the "Super Midget Twin Mustang".Within six months, it is airworthy and flown for the first time. It displays the colors of the famous Gulf/Wyer Porsche racing team, and a tribute to Steve McQueen, with the # 20 (from his movie LeMans), which are both highly recognizable to the racing public.With no expense spared, an experienced pilot was chosen (name to be announced). The aircraft's mission will be primarily advertising and display. There's no way of telling what it might have accomplished, having been so far ahead of its class and time.

Benjamin Hornigold's ship the "Ranger".

By Jacob Duryea - Ocala

This is a model of Benjamin Hornigold's ship the "Ranger". The Ranger is a modified Sarkness class space galleon. Hornigold and his crew patrol deep space looking for treasure and other plunder. Currently the ranger is patrolling the boogie sector of the Nostilomo galaxy preying on drone cargo ships carrying all manner of goods and treasure. The most sought-after prize that Ranger and her crew look for are model kits from the deep space model works. Building models is the only thing to break up the monotony of deep space pirating. Occasionally the authorities will accompany these drones when pirate activity increases. When the Ranger encounters enemy ships her man torpedo and cannons can deliver devastating fire. Along with her armaments the Ranger carries several squadrons of fighters and bombers that launch from her three dorsal hangers and single ventral hanger. The long cylinder on to is the command and control area as well as crew quarters. The main hull is mostly taken up with engine compartments, hangers, holds, repair facilities and crew quarters.

Revell (c.1963) – Ed Roth's Drag Nut

By Frank Ahern – Gainesville

The Back Story: I built this kit in honor of my uncle Darrell – the original Drag Nut. Darrell was my "bad" uncle who introduced me to the evils of smoking, drinking, and drag racing. I was his sidekick Rat Fink, who accompanied him on his journeys to Illinois drag strips, even to the nationals in Indianapolis.

Uncle Darrell passed away many years ago and I have given up the first two evils he instilled, but I still go, on occasion, to the Gatornationals to remember a time when "pulling a wheelie" was the coolest thing you could do with a car.

Rocket Man By Bill Winter (for photo see "Show and Tell")

My project was the 1950's Revell 1:40 scale kit of the U.S. Army Corporal Missile and its tractor/erector. As opposed to the SCUD-B, the truck was not a TEL. A TEL is a "tractor-erector-launcher." The Corporal missile was not launched from the truck in real life.

In my mystical universe, I hypothesized that Mickey Thompson of 1960's world landspeed record fame, used the Corporal and its tractor as a salt racer. Light the rocket when its on the truck! The real Corporal missile had a speed of 3.5 mach – so I thought this would be pretty fast.

I built the kit "out of the box" (but without decals) and displayed it with a 1:24 scale figure of Mickey from Revell's Challenger I kit.

NOTE: I hope to get other stories of entrants for next month.

From Paul's Toolbox: More Cameras

By Paul Bennett

Last month I talked about model photography and the camera and how difficult lighting could be for close-up photography. That got me to thinking and this month I am going to describe a light source I built.

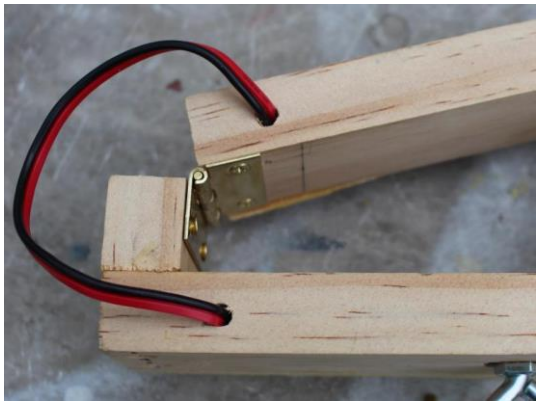
Being an amateur radio operator and a retired electronics tech (as well as a hobbyist), over the years I have accumulated many unusual items so I began rooting through them (Ye Olde Junk Box). First I dug out a five meter strip of neutral white LED's I had purchased from MicroMark. I had already used some in the past and found them to be very bright. The neutral white color balance also works well with color rendition.

The strips come in an antistatic bag with desiccant and are on a plastic reel. Each strip is composed of a string of LED's in two inch long modules of three LED's each. There are cut marks at the ends of each of these three LED modules so the strip can be divided for many uses. Each cut mark also has a pair of copper pads with polarity markings. Micromark has crimp-on connectors designed to attach to the pads. However, while not designed for soldering, I used a low wattage pencil soldering iron to carefully attach the wires. The LED strip runs off 12 volts DC and each individual LED produces 5000 millicandles (5 candle power from a little device about ¼" on a side) with a beam width of 120 degrees. The back of the strip is self-adhesive.

CAUTION: The LED's are extremely bright. Do not stare into them!

Next came some 3/4" wood camfer strips, some brass hinges, scrap 23/32" plywood and ¼" dowel. I used my Dremel router table to cut a 3/8" wide by 1/8" deep slot in the camfer, cut two plywood circles and glued short lengths of dowel in their centers. I drilled holes in the legs to fit the dowels in the bases. I added adhesive felt to the bottoms of the bases to keep from scratching any surfaces.

I used wood strips of pine ¾" by 1½" craft wood for the side and top bars. I cut two 14" pieces for the sides and one 20" piece for the top bar. I chose the craft wood because it had a much better surface finish than standard 1" x 2" wood. Also the craft wood boards came in lengths that were easier to handle. I then cut the right side bar about one inch from the top and affixed the short piece to the top bar. I used the hinge to butt the two pieces of the right side together. This way the left side would fold flush to the top bar and the right side would fold flush on top of the left side, making a compact package for storage and transport.



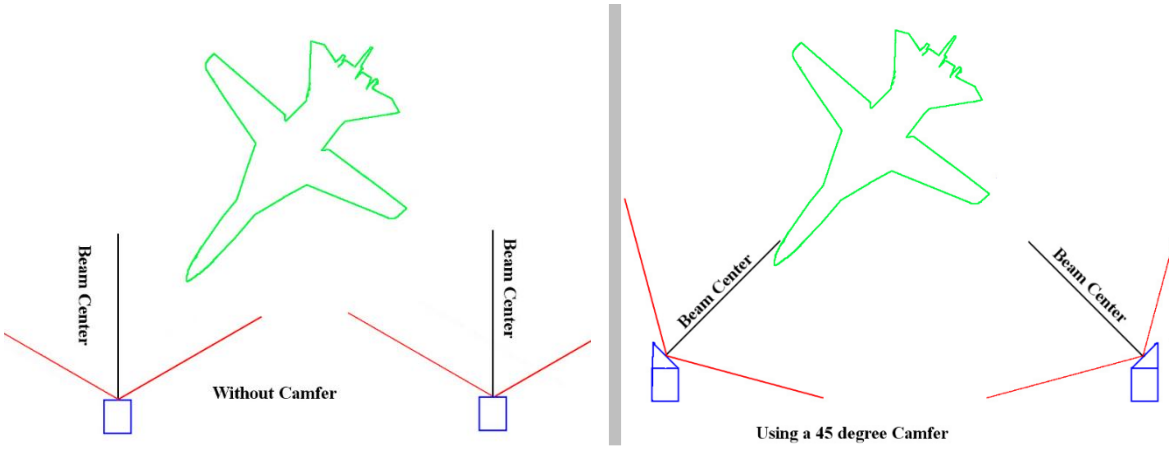
From Paul's Toolbox: More Cameras (conitnued)

Pictured below is the initial collection of items.

I glued and nailed the camfers to the narrow edges of the wood strips and drilled holes to feed the power cables through. I then ran the LED segments I had cut to fit inside the channel I had made in the camfers.

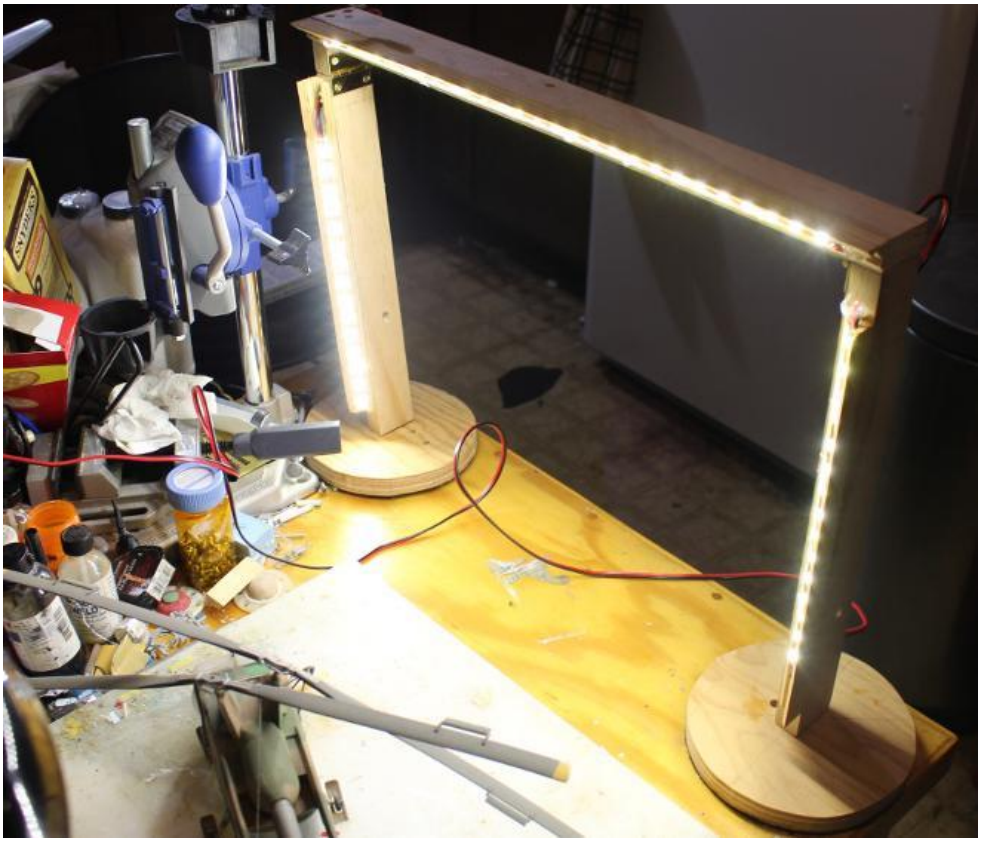
I connected the LED strips by soldering 18 gauge two connector wire to the strips. I used a dab of clear silicone at each cut point on each strip as well as the ends to help secure the strips and protect the power connections. In the finished version, each side leg uses five LED modules, the top uses nine LED modules and the bottom uses seven modules. This gives a total of seventy-eight LED's. Why did I use the 45 degree camfers to mount the LEDS? Well, look at two drawings on the next page.

From Paul's Toolbox: More Cameras (conitnued)



As you can see from the illustration, without the camfer, most of the light is directed away from the model. With the 45 degree angle of the camfer, the beam width is directed so most of the light is concentrated in the area used for photographing models.

I ran initial tests (see below) and then thought on how to keep the unit folded when not in use. I decided to use a six inch ¼-20 carriage bolt with a washer and wing nut, which was placed through a hole drilled completely through the legs, crossbar, and base pieces. I initially used a pair of alligator clips for power, but replaced them with ¼" lugs. I installed an inline fuse holder in the positive lead close to the battery. The total current draw was measured at just over 1 amp so a 1.5 amp fuse was sufficient for the existing LED's.



From Paul's Toolbox: More Cameras (continued)

EVOLUTION KICKS IN!

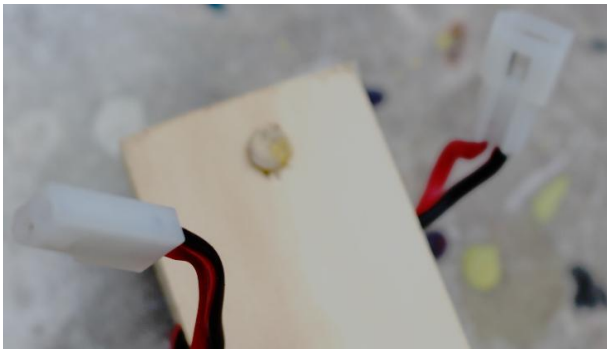
I then decided to add a bottom LED crossbar. Same procedure but this time… After I had cut the wood to fit I had to find a way to fasten it. Now, on the two base plates, I have two nice holes that are not being used when the unit is set up for use. So, I labeled the base plates for which side they go on, got out my ¼" dowel and cut a couple of short pieces. I positioned the bottom crossbar, marked where the holes would go to contain the dowels, drilled holes in the bottom and glued the dowels in the crossbar. For power I used crimp-on lugs. I drilled a matching hole in the center of the bottom bar so it would fit on the carriage bolt. Makes a nice little package. After adding and connecting the bottom LED bar I measured the current again. The total current was now 1.36 amps so the 1.5 amp fuse was still sufficient.

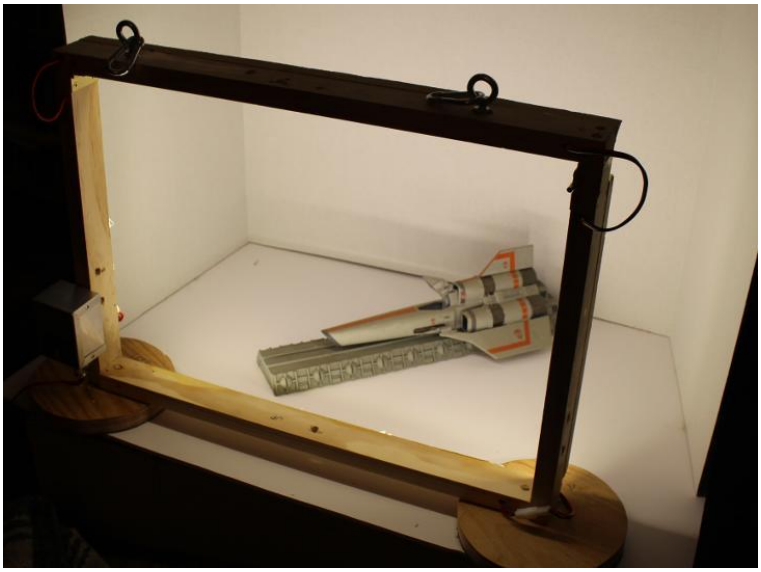
Tuesday was the meeting and I took the setup in. I used a 12 volt 5 amp sealed lead acid battery to power it. In the process I discovered that carrying the lighting system was a little awkward and it did not fit at all well in the tripod straps on the camera bag, and the dangling power cable was also annoying. The next day I went to Lowes and purchased a couple of 9/16" inch ¼-20 "T" flanges, two 2" by ¼-20 eyebolts, and two spring clips. I installed them on the bottom crossbar and now I can easily clip the light assembly to my camera bag.

From there evolution addressed the power system. I had a small metal chassis box that I drilled and mounted a switch and a four pin round receptacle in. (see below). After drilling a hole in the bottom of the box to fit over the hole the wires came through and attached the box to the back of the left side bar with two wood screws.

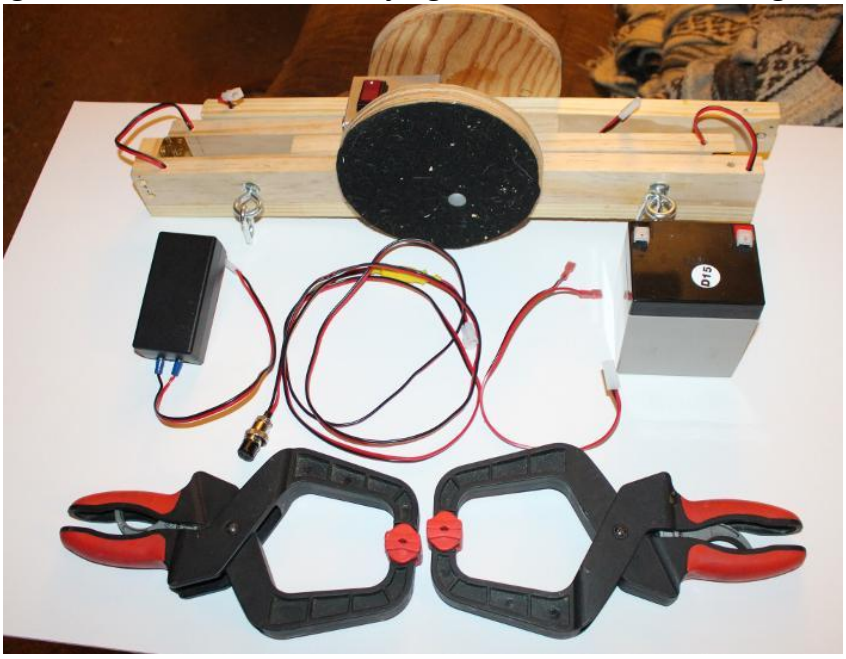
From Paul's Toolbox: More Cameras (conitnued)

I replaced all the crimp terminals with two pin polarized connectors (see photo below left). I also added a 12 volt, 2 amp wall cube for AC power. I took the power cable and added a four pin plug and two pin receptacle at the ends of the power cable. By doing this, I got rid of the dangling cable from the lighting assembly when not in use. I then made a pair of short cables, one for the wall cube AC power supply and the other for a battery, both terminated in the two pin connectors. Then I ran another test (see photo below right).





Now for the finished package. Here is the unit folded for carrying and its accessories. The completed kit consists of the lighting unit, the AC power supply, the battery, the main power cable, the power cables for the battery and wall cube, and two padded clamps for holding the unit steady when in use. I will also be adding an extension cord. For carrying the accessories I am using a heavy duty plastic ammo box,



From Paul's Toolbox: More Cameras (conitnued)

Here it is set up.

Set up with a temporary backdrop.

Let's talk about backdrops, and what you can find cheap. Take a look at the picture above. I used the white side of a foam board for the base and a white cardboard fold up display board to form the backdrop.

True, there are photo booth and illumination units available, but when a commercial one is used, you are pretty much limited to what you buy and its limitations. Also, I like to work with my hands. Even though this took more work, it allowed more versatility and room for growth. The design could, as noted in this article, evolve to meet the needs. The entire unit has been built mostly of what I had on hand with lots of creativity.

Building Revell's FOOSE '56 Ford Pickup

By Jack Mugan

Have you ever built a model that went together with such ease that you could not believe how much fun you were having? Well this was that kit for me. There were absolutely no problems to report as everything fit as it was supposed to. Better yet, I did not make any mistakes that required me to draw on my modeling skills acquired over the years to correct unforced errors.

If you are a car guy you know who Chip Foose is, and probably watch his TV show Overhauling on occasion. It goes without saying that Chip is a Big Gun in the world of car design and produces some incredible award winning cars for shows like the LA Roadster Show and the SEMA Show in LaVegas. Like several other car designers, Chip has produced several model creations for Revell Models, and this 1956 Ford FD-100 is one of those kits.

Originally owned by his father, Chip bought the truck at age 13 and spent 3 years rebuilding it, and then drove it all through high school. Years later, his father acquired the truck once again, and using Chip's drawings, rebuilt the truck once again, leaving no panel untouched. The plan is to give the truck to Chip's son when he is old enough making it a 3 generation project.

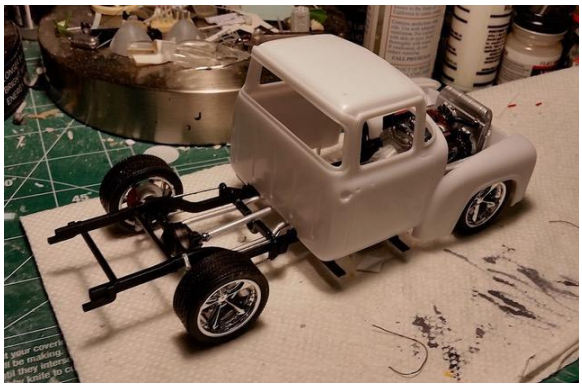
The kit is molded in white and starts with building the engine. There is only one kit option, but there is plenty of detail. I only added plug wires using .010 solder painted red, otherwise the engine bay is stock.

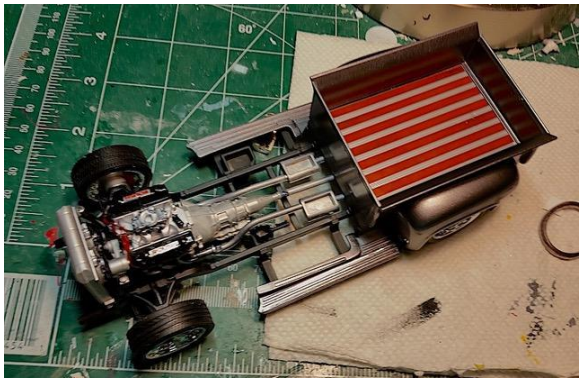
Next up is the chassis, suspension and drive train. Nothing too tricky here and the kit provided two metal axels, the front going through the engine block. Everything lines up nicely and results in a good-looking stance to the model. I used Bare-Metal foil for the chrome trim around the windows.

The wheels are FOOSE original design with nice low-profile big and little tires. The interior is simple but still has nice detail, and the instrument panel decal snuggled right down. I chose red as the interior color to contrast with the exterior color. I used Tamiya spray can white primer undercoat and Tamiya Light Gun Metal for the metallic color coat with no clear topcoat.

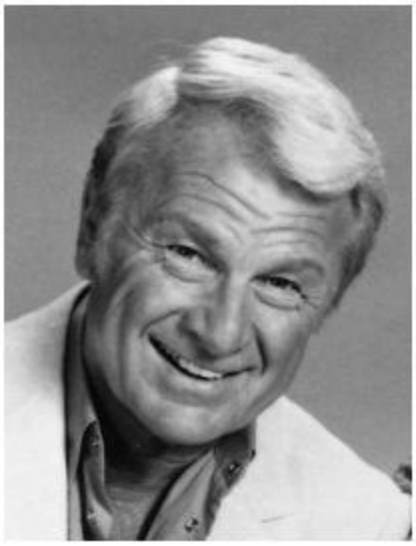
I thoroughly enjoyed build this model and highly recommend it for anyone looking for a fun project.

Building Revell's FOOSE '56 Ford Pickup





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.

Eddie Albert

Prior to World War II, and before his film career, Albert had toured Mexico as a clown and high-wire artist with the Escalante Brothers Circus, but secretly worked for U.S. Army intelligence, photographing German U-boats in Mexican harbors. On September 9, 1942, Albert enlisted in the United States Coast Guard and was discharged in 1943 to accept an appointment as a lieutenant in the U.S. Naval Reserve. He was awarded the Bronze Star with Combat "V" for his actions during the invasion of Tarawa in November 1943, when, as the pilot of a Coast Guard landing craft, he rescued 47 Marines who were stranded offshore (and supervised the rescue of 30 others), while under heavy enemy machine-gun fire.

Eddie Albert

He had a long and varied career in both stage and screen roles, but is probably best remembered for a six year stint on TV in the early 60's on the CBS sitcom *Green Acres* as a lawyer seeking to escape city life with his spoiled, suburbanite wife played by Eva Gabor. He died in 2005 at the age of 99.

2018 IPMS Gators Auction: March 24, 2018

2018 Auction – Networking

2018 Auction – Chow Time

2018 Auction – Food was Great

2018 Auction – Food was Great

2018 Auction – Lots to Choose from

2018 Auction Bidders

2018 Auction Bidders

2018 Auction – Bruce Auctioneer Extraordinaire

2018 Auction Bidders

2018 Auction – Jack Mugan Counting the Loot

2018 Contest Overall Winner –
Humdigger by Ed Ingersoll

2018 Contest Winner Ed
Ingersoll

Ed Wilton

2018 Contest – B-17?
Jim Gourgues

2018 Contest – Yikes!!
Frank Ahern

2018 Contest – What Is That?
Joe Caputo

2018 Contest – Rocket Man
Bill Winter

Show and Tell . . . Part 1 .

Jack Mugan

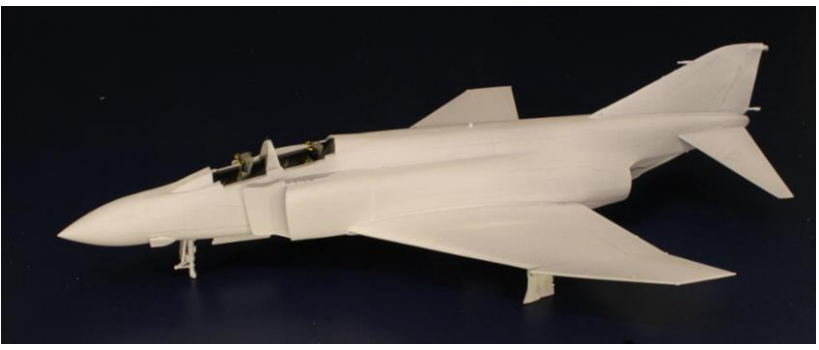
1/48 Matchbox Vietnam A1E Skyraider

Errol Whisler

1/72 Academy A-10 Thunderbolt II (Warthog)

Bob Lundeen

1/35 Tamiya M48A3 and M113 AIRCAV



Bruce Doyle 1/72 Italeri F-4 Phantom II

Unknown Member did not sign in model

Unknown OH-6 Cyause

Show and Tell . . . Part 2 .

Don Martin

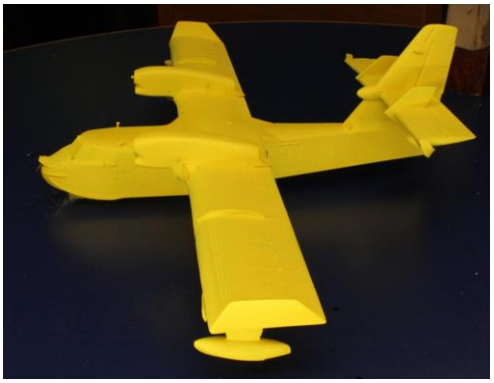
1/35 Trumpeter Soviet SA-2 Guideline SAM

Aaron Alt

1/72 Revell SR-71 Blackbird

Aaron Alt

1/35 T55 1A Soviet Medium Tank



Paul Bennett

1/72 Bombardier 415 “Superscooper“ Water Bomber

Tracy Palmer

1/35 Alpine Figure German Soldier
“Smoke ‘em if you got ‘em”

Faces from the Last Meeting

Jack Mugan

Mike Martinez

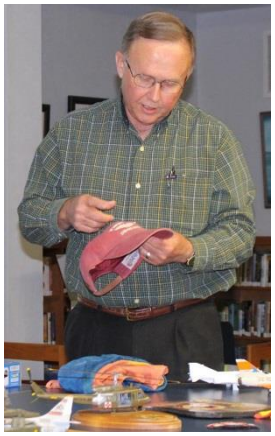
Tracy Palmer

Gary Wilemon

Viet Nam Era Medivac
Helicopter Crew Chief

Gary Wilemon

Speaks to Club about his
Viet Nam Experiences



Gary Wilemon

Shares with Club history
about the crew ballcap
he wore

Gary Wilemon
Displays Captured
North Vietnamese Flag

Frank, Ed, and AJ
Conducting the Meeting

Club Members Listening
Intently to President Jack

Calling of the Roll Even when they
are “Here”They aren’t all “There”

Odds and Ends Contributed by Club Members & Friends

Who knew? – From Bill Winter: The Tu-95 first flew in November 1952, and production of the aircraft stretched from 1955 to 1992, with over 500 of the airframes were built to a slew of different designations. Of those built, less than 90 remain airworthy, with most of the airframes belonging to the Tu-95 Bear-H missile-carrying variant.

Source: https://foxtrotalpha.jalopnik.com/inside-the-russian-bomber-that-s-been-flying-america-s-1795375146

From Bill Winter: Dragon has a new line of IDF kits in the works. In the initial set was for the 1967 Six Day War. The new set focuses on the 1973 Yom Kippus War. The first entry is the Zelda – the IDF's M113.

HOW TO MAKE TAMIYA GLOSS COLORS FLAT: Tamiya Flat Base is a paint additive that will transform any Tamiya acrylic glossy paint into a flat non-gloss color. The additive may only be used with Tamiya's bottled acrylic paints. To use simply begin by mixing a gloss color into a mixing jar with flat base additive and stir. Add Tamiya X-20A acrylic thinner if your will be airbrushing the transformed color. A beginning paint to flat base ratio is 10:1 (10 parts paint to 1 part flat base). If a flatter sheen is desirable add a little more flat base. Note: adding too much flat base will yield a color that looks milky. From: https://www.tamiyausa.com/items/paints-finishes-60/acrylic-paint-23ml-59000/acrylic-x-21-flat-base-81021

ANNOUNCEMENT: Ed Ingersoll signed us up to sponsor the "1/48 civilian and race planes category" for the 2018 IPMS Nationals in Pheonix, AZ. Thanks Ed!

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.

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

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
Sept 15-16	Modelpalooza, Orlando

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 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	____	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: _____

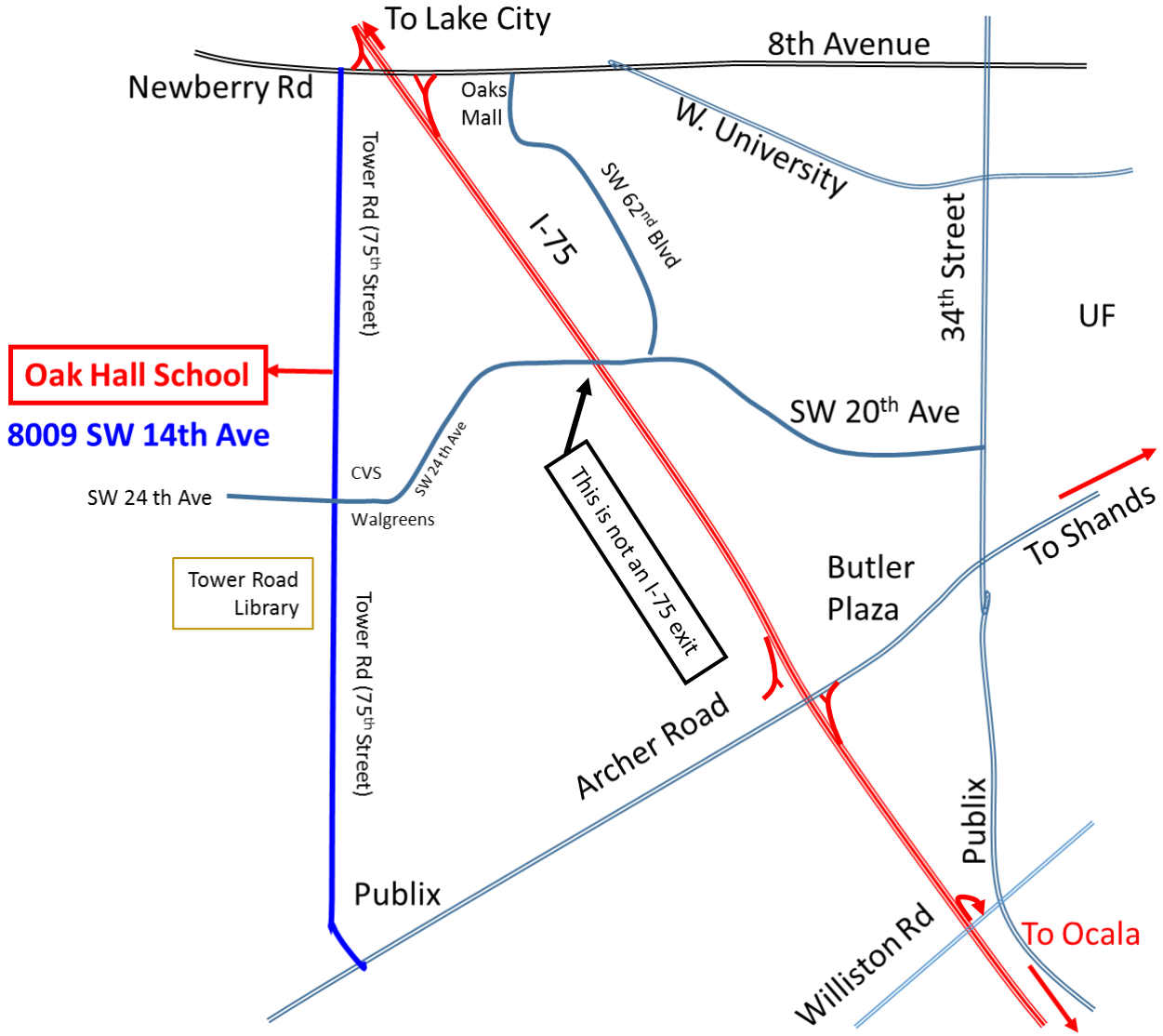
City: _____ State: _____

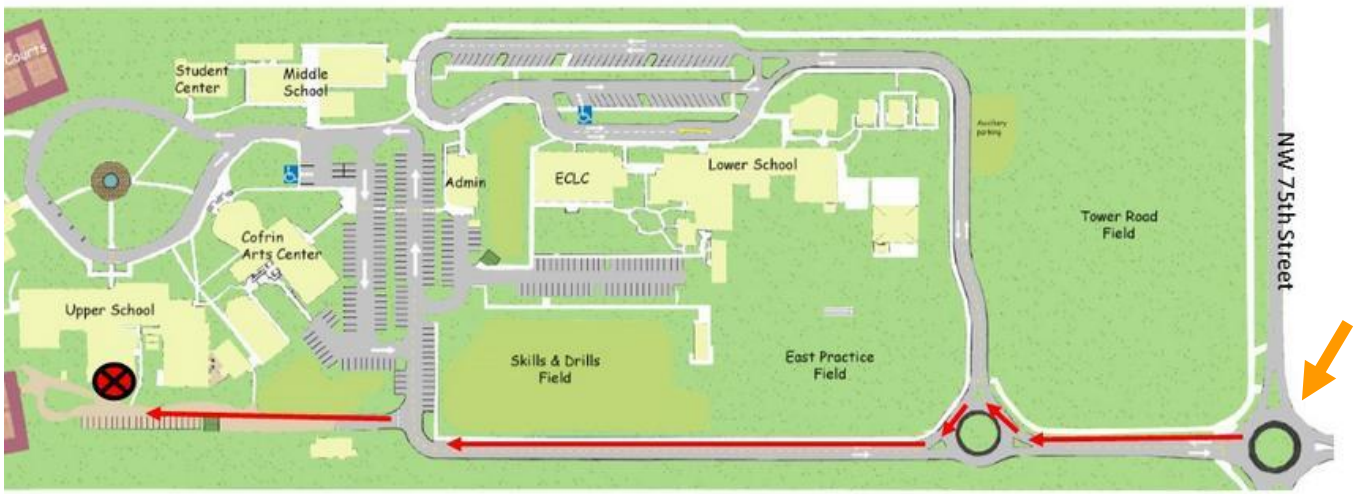
Zip Code: _____

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

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).

GATOR MODELERS

GAINESVILLE, FLORIDA

www.gatormodelers.org

Wild Paint

By Jack Mugan

NEXT MEETING: TUESDAY, APRIL 17, 2018!