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Club officers

Jack Mugan
President

Tracy Palmer
Vice Pres

Bill Winter
Treasurer

Frank Ahern
Secretary

Bruce Doyle
Historian

Paul Bennett
Photographer

[Next meeting:](#)

Tuesday, August
15 at: 6:30pm; at
Oak Hall Library
8009 SW 14th Ave
Gainesville FL

(See the maps near the end
of the newsletter)

**Extra, Extra, Extra: See
Jack Mugan's MiG 23
Flogger in "Show and Tell"**

**Note: There is a NEW
entrance to Oak Hall.**

The Mach 2-capable MiG-23 "Flogger" became the first true "swing-wing" fighter to enter service with the Soviet Union and went on to become a primary mount of the Soviet air services (replacing the range-limited MiG-21 "Fishbed") making it one of the most-produced and successful aircraft of the Cold War. The MiG-23 was made into a dedicated strike / fighter-bomber in the similar-yet-modified MiG-27 series. The MiG-23 itself went on to prove a reliable and robust performer through decades of service (and several notable wars and conflicts) and continues in active service with some air forces today. Relatively cheap for its time (between three and six million dollars a plane), the Mikoyan-Gurevich product was an easy sell to Warsaw Pact nations and Third World allies alike. In all, the MiG-23 represented the most important Soviet fighter for a good part of the 1970s and the early 1980s and were made all-the-more potent by their ability to carry nuclear-tipped weapons. from:

https://www.militaryfactory.com/aircraft/detail.asp?aircraft_id=151; Submitted by: Bill Winter

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Prez Sez.....

By Jack Mugan

Well the much-hyped movie Dunkirk has opened at the local theaters and as usual with any new historical war film, I could not wait to see it. No, I am not going to review it here, as this is one of those films that if you don't love it you will hate it. However, I will say the flying scenes were well done. As for the rest of the movie, you need to see it and make your own mind up on which side of the love-hate fence you will reside on. We did see it in a theater with the new lounge chair seating which was great.



In spite of the number of members who were either traveling or fighting health issues, our last meeting had a respectful number of members in attendance. The flyers at Hobbytown produced yet another new guest, so I hope that continues to trend into the future.

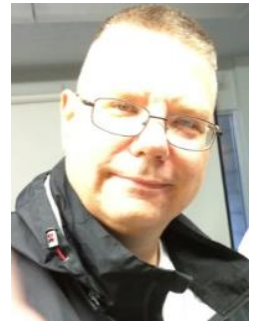
Our next meeting will feature notes from Ed and Bill's wonderful trip abroad as they wandered all over Europe checking out various museums and airshows. This will be the first of several talks going forward. Bruce will share his knowledge on our Guadalcanal anniversary theme, so please bring along some of your models from that time period. They do not need to be in the correct scheme however.

We are moving forward with the Inter-Club Model Building Challenge that has been under discussion for the last couple of months. We are close on agreement for the rules and hopefully we will launch it next month. This will be a simple and fun annual event meant to bring our clubs closer together and to widen our circle of model buddies. I hope you will consider taking part in making this a fun event.

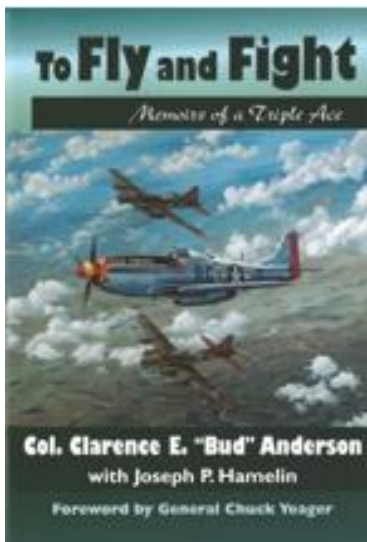
I hope you all are enjoying the newsletter. I think Bill is doing a fabulous job. You can help him continue to make our newsletter a winner by submitting an article or pictures, even in progress pictures from time to time. See you at the meeting.

Meeting Minutes – July 18, 2017

Meeting minutes for the gator modeler club for 18 July 2017.



- Jack called the meeting to order at 1830 hrs.
- Mike explained the new traffic flow pattern and that the construction should be completed by next month.
- Jack explained that there are new paint options from Hobby town
- Bruce talked about the book “to fly and fight” by Bud Anderson. This book is basically his memoir of his time as a fighter pilot over Europe in World War II and Bruce also noted that there are copies that can be purchased for \$35 that would be signed by the author Col. Anderson.



- There is a possible library display in November or December the theme will be the Thunderbirds. A number of people have already completed aircraft for this.
- We then all discussed what was on our workbenches. Brian is working on a Spitfire and an F5, Steve is still working on some android robots he also is working on barrels that he made at work. AJ is working on a 172 scale X wing fighter and a leopard 2. Errol is working on the space 1999 Eagle. Tracy is starting an Italian M 13 and a stag hound. First is working on some Guadalcanal displays for next month and brought in a completed X1, SBD, F-4-u Corsair, in the Douglas sky raider. Jack brought in a beautifully done May 23 by trumpeter with an awesome paint job.



Challenge: This month's Hollywood Hero was the monster in what great 1950's movie?



- There were three drawings for winners in three different categories this month.

o Aaron won the first category of who brought in a model and chose the Me 262 by Tamiya.



o Bruce won the second drawing and chose the 1/72 scale Hasegawa B-25.



o Aaron won the third drawing for the signed Bud Anderson aces card, the card was donated by Bruce out of his collection of signed aces of the world.

- With that completed Jack close the meeting at 2015 hrs.

Thanks to Tracy Palmer for providing the minutes. Tracy substituted for Frank Ahern who was away.



Giving it away

By Frank Ahern

My goal, stated in this newsletter a few months ago, is to resolve my modeling space dilemma by giving away as many models as I can. That has led me to some unusual situations, and models I never thought I would build.

I knew that my neighbor across the street was an Army veteran who served in Vietnam, so when we started talking at a recent homeowners meeting I asked if he would like a model to remind him of his time in the service. I expected he would ask for something common like a Huey or a C-130.

“You know what I’ve always wanted?” he said, “a model of a C-46 Commando”.

The look on my face must have said it all - you want what?

“Could you do that?”

My mind started racing through my stash and I remembered that I bought the ancient Williams Brothers C-46 kit from Bruce, when he sold off his original WW2 kit collection a few years ago. It is literally the only full-scale (1/72) kit of this large airplane that has ever been offered. It had been gathering dust on the farthest back corner of my model closet ever since. I hadn’t even thought about it in years.



“Sure I can do that”, I said with false bravado. It turned out that his affection for the C-46 was based on his time in the 82nd Airborne as a paratrooper. His first parachute jump was made from a war surplus Commando operated by the jump school.

Opening the box made me realize how false my confidence really was. Although this was my first Williams Brothers kit, I had heard that there are two characteristics of their models – lots of flash and poor fitting parts. Both were proved true in this kit. I also had the challenge of not having the correct decals to represent the airplane that he remembered. Nevertheless I pushed on, conscious of my promise to Ben, and trying to ignore kit instructions that said things like ‘shape part to fit opening on model’. Try to imagine seeing that in the instructions of a Tamiya kit. This was old school modeling, for better or for worse.



The decal problem was actually an opportunity for me to try my hand at printing my own decals. I bought some decal paper and downloaded images of the 82nd Airborne Insignia. Bill Winter suggested I use PowerPoint as the graphics program because it easily scales images to different sizes. Once printed, I got a can of Decal Fixer and sprayed it over the printed sheet. It all worked as promised and the result was a nice decal for the tail that properly recognized his unit.

I won't bore you with the gory details of building the model. No one would build a Williams Brothers kit unless it's your only option – as it was in this case. I was happy that, after lots of putty and sanding, I was able to produce a reasonable facsimile of a C-46. Close enough to bring a smile to my neighbors face when he saw it. That's all that mattered to me.



Submitted for your consideration . . .



Dawn of the Jet Age – Rockets and Jets of WWII thru the 1940's, Modelpalooza, Orlando, September 2016

By Bruce Doyle

We're famous all over the world and parts of South Georgia! We're bad – we're nationwide! Thanks to three Gator Modelers' Club Displays: Collectors' Day, Jaxcon and Modelpalooza – literally hundreds if not thousands of folks and fellow modelers have seen and admired our handiwork. (A fourth exhibit was a 2-month gig at the Gainesville downtown library, making us at least as famous in North Central Florida as in South Georgia).

Now we can belatedly share pictures of the exhibition with those who did not see the stunning display that Ed, Mike, and Dan, with help from Tracy and Sue, set up last September in Orlando. Stupendous job boys and girl, lady and gentlemen!

Thanks go to club members Bill, Bob, Bruce, Ed, Frank, Mike, Paul and Tracy for contributing models for the display. . . And a special thanks goes to Joe Caputo of the Ocala Club for loaning us a half dozen buildups from the table.

We started out on Collectors' Day in January with 43 aircraft and finished in September at Modelpalooza with 63 models! Outstanding! Epic! Homeric!



WWII Years: Front row, left to right: Heinkel HE-280, Caproni-Campini N.1, HE-178, HE-176; 2nd row: Me-262, Bereznyak/Isayev B.I.-1, Me-163, Gloster G.40 "Pioneer;" Back row: Fieseler F.103, Arado AR-234, Gloster Meteor and Bell XP-59.

Also: See Fine Scale Modeler, September 2016, page 8: "The story behind one club's historic display."



Post-WWII - Front row: Dehavilland Vampire, Lockheed T-33, F-80C, XP-80; 2nd row: Me-248 (Baka-Orange), Ju-287, Me-328; Back row: Bachem NA 349 Natter (Viper), McDonnell FH-1 Phantom, HE-162 and Horton HO-229.



Mid-1940's: Front row: YAK-15, YAK-17, (YAK-9), Republic F-84 Thunderjet, Northrup XP-79B, Nakajima "Kika;" On stand: Bell X-1 and Douglas Skyrocket, 2nd row: Supermarine "Attacker," Mig-6, Northrup YB-49; Back row: Westland "Wyvern" and Vickers Viscount.



Front row: McDonnell F2H-2 Banshee, North American FJ-1 Fury, Ryan "Dark Shark;" 2nd row: Douglas "Skystreak," Saab 21R; 3rd row: Hawker "Sea Hawk," Boeing B-47, (Saab 21A); Back row: Martin B-57 "Canberra," Bell X-1, North American F-86 Sabre Jet.



Late 1940's: Front row: McDonnell XF-85 "Goblin," Northrup X-4 "Bantam," Ilyushin IL-28 "Beagle," Mig-15; 2nd row: North American F-86D, Dassault M.D. 450 "Ouragan" (Hurricane), Northrup P-89 "Scorpion," 3rd row: Fairey Gannett, Chance Vaught F7U "Cutlass," Convair XF-92, Saab 29 "Tunan," F-89; Back row: DeHavilland "Sea Venom" (on stand), Lockheed F-94B, Douglas F3D "Skynight" (Grumman F9F "Panther" – not pictured): 63 (64 models)

Odds and Ends

... Here is a link to an online Google Photos Album containing **441** photos of the **2017 IPMS/USA Nationals** in Omaha. This represents about ten hours of work in arranging the pics into a file, running them through a photo processing program, uploading them to the Google album, then rearranging them in order.

<https://goo.gl/photos/o4mAkCyN9v4EQtMG7>



Thunderbird Collection

Just a reminder that we need to keep working on the collection because we are committed to the library display this November and that is just a short four months from now.



Great news video about the IPMS Nationals

See: <http://www.3newsnow.com/news/local-news/convention-showcases-thousands-of-3-d-models?autoplay=true>



I Flew



*When the last checklist is run and the bag drag is over
I will reminisce of the days I once knew,
I will not remember the 3 AM alerts
But only that I flew!
I will not remember the crew rest in tents
Nor recall how cold Arctic winds blew,
And I'll try not to remember the times I got sick.
But only that I flew!
I will never forget when nature became angry
And challenged my intrepid crew,
And I'll always remember the fear I felt
And the pride in knowing I flew!
I will remember the sights my mortal eyes have seen
Colored by multitudes of hues,
Those beautiful lights on cold winter nights
Seen only by those who flew.
God was extremely good to me
And let me touch his face,
He saw my crew through war and peace
And blessed us with His grace.
So when I stand at Saint Peter's Gate
And tell him that I'm new
I know he'll smile and welcome me,
Because he knows
I FLEW!*

Brad Baker

Fiddly Bits – “Need for Speed” – Part 3 (of 4)

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

When we left off last time, our British cousins were swapping F.A.I. (“Fédération Aéronautique Internationale”) absolute world speed records in an intra-country competition. The record returned Stateside a little over one week after the last British mark when a Douglas Skyray hit 752.9 mph on 3 October 1953. This not only returned the title back to the States and the U.S. Navy, but also was the first operational Navy jet to hold the speed record. Parenthetically, according to Ray Waddey, the pilot – USMC Col. Edward LeFaive – lived in Dunnellon, Florida. Airfix makes a classic 1:72 scale Skyray kit with both Navy and Marine markings. Tamiya kits a modern offering currently available thru Squadron.



The U.S. Air Force didn’t let the afterburner cool on the Skyray before Frank Everest in the prototype YF-100A on 29 October 1953 stretched the speed to 755 mph.



Twenty-two months later – 20 August 1955 – the 800 mph threshold was crossed by Col. Horace Hanes in an F-100C, officially: 822 mph. Hasegawa and Italeri both offer F-100 kits and Trumpeter offers a 1:72 scale F-100C – but it is unknown if kits of the YF-100A exist.



Fiddly Bits – “Need for Speed” – Part 3 (of 4) - Continued

We next bounce back to England as our British cousins put on a speed run that impresses mightily even 60 years later. Peter Twiss in a Fairey Delta 2 not only bested the 1000 mph barrier at 1,132 mph but broke the previous speed records by the largest percentage in the history of speed records – 38%. It has never been surpassed percentage-wise since that day in March 1956.



Frog/Novo has a classic kit available on the secondary market of the Fairey Delta 2. I must sheepishly admit that I sold mine when I liquidated my stash in early 2015. Oops!

Interesting side note: The plane had a scaled down version of the Concorde's wing and was the first aircraft to utilize a droop nose to facilitate the pilot's vision while landing – also like the Concorde. It is a stunningly beautiful airplane.

A year and a half later – 12 December 1957 – Major Adrian Drew bumped up the record past 1200 mph – 1,207 mph – in a McDonnell F-101A “Voodoo.” Its Pratt and Whitney J57 engine really was a game changer – F100, F-101 (2 engines) et al. It and the General Electric J-79 (next plane) got turbojet afterburner thrust in the 15,000 lb. range. Imagine the X-3, the Navy's Cutlass, etc., with these powerful engines instead of the dogs they were saddled with. At the time, the Voodoo was the heaviest single-seat fighter ever in the Air Force inventory. The XF-88/F-101 Voodoos were developed as long-range escorts for the B-36 intercontinental bomber.



Hasegawa/Minicraft has multiple versions of the F-101 including the RF-101C photo recon aircraft.

The third “Century Series” fighter (there will be one more installment) to hold the world absolute speed record was Kelly Johnson's “Missile with a Man in It” – the Lockheed F-104 “Starfighter” powered by a single GE J-79 engine . The stub-winged (think Douglas X-3) rocket reached beyond the 1400 mph plateau on 16 May 1958 at 1,404 mph. According to Janes, the F-104 was the first combat aircraft to fly at sustained operational speeds above Mach 2, and the first airplane ever to hold the speed and altitude records simultaneously. Capt. Joe Jordan in an F-104C reached 103,396 feet on 14 December, 1959! Many kits of the Starfighter exist by the usual suspects: Airfix, Hasegawa, Revell, etc.

Fiddly Bits – “Need for Speed” – Part 3 (of 4) - Continued



Sidelight: American Aviatrix Jackie Cochran set numerous women’s speed records in the early 1960’s, the fastest being 1429.3 mph in an F-104G.



Photo: Jackie Cochran standing on the wing of her F-86 whilst talking to Chuck Yeager and Canadair’s chief test pilot Bill Longhurst.



Sidelight #2: Our old intrepid friend Darryl Greenameyer of Bearcat/B-29 fame/infamy flew a specially prepared F-104RS over a low altitude 3 km course at 988 mph in October 1977 (photo above right).

Low altitude speed runs were obviously becoming extremely dangerous the more the speeds increased. The 29 October 1953 YF-100A attempt was the last attempt at the 100 meters (328 feet) F.A.I.-low-altitude restriction. The August 1955 run by Col. Hanes (822 mph) was the first at the new safer height, with safeguards utilized to guard against gaining speed by diving the aircraft. It was also the first supersonic record in the books.

We have six more aircraft to go in our “need for speed” hit parade. Next appear two “stinkin’ commie” airplanes appearing from behind the misty veil of the “Iron Curtain.” Thankfully Kelly Johnson came swiftly to the rescue of the “Free World” with super plane that buried the record for all time. . . . stay tuned.

Need for Speed, part 2

By Frank Ahern



Here we see our intrepid adventurer, Bruce Doyle, standing under the nose of the SR-71A "Blackbird" that set the still-unbroken manned aircraft speed record in 1976. This was one of the highlights of the trip that Bruce and Frank Ahern made to the Air Force Museum of Aviation at Robins AFB, Georgia in July.



This is a shot of Bruce talking (what a surprise) to former Gatormodeler Mike Rowland, who now works at the museum and gave us a behind-the-scenes tour of some of the unrestored projects, such as this Vietnam veteran B-57 Canberra.

Need for Speed: Kit-ography update

By Bruce Doyle

Being an electronically challenged 19th century Luddite (i.e., no computer) I went “old school” and referenced some old Squadron and Roll Model catalogs, and unearthed kits in 1/72nd scale for some of our subject record-breaking aircraft.



Lindberg made (makes?) a kit for the Heinkel He-100. Turns out that I have the 50 year-old classic example shown here.



Maquette kits the Lavochkin La-176.



Matchbox (among many others) has a kit of the F-86A Sabre.



Airfix has a new-tool version of their classic kit of the Supermarine Swift.



For the “brutish looking” Me-209 Huma makes a kit that cost \$8 in the last century and \$32 today! Must be made of the rarest of minerals “unobtanium”.

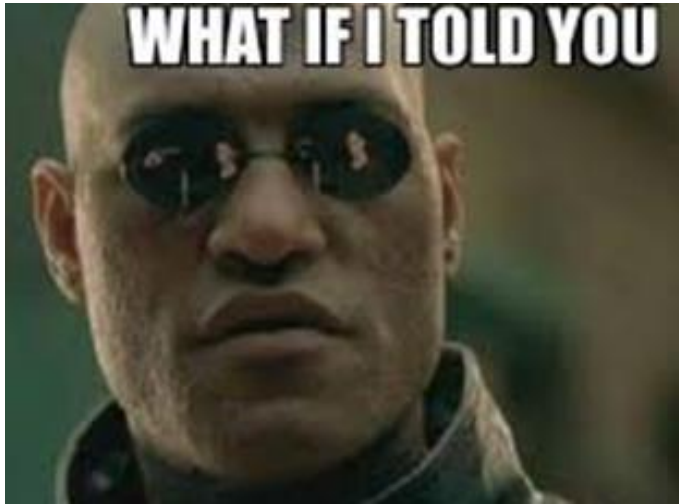
Look for future kit-ography updates. I know, I know – I need a computer. Guilty as charged.

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

For a few months there have been discussions between IPMS Gators and IPMS Ocala about holding a contest between the 2 clubs.

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 of the contest will depend on how many of the members take up the challenge. As modelers, we like to believe that we think outside the box and here is your opportunity to dust off those skills and “go for it.”

The idea is to include “the back-story” for your model. Via this backstory you would 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.

A traveling trophy will be established and paid for by both clubs. The winning club will pick the next manufacturer.

Both clubs will provide Judges, one each. The judging sheets will be provided. The standards will be: Creativity, Imagination and Execution on a ten point scale.

There will be one winner per contest. The winner’s name will go on the trophy.

We are thinking about Revell/Monogram for the first contest.

We are suggesting a March contest date.

Please send your thoughts to Jack Mugan, IPMS Gators President (jbm007@mac.com)and/or share them at the next meeting.



2018 IPMS Nationals!

The clock has officially begun! With the conclusion of the 2017 IPMS Nationals in Omaha, **Phoenix** will be the next stop for the IPMS Nationals. 2018 will mark the third time Phoenix has hosted IPMS Nationals in the last 15 years. The theme is "If you build it....show it"

IPMS/USA National Convention 2018 will be held in Phoenix, Arizona, from **1 – 4 August**, at the Phoenix Convention Center. This is the same space as was used in 2010: approximately 65,000 square feet of the bottom floor, along with over 13,000 square feet of meeting space. The convention hotel will be the **Hyatt Regency Phoenix**, directly across the street from the convention center. Room rates for 2018 are \$135 per night for one or two persons. Those rates are available for 3 days prior and after the convention dates.



Claude Moulton (Jacksonville), Ed Ingersoll, Bill Winter and Jack Mugan attended the 2010 contest in Phoenix which was great. The best off-site tour was to the Pima Air Museum and Davis-Montham Air Force Base in Tucson. There is also a Titan II missile silo museum (<http://www.titanmissilemuseum.org/>) about 20 miles south of Tucson (there was no tour to this site in 2010 but we don't know about 2018). Possibly some of us can get to this site in 2018!



From Paul's Toolbox



By Paul Bennett

The Dial Thermometer



I purchased this thermometer, new, at a Hamfest (a swap meet and convention for amateur radio operators) over a decade ago (you would be amazed at what you can find sometimes at a Hamfest). I have no idea why at the time, but I am glad I did (and wish I had bought a couple more). It was military surplus, still in the sealed package. The thermometer has a very nice and easily readable three inch diameter dial and reads from -40 to +180 Fahrenheit. The back has a long sealed tube containing the sensor and a screw fitting. I think I paid maybe \$5 for it.

At first, it was a mystery what I would use it for, then at one of our club meetings Tracy introduced us to Insta-mold. Insta-mold requires a temperature of 170 Fahrenheit, within the range of the thermometer. Very Nice! I use it quite frequently when working with Insta-mold.

So when I work with Insta-mold I have a little coffee maker and a Pyrex glass measuring cup. I put a little tap water in the cup and then the thermometer. Once the water boils, I slowly pour the boiling water into the cup until the thermometer measures a bit more than 170 degrees (see below).

If you are interested in seeing if you can find one at one of the auctions or other sites, the FSC of the item is 6625-00-239-6679.



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.

James Arness

Arness joined the US Army in 1943 after being rejected by the Navy's flight school because he was too tall (6'7"). He was assigned to the 3rd Infantry Division and participated in the beachhead landing at Anzio, Italy in January 1944. Again his height was a factor, as he was ordered to disembark first to determine the depth of the water. He suffered severe leg wounds during the assault and after many surgeries was discharged in 1945. Chronic leg pain plagued him the rest of his life. His military decorations include the Bronze Star [1], the Purple Heart [2], the European-African-Middle Eastern Campaign Medal with three bronze battle stars [3], the World War II Victory Medal [4], and the Combat Infantryman Badge [5].

James Arness will always be remembered for his role as Marshall Matt Dillon in the TV western "Gunsmoke". It aired from 1955-1975 on CBS and is still regarded as the longest-running primetime live action series in TV history.

He died in 2011.



[1]



[2]



[3]



[4]

[5]



Bill's column

By Bill Winter

I'm short on time to get this to Frank to send out, so I'm going to post a little quiz with the answer at the back. What type of tank is pictured in these famous photos of Checkpoint Charlie from October 27, 1961 at the Berlin Wall when the wall was put up in 1961?



Show and Tell

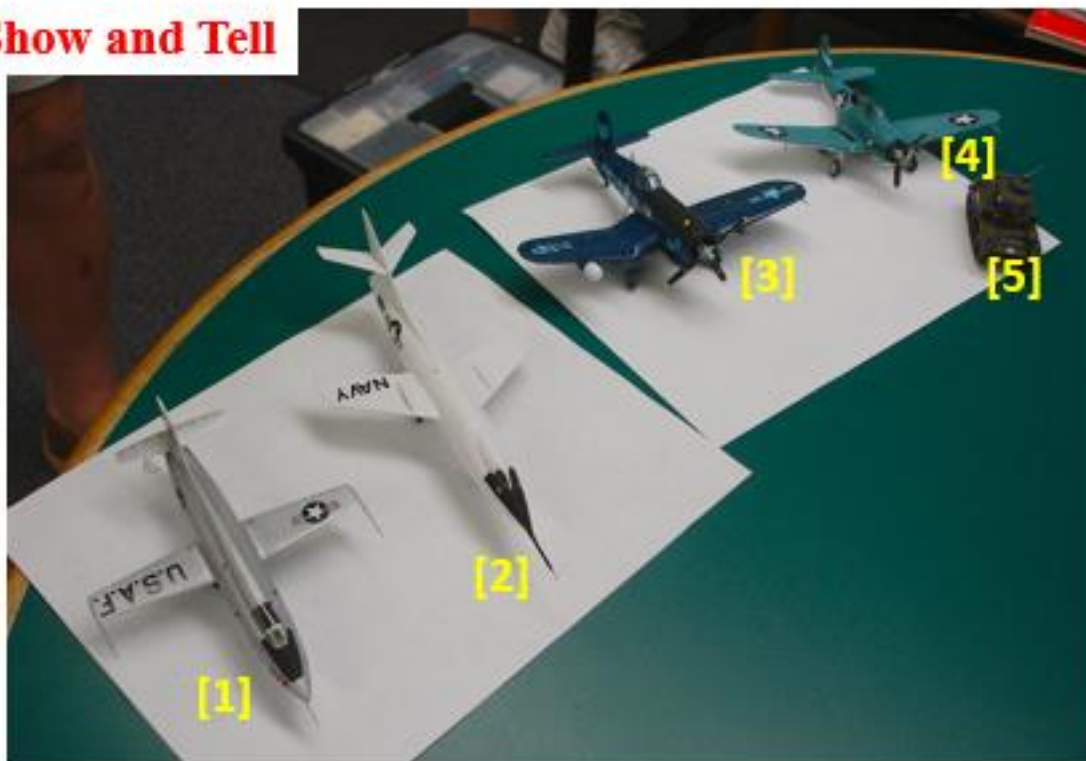


Jack Mugan, 1:48 scale MiG 23 Flogger by Trumpeter, OOB



. . . . Dig that paint job! WOW

Show and Tell



Bruce Doyle: all 1:72 scale: [1] Bell X-1A, experimental rocket airplane; Special Hobby; [2] Douglas D-558-2 "Skyrocket"; Special Hobby; [3] F4U-5N, Navy night fighter used in Korea, Italeri; [4] SBD Dauntless, Navy dive bomber, Airfix, decals: kit & Mircoscale & Italeri; and [5] M3A1 Stuart light tank, Hasewaga/Minicraft.



AJ Kwan 1:35 scale Walker Bulldog M-41 tank.



Not pictured: Bob Lundeen diecast Matilda tank and Tracy Palmer Tamiya's M13/40 Italian tank.

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>

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

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

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

IPMS/USA MEMBERSHIP FORM

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

Address: _____

City: _____ State: _____ Zip: _____

Phone: _____ E-mail: _____

Signature (required by P.O.) _____

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

Payment Method: Check Money Order

Chapter Affiliation, (if any): _____

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

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

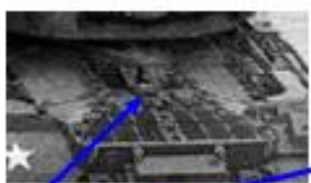
If we don't support our hobby, who will?



Bill's column: the Answer

By Bill Winter

These are M-48A1 tanks. We know they are either M-48s or M-48A1s by the flat engine decks. M48A2 and later models had a raised engine deck.



Note the engine exhaust deflector of non-fuel-injected gasoline engines.

These "flat rear deck" M48's can be identified as M48A1's because of their machine gun turrets. M48's had no machine gun turrets.

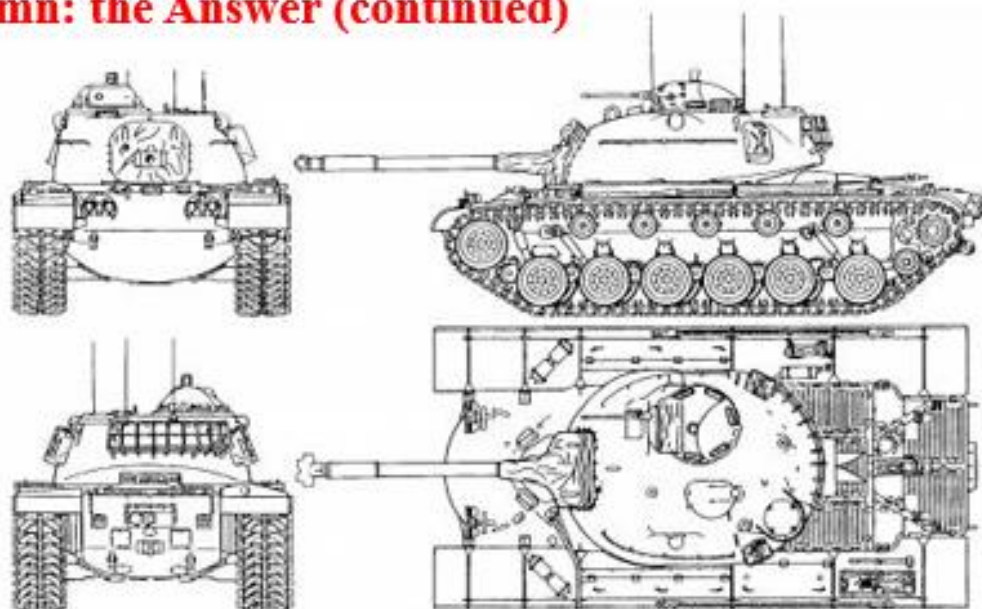


M48A2 and later models with a raised engine deck.



Machine gun turret

Bill's column: the Answer (continued)



Line drawing of an M48A1. Notice the machine gun turret and the rear deck exhaust.

A Blast from the Past

IPMS Gators President Jack Mugan has been writing for a long time. Below is another piece that Jack put together in 1969!

WORLD WAR II: ALLIES



by Jack Mugan

WHAT THE "GOLDEN AGE" did for aviation in the way of pilots, WW II did for aircraft design. Through this period, thousands of exotic designs were submitted, many reaching the prototype level, but relatively few were chosen. Once a design was put into production, many modifications followed and, over a period of time, only a few of the original characteristics remained.

For instance, the North American Mustang, possibly one of the most famous fighters to emerge from WW II, almost became extinct in its early stages for the lack of a proper power plant. Fortunately, it survived the growing pains and went on to take its rightful place in aviation history, becoming one of the most beautifully de-

signed and versatile long range fighters this country would produce.

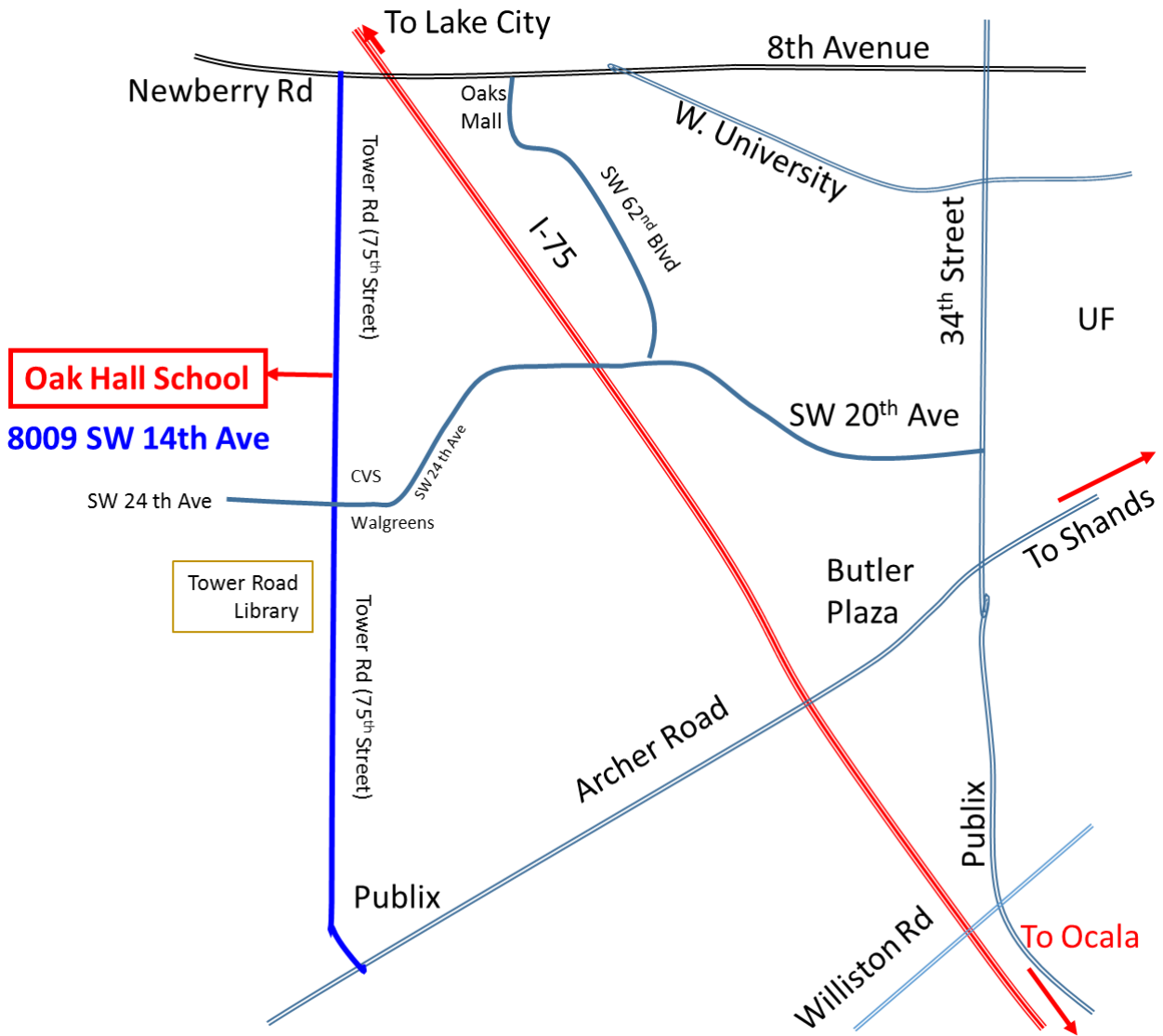
We find, however, should one decide to build this particular aircraft as a model, the choice of kits is somewhat limited. Monogram provides an excellent P-51B, both in 1/72 and 1/4" scale. Cockpit, decals and overall workmanship are good, with the added feature of the Malcom hood. One will also find "ABT" decals available in both scales. It is a pity that Monogram did not follow through with an equal kit of the P-15D in lieu of their larger-than-life version.

Hawk models makes available a highly detailed P-51D kit, with the added feature of Authentic-plating for those who do not wish to paint their model. This involves additional labor during construction, but provides the builder with an unusual finished model. Unfortunately, a plain plastic kit is very difficult to locate. The decals are not up to Hawk's normal standards, in regard to the fine print, but otherwise are adequate. Both kits offer fine possibilities for those extra touches, with two-piece canopies, landing gear detail, etc.

When researching the Mustang, I suggest either the Profile No. 100, or the Aero publication No. 15, both offering the builder several choices for a distinctive and colorful finished model.

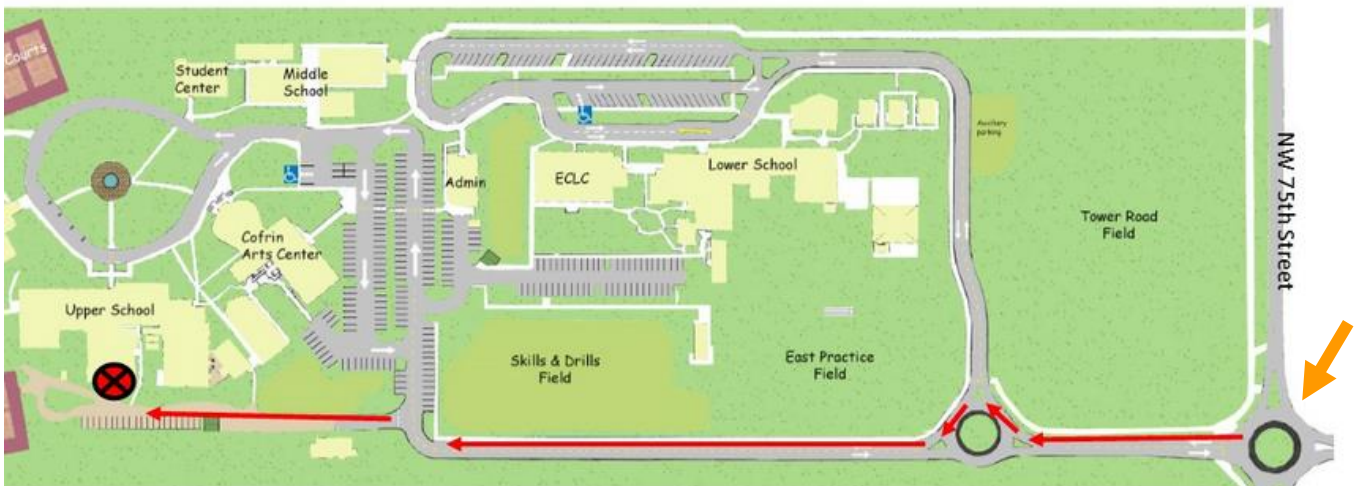


How to get to the meeting



Oak Hall School
8009 SW 14th Ave

Tower Road Library



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

Wild Paint

By Jack Muga



Answer to challenge: Because of his height, James Arness was the creature from outer space in "The Thing from Another World" that was first released in 1951.

