



www.gatormodelers.org



Inside see: Doug Spinney's Object 279 – Winner of the April Intra-Club Contest



Notice: The [May 2023](#) meeting will include a **kit sales and swap meet!** Bring kits you want to sell and money to buy the kits of others.



Club officers
Doug Spinney
President

Chuck Lassiter
Vice President

Frank Ahern
Secretary

Bruce Doyle
Historian

Doug Spinney
Webmaster

Bill Winter
Treasurer &
Newsletter
Editor



May – IPMS Gators

We will meet
Tuesday, May 16,
2023 at 6:30 PM at
Oak Hall Library

Prez Sez..... www.gatormodelers.org

Analytics, what does this have to do with modeling? The dictionary describes analytics as “*the systematic computational analysis of data or statistics.*” (Those of us that had to take Statistics in college are now cringing). Now we are really off base, still nothing to do with modeling. One of my jobs as club webmaster is to log in to the gator modelers website builder and check for any messages that have been sent to us from the outside world. And then once a month to add the latest and greatest link to our monthly newsletter. Within this website builder is a host of reports, a lot more than I’ll ever use, but the most interesting one to me is *Unique Visitors by Location*. It is a map of the world and in it are blue dots that tell me where people are located that are visiting gatormodelers.org for the first time. In the last 30 days, as of this writing, we have had *49 unique visitors*. I know this doesn’t seem like a lot when people posting on YouTube are getting millions of views, but to our little corner of the world 49 is pretty good. In fact, this is a big increase from our average of around 30 per month. The vast majority are in north central Florida, but we had visitors from Germany, Nigeria, Alberta, Nova Scotia, and the rest of the good ole USA. These are people that for some reason have decided to check out our web page, and hopefully, return in the future. Maybe current or future model builders looking for other modelers in their area, except the ones out of the country. The local visitors are the ones that we need to dazzle with our web page and make it inviting enough for them to come and see our meetings in person.

Another interesting report, at least to me as a retired IT nerd, is how many people visited our site that have accessed it in the past. Again, another map showing the location, the vast majority are in the US. These are folks that visit our page regularly and spend most of their time in the Newsletter section. In that our web page has not changed much in the last 5 years I think maybe it is time for a bit of updating. This brings me to back to what does it have to do with modeling. The web page is as good as the content that is in it, so if you see me taking more pictures than normal at the next meeting this is what I am up to. If any of our members have any suggestions as to additional content please feel free to give me your suggestions. And if I take your picture and you wish for me not to post it online, please let me know and I’ll delete it from my camera.

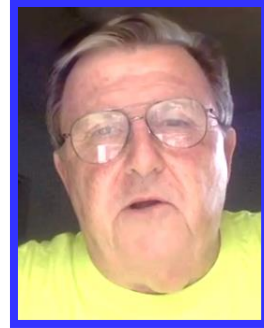
That’s all for this month, hopefully this wasn’t too boring for our newsletter readers. Hope to see all of you at our next meeting with your “one of a kind” models, and our bi-annual swap meet.

Doug

Minutes of the Club Meeting from Tuesday April 18, 2023

President Doug Spinney called the meeting to order at 6:35pm. A total of 13 members were in attendance.

The meeting began with a review of upcoming model shows in Florida and nearby states. Spinney announced that the Board of Directors had decided that another Swap Meet would be held after the May meeting. It was also announced that plans are underway to have a special event at the July meeting. Those who bought models from Tracy Palmer's estate sale are asked to build one of the models for a theme contest and his widow, Sue, will be invited to come and see the contest and participate in sharing memories of Tracy from his days in the club.



Club historian Bruce Doyle encouraged members to read the club's monthly newsletter, and promised to award those who read his column with a free model kit for answering a trivia question. Brian Cormack won the first kit.

The meeting paused for presentation of Show & Tell and monthly theme models. This month's theme was - My worst kit. Doug Spinney won the contest with a model of the Soviet tank called the Object 279. Next month's theme is - One of a Kind.

The monthly attendance raffles were won by Joel Hurov, who selected a model of the



USS Arizona, and Frank Ahern, who picked a 1931 Bugatti touring car.

Finally the meeting concluded with a slide presentation by Bill Winter of his visit to the AMPS armor and figure show in Atlanta and armor museums he had recently visited.

The meeting ended at 8:10pm.

Submitted by

Frank Ahern, club secretary

Wunderwaffe

Me-163 "Komet"



By Frank Ahern

In many ways the rocket-powered Messerschmitt 163 "Komet" was the very definition of a "Wunderwaffe" or Nazi wonder weapon. So fast it was untouchable in the air, Allied planners seemed to have no defense against it. They needn't have worried. It was sort of like a high school science club project gone wild - an interesting idea that was totally impractical in actual operation.

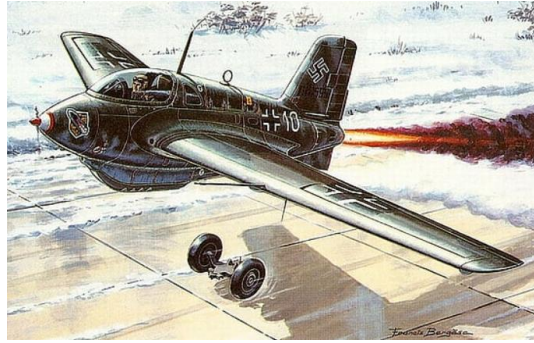


It began well before WW2 when Alexander Lippisch, a designer of tailless gliders, was approached by the Luftwaffe about putting a newly designed liquid fuel rocket in a glider to

Wunderwaffe

Me-163 "Komet"

make a point defense interceptor. The idea so intrigued Ernst Udet, a top Luftwaffe official, that it was assigned to Messerschmitt as a development project. What emerged was a



scary-fast little ticking time bomb of an airplane that was more dangerous to its own pilots than enemy bombers.

Start with the fact that the fuel used was so volatile and unstable that ground crews wore special suits. It could only carry enough fuel for 6 minutes of rocket burn. Add in that



takeoffs and dead stick landings were white knuckle affairs due to the lack of landing gear. 80% of Me-163 accidents happened on takeoff or landing. Even its speed became a drawback. A *Komet* pilot only had 3 seconds to fire on the slow-moving bomber before breaking away to avoid a collision.



Wunderwaffe

Me-163 "Komet"

The final tally was nine Allied bombers destroyed versus 14 *Komet*s downed. Hardly worth the expense in test pilot's lives and development cost. That's why it stands out as perhaps the ultimate example of the folly of the *Wunderwaffe*.

It also explains why no other nation has tried the concept in a military aircraft.



Because of its uniqueness, the Me-163 has been a popular subject for kit makers over the years. It's so small and simple that it's a fairly easy model to build. As with other late war German aircraft you can use just about any camouflage scheme you want. I built the Heller kit, and tried the mottled scheme used quite often in the latter stages of the war.



Although it caused great concern at the time, the Allies were fortunate that Germany wasted so much of its resources on *Wunderwaffe* projects like the Komet, the V-2 rocket and the Salamander. It only hastened the demise of the Nazi regime.

Wunderwaffe
Me-163 "Komet"



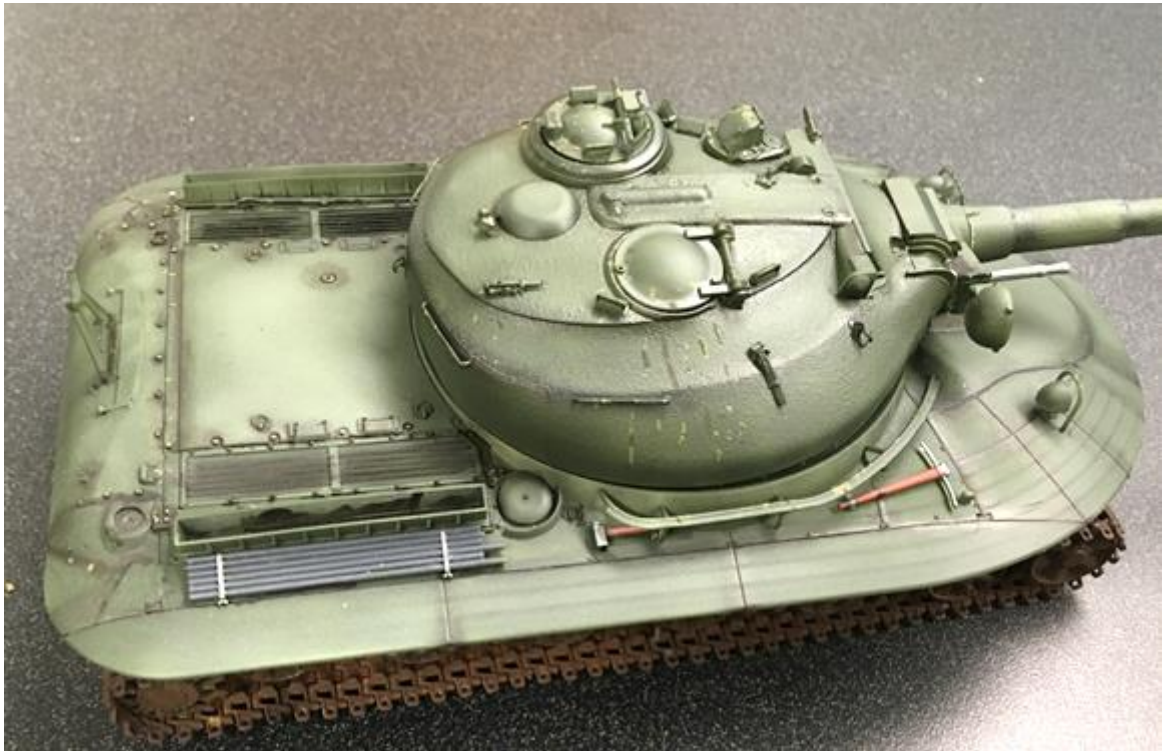
Doug Spinney's Object 279 – Winner of the April Intra-Club Contest



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Doug Spinney's Object 279 – Winner of the April Intra-Club Contest



Chuck Lassiter – Pegasus SB2U (1:72) Vindacator (Vought)



Bob Lundeen – Hobby Boss A-6A (1:48)



Bob Lundeen – Hobby Boss A-6A (1:48)



Frank Ahern – Frog AR-234 (1:72)



Frank Ahern – Frog AR-234 (1:72)



Frank Ahern - Huckebein



Bruce Doyle's Mach 2 Vickers Viscount (1:72); decals by Mike Martinez



Bruce Doyle's Mach 2 Vickers Viscount (1:72); decals by Mike Martinez



Bill's F-100

"All the News
That's Fit to Print"

The New York Times

Late Edition
 Today, cloudy, showers midday, high 55. Tonight, stray evening showers, clouds breaking late, colder, low 40. Tomorrow, sunshine, high 56. Weather map appears on Page B11.

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Project Blue Book Reopened

Project Blue Book was one of a series of systematic studies of unidentified flying objects (UFOs) conducted by the United States Air Force. It started in 1952, and it was the third study of its kind (the first two were projects Sign (1947) and Grudge (1949)). A termination order was given for the study in December 1969, and all activity under its auspices ceased in January 1970.

Project Blue Book had two goals:

- To determine if UFOs were a threat to national security, and
- To scientifically analyze UFO-related data.

Thousands of UFO reports were collected, analyzed and filed. As the result of the Condon Report (1968), which concluded there was nothing anomalous about UFOs, Project Blue Book was ordered shut down in December 1969 and the Air Force continues to provide the following summary of its investigations:

No UFO reported, investigated and evaluated by the Air Force was ever an indication of threat to our

F-100 that Chased UFO in 1969 Found Crashed in Nevada




When a flying saucer lands in Washington, D.C. in July 1951, the Army quickly surrounds it. A humanoid emerges, announcing that he has come in peace. When he unexpectedly opens a small device, he is shot by a nervous soldier. A tall robot emerges from the saucer and quickly disintegrates the soldiers' weapons. The alien orders the robot, Gort, to stop. He explains that the now-broken device was a gift for the President which would have enabled him "to study life on the other planets".

national security;

There was no evidence submitted to or discovered by the Air Force that sightings categorized as "unidentified" represented technological developments or principles beyond the range of modern scientific knowledge; and

There was no evidence indicating that sightings categorized as "unidentified" were extraterrestrial vehicles.[1]

By the time Project Blue Book ended, it had collected 12,618 UFO reports, and concluded that most of them were misidentifications of natural phenomena (clouds, stars, etc.) or conventional aircraft. According to the National Reconnaissance Office a number of the reports could be explained by flights of the formerly secret reconnaissance planes U-2 and A-12.[2] A small percentage of UFO reports were classified as unexplained, even after stringent analysis. The UFO reports were archived and are available under the Freedom of Information Act, but names and other personal information of all witnesses have been redacted.

Michael Rennie Arises from his Grave

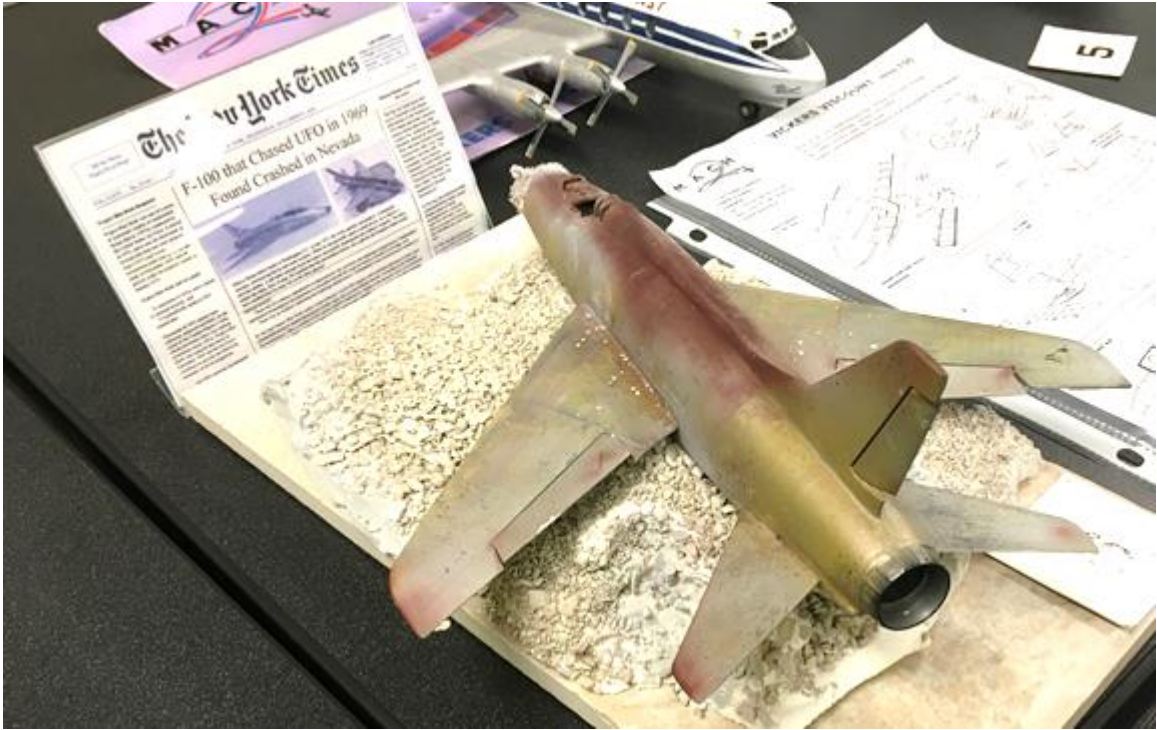
The Day the Earth Stood Still (a.k.a. Farewell to the Master and Journey to the World) is a 1951 black-and-white American science fiction film from 20th Century Fox, produced by Julian Blaustein, directed by Robert Wise, that stars Michael Rennie, Patricia Neal, Billy Gray, Hugh Marlowe, and Sam Jaffe. The screenplay was written by Edmund H. North, based on the 1940 science fiction short story "Farewell to the Master" by Harry Bates. The score was composed by Bernard Herrmann.[4]

In The Day the Earth Stood Still, a humanoid alien visitor named Klaatu comes to Earth, accompanied by a powerful eight-foot tall robot, Gort, to deliver an important message that will affect the entire human race.

In 1995, the film was selected for preservation in the United States National Film Registry as "culturally, historically, or aesthetically significant." [5][6]

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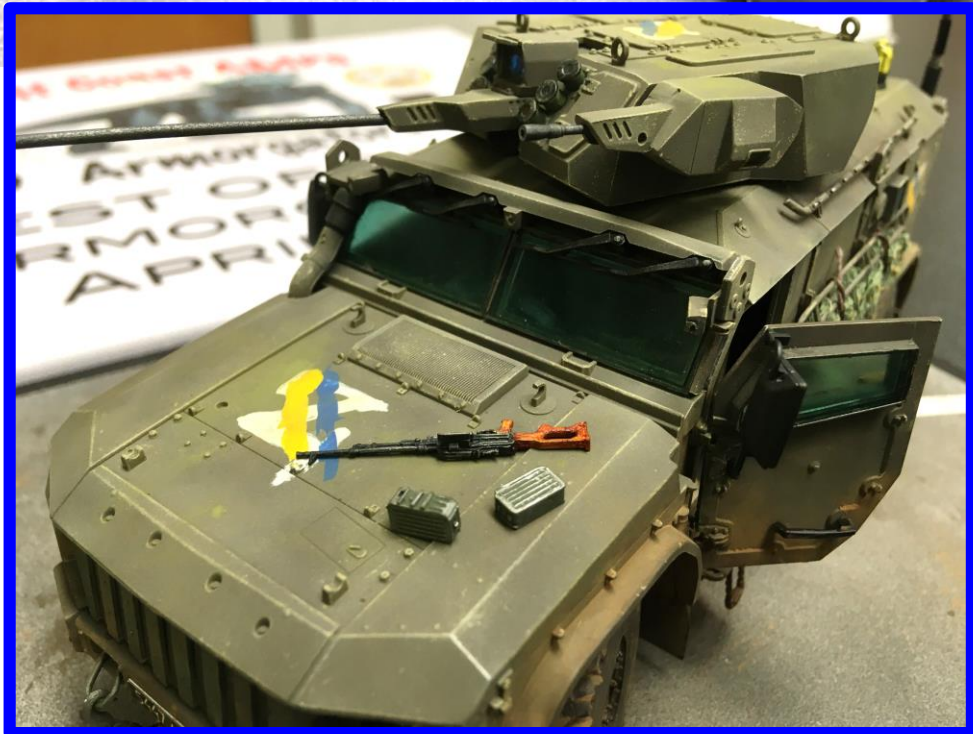
Bill's F-100



Don Martin's Meng Typhoon VDV (1:35) w/ stowage added, Quinta Studios 3D



Don Martin's Meng Typhoon VDV (1:35) w/ stowage added, Quinta Studios 3D



Don Martin's Meng Typhoon VDV (1:35) w/ stowage added, Quinta Studios 3D



From Ken Wilson's work bench - Here are some photos of my completed 1/16 Takom FT tank. Pretty much straight from the box, I added a few details to engine and interior. Tried using Silly Putty for painting camo and it worked pretty good!



From Ken Wilson's work bench -



From Ken Wilson's work bench -



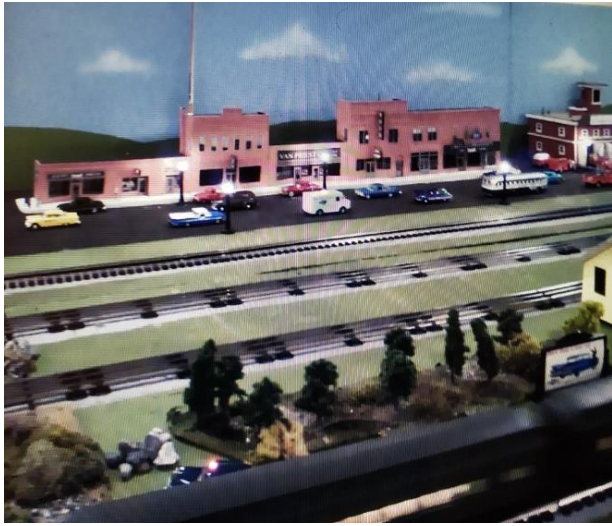
From Ken Wilson's work bench - Here are a few pictures of the Eduard ¼ scale Bf110 instrument panel model. Most of the credit goes to Eduard!



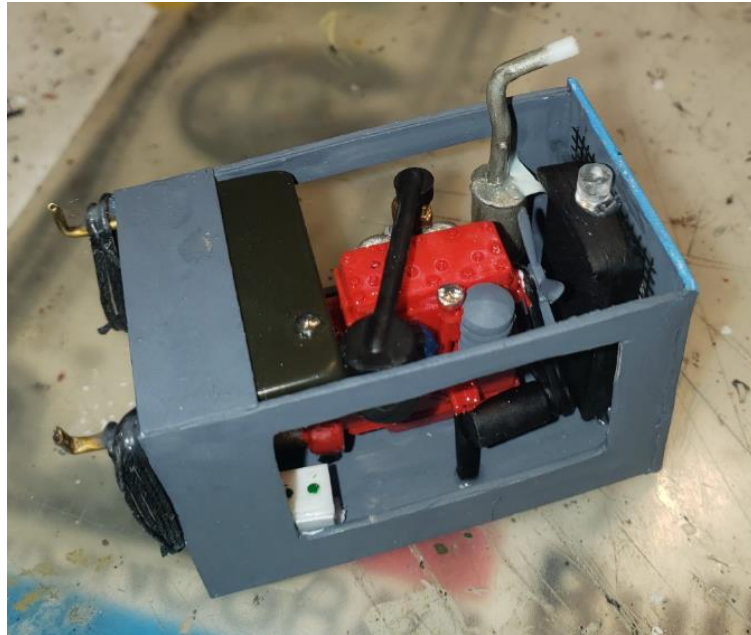
From Ken Wilson's work bench -



From Clarence Synder's work bench -



From Clarence Synder's work bench -

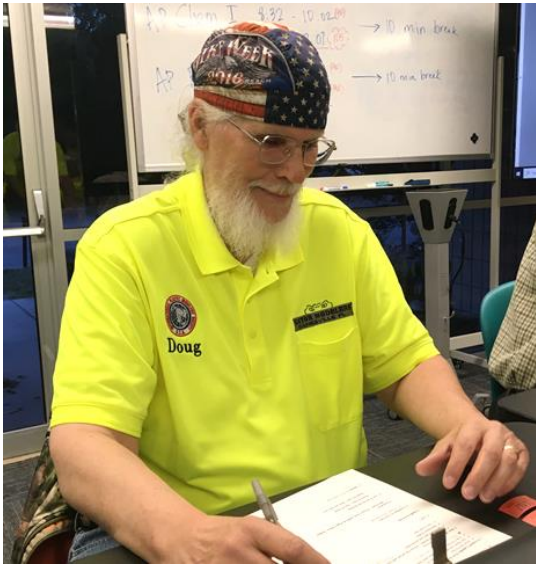


From Clarence Synder's work bench -



GATOR MODELERS

Members in attendance at the meeting!



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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: Closed.

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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UPCOMING EVENTS

For a complete list of IPMS events visit: <https://calendar.ipmsusa3.org/>



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

A copy of the membership application is on the right or available at the IPMS / USA website address, www.ipmsusa.org.

Complete the form and return it to the address listed at the bottom of the form along with your method of payment.

IPMS Membership



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

New Renewal IPMS #:

Name:

Address:

City: State:

Zip Code:

Phone: E-Mail:

Chapter Affiliation, if any:

Junior (17 years or younger)	\$17.00	<input type="text"/>	Date of Birth:	<input type="text"/>
Adult One year	\$30.00	<input type="text"/>		
Two years	\$58.00	<input type="text"/>		
Three years	\$86.00	<input type="text"/>		
Canada & Mexico	\$35.00	<input type="text"/>		
Foreign Surface	\$38.00	<input type="text"/>		

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

Your Signature:

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

PAYMENT OPTIONS:

Cash Amount:

Check Check #: Amount:

Billing Address, if different than above -

Address:

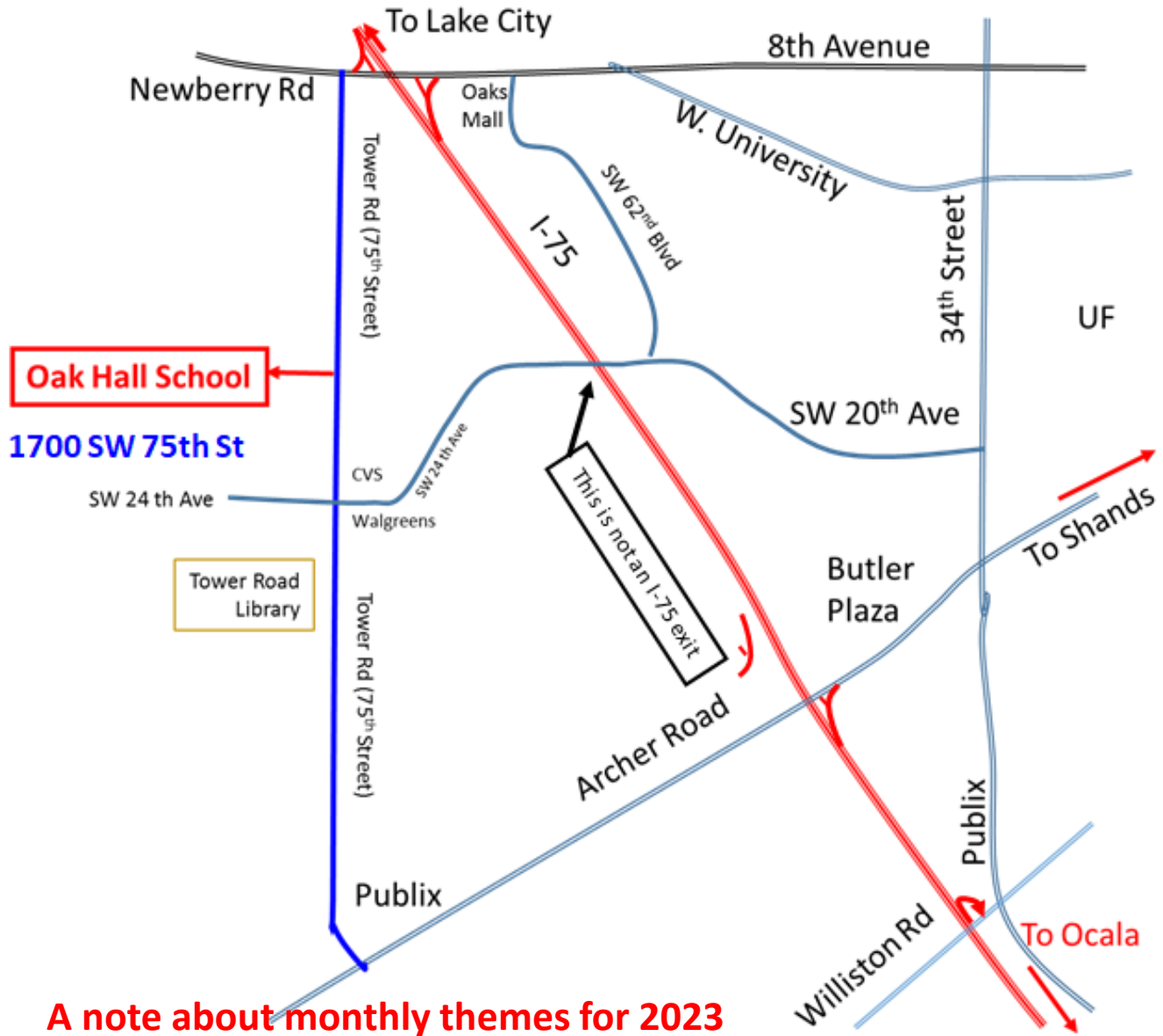
City: State:

Zip Code:

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



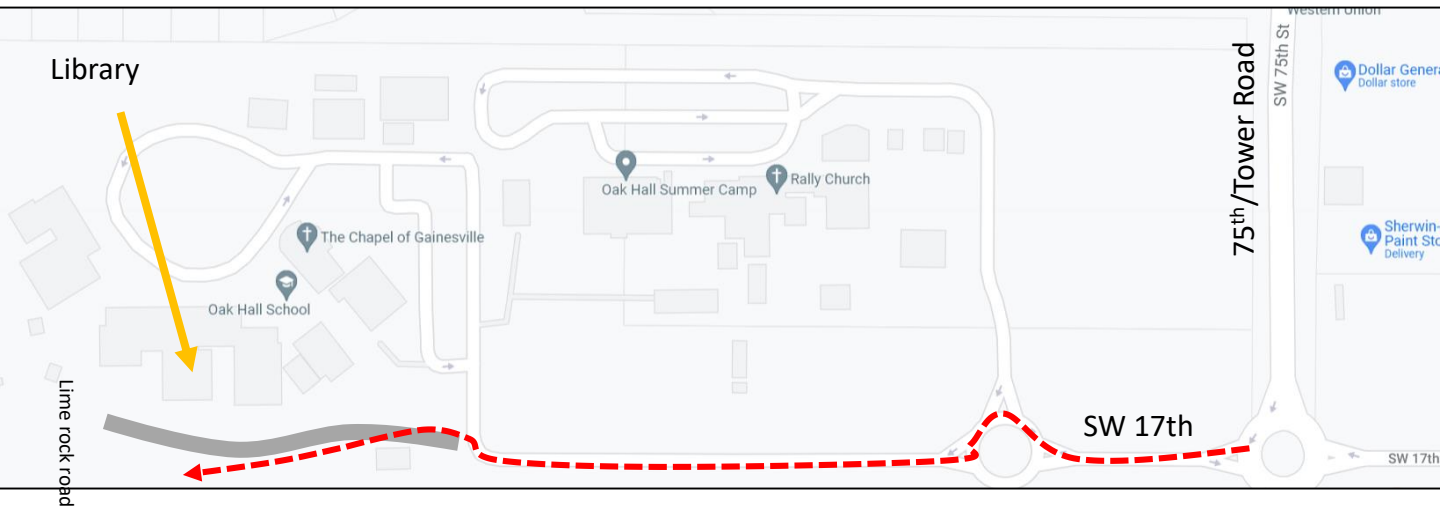
Directions to OAK HALL (1700 SW 75th St, Gainesville, FL



A note about monthly themes for 2023

- May.** *One of a Kind*
- June. Real cars that race
- July. Prototypes
- Aug. Winter War
- Sept. Operation Torch WW2
- Oct. Dioramas
- Nov. Sci-Fi

IPMS GATORS' MEMBERS: We will meet at Oak Hall on Tuesday May **16** at 6:30 PM in the **LIBRARY**.



The top image is the satellite view of OAK HALL. The bottom view is a line drawing.

Dear Readers – If you sent me something for the IPMS Gators' newsletter and I missed it, please let me know. I'll put it in the June newsletter. - Bill

THE END

Historic Air Planes



