



www.gatormodelers.org

Whiskey Tango Foxtrot



[See page: 22](#)

[April Meeting – IPMS Gators](#)

The meeting is canceled. Please stay tuned regarding the May meeting.



GATOR MODELEERS

GAINESVILLE, FLORIDA

www.gatormodelers.org

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Prez Sez..... By Dan Contento

Hope everyone, their families and friends are all well. We are all good so far, but like many of you, we are going a little batty not going anywhere. My granddaughter is loving Momma at home every day and not being stuck with Nana and Papa watching her. So there is some good in all this. There is of course much more modeling time for many of us.



I've got an LAV-150 almost done. I'm working on the 1/35th PT-596 and some wood boats and planes (the planes will be radio controlled when I can get with Chuck and or Brian to help me). What are you building? Feel free to share.



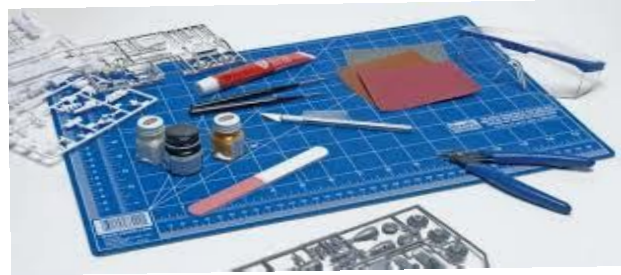
Since I'm late with this (my usual), I get to see the newsletter before I write this. Many of the authors have some extra time also; they are very prolific this month. It's good to see some folks writing who haven't been seen a lot in the past. Also, we are still looking for someone to help Bill with the job of producing this wonderful newsletter.

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Technique Topic:

“Clear Plastic Windows”



By Frank Ahern

One thing that keeps me interested in building models is the possibility of improvement. On almost every kit I build I find out something that I didn't know before and that holds out the hope that one day I'll be able to build a model that will leave me completely satisfied. Not perfect. I have no illusion that I can build a perfect model, which is obvious because there are no perfect subjects to model. I just want to build one that leaves me with no regrets about something I did or didn't do. Back to the topic at hand, I have had a continuing problem with my car models in getting the clear parts, especially the windows, to look clear.

My usual procedure is to dip clear parts in Future to protect the finish during construction. My old standby for cleaning clear parts has been Windex, but that always seemed to leave streaks that I couldn't get out.



My latest car project is a kit that I picked up at our last (hopefully not last ever) auction - a Tamiya Porsche 911 GT2. This is a model of one of the fastest street-legal road racing cars ever made. The kit is the usual high quality we expect of Tamiya and everything looked good until I put the windows in and nothing would take away the streaks in the clear plastic. Fortunately, I remembered a product I bought when I got intrigued with the idea of polishing car models instead of painting them. The 911 came molded in white so I decided to polish the plastic. The product is called Novus 1 and it is designed to clean plastic before polishing. (photo, right). I decided to try it on the windows by dabbing some on a Q-tip and swabbing it on. Wonder of wonders, it immediately cleared the streaks and produced crystal-clear windows. I think the shout I let out woke my wife up. These are the moments struggling modelers live for.



Technique Topic:

“Clear Plastic Windows”



No, the 911 is not perfect, (Insert 911 front right) and my regret is that the black border that frames the windows didn't come out as well as I wanted, but at least the windows are clear thanks to Novus 1.



Religious Build

By Paul Bennett

By Paul Bennett

Sometime back I purchased two related HO scale models. One was a cardstock model of the house where Martin Luther lived while he was attending school. The other is an HO scale model of Martin Luther himself, pre-painted and preassembled. My eyes are not quite up to detailing 1/87th scale. The house was a kit purchased from Schreiber-Bogen™ in Germany and consisted of two sheets of pre-printed cardstock in full color. A printout reflecting some of the history of the house was included.



There were both color drawings and written instructions in English and German. They were clear and concise. I used a scissors, metal straight edge, and both sides of an Xacto™ knife with #11 blade. (The sharp side to cut and the reverse side to scribe the paper for bending.) I used Elmer's™ white glue to assemble the model. No paint or other tools were required.

Attached is the picture of the finished model. Unfortunately it did not turn out as well as I hoped, a shortcoming resting more with me than the model itself as the last time I can think of building with cardstock was back in the '60's.



Religious Build By Paul Bennett

Here is a picture with the model of Martin Luther posed at the house corner. The model is from Preiser™.



The Importance in History.

Martin Luther's 95 Theses formed the basis for the Protestant Reformation. The beginnings of a religious system today.

A brief history:

In 1498 Martin Luther moved into the house to attend school. He became a monk in the Wittenburg monastery in 1505 and preached at the parish church. In 1517 he wrote his 95 Theses and was called to account for them in 1521 by the Church. He was excommunicated by Papal Bull and condemned as a criminal by the Edict of Worms. He was befriended by a sovereign and was hidden in the Wartburg Castle. While there he translated the New Testament in German and returned to Wittenburg in 1522. He married in 1525 and died in 1546. He is buried in the Castle Church of Wittenburg.

Some 260 years later the house was renamed the LutherKellar and tours were given. During World War II the house was very heavily damaged and rebuilt in 1945. In 1983 the house was heavily renovated to serve as a museum. Since 1996 the displays can be seen at the permanent Luther Memorial.



Whiskey Tango Foxtrot

From the Editor

Sorry to say (but not so sorry to say..) the cover photo of this month's newsletter is a **FAKE**. The cover photo was sent to this old editor by Jack Mugan (thanks Jack).

FROM: "Keith Thomspson's web site: <http://www.keiththomsonbooks.com/blog/area51>



In 2009, I went to various Nevada military bases as part of a CIA-led tour. I saw Area 51. It's hard to mention that without raising a question. The answer is that, in the form of the image [above left], I saw Exhibit A in the case for the existence of extraterrestrial technology.

The CIA wants this technology to remain secret, I learned from Michael Schratt, the aerospace historian who rose to prominence among UFO believers with the publication of the saucer photo. Why the secret? Said Schratt, "Because it will make every man, woman and child on the planet energy independent."

To my surprise, during a follow-up interview, Schratt admitted to me that the picture in fact is, "a computer-generated forensic composite" that he commissioned.

[Editor: The undoctored original is on the right].

Okay... What is the white aircraft pictured on the right above in the center? The answer is somewhere in this newsletter.



Valiant Miniatures Firefighters™

By Paul Bennett

I have just finished three Valiant Miniatures firefighter figures. All three are 54mm, two are 1960's wildland firefighters and one is an 1880's firefighter on parade. All three are lead-free pewter. On the 1880's fireman the right arm and axe were a separate part and had to be glued on.



I started by using my ultrasonic cleaner to clean them. I then used Tamiya™ fine grey primer as a base coat. For painting I used several small paint brushes and toothpicks sharpened to a needle point.

For the flesh areas I used Testors™ light flesh base tint. For the hair, on the wildland firefighters I used raw umber, on the 1880 fireman I used burnt sienna. I first used FS17925 white to paint the eye areas. I then used a toothpick to place a small dot of paint for the irises. I then drew a thin line of brown paint above and below the eye area and for the brows. I then carefully painted the rest of the face with the light flesh.

For the clothing, starting with the 1880's fireman, I started by dotting the shirt buttons in gold, the suspender and belt buckle in Floquil™ bright silver. The helmet shield was done in Floquil™ bright brass. I then used Floquil™ engine black for the suspenders and kerchief. Once that had dried I used Guards red to paint the shirt. I painted the pants using Testors™ flat insignia blue. Once the paint had dried, I painted the boots, belt, and helmet gloss black. I used a toothbrush to detail small areas. Once the paint had dried, I used Testors™ flat clear acryl on the shirt to give it a cloth appearance.

Valiant Miniatures Firefighters™

By Paul Bennett

To get the numeral on the helmet shield I dug into my collection of old decals. As to the axe I drew a fine line of bright silver at the very edge followed by a line of old silver and the remains of the axe head in guards red. I used wooden deck tan for the axe haft.



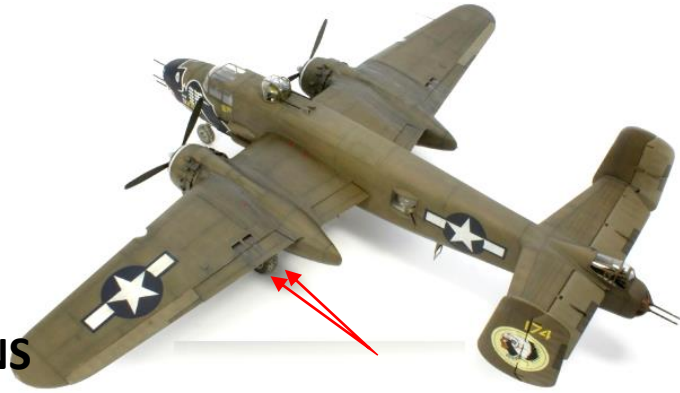
For painting, on the wildland firefighters I used Testors™ MM Cadmium yellow for the shirts and helmet. Other yellows (insignia yellow and Tamiya™ yellow) actually appear to have a slight orange tint. I then used Tamiya™ smoke to try to simulate areas damp with sweat on the shirts. The pants were dark green and goggle lenses were painted 34079 dark green. I used Floquil™ engine black for all the flat black areas. The gloves are FS35237 medium grey. I used Guards Red for the kerchief. I later used Testors™ flat clear acryl over the red and smoke and gloss clear acryl on the helmet. The belts are Tamiya™ flat brown, the canteens olive drab with black cap and the knife black handled with olive drab.

The tanks are Humbrol™ flat aluminum with leather straps and flat black hoses. The bases were painted armor sand.

FIDDLY BITS

By *Stretch Sprueman*

a.k.a. Bruce "Yard Modeler" Doyle
IPMS #32641



PEARL HARBOR & EXHAUST STAINS

"Over lo these many years (decades?)..." I've been a one man band decrying two very annoying, aggravating, exasperating phenomena - Pearl Harbor and Exhaust Stains. I'm talking about **PEARL HARBOR the movie** - not the Day of Infamy, although that characterization fits, and the exhaust stains on modeler's B-17's upper wings behind each engine's four oil cooler vents. (And they're showing up on B-25 models as well - see issue 10 of WINGLEADER. Aargh!! A Bridge Too Far! (Editor: See **red** arrows above.)

PEARL HARBOR the movie (its definitely not a "film") goes way past any historical accuracy ("its only Hollywood") or even any kind of simple decency on the studio's part. Of all the bizarre things in the movie: Ben Affleck and Kate Beckinsale join the "mile-high club" - in a P-40!; Zeroes and P-40's dogfight through the canyons and streets of downtown Honolulu; and the 6' 4" Alec Baldwin plays the diminutive 5' 6" Jimmy Doolittle! But what really galled me was the producers conned many Pearl Harbor veterans into pimping the movie - in May! It made them look ridiculous. Unforgivable!

There was some justice when this piece of garbage of a movie received six golden raspberry nominations - including one for worst picture, and received a 24% approval rating from Rotten Tomatoes. Pleeese do me a personal favor and don't ever watch it on TV or Netflix, buy the DVD, or ever mention it to me - especially in December (Bruce. Tell us how you really feel!) I've wasted enough of your time - and mine - so let's go to something tangible that we can do something about (Bill, please no movie poster.)

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Our dear friend and the former member of both clubs - Ray Waddey - has the eye of an artist. That's because Ray has been a renowned aviation artist most of his life. He's 81 now - soon to be 82 later this month - and I'm happy to report busier than ever. I am obviously a real admirer of his paintings, and I have over a dozen original signed pieces of his artwork in my personal collection. I would on occasion ask Ray about his artistic style and techniques. He told me that he would first determine where the sun was so he could properly place the shadows on the plane. Bare metal / silver aircraft mirror the environment that they are flying in - the sky - so



FIDDLY BITS *BY Bruce Doyle*

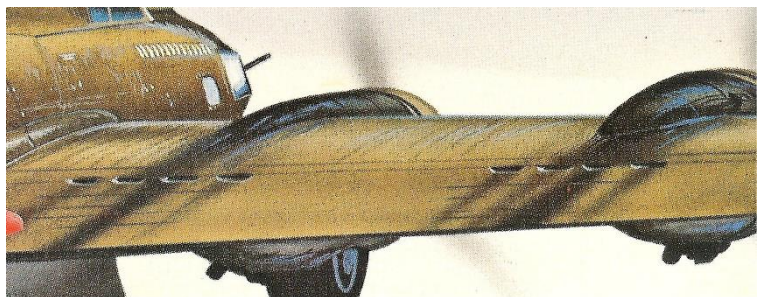
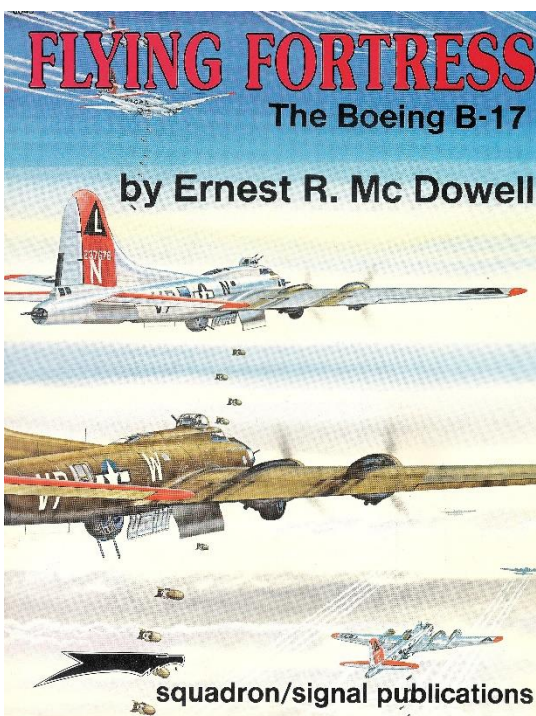
Ray told me he adds a little blue to the silver to reflect that (no pun intended.) And furthermore you should not believe the accuracy of any of the aviation illustrations you see, and maybe only 50% of the photographs.

No better example of that is the cover photograph on one of **DETAIL & SCALE'S** monographs: The A-7. It seems on the way back from Desert Storm the Air Group CAG had an A-7 repainted shipboard



in the Sand Camo scheme to drive home the point that their combat theater was in the desert. It replaced the "blue" scheme it flew with in combat (ignorant of correct term, sorry - too modern for this Luddite.) You may remember that very same aircraft was at an air show in Gainesville shortly after the carrier docked in Jacksonville (realizing the mistake, the cover has since been changed.)

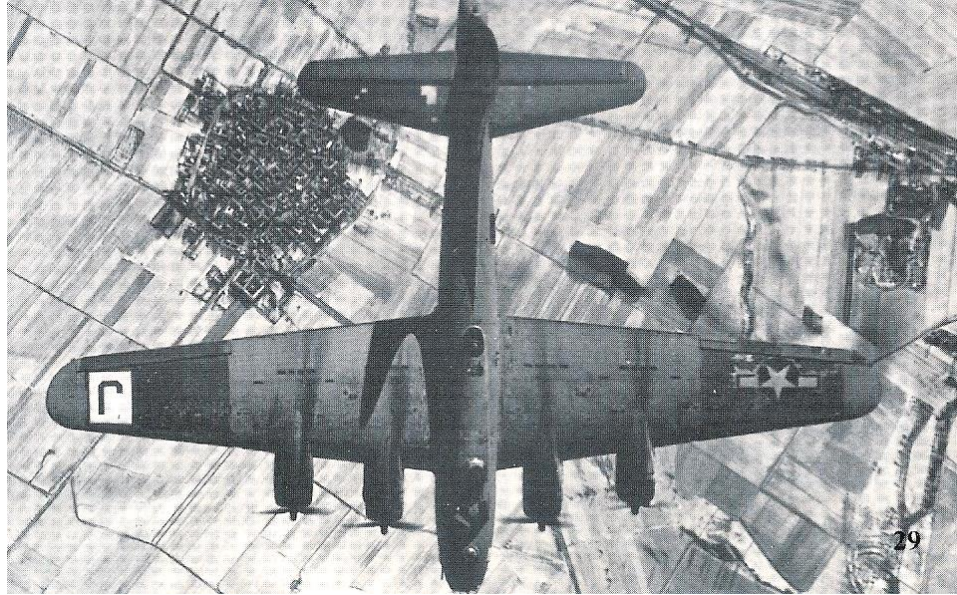
One day Ray and i were chewing the fat, talking models and their accurate weathering when he asked me what was wrong with the B-17's on the cover of Ernest McDowell's "Flying Fortress" published by Squadron? Don Greer's cover illustration had exhaust stains coming out of the four



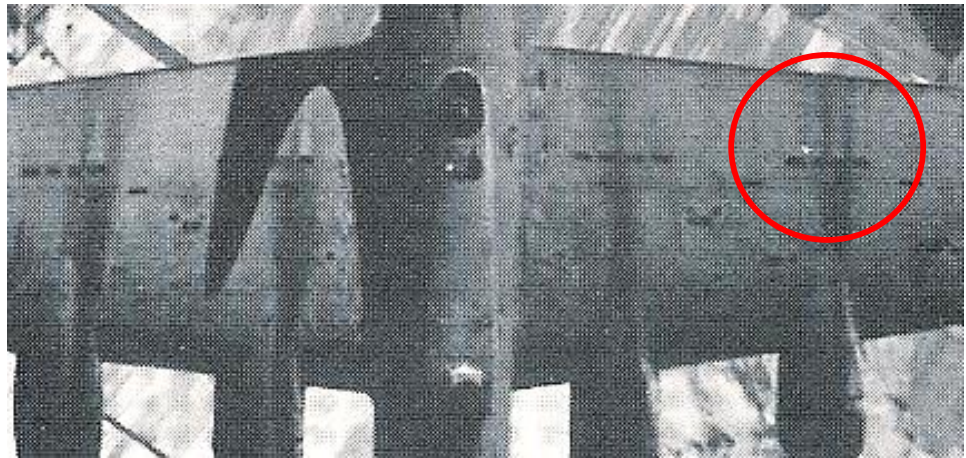
vents behind each engine. Ray said that this was incorrect, that the vents were for hot air to be expelled from the oil coolers, the air coming in from openings on the wing's leading edge (go to the photo on the bottom of page 29 for the correct image in the publication which is shown on the top of the next page.)

FIDDLY BITS

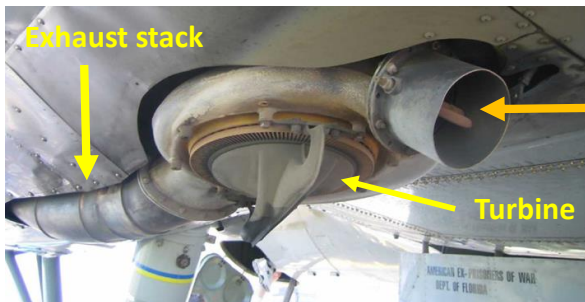
The streaks you see on the top of the wing are actually oil stains from the notoriously leaky Wright R-1820 radials that travel back in the slipstream over the top of the wing, and are deposited AROUND the vents because of the hot air exiting from them. Want more evidence?



Go to your Squadron B-17 IN ACTION, number 63 and turn to either page 17 or page 37 for the line-drawings of the "E" and "F" models respectively. The illustrations on the lefthand side of the page show the underside of the starboard wings. See the circular "watcha-ma-call-it" toward the back of the nacelle? That's the turbocharger bucket. See the round "thing-a-ma-jig" entering the front and exiting the



rear of the turbocharger? Those are the EXHAUST PIPES, and if there is any staining of the wings it is on the UNDERSIDE. Or simply pick up your model B-17, turn it over, and see for yourself the exhaust system. Also check your kit's instruction sheet to see if they are so labeled. NOTE: The website SCALEMATES .com has a PDF of the instruction sheet for the Monogram 1/48 kit that in Step 21 labels the exhaust pipes "36R" and "36L".



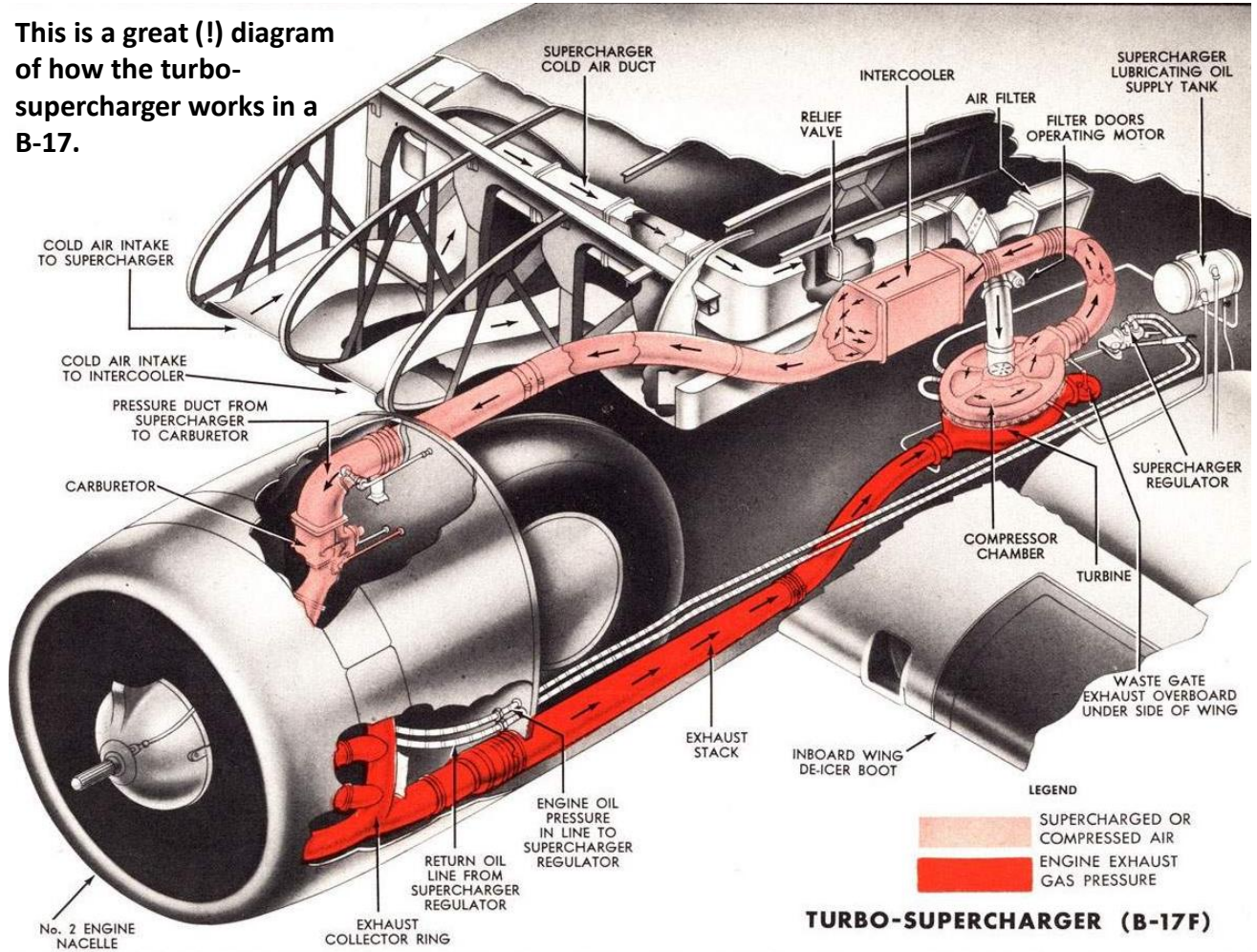
Waste gate exhaust overboard underside of wing



<https://www.flickr.com/photos/52009571@N08/10256419744>

FIDDLY BITS

This is a great (!) diagram of how the turbo-supercharger works in a B-17.



To the left is another photo of an actual exhaust. Below is a photo of a real B-17 again showing how the oil stains looked in real life.



So how did modelers get in this predicament? I discovered "The Big Bang Theory", the "Eureka Moment" when I read the memorial article on diorama maker extraordinaire Shep Paine in the November, 2015 issue of Fine Scale Modeler (thanks to Frank for helping me track that

FIDDLY BITS *BY Bruce Doyle*

down and for the photo.) Living in Chicago, Paine was asked by Monogram - also from Chicago at the time - to do dioramas using their models that could be photographed and illustrations of them



that could be included in the kit boxes. The first of these appeared in 1972. For the release in 1975 of Monogram's 1/48 scale B-17G, Paine made a diorama of a crashed Flying Fortress. Eureka! And there it was! As thick as the anti-skid strips on a plane's wing roots were four exhaust stains exiting from each engine's four oil cooler vents. I now had my evidence for where I believe all this started.

It was further endorsed by Don Greer's aforementioned artwork on Ernest McDowell's 1987 SQUADRON publication "Flying Fortress". The view on the cover is from 5 o'clock high (above, and to the starboard rear), and depicts dozens of B-17's with streaks coming from the vents, thereby reinforcing most modeler's opinion that they were the exhausts. Now you're in the know. I rest my case. (And please don't watch PEARL HARBOR!)

P.S. Being the good red blooded American male that I'm pretty sure Shep was - did he think he didn't need to read "no stinkin' instructions?" If he had, maybe he would have realized exactly where the exhaust pipes were and this whole sordid mess could have been avoided. And I wouldn't have had anything to 'kvetch' about. But then you wouldn't have anything so informative to read, and it helped Bill fill up the contents of this rather unusual newsletter published in a very unusual and scary time (so please practice social distancing and wash your hands - let's all be here for the April, 2021 edition. Hopefully by then Bill will have found a coeditor.)

FIDDLY BITS *BY Bruce Doyle*

Editor - Just to show that other models have made this "gaff," the editor provides some internet photos of other pretty B-17's:



Now back to Bruce ...

ONE LAST WORD: I got so carried away with all this that I hunted down B-17 models at the various Nationals and Regionals that I attended over the years to see if the modelers there had made this mistake. If they had I left them little "love notes" that I tucked under their model's info sheet. Xeroxing the cover of McDowell's book I drew a "bar sinister" around the faux stains showing where they went wrong (I admit it was a bit arrogant of me. But I was only trying to help.) Then I xeroxed the cover of the 305th BG book, and circled the correct staining with an added exclamation point (did you ever receive one of these "love notes?") Mission complete, my job was done.

FIDDLY BITS *BY Bruce Doyle*

Some people want to cure cancer, while others work for World Peace. My mission in life seems to have devolved into curing the scourge of faux B-17 (and B-25) exhaust stains. Is there an injection molded Nobel Prize in my future?

REALLY, THE LAST WORD: At the recent Orlando IPMS Nationals I buttonholed a honcho from Squadron/Signal and their most prolific author - David Doyle (unfortunately no relation.) I bought and he signed his most recent book - B-25's IN ACTION. It got the Doolittle Raid B-25 on the cover right (no yellow prop warning tips), but there on the B-25 on the back cover it had - you guessed it - exhaust stains coming from the two oil cooler vents! I apprised them of the error, and told them would they pretty please pass it on to their house artist - Don Greer - when they got home to Dallas. I had accomplished my civic duty - I think. Are there any new Squadron B-17 or B-25 publications to see if I have? If so, it could be very satisfying news. Stay tuned....

BELOW IS A MESSAGE THAT GIL HODGES FROM JACKSONVILLE SENT TO BRUCE:

There are exhaust stains that go on the bottom and also streak up over the wing tops from the exhausts/super charger gates on the bottoms and nacelle sides.....and then there are vent stains from those 4-vent groups on the wing tops They vary in intensity according to pictures, and probably because no 2 engines operated exactly the same, some burning cleaner and others dirtier. This also varied by the way pilots flew...some using richer mixtures than others during their missions, so airplanes of the same age in the same group didn't necessarily look exactly the same, exhaust pattern-wise.

Another consideration is the type and time period you're doing....'42-'43 B-17F's tend to look much dirtier than the later period Gs. Personally, I think it's because they were being used in a heavier manner (fewer planes and maintenance personnel there to do the job), flying more missions with less maintenance than later in the war. By '44-'45 we had many more BGs, personnel, and bombers in theater, so they could be rotated off mission status for scheduled/needed repairs, and thus were better maintained and cleaner. The fact that there's more "old" OD schemes in the early period versus the newer OD and NMF B-17s later makes a difference too....the silver Gs didn't show the staining like the OD/Gray scheme did.

The ONE mistake to try to avoid is streaking grit directly back out of those top wing vents. Actually, the OPPOSITE is true...the wing vents blew AIR back, meaning that any sooty streaking goes back BETWEEN those vents, and not "from" them.

Hope this helps!

Gil

FIDDLY BITS *BY Bruce Doyle*

The following sites about Shep Paine may be of interest to the modeler.

https://en.wikipedia.org/wiki/Sheperd_Paine

<http://sheperdpaine.atspace.com/>

<https://www.pinterest.com/SithOverLord1/legendary-shepherd-shep-paines-1946-2015-diorama-w>

<http://www.boxdioramas.com/sheperd-paine>

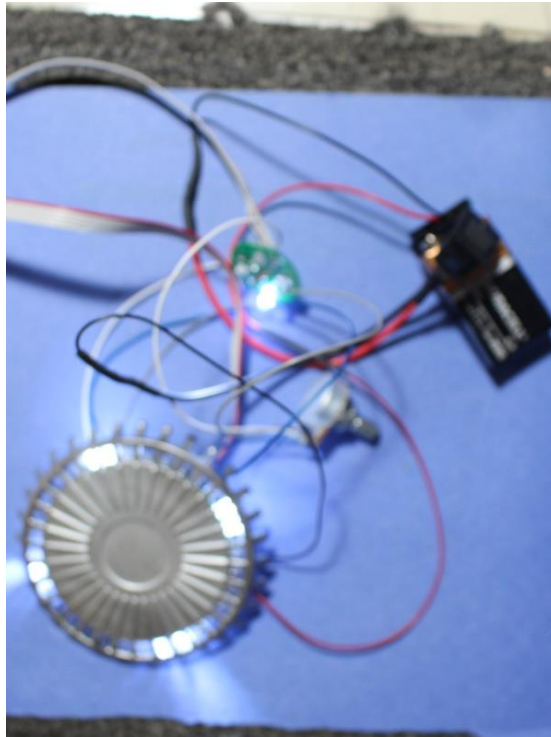
<https://www.youtube.com/watch?v=sUoDHFdI5Co>



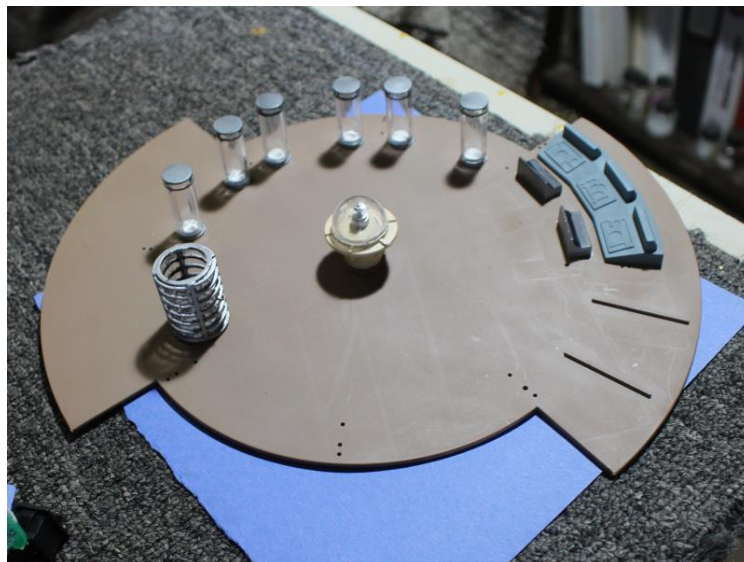
April Pictures the First

By Paul Bennett

Got some more pictures. First, I am building the Polar Lights Jupiter 2 for a friend. Here are a couple of pictures. One is of the fusion core with lighting and ancillary observation dome lights. It uses the Tenacontrols unit and is painted using Alclad II Airframe Aluminum.



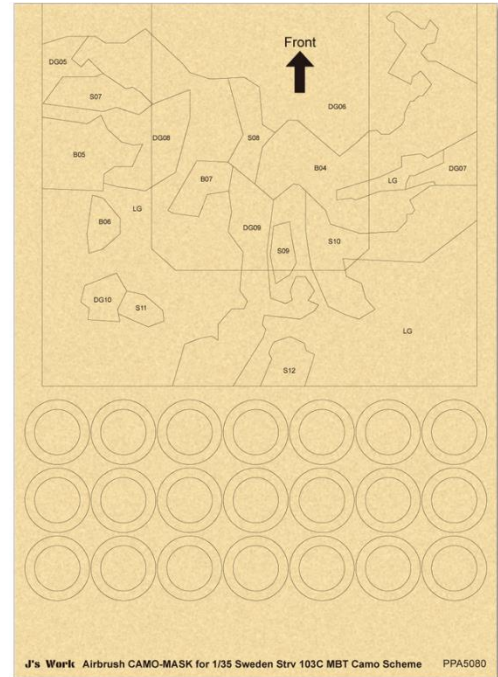
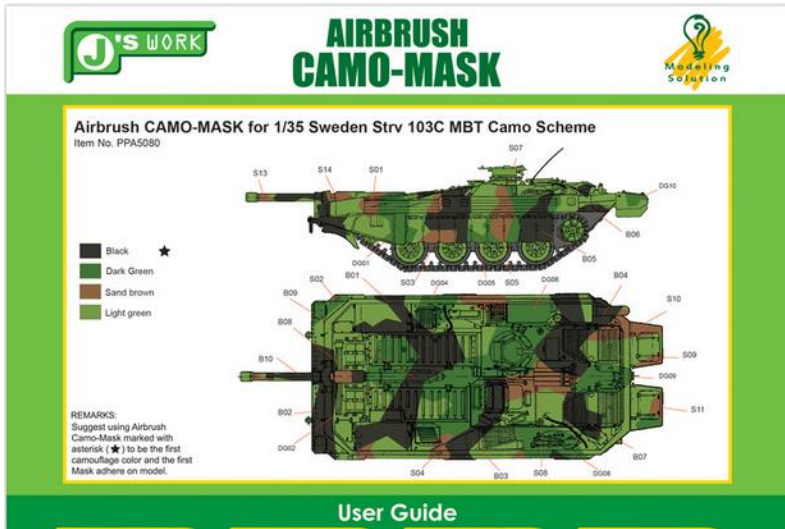
The next picture is the bridge deck, and very much still a work in progress.



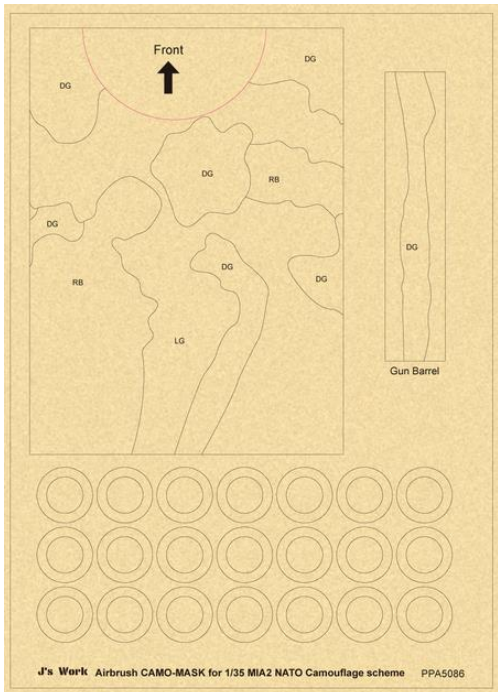
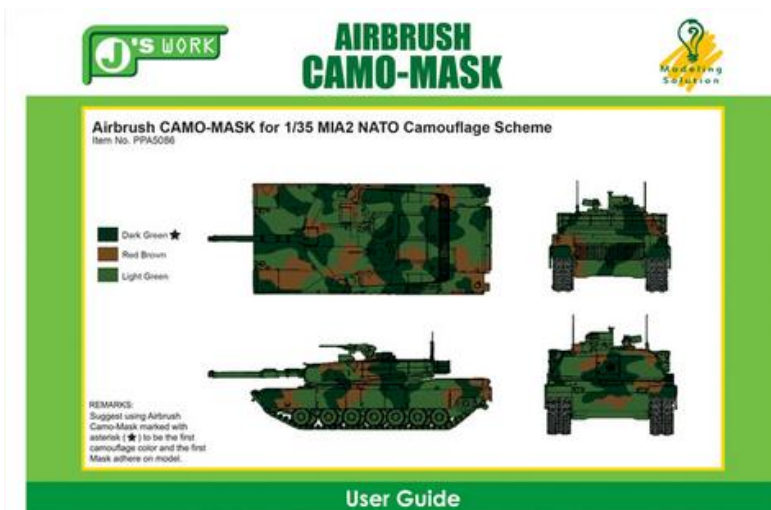
April Pictures the First By Paul Bennett

I also mentioned the J's Work masks. I found them when I was trying to build the STRV-103C, only to find that not only was the camouflage pattern complex, but the greyscale images of the pattern that came with the instructions did not have enough definition to determine the difference in colors.

Here are the pictures for the STRV-103C:



Here are the pictures of the M1A2 Nato:



Editor's note: This site is well worth more than a quick look!!!

<http://www.jsworkmodel.com/>

From Bruce Doyle sent to IPMS Gators and Friends on April 1, 2020

Today (4-1-2020) marks the 75th Anniversary of the [invasion of Okinawa](#) on April Fools day 1945, with the Battle of Okinawa ending on June 22. The United States Navy suffered 1 out of 7 sailors killed during the entire course of WWII - in all theaters - in this battle. More sailors were KIA during the Battle of Okinawa than were killed at Pearl Harbor. And think I am correct in saying it's the only combined arms Pacific Battle - Army, Army Air Force, Navy and Marines - where the USN had more KIA than any other branch of the U.S. military: 12,500 total killed with 4,907 from the Navy, 4,675 from the Army, and 2,938 from the Marines. It was the Navy's bloodiest battle, largely caused by 3,465 attacks by Japanese Kamikaze suicide planes.



Adm. Spruance's 5th Fleet comprised of 1,500 ships of which 36 were sunk - including 12 destroyers, 386 damaged, including eight aircraft carriers. The two most costly in terms of casualties were the USS Bunker Hill, CV-17, with 390 sailors KIA and 43 MIA, and the USS Franklin, CV-13. "Big Ben" suffered 807 sailors KIA and 487 MIA. It put both carriers out of action for the rest of the war, and the movie TASK FORCE with Gary Cooper shows chilling footage of the Franklin entering New York Harbor with the Statue of Liberty framed by a triangular piece of the battle damage.

If you ever go to Charleston and board the USS Yorktown you will see displayed on the hangar deck what has become known as the "Arlington of the Pacific." Every carrier's losses are displayed graphically - like the Veteran's Memorial Park here in town. Those killed in action are represented by a pile of blocks for each carrier. The stacks representing the Bunker Hill and especially the Franklin stand out over all the rest, and will put a lump in your throat.

In these perilous times I'm able to get back to sleep at 3 am by watching or listening to a DVD of the 1952 NBC documentary [VICTORY AT SEA](#). I first saw it on TV at my grandparent's house - Bert and Lena Doyle - on 24 School Street in Hanover, N.H. We didn't get a television until two years later, so I would go to their house on Sundays after my stint as a choir boy at Church (I know it's hard to believe!) After the Giants football game (no NFL teams in New England to root for), Wraslin' from Florida with Gordon Solie, and the Liberace show, on came **Victory at Sea** in all its beautiful living black and white (no color TVs in 1952, and it wasn't until years later that I learned that the Navy shot most of their

From Bruce Doyle sent to IPMS Gators and Friends on April 1, 2020

footage in color.) The show caused quite a sensation in the country because it was the first postwar documentary on WWII, and people saw for the first time what happened during the war in graphic and sometimes hard to watch detail. There was an incredible score by *Richard Rogers* of the famous Broadway *Rogers and Hammerstein* duo, and Larry Bayer and I both had the LP Record back in the day. Bill also has it on CD which we sometimes listened to while working on the newsletter. Its the music that serenades me back to sleep late at night (there are minimal bursts of machine gun fire and artillery explosions to wake you up like there are on other documentaries like WORLD AT WAR.)

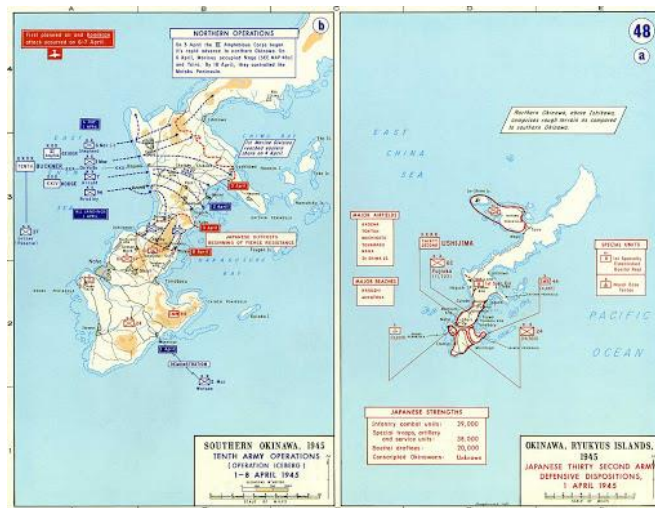
I'm including the chapter on Okinawa entitled SUICIDE FOR GLORY. There is a sentence in the narration voiced by actor Leonard Graves that was written by Henry Solomon who served with Rear Admiral Samuel Eliot Morison and collaborated on his massive 15 volume history of the U.S. Navy in WWII (I read all fifteen one summer which explains why back then I wasn't doing much model building.) Solomon describes the life and death struggle between the American anti-aircraft crews and the Japanese Kamikaze pilots, and it was something that has stayed with me since I first heard it when I was an eight year old kid. It goes: "... this (was a) fantastic duel between gunners who fight to live and pilots who fight to die." Men who are fighting to live against men who are fighting to die. It doesn't get any more profound than that.

Below are some Youtube videos on the Kamikazes, the Bunker Hill, and the Franklin followed by Victory at Sea, Vol. 25 "Suicide for Glory"

<https://www.youtube.com/watch?v=SM2esx5Ov5g>

<https://www.youtube.com/watch?v=V13Mj0N4ucc>

https://www.youtube.com/watch?v=I3S65aOSE7Y&list=PL6fJmjt84zZiJ1KtoVKK_xJ88xTGOuAhD&index=26&t=0s

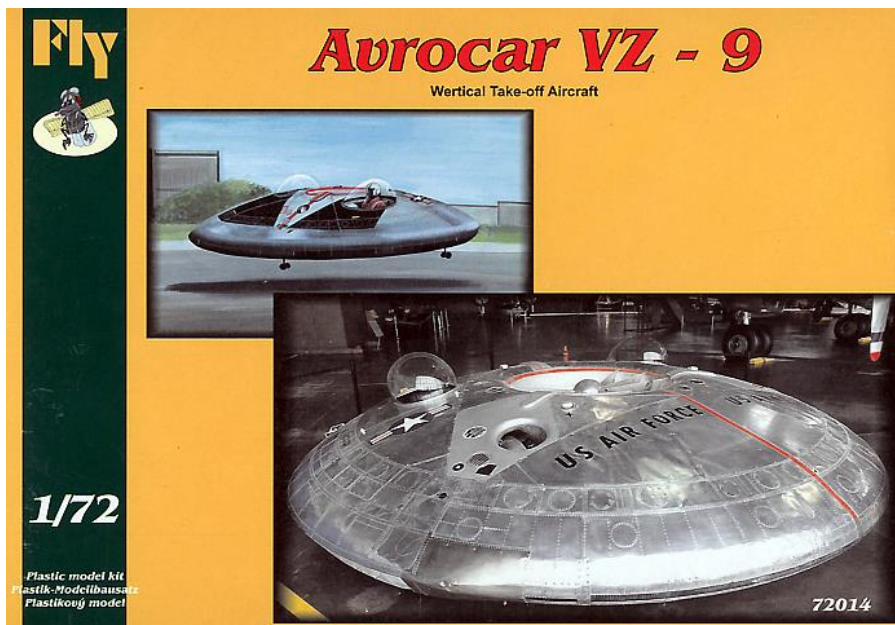


Did the USAF ever develop flying saucers?

From the Editor

Taken from: https://en.wikipedia.org/wiki/Avro_Canada_VZ-9_Avrocar

The Avro Canada VZ-9 Avrocar was a VTOL aircraft developed by Avro Canada as part of a secret U.S. military project carried out in the early years of the Cold War.[2] The Avrocar intended to exploit the Coandă effect to provide lift and thrust from a single "turborotor" blowing exhaust out the rim of the disk-shaped aircraft. In the air, it would have resembled a flying saucer.



Originally designed as a fighter-like aircraft capable of very high speeds and altitudes, the project was repeatedly scaled back over time and the U.S. Air Force eventually abandoned it. Development was then taken up by the U.S. Army for a tactical combat aircraft requirement, a sort of high-performance helicopter.[3] In flight testing, the Avrocar proved to have unresolved thrust and stability problems that limited it to a degraded, low-performance flight envelope; subsequently, the project was cancelled in September 1961.



News from Clarence Snyder (Lake City, FL)

As I was telling Frank [Ahern], these awards mean more than a lot of others I've won.

These are the ones [I won] since I joined the club.

Several [of] you made [this] possible in my older years [by] help [that] you [have] given me since some of you are judges.

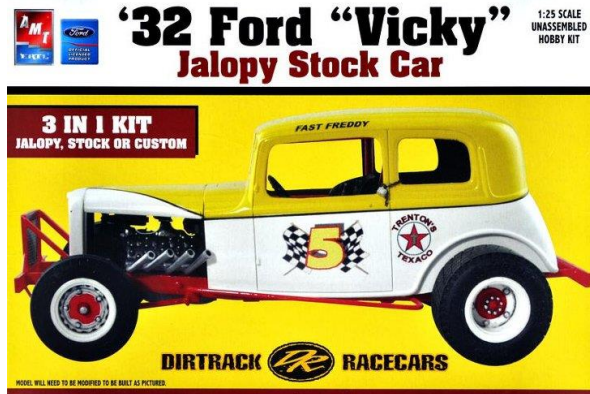


Another major project done [with a] chrome pen [which] was a “must have.” **THANK YOU.**



Editor – I think that this is the real car --- >

News from Clarence Snyder (Lake City, FL)



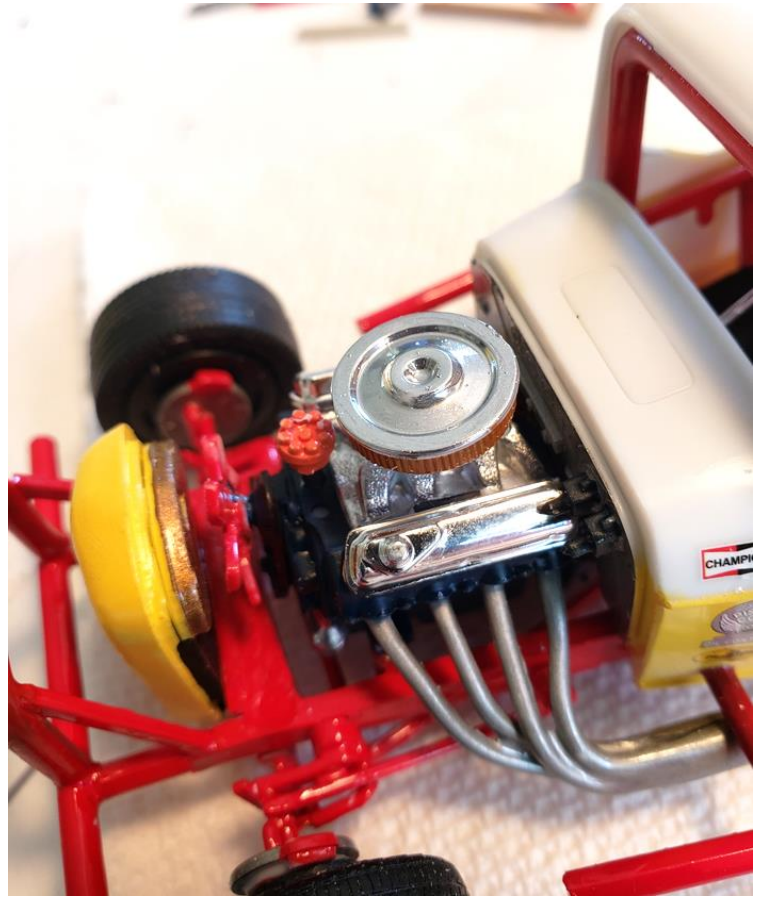
Clarence wrote: . . . Started this 4 days ago . . . box shows stock car but kit stock and street . . . must scratch build and modify build and have a good of spare parts and plastic [box].

This will make three 1932 dirt track modifieds: a sedan, coup, and this Vicky. . . .Part of collection of 6 early /late model dirt mods . Thank you for asking whats up.



News from Clarence Snyder (Lake City, FL)

14 days - a lot of scratch building [of] another dirt track car, 3 in all: a coupe, sedan and this Vicky - all 32's (a major year for Ford). For show and tell if you want is a new build



News from Clarence Snyder (Lake City, FL)



Clarence wrote: . . . my train repair keeps me [busy] ... working on this G gage took 2 days to make parts and repair . . . HO needed track cleaned and locks checked out . So my model building covers more than kits.



News from Clarence Snyder (Lake City, Fl)

And with these new cameras and zoom it's harder to hide flaws this one don't hardly show till zoom and a real close look this one gets past may people even the customer I built it for.



*“THE BIG thing ain’t winning;
it’s the display and fun of it.”*



News

FROM HOWARD BURKE

I believe the [April IPMS Ocala theme](#) is Bombers- WW-1 to present.* My Bomber has to be the B-52D. This is the 1/72 scale monogram kit from the big, bad and beautiful series. It was the first kit I built as a reminder of what I worked on during my 20 years in the Air Force with the Strategic Air Command { SAC}. The kit is painted in full Vietnam combat colors with all model master paints just as it looked on the ramps on Guam. See the attachment.

Thanks, *Howard Burke*

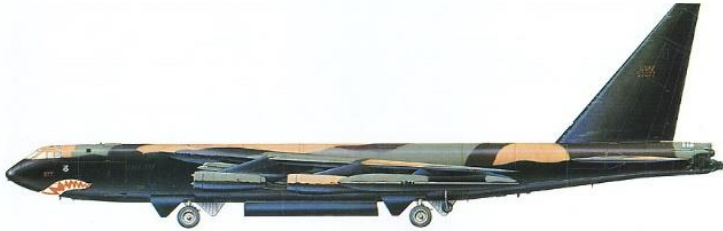


* Editor's note: Howard is a member of IPMS Ocala and IPMS Gators.

News

FROM HOWARD BURKE

B-52s ... you gotta' love 'em!



Boeing B-52D Stratofortress

Type: strategic heavy bomber and missile-launch platform
Country of origin: USA
Powerplant: eight 10,000-lb st (44.5-kN) Pratt & Whitney J57-P-19W turbojet engines

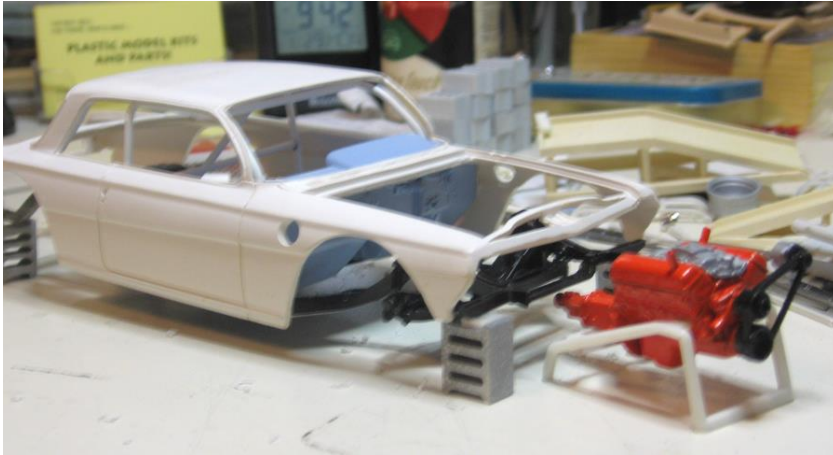
Performance: maximum level speed 630 mph (1014 km/h); service ceiling 45,000 ft (13,720 m); range 6200 miles (9978 km)
Weights: maximum take-off 450,000 lb (204,115 kg)

Dimensions: wing span 185 ft 0 in (56.39 m); length 160 ft 10.9 in (49.05 m); height 48 ft 4 in (14.74 m)
Armament: four 12.7 mm (0.5 in) machine guns, plus up to 60,000 lb (27,215 kg) of ordnance



News from Mark Box!

Newsletter pics of race cars



1962 Chevy Biscayne— resin body from MCW; built on a 1962 Pontiac Catalina chassis.
<http://www.mcwautomotivefinishes.com/resin/newstuff.html>

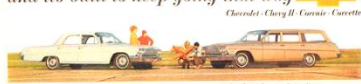


'62 CHEVROLET goes Jet-smooth

This one's built to go the distance—and here it goes! Get a real feeling before you buy. Get a real feeling that this one's built to go the distance. Get a real feeling that this one's built to go the distance. Get a real feeling that this one's built to go the distance.

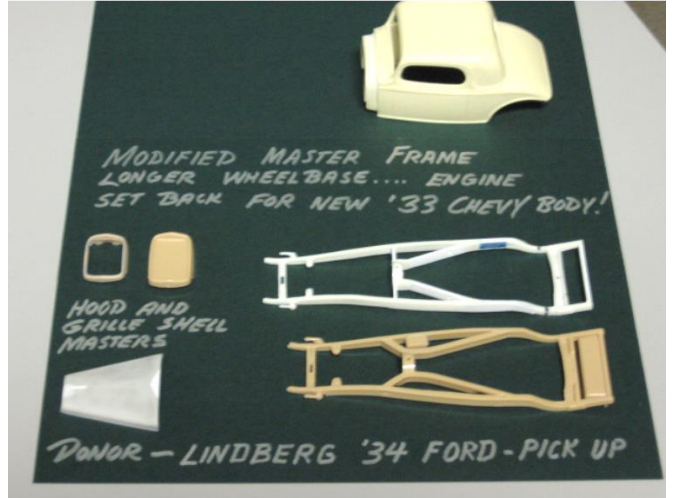
Being on the wheel—and the road. They bring out the best in the Chevrolet. They bring out the best in the Chevrolet. They bring out the best in the Chevrolet. They bring out the best in the Chevrolet.

and it's built to keep going that way



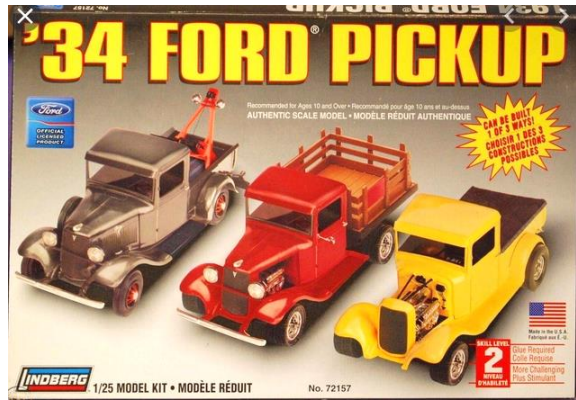
News from Mark Box!

Newsletter pics of race cars

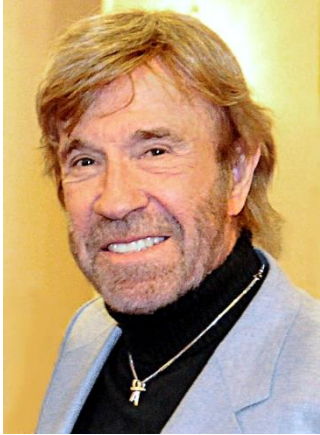


This **W.I.P. light blue coupe** with primer on the fenders is an **AMT '40 Ford coupe**, Modified Sportsman that *Smokey Yunick* (above, left photo) built for *Fireball Roberts* (above, right) to drive on the beach at Daytona circa 1955-57.

The above, right photo of the two frames and resin tan colored coupe are a picture of the kit frame from a stock, **Lindberg '34 Ford** pick-up kit that I modified (lengthened) and mastered for a resin caster in Tennessee back 7 years ago. I mastered a few highly modified parts for this one particular resin caster, and in trade, I got my resin bodies for free. He retired from casting so now I have to pay



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.

Chuck Norris

After a childhood he described as “downbeat”, the ultimate tough guy joined the United States Air Force as an Air Policeman (AP) in 1958 and was sent to Osan Air Base, South Korea (photo right). It was there that Norris acquired the nickname Chuck (his birth name is Carlos) and began his training in Tang Soo Do, an interest that led to black belts in that art and the founding of the Chun Kuk Do ("Universal Way") form. When he returned to the United States, he continued to serve as an AP at March Air Force Base in California. Norris was discharged from the Air Force in August 1962, but he continued his life-long support of the US military and veterans after he achieved stardom, (photo, below)



which resulted in the Veterans Administration naming him Veteran of the Year in 2001. He frequently visited combat troops during the Iraq war and was named an honorary Marine in 2007. (photo, right)



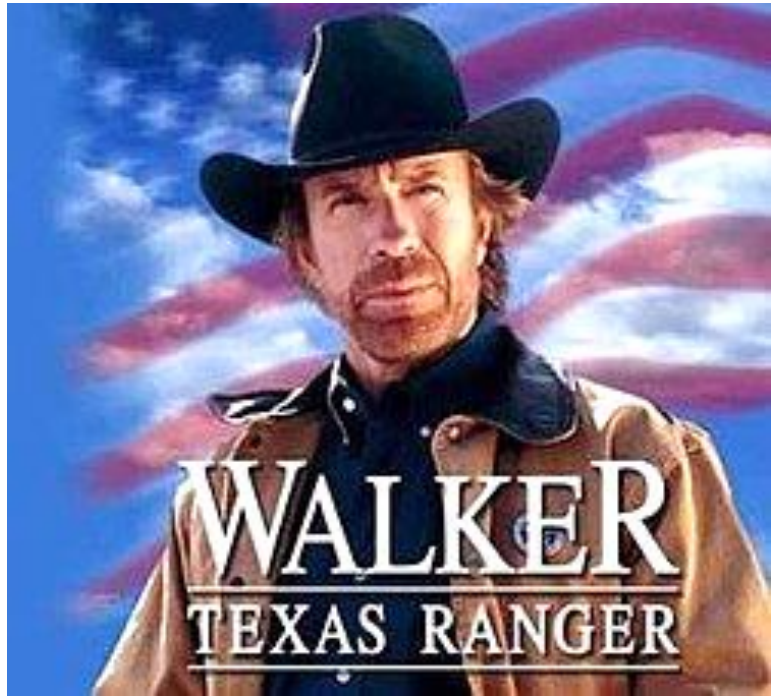
Hollywood Heroes

Chuck Norris

After his military career Norris opened martial arts schools on the West Coast and became friends with Steve McQueen. (Insert Bruce Lee v Chuck Norris)



His first movie break came in a 1972 film he made with martial arts legend Bruce Lee (photo, above). This was followed by a string of action movies (Delta Force, below, left) that made him a



household name. His most enduring role, however, is the TV series “Walker Texas Ranger” (photo, above, right) from 1993-2001 that continues to air in reruns on multiple cable channels. He has also written many best-selling books. Chuck Norris is 80 years old.

Odds and Ends from Members and Friends

A **new kit** from Special Hobby (I hope that this does not terrorize Bruce or Paul):



Special Hobby 1/72 Potez 25TOE French Biplane Fighter Kit - The Potez 25 biplanes enjoyed long and faithful service with the French military. It lasted from the 1920s until the end of WW2. The TOE version of the biplane was primarily destined to fly in France's overseas colonies.

The kit offers four interesting and colorful scheme options, a Vichy machine boasting distinctive red-yellow stripes which saw service in French Indochina in 1942, a pre-war airframe with white stripes on its top wing, an Aeronavale machine which was operated over mainland France in 1940 and finally a Free French Potez as used in Syria in 1944.



Italeri 1/72 F14A Tomcat USN Fighter 50th 1st Flight Anniversary Kit

The American supersonic twin-engine Grumman F-14 Tomcat was the icon of the U.S. Navy fighter squadrons during the '80s and '90s. It was characterized by the adoption of the variable-sweep wing, the twin-tail and the tandem two-seat cabin. Thanks to its two General Electric afterburning turbofans it was able to reach the max speed of Mach 2.34. It was armed with a 20mm M61 Vulcan rotating gun and it could use, in addition to the more conventional AIM-9 Sidewinder and AIM-7 Sparrow, the AIM-54 Phoenix radar-guided long-range missiles. The F-14 entered in service during the '70s, replacing the F-4 Phantom II to perform air superiority duties.



Italeri 1/24 Scania Streamline 143H 6X2 Kit -

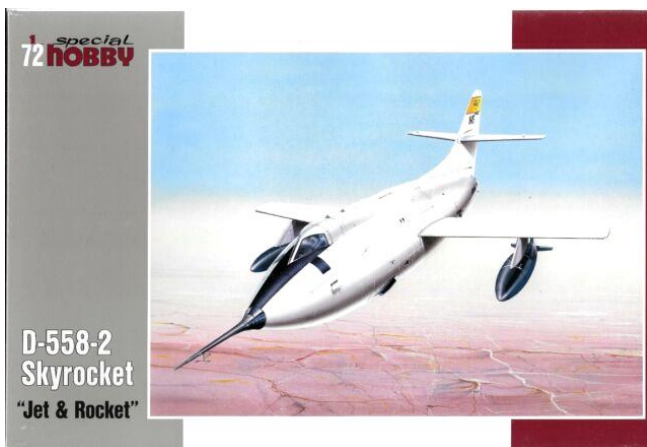
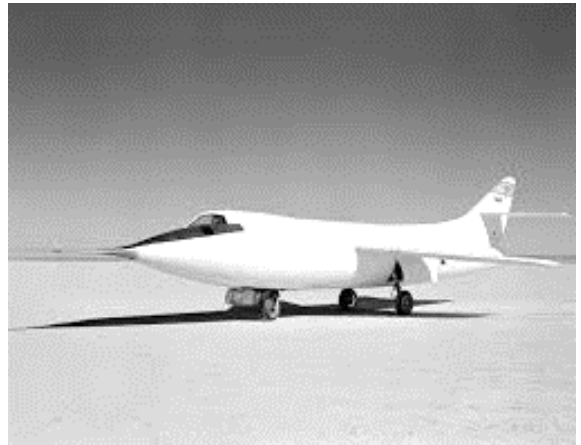
The Scania R143H 6x2 was a powerful and reliable truck used to perform transportation duties on medium and long-range. This version was equipped with a V8 engine, characterized by its low fuel consumption and its high efficiency. The cabin, with its rounded shape, was designed to provide the highest level of safety at those times and tested in the wind tunnel to reduce the airflow impact. Commercial effectiveness and great reliability have immediately made the Scania truck a point of reference on the market, achieving good sales success all over the World.

Odds and Ends from Members and Friends

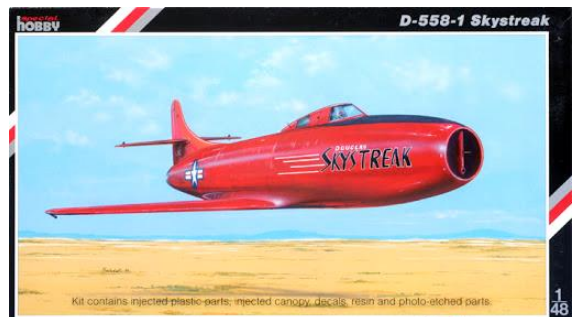
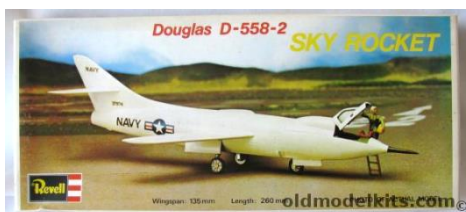
From Bill – A plastic kit of the Centurion Mk I (AFV Club 1/35 British Centurion Mk I Main Battle Tank Kit) is now available. The Mk 1 was similar to the A41 prototype.



The **white aircraft** (photo left) is the Douglas D-558-2 Skyrocket.



From: Bruce Doyle: Special Hobby kits both versions: the turbojet - rocket combo and the rocket powered only version. Unusual thing about the kit is that the fuselage is split horizontally instead of vertically, and of course they don't line up and it creates a step Drats! Thanks for reminding me. ☹



Odds and Ends from Members and Friends

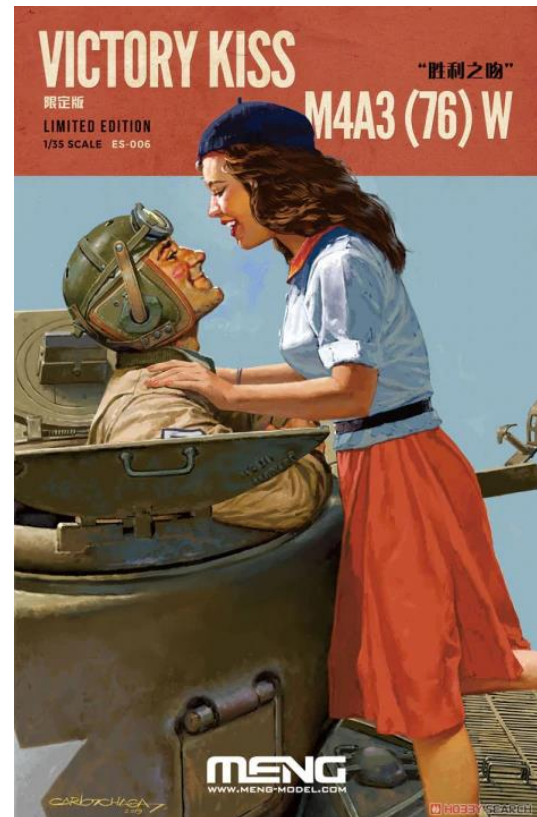
From Italeri— A new F-35B.



Academy also has an F-35B .. I wonder if they are the same kit (?).



Victory Kiss --> Meng's offering a M4A3(76)W Sherman and resin figures and detailed PE set. Below is the actual kit box art of the Sherman.



Odds and Ends from Members and Friends

From Jack Muga – An inflatable airplane! See: <https://tastefulty.com/products/large-inflatable-airplane?fbclid=IwAR3LSIJC3kypifYmiSbAJKGQvnhTThWzo3B-8hZ5B44FdpgVtoVtXv01RyQ>



Large Inflatable
Airplane
Buy 2 Free
Shipping & Get a
pump free Only
Today!

~~\$36.99~~ \$19.99

Size

1 M/40 INCH

2 M/80 INCH

3 M/120 INCH



For fast cars see: <https://www.facebook.com/ken.koppitz/videos/2937623699651948/> (above, right)

Below is Jack's "Corona" build WIP.



Odds and Ends from Members and Friends

From our friend **Claude Moulton in Jacksonville** – Below is Claude's "Corona" build WIP.



From **Ed Ingersoll**: Photo etch glue - <https://youtu.be/dSNKh3rFTSA>

From **Frank Ahern**: Not to rub salt in the wounds but I'm sending my monthly luncheon reminder to stay in touch and see how everyone is doing. Hopefully things will start to loosen up in a month or two, but that may be wishful thinking. In the meantime I thought I'd send a picture of the model I would have brought to the meeting to coincide with my presentation on the kamikazes. It's the Hasegawa kit of the Betty with an Ohka suicide bomb. A good kit overall, but the Betty is my new champion in the competition of "most individual panes of glass to be masked". It was tedious, but time is not an issue these days (ouch).

Send us all a shot of what you are building and we can keep up some contact that way.

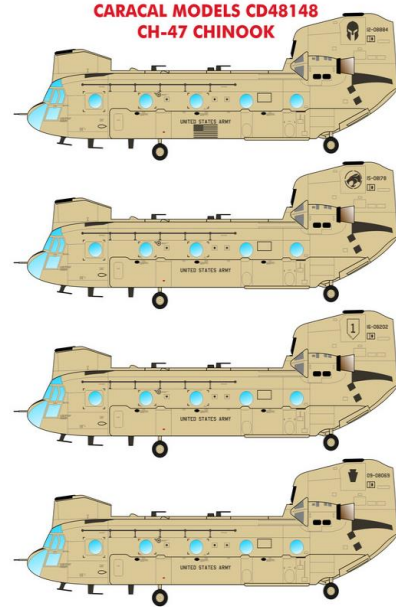
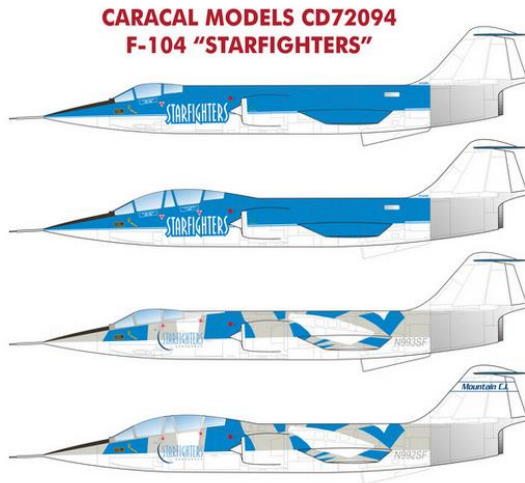
Take Care

Frank



Odds and Ends from Members and Friends

From Paul Bennett – New decals from Caracal Models



From Jack Mugan: An Ottoman supply train still lays where it was ambushed by Lawrence of Arabia on the Hejaz railway during World War I.



There were many feats of bravery carried out during World War I, but one of the most inspiring feats of the era was carried out by T.E. Lawrence, otherwise known as Lawrence of Arabia. In 1917 Lawrence was serving in the Middle East when he and a troupe of Arab followers began toppling trains that served the Ottoman supply chain. By the end of the war Lawrence and his troops had destroyed so many trains and railroad that it was impossible to use. Rather than move the vacated trains from their lines the Turkish people simply left them in the desert.

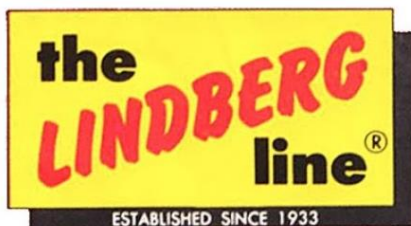
RANDOM OBSERVATIONS

from Bruce "Yard Modeler" Doyle

The other day a thought crossed my mind and i figured I better get it out before it died of loneliness. I had the occasion of going on Scalemates.com to look for some model kit instructions for another article elsewhere in this newsletter. While doing this it suddenly occurred to me that model kit instruction sheets have undergone a radical transformation, paralleling the changes in the model manufacturing industry itself.

Growing up in the 1950's my childhood heaven was located in the basement of the hardware store on a Norman Rockwell Main Street in Hanover, New Hampshire. Bounding down the stairs and turning right - there it was, shelves stacked with model planes, tanks, ships, cars, submarines, wagon trains and a whole host of "goodies" to keep an eight year old boy busy after the New England Winter Sun set at 4 o'clock in the afternoon.

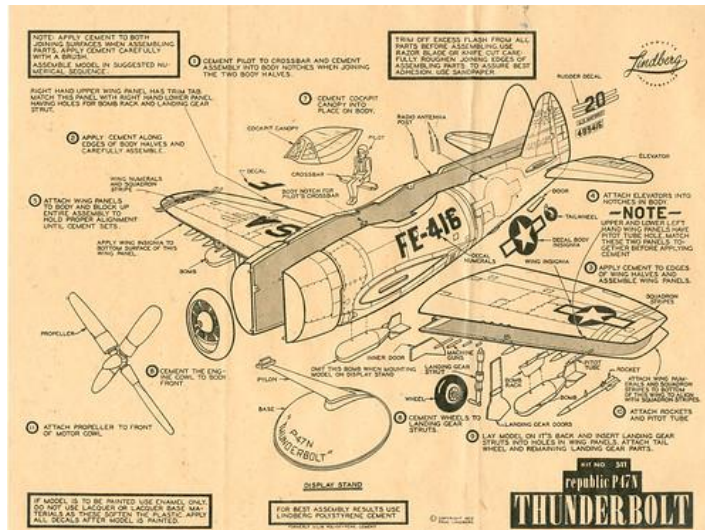
The model makers were all domestic companies, and all the models - breaking news - were American made (its really true, WE used to make models at one time): Aurora, Lindbergh, Monogram, and the Tamiya of the day - Revell. "Santa, won't you please bring me a "Four Plane Bomber Command Gift Set" with the swivel globe base that I can screw on the wall so they'll look like they're flying?" Alas, he mustn't have been listening.



But when I recently looked over the instruction sheet PDF on Scalemates, it suddenly dawned on me that happily most all of the them for the Classic Kits labeled parts to correspond with the real aircraft or tank or Stutz Bearcat. As a young kid I couldn't tell you the difference between a test tube and a pitot tube, a drive shaft and a drive sprocket. With those instruction sheets we held in our hands a veritable aeronautical, armor archeology. I'm convinced that is how many of us "long in the tooth" learned the finer details of the 1 to 1 subject we were modeling. An injection molded tutorial, if you will, of the mechanical, industrial, military world.

RANDOM OBSERVATIONS

Then there came a sea change. American models were mostly box scale - a B-29 was the same size as an F-94C. But then along came British kits - Airfix, Frog, Matchbox - that were in 1/72 constant scale (like WWII American I.D. models.) I'm not sure when they arrived on the scene- 1960' or 70's? - because I was distracted with raising a family and going to college so I missed their debut.



Then somewhere in the 1970's or early 1980's model kit manufacturing went truly international, and enjoyed widespread popularity at home and abroad. I'm sure many foreign companies were around much sooner - Frog, which stands for "Flies Right Of the Ground", was making flying and static kits in England in the 1930's. Soon there were model manufacturers in France, Italy, Poland, Russia - Heller, Italeri, KP, Novo - and then Japan, Korea and China exploded - Fujimi, Hasegawa, Tamiya, Academy, Dragon, Hobby Boss, Trumpeter. The international model manufacturing industry caused the hobby to take off exponentially and with an incredible diversity of subjects and choices.

These foreign companies catered to an international, worldwide market. With modelers now all over the World these model makers perform generic instruction sheets. Now instead of gluing "the left horizontal stabilizer" to the "vertical stabilizer" it was glue part "A7" to part "B14". The only thing in English on the instructions were brief operational biographies in multiple languages. Sometimes it was a neat way to learn what things were called in German, Polish, Italian, Russian. Japanese and Chinese? - not so much. (didn't we become so cosmopolitan?)

Well there you have it. For our "get off my lawn" generation everything in our lives seems to have changed, and at a dizzying pace. To quote the novelist Thomas Wolfe: "You can't go home again." But at least there is some amusement generated by this change. It's the quaint, sometimes laugh-out-loud "Jinglish" that can be found in some Japanese kits. This occurs - most times ineptly - when there is an attempt to translate Japanese into colloquial English. It usually gets brutally fractured. I would be more than happy to proofread some of these, pro bono. Well Hasegawa, maybe you could throw in a 1/72 scale B-25J Mitchell Bomber for my services? Stay tuned...

Frank Ahern, – Secretary – 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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UPCOMING EVENTS

Who knows?



IPMS Membership

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.



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:

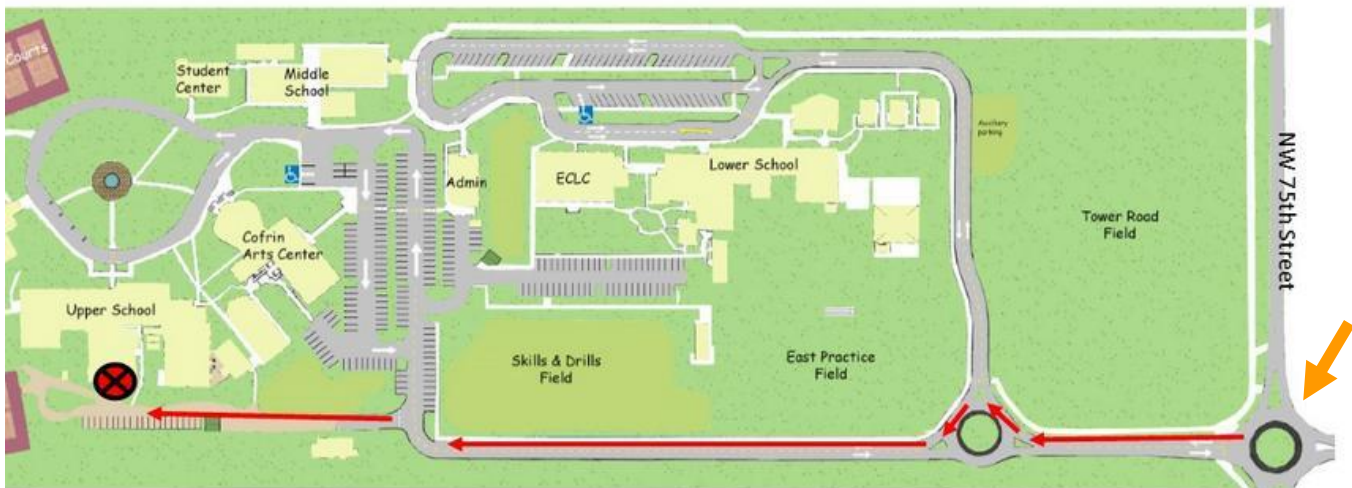
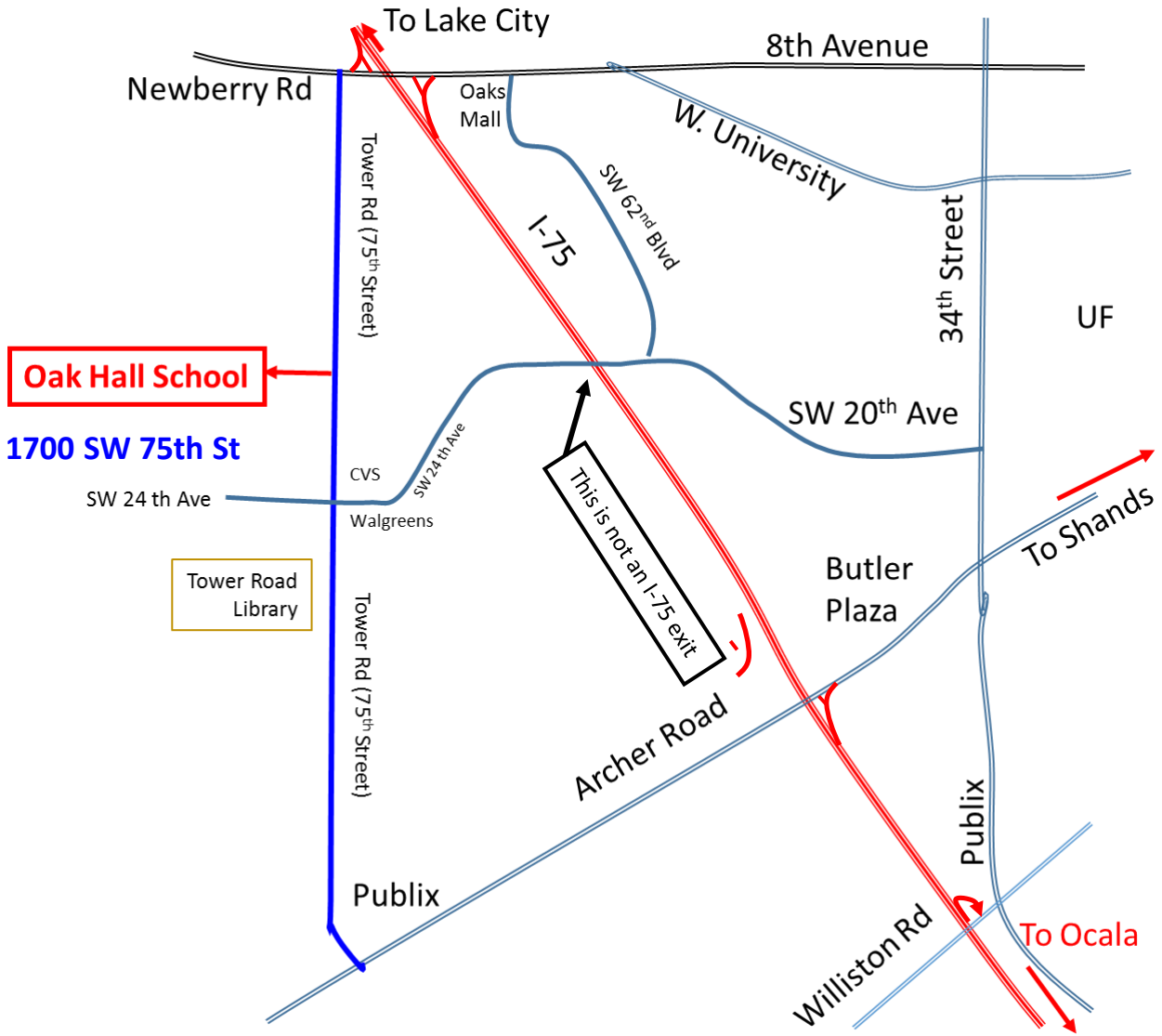
City: State:

Zip Code:

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

GATOR MODELERS

How to get to the meeting



Note: The entrance is off of a roundel on NW 75th Street (a.k.a. – Tower Road).



www.gatormodelers.org

Wild Paint

By Jack Mugan



MAY MEETING:

?