



www.gatormodelers.org



*April's theme was building the model that one chose in March's model swap. The April winner was **Bruce Doyle** for his **P-51 Mustang!***





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Frank Ahern
Secretary

Bruce Doyle
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Paul Bennett
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Next meeting:

Tuesday May 21 at: 6:30 PM
Oak Hall Library
1700 SW 75th St, Gainesville FL
(See the map on page 26)

Frank Ahern continues his **Hollywood Heroes** feature. In what movie did James Garner go into space with Clint Eastwood, Tommy Lee Jones and Donald Sutherland?



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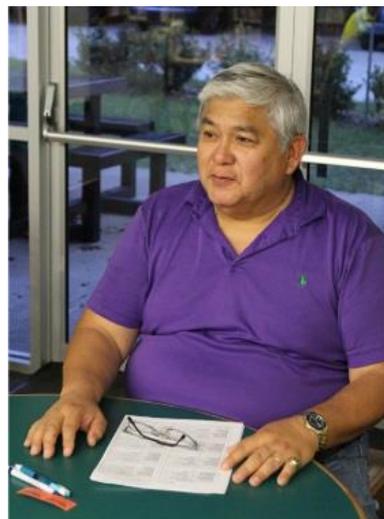
Prez Sez.....

By AJ Kwan

Please come join us. We are having a ball with some very interesting presentations and modeling technique discussions.

Some Reminders

- Mugs (dishwasher safe, under \$10) might be available
- **Semi-Annual Model Contest Theme is "Rescue"**
- **Monthly Theme is Sinking of Yamato, Musashi**



Technique Presentation/Discussion

- **Bruce's Technique discussion was very insightful. If you missed it, you missed a good one. Everyone contributed to the discussion.**



Next Meeting

- **Presentation by Frank on the Berlin Airlift**
- **Technique Presentation by Don Martin on Weathering, Dioramas/Vignettes**



Meeting Minutes – April 16, 2019

By Frank Ahern

President AJ Kwan opened the meeting at 6:35pm welcoming 16 club members.

Treasurer Bill Winter brought a box of unfinished and partial kits that were left over after the recent club kit auction. These were made available to members at no cost.

The President discussed the agenda for the meeting*, highlighting the results of the auction last Saturday, which raised over a thousand dollars for the club treasury. Kwan thanked all who participated and especially those who provided models for the auction.



A break was declared while modelers reassembled at the model tables in the rear of the room to view models brought for Show & Tell and models brought for the monthly theme contest. Six models were submitted for the contest, which was based on models built from the “model swap” the month before. A vote of those present resulted in the P-51D built by club historian Bruce Doyle being declared the winning model.

Doyle then present a technique discussion on his method of painting using aerosol cans rather than an airbrush.

The monthly door-prize raffles were held with the winners being Doug Spinney, who selected a Star Trek Enterprise kit; and Chuck Lassiter who picked a German flying boat, Bv-138, from Revell.



The meeting concluded with a talk by President Kwan on his impressions of attending his first model show in February – Jaxcon 2019.

The meeting adjourned at 8:05.





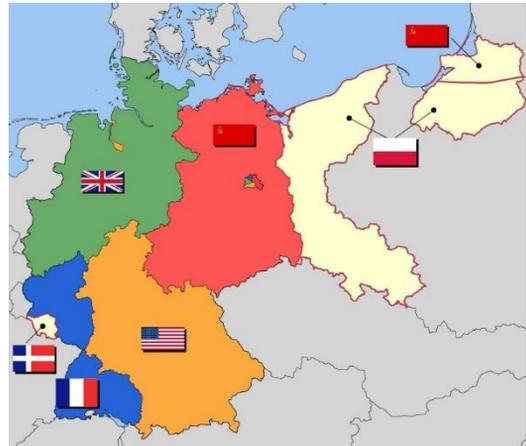
First Battle Of the Cold War

By Frank Ahern

**"The good men do is oft interred with
their bones" Shakespeare**

What is true of men is also true of nations. Our human tendency is to remember the bad and forget the good. The American/British triumph in the Berlin Airlift was one of the most remarkable and significant events in the post-WW2 era, which shaped the world and our view of the world to this day. Yet this stunning victory against all odds, 70 year ago this month, is an almost forgotten chapter of our history.

The seeds were planted at the 1945 Allied conference in Yalta (below left), when a frail and dying



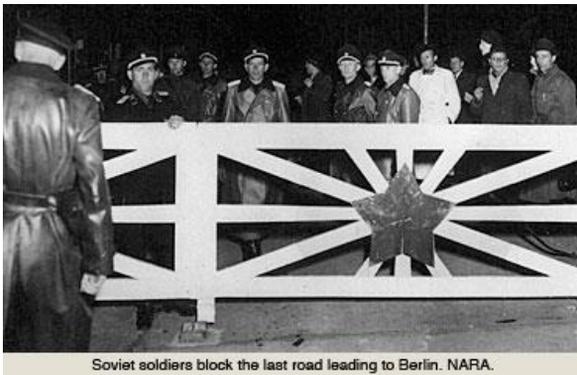
President Roosevelt sought to gain the support of Soviet Premier Stalin in the expected battle to conquer Japan by agreeing to Stalin's plan to divide Europe. This included partitioning Germany into four zones of Allied control (see above right). Berlin was in the Soviet sector and a later conference in Potsdam, (see below) attended by new President Harry Truman, also divided Berlin into 4



First Battle Of the Cold War

zones of control to be run by a council composed of the representatives of the 4 nations.

What could possibly go wrong? How about everything. By 1948 it had become very clear that the Soviet Union was not an ally but an adversary. Their goal was to drive the other three nations out of Berlin and gain complete control. The last straw for Stalin was when the western allies proposed a new currency – the Deutsch Mark - to improve the economy of West Berlin (see Deutsch Mark photos). He ordered a blockade of all road, rail and boat traffic into Berlin beginning on June 24, 1948 (see photo below).



The American commander of Berlin, Gen. Lucius Clay, (photos above right) who was a brilliant administrator but had never led troops in combat, wanted to arm a convoy and ram through the barricades.

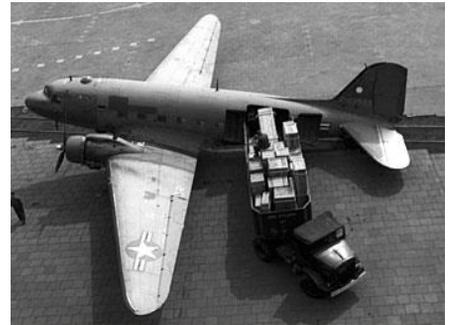
Cooler heads in Washington, aware of our weak military position in Europe relative to the Soviets, killed that idea, which could have led to WW3. This left two options; withdraw from Berlin as the Russians desired, or try to supply the daily needs of 2 million people through the air – something that had never been done.

The buck stopped at the desk of President Truman. He was considered a lame duck, “accidental” President with no chance of re-election in the fall. Much of his poor image was due to the perception that he was weak in dealing with the Russians, a negative that he inherited from FDR. But Truman (photo right) and Clay, against the advice of most top advisors, felt that leaving Berlin would send a bad message about America’s commitment to Europe and our willingness to stand up to the growing communist menace. Truman’s reply “We stay in Berlin”.



First Battle Of the Cold War

Two days later a motley assortment of war-weary C-47 “Gooney Birds” (photo bottom of last page) started flying supplies into Tempelhof airport in Berlin. The tonnage totals in the first few days were nowhere near the estimated 3,500 tons per day needed by the starving people in the city. No one expected the airlift to succeed. Few thought it would last more than a couple of weeks. Heroic effort by the hastily assembled flight crews, summoned by the Air Force back to active duty, kept up a steady flow of flights, (see photo right adding) but the amount of food, coal and other supplies wasn’t coming close to the target and winter was on the horizon. The Russians sat back and laughed at the airlift, which had been christened “Operation Vittles”.



The C-47 plane was too small for the airlift and was replaced by the C-54.

With the smell of failure hanging over the whole operation someone in the Pentagon finally remembered that tucked away in a small office down a back hallway there was a guy who knew something about airlifts. His name was Bill Tunner (no pun intended; see photo below) and he directed the airlift of



supplies over the “Hump” in the CBI theater of WW2. Tunner was a no nonsense, hard-driving efficiency expert nicknamed “Willy the Whip” by his troops. He arrived in Germany to find what he called a ‘cowboy operation’.

His first priority was to replace the old and slow C-47s with new 4-engine C-54s. (see photo below, left) It carried 3 times the cargo, flew faster and loaded quicker due to sitting level on



tricycle landing gear. Next, he dealt with crew down-time in Tempelhof by insisting that crews stay with their plane in Berlin while being unloaded. Refreshments were brought to the plane by trailer (see photo above right) and served by the best looking frauleins he could find. This cut the turnaround time at the airport to 30 minutes. Less than half the previous delay.

First Battle Of the Cold War

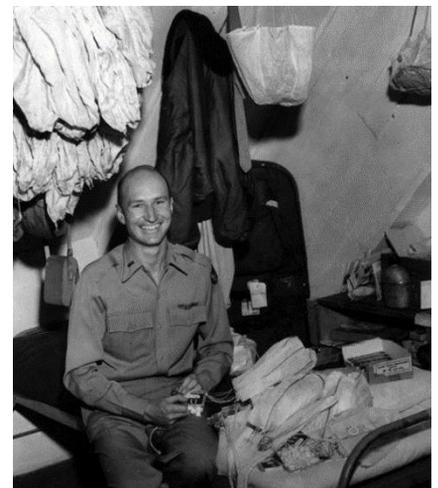
He improved flying problems by requiring all pilots to operate on Instrument Flight Rules and maintain strict altitude and distance separation from other planes. (photo below left) If weather prevented a landing, as often occurred, they were to return to base – no go-arounds. This reduced the time between landings to 3 minutes, another major improvement.



Finally, Tunner resorted to male psychology (photo above right) and turned the airlift into a game, encouraging competition between units over which outfit could haul the most and unload the fastest. Crews trying to beat their rivals caused a spike in daily tonnage totals that forced the Soviets to recognize that the airlift might succeed.



While Tunner made the airlift work, it took a young pilot from Utah to make it a PR success. Gail Halvorsen (photo right) was walking around the airport in Berlin taking pictures while off-duty when he noticed the usual crowd of young children at the fence watching the takeoffs and landings (photo above). The kids were well-behaved but looked thin and hungry. When he reached in his pocket for something to give them he found only had two sticks of gum. He noticed how they didn't fight but carefully divided it up among the group. Inspiration struck and he promised the kids he would drop them candy tomorrow when he flew over. Thus, began the legend of the "Candy Bomber".



First Battle Of the Cold War

Halvorsen fashioned little parachutes out of handkerchiefs and spent his PX allotment on candy which he dropped, as promised, the next day. Other pilots soon joined the effort and word began to spread in Berlin about the American pilot's kindness. The press picked up the story and Halvorsen was called in to see the CO. He feared a tongue lashing for failing to inform them of his plan. Instead he was praised because of the positive reaction to the story pouring in from around the world. (photo below left) Candy makers started shipping him boxes of candy, elementary schools had fund-raising drives. Before long Americans began to see German children not as enemies but as victims in need of help.



The airlift also changed the way Germans saw Americans. When a C-47 crashed on approach to Berlin that summer (photo above right), killing the two pilots, German citizens placed the following plaque at the crash site:

“2 American officers became victims of the Berlin Blockade here. You gave your lives for us. The Berliners of the Western sector will never forget you. We stand deeply moved on this spot dedicated by your death. Once we were enemies, yet you gave your lives for us.”

The Russians did everything they could, short of combat, to disrupt the airlift. Soviet fighters would buzz the flights on a regular basis, once causing a collision that resulted



in several deaths (see photo above) . They would also conveniently schedule “training” sessions of their anti-aircraft weapons that would fill the sky with smoke and shrapnel.

First Battle Of the Cold War

Another problem was the winter weather in Berlin. The winter of 1948-49 was said to be one of the worst in history for fog and ice storms. This compounded the inherent difficulty of the landing at Tempelhof, which called for pilots to navigate down a canyon of high-rise apartments on their final approach (photo below, left).



Notwithstanding these problems, the airlift machine created by Bill Tunner was unstoppable (photo above right). By spring 1949 it was succeeding at a level that was unimaginable the previous summer. More cargo, mostly coal, was being delivered on a daily basis by air than had previously been brought by land or water before the blockade. Tunner decided to administer the 'coup de grace' on Easter Sunday 1949 when an all-out effort was mounted that resulted in almost 14,000 tons of cargo delivered in 1398 flights.



Soon the Soviets signaled their willingness to negotiate an end to the blockade, which was formally lifted on May 12, 1949 (see photo above left right). The airlift continued until September in order to build up stockpiles in Berlin just in case the Russians decided to impose a new blockade.

The model I am building (photo above right) represents the last airlift flight. The kit is the excellent new C-54 from Revell in 1/72 scale. The decals I am using are from Caracal models, which include an inscription commemorating the "Last Vittles Flight". My research indicates that the plane also carried a hand-made marking saying: Psalm 21: 11 which reads:

*Though they plan evil against you,
Though they plot mischief, they will not succeed.*

FIDDLY BITS

by Stretch Sprueman

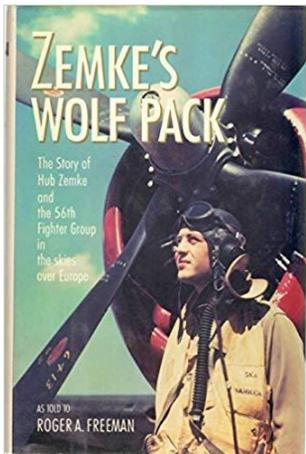
a.k.a. Bruce "Yard Modeler" Doyle

"Due To Time Constraints, We Move On To Further Action...."

If you heard that sentence you were more than likely watching a replay of a sporting event on a sport's channel. So I have adopted it to complete some "further action" on things I wanted to say (but didn't because "constraints") during my two recent ESPN presentations: 1. the method of accomplishing pre-invasion air the use of spray can paint. In covering a lot of territory with diverse topics I'll be using an episodic, "shotgun" approach. So "bear" with me- non-sequiturs may abound.



- **BIG WEEK AND THE BOMBING OF BIG "B" (Berlin):** As I mentioned in the March theme discussion, the 8th A.F. used the bomber force as "bait" to draw out and then destroy the German Luftwaffe so that Ike would have air superiority for the D-Day landings. A crucial change in command in the 8th's hierarchy had a significant impact on the campaign of attrition of the Nazi fighter force. When Jimmy Doolittle took over in January, 1944 he freed the fighter escorts from having to closely cover the bomber stream, and encouraged them to roam freely and find the Luftwaffe wherever and whenever they stuck their heads up. Hub Zemke of the 56th F.G.- a.k.a. "Zemke's Wolfpack" - employed what came to be known as the "Zemke Fan." One of the three squadrons assigned to the mission- sometimes two or even all three - would "fan out" in front of the bombers, usually at low-level right on the deck - and try to catch the Germans either on the ground or just taking off. Other groups adopted this strategy and the 8th AF played havoc with Luftwaffe airfields all over France and Germany, attacking them relentlessly and with cunning and surprise in the their playbook.



- * **SPEAKING OF ZEMKE'S PILOTS:** At the March meeting Ed brought in a model of Frank Klibbe's P-47 "Little Chief" (see photos, top of next page). Some of you long-time members may remember "Klib" visiting us in the early years of the club when we met at Hobbyland. Ed's finish was gloss or semi-gloss, which I'm sure would send some internet know-it-all nerds into a tizzy. Not so fast, "Dullcote Breath"! In 1943, when the T-Bolt was the majority fighter plane of 8th Fighter Command, many groups- like the 56th and especially the 78th- waxed their P-47's in order to squeeze out every ounce of performance that they could. How much did it help? Speed gained percentage-wise, probably not much. But it made the pilot's mounts look good, and maybe gave them a psychological edge. Later on when the P-47's got paddle-blade props and R-2800's with water-methanol injection (both of which really enhanced performance), waxing was discontinued.

FIDDLY BITS

Ray Waddy's painting of Anderson and Yeager (double trouble)

- **SPEAKING OF ENGAGING THE ENEMY:** Ray Waddey and I would ask all the Aces we talked to over the years "how many times did you actually run into German fighters?" Their usual response was that in a 100 mission tour they had encounters with enemy fighters- generally speaking- about 5% to 10% of the time - a lot less than what we had assumed. Not a "target rich environment" like on the Eastern Front. An expression like "make hay while the sun shines" comes to mind. Conclusion: attrition of the Luftwaffe was successful.

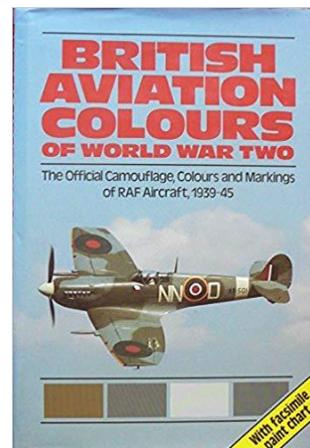


- * **MODELING THE P-51 MUSTANG:** Are you able to shave in the shiny mirror surface of your Mustang model's wings? Correct if you're modeling a Mustang Warbird seen at last month's Sun 'N Fun - wrong if you are building a replica of a WWII P-51. The Mustang had laminar flow wings - and not to get into the aeronautical engineering weeds right now - suffice to say that to ensure the least amount of drag over the wings the panel lines were filled in and sanded smooth at the factory. Then the wings were painted with an aluminum colored dope. The wings may have been shiny leaving the factory, but all paint weathers when exposed to the elements - especially the sun - and would therefore turn into a matte or flat finish fairly quickly. I applied a flat finish to Yeager's P-51D model, but in 1/72 scale its hard to see- but its there.



- **DOES THE SEAM LINE IN FRONT OF THE COCKPIT NEED TO BE FILLED AND SANDED?** Don't bother. The engine's cowling cover is split down the middle, making a line of some sort necessary for true accuracy. Get giggered by the nefarious know-it-all internet nerd? Gently point this out to him, and then tell him to "Google this, pocket-protector boy"!

- **WHEN IS OLIVE DRAB NOT OLIVE DRAB?:** When it is RAF Dark Green. Having to paint and re-paint thousands of planes- P-47's, -38's; B-17's and -24's; C-47's, not just P-51's, the 8th A.F. sometimes ran low on stocks of olive drab paint and were forced to borrow paint from our English cousins. The 357th FG at Yoxford had two RAF exchange pilots who suggested and then helped acquire some RAF Dark Green to use to paint the group's Mustangs. So I went ahead and painted Bud Anderson's



FIDDLY BITS

"Malcolm Hood" P-51B the RAF 'colour.' The TESTOR'S "Camo Dark Green" in their new "Camo Colors" line (Hobby Lobby) was a perfect match. I checked it with my primary RAF 'colour' source, the British publication: "British Aviation Colours of World War Two- The Official Camouflage, Colours and Markings of RAF Aircraft, 1939-1945". As the Brits say: it was "Spot On"!



- A COUPLE OF THINGS OVERHEARD ON THE "DOGFIGHTS" DVD: The World's number three all-time leading Ace (275 kills) and Luftwaffe "experten" Gunther Rall (photo above right) commenting on the P-51: "What Mustangs could do for six hours, 109's (Me-109's) could do for 90 minutes".

- SCORES: Mustangs were credited with shooting down 4,950 German aircraft during WWII.



* FLAK vs. FIGHTERS (I warned you this would be a "scattershot", all over the place composition): Talking to hundreds of 8th A.F. bomber crewmen over the decades I always asked them the same question: what was worse - the flak or the fighters? Those who were there in 1943 and early 1944 said they were both feared equally. But after D-Day the response was overwhelmingly that it was the flak that worried them the most. Most said that during their 30 to 35 mission tour they never saw a German fighter, but the flak scared the hell out of them. It makes sense that the AAA was the real threat when you consider that the territory occupied by the Germans was constantly shrinking in both the East and the West. That meant that the flak batteries were always being withdrawn toward the German border and Germany itself, with less and less area for them to defend. The old cliché that "the flak was so thick that you could walk on it" metaphorically became a reality in mid-1944 thru the end of the war in 1945.

FIDDLY BITS

* **SPRAY CANS:** A couple of things to repeat, and some that I didn't have time to cover. First, the obvious: shake the can! That's why they're called "rattle-cans" (sorry Bob!) so when you do so it builds up the pressure for spraying. Next, spray **OUTDOORS** or in a spray-booth. Don't inhale the paint (bad enough), but especially not the propellants. I don't know exactly what they are, but they can't be too good for the old respiratory system. Finally, when done spraying, **turn the can upside down and spray clear the nozzle with a few-seconds burst**. Otherwise you'll have a clogged-up worthless



can that can't be reused. My "Suspenders and Belt" follow-up: take a Q-Tip with some thinner and wipe clean the spray tip (lacquer thinner is sold by the pint - or gallon - at your local home supply or paint store). Put the thinner in a more accessible container / small bottle for easier usage. (I re-use the 1 3/4 oz. Testor's "Enamel Thinner & Brush Cleaner" bottle sold at Hobby Lobby.)

- I didn't have time during my presentation to mention that I use the Model Master "Lacquer Overcoat" 3 oz. spray cans of "Gloss" and "Lusterless (Flat)" for pre- and post- decal placement and sealing (sold at Hobby Lobby.)

- More later...." Now we return to our regularly scheduled program, already in progress...."

.....stay tuned. ☺



Hollywood Heroes



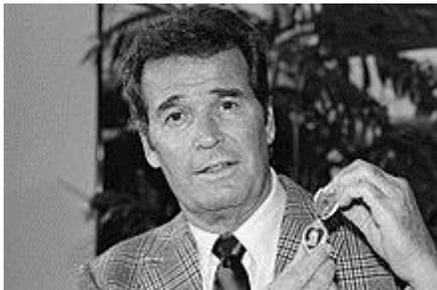
By Frank Ahern

This continuing feature is designed to showcase the often-unpublicized military service of many of the entertainment icons of the previous generation who served their country without complaint or protest.

James Garner

When he was just 16 years old, Garner joined the Merchant Marines near the end of WWII. He later served in the National Guard for seven months before joining the Army and serving in the 24th Infantry for 14 months during the Korean War. While in the Army, Garner was injured twice. The first time he was hit in the hand and face by shrapnel from a mortar round. The second time he was shot in the buttocks by U.S. fighter jets as he dove into a foxhole.

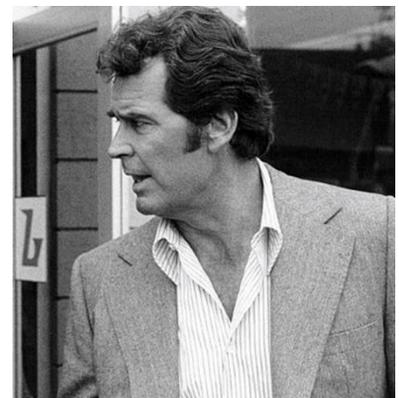
As a result, he received two Purple Hearts, although he didn't receive the second one until 32 years later.



James Garner



Garner had a long and varied acting career but is best known for two hit TV series. He played gambler Bret Maverick in the ABC western series "Maverick" from 1957-60. Then in 1974 he returned to series television with the detective drama "The Rockford Files" on NBC for six years and picked up an Emmy for Best Actor for the role of Jim Rockford in 1976. He died in 2014.



Show and Tell



Find more photos at:
<https://www.flickr.com/photos/164030540@N04/albums/72157704635574092>

Show and Tell



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2019 PELICON REPORT

By Don Martin



Mary and I attended the IPMS Region 11 convention held in conjunction with PELICON this past weekend in Largo. Since I won't be able to attend the April meeting (I'll miss the auction also), I thought I'd provide a summary of the event for you for the meeting and maybe in the Newsletter. Far as I know, I was the only Gator Modeler in competition. Doug Spinney and bride also took in the show.

Overall, I believe the turnout was disappointing, especially so for the organizers. There were about 180 registered models, about half of which were aircraft and armor. Most of the remainder were figures and sci-fi. The scheduling of the convention was unfortunate, as there were several other events in the Tampa area which undoubtedly hurt participation. The Women's NCAA Basketball Final Four was just up the road at the Amalie Arena, the National Street Rod Association held its Spring Run at the Fairgrounds (along with a model car show) and I understand the Lakeland Air Show had the Blue Angels buzzing around. All of these other events most likely contributed to the small number of participants and models.

Raffle prizes were terrific - probably around 80 - 90 kits and various supplies with the crown jewel being the new \$250.00 Hobby Boss 1/32 B-24J Liberator. That thing is huge! I won a Tamiya 1/35 Challenger 2 (Desertised) which I'll build and a 1/35 Italeri DUKW which I donated to the Models for the Troops effort.

There were plenty of vendors and most of them were smiling as the 2-day show closed down Sunday at noon. They sold a lot of stuff! I bought some of the new Mission Models acrylic paint and thinner as well as a tube of Deluxe Materials Perfect Plastic Putty. I've heard good things about both products and we'll see if I can get them to work. Anybody have any experience with either of them?

Food was not a problem! The mini-grille at the Minnreg Center was going full-tilt both Saturday and Sunday with coffee and free donuts both days. A food truck with great burgers and BBQ showed up Saturday around 1115 and a gourmet cupcake truck appeared around 1430 that afternoon. Those cupcakes must have been 1,000 calories each!

Speaking of food and food trucks, I had a nice chat with Gil Hodges, who heads up JAXCON. He was still upset about their food truck cancelling out at their show this year about half an hour before they were due to show. Gil had some of his aircraft entered and won several awards, including at least one Gold. He believes that JAXCON has a great chance at hosting the IPMS Regional next year.

I also spoke with Asad Bangash, who conducted the Armor Weathering workshop at Modelpalooza last year. He is conducting an Aircraft Construction seminar this year. He commented that the emphasis would be on construction, seam-filling, masking, etc., and not on finishing and/or weathering the aircraft after assembly.

I took several models to the event. If you're going to drive 3 - 3 1/2 hours (you have to love the traffic on I-75 and 275!) you may as well load up! Anyway, here are the results:

Bronze - 1/144 B-58 Hustler, 1/35 T-55 Iraqi Enigma, 1/48 Watson's Whizzers Diorama

Silver - 1/35 FAMO with Bilstein 6-tonne Crane, 1/32 Tempest in a Teapot (Humor in Modeling)

Gold - 1/35 SA-2 Guideline SAM, 1/72 Phenomen Granit 25H Ambulance, 1/35 Coyote Tactical Support Vehicle and 1/24 Opel Blitz Firetruck. The Opel Blitz also won Best Automotive Subject.

2019 PELICON REPORT (continued)

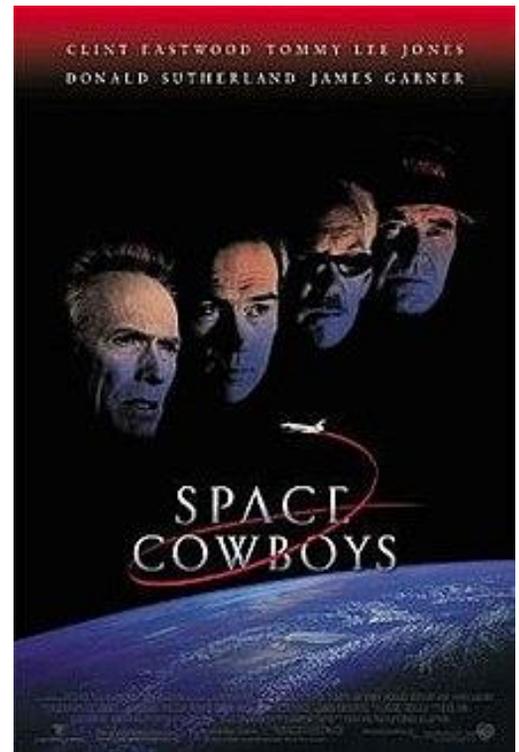
The hours of the show seemed a bit awkward. Registration was Saturday from 0900 to 1600, with the hall then cleared and judging beginning at 1700. The awards ceremony on Sunday started at 1200, just when everyone was thinking about lunch. It also meant that out of town participants had to spend the night, check out of their hotel, pack the car and drive to the Minnreg. Then, after the ceremony, load their models and adjust what had already been packed in the car. I think I'm a fan of the one-day show!

In summary, a very well-run show. Too bad there weren't more attendees and more models on the tables.

Regards, Don

Odds and Ends Contributed by Club Members & Friends

The answer to the page 2 challenge was “Space Cowboys.” – from: <https://www.imdb.com/title/tt0186566/> ; When a Russian satellite orbiting the Earth starts to veer off course. It seems like the guidance system in the satellite is of American origin. It's important to try and fix it before it comes into the atmosphere. The NASA man, Bob Gerson tries to find out who designed it and discovers that it was designed by Frank Corvin, an Air Force pilot who 40 years ago was part of the team who was originally suppose to go to space but when NASA was formed and Gerson's influence they were dropped. Gerson asks Frank to help but Frank still holds a grudge. But after some prodding he agrees but only if he and his team can go there so he can fix it. Gerson reluctantly agrees so Frank recruits his former team members, Tank Sullivan, Jerry O'Neill and Hawk Hawkins to join him. After some strenuous tests, they're cleared. And they go up with two other astronauts and check out the satellite and discover that they weren't told the whole truth.



FYI...for those thinking of going to Modelpalooza.

MODELPALOOZA

Modelpalooza.org is live!

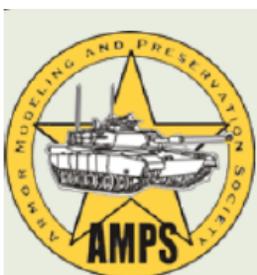
Modelpalooza now has its own website. Keep up to date on the latest all in one place.

Room Booking Now Available

We have negotiated a great room rate with the Park Inn with no resort fees! Only \$74 a night. Book your room now to lock in this great rate. Be sure to use the link provided as using an outside booking site may quote a lower room rate but will charge a resort fee.

Coming events

Modelpalooza AMPS 2019, 18-20 October 2019, “**WorldGate Resort Hotel and Conference Center**”*, 3011 Maingate Lane, Kissimmee, FL 34747 (nightly room rate of \$74, link on Modelpalooza.org web site; by using the link you will NOT be charged a \$20 Resort Fee). The event is sponsored by IPMS Orlando. AMPS Florida will join forces to judge Armor by AMPS rules and everything else judged by IPMS Orlando Gold, Silver, Bronze rules. AMPS will have **four categories** with three skill levels plus Junior; Diorama, Vignette and Fictional categories will be judged by IPMS Orlando rules. Don't forget to **download the model information sheets** so you can provide a list of things you did to your model for the judges to review. More information can be found at <https://www.modelpalooza.org>



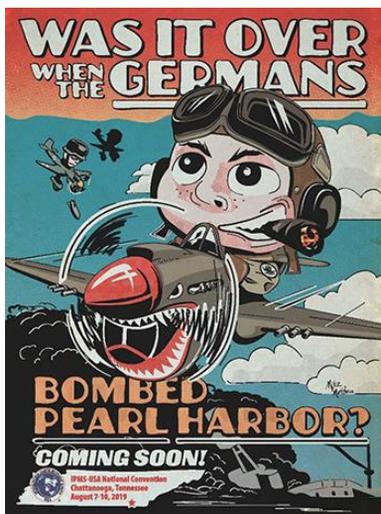
South Carolina Scale Model Mega Show
Saturday, June 22, 2019
National Guard Armory, 1225 Bluff Road, Columbia, SC

For all our AMPS South Region friends, we'd like to invite you to our next show hosted in conjunction with the IPMS/Mid-Carolina chapter. We'll be back in the same venue for the third year in a row. This year we'll have a few more vendor tables available (we sold out a couple months before the show last year), food trucks and, as in the past, free access to the SC National Guard Museum right next door. General admission is still free, and entrants only pay a single registration fee to enter models into both sides of the show (AMPS and IPMS).

Happy Modeling!

Mike Roof, Chapter Contact, AMPS Central SC "Wildcats"

The IPMS Orlando Annual Show



AUGUST 7-10, 2019 CHATTANOOGA, TENNESSEE

Was it over when the Germans bombed Pearl Harbor? Find out when you attend the 2019 International Plastic Modelers' Society USA Nationals in Chattanooga Tennessee. The **Chattanooga Scale Modelers**, along with a number of other regional clubs are putting together a nationals like no other.

For any questions, please email Mike Moore at mmoore1132@gmail.com.

As of 4-22-19 all four original Convention hotels have been sold out. Please bear with us as we try to secure additional rooms at discounted rates. Check back in a day or two and we'll have more information!

Odds and Ends Contributed by Club Members & Friends

Submitted by Ed Ingersoll

On Tue, Apr 9, 2019 at 12:42 PM, Ed wrote:

Dick Cole, the last remaining Dolittle Raider has departed on his final mission after passing today. God bless him and all the Raiders.

From AJ:

<https://www.wearethemighty.com/history/marshall-eisenhower-modern-military-leadership?rebelltitem=2#rebelltitem2>

"Eisenhower, the department is filled with able men who analyze their problems well but feel always compelled to bring them to me for final solution. I must have assistants who will solve their own problems and tell me later what they've done."

From Jack: Nice stuff:

<https://issuu.com/isaporg/docs/isnapapr2019final> and

<https://www.facebook.com/SmithsonianChannel/videos/10157006636978357/> and

<https://www.youtube.com/watch?v=vFwqZ4qAUkE> and

<https://www.facebook.com/AlabardaMiniaturas/photos/a.1068938163295048/1068939039961627/?type=3&theater> and

<https://www.facebook.com/photo.php?fbid=2137848949666349&set=a.2137832529667991&type=3&theater281>

From Tracy:

Panzers in the middle east: <https://www.youtube.com/watch?v=MbgW9C9G0H4>

From Paul Bennett: Check Out These Brand New and Most Popular Items!:
gifts@afmuseum.com

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>

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

UPCOMING EVENTS

This list contains modeling events with the **IPMS Region-11 Events listings** in bold.

May 9-11	AMPS Intl. Convention, Buffalo, NY
May 18	North Florida AMPS meeting, Camp Blanding museum, 10 AM
June 15	Polk Area Model Society PAMScn, Lakeland
Jun 21-22	IPMS/AMPS Columbia, South Carolina
July 20	North Florida AMPS meeting, Camp Blanding museum, 10 AM
Aug 7-10	IPMS Nationals, Chattanooga, Tennessee
Sept 21	North Florida AMPS meeting, Camp Blanding museum, 10 AM
Oct 18-20	IPMS/AMPS - Modelpalooza with AMPS armor judging, Orlando, FL

IPMS Membership



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

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

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

New Renewal IPMS #:

Name: _____

Address: _____

City: _____ State: _____

Zip Code: _____

Phone: _____ E-Mail: _____

Chapter Affiliation, if any: _____

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

Adult One year \$30.00 _____

Two years \$58.00 _____

Three years \$86.00 _____

Canada & Mexico \$35.00 _____

Foreign Surface \$38.00 _____

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

Your Signature: _____

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

Name: _____ IPMS #: _____

PAYMENT OPTIONS:

Cash Amount: _____

Check Check #: _____ Amount: _____

Billing Address, if different than above -

Address: _____

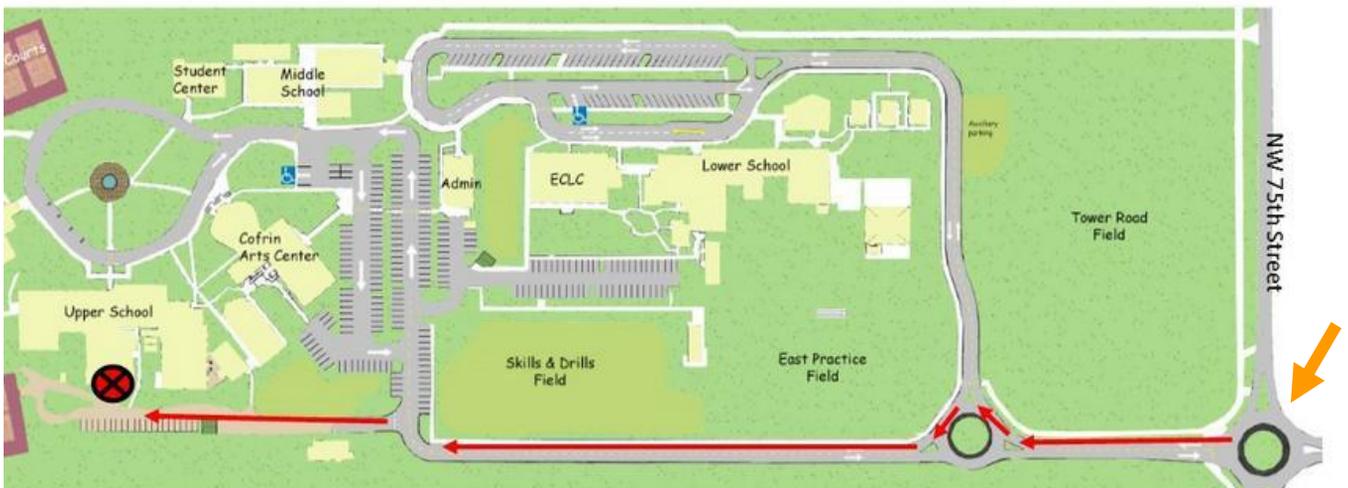
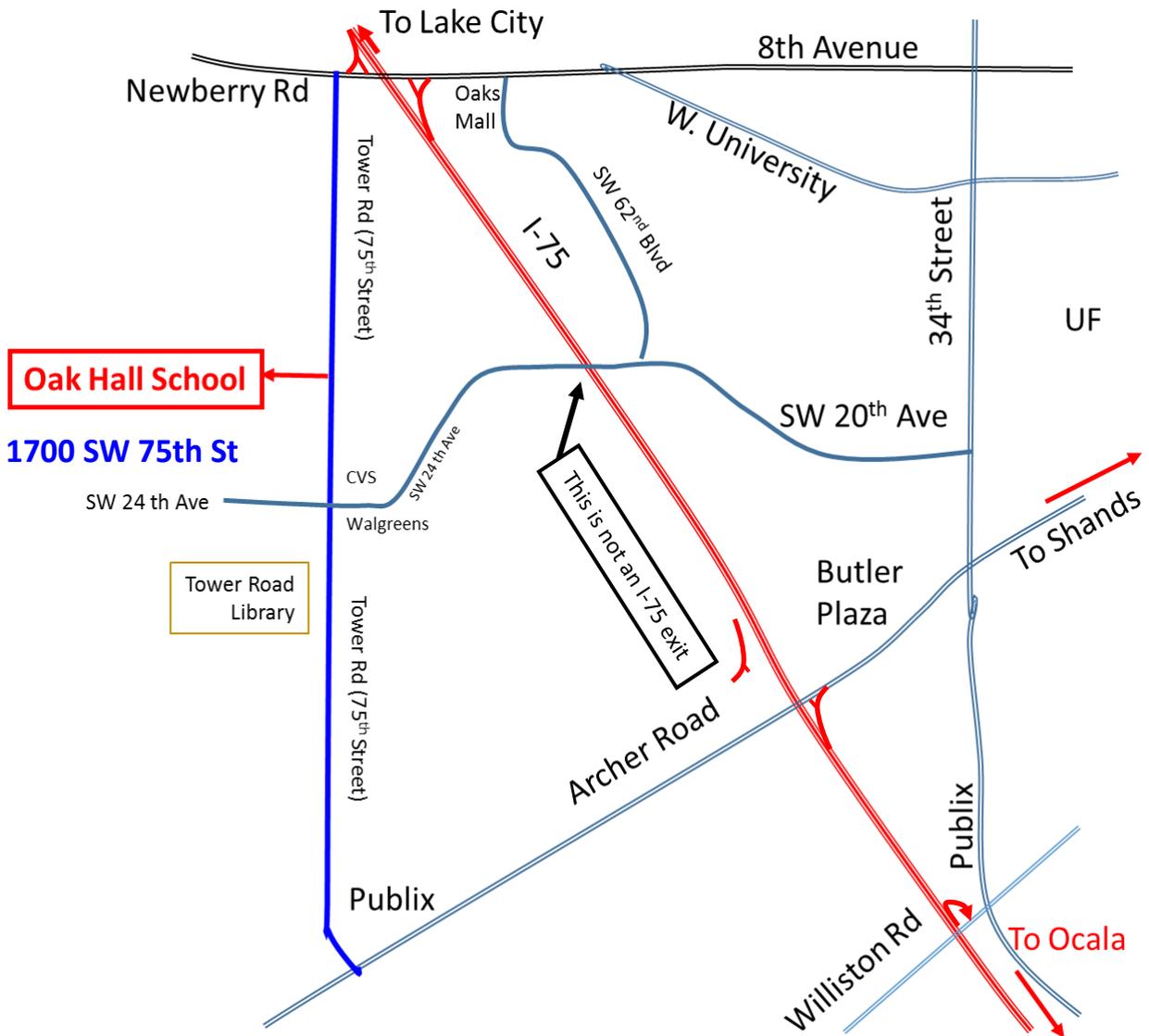
City: _____ State: _____

Zip Code: _____

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

For folks renewing on-line: <http://www.shopipmsusa.org/category-s/100.htm>₂₅

How to get to the meeting



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



www.gatormodelers.org

Wild Paint

By Jack Mugan



**JUNE MEETING:
TUESDAY, JUNE 18, 2019!**