



[www.gatormodelers.org](http://www.gatormodelers.org)



Bruce Doyle will talk on . . . .

***“The Need for Speed, Part 2”***

at this month's meeting.



# GATOR MODELERS

GAINESVILLE, FLORIDA

**Club officers**

**Jack Mugan**  
President

**A. J. Kwan**  
Vice Pres &  
Associate  
Newsletter  
Editor

**Frank Ahern**  
Secretary

**Bruce Doyle**  
Historian

**Paul Bennett**  
Photographer

**Tracy Palmer**  
Webmaster

**Bill Winter**  
Treasurer  
Newsletter  
Editor

[www.gatormodelers.org](http://www.gatormodelers.org)

Next meeting:

**Tuesday, September 18 at: 6:30 PM**  
**Oak Hall Library**  
**8009 SW 14<sup>th</sup> Ave Gainesville FL**  
(See the map on page 35)



*A high definition panorama shot of the SR-71 cockpit.*

## Table of Contents

Pres Sez	3	Places to Go	21
Meeting minutes	4	Show and Tell	22
Chasing Pylons	5	Faces	25
5 More things	8	Odds and Ends	27
Paul's Toolbox	11	Memories of the Club	31
5 Household Item	13	Secretary's page	32
Hollywood Heroes	17	IPMS/USA Region 11 Calendar	33
Why helicopter pilots. . .	18	How to submit an article	33
F-15 with a Wing!	19	IPMS Membership	34
Anti-Satellite Missile (again)	21	Directions to meeting	35
		Wild Paint	36

# Prez Sez.....

By Jack Mugan

Well the kids are back in school once again, so it's time for us modelers to settle into our man cave as we shift mental gears from summer activities to our WIP projects that have taken up position on the back burner. We have MODELPALOZZA coming up this month to kick off the fall season with a bang and then our meeting three days later.

Bruce Doyle will be presenting part two of his Need For Speed/ Supersonic Jets, so feel free to bring along one of your own examples for show and tell. It doesn't need to be a record setter. Lets see who reads the newsletter. Bring the tools you use for scribing and share why you like it and where you found it. I find scribing to be tedious work and I am always looking for a better way to do this task.



Just a reminder that our Semi-Annual Contest is approaching at lightning speed, so I hope you are all getting you Shades of Gray entries prepared. Also, do not forget we have to hang onto the inter-club Challenge Trophy, so I hope you are thinking outside the box for a winning idea. Rumor has it that the Ocala club are making plans to hold an auction next year.

See you all at the meeting.



Two NORAD F-22 "Raptor" fighter jets positively identified and intercepted two Russian Tu-95 "Bear" bombers at approximately 10 p.m. EDT Tuesday, September 11. The Russian bombers intercepted west of mainland Alaska were accompanied by two Russian Su-35 "Flanker" fighter jets. The Russian aircraft remained in international airspace and at no time did the aircraft enter United States or Canadian sovereign airspace.



# Meeting Minutes – August 21, 2018

By Frank Ahern



Club Secretary Frank Ahern opened the meeting at 6:35pm and welcomed 18 members including guest Tony Barone. Also in attendance was guest speaker Jay Donohoe, a retired Army helicopter pilot. New member Mike Redmon brought his grandson Drew.

Treasurer Bill Winter gave a brief report on the IPMS National Convention, which was held in Phoenix AZ in early August. Don Martin also shared some information on the Squadron Models Eagle Quest gathering in July.

Ahern reminded club members that ideas are being collected for possible meeting theme's for upcoming meetings. A list is being collected and reviewed by AJ Kwan for use next year as a way to encourage members to bring models to the meetings.

Historian Bruce Doyle updated the club on his research for an official history of the club, and he asked club members to respond to him with any information they have about the club, as well as their personal experiences related to joining and belonging to the club.

Mike Martinez reported on progress he has made to collect and print a compilation of the clubs old newsletters as an historical record of club activities and to provide background information on the club for prospective new members. He asked those who have old newsletters to get them to him in whatever form they exist. Once compiled this may also be included as an archive on the club website.

Tracy Palmer related his discussions with the company that provides the club's website and a misunderstanding about payments that led to the site being temporarily disabled. Palmer said the issue has been resolved.

The raffle drawing was held and the attendance drawing was won by Dan Contento who selected the Hasegawa "Val". The second drawing was won by Bill Winter, who picked the Sherman tank.



The floor was opened for "Show and Tell" presentations by those who brought a model to the meeting. Several models were brought in conjunction with the specialty of the guest speaker.

Next, guest speaker Jay Donohoe talked about his career as an Army helicopter pilot during the Vietnam War, and explained the various types and designations of helicopters that were used by the Army. He also responded to questions from club members about his time in the service.

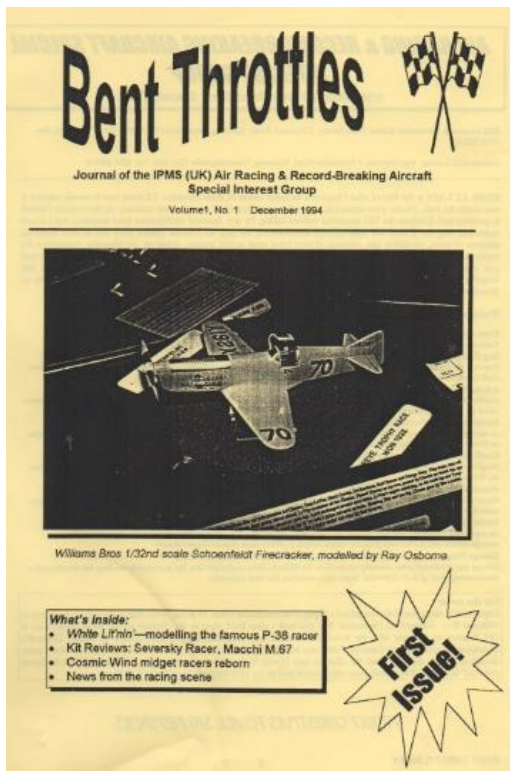
The meeting adjourned at 8:30pm.

# Chasing Pylons

By Jack Muga

This is the month for the Reno Air Races and once again, I will not be there. I have only attended one race and that has been many years ago, but it left a lasting impression and a love for the fastest motorsport in the world.

A model air racer does not seem to be the most popular subject matter in our hobby for some reason. For the life of me I do not know why this is so.



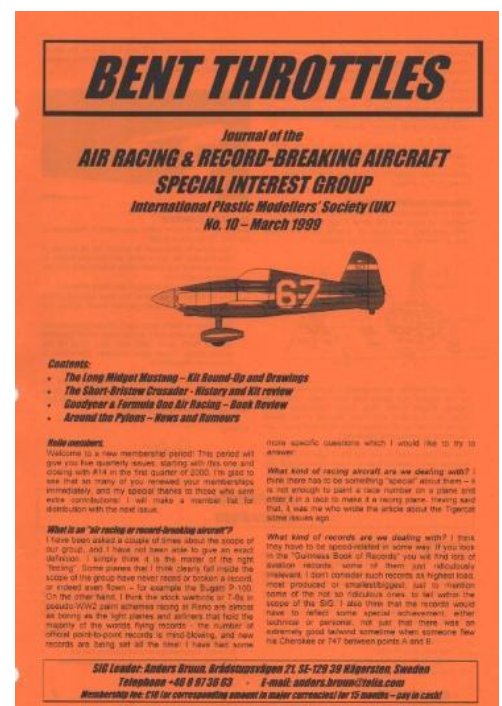
They are colorful and come in many schemes. They have a interesting history going back to the invention of flight, but somehow have not caught on as a popular subject for most modelers.

Back in the nineties there wasn't a lot of reference material available regarding race aircraft, but in December of 1994 help came from IPMS(UK) with a publication called Bent Throttles, Air Racing and Record Breaking Aircraft Special Interest Group. (Photo left) The SIG leader and newsletter editor was Mike Jerran and his deputy editor was Ray Osborne and this was the First Edition. The cover featured Ray Osborne's IPMS Nationals winner of a William's Brothers Schoenfeldt Firecracker.

This was quite a bold move for IPMS and those involved were pretty excited about this start up idea. The first issue was ten pages of racing aircraft information, but unfortunately it was the only issue..

The second issue of Bent Throttles (Photo right) did not appear until February of 1997 three years later, with a new SIG leader from Sweden named Anders Brunn and had only five members at the time of it's re-birth. Anders thought he was only going to stay on as SIG leader for a couple of years but he was still working at it until 2011.

I found out about this SIG in the year 2001 and signed up immediately. I thought this would be a good way to find references and resources for this much overlooked subject. and I wasn't disappointed. During that time I found many kits, decals, books and CDs devoted to air racing history with tons of photos and three-view drawings of all racers from around the world.



# Chasing Pylons

Seventeen bucks got you four issues a year....what a deal!

Anyone who has worked as a newsletter editor knows that sooner or later you will most likely burnout, and if there is no one waiting or willing to take the reins, then it simply disappears. Anders tried to find his replacement but to no avail. I wrote it off to good things do not last forever.

However, shortly after Anders stopped publishing Bent Throttles, I was contacted by Joe Stamm from Ohio who was starting a e-newsletter named Golden Pylons, the official journal of the Society of Air Racing Historians, Inc. known as SARH, and was taking over where Bent Throttles left off.

This e-book (photo right, above) initially came out four times a year for twenty bucks and had a lot more content.

However, it recently became a semi-annual publication due to the time it was taking to produce this much larger newsletter.

Nevertheless, it was still a good bargain if you were interested in air racers.

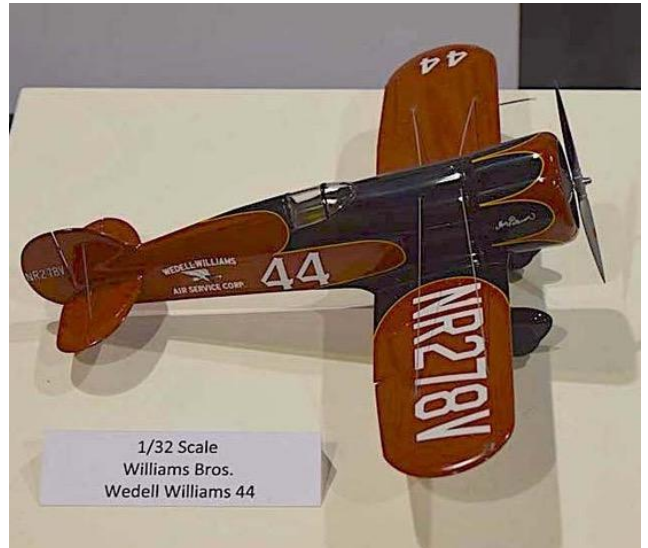
There have been a few kits of air racers produced over the years, Williams Bros. being a prime example, as well as decals, but apparently not enough demand to really interest the big guys like Tamiya and Hasegawa.

This year's Nationals had only a few entries on the table, which seems to be the average at the contests that I have attended. I was hoping to see a growing interest with companies like Draw Decals and Civilized Models producing some really good stuff, making building racers a whole lot easier.

If you would like getting your own e-newsletter from Golden Pylons contact Joe at:

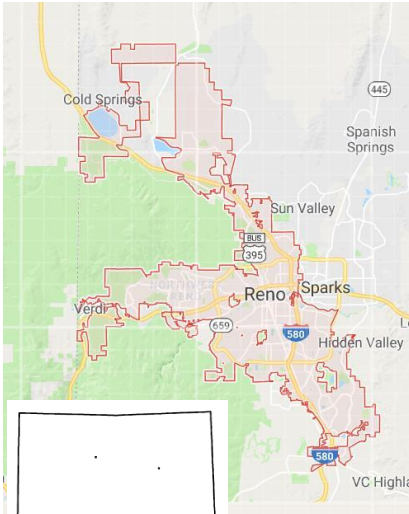
[jastamm@gmail.com](mailto:jastamm@gmail.com)

Here are the air racers that were at Phoenix (IPMS Nationals, 2018) this year.





# Chasing Pylons



# 5 More Things....

..... I wouldn't model without.

By Frank Ahern

In my first article I alluded to the fact that my original list was not all-inclusive. All of us who have been modeling a while have lots of things we use, some regularly, others only on rare occasions. For the purposes of this article I have tried to stick with things I use frequently. Without further ado I present *Five More Things* that make my modeling life easier.

## 1. Liquid Chrome

Now that I am building more car models this product has been a happy surprise. The surprise is that it really does look like chrome. It's a little pricey at Hobby Lobby (use your 40% coupon), but unlike the silver pens it mimics the look of chrome when applied on a good, smooth surface. It also gives a realistic look to the hydraulic pistons on your aircraft landing gear. My biggest caution to you is that it can get runny if you put too much on. Start with the 1 mm tip version and move up to the larger one once you're comfortable with it.



1 mm 2 mm 4 mm Refill 30 ml

## 2. Scalemates website

Is a website a thing? I'm not sure, but this one has become an indispensable part of my modeling world. With typical British obsessive attention to detail, this site is an absolute gold mine of information on just about any model kit that has ever been sold. They also provide access to walk-arounds of most kit subjects and a list of reference monographs. Whether it's a complete history of the kit, including links to all reviews available, or a compilation of all the after-market decals, photo-etch or resin accessories offered, you should never buy another kit until you've checked *scalemates.com*.





# 5 More Things.... *I wouldn't model without.*

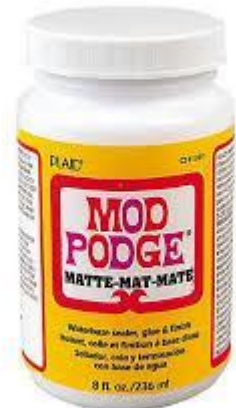
## 3. Tamiya pigments

From the modeling mega-dynasty of Tamiya comes another easy-to-use essential product – weathering pigments. There are many different colors – 3 to each package - that give you the capability to blend shades until you get just the look you want. I have found them effective in the tricky task of getting jet exhaust pipes to look realistic. They're also great for getting the right smoky look behind a piston engine exhaust and making tires look convincingly dirty. Trying to paint these effects has never worked well for me. With this product I have much more control over the finished look of my model.



## 4. Mod Podge

It looks like something left over from craft time in kindergarten, but this all-purpose glue, sealer and finish is my go-to stuff when making a display base for a modeling project. How do you get the sand and grass to stay put? How do you seal a photo background or a paper mache' hill? Mod-Podge is the answer. Get the matte finish version and you can add gloss if needed with a coat of Future. It's easy to use, doesn't smell bad, and cleans up with soapy water.



©2018

## 5. Tamiya Flexible tape

No, I'm not on the payroll (I wish), but there's no getting around the fact that Tamiya makes some incredible products. This one solves the problem of masking around curved surfaces - one of the most common problems we have in airplane and car painting. Because the tape is vinyl it will curve without tearing and gives a smooth line, unlike the effect of multiple pieces of paper tape. It comes in several widths, and I always make sure to seal the edge with a stylus, but this has transformed a dreaded task into a breeze.



I'll end with a standard disclaimer – *\*not actual size, your results may vary, some assembly required, not available in all states, shipping and handling extra.*

I'm really not pushing you to buy anything (Scalemates is free), but just letting you know about 9 things that have been helpful on my sometimes-rocky road to modeling happiness. *Happy Modeling!*

# From Paul's Toolbox - Hobby Saw

By Paul Bennett



The hobby saw, also known as the razor saw, is generally a small, fine toothed saw used for cutting soft and delicate materials. It comes in fewer varieties than the hobby knife, but has its own uses.

A brief comparison between the knife and the saw. Generally the knife uses an extremely sharp leading surface to slice through material. This slicing action removes a very minimum of material, however there are some potential problems.

First: The cut is very slightly wedge shaped, think of what an axe cut in a tree trunk looks like.

Second: Trying to get a very good right angle cut can be difficult.

Third: The pressure applied during the cut can distort, or even damage structural shaped plastic. (I.E.: Plastic tubes, angles, "I" girders, "H" girders, etc.)

That being said, the hobby knife does have lots of uses. From cutting parts free from sprue, to cleaning flash, to cutting plastic sheet, and even decal sheet, the hobby knife is useful. Although you do have to be careful cutting decal sheet, if paper starts to build up on the tip, you can wind up tearing the sheet, and the decal.

Then there is the hobby saw. Instead of slicing through material the hobby saw cuts by removing small pieces of material as it moves back and forth.

Advantages:

First: The saw does not have a tendency to distort soft materials so the structurally shaped material I mentioned above have smooth, clean cuts.

Second: The saw generally permits the use of a miter box, meaning that a smooth 90 degree cut is possible. (and possibly other angles too, depending on the miter box) and the miter box can actually provide a better grip on the item being cut.

Third: With the keyhole or coping saw it is possible to smoothly cut an internal hole in a piece of material.

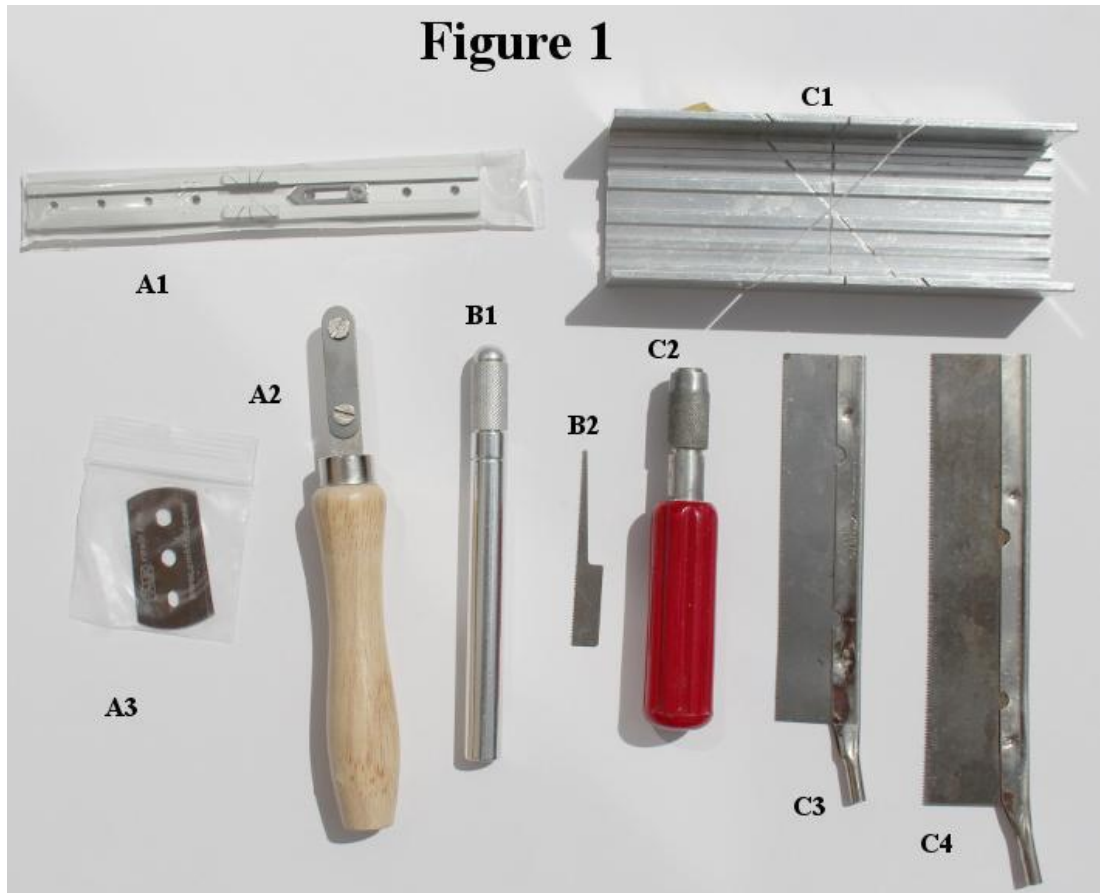
However there are some disadvantages where a knife will better serve.

First: Remember that the saw cuts by removing material, hence if you are cutting something like a cockpit, then when you bring the two parts together they will be shorter than the original and in any case there will be fit issues.

Second: If you think a knife can make a mess if it slips, a saw blade that slips, or jumps will make a whole new level of ugly with a very unsightly, and rough, gouge in the surface.

So let's look at some saws. First take look at Figure 1 (next page).

# From Paul's Toolbox - Hobby Saw

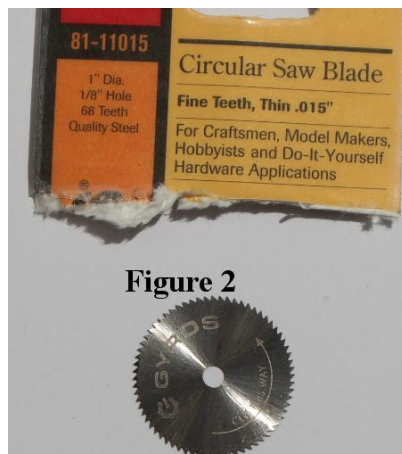


The A series (1, 2, 3) are a razor saw I recently purchased from MicroMark®. A1 is the matching miter box, A2 is the saw handle, and A3 are the replacement blades.

The B series (1 and 2) are the #2 handle (B1) and matching keyhole blade (B2).

The C series (1, 2, 3, and 4) are C1; the Xacto® miter box with ninety degree and forty-five degree guide slots, C2; the #5 handle, C3; the extra fine saw #239, and C4; the medium saw #235. These blades are intended for cutting plastic, wood, and other soft materials, so I would be wary of trying to cut metal.

Okay, well what about these hand held motor driven hobby tools? While you will be most likely to find assorted cutoff wheels, which can present problems with plastic, true circular saw blades are available.

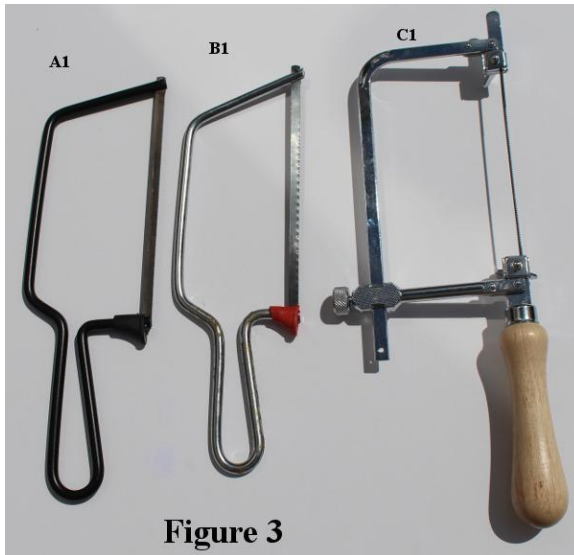




## From Paul's Toolbox - Hobby Saw

I found this at MicroMark®. It is designed for the standard 1/8 inch screw holder. There were several different diameters and tooth counts available, this is just the one I chose.

There are other saw types available.



A1 and B1 are both miniature hacksaws, suitable for metal and usable with a miter box for small structural shapes made of metal. C1 is a jewelers, or adjustable saw.

And now for a little creativity!

In the May 2018 meeting, during our Show and Tell, Chuck Lassiter showed his own addition to the "World of Saws". He showed a hobby saw he made from a feeler gauge with a motor hand tool.



A very creative and useful thought. Remember my comment about the saw removing material? Well, in this case, with 23 blades varying from .025 inches down to .0015 inches, by using the smallest blade he could make a saw with a blade width of .0015 inch if he chose. And these feeler gauges are not that expensive.

Which brings forth another point. Be creative! Be willing to think outside the box!

Thanks for the idea Chuck!

# FIVE (COMMON HOUSEHOLD) ITEMS I CAN'T MODEL WITHOUT

by Bruce "Yard Modeler" Doyle



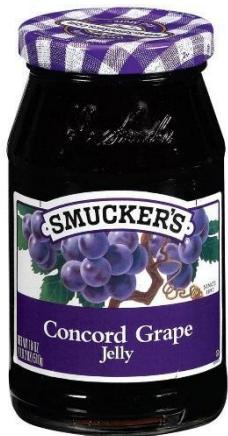
Modelers are the world's leading re-purposers of common, everyday items. We take the cloth net bag containing avocados and remake them into camo netting for our tank models. The styrofoam trays that food is packaged in become material for diorama bases and for constructing buildings. Not being an armor modeler per se nor of dioramas, I nevertheless re-purpose many common household items for my model building. Here therefore are some items found around the house that I can't model without,

1. CLOTHESPINS: I don't think that back in 1853 Harry Smith could have foreseen what his invention would be used for other than for hanging up clothes. There are two basic types of clothespins- regular two prong wooden spring loaded types and "minis". The regular size ones have many modeling applications - holding parts for painting, clamping wing sections together when gluing, and so on.



But what really adds to the utility of the ordinary "C.P." is a trick Larry Bayer showed me: detach the two wooden prongs from their spring, turn them over so the flat sides are facing each other and then slide them back over the spring (with a little trial & error you'll figure it out).

Now you have wooden "Alligator Clips" that even Goldilocks would like because they are strong enough to hold tight, but gentle enough to do no harm or "they're just about right". They have a myriad of uses, some of which are: modern kit canopies generally come captured in a rectangular sprue; simply clip enough sprue away to expose the canopy; attach the "Alligator Clip", dip into your container of FUTURE (I re-purpose a SMUCKERS jelly jar), gently tap the clip/canopy on the mouth of the jar to remove excess FUTURE; place them upright on a paper towel until dry.



Another example of their use: The F-102 I just built had drop tanks that needed to be primed and painted before attaching them to the wings. No problem - the fuel tank pylons had two pins that the "A.C." could grasp firmly enough to withstand the paint spray but gentle enough not to break them off. It then became a drying stand until they were ready to glue to the model.

MINI-CLOTHESPINS:

They are my go-to clamps for gluing wings together. They are available most everywhere, specifically HOBBY LOBBY and WAL-MART. A word of caution: if you are joining wing sections without pins and locator holes the "little buggers" can

# FIVE (COMMON HOUSEHOLD) ITEMS I CAN'T MODEL WITHOUT



apply some really strong clamping pressure which can cause the pieces to slip. And now by mistake, you have leading edge slats and trailing edge flaps. Its happened to me, so make sure to check before setting them aside to dry.

2. Another household item(s) I can't do without: PAPERCLIPS- both large and small and STAPLES:

Roughly 30% of the kits I've built are classified as Limited Edition. An aggravating feature common to these is the use of butt joints to attach the wings and stabilizers, unlike mainstream kits that utilize the slot and tab method. I'm a 'Nervous Nelly' - perhaps unnecessarily - attaching parts with just liquid cement. The join may have to support 10 to 20 grams of lead weight to keep the plane from becoming a tail-sitter. I therefore use a pin-vise to drill a hole in the fuselage of the plane with a matching hole in the wing (maybe two), then insert a paper clip or staple (with Superglue) to ensure a sturdy, strong bond.

Joe Caputo (Ocala Club) suggests using a heated #11 Exacto blade to start the hole to keep the drill bit from wandering. I do use an Exacto blade starter, but not the heating part yet - maybe next time.



More Uses: for Pitot Tubes & Antennae: The FAI record setting Phantom II I built had a nose mounted pitot tube - #11 exacto, pin-vise, short length of a paper clip, super glue- paint, and move on.



An Fw-190D I'll be bringing to this month's meeting needed an antenna on the rear fuselage bottom.

After I broke off the kit part while masking - Exacto, pin-vise, clipped off staple, SG- antenna.



## FIVE (COMMON HOUSEHOLD) ITEMS I CAN'T MODEL WITHOUT

The Grumman Avenger has a unique pitot tube atop the port wing. I couldn't find- or lost- the kit part so I took two attached staples, clipped off both legs on one end, one leg off the opposite, rounded the mount with White Glue, drilled a hole in the wingtip, SG (super glue) - and I had a pitot tube.



Break a Landing Gear Strut? No problem. Drill a hole in the main gear bay or nose gear bay (toward the fuselage side if main gear), insert a paper clip while leaving it a millimeter proud of the wheel bottom, super glue and its back on the shelf.

### 3. TOOTHPICKS - FLAT & ROUND

Flat toothpicks make a great "palate knife" tool for applying filler putty in seams and wing roots. The tapered end can be used for holding wheels when painting - paint one side first, turn the wheel over and insert toothpick, paint and then stick 'TP' (tooth pick) into a piece of styrofoam or hold upright with our old friend the clothespin.



Sharp, pointed toothpicks can be used for all the above but have two unique uses: gluing and painting. Place some Super Glue on a surface (see below), drag the sharp tip through the glue puddle and a drop will adhere to the end. Place the drop on the landing gear axle and attach the wheel; pitot tube locator hole; drop tank pins and so on. I also use the sharp tip as a white glue applicator for canopies.

Speaking of ELMERS White Glue - it is what I use to mask my canopies. Working with the clear part that is hopefully still on the sprue for ease of manipulating (if not, fold over some tape and place it on carrier- also see below), and using some magnification, I fill in the space between the canopy frames

# FIVE (COMMON HOUSEHOLD) ITEMS I CAN'T MODEL WITHOUT

Is a skill I have not yet acquired. (After painting make sure to score around the frames with a new #11 to keep from lifting the paint, especially gloss).

Need to paint the red and green ID lights on the plane's wingtips? The sharp end of the toothpick allows you to pick up a single drop of paint to put on your model which is much easier and less messy than with a 000 brush. It also can be used when you scratch build instrument panels - one drop of white paint per gauge; seat belts can be colored this way also.

Toothpicks are always good for small touch-ups when a brush will bring too much paint to the party. And there is no cleanup when done - just toss them in the trash.

Finally, toothpicks- especially the blunt end of the flat variety - are good for the final positioning and adjustments of decals. Fingers stick to decals, so wooden "TP"s work well for this task.

4. H2O and 1/2 and 1/2: After getting a "Boil Water Notice" every six months or so from our water company (not GRU) it convinced us to use bottled water. Gallon containers from WAL-MART have



snap-on compression caps (PUBLIX has the screw-on type). Accumulating a dozen or more caps a month- and being the frugal New Englander who doesn't throw anything away - I re-purpose them for multiple uses: paint palettes, fiddly part containers, glue holders, and many more. VALLEJO paint requires you to use something to squeeze the paint onto for your brushwork (anti-glare panels, exhaust stubs, wheels, etc.) and so channeling my best "Bob Ross Joy of Painting" I utilize the caps for this purpose. I mix a little red, brown, and gunmetal grey in the cap for exhausts. When I'm done, into the trash - no clean-up.

Maybe don't through them away just yet: turn the cap over and attach a canopy with folded over painters tape for masking. Or use the clean top of the cap for applying super glue or ELMER'S. This same 'glue applicator surface' can be used with the small white caps which come on quart half n' half containers (milk, OJ, Soy as well). Use them once and simply discard them when done.

5. ELMER'S WHITE GLUE - see above (masking, gluing)

Stick a fork in me, I'm done (A fork for scoring Zimmerit? Oh, never mind!)

More next time...stay tuned.

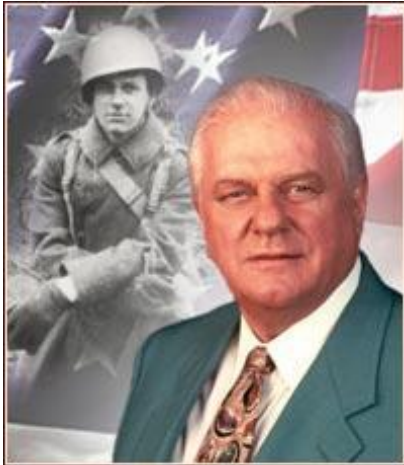


# Hollywood Heroes



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.*



## Charles Durning



One of the most highly decorated veterans in Hollywood, Durning was drafted into the Army in 1943 and participated in the invasion of Normandy in 1944 and was later captured in the Battle of the Bulge. For his valor in combat he received

the Silver Star, the Bronze Star and 3 Purple Heart awards. In addition, he received the *Legion of Honor* medal from the French Government (image left).



Durning also received much recognition for his talent as a character actor during a 50 year career, with appearances in over 200 plays, movies and TV shows. It resulted in nominations for 2 Academy Awards, 9 Emmy nominations and 4 Golden Globes. Two of his best-known film roles were *Dog Day Afternoon* with Al Pacino (photo below left), and *Brother Where Art Thou?* with George Clooney. (insert *Brother Where Art Thou?*). He died in 2012.





# Why Helicopter Pilots are Different!

Harry Reasoner, February 16, 1971

Our August speaker was Jay Donohoe. Jay is a retired Army helicopter pilot, having served in Vietnam and during the Gulf War. During his presentation, Jay shared an article written by the veteran reporter Harry Reasoner (1923 - 1991). The piece is reproduced below:

*"The thing is, helicopters are different from planes. An airplane by it's nature wants to fly, and if not interfered with too strongly by unusual events or by a deliberately incompetent pilot, it will fly. A helicopter does not want to fly. It is maintained in the air by a variety of forces and controls working in opposition to each other, and if there is any disturbance in this delicate balance the helicopter stops flying; immediately and disastrously. There is no such thing as a gliding helicopter.*

*This is why being a helicopter pilot is so different from being an airplane pilot, and why in generality, airplane pilots are open, clear-eyed, buoyant extroverts and helicopter pilots are brooding introspective anticipators of trouble. They know if something bad has not happened it is about to."*

. . . . Jay was one of many, many brave pilots who served in Vietnam. See the story below of retired U.S. Army Lt. Col. Charles Kettles.



President Barack Obama presented the Medal of Honor to retired U.S. Army Lt. Col. Charles Kettles for conspicuous gallantry, in the East Room of the White House, July 18, 2016. Then-Maj. Kettles distinguished himself in combat operations near Duc Pho, Republic of Vietnam, on May 15, 1967 and is credited with saving the lives of 40 Soldiers and four of his own crew members.



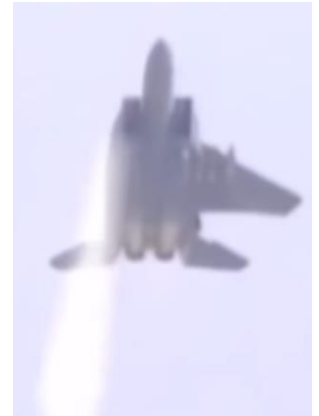
# How an Israeli F-15 Eagle managed to land with one wing!



By Bill Winter

. . . . I know . . . what is a “track-head” doing writing about aircraft? And NOW -- > a **second** article about F-15s! **Crazy!** Look at the photo on the right from You Tube. What do you see?

You see an F-15 flying on 1 wing (and it landed)! I learned about this at IPMS Nationals. One modeler built a 1:32 scale F-15 representing this very aircraft (see photos above and below).



Here is the story as adapted from:

<https://theaviationist.com/2014/09/15/f-15-lands-with-one-wing/>:

## How an Israeli F-15 Eagle managed to land with one wing

In 1983, in the skies over Israel, during mock aerial combat one of the Eagles, the F-15D #957 nicknamed ‘Markia Shchakim’, piloted by the F-15 trainee Zivi Nedivi, collided mid-air with one of the Skyhawks.



## How an Israeli F-15 Eagle managed to land with one wing (continued)

Zivi didn't immediately realize what had happened: he felt a big jolt and saw a huge fireball caused by the A-4 explosion, followed by radio communications that the Skyhawk pilot had successfully ejected. He realized that the F-15 was badly damaged when the aircraft fell in a very tight spiral after a huge fuel leak from its right wing.



After regaining the control of the aircraft Nedivi was ordered to eject but decided not to bail out since he was confident that he could land the plane at the nearest airfield, 10 miles away. He began to reduce his speed but the missing right wing (that the Israeli pilot was still unaware of) caused a new spin. Just before ejecting, Nedivi decided to light the afterburners and gaining speed he managing to somehow control the F-15 once again.

Once he reached the air base, he lowered the tail hook (which apparently broke as it is not designed for such high speed landings), touched down at about 260 knots (~twice the speed recommended for a standard landing), and managed to stop the plane about 10 meters before it engaged the Safeland Airfield Arrestor Barrier.



**Zivi and Yeohar Gal (navigator) post-flight.**



After the mishap, McDonnell Douglas affirmed that it was impossible for an F-15 to with one wing only, but once they received the photo of the Eagle flying without one wing, they said that, pilot skills aside, damaged aircraft had been able to return to the base thanks to the lift generated by both its engine intakes and its fuselage.

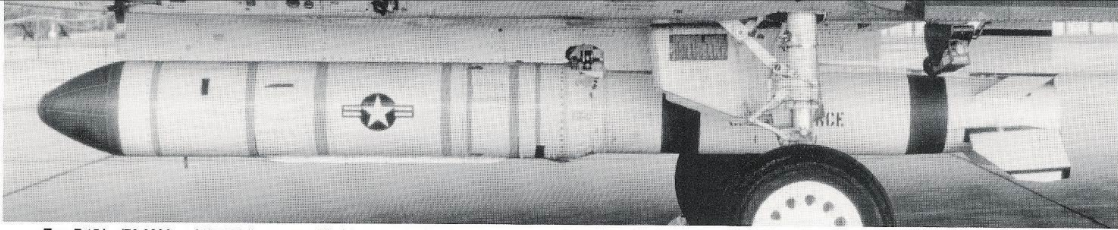
After two months the Eagle received a new wing and returned to fly.



# F-15A with ASM-135 Anti Satellite Missile (ASAT)

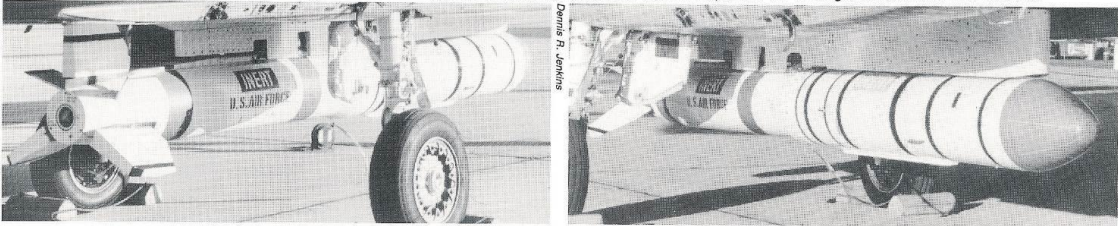
Here are a few more photos of the ASAT from:

Aerofax Datagraph 6 "McDonnell Douglas F-15A/B/C/D/E Eagle/Strike Eagle" by Dennis R. Jenkns



Dennis R. Jenkins

Two F-15As (76-0086 and 77-0084) were modified to carry the Vought Anti-Satellite (ASAT) missile on their centerline pylons. This missile used a miniature-homing vehicle warhead that actually destroyed its target with kinetic energy. The first intercept launch was made on September 13, 1985 against the Solwind P78-1 satellite.

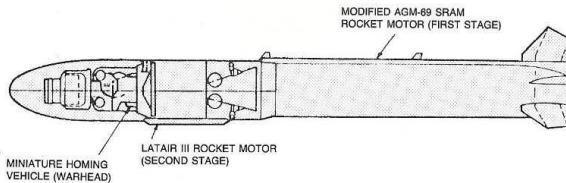


Dennis R. Jenkins

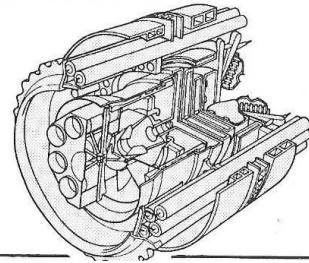
Dennis R. Jenkins

The ASAT missile used a first stage derived from an AGM-89 SRAM and a second stage powered by an Altair III rocket motor. The missile was 17.81 ft. long and weighed approximately 2,700 lbs. Plans were to equip the 48th FIS and 318th FIS with the weapon, but Congress has suspended all further testing and procurement.

## VOUGHT ANTI-SATELLITE (ASAT) MISSILE



## MINIATURE HOMING VEHICLE CUTAWAY



**FREE ADMISSION!**



and so much more!

★ South Carolina ★  
**MILITARY MUSEUM**  
Columbia, SC

## Places to Go

At the May 2018 AMPS/IPMS contest in Columbia, South Carolina, Claude Moulton and I ventured into the [South Carolina Military Museum](#) that was immediately adjacent to the armory where the contest was held. As taken from their web site: *The South Carolina Military Museum possesses a vast array of artifacts ranging from period and authentic firearms, edged weapons, uniforms, artillery pieces, and armored fighting vehicles. Although another expansion is on the horizon, the Museum currently consists of two large buildings packed with these artifacts in chronological order. Visitors can experience the entire scope of South Carolina's military tradition as they literally travel in time.* – Bill Winter





# Show and Tell



# Show and Tell





# Show and Tell



# Faces in the Crowd

## Members at the Last meeting



Bruce



Brian



Bob



Blane



Aaron



Dan



Frank

What's his name



Jay Donohoe

(August's Speaker) 25



# Faces in the Crowd

## Members at the Last meeting



Tracy



Doug



Mike



Don Martin



Don Billups



Chuck



Howard



Mike

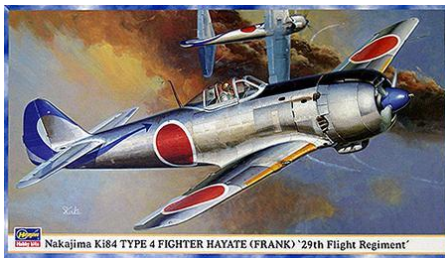


# Odds and Ends Contributed by Club Members & Friends

From Bruce Doyle:

CAPTAIN JOERZE, CNN ANNIVERSARY SR-71 shows Mike at Warner Robbins Museum describing the SR-71 standing in front of the record a/c! Only 1:48 long, so maybe we can incorporate the video of our former club member into the presentation?

This is a "shout out" thank you to new member Don Billups for donating a number of kits as door prizes. Don joins a group of generous IPMS Gators (past and present) who have donated kits as door prizes including Frank Ahern, Jack Mugan, Clarence Synder, Errol Whisler, Tracy Palmer and Andy Renshaw. THANKS GUYS.



More from Bruce Doyle:

Want to see a Fw-190 (with a Daimler-Benz engine) crank up and taxi (and fly)? Of course you would! How about a 'Mossy', and Zero, a 'Hurry', a Spit and an 'Emil'? Go to: Fw 190, Bf 109, Spitfire, Hurricane, Mosquito, Zero FHCAM. Its a U-tube video shot at Paul Allen's FLYING HERITAGE COMBAT ARMOR MUSEUM in Everett, WA. To my knowledge its the only flying Mosquito in the world, and the only 190 with a DB engine flying today. Flybys are a little hard to see (pirate/plane spotting video I assume), but don't miss the taxi back and shutdown (what kind of tank is it seen briefly in the hanger? identifier wins a cookie!). Jack said he couldn't come up with it, but I just typed it in as listed and it popped right up. Let know if you found it. Again, enjoy!

.. And...

Bruce's likes: I'm going to state straight away that this computer 'thing' is going to catch on- BIG TIME. Buy stock. I found myself up to 12:30 am Saturday, way past my bedtime. Naughty computer. You warned me Jack! The website/address I found is: AIRAILIMAGES.COM. Some of you maybe aware of it already. Tons of U-Tube Videos that go on and on. Check out the live video of a Mustang crash-landing in a wheat field just short of the runway at Duxford during an Air Show. Chilling, but thank God the pilot was able to walk away. For you fans of Air Force planes of the 1950's (and who isn't?) check out the following, google: AIR FORCE FLIGHT TEST PROJECTS OF THE MID 1950's It's 30 minutes in full color with X-1E, X-2, Century Series a/c, one-off oddballs, prototypes, etc on the ramp and in flight. Fantastic. Its basically a Grand Tour of Edwards AFB circa 1955 in all its test flight glory. Enjoy!

# Odds and Ends Contributed by Club Members & Friends

From Bruce Doyle:

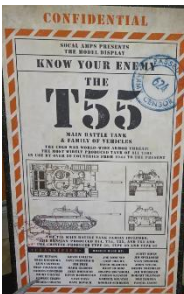
Saw a couple of stunning U-tube videos from AZ. What was the story behind the 700 model armor collection?...and all the Essex Class CV's? Really liked the dioramas - "Vodka", and the one with two artillery pieces (one firing) was amazing! Can't wait for youze guy's pix at the next meeting!



Bruce – I don't know much of the story but a fellow from southern California did build all of the Essex class CVs! Pretty neat. . . . Yes. .. One entrant did have a collection of 700 HO-scale (?; 1/72? scale) tanks, etc. (from Bill)



There was also an awesome collections of T55s from the Southern California AMPS club.





# Odds and Ends Contributed by Club Members & Friends

From Bill Winter: Taken from:  August 27, 2018

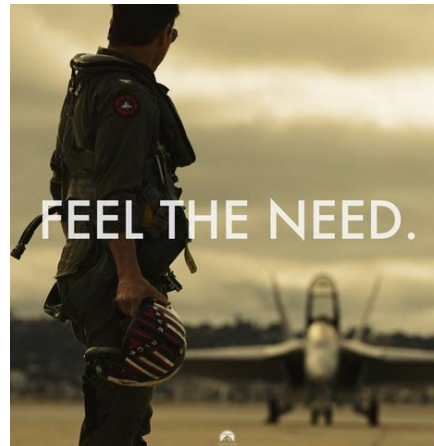
Hollywood's latest take on naval aviation, *Top Gun: Maverick*, will likely pair the Navy's new Lockheed Martin F-35C Lightning II Joint Strike Fighters alongside older Boeing F/A-18E/F Super Hornets, in the sequel to the 1986 blockbuster.



A film crew from Paramount Pictures was aboard aircraft carrier USS Abraham Lincoln (CVN-72) the same time the Navy began launching F-35C jets off the ship interchangeably with F/A-18E-F Super Hornets as an integrated air wing. With six F-35Cs operating aboard Lincoln since Aug. 20th, USNI News understands, the film crew almost certainly got an up-close look at the Navy's newest fighters – operating alongside the Super Hornets, the EA-18G Growlers, the E-2 Hawkeye and the C-2 Greyhound.



USA Today reported on Aug. 29, 2018 : *Paramount Studios has the need for a delay in the "Top Gun" sequel.* The studio dropped the bomb Wednesday that the release date for Tom Cruise's anticipated sequel "Top Gun: Maverick" would be delayed one year to June 26, 2020. The movie was originally intended set to open in July 2019 and had begun early production this spring with plans to resume in September. The extra time will give filmmakers the opportunity to work out the logistics of presenting flight sequences with new technology and planes, according to a Paramount statement. News of the postponement came just one week after Jon Hamm and Ed Harris were added to the cast in unspecified roles. Cruise, 56, signaled on May 30 that filming had begun on the sequel to his 1986 "Top Gun" with a Twitter post featuring the Ray-Bans, the Maverick helmet and a #Day1 "Feel the need" message.





# Odds and Ends Contributed by Club Members & Friends

From Bruce Doyle - >

More Bruce's likes; While trolling the internet looking for video of the Phoenix 2018 IPMS Convention I struck gold through serendipity: TELFORD SCALE MODELWORLD 2016 IPMS (UK) 12-13 November or [https://urldefense.proofpoint.com/v2/url?u=https-3A\\_www.youtube.com\\_wath-3Fv-3DBBnZOgpjeCg&d=DwIFAg&c=pZJPUDQ3SB9JplYbifm4nt2IEVG5pWx2KikqINpWIZM&r=0UecycUTN](https://urldefense.proofpoint.com/v2/url?u=https-3A_www.youtube.com_wath-3Fv-3DBBnZOgpjeCg&d=DwIFAg&c=pZJPUDQ3SB9JplYbifm4nt2IEVG5pWx2KikqINpWIZM&r=0UecycUTN)



KqOFqtvX7kR6\_AT9y5Bym-L-q0bmVrNzHo&m=tv6Qca0mzpgbMXJmMhbJ0I8FvJnJHNOk-1LKfjIZAKA&s=Le2EbvU-uxElaxZyJvGFR8qpeYsZ9MQA7OratoW3TKU&e= I typed the latter so it may be incorrect so Google the first one and be ready to have your mind blown. The Brits do things a little differently and Telford is a Club and SIG competition, not individual modelers. They are really into collections- like yours truly- so get ready for some of the most awesome collections that you have ever seen. Go to: 12:25- 13:20 minutes for statrters. Then 18:48- (really view the whole half hour). I hope someday IPMS USA can do something similar. Let me know what you think. Enjoy.

**WHO CAN IDENTIFY THE TANK BELOW BUILT BY ED INGERSOLL?**



# Memories of Club History Sought

**Bruce Doyle**

Captain Jack has tasked me to write up a biography of Ray Waddey and a history of the club (long overdue, I hear you Ed!) I'm happy to do so but I need your help. When its convenient to do so, would you kindly put pen to paper or by e-mail and hop on the "way back" machine and answer/recollect some or all of the following: how did you learn about the club?...where were we when you attended your first meeting...who was President, V.P.,etc...have you been an officer, if so when...notable guests, presentations, moments...how the club has grown to be the best in Florida...awards YOU have won at Nationals/Regionals..anything else you care to share.

I found some spread sheets Kevin Sanders put out in the early 2000's, and I was still President in 2006 (Brian C. was V.P., Kevin- secretary, Rick Nelson club liaison, and Bill of course was treasurer). Then on the 2010 Roster I was bumped/booted up to historian and Andy Renshaw was President, Ryan Harden VP, Ed Secretary, and of course Bill was still Treasurer. Anyone remember the transition year? I've started E-mailing former members for their memories as well. Depending on the response I get I'll try and have it pulled together for the September newsletter, no later than our 27th anniversary in October. Thanks!..should be a fun trip down memory lane.

Oh- anyone have pix of Hobbyland?...other venues...meetings...Collectors Day or other displays...IPMS regionals or nationals...mug shots of members showing how young we once were?

P.S. Memories of Ray?...have any prints or paintings done by him? I'm sure you'll enjoy hearing the story of when Ray played touch football with The King- Elvis Presley.



Frank Ahern, – Secretary – Newsletter Editor [ahernf@gmail.com](mailto: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](http://www.robshobbyworld@MSN.com) Mon.-Fri.: 10 AM to 5:30PM  
Sat.: 9AM to 4PM  
Sun: Close

**Please check out [WWW.IPMSUSA.ORG](http://WWW.IPMSUSA.ORG) for the latest information from IPMS National Headquarters and for information about joining IPMS.**

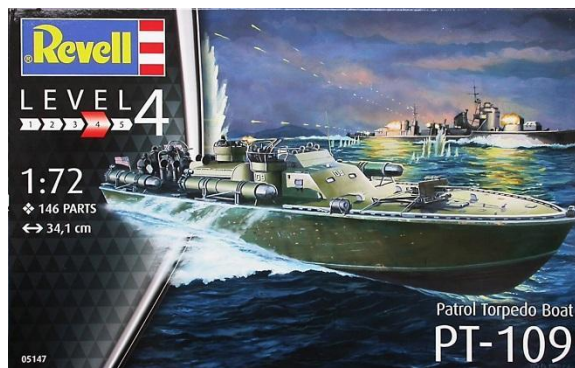
**Please use one of the links below or go to the IPMS Membership page for more information about joining IPMS USA.**

[http://www.ipmsusa3.org/uploads/ipms\\_application\\_form\\_2016.pdf](http://www.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](mailto:ahernf@gmail.com)  
Home: (352) 375-3723; Cell: (352) 226-6785



*Flash! A new PT-109 is now available from Revell!*



# IPMS/USA Region 11/Gator Modelers' Calendar

2019

Feb. 9 IPMS JAXCON, Jacksonville, FL

April 27 IPMS Pelicon. Largo, FL

May 9-11, AMPS Intl. Convention, Buffalo, NY

June 21-22, AMPS/IPMS Columbia, South Carolina

August 7-10, IPMS Nationals, Chattanooga, Tennessee

---

---

## How to submit articles to the newsletter By Bill Winter

Please submit your article via email (ala – Bruce Doyle) or via a Word file (the preferred format). Do not insert images/photos directly into the text. Label or number each photo (either in the photo itself, in your email or in the name of the file with the photo/image). In the text of your article, in parentheses, note the placement of the photo in **red**. The deadline for submission is the Monday of the week before the IPMS Gators meeting.

<b>Deadline (Monday)</b>	<b>Meeting date (Tuesday)</b>
Sept 10	Sept 18
Oct 8	Oct 16
Nov 12	Nov 20
Dec 10	Dec 18

This next paragraph is from a recent submission from Paul Bennett outlining a great way to tell me where to insert the photos: *I cut four braces from old modeler's plywood scraps. (Insert **backparts01.jpg**) I cut two 24" lengths for uprights and a 26" length for the crossbar. I also dug out a 5/16" length of dowel rod for the joining pins. I cut a piece of six foot 1/2" dowel rod into two 32" pieces for supporting the photo cloth. For transporting the cloth and 1/2" dowel I purchased an art storage tube. Here are the collected parts prior to assembly. (Insert **backparts02.jpg**)*

33

Contact me if you have any questions about your submission. Thank you. - Bill

# 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](http://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: \_\_\_\_\_

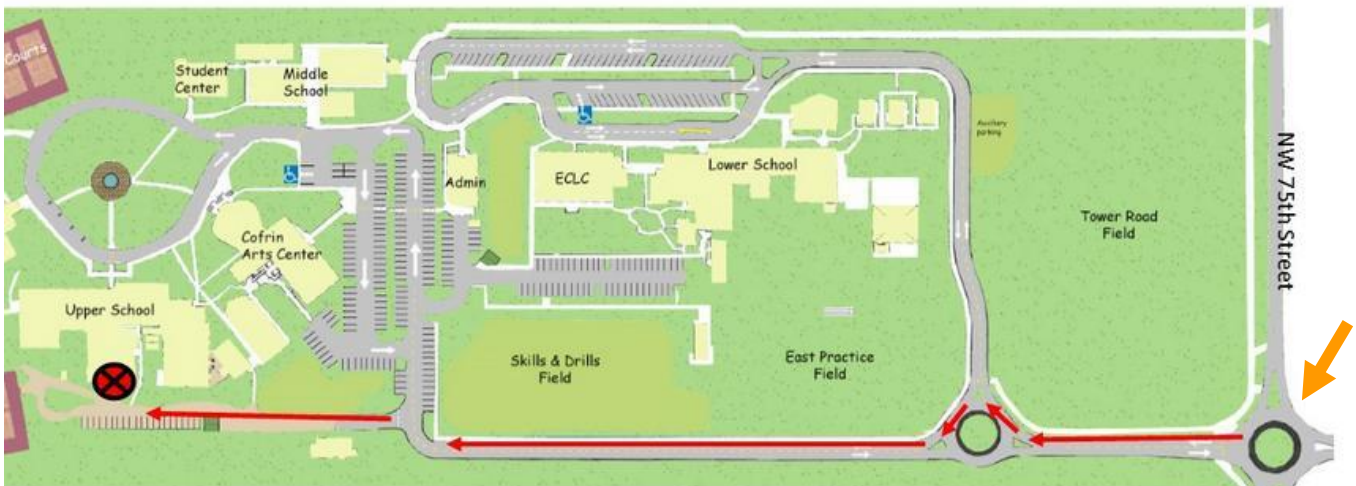
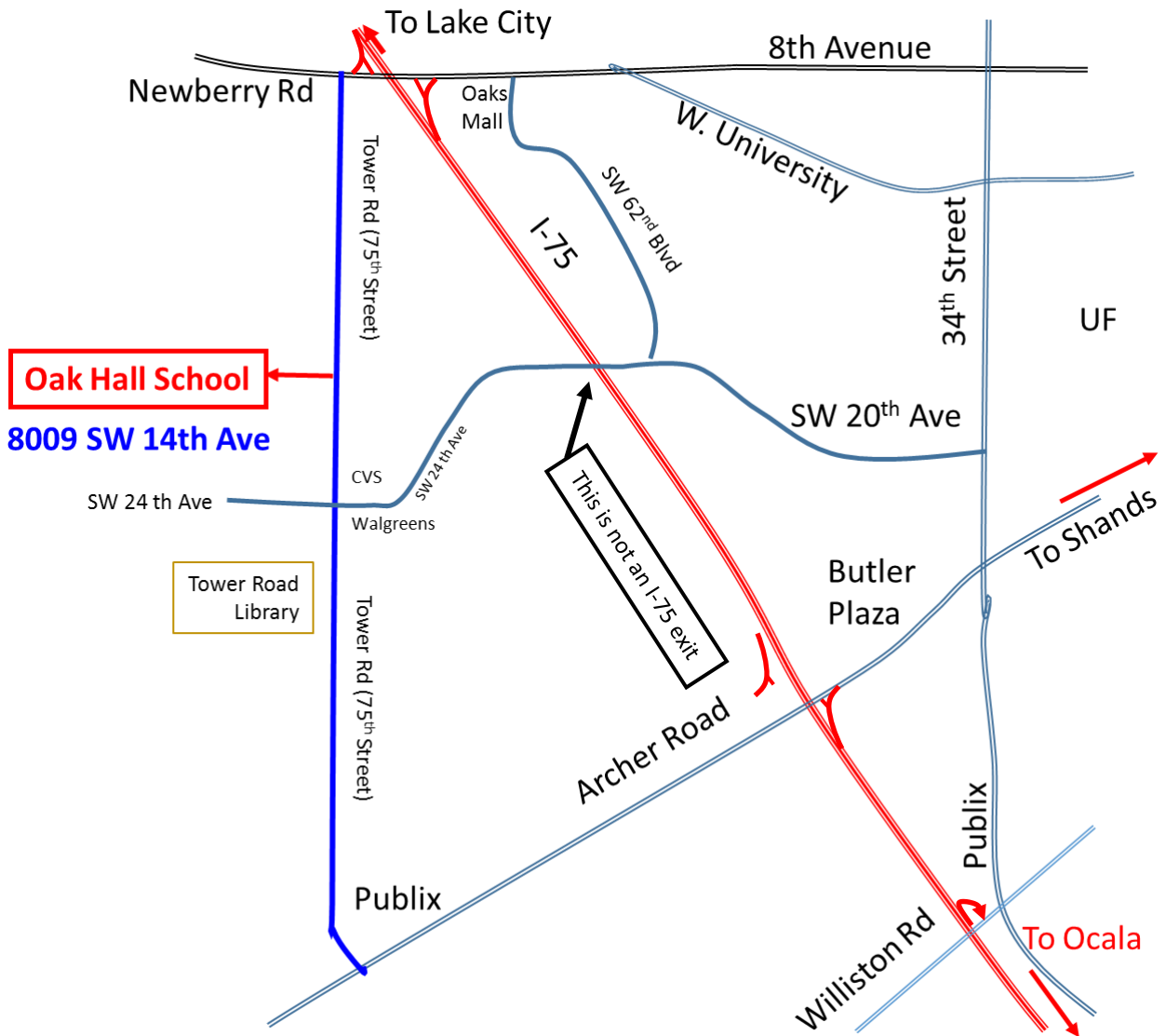
City: \_\_\_\_\_ State: \_\_\_\_\_

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>

# 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 75<sup>th</sup> Street (a.k.a. – Tower Road).





[www.gatormodelers.org](http://www.gatormodelers.org)

## **Wild Paint**

By Jack Mugan



**NEXT MEETING: TUESDAY, SEPT 18, 2018!**