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The IPMS Gators Christmas Party was held on December 16, 2018. Pictured are several members who were recognized during the party with certificates of appreciation. Top left: Tony and AJ; top right: Bruce and AJ; middle right: Jack and AJ, right: Nancy and Bill with Mike. Below – A Rogue's gallery of attendees.





Club officers

A. J. Kwan

President &
Associate
Newsletter
Editor

Dan Contento

Vice Pres

Frank Ahern

Secretary

Bruce Doyle

Historian

Paul Bennett

Photographer

Tracy Palmer

Webmaster

Bill Winter

Treasurer &
Newsletter
Editor

www.gatormodelers.org

Next meeting:

Tuesday, January 15 at: 6:30 PM
Oak Hall Library
8009 SW 14th Ave Gainesville FL

(See the map on page 33)



On page 22 we have a guest author (**William Geresy**) who describes *seeing the launch of Apollo 8*. Here is a little bit about Bill in his own words: *"This is me working on a 1/48 Monogram B-17G. This was taken during a mini group build at the Kalamazoo Hobby Town USA hobby shop. I figured I had better include a picture of me working on something plastic. Someday I have got to finish the darned thing!"*

IPMS GATORS

Breaking News

*Gator's auction is scheduled for
April 6 @ 1 PM (details to follow soon)*

Table of Contents

| | | | |
|------------------------|----|-----------------------|----|
| Pres Sez | 3 | Launch of Apollo 8 | 21 |
| Meeting minutes | 4 | Jaxcon | 25 |
| American Graffiti | 6 | Rogue's Gallery 2018 | 26 |
| Building better models | 9 | Odds and Ends | 28 |
| Son of Fiddly bits | 10 | Secretary's page | 31 |
| Hollywood Heroes | 15 | IPMS Membership | 32 |
| Show and Tell | 17 | Directions to meeting | 33 |
| Faces in the Crowd | 20 | Wild Paint | 34 |

Prez Sez.....

By AJ Kwan

Happy New Year. The new year is starting with a bang. The coming year we will have some very cool, and interesting presentations.

Some Reminders

- Please do not forget, it is dues time again, so time to pony up twenty bucks for the coming year.
- Dan and Mike are looking into Mugs again; dishwasher safe, under \$5
- Gray Model Contest was won by Jack Mugan; Jack chose "Rescue" as the next Semi-Annual (May) Model Contest



Like I said, the Presentations are starting off with a BANG!



Aaron Alt presentation on Florida Civil Air Patrol
Facebook Page Demonstration by Mike Martinez
William Winter and Ed Ingersoll 2 Part Presentation on Competition Judging.

AMPS judging criteria.

Good and Bad of what Judges are looking for.

How IPMS and AMPS Judges are Certified.

What are AMPS Junior Class, Standard Class and Master Class definitions.



Our club display at the main library is through the end of January. The display is "The Thunderbirds". Frank and Bruce did a bang-up job of setting up the display. Thanks guys, very artistic!

This year's Collectors Day (Saturday, January 12, 10:00 am - 3:00 pm) display will be made up of IPMS winning models. Bruce is the man in charge. Come on down and help man our table. Come on down and you can see Ed's "BIG" TROPHY.



January's Theme will be "Vehicles with more than 4 Wheels (spare tires and steering wheels DO NOT COUNT)";

P.S.

- JAXCON is February 9.
- 2019 IPMS USA Nationals, August 7-10, 2019, Chattanooga, Tennessee



Meeting Minutes – December 18, 2018

By Frank Ahern

President AJ Kwan opened the meeting at 6:40pm welcoming 13 club members and 3 guests, plus Tayla the Spinney's service dog. President Kwan led a discussion of his agenda for the meeting: Agenda for December General Meeting

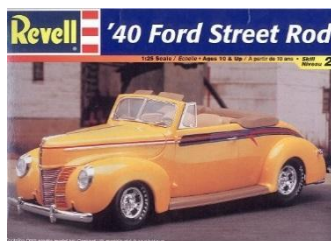
- Dues are due, \$20/year
- AJ Kwan elected President, Dan Contendo elected VP, Frank Ahern volunteered to stay on as Secretary (elected by consensus), William Winter volunteered to stay on as Treasurer (elected by consensus).
- Discussion on Mugs was brought up again; dishwasher safe, under \$5
- Gray Model Contest won by Jack Mugan (at November meeting)
- Tracy Palmer also gave a good presentation on Battle of Tarawa (at November meeting)
- Best Tarawa themed model was won by Jack Mugan (at the November meeting)
- Tribute to President George HW Bush Presentation – AJ (at the December meeting)
- Open Discussions On Meeting Agendas
 - o Share modelling skills with a presentation.
 - o IPMS and AMPS judging criteria. Good and Bad of what Judges are looking for.
 - o How IPMS and AMPS Judges are Certified
 - o What is AMPS Junior Class, Standard Class and a Master Class system.
 - o We are not a big club. Would the club like to see us getting back to model building, model building techniques, discussions of models we have built, just general Q & A pass tips around at meetings. Someone would have to do a presentation: bring in the instruction sheet, maybe some photos of the build, good points, bad issues, painting, masking, photos, types of paint, brands of paint, airbrush, rattle can, more photos.
 - o Would the club want to have a "Build A Model Night"? Bring in a model, and start building, I could see it being really quiet or everyone starting a lively discussion.



Mike Martinez has selected the theme for the January meeting – anything with more than 4 wheels. It was also announced that Jack Mugan had picked a theme for the semi-annual club model contest – Rescue. That contest will take place at the May meeting.

The December theme was Battle of the Bulge and historian Bruce Doyle showed the club his collection of books on the battle as well as his extensive collection of autographs of WW2 aces. This was followed by a slide presentation by Tracy Palmer on his visits to military cemeteries and museums in Europe.

Models displayed at the meeting were discussed by the club members who brought them. The monthly raffles were drawn and the winners were Brian Cormack, who chose a model of the Mig-21, and Frank Ahern who picked a '40 Ford Hot Rod.



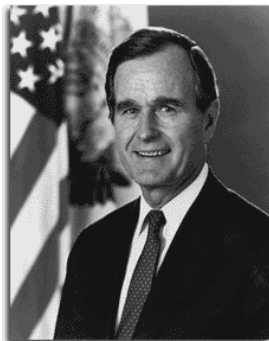
Meeting Minutes – December 18, 2018

Voting took place for the monthly theme model contest and the winner was Mike Redmond along with grandson Andrew Nelson for their tank diorama.



Finally AJ Kwan gave a presentation on the life and military service of President George H.W. Bush, who recently passed away.

The meeting concluded at 8:35pm.



George H.W. Bush

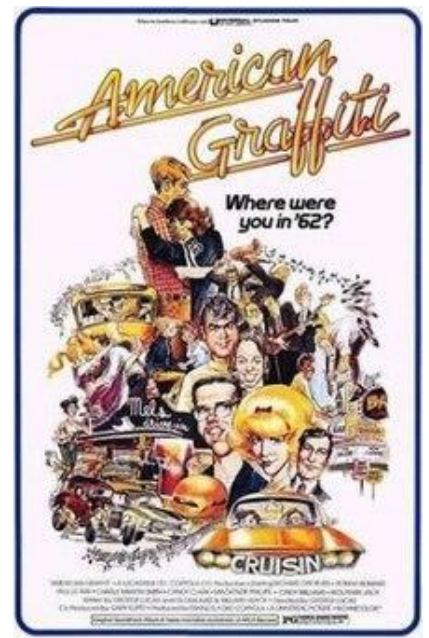


American Graffiti:

The Cars, Part 4

By Frank Ahern

The last installment in my series on the cars of 'American Graffiti' will focus on the car that defined the Hot Rod era – the Ford Deuce Coupe. The other cars in the movie were selected partially based on availability and cost. It was a low-budget movie, after all. The one car that George Lucas insisted be in the film was the '32 Ford chopped, highboy 5-window coupe driven by John Milner (Paul Le Mat). It had come to symbolize the whole 'car



culture' movement that flowered in post-war California in the late 40's and 50's. Sociologists pretty much agree that this was the beginning of the counter-culture attitude that the Baby Boom generation adopted in the 1960's and beyond. The idea that you could take a discarded old car and turn it into a personal statement of speed, in a Hot Rod,

or style, in a Custom Car, was early evidence that young people would be a societal force to be reckoned with in the future. How the '32 Ford Model B became that iconic car was a combination of



American Graffiti:

factors including cost, availability and its mechanical advantages. It had the first mass-produced V-8 - the famous "flat head" engine. The movement that began in California eventually spread across the country through the influence of mass media such as Beach Boys music and Hot Rod magazine.

1932 Ford 5-window Coupe



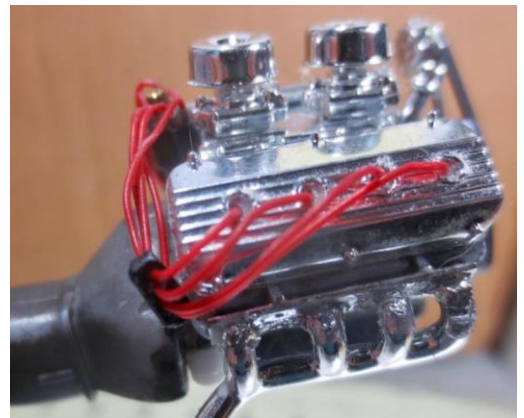
After my struggles with the '58 Impala kit, I was a little concerned about tackling the challenge of a highly modified model of the Deuce Coupe. In particular, it was the prospect of "chopping" the roof that worried me the most. Some guys (I'm talking to you - Mike Martinez) seem to relish the idea of hacking up a kit to produce something unique. I'm not one of those guys.



To the rescue came Jack Mugan, who suggested I visit the website of Jimmy Flintstone – a company that specializes in producing resin bodies of hot rod and custom cars. Sure enough, they had a chopped 5-window coupe body at a reasonable price (\$10) and free shipping. Who says the age of miracles is over!

That was the motivation I needed to get started on this build. It started, like most car models, with the engine. Since the engine is totally exposed on a highboy, I needed to put extra effort into making it look right. That included a pre-wired distributor from the Fat Kidd in Ocala, and scratch-built plug wire separators.

Unfortunately that wasn't the end of the struggles with modifications. My kit interior came out looking good, but like most of the kits I have built, there was conflict



American Graffiti:

between my kit part and the resin body. Trying to force the kit interior into the body resulted in part of the exterior of the body snapping off. This left me with an ugly scar that will be difficult to hide.



At this point I am forced to admit that this model is never going to be a good replica of Milner's Deuce Coupe. Not only because of my mistakes, but also because it was missing several important features like motorcycle fenders on the front wheels, the correct style of chrome reverse wheels, small fenders over the rear wheels, incorrect style of exhaust pipes, etc.

I don't want to end this series on a down note, so I made one more effort to find a more accurate kit and managed to turn one up in the wonderful world of EBay.



I will now focus my attention on getting this model built by the February meeting. This will probably be the last car model I build for a while. Although I like cars, with the exception of the Revell 2CV, most car kits I have built have not been fun to build. The directions are vague, the parts don't fit well, and my painting skills, which are critical in car modeling, are not that great. I still have some car kits in my stash, but the next few projects will definitely be airplanes. ☺

Building Better Models

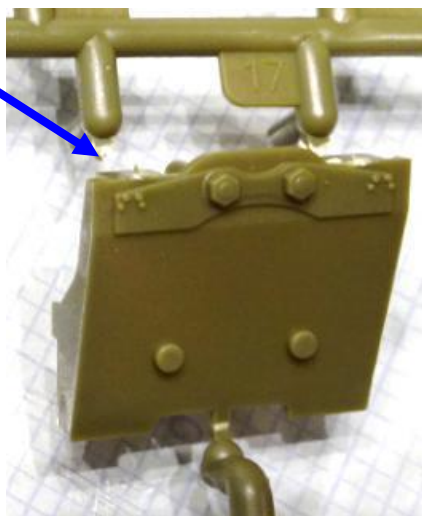
By Bill Winter

After selecting a model, the first you actually start to build that We'll talk about this sometime Better Models (BBMs). After your wash* the plastic to remove re- that might impair the adherence my models before assembly by spray- then immersing the plastic in hot minutes. After soaking in 409 for hot water from the tap and place dry overnight.



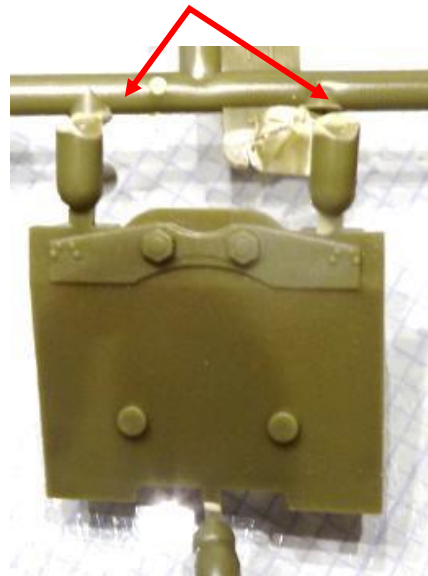
thing that you should do before model is to research the model. in a future edition of Building research, the next step is to leasing agents from the plastic of paint to the model. I wash ing the plastic with 409 and water (not boiling) for 45 45 minutes, I wash the plastic in the sprues, etc. to the side to

Unless a part is cast separately without an obvious sprue (e.g., the top or bottom of a chassis), you must cut the parts off of the sprue. You can use a clipper or a small saw in an X-acto blade handle. Usually I try to cut closely to the point where the part attaches to the sprue (marked with a blue arrow in the image on the left).



However another way to cut the part off of the sprue is to actually cut the sprue to detach the part. In this way, you may have a better angle to then cut the part off of the sprue.

On the right I've cut the sprue (red arrows). Once the part is loose, I have better access to cutting the part free of the sprue.



Once the part is cut free, you will likely need to sand the attachment point to make this smooth. I use cheap sanding sticks from Walmart for this. I choose sanding sticks with one coarse side and one fine side. The worse thing to do is to cut too deeply into the part creating a divot** in the part.

The particular part that is pictured assembly for AFV club Centurion



above is part of the bogey tanks.

* There are many ways to wash a model. Some modelers wipe the model down with rubbing alcohol. What do you do? Send your method of washing plastic to the Editor and he can publish your response.

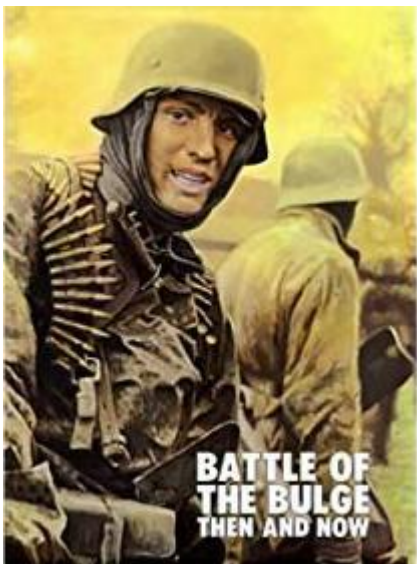
** <https://www.merriam-webster.com/dictionary/divot> - Definition of divot. 1. Scotland : a square of turf or sod. 2. : a loose piece of turf (such as one dug from a golf fairway in making a shot)

SON OF FIDDLY BITS – TID-BITS*

By Stretch Sprueman

IPMS# 12.16.1944

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



As your Club Historian and being a historian of the Battle of the Bulge as my day job I felt it was my duty to provide captions for the five photographs Bill placed in last month's newsletter. The first photo on page 1 is of an MG 42 gunner and SS-Schutze (private) of the 1. SS-Panzer Division, KAMPFGRUPPE Hansen. This picture was taken on 18 December, 1944 outside of the village of Poteau between Vielsam and St Vith, Belgium. This photo and the middle photo on page 3 of the Panzer Grenadier with the oversized greatcoat and too large of a helmet for his head were shot by German cameramen, and the film was subsequently captured by a unit of the 3rd AD (Armored Division). The burning vehicles are from the 14th Cavalry Group, CCA (Combat Command A), of the 7th AD on their way to reinforce a regiment of the beleaguered 106th ID (Infantry Division) in St Vith. The motion picture version of the captured film can be seen by going to the website Bill provided on page 1 and click on the middle documentary: THE ENEMY STRIKES (1945). This iconic image was reproduced by an artist for the cover of the classic BATTLE OF THE BULGE- THEN AND NOW book by Jean Paul Pallud (1984) for [After the Battle Publications](#). Dragon has produced a figure of the German soldier in 1/16 scale. Since the war has anyone identified this man? His is one of the most reproduced images of the "Bulge", and of WWII for that matter.



Page 1, photo on the right: Lt Robert Boscawen, C.O. of 2 Troop, Coldstream Guards "Fife and Forfar Yeomanry", British 29th Armored Brigade, XXX Corps (Gen Horrocks) on a British Sherman "Firefly" with a 17 pdr (3"/76.2mm) high velocity gun guarding the bridge over the Meuse River at Namur, Belgium Christmas Day 1944.

* In reference to the last newsletter about the Battle of the Bulge

SON OF FIDDLY BITS – TID-BITS



Page 3: A Company of the 289th Regiment, 75th ID moving out to cut the St Vith-Houffalize road in Belgium on 24 January, 1945 during the last day of the "Bulge". The 75th ID arrived in England from the States in November, 1944. It was then sent immediately to Belgium where on 23 December, 1944 it guarded the left flank of the 82nd Airborne in defensive positions behind the river Ourthe to blunt the attack of Kampfgruppe Peiper. Some initiation to combat for a 'green' outfit!

Page 3, photo on right: This is the Sherman M4A3E2 "Jumbo" tank COBRA KING of Lt Charles P. Bogges of Company C, 37th Tank Battalion, CCA, 4th Armored Division, 3rd ARMY (Patton). In the spearhead of Patton's forces to relieve Bastogne Bogges at 1650 hours on 26 December met the men of the 326th Airborne Engineer Battalion, 101st Airborne near a pillbox on the road between Assenois and Bastogne. Twenty minutes later Lt Bogges would shake hands with B Gen Anthony "Tell them NUTS" McAuliffe acting C.O. of the 101st thereby establishing contact with the surrounded "Battling Bastards of Bastogne".



On my Internet/ You Tube "Journey of Discovery" I've found five videos of Aces and Pilots that I've had the great pleasure and honor of meeting and visiting with over the years. Three of them- Anderson, Dahl, and Kermit - at Weeks' FANTASY OF FLIGHT in 2010 at an Ace's Symposium I helped put on.



The first film is of famed Lockheed Test Pilot **Tony LeVier** doing a P-38 briefing and walkaround. The 'nugget' found in this video is that head designer Kelly Johnson used the same P-38 nose design on the Lockheed P-80/F-80 "Shooting Star". DUH!! All these years of looking at both a/c hundreds of times and I never noticed the obvious! How about you? (I even doodled thousands of times the Korean War F-80 when I was a kid in grade school).

Second is an autobiographical video of **P.J. Dahl** of the 475th FG, 5th AF, Southwest Pacific. He was a close friend of the club's favorite visitor **Joe Forster**, Gainesville's native son (P-38 "Florida Cracker"). Interestingly P.J. served in Vietnam as C.O. of a unit flying Broncos, another twin-tail, twin-engine combat aircraft (Joe Caputo are you listening?).



P.J. Dahl

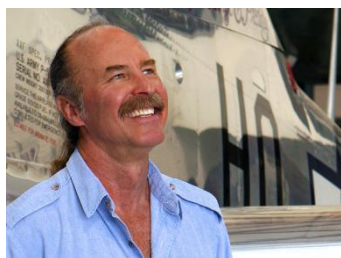


SON OF FIDDLY BITS – TID-BITS

The third film is another autobiographical one this time done by **Clarence "Bud" Anderson**. He was a triple ace with the 357th FG, 8th AF piloting the famous Mustang "Old Crow". Bud is followed by his wingman **Chuck Yeager** discussing flying the P-51 in aerial combat. **SIDELIGHT:** When Ray Waddey painted Anderson's and Yeager's last mission in a painting/print titled "Double Trouble" (see February, 2018 issue, page 13) Yeager insisted Ray paint "Old Crow" in the lead and his "Glamorous Glen" in the wingman's position. "Bud was the best pilot that I ever flew with," Yeager told Ray.



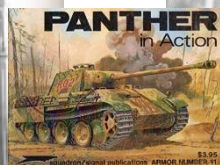
Chuck Yeager



WWII Navy Fighter fans I'm not leaving you out. Video #5 is Part 1 of **Kermit Weeks** "Kermi-Cam" pre-flying his F4F "Wildcat" (next two parts show engine start-up and flying his Wildcat over his FANTASY OF FLIGHT). Kermit is a much more accomplished Warbird restorer and pilot than he is video producer/director. (Kermit- maybe hire a lighting director?). But its still a fascinating look at a iconic WWII fighter.

SOBERING STATISTIC: There remains only 33 of the 1442 American Fighter Aces still with us. Deduct both Vietnam Aces (Cunningham & Ritchie), the one Korean War Ace left and that leaves only 30 WWII pilots. The 3 videos represent 10% of all the WWII Aces still alive.

Not to leave you **Armor** guys out either, I have two videos of the M-26 "Pershing". The first is on its arrival in the ETO in early 1945. The second chronicles the famous duel between a Pershing and a Panther in front of the Cathedral in Cologne, Germany. A famous shot of the burned out Panther is on the last page of SQUADRON'S PANTHER IN ACTION no. 11.



Enjoy! Russian!

SON OF FIDDLY BITS – TID-BITS

VIDEOS --- >

Tony LeVier video: <https://www.youtube.com/watch?v=otmcHfw18ks>

PJ Dahl video: https://www.youtube.com/watch?v=-LC1Y_e-6Fo

Bud Anderson: <https://www.youtube.com/watch?v=a9sQg3XkGLg&t=253s>

Chuck Yeager: https://www.youtube.com/watch?v=Yh_mKBVzpA8&t=155s

Kermit Weeks: <https://www.youtube.com/watch?v=TrC3puZ8cwY>

Pershing 1 video: <https://www.youtube.com/watch?v=meduxDj61sQ>

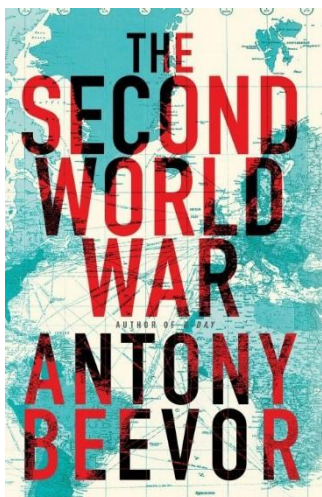
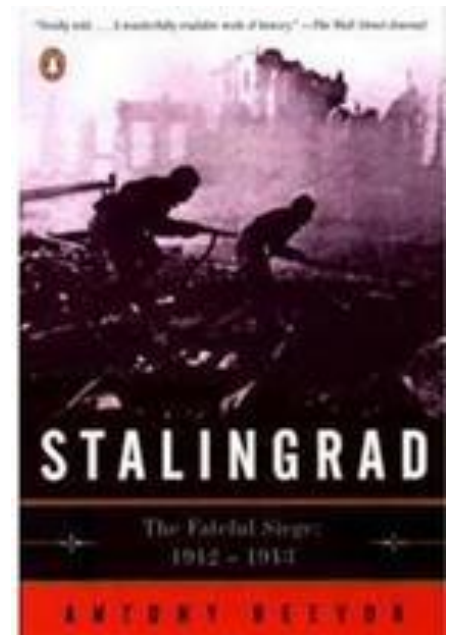
Pershing 2 video: <https://www.youtube.com/watch?v=VkJSSghoHX0>

ON AN UPLIFTING NOTE: Time to put down the "mouse" and pick up the "exacto" and do manly things. Like building a model- if I remember how.

BITS OF TID, cont.

Antony Beevor is one of the most prolific and preeminent British military historians, in a league with Max Hastings and the late John Keegan. His *STALINGRAD- THE FATEFUL SIEGE: 1942-1943* (Penguin Books, 1998) is the classic work on one of the major turning points in the history of WWII. (Stalingrad is #3 on my Top Ten Battles of WWII Hit Parade, right after #1 Battle of the Bulge and #2 Guadalcanal). It was Winston Churchill who so famously said: "*Stalingrad isn't the beginning of the end, but rather the end of the beginning*".

Because of the collapse of the Soviet Union and Glasnost Beevor was able to have access to archives long closed to researchers- like those of the KGB, the Soviet Military, and a treasure trove of captured German documents. Using numerous Russian research assistants for the brief time the archives stayed open, Beevor produced the definitive work on Stalingrad. This was before they were once again closed to the world with the takeover of the Yeltsin and Putin regimes. Shortly thereafter, *STALINGRAD* was translated into many languages, including Russian!



So when Brian Lamb on C- Span's 'Afterwords' interviewed Beevor a few years ago I immediately started paying attention when he began discussing his latest work: *THE SECOND WORLD WAR* (Little, Brown & Co., 2012). He has written many specialized histories of the War- on Crete, Stalingrad, Berlin & D-Day. But then Beevor admitted somewhat sheepishly he was ignorant of a lot the history of the War outside of his subjects, and he wanted to learn more about the global sweep of WWII. (Bill and I have conversed numerous times that there is no better way to learn a subject than to teach it, or in this case to write about it). So that's what Antony Beevor did: write a monumental history of World War Two- in all of eight hundred and sixty three pages!

SON OF FIDDLY BITS – TID-BITS

This piece appears in the introduction of the book on page 1. It is the story of one man caught up in the maelstrom of war. A story that if one wrote it as a screenplay you'd be run out of Hollywood for concocting such a fairytale. Of all the incredible stories to come out of WWII this one has to rank near the top as one of the most improbable. It confirms for me personally that changing my college major to history was one of the most rewarding decisions I ever made. You just can't make this stuff up!

In June 1944, a young soldier surrendered to American paratroopers in the Allied invasion of Normandy. At first his captors thought that he was Japanese, but he was in fact Korean. His name was Yang Kyoungjong.

In 1938, at the age of eighteen, Yang had been forcibly conscripted by the Japanese into their Kwantung Army in Manchuria. A year later, he was captured by the Red Army after the Battle of Khalkhin Gol and sent to a labour camp. The Soviet military authorities, at a moment of crisis in 1942, drafted him along with thousands of other prisoners into their forces. Then, early in 1943 he was taken prisoner by the German army at the Battle of Kharkov in Ukraine. In 1944, now in German uniform, he was sent to France to serve with an *Ostbataillon* supposedly boosting the strength of the Atlantic Wall at the base of the Cotentin Peninsula inland from Utah Beach. After time in a prison camp in Britain, he went to the United States where he said nothing of his past. He settled there and finally died in Illinois in 1992.

In a war which killed over sixty million people and had stretched around the globe, this reluctant veteran of the Japanese, Soviet and German armies had been comparatively fortunate. Yet Yang remains perhaps the most striking illustration of the helplessness of most ordinary mortals in the face of what appeared to be overwhelming historical forces.



ONE LAST TID- BIT:

Ray Waddey met literally thousands of people during the 18 years he and Martha took their collection of models around the country. But no encounter stayed with him more than the sixteen individuals he met at a Mall in Bakersfield, CA. Ray still gets emotional decades later when talking about it. I asked him if he would write it down so that I could share the story with you guys.

"I was talking to you about a teacher in Bakersfield, CA bringing her class of about 15 BLIND students, and then having her read numerous cards describing many of the model planes. After going around the display she asked me if the kids could actually FEEL a model- well I gave them a French WWII model plane. You could see their little hands go so carefully over and around the props, the wheels and the wings just to get a feeling what the plane was like. It brought tears to my eyes when I thought how blessed I was to have sight!!! I wonder just what those kids- now grown- are doing today. Think how lucky WE are!! Other stories come to mind about our years traveling with the collection- but NONE can be more lasting in my memory than what that one event years ago meant to me!"

Amen.

Stay tuned....

For fans of the BBC Documentary WORLD AT WAR (WAW; 1973) you should like this film by WAW writer/producer **Peter Batty** on the BOB (1969) using many of the same "talking heads" both German and American, some still on active duty. I was able to see for the first time my heroes from the 7th AD talking about St Vith. Stunning. There's one annoying feature in that there are close captions in Dutch or some other language. Still worth watching (Amazon Prime option for \$2.99!#\$@!).

Battle of the Bulge, Peter Batty: <https://www.dailymotion.com/video/x234d8j>



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.

Gene Roddenberry

He enlisted in the Army Air Corps in 1942 and after training was assigned to fly B-17's in the South Pacific. After flying 89 combat missions, his B-17 "Yankee Doodle" was involved in a non-combat accident that resulted in the death of two crew members. Roddenberry was cleared of responsibility and sent back to the states as an accident investigator. He received the Distinguished Flying Cross (DFC) and the Air Medal for his service.



Gene Roddenberry

After the war and a brief stint as a Pan-Am pilot, Roddenberry launched a new career as a TV writer.



DFC

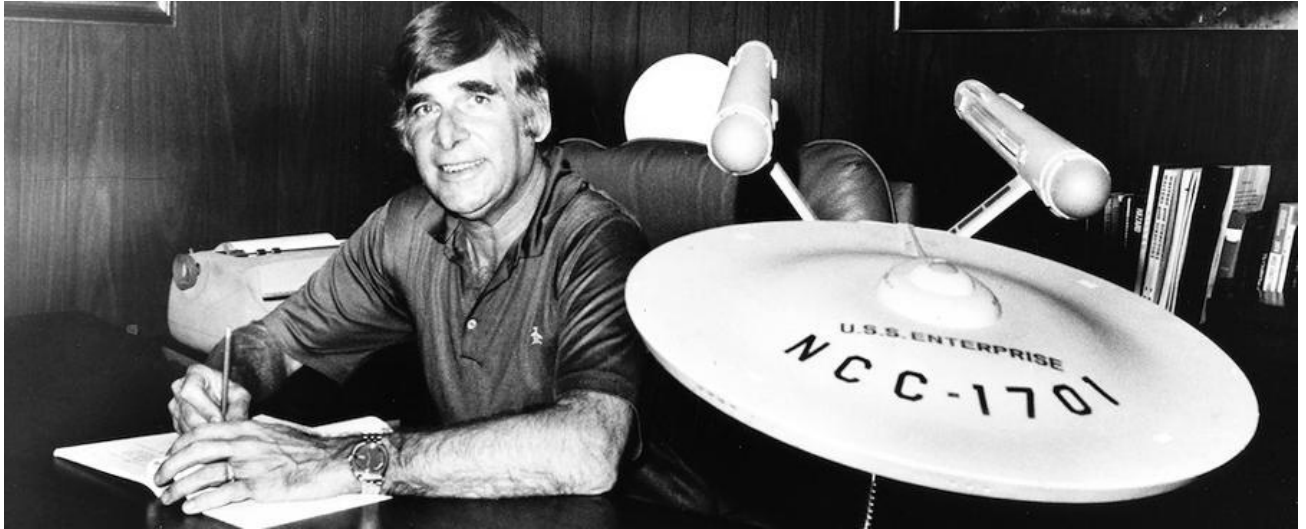


Air Medal



A life-long fascination with science fiction led him to propose the ground-breaking series *Star Trek* which aired

Gene Roddenberry



on CBS from 1966-68.



The impact of the series has continued through spin-off series, movies and sequels. He was the first writer to receive a star on the Hollywood Walk of Fame. He died in 1991.

STAR TREK



Show and Tell



German Maultier



1/35 Tiger I



Arron Alt's 1/35 Panzer 35(t)



Arron Alt's 1/35 Panther



Nichimo 1/35 Tiger I



P-51 Old Yeller



1/35 Revell Battle of the Bulge
Diorama



Frank Ahern's 1/24 AMT Chevy Impala

Show and Tell



1/48 Bandai Maultier and Kubelwagen



1/35 Tamiya M4A3, 1/35 Revell Jeep



1/35 Tamiya M36 Tank Destroyer



Frank's Waco Glider



Bruce Doyle's Fw190 D-9 Wurger
and V-1 Flying Bomb



Bruce Doyle's P-47 Thunderbolt
Razorback



Bruce Doyle's P-47
Thunderbolt



Bruce Doyle's Sherman, Jeep and
German Flak 88

Show and Tell



*Frank Ahern's Douglas C-47 Skytrain**

* Note: This was the very first kit given away when the club initiated "club door" prizes.

Great build Frank!

Various models from the previous pages



Faces in the Crowd

Members in Attendance



Doug Spinney and His Better
Half which is Tina



Tayla, our 4-
footed guest



Bob Lundeen
Birthday Again?



Brian Cormack



Tracy Palmer



Bruce Doyle



It's Mike Redmond, Andrew Nelson and Clan



Mike Martinez



AJ Kwan



Frank Ahern



Arron Alt



Aaron Alt



Ed Ingersoll



Jack Mugan
Look How Happy He



Blane Alt

The Launch of Apollo 8

By William Geresy, *President Kalamazoo Scale Modelers* (special to the IPMS Gator newsletter)

Growing up, I fell in love with the manned space program. I remember watching the first Mercury Redstone Flights on a grainy Black & White TV in the Gilkey Elementary School All Purpose Room.

I would read anything I could find on Project Mercury and then Gemini. I would watch all the missions on TV I could. I remember the Gemini 6 and 7 joint missions. I watched the first launch of Gemini 6. 5...4...3...2...1 and then nothing. The engines had started and then shut down. The second try was the charm and they lifted off! I was thrilled at the news of the rendezvous. I read later that when Gemini 7 finally splashed down after 2 weeks in orbit, the Navy swimmers about upchucked when the doors to the capsule were opened. Each following mission held my attention. I had a soft plastic model of a Gemini Titan. I used it to follow each stage of the launch.

One night I was playing canasta with my family. The TV was on. Then came a special report, there was a flash fire in the Apollo 1 capsule. Astronauts Grissom, White, and Michigan native Roger Chaffee were dead. That next spring, the family over Easter vacation went to Washington DC. While there we went to Arlington National Cemetery. It took some doing to find the graves of Grissom and Chaffee.



In high school, I got into building and flying model rockets. It was fun, but I sure would have liked to see a real launch.

I watched the first unmanned launches of the huge Saturn V rocket. I remember Walter Cronkite holding the plate glass window thinking it was about to fail due to the tremendous noise of the Saturn V.



Finally Project Apollo got off the ground with Apollo 7. I watched enthralled the Wally, Walt, and Don show. They did many TV broadcasts from orbit. Apollo was now ready for more ambitious missions

Then I heard the news about the date of the Apollo 8 launch for December 21, 1968. My parents had their own business, an RV sales. The previous Christmas vacation we had gone to Florida for the two weeks. I figured that if we left on Wednesday, skipping three days of school, we could be there for the launch.

I launched my own intensive lobbying campaign for the family to go. Boy did I lobby! My parents knew my love for the space program. They quietly explored options including having me fly down and an Aunt and Uncle that lived in Florida take me. When the costs were added up, they decided it

The Launch of Apollo 8

wasn't really any more expensive for all of us to go. So they finally told me that the mission was on. I was beyond excited. A dream was going to happen. I was going to see a real launch, live!!!!

On December 17th, we loaded the 11 foot Century pickup camper. Bright and early on the 18th we left. It wasn't long before trouble happened. Outside of Battle Creek, Michigan, the driver rear tire blew. Dad easily guided the rig onto the shoulder. We changed the tire and then went into Battle Creek for a new tire. We made good time the rest of the day and all day on the 19th.

The 20th found me riding in the cabover of the camper. We were just north of Valdosta, GA on I-75. We had just been passed by three big semis when BAM! The passenger side rear tire blew. Dad had to use almost every inch of I-75 to control the pickup truck and camper. I had quite a ride and the truck swayed back and forth. Finally Dad got us on the shoulder and stopped safely. We changed the tire and went looking for a new tire. The problem was the 6 plies were not heavy enough so Dad bought 8 plies for the rear. Then back on the road.

It got dark and we still hadn't gotten there. Soon we had a bright guide in the East. For 50 miles we could see the lights from the launch pad. We finally found the Space Center Campground where my Uncle had reservations for us to camp at about 10PM. My Uncle had quite a time convincing the owner of the campground to keep our spot for us. The spot looked like it was hacked out of the jungle.

After setting up the camper, we walked down to the beach. The view was superb. Nothing but water was between me and the launch pad. The lights on the pad made the scene as bright as day. The pad was about 3.5 miles away from me.

It was hard to go to sleep. We were up early and had a quick breakfast. Then off to the beach. The countdown had about an hour to go. I went to the edge of the water with the 10 power binoculars. Many people had radios tuned to launch coverage. I could hear the countdown progressing. With the binoculars, the rocket was huge. I could see the cryogenic propellants venting from the rocket as it was being fueled. Little by little the countdown progressed. T-60 seconds.....T-30 seconds...10...9...8...I could see the 5 mighty F-1 engines starting and throttling up to full power...5...4...3...2...1...liftoff!!!!!! The Saturn V was being to move.

I could hear the rocket motor sounds on the radios, but the sound hadn't reached me yet. I watched the rocket lean a few degrees as planned to clear the tower. A couple of seconds later the rocket straightened to vertical. Slowly the mighty rocket accelerated. The tower was cleared. Then the sound started to reach me. It quickly increased to an extremely loud roar. I



The Launch of Apollo 8

could feel the sound waves hitting me and passing through me. Others said the ground shook. I don't know. My knees were too rubbery for me to feel it.

I watched the Saturn V arc off to the East. It was a beautiful sight. The roar slowly abated as the Saturn V climbed away. I watched as the first stage shut down and fell away. I continued to watch as the second stage ignited and continue on. Slowly it faded growing dimmer and dimmer in the bright eastern sky. I finally lost sight of the second stage when it was about 100 miles down range. For a long time the contrail was a beautiful sight. The winds at altitude slowly bent the trail.

During our travels around Florida after the launch, I missed all the TV broadcasts.

A couple of days later, my Mom noticed some deep depressions on her left arm. She got to thinking; my Aunt was holding her arm there during the launch. Mom guessed that when the rocket tipped, my Aunt dug her nails into Mom's arm thinking the rocket was going to tip over and blow up! Mom was so attentive to the launch; she never felt my Aunt's "claws" digging into her arm.



I followed each following Apollo mission. I was glued to the TV for Apollo 11. It was amazing to watch Armstrong and Aldrin walk on the Moon. I held my breath when Apollo 13 oxygen tank blew up going to the Moon. While most of the public lost interest, I didn't.

In 1971 I enlisted in the Air Force. 1977, I was transferred to Grissom AFB IN. In 1983, I was transferred to Ellsworth AFB



My duty there took me into the launch crew capsules for Minuteman. 2003 saw me serving in the Michigan Army National Guard in Iraq. I was part of a Communications team at the Baghdad International Airport. One of the groups we provided telephone and internet to was an explosive ordinance disposal unit. They had a Free Range Over Ground (FROG) training missile --- >

"Bill & Rockets" is me in 1973 is my Air Force 1505s with my model rocket collection and launch pad.

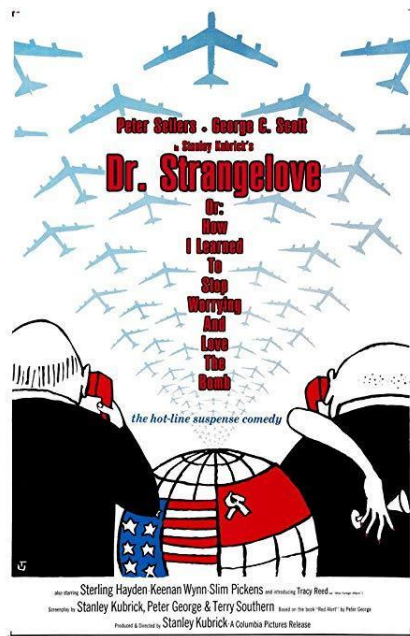
The Launch of Apollo 8

our side had captured. I got my picture taken straddling the missile holding my rifle at port arms. I call it my “Major Kong” photo!



I am looking forward to American getting back to putting astronauts into space.

Now with the 50th anniversary coming up, will I finally get around to finishing the 1/96 scale Revell Apollo Saturn V?



This is me standing next to my Apollo model rocket on the launch pad. I don't remember when this was taken. I was then a member of the SMASH (Southwestern Michigan Association of Spacemodeling Hobbyists) (A name not a flight plan!) – THE END



YOU ARE INVITED TO JAXCON 2019!

SATURDAY, FEB. 9TH, 9am-6pm

AT THE Un. of N. FL "UNIVERSITY CENTER", JACKSONVILLE, FL

That's right! Jaxcon is only weeks away now and the organizers looking to make it even better this year than before! While there have been some changes, you can expect it to be as much FUN as ever. The contest will be run differently (see below), but we'll still have our huge raffle, the same number of Special and Best Of awards, the Ace of Aces category for past winning models, our traditional show pins, and *FINE SCALE MODELER MAGAZINE* will be covering the show! Also, our vendor's area is already SOLD OUT yet again!

So what's changed? Jaxcon 2019 will be a FULLY OPEN GSB show. What does that mean for you? EVERY model you bring COULD win an award, *IF* it meets the Standard. It means no one will beat you, and you will not beat anyone else. It's you against the Standard !

Have you ever wondered if you came in 4th, or 5th....you know, those models that are good, but NEVER get anything in a 1-2-3 show? Well WE will be rewarding builds like that, providing they measure up! Did you ever get an almost meaningless 1st or 2nd place award because no one else was in that category? That's over! If you win an award, it will be *earned*!

Do you judge at shows? If you do, NO WORRIES! We have a new system, rooted in the IPMS Basics, that involves NO MATH, NO CALCULATIONS, AND NO ARGUING! You'll get to judge *independently and at your leisure*, with only a deadline to adhere to. We'll train you to make the adjustment from 1-2-3 to GSB, and if you HAVE NOT judged before, JAXCON is the place to learn! We will STILL stress the BASICS, so come prepared to learn how to become more competitive in your builds by learning how to judge!

For ALL of the details, just go to our website: <http://ipmsfirstcoast.org/> Come see if you can earn a medal. Come see if you can get your model in FSM. Come see if you can win some swag in the raffle. But mostly, come join us for the FUN!!

Questions? Please email me (Gil Hodges) at: slowhandshodges@bellsouth.net

Cheers!

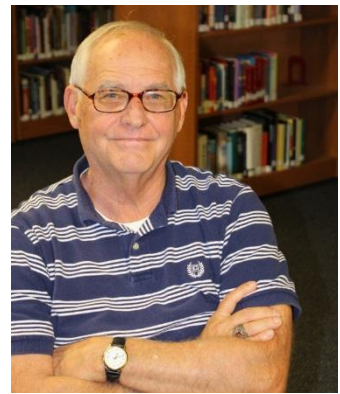
Rogue's Gallery for Year 2018



Jack Mugan



Frank Ahern



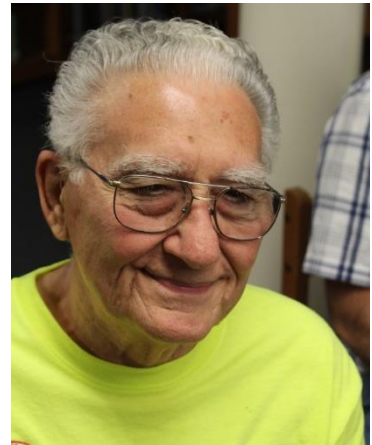
Don Billups



Don Martin



Doug Spinney



Tony Ivone



Mike Redmond



Tracy Palmer



Andrew Nelson



Aaron Alt



Ethan Alt



Blane Alt

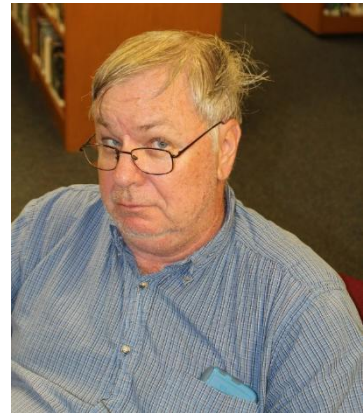
Rogue's Gallery for Year 2018



AJ Kwan



Errol Whisler



Bob Lundeen



Brian Cormack



Bruce Doyle



Dan Contento



Ed Ingersoll



Paul Bennett



Howard Burke



Mike Martinez

Odds and Ends Contributed by Club Members & Friends

Submitted by Bill W.

There are a number of kits being produced of F-35s. It might be helpful to understand what are the differences between the 3 variants of F-35s: the F-35A, the F-35B and the F-35C. From: <https://www.f35.com/about/variants/f35c>: “Three variants of the F-35 will replace the A-10 and F-16 for the U.S. Air Force, the F/A-18 for the U.S. Navy, the F/A-18 and AV-8B Harrier for the U.S. Marine Corps, and a variety of fighters for at least ten other countries. . . The F-35 family includes three variants – all single-seat jets: the F-35A conventional takeoff and landing (CTOL) variant, the F-35B short takeoff/vertical landing (STOVL) variant, and the F-35C carrier variant (CV).” . . . Below are a selection of F-35 kits.



Various 1:72 scale kits

Odds and Ends Contributed by Club Members & Friends



1:72 scale kits



Tamiya



Fujimu

1:48 scale kits



Kitty Hawk



Kitty Hawk

F-35B "LIGHTNING II"



Kitty Hawk

F-35C "LIGHTNING II"

1:32 scale kit



Italeri

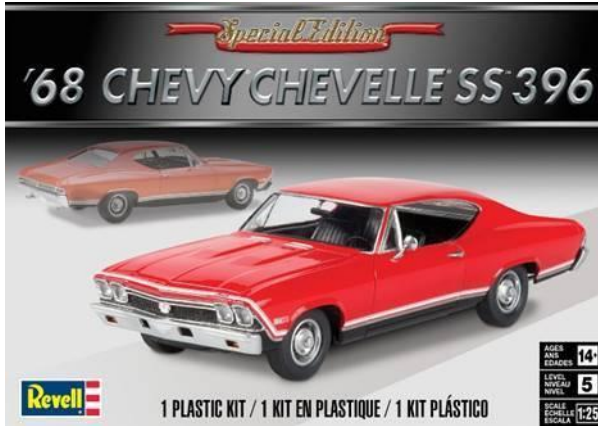
1:144 scale kit



Pit-Road

Odds and Ends Contributed by Club Members & Friends

From Fine Scale Modeler – December 2018 – **Revell is back!** Their first release is of a 1968 Chevy Chevelle SS 396!



Previously Revell released 1965 and 1967 Chevells. AMT/ERTL produced 1967 and 1969 Chevells.



Here's to AMT/ERTL and Revell! Thanks boys!

Frank Ahern, – Secretary – Newsletter Editor ahernf@gmail.com

Home: (352) 375-3723; Cell: (352) 226-6785

If you have a modeling tip you would like to share with your fellow modelers, please send us a copy so we can put it in the newsletter. We need articles for the Newsletter and the Web Site!

If you just opened up that new kit and want to give a box or build review, write it up and we'll put it in the newsletter and put it on the Web Site. Just read a good book, tell us about it! Got a great tip, share it with your fellow club members. This is your Newsletter and your Web Site and they're only going to be as good as YOU make them so contribute something to the cause. Don't be afraid to ask for assistance if you have something you want to share, we'll be happy to assist you in making it happen!

Don't forget to support your local hobby shop.

Rob's Hobby World

Rob Stevely: Proprietor 8585 SW Hwy 200 unit 14

Ocala, FL 34474 www.robshobbyworld@MSN.com

Mon.-Fri.: 10 AM to 5:30PM; Sat.: 9AM to 4PM; Sun: Close

Please check out WWW.IPMSUSA.ORG for the latest information from IPMS National Headquarters and for information about joining IPMS.

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

http://www.ipmsusa3.org/uploads/ipms_application_form_2016.pdf

<http://www.shopipmsusa.org/product-p/adult-membership.htm>

<http://www.shopipmsusa.org/product-p/family-membership.htm>

Frank Ahern, – Secretary – Newsletter Editor ahernf@gmail.com

Home: (352) 375-3723; Cell: (352) 226-6785

IPMS/USA Region 11/Gator Modelers' Calendar

2019

Jan 26, AMPS meeting, Camp Blanding, FL

Feb. 9 IPMS JAXCON, Jacksonville, FL

Mar 16, AMPS meeting, Camp Blanding, 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

Oct 18-20, Modelpalooza with AMPS armor judging, Orlando, FL

IPMS Membership

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

A copy of the membership application is 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 _____

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: _____

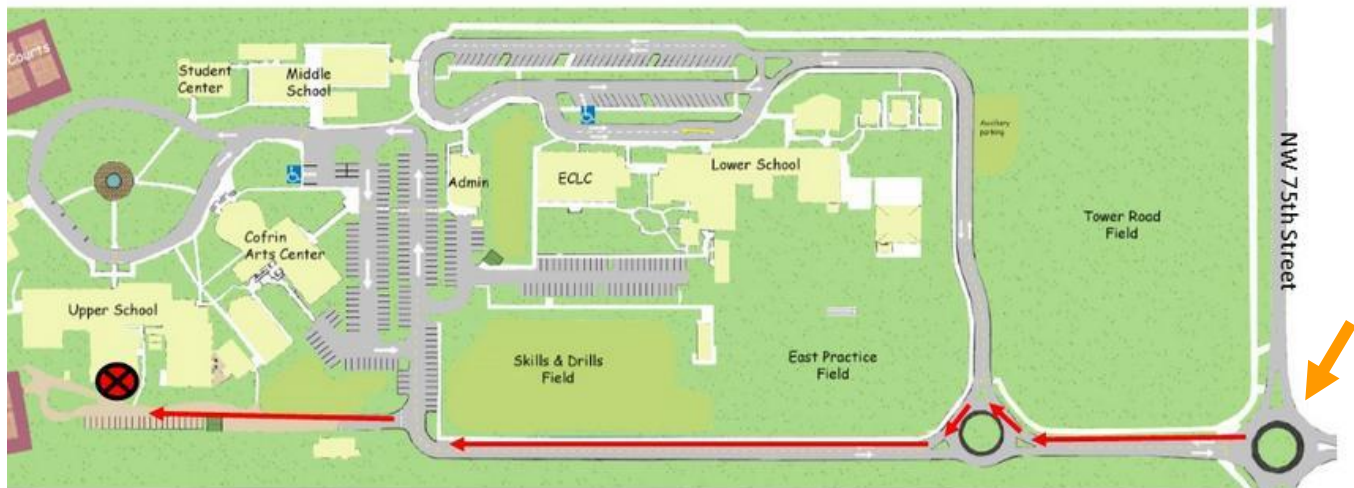
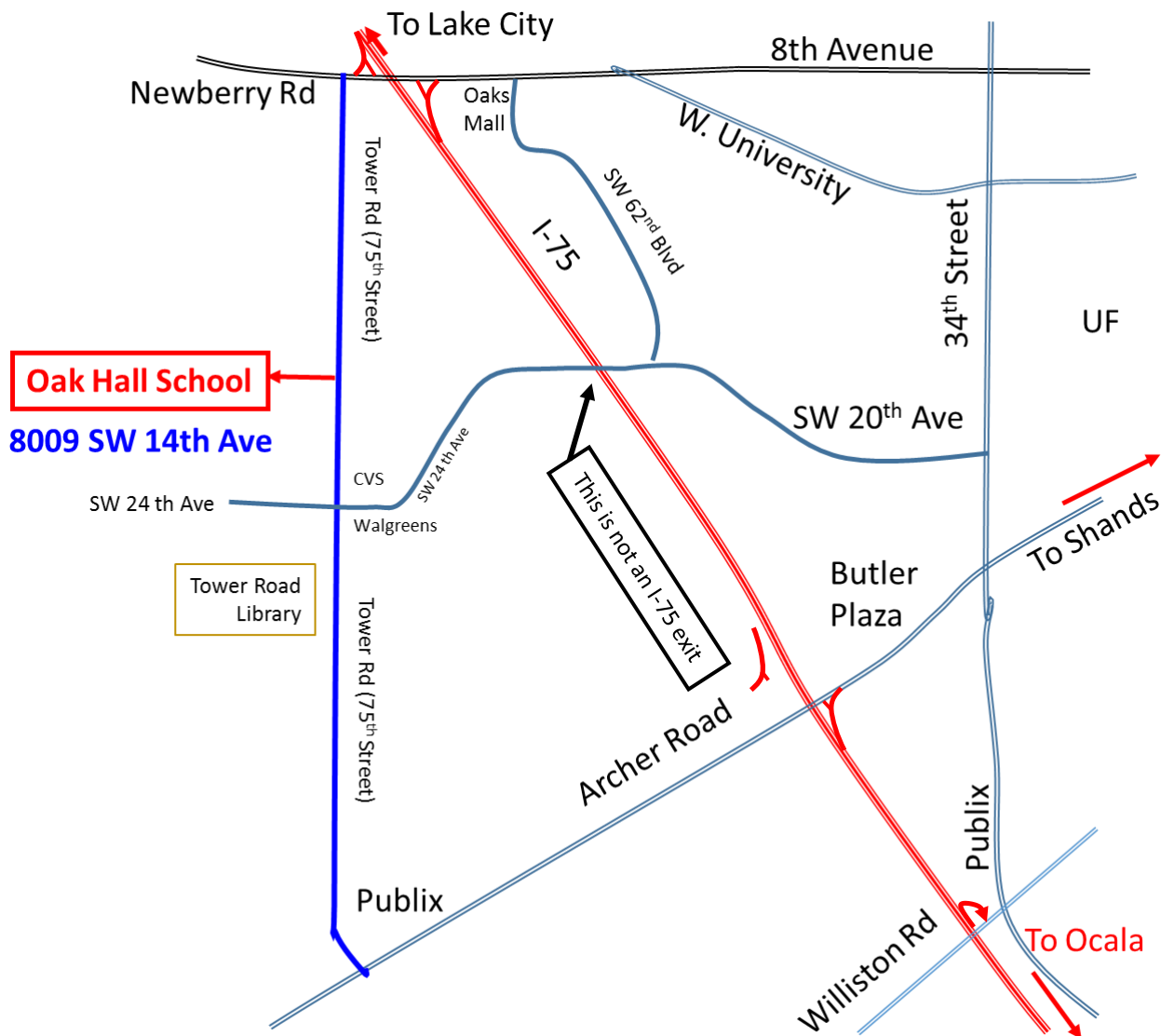
City: _____ State: _____

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 75th Street (a.k.a. – Tower Road).



www.gatormodelers.org

Wild Paint

By Jack Mugan



**FEB MEETING:
TUESDAY, FEB 19, 2019!**