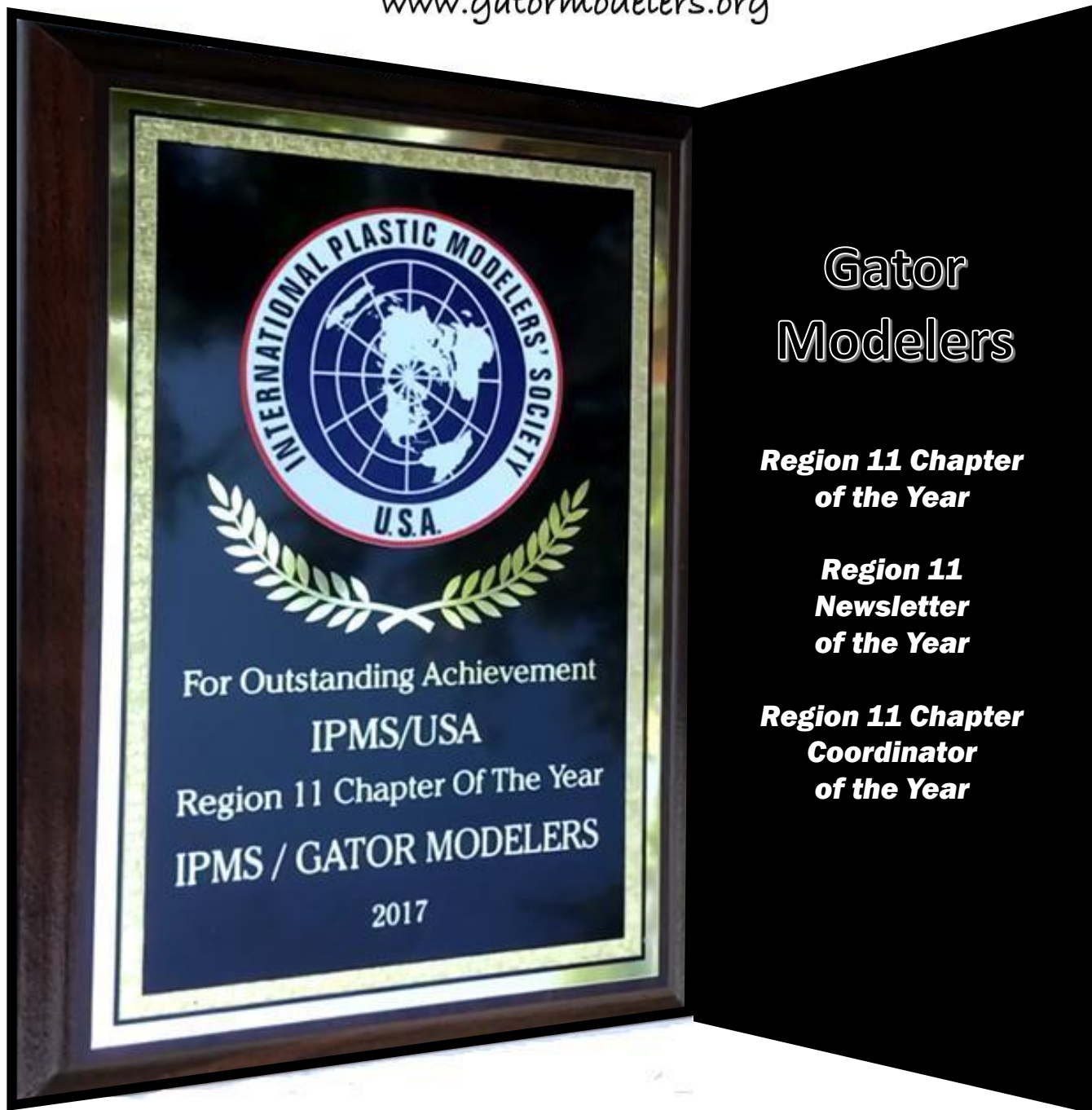




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Gator Modelers

**Region 11 Chapter
of the Year**

**Region 11
Newsletter
of the Year**

**Region 11 Chapter
Coordinator
of the Year**

News flash: Don Martin wins “racing-themed” May club
contest: see pages 5 & 25.



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

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Next meeting:

Tuesday, June 19 at: 6:30 PM; at Oak Hall Library
8009 SW 14th Ave Gainesville FL
(See the map page near the end of the newsletter)



IMPORTANT!

AJ and Jack recently met with a reporter from the Gainesville sun. The reporter is planning on attending this MONTH'S meeting and will bring a photographer.

Members with club shirts are encouraged to wear their club shirts. Members are invited to bring a model that has won a bi-yearly club award or won an award at an IPMS event.

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Prez Sez.....

By Jack Mugan

Well there is a lot of good news to report this month. First off.... congratulations to Don Martin for winning our semi-annual contest last month with a Tamiya motorcycle as something that races. Don has chosen our next semi-annual contest theme as any shade of gray. Lots of opportunities here guys, but you need to start early as 6 months passes rather quickly.



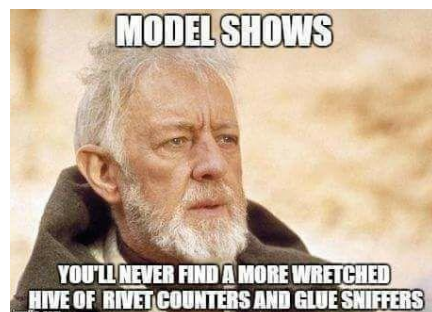
Congratulations also go out to Bill, Tracy and Ed who scored some top awards when they attended the AMPS International Competition in Dayton Ohio recently.

Our club also achieved recognition winning the Chapter of the Year Regional Award, The Best Newsletter Award for Region 11, thanks to all of Bill's and AJ's hard work and I won the Chapter Contact Award for our region as well. I'd say that is not bad for a club our size. Thanks everyone for your contributions and I hope you guys are as proud of our club's achievements as I am.



Congratulations are also in order to Bruce for finally joining the Internet community as he has come on line with his new MAC at last. I imagine we all expect to see some great stuff from our club Historian. Bruce is also scheduled to give a presentation on aircraft that set speed records at this month's meeting. If you have a model that fits this subject please bring it to share during the regular show and tell part of the meeting. Time permitting, Bill and Ed will present a few more slides of their travels.

See you at the meeting.....



Meeting Minutes – May 15, 2018

By Frank Ahern

President Jack Mugan opened the meeting at 6:40pm and welcomed 13 members and a guest – Doug Spinney, who joined the club after the meeting.



Vice President AJ Kwan thanked Errol Whisler for his work researching the options for the club to purchase mugs with the club logo imprinted. Kwan said that the cost for dishwasher-safe mugs was too high so the Board of Directors decided to pursue other promotional ideas.

President Mugan said that the latest proposal is to give each new member a club tee shirt after one year, when they renew their membership.

Treasurer Bill Winter explained the new format for the monthly raffles at the club meeting. Each member that attends a meeting will receive one ticket. If he brings a model he will receive an additional ticket. Two drawings will be held. If the winner brought a model he will be allowed to select a kit from any category. If not, he will roll the dice and select a kit from one of three combined categories; based on the number he rolls.

Winter talked about the process by which decisions are made at the monthly club officers luncheon. He encouraged any club member who wants to have a voice in the discussion of club issues to come to the luncheon, which takes place on the first Tuesday of the month at the Archer Rd. Steak-n-Shake.

President Mugan also encouraged club members to consider accepting nominations for a position on the Board of Directors. The election of club officers takes place during the November meeting.

The floor was opened for Show and Tell presentations by members who brought models to display. The new format raffle drawing was held and the first drawing was won by AJ Kwan who selected an F-14 kit. The second drawing was won by Bob Lundeen who picked the “Mars Attacks” kit from the sci-fi category.



Next came judging for the semi-annual themed club Mugan selected the theme “racing” after he won. There were six models entered. All members pre-the number of the model they judged best. The winner was a racing motorcycle model built by Don Martin (see “Show and Tell”).

model contest. President the contest last November. sent submitted a ballot with

Finally Frank Ahern gave a presentation on the 1950 Carrera Pan Americana road race in Mexico. His model of the winning car in the race was his entry in the model contest. This concluded the meeting at 8:30.

Next Club Contest: November 2018

By Don Martin

"After due deliberation, careful contemplation and measured meditation, I have determined that the theme for the Fall 2018 Gator modelers contest will be "51 Shades of Gray." This theme opens up a number of possibilities:

AIRCRAFT - Wow! We have Neutral Gray, Slate Gray, Aggressor Gray, Gull Gray, Light and Dark Ghost Gray, RLM Gray, Gunship Gray, Ocean Gray, Medium and Dark Sea Gray, Compass Gray, RAF Barley Gray, Air Superiority Gray, etc. Whew, enough of that!



MILITARY VEHICLES - We have Panzer Gray, IDF Sinai Gray, IDF Sand Gray, German Gray (Dunkelgrau), etc.

SHIPS AND SUBMARINES - We have Admiralty Sea Gray, Battleship Gray, Medium Gray, USN Dark Gray, IJN Ash Gray, Dark Sea Gray, any of the WWII USN "Measures" Gray, etc.

CIVILIAN VEHICLES - We have any of the Multitude of Gloss, Matte and Metallic Shades of Gray, etc.

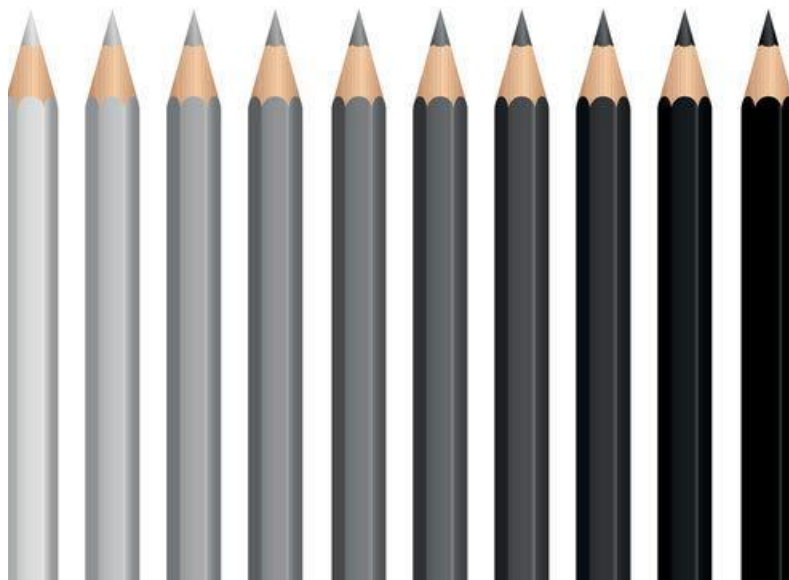
FIGURES - We have Field Gray, Confederate Gray, French WWI Blue Gray, Uniform Gray, etc.

SCI FI - Pick a Shade!

I sorted through paints from various manufacturers to arrive at this list - there may be some redundancies. Lots of Options here - have fun!"

Regards,

Don



Chasing Pylons

By Jack Mugan

The Saga of the Geebee Build.

When I was young and before developing an interest in aviation, even I had heard of the famous Geebee racers. (Photo 2) It was such an icon of the early days of air racing, due to its unusual shape and it's reputation for going really fast. (Photo 3) It did not hurt that General Jimmy Doolittle, also an icon of that time, flew this aircraft to victory at the 1932 Thompson air race setting a new Thompson speed record of 252.686 mph that went unbroken for the next 4 years. (Photo 4)



Original "Bobtail" R-1 at Springfield Airport



James H. Doolittle



Lee Gehlbach posed with the R-2 while preparations were under way for the Bendix Race.



The Gee Bee R-2 at Cleveland Municipal Airport

Flying race planes in those early years was exciting and dangerous. Many racers built in those early years were built by men who had no formal training in aviation construction, but acquired their knowledge through trial and error, while the pilots had to have nerves of steel to cope with problems that arose under high-speed conditions.

The Williams Brother's 32nd scale kit of the Geebee has been around for some time (Photo 5) Although there were other kits of this aircraft in other scales, the Williams Brothers kit is the best in my opinion. I have owned several kits of the Geebee over the years but just never got around to actually building it, and traded off the kits without really developing an interest in the era.



Then several years ago I decided the time had come to finally go for it. (Photo 6 and 7) I came close to finishing the project but lost interest and the project slipped quietly to the back shelf. One day I read about some airfoil wires being available, like those used on the Geebee, and that rekindled my interest once more. However, much to my disappointment, the decals had turned brown on the model.



Cutting Edge Models produced a set of cheat line decals for the scallops for this model, which I had successfully applied, and of course they were no longer available. This meant that I was going to have to remove the brown decals and replace them. I contacted William's Brothers and they sent a replacement set.

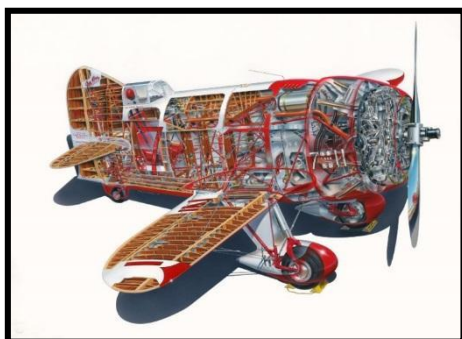
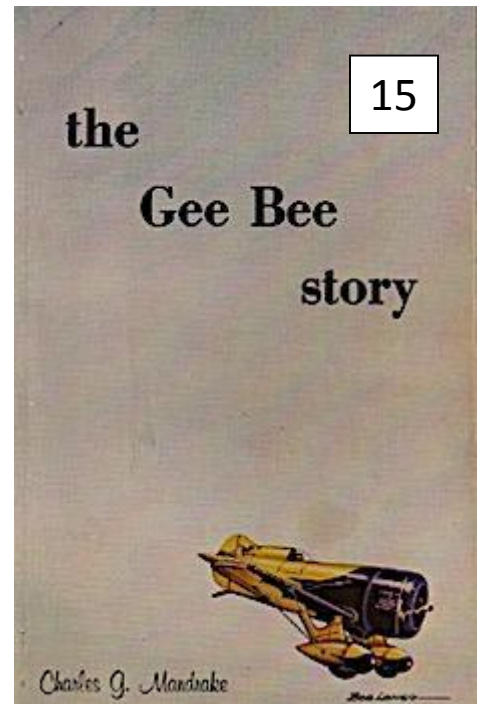
Meanwhile I was still waiting for the wires to arrive in the mail from England. Time passed, and eventually I lost interest in the project once again, and the model found a new resting place on the corner of my workbench. Finally the wire arrived at last, but now I was deep into other projects and time marched on, besides now I have misplaced (lost) several parts including the replacement decals.

Then one day I decided to either finish the model or throw it away. I decided to finish it up, so I ordered a new kit for the replacement parts and decals. I located the wires after much searching, and after about 10 years finally I managed to finish the project at last. (Photos 8 to 13)





Here are a couple of reference books I used on this project. (Photos 14 and 15).



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Fiddly Bits

TEA LEAVES THROUGH A CRYSTAL BALL

By Stretch 'Nostradamus', IPMS # *****

Maybe my 'nom de plume' (or 'nom de guerre, if you like) should be "Stretch Nostradamus" as stuff keeps cropping up *after* it appears in Fiddly Bits. In the January 'Fiddly' I mentioned the paranoia rampant in the 1950's over a nuclear Armageddon, and just days after the newsletter came out Hawaii was traumatized by a false air raid alarm. Bad 'Stretch Nostardamus"! Be more careful what you write in the 'future'. Now for some not so terrifying 'fiddly' pre-cognitions.

The New York Times

Hawaii Missile Alert Wasn't Accidental, Officials Say, Blaming Worker



A sign in Honolulu that corrected a false alert about an incoming ballistic missile on Jan. 13.



- My estimate in the February column of RAF Bomber Command casualties was a little conservative (50,000 KIA). That month's AVIATION HISTORY MAGAZINE (thanks Frank) pictured a memorial to the 57,861 RAF Bomber Command Aircrew who lost their lives during the WWII bombing campaign. It also honors the 329 Americans who lost their lives flying with the RAF B.C.
- After a piece wondering how many women in America had pilot licenses, this letter appeared in the March 16 issue of the GAINESVILLE SUN:

• Then shortly thereafter there was the story about having- thank god- the right man - *make that women-* in the cockpit of SOUTHWEST AIRLINES Flight 1380. On the way from NYC to Chicago the 737 blew an engine at 32,000 ft causing the cabin to depressurize and tragically the death of a passenger. The asymmetric thrust caused the plane to roll 40 degrees toward the dead engine and rapidly lose altitude, albeit partially by design after the pilot regained control. At the controls was former Navy F/A-18A pilot- Commander (USN ret) Jammie Joe Shults- who brought the plane in for a landing at Philadelphia doing 190 knots!



A piece of cake for someone who has landed on a pitching, rolling carrier flight deck...at night...in the rain! Capt Shults: you can fly me anywhere, at anytime. I would be honored to fly with you.

She joins “Sully” Sullenberger as ex-military pilots who reacted to a potentially catastrophic event with calmness and great skill, thereby saving countless lives.



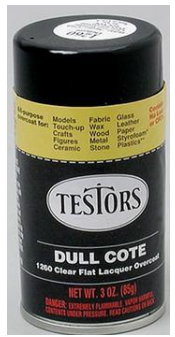
- “301.7 mph speed record” redux: A channel 20 “news bunny” interviewed a top fuel driver during the March GATORNATIONALS and in it he revealed that the cool, dry weather conditions added 10% to their engine’s horsepower- from 10,000 to 11,000 hp! Consider this: these race cars- top fuel and funny cars- have (if memory serves) 500 cubic inch KEITH BLACK engine blocks (photo below, left), and yet produce 10,000 hp! Our WWII Pratt & Whitney R 2800s (2800 cubic inches) produced- on a good day- 2000 hp. The P&W R-4360 produced 3500 hp. Both race and a/c engines are supercharged and have fuel injection. But nitro-methane used as race fuel mostly explains the difference, with 75 years of technological advances helps explain the rest. Aircraft burning nitro might only last for engine start-up, but not for take-off- obviously not practical.





- WD-40: The April issue of FINE SCALE MODELER featured a "Reader's Tip: WD-40 clears haze". That is, haze on models from TESTOR'S DULLCOTE can be removed with WD-40.

Also, Fred Horky- frequent reader and club newsletter fan- correctly pointed out that the Atlas Rocket was used for the Mercury program and the Titan Rocket was the one used for the Gemini. Thanks Fred. I'm modeling my way through the decades of the 20th Century and I'm almost to the 60's!



- Raise your hand if you want to buy a warbird that we priced from the AIR CLASSIC's advertisement. Perhaps something more exotic than a P-51 or a Corsair? How about a 1944 Me-109 G-12? I talked to a Simon at PLATINUM FIGHTER SALES in Los Angeles and the Me-109 can be your's for a cool \$5,950,000! The \$50,000 discount apparently will help seal the deal. A Daimler Benz 601 engine (below right)? Simon said (Simon says?) he sold just the block of one for \$370,000.



So speaking of Billionaires: he told me Paul Allen of FLYING HERITAGE AND COMBAT ARMOR MUSEUM in Seattle is restoring a JU-87 Stuka and a JU-88 to flying status!

Ed & Bill- it sounds like and "Excellent Ed & Bill Adventure" for this summer. No passport needed and flying 3000 miles west instead of east. Take lots of pictures!



- “Anyone have a HUMA Me-209 kit?” update: SCALE AVIATION MODEL INTERNATIONAL magazine announced that SPECIAL HOBBY MODELS has come out with a 1/72 Me-209 vi kit for the record setter, with stencils, etc to replicate the bare metal a/c! Can’t wait- can a Czech model cross the Atlantic any slower?*&#!

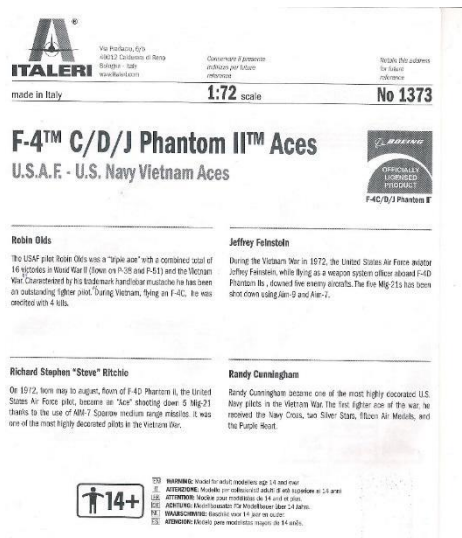


- Channeling my inner MONTY PYTHON: “Now for something completely different”: ‘Back in the day’ we had a humorous term for the fractured English used in the instruction sheets of kits from the Far East: “Jinglish”.

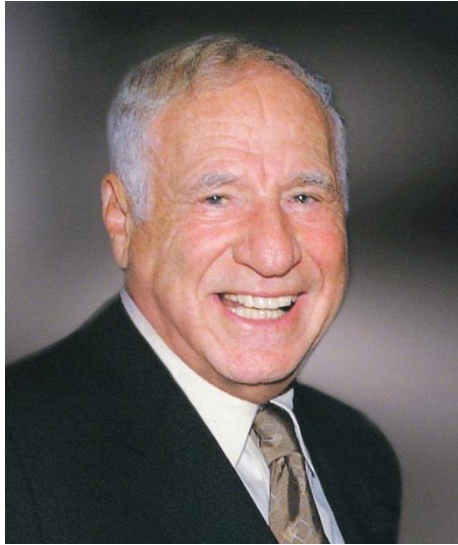


Now in the 21st Century even the Italians are doing it. This appears especially in Steve Ritchie’s bio. Note that the ‘F4’ and ‘Phantom’ are trademarked, and note the licensing agreement- I never though I’d see this. Aren’t we publicizing their products for free already? And Boeing third on the food chain after Douglas & McDonald!

- Finally- will someone please turn on the lights at Terry’s?....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.

Mel Brooks

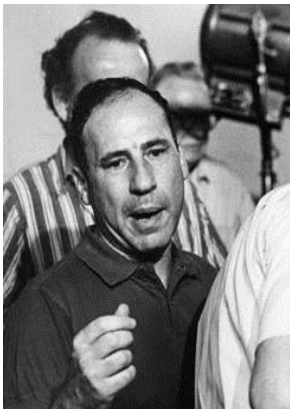
Brooks was drafted in 1944 and was placed in the Army Specialized Training Program and sent to the Virginia Military Institute to be taught skills such as military engineering and later underwent basic training at Fort Sill, Oklahoma.

He served in the United States Army as a corporal in the 1104th Engineer Combat Battalion defusing land mines as the Allies advanced into Germany during World War II, including action during the Battle of the Bulge. He later said that his military service involved the two things he hated most – combat and engineering.



Mel Brooks

He started in 1950 as a TV comedy writer for Sid Caesar's Your Show of Shows, but went on to have his greatest success as a producer and director of such classic comedy movies as *Young Frankenstein* and *Blazing Saddles*, which is frequently voted the number one comedy movie of all time. Brooks is one of the few entertainers who have won an Emmy, Oscar, Grammy and Tony award.



Kit Review: 1/48 Star Wars Snowspeeder by Bandai

By: Errol Whisler



On May 21st, 1980, the long awaited sequel to Star Wars, **The Empire Strikes Back**, hit the big screen. Along with new characters, a new story line, another iconic vehicle was added to the Star Wars fleet. The snub-nosed Incom T-47 Airspeeder. Commonly referred to as the “Snowspeeder.”



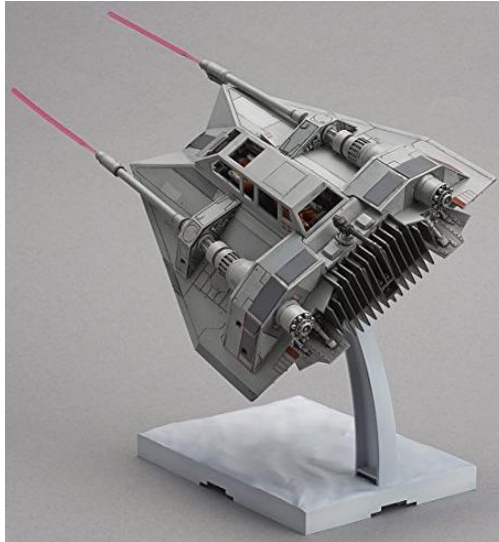
As with many of the vehicles used by the Rebel Alliance, Snowspeeders are dirty, battered and war weary. Yet they rise to the challenge and meet the Empire’s superior war machines head on.

Bandai’s 1/48th scale release of the airspeeder is a great kit for Star Wars fans of any skill level. While it is technically a “snap together” model, it comes with a lot of details and options for any skill level of modeling to produce a very nice replica of the spacecraft.

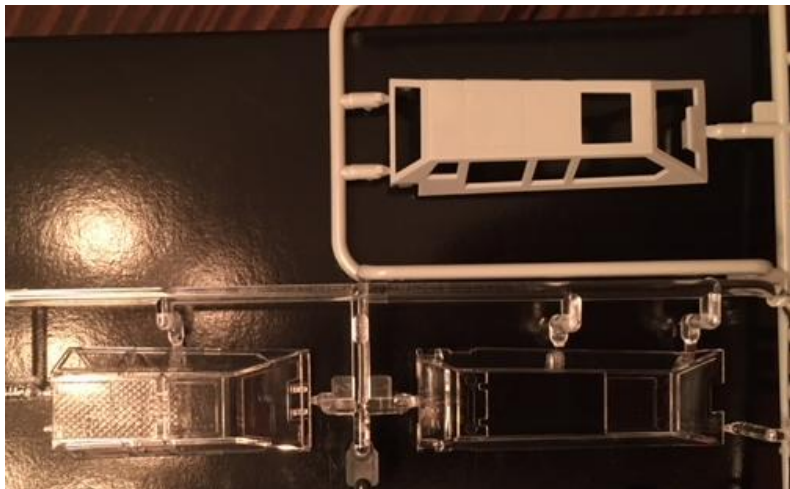
The kit itself comes molded in a very sturdy plastic in a grey, dark grey/black and clear, all packaged in their individual bags.



Included is a articulated stand so you can display the finished model in various positions of flight,



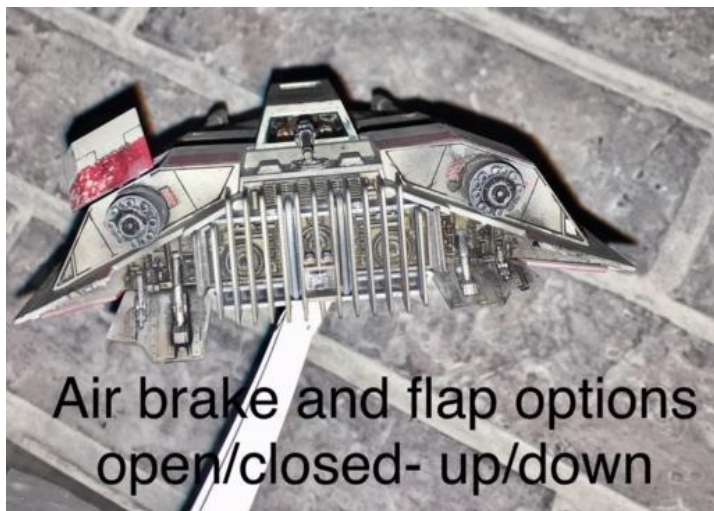
2 canopy types (clear plastic or framed with clear glass inserts),



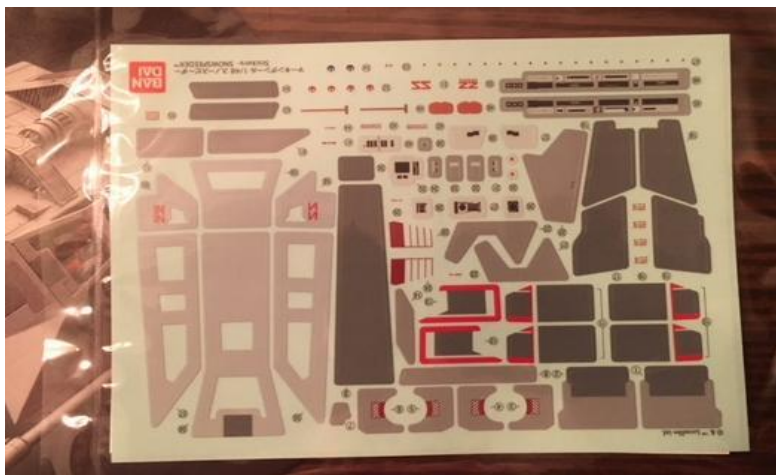
2 detailed pilots, (although they look like orangutangs)



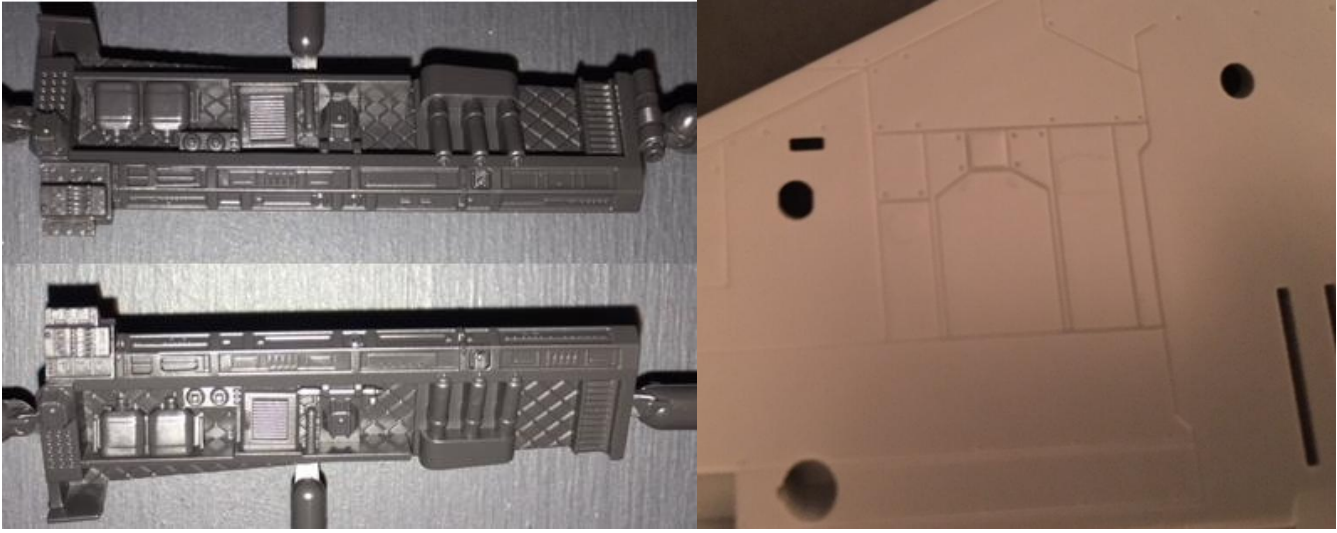
parts for the flaps and airbrakes on either side of the craft in the open/closed and/or up/down positions,



as well as a full set of waterslide decals and stick on decals.



The interior and exterior detail is well defined and lots of it.



The instructions are easy to follow, despite the fact that 95% of them are in Japanese. The diagrams are specific and well outlined indicating the sprue tree and part number it is referencing. Ikea could learn a thing or two from the engineers at Bandai. The fit of the pieces is very tight and often go together with a satisfying “click” with very few gaps to be addressed with glue or putty. In fact, I don’t think I used any putty at all.

As stated above there is a high level of detail inside and out. The sidewalls, control panels, instruments of the cockpit have molded detail as well as stickers/decals to finish them with. I opted to hand paint and pen the interior as well as the pilots who also have stickers and decals for added detail. The control surfaces are the tops to the boxy rear engine cowlings which open and close to maneuver the speeder through the air. When finished in the open position, the kit has a hinge that affixes to the control surface and the back side of the engine well. The engine well also is highly detailed so you don’t have to improvise some greeblies in the open well. Also, as previously noted, the air brakes are optional in a up or down position with the appropriate hydraulic details to match.



The build can be as fast or slow as you want it to be. It could likely be built in an hour or two if you weren't to paint it and used the stickers provided for the color variances and markings on the hull. However, why would you do that when there is so much weathering, salt chipping, washing and otherwise griming and mucking up a perfectly good model?

I started with a dark grey primer coat, added some salt chips...ok.. a lot of salt chips, EVERYWHERE.. Hadn't done much salt chipping in the past so I learned a little something on this build... don't use too much water.. because the salt solution will bleed through and wash out your paint color.. did not know that. Next, I applied Vallejo USAF light grey over the entire hull. Then taped off a few panels to show color variation, and the appropriate panels on the rear engine cowling for unit color markings and added more salt. After all was dry, I went back and knocked off the salt. I definitely got the desired effect as I had chips that went through various layers of the base coats just like I had planned... maybe a little heavy.. but hey.. rebellions are hell.

Then my lesson on salt chipping began... I went and applied the first coat of Johnson's Multi-surface Floor Care... came back to apply the second coat an hour or so later... and the red unit markings I had painted has washed out or disappeared...



Needless to say, the thought of stripping and re-painting all over again almost had this speeder hitting the waste basket. I could see the salt residue on the fuselage as depicted in the photos above. I kind of liked the mottled result, so it might be something I try in the future. Just by chance, I licked my thumb and rubbed the formerly red area and the color began to restore itself. So instead of repainting, I was able to wipe the speeder down with water and Q-tips to remove the salt residue and bring back the color.

A few more coats of Johnson's and it was time for decals. After the decals were applied, I shot various areas with Model Master Panzer Swarzgrau to dirty it up a little more, added more Johnson's and then on to panel line washing. I used Tamiya's panel line accent color black. Then after cleaning up the excess, another coat of Johnson's and a few highlights of dark grey, black and sienna pastels for streaking. Then sealed everything in with one last coat of Johnson's. All in all, it was a fun build. I am happy with the results although the weathering is too much for the studio model. This speeder presents more as a "barn find" or something on a "buy here pay here lot" than a combat ready fighter craft. If you are a Star Wars fan, you will enjoy this build. It is a very good representation of the studio model and presents you with many opportunities for artistic license.

One other tid bit of nerd and the opportunities for artistic license... in a scene from Empire Strikes Back, a desperate search is underway for the missing Luke Skywalker as night falls. Han Solo wants to use Speeders to aid in the search, but he is told "we are having trouble adapting them to the cold." I refer you back to the T-47 Airspeeder label on the box. It appears that this "Airspeeder" is intended for other environments... so is a desert, jungle or sea camouflage scheme out of the question? I'm already contemplating the desert scheme... that's how much I enjoyed this build.

This kit can be found on Amazon Prime for \$21.95 or through other vendors on Amazon as low as \$13.99 plus \$4.99 in shipping. It is also available at Hobby Lobby for \$29.99 but don't forget your weekly 40% off coupon which brings down the price to a modest \$17.99. Great deal on a great little kit.



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World Absolute Speed Records- The Postwar Jet Era

By Bruce “need for speed” Doyle

The Federation Aeronautique Internationale (F.A.I.) was formed outside of Paris in the fall of 1906. Early turn of the century flights – all under 100 mph- were timed with a simple stopwatch. As speeds increased record attempts evolved into an average of two runs (later increased to four) of 3km (1.86 miles), in opposite directions to negate wind speed, and at a maximum altitude of 100 meters (328 ft) to guard against the pilot diving to gain speed.

As speeds further increased to near Mach 1 more sophisticated timing devices were used including high-speed theodolite cameras and exacting timers that were accurate to fractions of feet and thousandths of a second respectively. The low altitude attempts became more dangerous as speeds increased rapidly after WWII with the advent of turbojet power. A hiccup could literally be fatal when traveling 700 mph at 100 feet! Speed runs were therefore increased in distance to 15/25 km (9.3-15.5 miles), and at an unlimited altitude. Highly accurate tracking radar and vastly improved camera technology were utilized starting in the late 1940's and early 1950's when aircraft were starting to routinely break the sound barrier- Mach 1.

The first Absolute World Speed Record supersonic flight was made 20 August, 1955 by Air Force Colonel Horace Hanes in a North American F-100C. His speed was 822 mph flown at an altitude of 40,000 ft over Edwards AFB, Ca. (see my model @ the May meeting).



But interestingly FAI Records are not just for speed anymore, and there are many separate categories- including for men and women- for the following: gas & hot air balloons, airships, powered airplanes, gliders, and helicopters; for aircraft with piston engines, turbojets, turboprops, & rockets; for landplanes, seaplanes, & amphibians (even for RC models- Ed and Brian!); parachuting, jet-lift, convertiplanes, and man-powered aircraft; space vehicles, hovercraft, & tilt-wing types. Categories include take-off weight for speed, height, distance, time-to-height, payload, city-to-city, space walks, etc., etc. Phew! I'm out of breath!

SUPERLATIVES

- There were 22 Jet aircraft speed records set starting in November, 1945 and concluding in July, 1976.
- These were set by 17 different aircraft from only three countries: United States- 15; England- 5; Soviet Union- 2.
- By the Decades: 1940's- there were 6 records set; 1950's- 12; 1960's- 3; 1970's- 1.
- 1953 was the most prolific year with five records; followed by 1947- 3; 1952- 2.



- To set a record the run must be 1% or greater than the previous one. The greatest percentage increase was by the Fairey Delta 2 which bested the 822 mph mark of the F-100C by whopping 38%! Moreover, at 1132 mph it was the first record over 1000 mph. The 2nd largest increase percentage wise was by the first Gloster Meteor run of nearly 30% over the pre-war record holding Me-209- 606mph vs 469mph.
- At first the MPH increases were fairly modest (remember, just 1% necessary): 9 mph, 8 mph, 17, 10, 20, 20, 17, 12, 3, 67, 310 (Fairey Delta @0, 75, 197 (F-104), 79,42, 81, 59, 405 (YF-12 over E-166/Ye-152-1), 123 (SR-71).

All this begs the question: it has been over 42 years (1976-2018) since a record attempt has been made. Will there be one in the future?...again, stay tuned.



Jet FIA record holders 1945-1976

By Bruce Doyle

1	26 Apr, 1939	469.22 mph	Me-209 vi	Last piston engine record
2	7 Nov, 1945	606.379 mph	Gloster Meteor	30% > Me-209
3	7 Sept, 1946	615.778 mph	Gloster Meteor	Mark 4
4	19 June, 1947	623.855 mph	Lockheed XP-80R	Col Albert Boyd
5	20 August, 1947	640.743 mph	Douglas Skystreak	Cdr Turner Caldwell, USN
6	25 August, 1947	650.907 mph	D-558-1 Skystreak	Maj Marion Carl, USMC
7	15 Sept, 1948	670.981 mph	N.A. F-86A Sabre	Maj Richard Johnson, USAF
8	19 Nov, 1952	698.505 mph	F-86D Sabre Dog	Capt Slade Nash
9	16 July, 1953	715.693 mph	F-86D	Lt Col Wm Barnes
10	19 Sept, 1953	727.624mph	Hawker Hunter Mk 3	Wng Com Neville Duke, RAF
11	25 Sept, 1953	735.702 mph	Supermarine Swift	Lt Cmd Mike Lithgow
12	3 Oct, 1953	752.943 mph	Douglas XF4D-1 Skyray	Lt Cdr JamesVerdin, USN
13	29 Oct, 1953	755.150 mph	N.A. YF-100A Super Sabre	Lt Col Frank Everest, USAF
14	20 Aug, 1955	822.135 mph	N.A. F-100 C	Col Horace Hanes, 1st Supersonic Record
15	10 March,1956	1,132.136 mph	Fairey Delta 2	Peter Twist, 38% greater than F-100
16	12 Dec, 1957	1,207.633 mph	McDonnellF-101A	Maj Adrian Drew
17	16 May, 1958	1,404.009 mph	Lokheed YF-104A	Cpt Walter Irwin
18	31 Oct,1959	1,483.831 mph	Mikoyan E-66 (Mig-21)	Col George Mosolov
19	15 Dec, 1959	1,525.950 mph	Convair F-106A	Maj Joe Rogers
20	22 Nov, 1961	1,606.508 mph	McDonnell F4H-1 Phantom II	Lt Col Robert Robinson, USMC
21	7 July, 1962	1,665.893 mph	Mikoyan E-166/ Ye-151-1	Col Mossolov
22	1 May, 1965	2,070.099 mph	Lockheed YF-12A	Robert Stephen & Daniel Andre
23	27 July, 1976	2,193.17 mph	Lockheed SR-71	Cpt Eldon Joerze & Maj Geo Morgan



Show and Tell . . . Part 1



1/48 M 60-A2



1/48 Monogram A-26 Invader



1/24 Monogram '55 Chevy "Gasser"
Many Decals & Fabulous Paints



1/48 Monogram B-26 Invader



1/24 Mexico Racer



1/35 Dragon Hummel "Big Bertha"



Display Table



1/72 Revell X-15A

Show and Tell . . . Part 2 .



1/48 High Planes Bearcat Racer
"American Vet"
Decals by Red Pegasus



1/12 Tamiya Yamaha Y2K-M1 by Don Martin: **Winner of "racing" club contest**



1/72 Monogram F8F Bearcat
201B Duxford Museum



1/72 Italeri F-4B Phantom II
FIA Speed Record Holder



1/72 Micro Scale F-86A
FAI Speed Record Holder



1/72 Trumpeter F-100C Super
Saber



1/72 Hasagawa F-106A Delta
Dart
FAI Speed Record Holder



1/72 Airfix XP-80R Shooting
Star
FAI Speed Record Holder

Faces in the Crowd

Members at the Last meeting



Club Staff
Frank, Jack, Bill, and AJ



Aaron Alt



Blane Alt



Bob Lundeen
"It's His Birthday?"



Bruce Doyle



Chuck Lassiter



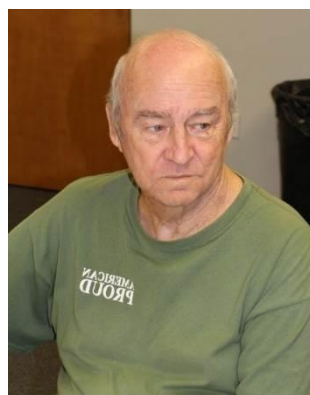
Don Martin



Ed Ingersoll



Errol Whisler



Howard Burke



Doug Spinney

Odds and Ends Contributed by Club Members & Friends

From Jack Mugan: F7F Tigercat Intense Flybys And Rapid Vertical Climb And more
http://worldwarwings.com/f7f-tigercat-intense-flybys-vertical-high-speed-climb/?a=mr&var=tiger%20cat%20speed-aircraft&utm_campaign=tiger%20cat%20speed&utm_source=facebook&utm_medium=social&utm_term=original-aircraft-mr&utm_content=fighters



Rules of the “Door” Prize

	<u>Tickets received</u>	<u>If you win</u>
Member attends	1	You must roll the die
Member brings a model	2	You chose what you want

2 drawings:
First winning ticket is torn up.

<u>New categories</u>	<u>Roll of die</u>
Land Armor & Cars	1 or 2
SeaFi Ships, tools, scifi, miscellaneous	3 or 4
Aerospace Aircraft & real space	5 or 6

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

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

Don't forget to support your local hobby shop.

Rob's Hobby World
Rob Stevely: Proprietor 8585 SW Hwy 200 unit 14
Ocala, FL 34474 www.robshobbyworld@MSN.com Mon.-Fri.: 10 AM to 5:30PM
Sat.: 9AM to 4PM
Sun: Close

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

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

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

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

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

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



IPMS/USA Region 11/Gator Modelers' Calendar

2018

June 15	Squadron's Eagle Quest, Gravevilne Tx
June 16	Polk's Area Model Society PAMScn, Lakeland
June 23	AMPS/IPMS, Columbia, South Carolina
August 1	IPMS/USA National Convention 2018, Phoenix, Arizona
Sept 15-16	Modelpalooza, Orlando



For more Information

Email - president@polkareamodelsociety.com

Web Site—www.polkareamodelsociety.com

Location

Lake Gibson United Methodist Church
421 Platt Lakeland, FL 33809

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: _____

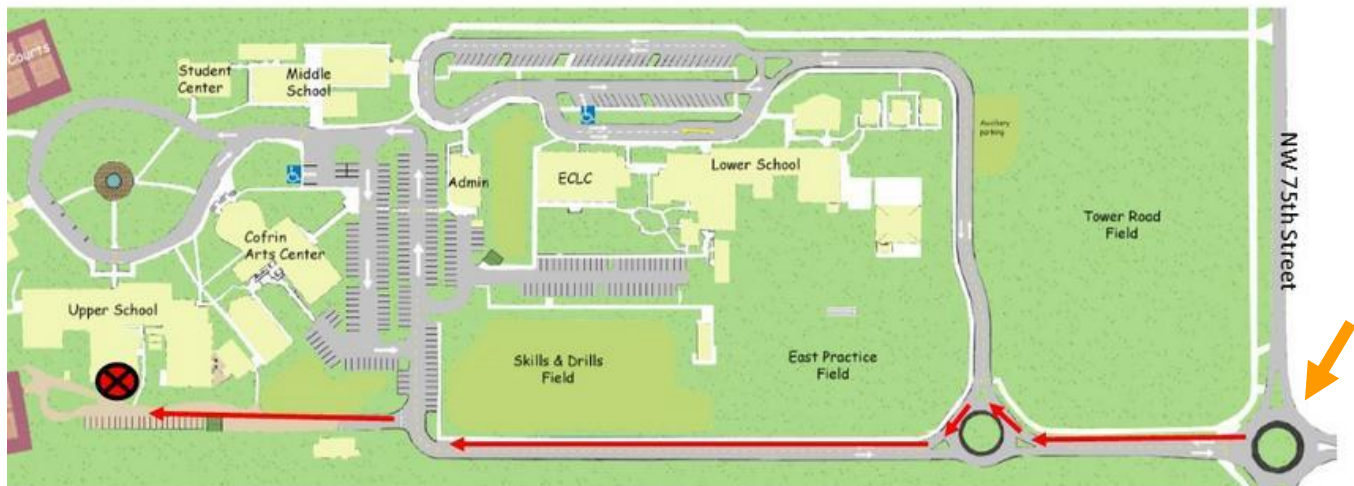
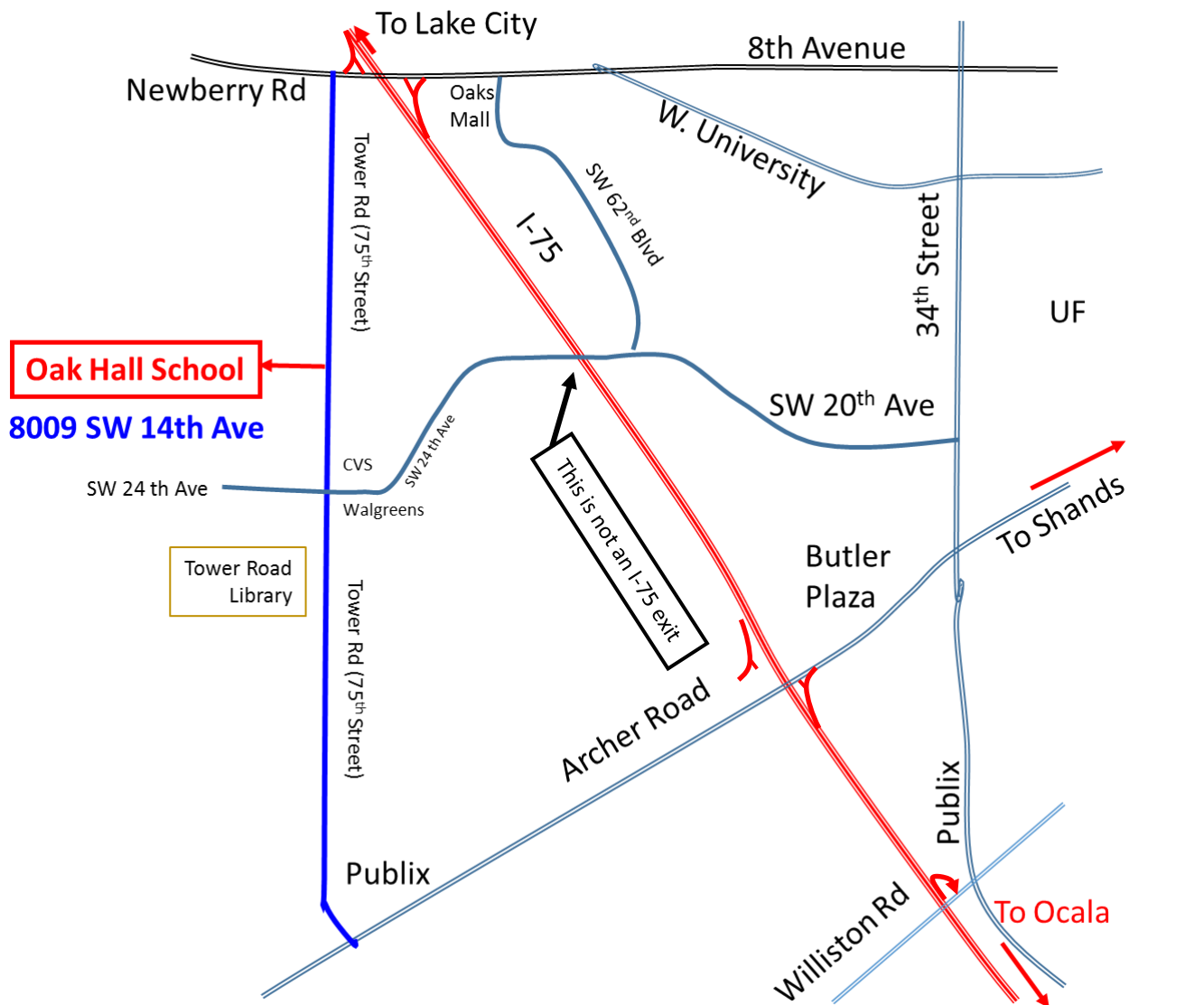
City: _____ State: _____

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



NEXT MEETING: TUESDAY, JUNE 19, 2018!