



www.gatormodelers.org



Photo of
an
actual
"turtle."

IPMS Gator Modelers now has a monthly, theme-based contest. The winner is awarded points towards "Modeler of the Year." The February contest theme was military hardware that was never used in combat. Doug won the February contest with his **Škoda PA-2 Želva** (photo, left and top right). From: http://www.tanks-encyclopedia.com/ww2/czech/ww2_Czech_Tanks.php: *The Škoda PA-2 Želva, or "turtle", was one of the most recognizable interwar armored cars. It pushed forward the concept of double drive, and married it to a wonderful bodywork, worthy of an art deco museum. However, these vehicles were costly and lacked agility.* **Editor's note:** If you want to build this model, it is available from both Takom and Hobby Boss. WHO KNEW!



***The IPMS Gator's auction is scheduled for April 13 at 1 PM at Nancy's condo.
(see inside for details)***



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, March 19 at: 6:30 PM

Oak Hall Library

1700 SW 75th St, Gainesville FL

(See the map on page 34)



At the Feb 19 meeting, **Paul Bennett** was presented with a certificate of appreciation for his contributions and hard work as the IPMS Gators' photographer.

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IPMS GATORS *Gator's auction is scheduled for April 13 at 1 PM*

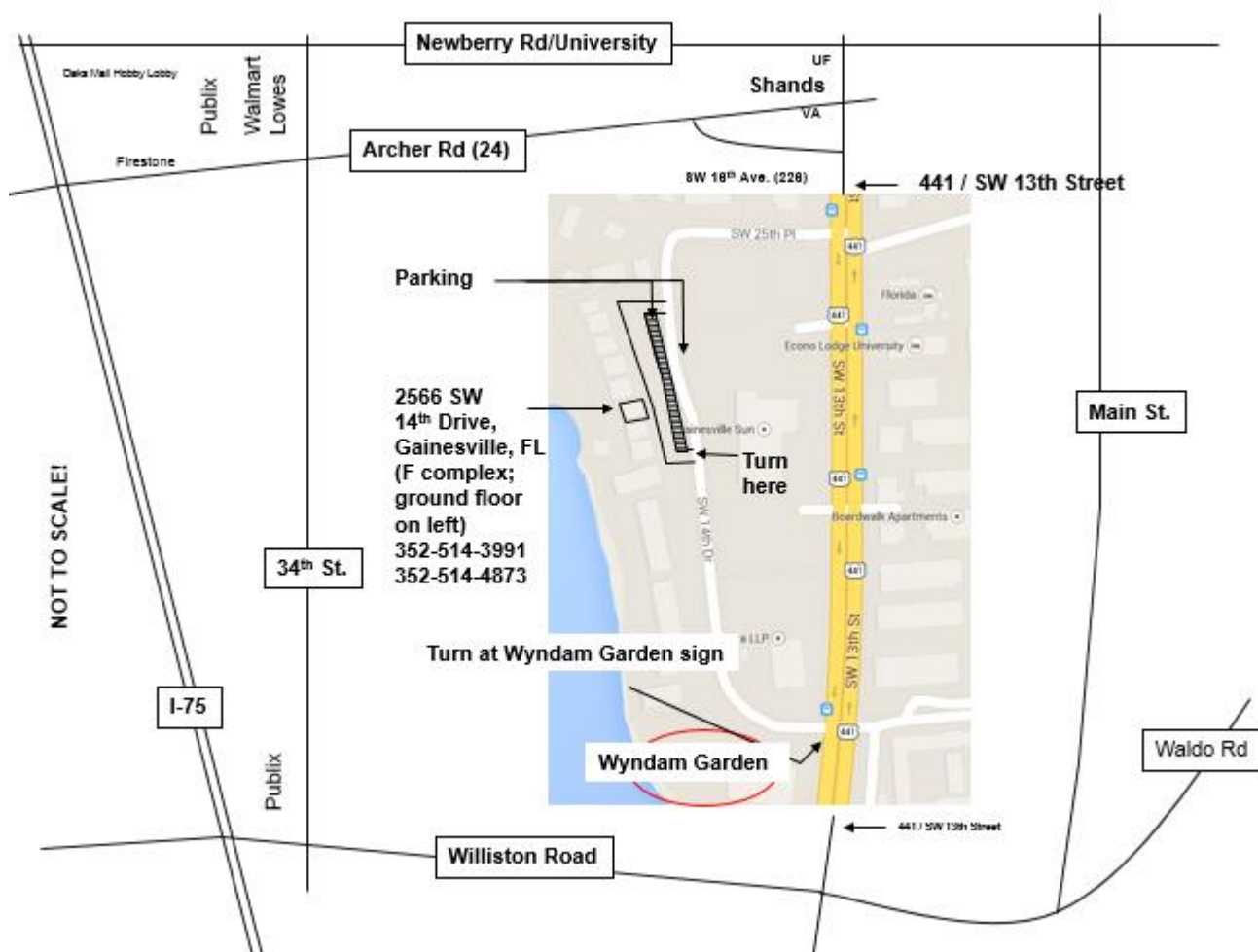
Dear Gators and Friends - The IPMS Gators' 2019 auction will be held on Saturday, April 13 at 1 PM. We were planning to hold a pot-luck dessert break about 2:30 PM.

So that we set up an adequate number of chairs, please RSVP to Bill Winter [winter@pathology.ufl.edu] by Monday, April 8 (below is a map and contact info).

Members of IPMS Gators are asked to bring kits to be auctioned. Donations of kits from non-members for auction would also be appreciated. -

Bill Winter (IPMS Gators' Treasurer)

P.S. - IF YOU ARE AN IPMS GATORS MEMBER AND YOU ARE NOT COMING TO THE AUCTION, PLEASE BRING YOUR KIT DONATIONS FOR AUCTION TO THE NEXT CLUB MEETING. YOU CAN ELECT TO PLACE A MINIMUM SELL-PRICE ON YOUR MODEL. IF IT DOES NOT SELL, YOU CAN ELECT TO GET YOUR KIT RETURNED TO YOU.



IPMS GATORS *Painting and Prints Raffle*

April 13 at 1 PM

A "Painting and the Prints Raffle" will be held at the Gator auction. 3 tickets will be sold for \$5, with a minimum of \$100 tickets sold to activate the Raffle.

Half of the prints will be raffled off at the Dessert Break midway through the auction, the rest of the prints and the painting at the end of the auction.

Print winning raffle tickets will be returned to the "hat" to keep your chances alive to win the Big Prize: the Ray Waddey B-17 Painting.

All proceeds go to the Gatormodelers Treasury.

"91st Bomb Group (H)" is an extra large 30" x 40" print of the 8th Air Force Bomb Group based in Basingbourne, England home to "The Memphis Belle" and "9-0-9".



The next print depicts the F-86F of Korean War double Ace "Boots" Blesse. Signed by Gen. Blesse and artist Jack Fellows.



"Blue Angels" Over The Swamp" during the September, 2005 "The Wings Over The Heart Of Florida Air Show". Ben-Hill Griffin Stadium, University of Florida, Gainesville, FL.



IPMS GATORS *Painting and Prints Raffle*

April 13 at 1 PM

"Rocket Attack / Dinah's Dilemma" U.S. Navy's Ace-of-Aces Capt. David MacCampbell shooting down a Japanese "Dinah" with an air-to-ground rocket, 26 October, 1944 over the Philippines. C-M-O-H winner. Top Navy Ace with 34 Victories.



Print is titled "Curtis F9C-2 'Sparrowhawk'". Only 8 built to serve as escorts to the U.S. Navy's rigid airships USS Akron & Macon.



"Eagle of the Eastern Front" shows Hans-Ulrich Rudel's Junkers JU-87G "Kanonenvogel" (Cannon Bird) with two 37mm cannon. Rudel flew 2,530 missions and destroyed 519 tanks like the burning T-34 below.



The 18" x 24" painting is the artwork of Famed Aviation artist Raymond Waddey. The two Boeing B-17F's belong to the Triangle "G" 305th Bomb Group, 8th A.F. under the command of Col. Curtis LeMay. Nickname is "Can Do" Group.



All prints are signed by the artist, and the Blesse and MacCampbell prints are signed by the Aces.

Extra prints will be made available for sale. All proceeds go to Gatormodelers.

Prez Sez.....

By AJ Kwan

WOW!! The new year started with a bang. Come join us. In the coming year we will have some very cool, and interesting presentations and modeling technique discussions.



Some Reminders

- Mugs (dishwasher safe, under \$5) might be available
- Results of the Technique Topic Survey are in.
- The Club's Auction is April 13 at 1 PM (see the separate notice).

Presentation

- William Winter and Ed Ingersoll's Part 2 Presentation on Competition Judging was excellent
- Our First Technique Presentation is coming up. Don't miss it. Frank will be covering (come to the meeting)



Remember the Club Auction is April 13, 1PM, at the Condo (Please bring kits for us to auction).

April's Theme will be the Built "Swapped" Model (Two Points Will be Given). So be sure to bring a model to swap this month.

**P.S. Mar 16, Saturday, AMPS meeting, Camp Blanding, FL
March 30, Saturday, Wings, Wheels & Keels, Venice, FL
Apr 5-7, IPMS Pelicon. Largo, FL**

Meeting Minutes – February 19, 2019

By Frank Ahern

President AJ Kwan opened the meeting at 6:35pm welcoming 18 club members and 1 guest, Robert Hudgens. Joining the club was Doug Spinney's wife (and member)– Tina.

Kwan introduced the guest, who indicated that he was looking for someone to build a ship model for him. Kwan suggested he talk with club member Tony Ivone.

Kwan also informed the club that the table of finished tank models had been donated by a man he met at Jaxcon and were free for the taking.

Club photographer Paul Bennett was given a certificate of appreciation by the club for his efforts to provide photos of members models and club events for the newsletter and website (see photo, page 2).

The President noted that the club was well represented at the Jaxcon model show on Feb.9 with several members being awarded medals, including a gold for Don Martin's "Tempest in a Teapot" display. He also discussed his contact with one of the editors of *Finescale Modeler* magazine – Aaron Skinner. Skinner once lived in Gainesville and posed for a group photo with club members at the show. The club voted to send Skinner a club shirt and a copy of the photo.

Kwan declared a break while the club went back to the model tables containing member's Show and Tell models and those entered in the monthly theme contest, which was "combat vehicles that never saw combat". After individual members presented their models, the club voted on the best theme model. The winner was the Skoda armored car by Doug Spinney.

Next month's theme is – 8th Army Air Force WW2 Bombing Campaign.



351 BG



On far right of photo, Capt. William A. Winter, uncle of Bill Winter, died in a non-combat accident in April 1944.

The monthly kit raffles were held. The winners were Bruce Doyle, who chose the Tamiya Corsair, and Bob Lundeen, who picked a donated ship model.

Bill Winter gave the second of a two-part presentation on what judges look for at an armor model contest.



Meeting Minutes – February 19, 2019

Finally President Kwan gave a demonstration of the photo website – Flickr.com, which enables unlimited storage of photos and could be used by the club to archive members model photos and club activities.

The meeting adjourned at 8:15pm

*President's Agenda

Gator Modelers Meeting Agenda February 19, 2019

1. Call to order

2. President's agenda (Short discussions on club business and activities)

- Presented Paul Bennett with Certificate of Appreciation
- Everyone fills out a Survey

3. Show & Tell (Model viewing)

- Theme Models (to be judged) on the Right of the table (make sure your model has a number), Display models on the Left of the table.
- Stand near your model so you can be ready as we go around the table. Make sure your model has Your name.
- Vote on best theme model. Vote for best 2 models that meet the monthly criteria (make sure you put "A = #1" & "B = #2"; your vote: A 7, B 3).

4. Technique Topic (Presentation w/ Q & A on monthly topic).

5. Raffle Drawings

6. Presentation – 10 – 15 Minutes (1 Presentation by club member on historic/modeling topic, Presentation by guest speaker

- William Winter and Ed Ingersoll Part 2 Presentation on Competition Judging.

7. Last Word

- **AJ Introduced Flickr to the Club.** (Flickr will be the online site where all photos will be kept.)
 - <https://www.flickr.com/people/164030540@N04/>
 - Checkout "About".
 - Checkout our "Albums"
- **March Meeting**
 - March Theme is 8th AF Bombs Berlin
 - Bring a Model to Swap; Have to Bring One to Get One. Anything as long as it is a simple Kit, One Month to Build

Meeting Minutes – February 19, 2019

8. Future Presentations

- **March, Frank Ahern, Method of Doing Washes.**
- **May, Frank Ahern, Berlin Airlift**
- **July, Paul Bennett, Photoetching**

IPMS/USA Region 11/Gator Modelers' 2019 Calendar

Mar 16, AMPS meeting, Camp Blanding, FL

Apr 5-7, IPMS Pelicon. Largo, FL

April 13 Gatormodelers Kit Auction,

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

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

Aug 7-10, IPMS Nationals, Chattanooga, Tennessee

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

The Rules of Modeling

By Frank Ahern

1. Your model will never look as good as the one on the box.
2. If you have 2 identical parts to install, one will go in perfectly the other will be a struggle.
3. If a small part falls on the floor it will disappear without a trace into the carpet or it will bounce 10 times farther away than you ever thought possible.
4. Once removed from the sprue, the chances of a small part completely disappearing before being installed are at least 50%.
5. When shopping at an online retail outlet, the kit you want is always out of stock.
6. If you promise to build a model for a friend, the decals for his unit will be unavailable or have never been produced.
7. The model airplanes that need the most nose weight are the ones that will have the least space available to hide it.
8. If there are two possible ways to install a part, the way you choose will be incorrect.
9. When using CA glue the first and strongest attachment will be to your finger.
10. In spite of these rules, no one (except a contest judge) will notice any of the flaws that result.



Happy Modeling

Can you identify this U.S. missile?



Photos from Bill Winter's recent visit to the Steven F. Udvar-Hazy Center at the Dulles Air and Space Museum.

If you can't identify this missile (I couldn't) read *Fred Horky's guest column* later in this issue.

THE RETURN OF FIDDLY BITS

By Stretch Sprueman, IPMS # F-82

a.k.a. Bruce "Yard Modeler" Doyle, IPMS # 34758

How Not To Get BRUISED (emotionally)

By BLACK & BLUE Sprues

"There oughta' be a law" that model manufacturers never use blue/black plastic to mold their kits. Three of my recent builds- including two out of the last three- were molded in either dark, dark blue: the Hasegawa "Blue Angels" F11F Tiger and the Italeri F4U-5N Corsair "Night Fighter"; or pure black: the Monogram F-82G "Twin Mustang". Are the manufacturers laboring under the false notion that they're saving us time by not having us paint our models? Are they therefore doing us a favor by utilizing the operational colors of the aircraft to save wear & tear on our airbrushes? Please raise your hand if you haven't painted 100% of your builds (Clarence, you're the outlier). No one? I thought so.



By having these sprues molded in blue and black it becomes nearly impossible to assemble the model's more 'fiddly' parts, especially the landing gear and their support struts. "Where oh where is the attachment hole for the landing gear leg?" Its impossible to see !#*#!

I struggled mightily with the Corsair, and by pure "dumb luck" and some serious magnification I managed to finally affix the landing gear, doors and all.



Then came the challenge of the Hasegawa "Tiger", and the aggravation was compounded by the multiplicity of struts, the need to attach some of the gear doors to them, and an instruction sheet that was of NO help whatsoever! The internet "Walkaround" was somewhat helpful, but where in the heck is the gear leg hole in the bay, and where the heck does the sway brace go on the main gear leg?? Aaaaargh!!!

THE RETURN OF FIDDLY BITS

Then '*abracadabra*' the spell was lifted, the storm clouds parted, and "Eureka!" - I came up with a solution that you too can use if you ever find yourself in the situation that I was in:

"Dry-brush" white in the gear bay ("Hey! There's the little bugger!"), and dry-brush white on the landing gear parts. (Hopefully they are still attached to the sprue which helps orient them up or down, etc.). And after dry-brushing magically the "Tigers" "u" shaped support strut attachment point on the main gear leg also appeared! "O frabulous day! Callooh, Callay! (I) chortled in (my) joy!"



A Hint: When dry-brushing use water based, acrylic paint. The liquid glue will dissolve the paint, allowing the parts to be glued together properly. Enamel/lacquer paint will not dissolve with most - if not all - liquid glues which makes gluing parts together problematic.

On to the Monogram Twin Mustang, with parts molded in BLACK plastic. The gear leg attachment turned out to be easy and straightforward because Monogram used a pin and slot



method that both gave the gear the correct stance and the proper angle below the wing. Like the F-82, upon completion of any build its time for filler to cover the gaps that show up when construction is done. Good luck with black plastic making out any areas that need attention. They simply disappear in the monochromatic black surface! (Maybe Monogram is onto something?) As with all my models, I use either grey or white Tamiya spray can primer- grey in the case of the Twin Mustang. (Final coat being black, white primer- not so good.)



After one coat of primer the areas around the wing roots (4 on a Twin Mustang), radiator scoops, and other areas became readily obvious. Then after filling and sanding I re-primed the

THE RETURN OF FIDDLY BITS

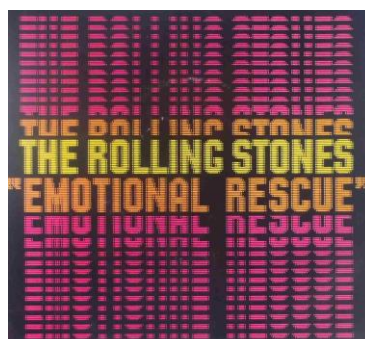
areas that I had worked on. **HINT:** If you use gloss paint (in my case gloss black for the F-82) you need to re-prime the model in those places you worked on. Otherwise those spots will stick out like a sore thumb thru the topcoat. Those of us who were in the house painting business called those areas "holidays" for what will become obvious - the paint takes a "holiday" in uniformly covering the finished surface. **Good news:** if you are using matte / flat paint as a top coat, this extra step isn't necessary.

In a column in a previous newsletter Bill discussed cleaning the model's sprues of its mold release agent, and asked if anyone had an alternative method. In the beginning I too used a sprue washing regimen, in my case **DAWN liquid dish soap** and warm water. You could tell there was a petroleum-based agent at work by the rainbow sheen left on the water's surface. After doing dozens of kits this way it suddenly "dawned" on me (sorry- I was channeling my inner Mike Martinez) that during the build oils from my fingers, schmutz from sanding and other substances would cover the model, canceling the initial cleaning. So I now save a cleaning step by using **RELION "sterile alcohol swabs"** that I purchased by the box of 100 at



"Wally-World" a.k.a. Wal-Mart's pharmacy. These clean the surface of all impurities, and are better to use than simply dipping a paper towel in alcohol because the swabs don't shred or come apart if they snag something sharp on the model. After cleaning I use **rubber gloves** (also purchased at the Wal-Mart pharmacy) to keep the model clean, and to hold on to for painting (mainly to keep paint off of my hands!).

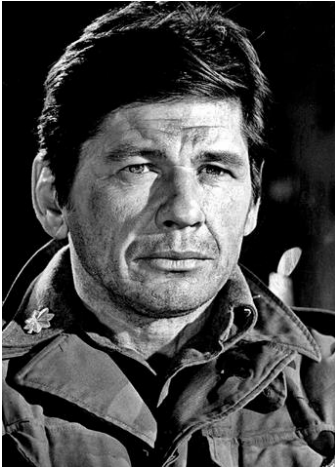
I hope these hints in dealing with black and blue sprues are of some help. To quote the Rolling Stones: "Let me come to your emotional rescue" when you find yourself confronting such aggravating booby traps. Stay tuned...





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 Bronson

In 1943, Bronson enlisted in the United States Army Air Forces and served in the 760th Flexible Gunnery Training Squadron, and in 1945 as a Boeing B-29 Superfortress aerial gunner with the Guam-based 61st Bombardment Squadron



within the 39th Bombardment Group, which conducted combat missions against the Japanese home islands. He flew 25 missions and received a Purple Heart for wounds received in battle.

Charles Bronson

Bronson's first lead role was in the 1958 ABC TV series "Man with a Camera" as Mike Kovac, a former World War II combat photographer freelancing in New York City. In the

1960's he had many supporting roles in action movies, such as the Magnificent Seven and the Dirty Dozen. His greatest success was as the lead in the 1974 movie "Death Wish" which spawned four sequels. He died in 2003.



Show and Tell



Ethan's M3 and his Gold from AMPS ATL



Ethan's M41 and his Gold from AMPS ATL



Jack's X-15



Tony's Junk and his medal from Jaxcon, 2019



Jack Mugan's Hasagawa
1/144 X-15

Show and Tell



Bruce Doyle 1/72 Hasagawa Convair F-106 Delta Dart



1/72 Monogram P-82G, Frog P-51A, Hobbyboss P-51D, Hasagawa P-51D



Show and Tell



1/35 Tamiya M3 Lee & M41 Walker Bulldog



Jack Mugan's 1/48 Tamiya P-51D #49 Zebra



Jack Mugan's 1/48 Tamiya P-51 Bardhal II



Monogram 1/72 Dodge Scout Car, & Fuel Truck

Show and Tell

Jack's beautiful racing Mustangs



Don's award-winning WWII German fighter



Ed's T-6 Texan



AJ's D-21 drone designed to be launched from a SR-71 spy plane.

Show and Tell



Paul's YF-23



Bruce's collection of Mustangs and a twin mustang.



... And stories were told! 😊

Faces in the Crowd

Members in Attendance



V.P. Dan



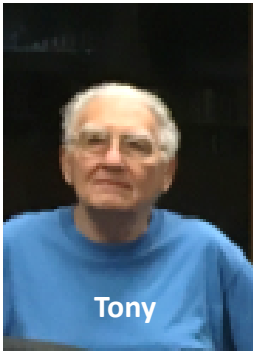
Paul



AJ, President



Mike



Tony



Doug Tina



Bruce

Brian

Ed & Blane

Don, Jack & Doug



Members collect around the “show and tell” models.

More personal recollections of another famous mission in space...

By Fred Horky, Guest Columnist

In a previous Gator Modelers Newsletter, Mr. William Geresy contributed an article about how, as a youngster, he had with his family travelled to Florida to witness in person the historic and impressive launch of the Apollo 8 missionthe first humans to leave the gravitational pull of the earth and truly travel in space. That was during the Christmas season of December, 1968. His article certainly stirred some memories for mebut about John Glenn, and his first American orbital space flight on February 20th, 1962!



You've no doubt all seen the movie, "The Right Stuff"probably more than once. You may have even read Tom Wolfe's great book of the same name that was the basis for the movie. (If not, I HIGHLY recommend both book AND movie!) That said, I can't add much more than you already seen or read about John Glenn's flight more than six years BEFORE Apollo 8, so will confine my comments to personal recollections made from a somewhat unusual viewpoint of the event.

It would have been really hard for me to actually SEE Glenn's historic liftoff, as Mr. Geresy did for Apollo 8! That's because at the time, I was at thirty-five thousand feet and (from a Great Circle Distance Calculator from the internet) 4,720 miles away, flying over then-West Germany. I was listening to the radio description of Glenn's launch and flight via Armed Forces Radio, on the ancient, low-frequency, WWII-vintage, ARN-6 radio compass in a T-33.(1) That radio set has always had the G.I. nickname of "the Coffee Grinder", because of the tuning-crank handle at the bottom of the control panel, which is reminiscent of the one on the even more antique kitchen implement.



But in 1962 that obsolescent radio was still our primary on-board navigation aid, as will be described!

Glenn was launched at Cape Canaveral at 9:47 local (EST) time: it was already 3:47 local time in Germany. The mid-winter day was already well advance at Sembach Air Base for the take off for a scheduled "Simulated Missile Mission".

More personal recollections of another famous mission in space...

My regular duty at Sembach was as a TM-76A “Mace” missile launch officer, so you might ask what was I doing, wandering around at altitude over West Germany, very close to a very hostile border? The answer is that as a pilot back then, I still had to fly for proficiency and pay, so was attached for my flying to a very small “sim missile” detachment (call sign “Maverick”) with four specially-equipped T-33 jets.



At the time, the **older TM-61C “Matador” cruise missiles** at another base (Bitburg) were still operational. In wartime, the Matadors would be guided from the ground to their targets by weapons controllers located at MSQ-1A (always called “Miscue”) ground radar sites on remote hill-top locations, always not very far from the border in order to have maximum range “on the other side”.

To steer and “dump” the missile, the weapon controller would “beep” commands to the missile’s autopilot via an APW-11 transponder.

Before readers respond that the whole sounds rather medieval, recall that this was almost sixty years ago.

Naturally, the weapons controllers needed continuing training and evaluation: for that, a manned airplanethe T-33 would be substituted for the missile. A second site would score his results. Since the T-bird did not have an autopilot, the “sim-missile” pilot (me!) had to act as a missile autopilot, steering by signals from the controller for turns, weapon arming, and “dump”. (The Matador went into its target in a terminal dive) These signals were beeped to him by flashing light signals on the control panel seen in this picture atop the cockpit glare shield. These signals came via an APW-11 transponder identical to the one in a missile, but other than



More personal recollections of another famous mission in space...

the light box and the APW-11's small flush antenna on the belly, the "Sim Missile T-birds" were externally indistinguishable from any other, plain vanilla T-33.

This particular mission was flown against a MSQ site near Celle, Germany, a couple of hundred miles north of Sembach, and not far at jet speeds from a very hostile border with East Germany. (The Berlin Wall Crisis was only a couple of months past, so things were still tense, so one had to be very careful.) It was about a half-hour flight to get from Sembach to Celle. The mission went by in a straight-forward way: by the time we made contact and ran a half-dozen or so racetrack-shaped runs under the MSQ control, it was time to head back to Sembach. By then, it was getting close to sunset: the winter days are short in northern Europe!

We first headed home by using the radio compass to track back south to the Armed Forces Radio transmitter, located near Frankfurt. From there tracked south outbound toward our IAF (Initial Approach Fix), which was a low-powered NDB (non-directional radio beacon) located on the Army's airfield at Heidelberg, some forty miles away from Sembach. We couldn't trust that beacon until quite close: the bad guys had another low frequency beacon on the other side of the Iron Curtain broadcasting ON THE SAME FREQUENCY which could get an unaware pilot in trouble in a hurry should he home on it ...maybe even get shot down. It's been almost sixty years, but for that reason I still have the Heidelberg beacon's radio frequency and identifying Morse-code call letters burned in my brain: 400 kcs and "HDL".

On the final track inbound to Heidelberg beacon, coming off the perch in our jet penetration, the final approach, landing, parking, etc.; we were too busy with more important things than listening to the reportage of Glenn's flight. However, after we had landed we found everybody on the ground was listening to AFNthe airplane's crew chief, the flight line shuttle van driver on their transistor radios, everybody in Base Operations, the Personal Equipment specialists in the parachute room, our friends in the weather office: EVERYBODY was mesmerized by Glenn!

So what made this particular Sim Missile mission really different from the rest, was that for most of our two hours and twenty-five minutes flight time logged that day (including fifteen minutes of instrument time, first climbing up and then diving back down through the typical German cruddy weather: it had been blindingly clear and bright "on top"), we had been listening to the same fascinating details of Glenn's flight that everyone in America (and most of the world) had also been listening!

Glenn's flight was longer than oursfour hours and fifty-six minutesin fact, I recall hearing Glenn report during his last orbit he'd flown FOUR hours. That was important enough to him that he requested Capcom be sure the Marine Corps was notified that he had achieved the minimum time necessary for his monthly "flight pay"! (As if they didn't know....)

Afterwards I listened to the last part of the radio reporting on Glenn flight on



More personal recollections of another famous mission in space...

my car radio, while driving home to my bridewe had been married exactly one month before, on Saturday, January 20th, 1962) (2) At our apartment we listened to the last part of Glenn's flight. (The public didn't know it at the time, but it had been a nail biter, with the all-important heat shield indicated as being loose by a faulty switch.

At home I even recorded the last few minutes of his flight on my tape recorderbut both that reel-to-reel recording and the recorder are now long since gone. But it had been fun to vicariously share Glenn's flight and safe recovery with all Americans and indeed, the world. His was quite an adventure!

(1) For SimMissile missions, our IFR (Instrument Flight Rule) clearances and flight plans were rather unusual. At the time, all air space above 25,000' over West Germany belonged to the military, so on the "route" line of the "DD-175 Flight Plan" we first entered a standard instrument departure from Sembach, then "CLASSIFIED" for the route and altitude, to arrive by whatever route we wanted at our destination Initial Approach Fix (the Heidelberg beacon mentioned above) two hours later. In the meantime, we were working with tactical military radar, not Air Traffic Control.

With that laissez-faire approach to air traffic control and the sky crowded with USAF "Huns", -86D Sabres, RCAF Mk 6's, German F-84's and Mk 6's, and what not; things could and did get rather frisky. Recalled on another occasion, was minding our own business while concentrating on giving the MSQ controller a good run, and our T-bird staggering along in Coffin Corner at almost 40,000. The sun was suddenly blotted out by the shadow of a Luftwaffe Mk 6 Sabre passing above uscanopy to canopy, Maverick-style!

We'd been had....

(2) Actually, Linda and I had been married TWICE the month before: the first on Friday the 19 January, 1962. That was the LEGAL civil wedding required by German law. The ceremony was officiated at the Sembach village Rathaus (city hall) by the part-time burgermeister. It was on the lunch hour of everybody involved.

As mentioned, we were married again the next day; Saturday, the 20th, by the chaplain in the base chapel. That one had all the bells and whistles attendant to a regular American weddingreception, etc. But it was not and is not legalAmerican chaplains couldn't marry anybody ...legally. It's a long story.....



More personal recollections of another famous mission in space...

This week I've been telling my wife that this month we'll have been married for one hundred and fourteen years: 57 years plus 57 years. She fails to see the humor....

Trivia about Glenn's mission, and Cape Canaveral/Kennedy....

Glenn's mission was the sixth Mercury spacecraft launched with the Atlas missile as its booster, hence "MA-6". His launch was from America's space port at Cape Canaveral, Florida; before the cape was renamed to honor fallen president Kennedy six days after his assassination. The change was made by Presidential Executive Order. It was changed BACK ten years later, in 1973, to the four hundred year old original name, derived from the original Spanish, Cabo Cañareal. History tells us the name was the THIRD European place name given to any North American physical feature. See ... https://en.wikipedia.org/wiki/Cape_Canaveral

Useful links for further reading:

TM-61C (later redesignated MGM-1) MATADOR

https://en.wikipedia.org/wiki/MGM-1_Matador

TM-76A (later redesignated MGM-13) Mace links...

https://en.wikipedia.org/wiki/MGM-13_Mace

MSQ-1

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

Apollo 8 mission

https://nssdc.gsfc.nasa.gov/planetary/lunar/apollo8_xmas.html

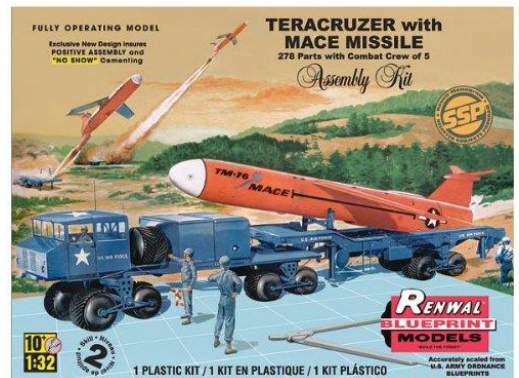
https://en.wikipedia.org/wiki/Mercury-Atlas_6

<https://www.history.com/news/remembering-the-apollo-8-christmas-eve-broadcast>

Finally, a useful link for quickly finding "great circle distance" from anywhere to anywhere else...

<https://www.infoplease.com/atlas/calculate-distance>

AND; more about Apollo 8....



More personal recollections of another famous mission in space...

Minutes after a straightforward departure, Air Force Col. Frank Borman, the mission commander; Navy Capt. James A. Lovell Jr., the command module pilot; and Air Force Major William A. Anders,



the lunar module pilot, eased into Earth's orbit in order to check for spacecraft damage. Finding no problems, they then propelled themselves into uncharted territory, voyaging for three days through the vastness of space. No previous manned flight, either U.S. or Soviet, had ever left Earth's gravitational field. On December 24, the astronauts became the first humans to see the dark side of the moon and the first to enter lunar orbit, circling the celestial body 10 times. By then, they had also become the first to see the Earth from afar as a whole planet, a viewpoint Anders famously captured in his "Earthrise" photo.

Under the insistence of NASA administrators and public-relations specialists, the Apollo 8 crew hauled a TV camera up into space with them, doing six live broadcasts over the course of the mission. The first two took place on the way to the moon, including one in which Lovell wished his mother a happy birthday. Two more took place on the way home, and another was televised from lunar orbit early on Christmas Eve morning (when many Americans were still sleeping). All essentially served as undercards for the fourth of the six broadcasts, which aired on Christmas Eve from about 9:30 to 10 p.m. EST, right in prime time. According to TV Guide, this showing attracted an audience of about a billion—or roughly one of out of every four people on the planet.



What was the Matador?



FROM WIKIPEDIA: The **Martin MGM-1 Matador** was the first operational surface-to-surface cruise missile designed and built by the United States. It was developed after World War II, after their wartime experience with creating the Republic-Ford JB-2, a copy of the German V-1. The Matador was similar in concept to the V-1, but it included a radio command that allowed in-flight course corrections. This allowed accuracy to be maintained over greatly extended ranges of just under 1000 km. To allow these ranges, the Matador was powered by a small turbojet engine in place of the V-1's much less efficient pulsejet.

Matador was armed with the W5 nuclear warhead, essentially an improved version of the Fat Man design that was lighter and had a smaller cross section. A single US Air Force group, 1st Pilotless Bomber Squadron, was armed with the weapon, keeping them on alert with a six-minute launch time. It could be easily retargeted, unlike weapons using inertial guidance systems. Accuracy at maximum range was about 1 mile (1.6 km), which allowed it to be used against any large target like troop concentrations or armored spearheads.

First flown in 1949, Matador entered service in 1952 and left service in 1962. Matador carried several designations during its lifetime, originally known under the War Department's system as SSM-A-1. By the time it was introduced to service, the Air Force had been created, and they referred to them as bombers and assigned it the B-61 designation. It was later re-designated TM-61, for "tactical missile", and finally MGM-1 when the US Department of Defense introduced the tri-service aircraft designation system in 1962.

Odds and Ends Contributed by Club Members & Friends

Submitted by Paul Bennett - Here is something for the history collector. The White House 2019 Christmas Ornament. President Eisenhower, being the first President to regularly use a helicopter, and his Marine 1.

<https://shop.whitehousehistory.org/official-2019-white-house-christmas-ornament>

Price is not bad either.

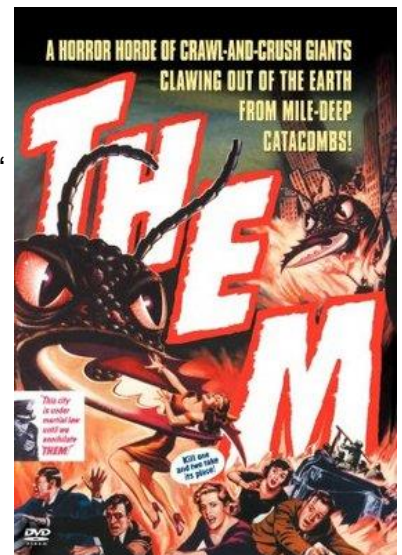


Submitted by Bruce Doyle - **THEM** at 2pm Saturday, March 2, on TCM (ch. 46 on COX)

Paul and I have been kicking around the notion that all of this nuclear testing generated legions of sci-fi / mutant monster films in the 50's and 60's. My all time fav is THEM, which premiered in 1954. Some ants become gigantic predators because of the A-Bomb testing in the New Mexican desert. The cast, however, is what sets this movie apart from most sci-fi thrillers. Edmond Gwenn plays the scientist, off his role as Kris Kringle in "Miracle on 34th Street". Then you have the two James- Arness and Whitmore. Whitmore was Oscar nominated for his role as Kinnie in "Battleground". Arness used all of his 6' 7" frame to play "The Thing" from "The Thing From Another Planet". (my 2nd favorite b/w monster movie.) Fess Parker has a small part, also Leonard Nimoy before he became Dr. Spock (he's the army communication sergeant). Walt Disney was watching the movie to cast Arness in his new TV series "Davey Crockett". But Disney liked Parker's performance better, and gave him the role

. Not to fret for Arness. None other than John Wayne liked Arness' performance so much that Wayne recommended him for the part of Sheriff Matt Dillon in the series "Gunsmoke" - which Arness played for twenty years.

I remember watching THEM in the Nugget Movie Theater in Hanover, N.H. when it cost a quarter to watch the "flick"- 10 cents for both admission and a coke, and a nickel for a big bag of popcorn- with butter. To my everlasting shame I grabbed a classmate sitting in front of me around the neck when the screeching of the ants started, and he let out a bloodcurdling scream. I still get goose bumps every time the ant sound effects start, even though I've seen the movie literally dozens of times. Enjoy!



Odds and Ends Contributed by Club Members & Friends

Submitted by Jack Mugan – A new F6F from Airfix in 1:24 scale. WOW!



.... For lovers of gassers: see: <https://www.youtube.com/watch?v=Nyfg5w8HVkM>



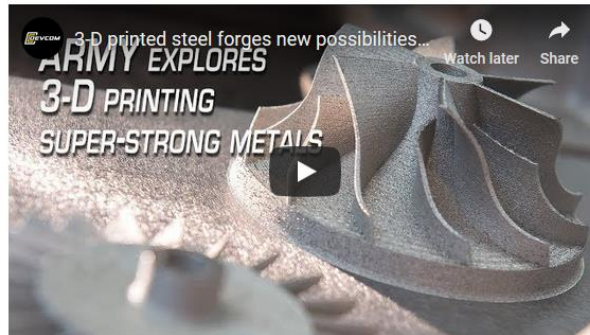
...and Claude Moulton from Jacksonville asked: “Can anyone tell me what these parts represent? They are on modern British tanks such as the Chieftain and Challenger engine decks. – CAN ANYBODY HELP CLAUDE?”



Odds and Ends Contributed by Club Members & Friends

Submitted by Bil Winter – DavidDoyleBooks.com has free shipping through March 25.

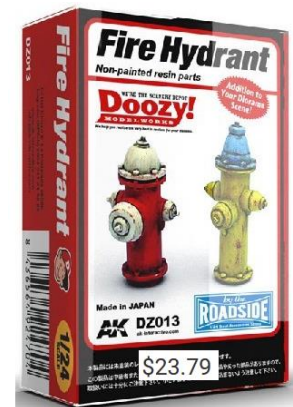
From AJ Kwan: Army 3D Prints Ultra-Strong Parts from Powder; see: <https://www.ien.com/product-development/news/21049713/army-3d-prints-ultrastrong-parts-from-powder?lt.usr=34591374>



"I think it's going to really revolutionize logistics," said Dr. Brandon McWilliams, a team lead in the lab's manufacturing science and technology branch.

From Jack Mugan: Airbrush info: see: http://www.coastairbrushtv.com/Airbrush-Overview_p_20.html?fbclid=IwAR0bIr2rRqoSAJp5z001NB-8SU316boklET0jBo4j2TZzZafW9pNyDmePC0

From Paul Bennett: Here is the link to the fire hydrants. I have already bought a pair. <https://www.megahobby.com/products/doozy-series-fire-hydrants-2-resin-1-24-ak-interactive.html>



From Doug Spinney: The attached pic is the putty I use to fill in gaps. I put it on and clean up the excess with a moistened Q-tip, or use your finger like Jack said.



Odds and Ends Contributed by Club Members & Friends

Submitted by Jack Mugan

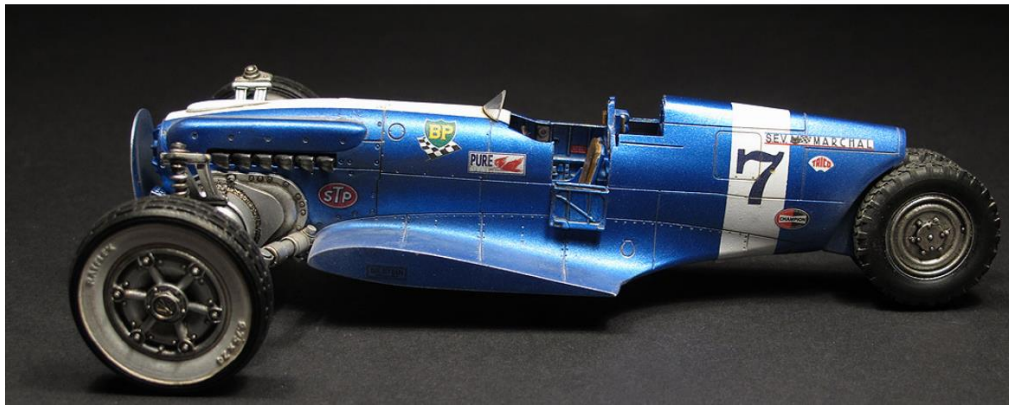
Junk Tank Rock Racer

Viper racing car

Kitbashing a Viper

I love the Japanese *Junk Tank Rock* vehicle designs but...
They are not for sale outside Japan. What a pity. =/

So since the original Japanese resin kit of the *JTR Viper* racer isn't available around here I build my own.



PELICON 2019
REGION 11 REGIONAL MODEL SHOW
AND CONTEST

Pelican
MODEL CLUB

Pelicon 19
Regional Scale Model Convention and Contest
www.pelicanclub.org

Sat. April 6 - Sun. April 7, 2019
The Minnreg Center in Largo, Florida.
6340 126th Ave. North, Largo FL 33773

f Check us out on Facebook: **Pelican Model Club IPMS Tampa**
Contact Ozzie Leandri for questions: oleandri@verizon.net

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

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

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

Don't forget to support your local hobby shop.

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

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

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

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

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

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

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

UPCOMING EVENTS

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

March 16	North Florida AMPS meeting, Camp Blanding museum, 10 AM
March 30	Wings, Wheels & Keels, Venice
April 6-7	Pelican Model Club Regional Contest, Clearwater
April 13	Gator Modelers Club Auction – Gainesville, 1 PM
May 9	AMPS International, Buffalo NY
May 18	North Florida AMPS meeting, Camp Blanding museum, 10 AM
June 15	Polk Area Model Society PAMScn, Lakeland
August 7-10	IPMS Nationals, Chattanooga TN
October 18-20	Orlando Modelpalooza, Kissimmee

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: _____

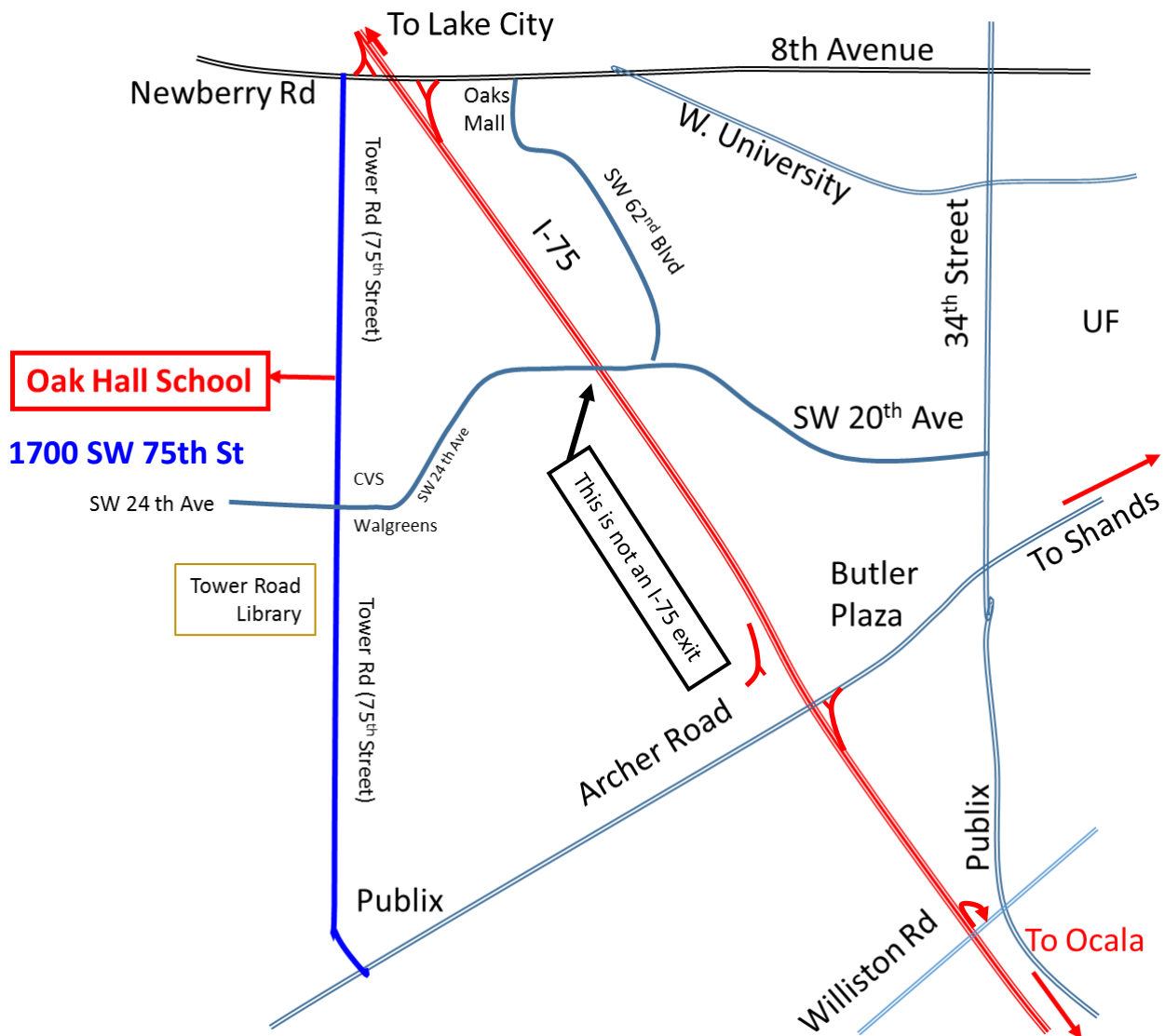
City: _____ State: _____

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 – For Car Guys and Gals

By Jack Mugan



**APRIL MEETING:
TUESDAY, APRIL 16, 2019!**