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Theme for December, 2018

THE BATTLE OF THE BULGE

In late 1944, during the wake of the Allied forces' successful D-Day invasion of Normandy, France, it seemed as if the Second World War was all but over. On Dec. 16, with the onset of winter, the German army launched a counteroffensive that was intended to cut through the Allied forces in a manner that would turn the tide of the war in Hitler's favor. The battle that ensued is known historically as the Battle of the Bulge. The courage and fortitude of the American Soldier was tested against great adversity. Nevertheless, the quality of his response ultimately meant the victory of freedom over tyranny.

<https://www.army.mil/botb/>



GATOR MODELEERS

GAINESVILLE, FLORIDA

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, December 18 at: 6:30 PM
Oak Hall Library
8009 SW 14th Ave Gainesville FL
(See the map on page 36)



Models won at November's meeting:
the Panther was won by Doug Spinney
and the Me163 was won by Aaron Alt.

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Prez Sez.....

By AJ Kwan

YIKES....it is December already. November was election day for the country and the club. Myself, AJ Kwan ~~was forced~~ was elected President. Dan Contendo is our Vice President, Frank Ahern ~~was pressed ganged into~~ has agreed to stay on as our Secretary, and also staying on is our Consigliere/Account William Winter; ~~(he travels a lot, better have the book audited this year?)~~. All things being equal, this past year was a great one. Our outgoing President's (Jack Mugan) leadership will be missed. That was a great Gainesville Sun newspaper article, "Down To The Last Detail."



The "Gray" contest was judged and there were two winners. A die roll off was used to break the tie, and Jack Mugan was the winner. He will decide what the

theme is for next year. Additionally, November kicked off our monthly themed contest. November's theme was Tarawa. Once again there were two winners, a tie. Another die roll off was conducted. Jack won again (what's with that? It was rigged. All future ties will be re-voted.).

This year's Christmas Party will held on Sunday, December 16th at 2 PM at Bill's condo. Frank graciously will be the MC for the gift exchange this year.

Our club will be displaying at the main library starting December 1 through the end of January. The display is the Thunderbirds. Frank and Bruce set up the display.

This year's Collectors Day display will be made up of IPMS winning models.

Please do not forget, it is dues time again, so time to pony up twenty bucks for the coming year.

December's Theme will be "Battle of the Bulge"; the WWII Battle, not the waistline struggles this Christmas season. Additionally, please come, do not miss AJ Kwan's Tribute to George H.W. Bush.



Make plans to attend January's meeting! Arron Alt will be giving a presentation on the local Civil Air Patrol, and William Winter and Ed Ingersoll will be doing a presentation on IPMS Judging.

Meeting Minutes – November 20, 2018

By Frank Ahern

President Jack Mugan opened the meeting at 6:40pm welcoming 16 club members and Sam Severino, a guest of Aaron Alt. The first item of business was the election of new club officers. Nominations were received for AJ Kwan – President and Dan Contento - Vice President. Bill Winter agreed to remain club Treasurer and Frank Ahern agreed to remain Secretary. This slate was elected by unanimous vote.



A discussion was held about a theme for the upcoming Collectors Day display at the Florida Museum on Jan.12. It was decided that the theme would be a display of club member's models that have won awards at major model contests. Members who have award-winning models, with their medals or certificates, are urged to have them ready to display at Collectors Day.

Frank Ahern and Bruce Doyle are coordinating a display at the main Gainesville library in December and January. Howard Burke, Jack Mugan, Paul Bennett and Ahern all contributed models for the display on the theme "Thunderbirds".

Tracy Palmer told the club that he is still looking into the possibility of getting coffee mugs produced as a promotional item for the club. He will report back when he has further information.

Paul Bennett related problems he has producing photographs from the meetings for the newsletter. Suggestions were made for ways to shift some of the burden for identifying models to the members themselves. Bennett was encouraged to look for other ways to simplify the process and make it less burdensome.

The next club activity is the annual Christmas party, which will take place Dec. 16 at the Hardt/Winter condo starting at 2pm. Tony Ivone has agreed to provide a turkey. Other members are asked to bring a side dish or dessert. Incoming President AJ Kwan said that he wants those in attendance to take part in a "Gift Exchange". This will require those who participate to bring a wrapped, modeling-related gift worth at least \$20 retail price. Those who plan to come are urged to email Bill Winter their RSVP and let him know what side dish you are bringing (and please bring a few drinks).

The floor was opened for members to discuss models they brought to the meeting. This was followed by the monthly raffle drawings. The first drawing was won by Aaron Alt and he selected the *Me-163 Komet kit*. The second drawing was won by Doug Spinney who picked the "Night Fighting" Panzer kit.

Judging for the semi-annual club model contest was then held. The theme was "51 Shades of Grey" – selected by previous winner Don Martin. 16 models were entered in the contest. All club members present were given a ballot to select their favorite model. The top 2 vote getters were a MiG-29 by Jack Mugan and a Citroen 2CV by Frank Ahern. A roll of the die broke the tie, with Mugan getting the win. Judging was also held for the new monthly historical theme model contest. This month's theme was the invasion of Tarawa. The contest was won by Jack Mugan's Hellcat model.

Finally Tracy Palmer gave a presentation on the invasion of Tarawa and the lessons that were learned for the rest of the war in the Pacific. The meeting adjourned at 8:35pm.

American Graffiti:

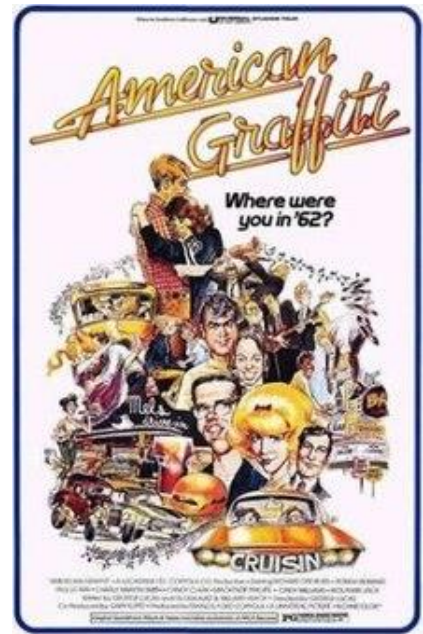
The Cars, Part 3

By Frank Ahern

As I advance in years there are several Norman Rockwell-like scenes I can see in my mind that played out in my childhood. One of the most vivid is a Thanksgiving gathering at my grandmother's house in a small farming community in central Illinois. A car pulled up honking its horn and everyone ran outside in the cold air to see my uncle Harold in his brand new '58 Chevy Impala. If you didn't grow up in the 'car culture' years it's hard to explain the level of joy and excitement this moment produced. Everyone poured over the car marveling at the styling, new features and, for the guys, the new "big block" 348ci triple-carb engine ("It'll pass anything on the road but a gas station"). Today many assume that the 55-57 Chevy Bel Airs are the defining cars of the 50's, but it was the Impala that propelled Chevrolet to the top of the automobile industry at the time by offering the thing that most American's want most – affordable luxury.

The Chevy Impala series remains the best selling model in automotive history. Director George Lucas understood the significance of the Impala, which is why he made it the centerpiece of his movie about America's car culture.

Unfortunately, recent news reports indicate that America's current obsession with trucks and SUV's has forced Chevrolet to suspend production of the Impala for the third time in its history. I'm betting that the fickle trends of public opinion will change again in the not-to-distant future, style will triumph over utility, and new Impala's will once again cruise American streets.



The Impala Sport Coupe - every window of every Chevrolet is Safety Glass.



EXCITEMENT RIDES WITH YOU every mile you roll in your new CHEVROLET. At rest or on the road, this sleek style-setter promises action, gaiety, glamor—and it keeps its promises beautifully. Come aboard and take the key to the happiest traveling on the highway!

One look at those away lines and you know this new Chevy's ready to show off far wherever you say. Just name your route—a bustling highway, a twisting mountain road or a side street in the corner grocery. Here's the one with the kind of magnet that turns any route you travel into a pleasure cruise.

You'll see what we mean the first time you feel the exhilarating torque of Chevrolet's new Turbo-Thrust V8* which runs on a mere 10. Or even hear this engine loves to shriek the miles out, where they're long and luscious.

And you'll find still more to be proud of in the way Chevy takes the wrinkles out of aging roads. There's a choice of two completely new rides—Full Coil suspension or standard and a real "air-ride" option. Each is engineered to achieve a ride you can't expect only in the most elite cars.

The plus touch is that you're steering one of the most rewarding experiences on the road if you haven't yet taken the wheel of this new Chevrolet. It's an overnight road snarl will gladly remedy. —Chevrolet Division of General Motors, Detroit 2, Mich. *Optional as extra cost.



CHEVROLET

1958 Chevrolet Impala



American Graffiti: The Cars, Part 3



Can a car turn a toad into a prince? In the movie, the 58 Impala Custom belonging to Steve (Ronnie Howard) turns the trick when he loans it to Terry the “Toad” to keep while he’s away at college. The Toad, who can’t even get a Vespa scooter to behave in the movie’s opening scene, is transformed into a confident dude who picks up Candy Clark for a night of zany antics. It’s the primary illustration of Lucas’ thesis that your car defined who you were in the ‘car culture’ years.



Trying to build this model transformed me into a “Toad” of modeling uncertainty.

My inexperience as a car modeler left me perplexed about the best way to approach the task of “customizing” this car.



What had me in a quandary was how to portray the main visual feature of the car – the red pin stripes. My first thought was just mask and paint, but then I realized that the pin stripes lay next to another painted feature – the chrome side trim. I’ve had too many bad experiences with paint lift-off to try that. Decals would solve the problem, but I didn’t have any, and the prospect of making and cutting thin stripes seemed unlikely. On top of that, my first attempt to paint the side trim with Liquid Chrome didn’t go well. My hopes to build this model were getting dim.

Then I remembered my sheet of Bare Metal Foil, sitting lonely and forgotten on the shelf for years (see next page). After a little experimenting I was happy with the way it looked. Having a small stylus is a key to getting the foil to conform to the raised detail. Having a new blade in your knife is

American Graffiti: The Cars, Part 3



another crucial detail.



Getting the chrome right was a good first step. 1958 was the year that Detroit went “chrome crazy”. Every model from GM was dripping with chrome accents and styling features. The Impala was no exception.



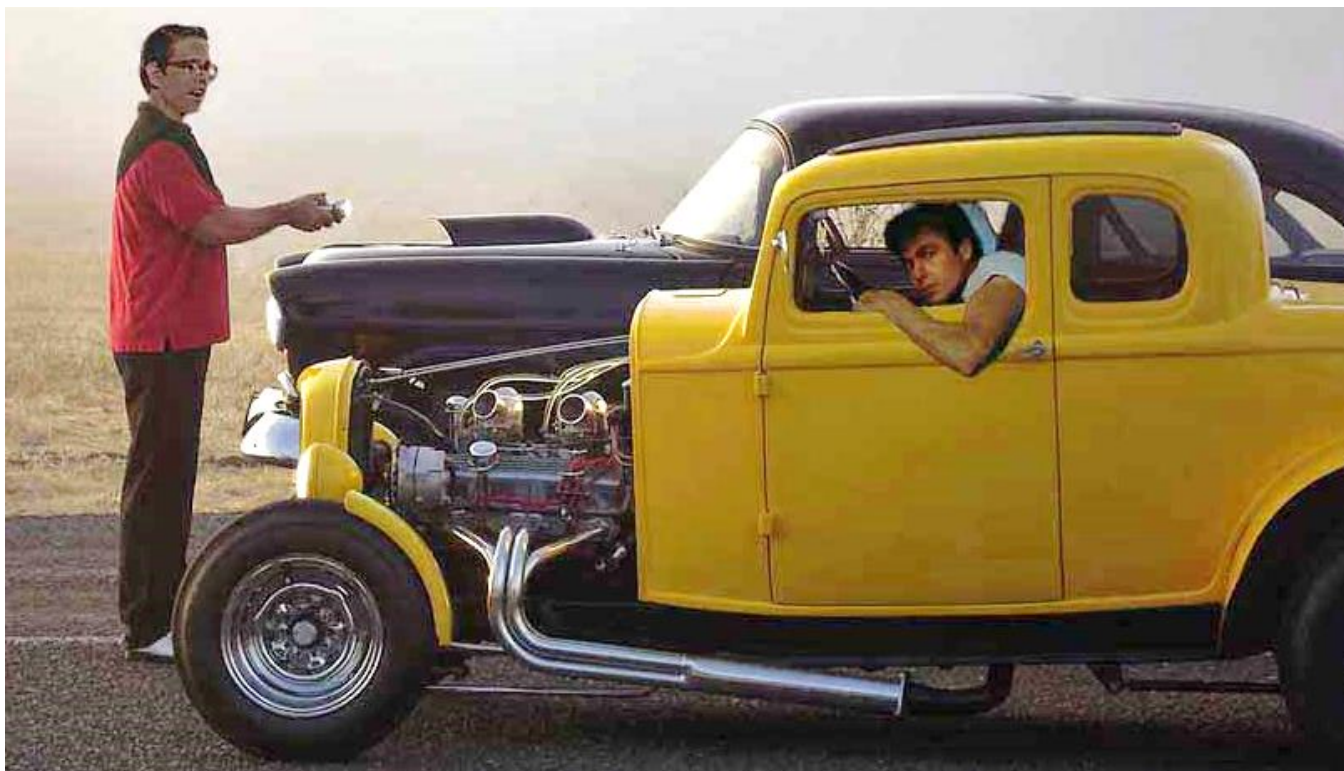
Now I could focus on the red pin stripes. I decided to try red draftsman tape, which has the advantage of being adhesive. The trick was cutting strips thin enough with a consistent width. It took a while to get the hang of it. Once again I was satisfied with the end result.



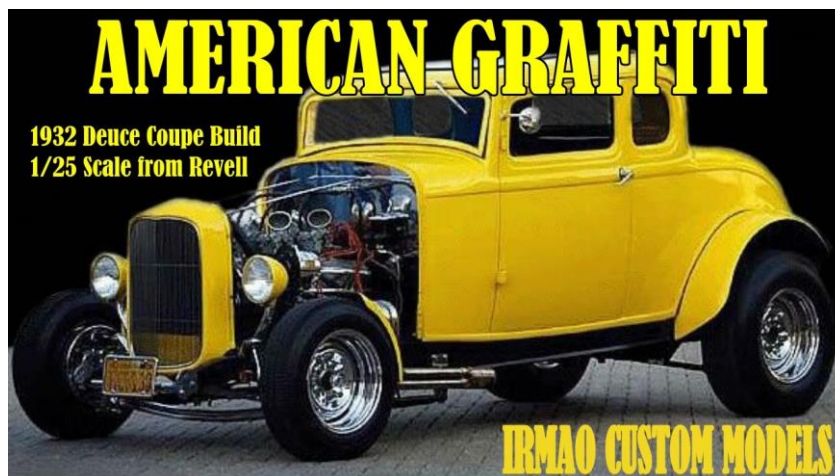
American Graffiti: The Cars, Part 3



There is no picture of the finished model, because, at this writing, it isn't finished. My goal is to get done by the December meeting, so you'll have to come to see if I make it.



Farther down the road, my next project is the Ford Deuce Coupe. The car that George Lucas insisted be in the movie to represent the Hot Rod culture. It looks like another tricky build so I won't promise a finished model in January, but I should have the story of this iconic hot rod for the next newsletter.



FIDDLY BITS - GENESIS OF THE ACES-ON-ACES COLLECTION

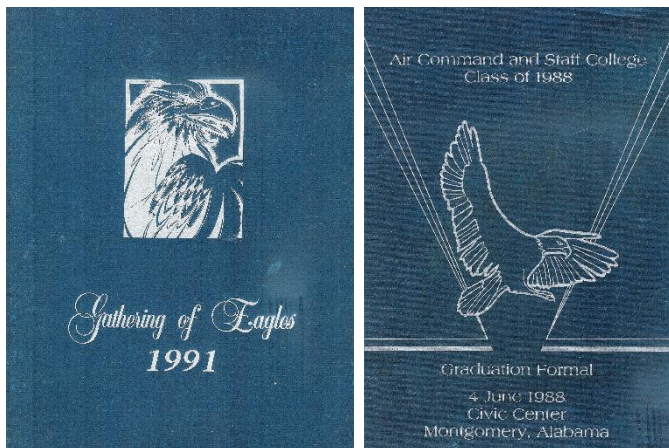
by Stretch Sprueman, IPMS # 1442

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

For this month's column I'm going to reprise something I wrote over a dozen years ago . It will help explain what it was that Ray Waddey did that helped to finally answer the mystery that had bedeviled my family for decades. That is, how my father came to be killed in action in a far away land while on a bombing mission in WWII.

As I explain in some detail the resolution occurred while attending a Gathering of Eagles ceremony at Maxwell AFB in Montgomery, AL. I promised to relate just what this event was all about, an event that I have mentioned in passing several times in previous columns.

Every year select Air Force Captains and Majors take a years academic sabbatical at the Air Force's AIR COMMAND AND STAFF COLLEGE at Maxwell. In this academic setting the officers (with pilots from the other services and from foreign countries as well) take year long courses in literature, philosophy, political science, history- especially military history- foreign policy, diplomatic history and other subjects to better prepare them for staff positions throughout the Air Force and at the Pentagon. A graduation ceremony is held in June where aviation legends and luminaries are invited to visit with, to educate, and perhaps inspire the graduating officers. Men like Jimmy Doolittle, Curtis LeMay, George H.W. Bush, Adolph Galland and scores of Fighter Aces from Bud Anderson and Boots Blesse to Chuck Yeager and Hub Zemke; Medal of Honor winners and Aviation Pioneers. The list of "Eagles" is as stunning in their fame as they are voluminous in their numbers. Hence the name "Gathering of Eagles".



Ray's artwork was noticed by the graduation event coordinator- Lt Col David McFarland- who invited Ray to display his paintings in the lobby of the convention center where the graduation ceremony was held every year. Ray attended the "Gathering" for a number of years before inviting me in 1988 to go with him so I could hopefully find out once and for all what had happened to my father on that fateful day in 1945. And the rest- as they say- is history.

FIDDLY BITS - GENESIS OF THE ACES-ON-ACES COLLECTION

NOTE ON THE AUTOGRAPHS: Over nearly three decades- from the mid 1980's to the late 2000's- I collected over 10,000 signatures from 750 American Aces, 135 Luftwaffe 'experten', and many dozens of other Allied pilots. This might explain in small part why I built so few models during these many years. I was meeting in person and corresponding with the men whose aircraft I now am finally building as models. And I think its neat to display a signed photograph or an Ace card with a replica of that pilot's plane!

Furthermore at times I fantasize about one of my grandchildren taking their grandfather's Aces-on-Aces collection to a program like today's PBS Antique Roadshow in December, 2041. As you know that would be the 100th Anniversary of the bombing at Pearl Harbor and America's entry into WWII. I'm curious about what the reaction to the collection might be. Hopefully they'll be impressed, but one never knows for sure.

Hopefully the sheer number of Ace autographs will be viewed with some excitement. There have been 1442 Americans who became Fighter Aces in all of our storied military history. The 534 signed Ace cards represent 40% of the total post WWI American Fighter Aces. But maybe by 2041 WWII will be seen- like the Civil War is today- as ancient history. Again, one never knows. Stay tuned...

Starting in early 1994 it became increasingly difficult to acquire packs of Pinochle cards at the five or six local Eckerd Drugstores in Gainesville, Florida. It seems that every time they were on sale- and sometimes even when not- they were hard if not impossible to keep in stock. This strange phenomenon continued through the mid 1990's, and now finally an explanation can be made. I have to come clean: it was me making all those card purchases.



Pinochle decks contain two sets of aces; when on sale for a dollar a pack that computes out to 50 cents for a set of four aces. What's the need for such monetary legerdemain you may ask? When you are sending out five hundred or more sets of aces the cost can be a bit much. Which begs the following question: why and to whom were you sending all of these cards?



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The following tale will, hopefully, provide the answer.

* * * * *

An article in the January, 1984 edition of AIR CLASSICS magazine had a preview of the upcoming Valiant Air Command (VAC) Airshow in Titusville, Florida. It caused a great deal of excitement for my friend Larry Bayer and myself. The article stated the show was to feature a great many WWII Warbirds in flight, and additionally one would be able to access the flightline for an up-close look!



Larry and his "little friend" (a slang term for fighter escort) "Rascal."

"Hey Bayer-let's go! We can leave Gainesville early on the day of the show and be there well before noon", I said. "I haven't seen a Mustang or Corsair flying since I was a kid back in the 50's. We've got to check this "Bad Boy" out!"

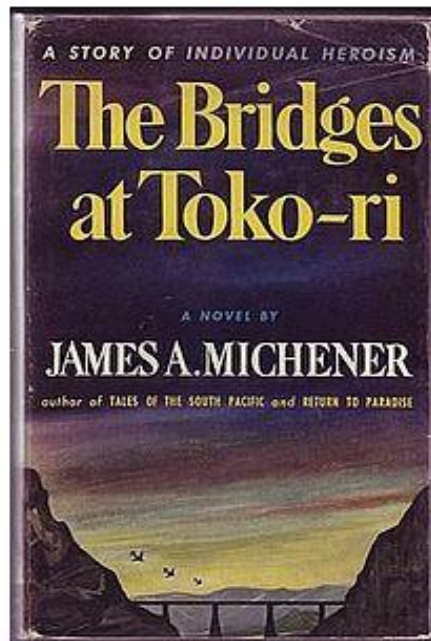
One Saturday in early March we set off for the Airshow, and arrived at the airport access road. We sat in the middle of a long line of traffic making its way into the airshow. As we slowly snaked our way along we approached the end of the main active runway, hidden from view behind a berm of dirt. Suddenly we heard the unmistakable sound of a bunch of Merlin Packard- Rolls Royce engines, presaging a squadron of P-51 Mustangs arrival.

Leaping from Larry's car (ironically a Mitsubishi, the wartime manufacturer of the famous Japanese Zero fighter) I jumped up on the dirt mound for a better view.

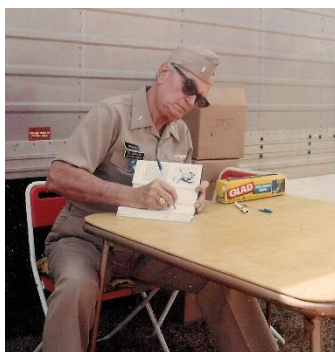
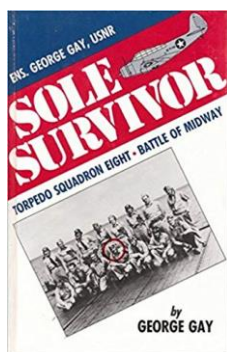
Mocking actor Robert Strauss' LSO (Landing Signal Officer) character in the movie BRIDGES AT TOKO RI ordering in his "flock" of fighters.

FIDDLY BITS - GENESIS OF THE ACES-ON-ACES COLLECTION

"Gear down? Gear down."
"Flaps down? Flaps down."
"Hook down? Hook down."
"All down? All down."
"Come on Commander, grease that baby in".



Laughing hysterically Larry yelled "Get back in the car Doyle, the line is moving Unbelievable If they have this many Mustangs here what else do they have?" And thus began my attendance at air shows around the state over the past two plus decades. It was at this 1984 show that I acquired my very first autograph: retired Navy pilot George Gay was selling signed copies of his memoir SOLE SURVIVIOR. This was his account of being the only member of his torpedo squadron to live during their attack on the Japanese Fleet at the Battle of Midway. Gay was doing a brisk business on a small card table next to his car. He towed the smallest possible U-Haul trailer filled to the brim with boxes of his books. Nice setup.

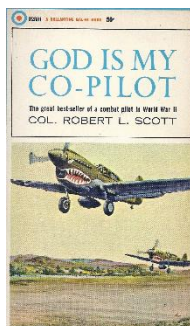


Signing my copy.

Also attending that '84 air show was Robert L. Scott, Jr. author of the bestselling book GOD IS MY COPILOT. Now we're getting somewhere I thought to myself. Like my father Scott had been stationed in China with General Claire Chennault. My dad had been killed in action flying with the 14th Air Force, and I asked General Scott if he had any insight into what might have happened on that fateful day. He said he did not, having left China in 1943 (my father was killed in June, 1945).

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Sorry. Then as a bit of cruel irony, Larry lost the autograph I got from Scott earlier in the day. But VAC air shows were to pay great dividends in the coming years for both learning about my father's military career, and for help in establishing a Fighter Aces autograph collection.



Over the following years the Valiant Air Command hosted numerous legendary airmen as their guests during the air shows: Eagle Squadron pilots who flew with the Royal Air Force during the Battle of Britain; the Doolittle Raiders who flew land based bombers (B-25s, the plane my dad flew in) off an aircraft carrier to attack the Japanese Home Islands; and in 1988 the group that really helped start the ball rolling- the famed Flying Tigers of the American Volunteer Group (AVG).

Like Scott the AVG also flew in China with Chennault. Surely they could shed some light on the events surrounding my father's death. Unfortunately they could not, again most having left the CBI (China-Burma-India) theater some two whole years before my dad's arrival.

Nevertheless I befriended some of the AVG members, and they promised they would make some inquiries on my behalf and try to find out what they could for me. Little did I know at the time what a life altering event the fortuitous meeting with them would have.



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Long story, short version: now I knew what organization existed for the AVG/14th Air Force veterans, a chance encounter near my home within a few short weeks of the air show led me to find out in a matter of days everything about my father's last mission. What squadron he was in, who led the mission, the target and so on. I even talked to a number of the flight crews, and even to the crew chief who put my father on his plane that day in June 1945! And then the story gets even more interesting, with a tangent toward my autograph collection.



An aviation artist friend of mine was invited every year to Maxwell Air Force Base (AFB) to display his artwork for the Gathering of Eagles commencement ceremony. Maxwell AFB contains the historical archive for the Air Force in WWII. Knowing this my friend, Ray Waddey, suggested that if I wanted to find out more about my father's military career, this would be the places to look. Why don't you come along and find out? So in June, 1988 we set off for Montgomery, Alabama and Maxwell AFB.

After our arrival I went to the archive on the second floor of the research library. I requested from the staff materials relating to the 11th Bomb Squadron, 341st Bomb Group, 14th Air Force. Within minutes I had half a dozen folio boxes filled with the records and documents of my dad's unit. Opening the first box I pulled out a stack of Bombing Mission Reports- and there it was: Mission #648. The very first thing that I touched turned out to be what I had so painfully been looking for over forty years.

I had in my possession a forty-three year old "looking glass" that allowed me to finally know beyond a shadow of a doubt what had happened to my father on that mission to Indo-China. No more speculation, no more frustrating false leads, no more mis-information chasing down stories that did not pan out. A wave of emotion swept over me at that moment.

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A profound sense of loss hit me. You cannot miss someone about whom you know virtually nothing. Now I felt for the first time I was in the presence of my father, and I began to grieve for him as I never had been able emotionally to do before. And I began to realize the depth of grief my mother and my father's parents must have felt four decades earlier. The joy of finally knowing was tempered by the pain of profound loss.



But, back to the Ace angle: after a rather emotional previous day in the archive I indulged myself with one of my favorite pastimes- wandering through the stacks of a library, especially those shelves containing military history. I have been doing this since I was a kid growing up in Hanover, New Hampshire searching through the stacks of Baker Library on the campus of Dartmouth College. On a shelf in the Base library I found a most curious series of publications, actually spiral bound computer printouts with the imposing title CREDITS IN AIR- TO-AIR COMBAT, WORLD WAR 2 by someone named Frank Olynyk.



This series of seven books was put out by a computer programmer (geek?) from Aurora, Ohio. On annual vacations over a number of years he sequestered himself away in various archives researching fighter pilot's victory claims. The books are broken down by service or theater of operations, with chronologies and individual and squadron claims. (Turns out Olynyk was doing research in the Archive the weekend I was; I recognized him when we met later.) But it was what I found inserted in one of Frank's publications that really set me on my way to my Fighter Ace autograph collection-an insert which touted the American Fighter Ace Association and how one could join. Eureka!

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Not only had I finally solved the mystery of my father's loss, but now I had a way to access a group of men I had idolized since my youth. Guys who I esteemed more than the Mickey Mantles and Ted Williams of the world who my buddies worshipped. This was a club that had Gabreski, Foss, and Yeager as members, and for \$30 a year I could join as a "Friend"! For this pittance I would receive four journals a year, plus 10 Ace Biographies- 5 of which would be signed by the Aces themselves. Sign me up!



Thus began my serious, systematic collection of Ace autographs. At the VAC Flying Tiger reunion in 1988 I had acquired a couple of dozen signatures, and at subsequent air shows Aces would show up pedaling their books like Ensign Gay had done in 1984. But now I had an extra entry into their world.

The Ace Association planned to have their 1990 reunion in Orlando, Florida- right down the road from Gainesville. I asked my artist friend Ray if he wanted to attend? The answer was an emphatic "yes", and so we set off for the convention.

About fifty Aces attended the Orlando reunion, with about another fifty family members and "Friends". What an experience! We got to sit and visit one-on-one with the Aces, getting to ask them questions about their careers, missions, and having them sign items we brought with us. I was as close to heaven on earth as I could possibly get.

I had always read about WWII in the hope of maybe learning what my dad's experiences might have been like. I had read literally hundreds of books about airmen and fighter pilots. For all I knew back then these men might as well have lived on the planet Mars. I never dreamed that I would ever get a chance to actually meet them in person one day. And yet, there they were, looking like someone's kindly old grandfather! Not exactly looking like the dashing young men in their flying machines, scarves blowing in the breeze. But no matter; when they talked I was enthralled, hanging on every word!



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And it was great to meet people my age with the same passion for WWII history, and reverence for the Fighter Aces in particular. One of the people I met was Doug Miller who acted as de facto aide de camp to the Navy's all-time leading ace: Captain David McCampbell. Doug and the "Captain" made quite a team, and showed great mutual respect and affection for each other.

Doug found out I was relatively new to the game of acquiring Ace autographs which was something he had been doing for over twenty years. He generously gave me a lot of help, and offered some great advice about how to go about getting signatures. Use a self-addressed, stamped envelope (SASE) when writing to them. Act like you know what you are talking about, and be respectful- some of the Aces are sensitive to issues like the loss of a wingman and so forth. But I told Doug it would be tough to communicate with six or seven hundred members of the association since I didn't have their addresses. Doug said not to worry, when he got home he would xerox a copy of the Fighter Ace's mailing list and send it to me. Which he kindly did. I now had the ability to personally communicate by mail with my boyhood idols!

Beginning in that summer of 1990 I began my quest in earnest by building up the numbers in my autograph collection- from a couple of dozen at the air shows, plus the fifty or more from the June reunion, to now something coming in the mail every day.

Over the next few years the daily chore of going to my mailbox turned out instead to be like Christmas 365 days a year. And milestones began to add up: September, 1991 200 signatures; 400 in February, 1992; 600 by July, 1994~ and finally over 700 today!

I sent out 4x6 cards, books, photographs, and any other items I could think of for the Aces to sign. Postcards of the type aircraft they flew, xeroxes of their squadron or group insignia, and so on. This made for a very eclectic collection, spread around in many different size and type containers: 3-ring binders, photo albums, et cetera. I thought it would be useful and easier to organize this mass of material if I could find something in common that each Ace could sign. Then it hit me- ACES! Duh!

I had seen signed ace cards in Doug's collection, but they were mainly of German Luftwaffe pilots. Then I received in the mail a catalogue from Stephen Koschel, a friend of Doug's and a professional Autograph Dealer. One of the items he had for sale was 300 Ace Cards for \$1500. I thought to myself- wait just a minute. Why pay that kind of money when you could possibly do something like this yourself? And so began my aces-on-aces quest.

Beginning in early 1994 I started re-contacting the Aces I had written to over the past few years. But this time, after thanking them for responding before, would they be so kind to sign the aces (actually the four, with a King to practice on) and return them in the SASE provided? The first aces-on-aces began to appear in my mailbox in March, 1994. In doing this type of mailout things can

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get rather expensive. I therefore utilized Pinochle decks which contain two sets of aces, made sure I weighed out everything correctly (mailing and return envelopes, letter, cards, etc.) to ensure it was under an ounce. That way I only needed to use a single stamp per envelope. (For the record: two envelopes, 5 cards, and standard letter sheet weighed in at 24 grams, 4 under the limit.) I got back about a 95% return rate, pretty much the same as my initial mailings. I have received to date (May, 2006) signed aces-on-aces cards from over 500 American Fighter Aces, and an additional 50 or 60 from foreign Aces (German and Allied). Having something uniform like an ace card allows me to display them easily.



I use a nine-Slot baseball card holder, with three rows of three. Two ace cards are placed on each row, with an informational card per row describing the two Aces thereon. These pages are all gathered into a 3-ring binder, with everything arranged alphabetically by last name.

So to date I have received almost four thousand Aces-on- Aces, with over 3100 currently on hand. It gives me a great deal of pride in having put this unique collection together, and I have a profound sense of the amazing history I can literally hold in my own two hands. Now if I could only figure out what to do with the other 48 cards!

Bruce Doyle
Friend of The American Fighter Aces Association
#280



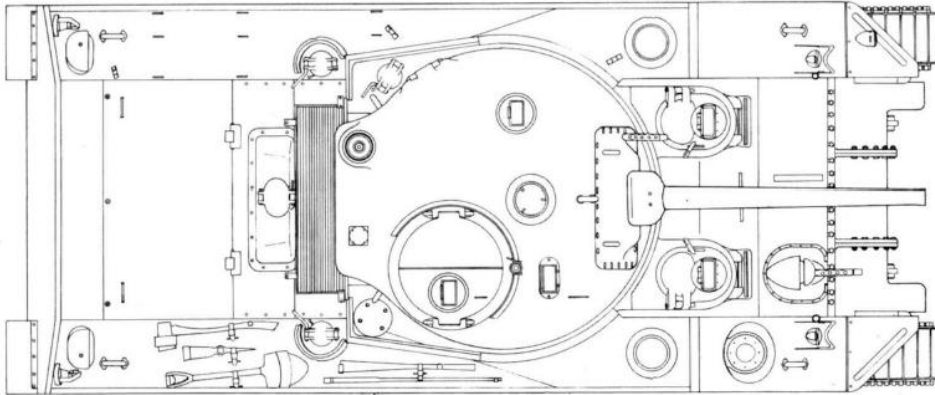
Egyptian Shermans – Part 2

By Claude Moulton (former IPMS Gator & Bill Winter, editor)

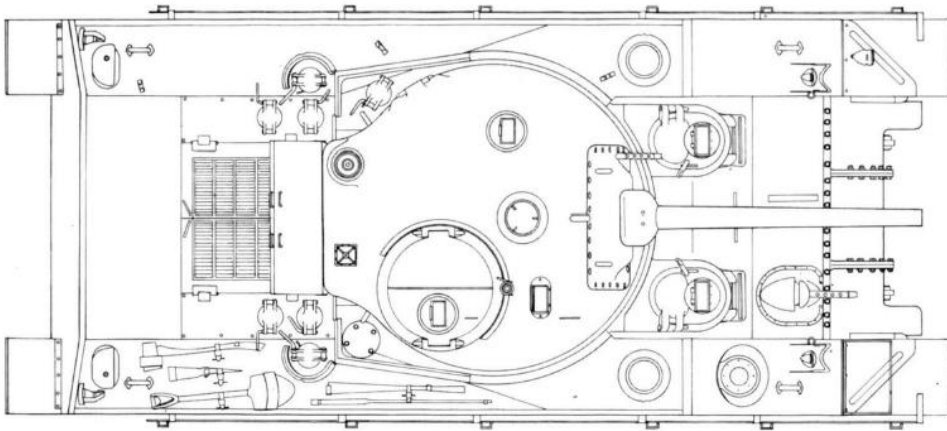
These are the changes that I made to my M4A4 Egyptian Sherman with the FL-10 turret.

[1] The Sherman AMX conversions were built on M4A4 hulls, but rebuilt with diesel engines and M4A2 engine decks and exhausts. I made that change with unused kit parts.

M4A4



M4A2



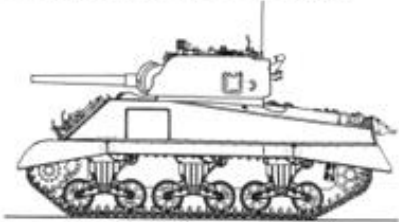
**M4A4 Egyptian Sherman
With M4A2-like engine deck**



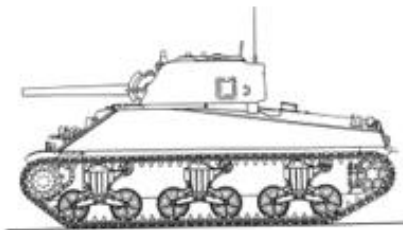
Egyptian Sherman – Part 2

[2] The conversion to the longer M4A2 hull required lengthening the tracks. Photos of the tanks show that a variety of tracks were used. I swapped T-54 steel chevron DS tracks from another Dragon kit for the T-55 rubber chevron kit tracks. I had to patch in a length of kit tracks to extend the length

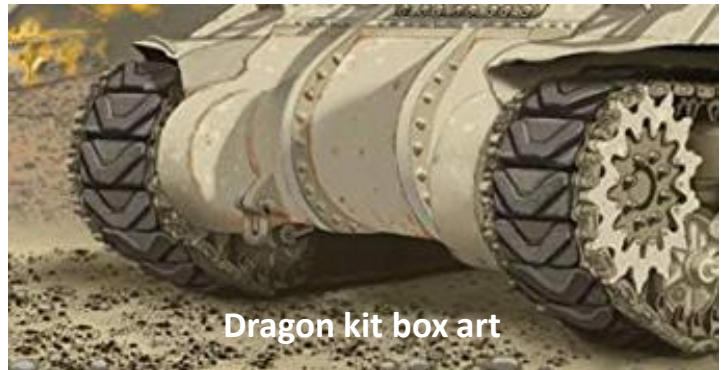
Medium Tank M4A2 "Sherman"



Medium Tank M4A4 "Sherman"



T-55 rubber chevron tracks



Note: Longer M4A4 hull



Apparent steel tracks on an actual Egyptian Sherman

Egyptian Sherman – Part 2

[3] The license plate decals were mounted on card stock.

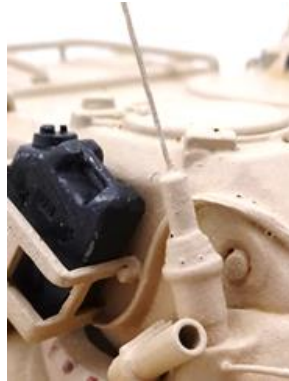


[4] Most of the grab handles were replaced with brass wire.

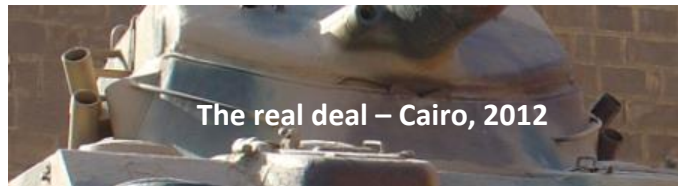
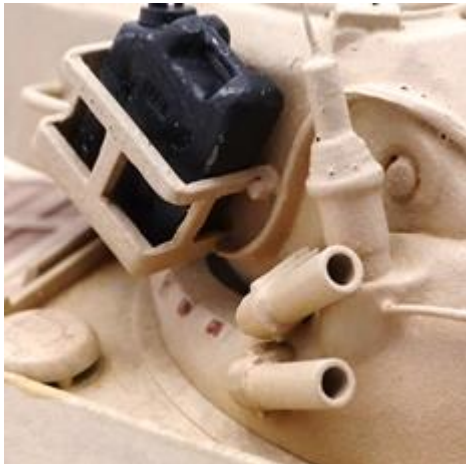


Egyptian Sherman – Part 2

[5] Accurate Armour fiberglass antennae were used.



[6] I replaced the plastic smoke dischargers with brass tubing.



A travel lock was added.



[7] Brass foot step added to lower front hull



THE END ! ☺

Hollywood Heroes

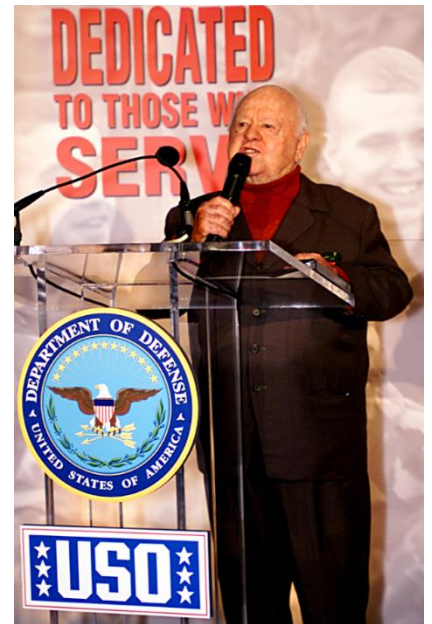


By Frank Ahern

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.

Mickey Rooney

Troop morale is an important part of any war effort and Mickey Rooney, who was one of Hollywood's biggest stars in the late 1930's, was also one of the most important members of the USO "camp shows" during WW2.



Rooney's willingness to go into combat zones to perform earned him a Bronze Star from the Defense Department. He remained a strong supporter of the USO throughout his long entertainment career.



Hollywood Heroes

Mickey Rooney



His movie career spanned 88 years, from 1926 to 2014, continuing until shortly before his death. During his peak years from the late 1930s to the early 1940s, Rooney was among the top box-office stars in the United States. He made forty-three pictures between the age of 15 and 25. Among those, his role as Andy Hardy became one of America's best-loved characters.



Top 15 Adjusted Domestic Box Office Leaders 1930 – 1939

1. Clark Gable \$6,528.80 million in adjusted domestic gross
2. Myrna Loy \$4,735.10 million in adjusted domestic gross
3. Robert Young \$3,944.30 million in adjusted domestic gross
4. Lionel Barrymore \$3,691.40 million in adjusted domestic gross
5. Olivia de Havilland \$3,555.20 million in adjusted domestic gross
6. Donald Crisp \$3,418.30 million in adjusted domestic gross
7. Wallace Beery \$3,296.60 million in adjusted domestic gross
8. Robert Montgomery \$3,261.10 million in adjusted domestic gross
9. Gary Cooper \$3,207.90 million in adjusted domestic gross
10. Leslie Howard \$3,131.90 million in adjusted domestic gross
- 11. Mickey Rooney \$3,069.90 million in adjusted domestic gross**
12. Dick Powell \$3,047.40 million in adjusted domestic gross
13. Tyrone Power \$3,035.50 million in adjusted domestic gross
14. Maureen O'Sullivan \$3,010.10 million in adjusted domestic gross
15. William Powell \$2,969.30 million in adjusted domestic gross
16. Joan Blondell \$2,900.30 million in adjusted domestic gross

Tamiya M3 Stuart light Tank (Late Production) MM 360 Review

By Larry Bayer (former IPMS Gators member)

Tamiya's new tooled 1/35 scale M3 Stuart is a long-awaited and accurate rendition of a classic WWII tank. A previous molding by Tamiya, dating from the early 70s, had significant dimensional and detail errors, especially in the turret and running gear. This new kit resolves those problems. The hull builds up from 6 flat panels attached in a specified order. The suspension bogies and idler wheels are well rendered, with fine weld beads on the wheel spokes and simple but convincing detail in the idler spring housing. Upper hull rivet detail is well represented (and there are tons of rivets), well aligned and uniform. Panel lines are clean, with separate flat upper deck and side sponson plates that are virtually drop-fit. Sponson undersides are enclosed by separate inserts (a resolution to a long-standing Tamiya bugaboo – open see-thru sponsons over the track runs).

The turret is the late flat-topped type with 2 flush triangular hatches and no cupola. The main gun elevates, but there is no interior detailing. Separate vision ports can be installed closed or ajar. M3s originally mounted up to 5 .30 cal machine guns. The finely molded barrels have open muzzle bores and the turret M1919A4 with its pintle mount and receiver group comprise 9 parts, plus a 3-part ammo box and a segment of ammo belt.



M3 U.S. LIGHT TANK STUART
LATE PRODUCTION

1/35 スチールミニチュアシリーズNO.360
アメリカ軍戦車
M3スチュアート 後期型

 1/35 Scale



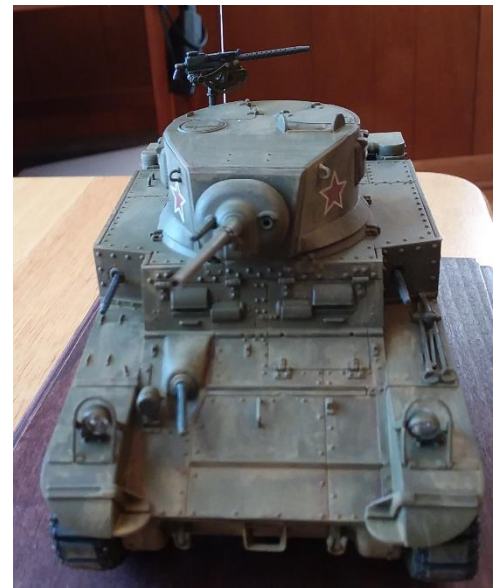
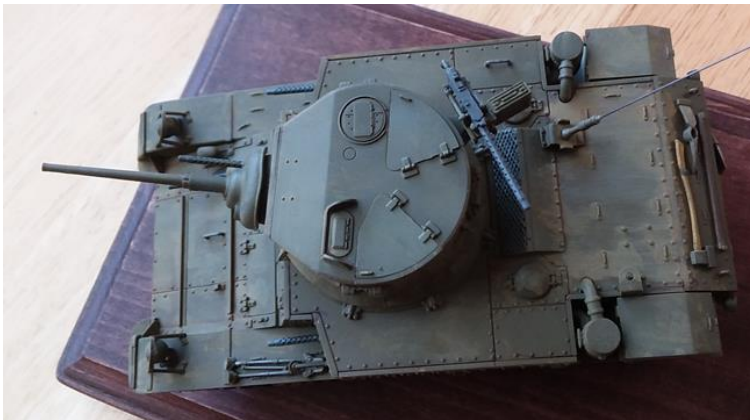
Tracks are flexible vinyl that can be glued with styrene cement, and there is no mold seam running through the edges of the end connectors, a common headache with earlier track moldings. I nevertheless replaced them with AFV Club workable link styrene track, but will use them on a kit bash I'm planning for a British M3 "Honey".

Nitpicks are few: the grab handles on the rear-hull engine doors and the front hull driver's visors are solid bumps and should be replaced with wire. The headlight brush guards and front hull mounting step are too thick and should be filed down. The tow cables are nylon string and need wire replacements. Photo etch is not included; mesh screens for the air intake trunk would have been nice.

Markings are for a 1st Armored Regt. tank in Tunisia, 1943 (where few M3s served) and 2 vehicles in Red Army markings (where many M3s were sent under Lend-Lease). A single commander



figure can be rendered as U.S. or Soviet using different heads. I chose the Red Army scheme. The decals are thick and required several coats of clear gloss varnish to blend into the surfaces without visible edges.



Overall, the kit is a pleasure to build straight out of the box, but would benefit from simple upgrades for the air cleaner canisters, stowage bins and periscopes atop the turret. Highly recommended.

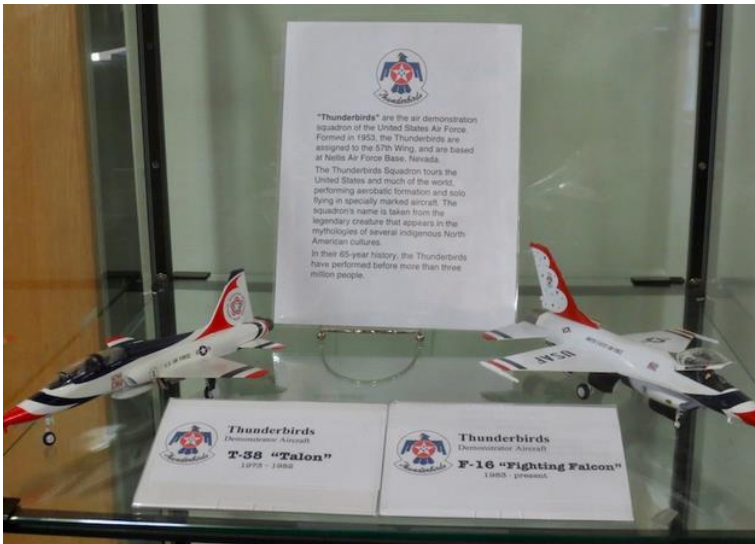


Two American M3 Stuart light tanks support a company of British infantry during the fighting in Tunisia in early 1943. <https://theamericanwarrior.com/tag/tunisian-campaign/>

Thunderbirds on display

By Frank Ahern

Stop by the downtown library in Gainesville during December or January to see the Gatormodelers display of USAF Thunderbird aircraft. Club members Howard Burke, Paul Bennett, Jack Mugan and Frank Ahern all contributed models to the display. Historian Bruce Doyle (shown here) coordinated the event with library staff, which has hosted a club display for the past several years.



Show and Tell – from Club Photographer Paul Bennett



"Grey" Table 1



"Grey" Table 2



Tarawa Table



1/48 V-1

GATOR MODELERS
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Aaron Alt



1/48 Accurate Miniatures Yak-1B
With Battle Damage

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1/35 Modelcraft LVT (A) 5 Alligator

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1/72 Hasagawa F-18 Hornet
On Blur Background

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1/72 Airfix AGM2B Zero

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Brian Cormack

Show and Tell – from Club Photographer Paul Bennett

1/72 Revell (Korea) F8E Crusader



1/72 Hasagawa F11F Tiger



1/72 MPC F4F Wildcat



1/24 Italeri Opel Blitz



1/700 Hobby Boss Typhoon-class Submarine



1/35 Tamaya M4 Sherman

1/35 Tamaya Tiger II



1/25 Revell Citroen 2CV

Show and Tell – *from Club Photographer Paul Bennett*



1/48 Monogram Thunderbird



1/48 Tamaya Mig-29 Fulcrum



1/48 Hasagawa F6F Hellcat



1/48 Hasagawa F-15 Eagle



1/200 Nichimo U-Boat Type IXC



Bob Lundeen's Non-scale Meng
USS Lexington

Faces in the Crowd (photographed by Paul Bennett)

Members in Attendance



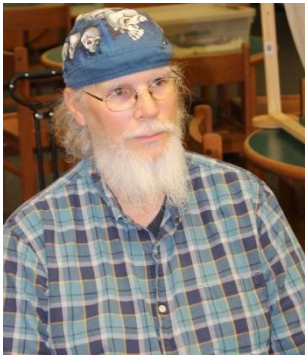
Staff Rats: Frank Aherns, Dan Contendo, Jack Muga, AJ Kwan



Bob Lundeen
Birthday Again?



Brian Cormack



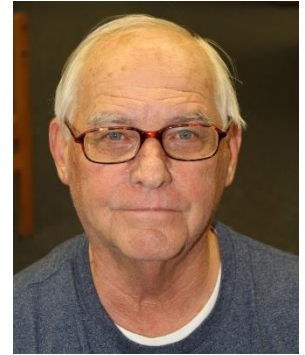
Doug Spinney



Bruce Doyle



Howard Burke



Don Billups



Mike Martinez



Tony Ivone



Mike Martinez and Guest



Aaron Alt

31



Aaron Alt's Guest



Tracy Palmer Presentation on Tarawa

Odds and Ends Contributed by Club Members & Friends

Submitted by Bruce Doyle

This is a 2005 MODERN MARVELS I'd forgotten about, featuring The Right Stuff's author Tom Wolfe. Almost as interesting is who sent it to me- an old friend whose father was a test pilot at Edwards (still alive living in Lancaster). Russ Sr. got an aeronautical engineering degree from U of F in '59. Missed out on being an astronaut by 2 years. Yeager's oldest daughter babysat for the family. His son had a model A jalopy the kids road around in the desert, going by places like Pancho's burned out Happy Bottom Rider's Club. My friend remembers seeing the X-15 blasting overhead! (I'm jealous as hell). Russ Sr. flew combat missions over N Korea in a B-29 and ran A-10 testing at Eglin. Wish he was here to talk to the club!%#! Any how, enjoy!

<https://www.youtube.com/watch?v=Rj7ANNprv68>



www.gatormodelers.org

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.

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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

2019

Feb. 9 IPMS JAXCON, Jacksonville, FL
April 27 IPMS Pelicon. Largo, FL
May 9-11, AMPS Intl. Convention, Buffalo, NY
June 21-22, AMPS/IPMS Columbia, South Carolina
August 7-10, IPMS Nationals, Chattanooga, Tennessee

IPMS Membership



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

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

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

New Renewal IPMS #:

Name: _____

Address: _____

City: _____ State: _____

Zip Code: _____

Phone: _____ E-Mail: _____

Chapter Affiliation, if any: _____

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

Adult One year \$30.00 _____

Two years \$58.00 _____

Three years \$86.00 _____

Canada & Mexico \$35.00 _____

Foreign Surface \$38.00 _____

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

Your Signature: _____

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

Name: _____ IPMS #: _____

PAYMENT OPTIONS:

Cash Amount: _____

Check Check #: _____ Amount: _____

Billing Address, if different than above -

Address: _____

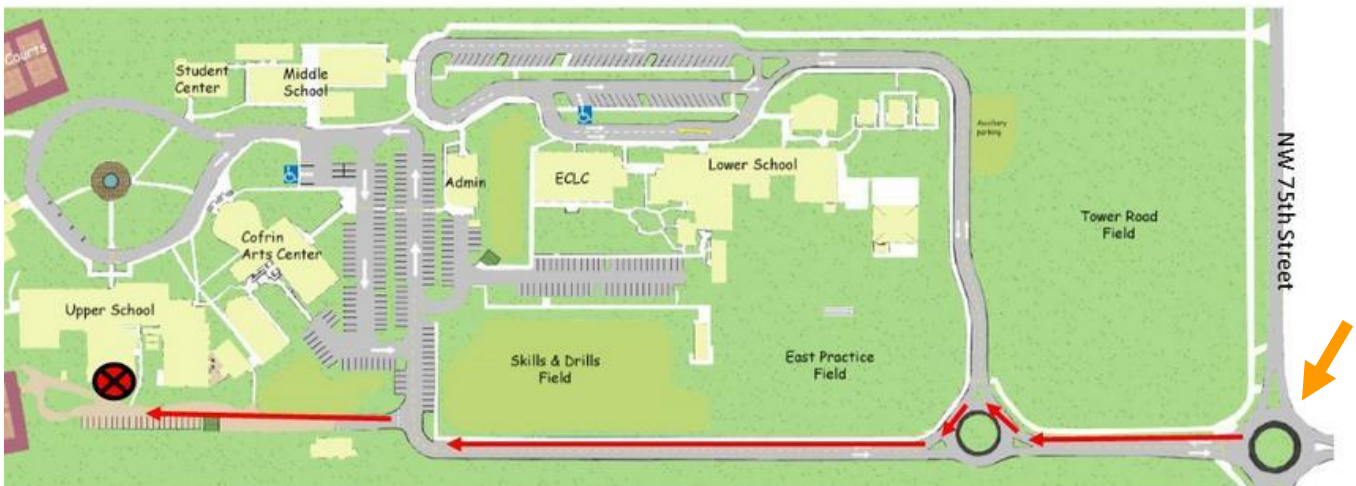
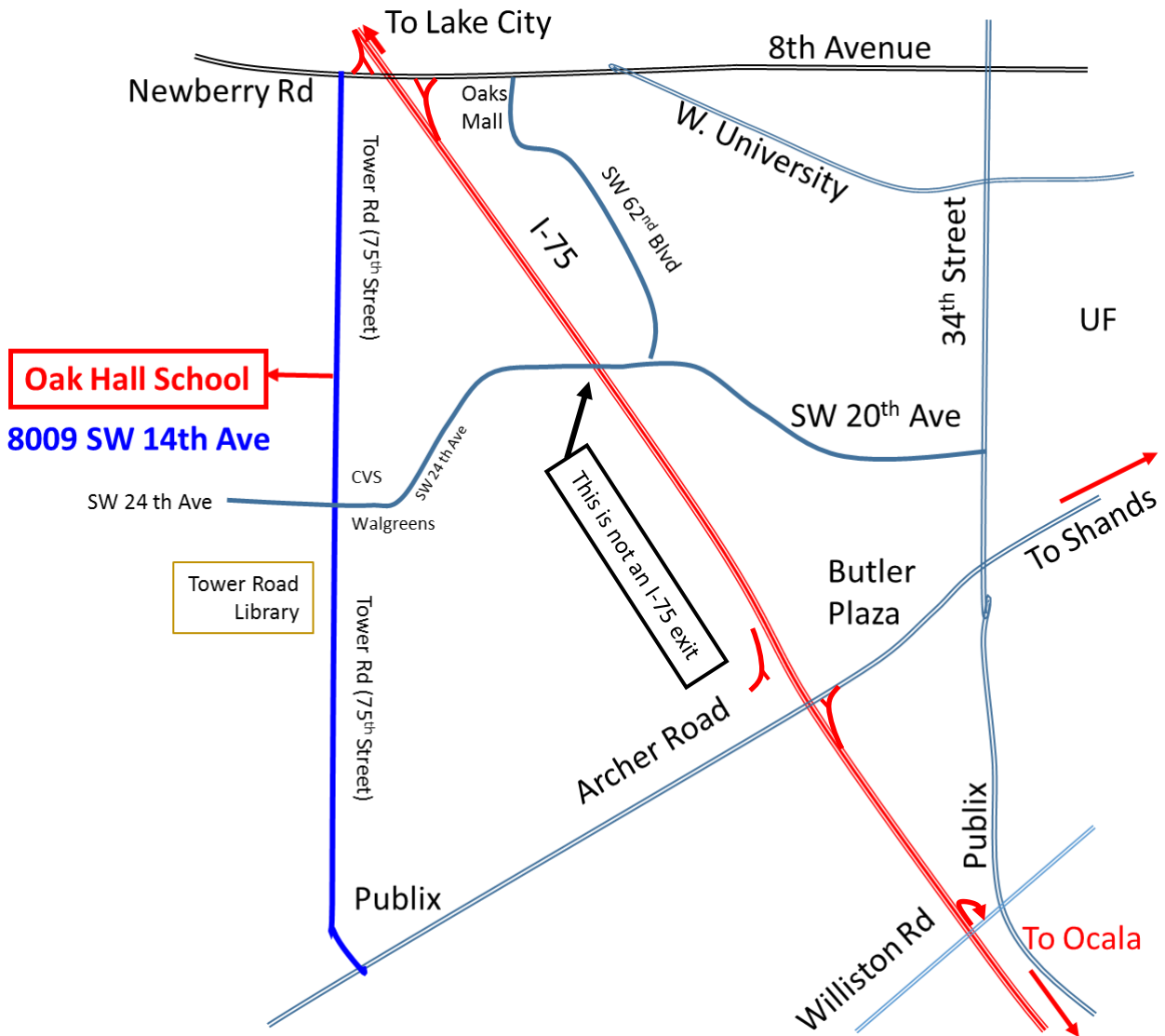
City: _____ State: _____

Zip Code: _____

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

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

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 Bill Winter



NEXT MEETING: TUESDAY, DEC 18, 2018!