



www.gatormodelers.org



Where were you in '62?



... Ask Frank Ahern. See page 7.



Club officers

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[A. J. Kwan](#)
Vice Pres &
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[Next meeting:](#)

Tuesday, October 16 at: 6:30 PM
Oak Hall Library
8009 SW 14th Ave Gainesville FL
(See the map on page 38)

At the November meeting, we will elect new officers. Here are the candidates that are running for office:

President	AJ Kwan
Vice President	Dan Contento
Secretary	Frank Ahern
Treasurer	Bill Winter

The Christmas Party date/time has been set for December 16 at 2 PM (more details to follow).

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Prez Sez.....

By Jack Muga



YIKES....it is October already. This is a tough month for me as I have several projects in the works, but nothing close to being finished. There isn't a lot going on club-wise either....no contests, displays or guest speakers. So, naturally I do not have much to report.

I did however go in for Cataract surgery recently, which was interesting. As I write this I have two different eye focuses and colors to deal with until I get the other one done. We do seem to be able to adjust as I played golf today and did OK.

This November I will be wrapping up my last time as your club President. I have enjoyed playing an active part in the club's growth and activities. I am looking forward to stepping down and letting the next President take the reins. I was President four times (8 years) in my former club and twice with the Gator Modelers (4 years), so I think I have done my share.

We are only six weeks or so away from our Semi-annual contest, and I hope you all are busy working on you shades of gray entries.

IPMS Gator Dues are Due in November

To make it easier to calculate persons who join the club mid-year, I would like to propose the following schedule.

Month you join	Your membership fee	Fee (rounded to whole dollars)
Nov	20	20
Dec	18.37	18
Jan	16.7	17
Feb	15.03	15
Mar	13.36	13
Apr	11.69	12
May	10.02	10
Jun	8.35	8
July	6.68	7
Aug	5.01	5
Sep	3.34	3
Oct	1.67	2

Please let me know what you think. Thanks. – Bill (Treasurer)

Meeting Minutes – September 18, 2018

By AJ Kwan and Frank Ahern

Club president Jack Mugan opened the meeting at 6:30 with 14 members present.

Vice President AJ Kwan discussed the plan to have a “theme” for upcoming meetings, to encourage members to bring models they have already built and work on new models for themes in the future. A number of suggestions for themes have been received and Kwan is working on a list for next year that will be published in the newsletter in the near future. The idea was approved by members of the club and it was agreed that it would be good to give it a try for a year.



Another item brought up for discussion was the idea of having a monthly model contest, voted on by those who are at the meeting. The model brought to the meeting that received the most votes would win, and the member who brought it would receive a point in the Modeler of the Year contest.

The floor was opened for members to Show and Tell about models they brought.

The monthly raffle was held and Doug Spinney won the first raffle and chose the Academy Merkava III tank. Paul Bennett also won a raffle but decided to donate his model – to be chosen by Treasurer Bill Winter – to be auctioned off at the next fundraising auction (subsequently Bill chose the M103A1 for the club auction).



Historian Bruce Doyle gave a presentation on his research into the various aircraft that held the world speed record at various times during and after WW2. He also brought models of the aircraft that he built to illustrate his talk.

The meeting adjourned at 8:30.

Gator Modelers Monthly Theme 2019

By AJ Kwan

Two months ago, the Staff had a brain storming session on how to make things better for the club. The discussion led to ideas on how to get members to bring a model to every meeting. One of the ideas discussed was that other IPMS clubs have a "Theme of the Month." The Staff liked this idea and delegated me with implementing the idea in 2019. At the next meeting we told the membership our idea, and I asked for "Themes" to be given to me. I received a number of these (Mike Martinez went crazy with ideas). Here is the entire list of suggestions I received. If you have one, please give it to me, so I can add it to the list.

- Invasion of Tarawa
- Battle of the Bulge
- Any vehicle with more than 4 wheels
- Military vehicle, ship, or aircraft that served with any country, but never saw combat ("Ys" & "Xs" OK)
- 8th AF Bombs Berlin (Bring a Model to Swap; Have to Bring One to Get One)
- Built "Swapped" Model (Two Points Will be Given)
- Any aircraft with an odd number of engines (1 is an odd number)
- Operation Overlord D Day
- Anything SciFi and/or Space Program
- Great Marianas Turkey Shoot
- Cars and/or Commercial Vehicles
- Battle of Leyte Gulf
- Anything named after a reptile
- Plane whose Pilot had an Air Force Base Named after them (i.e. Brothers Fred and Thomas McConnell, both Air Force pilots and World War II veterans. Fred was killed in a private plane crash in 1945, while Thomas died in a bombing raid on Bougainville Island in the South Pacific. Each flew on a B-24 bomber as co-pilot during the war.)
- Anything with stripes (D Day Aircraft had stripes on wings and fuselage)
- Anything named for a food
- Anything designed to operate in 2 environments (land, water, air)
- Anything one CANNOT climb into
- Anything with poka dots
- Anything that fought on both sides on a conflict, at the same time (not captured equipment)
- Anything whose mission is to eject/drop personnel from it.
- Anything that can run on rails
- Anything designed to operate under the surface
- Anything named after a Greek or Roman God
- Sinking of Bismarck, Scharnhorst, and/or Tirpitz
- Sinking of Yamato, Musashi
- Anzio Landing
- Battle of Monte Casino
- Invasion of Saipan
- Invasion of the Philippines
- Invasion of Guadalcanal

Gator Modelers Monthly Theme 2019

- Operation Cobra
- Operation Market Garden
- Operation Overlord
- Invasion of Iwo Jima
- Star Wars (May 25, 1977)
- Star Trek (September 8, 1966)
- Models Inspired by a Book
- Paws (In the Name or on the Model)
- Movie Monsters
- Movie Cars, Planes, Boats, Ships
- Humorous Models ("Eggs", Rat Fink, etc)
- Fire and Rescue Vehicles
- Model Swap (Anything as long as it is a simple Kit, One Month to Build, i.e. March bring a model to "Swap," April Bring the Built "Swapped" Model. Avoid February (JAXCON, Orange Park, FL) , August (IPMS National Convention), and September (Modelpalooza, Orlando, FL) for the swap.
- Viet Nam

I scrubbed the list and tried to get a mix of themes; see below. I also tried to make the theme match a historical event, i.e. June's theme is D Day, July's theme is rockets. Something you built in the past is OK. So blow the dust off that old one, and bring it in. We will try it for a 9 months and see if the membership wants to do it again in 2020.

Try something new; I have never built a car model, but I am going to. Lighten up, have some fun. Show us what you got baby.

Gator Modelers Monthly Theme 2019

November-18	Semi Annual Model Contest "Something Gray"
December-18	Battle of the Bulge
January-18	Any vehicle with more than 4 wheels
February-18	Military vehicle, ship, or aircraft that served with any country, but never saw combat ("Ys" & "Xs" OK)
March-18	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)
April-18	Built "Swapped" Model (Two Points Will be Given)
May-18	Semi Annual Model Contest (Theme set by November Winner)
June-18	Operation Overlord D Day
July-18	Anything SciFi and/or Space Program
August-18	Great Marianas Turkey Shoot
September-18	Cars and/or Commercial Vehicles
October-18	Battle of Leyte Gulf

American Graffiti:

The Cars, Part 1

By Frank Ahern

The main thing that keeps me interested in modeling, despite my limited skills as a modeler, is the avenue it provides to explore historical events and classic machinery through model building. It started with an interest in WW2 aircraft from my childhood and it's now evolving into a focus on the cars of my teen and young adult years. It should come as no surprise that the movie *American Graffiti* had a big impact on me.

“Where were you in '62?” the movie poster asked. I was a sophomore in high school in Aurora, Illinois doing many of the things portrayed in the movie on a typical Friday or Saturday night. In the days before the Internet and social media, we assumed that this behavior was unique to the area we were in. The shock of seeing that kids in California were doing the same things at the same time had a lasting impact on me. George Lucas was perceptive enough to realize that the ‘car culture’ he was part of in the late 50’s and early 60’s had disappeared and should be remembered. *American Graffiti* is his homage to that bygone era.

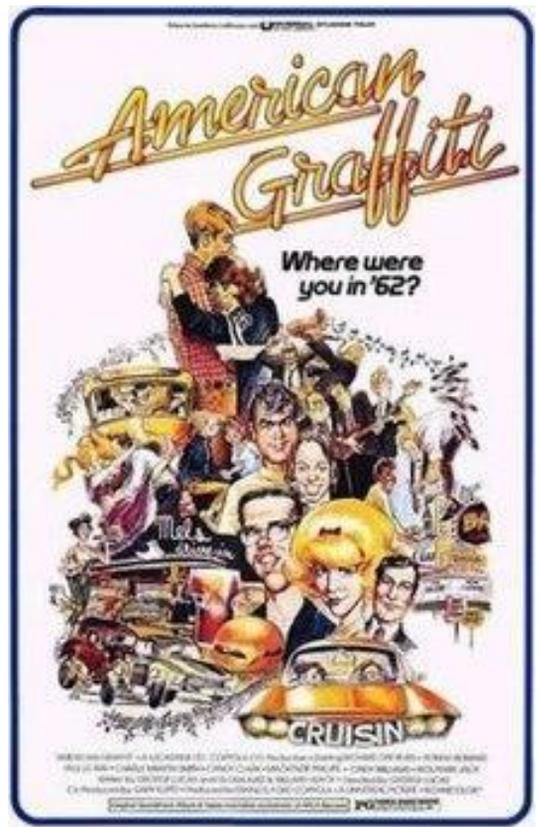
I will try, in this series of articles in a modeling newsletter, to keep my attention on the movie and the cars and not get sidetracked into the cultural upheaval that swept the nation after '62. It was obviously a watershed point in our history.

There are over a half a dozen cars featured in the movie and each represents a different aspect of the automotive landscape of that time. Each of the cars was as perfect for its role as the actors were for theirs.

1956 Ford Thunderbird “Detroit’s best”

Introduced in 1955 to counter the Chevy Corvette, the T-bird nearly succeeded in killing it. Ford’s designers realized that Americans didn’t want a

slow, uncomfortable copy of a European sports car like the early Corvette, but a fast, stylish “personal luxury car.” Ironically, the success of the first Thunderbird forced Chevy to completely



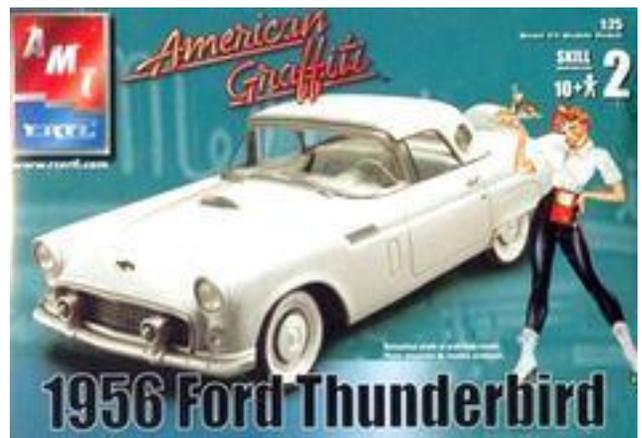
American Graffiti: The Cars, Part 1

re-think the Corvette, which saved it to go on to become the iconic American sports car of today. So who or what killed the early Thunderbird? It's an intriguing question that I will try to answer in my PowerPoint presentation at the October meeting.

In the movie, the white Thunderbird is an almost mythical machine driven by Curt's fantasy woman – Suzanne Somers. The original script called for special effects that would make it clear that neither the car nor Somers were real, but the movie's low budget wouldn't allow it.



This was the first model I decided to build. I'm hoping it will be the most difficult. I say that because it was not an easy build. There are only 2 kits of this car (Monogram and AMT) and both are old car kits (rather than kits of old cars), with all the poor fit and detail issues that kept me from wanting to build model cars in the past.



American Graffiti: The Cars, Part 1

I built the Monogram kit mainly because I couldn't find the AMT kit at a reasonable price. It's molded in red plastic, which made the painting process even more difficult. I also didn't like the fact that the seats and center console were all molded as one piece, requiring a lot of masking and repainting to get the red leather seats with white inserts to look decent. I decided to focus on the outside and try to get the exterior paint job right. There were prominent mold seams and other surface issues that took hours of sanding to correct.



All of my complaining aside, I will say that I am reasonably happy with how it turned out. It's amazing how a few years of experience can help you get through a bad kit without giving up.

Next month I will tackle the outlier – the Citroen 2CV driven by Curt, the indecisive intellectual played by Richard Dreyfuss. It's a remarkable car, but nothing could be further from the classic Detroit iron celebrated in the rest of the movie. One of the major themes of the movie is how what you drove back then defined who you were. The 2CV perfectly captures Curt's ambivalence toward the whole car culture scene. This model is also going to be an example of how much better car kits are today.



From Paul's Toolbox – Drills and Drill bits

That is an English set, metric I have found so far is much easier to deal with as it is in decimal millimeters. A .3mm bit is much more understandable, and yes, I have a kit that requires holes of that size. Now, English to Metric, and vice versa, is where the conversion fun starts. While building the Hasegawa F-35 I had to drill out some 1mm holes. The closest English bits I could find would either be slightly too small or definitely too big. Then I got the Horizon Models Mercury Redstone. It required I drill holes of .3mm (yes, 3/10's of a millimeter). I couldn't even get close with my English drill sets. At this point I surrendered to the inevitable and bought a couple of metric sets. One goes from .1mm to 1mm by tenths of a millimeter and the other from .5 to 5mm in 1/2mm increments.

Below is a picture of two metric drill sets. There is one nice thing about these two sets, the drill bits have a standard size shank that does not change across the entire set of bits. The .1mm to 1 mm set even has a labeled and color coded collar around the shank. The set of smaller bits comes in a latching box while the set of larger bits comes in a plastic folder.

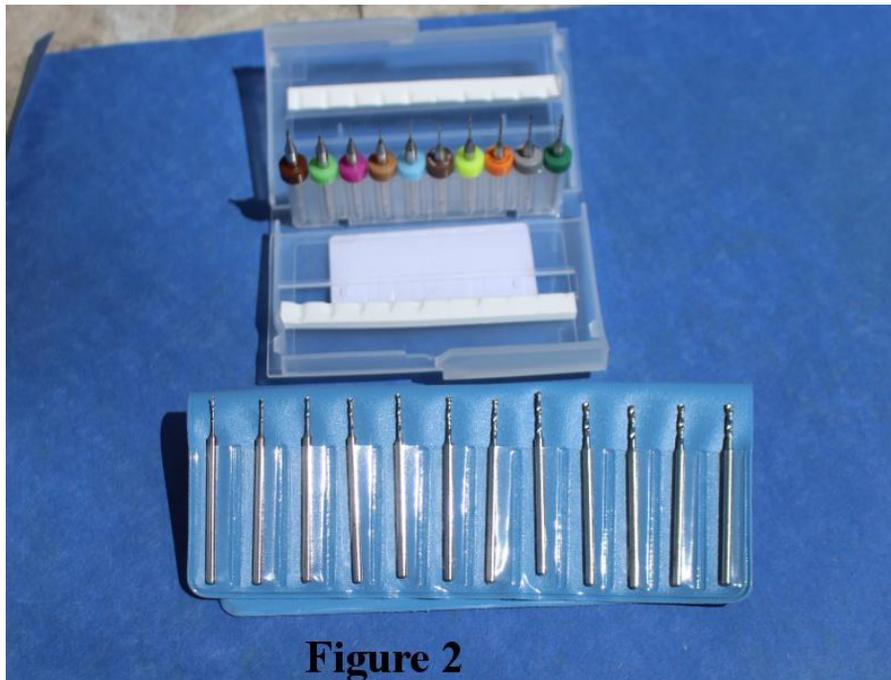


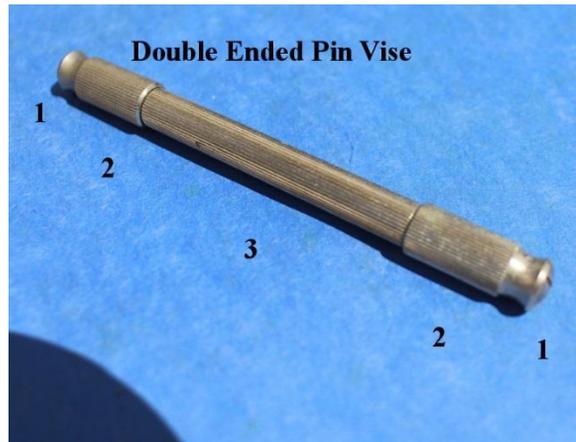
Figure 2

General notes, first, you are probably best off getting a set of small drills, and make very, very sure the drill bits come in some kind of drill index, or stand. And always make sure you put the drill back in its hole or slot when you are done with it. Otherwise when you go to use the drill, there will be much confusion.

Let me add a cautionary note about bits this small. They are fragile and easily bent or broken. It is important to minimize the amount of bending the bit experiences.

From Paul's Toolbox – Drills and Drill bits

Now you have the drill bits, next is the drill. Generally this is a pin vise. Below is one type of basic pin vise, in this case a double ended one.



Note that this is more than just a drill, it can also be used as a vise for small items. For instance you could mount a figure or other small item on a small rod so it could be held for work. #1 is the slotted end that holds the item, #2 is the clamp for the vise, and #3 is the barrel.

Then there is this pin vise. I purchased it at MicroMark® and have found it very nice to use as a drill.



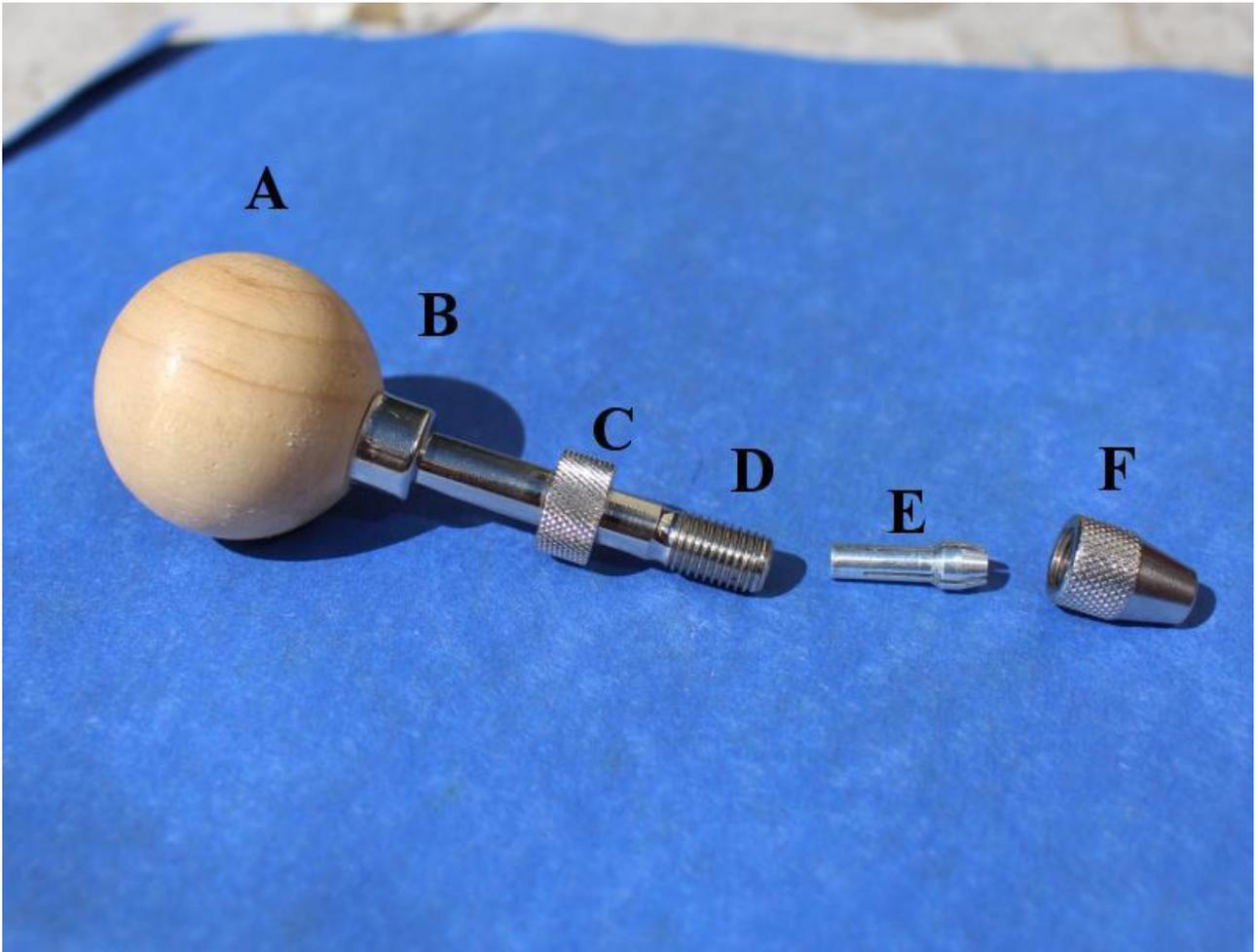
Rather than just tightening a clamp around the bit, this device uses collets. As you can see below, a collet is a small metal adapter with a hole in it, which fits a number of different size shafts.



From Paul's Toolbox – Drills and Drill bits

This provides a much wider range of hole diameters and actually allows the use of hand power tools, such as the Dremel®, bits to be used. I would note that this is the system Dremel® hand tools use.

Now to go over the MicroMark® pin vise drill I use. The figure below shows a breakdown of the drill.



The wooden ball, (A) fits nicely in the palm of the hand and provides an anchor point. In the picture B is a rotating joint that allows the shaft, D, to rotate freely. C is a knurled knob that allows your fingers to rotate the shaft. E is a collet which is chosen to fit the bit being used. F is a knurled compression fitting that tightens and compresses the top of the collet to hold the bit in place.

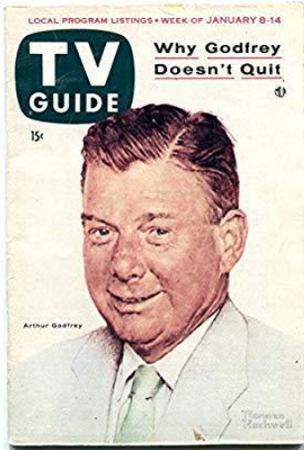
I have found this tool very handy, easy to use with one hand and causes less bending and flexing of the bit.

FIDDLY BITS

By Stretch Sprueman, IPMS# 601
a.k.a. Bruce "Yard Modeler" Doyle

THE CANDYMAN MEETS SANTA CLAUS

Pardon me for mixing metaphors but I feel like a kid in a candy store who just opened the best gift ever under the Christmas tree- i.e. the computer, and more specifically Google and Youtube. I was viewing the FAI F-101 video embedded in my presentation when I stumbled upon a film that brought back a flood of memories from my childhood, from my teenage years, and from the recent past.



FLYING WITH ARTHUR GODFREY (1953) Youtube
(<https://www.youtube.com/watch?v=U6VfkKjIhXs>)

LOCKHEED SUPER CONSTELLATION: "FLYING WITH ARTHUR GODFREY"
1953 EASTERN AIRLINES

(It's better to pull up the first video which has enhanced audio rather than the second whose audio is a bit choppy)
(<https://www.youtube.com/watch?v=9EK5gphaLSc>)

This is a 1953 Eastern Airlines promotional film - shot in living color - touting their newest "Super" airliner, the Lockheed Super Constellation. The film/movie is hosted by Arthur Godfrey and features WWI Ace and Eastern

President Eddie Rickenbacker, Eastern senior Captain Dick Merrill, Lockheed Test Pilot Tony LeVier and many others.

Godfrey was one of the most popular radio and television personalities of the 1940's and 1950's, whose daily TV variety show was the highest rated program on the air. He was an accomplished pilot with his own DC-3 which appealed very much to me as a kid (Northeast Airlines flew DC-3s, more on that in a minute).



Godfrey starts the film (no video in 1953) by talking about his flying career which he started in 1929 and continued into the 1950's in the Naval Reserve. Next he flies into the airport in what appears to be a **Curtis Pusher Biplane**- a plane he refers to as a box kite, and an example of where the expression "flying by the seat of your pants" comes from.

FIDDLY BITS

Then who flies into the picture? None other than Captain Eddie Rickenbacker in the plane he made famous- a French SPAD S. XIII. Rickenbacker was America's ace-of-aces with 26 victories leading the 94th "Hat-In-The-Ring" Aero Squadron. After both men deplane they talk in front of the SPAD, and the camera pulls back to reveal a gorgeous silver Super Connie in Eastern livery. All very dramatic!



It occurred to me while watching the film/video that in the year 2018 we are nearing the Centennial celebration of the end of WWI. And furthermore, the movie was shot in 1953 - 50 years after the Wright Brothers first flight. Two historical markers.

You Constellation fans are going to love all the details the film covers - pre-flight, taxi, take-off, and landing checklists; engine start-ups; a tour of the cockpit, flight controls, and instruments; flight engineer's station; nose gear details and a ton more.



A memory: Godfrey and his co-pilot file a flight plan and check out the weather conditions in the Eastern Operations Center. No FAA (but the CAA- Civil Aeronautics Administration), no GPS, no satellites, no computers - just numerous teletypes clacking away getting reports from weather stations and airports from all around the country.

It reminded me of when I was a kid going to work on Saturdays with my step-dad - Al Southey - to the airport in Lebanon. N.H. where he was a jack-of-all-trades with Northeast Airlines. Same teletypes rattling away, but on a much smaller scale than those pictured in the Eastern weather bureau. (DC-3 reference from before – that's what Northeast flew.)



FIDDLY BITS

I remember that during the Holiday Seasons, some gifted and creative Northeast teletype operator - using just "x"s and "o"s - would create images of Thanksgiving Turkeys, of Christmas Trees, and of Santa in his Sleigh. Skywriting on a teletype!

But the really big memory that came back was that from 1953 when an Eastern Airlines Constellation flew into the Lebanon Airport. It was carrying the Press Corps who were there to cover the Commencement Address to be delivered by President Dwight David Eisenhower at Dartmouth College (photo below) in my hometown of Hanover, N.H. The President's plane that landed next was another Super Connie named The Columbine (this was a decade before they were known as Air Force One). Boy, a nine year old kid had never seen anything that big or that beautiful as those two Constellations were (again Northeast only flew DC-3s into Lebanon). My step-father was able to let us walk around both planes after everyone departed for Hanover. Could we do that today? I doubt it.



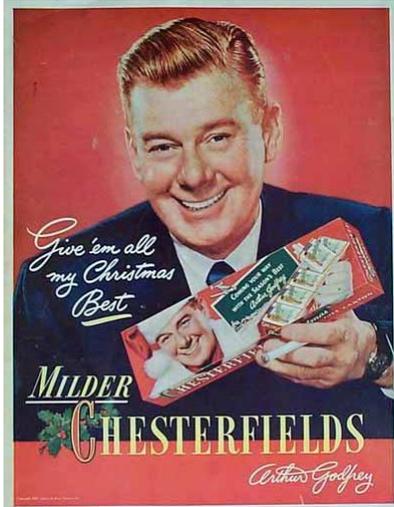
Watching the film it suddenly occurred to me that the Eastern Connie in the 1953 film might be the same one I saw that year in Lebanon. I can't ever confirm this, but I'd like to believe it was. As they say: that's my story and I'm sticking to it!

Another memory: Godfrey in the movie/video does a "mag check" at the end of the runway before takeoff. Both magnetos are checked on each engine for redundancy and safety reasons. Ever experience "mag check"? I have flown dozens of times on twin engine DC-3s, but its a whole 'nother story when you're on a four engine aircraft. I've flown in 3 types: DC-4, DC-6, and a B-17. When the pilot locks the brakes and advances the throttle for each engine separately the noise and the vibration are incredible. Dust rises from the cabin floor and is suspended in mid-air. Your filings vibrate and your hair stands on end - sonic Viagra! Put *"riding in a multi- "round" engine plane"* on your bucket list. It's an experience you'll never forget.

The film/video is a time capsule of early 1950's pre-jet commercial aviation: all male flight crew (some who look like they're in their seventies), female stewardesses serving hot MEALS, passengers attired in suits and dresses - a trip on "The Way Back Machine."

FIDDLY BITS

After Flight 601 reaches its cruising speed and altitude Godfrey asks if anyone would like a "Chesterfield" (sponsor of his TV Show). For you young guys that's an unfiltered manly cigarette. I hadn't heard that name in decades. And the one Godfrey gives to the flight engineer he lights with a Zippo lighter. It took real men in the 50's to face cancer! Another bygone era.



Covering more subjects Godfrey explains how they navigate using triangulation from two omni stations, how the Connie can fly on one engine, and how during bad weather they can land with visual minimums of a 1/2 mile and 200 ft ceilings using ILS (Instrument Landing System) and GCA (Ground Control Approach).

Another memory: In the early 60's we lived in Naples, FL and I went to school up North. I had to fly to Miami from Naples to catch a flight to Idlewild in New York (now Kennedy). To NYC it was either on an Eastern DC-8 or a National 707 (did I get that right Ed?). From Naples it was on a Boston, Provincetown, Naples Airline's Beechcraft 18 (aka C-45, Twin Beech).

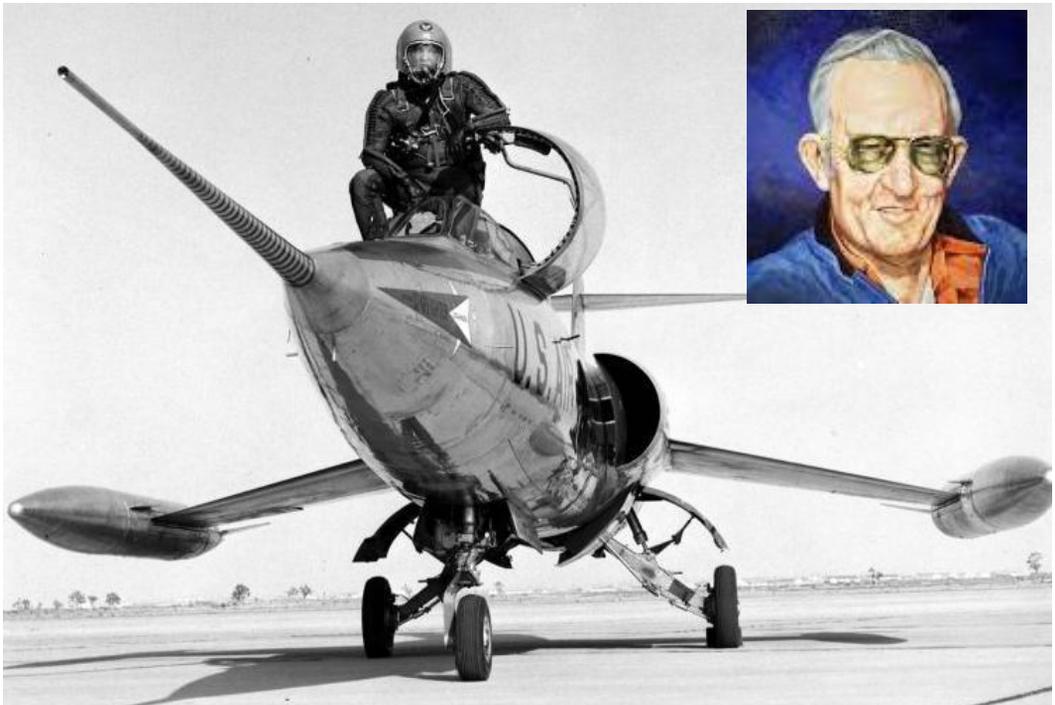


Since my step-dad was a former airline employee he befriended owner John van Arsdale of B,P,N Airlines. On one flight from Naples to Miami John invited me to join him in the cockpit and sit in the right-hand seat! Imagine the consternation of the other passengers when they saw a 16 year old kid- albeit in a suit and tie- walk to the front of the plane, take the co-pilot's seat and put on a set of headphones like he was maybe going to pilot the plane? Nobody panicked and got off, and we had a pleasant flight with CAVU- Clear And Visibility Unlimited- weather.

FIDDLY BITS

John decided to practice a GCA (ground-controlled approach) landing with Miami control, and I got to listen in on the headset: "Fifty feet left and below the glide path....you're now on the beam...maintain rate of descent...passing outer marker...still on the beam...you're over the numbers (runway numbers) and cleared to land...over and out" ("Have a nice day was" decades away). Perfect! What a memory from nearly six decades ago.

Then 36 minutes into the movie/video it morphs into an Air Force recruiting film. A Lockheed F-94C Starfire magically appears and the pilot takes Godfrey on a "E" Ticket afterburner ride. After they land who should nonchalantly walk up but famous Lockheed test pilot **Tony LeVier** (photo below).



FIDDLY BITS

A more recent memory: I first met Tony LeVier in 1988. Ray Waddey and I attended a Gathering of Eagles weekend at Maxwell AFB that included such aviation luminaries as "Tex" Hill, "Gabby" Gabreski, Curtis LeMay - to name a few - and LeVier. Ray and I joked with each other that if you handcuffed a fighter pilot's hands behind his back he would be rendered speechless. Coming upon an unsuspecting LeVier I asked him to autograph a copy of his autobiography that I had with me. I then asked him about how he had reassured 8th Air Force P-38 pilots that the Lightning could be flown safely on one engine. He immediately began gesturing with his hands which caused Ray and I to start laughing. We let Tony in on the joke, and like a true gentleman he took it good naturedly. What a guy and what a pilot!

In the video Tony takes the F-94 up and shows Godfrey how he can break the sound barrier in a dive. This elicited a double memory of when an F-94 flew an interceptor run on the airliner I was a passenger on. Family members of airline employees could fly standby on any other competing airline (Capital and Northeast). When I was eleven or twelve I flew from New York's Idlewild Airport to Cleveland on a Capital Airlines **Vickers Viscount**. The Rolls Royce Dart turboprop engines were vibration



free unlike the radials I talked about earlier. While enjoying the flight by balancing a quarter on the fold down table (made of real silver) I looked out of my huge oval window- from my waist to the top of my head- and here comes an F-94 screaming up, drawing a bead on us. The pilot was practicing an intercept mission for his Air Force or Air Guard unit. Could they do that today? In 2018 court martial proceedings would be initiated before the pilot landed.

Secondarily, some of you may have wondered why I put decals on my Mach 2 Vickers Viscount of both Capital and Northeast. I flew on Capital thanks to their agreement with Northeast, who also flew Viscounts.

FIDDLY BITS

One last "bit-of-tid": Godfrey asserts that Flight 601 originates in New York and ends in Miami. One small problem - the takeoff from "Idlewild" shows no Manhattan skyline in the distance, but Australian pine trees around the perimeter of the "Idlewild" airport. Australian pines were planted along highways and airports in S. Florida to lessen the impact of wind gusts during thunderstorms and hurricanes. Not in New York. Nit picking I know, but pointed out for the sake of 'truthiness'.

For Modellers: The color Walkaround shots of the Connie are stunning, showing- among other things - the lack of anti-glare panel in front of the cockpit; details of the engines and the all natural metal/silver props and spinners; great nose gear detail; super color shots of the cockpit, instrument panel, flight controls, and the flight engineers station - not that they would be visible on your model.

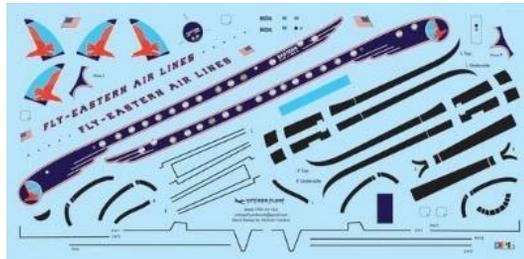
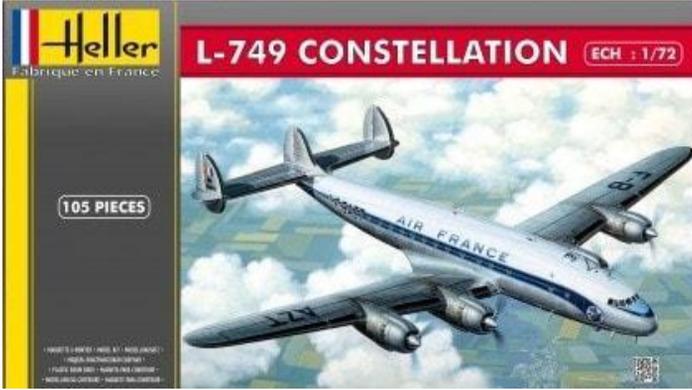
And if you were having trouble deciding how to paint the exhaust and afterburner can on your F-94- and for that matter most 50's jets- take heart. Godfrey spends a good deal of time showing the Lockheed's rear end- all of course in color. Another plus the film shows graphically is the canopy piston opening device used on the F-94 and the other a/c in the Lockheed family of jets- F-80, T-33.



This film and modernized video kindled in me a bunch of pleasant memories, and is a beautiful color²⁰ time capsule of a bygone era in aviation. I appreciate you indulging me, and I hope you enjoy the video as much as I did. Enjoy.

FIDDLY BITS

Kitology: HELLER makes a venerable 1/72 kit of the Constellation; I couldn't find Eastern decals when I searched SCALEMATES. In 1/144 there is a kit by a company called F-RSIN (injection molded) and Eastern decals from VINTAGE FLYER DECALS. Neither company is in the ROLL Models catalogue, so it might be a challenge finding them.



F-94C - EMHAR makes 1/72 kits for both the early and late models (late has missile pods on the wing's leading edge).



1/48 scale is covered by KITTY HAWK with the late version of the F-94C.



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.

Douglas Fairbanks Jr.

Despite his status as a major movie star, Fairbanks sought active military service at the beginning of WW2 and was assigned to the British Navy's commando unit where he learned the art of military deception. He convinced the US Navy to form a unit known as the "Beach Jumpers" (see photo at right). Using ASR (Air-Sea Rescue) boats, the Beach Jumpers got their name because of their ability to quickly hit the beach and confuse the enemy with harassment and deception operations. Their deceptions paid huge dividends in Operation Husky – the invasion of Sicily in 1943 - when the initial invasion was largely unopposed due to German confusion about the actual landing site.



For his leadership and valor Fairbanks received many awards, including the Silver Star, the Navy Legion of Merit, the French Croix de Guerre, and the British Distinguished Service Cross (DSC).



French Croix de Guerre



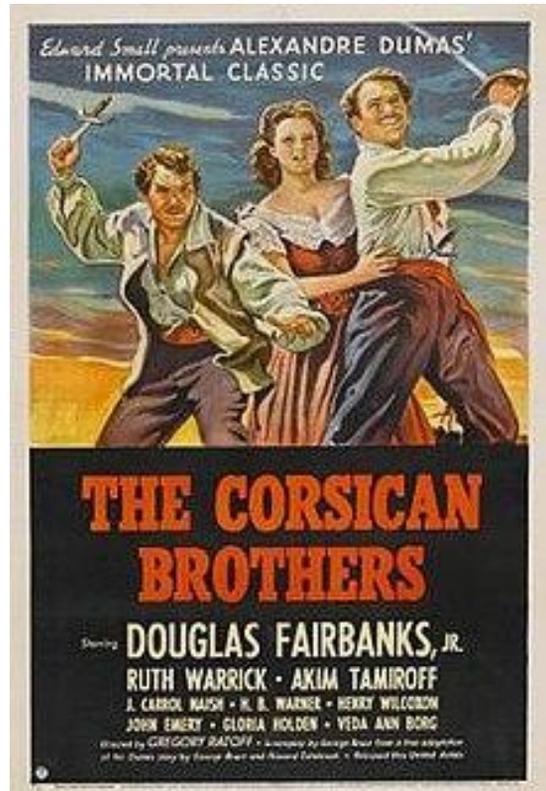
Legion of Merit



British DSC



As the son of the original Hollywood swashbuckler, he tried to forge his own identity in dozens of films in the 1930's, but eventually succumbed to emulating his father in films such as *Sinbad the Sailor* and *the Corsican Brothers*. His film career waned after WW2, but he is remembered with 3 Stars on the Hollywood Walk of Fame – for film, TV, and radio. He also wrote a book about his military service, *A Hell of a War*. He died in 2000.



Show and Tell – from Club Photographer Paul Bennett



Dragon 1/35 IDF Panther
Replaced all guns, Verlinden Decals



Bruce Doyle's Fédération Aéronautique
Internationale Speed Record Setters



Andrea Miniatures 1/32 American
Paratroopers



Paul Bennet's Tiger Model Egg Plane
P-40 Warhawk with Pilot



Revell 1/72 SR-71 Blackbird



Model Display Table 1



Model Display Table 2

Show and Tell



Doug Spinney's Academy 1/35 M2 Bradley



1/72 Revell M1 Abrams



1/72 HobbyBoss P-47 Thunderbolt



1/72 HobbyBoss FW 190 D



Doug Spinney's Hasegawa Egg Plane P-51 Mustang



Jack Muga'n's Hasegawa 1/48 F-86 Sabre



HobbyBoss 1/72 F-105 Thunderchief



Italeri 1/24 Opel Blitz Fire Truck

Faces in the Crowd

Members in Attendance



Ed Ingersoll



AJ Kwan and Jack Mugan
Staff Rats Trying to Herd Cats



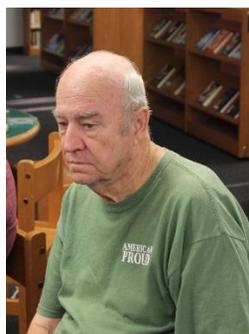
Bob Lundeen
How Old is He?



Bruce Doyle
Bob Pull My
Finger



Aaron ALT



Howard Burke



Mike Martinez



Don Billups



Doug Spinney



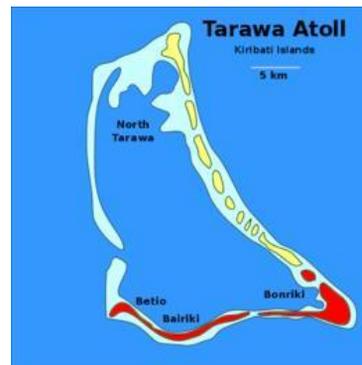
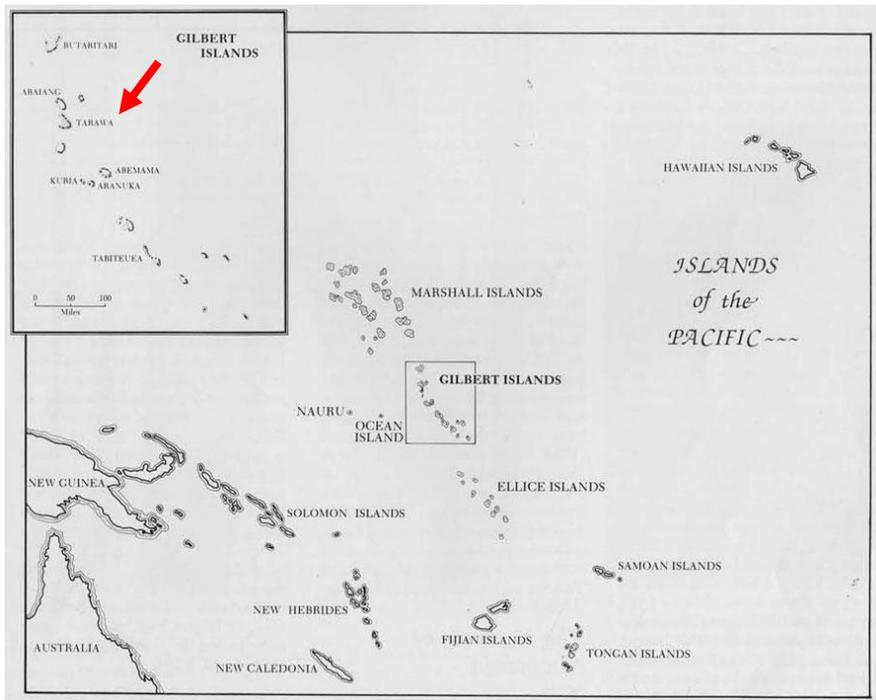
Brian Cormack
Nice Profile



Don Martin

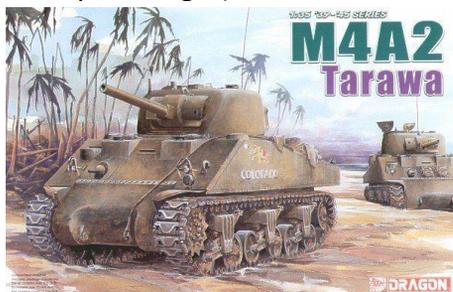
Models of Tarawa by Bill Winter

When AJ Kwan originally drafted the “Theme of the Month,” Tarawa was going to be the November 2018 theme. From Wikipedia: *The Battle of Tarawa was a battle in the Pacific Theater of World War II that was fought on 20–23 November 1943. It took place at the Tarawa Atoll in the Gilbert Islands, and was part of Operation Galvanic, the U.S. invasion of the Gilberts. Nearly 6,400 Japanese, Koreans, and Americans died in the fighting, mostly on and around the small island of Betio, in the extreme southwest of Tarawa Atoll.*



The Battle of Tarawa was the first American offensive in the critical central Pacific region. It was also the first time in the Pacific War that the United States had faced serious Japanese opposition to an amphibious landing.[5] Previous landings met little or no initial resistance,[6][N 1] but on Tarawa the 4,500 Japanese defenders were well-supplied and well-prepared, and they fought almost to the last man, exacting a heavy toll on the United States Marine Corps. U.S. Divisions suffered similar casualties throughout the duration of other previous campaigns, such as over the six months of the Guadalcanal Campaign, but the losses on Tarawa were incurred within the space of 76 hours.

In thinking about Tarawa (before the theme schedule was revised), I put together a short list of American vehicles involved in this conflict. That list includes: [1] Tanks (M4A2 and M3 Lee) and [2] Amtraks (amphibious tracked vehicles). There is a DML (Dragon) M4A2 kit that I have (photo below left with a real M4A2 photo right). However I'd like to focus on the amtraks.



Models of Tarawa

Amtrak is a slang term for “landing vehicle, tracked (LVT).” During WW2 there were 4 major versions of LVTs. Below is a list of the appearances of these LVTs

<u>Island</u>	<u>Date(s)</u>	<u>Amtrak</u>	<u>Comment(s)</u>
Tarawa	Nov 23, 1943	LVT-1	Of 125 amtraks deployed only 35 were still operational at the end of the first day.
Bougainville	November 1, 1943	LVT-2*	Water Buffalo; lightly armored 32,500-pound, crew = six; armed w/: machine guns and a 37mm howitzer mounted in a tank-type turret
Kwajalein	Jan 30- Feb 3 1944	LVT-2	
Saipan	June 15, 1944	LVT-4* LVT-A4*	Stern ramp to deploy troops 75mm howitzer
Okinawa	April 1, 1945	LVT-3	38,600-pound stern ramp LVT-3 Bushmaster

* Also used as follows: Guam and Tinian in July, Morotai and the Paulaus in September, and Iwo Jima on February 19, 1945.

<https://warfarehistorynetwork.com/daily/wwii/wwii-vehicles-the-island-hopping-lvt/>

Below are photos of these LVTs and what kits that I could find:



LVT-1: No plastic kits available in 1:35 scale that I am aware of.

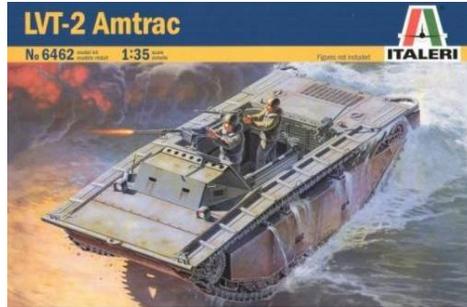


LVT(A)4 was based on LVT(A)1, but with a new turret mounting a 75mm howitzer.

Models of Tarawa



LVT-2

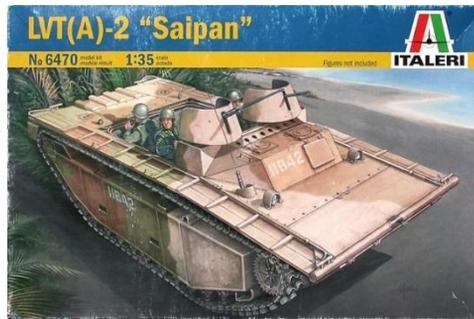


Italeri – Note that LVT-1's the engine is in back and there is no rear ramp.

LVT(A)-1



LVT(A)-1: based on LVT-2



Note modified chassis and shields around 50 caliber machine guns.



Italeri's LVT(A)-1

LVT-3



One wonders if this is a re-box of the Italeri kit.

LVT3: No plastic kits available in 1:35 scale that I am aware of.

Models of Tarawa



LVT-4



Italeri's LVT-4.
Tracks are said to be very stiff.



Cyberhobby/DML
LVT-4



AFV Club LVT-4
(early type). Note
angular shields on
50 caliber machine
guns.



AFV Club LVT-4 (late
type). Note round
shields on 50
caliber machine
guns.

Models of Tarawa



Tarawa tanks



M4A2s and M3s on Tarawa.

Models of Tarawa



Tarawa tanks



Note the multiple LVT-1s used in Tawara.

Outcome: Of the 3,636 Japanese in the garrison, only one officer and sixteen enlisted men surrendered. Of the 1,200 Korean laborers brought to Tarawa to construct the defenses, only 129 survived. All told, 4,690 of the island's defenders were killed. The 2nd Marine Division suffered 894 killed in action, 48 officers and 846 enlisted men, while an additional 84 of the wounded survivors later succumbed to what proved to be fatal wounds. Of these, 8 were officers and 76 were enlisted men. A further 2,188 men were wounded in the battle, 102 officers and 2,086 men. Of the roughly 12,000 2nd Marine Division marines on Tarawa, 3,166 officers and men became casualties. Nearly all of these casualties were suffered in the 76 hours between the landing at 0910 November 20 and the island of Betio being declared secure at 1330 November 23. Source: Wikipedia

That does it for today . . . Now go and BUILD a model!

Odds and Ends Contributed by Club Members & Friends

From Ed Ingersoll

Beyond the Band of Brothers tours:



<http://www.beyondbandofbrothers.com/?gclid=EAlaIqobChMIrIPy4pnh3QIVUbjACh08BwndE AAYASAAEgJLUPD BwE>

From Paul Bennett

Fifty years ago on December 21st **Apollo 8** was launched. It was the first manned mission to leave low Earth orbit and the first to orbit the moon. On Christmas Eve, as they orbited the moon, the astronauts read the first ten verses from Genesis.

Fifty years, and next July is fifty years since the moon landing.

If interested, here is the NASA link.

https://www.nasa.gov/topics/history/features/apollo_8.html



From Bill Winter - Watch for the movie "First Man" starring Ryan Gosling about Neil Armstrong's story leading to the Apollo 11 mission.



Memories of Club History Sought

Bruce Doyle

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

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

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

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



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

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IPMS/USA Region 11/Gator Modelers' Calendar

2019

Feb. 9 IPMS JAXCON, Jacksonville, FL

April 27 IPMS Pelicon. Largo, FL

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

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

August 7-10, IPMS Nationals, Chattanooga, Tennessee

How to submit articles to the newsletter By Bill Winter

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

<u>Deadline</u> <u>(Monday)</u>	<u>Meeting date</u> <u>(Tuesday)</u>
Nov 12	Nov 20
Dec 10	Dec 18

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

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

IPMS Membership



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

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

A copy of the membership application is on the right or available at the IPMS / USA website address, www.ipmsusa.org. 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: _____

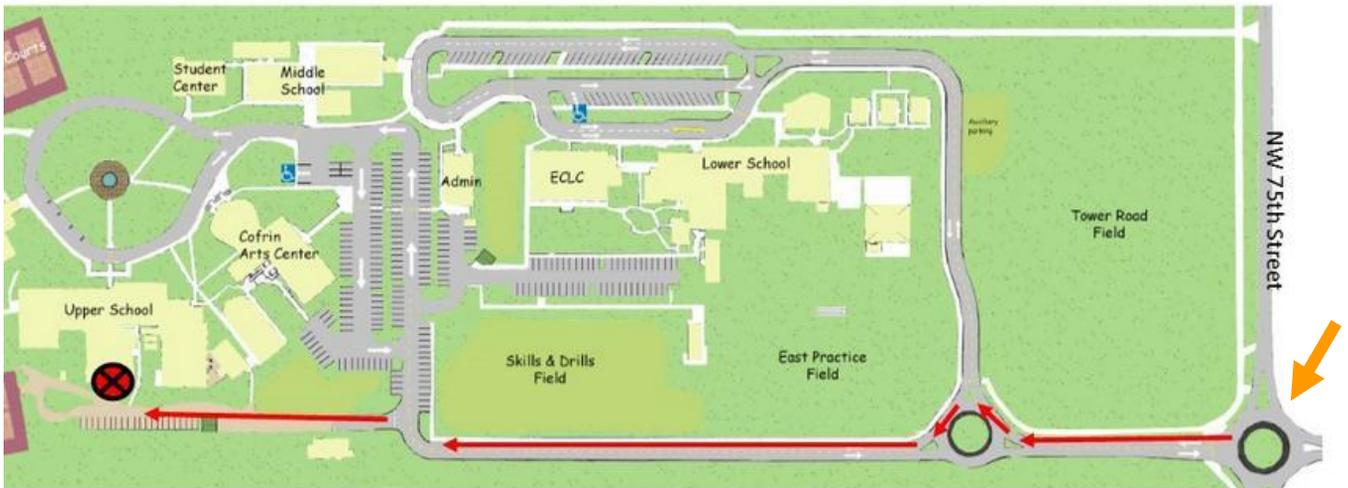
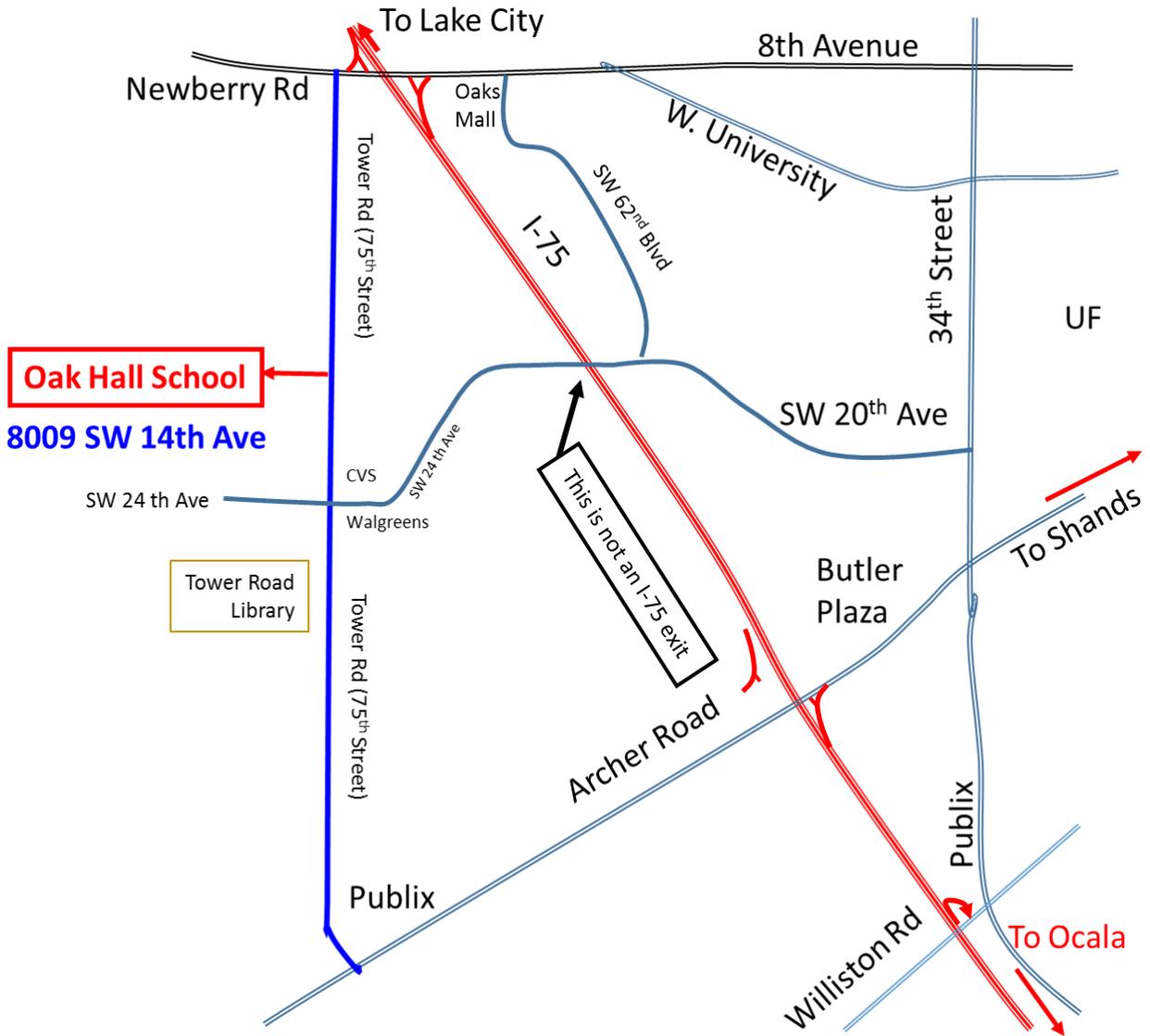
City: _____ State: _____

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 Jack Mugan



NEXT MEETING: TUESDAY, OCT 16, 2018!