



www.gatormodelers.org



2011 IPMS Region-11 'Chapter of the Year', 'Newsletter of the Year' and 'Web Site of the Year'

Next meeting:

Sept 17th at the Gainesville
HobbyTown
7420 W. Newberry Road
Gainesville, FL 32609

Gator Modeler Officers:

President: Frank Ahern
Vice President: Mike Martinez
Secretary: Ed Ingersoll
Treasurer: Bill Winter
Newsletter Editor: Ed Ingersoll
Web Master: Andy Renshaw
Club Historian: Bruce Doyle
Club Photographer: Paul Bennett

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SEVERAL GATOR MODELERS ATTEND THE IPMS NATIONAL CONVENTION IN LOVELAND, CO

Gator Modelers Jack Mugan, Bill Winter and Ed Ingersoll attended the IPMS National Convention in Loveland, CO last month. Bill and Ed were joined by past club member Claude Moulton, the 'Three Modelers' shared a room at the convention hotel. Jack and his wife, Sharon visited with family that is located in the Denver area while Jack attended the convention. *(continued)*

Prez Sez



Deadline. It's a word that invokes different emotions in different people. Some modelers shrink away from the pressure, others (myself included) need it to get moving. Those who resist deadlines usually make the argument that modeling is a hobby not a job. I certainly can't dispute that. A big part of what I like about modeling is the chance to work at your own pace and set your own goals. Realistically, though, deadlines are part of life. Recently I decided to build a model of the Boeing 707 that was used as Air Force One during the 1960's through the 80's. One of my sons is a history buff and great admirer of President John Kennedy, who ordered the Air Force One design still used today. I thought he would like a model of the plane as a birthday present. The problem was his birthday was only three weeks away. Hello, deadline. My previous career as a reporter provided plenty of experience in dealing with the pressure, but I still had many anxious moments when the decals didn't want to cooperate 48 hours before the big day.

All this is a roundabout way of saying thank you to those who have completed their Florida Aviation History model on deadline. Those who didn't – it's OK. We plan to rotate models in the display depending on the venue and size of the space.

(continued)

Prez Sez (Continued)

Don't quit working on it! All the models created will get used at some time in the future. I look forward to seeing all of you at the next meeting

Gator Modelers Attend IPMS National Convention (Continued)

Bill, Claude and Ed arrived in Loveland, CO at midafternoon on Wednesday shortly after the Convention opened the doors. After dropping their bags in the room they headed off to register and check out the vendor rooms. We three split up to search for our individual items of interest. There were several vendors spread across two rooms. The selection of models was not quite up to par with past conventions but there were still lots of items to be had. 'Roll Models' had a nice selection of stuff from books to barrels and everything in between. The 'Tool Man' was there with his grand selection of tools of which many made their way back to Gainesville. We shopped until dinner which was a welcome break from standing most the afternoon. After a quick bite it was back to the vendor rooms until they closed up for the night

Thursday morning we were up early so we could eat breakfast and then head out to find the bus for the tour of Buckley Air Force Base. The tour bus was met by an Air Force PR Officer which also acted as a guide. The tour



bunch was given a quick briefing which included the 'dos and don'ts' while on the base and then it was off to the runway where we were supposed to see a flight of six F-16s make some low level flybys before landing. While we were waiting for the flight to come in, a loud siren went off and we were told to put our cameras away; the base had just gone on ALERT! We heard a pair of F-16s go through start up and then watched them taxi out and take off to make their Alert Intercept! We were told that the cameras could come back out and a

short time later our flight arrived but due to their extended flying time all but one came straight in and landed. The last plane did a couple low level flybys before landing. The next stop was the maintenance hangar where we were briefed about the F-16s by a plane chief. This guy really knew his stuff, he answered a ton of questions and everyone there learned a lot. One thing I found interesting was some special marks on the nose of the aircraft just in front of the canopy, we were told that they were awards that the plane had received. It appears that when a pilot does something that he gets awarded for, the plane he was flying also is awarded. A plane can receive awards from multiple pilots. This was something I had never heard of. After the hangar tour we were taken over to a building where they equip the pilots with their flight suit and everything else they need when they fly. After this briefing we were given the opportunity to climb into an F-16 simulator cockpit. After this



we headed off to the base PX food court to eat lunch. After lunch we were taken over to visit with a helicopter squadron that had just returned from Afghanistan. When I say just I mean just, they were still uncrating tools and supplies. We were briefed by a couple chopper pilots and then escorted out to the hangar where they let us climb through a pair of CH-47s, one old school and one newer model that had a glass cockpit. After this we headed back to the bus and then it was off to check out some static display aircraft and take



loads of reference photos for those future projects. After this stop we loaded up for the hour long drive back to the convention.

When we arrived at the hotel we headed over to the vendor rooms to shop some more until they ran us out because they were closing up for the night. After this we headed out to grab a bite.

Friday morning we gathered at breakfast and then headed over to the model room to take pictures for the entries. The room was loaded with models especially the aircraft and armor tables. They were getting very crowded due to the large number of entries. I ran into Jack while he was checking out the builds in the model room. The rest of the

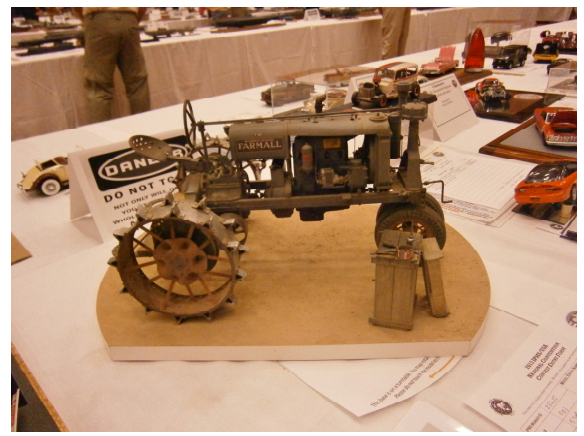
day the three of us split our time between the model room and the vendor rooms until 5 PM. We had to grab a bite before heading over to Judge at 6.

Judging started at 6 PM with a meeting of all judges in the model room. After everyone but the Judges had been cleared from the room the Head Judge went of the rules and some other 'housekeeping' and then we found the group of judges for our area of interest. Bill decided to judge cars, Claude judged Dioramas and Miscellaneous and I decided to judge Armor. We each found our groups and the area Lead Judge who put us with two to three additional judges and then assigned the groups categories to Judge. My group ended up judging a lot of 1/72 scale armor which will help me with some future projects. After we completed each assignment, the Lead would come over and check our recommendations, ask how we arrived at our decision; if everything looked OK we would complete the paperwork, sign the category card and receive the next assignment. We spent the next several hours judging the many categories in each of our selected areas of interest with a short refreshment break after about two hours of steady work. It was nice to get off our feet even if it was only for a few minutes. Claude's area finished up first, and then Bill's, my area was the last of all areas to finish which we did after about four and a half hours. We actually took longer than Aircraft which is usually the last to finish due to the large number of entries. We had to wait until all the individual Armor categories were finished so we could select the Armor Best In Show. After we completed that task we were excused so that the area Lead Judges



could complete the task of selecting the Overall Best In Show. After we were through judging we stopped by for a quick night cap and then it was off to bed.

Saturday morning we got up and packed everything



in preparation for the flight back home. When this was done it was

off to grab some breakfast and take a last stroll through the Vendor Rooms checking for the 'Last Day Special Deals' where the vendors lower prices hoping to get rid of stuff before they have to load up everything that's left and ship it home. I dropped by the Squadron table and found that they were dumping a 1/72 T-34 kit for \$5 bucks so I grabbed one and a free few magazines that they were dumping; my suitcase would now weigh a bunch more than it did coming out. I always bring the biggest suitcase I have, put a large empty cardboard box inside it and pack clothes around the box. I have to stop buying kits when the box is full so it is my buying gage. I packed the magazines around the outside of the box so all was well.

We checked out of the hotel at 11 AM and headed back to the Denver airport, Claude had to leave at 1PM and Bill and I had a flight at 2:30 PM. Bill and I returned to Gainesville at 11:30 and so ended another great trip. Overall we had a great time, got to spend time with great friends, meet new ones, add to our model stash and gain knowledge from our judging experience. Like I've said many times before, if you have never judged you should try it. You WILL learn a bunch and you will come away very satisfied having done so!

Let's see, only how many days to IPMS 2014 in Hampton, VA which is the 50th Anniversary of IPMS USA where there is talk of some special celebration activities, I can't wait!!!!

Gator Modelers August Meeting Hi-lights

10 club members and 2 visitors attended the Gator Modelers Club meeting on August 20th. Club President, Frank Ahern, opened the meeting with a recap of the Museum trip that several Gator Modeler's had recently made. He also informed the group that the presentation that was scheduled for the meeting was postponed until the September meeting due to lack of AV equipment. Frank also discussed the Club's "Aviation in Florida Display" that he would like to see the members complete by the September meeting and have ready for a possible display at the upcoming Modelpalooza event in Orlando. Frank asked for a status update from the members that were in attendance. Frank also asked that each person building a model for the display to provide information about the history connection to Florida so a placard can be made to display with the model. Bruce gave the group an update on the Sympathy card that he had mailed to Joe Forester's widow. She had responded back asking for more information about his involvement with the club.

Bruce also mentioned a possible club presenter by the name of Tom Hardeman who had served in WWII with the 31st Fighter Group also known as the "Candy Tails". Hopefully he can talk to the group at the October meeting. Bill reminded everyone about the Club Contest that is fast approaching.

Frank ended the business meeting by opening up the floor for Show-n-Tell.

Gator Modelers August Meeting Models

Steve: Invaders UFO Flying Saucer

Frank: 1/144 Dixie Clipper

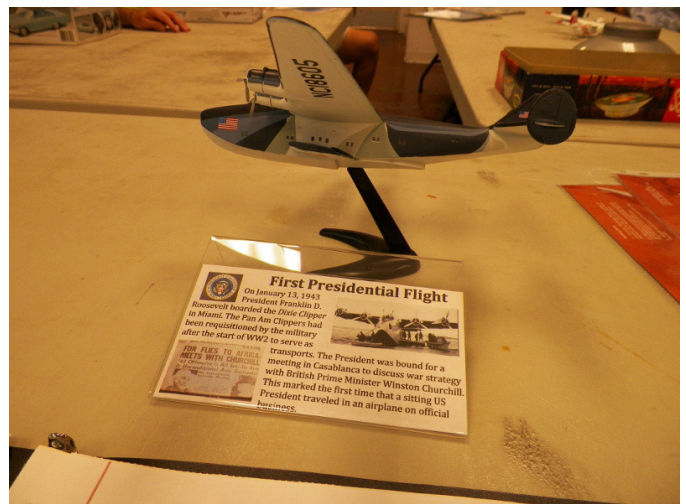
Paul: 1/72 S2F Tracker Fire Tanker

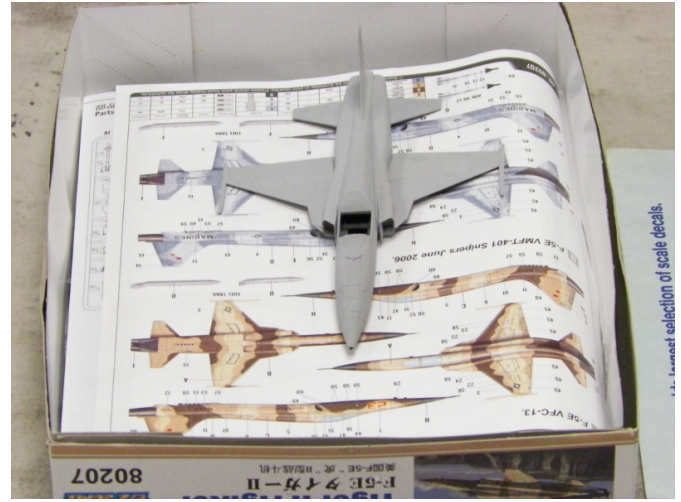
David: 1/25 1964 Impala

Brian: 1/72 F-5E Tiger II in process

Nate: 1/48 F6F-3 Box review

Kennedy: 1/48 FW-190 G2 Box Review





Next Gator Modeler Club Contest Reminder

Jack Mugan won the May Club Contest and has selected “Any kind of Racer” as the theme for the next club contest which will be held during the November 19th meeting.

September Business Meeting

The Gator Modeler Executive Officers held a lunch meeting on September 4th at Steak-n-Shake. Four executive committee members attended the meeting. The topics discussed were:

- Club Display Build
- Modelpalooza Contest and display
- September Meeting Presentation- Mysteries at the National Museum of Naval Aviation

September Meeting Presentation

The September Meeting presentation will be about Mysteries at the National Museum of Naval Aviation trip that was originally scheduled for the August meeting. Frank put together a presentation from the resent trip to Pensacola last month. He will share lots of pictures of Mystery items at the museum.

IPMS Update

The IPMS Region-11 Regional Coordinator, Tony Ivone has indicated that the Chapter of the Year, Newsletter of the Year and Web Site of the Year for IPMS Region 11 will be awarded soon, maybe Orlando?

IPMS Region-11 Contests

2013

Sept. 28-29	Regional Contest; Modelpalooza IPMS Orlando	Orlando, FL
Oct. 26-27	Pumpkin Run IPMS FAST	Ocala, FL

2014

Feb. 1	IPMS First Coast	Jacksonville, FL
Mar. 15	IPMS Flight 19	Ft. Lauderdale, FL
Apr. 5	IPMS Wings Wheels Keels	Venice, FL
May 2-3/17-18	IPMS Space Coast Regional Contest / Show	Cocoa, FL
Jun. 7	ScottCon 2014	Warner Robins, GA
Aug.	IPMS 2014 National Convention	Hampton, VA
Sept. 27-28	IPMS Orlando	Orlando, FL
Oct. 25	IPMS FAST	Ocala, FL

Links, Reads, and Views

For the latest news from Fantasy of Flight
fantasyofflight.com

Link for pictures of IPMS 2013 Entries
Courtesy of Hyperscale
<http://svsm.org/gallery/loveland2013>

Link for pictures of IPMS 2013 Award Winners
Courtesy of Hyperscale
<http://svsm.org/gallery/loveland2013-awards>

Nice collection of photos from WWII
courtesy of Hyperscale
<http://ww2talk.com/forums/topic/37348-enhanced-ww2-photos/>

Color server
Courtesy of Jack Muga
<http://www.colorservers.net/>

Kit Review:

Aircraft of the Presidency

Review: by Frank Ahern

There are few things more impressive at an airport than the arrival of Air Force One. The Presidential aircraft has become one of the true icons of America - right up there with the statue of Liberty and the White House. Would it surprise you to know that the name came about because of a near



accident, or that the original aircraft proposed by the Air Force was rejected as unsafe?

While doing research for my Florida Aviation History project I found out that the first official flight by a US President began in Miami when FDR boarded a Pan Am Clipper in early 1943 to fly to a meeting in Casablanca with Winston Churchill.

What is less well known is that Roosevelt had an airplane – a Douglas Dolphin flying boat – available to him for several years prior, but there is no record that he ever used it.

After the hastily arranged first flight, Army Air Corps officials decided that the President needed an airplane dedicated for his use. They proposed a highly modified version of the C-87 Liberator Express called the *Guess Where II*. The Secret Service was less than impressed with the C-87's spotty safety record and rejected the plane for Presidential use. Ironically, the *Guess Where II* was used a few months later by first lady Eleanor and other top aides of the President on a trip to South America.



Another proposal was made to provide a Douglas C-54, commercially known as the DC-4. This was acceptable to the Secret Service and was promptly named by the President *Sacred Cow* presumably as a comment on his status as a passenger.

Harry Truman also used the DC-4 until he upgraded to a DC-6 in 1947.

He named it *Independence* in honor of his hometown in Missouri. It was the first Presidential plane with special markings – a large bald eagle head covered the front of the fuselage.

President Eisenhower favored the graceful looking Lockheed Constellation as his personal aircraft and called it *Columbine*, which is the state flower of Colorado, the adopted home state of first lady Mamie. It was during Eisenhower's first term that the call sign Air Force One was adopted. During a flight in 1953 a commercial airliner with the same call number as the President's plane – 8610 – entered the same air space. The resulting confusion and potential danger caused the adoption of a policy that in the future any plane bearing the President would be known as Air Force One.



The jet age began late in the Eisenhower era with delivery of several Boeing 707's, but it took the stylistic flair of the Kennedy's to turn the airplane into an icon.



In 1962 the Air Force proposed conversion to the bigger, longer-range version of Boeing's jetliner – the 707-300. They also proposed a new color scheme in red and gold, which the President and first lady Jackie thought looked too regal. She suggested that famous industrial designer Raymond Loewy be asked to come up with a new look, which he did, and the result is the understated but elegant design that still exists today.

When I purchased the Boeing Pan Am Clipper model during our trip to the Naval Aviation Museum in Pensacola, it came as part of a set of models from Minicraft called Aircraft of the Presidency. This is an assortment of four 1/144 scale models in bags with new decals to represent their link to the Presidents. The four models are: the Boeing 314 Clipper, which is a re-bagged old Airfix kit with all the fit and molding problems you might expect; a kit of the DC-6 *Independence*, the Constellation *Columbine* and the Boeing 707. The last three are Minicraft-produced kits of more recent vintage with recessed panel lines and decent molding quality.

After I built the Clipper for our Florida Aviation History club project I decided to build the 707 as a birthday present for one of my sons who is a history buff and student of the Presidents –

especially John Kennedy. Construction was fairly simple, since there is no interior, and the fit of the exterior surfaces is reasonably good. Things got more complicated during painting, as the design calls for the fuselage to have white upper surfaces, natural metal lower and the wings and elevators to be painted grey. As all modelers know, there are more than 50 shades of grey. The instructions called for dark grey, but no reference photo I could find indicated anything but a light grey, so I settled on a light grey/blue, which seemed to match most of the reference photos. Then came the decals!



The decals are well registered and colorful, but rather thick and stubborn to apply. I used almost a half bottle of Micro-Sol trying to get the large decals to lay flat. All the smoothing and brushing caused the final product to be a little more “beat-up” looking than I wanted. This is one aircraft where no weathering is appropriate. I’m sure the Air Force has people cleaning it before it stops rolling.

All in all I was satisfied with the finished model and I can recommend the Aircraft of the Presidency set for its historic value, even if the kits present some challenges.



New Kit Releases

By Bill Winter

What do you want Winter?

By Bill Winter

In last month’s musings, I mentioned the Meng T-90 (A Russian tank – Meng is a company and it is not a country). Since then I’ve read a review of the kit by Cookie Sewell. Cookie is a Russian armor modeler who worked for the U.S. government translating Russian for several decades. Anyway, I’d like to “extract” some tidbits from his review of the Meng T-90 kit.



Have you ever heard of an armor kit with almost 1500 parts? Not 150 – actually 1498 parts! Where do 1400+ parts go in a tank? Bearings? Pistons? Nuts? Bolts? Well . . . the great excess of parts is in the tracts.

According to Cookie, “Each track link consists of a link, guide tooth, and two end connectors; a separate part covers the rubber track face pads (part H-2) for those who want the newer “asfal’tnyy” (pavement) tracks.” Also, this is one of few tank kits that includes an engine!

Here is Cookie’s summary: “Overall other than the overwrought tracks this is an excellent kit, but overall it will be up to the modeler how much he really wants that last bit of accuracy. If this kit is a 10 (and it really is!) the Zvezda one is about an 8-8.5 – and half the price.”

Speaking of Meng, they have a new IDF tank crew with 4 figures.



If you like big aircraft, here are 3 new ones for you: the 1:32 HK Models B-17G Flying Fortress (MSRP \$300.00), the 1:32 Zoukei-Mura He 219A-0 Uhu (no MSRP available) and the 1:32 scale Trumpeter A-6 (list price \$233 – ouch).

One last cool thing to note: a 1:72 scale Italeri Carrier Deck Section (MRSP: \$43.00) that includes the jet blast deflector (See below). See you next month!



Events Calendar

See The IPMS Update for the latest IPMS Region-11 Events listing.

Sept. 14	HobbyTown Swap Meet	Gainesville, FL
Sept. 17	September Gator Modelers Meeting	
Sept. 28-29	Modelpalooza 2013	Orlando, FL
	http://www.ipmsorlando.com/modelpalooza.html	
Oct. 15	October Gator Modelers Meeting	
Nov. 19	November Gator Modelers Meeting/Club Contest	
Feb. 14-15	AMPS Atlanta Regional Show	Atlanta, GA
Apr. 3-5	AMPS International Convention	Fredericksburg, VA

Modeler's Tip of the Month

Help for stubborn Decals

"found on Hyperscale"

I found these responses to a request for wrinkling Decal help to be very enlightening!

Marvin on Sep 9, 2013, 6:47 PM

Use a wide, soft brush to gently fan out, and smooth out, the decal. This should eliminate most of the wrinkles. The rest of what you are doing sounds right.

G. Kent Roberts on Sep 9, 2013, 6:48 PM

Gingerly slice off any protruding decal film with a sharp blade and then try to touch up the flaw with the right color of paint. The *exact* right color. The subsequent clear coats will help it blend in. I've done this before and it usually comes out just fine. If you do a reasonable job of it, you're the only one who will ever know it's there in most cases.

Rian J on Sep 9, 2013, 7:25 PM

Take a clean, white, cotton rag (old T-shirt scrap piece) and soak it in water. Wring it out and put it in the microwave oven for 15-30 seconds (depending on the microwave oven). It should be steaming hot so use a rubber glove to hold it. Use the hot rag to push down evenly and gently on the decal. The heat and pressure will cause the decal to conform. Repeat as necessary.

Matthew Q on Sep 9, 2013, 8:28 PM

Use a hair dryer on low setting followed by a repeat with the micro sol..

Ferdico on Sep 9, 2013, 9:09 PM

Try hitting the wrinkles with a heavy clearcoat. When it's cured, gently sand it with 1200 grit. Then, hit it with another light coat of clear. I've managed to make wrinkles disappear using that technique.

Dan DeSilva on Sep 9, 2013, 10:12 PM

I find using water warmed by a cup heater in a ceramic cup or bowl works very well to help decals lay flat on compound curves- with gentle massaging by a clean brush and future floor wax.

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; they support us in many ways.

Gainesville HobbyTown

Eric Canto: Proprietor

7420 W. Newberry Road (next to Sports Authority)

Gainesville, FL 32606

www.gainesvillefl.hobbytown.com

Mon.-Fri.:10 AM to 7PM

Sat.: 10AM to 5PM

Sun: 12PM to 4PM

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

IPMS/USA NEW MEMBER APPLICATION	
IPMS No.: _____ <small>Leave Blank</small>	Name: _____ <small>First Middle Last</small>
Address: _____	
City: _____	State: _____ Zip: _____
Phone: _____	E-mail: _____
Signature (Required by PO): _____	
Type of Membership: <input type="checkbox"/> Adult, 1 Year: \$25 <input type="checkbox"/> Adult, 2 Years: \$49 <input type="checkbox"/> Adult, 3 Years: \$73	
<input type="checkbox"/> Junior (Under 18 Years): \$12 <input type="checkbox"/> Family, 1 Year: \$30 (Adult + \$5, One Set Journals) How Many Cards? _____	
<input type="checkbox"/> Canada & Mexico: \$30 <input type="checkbox"/> Other / Foreign: \$32 (Surface) <input type="checkbox"/> Other / Foreign: \$55 (Air)	
Payment Method: <input type="checkbox"/> Check <input type="checkbox"/> Money Order <input type="checkbox"/> Credit Card (MC / Visa Only)	
Credit Card No.: _____	Expiration Date: _____
If Recommended by an IPMS Member, List His / Her Name and Member Number:	
Name: _____	IPMS No.: _____
IPMS/USA	P.O. Box 2475
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