



Just Glue It

Region 11 2013 Newsletter of the Year



Volume 4, Issue 9

September 2014

Official Newsletter of
Model Creations
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Featured Model



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The AT-6C was built from the Revell kit 04347 Reno Racer set. It is a dual 1/48 scale kit that comes with the T-6 Texan "Miss Behavin" and P-51D "Miss America". The kit was molded back in the 1990's and has a couple of fit and finish problems of the era, although I have built many kits that were worse. The cockpit interior is built as a separate section that replicates the fuselage tubing in the real T-6. The landing gear and flaps can be built up or down. The air frame fit together well but I had problems mounting the radial engine to the motor mount. The canopy glass was also a difficult fit. I painted the model overall with X-7 Tamiya red paint and used the included decal sheet. The white stripe around the cowling took Micro-Sol, Micro-Set and a heat gun to make it fit properly. I really enjoyed building the kit and think the model turned out nice. A quick Internet search did not bring up any photographs of the real aircraft even though it raced between 1972 and 1989, set a class speed record and won the gold race twice. Steve



*America Will
Never Forget*

Club Contacts

President: Kent Pruitt
V.P. & Newsletter: Duane Hayes
Treasurer: Claude Moulton
Secretary: Bob Tano
IPMS Contact: Don Alexander

Email: [Kent Pruitt](mailto:Kent.Pruitt@ipms.com)
Email: [Duane Hayes](mailto:Duane.Hayes@ipms.com)
Email: [Claude Moulton](mailto:Claude.Moulton@ipms.com)
Email: [Bob Tano](mailto:Bob.Tano@ipms.com)
Email: [Don Alexander](mailto:Don.Alexander@ipms.com)



Click on the person's
name to send an Email

Model Creations Unlimited

Meets every first and third Wednesday
6:00 - 8:30 PM
Regency Square Library

The Model Creations Unlimited, IPMS (MCU) is a club for people interested in the hobby of plastic modeling. Based in Jacksonville, FL. and as an affiliate of the International Plastic Modelers Society (IPMS) we have an association with modelers throughout the country and the world. We are interested in promoting and exposing the modeling hobby to potential new members so that they can develop an interest in the hobby. The club is open to anyone with an interest in modeling, regardless of age, gender, subject matter or materials. If you are looking for a friendly family experience; parents and children, adolescents, and couples are encouraged to become part of our family of modelers. If you do decide to join, membership dues are \$20.00 for new members (This includes a club t-shirt), and then \$15.00 a year thereafter. We also have a family membership at \$25.00. We encourage you to visit our website, attend a couple of our meetings and check us out.

 Web site: www.modelcreationsunlimited.com

Theme Build

Our next theme build is "Racing", and will end at the December 3rd meeting. The models must be related to some sort of racing. NASCAR, airplane pylon racing, hydroplaning, drag racing, Formula 1, monster trucks or anything you can come up with. Use your imagination and build those models, how about horse racing?

The rules are simple:

Build any type of subject you want as long as it has something to do with racing.

Include a brief written description of your model.

Model size should be 18" x 12" or less.

You can build more than one model to display.

This will NOT be a judged contest, just a display show 'n tell.

Each member who enters a model will be given a ticket for a drawing of two \$20.00 awards.

Every participant will also be awarded 3 points in the Member of the Year program.

Editors Soap Box

Each month I use this section to express my thoughts about the hobby, the club, or any other thing I happen to be thinking about. The opinions expressed here are mine alone and do not necessarily reflect the opinions of the Model Creations Unlimited IPMS. Feedback is always encouraged, and story ideas or submissions by any other member will gladly be accepted. If you feel that this column is becoming biased or exceeds decorum or good taste, I want to hear about it. Discuss it with me at the next meeting or you can contact me by phone at (904) 743-6677 or by E-Mail: [Duane.Hayes](mailto:Duane.Hayes@ipms.com)



Labor Day is set aside to honor the social and economic achievements of the American worker. It constitutes a yearly national acknowledgment to the contributions that workers have made to the strength, prosperity and well-being of our country. The best representation of this is The Greatest Generation: a term coined by journalist Tom Brokaw to describe the generation who grew up in the United States during the deprivation of the Great Depression, and then went on to fight in World War II, as well as those whose productivity within the war's home front made a decisive material contribution to the war effort. The term "Greatest Generation" is often up for debate. Some say the generation of our forefathers during the American Revolution was the greatest generation. Some will say the generation of the Civil War, the generation of the Civil Rights protests and so on. All these arguments are valid but, to quote Brokaw from his book, "it is, I believe, the greatest generation any society has ever produced." He argued that these men and women fought not for fame and recognition, but because it was the "right thing to do." During the 3-1/2 years of WW II starting with the Japanese bombing of Pearl Harbor in 1941, and ending with Germany and Japan surrendering in 1945, this Great Generation built 22 aircraft carriers, 8 battleships, 48 cruisers, 203 submarines, 349 destroyers, 420 destroyer escorts, 34 million tons of merchant ships, 100,000 fighter aircraft, 98,000 bombers, 58,000 training aircraft, 24,000 transport planes, 93,000 tanks, 257,000 artillery pieces, 105,000 mortars, 3,000,000 machine guns, and 2,500,000 military trucks. They supplied 16.1 million troops in uniform in the various armed services in Africa, Sicily and Italy, won the battle for the Atlantic and Pacific, planned and executed D-Day, marched across Europe, and ultimately conquered Japan and Germany. Losing the war was not an option for The Greatest Generation. They had to win. There was no other choice. However, nowadays youths are going about life as if they know everything, when they really don't. One of the main problems with our youths is they don't listen. Back then when someone talked you listened and understood what they were saying, not only did you listen but you also took heed to their words and put it to use. Instead of looking to the older generations for guidance and tutorship, the current generation just believes they can go about life with disregard. But it's not just the younger crowd; the blame can also be put on the older generation. For change to occur in the current generation, the previous generations must play an active role in the lives of today's youth and young adults. The previous generation has lived their life, but now it's time to impact the lives of the next generation. What good is the experience you have, if you don't teach the youths? It's the same in modeling. I believe mentorship and tutorship is essential to the successful growth of the hobby. To all the supposed "experts", I ask this: What good are all the things you've learned about how to build models if the current generation is not able to learn and expand on what you've started?

Just For Laughs



Mustang GT Kit-Bash: Part 2 by Alan Zawacki

Where was I? Oh yeah, after a good number of hours on the body work & opening up the rear body wheel wells the Li'l Coffin (LC) was ready for paint. First and foremost I primed the bleeding yellow body with a couple coats of KRYLON ColorMAX Dark Primer. On this build I used the Dark primer to get a darker color out of my Burgundy. For lighter colors I used the Light Gray primer. Then I painted the top roof area with KRYLON dual Gloss White consisting of 3 light coats & 1 heavy coat. After a couple days dry time, I masked off the inset roof design and painted the body with KRYLON ColorMAX Dual Burgundy consisting of 3 light coats and 2 heavy coats which came out really nice. In the past I've tried using a couple coats of color with no satisfying results. That's using KRYLON and that's why I did 3/2 on the color. Now that the body's painted, I let it dry for a number of days. Now it's time to hit the interior. On this build the only items that were added or changed were the steering



wheel, roll bar and shifter. I used the custom steering wheel from AMT's 56 Ford Vic kit and removed the ring for a Drag-car look. The shifter was cut at the knob/boot then I used a finger drill and a paper clip to make my shifter bend from boot to knob. Later I found some paper clips that have a twisted feel and look that I plan to use on my next CUSTOM build. Next was a roll bar from AMT's '68 Shelby Mustang kit. The only thing I had to do was add extensions from the bar to the floor. This was done with EVERGREEN .100" rod. Painting the interior was next. I'm trying to simulate the original LC kit I built back in the mid 80's, so I painted the interior KRYLON Dual Gloss White. The steering wheel, bucket seats and back

seating section were sprayed with ColorPlace Gold. Then I added some accents color (Burgundy) to the head rests, roll bar and shifter boot. Moving on to the chassis and engine. Everything here was pretty much stock except for having to remove the rear wheel wells to fit the M&H Style 1 Vintage "Pie Crust" white walls from the AMT accessory Slick kit. The front white walls are from the AMT '62 Pontiac Catalina kit and AMT's '69 Olds 442 W-30 kit. Engine mods were a set of Cobra valve covers from AMT's '68 Shelby kit and the high rise manifold from Lindberg's '40 Ford Coupe. Having done all that I'm exhausted. Speaking of, it's time for just that. I tried something different for my side pipes. At Hobby Lobby the wife and I found some snack picks with a clear triangle shape tapered. Yeah I know, but, why not? I ground down both ends 45 degrees, angled them slightly to match the LC and painted them with TESTOR Chrome paint marker with Flat Black ends. Then I had to fab some pipes from the exhaust manifolds to the side pipes. For this I bent and shaped EVERGREEN .100" Rods painted with TESTOR Metallic Silver. And once again, at last, I was exhausted. With all the body paint dry and hardened it's time to add some chrome. I said some! Out front I used AMT's '58 Chevy Impala custom tube grill that I cut to fit. The head lights are spot lights from various AMT kits and the rear chrome from AMT's '56 Ford Vic's to match the roll pan. The pictures show the Front, Side and Rear of MY simulation of the Classic Li'l Coffin gone Mustang. Until the next bat time, next bat channel remember "Glue your plastic not your fingers"!



The Stealth That Never Was by The Phantom Modeler

This article was originally published by Derek Dahlsad online at the "Collectors Quest" and later referenced by Fred Horky in one of his newsletter cover letters.

There was once a time when people knew a stealth fighter was on the way, but nobody was saying what it looked like. The technology behind the Stealth was classified, too, so speculation ran wild. The concept of the stealth fighter was intriguing; a plane that was all but invisible to radar, heat-vision, and listening devices. It was something right out of science-fiction, which made it a prime candidate for theoretical brainstorming. Testors/Revell was the earliest on the market with their F-19 Stealth Fighter, and it soon became the industry standard at the time. Some 700,000 sold almost immediately, making it the best-selling model ever, surpassing even AMT's Star Trek USS Enterprise. It was a short, stubby plane, with shallow, rounded wings and in-swept vertical tails. It did include a little angularity that we'd see in the actual stealth fighter, due to a tip model-designer John Andrews got from an inside source working on the nose-tip for a military subcontractor. They were put into the spotlight by the crash of a real stealth fighter during testing, and Congress wondering why a classified aircraft is being assembled by children and hobbyists. Andrews' design was completely from his own imagination, using non-classified theories of reducing radar signatures and futuristic aircraft style that showed up in the SR-71 aircraft. This design was licensed, or stolen, by other companies and produced in other forms, such as Ertl's die-cast version. Even today, despite the actual F-117 showing up at airshows and on the news, the Testors design still appears as 'stealth fighter' on toy shelves from time to time.



My favorite wasn't designed from scratch. Defense contractor Loral Corporation produced a futuristic aircraft of the future in the 1970's. It sparked the imagination with a long body and graceful curves, it looked more like a spacecraft than an aircraft. After seeing Testor's stealth success, Monogram released their own F-19 Stealth Fighter model based on the Loral design. This aircraft looked even less like the actual stealth, but seemed, to me, to be a much more plausible aircraft than Testor's piecemeal design.

Even after the real stealth fighter was public knowledge, the interest in speculation just wasn't there like it had been in the 1980s. But, do not fear: designers are happy to theorize what other countries' stealth fighters will look like. Testors, again, was at the leading edge of this craze as well. At the tail-end of the Cold War, the same designer who produced the Testors' F-19 came up with the MiG-37. An original conceptual Russian stealth fighter with sharp, angular, and rugged lines. It was a very different design than Andrews produced for the F-19. Of course, he had no idea his MiG-37 design turned out more like the real stealth than anything else on the market at the time, and also incorporates style that we've seen in the later-generation stealth designs from recent years. While the stealth is no longer the mysterious, space-age jet it once was, these conceptual designs remind us of that era.



A Bit of Aviation History by Joe Hanner

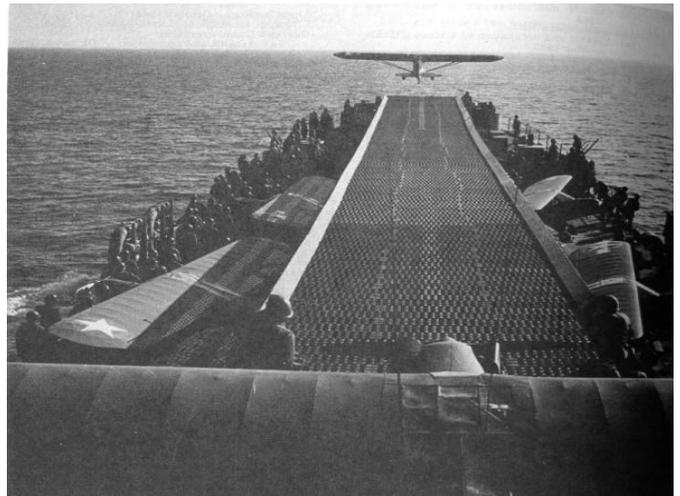
As a follow-up to last month's story on the Piper L-4 Grasshopper flown by Major Charles "Bazooka Charlie" Carpenter during WWII, here is "The Rest of the Story." More than 4900 L-4's were used to help spot and correct the fall of artillery shells over enemy lines and help coordinate troops. Well, it turned out that the Army realized that their fleet of small, fixed wing L-4 Pipers



were out of service until airfields could be captured or built in new areas. The generals on the ground were left blind and reliant on long-range reconnaissance aircraft and Navy planes to provide their eyes. In late 1943, an Army Transportation Corps Captain by the name of James H Brodie was busy with a solution. Stationed in New Orleans and supervising the loading of cargo ships with war materials, he sketched out a design for a boom and line system with a release that could hold a small aircraft fitted with a corresponding hook along the top of the wing roots. With the boom, a small plane (L-4) could be lifted into the air, then the engine revved up and, when the rpm's got high enough to be sure of lift, was released to fly away. To land the system worked in reverse, capturing a hook-equipped Grasshopper by wire and allowing it to spin down. By using Brodie's system, a Cub or even a larger Stinson could be launched and

recovered in a very small area, without a landing strip, allowing it to operate from a clearing, a small field, or even the deck of a medium-sized ship. That's where the Navy came in. By

early 1944 the Navy had several hundred ships they classified as "Landing Ship Tank." Big blue had enough of these LST's around that they agreed to allow the Army to use a few of them in 1944 as tiny aircraft carriers. While L4s and L5s had flown off the regular carriers earlier in the war, the Navy did not like Army planes on their flattops, so the arrangement worked out nicely. The idea would be that 6-10 small Cubs or Stinsons would be loaded on an LST, modified with a 220' x 16' flight deck. From the top of this tiny ersatz carrier, they would take to the sky over an invasion beach, scout out the enemy locations, and call in the artillery strikes on said bad guys. After the troops moved inland and acquired access to



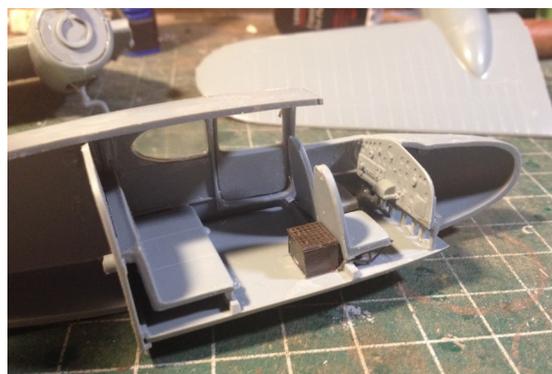
more real estate, especially airfields, the grasshoppers could leave their LST and relocate to drier locations. On some ships, the Grasshoppers would take off once and land ashore at a location that had been captured and designated. While this was not ideal, it did get the small planes ashore and ready to operate rather than land them in boxes and reassemble them on the ground. They proved themselves off Italy, France, the Philippines and later, Okinawa and Iwo Jima. So once again we are reminded that the small support aircraft were just as important as the "big boys" and we thank them for their sea-going service as the Army's unsung fleet of carrier-based airplanes.

Bamboo Bomber Project: Part 2 by Don Alexander



In the first part of this review I mentioned that I would be building the Cessna T-50 Bamboo Bomber to enter into the Civilian Aircraft category of JaxCon next February, remember? Well folks, that ain't gonna happen. When I opened the box to take a gander at all the nice plastic, resin and photo-etch parts, I thought it would be a great build. Let me tell you what a nightmare it turned out to be. Do you remember the old Frog kits? Well this Iron Curtain Czech Models T-50 is worse than the Frog kits. The fit on everything is purely by guess as there are no

locating devices used to line up pieces or to show the builder where a certain part goes. It's awful!! I included a photo of the entry door connection. The door is a full quarter inch smaller at the top than the fuselage opening. Also, you either use the photo-etch or there is no part. An example is the front cockpit bench seat. Underneath the seat is photo-etch and is not even visible when completed. That makes no sense to me. The kit does give you the option of using a plastic instrument panel or the photo-etch but, and a big but it is, the shapes are



not even the same. In any case, putting photo-etch on this kit is like dressing up a pig. In any case, that's as far as I went with this thing. I put it all back in its box, with the very nice Squadron box top painting of a T-50 on it, back in the closet. I took a very nice Tamiya F-51 Korean Mustang



out of the same closet and began building this very enjoyable kit. I have decided that when I build something, if it's crap I don't waste time on it. Life is too short as it is to waste on a bad kit. Now if you are reading this and you are thinking that you want this T-50, I'm sure that we can make a deal.

Surfing the Inter-Web by Jack Ratterman

These came from a friend of mine, John Estes. I thought those of you with a lot of time on your hands might find some of these sites interesting.

World War I Aces : <http://acepilots.com/wwi/main.html>
Hall of Fame of the Air : <http://acepilots.com/wwi/hfa.html>
WW2 Europe Theater: http://acepilots.com/usaaf_eto_aces.html
WW2 Pacific Theater : http://acepilots.com/usaaf_pto_aces.html
WW2 US Marine Corps : http://acepilots.com/usmc_aces.html
WW2 US Navy Aces : http://acepilots.com/usn_aces.html
WW2 German Aces : http://acepilots.com/german/ger_aces.html
Russian Aces : http://acepilots.com/russian/rus_aces.html
Vietnam Era Aces : <http://acepilots.com/vietnam/main.html>
World War I Planes : <http://acepilots.com/wwi/main.html>
WW2 Fighters : <http://acepilots.com/planes/main.html#fighters>
WW2 Bombers : <http://acepilots.com/planes/main.html#bombers>
WW2 German Planes : <http://acepilots.com/german/main.html>
WW2 Airplane Pictures : <http://acepilots.com/archives/main.html>
1930s Aircraft photos : http://acepilots.com/pioneer/air_photos.html
WW2 Mediterranean : http://acepilots.com/usaaf_mto_aces.html

Airplanes : <http://acepilots.com/>
Nose Art : http://acepilots.com/planes/nose_art.html
Aviation Pioneers <http://acepilots.com/pioneers.html>
World War Two : <http://acepilots.com/>
Postwar Jets : <http://acepilots.com/jets/main.html>
Korean War Aces : http://acepilots.com/korea_aces.html
WW2 Medals : <http://acepilots.com/medals/main.html>
WW2 Museums : <http://acepilots.com/ww2/museums.html>
WW2 Pictures : <http://acepilots.com/ww2/pictures.html>
WW2 Ships : <http://acepilots.com/ships/main.html>
WW2 Facts and Firsts : http://acepilots.com/misc_ww2.html
WW2 Weapons : <http://acepilots.com/ww2/weapons.html>
History of Airplanes blog : <http://acepilots.com/airplanes/>

Challenger 2 Tank Build by Steve Betts

A total of 386 Challenger 2 tanks were produced starting in June of 1991. They were an upgraded version of the Challenger 1 that served during the Gulf war. The upgrades included improved Chobham armor, new fire control system and the latest digital technology including panoramic, thermal and laser. The main gun is a rifled 120mm L30 cannon that can fire armor piercing, high explosive, squash head, smoke and depleted uranium rounds. Maneuvering capabilities were upgraded with double pin/double block tracks and a new TN54 transmission. The "desertized" version used in Iraq in 2003 included reactive front armor, exhaust covers, canvas skirts and Combat Identification Panels (CIP).



The CIP panels were used to help identify friend from foe by showing less heat radiation tape on thermal sights. These were invaluable when fighting at night or during dust storms. I hadn't built a Tamiya model in a while and was looking forward to a really easy build. The nice instruction book has 29 steps, color suggestions for parts during the build and a painting guide with decals for three different vehicles. There is no need to decide which one of the three you are building until you get ready to install the decals. Using the normal sequence I built the chassis, road wheels and tracks first followed

by the hull top and turret. The canvas skirts cover almost all the running gear so there's less parts to detail in the end. It is also safe to skip around during the build. I saved installing the periscopes and optical windows until after painting. The plastic was a little harder than normal for a Tamiya kit but it was much appreciated. The front track idler wheels are bolted to the chassis and are very sturdy. The tracks are going to look nice and straight when they are installed. Speaking of the tracks they are of the rubber band variety but can be glued with regular styrene glue. They overlap by four links so there is a lot of glue area to make them strong. The tail lights were molded in clear and painted like you would a production car from the inside. I didn't know that tanks had turn signals! The molded in detail on the hull and turret is outstanding. I painted my model overall with XF-50 Desert Yellow. I thought it was a little too dark so I sprayed a light coat of XF-57 Buff to lighten it up and simulate sand dust. I also sprayed the canvas skirts and gun bellows with XF-49 Khaki. I added the decals for vehicle "B" which represents the Royal Scots Dragon Guards. I liked the standing lion insignia on the turret side. This was a fantastic build that went together well, was fun to assemble and turned out really well. I should insert more Tamiya models into my build sequence, but after building other lesser brands it makes Tamiya seem even better.



Show n' Tell Models



Sherman Tank
By Bob Collado



Type 206A Sub
By Dave Henk



Battlestar Galactica Viper
By Steve Betts



Carrier Task Group
By Roger Page



1958 Chevy Impala
By Alan Zawacki



Swamp Buggy Racer
By Joe Hanner



H-35 Hotchkiss Tank
By Bob Tano



Brumos Porsche 917 10K
By Steve Betts



T-34 Tank
By Bob Collado



Space Coupe
By Duane Hayes



WIP 1962 Plymouth Fury
By J.P. Snyder



Victor III Sub
By Dave Henk

Member of the Year Standings

The Member of the Year is a new program where points will be awarded to the members who participate in club events. Each members points will accrue and the updated totals will be posted here each month. At the December meeting the member with the highest points will receive a printed certificate and a cash award.

Member	Cat 1	Cat 2	Cat 3	Cat 4	Cat 5	Cat 6	Cat 7	Cat 8	Cat 9	Cat 10	Total
Frank Abrahams											0
Don Alexander		1	3								4
Steve Betts		4	3				4	3			14
Robert Collado		1						3			4
Chuck Dasher											0
David Drake											0
Dick Duplessis											0
Addison Farley		1					4				5
Nathan Farley		1									1
Jim Gourgues											0
Joe Hanner		1	3					3			7
Duane Hayes		3					4	3			10
Dave Henk		4					4	3			11
Julio Herrera							4				4
Stuart Kane		2					4				6
Claude Moulton		4					4	3			11
Mike Nigh							4				4
Mike Oglesby		1					4				5
Roger Page		4					4	3			11
Kent Pruitt		3					4				7
Jack Ratterman		1					4				5
Dan Smigaj		1									1
J.P. Snyder		2									2
James Strickland											0
Bob Tano	5	2					4				11
Wes Woodruff		2									2
Roger Wright											0
Alan Zawacki		3	3								6

Upcoming Events



September 3, 2014 - Business Meeting - 6:00 - 8:30 PM - Regency Square Library.

September 17, 2014 - Club Meeting - 6:00 - 8:30 PM - Regency Square Library.

September 19-21, 2014 - Modelpalooza 2014, IPMS Orlando - Orlando, Florida
The International Palms Resort and Conference Center (New Location)

Website: <http://www.ipmsorlando.com/modelpalooza.html>

October 1, 2014 - Business Meeting - 6:00 - 8:30 PM - Regency Square Library.

October 15, 2014 - Club Meeting - 6:00 - 8:30 PM - Regency Square Library Conference Room. Change of room due to Early Voting at the Regency Library.

October 25, 2014 - Model Car/Truck Contest at the Ocala Pumpkin Run, FAST, IPMS - Ocala, FL. For info contact: [Jim Stepanek](#)

November 5, 2014 - Business Meeting - 6:00 - 8:30 PM - University Park Library. Change of venue due to Early Voting at the Regency Library.

November 8, 2014 - Model Kit Auction - 2:00 - 5:00 PM - IPMS First Coast, Orange Park Library - 2054 Plainfield Ave., Orange Park. Info: [Gil Hodges](#)

November 19, 2014 - Club Meeting - 6:00 - 8:30 PM - Regency Square Library.

December 3, 2014 - Business Meeting - 6:00 - 8:30 PM - Regency Square Library.

December 17, 2014 - Club Meeting - 6:00 - 8:30 PM - Regency Square Library.

January 7, 2015 - Business Meeting - 6:00 - 8:30 PM - Regency Square Library.

January 21, 2015 - Club Meeting - 6:00 - 8:30 PM - Regency Square Library.

February 4, 2015 - Business Meeting - 6:00 - 8:30 PM - Regency Square Library.

February 7, 2015 - Jaxcon 2015, IPMS First Coast - Located at the University Center on the University of North Florida Campus. For info contact: [Gil Hodges](#)

February 18, 2015 - Club Meeting - 6:00 - 8:30 PM - Regency Square Library.

March 4, 2015 - Business Meeting - 6:00 - 8:30 PM - Regency Square Library.

March 18, 2015 - Club Meeting - 6:00 - 8:30 PM - Regency Square Library.

April 1, 2015 - Business Meeting - 6:00 - 8:30 PM - Regency Square Library.

April 15, 2015 - Club Meeting - 6:00 - 8:30 PM - Regency Square Library.

April 29, 2015 - Extra Build Meeting - 6:00 - 8:30 PM - Regency Square Library.

May 6, 2015 - Business Meeting - 6:00 - 8:30 PM - Regency Square Library.

May 16-17, 2015 - Pelicon '15 model Contest, Pelikan Model Club - Clearwater, FL. For info check the club website: www.pelikanclub.org

May 20, 2015 - Club Meeting - 6:00 - 8:30 PM - Regency Square Library.

June 3, 2015 - Business Meeting - 6:00 - 8:30 PM - Regency Square Library.

June 17, 2015 - Club Meeting - 6:00 - 8:30 PM - Regency Square Library.

This Month's Featured Website

This website was submitted by Dave Henk. This is an online wholesale hobby store. [Hobby Lobby Wholesale](http://www.hobbylobby.com)



Modeling Websites

IPMS Website: - www.ipmsusa.org

Freetime Hobbies:- www.freetimehobbies.com

Hobbylinc: Discounted Plastic Models - www.hobbylinc.com

Hyperscale: Discussion forums and resource Guides - www.hyperscale.com

Modeling Madness: Reviews and Forums - www.modelingmadness.com

Rare Plane Detective: - www.rare-planedetective.com

Real Space Models: - www.realspacemodels.com

Round2 Models: - www.round2models.com

Scale Model Guide: Building basics and how-to demonstrations - www.scalemodelguide.com

Squadron: Your online Hobby Shop - www.squadron.com

Local Hobby Shop

Hobby World: A full line hobby shop carrying all types of model kits, building supplies & paints in Jacksonville - www.hobbyworld.biz - (904) 772-9022.

Legal Stuff The material in "Just Glue It" is a creative work of Model Creations Unlimited, IPMS and should not be reproduced in any form without the permission of the editor. The opinions and views expressed in this newsletter do not necessarily represent those of Model Creations Unlimited or the editor.



Thanks to everyone who has contributed articles to this newsletter, but I'm always in need of more member articles. Some examples would be:

- ◆ Short, pictorial 'in-box' reviews of kits
- ◆ Work bench pictures
- ◆ Book reviews
- ◆ Pics of your latest project, etc.

Anything else you think might find to be of interest to your fellow modelers. Submit articles by e-mail at: [Duane Hayes](mailto:Duane.Hayes@ipmsusa.org) Please send me stuff. I use a Windows machine with MS Word and the other usual suspects loaded. This means I can take almost anything you want to send - but for the sake of my limited sanity, PLEASE don't make me use the universal translator to decode your esoteric files. Send your story/article as a text file in the eMail or a Word document. Send your pictures separately as JPGs, PNGs or GIFs (JPG is my preferred format). **Do not**, under any circumstances, submit your article with pictures embedded in a Word file. That's just asking for trouble. And by trouble I mean shredding the article while drawing cartoon mustaches on all your pictures.

IPMS Information

Support The Troops Initiative

This IPMS/USA initiative was established to provide model kits, supplies, tools and reference materials to our servicemen and women serving in combat zones, recovering in hospitals, and in specialized rehabilitating facilities. The "Support the Troops" program is expanding into other areas as well. Some local programs take place in USO facilities and some are centered around active duty personnel or are scattered at bases across the country. Each local program is organized and administered by an individual or IPMS Chapter that is ready, willing, and able to put your donated items to good use.

To view information describing any of the local programs, and to view images provided by the administrator, please visit:

<http://www.ipmsusa3.org/gallery/v/stt/>

Join IPMS/USA

IPMS/USA is an organization dedicated to the fun of Scale Modeling. Your membership includes the IPMS Journal six times a year. In it you will find stories of interest on modeling subjects such as aircraft, armor, automotive, ships and figures. There are listings of IPMS contests and swap meets, hints and tips, and reviews. Being a member also qualifies you to participate in IPMS/USA sanctioned Regional Contests, and of course the world-famous National Convention, held every summer. You'll also be able to access the online Member's Forum where a wide variety of society and modeling topics are discussed. In addition, many hobby shops offer discounts to IPMS/USA members.

To join IPMS/USA, simply mail in the form below or go to www.ipmsusa.org and click on the Join IPMS/USA button on the left side of the page.

IPMS/USA NEW MEMBER APPLICATION

IPMS No.: _____ Name: _____
(leave blank) FIRST M. LAST

Address: _____

City: _____ State: _____ Zip: _____

Phone: _____ email: _____

VISA/MasterCard _____ Account # _____ - _____ - _____

Exp. Date: _____

Signature: _____

Adult: \$25 Junior (17 years old or younger): \$12 DOB: _____

Canada & Mexico: \$30 Other Foreign: \$32 Foreign Air Mail: \$55

Family (Adult dues + \$5, one set magazines, # of membership cards required: _____)

If recommended by an IPMS member,
list his/her name and member number _____ (name) _____ (IPMS#)

IPMS/USA

**P.O. Box: 2475
North Canton, OH 44720-0475**

Check out our web page: www.ipmsusa.org