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

Next meeting:

6:00 PM, October 21st at the
Gainesville Hobby Lobby
6111 W. Newberry Road
Gainesville, FL 32605

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

IN THIS ISSUE:

1.1 PREZ SEZ

2.2 MODELPALOOZA RE-CAP

2.3 WHAT'S IN IT FOR ME

4.2 SEPTEMBER MEETING RECAP

4.3 SEPTEMBER MEETING MODELS

7.4 BUSINESS MEETING RECAP

8.1 IPMS UPDATE

8.3 LINKS, READS AND VIEWS

8.4 MOVIE REVIEW "FURY"

9.1 PIPER CUBS ON CARRIERS

14.2 BILLS' THRILL'S

21.2EVENTS CALENDAR

22.1 MODELER'S TIP

23.1 LINK TO IPMS USA

Gator Modelers Win Medals at Modelpalooza



Prez Sez



What do you consider to be the most important part of our meetings – the “show and tell” or the special presentations? The answer probably depends on your perspective from month to month. If you have a model or technique that you’ve been dying to talk about, then it’s show and tell. If you are giving the presentation or have a strong interest in the topic you’ll side with the presentation.

As president, my perspective is that they are equally important. That’s why the Board of Directors decided this month to begin our meetings at 6:00pm instead of 6:30, which has been our norm for many years.

Now that we have a new, and better location we need to adjust our beginning time to give adequate space for both activities. One factor is that we no longer have any leeway on our end time. Hobby Lobby expects us to be out of the building by 8:00pm. It’s a company policy.

It’s not fair to a presenter, who has worked long and hard on his topic, to cut him short. Nor is it hospitable to a guest speaker to give him the wrap-up signal half way into a talk. (continued)

Prez Sez (Continued)

By the same token I don't want to steal meeting time away from show and tell. For most of us that is our time to interact, and that is main purpose of having a model club in the first place.

So the obvious solution is to begin the meeting earlier. I am sometimes known around my house as Captain Obvious, so this decision came easily for me. I expect there will be a period of adjustment, especially for those still in the working world.

The first 15 minutes will usually be devoted to club business and we will make sure that those who arrive late are informed of any important information they missed.

Hopefully, we will all eventually adjust our schedules and calendars to reflect the 6:00 start and relax knowing that there will be plenty of time for whichever part of the meeting we consider most important.

Gator Modelers Win Medals at Modelpalooza (Continued)

The Modelpalooza Model Contest was held last month in Orlando. Many of the Gator Modelers club members attended the event but only Bill Winter and Ed Ingersoll entered models. The Gator Modelers had 100% return on medals with Bill bring home a Bronze for his 1/35 Israeli Achzarit and Ed bring home a Silver for his Israeli M1 Sherman. An interesting point here is that both of the models did not have their finishes completed.

Bob and Judi Lundeen won a couple items in the raffle. They always seem to win something and most of the times they are multiple winners, we need to figure out their strategy.

The Modelpalooza folks do it a little different by using a Gold, Silver and Bronze judging/scoring method to determine medal winners. The judging took place on Friday evening and several times on Saturday. The judging was by two man teams for each of the model categories. The judges score the models individually on several different weighted skill sets and the completed score sheets are turned into the head judge who tallies up the scores and medals are determined by pre-set points levels. This year they had a beginner level with an adjusted point's level for medals. It should be noted that there are many silver and bronze awards given out but they are a little stingy with the Gold medals but several were awarded. The number of entrees was slightly less the year as compared to years past but the quality of the builds seemed a little better.

The Vendor area was fairly decent with a good variety of kits and accessories available at reasonable prices. There were a lot of older kits for sale this year but some new kits were there for the taking and they disappeared fast.

What's in it for me!

Commentary by Jack Mugan

I do not remember how many times I have heard that statement every time I have tried to interest someone in joining IPMS. I just do not understand this mindset that there has to be a long list of benefits to the individual before they would consider joining. Why would they not want to join the community of fellow modelers?

I have been a member of IPMS for a very long time. Back when I first began building models there was no such organization as IPMS, in fact there were no clubs that I knew of. Let's face it, when you are a kid you just wanted to build the model, play with it for a while and then think of some creative way to destroy it. You are not thinking, gee I wonder if there is a club I can join that does this sort of thing?

I never even thought about joining a club until I began to focus on building plastic aircraft models. Like a lot of modelers I started out building model cars because at a certain age, that's what interests most boys. During a visit to a hobby shop I saw my first airbrushed camouflaged aircraft model and it was awesome, and right there I made the switch. It became my goal to own an airbrush and to build model airplanes. For some reason I never thought about using the airbrush to paint cars as we had rattle cans for that.

We had Scale Model magazine as our resource back then, one of a few magazines that were available at the local hobby shop. I seem to remember that this is where I first heard of IPMS, an International model club organized by modelers for modelers. I thought that was pretty cool. Here was a group of modelers from around the world that I could connect with, and they had a newsletter that would keep me informed on what is going on with our hobby, and some hobby shops even offered a ten percent discount to members. Where do I join?

Eventually, I joined a really great model club and another whole new level of the hobby opened up to me. Here I found out that there were club model contests, which became my way of accelerating my modeling skills through competition. The club became a chapter of IPMS and I found the regionals and national competitions. It didn't get any better than that. To attend a national convention, and see the level of outstanding work exhibited there is truly breath taking, along with the opportunity to expand my circle of new modeler friendships that have lasted for many years, is the best experience ever, bar none.

Moving ahead a couple of decades we have a whole new ball game. We have very few hobby shops anymore, the primary breeding ground for future modelers. Now we have the internet and mail order. We had inexpensive kits that a kid could afford, by saving his small allowance. Today's kits are out of reach for most kids unless they enjoy a really big allowance or rich parents. Back then brushes, glue and paint were affordable, not so much anymore. Clubs used to put on free displays at hobby shops and shopping centers at no cost to the club, another way to attract new members, but those days are long gone my friends, and it is now word of mouth or the internet.

Today we have fantastic kits available with detail unimaginable a few years ago. We have incredible access to information on any subject thanks to an abundance of publications and the Internet. There is a healthy after-market of resin conversions and replacement parts, and more model tools than you will ever need. Some have said we are enjoying the golden age of our hobby. Unfortunately, many of our modeling brethren are also at that stage as well, and the pathway to the growth of our hobby may be in jeopardy.

Going back to the original question about what is in it for me. How many modelers even care that our hobby's future is not as bright as it was in the past? The usual portals that new modelers arrived through, the hobby shops and model shows, are no longer all that common. Many of the older modelers proclaim, "I've got mine", and really do not give much thought to the issue. They seem to overlook all the camaraderie and lifelong friendships they've enjoyed over the years within the community of other modelers. They forget the satisfaction and sense of accomplishment they feel when a project is completed, and getting kudos from their friends at the club meeting. Who will insure that experience to future modelers?

I am not deeply involved with the national organization. I pay my dues, I have gone to Regionals and national conventions, became a national judge for a few years, and like most of the members, have sat back and enjoyed my hobby. I have watched many; many fellow modelers enjoy the fruits of labor of others who do the work on the national and local level, without contributing their time or money, because they do not see any direct benefit to themselves. They go to the meetings and other club events, and feel that paying the club dues is all that is needed to fulfill their hobby needs.

This hobby runs on volunteers on all levels; local, regional and nationally. This means there are those modelers among us who freely give their time so the rest of us get the maximum enjoyment from the modeling experience. Thank goodness there are members who have that vision to look beyond what is good for only them, searching for what can be done to insure this hobby is still around for future generations.

My question to those who feel they need more benefits in order to join up, is what do you want? The national organization provides insurance for every chapter function, no small thing these days. They provide structure to the national conventions, and work tirelessly to provide the tools necessary to make them a success. They produce a newsstand quality full color Journal throughout the year to the membership to communicate what's going on in the model world. IPMS communicates with the kit manufacturers giving them input and always trying to lobby for offerings the members want. They support programs to encourage new modelers with the Make'n Take and ABC programs in an effort to grow the membership.

I know we can always find fault with the efforts of those volunteers, but we do need to recognize their contribution to the hobby as a whole these past fifty years. I understand that getting involved with the hard work of running a club or organizing a club event, especially outside of the local level, is not everyone's cup of tea. Your IPMS membership dues make all of this possible. Volunteers make all this possible. Now can you honestly say we do not need a national organization? Where do you think our hobby would be today without them? The next time you consider a hobby purchase, consider investing in the future of the hobby itself. You may not agree with everything that is being done, and you may even have some better ideas, but to effect any change, you must become engaged. The national organization claims it is in a financial struggle to survive. At best, they need re-examine their goals, and seek a path to membership growth. We all need to take some time to ask ourselves if we really see the need for a national organization, and if you agree that we do, then we need to take more interest on how we can help it reach its full potential.

Gator Modelers September Meeting Hi-lights

16 club members attended the Gator Modelers Club meeting on September 16th. Club President, Frank Ahern opened the meeting with introductions and then discussed the new meeting facilities at Hobby Lobby. Frank also discussed the upcoming Library Display for November and Collector's Day which will be held on January 10th. Frank mentioned that nominations for officers will take place at the October meeting. The upcoming Annual Christmas Party was discussed. Frank adjourned the meeting with Show-n-tell. Afterwards Geoff Warnock gave a presentation on the Loss of the USS Thresher, SSN-593. The 8:00 hour came quick some Geoff will have to continue the presentation at the October meeting.

Gator Modelers September Meeting Models



1/144 SSN Seawolf
By: Paul Bennett



1/72 SR-71
By: Nate Kiker



1/48 B-29 Cockpit (In-Process)
By: Nate Kiker



1/48 B-29 Cockpit (In-Process)
By: Nate Kiker



1/72 P-38 with 1/48 FW-190 Shoot down
By: Jack Migan



1/72 V-2 Rocket (In-Process)
By: Frank Ahern



1/35 Achzarit (In-Process)
By: Bill Winter



WWII Pilot Bust
By: Jack Mugan



1/35 M1 Israeli Sherman (In-Process)
By Ed Ingersoll
1/72 M4A3 Photo Etch Sherman
By Geoff Warnock

Gator Modelers Main Library Display in November

The Gator Modelers will be setting up a display at the Gainesville Main Library in November. Frank will finalize the display plans at the October meeting.

Gator Modelers Annual Dues for 2015 are Due in November

Bill will start collecting the Gator Modeler Annual Dues of 2015 at the November meeting. The dues are \$20.00 per year. The Membership list will be purged of any members who have not paid by the January meeting. Please remember that the dues are an important part of the club and allow the club to participate in many things like annual registration with the IPMS National Organization. The dues also provide funds to support trophy packages for national and regional events. The funds also fund costs associated with maintaining our Web site. **Please pay your dues promptly.**

Next Gator Modeler Club Contest Reminder

The Club contest is next month so get those models completed ASAP!!

Paul Bennett won the May Club Contest with his Seaview and he has selected “Real Space” as the theme for the next club contest which will be held during the November 18th meeting. Start looking for subject matter that pertains to Historical Space Exploration.

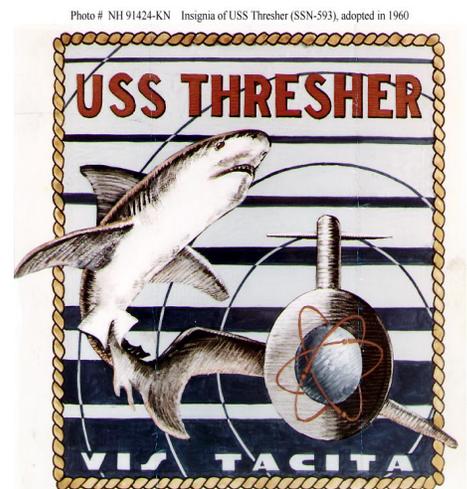
October Business Meeting

The Gator Modeler Executive Officers held a lunch meeting on October 7th at Steak-n-Shake. Four executive committee members attended the meeting. The topics discussed were:

- New Meeting Location and New start time
- November Elections
- Modelpalooza
- Annual Dues
- November Library Display
- Annual Christmas Party
- Club Auction
- October Meeting Presentation- “*Submarine Down- Lessons Learned from the USS Thresher Disaster*” Part-II by Geoff Warnock

October Meeting Presentation

Geoff Warnock will give part II of his presentation on research he did pertaining to the Sinking of the USS Thresher SSN 593. The title of his presentation is: “*Submarine Down - Lesson's Learned from the USS Thresher Disaster*”



IPMS Update

As of the newsletter printing I have received no update from IPMS Region-11 Regional Coordinator, Tony Ivone. Maybe next month!!

Please check your IPMS Membership to insure that you are current.

IPMS 50th Anniversary Shirts and Pins Available

IPMS National HQ has 50th Anniversary Golf and T-shirts available along with a 50th Anniversary Pin for those wanting to order them. The shirts are Deep Blue with Gold printing on front of both but on back of the T-shirt only; the pin is one inch in diameter and is bronze in color. Maybe the club can do a group order if enough folks are interested. The shirts are sized from S-3XL and are priced according to size.

Links, Reads, and Views

Movie Review of “Fury”

The Movie Fury gets three thumbs up from Bill, Jack and Ed.

The three went to see the movie “Fury” on Friday, Oct 17th. They attended the first viewing which was at 1 PM. The movie is rated “R” which is due to Language and high degree of Violence with lots of blood and guts, literally! This movie demonstrates the weakness of the Sherman but in the hands of an experienced crew it can survive due in part to the crew and in part to LUCK! Brad Pit gives a great performance as a War Seasoned Sargent called “War Daddy” that leads a rag tag crew of five which man a Sherman Tank named Fury. The tank depicted is supposedly an M4A3E8 that has managed to survive



numerous battles with only one crew member loss, the assistant driver. The movie opens with the crew escaping from a field of numerous battle damaged tanks from both sides and then the removal of the dead crewman. A green horn new recruit is assigned as the replacement and the story moves through his initial training under fire to his acceptance as a true member of the crew. War Daddy takes the new guy under his wing as the movie moves on through a series of battles both in the field and between the members of the crew. The action is plentiful and realistic with lots of killing, gore and inside and outside filming shots of Fury. The ending was a bit of a surprise but then that’s what makes a great movie! This movie **ain’t** a “Pearl Harbor” and it is somewhat believable. If you enjoy war movies you will enjoy this movie but if you are a “Tread Head” you will appreciate the movie; just be forewarned there is lots of realistic war action including the devastation that war brings to the human body.

The Saga of the Seasick US Army Piper Cubs on the Navy's Smallest Aircraft Carriers

Posted May 30th 2014 | By: [Christopher Eger](#)

During World War 2, like most red-blooded Americans, the Piper J-3 Cub was called to serve in the military. Classified as the L-4 by the Army but most commonly called "Grasshoppers," more than 4900 were used to help spot and correct the fall of artillery shells over enemy lines and otherwise help coordinate troops.

Well, it turned out that the Army needed these planes in some pretty inaccessible places, and that's where the Navy came in.



The problem

During the first part of World War 2, the Allies were on the defense, falling back and able to use their local airfields to house and feed their planes of all types. Then in 1943, the tide soon turned as the Allied forces in the

Pacific, starting at Guadalcanal, as well as in the European theater, with the invasion of Sicily, started taking the war to the Germans, Japanese, and Italians.

It was in these invasions, however, that the Army soon realized that their fleet of small, fixed wing L-4 Pipers and L-5 Stinsons were out of service until airfields could be captured or built in these new areas. This put the generals on the ground blind and reliant on long-range reconnaissance aircraft and Navy planes to provide their eyes.

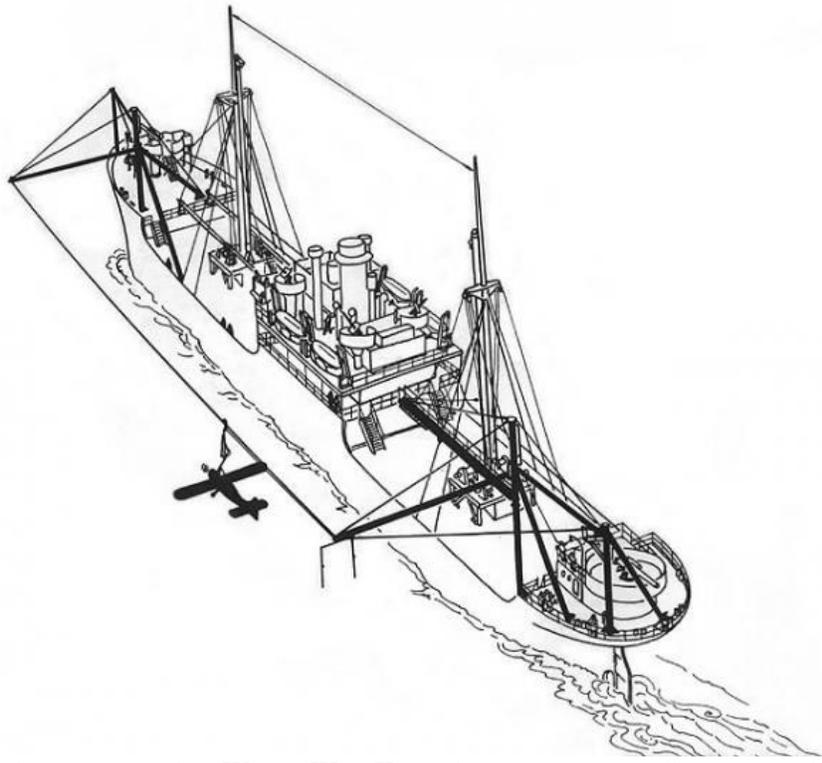
However, there soon became a fix for this in place.

The solution

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 detailed to work 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 (Cub!) could be lifted into the air, then the engine worked up, and, when rpms were high enough to be reasonably sure of lift, released to fly away. To land, the system worked in reverse, capturing a passing hook-equipped Grasshopper by wire and allowing it to spin down.

Of course, we all know that the Cub is a tail-dragger and to make that three point landing pilots pull the stick into their belly. However, doing this on the hook just north of that 38-ish knot stall speed took some getting used too. And if the stick was pressed forward at the stall, but not on the hook, then the pilot is going to eat dirt. So don't try this at home, kids!



The Brodie System was invented during World War II. A pilot could take off or land with the aircraft hooked to a trolley that ran along a cable. On landing, the trolley provided braking for a smooth stop. The cable and

trolley could be rigged on very short jungle fields, or even on ships. This picture shows how a light aircraft could take off or land on a ship using the cable. Image Credit: National Air and Space Museum, Smithsonian Institution NASM-9A001183



In this picture, a Piper L-4, engine running, is ready for take-off while suspended from its cable. Image Credit: National Air and Space Museum, Smithsonian Institution Image Number: SI83-16835

This meant that 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.

Use

The Navy had by early 1944, several hundred ships they classified as "Landing Ship, Tank." These purpose-built vessels were built to carry several hundred tons of cargo, as well as vehicles and up to 160 or so soldiers or marines into combat, landing them on the beach where giant doors would open up and spit them out on to the sand.

The Navy built so many of these ships, so fast, that they didn't even bother to name them although they were some 328-feet long and crewed by a 7 officers and 104 sailors. As such, they just had numbers, such as USS LST-16, etc.

Big blue had enough of these LSTs 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 big deck Navy carriers earlier in the war, the Navy really didn't 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 enemy locations, and call artillery strikes in on said bad guys. Once the GIs moved inland and acquired access to more real estate, especially airfields, the grasshoppers could leave their LST behind and relocate to drier accommodations.

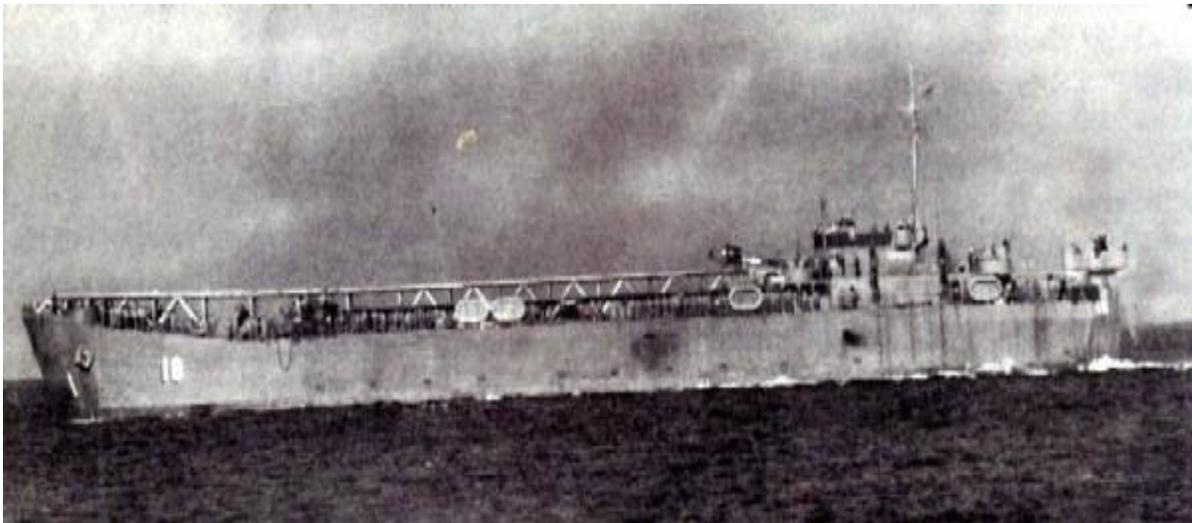
One ship, LST-906 was ready for the invasion of southern France in September 1944, Operation Dragoon.



"Here is the photo of LST-906 with Capt. Alfred "Dutch" Schultz as pilot of 'Janey' the LAB Piper Cub artillery spotting plane. This information comes from Dutch Schultz's book "Janey": A Little Plane in a Big War". Dutch was the Pilot of the plane that my Dad flew in and took pictures for the 3rd Division. I met him last year and he remembered my Dad from more than 55 years ago. The Seabees converted the LST-906 into a homemade aircraft carrier, which was used in the Invasion of Southern France at St. Tropez." Image credit: Rich Heller, Webmaster The Society of the 3rd Infantry Division, U.S. Army



USS LST-906, with US Army Air Force L-4 Grasshopper on her flight deck being prepared for take-off. Note additional L-4 type aircraft stowed alongside the deck. How would you like to take off on that flight deck? Talk about getting it right the first time. Image credit: US Army Signal Corps photo.



USS LST-16 underway in the Mediterranean area. Note the USAAF L-4 Grasshopper on the 220ft x 16ft flight deck ready for take-off. US Navy photo from "Aircraft Carriers" by Norman Polmar.

Although some 25 "L-Bird carriers" were to be created from the teaming of Navy LST's and Army L-4s and L-5s, just eight ships received the conversion. This included USS LST-16, USS LST-337, USS LST-386, USS LST-525, LST-776, and USS LST-906. Not all of these did so and not all of these used the Brodie system.



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.

One early ship, [USS LST-386](#), had only a small 210x10 deck with a 1-foot stepboard around it and no Brodie system, and was the first of the "L-Bird carriers" to see operational service.

They proved themselves off Italy, France, the Philippines and later, Okinawa and Iwo Jima.

Moreover, we thank them for their sea-going service as the Army's unsung fleet of carrier-based airplanes.

<https://m.hobbylobby.com/coupon>

Bills' Thrill's

By Bill Winter

Bills' Thrill's - October 2014

October 2014 – Joe Caputo, President of the IPMS Club in Ocala, sends out interesting e-mails. Below is an e-mail received 8-31-2014.



Sherman's make great anchors.....

I wrote back to Joe:

Joe - Is this Sherman being recovered or is this Sherman being dumped? I ask this because many Shermans sunk during the D-Day invasion and are still at the bottom of the English Channel. The length of the barrel suggests a 76 mm gun. The suspension is certainly VVSS. I don't know if any 76mm Shermans were used in the invasion. – Bill

Quickly, Joe wrote back:

Bill, this one is being recovered, but not from the D-Day area. If I can recall the site it came from, I'll try to find it again. (some Spanish? site) . I believe it had to do with the Canadians, but I could be wrong.

Well, a little bit of goggling revealed the following:



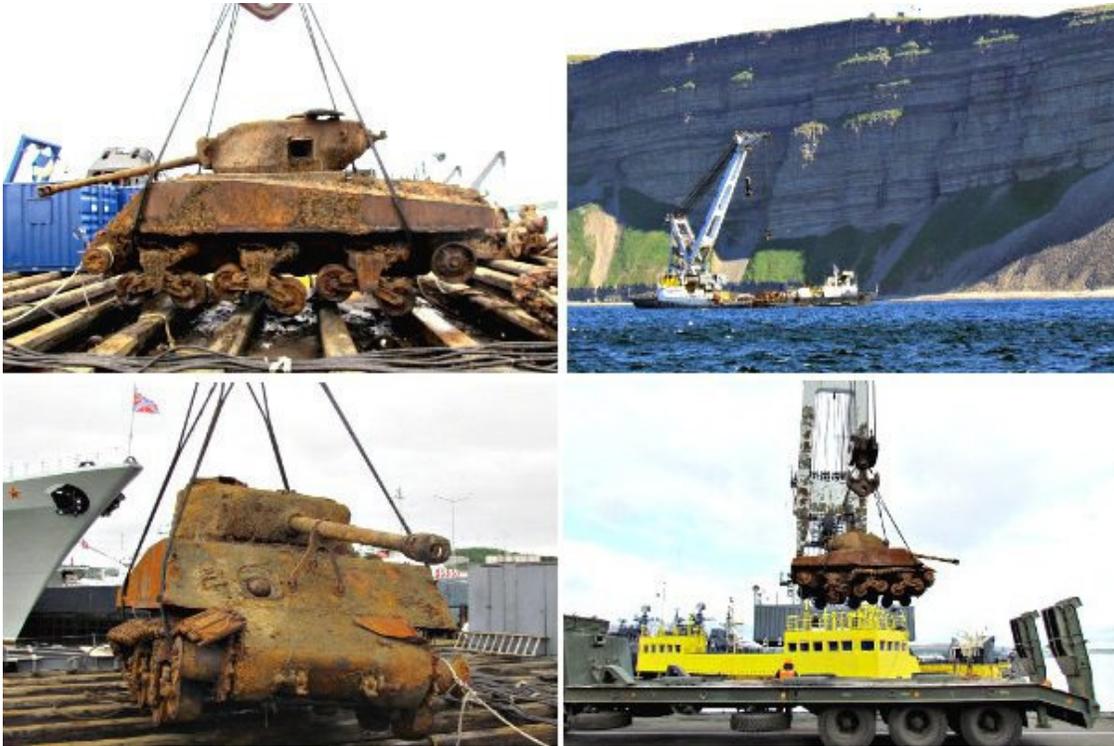
Here is the story of the tank's recovery (source: <http://www.warhistoryonline.com/war-articles/m4-sherman-tank-salvaged-barents-sea.html>):

An exceptionally unspoiled M4 Sherman tank, the battle tank the Allies primarily used during the Second World War, was salvaged from an area in the Arctic Ocean's Barents Sea near the Russian city of Murmansk Wednesday, July 23.

The well-preserved relic of the M4 Sherman tank was extracted from another wreckage – a US cargo ship sunk during the dying days of the Second World War by a German submarine.

The US-made M4 Sherman tank was aboard the USS Donaldson. The latter was then part of the Arctic convoy JW-65. However, the said ship was torpedoed near the shores of the small Russian island of Kildin by U-boat U968 on the 20th of March, 1945.

The USS Donaldson had been ferrying a total of 7,679 tons general cargo. This included ammunition totaling to 6,000 tons, foodstuffs as well as other vehicles along with the salvaged M4 Sherman. The torpedo had hit the engine room resulting in the deaths of one officer along with two crewmen and the destruction of the engines.



(Clockwise) The remains of the M4 Sherman tank; the area in the Barents Sea where it was discovered and recovered; the M4 Sherman tank as it was hoisted up and getting transferred on to a transporter at the port of Murmansk, Russia.

When the torpedo hit the cargo ship, her captain commanded eight officers, twenty-four crewmen and twenty-seven armed guards to go aboard lifeboats and flee to safety. However, he, along with a skeleton crew, risked staying with the ship amidst the possibility that the ammunition she carried might explode. Her captain had hoped USS Donaldson would be towed into port. But then, she sank stern first just half a mile off Kildin Island.

As the divers went off to search the area, they found the cargo ship lying 55 meters deep just near the Russian island. Furthermore, they stated that there are two more tanks on board the cargo ship USS Donaldson. They are hoping that, just like this M4 Sherman, they might be able to bring these war vehicles up.

So were any 76mm Shermans used in the D-Day invasion? Do you know the answer to this question?

Other topics – I have a propensity to LOVE modern armor. Although with that, there are an increasing number of soft-skinned and armor cars available for the modern armor builder. Here are a selection of kits that might interest you:



The truck pictured with the 50 cal and canvas top is the Italeri M923A1 Big Foot cargo truck. Italeri makes several similar trucks:

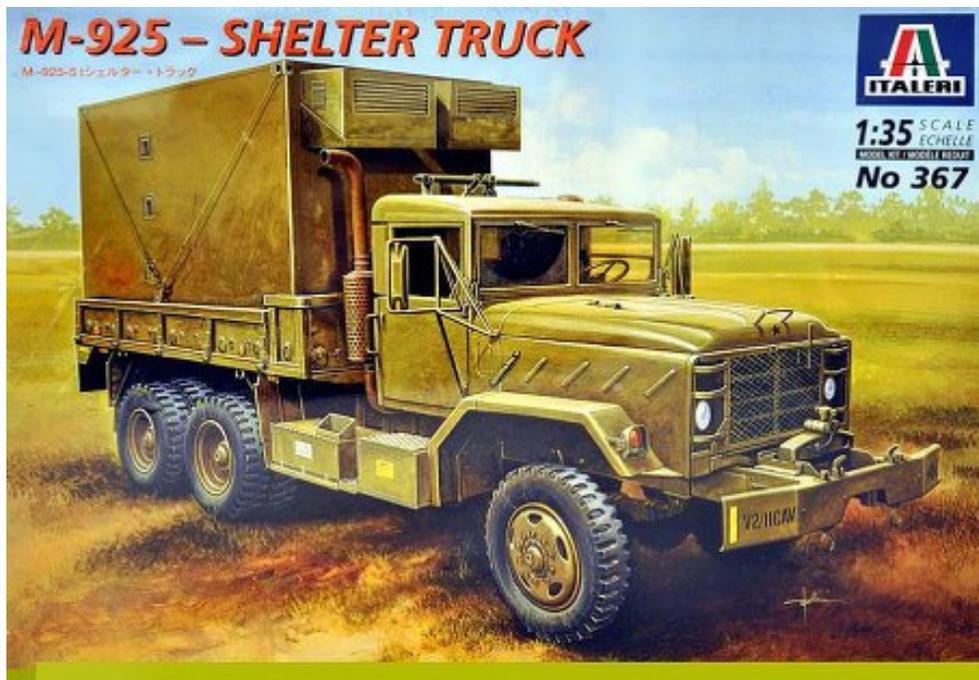
The M925:



The M923 "Hillbilly" truck:



The M925 shelter truck:



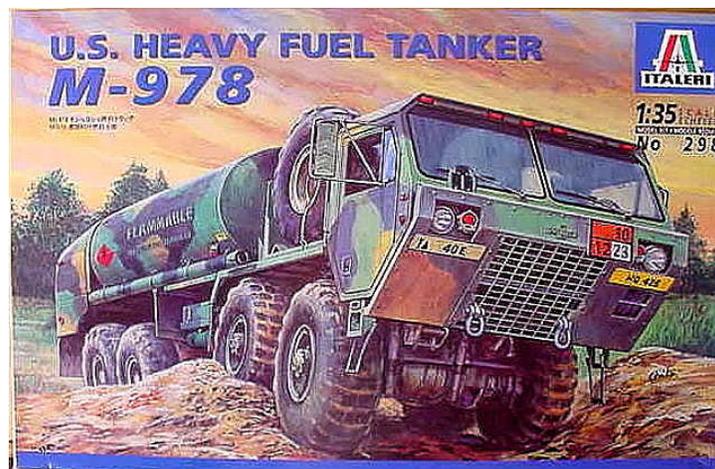
Armored gun truck:



The Italeri HEMTTs are “way cool.” Below is the M977 HEMTT Oshkosh US Army Heavy Transport.



Below is the M978 heavy fuel tanker (truck).



There is now a HEMTT gun truck:



Trumpeter is a RISING star in armor kits and they have contributed several modern trucks of GREAT interest to modelers. Below is the M1078 LMTV (sometimes you can see these on I-95 or 301).



Next is the M1083 (note dual rear axles).



. . . . and the armored cab version:



In a future column we'll look at trucks from other manufacturers (e.g., AFV Club).

So long for now! - Bill

Events Calendar

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

Oct. 21	Gator Modelers Regular Meeting		
Oct. 25	IPMS FAST	Pumpkin Run Car Contest	Ocala, FL
Nov. 18	Gator Modelers Regular Meeting & Club Contest		
Dec. 20	Gator Modelers Annual Christmas Party		
2015			
Jan. 20	Gator Modelers Regular Meeting		
Feb. 7	IPMS First Coast	Jaxcon	Jacksonville, FL
Feb. 13-15	AMPS Atlanta	Atlanta Model Figure Show	Atlanta, GA
Feb. 17	Gator Modelers Regular Meeting		
Mar. 17	Gator Modelers Regular Meeting		
Apr. 21	Gator Modelers Regular Meeting		
May 16	IPMS Pensacola	2015 Blue Angel Modelfest	Pensacola, FL
May 16-17	IPMS Pelikan	Pelicon 2015	Oldsmar, FL
May 19	Gator Modelers Regular Meeting		
Jul. 21	Gator Modelers Regular Meeting		
Jul. 22-25	IPMS 2015 National Convention		Columbus, OH

Modeler's Tip of the Month

Courtesy of the Fine Scale Modeling Newsletter

John Pettibone, Gloucester, Mass., submitted this helpful modeling tip:

At my workbench, I wear dark trousers, a black T-shirt, and a black apron that covers my lap. That way, if I drop a part (and believe me, I will), I can find it more easily.

Subscribers: Visit our online [Tips Database](#), featuring more than 400 helpful modeling tips. Not a subscriber? [Register](#) and receive access to the newest tips.

Share your expertise with *FSM* and get paid! *FSM* wants to know your useful tips and techniques. If we publish your tip, you'll be paid \$25 or more.

[Submit your best tips today!](#)

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; 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.: _____ Name: _____
Leave Blank First Middle Last

Address: _____

City: _____ State: _____ Zip: _____

Phone: _____ E-mail: _____

Signature (Required by PO): _____

Type of Membership: Adult, 1 Year: **\$25** Adult, 2 Years: **\$49** Adult, 3 Years: **\$73**
 Junior (Under 18 Years): **\$12** Family, 1 Year: **\$30** (Adult + \$5, One Set Journals) How Many Cards? _____
 Canada & Mexico: **\$30** Other / Foreign: **\$32** (Surface) Other / Foreign: **\$55** (Air)

Payment Method: Check Money Order 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**
Check out our webpage: www.ipmsusa.org **North Canton, OH 44720-0475**

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