



THE CORSAIR

IPMS Phoenix / Craig Hewitt Chapter

Presidents Message

Hello everyone. By now, many of you may have heard that we will most likely NOT hold Modelzona this year. The Red Mountain Community Church has decided to cancel our event due to construction. Our efforts to find another venue for this year have not gone well, but I will let Wendell tell you about that saga.

On the positive side, the effort to replace the trophy coins we use at Modelzona is still underway and going well. We now have at least a little more time to find, or make, a suitable replacement. Again, if you have any ideas, information, or sources for laser engraving, please contact Mike Pabis, Mike McFadden, Wendell Rogers, Dan Baker, or me. We are not “locked” into using laser engraved plaques, however, they are very comparable in cost to the coins.

I am pleased that we have had good turnouts at the meetings this year and are continuing to get new visitors every month. It’s great to see the chapter, as well as the craft, infused with new blood.

At the March meeting, Brian Baker gave an impressive presentation on rigging biplanes. That is a skill that I, myself have not yet attempted, and I am glad to have watched the demonstration. Brian’s skill made it look easy. Speaking of demonstrations, I would also like to continue asking for demos/ presentations for the club meetings. We have a presentation scheduled for later this fall, but I need one for May, and at least four more for the remainder of the year.



Corsair Stop Press Dates 2024

January	21st
February	25th
March	24th
April	21st
May	26th
June	23rd
July	21st
August	25th
September	22nd
October	27th
November	24th
December	22nd

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THE CORSAIR

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Presidents Message Continued

I have done extraordinarily little modeling this year. Last month I told you why, now I would like to show you. Here is a picture of some of the ship models for the miniatures game Star Wars Armada. These were all purchased assembled and pre-finished, however, there are many sources for both unpainted and pre-painted 3D prints for various ships. Those shown here are of many different scales, which is necessary for game playability. For instance, the ship in the back row on the far left is an Imperial Star Destroyer, and the second ship from the right in the row of smaller ships is a Rebel Corvette. These ships were the two appearing at the very beginning of Star Wars (1977). The Star Destroyer is eight inches long, which when compared with its “real” length, gives the model a scale of about 1:7882. The Rebel Corvette is in 1:2616 scale. If it were the same scale as the Star Destroyer, it would only be 0.75 inches long. Fortunately for the game mechanics, scale is unimportant. The ships are all classified by only four sizes, small, medium, large, and huge. The front row of spacecraft in the picture are squadrons of fighters and bombers. Here, scale is even less important. In fact, the number of craft in each squadron is unknown. It would be nice to have a production kit for these models. Bandai makes some excellent Star Wars models of various scales, but few, if any would be usable in a miniatures game. Currently there are only twenty-eight distinct types of ships in Star Wars Armada. It would be nice to have a source for all the ships in kit form. There are many other miniatures games that provide their models only in kit form (assembly and painting required).

That’s all I have for this month. Oh, and by the way, I did it again. I recently purchased another kit that I already have. The club will be getting that one as well soon. Luckily, I have a VERY understanding wife. (Now you know who proofreads all my President’s Messages.)

Kevin





Message from Modelzona Chairman

March 23, 2024

Greetings All,

We received word from Red Mountain Community Church that Modelzona 2024 cannot be held at their facility due to their new building construction schedule. We were using all of the available space at Red Mountain Church and having the vendors distributed in multiple rooms was less than desirable. The rent free space however was too good to ignore! Searching for a suitable replacement venue revealed no available Saturdays left anywhere (so far) in the fall of 2024.

We have secured reservations for Saturday November 1st, 2025 and Saturday February 1st, 2025 at the El Zaribah Shrine Auditorium. These required a \$1000 deposit that is refundable up to 30 days prior to the dates. I will ask for a budget approval vote at the April meeting to allow the Treasurer to re-reimburse. This is a nice facility with 12,000 square feet in the auditorium, lots of parking, somewhat central location near Phoenix Sky Harbor Airport. Tables and chairs up to 100 are included as is set up and tear down (no more back breaking logistics or late evenings for us).

The February 1, 2025 date is a place holder for a delayed Modelzona 2024, We continue to look for better options for a 2024 date and planning committee discussions will continue. All suggestions and/or solutions are welcome (e-mail tex36th@aol.com).

March Display



March Competition Any WW2 Aircraft not in US Markings

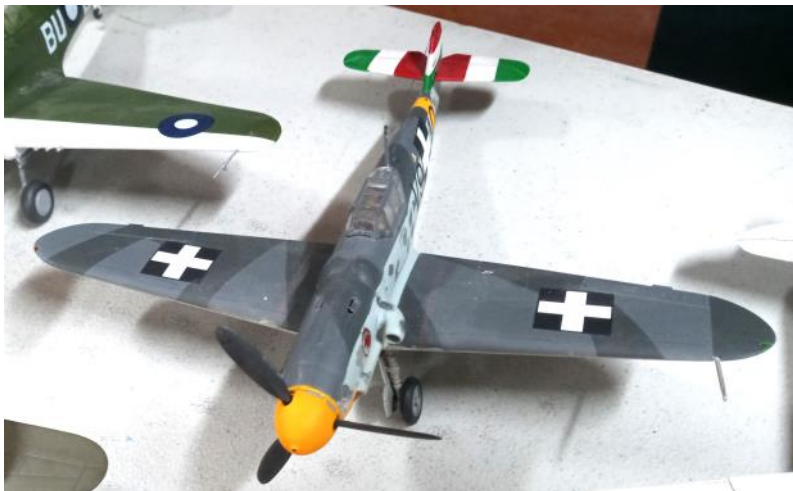


March Competition

Any WW2 Aircraft not in US Markings



March Competition Any WW2 Aircraft not in US Markings



March Competition Any WW2 Aircraft not in US Markings



March Competition Any WW2 Aircraft not in US Markings



March Competition Winners



Novice Winner
Arjan Sansar



Advance Winner
Craig Brown

March Raffle Winners



March Raffle Winners



**Building the Italeri B-58 in 1/72nd Scale
By Mike Mackowski**

This kit had been in my stash since I bought it in 1985. I held off on building it because of the multi-shaded bare metal paint job. But by now I have completed quite a few aircraft with metal finishes so it is time. The model was built over a period of about six weeks in September-October 2023.

As usual I started with the cockpit. It's not particularly detailed (the seats are very basic) but since I will glue the hatches shut, you won't be able to see much anyway. I did just a basic paint job on the seats and control panels. Most of the interior was USAF Light Gray with some Medium Gray dry brushed on the panels. Seats were white with red cushions and gray escape pods. I glued 7 ounces of weights in the nose piece but left it off for now.

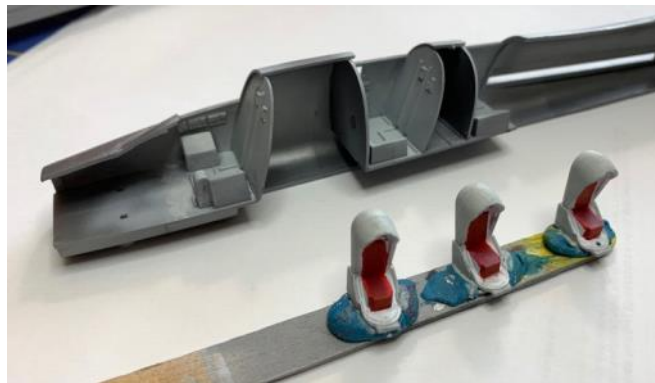


Figure 1

With the interior complete I glued the fuselage halves together and they fit very nicely. This was followed by the usual seam-filling cycle. I filled the wing joints but left the angled seam as a panel line. There were few clear photos of the top of the wing to tell if this line really existed. I decided to leave it as trying to eliminate it completely may result in an even more unsightly mess. Another problem were the overhead crew hatches which were smaller than the openings in the fuselage. I added some strip styrene on the edges of the opening to get a better fit. That helped but large steps remained that I couldn't do much about.



Figure 2

I decided to build the kit in subassemblies and paint them before gluing them all together. After cleaning up the seams I had six subassemblies: the main aircraft, four engine pods, and the weapons pod. I decided to paint them before attaching to the main body as masking and painting under the hanging pods would be tricky. I left off the engine fans so I could paint the interior white. A test fit suggested they could fit in later. That inlet interior seam needed some putty on all of them. Then I airbrushed Stynylrez white for a primer followed by Vallejo ModelAir white.

**Building the Italeri B-58 in 1/72nd Scale
By Mike Mackowski**

The wheel wells were primed with airbrushed Stynylrez and masked with tape. Everything then got a coat of Tamiya gloss black (rattle can) TS-14 and allowed to dry for a couple of days. I did the smaller patches first as I wanted to do the bright shiny aluminum last, with no need to mask that coat. I typically waited at least 24 hours between metallic coats, which were all shades of Alclad. Using in-service photos as a guide, I painted various panels different metallic shades. The engine pods and ailerons got sprayed with Magnesium, as was an area on the underside near the tail. There was one darker panel on each side of the four engines and these were masked with Tamiya tape and painted with a mix of Magnesium and Jet Exhaust (to darken it). The same color was used on the aft edge of the ailerons. Two panels on the top wing surface over the landing gear wells got painted Aluminum, as was the rudder and wing tips.



Figure 3

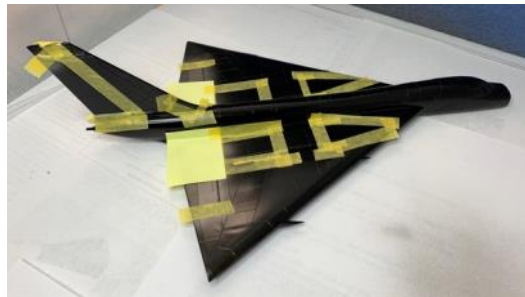


Figure 4

Next I painted the engine pod panels closest to the exhaust a mix of Alclad Dark Aluminum and Polished Aluminum. This was followed a day later with Polished Aluminum on the front of the engine pods. The weapons pod got a mix of Dark Aluminum and Polished Aluminum. I think the surface on this subassembly is a little rougher so should give a slightly different sheen. The flat black areas were masked as I wanted to keep the gloss black undisturbed for the shiny metal finish to come later. I used Vallejo ModelAir flat black on the anti-glare area, wing roots and wing tips. Upon removing the tape, I had to touch up the Aluminum area on the left wing tip.

Building the Italeri B-58 in 1/72nd Scale By Mike Mackowski



Figure 5

While that was drying, I turned to the landing gear doors. These would be white on the inside and some shade of aluminum on the outside. I discovered that one of the main gear doors (part 40) was missing. Fortunately, there are two such parts, and it was just a flat rectangle, so I was easily able to replicate the missing part with some sheet styrene.

Then I spent most of a morning applying masking (Tamiya and Aizu tape) to the different colored panels all over the aircraft. (Retirement offers a modeler time to do that. Nice, isn't it?) I sprayed Alclad Polished Aluminum on the bottom, waited a day, and then painted the top. The top surface got two coats with a couple hours in between.

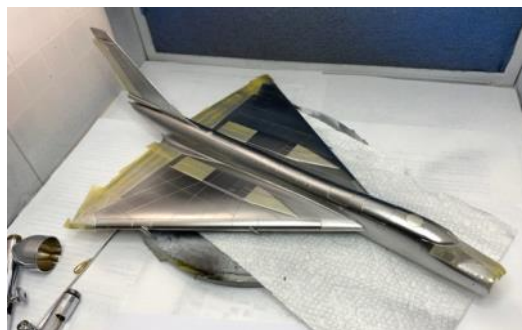


Figure 6

A day later I played with the bottom a bit to see if I could make some subtle shading variations. I mixed 2:1 lacquer thinner to Alclad Dull aluminum and misted the bottom gear extensions and one edge of a major panel line. I used Post-Its for quick masking. It came out okay, adding just a hint of a different tone along the edges, so I did some on the wing top surface as well.

With the main painting complete, the next process was to attach all the subassemblies and smaller parts prior to decaling. This was somewhat selective, since once the decals are on everything will get a sealer coat. So I wanted to glue on all the parts (engines, tail radome, etc.) that will get this clear coat. I started with the engine pods after scraping away some of the paint on the mating surfaces. I got a little glue residue on the outer engine struts at the bottom wing surface, so I sanded that a bit and hit those areas with a touch up of Polished Aluminum with my airbrush.

Building the Italeri B-58 in 1/72nd Scale By Mike Mackowski



Figure 7

One thing I realized after gluing on the inner engines was that I should have inserted the engine faces before gluing the pods to the wing. The engine faces have a snug fit and required a firm grip on the pod to snap the part in. Sanding down the outer rim of the engine faces resulted in an easier fit, and I got all four on just fine. I did need to touch up the white paint a bit.

While those joints were setting up, I moved on to the remaining small parts. The weapons pod nose piece was painted Alclad Chrome (no primer), the main landing gear braces got Alclad Aluminum, and the exhausts got Alclad Engine Exhaust. Later I did some dry brushing on those exhausts to add a little depth.

There is a noticeable joint where the inner engine support strut mates to the underwing strut section. I filled that with Perfect Plastic Putty since it cleans up with moisture. After several rounds of that I hit the joints with Alclad. The gap was mostly hidden, but the whole area looks rough. It will have to do, as layering a primer and black base coats don't seem practical for such a small area on a complex shape like the joint with an angled strut and an angled leading wing edge. So I moved on to decals.

I started by testing a sample from the kit decals that I wasn't planning to use. I wanted to see how they looked so I applied the decal to the mule I had some Alclad test panels. The decal came out noticeably frosted and it was the surface of the decal, not any frost under the decal. So I only used a couple of the small stencils from the kit decals. I wanted to make just a generic B-58 so I decided to go with a Microscale set I had for "Pulaski Hustler". The first decals were for the engine pods. I discovered the kit decals had no red stripes and the ones on the Microscale sheet were insufficient. I found some in my collection of extra decals but they were slightly narrow so I hid them on the inner underwing engines. I also realized the wing walk boundaries were only provided by the kit decals, and I don't think I want to use them, so it's back to the sheet of black stripes cut to the correct length.

Meanwhile I went to the underside decals to verify I can get good placement without setting solution, which does not always play well with Alclad. Much to my surprise, there are no underside markings, not even a stars and bars nor "USAF". Okay then. The rest of the decals went on nicely. I avoided any decal solutions except for the large "USAF" and stars and bars on the top of the wings. I used a little on the decal itself and avoided getting any directly on the paint.

I let the decals set up for a day or so. I did a dry installation of the landing gear and the weighted nose and verified the model sat with the nose down. I glued the nose on as well as the aft radome at the base of the vertical tail. Then I sprayed a light coat of Microscale decal sealer.

The nose probe needed to be painted. I gave it some white Tamiya primer and followed that with Vallejo 71.135 Chrome Yellow with a drop of flat red. Photos show several variations of nose probe colors and I went with orange with a black stripe. The stripe was added using a decal. After removing the nose masking (but keeping the window clear parts masked), I hand painted flat aluminum around the window frames. These frames show up as a slightly different color in many photos. Then I was able to remove the last of the masking tape.

Building the Italeri B-58 in 1/72nd Scale
By Mike Mackowski



Figure 8

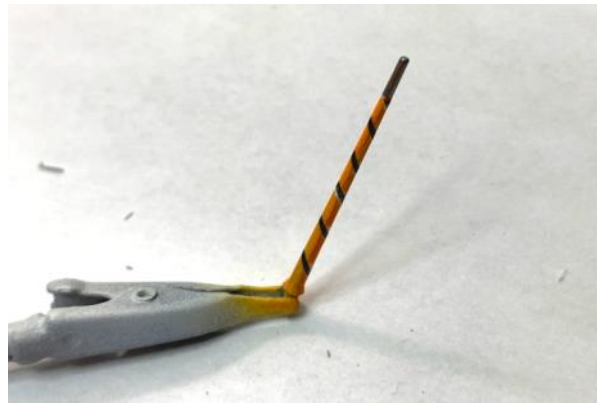


Figure 9

Finally I attached the landing gear and doors. The wheels were added last, and with the model upside-down, I used a plate of glass to try to get them all level. Sitting on the shelf the wheels look reasonably flat to the ground. The engine exhausts were painted earlier with Alclad exhaust, then dry-brushed with some Steel, and the interior hit with some flat black. These exhaust nozzles, the air probes (on the sides of the forward fuselage), and the nose probe were the final parts added. That wrapped up the model, which while not perfect (some scratchy finishes in the metal surface, and with some funkiness in the engine pod joints), looks great on the shelf.

Building the Italeri B-58 in 1/72nd Scale
By Mike Mackowski



Figure 11



Figure 12



2024 Club Contest Themes

JANUARY: No Contest

FEBRUARY: U.S. Armored vehicle; 1950 to present, any scale, alone or in a diorama.

MARCH: Any NON-U.S. aircraft used in WWII

APRIL: Any U.S. Coast Guard vessel of any year used in inland waters or open ocean.

MAY: Any artillery piece, ground or mounted (BUT NOT TANKS!) used in WWII or Korea from any country.

JUNE: Any NON-U.S. made automobile or truck produced AFTER 1950.

JULY: A Ship that has only primarily sails for movement. Can be an old Pirate ship !

AUGUST: Club Swap meet — NO CONTEST

SEPTEMBER: A totally 3-d printed figure, plane, vehicle or ship alone or as part of a diorama. Can be Sci-Fi or any genre.

OCTOBER: A helicopter from any country or time frame in any scale.

NOVEMBER: A 1/35 OR LARGER scale figure, bust or statue of a “famous” person. Can be a historical, scientist, musician, actor/actress, etc. Male or female that is easily recognizable by most people.

DECEMBER: NO CONTEST, Holiday White Elephant



EDITORS CORNER

BY LYN GORTON



Another good turnout in March with over half the membership in attendance. The date has now passed for the paying of dues to remain in good standing. Those that are no longer in good standing have been removed from distribution lists and also the sign in sheet at club meetings.



Brian Baker gave a good seminar on wiring Bi-Planes and also presented some of his work whilst demonstrating his technique.

The April meeting will be Mike Pabis talking about 3D printing



WHERE WE WERE

Dirty Plastic April 1973

NO. 24
NO. 26

APR. 1973
JUNE 1973

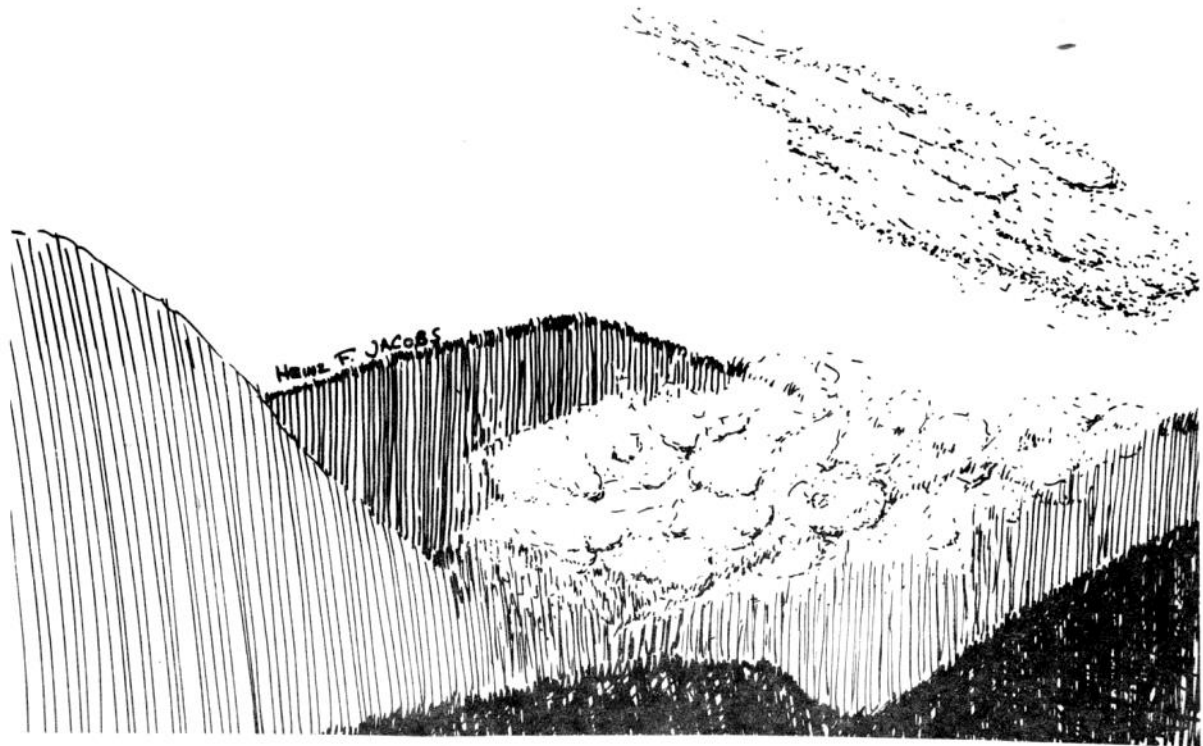


dirty plastic

ARIZONA HISTORICAL MODELERS SOCIETY IPMS/PHOENIX

TBM

borate bomber



EDITOR - BRIAN R. BAKER 2033 NORTH 11TH AVENUE PHOENIX, ARIZONA 85007
ART DIRECTOR - HEINZ F. JACOBS

SUBSCRIPTIONS: \$ 3.00 / YR

WHERE WE WERE

Dirty Plastic April 1973

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EVENTS:

SOCIAL MEETING
Tuesday - August 14, 1973
Main Entrance Gate
Arizona Air National Guard
7:30 PM

SUPPORTING HOBBY SHOPS:

Longman's Hobby Craft, 37 E. Broadway, Tempe, Arizona

Val's Hobby Hangar, 4840 N. 59th Ave, Phoenix, Arizona

Webster's Hobby Shop, 30 E. Camelback, Phoenix, Arizona

AN EDITORIAL: THE PRESIDENT'S PAGE BRIAN R. BAKER

First of all, I'd like to apologize for the airbrush ad. The guy who said he had it for sale moved out of the apartment complex a week or so later. I didn't know about it, so I assumed it was still available. Since I don't know how to locate him, I guess we can scratch that one. I'll try to verify these things from now on.

The issue is taking a slightly different turn this time, with the emphasis being on variations of rather commonplace aircraft. Also, since a number of new kits have only recently come onto the market, and since the rumors and announcements are flying wildly these days, we'll try to include as much of this material as can possibly be confirmed. We've received a little information from some of the manufacturers, but most of our data comes from new kits purchased from local sources.

We are still lacking original information for publication, so I am forced to rely on what has been available in the past, plus my own resources. If anyone has publishable materials or information, please get it to us as soon as possible.

EDITORIAL WHY THE SNAP? B. R. BAKER

From bitter experience, our organization now has a new motto- "In God we trust---all others pay cash." Our financial condition has become somewhat akin to that of the Federal Government, and since governments are the only ones that can get away with spending more than they take in, some re-shuffling has been necessary.

The problem arose when the Tucson chapter was allowed to run up a deficit of over \$100, which to this date has not been paid. This was partially our fault for allowing it to go that far, but it did put us in a precarious condition financially. Therefore, we have learned through bitter experience that payment will be required, at least when the goods are delivered. With a windfall here, and some fancy manipulations there, we have managed to combine the June and July issues here as a joint issue. Subsequent issues will be somewhat more regular.

Also, we have decided to alter somewhat the format of DP, focusing more on information useful to modelers. Drawings will be geared more towards the serious modeler interested in conversions or color data. Non-essential material will be kept to a minimum, and we will concentrate more on efficient space utilization. We hope, therefore, with more cooperation from local members, to have a publication more useful to the serious modeler.

NEW AND IN VIEW A BOEING AND A KATE B.R. BAKER

The long awaited Williams Brothers Boeing 247D has now become available in the local shops. It is nicely done, and although requiring some putty work, builds up into a very nice model.

The MANIA Kate (Nakajima B5N2) recently arrived in Phoenix. It appears to be accurate, although the cockpit interior detail, which is excellent, can be viewed only if the observer is shrunk to at least 1/72 scale so he can climb into the model. The basic moldings are very good, but the propeller leaves something to be desired.

All in all, the Kate is a very welcome addition to the increasing range of Japanese aircraft, and since Mania has announced that it will later be out with the B5M1 version, it would be senseless to make that conversion. One excellent feature of the kit is the fact that the basic structure is comparatively simple, with none of the movable parts generally associated with the more detailed kits.

All in all, it may be a very good year after all. Now if someone would just come out with a C-45, BT-13, PT-19, P-30, P-35, A-17 and some of the older types. . .

A new kit line has just become available in limited numbers in the Phoenix area. Both Webster's and Val's hobby shops have recently received small numbers of the new line of 1/72 scale kits being marketed by a firm well known in the toy field, Matchbox. Ten issues are now available, although Ray sweet tells me that they intend to produce over thirty kits in 1/72 scale. I spent most of a weekend assembling and painting two of the kits, and they appear to be excellent in outline, detail, assembly method and decal quality. The kits available in this series are:

PK-1 Hawker Fury	PK-6 Focke Wulf FW-190A
PK-2 Spitfire Mk. IX	PK-7 Westland Lysander
PK-3 Boeing P-12E	PK-8 Gloster Gladiator
PK-4 Mitsubishi Zero	PK-9 Bell Huey-Cobra
PK-5 Dornier-Alpha Jet	PK-10 B.A.C. 167 Strikemaster

I have built the Focke Wulf FW-190A, and can state that I now have a number of Revell FW-190's that I'll dispose of very reasonably. The Matchbox FW-190, although not as detailed as some might want it to be, is in my opinion, the best 1/72 scale 190 that I've seen. It gives the "feel" of the real aircraft. Two versions are possible, including the A-series fighters and the many varieties of fighter-bombers equipped with bomb racks. The bomb rack, unlike earlier kits, has to be added rather than filed off. Conversions look easy, although the gun-breech fairings ahead of the cockpit on the "F" and "G" series might prove to be a little work. The landing gear looks very nice, and is cast with the extra strut in place at the proper angle. One word of warning should be given at this point. When assembling and painting, be sure to stick the nose section on, for later removal and prop installation.

The Hawker Fury is a welcome addition to any 1/72 scale collection, and it appears to be almost flawless. The nice thing about these biplanes is that they were painted entirely silver, and, unless you want to paint the fabric one color and the metal areas another (which SHOULD be done for best effect), it can be assembled almost completely before any painting has to be done. The detail is good, including a cockpit floor, and the decals are as good as I've seen in a kit. The Fury's gear seems to hang back a little too far, but this can easily be rectified with a sharp knife. All in all, the two Matchbox kits I've built are of excellent quality. Now if they would just come out with an F3F, P-1A, SB2U-3, etc. . . .

VINTAGE KIT REVIEW: THE HAWK AT-6 IN 1/72 SCALE Brian R. Baker

Although incredibly ancient, the Hawk AT-6/SNJ "Texan" is still available in relatively large quantities at a fairly reasonable 60¢ price tag. I recall building these kits in the early 1950's, so they've been around for an unusual length of time.

The Hawk "Texan" is basically an accurate kit, depicting a late model T-6G such as was rebuilt during the Korean War. The outlines are accurate, and from an enthusiasts point of view, the model "looks" like the actual aircraft when completed, and portrays the feel and personality of the plane. With a basically correct outline, the model lends itself well to the almost limitless conversion possibilities, although it is a little more difficult to do the earlier fabric-covered fuselage versions, such as the early Navy SNJ's and the British and Australian versions. For the simpler modifications, however, the relocation of the radio mast, and possibly the replacement of the exhaust stack, are the only changes required.

The major disadvantage in this kit is the fact that Hawk has never removed the embossed insignia outlines that appear, albeit in their proper locations, on the wings and fuselage. It seems that these could be easily removed from the molds by a simple grinding technique, so the change shouldn't be expensive, and the improvement would be very welcome to those modelers who wish to do large numbers of AT-6's.

The kit goes together in a childishly simple manner, with a one-piece wing, snap-together fuselage, and an almost fool-proof landing gear. The plane is cast in a dull silver plastic which is easy to paint, or I suppose that it could be left unpainted by a less experienced modeler. If the stand slot and insignia are to be filled in with putty, however, some kind of silver paint or foil should be used.

At 60¢, the Hawk "Texan" is well worth the price. A companion SNJ-6 is also available, but this model, originally cast in yellow, is now molded in bright orange, which leaves something to be desired. The decals are accurate, however, and both models make up into pleasing replicas of a very famous American training aircraft. Now if Hawk would only come up with a companion Beechcraft C-45, Vultee BT-13 and Fairchild PT-19 to go along with their AT-6 . . .

WHERE WE WERE

Dirty Plastic April 1973

THE SPRUE TREE

Charles K. Krause, Jr.

Very once in a while the mailman surprises me with a bundle of interesting postage. Last week was one of the better ones.

Hasegawa/Minicraft sent a flier announcing release of their 32nd scale Me 163-B Komet. Judging from the photograph the quality is up to Hasegawa standards and appears to have a well detailed cockpit. Features include a removable A-2 rocket motor (fuselage splits behind the wing) wheeled take-off dolly, retractable landing skid, plus Decals for three separate aircraft. Judging from the photo there is all kinds of stenciling. Suggested price is \$5.00.

The next day along comes my order from Horizon Hobbies (P.O. Box 398, Enfield, Conn. 06082). Included is a Japanese type 93 Biplane Trainer (Willow) in 32nd by Nitto. It's a kind of slant wing Stearman from the mid 30's. Basic casting is good and although effective the simulated cloth covering has the scale texture of burlap. Continuing on the negative side the trailing edges are the thickest I've ever seen, however the basic shape and fit is good and none of the problems are that difficult to correct. Decals cover several aircraft and are very good, included also are rubber tires, wire for rigging, glue and 2 pilots with two ground crewmen. Instructions are easily understood, but a knowledge of Japanese is helpful if you want to read what they're saying. Price is \$7.00.

Also in my Horizon order was a book by E. A. Munday; *Fifteenth Air Force Markings, 1943-1945*. It's 24 pages cover all Squadron markings with illustrations and includes histories of the 15th A.F. and all groups. At a modest \$2.00 it becomes an excellent addition to any USAAF library.

Sam the mailman didn't stop there but also brought 1966-1967 Volume 2 reprint of the *IPMS/USA Quarterly*. (Ted Johnson, 3407 Santa Fe Ave., Long Beach, Ca. 90810. \$4.00) Since my bag is 32nd scale (who'd have guessed?) my eye went immediately to the Super Detail article in the Revell Spit and ME-109, stopping only long enough to notice the article on ME-109 stenciling. (Listening Heinz?)

Armor and other scales aren't neglected by the way. Also in the future will be reprints of Volumes 3, 4, 5 and possibly 6.

If you enjoy *Random Thoughts*, IPMS/Canada has reprinted their 1969 issue. Although Gestetner printed it is on good quality paper and has all the good things that make RT one of the best IPMS publications. Available from Rick Johnson (is there a Johnson monopoly on IPMS reprints?) 60 Village Drive, Belleville, Ontario, K8P 4L5, Canada. The \$8.00 includes the Canadian check fee.

The U.S. Government is probably the largest publisher in the world, occasionally even coming out with some items of interest and at a minimal price. To keep abreast of what's happening drop a postcard to: Superintendent of Documents, Attn: "S.L." Mail List, Washington, D.C. 20402 and about 6 months from now you receive their fortnightly booklet of selected U.S. Government Publications.

The ever ingenious Dave Brooks has come up with several new techniques; for de-icer boots hop down to the corner store get some CONTACT, flat black adhesive shelf paper. .25¢ will cover a lifetime of models and the simulation of de-icer boots is excellent. And for filler, which everyone has his own recipe, use white glue. When dry, instead of sanding down along with the adjacent detail, a moist cloth is used for final shaping.

Mick Roth is back with Hugh Muir and Centurian Enterprises in Las Vegas. Mick had their new list and sample slides when he stopped in last week. The samples are very good and the list is extensive. This list and subsequent lists are \$1.00 but if you tell 'em Dirty Plastic sent you .50¢ is the going rate.

Centurian Enterprises
P. O. Box 5815
Las Vegas, Nevada 89102

The Pima Paisanos and Don Sproule have a new address:

6400 S. Wilmot
Tucson, Arizona 85706

NEW AND IN VIEW

BRIAN R. BAKER

WARNING:

A new series of Airfix/MPC kits is now on the shelves, including the Dornier DO-17E/F, the F-4E, and AC-47 and the Heinkel HE-111H. Those I've seen appear to be the usual Airfix standard. The AC-47 has, according to Ray Sweet, the mini-gun installation added to the usual C-47 kit. The Dornier DO-17 is the early model, and makes up into a very nice model, although the vertical fins and rudders are a bit (almost one foot) thick.

The Heinkel HE-111H is, however, another story. The box shows the early version with the sliding dorsal canopy instead of the power turret as carried by the HE-111H-20. Three color schemes are given, and the decals appear to be better than Airfix standard. (The ones I used for the Dornier still are on the model, and that's better than most Airfix decals I've used lately.) The kit, however, is the same old HE-111H with the power turret, and to convert that version back to the older, and more popular model, takes quite a bit of doing, since the engine exhausts, the dorsal turret and the ventral dustbin all need extensive modifications to obtain an accurate early model. At \$1.50, as opposed to the \$4.00 tab for the Frog HE-111, the kit is still a bargain, but be advised that it is still the same old Airfix HE-111H-20. The H-20 version does, incidentally, make up into an interesting V-1 missile launching aircraft, and when combined with the Frog V-1, makes a nice display model when built almost straight from the box.

The new Hasegawa-Minicraft military vehicles in a stated scale of 1/72 are now available. The line, now available in several local hobby shops, includes several duplications of models already available, but also brings out some new and very welcome additions to the small-scale AFV line. I have the first three in the line, and have built the M3A1 Stuart Tank, which appears to be every bit as good as the Airfix and Fujimi products, as well as being compatible in scale. The manufacturer's release includes ten scheduled issues, and promises more. So hold off on the vacuforms until Fall.

The first ten issues by Hasegawa-Minicraft are:

701 Jeep, Trailer, 37mm AT Gun	706 M3A1 Half-Track
702 155mm M2 Long Tom	707 M4A1 Half-Track (Mortar)
703 Stuart Tank M3A1	708 Pz.KPFW VI Tiger I
704 Lee Tank M3	709 Pz.KPFW V Panther G
705 Grant Tank M3	710 88mm AA Cannon Flak 18

Airfix and Frog have come out with a few new releases lately, including the Airfix Buffalo fighter. This builds up into a very nice model, providing parts for both British and American versions. In actuality, it renders the Revell product obsolete. The decals, while nice in coloring and accuracy, are the usual poor quality we come to expect from Airfix, but the casting is superb, and the kit goes together very easily.

Rumor also has it (unimpeachable source, completely non-political) that the Korean War era is going to be the next "big" in plastic modeling, and that 1/72 scale is going to still be popular. Both Airfix and Hasegawa have new issues planned along this line. Airfix is rumored to be working on an F-80C, F-84F, and F-84G. Hasegawa and Airfix both are supposed to have good P-51D's in the mill.

THE MATCHBOX SERIES POSTSCRIPT

Most of the Matchbox 1/72 scale series airplane kits appear to be excellent, but the release of the Mitsubishi A6M2 Zero is below the level of the others. The wing outline is not entirely accurate, being too short for the A6M2 version it is supposed to represent, and too long for the A6M5 Zeke 52. Another problem confronting this kit is the fact that Hasegawa has its series available in four versions at the same price. *nuff said?

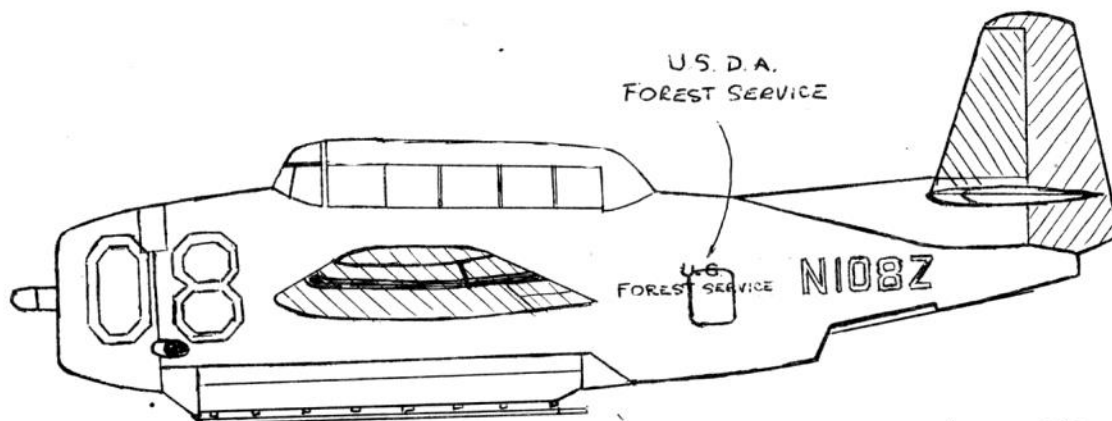
CONVERSION CORNER: THE TBM "AVENGER"

BRIAN R. BAKER

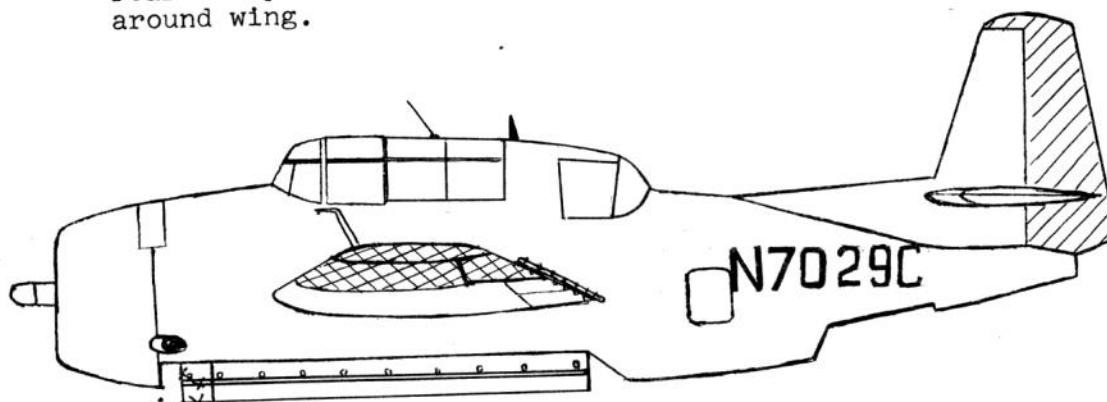
There are currently two excellent kits of the TBM available in 1/72 scale, that of Frog and the one by Airfix. Monogram also has a TBM in 1/48 scale. These can easily be converted to the various configurations shown in the 1/72 scale drawings in this issue of D/P. The major work would be the reshaping of the rear cockpit area and the modifications required for the fuselage tanks. The results would provide colorful additions to any model display shelf.

WHERE WE WERE

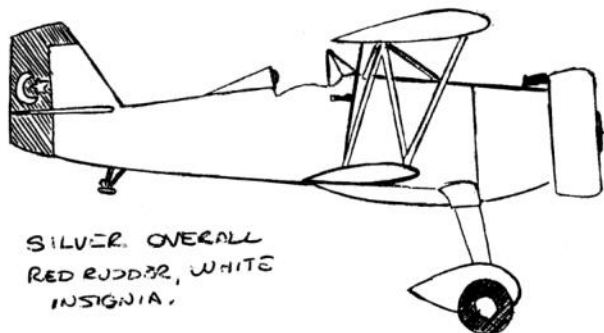
Dirty Plastic April 1973



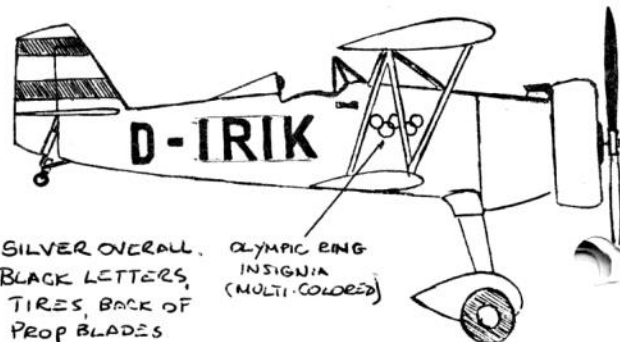
- (7) TBM-3U, N108Z, Forest Service, Redding, California, 1963. Carries Navy color scheme. Dark blue fuselage, yellow wings & tail unit, excluding rudder, which is bright red. White rear cockpit decking and all codes and letters. Red stripe around wing.



- (8) TBM-3, N7029C. Tanker, Salt Lake City, 1963. No USFS codes. Dark blue overall, white rudder & elevators, and yellow outer wing panels and lettering. Also operated as sprayer, with optional spray bars shown installed.



SILVER OVERALL
RED RUDDER, WHITE
INSIGNIA.



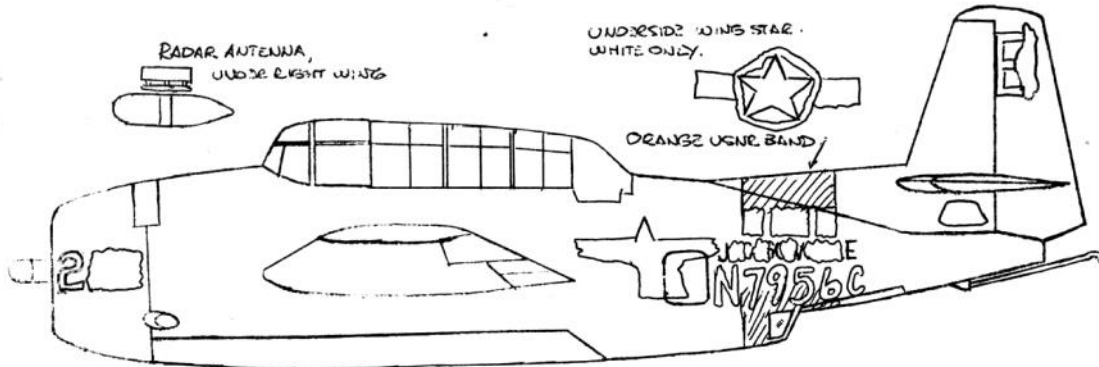
SILVER OVERALL.
BLACK LETTERS,
TIRES, BACK OF
PROP BLADES

OLYMPIC RING
INSIGNIA
(MULTI-COLORED)

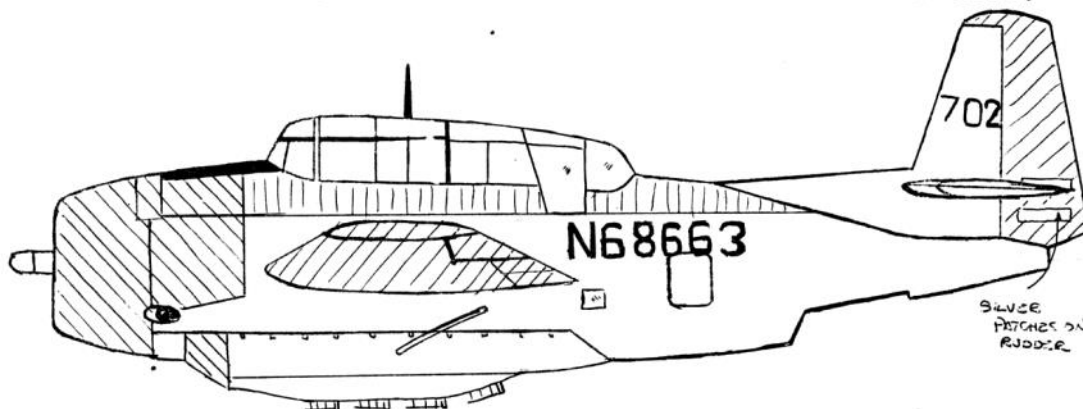
WHERE WE WERE

Dirty Plastic April 1973

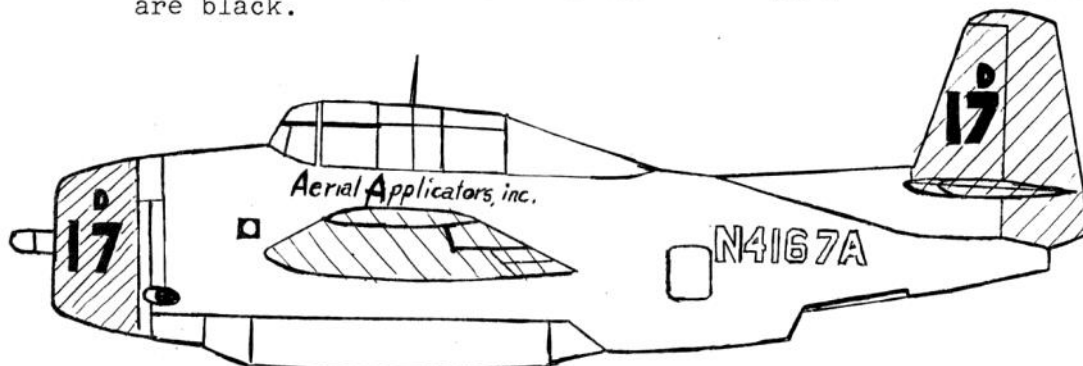
PROFILE SERIES: THE GENERAL MOTORS TBM "AVENGER"



- (1) TBM-3E, Ex 53298, NAS Jacksonville. FAA Reg. N7956C. 1958. A/C carries Navy color scheme defaced with white spray paint, including registration. Dark blue overall, white markings, orange USNR band. Fresh from Litchfield.



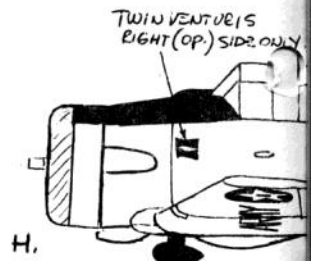
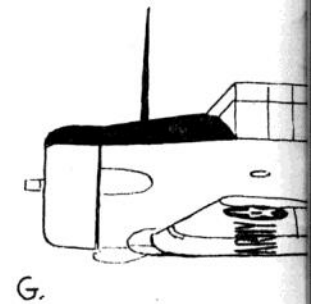
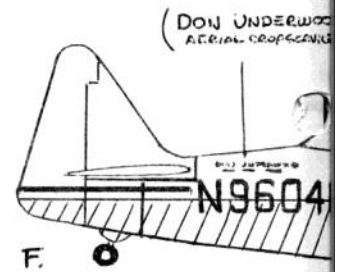
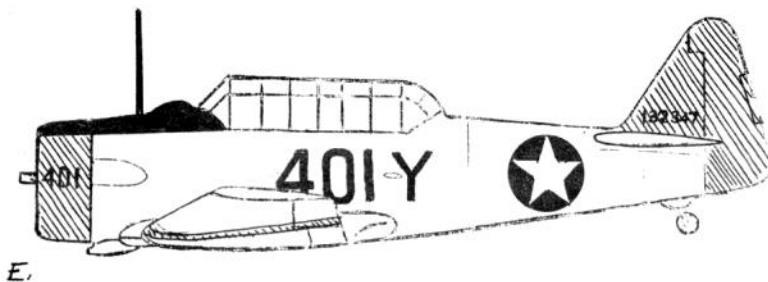
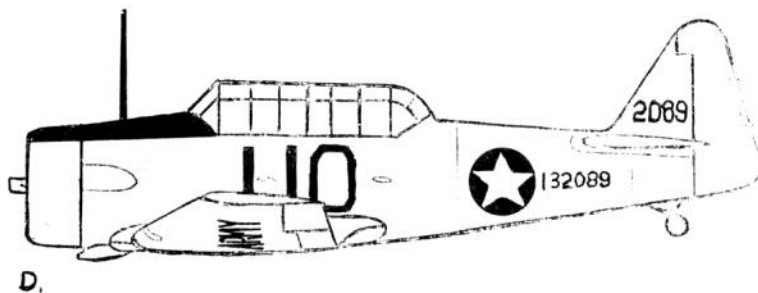
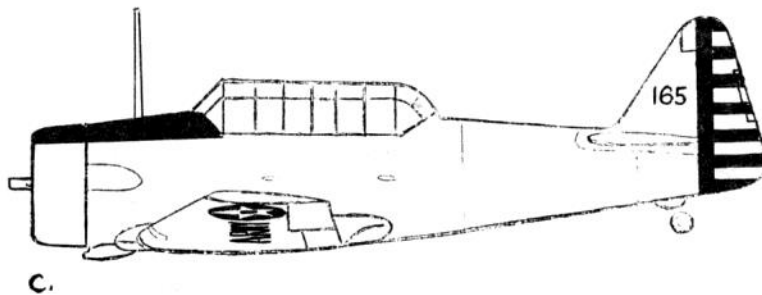
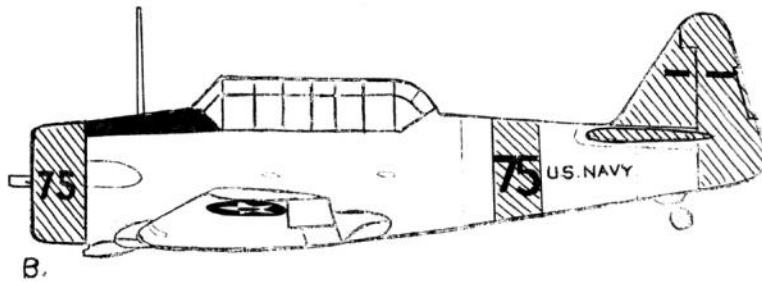
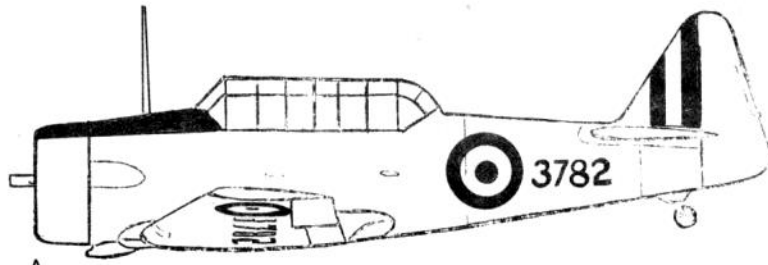
- (2) TBM-3, N68663, #702. Tanker at Klamath Falls, Ore, 1965. Silver overall, yellow rudder & wings, including l/g struts, medium blue cowling & tank faring. Shaded area below canopy is pale grey, while a/g panel and numbers are black.



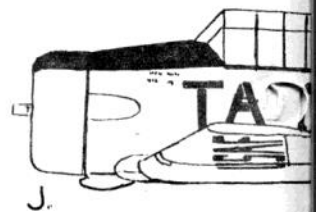
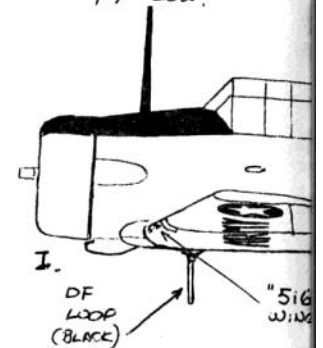
- (3) TBM-3 tanker, Aerial Applicators, Inc. Salt Lake City, summer, 1963. Bentonite splashed over most of undersides of aircraft, giving pink tone. Black overall, orange wings and tail unit. Codes (D-17) are black, FAA number is yellow, and company name is white.

WHERE WE WERE

Dirty Plastic April 1973

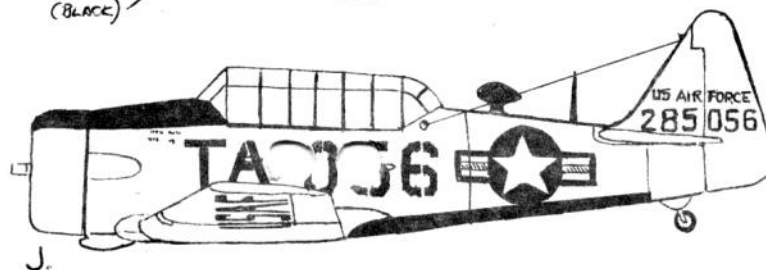
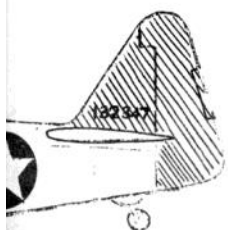
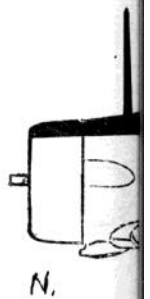
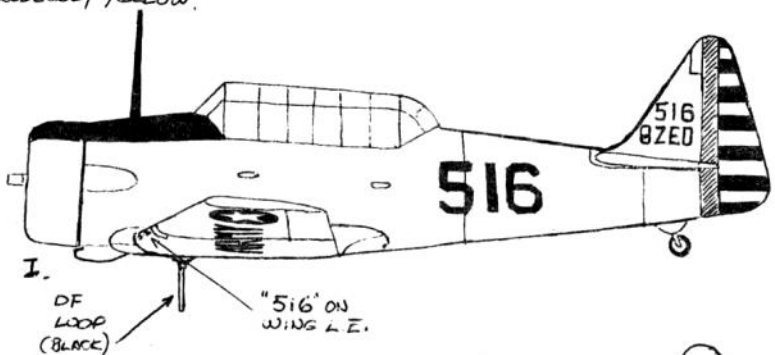
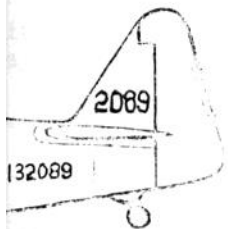
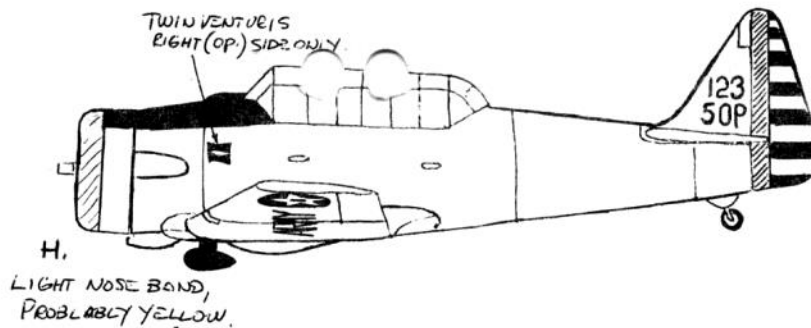
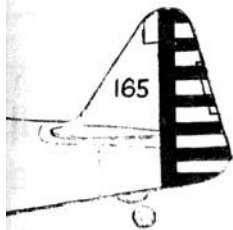
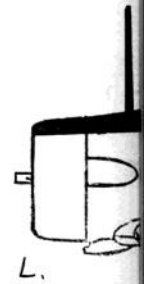
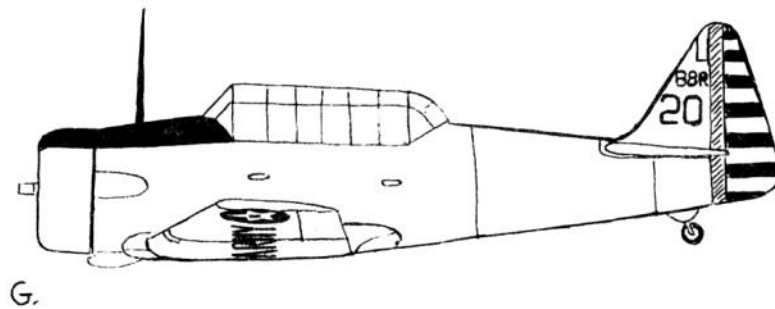
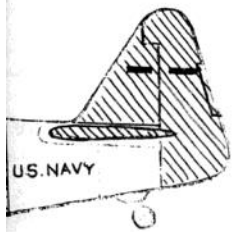
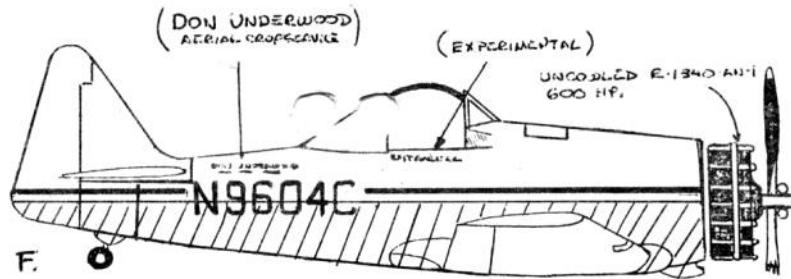
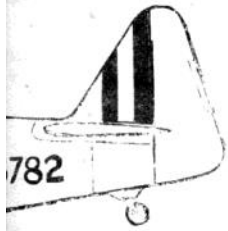


LIGHT NOSE BAND, PROBABLY YELLOW.



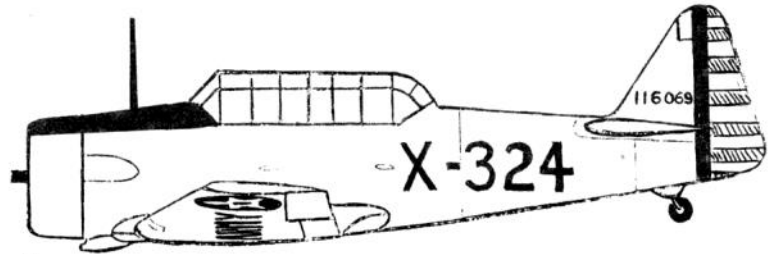
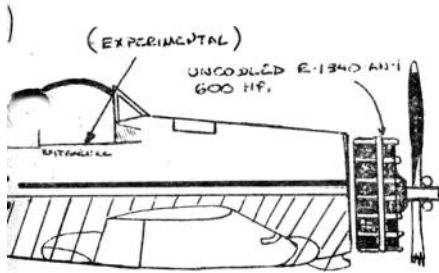
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Dirty Plastic April 1973

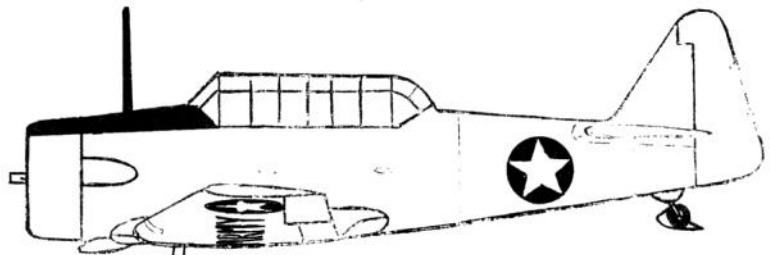
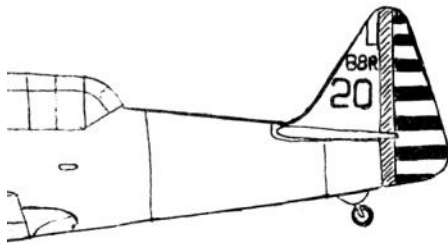


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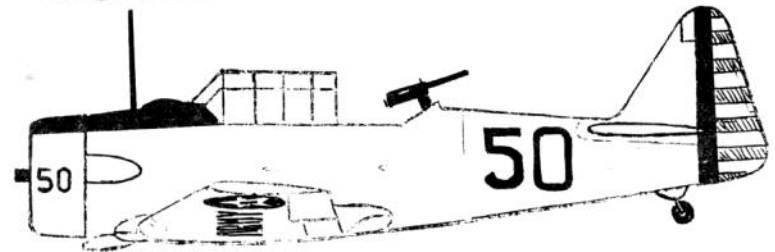
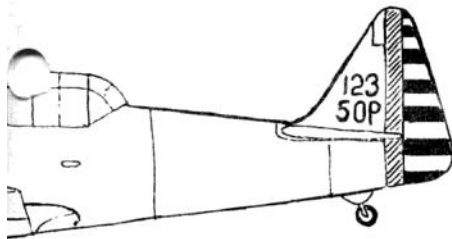
Dirty Plastic April 1973



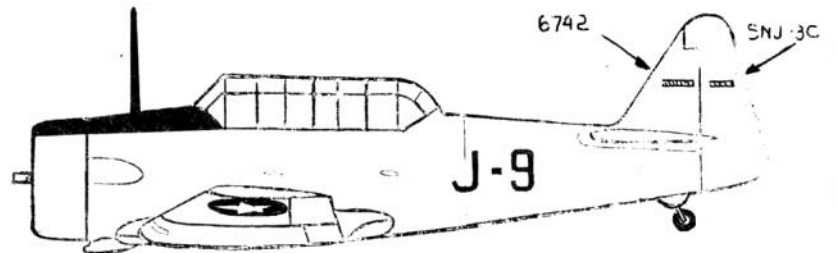
K.



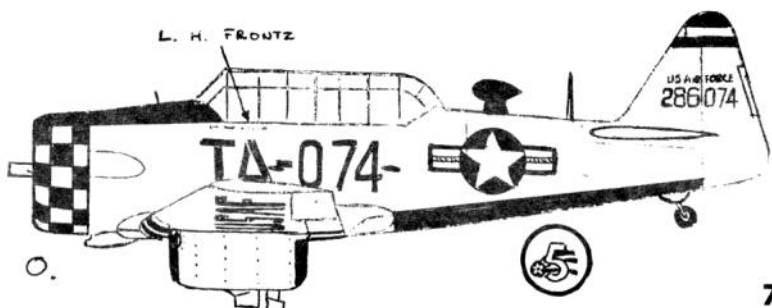
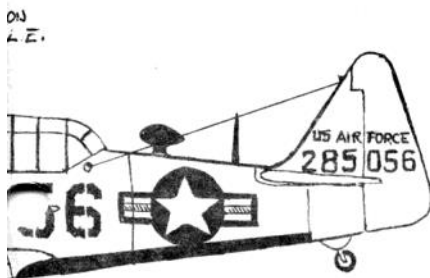
L.



M.



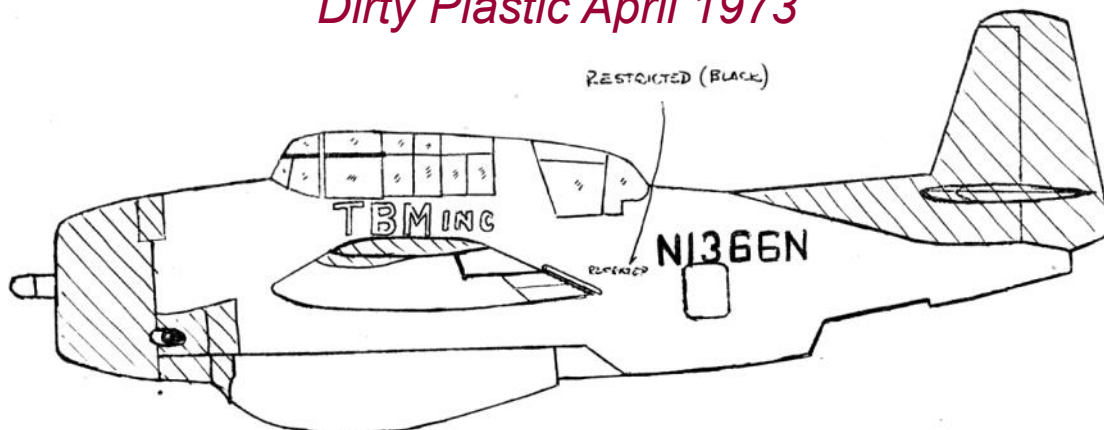
N.



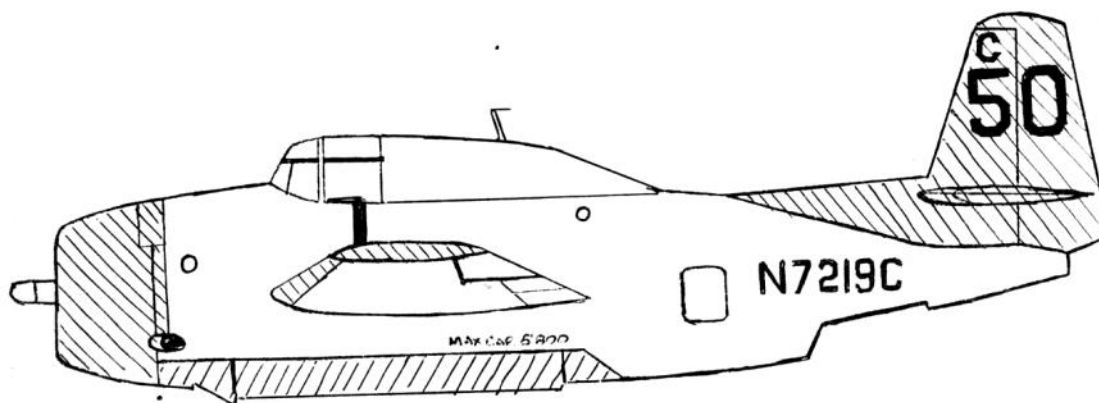
O.

WHERE WE WERE

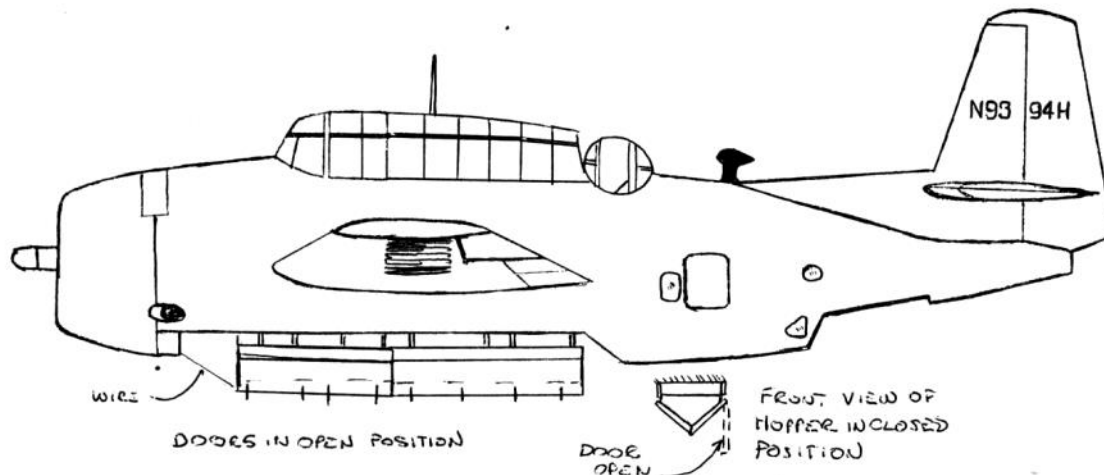
Dirty Plastic April 1973



- (4) TBM-3E tanker. TBM, Inc. Casa Grande, Ariz., 1958. Spray tanks aft of wing flaps. Silver overall, with yellow cowl, wingtips, numbers and tail unit. "Restricted" in black on fuselage side.



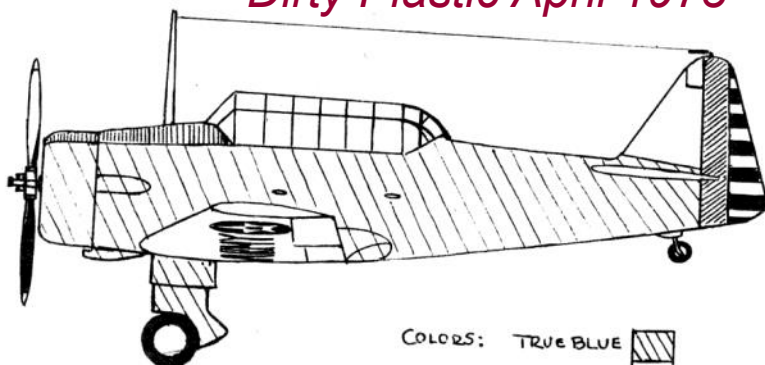
- (5) TBM-3, Mesa, Ariz, 1969. N7219C was silver overall, with cowling, tail unit, wingtips and leading edges, and FAA registration bright insignia red. Tail codes and canopy top are flat white. Belly tank is orange.






- (6) Rare TBM-1C (No bottom scoop on cowling) N9394H. Used by Paul Mantz, late 1950's. Air tanker, black FAA registrations, alclad silver overall. Note that turret is retained.

WHERE WE WERE

Dirty Plastic April 1973



COLORS: TRUE BLUE 
 YELLOW 
 BLACK 

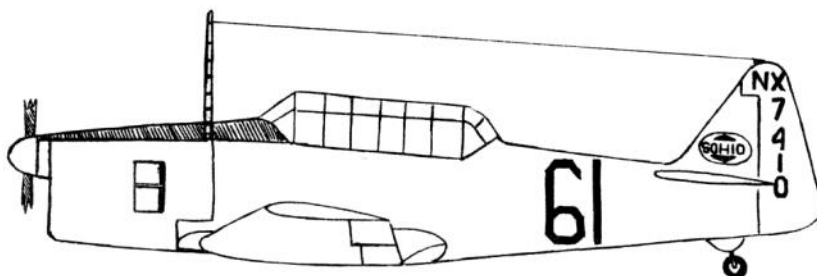
North American BT-14

Basic Colors: True Blue Fuselage, cowl and landing gear struts.

Chrome Yellow wings, tail unit.

Standard Black antiglare panel and under-wing letters, "U.S. ARMY."

Regulation insignias on 4 wings, and tail stripes as shown.

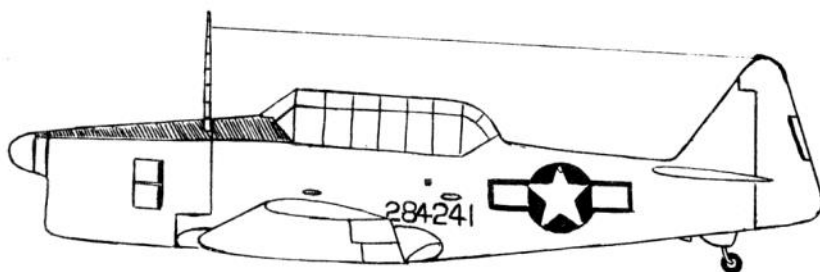


North American XAT-6E Racer.

C.A.A. Registration NX7410




(There may be a last number, but it does not show in the photos.)

I have a photo of AT-6A, N61269, with a Ranger and modified canopy. It may be the same aircraft.



North American XAT-6E

A.F. Serial Number 42-84241

Flat Black 
 Silver 
 Ins. Blue 

WHERE WE WERE

Dirty Plastic April 1973

CONVERSION CORNER NORTH AMERICAN XAT-6E B.R. BAKER

During 1944, the Army ordered a modified AT-6 with a high-altitude rated 575 hp. Ranger engine installed in place of the original Pratt and Whitney Wasp R-1340. The conversion was made from a standard production AT-6D, A.F. serial number 42-84241, and was basically an engine change, the other parts of the aircraft remaining essentially the same. The XAT-6E remained in the experimental stage, and no production was initiated.

Conversion of the 1/72 scale Hawk AT-6 Texan kit into the XAT-6E should present few problems for the moderately experienced modeler. Just be sure to complete all modifications to the fuselage before joining the wing to the fuselage. Other than the engine installation, the airplane was identical to the basic AT-6D.

First, remove the ADF loop and the LF radio mast from the rear decking of the fuselage. Then cut off the forward section of the nose on the lines indicated on the drawing. These are panel lines on the kit, and are easily followed with a razor saw. When fitting the fuselage halves together, be sure to install the seat tabs, as these will form a good base for the floor if you wish to detail the cockpit area. I usually use card plastic for the floor, while seats and control sticks come from the spares box. Instrument panels can also add a great deal of realism.

Since the Hawk kit still has those abominable embossed insignias on the wings and fuselage sides, two courses of action are available. These can be filled in with putty and sanded to shape, with a resulting loss in surface detail. Or, they can be ignored, since the insignias fit over those exact spaces anyhow. Choose your own poison.

The cowling of the Ranger can be shaped from wood or vacuformed. In any event, the XAT-6E was 31'-1" long as opposed to the standard 29'-0" for production AT-6's, so the fuselage should be precisely 5.2 inches long from tail to spinner tip. (Slightly longer than the drawing shows.) The cowling, including spinner, should be a smidgeon over 1.3 inches long, if that is any help. Be sure to seal the wood properly, and DO NOT immerse the model in water. The wood will expand, and you'll have a real mess on your hands.

Finishing the model is quite simple. Silver was the overall color, and since metal-paint is now unattainable, I tried Aero-Gloss Buterate (hot fuel proof) dope, mixed 1/2 with compatible thinner, and sprayed on in thin coats. The dope dries immediately, and does not craze the plastic. It also seems to chemically adhere to the surface, and so avoids the usual pitfalls involved in the use of enamels. The A/G panel is black, as is the serial. Insignias are in the usual locations, and the aircraft appeared to be in almost "mint" condition.

The prop from the kit could be used, especially if thinned down a bit. Replace the radio mast with a much longer one. Old prop blades, suitably trimmed, make the best masts I've seen. Other than that, finish the XAT-6E as a standard AT-6, and the resulting model should be a welcome addition to your AT-6/SNJ collection.

RARE BIRDS THE CURTISS EXPORT HAWK II

The 1/72 scale Curtiss F11C-2 by Monogram lends itself remarkably well to conversion to the "Export Hawk". Curtiss sold substantial numbers of these fighters to various foreign governments, and some of these are excellent subjects for conversion.

Two Hawk II's were brought to Germany by Ernst Udet, and the one illustrated, D-IRIK, was photographed in Germany during January, 1936, the photo appearing on page 185 of Karl Ries's third volume of his Luftwaffe Book. The plane was silver overall, with black license letters on the wings and fuselage in the standard locations, similar to that of the Heinkel HE-51's. The tail stripes, top to bottom, black, white, and red, appear as shown. Note that the wheels are NOT the kind used by the F11C-2, but are low pressure types. The belly tank and gunsight can also be omitted, but otherwise, the plane is essentially similar to the F11C-2.

The Turkish Hawk II can also be easily done from the Monogram kit. In addition to the above changes, the rudder must be modified (or replaced with that of a P-6E) and the tailwheel should be replaced by a tailskid. The aircraft also had a metal fairing below the bottom wing, as shown. A photo of this Hawk II appears in the November, 1932 issue of Model Airplane News. The aircraft was silver overall, the only markings being the red rudder with white Turkish national markings in the positions shown on the rudder. The photo was probably made while the aircraft was undergoing factory tests.

Hawker Typhoon MK 1B
Revell, 1/32 Scale

C.K. KRAUSE

A decade ago the 32nd scale buff had a Grumman Biplane P51 D (& K) from Monogram. For many years that was it. Then in 1967 Revell picked up the ball and ran with some good to very good models, Spitfire, P-40 and ME-109F (First two very good and the 109 really just fair to good). These and subsequent issues made 1/32nd into a major scale. Unfortunately success must have gone to their heads as the next several years left much to be desired in many of their kits. Hasegawa/Minicraft picked up the ball and are still the standard of this scale. However Revell came back in the ballgame with kits from their overseas branches. The latest and I don't know if it is from England or USA, is up to this quality. I've always liked the brute-like appearance of the Typhoon, so their selection has fallen on fertile ground. There really is very little in this kit to fault. The cockpit is well detailed, with the right side "car" door operating, even to the separate sides of the frame tubing (rather than the usual cast in). The instrument panel is in the form of a white decal to be put over the painted black panel. I suspect it will be effective (haven't built the kit yet) and for the detailer a black panel with cutouts could be put over the decal to obtain depth.

Parts fit appears to be very good. On the nit picking side; the aircraft was flush riveted. On the model the rivets are a delicate round head. The fish plates on the rear fuselage and rudder fabric come on a little strong and like most models unfortunately the panel lines are raised rather than recessed. A little light sanding will take care of this though. The engine detail is delightful, if you like liftoff engine hatches, although a lot of bare volume remains for wiring and other detail. For that matter it looks lonesome without it. Check the exhaust as most of my data shows it to be more square than those by Revell.

Decals are clean, crisp and with good register. Markings are for No. 56 Squadron's C.O.; Wing Commander Roland Beaumont. If you elect to use these markings check Camouflage & Markings as it indicates a sky spinner with red tip as opposed to Revell's yellow. Also the serials should be partially covered by the sky band. A well cast kit of an interesting aircraft. I'm going to enjoy putting this one together. Kit courtesy of Revell.

PROFILE SERIES: THE NORTH AMERICAN TEXAN/HARVARD

- A. Harvard, Probably Mk.4, RCAF, c.1941-42. RAF training yellow overall, black serials, usual roundels & flash.
- B. SNJ-3, may be 2776. Silver overall, probably yellow wing tops. "US NAVY" black, tail letters & a/c numbers are white. Cowling, fuselage band & tail unit are insignia red. From photo.
- C. AT-6A, from photo, Air News Yearbook. Silver overall, black a/g panel, wing walks, and numbering. "U.S. Army" in black under wings. Four stars on wings, standard tail stripes.
- D. AT-6A, 41-32089. U.S.A., 1942. Silver, black markings, a/g panel & wingwalks. Four stars only.
- E. AT-6A, 41-32347. Silver, as above. Black numbers, red cowling & tail, wing stripes. Note gun bulges. Photo, Flying, Feb. 1945.
- F. T-60-NA, N9604C. Modified by Don Underwood, about 1960-61. Top of fuselage rebuilt, spray tank ahead of cockpit. White overall, red bottom half of fuselage & wing center section. Black stripe and lettering. Probably never used for ag work.
- G. BC-1A, 39-784. Standard USAAC coloring. Photo, c.1941.
- H. AT-6, 38-123. Early production, as BC-1A. Standard AAC colors, yellow cowling band. Photo, c.1940.
- I. BC-1A, serial unknown, c. 1941. Standard AAC colors. Note DF loop under center section.
- J. AT-6D-NT, 42-85056. Michigan, 1952. Silver, black lettering, panels, etc. Standard postwar scheme.
- K. AT-6A, 41-16069. Standard 1941 markings, silver overall. From photo, source unknown.
- L. AT-6A used by NAA for ski tests. Photo in Flying, May, 1943. Silver overall, black a/g panel & wingwalks.
- M. AT-6A, 41-592. 1941 photo in Swanborough, U.S. Military A/C. Gunnery trainer, standard 1941 colors, as "K". Note armament.
- N. SNJ-3C, 6742. Probably had arrester gear. Flew from USS Wolverine, Great Lakes, 1942-43. Silver overall, black markings. Four wing stars only.
- O. T-6D-WT, 42-86074A. Used in Korea, 1954, as sprayer. Note large tanks under wings. Silver overall, black a/g panel & lettering. Yellow & black stripes around rudder & wings in-board of tanks. Yellow & black checkerboard cowling. No spinner. At K-16 AFB, Seoul, Korea, 1954. From photo.

BARGAIN DAY:

Discount Books, McDowell Road, east of 24th Street, is selling everything at 40% discount, including Air Cams.

Elquests, 2nd Street between Roosevelt and Van Buren is selling out Flo-Paque paints (asme as Floquill) at 20¢ a bottle.

WHERE WE WERE

Dirty Plastic April 1973

PAINT SPOTS - USAF & USN COLORS



Rust F.S. 22203

Approximate Floquil Color Mix

- 20 Parts RR30 Reefer Orange
- 4 Parts RR71 Boxcar Red
- 1 Part RR20 Caboose Red

This is a contemporary color and specified for upholstered seats. Indian Orange FS 22318 (match Floquil RR30 Reefer Orange) is specified for seat cushions, although cushions and headrests are seen in greens and red also.

The following chart is based on one prepared by Bill Gebhard and has appeared in other IPMS Publications.

AIRCRAFT ACCESSORY AND INTERIOR COLOR GUIDE

	LANDING GEAR	COCKPIT
<u>USAAF WWII</u>	Flat Aluminum struts; silver oleos; struts and also zinc chromate; insided doors and wheel covers zinc chromate. Hubs O.D. or grey and flat aluminum	Cockpit interior, hatches, seats, floors zinc chromate; dashboard consoles flat black; straps OD.
<u>USN WWII</u>	Struts either underside color (light grey early war, *dark blue late war) or zinc chromate. Inside doors same as struts. Hubs either light grey or flat aluminum.	Cockpit interior yellow zinc chromate; dashboard and panels flat black; straps OD, seats OD or flat aluminum.

*Somewhere I heard that some struts, particularly F4U's, were painted black so any cracks would show up. Unsubstantiated and I'd like more information.

Floquil, in their Polly S Paints have added the following German Armor Colors:

- PCG702 Armor Panzer Grey
- PCG703 Armor Dark Yellow
- PCG704 Armor Dark Green
- PCG705 Armor Red-Brown



This month's interior color is British, taken from Humbrol's interior set. Although Scale Modeler gave this set a good writeup several months ago I was not at all pleased with their version of the two USA interior colors shown in D/P No. 22. Because of this, and since I have no other color data no comment will be made either pro or con regarding match. If anyone can add an opinion it would be appreciated.

RAF WWII Struts flat aluminum, lt. grey or underside color; wheel covers etc., lt. green or underside color. Hubs grey or flat aluminum.

Cockpit interior, hatches, etc., lt. grey or medium to lt. green; Dashboard and consoles flat black. Seats flat aluminum or grey.

FAA WWII Fleet Air Arm same as RAF

Same as RAF. Straps dark grey.

More from the Marboro Book catalogue:

Marboro Books
Dept. 304
205 Moonachie Road
Moonachie, N.J. 07074

5996. British Aviation: The Great War & Armistice. By H. Pearose. Dramatic story of WW I England's aviation pioneers and their leap to mass production despite devastating politics; describes design & development postwar steps into civil aviation. Profusely illus. Pub. at \$17.50 Only 7.88

6251. Mighty Mo: The U.S.S. Missouri - Biography of the Last Battleship. By G. L. Pawlowski. Over 200 dramatic photos supplement The story of the Battleship Missouri as told by the Admiral whose flagship she was throughout the heat of the Pacific war. 8 1/2" x 10 1/2" Pub. at \$12.95 Only 3.95

9430. Flat-Tops & Fledglings: A History of American Aircraft Carriers. By G. L. Pawlowski. From the early 1920's & 30's of experiment & theory which would not be proven until WW II, through Korea, cold war & Vietnam - complete history of US carriers and carrier planes. Over 400 illus: 8 3/4" x 11 1/4". Pub. at \$20.00 Only 6.98

9434. Command the Horizon: A Pictorial History of Aviation. By Shamburger & Christy. Exciting account of man in flight, the barnstormers, airmail pilots, racers, war aces & innovators who made history from the Wright Bros. to WWII. 260 Rare illus: 8 1/4" x 11 1/4". Pub. at \$15.00 Only 7.98

9605. Air Assault: The Development of Airmobile Warfare. By J. R. Galvin; Fwd. by James M. Gavin. From the first parachutes & gliders, a full-scale account of the development of airmobile warfare, with after-action reports on WW II operations in Europe & Asia, plus the Pleiku. Bong Son & Khe Sanh actions in Vietnam. 47 Photos & Maps. Pub. at \$10.00 Only 2.98

9615. On The Seas & In The Skies: A History of the US Navy's Air Power. By T. Roscoe. From the relentlessly hostile Navy Bureaucracy to Billy Mitchell's thankless proof that armored vessels were obsolete, a comprehensive record of the development of Naval air power from its pioneers through WW II, Korea & Vietnam. 690 pp; 81 photos. Pub. at \$16.95 Only 4.98

9627. Barnstorming: The Great Years of Stunt Flying. By Martin Caidin. Lively, often frightening story of America's aerial circus troupes from the days of young WW I aces in leftover 1918 Jenny biplanes to today's skilled skydivers. 25 illus. Pub. at \$5.95 Only 1.98

9804. Shield of David: The Story of Israel's Armed Forces. By Maj-Gen. Yigal Allon. Unique picture-&-text record of the development of Israel's military forces from Hashomer & the Zion Mule Corps through Haganah, Palmach & 6-day war. Over 200 illus. 16 full color pp. Pub. at \$15.00 Only 5.98

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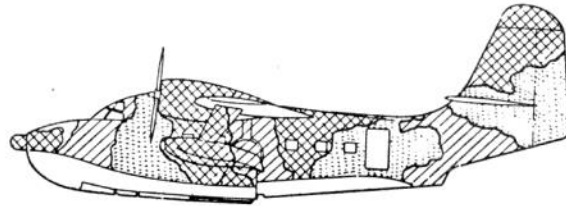
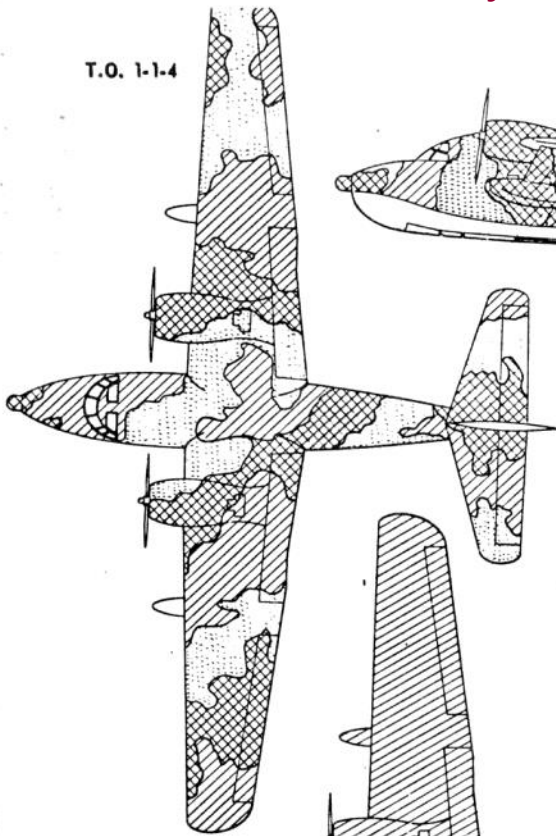


JUST THINK, FRITZ. TWENTY-FIVE YEARS FROM NOW, SOME SHEISSKOFF WILL BE MAKING A 1/35 SCALE DIAGRAM OF ALL THIS NOSTALGIA.

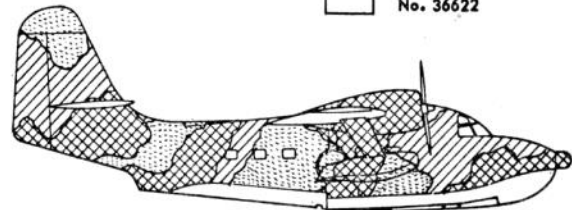
WHERE WE WERE

Dirty Plastic April 1973

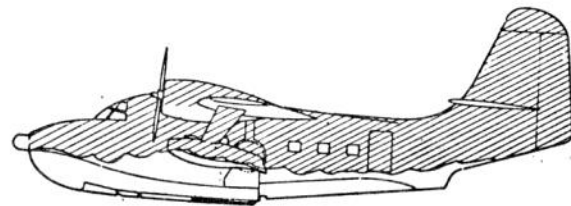
T.O. 1-1-4



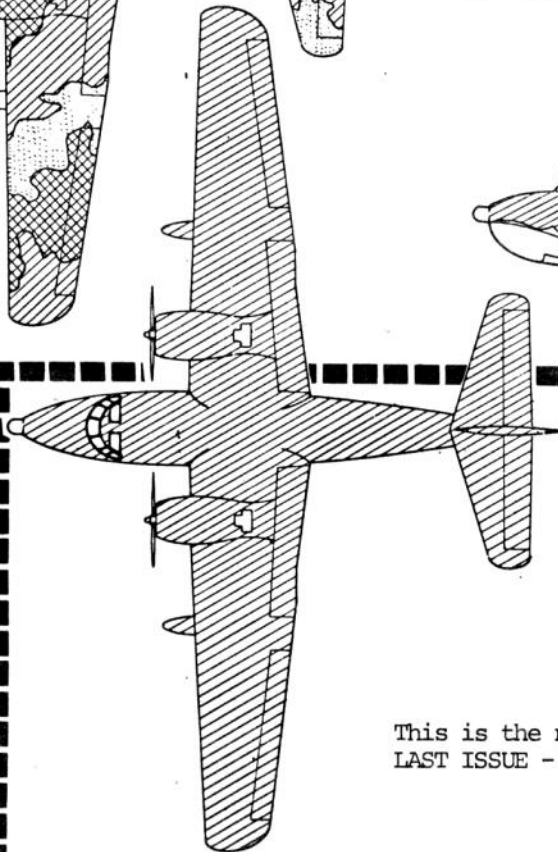
-  GREEN No. 34079
-  GREEN No. 34102
-  TAN No. 30219
-  GRAY No. 36622



HU-16 Aircraft Camouflage Pattern.





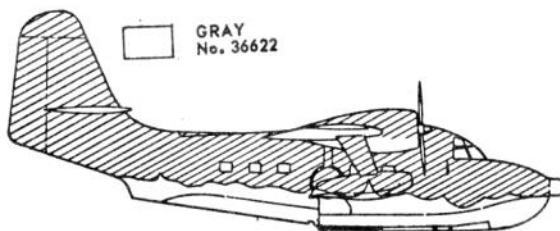
HU-16 Aircraft Camouflage Pattern.
For Mats ARS.



This is the number of your
LAST ISSUE - - - -



-  BLUE No. 15042
-  GRAY No. 36622



dirty plastic

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Remember that you have to be a member **in good standing** to enter and win competitions, get a copy of the monthly newsletter sent directly to your email, and vote for anything that the club brings to the table.

So Make sure to see Treasurer, “Bill Dunkle”, at the club meeting to sign up for membership

2024 CLUB MEETING CALENDAR

All meetings held at American Legion Post #1, 364 N. 7th Ave., Phoenix, AZ 85003

JANUARY 2024

Tuesday 2nd 7pm
Seminar/Speaker: Uncommon but
useful tools—Kevin Henthorn

JULY 2024

Tuesday 2nd, 7pm
Seminar/Speaker:

FEBRUARY 2024

Tuesday 6th 7pm
Seminar/Speaker: Resin/Mike
Mackowski

AUGUST 2024

Tuesday 6th 7pm
Event : **Club Swapmeet**

MARCH 2024

Tuesday 5th, 7pm
Seminar/Speaker: Wiring Bi-Planes/
Brian Baker

SEPTEMBER 2024

Tuesday 3rd, 7pm
Seminar/Speaker:

APRIL 2024

Tuesday 2nd 7pm
Seminar/Speaker: 3D Printing/Mike
Pabis

OCTOBER 2024

Tuesday 1st, 7pm
Seminar/Speaker:

MAY 2024

Tuesday 7th, 7pm
Seminar/Speaker:

NOVEMBER 2024

Tuesday 5th 7pm
Seminar/Speaker:

JUNE 2024

Tuesday 4th 7pm
Seminar/Speaker: Resin Casting/Scott
Riegel

DECEMBER 2024

Tuesday 10th 7pm
Event: **White Elephant**

April Raffle

Tickets are \$1 or six for \$5.



Item A: 1/48 Hasegawa, F-16CJ Fighting Falcon



Item B: 1/25 MPC, 1967 Pontiac GTO



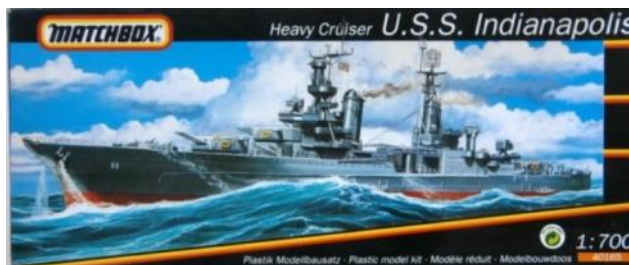
Item C: 1/32 Monogram, Panzerspähwagen



Item D: 1/35 Trumpeter, Type 59 Tank



Item E: 1/700 Matchbox, USS Indianapolis



Item F: New Item from Hobby Depot: 1/72 Airfix, Me-410



Item G: New Item from Hobby Depot: 1/48 Airfix, Fairey Gannet



UPCOMING EVENTS

April 13th - DSC (Flyer on back page)



IPMS Phoenix / Craig Hewitt Chapter

The club meets at 7pm on the first Tuesday of each month at the American Legion Post #1 in Phoenix. Check the club website at www.ipms-phoenix.com for more meeting info.

American Legion Post #1

364 N. 7th Ave.
Phoenix, AZ 85003

The post is located South of I-10 just a few blocks North of Van Buren. Look for the huge American flag.

2024 Chapter Officers

President.....	Kevin Henthorn.....	http://www.ipms-phoenix.com/
Vice President.....	Scott Reigel.....	http://www.ipms-phoenix.com/
Secretary	John Carroll	http://www.ipms-phoenix.com/
Treasurer	Bill Dunkle.....	http://www.ipms-phoenix.com/
Member At Large.....	Hal Sanguinetti.....	http://www.ipms-phoenix.com/
Membership Chair.....	Lyn Gorton.....	http://www.ipms-phoenix.com/
Webmaster.....	Michael Ronnau.....	http://www.ipms-phoenix.com/
Newsletter Editor	Lyn Gorton	lyngorton@hotmail.com

Useful Links

Bjorn Jacobsen—Aircraft Dioramas	www.dioramas-and-models.com
Plasmo—good visual instructions on “You Tube”	just search for plasmo
Trumpeter replacement parts	Joanna@trumpeter-china.com
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Military Colors And Camouflage	http://www.theworldwars.net/resources/
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Video tour of USAF Museum in Ohio	https://aerodynamicmedia.com/usaf-museum-storage-video/
New digital magazine	www.phoenixscalepublications.co.uk
Swiss page covering aviation.	
Wide range of military subjects, airshows, color profiles, etc.	WINGS-AVIATION , www.wings-aviation.ch .
WW2 Video reference Site –Lots of Documentary DVD	www.victoryfilms.us

If you have a good reference site let me have a brief description and a web address and we will keep this list as a reference.

Join the IPMS/USA!

\$30 annual membership includes a one year subscription to the IPMS Journal. Visit www.ipmsusa.org to download a membership form. Or you can write to:



IPMS/USA PO Box 1411
Riverview,
FL 33568-1411

Membership also gives you access to the online Discussion Forum, where you can exchange ideas and information with other members of IPMS.



CONTENT NEEDED!!!!

The Corsair needs your help! To keep this newsletter filled with all the great content, I need your help with content. Here are some useful items that I can use to put together future issues each month:

- Kit reviews/In-box reviews
- Website links
- Modeling related articles
- Commentary and featured columns
- Neat, strange or otherwise shareable pictures
- Book reviews
- Trip and vacation write-ups

Anything you have can be used. Don't hesitate. Even a few paragraphs are great.




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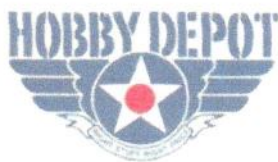
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