



# THE CORSAIR

*IPMS Phoenix / Craig Hewitt Chapter*



### Corsair Stop Press Dates 2023

January	22nd
February	20th
March	26th
April	23rd
May	21st
<b>June</b>	<b>25th</b>
July	23rd
August	20th
September	24th
October	22nd
November	26th
December	24th

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# May Display Pictures





# May Raffle Winners



# May Raffle Winners





**"Iwo Jima VLR Mustangs"**  
**21st FG / VII<sup>th</sup> Fighter Command**  
 By "Mark L. Rossmann"

### History

The "Sun Setters", were the VLR Mustang pilots of the 15<sup>th</sup>, 21<sup>st</sup> and 506<sup>th</sup> Fighter groups, VII Fighter Command. Based on the volcanic island, Iwo Jima in the Pacific Ocean, they flew 650-mile missions to Tokyo and back, if you made it, you were a member of the "Tokyo Club". VII fighter command flew 51 Very Long-Range missions to Japan from April 7 to August 14, 1945, initially flying B-29 escort missions, ground attack missions followed including 140 strikes against targets in the Bonin Islands. Final accounting of the Sun Setters was 225 confirmed aerial kills and 219 ground kills, while 131 P-51's and 99 pilots were lost to all causes.



The 21<sup>st</sup> FG arrived shortly after the 15<sup>th</sup> FG, making their home at Central Field (Airfield 2), being declared operational on March 24<sup>th</sup>. Two days later the 549<sup>th</sup> NFS, the 21<sup>st</sup> FG and an Army African-American labor unit bore the brunt of a Banzai attack of around 300 Japanese. The 21<sup>st</sup> FG had 14 killed and 50 wounded. Total casualties were 44 killed and 88 wounded. This proved to be the closing action of the ground campaign on Iwo except for small pockets to be rooted out by the Army. The 147<sup>th</sup> infantry was then stationed on Airfield 2 for perimeter guard duty. Major Booth was sent to Hawaii to recover from his wounds with Col Powell taking over as CO, as did Maj. John S. (Sam) Hudson of the 531<sup>st</sup>.

On March 30, the first 21<sup>st</sup> FG flying casualty occurred when 2<sup>Lt</sup> Albert J Tondora was killed in a crash on Iwo. Their first mission was a bombing mission against a radar site on Chichi-Jima.

Black Friday, June 1, occurred when a large weather front was entered by all 3 Fighter groups, 15<sup>th</sup>, 21<sup>st</sup> and 506<sup>th</sup>. As a result, 27 planes and 24 pilots were lost, on that day's mission no plane was lost to fighters or ground fire. Among the 21<sup>st</sup> FG losses were formation lead Maj Chapin.

The P-51's carried 110 gallon drop tanks for the VLR missions and 165-gallon tanks when carrying rockets for an attack mission or Air Sea rescue top cover sorties. Sway braces were fashioned out of scrap plywood for the larger tanks for extra support. But the wood warped or bent causing the tanks to release improperly. Scrap metal was then collected, by the engineering sections, and fashioned for the bracing which solved the problem.

Rocket kits became available in May and a few squadrons were installing them. However, the lack of kit availability prevented all Mustangs in every squadron to have them. This allowed a max of 3 '5' inch rockets under each wing with a 165 gallon drop tank.

Another unique item, code named "Josephine" was the droppable rescue kit in a modified 110 gallon drop tank. It consisted of a survival radio, an A-3 life raft, rations and visual signal equipment. This was initially constructed by Cpt James Tapp and Cpt Vic Mollan, of the 78<sup>th</sup> FS, 15<sup>th</sup> FG.

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"Uncle Dog" homing beacon, was the innovative modification of twin AN/ANA-8 VHF homing adapters. These were installed on the spine of P-51, moving the AN-104-A radio mast mounting between the front wheel wells. A "Mother Hen" B-29 would send out a homing beacon to and from Japan, which was picked up and converted to an audio signal. This was the international Morse Code letters of "U" or "D". The transponder beacon allowed the pilots to navigate the plane until a steady tone was heard in the headset to indicate they were on course.

A signal was also transmitted from Mt. Suribachi to aid navigation to the island. "Uncle Dog" was installed on the last P-51's in mid-June.



Another obstacle was the new K-14A gunsight. Pilots had no training for them and the gunsights and parts were not in supply until late summer.

**Note:** Models 1 and 3 were built from 2007 to 2009. At the time I felt the Tamiya was the best out there. It has now taken second place, in my opinion, to the Eduard Mustang. Great building instructions, fine rivets and panel lines. Well planned front windscreen, clear to the front of it, giving an excellent interpretation of how it should look.

I used parts from the Eduard kit to redo several items in the existing models, I will note in the descriptions.



**"Iwo Jima VLR Mustangs"**  
**21st FG / VII<sup>th</sup> Fighter Command**  
 By "Mark L. Rossmann"

Aircraft**Unit: 46<sup>th</sup> F.S.**

Aircraft numbers assigned were 200 to 249 and were commanded in the following order;

Maj. Fred A Shirley - 11/20/44 to 05/45

Maj. Benjamin C Warren – 5/45 to 6/45

Maj. Robert L. McDonald – 7/45 to EOW

**Aircraft:** #227 "Mary Alyce" / "My Miss Moe", P-51D-20 SN 44-63451 – Unknown disposition

**Pilot:** Lt. Robert J. Louwers / Lt. John E. Montgomery.

**Model:** Tamiya 1/48<sup>th</sup> – AeroMaster 48-797

**Notes:** This model depicts a July 1945 time frame. The unit used a blue tail band, blue nose and blue wing tips bordered by black and a black nose band. Louwers was also the photography officer. Pin-ups were rare for 46<sup>th</sup> machines, "Mary Alyce" was named after his wife, it is not known if the picture is his wife. Aircraft has 14 mission markings

**Eduard:** The right-side name of "My Miss Moe" was not provided with the AeroMaster decals, obtained from the Eduard decal sheet.

**Unit: 72nd F.S.**

Aircraft numbers assigned were 250 to 299 and were commanded in the following order;

Maj. Paul W. Imig – 1944 to 05/45

Maj. James C. Van Nada - 05/45 to EOW

**Aircraft:** #250 "Dede Lou", P-51D-20 SN 44-63733 – Unknown disposition

**Pilot:** Maj. Paul W. Imig till May 1945.

**Model:** Eduard Limited Edition VLR 1/48<sup>th</sup> – Kit Decal



**"Iwo Jima VLR Mustangs"**  
**21st FG / VII<sup>th</sup> Fighter Command**  
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**Notes:** Imig was an old timer, originally with the 333<sup>rd</sup> FS, with their P-39's, were sent to Canton Island in late 1942. Then he posted to Australia, offering to take a demotion, if the 5<sup>th</sup> A.F. would assign him to combat. Upon rejection of offer, he was sent to Hawaii to command the 72nd FS. Leading the unit to Iwo Jima, Imig completed several combat missions over Japan posting no kills. He returned to the U.S. in mid-May of '45', after being overseas for more than 3 years. "Dede Lou" was his then girlfriend, whom he married. The Mustang completed 26 missions from airfield #2, by various pilots, with only 1 abort for a radio problem.

**Notes:** This model depicts a June of 1945 time frame, after Imig left. The unit used a yellow tail band, yellow nose and yellow wing tips bordered by black and a black nose band.

**Eduard:** This is an all-Eduard build, including decals. It is depicted with the 110-gallon drop-tank with the wooden sway bars. I dirtied this one up, as Iwo kept the maintenance crews busy with the messy black volcanic sands. The twin UHF antennas were actually made out of wood which were included in the kit as plastic, the other 2 planes I used toothpicks to fashion the antenna.

**Unit: 531st F.S.**

Aircraft numbers assigned were 300 to 349 and were commanded in the following order;

Maj. John S. (Sam) Hudson – 04/15/44 to 03/26/45 (WIA)

Maj. Harry C. Crim Jr. – 03/26/45 to EOW

**Aircraft:** #300 "My Achin!" P-51D-25 SN 44-73623 – Disposition reassigned to Theo Gruici in August '45'. Plane moved to Guam after the war, renumbering to 3623.

**Pilot:** Lt. Maj. Harry Crim

**Model:** Hasegawa 1/48<sup>th</sup> – AeroMaster 48-794

**Notes:** Crim had completed his first tour of duty flying P-38's in the MTO, with no kills. He joined the 21<sup>st</sup> FG/72<sup>nd</sup> F.S. in August of 1944 as Operations Officer. He became CO of the 531<sup>st</sup> FG when Major Hudson was wounded in the Banzai attack and sent to Pearl.

Crim was an aggressive combat leader and scored 6 kills, the first and second were a Ki-45 and Ki-61. Also 6 more aircraft destroyed on the ground, 18 VLR mission markers and 6 fighter sweep markers adorn his P-51. This was one of three -25 replacements delivered from Guam.

**Notes:** This model depicts a July 1945 time frame. With the 165 gallon drop tanks and metal sway bars along with a full load of rockets. The unit used a white tail band, white nose and white wing tips bordered by black and a black nose band. Pin-up girl is on the port landing gear door.

**Eduard:** Removed the original drop tanks and used the 165 gallon drop tank and metal sway bars from Eduard kit. All other parts are from the Hasegawa kit.





**"Iwo Jima VLR Mustangs"**  
**21st FG / VII<sup>th</sup> Fighter Command**  
 By "Mark L. Rossmann"

**Epilogue:**

The 21st FG flew its last combat mission 14 August 1945. The group received the Distinguished Unit Citation on 13 November 1945 specifically for its outstanding conduct during the earlier raid on Nakajima.

The last two weeks of August 1945, flying was restricted to the local area around Iwo Jima, waiting to hear of actual signing of the peace agreement. On August 31, the 'Sun Setters' were assigned a final VLR mission to Japan - a 'Display of Power' flight over Japan, led by Col Harper of the 506th FG. Few wanted to risk another long haul over the Pacific, and an incident did happen, 1Lt William S Hetland of the 457th FS, experienced engine trouble over the target area. Fortunately, he made a safe landing at Atsugi Airfield and returned to Iwo aboard a C-46. On 2 September, Brig Gen 'Mickey' Moore boarded an LB-30 Liberator transport with orders reassigning him to the Pentagon. Most veteran pilots and ground personnel, within the week, began getting their tickets home. VII Fighter Command began shrinking rapidly, and in October pre-separation lectures were instituted for the men. Late in the year, the headquarters was moved to Guam and re-designated the 20th FW. The 506th FG was deactivated in mid-November and its remaining personnel transferred to the 21st FG. The 21st FG finally transferred to Saipan in the final weeks of 1945 and then moved to Guam, where it was re-designated the 23rd FG in October 1946.

These are among the last USAAF Mustang units to be activated for combat. If you would like to know more about the VII Fighter command, the Banzai attack and the storm of June 1, you will enjoy reading the following:

References: Osprey Aviation Elite Units – Very Long Range Mustang Units of the Pacific War – Author: Carl Molesworth.

Decals: AeroMaster 48-794 through 797 and SuperScale 48-1152.

Web Site:

[https://7thfighter.com/21stfg/index.htm#:~:text=The%2021st%20Fighter%20Group%20\(FG,%2C%20the%20P%2D39Q%20Airacobra.](https://7thfighter.com/21stfg/index.htm#:~:text=The%2021st%20Fighter%20Group%20(FG,%2C%20the%20P%2D39Q%20Airacobra.)

Thank you,  
 Mark L. Rossmann



# 2023 Club Contest Themes

## 2023 Club Contest Themes

- January:** Any Model Star Wars, Star Trek or Battlestar Galactica related
- February:** Any aircraft (of any country) that has three(3) or more colors (topside only) in its camouflage scheme
- March:** Any auto or truck model from 1950-1975(any make or model)
- April:** Any WW2 era(1939-1945)vehicle or armor model (from any country,in any paint scheme)
- May:** Any naval ship (from any country) from 1975 to present
- June:** Any 3D-printed model or figure,stand alone or part of a diorama
- July:** Any non-US aircraft or helicopter from 1949 to present
- August:** Novice Night.Only enter if you have not won before.Subject is your choosing.
- September:** Any real spacecraft(from any country)1950 to present.Can be stand alone or part of a diorama
- October:** Any naval ship prior to 1949,from any country(can be wooden or ironclad)
- November:** Any US civil war to end of WW2 diorama or scene
- December:** "White Elephant"  
Note there will be no competition due to the White Elephant but displays are welcome

Dioramas can be entered in any month that meets that theme



# EDITORS CORNER

BY LYN GORTON

The club picnic was a great success and those that attended had a good day even though it was our 1st triple digit of the year.

If you look at the pictures on the next page you can see everyone enjoying the feast cooked up by Burgermeister JC. Also everyone enjoyed the train ride and checked out the 3 large model railway layouts in the specially built air conditioned hall.

Remember and book early next years this is one of your club benefits for being a member in good standing.

Note that there has been a change to the August competition. After the dismal showing at the last meeting with no entries whatsoever (You could have won with a snap kit if you had entered) Martin has decided that only those who have not previously won a club competition should enter—the subject is any one you choose to enter—just enter. Remember for club competitions there are always two vouchers up for grabs as advanced and novice winners—you are regarded as a novice until you have won the club competition 3 times then you move up to the advanced class

Many thanks for the articles entered this month. Good one as usual from Mark and one of equal interest from Ed. It is your articles that keep the Corsair ( winner of Region 10 this year) as one of the best regional newsletters in the U.S.A. So keep it up.

The Corsair stop press dates are always on the front page and I will accept anything you care to send (Plain text and jpg are the formats—I can not extract or copy from PDF so please bear that in mind)



# EDITORS CORNER

## CLUB PICNIC





# EDITORS CORNER

## "WHERE WE WERE"

Part 2 of Revell Spitfire review (Part 1 was last month)

Page 2

The wing itself is quite good. Aileron hinges are excessive and should be trimmed back so they're apparent from the underside only. Score the flap lines deep, they read as strong as the ailerons.

Years ago I bought a red clear plastic toothbrush, when that wore out then came a green one. I'm set for navigation lights the rest of my life.

Wheel wells need additional rounding. Use a 3/4" dowel wrapped in sandpaper to the appropriate diameter. The wells need sides, which follow the opening contours - again .010 plastic card.

Although I can't complain about the landing gear strut I used various thickness copper and brass tubing, filed to the appropriate shape. There is also a tie-down ring on the outside of each strut about 3/16" down from the wing. Both wheels and covers are weak. Add 1/16" stock to the wheel halves and you have the appropriate thickness. The wheel rims are 5 spoke, not 5 hole. Cut these silly things out and build it up from 13/32 brass tubing and sheet plastic. The hubs are way too large. 3/32 brass tubing filed to hex shape is more like it. Also flatten and slightly bulge the wheels. Glue the wheel covers to a piece of .010 card, cut out with a slight flange and then they are reasonably correct.

Landing gear indicators on the upper side of the wing are small rectangles painted red. They are just above the stenciling and about three letters out.

I've seen the upper wing stiffeners (2 each side) on a few Spit, photographs and superscale shows them. I don't think they were used too often. I didn't include them.

The oil cooler radiator needs a filler so you can't see through, and cut the carb intake at the center open. On both sides and slightly behind are two small round indentations. Drill them out. I think they're some form of oil overflow as pictures show a dark streaking behind.

Now that we've corrected Revell's few, slight errors, its ready to finish.

At rest the Spit usually has the tailwheel and rudder cocked to one side and the elevators slightly down. Flaps aren't extended as its a mechanical linkage and they're actually more like air brakes, used only for landing then retracted immediately.

Camouflage & Markings gives an excellent 3 view for camouflage, and Aircam's Battle of Britain has the stenciling and W/T locations. These weren't available when I made this model. My markings came from Profile which not only had a four view but photographs of both sides, keeping them reasonably honest. I might have missed on some of my colors though. Both my cockpit and wheel wells are zinc chromate. For the cockpit this is OK, but somewhere I later read that wheel wells should be painted silver. Both Profiles and I may have missed on color. Profiles rendered 5 view shows Medium Sea Grey undersides, spinner and rear band. My interpretation of the photographs was a Sky spinner and rear band with Light Grey undersides. If Camouflage and Markings is to be believed all three should have been Sky at this time (May 1941) as Medium Sea Grey was not used until August 1941, at which time Dark Earth was dropped in favor of Sea Grey.

# EDITORS CORNER

## "WHERE WE WERE"

Page 3

Some of the minor detail I've glossed over. If anyone has gone this far come on over and we'll shoot the breeze. We can pick up the last odds and ends.

NOTE: After writing the above Barry at Webeter's told me that Revell has stopped production of this kit.

Weathering and other signs of wear were held to a minimum. This plane was only a few months old and not subjected to a harsh atmosphere so the colors would be relatively natural. The Merlin was a clean burning motor and photographs show minimal evidence of exhaust streaking; however, the gun shell ejection chutes did have some gas streakage.

A little thought and some observation will result in the proper "silvering" of wear areas. In this case on both sides where wing walks should be, but particularly on the left sides; the forward part of the wing where someone would stand to fill the upper fuel tank, and at hatches removed for services.

The insignia was cut from frisket paper and painted on, and the larger lettering was Prestype and Letterset. Finally a spray of Dullcote was applied for an even flat appearance and to minimize staining from future handling.

Charles K. Krause, Jr.



## Infinity Models 1/32 Aichi D3A1 Val box preview by Ed Kucharski

With the recent announcement that Infinity Models (aka HpH) was going to stop producing injected molded 1/32 kits after producing the SB2C Helldiver, the DH-100 Vampire and the L-13 Blanik glider, I was highly motivated to acquire their D3A1 Val before it disappeared. I must admit that the sale price of \$147 plus \$8 shipping from Sprue Brothers, I was a bit hesitant. After all I had just ordered the 1/32 Trumpeter TBD Devastator from Kitlinx for \$110 plus \$14 for shipping. My wallet was feeling mighty thin.

Sprue Brothers is kind enough to include a shipping tracking feature for their sales. It took a week via standard ground shipping. Why it went via Goodyear, I don't understand.

The delivery box was adequately packed for shipping. I did not see any damage to kit box or contents.

Now to the kit. (I won't include any photos here as there are tons online.) The boxtop shows a decent artist's work of a Shokaku D3A1 passing the bow of the USS California during the Pearl Harbor raid.

Opening the box finds each of the 9 sprues individually wrapped *AND* the build instructions, photo etch and decals in a 10th individual cellophane wrap. **NOTE:** the box top is a snug fit to the box bottom. Take your time when opening to avoid tearing.

The canopy comes in two forms, one piece closed and 6 pieces for open. There are 33 individual panels making up the canopy. After doing the 1/32 Revell Stuka, I will definitely use aftermarket canopy masks.

Next in the box comes the two fuselage halves and two halves of the tailplanes. Exterior panels lines are engraved and raised framework for cockpit interior. 3rd sprue finds the lower wing half under the fuselage, wheel spats and the other two tailplane halves. The next 3 sprues find a gazillion detail parts, engine and wheels. Next sprue is mostly control surfaces and 3 piece prop plus spinner. The next sprue had the only flaw I have found so far. The sprue was too big for its cellophane wrap and had broken through on one end! No damages to sprue contents. These last two sprues contain wings and remaining control surfaces.

The plastic is a medium grey color.

Quick check of the panel engraving looks very realistic.

The decals in the kit do not include markings for Shokaku, only Kaga and Soryu based Vals. I would think aftermarket decals will come available for the other four IJN carriers that participated in the Pearl Harbor operation.

Bombs are included so purchasing them as spare parts from Infinity is unnecessary.

I am a fan of Infinity using the Revell concept of a "bare bones" kit to keep purchase price down leaving it to the modeler to decide if more parts are needed as compared to the Zoukei Mura and Dragon concept of including everything in the initial purchase at a higher price.

Now is this a \$150 kit. My opinion is yes. Now if the 3 remaining Infinity employees will end on a high note for me by doing the promised 1/32 Nakajima B5N1 Kate, I will serious consider a purchase. I hope the **1/35** Border B5N will not be my only option for a large scale Kate.

# Membership

**For only \$1 a month you get all of this**

- . Monthly club newsletter**
- . Discounted club T-shirts**
- . Modelzona**
- . Monthly Raffle Prizes**
- . Monthly contest awards**
- . Annual club Christmas party**
- . And more**

**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**

**2023 CLUB MEETING CALENDAR**

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

**JANUARY 2023**Tuesday 3rd 7pm  
Seminar/Speaker:**JULY 2023**Tuesday 11th, 7pm  
Seminar/Speaker:**FEBRUARY 2023**Tuesday 7th 7pm  
Seminar/Speaker:**AUGUST 2023**Tuesday 1st 7pm  
Event : **Club Swapmeet****MARCH 2023**Tuesday 7th, 7pm  
Seminar/Speaker: Dioramas  
Mike McFadden**SEPTEMBER 2023**Tuesday 5th, 7pm  
Seminar/Speaker:**APRIL 2023**Tuesday 4th 7pm  
Seminar/Speaker: Stuart Bricker  
Tools, Products, Tips and Tricks**OCTOBER 2023**Tuesday 3rd, 7pm  
Seminar/Speaker:**MAY 2023**Tuesday 2nd, 7pm  
Seminar/Speaker:**NOVEMBER 2023**Tuesday 7th 7pm  
Seminar/Speaker:**JUNE 2023**Tuesday 6th 7pm  
Seminar/Speaker:**DECEMBER 2023**Tuesday 5th, 7pm  
Event: **White Elephant**





## June Raffle

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

# T.B.A.

## UPCOMING EVENTS

June 3rd—San Diego swap meet (Flyer on back pages)

November 4th—Modelzona( Flyer on Back Pages)

## IPMS Phoenix / Craig Hewitt Chapter

### 2023 Chapter Officers

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](http://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.

- President..... Dick Christ.....<http://www.ipms-phoenix.com/>
- Vice President..... Kevin Henthorn.....<http://www.ipms-phoenix.com/>
- Secretary ..... John Carroll .....<http://www.ipms-phoenix.com/>
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- Membership Chair..... Lyn Gorton.....<http://www.ipms-phoenix.com/>
- Webmaster..... Tim Bongard.....<http://www.ipms-phoenix.com/>
- Newsletter Editor ..... Lyn Gorton .....[lyngorton@hotmail.com](mailto:lyngorton@hotmail.com)

## Useful Links

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

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](http://www.ipmsusa.org) to download a membership form. Or you can write to:



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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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# SAN DIEGO MODEL EXPO CONTEST & SWAP MEET



Scan for updates and more information or visit [www.ipmssd.org](http://www.ipmssd.org)

Hosted by  
**IPMS San Diego & San Diego Model Car Club**  
Supported by

The San Diego Air & Space Museum

## SATURDAY, June 3, 2023

San Diego Air & Space Museum Annex  
Gillespie Field, 335 Kenney Street, El Cajon, CA 92020



### Special Awards

- Best Junior • Best Aircraft • Best Military Vehicle • Best Diorama • Best Ship • Best Miscellaneous
- Best Figure • Best Automotive • Best Tamiya Model • Judges Grand Prize - Best of Show

### Special Themes

#### The North African Campaign (1940-1943)



#### 70th Anniversary of the Corvette



Please visit [www.ipmssd.org](http://www.ipmssd.org) for complete details, including schedule of events, entry fees, contest categories and awards.

Return lower portion with payment

### Category Sponsorship Application

NAME: \_\_\_\_\_ ADDRESS: \_\_\_\_\_  
PHONE(S): \_\_\_\_\_ E-MAIL: \_\_\_\_\_

Make check or money order payable to: IPMS San Diego, 1936 Hidden Crest Dr., El Cajon, CA 92019

CATEGORY NUMBER(S) \_\_\_\_\_ x \$25.00 = \$ \_\_\_\_\_ TOTAL ENCLOSED \$ \_\_\_\_\_

For category sponsorship, indicate the category number(s) you wish to sponsor and multiply by \$25.00

SIGNATURE \_\_\_\_\_ DATE \_\_\_\_\_

Additional information and updates: • [www.ipmssd.org](http://www.ipmssd.org) • Bob Ekstrom • [SDIPMSExpo@gmail.com](mailto:SDIPMSExpo@gmail.com)

**See Reverse Side for Swap Meet Information & Table Application** Updated February 10, 2023



# Save the date!

# MODELZONA 2023



**Saturday, November 4<sup>th</sup>, 2023**  
**9am - 5pm**

Red Mountain Community Church  
 6101 East Virginia Street - Mesa, Arizona 85215  
 (Northeast corner of Loop 202 and N. Recker Rd.)

**SPECIAL AWARDS FOR:**  
*Best F4U Corsair*  
*Raleigh Williams Craftsmanship Award*  
*And more to come!*

- ★ **OPEN TO ALL MODELERS**
- ★ **50+ CATEGORIES**
- ★ **SEMINARS**
- ★ **MAKE & TAKE**
- ★ **VENDOR TABLES** (8ft. Vendor tables - \$40 each)  
 For vendor info contact Keith at: [avalon\\_war\\_books@yahoo.com](mailto:avalon_war_books@yahoo.com)

**GENERAL ADMISSION - \$5**

**Kids under 13 - FREE**

**Model Registration - 9am to 1pm**

**Adult - \$5** which includes your first 5 models (additional models - \$1 each)

**Junior (under 17) - \$2** (unlimited models)

Visit our website for more info: [www.ipms-phoenix.com](http://www.ipms-phoenix.com)

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