



# THE CORSAIR

*IPMS Phoenix / Craig Hewitt Chapter*



## DECALS

sometimes they don't make it to the model

fakeposters.com

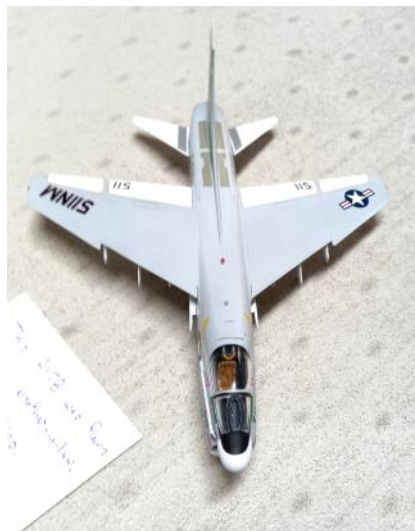
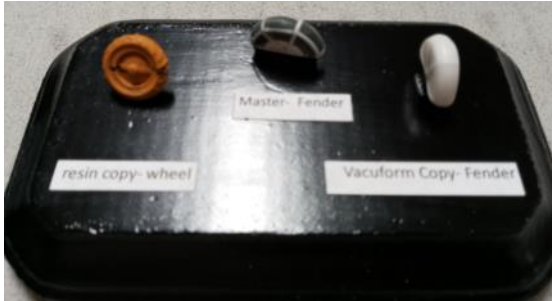
### Corsair Stop Press Dates 2023

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

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# July Display Pictures





# July Display Pictures



LIGHT TRANSPORT  
"NOA"  
"IT"



MIKOYAN MIG-15 FIGHTER  
SOVIET UNION RUSSIA 1950 KP KIT



MIKOYAN MIG 15 UTI FIGHTER TRAINER  
SPACE TRAINING CENTER 1968



NET F. Mk  
19 SQDN.  
26 KIT



DEHAVILLAND NF.112 VENOM NF3  
NO. 125 SQDN.  
AIR FORCE Dragon Kit.

# July Competition (Any Non US Aircraft 1949 to present)





## July Competition Winners (Any Non US Aircraft 1949 to present)



Novice Winner  
Mark Rossmann



Advanced Winner  
Scottt Reigel

# July Raffle Winners

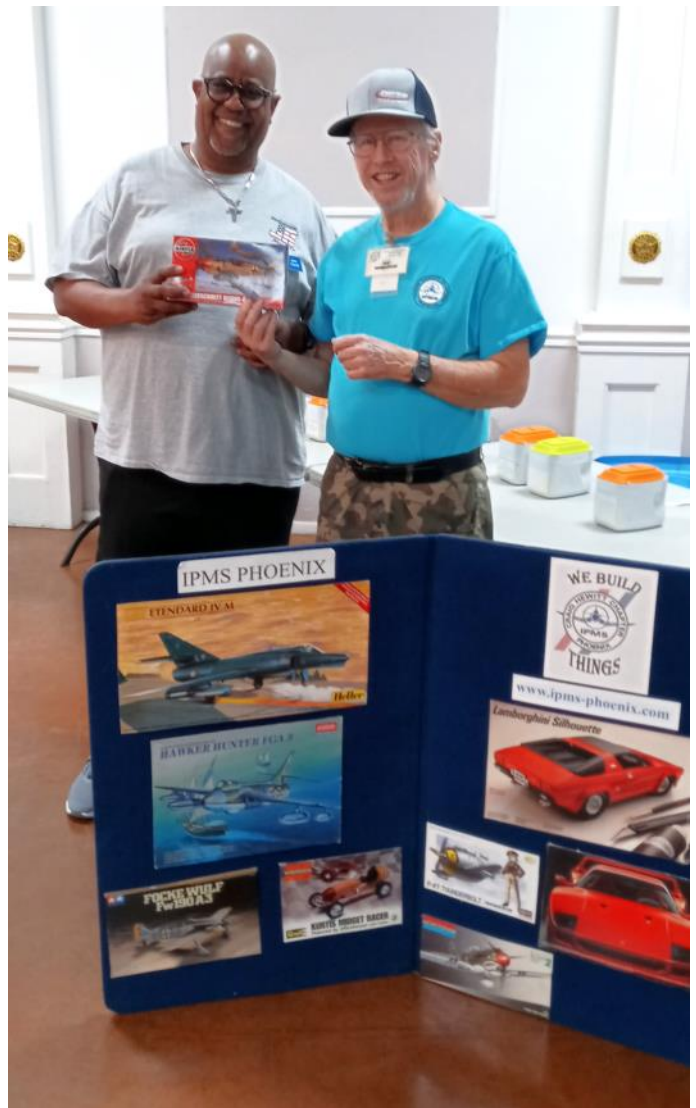




# July Raffle Winners



# July Raffle Winners





## “Beaufighter—Post WW2” By "Mark L. Rossmann"

### History:

First flown in July of 1939, the Beaufighter's development was fast paced, the first production aircraft was delivered during the 'Battle of Britain'. The plane was deadly, armed with Hispano 20mm cannon and six Browning 0.303 machine gun, night fighter fitted with AI Mk IV Radar to combat Luftwaffe night intrusion.

By the end of the war, the Mosquito had replaced the Beaufighter as the RAF's premier night fighter. The final claim, in Europe, occurred with No. 600 Sqn Ldr G B S Coleman a five-kill ace, shooting down 2-night raiding Stuka's in January 1945, that were attacking 8<sup>th</sup> Army forward positions. No. 600 Sqn was the top-scoring unit of the war with 180 aerial victories.

The Beaufighter was the primary night-fighter in the Burma theater. The final CBI kill, March 25, 1945, occurred when Flt Offs J I H Forbes and H J Pettridge of No 176 Sqn., shot down a Ki-43 Oscar which crashed into the waters of Cheduba Straight to the west of Ramree Island. It was Forbes first and only kill of the war.

The Beau, or Whispering Death, coined by the Japanese, was quiet because of the Hercules engine sleeve valves. These lacked the noisy valve gear common in poppet valved engines, reducing noise levels in the front of the engine

In all, 5,564 were produced in Britain, the last in September of 1945. Another 365 Mark 21 variants was built in Australia, with the last in 1946.



## Beaufighter—Post WW2

By "Mark L. Rossmann"

### Post War

The last RAF Beau flight was at RAF Seletar in Singapore in 1960. Other users were Turkey, Dominican Republic, Portugal and briefly by Israel.

After WWII, No. 45 Sqn, replaced their Mosquitos with the TF Mk.X Beau before deploying to Ceylon. In August 1948, they moved to Kuala Lumpur in to support operation 'Firedog', which was the RAF's contribution to the British involvement in the Malayan Emergency from 1948 to 1960. During WWII Britain supplied Malayan insurgents to resist the Japanese. After the war all insurgents laid down their arms except for the Malayan Races Liberation Army (MLRA), of course a communist organization.

By 1949, Hawker Tempest, Beaufighter, Spitfire FR18 and Avro Lincoln bombers were the mainstay of aircraft. In 1955 the Canberra B.6 was deployed for about 6 months. The ceasefire was announced in January of 1960.

This aircraft represents a TF Mk.X; RD816, "OB.D", of 45 Squadron, RAF. Deployed for 'Operation Firedog' Malaya 1948.





## Beaufighter-Post WW2

By "Mark L. Rossmann"

### Kit

This is the Revell Beaufighter TF Mk.X, in 1/48. First time building a Beau, so no reference to the Tamiya kit. Opening you will find the standard solid plastic with no flash, the engraved lines were relatively soft. Interior is adequate as the canopy is closed and detail cannot be seen; such as the connecting bulkhead to the pilot from the rear.

The engine has 3 parts for the cowling, which could easily be 1, it was challenging to keep them in place. Dry fit, attach one let it dry before next is added.

The most difficult was the 4-piece landing gear, you have to be really careful assembling, it can easily be bent out of shape, or broken. Insertion into the wheel wells is also challenging as they are not solid and hard to keep straight. The nose cone needs to be carefully fitted and then filled, the kit offers two tail styles, the fin filet for the Mk.X is what was used for this specific aircraft, much like the P-51D and P-47D, were fitted to prevent tail flutter.

The rocket launch rails were not supplied with the kit, so I used a Monogram Hurricane kit rocket rails.



## Beaufighter—Post WW2

By "Mark L. Rossmann"

### Paint:

Tamiya spray;

AS-10 RAF Ocean Grey

AS-11 RAF Dark Green

Model Master spray;

No. 1920 Intermediate Blue

### Decals;

Freightdog FSD48-007 "RAF Over Malaya 1948 – 1955

See review by Scott Van Aken

<https://modelingmadness.com/scott/decals/freightdog/fsd48007.htm>

### References:

Kit Instructions

FREIGHTDOG Decals FSD48-007

Web Site:

[https://en.wikipedia.org/wiki/Malayan\\_Emergency](https://en.wikipedia.org/wiki/Malayan_Emergency)





# 2023 Club Contest Themes

## 2023 Club Contest Themes

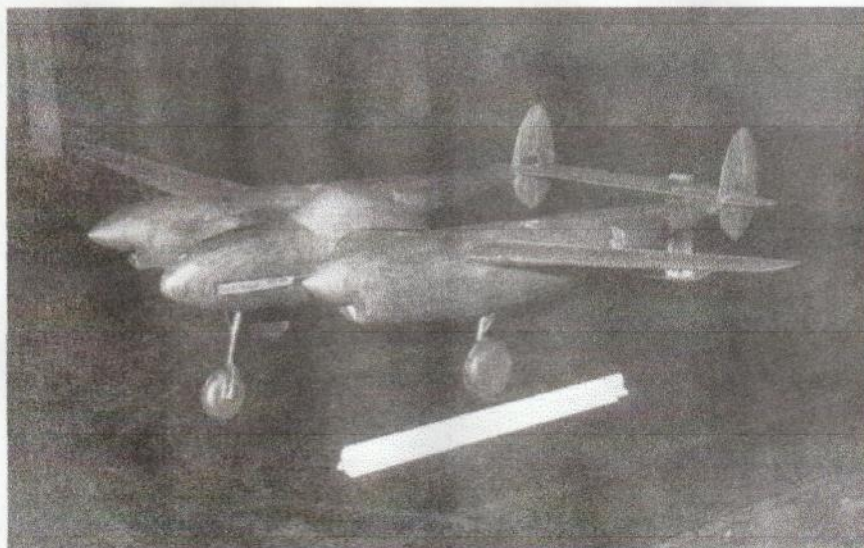
- January:** Any Model Star Wars, Star Trek or Battlestar Galactica related
- February:** Any aircraft (of any country) that has three(3) or more colors (topside only) in its camouflage scheme
- March:** Any auto or truck model from 1950-1975 (any make or model)
- April:** Any WW2 era (1939-1945) vehicle 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

## Interesting article on wind tunnel models from Nick Mertes

### Wind Tunnel Air Force

by  
Wayne E. Moyer



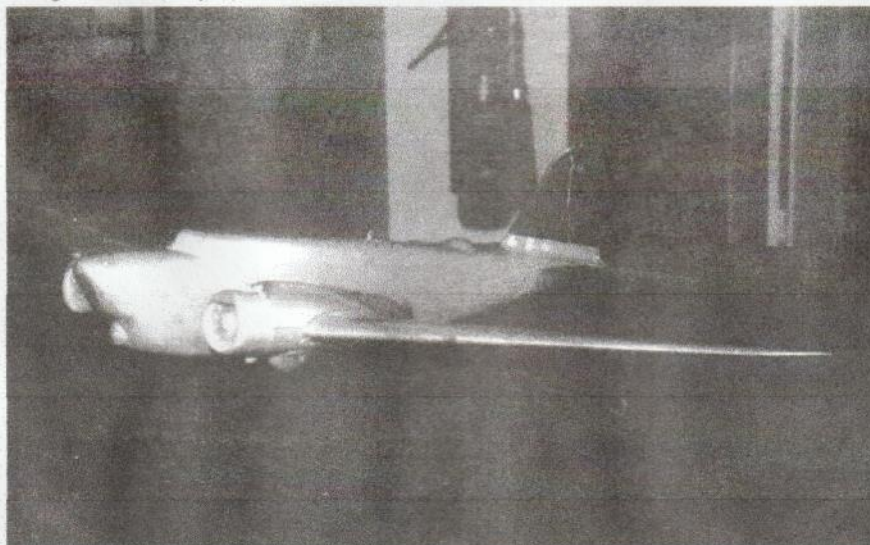
*1/16 scale of the Lockheed XP-38 (Moyer)*

**A**t Wright-Patterson Air Force Base, there are many wooden wind tunnel test models covering USAF history from WWI to the present.

A veritable treasure-trove of aeronautical history, in both the literal and figurative sense, exists at Wright-Patterson Air Force Base. Dozens of wind tunnel test models are stored in the building which houses the Air Force Institute of Technology's (AFIT) five foot wind tunnel facility. Some readers may recall seeing these models which range from the WWI DH-4 to the F-104 "Starfighter," displayed years ago in the USAF Museum. They are in the custody of Professor Harold Larsen of AFIT. The models were once used by the Air Corps, Army Air Force, and USAF to verify the low speed (below 300mph) performance predictions of both new aircraft designs and engineering

study efforts. Most of the models were built long ago in the model shops at Wright Field or by aircraft companies to verify the performance of their designs as part of the contract.

*Douglas B-18 (Moyer)*



As wind tunnel test models, they were built to exacting specifications by master craftsmen. Working in air conditioned and temperature-controlled rooms to prevent expansion, contraction, or warping of the wood, model makers strove to maintain tolerances of plus or minus 0.01 inch on wooden models, and 0.001 inch on metal ones. Most of these models were carved from blocks made up by laminating one inch square lengths of selected Honduras or African mahogany. Each square was arranged so that its grain was at right angles to the grain of the pieces on all sides of it. This helped prevent warping of the finished model.

After carving, sanding, and filling, the models were finished with as many as ten coats of lacquer or varnish. Then they were hand sanded and rubbed between each coat. With the great care taken to maintain the dimensional tolerances on all surfaces, it was not uncommon for six to nine months to be spent making up the drawings and templates. A similar amount of time might be consumed in the construction of the model itself.



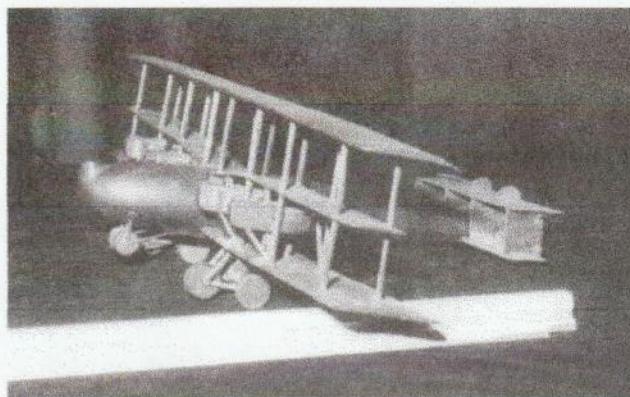
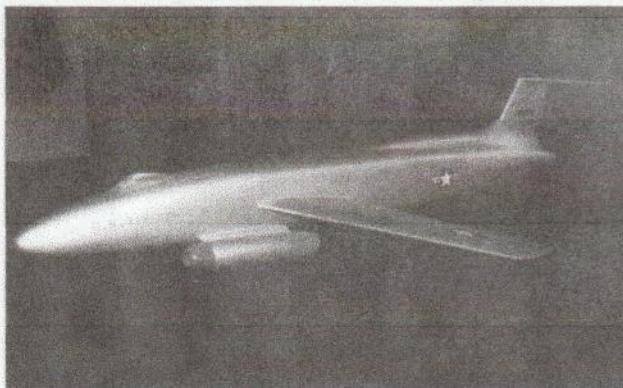
The model of the Douglas XA-26 (see photo below) plus its alternate components, cost more than \$100,000 to construct. The total initial cost of the models in this collection must make it the most expensive collection of model aircraft in the world.

The history of the US Air Force can be traced directly from the days of the Air Service to the present time through these models. The DH-4B, a variation on the Fokker D-8, and many multi-winged study models represent the World War I era. The 1920s are represented by the Barling Bomber (see photo at right), the Keystone LB-6,



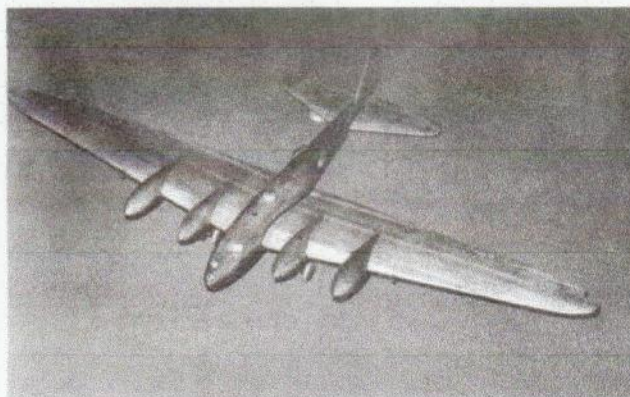
and a number of unidentified variations on the Curtiss and Boeing Pursuit designs including many configurations which never progressed past the wind tunnel stage. The 1930s are liberally represented. Among the dozens of "might-have-beens" and "paper study" models there are the performance test models of Boeing's XB-15 (see photo at right), B-17B, XP-29, Bell's AFM and YFM Airacuda, and the Douglas B-18A. Other models show the characteristic features of Burrelli, Seversky, and Curtiss designs.

The World War II era is almost completely represented. One finds models of the P-38, P-39, P-47, P-63, and P-59 interspersed with those of the B-25, B-26 (both Martin and Douglas), B-17G



and B-32. One of a kind types like the XP-50, XP-60A, XP-77, and XB-35 rest among models of other designs that never made it past the prototype stage, or that were used by Wright Field engineers to establish the requirements for a new type of aircraft. Postwar aircraft are represented by models of the P-80, XP-81, XP-82, XP-83, and P-84, while recent past and present are represented by models of the F-86, F-94, T-33, F-100, and F-104.

The value of these models to serious model builders or kit manufacturers cannot be overstated. Here preserved to exacting tolerances, are dimen-



sions, cross sections, and air foils for aircraft that are no longer in existence. Certainly the information necessary to produce an accurate model can be taken from these models with more accuracy and ease than from old drawings or even from full scale aircraft. In many cases, the full-size aircraft is available in the nearby USAF Museum. With accurate models and surface, interior, and landing gear detail from real aircraft, one can envision the models or kits that could be produced of the B-18A, P-59, B-26, P-82, A-26, XB-51 (see photo left) or F-80. ☼

*[Note: The models mentioned in this article have been donated to the Air Force Museum. Ed.]*





# EDITORS CORNER

BY LYN GORTON

Hope you are all remembering to stay cool and hydrated this summer.

Our turn to gloat comes along soon enough especially when we can sit outside in the evenings whilst others are shivering.

Speaking of the winter months it was announced that the awards night dinner would be taking place on January the 13th (it's a Saturday). Laurie Riegel is compiling a powerpoint presentation for the occasion and you have all been informed of her email address and requirements.

In case you have forgotten, it was voted on earlier this year that we would not have the awards Dinner so near Christmas as most places charge a fortune and you have to book in March to get anywhere decent, so once the details are formally released I expect the tickets to go quickly—It is a once a year event and dates have been arranged to comply with the wishes of you (the Club Members)

Our guest speaker at the July meeting was Scott Germain. If you remember he is the one who is organizing the permanent display at the Falcon Field Flights of Freedom museum to commemorate the 4th British Flight Training School which hosted 1500 British and other pilots during WW2. Scott has already started on the display featuring a large selection of 1/48 scale aircraft that some of these pilots went on to fly, as well of the aircraft they trained in whilst at Falcon Field. Myself and Mark Krumrey donated built kits to the cause and Scott is looking to expand the display and would like to have some other members get involved. You can contact Scott at [lightandlift@cox.net](mailto:lightandlift@cox.net).

As an incentive all aircraft models entered will be given a raffle ticket to be drawn for a free flight in a vintage Steerman aircraft which is located at the museum.

Mark won the trip for the first phase so contact Scott and see what he needs—your work will be a permanent display at the museum. *See the update from Scott on the next page*

This months walk down memory lane comes from “Dirty Plastic” December 1971 edition and features some advice on photographing models and paint matching. “Where we were” is on page 18 as I thought the whole issue was worth seeing. Dirty Plastic got a lot bigger over the next few years so I will pick out individual articles as a reminder of how we started and what the hobby looked like in the 1970's



# EDITORS CORNER

## BY LYN GORTON

First off, a huge thank you to the following for taking part in the first wave of the 4th BTFS group build:

Jacob Hansen AT-6

Karolina Marek P-51D

JP Walden Spitfire Mk.IX

Mark Krumrey TWO Lancasters (!), B-24, Ventura, Spitfire (Over Achiever Award and winner of the first Stearman ride.)

Lyn Gorton Defiant, Spitfire Mk.VIII

I built an F4U-1A, F4F, Buffalo, Mosquito, Typhoon, Tempest, a Tilly truck, Spitfire Mk.I, Hurricane Mk.II, Spitfire

Mk.XIV, AT-6, and a Stearman. Still have a BT-13 to finish...

Thank you for volunteering for Part Two of the 4th British Flying Training School group build. I deeply appreciate your participation! I'll be joining in as well.

The following have volunteered;

Griffon Spitfire Carlos Cisneros

B-25 Mark Krumrey

PBY Mark Krumrey

Beaufighter Keenan Chittester

Meteor Keenan Chittester

Griffon Spitfire Keenan Chittester (green and gray over Sky scheme)

Hurricane Keenan Chittester (night fighter)

P-47D Keenan Chittester (camo bubbletop)

Hellcat Mark Rossman

F4U-1D John Lewis (We already have a F4U-1 Birdcage in Slate Gray and Medium Sea Gray over Sky camo. Can you finish this one in a different scheme?)

...and I'll do several to fill in some holes.

Here are the rules for the build

1/48 scale

We ask that each model be finished in a historically accurate British scheme and proper markings. You'll be asked to provide some information about the aircraft to educate others.

Completion date late: October to early November

For each model you donate, you will get one chance for a Stearman ride. (If you building donate three models, you get three chances, etc. I am not eligible for the Stearman ride to avoid any conflict of interest.)

When the date gets closer, I'll be in touch to set a date we all can meet at Wings of Flight Foundation to drop off the models and visit for a bit.

If you're on Facebook, please search out the Wings of Flight Foundation 4th BFTS group and join up. Share your progress and photos with the others.

If you have any questions, please feel free to call me or shoot me an email. I can help with research material, decals, cutting vinyl masks, etc.

Scott Germain 602-430-6795 [LightAndLift@cox.net](mailto:LightAndLift@cox.net)

If anyone wants to consider committing to another kit, here are some holes we have to fill;

P-40, P-51A, P-51BC, P-51D, TBM/TBF, Swordfish, P-47, B-17, C-47, Hurricane, Firefly, Beaufort, Blenheim, Spitfire Mk.16, Spitfire Mk.5., and more!

One again, thank you very much!

# EDITORS CORNER

"WHERE WE WERE"

## DIRTY PLASTIC

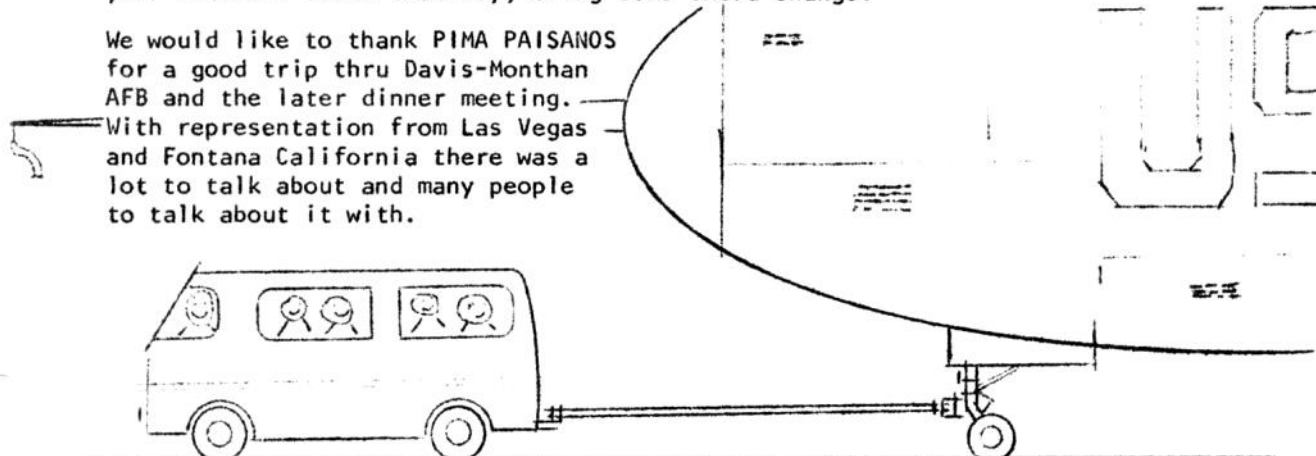
ARIZONA HISTORICAL MODELERS' SOCIETY/IPMS PHOENIX

NO. 8, DECEMBER 1971

To start off, this month's meeting will be at Pat Fowler's, 509 W. El Camino Dr., Phoenix. El Camino is 8300 North, which is 3 blocks north of Northern, gathering time is 7:30 p.m. or so. Brian has a number of 72nd Scale Kits for auction so if your interest leans that way, bring some extra change.

We would like to thank PIMA PAISANOS for a good trip thru Davis-Monthan AFB and the later dinner meeting.

With representation from Las Vegas and Fontana California there was a lot to talk about and many people to talk about it with.



Slightly along these lines is a thought I've been working on, that being to make Dirty Plastic the Newsletter for both Phoenix and Tucson. I mentioned this to Mick Koch at the Williams Air Show last week, but have yet to officially mention it to the PIMA PAISANOS, so Don, and the rest down there kick it around and give me your opinions.

The advantages would be an increased source of material, and with increased revenue and circulation, utilize a method of printing allowing us to reproduce drawings and other material, then widening the dissemination of this information. Both Chapters would have a page for local news and information and the remainder would be reference material. The idea came to mind after last month's meeting after Mick Koch, to whom I'll stand in awe at his cockpit detail, gave me an excellent article on cockpit detail. It will be in several parts beginning with next month.

For all exhibitors at Websters, please pick up your models as they want to (or have) clear the windows for their Christmas display. We won't have a display until January 15, which will be MODERN AIR FORCES.

Heinz Jacobs did the excellent title board, and we hope will continue in this capacity. The information card with each aircraft provided a worthwhile addition. This is typical of the display format to be used.

Frank Hunter has prepared an article particularly for those of you who don't believe its worthy of being called an airplane without two or more wings.

# EDITORS CORNER

## "WHERE WE WERE"

Page 2

### WOODEN PROPELLERS

I have found that the easiest way to duplicate the laminated wooden propellers of older aircraft is to laminate them out of wood. Model railroad basswood shapes provide the material. I use I-beams, 3/16 inch beams for 1/72 scale and 3/8 inch beams for 1/48 scale. First cut the flanges away and lightly sand the wood. This strip is then cut into lengths slightly longer than the finished propeller.

These pieces are then soaked in thinned stain in a small, wide can; like a tuna fish can. I use walnut stain and thin it with a lot of turpentine. The wood pieces are put into this stain and covered with a piece of plastic wrap to reduce evaporation, and stirred once a day, adding a little turpentine as needed. After a week or so, I remove the pieces of wood, wipe them thoroughly with a rag or paper towel, and leave them to dry for another week.

Now we are ready to make the propeller. The strips are glued together with a good white glue, squared up, and clamped between two boards to dry overnight. For the French props of all walnut construction I use seven pieces of the stained wood, but for the German props I use alternate layers of stained and unstained wood, starting and ending with an unstained piece (again seven laminations).

After the glue dries, the block is tapered on front and rear faces, about the last quarter of its length at each end. This taper should remove about two laminations at front and rear. The prop is now shaped in plan view and the blades sanded to proper airfoil shape, tapering from rear to front (check plans and photos carefully so you shape it properly for either a left or right hand prop). Now finish the sanding with very fine finishing paper.

Several coats of clear dope, sanded between, followed by a coat of gloss varnish will give the proper luster. Tip plates can be simulated with brass paint in the smaller scales or a piece of paper glued on and painted brass color in the larger scale. A small, circle of silver card material or aluminum foil in the center for the mounting flange with 6 or 8 pieces of wire inserted for mounting bolts in the larger scale, and a center hole for the prop shaft, will finish your prop.

For those of you that have watched Brian Baker drive down a line of aircraft in his Volks-Bread-Vagen at 42-1/2 MPH hanging out the window with camera in hand, this may offer some explanation:

### AIRCRAFT PHOTOGRAPHY

Most amateur air craft photographers fall into two categories - historians and model builders. The model builder, especially those interested in detailed pictures, is hereby left to his own devices. The historian - of which group the author is one - must keep a number of things in mind when making photographs of aircraft.

Selection of a Film Size - Over the last twenty years, I have found that a number of rules can be followed for maximum effectiveness in photographing aircraft. A suitable film size must be selected - both from the standpoints of availability in future years, tradability with different collectors (a pastime which can be very rewarding) and the use to which the photographs will be put. Twenty years ago, I selected black & white 616 as standard size, since this was the standard film size used by the "big time" collectors, including Bill Larkins, Peter Bowers and others. Later, when 35 mm color became more popular, some collectors began supplementing their collections with color slides or prints. The advantage here is that color is recorded on the photograph, requiring less documentation. This brings up another problem.



# EDITORS CORNER

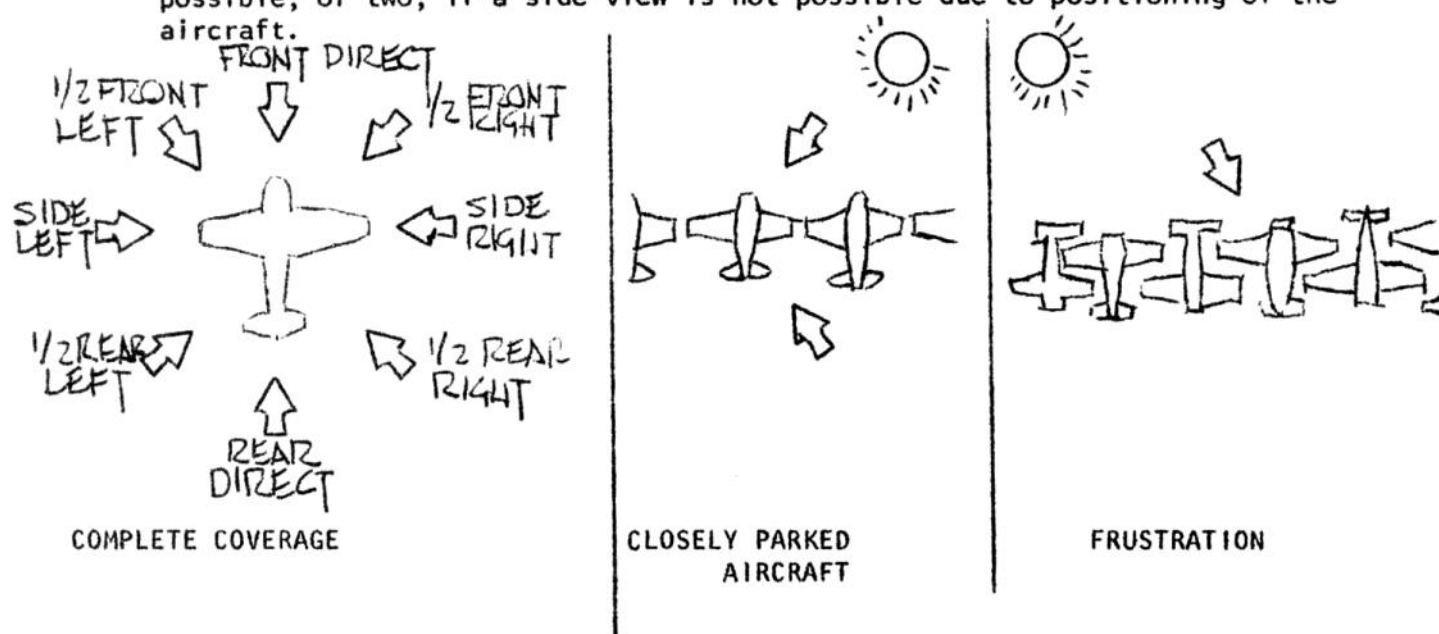
Page 3

## "WHERE WE WERE"

For newcomers, shoot 35 mm color slides.

Documentation - Documentation is the recording of data pertaining to a particular airplane. I usually try to record the aircraft type, registration or serial number, factory serial (or C/N, to use the British term, constructor's number), operator (airline, corporation, service, national guard, etc.), color scheme (if a black & white photo) and date and place photographed. This way, the information is available if needed, and unusual events, like the Cessna LC-126C I photographed a few years ago at Phoenix, which went from Army to Civilian and back to Army in the space of about three months. Sequence photos, showing the same aircraft in subsequent markings, are also made more reliable by accurate documentation.

Photographing the Aircraft - I have found that, aside from good photographic practices, the experienced photographer follows several rules. If he is trying to record information for modeling purposes, then eight views would be a minimum requirement, since this is the only way to get every detail on the aircraft. I usually shoot an airplane from three different positions when possible, or two, if a side view is not possible due to positioning of the aircraft.



Several rules are important. include the whole aircraft in the picture, unless there is some specific reason not to. If you cannot get far enough away, and want to record the markings, shoot what you can - it may be piled up tomorrow and your photos may be the last ones taken of the aircraft. Shoot with the sun at your back whenever possible - but if shooting into the sun - open the lens up an f stop or two and go ahead and shoot. You'll get more than a silhouette, this will give considerable detail - much more than you'd expect.

This is a BEGINNING. Brian will be back with some more later.

With all these articles (keep 'em coming in folks!), putting this issue together has been delightfully easy. To ease my guilty conscience, I'll start another feature that as long as the information holds I'll include on a more or less regular basis (i.e. whenever I can't think of something else)?

# EDITORS CORNER

Page 4

## "WHERE WE WERE"

### OUT OF THE PAINT CAN

To demonstrate the deviation of colors from the Federal Standard, Bob Forrest gave me paint chips sprayed from the paint at Luke AFB. I list below how they deviate from last months' colors:

Grey 36622 - Quite a bit darker and bluer, with a slight touch of green. Closes Federal Standard color is 36492, but has more color than '92.

Tan 30219 - This sample was far closer to the Federal Standard chip than the one I made. It has more "life" than my chip. If I was doing this chip again I would forget the blue. Bob also mentioned that the tan already on the plane was quite a bit lighter.

(Dark) Green 34079 - Bob's sample is not nearly as dark. I would guess the formula to be:

RR 48	Coach Green	25
RR 10	Black	1

Green 34102 - The sample was darker, almost as dark as '79 but greener for this formula try:

RR 48	Coach Green	35
RR 10	Black	1

and maybe a bit of yellow

As you can see the "official" colors give you something to start from but unless you have the actual aircraft to match to, there is a fair degree of latitude.

I want to do one on zinc chromate sometime soon. Does anyone have any samples I can compare with? This could be another interesting example of latitude.

One item I neglected to include in last month's listing of available color information is: AMA Bulletin #'s 157 & 166. These are available from the U. S. Naval Supply Depot, 5801 Tabor Avenue, Phila, Pa. 19120. These two bulletin's cross reference the Federal Standard 595 with the old ANA color numbers and names, harking back to the British WWII colors.

HEY! Why doesn't somebody write a controversial article or give somebody hell for something. We can't let this rag get too tame.

Also lets get the wants & disposals going again.

WANTED - 1/32 scale Hawk Model of Kaman HH-43 Huskie Helicopter.



HAVE A GOOD CHRISTMAS

# 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: Scott Germain  
4BFTS at Falcon field**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



## August Raffle

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

Please note that the August meeting will be the annual club swap meet so there will not be a club raffle. Lots of bargains to be had at the meeting so bring cash

## UPCOMING EVENTS

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.

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- 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>
Special Hobby	<a href="http://www.specialhobby.Ev/contact">www.specialhobby.Ev/contact</a>
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Rivet detail and schematic drawings	<a href="http://www.airwar.ru">www.airwar.ru</a>
Fine Scale modeling techniques	<a href="http://paulbudzik.com">http://paulbudzik.com</a>
“How to “Videos	<a href="https://www.youtube.com/Andyshobbyheadquarters">Youtube.com/Andyshobbyheadquarters</a>
Online magazine for all things avionic	<a href="http://www.wingleadermagazine.co.uk">www.wingleadermagazine.co.uk</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:



IPMS/USA PO Box 1411  
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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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# 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.)

**OPEN TO ALL MODELERS**  
**50+ CATEGORIES**  
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**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 Noon**

**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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