



THE CORSAIR

IPMS Phoenix / Craig Hewitt Chapter

Presidents Message

Hello everyone. I hope your year is continuing to go well. Mine is going well. So far, this year is a repeat of last year, which is both good and bad. Good, in that I have gotten involved in another Star Wars tabletop miniatures game that has a lot of nice pre-finished models. The “bad” aspect of the game is that it is taking up a lot of my modeling time.

The other project/hobby that is taking up my modeling time is the laser engraver/cutter that I bought for Laurie a couple of years ago. I haven’t used it for a year, and I’ve recently gotten it out to see if I can engrave wood plaques. I have previously used it only to cut out thin plywood to make projects. I have a bug in the process that I am trying to sort out, and if I fix it, it is possible that either Wendell and/or I will be laser engraving the trophy packages for Modelzona 2024. Speaking of the trophy packages, if you have any ideas, information, or sources for laser engraving, please contact Mike Pabis, Mike McFadden, Wendell Rogers, Dan Baker, or myself.

We had a good turnout at the February meeting, and we are continuing to get new visitors every month. It is also nice to see some of the previous visitors coming back to the meetings.

March’s contest theme is “Any non-US aircraft used in WWII.” To clarify, that would also include any US aircraft from WWII that is not in USA markings - so your RAF Mustang or RAF B17 is good but your American markings Spitfire, etc. would not qualify for the contest.

At the February meeting, Mike Mackowski gave an excellent presentation on building cast resin kits. I, myself have not built an entirely resin kit. I have only used some aftermarket resin parts for replacing injection molded plastic kit parts. It is nice to realize that if you have a resin kit with any of the parts warped or bent, they can be easily fixed with warm water.

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

At the risk of repeating myself every month, I would also like to continue asking for demonstrations and/or presentations for the club meetings. We have April filled, but I would really like to get six more for the remainder of the year.

Please remember that our club has the use of the smaller meeting room every 3rd Saturday of the month from 10:00 AM to 3:00 PM. The only thing we cannot do in the room is any spray painting. Please come to any, or all of these "Build and Bull" sessions. They can be a useful source for modelling tips and techniques.

We also need a show theme for Modelzona 2024, so if you have any ideas, please let Wendell or me know. I can be reached at kdhenthorn@aol.com.

That's all I have for this month. I'm going to look at a couple of models that I recently bought on sale. It turns out that I already have one of them, so it is likely that one of the duplicate kits may appear as a monthly raffle prize, or at a Modelzona raffle. And, yes, I am still working on three models currently.... the same models from last year.

Kevin

February Display



February Display



February Competition U.S. Armoured vehicle 1950 to present



February Competition U.S. Armoured vehicle 1950 to present



February Competition Winner



Carlos Cisneros
M46 (Dragon Kit)

February Raffle Winners



February Raffle Winners



WIRE RIGGING OF BIPLANE MODELS

BY BRIAN R. BAKER

BACKGROUND

I have seen many models of biplanes over the years, many of which did not have the wire bracing normally associated with biplanes and even early monoplanes. The first airplanes were, of course, made entirely of wood, and they were braced with various kinds of wires and struts. Later, into the nineteen thirties, when all-metal airplanes appeared, many were still wire and strut braced, but later, approaching the forties, cantilever structures became more common, and the wires and struts disappeared. However, to those of us who model older airplanes, the wires are certainly a part of any airplane we model, and these should be included in the models to make them look more realistic.



WIRE RIGGING OF BIPLANE MODELS

BY BRIAN R. BAKER

I began building models when I was about 6 years old, and by the time I was in high school, in the early fifties, I was building wooden models from scratch, using whatever wire I could find to represent the rigging. Into the sixties, when I became involved in the first Phoenix, Arizona, IPMS chapter, I was building models from commercially available plastic kits all in 1/72 scale. We had a very nice IPMS chapter, with a number of serious modelers. One of our members, Ray Sweet, an employee of Good-year Aviation in Goodyear, AZ, worked out a system of biplane rigging, and he taught me the process. Ray picked up lots of scrap electronic wire from the waste bins at Goodyear, material that would have been thrown away, and he had a large store of it at home. When I showed interest in the process, he showed me how to do it, and gave me a whole pile of the wire scraps, which I still use today, over 60 years later. This is the process.

RESEARCH

The first step in the process is finding out where the wires are located on the airplane. There are four major types of wire structures, strut bracing wires, flying and landing wires, which brace the wings in flight and while sitting on the ground, control cables, which actuate the rudder, elevators, and ailerons, and radio antenna wires, which were common on aircraft using low frequency radios. More modern aircraft today use VHF radios, which only require a short whip antenna. But a few old aircraft still carry the LF antennas, mainly for historical purposes.

This means that you will have to have accurate three view drawings or photos that show the wire installations. If you are modeling an actual aircraft, and have access to one at an airport or museum, take a series of detail photos showing the locations of all of the wires. If not, find a reference book that has numerous photos of the airplane in question. There are many aviation history books available today, and most have useful photos. In addition, sometimes the kit instructions include wire locations in their instructions, and even the kit box art could have useful information. You will need some kind of reference to locate the wire accurately.

The actual wires on most airplanes from the twenties on were flat, airfoil shaped wires with the ends equipped with threaded fittings to attach them to the structure. The airfoil shape was to reduce the aerodynamic drag created by the wires, increasing the maximum speed slightly. A photo of one of these wires is attached, showing the shape of the wire and fitting. My father, who learned to fly in the twenties in a Curtiss JN-4D Jenny training biplane he bought as Army surplus, took a scrap wire from an airplane in that time period and cut it short, grinding it to a sharpened end and chromed, making a very attractive letter opener. I still have it as a family heirloom today.

It is nearly impossible to duplicate the wire on a model in very small scales, but a round wire works just as well.

WIRE RIGGING OF BIPLANE MODELS

BY BRIAN R. BAKER

THE WIRE

Ray Sweet gave me a batch of scrap electronic wire, which consists of short lengths of less than 12 inches, encased in rubber or plastic insulation. There are larger wires available in hardware stores, which I have used for bracing wires on larger airplanes, but I primarily use the electronic wire for smaller 1/72 scale models. I usually cut the wires with a knife or wire cutters to a length of about four to six inches, and then strip off the insulation, rolling the wire against a knife to separate the insulation. It pulls off easily, leaving about 12 very fine pieces of wire in a usually wobbly shape. The wire should then be separated or pulled apart into individual pieces. Now the problem is getting it straight. This is really not a problem if you have a completely flat hard surface to work on, preferably formica. I use a small hand roller (photo enclosed) made of a flat sheet of aluminum with a handle superglued to one side. Ray gave this to me, and I still use it 60 years later. Rolling this contraption over an individual wire will eventually cause it to straighten out. I then put it in a flat container, although I sometimes have to re-roll it before I attach it to a model. When I cut the end off to get the proper length, I keep the scraps, as they are useful for short bracing wires, such as landing gear bracing or control cables. They should always be handled with a set of pointed tip tweezers. Otherwise, they will nearly always bend.

The wire can be trimmed while lying flat on the desktop by cutting it with an Exacto knife. A round tipped blade works better for me, but a straight tip also works. The next problem is measuring and attaching the wire to its proper position on the model.

WIRE RIGGING OF BIPLANE MODELS

BY BRIAN R. BAKER

INSTALLATION.

I have a number of tools on my workbench that I use for wire installation. Most important is a measuring device, and I use a set of pointed tipped dividers to measure the length required. If this doesn't work because of the shape of the model structure, I just use a piece of flat index card or heavy paper, cut to a small size, to cut a piece to size so I can insert it into the gap the wire is going to fill. When I have the length measured, I cut the wire to size and using a set of sharp pointed tweezers, I test fit it to the model. When I am satisfied that the wire is the correct length, I use a pointed dental tool to attach a tap of white glue to the higher surface of the wire location. I then attach one end of the wire to that glue spot, and carefully move the other end to the opposite end location. You have to be very careful moving the wires around, as they will bend very easily, and if they do, you have to remove the wire and restraighten the wire using the roller bar.

CARE IN HANDLING

One thing to realize is that these wires are VERY fragile, and bend easily. Therefore, it is best to work in a sequence that reduces the risk of wire bending. I do this by attaching the smaller inside wires first, such as strut and landing gear bracing wires. Then I attach control cables. After that, I install the landing and flying wires between the wings. Landing wires attach from the upper inside struts and run to the lower outside wing struts to brace the wings while the airplane is on the ground. The flying wires run from the lower fuselage to out upper wingtip struts, and brace the wings while the airplane is flying.

ANALYSIS

One thing to remember is that every airplane's wiring is different, and even planes of the same make and model can have different wiring patterns. Just be sure to use a photo or drawing of the particular plane you are modeling to ensure accuracy. If you build a lot of models, a large library of aviation books or photos is essential. Or, sometimes, you can find photos or particular airplanes on line. Whatever you do, remember that the research is important, and that once the wiring is completed, the model must be treated with the greatest of care. If you are moving the model, pack it carefully so it cannot move or be in contact with another model. I would not advise sending it anywhere in the mail unless you don't mind doing the almost unavoidable repair work. Remember, if it ain't broke, you won't need to fix it.

WIRE RIGGING OF BIPLANE MODELS

BY BRIAN R. BAKER

I hope that this article helps some of you to build more detailed models. Just remember that Ray Sweet, late of IPMS Phoenix, developed this process. He would be the one to thank, but he has long passed. Thanks, Ray.

Editors Note

Brian will be giving a seminar on this subject at the March meeting.

Well worth some of your time to learn this technique

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

A good turnout at the February meeting despite the bad weather.

We were treated to an excellent seminar by Mike Mackowski on building resin aircraft.

It is always worth staying on at the meeting if there is a seminar and the March meeting will be no different with Brian Baker demonstrating the technique of wiring Bi-Planes

A note has been sent out to all those who are in danger of losing their good standing status as the March meeting will be the last opportunity before cuts are made to the roster.

If paying please bring cash as the club is not set up for card or online payment.

Those who are in danger have also been informed of how to contact Bill Dunkle (treasurer) in order to pay with a check via the post.



I hope you are still enjoying the look back in time covered by the “Where We Were” pages. These are all from the club's first newsletter which started in 1972.

This month we are up to March 1973 and just to keep you amused the movies that were going around at that time are shown above.

I must confess I have not heard or seen any of them

WHERE WE WERE

Dirty Plastic March 1973

NO. 23

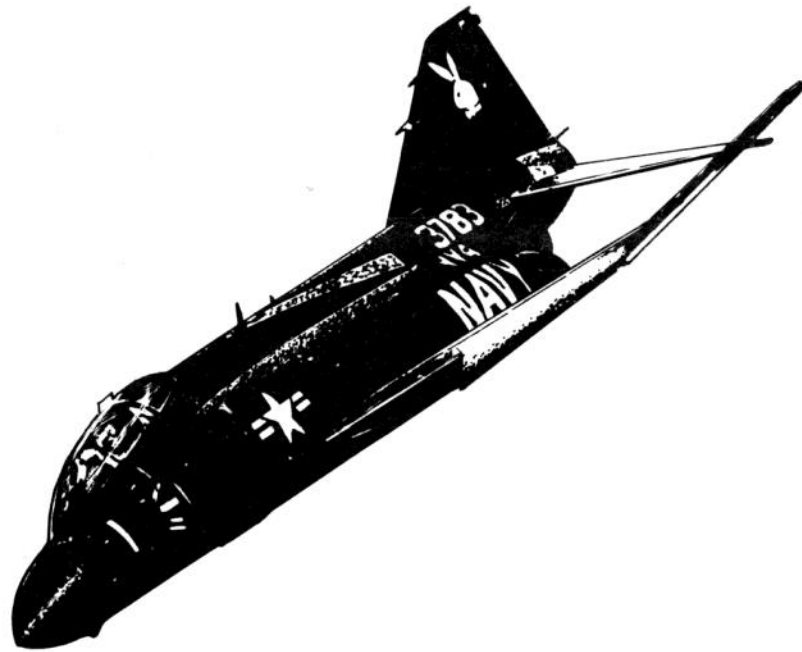
MAR. 1973



dirty plastic

ARIZONA HISTORICAL MODELERS SOCIETY IPMS/PHOENIX
PIMA PAISANOS IPMS/TUCSON
2033 N. 11TH AVE. PHOENIX, ARIZONA 85007

F-4 PHANTOM II



Heinz F. Jacobs

EDITOR - CHARLES K. KRAUSE JR. 2033 NORTH 11th AVENUE PHOENIX, ARIZONA 85007
TUCSON EDITOR - MICK ROTH TYPING & PRINTING - MARGARET BEARD COVER BY - HEINZ F. JACOBS

SUBSCRIPTIONS: \$ 3.00/YR.

WHERE WE WERE

Dirty Plastic March 1973

Dirty Plastic is a joint publication of the ARIZONA HISTORICAL MODELLERS SOCIETY, IPMS/Phoenix and PIMA PIASANOS, IPMS/Tucson. Subscriptions are \$3.00/year, 30¢ an issue. As this is issued for the benefit of Modellers it is not copyrighted, however, when reusing any article or drawing acknowledgement is appreciated.

IPMS Phoenix

Social Wednesday, March 14, 7:30 PM
DeVry Institute of Technology
Highland & 24th Street

(In keeping with our Phantom Theme, this month Brian Baker has invited a Former Phantom Flyer to join us)

Business Wednesday, March 28, 7:30 PM
2033 No. 11th Avenue, Phoenix, Arizona

IPMS Tucson
P. O. Box 1363
Tucson, 85702

Weekly: 7:30 PM every Friday
Call Don Sproule (885-9549) for meeting location.

SOUTHERN CALIFORNIA SCALE MODEL SHOW

Saturday & Sunday, March 17 & 18. Griswold's Convention Center in Claremont, California. Inquiries can be addressed to Al Clemens, 4202 Ewart Street, Montclair, Ca. 91763 - (714) 983-2280.

AIR SHOW, DAVIS MONTHAN AIR FORCE BASE - TUCSON: Weekend of March 17

THE 1973 IPMS/USA CONVENTION - Columbus, Ohio, July 20, 21, 22. Inquiries, Monte Nevhart, 1483 Dobson Sq., N., Columbus, Ohio 43229

THIS MONTH

CKK

Mick (The Phantom) Roth begins a two (or more) part series on the Phantom with both a critical look at Revell's offering and cockpit interiors. Following this will be markings of several unique aircraft, some shown on this month's cover and all those interesting things carried exposed, E.C.M.'s and an updating of last year's missile article.

Mick has asked that these articles not be reproduced without his permission. Also, I'm sure some other Phantom Freaks (good grief what an urge I've had to do all F's as Ph's) will want to correspond: Mick Roth, 2904 E. 8th Street, Tucson, Arizona 85716.

This is also my final issue in the capacity of Editor. As much as I've enjoyed the position, it is infringing too deeply into available time, to the detriment of other things, including Dirty Plastic itself. I hope to have some time to do a little model building and also complete a number of aircraft drawings for later inclusion in D/P. This is not a farewell note as I'm not disappearing completely. I will remain in charge of subscriptions and will be contributing articles.

Brian Baker, President of IPMS/Phoenix will be accepting the reins and Heinz Jacobs will be taking care of the Art Director.

EDITORIAL NOTE

CKK

We've had a number of new guests in recent weeks. We were all once in the position of being a fresh stranger to an established group, so take a minute, introduce yourself and invite them to join the conversation. It will benefit everyone.

Phantom Details

Mick Roth

The F-4 details, particularly the cockpit drawings, were originally meant to be applied to the Revell 1/32 F-4J upon its release. The original series of cockpit drawings were to have been printed in 1/32 scale for direct use, if desired, in the model, but this idea was dropped due to printing limitations.

The tie-in to the big F-4J has been dropped and the series of detail drawings expanded to include other F-4 variants. Fujimi's F-4E would probably be a good base for the application of this material. It would probably be easier, for example, to modify the E to J configuration than to correct the errors in Revell's kit.

Since the cockpit drawings included here are not for direct use in a model as originally intended, certain liberties were taken in preparing them as reference material. Certain drawings were keyed to other similar drawings to avoid tedious re-drawing of repetitive detail. For example, the F-4D front instrument panel is fully illustrated, and serves as a key to the C and E model panels. Only panel equipment differing from the D is fully illustrated. Likewise, the F-4B panel is the key for the F-4J panel.

Instrument and console markings have been drawn overscale to facilitate photo-reduction to model scale in the event anyone wants to try it. As a matter of interest, the cockpit drawings were produced by drawing them with a felt tip pen and having them printed as negatives to reverse the tones.

Only 2 sets of front cockpit consoles are reproduced due both to space limitations and the fact that from a modeler's standpoint there is little difference from one F-4 to another in the series F-4B/J and F-4 C/D/E.

The external detail section (next month) will consist of sketches of various bits and pieces of (I hope) useful information.

Sources

Photos: Bob Forrest -- Cockpit photos and specs.
Ben Knowles -- Exteriors
Gary Meinert -- Exteriors
Hugh Muir (Centurian Enterprises) -- Cockpits and exterior details
Mick Roth -- Cockpits and exterior details
Bob Trimble -- Exterior details

Publications: F-4 series flight manuals (AF and Navy)

REVELL'S 1/32 F-4J

Mick Roth

Long awaited by a horde of panting, wild-eyed Phantom phreaks and phanatics, is here. Unfortunately, any hope that the kit would be a masterpiece of detail and accuracy was misplaced. Released at about the same time as Revell's exquisite Tony, the Phantom is opposite in nearly every respect. After seeing the beautifully detailed 1/32 Japanese fighter, it is hard to understand how the same company could release a kit as poorly researched and produced as the F-4.

At first glance, the model is almost awe-inspiring due to its size, spelled H-U-C-E. This reaction disappears almost as rapidly as the initial squeals of joy fade from the air. Even a cursory inspection of the kit at this point indicates that the size of this model serves only to emphasize its lack of detail and certain of the more obvious inaccuracies. It is a definite shock, considering the history of the Phantom, to discover that Revell did not see fit to include any pylons, to say nothing of the various tanks and other external stores to hang on them. The kit armament consists of 4 Sparrow missiles for the fuselage baysperiod.

Surface detail is definitely not a strong point with this model. All panel lines are raised rather than engraved, varying from the petite to coarse and lumpy in several areas. Avionics cooling air exhausts to either side of the nose gear well and the bleed air vents above and below the intakes are not even indicated, although quite noticeable on the real airplane. The fuel vent mast below the rudder is where it ought to be, but looks like the moldmakers started shaping it....and never finished.

The Sparrow bays are little more than skinny indentations in the belly of the model, and are too short, shallow and narrow to house the missiles properly. Other inaccuracies, equally annoying, include a rather anemic arresting hook assembly and a pair of squashed looking air conditioning inlet scoops to be mounted just aft of the radome.

Many of the model's shortcomings stem from an apparently superficial re-search job. Except for marking data, it would appear that Revell examined but one F-4J in the research stages, and did not even apply that information correctly.

Enough clues exist, both in the kit and on the box cover, to allow an educated guess as to the identity of the research subject. The instrument panel illustrated on the box side panel is a rather good representation of the panel used in Blue Angel F-4Js, although the one supplied with the kit is, for some strange reason, an RF-4 configuration panel. The lack of pylons and stores also at least hints that an "Angel" was the subject.

The above reasons are relatively minor ones to base a complaint on, but Revell's apparent choice of a research bird led to a major "goof". The Blue Angels fly, except perhaps, for replacement aircraft, F-4Js drawn from a group of 17 pre-production birds with J-79-GE-8 engines as opposed to the -10 engines used in production airplanes. The exhaust nozzle of the -8 is shorter and of a different configuration than the -10 nozzle. Revell used the -8 configuration for the kit, but made the nozzle too long.

As a matter of interest, both the -8 and -10 engines are illustrated on the kit box side panel. The engine illustrated alone has Revell's stretched version of the early nozzle, while the one being inserted into the model appears to have the later nozzle as seen on the F-4E and production F-4J.

The overall outline of the model is not especially accurate. The radome and forward fuselage, when compared to profile photographs of real F-4Js, seem too deep, giving the nose a sort of puffy appearance. In fairness, it should be mentioned that the radome, although a little oversized, is probably the most accurate produced by any kit manufacturer to date. Had the base diameter been a little less, and so the forward fuselage, the nose would have been perfect in outline.

The other major problem area includes the entire canopy system and aft canopy fairing. The windscreen is too low in profile, not deep enough at the forward end, and sort of squashed looking at the bow. Due to the low windscreen, the front canopy is also a bit too low in profile. The windows between the front and rear canopies are also wrong, being too wide.

The rear canopy, along with upper fuselage directly behind it, is one of the major inaccuracies of the kit. For some reason, Revell saw fit to ignore the upper fuselage fairing which is more or less a tapered extension of the rear canopy. This bit of redesign resulted in a canopy that tapers in the wrong direction in plan view. Instead of being wider at the front canopy bow, it is a bit wider at the rear. Unfortunately, neither the kit canopy nor the upper fuselage panel just behind it are corrective; both must be scratch-built.

Less important, but still very annoying, are the inaccurate and poorly executed cockpit details. Instrument panel and console details, done in a raised line, are not the worst ever released by Revell, but they are not far from it. They are not even in the same class as the slightly mushy Zero cockpit, let alone the jewel-like Huey panel and consoles.

In terms of accuracy, the front cockpit consoles are fairly close, but nothing else is even in the ballpark. The front instrument panel supplied with the kit is basically an RF-4 panel bearing little resemblance to any of the straight F-4 panels. The rear cockpit is best left undescribed -- refer to the cockpit drawings in this and next month's issue for general rear cockpit layouts. The Martin-Baker seats are okay as far as they go, but that isn't saying much.

The kit landing gear is beefier than in previous Revell releases, so this bird won't get bow-legged. The struts look pretty good, but the wheels are mighty plain. Wheel well detail is surprisingly good in the wing bays, but the nose gear well is bare. Also very well done are the upper and lower wing bulges found on all but the A, B, and G models of the Phantom.

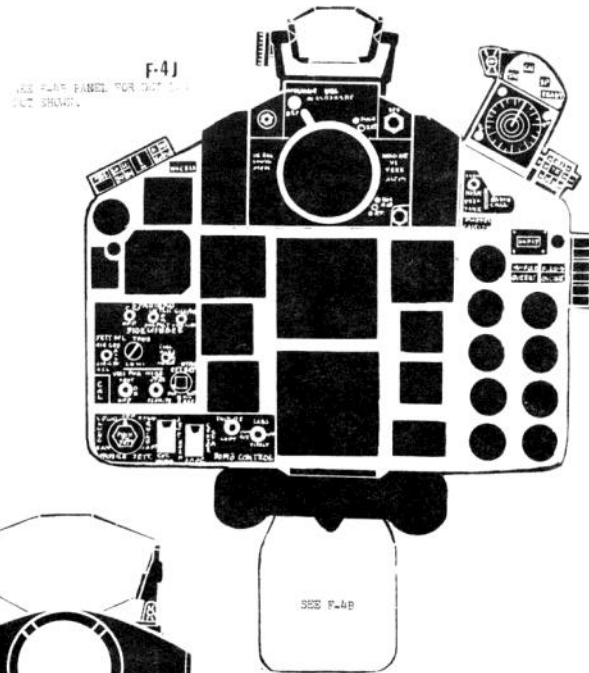
All in all, Revell's F-4J is a great disappointment. I think the firm is capable of much better work than is indicated by this kit. If a final comment is in order, it would have to be: For a 1/32 scale kit, Revell makes a pretty fair 1/100 scale Phantom.

WHERE WE WERE

Dirty Plastic March 1973



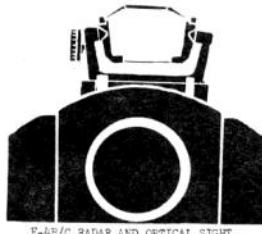
F-4B



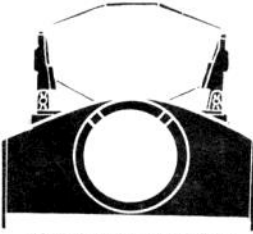
F-4J

USE PLAT PANEL FOR DETAIL OF
LEFT SHROUD.

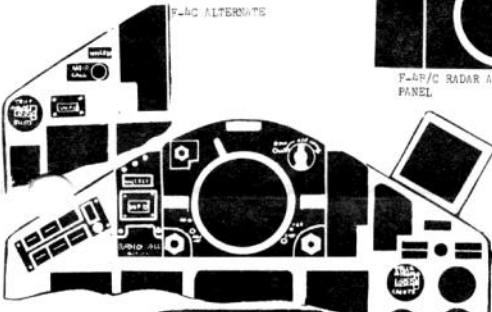
SEE F-4B



F-4B/C RADAR AND OPTICAL SIGHT
PANEL



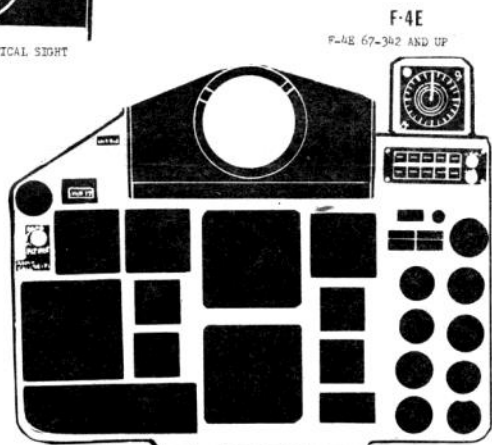
F-4D/E RADAR AND OPTICAL SIGHT
PANEL



F-4C ALTERNATE

(SEE F-4E)

F-4C

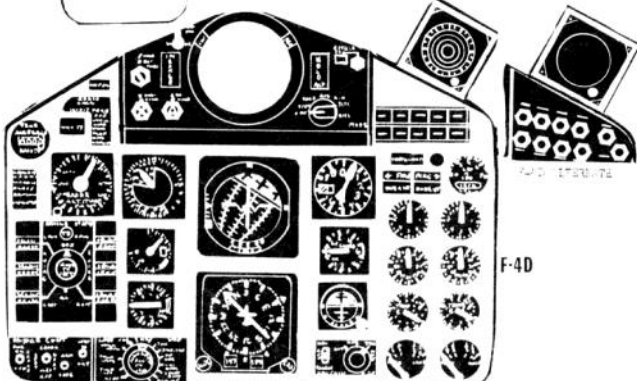


F-4E

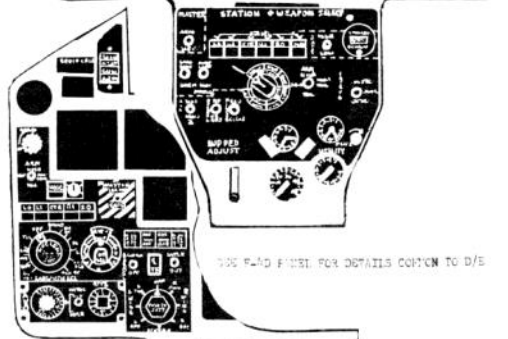
F-4E 67-342 AND UP



F-4C AND F-4D/E
ALTERNATE

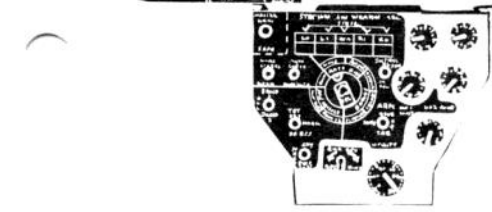


F-4D



F-4D ALTERNATE

SEE F-4D FIRST FOR DETAILS COMMON TO D/E

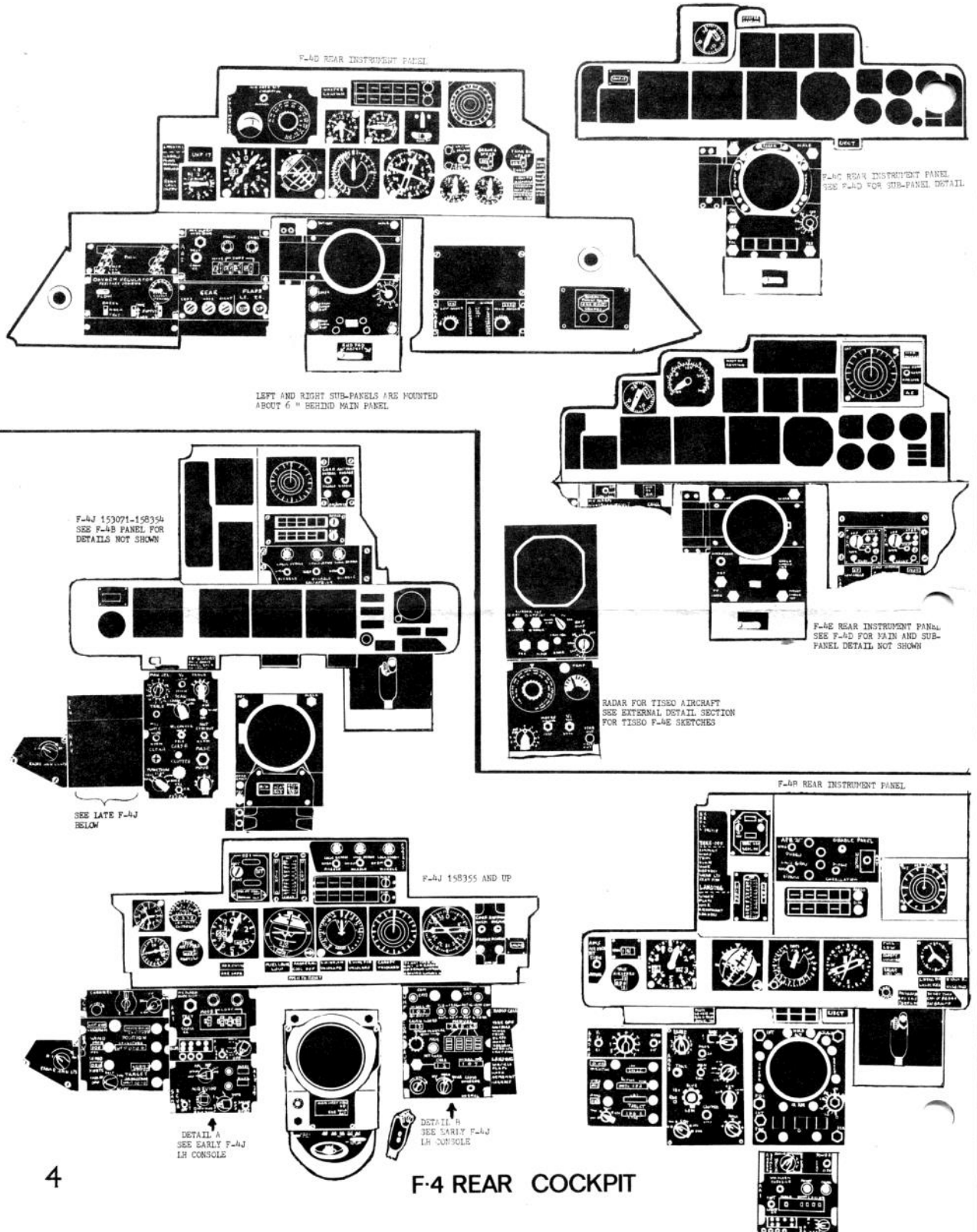


F-4 FRONT COCKPIT

PROMOTION FROM
PL-104/105 RE
REWORKED AS
ALL PREVIOUS PL-104

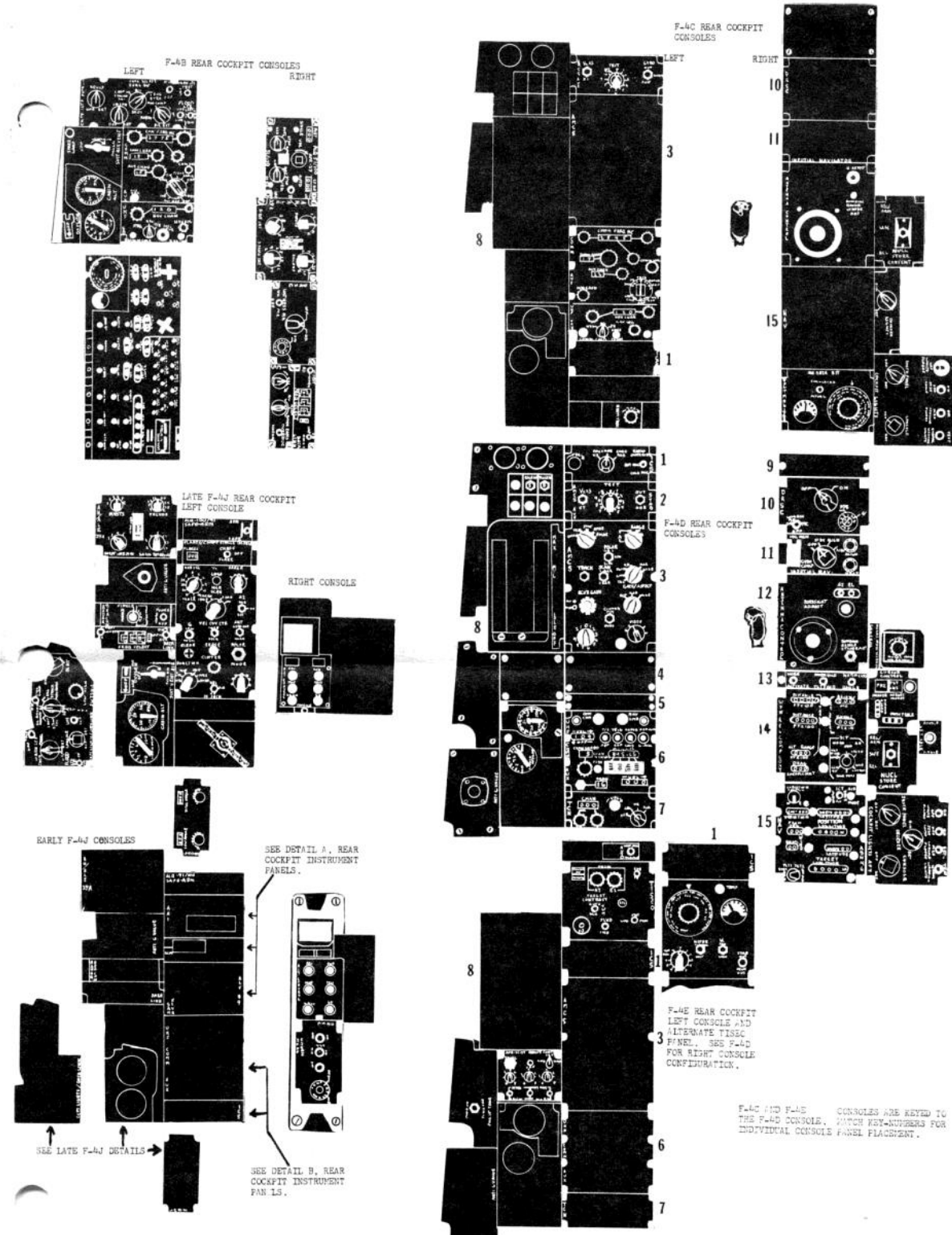
WHERE WE WERE

Dirty Plastic March 1973



WHERE WE WERE

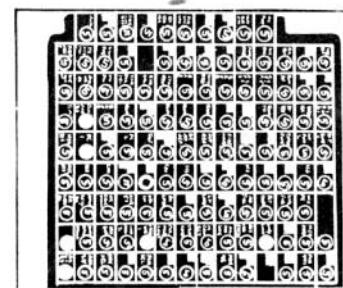
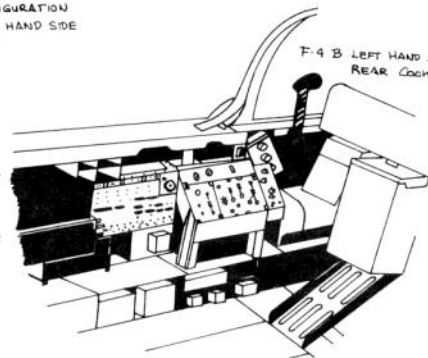
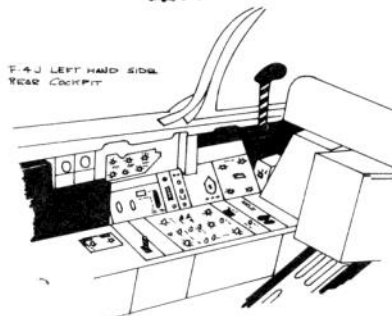
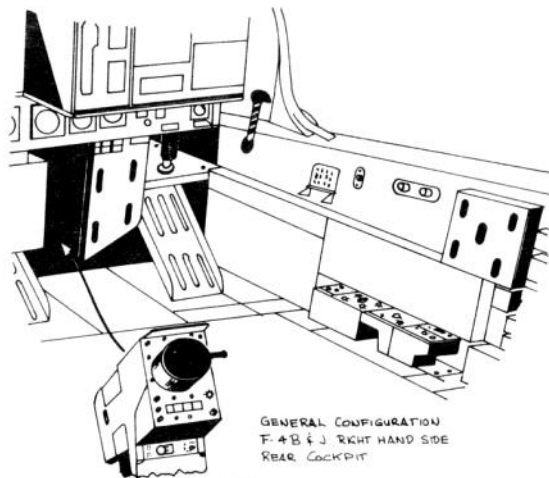
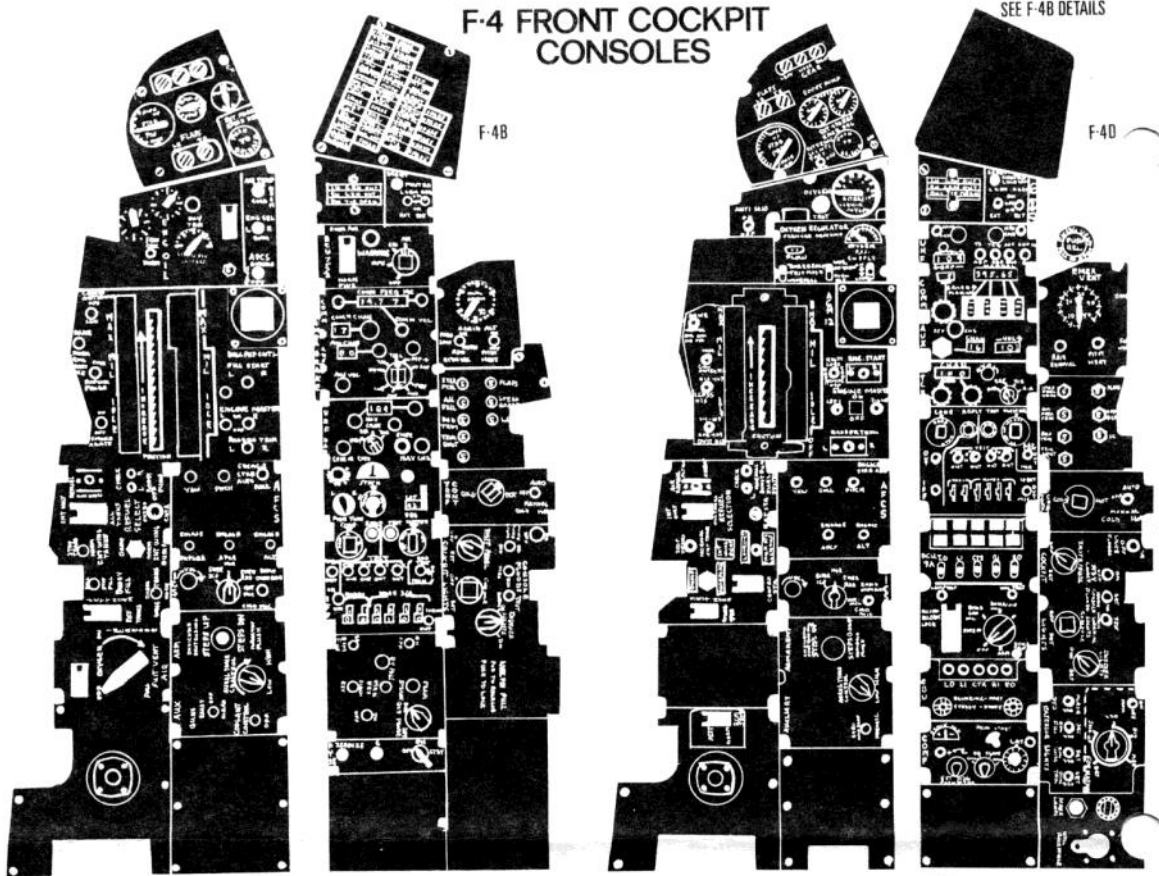
Dirty Plastic March 1973



WHERE WE WERE

Dirty Plastic March 1973

F-4 FRONT COCKPIT CONSOLES



CIRCUIT BREAKER PANELS

WHERE WE WERE

Dirty Plastic March 1973

PAINT SPOTS

United States, Engine Grey, FS595 36081 (ANA 513)

Pactra Gloss Colors

- Black 60%
- White 25%
- Yellow 15%

Last month's Humbrol color chip of FS 595-34151 (ANA 611) really missed the boat. It should both be darker and far more Olive. The Floquill mix with it should give you a better shade.

This month, I did my homework a little more thoroughly and found what I thought to be a simple engine grey has expanded to a number of uses.

However, first things first. This color seems to be relatively standard from at least during WWII to the present, at least as far as reciprocating engines are concerned. For modellers, this color would be more applicable for radial engines.

By the time an aircraft has seen much service this grey has both dulled and lightened, at least according to my photographs, and would be applicable to the crankcase and possibly the rocker boxes. Pushrods would be either this grey or black, silver showing thru only where paint was worn off, while the wiring harness ring could be silver, grey or black; I've seen photographs in all situations.

Cylinder heads are cast aluminum generally, and in most military aircraft appear to have been left their natural dull grey aluminum (not silver). Between the fins would appear black. For the cylinders I suggest Floquill's gunmetal grey with a bit of silver added.

A recent (1967) navy technical manual also lists this color as applicable for helicopter transmissions and rotor hubs.

This same color in semi-gloss form (26081) is listed as Seaplane Grey and this month's back cover shows its usage on search and rescue seaplanes. For standard seaplanes its similar with seaplane grey substituting for the gaudy colors, (except top of fuselage which is white). The gloss grey is listed as used in areas subject to exhaust stains.

The Navy also lists this color on helicopters (overall), drones and towing and aerial target control aircraft fuselages, cowlings and engine nacelles.

This color has ANA No. 625 and is listed in charts dating back to early WWII (Ross Whistler in his excellent booklet "USAAF Camouflage 1933-1969" notes that ANA 625 is somewhat darker than FS 595 26081). I have no data on its WWII use, but the name certainly gives a definite indication.

1/32 F86F

Mick Roth
Dedicated to Russ Sas

Now that the F-4 review is wrapped up, I can pick on something else. As we have my very own copy of the new Hasegawa 1/32 F-86F, I think I am qualified to comment on the kit. All of the 1/32 Sabre reviews to date have dwelt solely upon the supposed excellence of the model; I feel that some balance is necessary.

To begin with, let me say that Hasegawa should be severely chastised for making it so difficult for the poor, simple-minded modeler. I mean, a 4-47 engine with about 50 separate parts (not counting a length of plastic tubing to be cut into 24 piping and wiring sections) is had enough, but to include a choice of plastic or brass burner cans is just too much. To make things even more complicated, they did the same thing with the landing gear, supplying plastic and rubber tires. And that canopy -- who ever heard of a model canopy consisting of 11 parts plus the windscreens?

Bob Oh Boy! are the three things wrong with this model! I'll have you know that of the six .50 cal. machine guns supplied with the kit, not ONE worked!! Not only that, but the ammo belts wouldn't feed either. Speaking of armament related items, they left out the 37mm cartridge for the ejection seat.

There are other mistakes in the cockpit area. The throttle (Part #E62) does not move in its track, and the panel lights did not work when I plugged the model into the nearest wall socket. Then I found myself flat on my back very shortly thereafter is traceable directly to the poorly engineered airplane electrical system. And watch out for that Toyota airplane tug -- I slipped while installing the gas pedal and it towed the Sabre over my fingers!!

Once assembled, the model is even more troublesome than during construction. I don't know if it is just my model, or if they are all like this, but it is just plain annoying to have to keep wiping up leaking hydraulic fluid. The smell of JP-4 is so strong that I was forced to put a NO SMOKING sign on the door to my room.

All considered, Hasegawa's one unforgivable mistake was not including an operating starter cart in the kit. I've tried everything, but I just can't get the Sabre to start. Hmmm -- you know, it might help if I removed the dust covers from the intake and tailpipe and dug out the old vacuum cleaner

HORIZON HOBBIES, P. O. Box 398, Enfield, Conn. 06082 has an excellent review of the recent Chicago Hobby Show in their most recent flyer. A number of interesting kits are being introduced. Send them a card asking for this list if you haven't already received it - mention that D/P sent you.

Every year IPMS Canada brings out a limited number of hard bound editions of **Thoughts**, making a handsome way of collecting an excellent publication. The 1972 volume is now ready and available in black and either brown or brown bindings, (forget which), cost if \$7.25. Also a few bound (black) UK & Quarterlies are available at \$8.25. Both prices include the Canadian Bank Service Fee of 25¢ for checks. Available from:

Rick Johnson
60 Village Dr.
Belleville, Ont.
R9P 4L5, Canada

RARE?

BY IPMS USA INFORMATION SERVICES, 868 French Cir. Las Vegas, Nevada 89101

Many modelers have experienced the "fickleness" of the plastic kit manufacturer lately, primarily in the re-release of once considered "rare" kits. Kit collecting used to be a hobby in itself (please note that I say used to be), enjoyed by many modelers of all ages. It is with some authority that I write this as I was, at one time, bitten by the "bug." It is difficult to say whether we should pat the manufacturer on the back for co-operating with the demands of the serious modeler or berate them for turning valuable collections into stacks of kits worth \$1.29 each. In any case, this is for the individual modeler to judge. The IPMS USA Information Service will try to keep the modeler up on what is "declining in rarity" by virtue of new releases (re-releases), and through various independent and reputable traders and several IPMS chapters involved in the field we will list an average of a fair market value for some of the kits with little chance of ever being produced again. This does not mean that a collector should not be allowed to sell his kits for whatever price he chooses. Price is created by demand and availability. This simply establishes a fair consensus value to negotiate with.

Re-releases scheduled: Aurora 1/48 WW I aircraft, about one dozen different, titles not yet announced. Revell already on the market V-2 Rocket, T-34 Tank.

"Rare" US kits still in production by factories overseas: Revell: (Abbreviated by; UK, England; WG West Germany; J, Japan) All WWI and WWII 1/72 fighters UK, WG at about 75¢ each with post. #H-111 B-26 Marauder UK, WG, J (new release) #H-109 RF-4E WG (nose cap change only (and decals))

H-112	He-219	UK, WG, J			
H-113	Ju-88	" "	" "		
H-115	A-20C	" "		H-127	F-100C UK, WG
H-207	Lancaster	" "		H-22	X-3 "
H-121	D-528-2	" "		H-125	P-84P "
H-123	P-94C	" "		H-126	F-89D "
H-128	F-101A	" "			
H-139	B-36	WG	all about \$1.50 inc. post.		
H-140	B-47	WG		H-239	B-29 WG
H-83	C-130B	WG		H-264	X-15 WG
H-273	B-52/X-15	WG		H-238	B-25 WG
				H-252	B-58 WG

H-261 Skyraider A-1 (1/40) all under \$2.00
Most Revell airliner kits WG, UK at around \$2.00 inc. Caravelle, DC-8, 727.

H-332 S.S. United States WG about \$4.00
Tug Boat and Cris-Craft (H-314, H-302) at about \$2.00 UK, WG

In addition, most overseas kits are produced with different decals. It would be a fairly good idea to try to get some current catalogues from overseas correspondants.

Also as a matter of interest, Aurora maintains about 22 factories and/or distribution centers all over the world. You can probably request the addresses or get a list of them in the Netherlands produced kits.

Also announced for 1973, the old Lincoln International kits will be re-released (about 18 or 19 kits) including the Constellation, DC-3, DC-7C, DH Venom, Canberra, F-27 (a fantastic kit), and a 1/48 Folland Gnat. They should retail for less than \$2.00, we are told.

Manufacturer	Kit	Est. Cash Value	Availability (good, fair, poor, very rare)
Revell	Tradewind	\$12.50	F
	Convair 990	6.00	G
	DC-7	25.00	VR
	P-9F-6 Cougar	9.00	F
	P-3A	11.00	F
	WV-2	15.00	VR
	F-2V H-238 \$20 w/ skis \$17		VR (price declining since Hasegawa release)
	"Connie"	21.00	VR
	Electra	10.00	F
	Mariner	20.00	VR
Seamaster	12.00	P	
Hawk	Baka Bomb	4.00	G
	U-2	Chrome 7.00(F) Black 15.00 (P)	
Aurora	CP-105	5.00	VR
	Bench Super 18	7.00	F
	Pogo (Convair)	7.00	G
	Pogo (Lockheed)	15.00	VR
Renwal Aeroskin	2-in-1 Golden Flyers		
	With Wright Bros all others	15.00 9.00	VR P
Lindberg	F-80	8.00	VR
	F-94	6.00	VR
	F-7U	8.00	F
Frog	DH 110	6.00	F
	DH-112	6.00	P
	Vickers Valiant	15.00	VR
	H.P. Victor	10.00	VR
	Vickers FB-2	7.00	VR
	Vickers Vimy	4.00	G

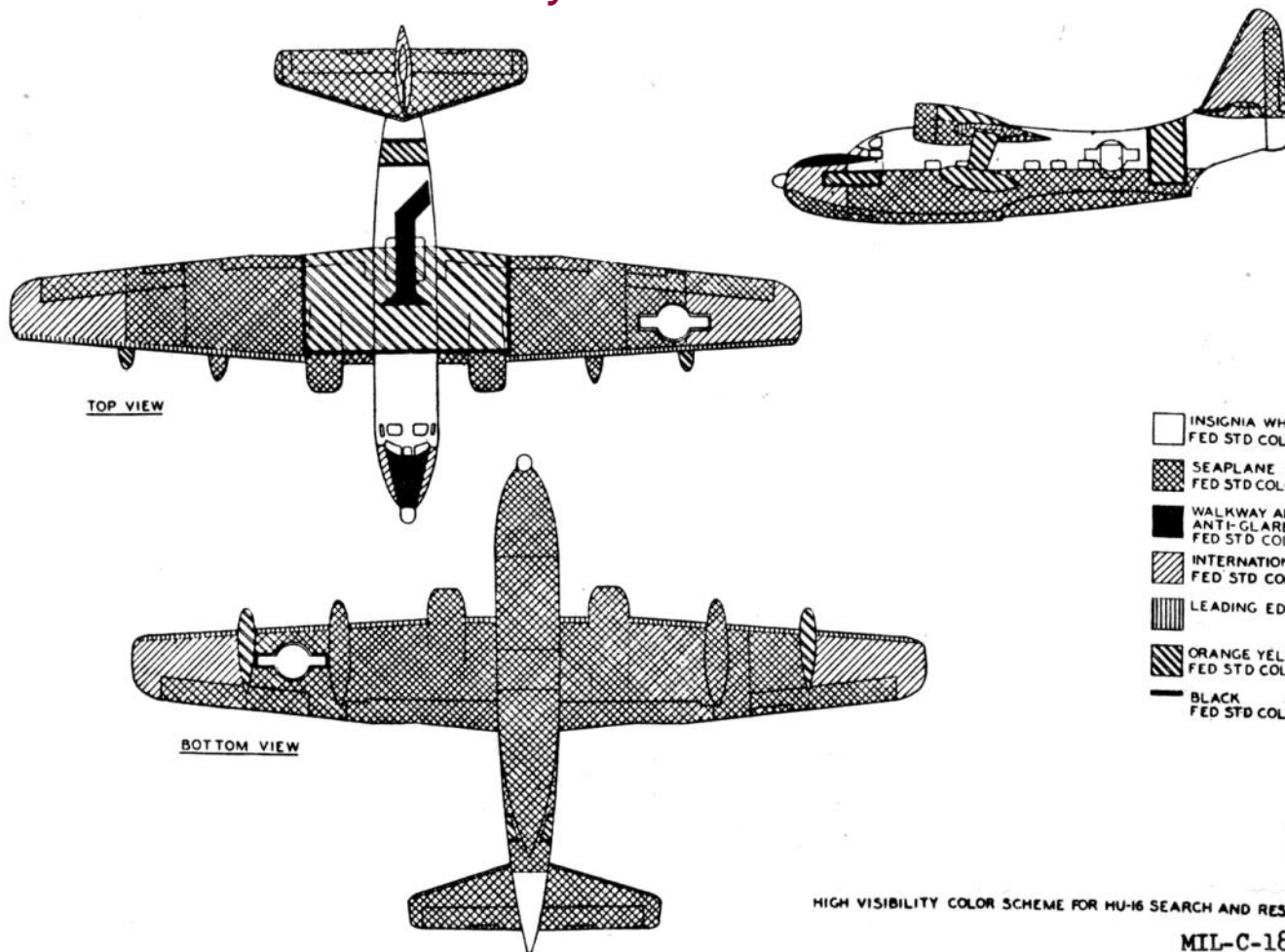
Estimated values had been obtained on some kits prior to information about current or forthcoming availability. Some of these were: Revell B-52 w/X-15...\$8.00, F-89...\$6.00, Lincoln DC-7...\$7.00, Lincoln Connie...\$12.00, Aurora Gotha...\$25.00. "Let the buyer beware!"

If the membership wishes, this will be a continuing feature, meanwhile, I would like to sincerely thank IPMS Fontana and Ray Anderson, IPMS Tulsa and Owen Reynolds, Wayne Trudell, and Edwin Scott, Klaus Lehmann (IPMS WG), David White and Geoff Reynolds (IPMS UK), and Jyun Oizumi (IPMS Japan), Jim Scroggins and IPMS LV, and many others too numerous to mention for their assistance in the above.

"Caveat Emptor!"
Richard C. Vaughan
2nd V.P. IPMS USA

WHERE WE WERE

Dirty Plastic March 1973



TOP VIEW

BOTTOM VIEW

-  INSIGNIA WHITE
FED STD COLOR NO. 17875
-  SEAPLANE GRAY
FED STD COLOR NO. 26081
-  WALKWAY AND ANTI-GLARE BLACK
FED STD COLOR NO. 37038
-  INTERNATIONAL ORANGE
FED STD COLOR NO. 12197
-  LEADING EDGE FINISH
-  ORANGE YELLOW
FED STD COLOR NO. 13538
-  BLACK
FED STD COLOR NO. 17038

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Address Correction Requested

dirty plastic

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3 N. 11th Ave. Phoenix, Arizona 85007

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



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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 Awards 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

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:

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:

DECEMBER 2024

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



March Raffle

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

Item A: 1/48 Tamiya, Messerschmitt Bf-109 G-6



Item B: 1/48 DML, SPAD 13 with 1/12 Rickenbacker Bust



Item C: 1/144 Imai, Nakajima J1N1 R Type 2 "Irving"



Item D: 1/72 Testors, HH-53C "Super Jolly Green Giant"



Item E: 1/35 Tamiya, M4A3E8 Sherman "Easy Eight"



Item F: 1/350 Trumpeter, Liberty Ship SS Jeremiah O'Brien



Item G: New Item from Hobby Depot: 1/25 Revell '71 Mach1 Mustang



Item H: New Item from Hobby Depot: To be announced – New release Aircraft from Airfix

UPCOMING EVENTS

April 13th - DSC
November 2nd - Modelzona

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 Gortonlyngorton@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
Special Hobby	www.specialhobby.Ev/contact
Tamiya—US	support@Tamiya.com
MRCsupport@modelrectifier.com	
Rivet detail and schematic drawings	www.airwar.ru
Fine Scale modeling techniques	http://paulbudzik.com
“How to “Videos	Youtube.com/Andyshobbyheadquarters
Online magazine for all things avionic	www.wingleadermagazine.co.uk
Sky Harbor Informational site	http://www.visitingphx.com/index.html
Military Colors And Camouflage	http://www.theworldwars.net/resources/
Info on Aircraft Tyres	https://www.jupitor.co.jp/pdf/michelin_aircraft.pdf
Spare parts for Airfix	support.airfix.com/hc/en-gb/articles/360019394159-Spare-Parts
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.



IPMS PHX Craig Hewitt - February 6, 2024, Meeting Minutes

Called to Order: 7:30 PM

Mike Makowski was the featured presentation\seminar **"How to Build Resin Aircraft."**

Visitor:

- Jeff – Modern Jet 1/48 – 1/72, Tanks
- Chuck – Retired Aeronautics guy, real space, use AutoCAD for builds.
- Jeff Wilmer – Returning to modeling from childhood, various subjects, reference 100 kits in 1/35 and 1/32 military.

Treasurer: No new expenses since paying rent for hall and storage bin. Financial still looking good.

Chapter Contact: Was no present to provide an update.

Membership Administrator: 54% of members have paid their 2024 dues. March if you don't pay bill during the March meeting you will be considered "NOT" in good standing. Which means you are not eligible for anything the membership affords (consult Corsair).

A good indication that you are not in good standing is that you are no longer receiving the Corsair.

Member at Large: Inquire about documentation with information about the club he could hand out when promoting the club. Mike Makowski is going to see what he has to send over to Hal.

OLD BUSINESS

Modelzona

Close out meeting was held on January,

- Final numbers were 2200.00. Was noted that the Modelzona cost \$5000.00 to put on even with the location being free.
- Sponsorships were down this year. Need work on with Scott to reach out our Region 10 and other clubs for 2024 to improve this area.
- Additional reference on thoughts of exploring a new venue the offer tables (not that we don't appreciate Church), new trophy design\packages.
- Discussion about donating the same amount to church as last year \$800.00 (caveat as mentioned about still waiting to hear back from church on cost of some damage done to the walls by signs that were posted.

Pat Arnold made a motion for the \$800 donation.
Motion was seconded by several, no discussion.
Passed unanimously.

NEW BUSINESS

- Contact by IPMS\CoMMies for sponsoring the CoMMiESFest 2024. The partner with us with sponsorship for Modelzona. The price of sponsorship is \$45.00, we have purchased 2 in the past.

Mike Makowski made the motion to purchase for w categories.
Motion was seconded by several, no discussion.
Passed unanimously.

- Bill has negotiated with the Post to use the small room for "Build and Bull" as part of the rent. Starting in February, the 3rd Saturday of every month between 10am and 2pm you can come in and work on projects (no air brushing). All members in good standing are eligible and the kitchen will be open.

MISC

Jeff Alderman – has stack of Micro Mart catalogs and mention the \$25.00 shipping change.

Mike McFadden – brought in some reference material he was offering up for free.

Dennis - Spoke to club about buying some raffle to every meeting. Rather the items fully interest you or you just what to keep John Carroll for winning (jokes).


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