



THE CORSAIR

IPMS Phoenix / Craig Hewitt Chapter

Presidents Message



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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Club November Display



Club Competition (Figures)



Club Competition (Figures)



Club Competition Winner (Figures)



Winner
Chris Robeson

November Raffle Winners



November Raffle Winners



“Col. Neel Kearby” – “Fiery Ginger” Final Mission – Pt 1

By "Mark L. Rossmann

History

The P-47 was an outstanding escort and ground attack aircraft and was the heaviest and largest single seat fighter built during WWII. It rose out of a humble beginning which saw its ancestors the P-35 and P-43 fall short of expectations.

Early on the “Jug” was used as an escort to the ETO heavies, but was replaced as the P-51 came on-line; its best role was that of a ground attack aircraft both in the ETO, MTO, PTO and CBI theaters. P-47's was used by the U.S., British, French, Mexican, Brazilian and Russian air forces.



Col. Neel Kearby History

Born June 5, 1911, in Wichita Falls Tx. Kearby graduated from University of Texas at Arlington with a Bachelors degree in Business Administration. He enlisted into the Army Air Corps in 1937, training at Randolph and Kelly Airfields.

Col. Kearby served with the 94th and 40th Pursuit Squadrons at Selfridge Field, then in December of 1940 commanded the 14th Pursuit Squadron at the Panama Canal, flying P-39's. October of 1942, he was transferred to the 348th FG at Westover Field Ma., taking command with the rank of major. Many months of training in the new P-47 brought the group to Australia, in June of 1943, now with Kearby a Lt. Colonel.

Kearby's tactics utilized the P-47's turbo charger to fly at high altitude, then diving on the lightly armored Japanese planes, using eight(8) deadly .50-Caliber machine guns. He opened his score on September 4, 1943 with a Ki-43 fighter and GM4 bomber. He was then promoted to full Colonel on September 23. Kearby named his plane “Fiery Ginger” after his wife, Virginia, and all subsequent P-47's. (Fiery Ginger I through IV).

In January 1944, General MacArthur pinned the Medal of Honor on Kearby, for his actions on October 11th, 1943. Leading four Thunderbolts on a fighter sweep over Wewak, they encountered 40 enemy aircraft. The ensuing battle saw Kearby destroy four(4) Ki-43's and two(2) Ki-61's making him the first P-47 ace of the PTO and claiming the record for the most shoot downs by an A.A.F. pilot in a single mission. That was surpassed by Mustang pilot Lt. Shomo, shooting down seven(7) in January 1945. General Kenney recommended him for the Medal of Honor.

In November of 1943, Kearby was transferred to headquarters of the 5th AF, with 12 victories. Continuing to fly missions whenever he could, he was closing in on becoming the leading A.A.F. ace in the Pacific, hoping to break Rickenbacker's WWI record.

“Col. Neel Kearby” – “Fiery Ginger”

Final Mission – Pt 1

By "Mark L. Rossmann

Final Mission

On March 5, 1944 at 4:00pm, a mission took off from Saidor Airfield, piloted by Col. Neel E. Kearby leading a fighter sweep over Wewak with P-47D pilot Captain "Dinghy" Dunham and P-47D pilot Captain Samuel V. Blair. At 5:15pm flying at 22,000' the P-47s reached Dagua and saw the "Nells" flying at roughly 500' in a "V" formation. The bombers spotted them and began to descend to the west following the north coast of New Guinea. The P-47s closed to an altitude of 200' and Col Kearby fired on the lead bomber causing it to pull up on fire then dive into the ground. He was credited for a "Nell", Ki-48 Lily, his 22nd aerial victory claim. Meanwhile, Captain Dunham fired at the Ki-48 Lily on the left and caused it to crash in flames. The third bomber was attacked by Blair and crashed into the ground and exploded.

Intercepting again, Kearby fired on a bomber but did not observe it to go down and made a turn to setup for another attack. At 5:20pm, while turning, Kearby was intercepted by a Ki-43 Oscar from 77th Sentai and never seen again. When this aircraft failed to return it was officially listed as Missing In Action (MIA). Kearby was damaged from gunfire of the Ki-43 Oscar, he managed to bail but became tangled in a tree and died of bullet wounds. Damaged, his P-47 crashed into the jungle inland from Dagua.



Search

Afterwards, Dunham and Blair called for Kearby on the radio but received no answer at 5:30pm they departed for Saidor Airfield. After landing, both pilots insisted on returning to the area to search for him, Dunham had to be physical restrained from taking off again.

“Col. Neel Kearby” – “Fiery Ginger”

Final Mission – Pt 1

By "Mark L. Rossmann

Recovery of Remains

During 1946, Kearby's remains were recovered by a Royal Australian Air Force (RAAF) Searcher Team then turned over to the U.S. Army, then shipped to the United States for permanent burial.

Kearby was listed as MIA until 1948, then officially declared dead the day of the mission.

On June 16, 1949 Kearby was buried at Hillcrest Memorial Park, Dallas Texas at Garden of Devotion Block 13 Lot 19 Space 7 & 8. He is also memorialized on a plaque for Congressional Medal of Honor recipients at Cape Wom Memorial Park near Wewak.

Wreckage

During 2001, the tail section and a .50 caliber machine gun were recovered by Robert Greinert / HARS and shipped to Sydney. then placed into storage at HARS at Sydney Airport (Mascot).

During 2003, the salvaged items were donated to the National Museum of the United States Air Force (USAF Museum) and put on public display in 2005. Both are displayed with P-47D Thunderbolt 42-23278 painted in the markings of this aircraft. The tail section is displayed atop a base and the machine gun is displayed inside a glass display case. This is my picture of it from my visit in 2013.



“Col. Neel Kearby” – “Fiery Ginger”

Final Mission – Pt 1

By "Mark L. Rossmann

Model

This is a Hasegawa P-47 Razorback, the kit represents a Razorback very well with the build taking about 2 weeks. The engine detail is minimal, but allows for what is seen thru the front an accurate portrayal of the radial engine. The flaps and control surfaces are all molded in place. If you want to show off the cockpit area an aftermarket cockpit interior would be better to use.

The decal positioning was easy to follow, although looking at pictures it was important to get the Grey and O.D. demarcation correct, on the cowl, as the 'IV' is in the grey area and the rest in the O.D. Using pure white for the tail, I used an undercoat of AS-20 Insignia White, this worked well to prevent bleed through. I masked off the tail to paint the striping rather than using the decal.



“Col. Neel Kearby” – “Fiery Ginger” Final Mission – Pt 1

By "Mark L. Rossmann

Aircraft:

Note: After the block number, Evansville aircraft were identified by the **-RE** suffix, while Farmingdale aircraft were given the **-RA** suffix.

Aircraft: ‘Fiery Ginger IV’, P-47D-4-RA, 42-222668 – Lost over Dagua.

Unit: 348th FG, V Fighter Command, Saidor Airfield, New Guinea - March 1944.

Pilot: Col. Neel Kearby (KIA) – CO 348th FG

Model: Hasegawa 09404; P-47D Razorback 1/48th

Decals: THUNDERCALS – 48002 – Razorback Thunderbolts Pt 2.

Paint:

Tamiya sprays: AS-6 Olive Drab, AS-7 Neutral Grey, TS-27 – Pure White, AS-20
Insignia White, TS-34 Camel Yellow, TS-15 Blue, TS-86 Pure Red,

References:

Decal Sheet

P-47 Thunderbolt with the USAAF in the MTO, Asia and Pacific – SMI Library (Kagero)

//pacificwrecks.com/aircraft/p-47I

Osprey Aircraft of the Aces - #26 “Mustang and Thunderbolt Aces of the pacific and CBI.”

Picture of Kearby’s recovered tail was taken by me at the USAF Museum Dayton Ohio in 2014. Was present for my daughter’s graduation as a Flight Nurse, for the 109th Air Medical Wing MnGuard.

Respectfully,

Mark L. Rossmann



White Elephant Guide

As you are aware the December meeting is our annual “White Elephant “ gift exchange. Just to make sure we are all on the same page here are the rules for White Elephant

Bring a gift wrapped model kit (or Kits) to be exchanged.
Each kit you bring gets you a number drawn at random of your place in the exchange line.
One kit gets you one number.
Each kit must be unstarted./complete and gift wrapped

The person bringing the most kits will be deemed the MC for the evening and the person bringing the second most gifts will be the scribe and is responsible for keeping track on which gifts have been stolen

When your number is called you get to take a gift from the table—open it at the table so everyone can see. This is now your kit.

Kits can be stolen twice. When it is your turn you can elect to take a kit from the table or steal a kit that is already out there, you just exchange your turn in line for the kit you want and that person then gets to pick a new kit from the table—you may also elect to steal a kit rather than pick a new one. If your kit is stolen you can steal another's kit by giving them the turn in line.

Once a kit has been stolen twice it is deemed safe and the person holding it gets to keep it.

I hope this is all clear just remember this is supposed to be a fun event so if you are not prepared to lose a kit then don't play



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

GET YOUR TICKETS!!!

2024 IPMS - Craig Hewitt AWARDS DINNER

When?

The 2024 IPMS Craig Hewitt Chapter Awards Dinner will be held on Saturday, January 11, 2025

Where?

[Chompie's](#), 3212 E Cactus Rd, Phoenix, AZ 85032 (on Cactus Rd, just West of I-51)

How Much?

The cost will be \$30 per person. This includes food, private area, venue set-up, taxes AND gratuities (not to mention any prizes you may win). This is a *discounted price*. The club will comp the rest.

[NOTE: If enough people sign up we may be able to discount the price a little further.]

Tickets can be purchased from Laura Gorton at the **December (not January)** club meetings. Any club members who don't go to meetings but would like to attend the dinner, please contact either Laura Gorton or [Laurie Rice-Henthorn](#).

What's For Dinner?

Menu- Buffet Style

(If you have any dietary restrictions or questions, please let Laurie Rice-Henthorn know.)

Salad: Tossed field greens served with tomatoes, carrots and diced broccoli

Main Dish: (choose one) **NOTE:** for a better count please indicate choice(s) on ticket

Beef Brisket Au Jus

Chicken Piccata

Sides:

Roasted Potatoes

Rice Pilaf

Glazed Carrots with Broccoli

Roasted Veggies

Rolls & butter

Drinks: (including sugar, creamer, lemon)

Iced Tea

Lemonade

Hot Coffee

Iced Water

Dessert:

Chocolate cake with raspberry filling & chocolate mousse frosting

NOTE: For beverages not listed above, there is a Cash Bar in the restaurant - Members and guests may pay per drink or set up a personal tab.

What Else?

In addition to the 2024 club awards, there will be a game planned.

If there are any additional questions please contact a member of the social committee.

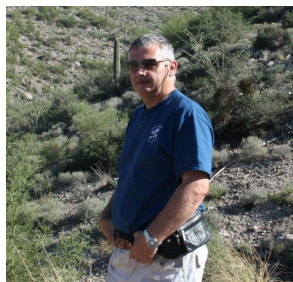
Thank you.

The Social Committee

~Laurie Rice-Henthorn

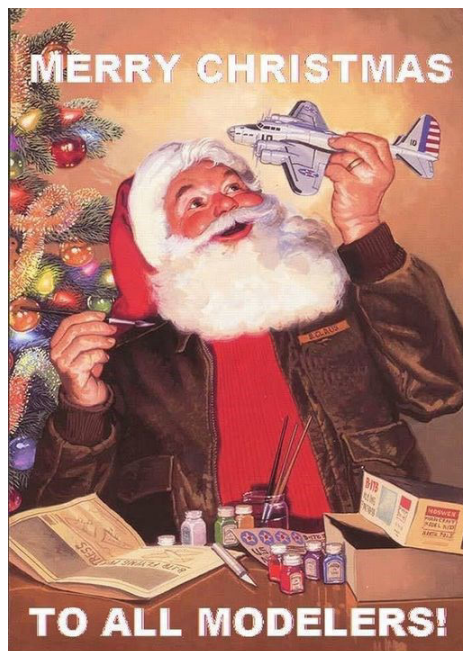
~Laura Gorton

~Laurie Reigel



EDITORS CORNER

BY LYN GORTON



Well that is just about another year done.

Our meetings this year have been well attended with at least a 60% turnout each month

I just wanted to thank all of you who have contributed to The Corsair with your articles.

It is these articles that Make The Corsair more than just a flysheet and into a proper news letter for all members.

I would also like to thank all of you who have given presentations at our monthly meetings.

I always advise that you stay and take in these presentations even if the subject is not in your field—you never know what you may learn.

If you missed it Brian Baker did an excellent presentation on Photographing aircraft at the last meeting.

I would encourage you all to stand up and present something or contribute something to the Corsair—it is what makes the club more than a talking shop.

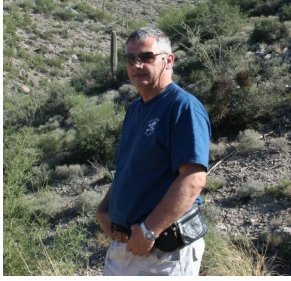
A reminder that club dues can be paid for 2025 at the December meeting.

Bill Dunkle will not be there but he has authorized me to take cash or Cheques if you wish to pay (Bring exact change as I will not have a cash float)

Also the December meeting is your last chance to buy a ticket for the awards dinner on January 11th 2025. The venue needs to be booked by new year so bring exact change and buy your tickets.

December is the traditional White Elephant gift exchange—if you have not been to a white elephant before you will find some guidelines on page 13

There will be no competition or raffle at the December meeting, also there will not be a competition at the January meeting but a full schedule of club competitions will be in the January Corsair



EDITORS CORNER

BY LYN GORTON

All those of you that wish to attend the awards dinner on 11th January 2025 are reminded that tickets will be on sale at the December meeting only.

If you want a ticket then please bring cash and see one of the social committee to purchase.

Once again **tickets for the awards dinner will not be on sale in January**

A reminder that if you wish to pay your club dues then Bill Dunkle will be only too glad to take your money for Club dues for 2025 which remain unchanged at \$12 PA for single and \$15 for family membership. Remember that only members in good standing are able to take part in most club activities and competitions.



WHERE WE WERE

Dirty Plastic December 1973

No. 30

DECEMBER 1973



dirty plastic

ARIZONA HISTORICAL MODELERS SOCIETY IPMS/PHOENIX

DRILL 1/16" HOLE

MAIN PONTON STRUT 3/16" THICK

TIP FLOAT

CURTISS S03C-1

CURTISS S03C-1 STABILIZER 3/32" THICK

CURTISS S03C-1 FIN 3/32" THICK

FUSELAGE SIDE

CURTISS S03C-1

CURTISS S03C-1 DIHEDRAL GAUGE

TIP

CURTISS S03C-1

POSITION OF EXHAUST PIPES

CURTISS S03C-1 FUSELAGE TOP

OFFSET POSITION OF RUDDER

1/16" 5/16" 1/16"

DIMENSIONS FOR TAPERING WING BLOCK

USE SHORT SIDE OF DIHEDRAL GAUGE FOR MEASURING EXTREME WING TIP

USE OPPOSITE SIDE FOR BLOCKING UP WING FOR DIHEDRAL

PIN LOCATIONS ON TEMPLATE

THIRDS HALVES

USE PROPORTIONS SHOWN FOR SHAPING WING AIRFOIL

TIP FLOAT STRUT

MAIN PONTON STRUT 1/16" DOWEL - 9 1/8" LONG

PUSH PINS INTO FUSELAGE AND CLIP OFF FOR EXHAUST PIPES

OUR ARMED FORCES NEED 800,000 MODEL PLANES

BUILD THEM AND HELP WIN THE WAR!

CUT FROM STIFF PAPER AND GLUE TO REAR OF PONTON

TIP FLOAT

TIP FLOAT STRUT 1/16" THICK MAKE 2

MODEL

CURTISS S03C-1

U.S. NAVY SCOUT OBSERVATION SEAPLANE FINAL ASSEMBLY

SPAN 6-11/32" SERIAL NO. D-1 DATE 10-5-42

U.S. NAVY BUREAU OF AERONAUTICS WASH., D.C.

SCALE 1:72

BILL OF MATERIALS

Fuselage	13/16" x 1 3/16" x 6 1/4"
Wing	5/16" x 1 7/8" x 6 3/4"
Tail	3/32" x 1 3/8" x 4"
Pontoon	13/16" x 7/3" x 5 3/8"
Floors—Two	9/16" x 5/8" x 1 3/4"
Pontoon strut	3/16" x 5/8" x 1 1/8"
Floor struts	1/16" thick

WHERE WE WERE

Dirty Plastic December 1973

DIRTY PLASTIC is a publication of the ARIZONA HISTORICAL MODELERS' SOCIETY, IPMS, Phoenix. Subscriptions are \$3.00 a year.

As this information is published for the benefit of modelers, it is not copyrighted. However, when using any information contained herein, acknowledgment is appreciated.

EVENTS:

SOCIAL MEETING: Monday, December 17, 1973. 7:30 pm. Brian Baker's new apartment. Apt. #3, 4430 N. 28th Street, Phoenix. (956-1518) Near corner of Campbell and 28th St., by Camelback High School. Park on 28th St. South of Campbell.

BUSINESS MEETING: Monday, January 7, 1974. 7:30 pm. Brian Baker's apartment. Address as above.

THE ARIZONA HISTORICAL MODELERS' SOCIETY

The Arizona Historical Modelers' Society, IPMS Phoenix, is an organization of model enthusiasts dedicated to the improvement of this activity in the Phoenix area, and the collection and distribution of information concerning modeling, and its historical backgrounds. It is entirely an amateur organization, all officers serving without pay, and frequently at their own expense.

The AHMS meets twice a month, with schedules announced at the last minute, usually, in the latest issue of DIRTY PLASTIC. Generally, meetings occur every other Monday evening, at 7:30pm, with a business meeting preceding the general or social meeting by two weeks. The business meetings are open to any members (or non-members, we're not particular) who care to attend, and these usually deteriorate into reasonably productive gab sessions. The social meetings sometimes involve a planned program when possible, but we like to hold them at some member's house, so he (or she, libbers) can show off his/her latest models.

DIRTY plastic is published once a month (or, at least we planned it that way) and should usually be in the mail on the Friday or Saturday before the social meeting on Monday night. Our intent is to publish an eight page publication, in the format of this issue, with as much usable information as possible. Members are asked to contribute drawings and articles on any reasonable subject. Otherwise, the editors publish what they have available.

The editor of Dirty Plastic is Brian Baker, a local English teacher who builds 1/72 scale aircraft and armor. The Secretary-treasurer is Charles Krause, an architect and 1/32 scale enthusiast. Other major contributors include Ray Sweet, Heinz Jacobs, and Frank Hunter, but not necessarily in that order. Other contributors are welcome. We're Equal Opportunity all the way.

Charles Krause handles most of the correspondence, as he seems to have more time than anyone else. The editor is actually a lousy writer, so he doesn't get many letters answered, although his intentions are honorable.

NEW AND IN VIEW

BRIAN R. BAKER

With the Arabs and the other pestilences we seem to have encountered recently, conditions in the model industry seem to be somewhat unsettled. As most of you know, petroleum is a major ingredient in plastic kit production, and if any cut-backs occur, the plastic model industry, not being quite as essential as the production of heating oil (although many of us would strongly disagree) will almost certainly suffer. The whole thing may blow over, but if it doesn't, then there may be a shortage of plastic for kit production. Therefore, if you've been looking for an excuse to get ten or fifteen extra kits that you've always wanted to build all the variations of, maybe this would be a good excuse to use to get them. We can always auction them off at an IPMS meeting later.

The MATCHBOX P-51D and Gnat have arrived in the stores. I've built the P-51D, and it looks generally accurate, except for the tailwheel, which appears to be too small. The kit can be built as-is, but observant types will notice that the landing gear appears to be too long. Not so, unless you want the airplane to be sitting on the ground, as most of us do. The gear is long enough if you build the plane on the display stand (ugh!) as the oleos are extended. Note the picture of the P-51D on landing approach, which appears in the P-51D Profile. The gear, therefore, has to be shortened slightly or the airplane will appear to sit too high. In addition, the decals look OK, except that the serial number is printed on a white background, which makes it unusable. The British decals are OK, and the P-51D has hundreds of possibilities. Note, however, that the USAF P-51D's had some modifications, especially in the fact that many had fixed tailwheels and different radio gear. Some had modified canopies, and different types of fuel tanks were carried.

The Gnat looks generally good, but since I haven't had a chance to build it yet, I can't make any definite statements.

The Italian LA-5 has now become available, and the only real drawback seems to be the new "non-stick" decals they've included. The decals look good, but don't stay on. The kit, however, is another story. The engine detail is excellent, even to the fan behind the prop. The cockpit interior is great, with detail on the cockpit sides and a gunsight. There is even detail inside the wheel wells. In general, the LA-5 looks like a very impressive kit, and at slightly less than two bucks, it is probably worth getting at least two or three.

The Monogram F-82 is also available now, and I put one together the other day. It is excellent in almost every respect. Decals are provided for both day and night fighter versions, although I've never seen many night fighters that carried bombs. The cockpit detail is, like the LA-5, very outstanding, even to the buckles on the seat belts. This model is definitely recommended.

A letter just came in from Norm Taylor, who is in the USAF stationed in Japan. He says that there are some new Japanese kits being announced, but that he has language difficulties so he doesn't know all of them, or the manufacturers. I'll give what information I can. Revell Japan has P-47D-22 and Mirage 111E in 1/32 scale; Hasegawa has Nakajima Ki-84 (Frank) and Boeing P-26A in 1/32 scale; also by unknown manufacturers: FW-190D-9 (1/32), Spitfire Mk. 1 (1/32), HE-219 (1/72), BF-109G-14 (1/48), F-104 (1/100), FW-190D-9 (1/48), Tamiya P-105D (1/100), P-51B (1/72), I-1011 (1/100), Guppy (1/144), P2V-7 (1/240), DC-10 (1/144), B-52D (Tamiya) (1/100), B-26B (1/72) (Doesn't say whether Douglas or Martin), Piper Cub (1/48), F-100D (1/50), French SA-330 Chopper (1/72). Norm says he'll help us get some at Jap prices, so we'll discuss it at the next social meeting.

A tour of local hobby shops recently brought out new ones I was unaware of. There's a small shop at Town & Country Plaza, corner of 20th St. & Camelback, called Larry's Hobbies and Games. They had a pretty fair selection of aircraft, ships and armor for a shop of small size. At 43rd Ave. and Bethany Home, there is a new shop just starting out. They have a little bit of everything, but apparently don't specialize in anything. Another shop, probably more comprehensive than any except the Big Three, is one located in the Tower Plaza Shopping Center, at 36th Street and Thomas. They had a large selection of the latest kits, including the most recently issued Eidal German military vehicles, some Czech Avia B-534's and IL-10's, and some Airfix Lunar Landers, the first I've seen in town. The Tower Plaza shop appeared to specialize in trains, but their kit selection was excellent.

We received a decal release recently, from S.A.A.D. Otherwise known as Stein Authentic Aircraft Decals, 1126 Royal Ann Court, Sunnyvale, Calif. 94087, this firm produces several sheets of decals in 1/72 and 1/48 scales. Their release list appears below. I tried the P-51B decals in 1/72 scale, and they look very nice. Stenciling is especially fine, and my only suggestion would be to have the paper another color than white, so that the white letters show up better.

THIS MONTH'S CENTERFOLDS

HEINZ JACOBS & BRIAN BAKER

The Commonwealth CA-16 Wirraway Mk.3 was a standard operational trainer and close support aircraft for the Royal Australian Air Force during World War II, and they were used in some numbers by the R.A.A.F. after the war. While I was "Down and Under" during 1962 and 1963, I saw only one of these aircraft, which were closely related to the early T-6 series. The Wirraway CAN be done from a standard Hawk T-6G kit, but it takes a great deal of surgery---more, in fact than meets the eye.

We have, however, presented some drawings of a post-war Wirraway I saw and photographed near Sydney during late 1962 and early 1963. The aircraft was in full RAAF markings except for the fuselage roundels (or roundaroes, if one takes the kangaroo into account), which were faded out somewhat.

The other aircraft is a derivative of the Wirraway, produced mainly from Wirraway airframes by Commonwealth, from 1958 on. Wirraway components formed the basis for the CA-28 Ceres agricultural aircraft. Changes included the redesigned cockpit, revised wing shape, fixed (or manually operated) leading edge slots, oversized flaps, and a revised elevator and horizontal stabilizer. The landing gear was fixed, and the wheel wells were removed. Some Ceres aircraft were fitted with cowlings, while a few were operated without them. One notable feature is the lack of any hydraulic or electrical system, which makes maintenance more practical.

The drawings show the basic aircraft configuration. We will publish marking information and kit conversion data in a subsequent issue of DIRTY PLASTIC.

THE HIGH SPEED FURY

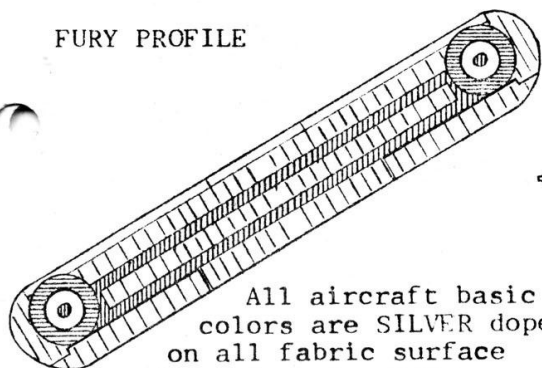
RAY SWEET

A privately financed aircraft, the High Speed Fury conformed to Air Ministry Specification F 14/32, and carried serial number 3586. During the period 1933 to 1936, K3586 was fitted with a 525 hp. Kestrel S, a 525 hp. Kestrel III S, a 600 hp. Kestrel IV S, a 695 hp. Goshawk III, a Goshawk B.41, and a P.V. 12 Merlin. When fitted with the evap. cooled Goshawk engine, it used straight wings, with condensers on

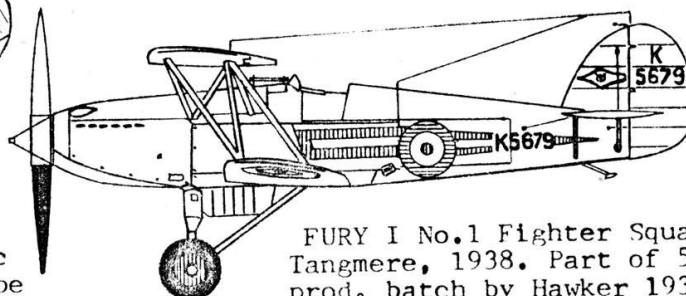
WHERE WE WERE

Dirty Plastic December 1973

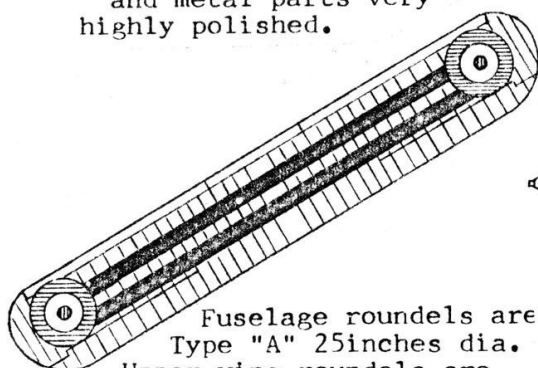
FURY PROFILE



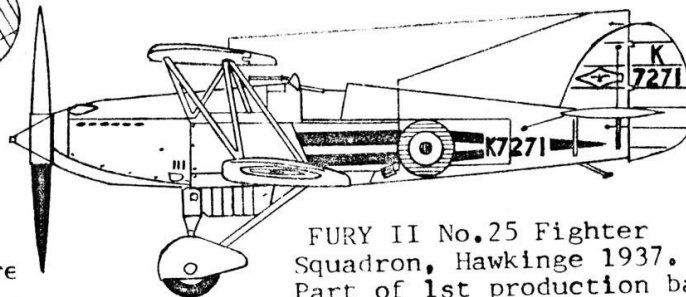
All aircraft basic colors are SILVER dope on all fabric surface and metal parts very highly polished.



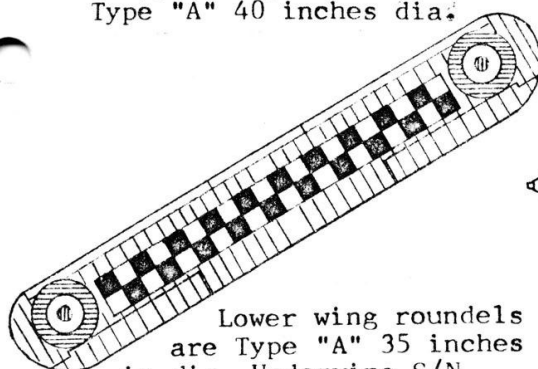
FURY I No.1 Fighter Squadron, Tangmere, 1938. Part of 5th prod. batch by Hawker 1935. Special low pressure tires fitted for soft field trials



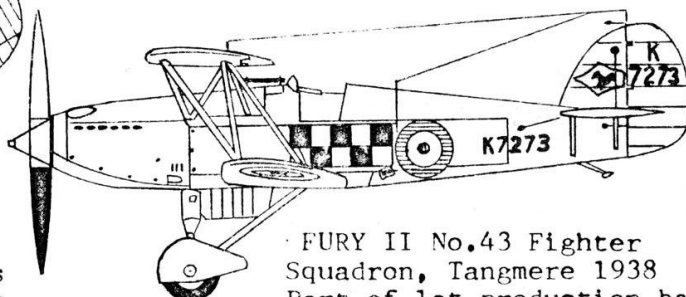
Fuselage roundels are Type "A" 25 inches dia. Upper wing roundels are Type "A" 40 inches dia.



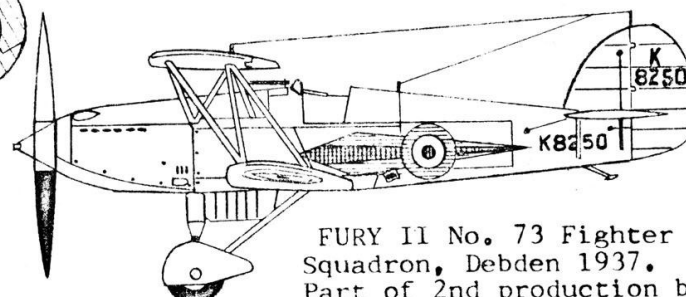
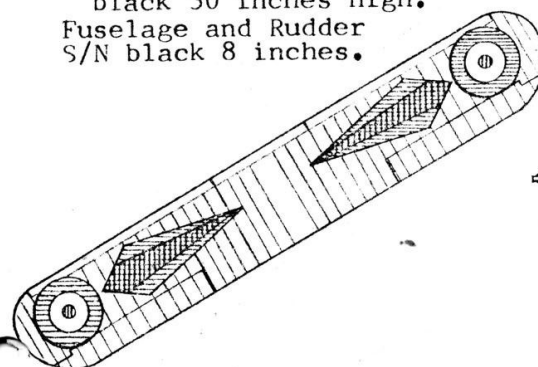
FURY II No.25 Fighter Squadron, Hawkinge 1937. Part of 1st production batch by Hawker in 1935. Kestrel VI engine.



Lower wing roundels are Type "A" 35 inches in dia. Underwing S/N black 30 inches high. Fuselage and Rudder S/N black 8 inches.



FURY II No.43 Fighter Squadron, Tangmere 1938. Part of 1st production batch built by Hawker in 1935. Kestrel VI engine



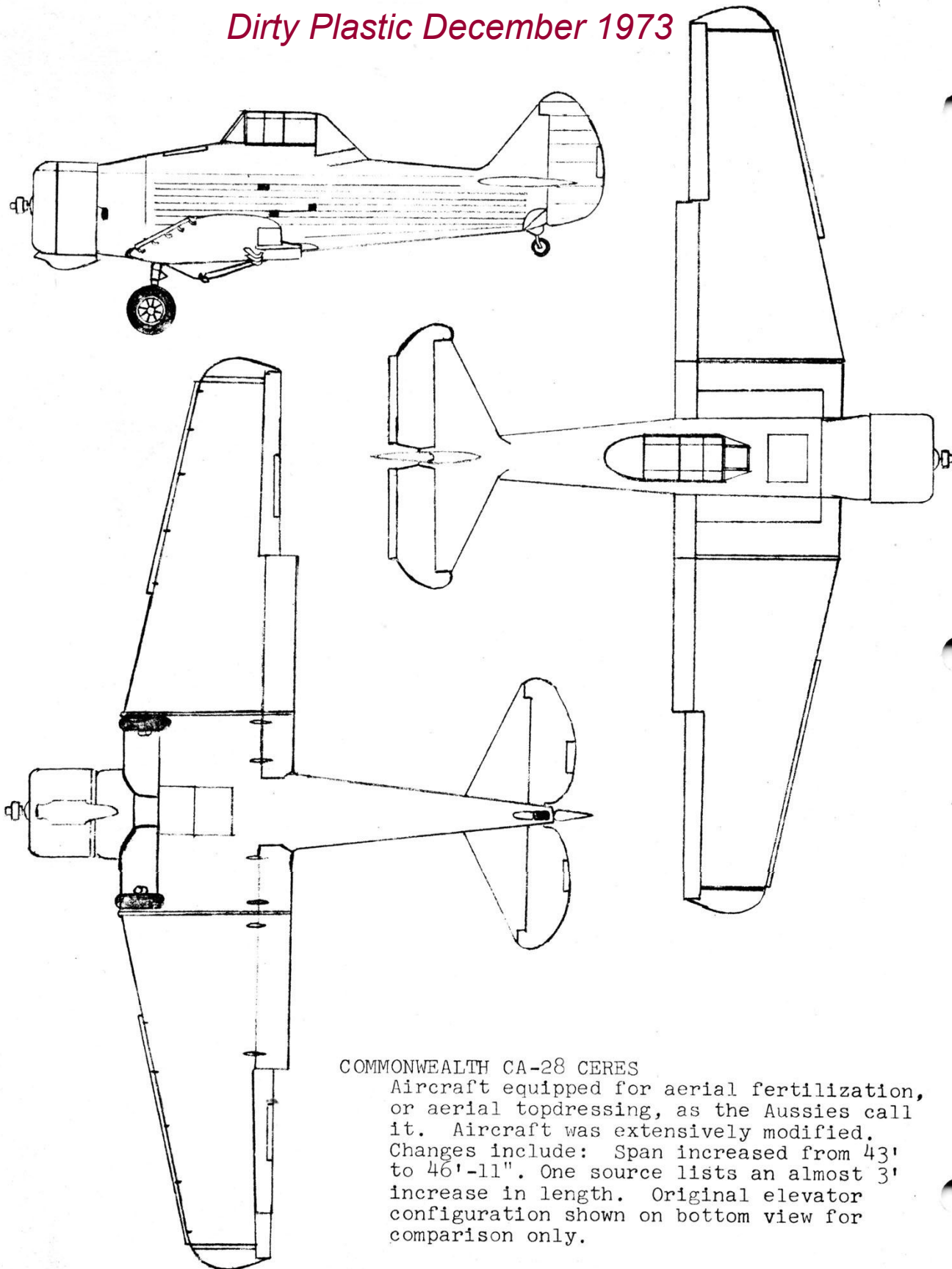
FURY II No. 73 Fighter Squadron, Debden 1937. Part of 2nd production batch built by General Aircraft Ltd. in 1936. Kestrel VI.



Ray Sweet

WHERE WE WERE

Dirty Plastic December 1973



COMMONWEALTH CA-28 CERES

Aircraft equipped for aerial fertilization, or aerial topdressing, as the Aussies call it. Aircraft was extensively modified. Changes include: Span increased from 43' to 46'-11". One source lists an almost 3' increase in length. Original elevator configuration shown on bottom view for comparison only.

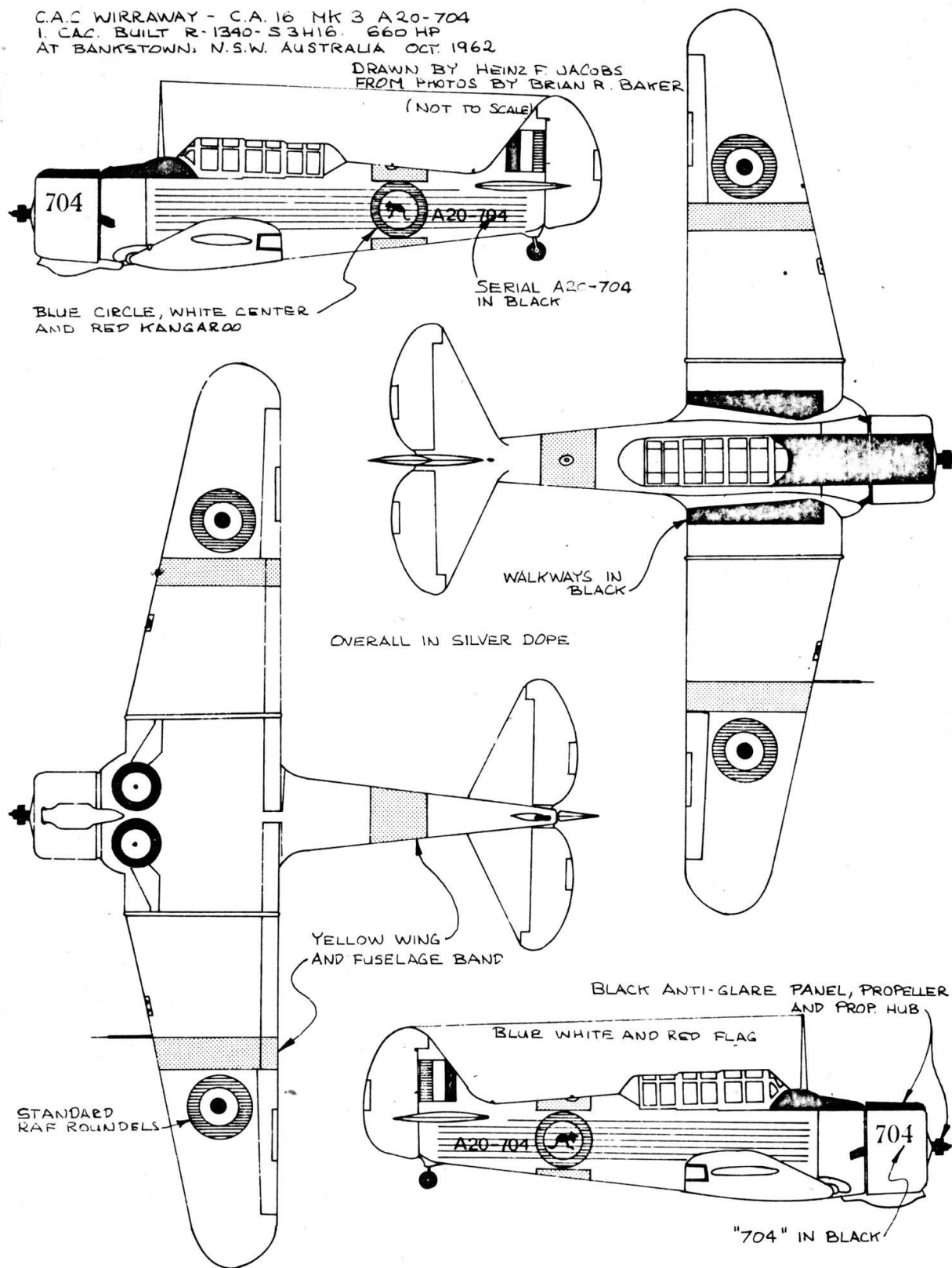
WHERE WE WERE

Dirty Plastic December 1973

C.A.C. WIRRAWAY - C.A. 16 MK 3 A20-704
 1. CAC. BUILT R-1340-S3H16. 660 HP
 AT BANKSTOWN, N.S.W. AUSTRALIA OCT. 1962

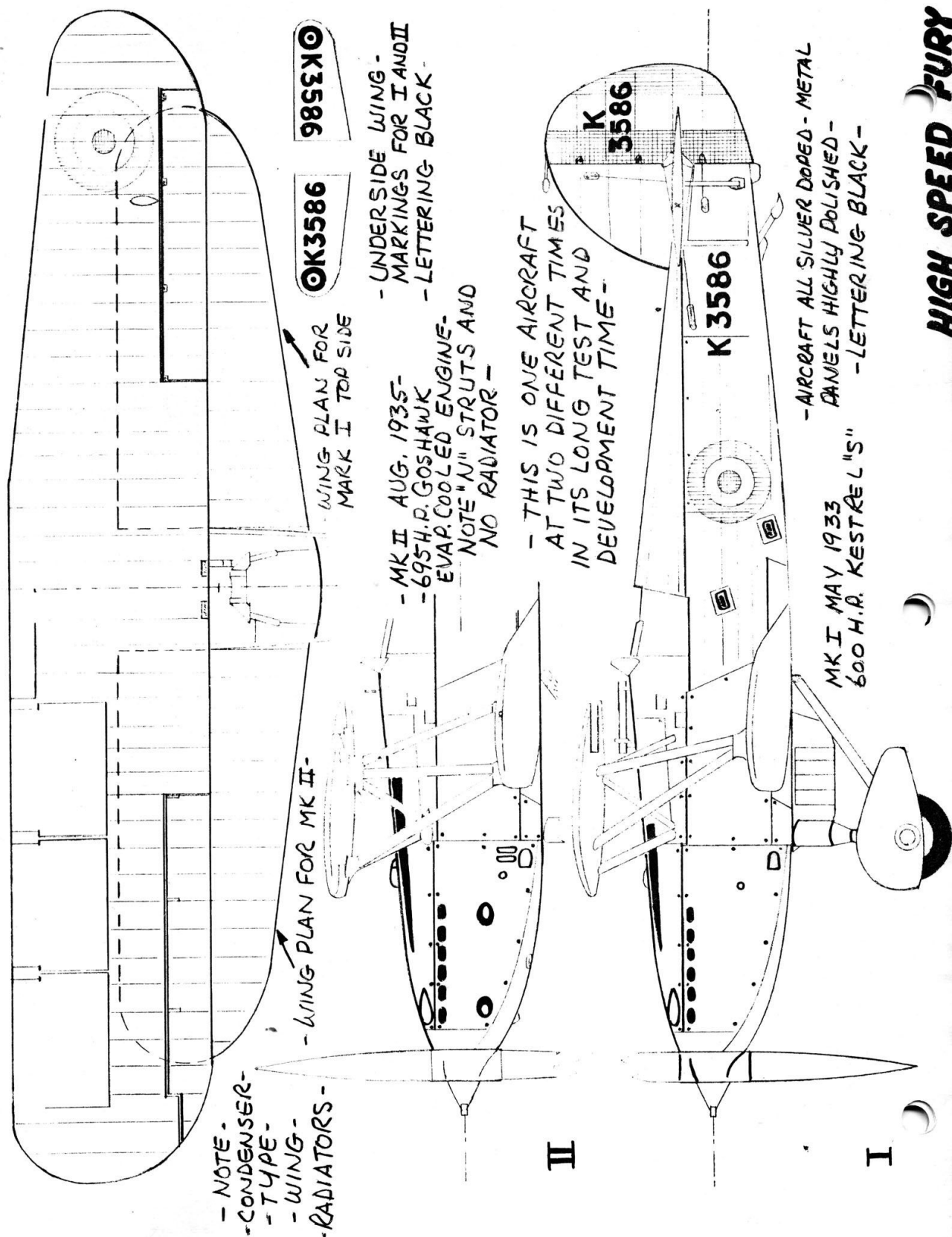
DRAWN BY HEINZ F. JACOBS
 FROM PHOTOS BY BRIAN R. BAKER

(NOT TO SCALE)



WHERE WE WERE

Dirty Plastic December 1973



WHERE WE WERE

Dirty Plastic December 1973

the leading edge. During this time (1934) it served a short stint with No. 43 Squadron for handling trials. The drawings show the aircraft in two of its most important configurations.

REVIEW

CHARLES KRAUSE

FIFTH AIR FORCE STORY

\$5.95 65 pages

Kenn C. Rust

Published by Historical Aviation Album, P.O. Box 33, Temple City, Calif., 91780.

For those of us who regret the passing last year of Kenn Rust's Aero Album, it is a pleasure to see Mr. Rust back in print, particularly with an illustrated history so highly applicable to modeler's marking needs.

Although the Fifth Air Force didn't officially begin until September, 1942, the written history includes preceding USAAF action in the Pacific area. Unfortunately, there are few photographs shown of this time; however, it must be admitted that the participants had a number of other more pressing problems on their minds, so photographic coverage is naturally sparse. This lack is more than rectified as we proceed further. Almost all photographs are previously unpublished, at least to my knowledge, and well preserved.

This Air Force was surprisingly rich in both squadron and individual aircraft markings, amply covered in the second half with both photographs and explanatory line drawings for each group along with a short history.

I understand that if successful, this will be the first of a series of publications on the U. S. Army Air Forces. I hope so, as the material is very good.

SUPERDETAILING THE REVELL P-26A

FRANK K. HUNTER

The Revell kit of the Boeing P-26 is a fine model which leaves little to be desired. However, one thing was omitted, but fortunately this is easy to rectify. I am speaking of the exhaust stacks attached to each cylinder and extending out the back side of the ring cowlings.

After experimenting with several different materials and methods to recreate these stacks, I hit upon a solution which I have used several times since. It has proved to be successful every time and is relatively simple to do. I used soft solder with a round cross-section of the proper diameter. This is soft and easy to bend, can be filed and drilled, and attaches easily to the model. For this particular kit I used solder of approximately .035" diameter.

First step is to set the engine on your workbench with the surface facing up. Now drill a hole of the correct size for your solder in the upper left rocker box area of each cylinder. Don't drill these holes all the way through, just a small hole will do. Next take a piece of solder about 3/4" long and bend a curve in one end. A cut on the bias across this bend will give you the flared end for the exhaust stack. This end can be drilled out if you like, but it isn't necessary. You will need eight of these exhaust stacks. The ninth one is different.

Now set the engine loosely in the cowlings and insert one of the stacks in a hole, any one except #1 cylinder, which is the top one. By the "cut and try" method, trim the straight end of the stack until the flared end just clears the rear edge of the cowlings. Glue this stack in place with the flared end facing outward. This process is repeated seven more times, leaving #1 empty, then the entire engine may be set aside for the glue to dry. After sufficient drying time, #1 can be dealt with. Taking a piece of solder, insert it in #1 cylinder, then, just beyond the rear of where the other exhaust stacks end, bend it to the right. A gradual curve down and to the rear of #2 is next made, and the solder is cut off so rests beside the outlet for #2 exhaust stack. Before gluing this one in place try the engine and cowlings assembly loosely on the front of the fuselage to assure everything clears properly. Then glue it into place. A drop of glue where the two stacks come together will help to support it.

When painting the engine, these stacks can be painted bronze, flat black, or whatever color you usually use for exhaust stacks. I have also used this method to reproduce both intake and exhaust stacks on a Frog "Spirit Of St. Louis" to dress up an otherwise overly plain engine. In this case something was needed to make the engine look more realistic and these helped a lot. The method could also be used in the larger scales, using larger solder. Or the fine solder could be used for water or hydraulic lines and hoses, fuel lines, etc.

THE SPRUE TREE, OR, THOUGHTS FROM CHAIRMAN CHARLIE

C. K. KRAUSE

How many of you out there are old enough to remember the spotter models of World War II? They came two ways, either molded in a brittle, rubbery black plastic or hacked out of pine in a high school shop class. I've kept a number of these old 1/72nd drawings, and Ray Sweet, for one, has several more. Many of these are aircraft that will probably never see the inside of a manufacturer's mold. As a matter of fact, some of the Japanese aircraft never existed. We sure were dumb regarding what the guy was doing on WWII eve.

Anyhow, this may make an interesting series for DIRTY PLASTIC and give you scratchbuilders something to try. Let me know if this would be a worthwhile series or if we are wasting space that could be better used. (Like more Armadillos? Ed.)

Have you read that the petroleum shortage will affect plastics? Maybe they'll come out with rationing. Can't you just see it now! up at the local plastic purveyor with your grubby little rationing book clenched in your sweaty fist, trying to decide on whether to get a single engine, or wait and save up to blow it on a big one. Maybe we'll end up as balsa butchers again, and the spotters models won't be such a bad feature after all. We might even change the name of this rag from DIRTY PLASTIC to BATTERED BALSA.

MORE BOOK BEATS

BRIAN R. BAKER

The local bookstores have had some pretty good buys in books which could become useful to modelers. Some of the books listed at Marboro are available locally at about the same prices. Usually these are located at special sale tables in the back of the stores, but sometimes they are out in the front.

Recent examples of books available are: Flat Tops & Fledglings (about \$7.00, several stores), German Tanks, and also Russian Tanks, \$3.98 at Waldon's in Tower Plaza; Taylor's Combat Aircraft of the World, about \$8.00; and the Francillon book, Japanese Aircraft of the Pacific War, for about \$7.00. Several others in this series have been seen in local stores, including the Aircraft of the RAF since 1918, and U.S. Navy Aircraft, all for between \$7.00 and \$8.00.

Incidentally, Marboro Books recently listed the definitive work of British Aircraft of the First World War, entitled British Aeroplanes, 1914-1918, by J. M. Bruce, for something like \$11.88, with an original list of \$27.50. It is the size of three Harleyfords, reflecting the list price, but the book, although lacking three-views, has excellent data and photographs.

**S.A.A.D. STEIN AUTHENTIC
AIRCRAFT DECALS**

1126 Royal Ann Court Sunnyvale, California 94087

SHEET NO. 2R (actual size 8 3/4" x 10")

Decals are in two scales, 1/48th & 1/72nd, four color, with an illustrated instruction sheet. Some of the aircraft markings included are: Lt. A. Cavallos' P-47D "El Diablo", Lt. R. Klines' P-47D, "Unadilla Killa", a HLELv 33 Messerschmitt BF-109G of the Finnish Air Force, Navy Commander D. McCampbells' F6F-5 Hellcat, "Minsi 111", a WW1 13th Aero Sqdn. SPAD X111, and many many more!!!

\$1.50 each, plus 15¢ for postage & handling (U.S.A. only).

SHEET NO. 3 (actual size 8 1/2" x 10)

Decals are in two scales, 1/48th & 1/72nd, four color with an illustrated instruction sheet. Pilots personal insignia, unit emblems, etc. for 52 aircraft, 12 from WW1, 40 from between the wars and WW11. In addition, three groups of decals are provided for a Spitfire, a P-38 Lightning and a P-51 Mustang.

\$1.50 each, plus 15¢ for postage & handling (U.S.A. only)

SHEET NO. 4 (actual size 4" x 6")

Decals are to 1/48th scale, four colors, with an illustrated, wrapper instruction sheet. Markings are for three (3) WW11 P-51B & C Mustangs in the ETO, plus miscellaneous victory markings, and full stenciling to scale.

\$1.00 each, plus 15¢ for postage & handling (U.S.A. only)

SHEET NO. 5 (actual size 4" x 5")

Decals are to 1/72nd scale, the same as sheet No. 4.

\$1.75¢ each, plus 15¢ postage & handling (U.S.A. only)

SHEET NO. 6 (actual size 4" x 6")

Decals are to 1/48th scale, five colors with an illustrated, wrapper, instruction sheet. Markings are for five (5) 'Armee de L'Air' (French Air Force) F8F Bearcats plus a U.S. Navy aircraft. Sheet includes the French National insignias and full stenciling to scale. (to be released early 1974)

SHEET NO. 7 (actual size 4" x 5")

Decals are to 1/72nd scale, the same as sheet No. 6. (to be released late 1973)

NEW RUMORS FROM HORIZON HOBBIES

BAKER VIA KRAUSE VIA ?

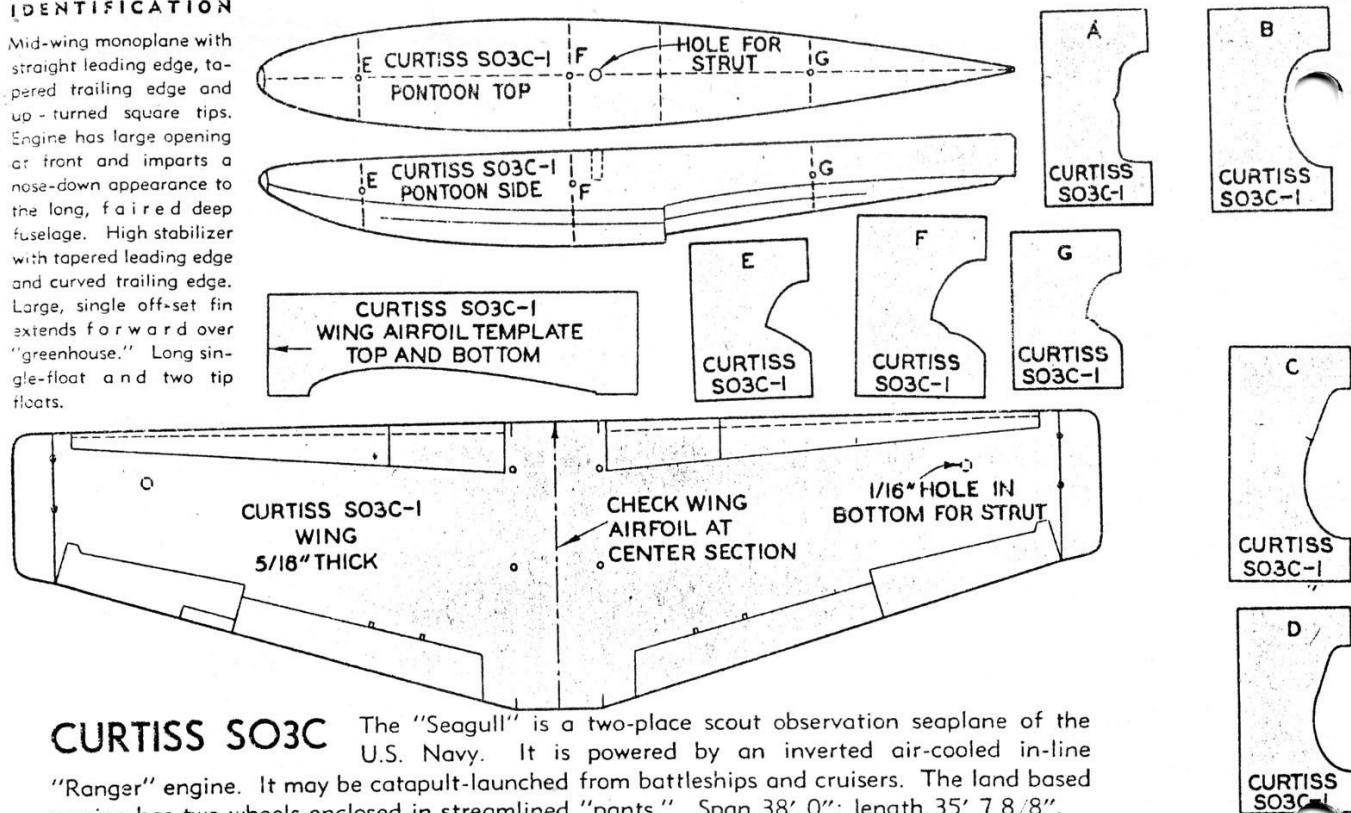
Horizon Hobbies, in their rumor department, lists a number of 1/72 scale kits supposedly forthcoming. You've heard it all before, but, here they are: HASEGAWA: Tony, Tojo, P-51D, P-47, ME-109, Mitsubishi MU-2; REVELL: Helen, Irving, Sally; FROG: Gladiator, Swordfish, BAC Jaguar; MATCHBOX: ME-109 (could be misprint--their listings show ME-109E.) DELTA: Caproni Jet (1938-39 Model); L.S. Dinah, Grace, Jill, Babs, Kamikaze, Lorna, and Lily. Rotsa ruck!

WHERE WE WERE

Dirty Plastic December 1973

IDENTIFICATION

Mid-wing monoplane with straight leading edge, tapered trailing edge and up-turned square tips. Engine has large opening at front and imparts a nose-down appearance to the long, faired deep fuselage. High stabilizer with tapered leading edge and curved trailing edge. Large, single off-set fin extends forward over "greenhouse." Long single-float and two tip floats.



CURTISS SO3C

The "Seagull" is a two-place scout observation seaplane of the U.S. Navy. It is powered by an inverted air-cooled in-line "Ranger" engine. It may be catapult-launched from battleships and cruisers. The land based version has two wheels enclosed in streamlined "pants." Span 38' 0"; length 35' 7 8/8".

Address Correction Requested

dirty plastic

ARIZONA HISTORICAL MODELERS SOCIETY IPMS/Phoenix
PIMA PAISANOS IPMS/Tucson

2033 N. 11th Ave. Phoenix, Arizona 85007

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



FIRST CLASS

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

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

2024 CLUB MEETING CALENDAR

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

JANUARY 2024

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

JULY 2024

Tuesday 2nd, 7pm
Seminar/Speaker:

FEBRUARY 2024

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

AUGUST 2024

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

MARCH 2024

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

SEPTEMBER 2024

Tuesday 3rd, 7pm
Seminar/Speaker:

APRIL 2024

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

OCTOBER 2024

Tuesday 1st, 7pm
Seminar/Speaker: Airliners/Mike Pabis
Saturday 19th BnB

MAY 2024

Tuesday 7th, 7pm
Seminar/Speaker:

NOVEMBER 2024

Tuesday 12th 7pm
Seminar/Speaker: Aircraft
Photography/Brian Baker
Saturday 16th BnB

JUNE 2024

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

DECEMBER 2024

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



December Raffle

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

No Raffle this month due to ‘White Elephant’



UPCOMING EVENTS

Awards Dinner—11th January 2025 (Tickets on sale at December meeting only)

Modelzona 1st February 2025 (Flyer on last page)

Modelzona 1st November 2025

The 2024 IPMS Craig Hewitt Chapter Awards Dinner will be held on Saturday, January 11, 2025 at Chompie's. For those of you who want to google the venue, the address is 3212 E Cactus Rd, Phoenix, AZ 85032. This year's dinner will be similar to last year's, featuring a full buffet and cash bar. In addition to the 2024 club awards, there will be a game planned. Additional information will be given at the club meetings and in future editions of The Corsair.

Thank you.
The Social Committee



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

Useful Links

Bjorn Jacobsen—Aircraft Dioramas	www.dioramas-and-models.com
Plasmo—good visual instructions on “You Tube”	just search for plasmo
Trumpeter replacement parts	Joanna@trumpeter-china.com
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!

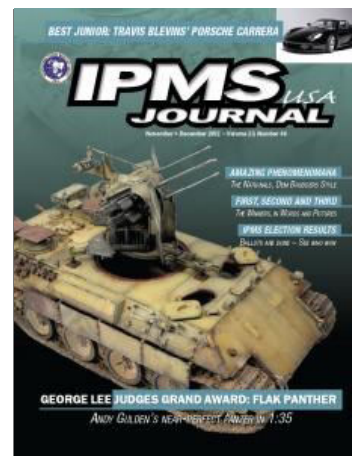
\$30 annual membership includes a one year subscription to the IPMS Journal. Visit www.ipmsusa.org to download a membership form. Or

you can write to:

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



Membership so 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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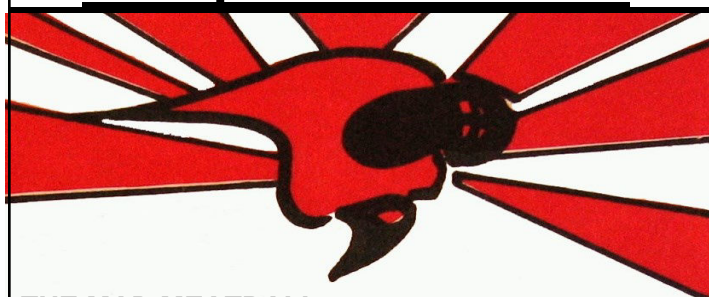
8058 N. 19th Ave.
NW corner
19th Ave. & Northern
602-995-1755

4240 W. Bell Rd.
NE corner
43rd Ave. & Bell
602-547-1828

space in miniature

Space modeling reference books
by Mike Mackowski.

www.spaceinminiature.com



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MIKE CHOLEWA

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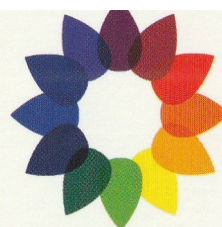
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**DESERT SCALE
CLASSIC**

Model Car Championship

Second Saturday, Every April
Phoenix, Arizona

dsc-hq@cox.net
DesertScaleClassic.org



MODELZONA 2024.5

What happened?
We lost our lease!

OUR NEW LOCATION IS:

El Zaribah Shrine Auditorium
552 North 40th Street - Phoenix, AZ 85008

Saturday, February 1st, 2025
9am - 5pm

OPEN TO ALL MODELERS
OVER 50 CATEGORIES
RAFFLE
MAKE & TAKE

SPECIAL AWARDS FOR:

Best Moving/Transport Subject
Best F4U Corsair
Raleigh Williams Craftmanship Award

VENDOR TABLES (8ft. Vendor tables - \$50 each)

For vendor info contact Keith at: 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

Follow us on Facebook: [Craig Hewitt Chapter-IPMS Phoenix](#)

