

THE CORSAIR

IPMS Phoenix / Craig Hewitt Chapter

Presidents Message

Hello everyone,

I hope everyone who attended the August swap meet had an enjoyable time. There was a large turnout with every table full of kits and hobby supplies. I sold a few kits, but I didn't find anything that I could not live without – not a bad thing, since my objective was to thin out my collection and not add to it.

Again, I'd like to remind everyone about the September seminar. The presentation will be a "Model Therapy" session. It will be a meeting where anyone can bring up any problem or question that they have been dealing with while modeling, and hopefully, there will be at least one person in the group that has the answer, solution, or at least a suggestion.

The October meeting is coming up fast, so keep working on your "Outside of the Box" kit. They will be judged in an additional contest, separate from the monthly meeting contest, with a \$50 prize awarded to the winner.

Terry Schuler is still looking for ideas for monthly contests. Please send any ideas you might have to Lyn, or myself. Please note that my email address is changing. I have included the new one at the end of this message.

My ongoing quest for seminars/presentations for next year continues as well. Please let me know if you have something you are willing to present at a meeting, or suggestions such as Model Therapy and "What Judges are Looking For".

That's it for this month. Keep on modeling!

Kevin

kdhpolarbear@yahoo.com

Corsair Stop Press Dates 2025

January	27th
February	23rd
March	23rd
April	20th
May	25th
June	22nd
July	27th
August	24th
September	21st
October	26th
November	23rd
December	21st

THE CORSAIR

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August Swap Meet



Plenty of bargains to be had at the annual club swap meet in August



“P-47 Razorback Tamiya”

318th FG Saipan

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 use by U.S., British, French, Mexican, Brazilian, Chinese and Russian air forces.

Seventh Air Force

The Seventh Air Force initially provided air defense for the Hawaiian Islands. It also became the hub of the Pacific aerial network. In addition to Depot functions, it supported the 4-engine all-weather transport used in ferrying troops, supplies, and evacuating wounded from forward areas. These transport planes were under the command of Pacific Division, Air Transport Command. The command also played a major role throughout the Pacific War as a training, staging, and supply-center for air and ground troops.

The command deployed most of its combat units to the Central Pacific, where operations were best summed up by its air and ground crews as "Just one damned island after another!"

Seventh Air Force units deployed 2,000 miles southwest to the Gilbert Islands, then 600 miles northwest to the Marshall Islands, 900 miles west to the Caroline Islands, 600 miles northwest to the Mariana Islands, 600 miles north to Iwo Jima, 1,000 miles west to Okinawa, always edging closer towards the center of Japanese power. A map story of the Seventh Air Force would cover 3,000 miles north and south of Midway Atoll to Fiji, and 5,000 miles east and west from Pearl Harbor to the Ryukus.

Pineapple Air Force

This term was derogatory or affectionately used, depending on each person's point of view, while assigned to the 7th AAF in Hawaii. The units there were readiness training units (RTU), before sent to the 5th or 13th AAF, known as the "Pacific War Zone". Men staying in Hawaii were known as Pineapples.

Early 1944 the 318th was equipped with Republic P-47D Thunderbolts, while still stationed in Hawaii. On June 22nd and 23rd, from the escort carrier USS Natoma Bay, the 318th catapulted 37 P-47's landing at Aslito airfield. During the Marianas campaign, it worked closely with Marine ground forces, pioneering close infantry support and employing the first use of napalm. On Saipan the 318th had the dubious distinction, along with the 21st Fighter Group on Iwo Jima, of being the only Army Air Force units to engage in ground combat.



“P-47 Razorback Tamiya”

318th FG Saipan

By "Mark L. Rossmann"

June 26, 1944

The ground crews and pilots lived through long nights of rifle fire and shell bursts. The worst of their nights came in the early hours of 26 June. In the darkness a Japanese sabotage party sneaked onto the airfield to destroy the P47s where they were parked, and three hundred Japanese troops broke through the infantry lines and also reached the field. Men of the squadron became infantry soldiers and held them along with a unit of Marines and Marine artillery that were in reserve. Almost all the Japanese soldiers were killed in the ensuing firefight. The next day, the elements of the 27th Infantry Division that had been fighting at the point moved in to occupy the area, no survivors were found. The Japanese left behind 2 damaged P-47's and the burned out remains of 'Head-up N'locked', the sole P-47 the sabotage party was able to set afire, with their Molotov Cocktails.



As Army troops strove to clear the south coast of Saipan, tenacious Japanese forces there were supported by artillery batteries hidden in caves and pillboxes on Tinian, only three miles across the channel from Saipan. The P-47s devoted countless efforts to attacking these positions which were as hard to hit as they were hard to spot. Missions against these targets were often completed in just eighteen minutes from takeoff to landing, with the result that the pilots were given credit for only half a mission each time although the missions were seldom easy ones.

On 27 June, seven P-47s of the 19 FS took off from Saipan on such a mission to strike at an artillery position on Gurguan Point, Tinian, with rockets. One of the P-47s was flown by Lt. Wayne F. Kobler. As he came in low over his target the enemy set off a land mine almost directly under him. The blast caught Kobler's plane square and it went straight in. Later, when the number two strip at Aslito was completed, it was named Kobler Field in his honor.

From November 1944 to March 1945, the 318th Fighter Group helped counter the Japanese air attacks on the Mariana Island. During this time, they gave up their P-47's for P-38's. Late in March they transitioned to the P-47 'N' version and moved north to Okinawa.

The 318th Group was officially credited with 164 air combat victories by 15 August cease fire, with 6 pilots shot down by enemy planes.



"P-47 Razorback Tamiya"

318th FG Saipan
By "Mark L. Rossmann"

Seventh AF P-47 units were:

15th FG (45th, 47th, 78th FS), converting to P-51.

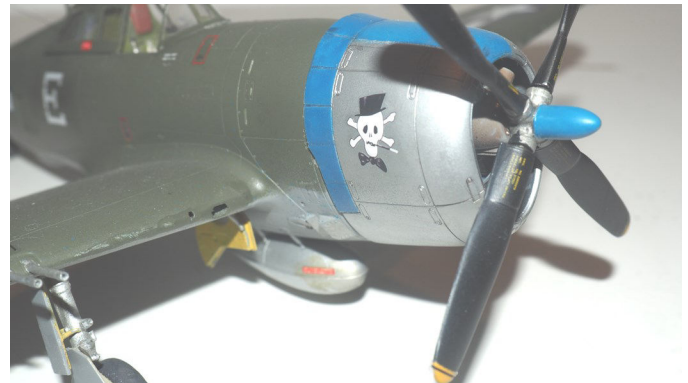
318th FG (19th, 73rd, 333rd FS),

508th FG (466th, 467th, 468th FS)

Model

This is a Tamiya P-47 Razorback, with the build taking about 3 weeks. The cowling was not attached during overall painting, this allowed the taping and painting for the aluminum and blue nose colors a separate entity keeping the rest of the model out of the picture. The two stabilizers I did not attach, making it easier to mask and paint the stripes and the blue at the base of the tail over the silver and OD.

Bombs, drop tanks and Bazooka Tubes are provided, as are .50 caliber drilled out barrel ends. These are sufficient to create a great kit without necessarily buying aftermarket product.



"P-47 Razorback Tamiya"

318th FG Saipan

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: **"SMOKEPOLE"**, P-47D-20-RA, (42-325402) – Unknown Disposition

Unit: **7th AF:** 19th FS / 318th FG, Isley Field Saipan, 1944.

Pilot: Lt. Hal Dunning. After cycling out, Lt. Harwood (Doug) Towner was assigned, I used Towners name as the pilot.

Crew Chief: S/SGT Eldo Lau

Notes: All markings on this 47 were applied after reaching Isley field. Markings were not changed when Towner was assigned to it. *Each pineapple represents 6 months in the Pineapple Air Force. This plane has 1, representing 6 months.*

Model: Tamiya #86, P-47D Razorback. ThunderCals T-004

Paint:

Tamiya sprays: AS-6 Olive Drab (USAAF), AS-7 Neutral Grey (USAAF), TS-30 Silver. Testers Sprays: 1210 Gloss Bright Blue. Final overall spray was Tamiya dull TS-80.

References:

Wikipedia

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

ThunderCals Decals – T-004 P-47D Razorbacks PTO Part 4 19th, 333rd FS/318th FG

USA Unit History: <https://usafunithistory.com/>

Respectfully,

Mark L. Rossmann



2025 Club Contest Themes

January: No Contest

February: Sci-Fi: (Any scale, Figure, Vehicle. including 3-D printed)

March: American Fighters WW2: **1/48 scale only** (Any American Made Fighter Aircraft flown by USA during WW2)

April: Armor: (Any scale, Any armored land vehicle. Wheel or Track driven)

May: A Day at the Races:
(Any scale vehicle used for organized racing)

June: Ships and Boats: (Any scale, Civilian or Military)

July: The British are Coming:
(Anything British; Ship, Vehicle, Figure, Airplane)

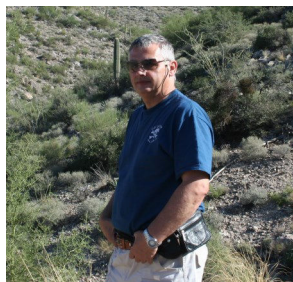
August: No Contest / Club Swap Meet

September: The Pacific:
(Any model, any scale representing the PTO and SEAC campaigns during World War II)

October: Peoples Choice: Any Model, Any scale.
(Judged and voted on by the present attendees of this monthly meeting)

November: The Great War WW1: (Any model representing WW1)

December: No Contest / Holiday White Elephant



EDITORS CORNER

BY LYN GORTON

If you look closely at the “Where We Were” pages you will notice that we have two months covered ie September and October. I guess people took later, or more ,summer vacations in 1974, so next month you will have the same edition.

I don’t know if you read these old newsletters but there is always something of interest in them.

This one contains plans for scratch building an airfield flak tower in 1/48 scale—something to add to your next diorama or even to give some added depth to your display.

You will note that Kevin is asking for ideas for presentations at the monthly meetings.

I stress once again that if you have something that you find interesting then other club members will also find it interesting.

With that in mind I have volunteered to give a presentation on the USAF Museum at Dayton Ohio ,which I visited in July.

My main problem right now is slimming it down to a 20 minute presentation, but I have until November to get it right.

Kevin has just dropped info of the nationals to the committee so it looks like we might be making a bid sometime in the next 3 years. I have been involved in two of these and it is a big undertaking that will require full club participation so volunteers will be required for all sorts of activities.

WHERE WE WERE

SEPTEMBER/OCTOBER 1974

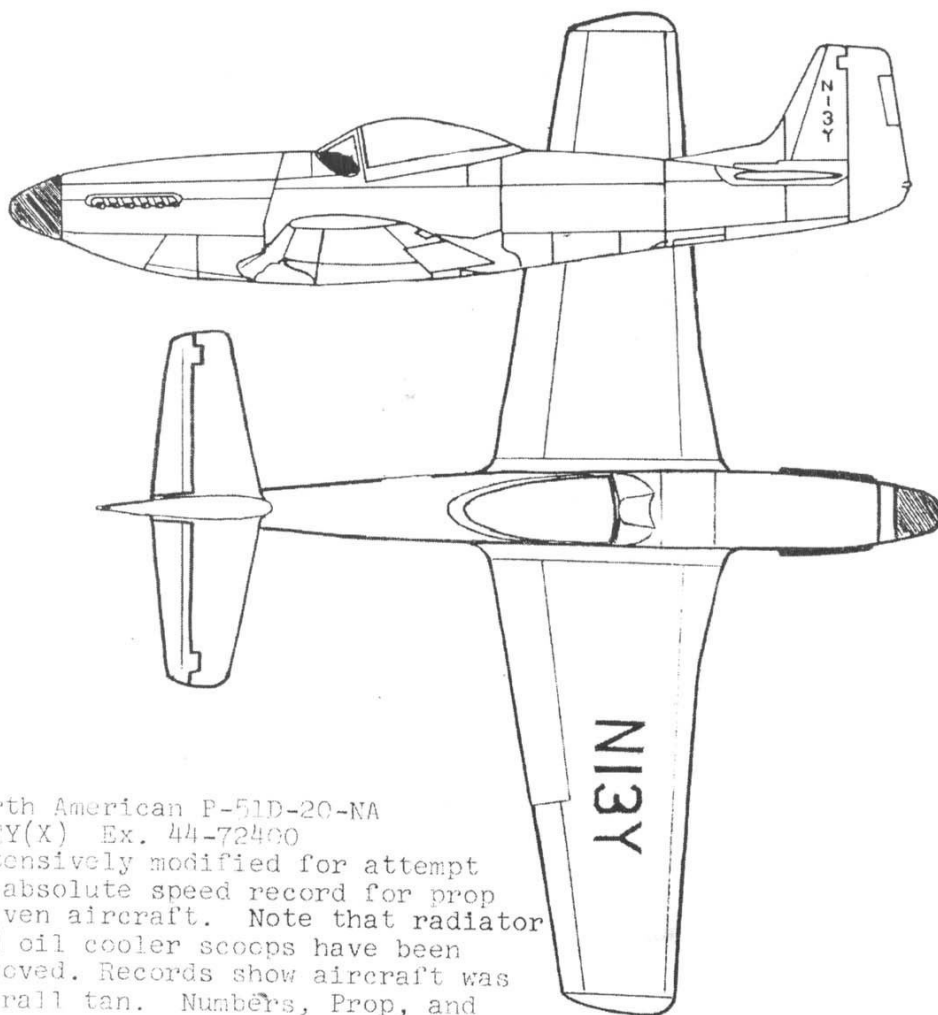


dirty plastic

ARIZONA HISTORICAL MODELERS SOCIETY IPMS/PHOENIX
2033 N. 11th Ave. Phoenix, Arizona 85007

No. 39/
40

SEPT/OCT.
1974



North American P-51D-20-NA
N13Y(X) Ex. 44-72400
Extensively modified for attempt
at absolute speed record for prop
driven aircraft. Note that radiator
and oil cooler scoops have been
removed. Records show aircraft was
overall tan. Numbers, Prop, and
Spinner are glossy black. Photo-
graphed at Miami Int'l Airport,
Miami, Florida, on Aug. 9, 1955.

B. Balze 1974

WHERE WE WERE

SEPTEMBER/OCTOBER 1974

DIRTY PLASTIC

ISSUE NO. 39-40 OCTOBER, 1974

DIRTY PLASTIC is a publication of the ARIZONA HISTORICAL MODELERS' SOCIETY, IPMS/PHOENIX. Subscriptions are \$3.50 a year. Membership dues, including a subscription to DIRTY PLASTIC, are \$6.00 a year.

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SUPPORTING HOBBY SHOPS

Longman's Hobby Craft, 49 E. Broadway, Tempe (957-7241)
Webster's Hobby Shop, 30 E. Camelback, Phoenix (266-5343)
Val's Hobby Hangar, 4840 N. 59th Ave, Phoenix (934-6174)

ARIZONA HISTORICAL MODELERS' SOCIETY

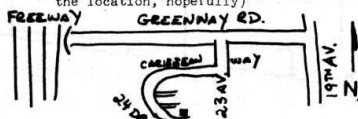
The Arizona Historical Modelers' Society, IPMS/Phoenix, is an organization of modeling enthusiasts dedicated to the improvement of this activity in the Phoenix area, and to the collection and distribution of information concerning models of aircraft, ships and vehicles, and their historical backgrounds. The AHMS is entirely an amateur organization, and all members and officers serve without pay, frequently at their own expense.

OFFICERS AND STAFF (So you know who to blame. . .)

President: Brian R. Baker, #2, 4426 N. 28th Street, Phoenix, AZ, 85016 (956-1518)
Secretary: Charles K. Krause, Jr. 2033 N. 11th Ave. Phoenix, AZ 85007 (253-5430)
Circulation Manager & Art Director: Heinz F. Jacobs, 14815 N. 24th Drive, Phoenix, AZ 85203 (942-2962)

MEETINGS

SOCIAL: Monday, Oct. 28, 1974. 7:30 pm.
Heinz Jacobs', 14815 N. 24th Drive, Phoenix, AZ (942-2962) Map below shows the location, hopefully!



BUSINESS: Monday, November 11, 1974 7:30 pm.
Brian Baker's New Apartment. 4426 N. 28th Street, #2. Phoenix. (956-1518).
NOTE: This is just across the alley. Enter the same way as before, between the apartments, and look for the yellow sailboat hanging in the patio. It will now be on the south side, the second door from the front. Call if confused.

THE PRESIDENT'S PAGE

BRIAN R. BAKER

Due to circumstances entirely within our control, we have decided to make this issue a double issue, in order to make up for last month's "Phantom" issue. That's right, it didn't make it to the printers. There are a lot of reasons for this, not the least of which were that your erstwhile editor (1) got married, and (2) moved. As this sort of thing tends to disrupt regular activities such as getting periodicals out on time, and, heaven forbid, getting a model or two assembled to the degree that a review can be written on it, we blew it, and the double issue is done as a sort of sackcloth and ashes act.

Anyhow, things are back on schedule again, and we should continue to be a monthly from now on. Promises, promises . . .

AIR DISPLAY AT LUKE AFB

B.R.B.

There was a small but well attended air display at Luke AFB on the 20th of October. The whole affair was highly informal, which meant that it was easy to get to the areas where you could photograph the aircraft. The show supposedly started at 9:00 AM, so I, along with Ray Sweet, showed up about 7:00 AM, and we had the whole line to ourselves. Not much new was there, except for a rather offbeat F-111A and a strangely painted T-38A. Aircraft on display are listed below.

O-1E	N5205G	C.A.P. Aircraft
U-6A	N5231G	C.A.P. Aircraft
CH-3	67-14720A.	(LH Codes) A.F. Reserve Unit.
UH-1P	63-13160	(LA Codes) Luke-based.
F-4C-MC	63-7631A	Three a/c of 58 TPTs, Based at Luke. All Camouflaged, bearing (LA) codes.
F-104G	63-13248	Used for training Luftwaffe pilots. Many based here.
TF-104G	63-13249	Two Seater. All silver.
T-37B-CE	63-8454	All-white (new) scheme. From Williams AFB.
T-38A-NO-75	68-8186	All white. Williams based.
T-38A-15-10	(O-80618)	Serial not deciphered. Clean.
F-101B-MC	57-417	ND-ANG's Hooligans.
F-102A	57-800	CALIF ANG.
F-5E	57-2477	
T-38A	72-01401	Unusual finish. Not definite.
A-7D	71-3188	Camouflaged. Fr = DM-APB.
F-100D	70-1008	Camouflaged.
F-105G	56-3037A	(GA) Codes, camouflaged.
F-111A-CF	63-8321	Camouflaged, Black U/S. Code #7
T-38A	67-52A(?)	Thunderbirds' New Aircraft.

MORE AGGIES: THE WILDCAT SPRAYERS

B. R. BAKER

Frequently seen at some of the more obscure airstrips during the late 1950's, the General Motors FM-2 Wildcat fighter was never really popular as an agricultural aircraft, but it did have a number of advantages that made it useful for spraying and aerial application in general. It was a powerful aircraft with relatively light wing loading, especially after the combat equipment and armor had been removed. Also, the aircraft were available at cheap prices, since they had no other commercial potential, except as sport aircraft, and there were too many P-51D's available offering substantially higher performance for about the same cost. So, it was spray or be scrapped, and a number of them did spray.

Wildcat N29B was around the Phoenix area during 1957 and 1958 in at least two configurations. The aircraft had a black fuselage, with white numbers and checkerboard pattern around the engine cowlings. I have one set of photos which states that the aircraft was silver and black, but from examination of photographs, it appears that the wing tanks were silver, while the letters, checkerboards, and control surfaces were white, although it is possible that the rudder, elevators, and ailerons had been recovered, and were left in silver paint. The aircraft would have appeared somewhat weathered, as most of these planes were very grubby after a season of operational flying. Later, I photographed this aircraft at Safford, Arizona (July, 1958), and the aircraft had four tanks, the extra two being mounted in a manner similar to that of N20HA, using the pylon mount. The underwing tanks were also black.

Another Wildcat seen in the valley during this period was N20HA, which, from 1956 on, was always equipped with four tanks. Early photos show the aircraft painted dark blue, with chrome yellow trim and letters. From 1957 to 1958, the aircraft had apparently been repainted, albeit to the same pattern, as notes show it to be black and yellow. The main fuselage and vertical fin were black, and everything else was yellow, except for the registration on the side of the fuselage, which was probably white.

The possibilities for kit conversions to these aircraft are limited, but either the Airfix or Hawk FM-2 would probably be sufficient, since they are both useful kits. The only changes would be in the installation of wing tanks and the applicator gear, and these would be relatively simple. I would suppose that the Airfix P-38 wingtank would be proper for the underwing tank on the FM-2, while the tip tanks are slightly smaller. It is worth a try, anyway. Good luck.

KIT REVIEW CORNER

B.R. BAKER

THE MATCHBOX TANKS: Sherman Firefly, Panther G, & Comet. (1/76)

Although Val has recently obtained all three of these kits, I have only built the Firefly, since it has been available the longest. In few words, the kit is excellent, and is very quickly assembled, if a little care is taken. There are good points and bad points. Let's look at the bad first, since this one factor is minimal. The tracks have to be installed on the bogies before the hull top and bottom can be joined. This means that the tank has to be painted, then the tracks and suspension system assembled, and then the bow plate is glued. Since the bow plate is not cracked at that point, a seam results that has to be filled. This needs to be puttied, sanded, and refinished. It is a little awkward, perhaps, but not beyond the scope of the average modeler.

Now, on to the good news. Matchbox has been the first firm manufacturing 1/76 scale armor to produce a workable and satisfactory rubberized track system. This one snapped together without glue, clothespins, vises, staples, or epoxies. It just went together. That's all. Remarkable!

The Panther G (Why couldn't someone have done the earlier D or A versions?) looks like a good kit. The outline looks accurate, and it seems to be straightforward in assembly technique. The tracks also appear to join properly, so we'll give Matchbox credit for another good Panther in 1/76.

The Comet (A34 Mk.1) also looks like it is up to Matchbox standard. Again, the tracks assemble easily, and the detail and casting look excellent. These kits come cast in two colors, and include, for the tiny tots, a cast piece of real estate on which to mount your tank. So, if you want to become a landowner and model builder in one fell swoop, here is your opportunity.

THE HASEGAWA "DUCE AND A HALF"

In keeping with their 1/72 scale series, Hasegawa has just released a kit of a very popular vehicle, the GMC CCKW-353 military truck. This truck was built in numerous variations, and over 800,000 were built, mainly by General Motors. There are many conversion possibilities.

The kit itself appears to be rather simple and easy to construct, and would lend itself well to airfield dioramas, especially those in 1/72 scale.

THE HELLER TRIO

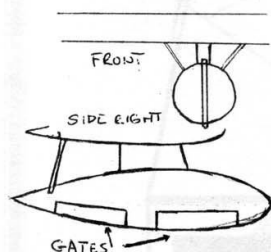
There has been at least one benefit from the French individually in catering to the Arabs, and that has been the number of new kits that has been coming from Heller in recent years.

Recently, three new kits have arrived, and a fourth is available elsewhere. In 1/72 scale, Heller's P-51D appears to be a pretty good kit, although I have not put one together yet. The surface detail is infinitely better than the Matchbox kit, and the kit is designed so that either early or late versions, depending upon fin extension, can be built without butchering up the kit. The fin is left off, to be added if desired. The panel detail is raised rather than recessed, which is to the negative. Hopefully, Heller has produced an accurate and usable P-51D in 1/72 scale. Now we'll just await Hasegawa's.

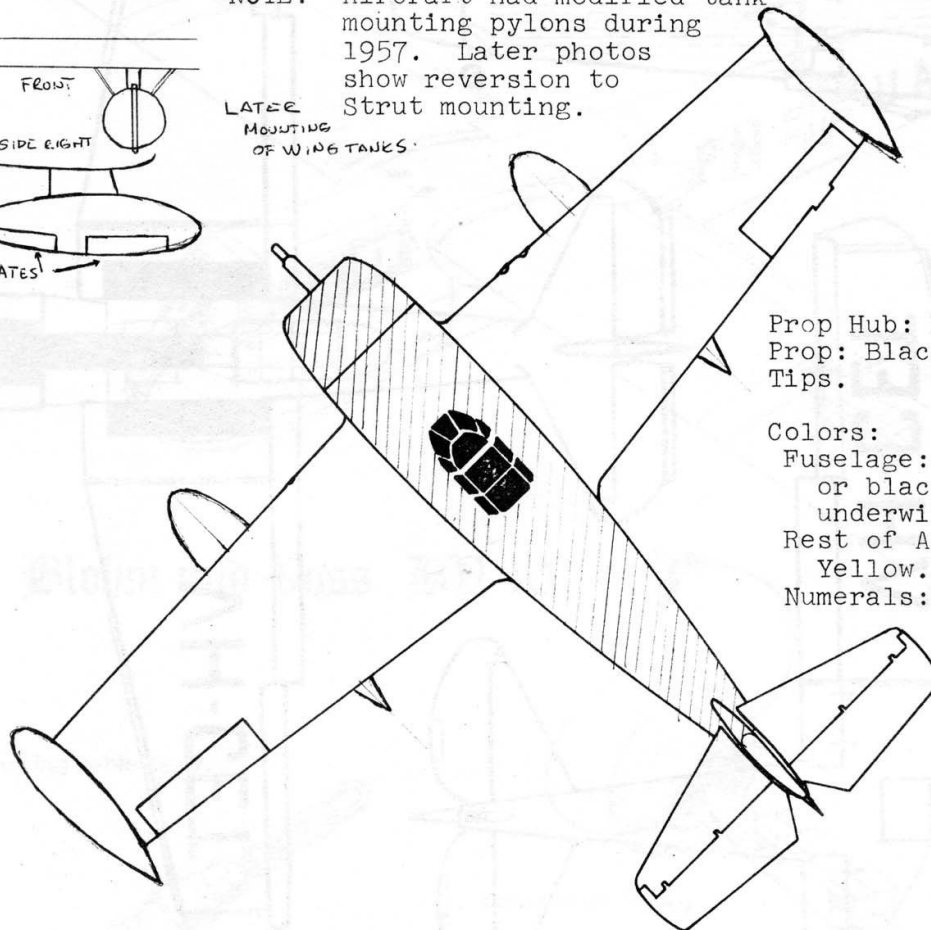
WHERE WE WERE

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NOTE: Aircraft had modified tank mounting pylons during 1957. Later photos show reversion to Strut mounting.

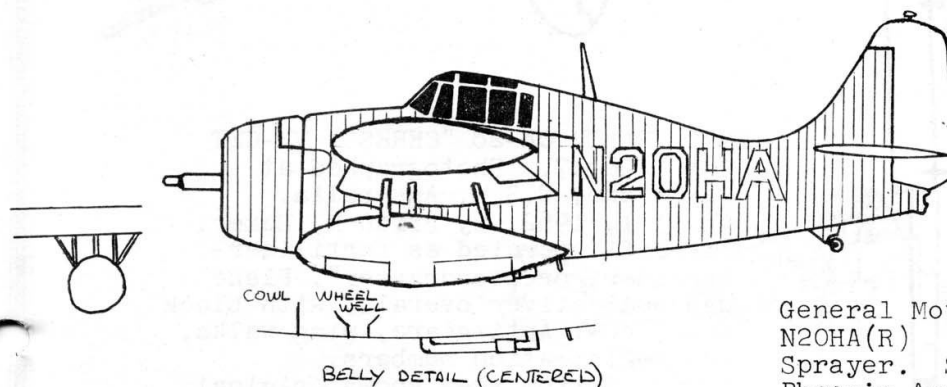


LATER
MOUNTING
OF WING TANKS.



Prop Hub: Black
Prop: Black, Yellow
Tips.

Colors:
Fuselage: Dark Blue
or black (Also fin,
underwing tanks)
Rest of Aircraft:
Yellow.
Numerals: White

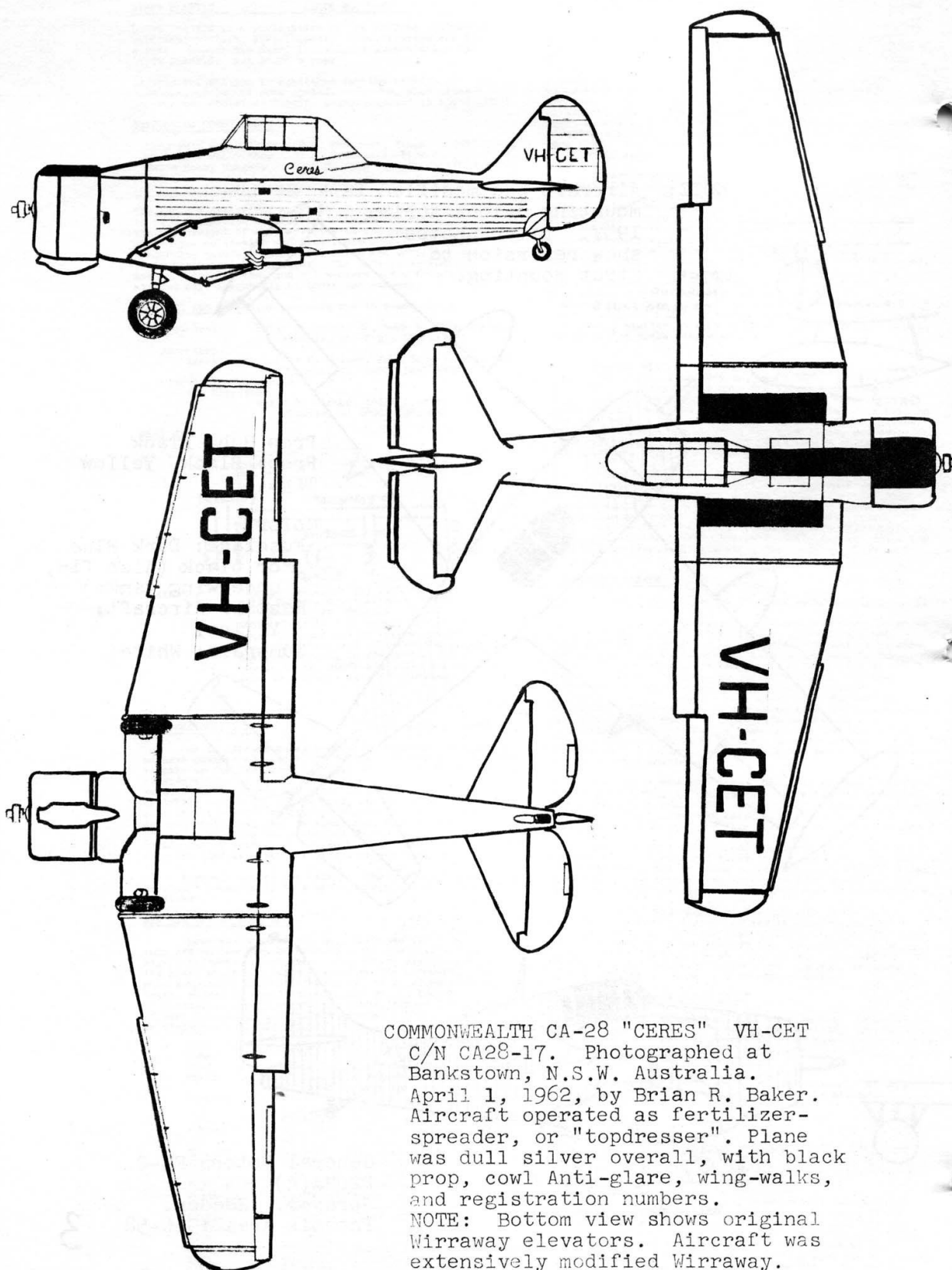


BELLY DETAIL (CENTERED)

General Motors FM-2
N20HA(R)
Sprayer. Seeder.
Phoenix Area 1956-58

WHERE WE WERE

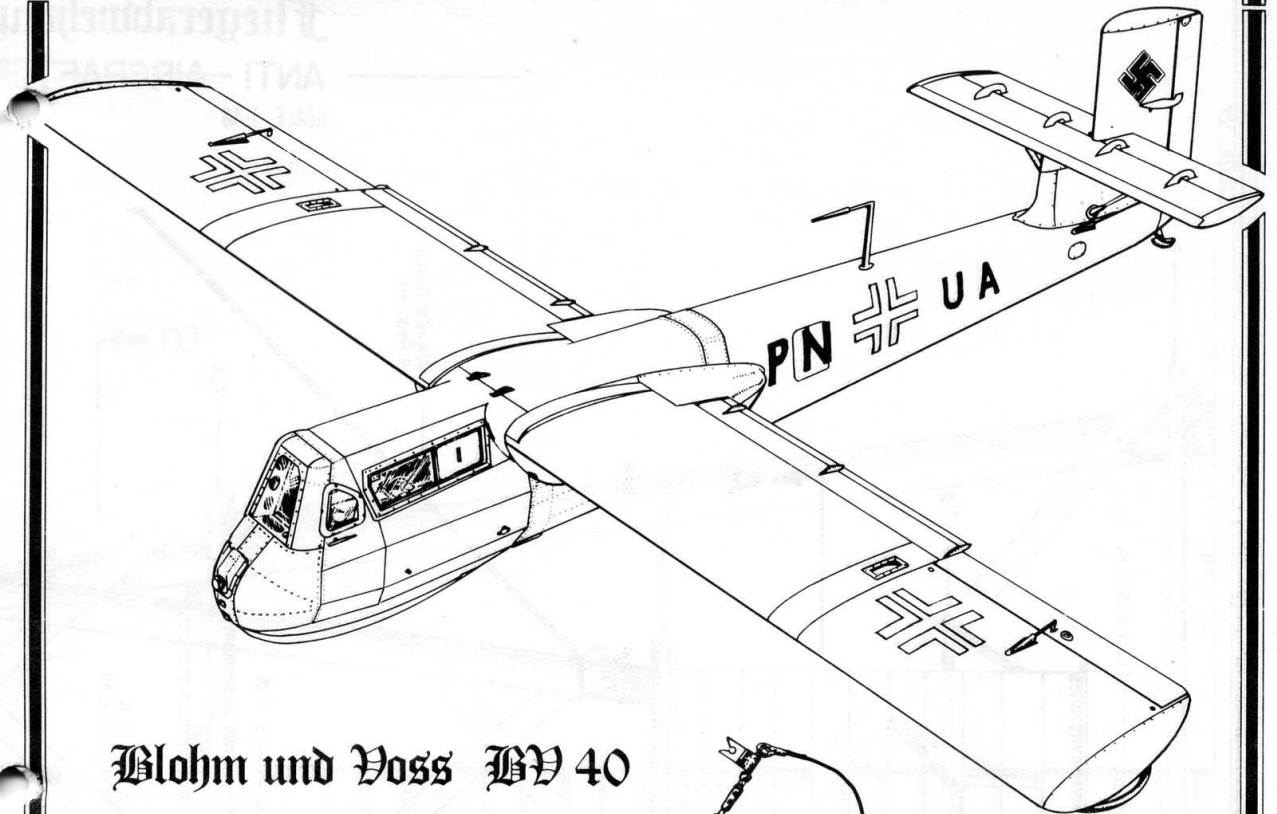
SEPTEMBER/OCTOBER 1974



COMMONWEALTH CA-28 "CERES" VH-CET
C/N CA28-17. Photographed at
Bankstown, N.S.W. Australia.
April 1, 1962, by Brian R. Baker.
Aircraft operated as fertilizer-
spreader, or "topdresser". Plane
was dull silver overall, with black
prop, cowl Anti-glare, wing-walks,
and registration numbers.
NOTE: Bottom view shows original
Wirraway elevators. Aircraft was
extensively modified Wirraway.

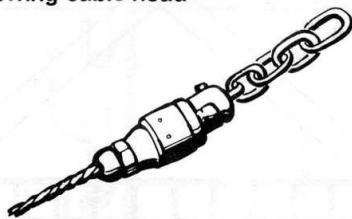
WHERE WE WERE

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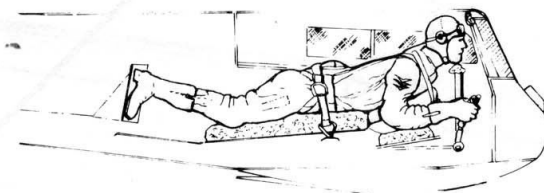
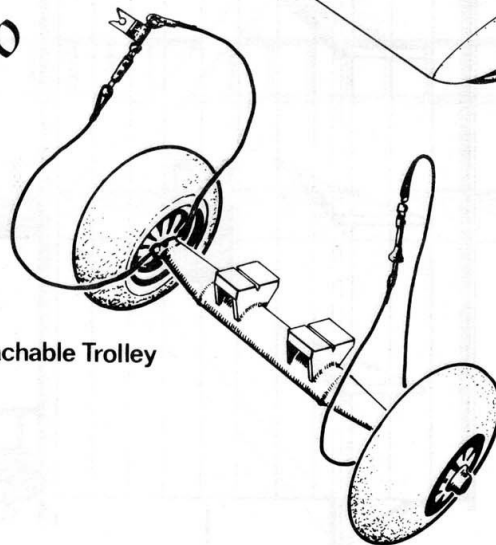


Blohm und Voss BV 40

Towing cable head



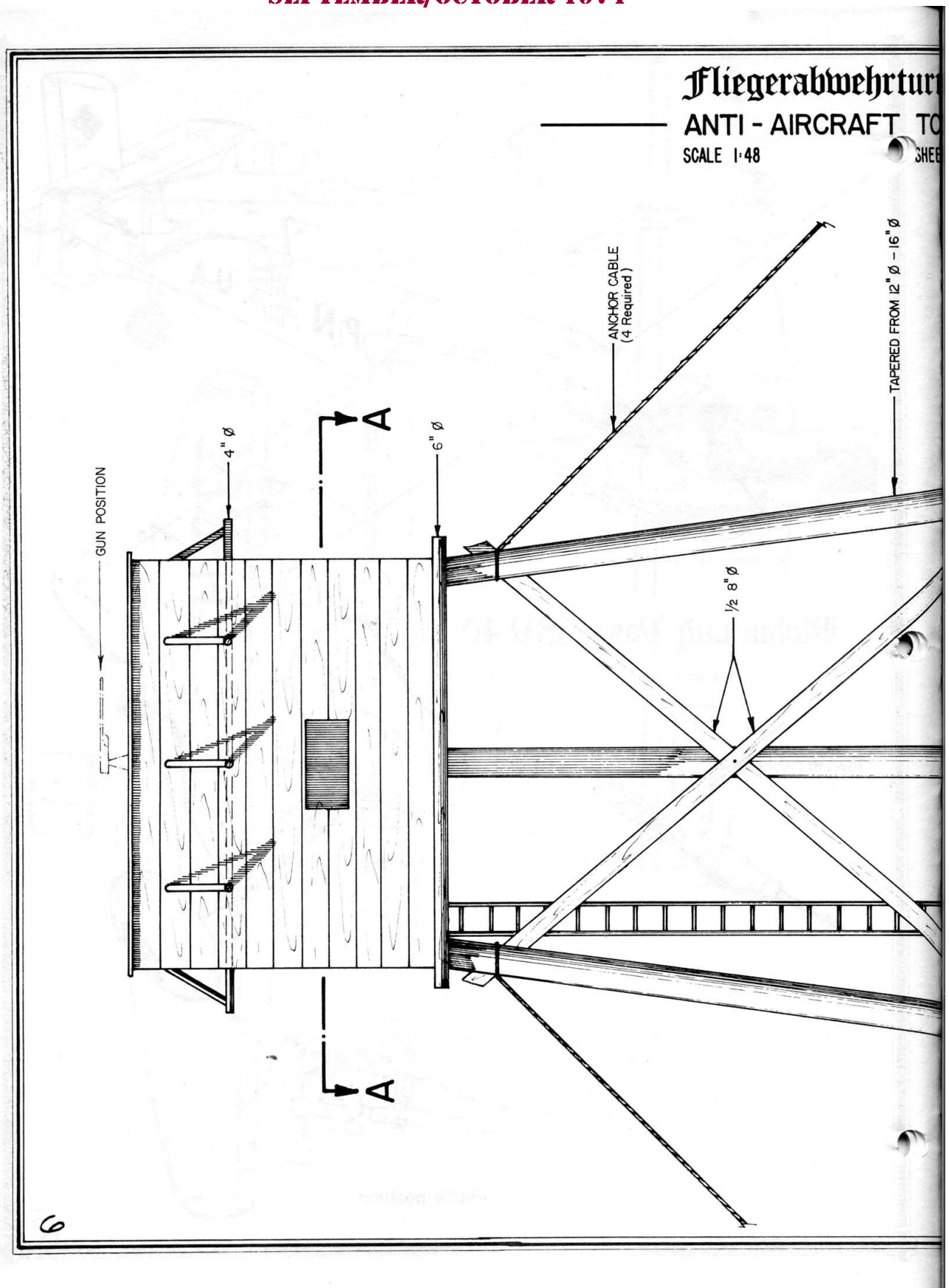
detachable Trolley



Pilot's position

WHERE WE WERE

SEPTEMBER/OCTOBER 1974



WHERE WE WERE

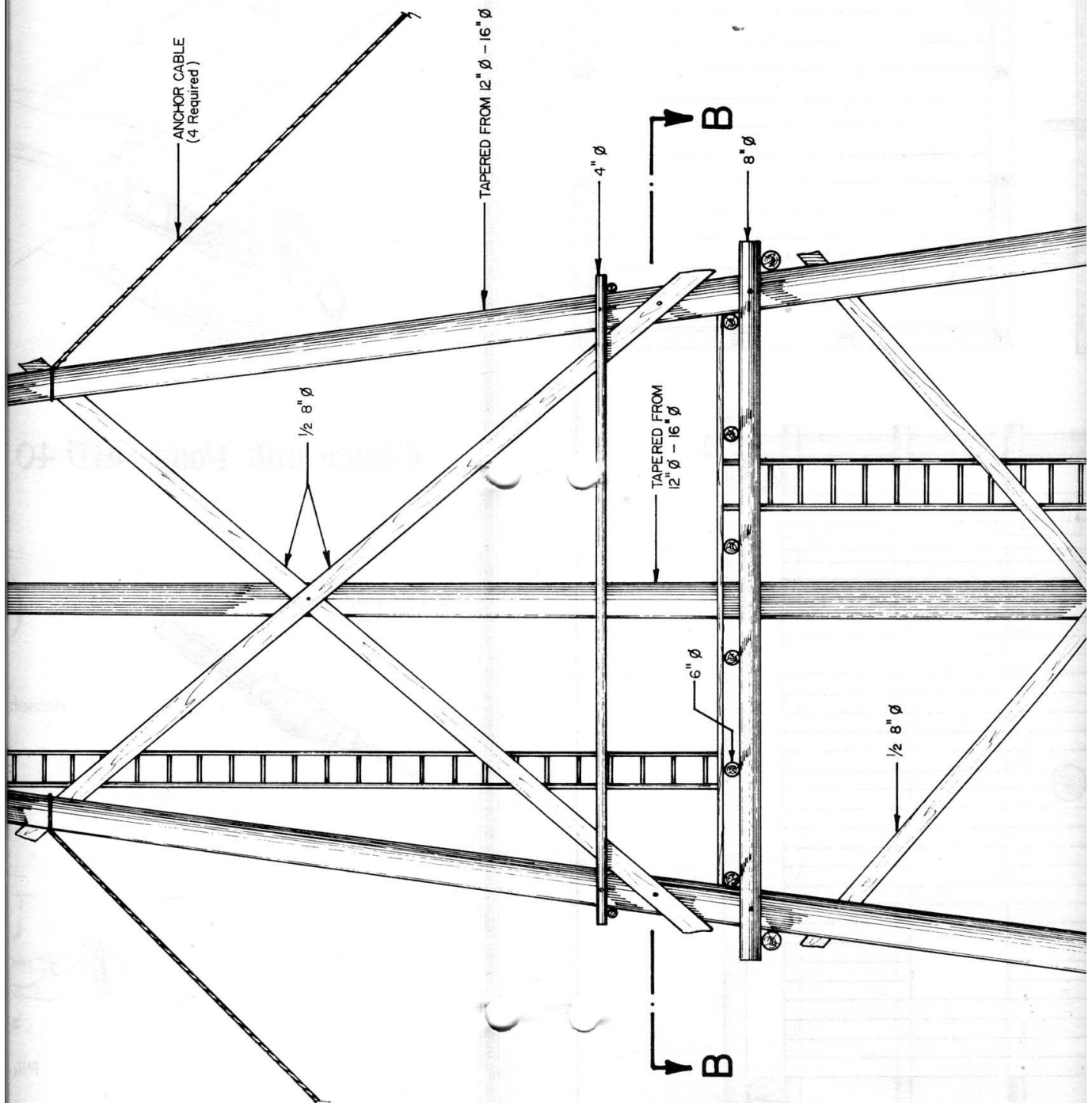
SEPTEMBER/OCTOBER 1974

Fliegerabwehrturm

ANTI - AIRCRAFT TOWER

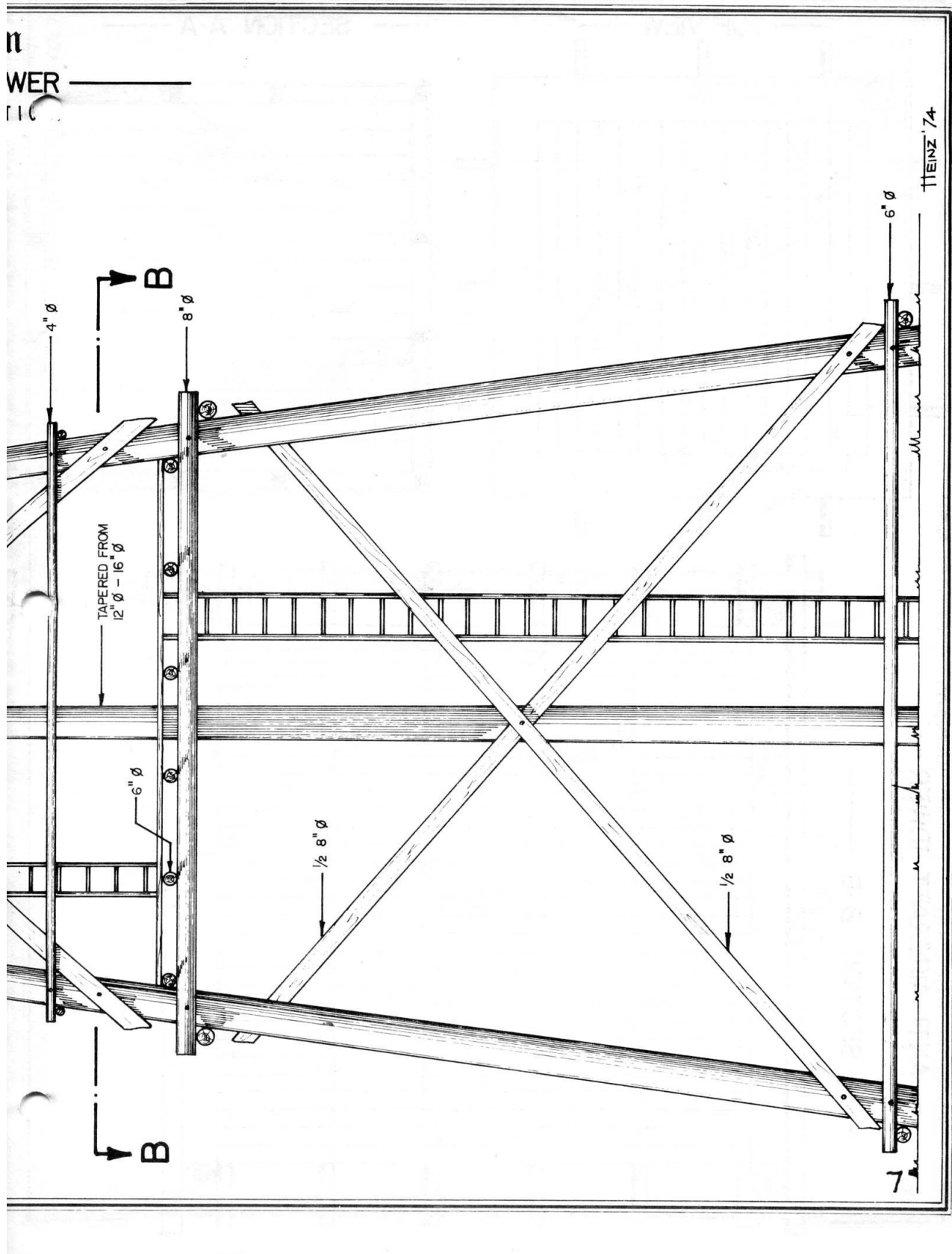
SCALE 1:48

SHEET 1



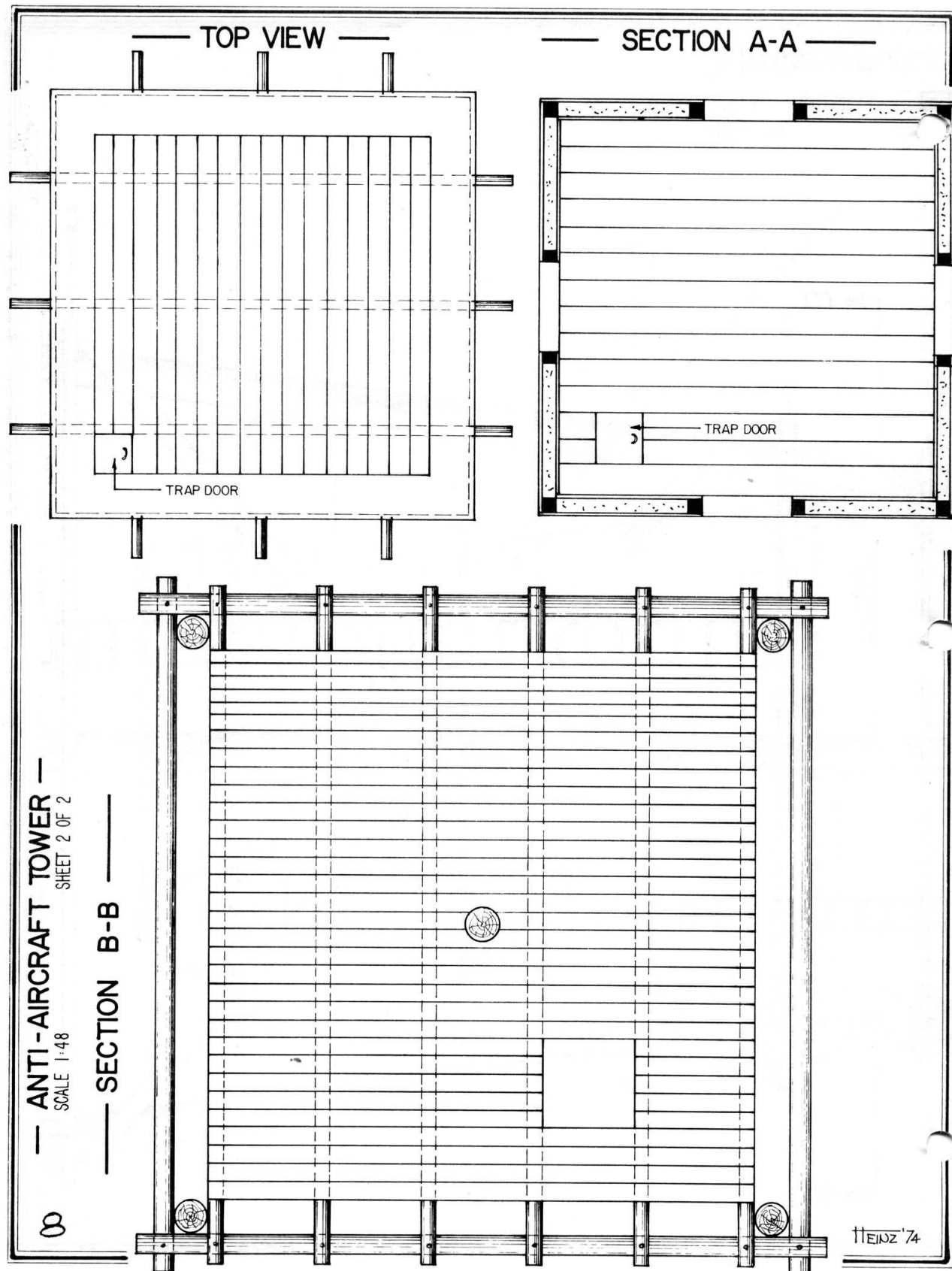
WHERE WE WERE

SEPTEMBER/OCTOBER 1974



WHERE WE WERE

SEPTEMBER/OCTOBER 1974

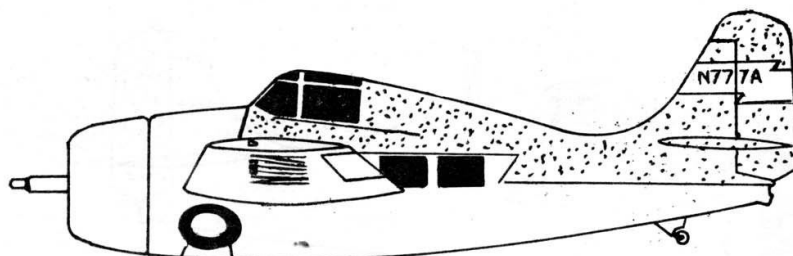
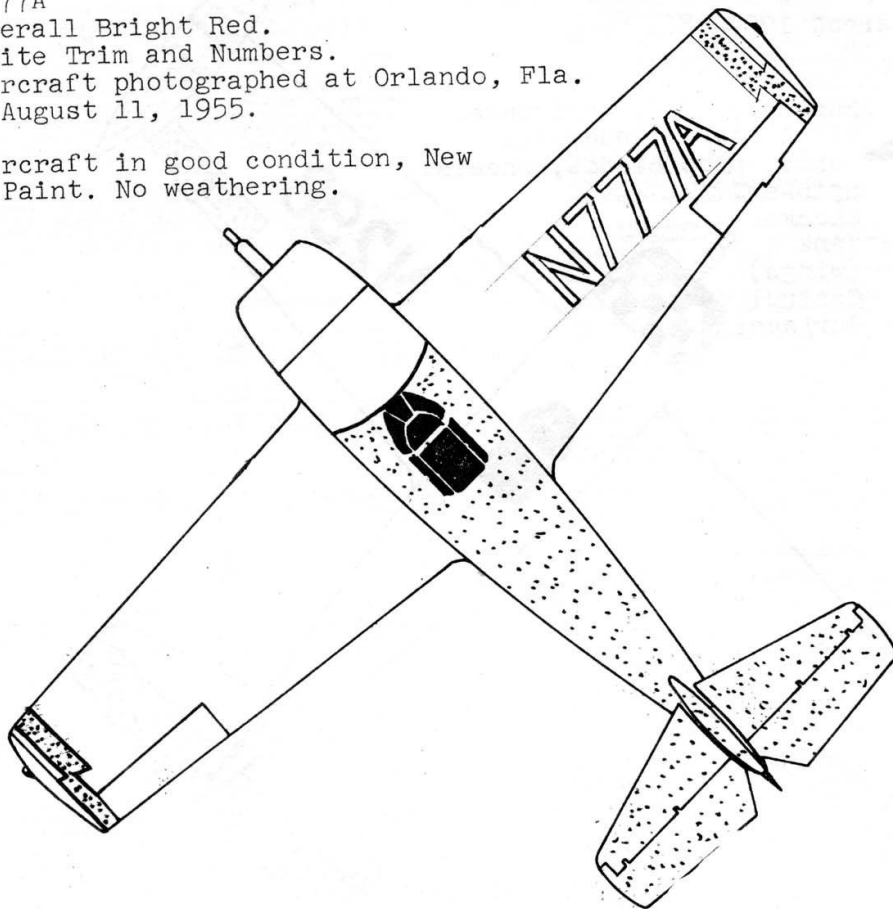


WHERE WE WERE

SEPTEMBER/OCTOBER 1974

General Motors FM-2(Modified) Note: Four seats behind
N777A Pilot's Cockpit. (Windows)
Overall Bright Red.
White Trim and Numbers.
Aircraft photographed at Orlando, Fla.
August 11, 1955.

Aircraft in good condition, New
Paint. No weathering.



WHERE WE WERE

SEPTEMBER/OCTOBER 1974

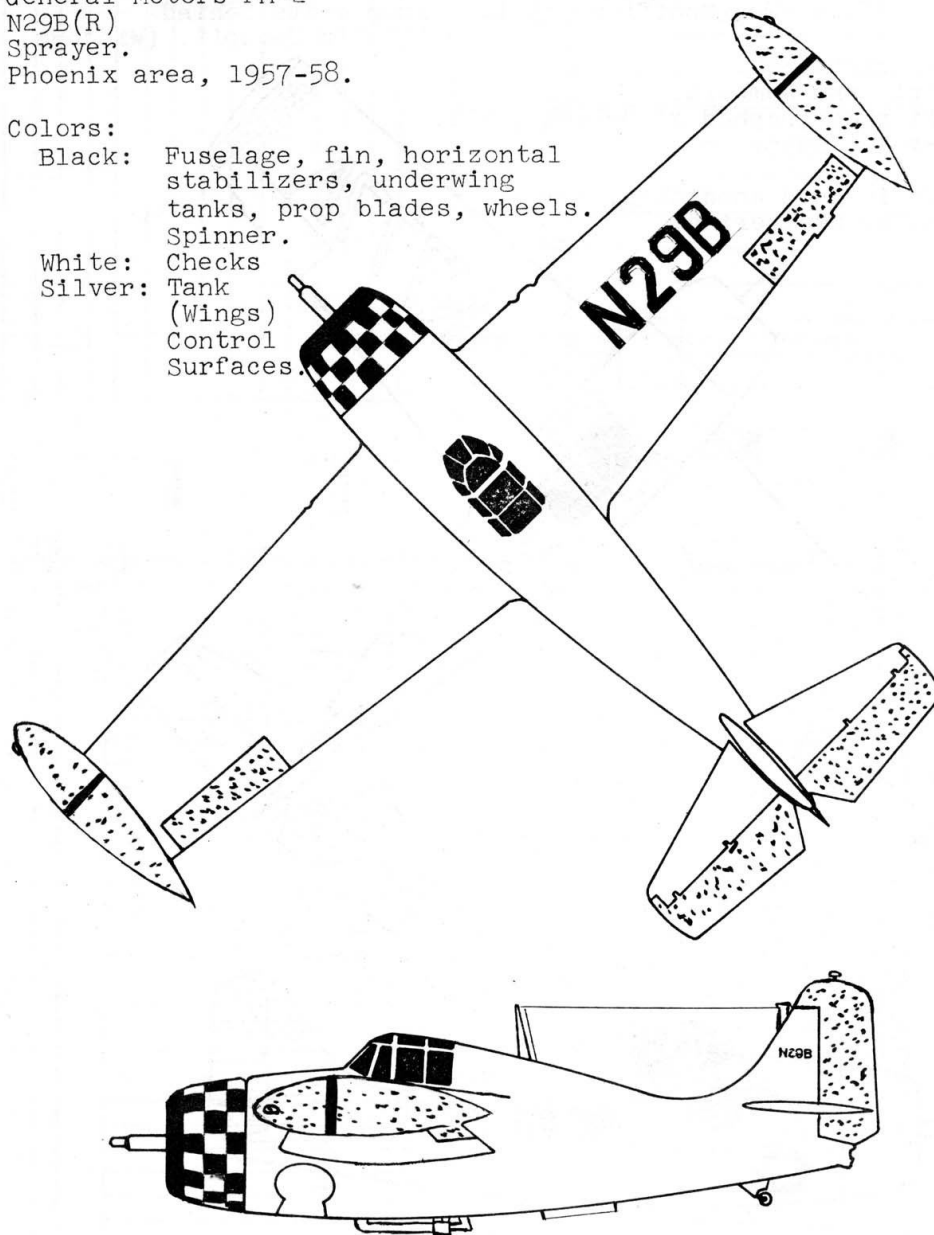
General Motors FM-2
N29B(R)
Sprayer.
Phoenix area, 1957-58.

Colors:

Black: Fuselage, fin, horizontal
stabilizers, underwing
tanks, prop blades, wheels.
Spinner.

White: Checks

Silver: Tank
(Wings)
Control
Surfaces.



WHERE WE WERE

SEPTEMBER/OCTOBER 1974

The Heller P-47N Thunderbolt is somewhat of a disappointment, although it looks like the inaccuracies will be remedied without too much trouble. Again, this critique made after close examination of the kit, prior to assembly, so we might be way off. The basic outline, except for the cowlings, appears good, but the cowlings appear to be somewhat inaccurate in outline. I presume that a cowl from a scrapped Revell or Airfix P-47D would solve the problem, but I'll try assembling the kit before I say anything about that. Certainly, modifying the Heller kit has got to be easier than bashing up a Joffa or Hasegawa P-47D, to get a P-47N. By the way, the ANG units used this aircraft, and we'll run some colorful ANG aircraft in future issues of D/P.

The last, and a most welcome addition, is the German Messerschmitt ME-262B-1a/U1 two seat nightfighter. The basic kit, upon examination of the castings, looks very nice, with good detail. The "toasting fork antenna" is somewhat oversize, and should be replaced by fine wire or sprue, but overall, the kit appears to be very impressive. At \$2.00 each, these seem expensive, but that is the price of a good model these days.

I understand from Frank Hunter that Heller's FW-190 is now available. Rumor (Ray Sweet) says that it is excellent. It apparently converts to the A, F, and G versions, with different MG cowlings configurations, bomb racks, and underwing gun pods. Maybe it will be available locally soon.

MORE B-25 MATERIAL

DICK MARKOWSKI

EDITOR'S NOTE: As a result of the recent article on B-25 developments, reader Dick Markowski came up with some very interesting observations. The following is an excerpt from his letter of June 4, 1974:

"I would say that there were as many modifications during the war as there were after the war; when one looks at your photos, which brings me to your question of visual I.D. of J, K, L, and N models.

My observations are as follows:

1. "J" Models (with glass nose) all seem to have the reinforcement on the windscreen in front of the pilot. (See sketch.)
2. "J" Models (with solid nose) do not.
3. "K" Models are, as you stated in your letter, known by the radome on the nose. Also, they seem to have the same reinforcement in front of the pilot.
4. L and N Models do not have the reinforcement.
5. J's (Glass and Solid Nose) and L's seem to have the original North American designed air scoop above the engine nacelle. (See Sketch)

6. The majority of K's and N's have a square, and higher sitting redesigned air scoop which was only put on postwar Mitchells. (See Sketch)

Well, anyhow, my observations and yours, on the exhaust stacks, I guess, are about as positive as the Chicken-and-Egg question."

AIRCRAFT PHOTO SLIDE CATALOG AVAILABLE

B. R. BAKER

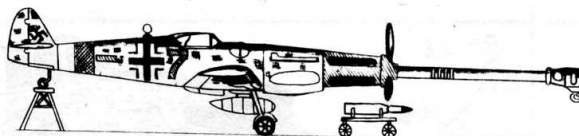
Hugh R. Muir, P.O. Box 5815, Las Vegas, Nevada, 89102, announces that he is still selling color slides. This was the organization that Mick Roth is, or was, associated with. They have a fairly complete line of 35mm color slides, much of the collection being Mick's superb photography.

Hugh sent a copy of the catalog to me gratis, and it is available to anyone who wants to examine or use it. The slides are mainly of modern and museum aircraft, and include both overall views and detail shots. The slides I have seen are excellent. (Ed.)

ARMOR PHOTO SLIDE CATALOG RELEASE PENDING.

B. R. BAKER

This is actually a classified ad, so beware. I've catalogued the slides I've taken at Aberdeen, Fort Knox, and various other places, and these are now available in color and black and white print form. They are mainly overall views of tanks, armored vehicles, artillery and similar military equipment. There are some photos of Civil War artillery, also. The list, and sample slide and print, is available for \$1.00, from Brian R. Baker, P.O. Box 25211, Phoenix, Arizona, 85002.



OBSOLETE GERMAN SECRET WEAPONS: THE SS-109

B. R. BAKER

Faced with increasing numbers of seemingly unstoppable Allied heavy bombers during 1943 and 1944, the Luftwaffe High Command, in December 1943, issued a specification for a "superzerstörer", or superdestroyer aircraft, carrying the heaviest possible armament with the most ferocious striking power, the intent being to produce a combat weapon that could quickly rid the sky of the menace that was threatening German cities and industrial production. Henschel submitted a proposal not unlike their HS-129 equipped with heavier armament, but this was rejected since Henschel could not produce the aircraft in sufficient numbers. On the other hand, Messerschmitt provided their usual answer to most problems of that period, a much modified BF-109, and this was quickly accepted since mass production could be started immediately.

A standard BF-109K-1 was taken from the Augsburg production line and flown to Peenemünde, where modification was undertaken. Based around a lightweight version of the 15cm howitzer, the BF-109 was expected to be somewhat nose-heavy, and this fault was eventually to prove its undoing. The extensive modifications included a specially designed crankshaft to allow the mounting of the cannon along the center thrust line; a chamber located just ahead of the engine for the storage of six long range shells, which were ejected off to the side of the aircraft, hopefully missing the tailplane; and a long barrel, complete with muzzle brake, to increase the velocity of the shell, while flattening its trajectory.

The first flight test of the SS-109K-1, or "Schnorkelschmitt", as it was dubbed by its ground crew, proved to be very short. The aircraft was towed aloft by a Henkel HE-111Z "Zwilling" glider tug, and after climbing to five thousand feet, it was cut loose. The aircraft was then seen to dive away abruptly towards the sea, the pilot fortunately managing to extract himself from the aircraft before it dived into the sea. There is no evidence to indicate that any further tests were conducted on this project.

THIS MONTH'S CENTERFOLD: GERMAN FLAK TOWER

H. F. JACOBS

The German flak tower was an attempt to provide local target area defense against low flying allied aircraft, and hundreds, if not thousands of these towers were built during the war years. This particular version is illustrated in a German technical manual, although variations based on local conditions must have existed. Armament was usually a heavy machine gun, although it cannot be assumed that heavier cannon were not installed at times. One advantage of the Flak tower over ground-mounted flak emplacements was the fact that a 360 degree field of fire was attained, and a less than zero degree elevation of the gun ensured that low flying targets could be effectively engaged.

The flak tower was built of rough-hewn logs or whatever material was available. The walls, roof, and floor were of rough lumber, with walls usually furred out, and small rocks or sand were pounded between the boards for protection against strafing attacks. The tower was approximately sixty feet high, and was braced by cables. Camouflage was achieved by the use of tree limbs, paint, and other local materials.

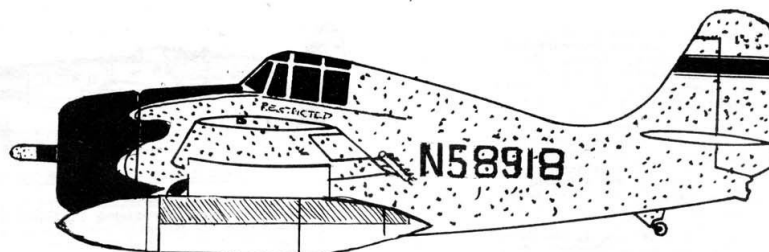
C-47/C-117 AIRCRAFT MARKING SPECIFICATION (SEE FIGURE 3-14)

1. MARKING	2. LOCATION	3. SIZE	4. COLOR
A. U.S. Air Force	Both sides of fuselage	Letters 12 inches high	-Code 15044
B. Model Designation, Serial Number and Fuel Requirement	Left side of fuselage only	Letters and numbers 1 inch high	-Code 17038
C. National Star	Both sides of fuselage	50-inch star	Background, Border, -Code 15044, Stars, Bars - Code 17875, Stripes - Code 509.
D. National Star	On under surface of right wing and top surface of left wing	50-inch star	Background, Border, -Code 15044, Stars, Bars - Code 17875, Stripes - Code 509.
E. USAF	On top surface of right wing and under surface of left wing	Letters 50 inches high	-Code 15044
F. Call Numbers	Both sides of vertical stabilizer	12 inches high	-Code 17038
G. Arctic Markings	One inch clearance around all large insignia and lettering		-Code 633
H. Anti-Glare	Top of fuselage in front of cockpit, and inboard nacelles		-Code 37038
I. Propeller Caution Band	On fuselage through same plane of propeller travel	3 inches wide	Band, Arrows; Danger - Code 509, Propeller - Code 17875
J. Propeller tips	On both sides	4 inches from tip	-Code 33538

NOTE: This information accompanies the drawing of the C-47 in last month's Dirty Plastic. We're pretty well coordinated at times. Ed.

WHERE WE WERE

SEPTEMBER/OCTOBER 1974



MAX. CAP.
550 GAL.

N

Photographed at Sky Harbor Airport,
Phoenix, Arizona, on June 10, 1958,
by Brian R. Baker

General Motors FM-2 (Sprayer)
N58918(R) Montana Ag. Reg. #386
Sprayer, two large tanks. (Probably
from T-33A). Aircraft was bright
yellow overall, including spinner
and prop tips. Nose trim, numbers,
lettering, and tail stripe: glossy
black. Nose and tail trim outlined
in thin white strip. Tank probably
aluminum, with O/D A/G panels in
various places. Prop & hub: black.

dirty plastic



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LAST ISSUE - - - -



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

2025 CLUB MEETING CALENDAR

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

JANUARY 2025

Tuesday 7th 7pm
Seminar/Speaker:

B&B Session 18th

JULY 2025

Tuesday 1st, 7pm
Seminar/Speaker: Hobby Rooms/Kevin Henthorn

B&B Session 19th

FEBRUARY 2025

Tuesday 4th 7pm
Seminar/Speaker:

B&B Session 15th

AUGUST 2025

Tuesday 5th 7pm
Event : **Club Swapmeet**

B&B Session 16th

MARCH 2025

Tuesday 4th, 7pm
Seminar/Speaker:

B&B Session 15th

SEPTEMBER 2025

Tuesday 2nd 7pm
Seminar/Speaker: Model Therapy – Round table—Lets talk about it

B&B Session 20th

APRIL 2025

Tuesday 1st 7pm
Seminar/Speaker: How to transport models/Mike Mackowski

B&B Session 19th

OCTOBER 2025

Tuesday 7th 7pm
Seminar/Speaker: What Judges are looking For/Mike McKowski and Other Judges

MAY 2025

Tuesday 6th, 7pm
Seminar/Speaker:

B&B Session 17th

NOVEMBER 2025

Tuesday 4th 7pm
Seminar/Speaker: USAF Museum visit/ Lyn Gorton

B&B Session 15th

JUNE 2025

Tuesday 3rd 7pm
Seminar/Speaker:

B&B Session 21st

DECEMBER 2025

Tuesday 9th 7pm
Event: **White Elephant**



September Raffle

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

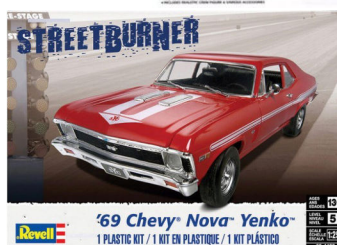
Item A 1/48 Accurate Miniatures SBD-3 Dauntless



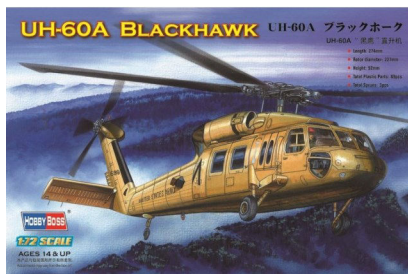
Item B 1/35 Academy Sturmgeschütz Sdkfz.167



Item C 1/25 Revell '69 Chevy Nova



Item D 1/72 Hobby Boss UH-60A Blackhawk



Item E 1/184 Atlantis B-36 Peacemaker



Item F 1/32 Hasegawa Fi156 Storch



Item G New from Hobby Depot: 1/72 Airfix B-24 "Lady Be Good"



UPCOMING EVENTS

Modelzona 1st November (Flyer on last page)

IPMS Phoenix / Craig Hewitt Chapter

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

American Legion Post #1

364 N. 7th Ave.
Phoenix, AZ 85003

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

2025 Chapter Officers

President.....	Kevin Henthorn.....	kdhpolarbear@yahoo.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
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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!

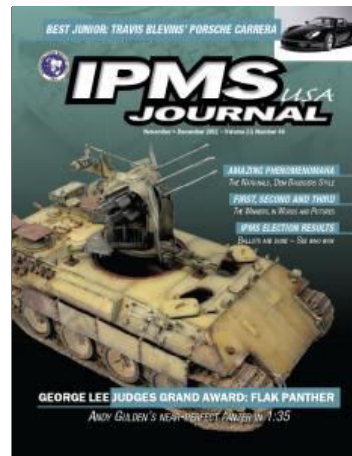
\$30 annual membership includes a one year subscription to the IPMS Journal. Visit www.ipmsusa.org to download a membership form. Or

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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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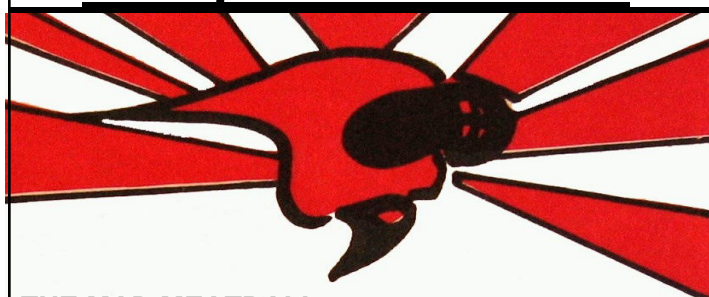
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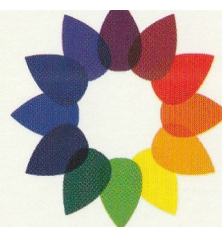
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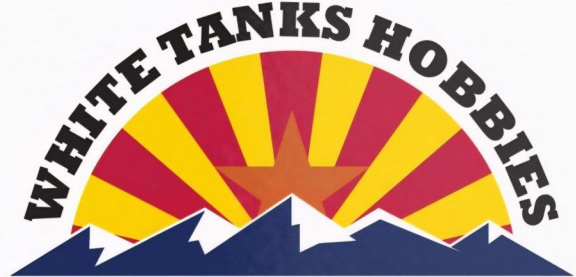


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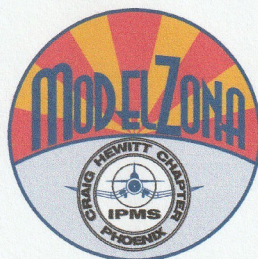
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