



THE CORSAIR

IPMS Phoenix / Craig Hewitt Chapter



Presidents Message

Hello everyone,

We had another good turnout at the June meeting. The contest was figures, and there were a lot of them entered.

We have narrowed down the theme for this year's Modelzona ("America's 250th - Best American Subject"). The entry must have red, white, and blue in it.

As always, we will need lots of help at Modelzona, so If you plan to work during Modelzona, or help setting up the day before, please let me know.

At this time, I have only one presentation scheduled after July. There are still two more meetings this year that could have a presentation. Please let me know if you have something you are willing to present at a meeting or know anyone outside the club who may be willing to present.

That's all for now. Keep on modeling!

Kevin

kdhpolarbear@yahoo.com

Corsair Stop Press Dates 2026

January	25th
February	22nd
March	22nd
April	19th
May	24th
June	21st
July	26th
August	23rd
September	20th
October	25th
November	22nd
December	20th

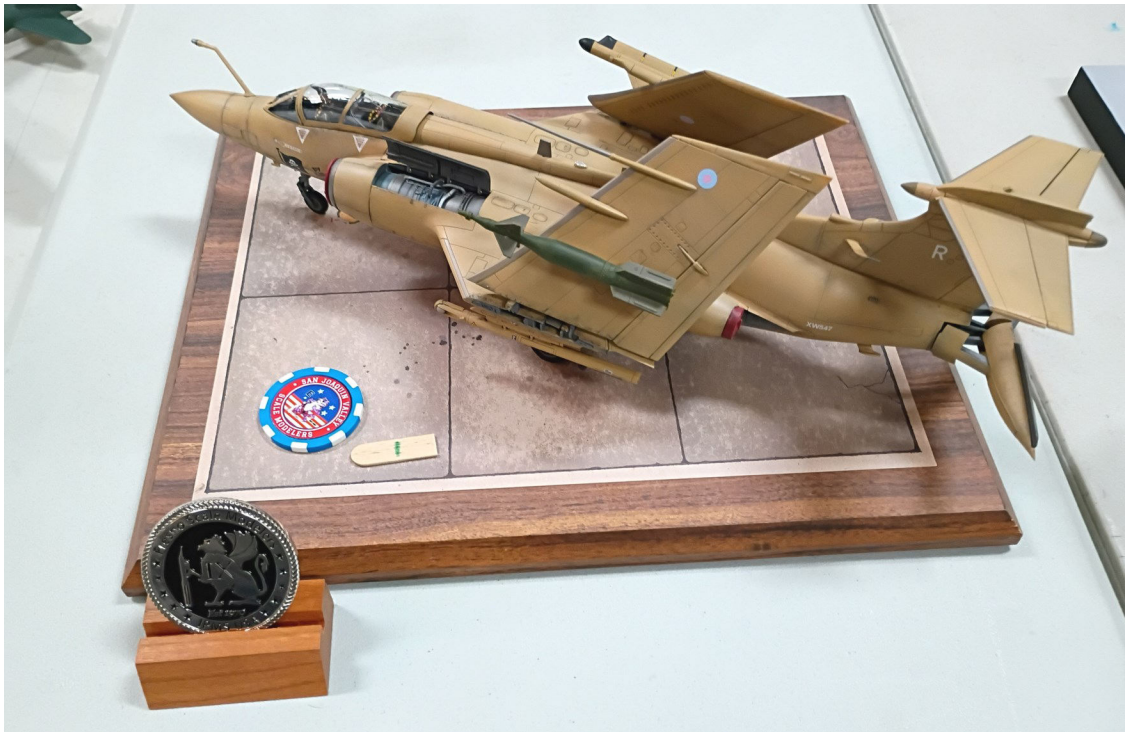
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June Display Pictures



June Display Pictures



June Competition Figures



June Competition Figures



June Competition Figures



June Competition Winner



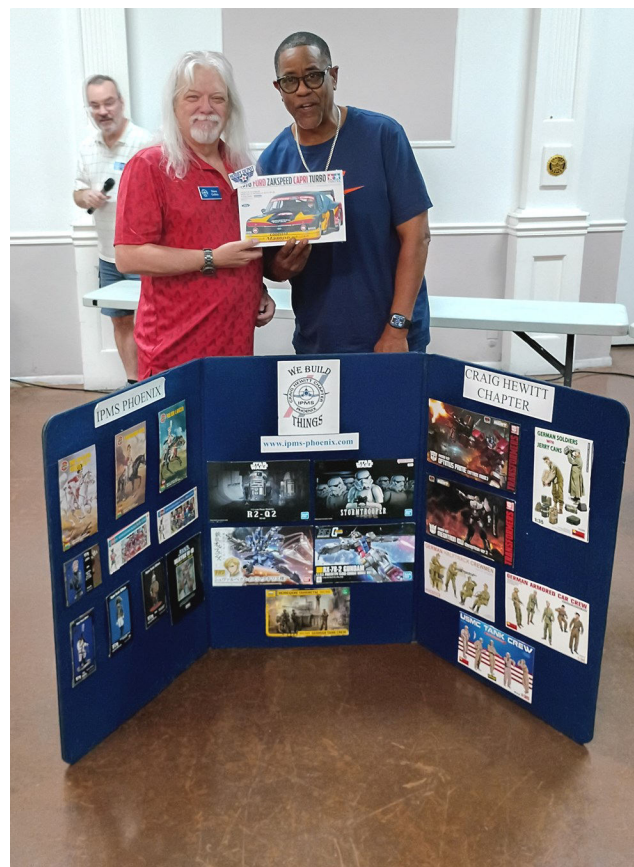
Chris Robeson

French Hussar 200mm

June Raffle Winners



June Raffle Winners



“Road Trip” Mark Rossmann

Hi, stopped at Patton Museum on I10 before Palm Springs. To Planes of Fame in Chino and finally to Victorville to see triple Korea ace Joseph McConnell Jr grave site. Died in a crash testing a F-86H in 1954□.



The Jap Raid-surviving one the Zero is original engine, captured on Saipan.

en is the only from the war, still flying with

“Road Trip” Mark Rossmann



The red nosed Mustang is owned by Tom Cruises, it flew in the second Top Gun movie.



The Me109 was recovered from a Russian Lake in the early 2000s, to be restored it's an E7.

“Road Trip” Mark Rossmann



2026 Club Contest Themes

- January: Moving On: Cars and Trucks (Any scale. Automobile, Truck, Race car, Motorcycle)
- February: The Braille Scale: 1/72 scale or smaller (Any Airplane, Land Vehicle or Water craft)
- March: Large Scale: 1/32 scale or larger (Any Airplane, Land Vehicle or Water Craft)
- April: The Vietnam War: (Any Scale, Any Aircraft, Land Vehicle, Water Craft. Including Figures, and Armored Vehicles.)
- May: Ships and Boats: (Any Scale Civilian or Military)
- June: Figures: (Any Scale: Includes, 3-D printed, Injection mold or Resin)
- July: Armor: (Any Scale, Any Armored land vehicle. Tracked or wheel driven)
- August: No contest / Club Swap Meet
- September: The ETO: (Any 1/48 scale model aircraft, Depicting use in the European Theater of Operation during World War II)
- October: Sci-Fi: (Any Scale, Any Figure or Vehicle)
- November: Peoples Choice: (Any Model, Any scale. Judged and voted on by the present Attendees of this monthly meeting)
- December No Competition (Club White Elephant)





EDITORS CORNER

BY LYN GORTON



Thanks to Mark Rossmann for his article on his recent road trip. I would encourage more of you to do similar informative articles for other club members

The members contact sheet has now gone out to all of those who wanted it. A reminder that this only goes out once a year so make sure you email me next year if you wish to be included on the sheet.

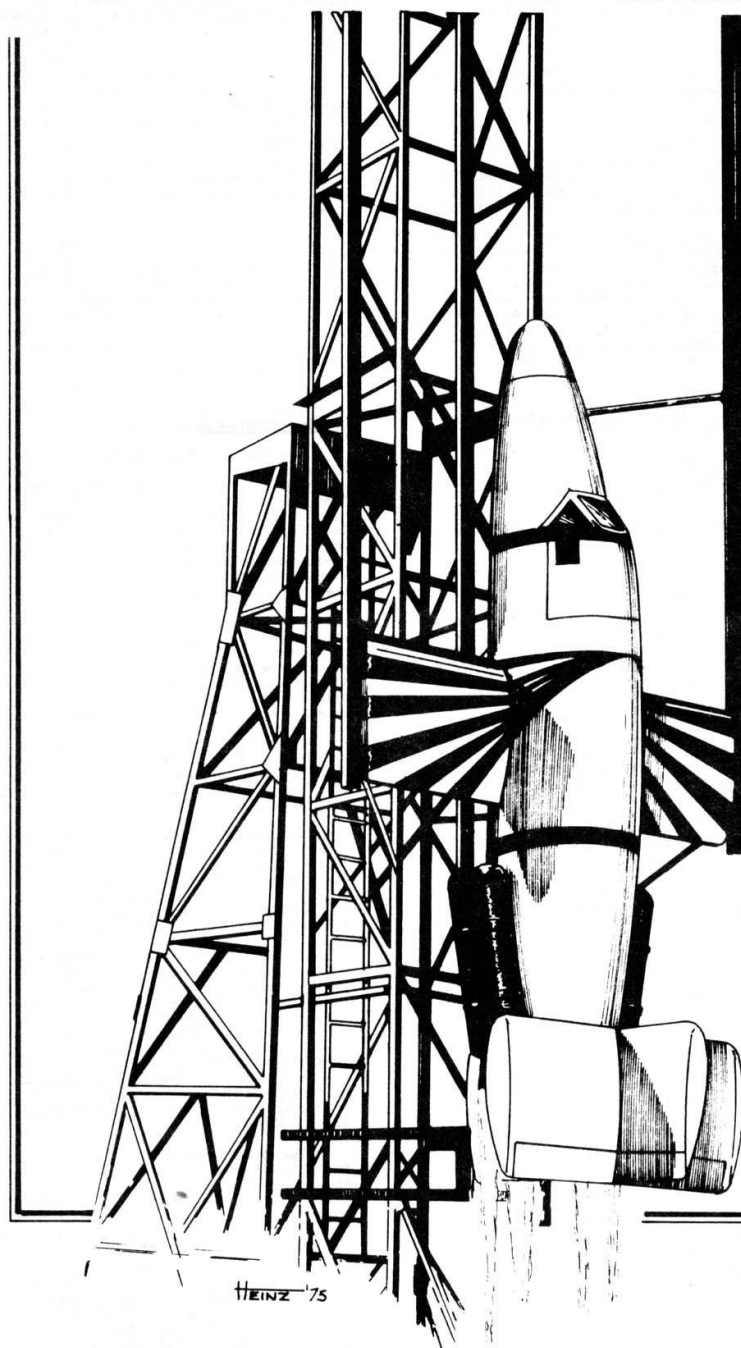
To those who have signed up please remember to treat all contact information as confidential and only contact those who have given permission .

WHERE WE WERE

JULY 1975

A DIRTY PLASTIC

ARIZONA HISTORICAL MODELERS SOCIETY IPMS/PHOENIX



NO'S 47-49

WHERE WE WERE

JULY 1975

DIRTY PLASTIC

ISSUE NO. 47-49

WINTER, 1976

DIRTY PLASTIC is the quarterly publication of the Arizona Historical Modelers' Society/IPMS Phoenix. Subscriptions are \$4.00 per year. Checks or money orders should be made payable to AHMS/IPMS Phoenix, 509 W. El Camino Drive, Phoenix, Arizona 85021. Copies of back issues 18-43 are available at 40¢ per copy. The first quarterly, Number 44-46 is \$1.00 postpaid. Copies of earlier issues are available as Xerox copies at 10¢ per page. Membership in the Arizona Historical Modelers' Society is \$6.00 a year, and includes a year's subscription (4 quarterly issues, no matter how long it takes to grind them out) to DIRTY PLASTIC.

As this information is published for the benefit of modelers and historians, it is not copyrighted. However, when using any information contained herein, proper acknowledgment of author and publication source is appreciated.

The staff of DIRTY PLASTIC invites those readers who have material, drawings, and other information related to historical modeling, that would be of interest to fellow modelers, to submit them for possible publication in subsequent issues. Full credit will be given to all contributors, and original material will be returned.

It should be noted that DIRTY PLASTIC is published by the membership of the local IPMS chapter. Most of us work at least one job, and spare time is a scarce commodity. Therefore, we are often late in meetings deadlines, as some subscribers are painfully aware. Readers, do not despair. A year's subscription does include four quarterly issues, no matter what the time sequence may be. We have no intention to stop publication; it is just that many of us like to drop everything once in a while and maybe build a model. So, hang in there, and we will, too. (Ed.)

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

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NOTE: Address ALL material to Pat Fowler, the Secretary-Treasurer. (The other guys will lose it.)

THE PIMA COUNTY AIR MUSEUM OPENING DATES SET

Rhodes Arnold, Chief Scrounger at the Pima County Air Museum, advises us that the museum will formally open its doors to the public on or about 17-18 May, 1976. The museum is located near the North Wilcox turnoff of Interstate 10, just south of Davis-Monthan Air Force Base, in Tucson, Arizona. It is expected that the museum will have one of the largest collections of aircraft (WW-II vintage and later) in the United States.

The all outdoor display will include over eighty aircraft dating from pre-World War II to modern jet aircraft still in the active USAF inventory. Some rare types include the Douglas B-18 "Bolo" (the bomber development of the DC-2 transport), the Douglas B-23 "Dragon", the Martin PBM-5A "Mariner", the North American F-107, Grumman F6F-3 "Hellcat", Boeing B-29 "Superfortress", Consolidated B-24J "Liberator" (flown over rather dramatically from India), and many others. A complete museum listing appears elsewhere in this issue.

The museum collection is increasing as new aircraft are added to the already impressive array of types. Many of the aircraft are in excellent condition, having been restored by various individuals and groups. A number of aircraft are in the process of being refurbished by personnel of some units at Davis-Monthan AFB, who have established the museum as a Bicentennial Project. These dedicated individuals have donated many off-duty hours in restoration work, and it becomes very obvious that theirs is a labor of love when one examines the "brand-new" looking Martin RB-57D sitting near the Base Main Gate. (What, no weathering?)

As of this date, we do not have any information concerning admission charges, but whatever they may be (nominal, we can assume, if they exist at all) they will be well worth it. Col. Arnold has great plans for displays, and intends to keep all aircraft photographable, since he is himself an accomplished aircraft photographer.

SPECIAL TOURS

Have you ever wanted to see and take pictures of all kinds of Air Force, Navy, Coast Guard, Marine and Army aircraft all in one day? The opportunity is now at hand. The good people at MASDC (Military Aircraft Storage and Disposition Center) located on Davis-Monthan Air Force Base, Tucson, Arizona, will be conducting tours through the storage facility for all the military plane buffs and photographers that are interested. The tours are scheduled for the second Saturday of each month during 1976 as part of the Bicentennial Celebration.

For those of you who have never seen 6,000 to 8,000 airplanes at one time it can be quite an experience. The planes come in all sizes, shapes, markings and descriptions, row after row after row. Some are well known types and others are rather obscure variants that have had little publicity such as ski-equipped C-123's and remote control choppers designed to carry torpedoes. There is something for everyone.

How to find MASDC. One route is to take I-10 into Tucson and get off at the 22nd Street exit. Go east on 22nd for approximately seven miles (maybe less, never actually checked it out) to Craycroft, turn right (south) and you will run right into the main gate of Davis-Monthan. Ask the gate guard for directions to the MASDC main gate. Tours leave at 8:00AM sharp (only one per day) so be there early to get a seat on the bus. There is no charge (or air-conditioning on the bus either). Because of the heat in the summer months the tours will probably be limited to the morning. During the cooler months and depending on local conditions they may extend to two or three in the afternoon. It takes a long time to see it all with photographers aboard. We would like to ask that anyone taking the tour plan to stay with it all the way so as not to inconvenience those that wish to take full advantage of this opportunity. Also recommend that small children and disinterested wives make other plans for the day. The tours have been organized for those that have a serious interest and not for those that will be bored after the first hour or two of looking at "all those old airplanes." We don't want to exclude anyone but be forewarned that our Arizona deserts get mighty hot. Along that line it is advisable to bring along cold water and some sandwiches (no beer or booze please). If you sunburn easily wear a hat and long sleeved shirt, even in the cooler months.

If by any chance a large group wants to go, please write in advance to Pen Knowles, 9501 East 33rd, Tucson, Arizona, 85710 (Phone 602-298-1336) to work out the details.

The MASDC operation is an extensive one and is primarily concerned with saving the U.S. taxpayers some money and they are doing a great job. It is only through the cooperation of the Commander of MASDC that this tour has been made available so please heed all instructions from the tour leader in order that future tours will not be jeopardized in any way. We think you will find that the tours are well worth the time involved. One last note, photographers make sure you bring lots of film because you will not be able to get any once the tour is started, that is unless you are lucky enough to find someone with some extra rolls.

AIRCRAFT PHOTOGRAPHY

BRIAN R. BAKER

Now that it appears that we will be visiting the MASDC facility at Davis-Monthan Air Force Base again, it seemed to the author that a few notes on aircraft photography might be useful to those who have not had that "cat in a fish market" feeling that one receives when photographing aircraft at Davis-Monthan. We will leave the artist-photographers behind, and concentrate on the two types of camera-mats that seem to abound in our organization, the detail modelers and the serious aircraft photo collectors. (Note: The author probably qualifies as both, although concentrating on the latter form for twenty five years tends to warp one's perspective vis bly.)

Equipment is an all-important aspect of this type of photography. A camera with an inside light meter is essential if any kind of efficiency is to be obtained. Otherwise, half of the photographer's time will be spent on taking light readings. Most modern 35 millimeter cameras have this type of light meter, so this is usually not a problem. For those using the instantatic-fixed setting types of camera, the problem is easier to solve, since all you can do is aim and shoot anyway. For black and white photography, I have always used a fixed setting, varying it only when the subject is back-lighted against the sun, or a detail shadow view is required. The tolerances are much better in black and white photography, since printing can take care of any minor exposure error. Such is not the case in color photography, however, so more care must be taken when using color film.

Film is the cheapest part of photography, and it is wise to carry twice the amount you think you will need. Then, you will probably not run short at a critical moment, and kick yourself for not planning ahead. One problem I have encountered is that of camera loading. Time can be critical, and a good time saver is the removal of film wrapping, boxes, etc. BEFORE getting ready to start a day's photography. I usually strip a number of rolls of black and white film and stack them neatly in my camera case, so that they can be easily taken out and loaded. Exposed rolls go into a different section of the case to avoid confusion, or heaven forbid, accidental re-exposure. Color film is a little better in this respect, since exposed rolls usually do not have the film leader. They should, however, also be segregated into an exposed film section of your case, as valuable time can be lost in figuring out which rolls are exposed and which are not. Remember that time is a valuable commodity, and that it would take several weeks to get good photographs of everything there. Therefore, efficiency is necessary. Another problem with film is that it is confusing if you have several types of film in the same area of your camera bag. Forgetting to change the speed setting on your camera can result in loss of valuable photos. Stick to one basic film type, so that this will not happen.

The actual photography of the aircraft is relatively simple, if a few basic rules are followed. For record photography, in which only one photo of each aircraft is taken, I make sure that the ENTIRE aircraft is in the picture. This means wingtips, tail unit, rotor blades, props, and anything else that it came out of the factory with. Another MANDATORY rule is to have the serial number, squadron markings, and any other peculiar aspect of the aircraft in plain view. In the case of naval aircraft, the designation and serial number are printed on the aft portion of the fuselage. On Air Force aircraft, the stenciling on the left side of the forward fuselage is usually too small to be seen in a photograph, unless a closeup is made. The tail serial, however, is usually enough information for a positive identification, unless the aircraft has been modified for special roles, and these modifications do not show up in the serial number lists. In any event, the numbers are ESSENTIAL for positive identification, and should be included in all photos whenever possible. If several photos are taken of the same aircraft, make sure that at least ONE photo shows enough information for positive identification.

WHERE WE WERE

JULY 1975

WILL THE REAL FOCKE WULF FW-190 PLEASE STAND UP?

BRIAN R. BAKER

There have been 1/72 scale kits of the Focke Wulf FW-190 on the market since the early 1950's, but only in the past several years have some really acceptable renditions appeared. In this article, the author will attempt to describe the various kits available, and pass judgment upon them. The opinions expressed are personal; however, they are based on a definite admiration of the FW-190 that has lasted for over twenty years.

It is almost impossible to be critical of plastic model kits without access to the original factory drawings. Otherwise, we have to rely on second-hand information, and, according to John Beaman, this material is sometimes more accurate than official material, and sometimes not. I use a kind of "rule of thumb" approach to kit accuracy, which involves building of the kit, and examining it from various angles. Some kits capture the "feel" or "spirit" of the real airplane, while others decidedly do not. One method is to bring the completed model close enough to the eye to get the natural distortions that would be viewed in looking at the real aircraft from a closeup position. On a 1/72 scale model, this can amount to about four or five inches. This method, along with the best three-view material available, gives a pretty good impression on kit outline accuracy.

The Focke Wulf FW-190, along with its stablemate, the Tank TA-152, appeared in a number of versions, all of which can be built from existing 1/72 scale kits. Since the TA-152 series is only represented by the Frog kit, it will not be covered in detail. The kit depicts the TA-152H, but minor modifications will make it into a respectable TA-152C, as the airframes were basically similar.

DISCRIMINATION

Discrimination means the exclusion of some and the favoring of others. In this instance, I will discriminate against the Revell and Frog FW-190A kits, and the Lindberg FW-190D. These are old kits, and are valuable only for props, wheels, or for giving your kids something to practice on.

Discriminating in favor of the Matchbox (Lesney), the Hasegawa and the Heller kits, we will continue. Each of these kits has its good and weak points, and most important, some of them have parts useful in converting one of the others into a decent model. We will begin with the least expensive kit, the Lesney-Matchbox version of the FW-190A.

The Matchbox FW-190A is useful as a basis for conversion into any of the radial engine versions of the "190", except that the later versions with the MG17 machine guns in the cowlings are difficult to do unless major surgery is acceptable. Both the Heller and Hasegawa kits have this extra cowlings, so the modification should not be too difficult. I made mine before the later kits came out, so I cannot comment on the difficulty of the conversion—only the feasibility. It is feasible.

The Matchbox FW-190 is basically a simple kit that goes together with no major problems. One inaccuracy that is easy to correct is the forward section of the cowlings. The panel lines do not correspond to the pieces to be installed, which means that putty must be used to fill in the holes and cracks. In addition, the machine gun barrels are really gross: They must be entirely removed and drilled out. They are the only really toy-like feature of the kit, and I cannot comprehend why a firm that produced, at the same time, their Hawker Fury and Gloster Gladiator, produced this type of surface detail. Of course, if you are building the later version with the heavy machine gun in the cowlings, you can discard the nose section entirely.

Another inaccurate section is the canopy, and this is the only really difficult part. The canopy, while correct in outline, is decidedly too shallow. I see no way of using the entire assembly. The fuselage section should be cut down to the scribes line that runs parallel to the canopy frame. There are two ways to solve the canopy problem, neither of which will result in the ruining of another kit. The Hasegawa canopy can be used straight from the box, and since the Japanese product offers both the bubble and straight type canopies, one is left for the "piffared" kit. A little filling, sanding and scraping is required along the rear section of the canopy frame, but the fit is excellent, especially for kits made by two different firms. Be sure to glue the canopy on, and to mask off the clear areas before doing any serious filling and filing, as this is an easy part to screw up. The other alternative, a little more difficult at first glance, but highly acceptable in my opinion, is the replacement of the whole rear section of the canopy with the one from the Heller kit. There is an added advantage here, since the Heller kit gives the whole canopy frame in clear plastic, making it possible to model the aircraft with the canopy slid back. Since the Heller kit, like the Hasegawa, provides two canopy frames, this does not destroy a kit for spares, a nice attribute for a kit in these days of high kit prices. The Heller kit canopy can be used with the Matchbox windshield, which should be cut off from the rest of the kit canopy. Attach the windshield to the fuselage, and mask it off. The rear portion of the hatch can then be installed slid back to expose the cockpit detail. It is very impressive, and one cannot tell that the Heller hatch and the Matchbox windshield are not a perfect match.

Cockpit detail is another major defect in the Matchbox kit, but it is easily rectified. Card plastic makes a good seat. The panel is no real problem. Detailing the interior is tedious, but possible. By the way, throw away, or preferably, scrap, the pilot's seat. The top portion is useful for the armored headrest. See any appropriate reference book for cockpit details.

The rest of the kit is basically good. The top of the rudder has both types of radio antenna connections, one of which should be trimmed away. The bomb rack is useless, as is the bomb. The tailwheel is very nicely done, but the main gear is a bit crude, albeit usable. The wings fit the fuselage in a strange, but sturdy joint, and some filling is required. The fuselage halves meet on the underside of the belly in a slight bevel, and should be trimmed. There is no pitot tube provided, but it is basically accurate in outline. The prop is not well detailed, silver, an interesting effect can be made. The spinner is about correct in outline, and can be painted before it is glued onto the prop. It is advisable, though, to attach the cowlings front temporarily to the nose of the kit, painting it before the prop is put in place. Then it

can be removed, the fan blades detailed with silver or RML grey, and replaced permanently. The landing gear is another item that goes on strangely. Assemble the gear to the gear doors before installing them in the wheel wells. Forget about the inside doors unless the photos of the aircraft you are building shows them. Most FW-190's did not operate with in 1 e wheel well cover doors, and some even dispensed with portions of the landing gear covers. The variations are limitless.

All in all, the Matchbox FW-190 can be made into a reasonable model of the real thing, although it lacks something in refinement. The price is right—about \$1.25 as of this writing. The kit goes together quickly, and for the person interested in building a Gruppe or Jagdstaffel of FW-190's, the kit is very useful.

THE HELLER FW-190.

Next, in time phase projection, came the Heller kit. Molding and tooling is better on this kit—far superior to the Matchbox kit. At about \$2.00, it is a little steep in price. The parts are there for a number of conversions, and the one Heller kit I have built is very impressive. It is the only kit to have the canopy frame in one piece, so that it can be slid back or closed at the builder's option. Two canopies are given, including the early and late types. Two cowlings sections are also provided, with the bulges for the late versions and the smooth top for the early models. In addition, two air filter types are given, so that the desert-type versions can be built.

The Heller kit is the most complex FW-190 available, with over 50 parts, most of which are used. The cockpit is nicely detailed, but no instrument panel is provided, although the detailing is inscribed into the bulkhead in case you want to do it yourself. Try painting it black and scraping off the paint on the ridges. The effect should be interesting.

Detailing is excellent on the Heller kit. Panel lines are a little overdone, as are rivet details, but the overall effect is very nice, and the completed model is quite impressive. Assembly is rather tedious due to the large number of parts, and basic design is faulty in that the engine and prop must be assembled, painted, and installed before the fuselage halves can be put together.

One thing about the Heller FW-190 puzzles me. There are some protrusions underneath the wings, which look like bomb racks. Try as I might, I have not been able to locate a photograph of any type of FW-190 with racks or installations similar to these. I suggest their removal.

A major advantage of the Heller kit is that it can be built in several configurations. Both types of engine-mounted armament are included, as are the major types of cockpit canopy. In addition, the fairings are provided for the twin MG 151's, which are mounted underneath each wing on the FW-190A-5/U12. Another plus is the canopy hatch, which is cast in such a way as to be positioned realistically. The kit is to be highly recommended.

THE HASEGAWA FW-190's.

Hasegawa has recently come up with the idea of providing virtually all versions of a famous aircraft at one time, and the FW-190 is certainly no exception to this rule. The FW-190 kit comes in two basic versions, the FW-190A/F/1 BMW powered versions and the FW-190D Junkers Jumo "Long-nose".

The FW-190D kit is practically faultless. I can't be the only one who has fruitlessly butchered many Lindberg FW-190D's, hoping against hope for a reasonable Dora 9. Hasegawa's kit is beyond reproach—it is accurate, well cast, superbly detailed, and easily convertible into the various sub-variants. In addition, alternate canopies are provided, and some of the excess armament has to be removed, no real problem. The kit is in short, the answer to an FW-190 enthusiast's prayer.

The Hasegawa FW-190A should be similar in quality to the Dora model, but for some reason, something seems to be missing. The same detailing is there, along with the same general accuracy. I think it is the prop that detracts from the kit. Either it is too thin in chord, or they modeled a version that I have not seen photos of. In any event, although the Hasegawa FW-190A appears to be an excellent kit, it does not, to me, look as good as either the Matchbox or Heller kits, although certain aspects, such as surface detailing, are superior.

As far as the selection of a suitable FW-190A, F, or G version, it is really up to the individual. I prefer the Heller and the Matchbox kits. Possibly a different prop would change my mind. Really, you pay your money and take your choice. They're all three good kits.

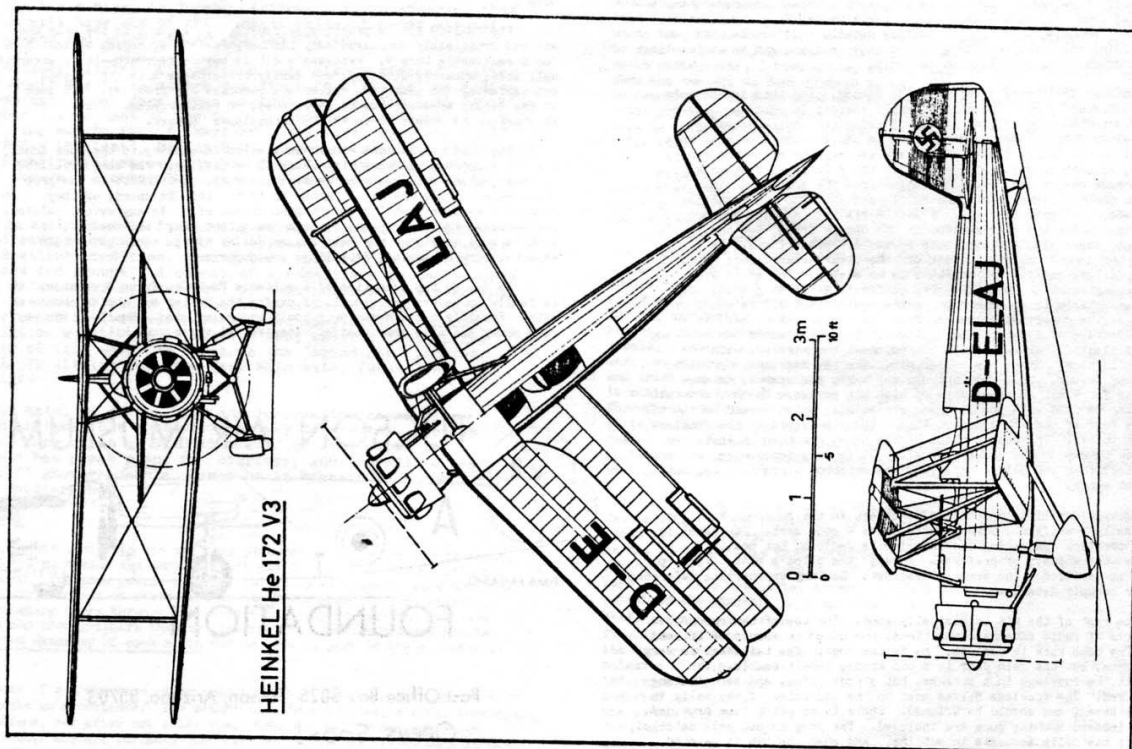
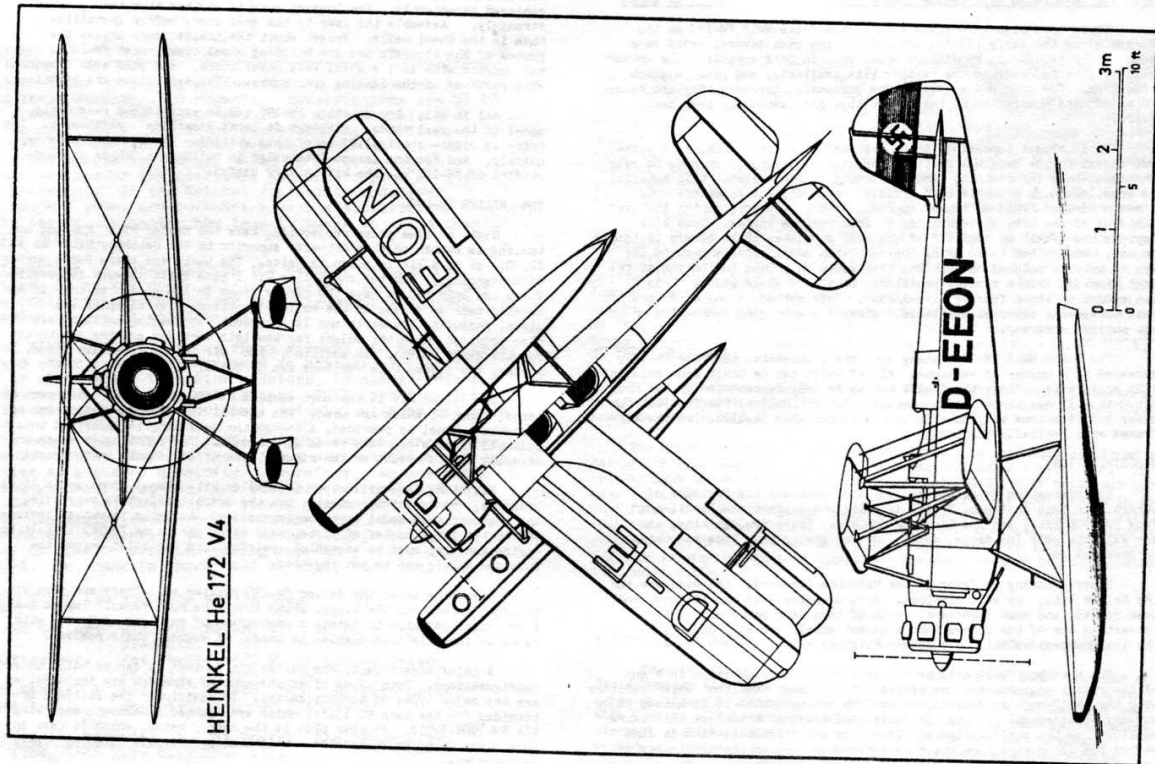


PIMA PAISANO

Post Office Box 5825 Tucson, Arizona, 85703
OPENS SOON!

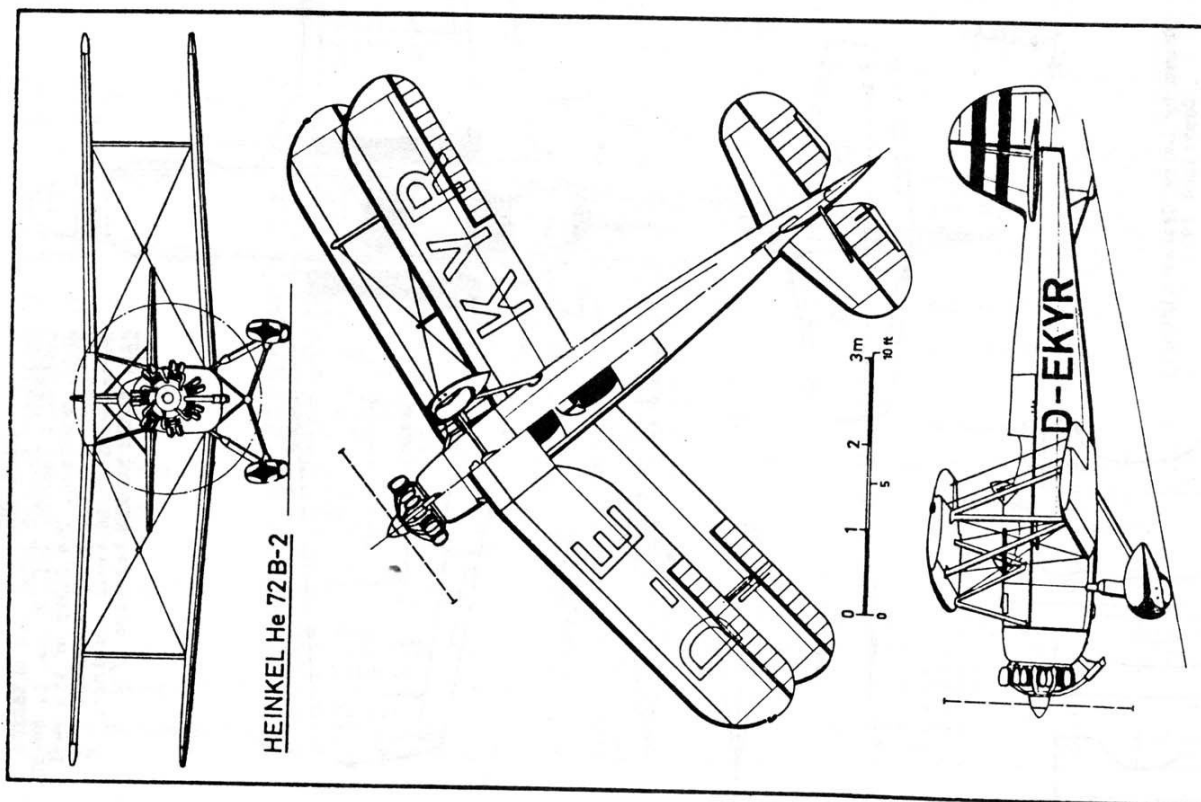
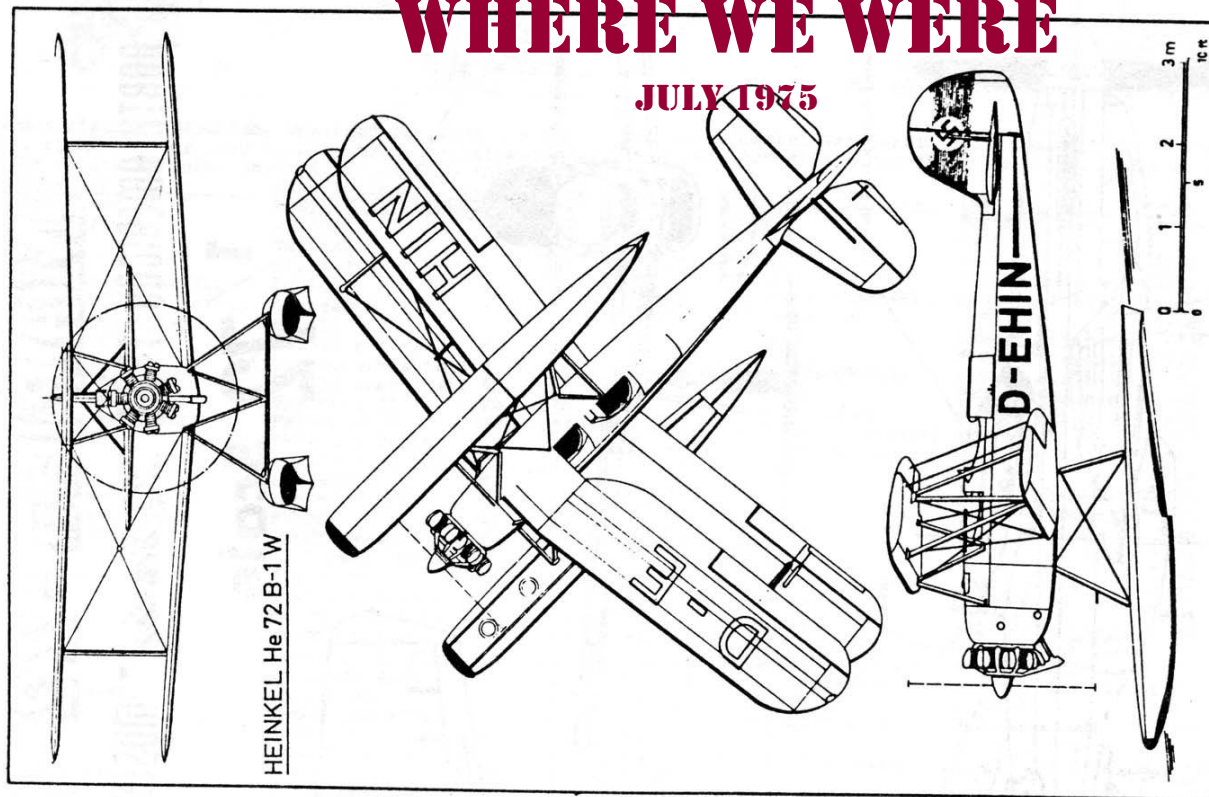
WHERE WE WERE

JULY 1975



WHERE WE WERE

JULY 1975



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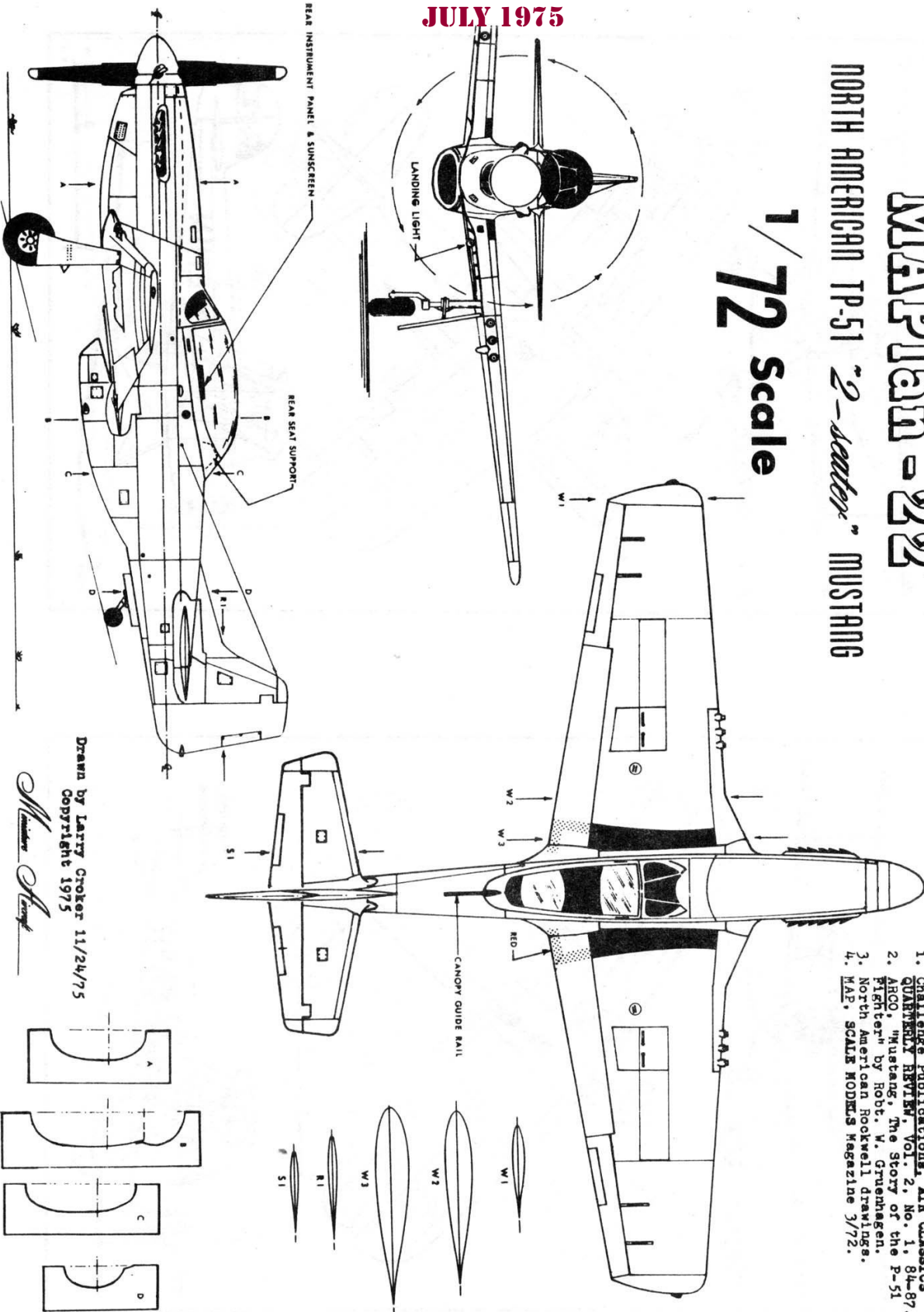
JULY 1975

NORTH AMERICAN TP-51 "2-seater" MUSTANG

1/72 Scale

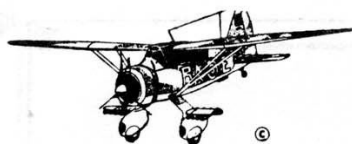
MAPlan-22

- REFERENCES**
1. Challenge Publications, AIR CLASSICS QUARTERLY REVIEW, Vol. 2, No. 1, 84-87.
 2. AHCO, "Mustang: The Story of the P-51 Fighter" by Robt. W. Gruenhagen.
 3. North American Rockwell drawings.
 4. MAP, SCALE MODELS Magazine 3/72.



Drawn by Larry Croker 11/24/75
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Larry Croker



WHERE WE WERE

JULY 1975

Miniature Aircraft



Box 26331 • Indianapolis IN 46226

MINIATURE AIRCRAFT CANOPIES: Designed for modelers who do not own a Mattel Vac-U-Form, these canopies are made of bright, clear .005 or .010 clear plastic, eliminating the lenslike look of kit canopies, and letting all of your interior detailing shine through. True-scale thickness!

No.	Fits Kit	Description	Scale	Price
MA-4	Frog/Lindberg	F-47B/D Malcolm	1/72	\$.25
MA-5	Frog/Revell	FW190A	"	.25
MA-6	Frog	Ta.152H	"	.25
MA-7	Frog	Bf.109F	"	.25
MA-8	Frog/Revell/Airfix	P-40B/E	"	.25
MA-9	Frog/Matchbox/Revell	Tempest V	"	.25
MA-10	Airfix/Monogram	Bf.110	"	.25
MA-11	Frog/Lindberg	Do.335 rearview mirror blisters incl.	"	.25
MA-12	Frog/Lindberg	Do.335 rear 2-st.	"	.25
MA-13	Airfix/MPC	Spitfire II	1/24	.50
MA-14	Hasegawa/Revell	FW190A or D	1/32	.35
MA-15	Various	FW190D & He.162	1/72	.25
MA-16	"	He.100 & He.163	"	.25
MA-17	Frog	Barracuda	"	.25
MA-18	Frog/Matchbox	Lysander I/III	"	.25
MA-19	Fujimi/Monogram	FW190A or D	1/48	.25
MA-20	Airfix/Frog	TBF/M Avenger	1/72	.25
MA-21	"	" rear turret	"	.15
MA-22	Airfix/Revell	F2A Buffalo	"	.25
MA-23	Airfix	Westland Whirlwind	"	.25
MA-24	All kits	Me.262 2-seater	"	.25
MA-25	"	Me.262 1-seater	"	.25
MA-26	Airfix/Frog	Mosquito VI ftr.	"	.25
MA-27	Frog	Westland Wyvern	"	.25
MA-28	Frog/Revell	He.219 Uhu	"	.25
MA-29	Airfix	TBD-3 Devastator	"	.25
MA-30	"	OS2U-3 Kingfisher	"	.25
MA-31	Frog/Matchbox	Beaufighter (3 pc)	"	.50
MA-32	Hawk/Fujimi	P-51D bubble	1/48	.25
MA-33	Revell	P-51B Malcolm	1/32	.25
MA-34	Airfix/Hawk	SBD-5 Dauntless	1/72	.25
MA-35	Airfix/Matchbox/Frog	F4U-1D Corsair	"	.25
MA-36	Hawk	F-84 Thunderstreak	"	.25
MA-37	Frog/Lindberg	Me.410 1 piece!!	"	.25
MA-38	Frog	A31/35 Vengeance	"	.25
MA-39	Nichimo/Tamiya	J2M3 Raiden "Jack"	"	.25
MA-40	All kits	Zero or Rufe	1/48	.25
MA-41	Monogram	Mosquito bomber nose	"	.25
MA-42	"	" bomber canopy	"	.25
MA-43	"	" fighter	"	.25
MA-44	Airfix	A-1J Skyraider	1/72	.25
MA-45	Frog/Matchbox/Revell	Hawker Hurricane	"	.25
MA-46	Monogram	F4U-4 Corsair	1/48	.25
MA-47	"	OS2U-3 Kingfisher	"	.50
MA-48	"	P-47D bubble	"	.25
MA-49	" /Fujimi	Bf.109E	"	.25
MA-50	Fujimi	Bf.109G	"	.25
MA-51	"	Bf.109K Galland	"	.25
MA-52	Monogram	Hawker Typhoon IB	"	.25
MA-53	Hasegawa/Revell	Bf.109E roundtop	1/32	.25
MA-54	"	" squaretop	"	.25
MA-55	Revell	P-40B/E	"	.35
MA-56	"	Spitfire I/II/V	"	.25
MA-57	Hasegawa	T-33A	1/72	.25
MA-58	"	F-86F Sabre	"	.25
MA-59	"	SOG-3 Seagull	"	.25
MA-60	Frog	Macchi MC202	"	.15
MA-61	Frog/Matchbox	F6F-3 Hellcat	"	.25
MA-62	Frog/MAPlan-13	Hawker Sea Fury	"	.25
MA-62A	MAPlan-13	"	1/48	.35
MA-63	Frog/Match/etc.	Spitfire I/II/V	1/72	.25
MA-64	Frog	Spitfire XIV	"	.25
MA-65	Revell/Heller	Bf.109E	"	.25
MA-66	Airfix/Frog	Fairey Firefly	"	.25
MA-67	Monogram	T-28D	1/48	.25
MA-68	Twin-Plan	Vought F7W-3	"	.50
MA-69	Hasegawa/Revell	FW190A/D/G blown	1/32	.25
MA-70	"	A6M5 Zero	"	.35
MA-71	Revell	K1.61 Tony	"	.25
MA-72	"	P-47D Razorback	"	.35
MA-73	"	P-47D Malcolm	"	.35
MA-74	Hasegawa/Revell	Me.262-1a	"	.25
MA-75	"	P-51D Bubble	"	.50
MA-76	Airfix (converts)	M1G-15UTI 2-seat	1/72	.25
MA-77	Lindberg	F-86 flat screen	1/48	.25

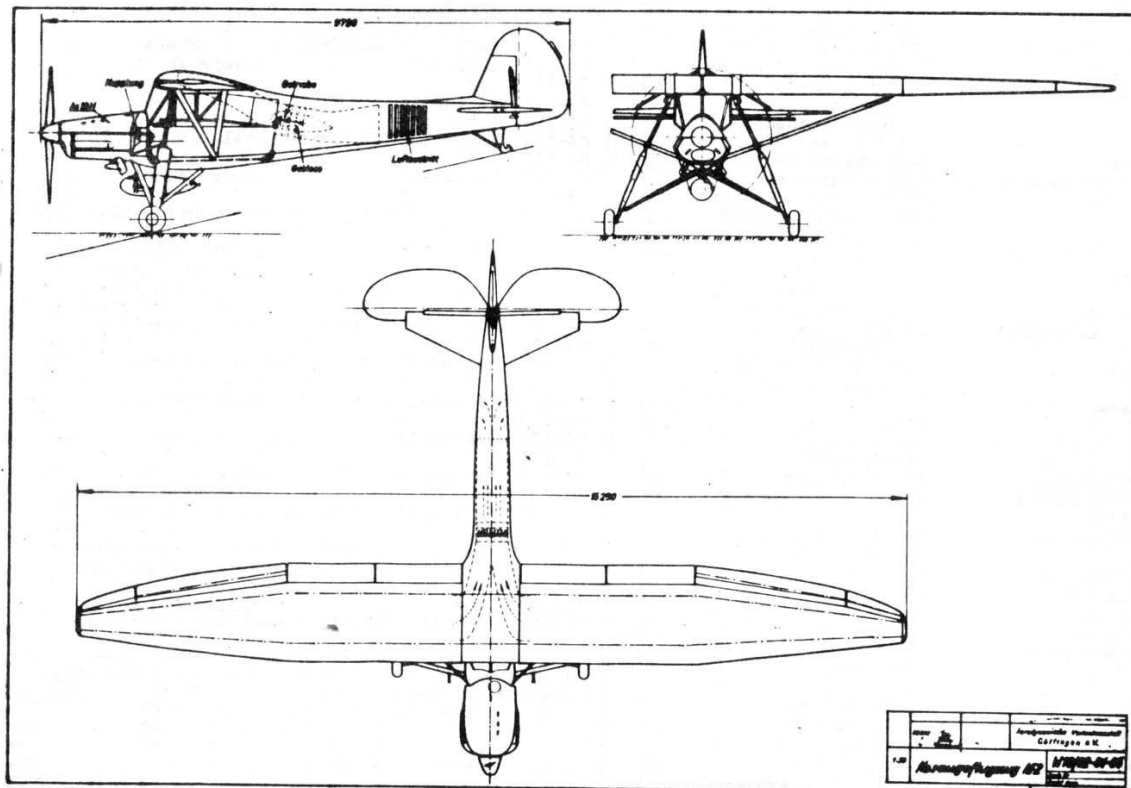
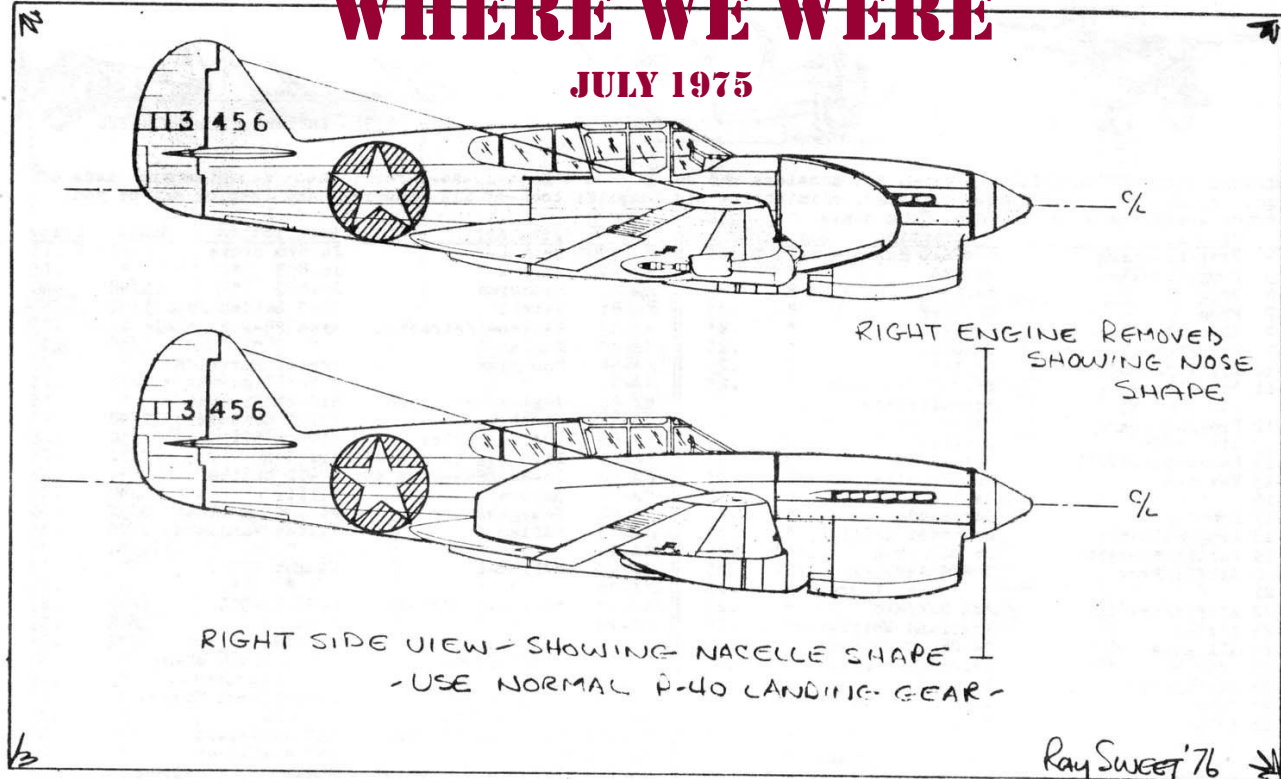
No.	Fits Kit	Description	Scale	Price
MA-78	Frog	Ju.87G Stuka	1/72	\$.15
MA-79	Airfix	Ju.87B	"	.15
MA-80	Monogram	Ju.87G	1/48	.50
MA-81	Revell	J2M3 Raiden Jack	1/32	.50
MA-82	MAPlan-1/Airmodel	Ryan FR-1 Fireball	1/72	.25
MA-83	MAPlan-1	"	1/48	.35
MA-84	Monogram	Hawker Hurricane	"	.25
MA-85	"	F7F-3 Tigercat	1/72	.15
MA-86	Airfix/Has/Match	M1G-21 Fishbed	"	.15
MA-87	Lindberg	F8U-1 Crusader	1/48	.25
MA-88	Fujimi/Heller	Mirage III	1/50	.25
MA-89	Lindberg (1 piece!)	Ar.234B	1/72	.25
MA-90	Jo-Han/Hasegawa etc	P-47D bubble	"	.25
MA-91	Aurora	F-111	1/48	.25
MA-92	Hasegawa	F6F-3/5 Hellcat	1/32	.50
MA-93	MAPlan-5	Vultee Vanguard	1/72	.25
MA-94	"	"	1/48	.35
MA-95	MAPlan-6	Vought XFT-1	1/72	.25
MA-96	"	"	1/48	.35
MA-97	MAPlan-7 (KFFV-1)	P-36 (P-37)	1/72	.25
MA-98	"	P-36	1/48	.35
MA-99	Many kits	FW190A/D blown	1/72	.25
MA-100	Airfix/Frog	P-61A Black Widow	"	.50
MA-101	Hasegawa (1 piece!)	A-6A Intruder	"	.25
MA-102	Frog (corrected)	deHavilland Hornet	"	.25
MA-103	Airfix/Frog	P-38J/L	"	.25
MA-104	Monogram/Nichimo	SBD Dauntless	1/48	.25
MA-105	"	F4F-4 Wildcat	"	.25
MA-106	MAPlan-3/Airmodel	Blackburn Firebrand	1/72	.25
MA-107	"	"	1/48	.35
MA-108	MAPlan-8	Curtiss SC-1	1/72	.25
MA-109	"	"	1/48	.35
MA-110	MAPlan-9/Airfix	F-80	1/72	.25
MA-111	" /Lindberg	"	1/48	.35
MA-112	MAPlan-10/all kits	P-51D bubble - improves any plastic kit	1/72	.25
MA-113	MAPlan-10/Hawk/Fuj.	P-51D bubble	1/48	.35
MA-114	MAPlan-11	Convair XP-81	1/72	.25
MA-115	"	"	1/48	.35
MA-116	MAPlan-12	CW-21B Demon	1/72	.25
MA-117	"	"	1/48	.35
MA-118	MAPlan-15	Convair Challenger COIN	1/72	.35
MA-119	"	"	1/48	.50
MA-120	MAPlan-16	Boeing XP8B-1	1/72	.25
MA-121	"	"	1/48	.35
MA-122	MHP-18 F4U-1	"Birdcage" canopy & plan	1/72	.75
MA-123	"	"	1/48	1.35
MA-124	Many kits	Bf.109K Galland	1/72	.25
MA-125	Hasegawa	TA-4 Skyhawk 2-seat	"	.35
MA-126	Airfix/Hasegawa corrected	J.35A Draken	"	.25
MA-127	"	SK-35C 2-seat conversion	"	.35
MA-128	Plan PM-10	Gruuman XF5F-1 Skyrocket	"	.25
MA-129	"	"	1/48	.35
MA-130	MAPlan-17	Fairey Albacore	1/72	.35
MA-131	"	"	1/48	.50
MA-132	MAPlan-18	Curtiss XP-40Q	1/72	.25
MA-133	"	"	1/48	.35
MA-134	MAPlan-19	Curtiss XP-46	1/72	.25
MA-135	"	"	1/48	.35
MA-136	MAPlan-20	Curtiss XP15C-1	1/72	.25
MA-137	"	"	1/48	.35
MA-138	MAPlan-21	Douglas BTD-1 Destroyer	1/72	.25
MA-139	"	"	1/48	.35
MA-140	Tamiya	Brewster F2A-2 Buffalo with gunsight windscreen	"	.35
MA-141	"	F2A-2 Buffalo, plain	"	.35
MA-142	"	" belly window only	"	.15
MA-143	Any kit	TP-51D 2-seat Mustang bubble	1/72	.35

If your order is for canopies and/or plans only, add postage and packing charge as follows:

	Over \$10
U.S., Canada, Mexico 3rd Class add	\$.40
" " " 1st Class	.60
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Other countries, surface mail	.75
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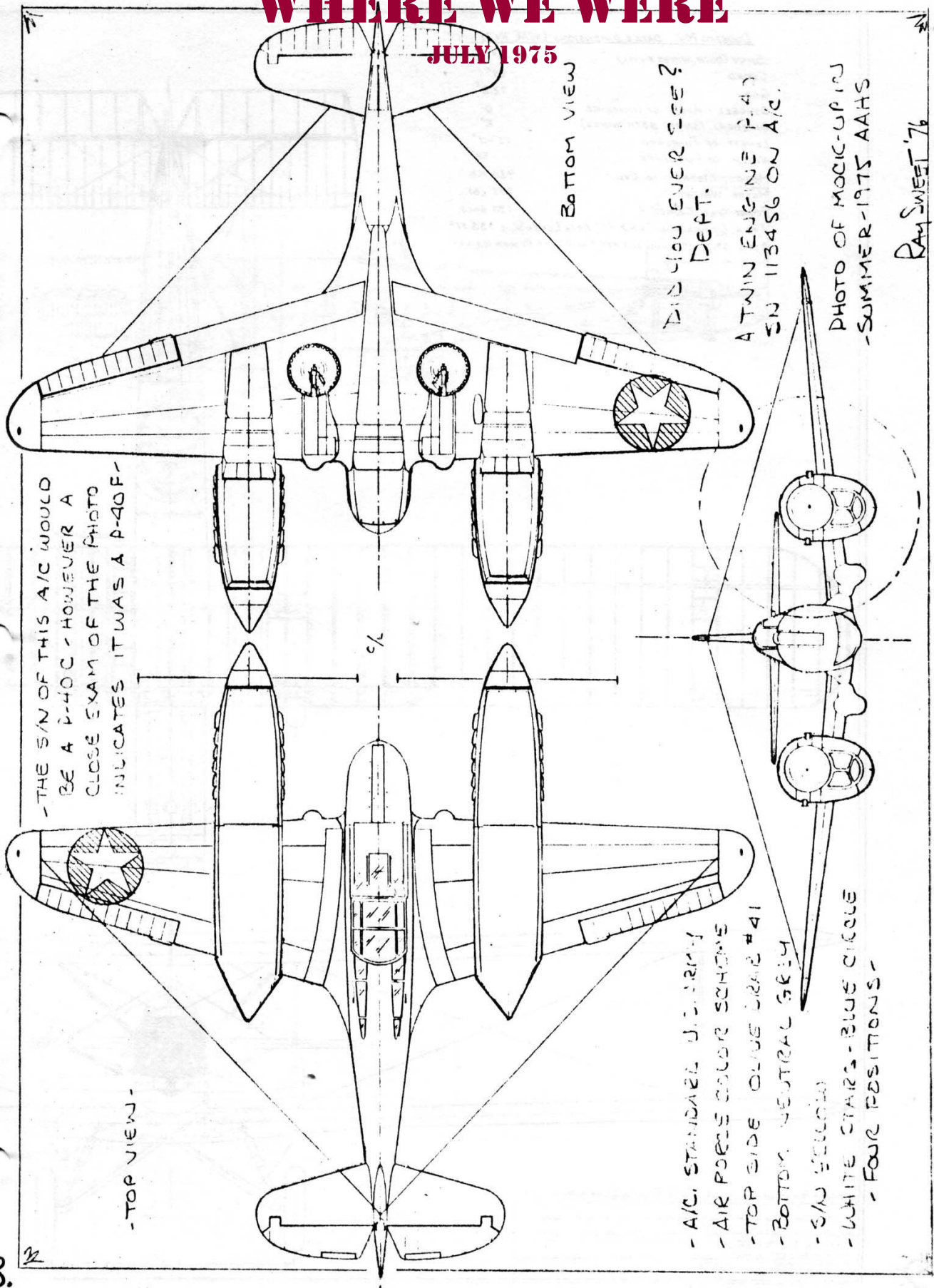
WHERE WE WERE

JULY 1975



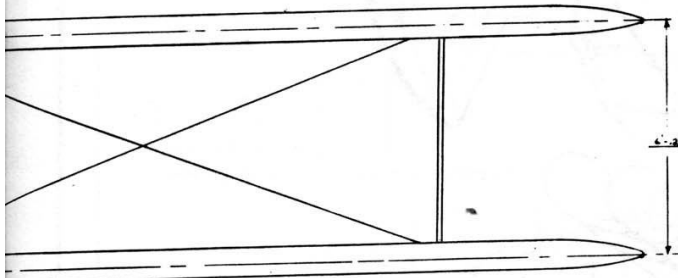
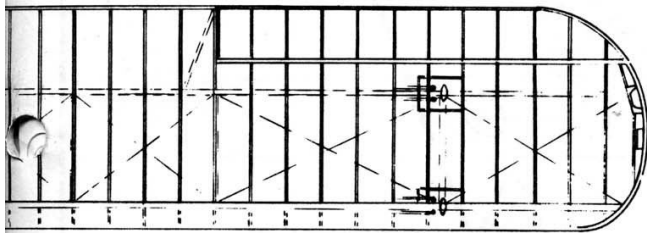
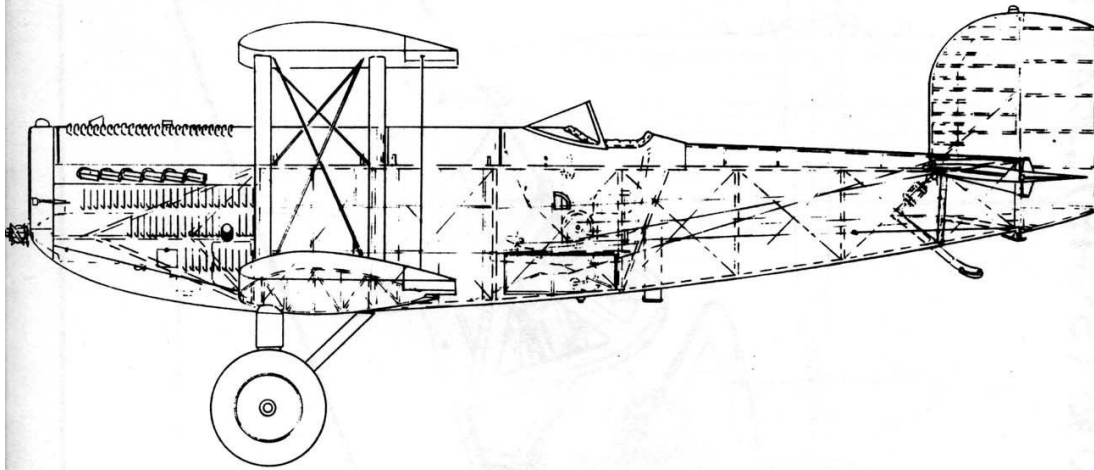
WHERE WE WERE

JULY 1975



WHERE WE WERE

JULY 1975



THIS DRAWING BY Eugene O. Clay - JULY 11, 1975 FOR WESTERN AIRLINES

MOST ACCURATE DETAIL & DIMENSIONS FROM MEASUREMENTS
TAKEN FROM WAL NO. 1, DOUGLAS M-2 BOMBARDIER BY WESTERN AIRLINES

WESTERN AIR EXPRESS
DOUGLAS M-2 MA - PLANE

USABLE DATA FROM DOUGLAS DATA 17-133
12/1/60

EOC-65010

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

2026 CLUB MEETING CALENDAR

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

JANUARY 2026

Tuesday 6th 7pm
Seminar/Speaker:

B&B Session 17th

JULY 2026

Tuesday 7th, 7pm
Seminar/Speaker:

B&B Session 18th

FEBRUARY 2026

Tuesday 3rd 7pm
Seminar/Speaker:

B&B Session 21st

AUGUST 2026

Tuesday 4th 7pm
Event : **Club Swapmeet**

B&B Session 15th

MARCH 2026

Tuesday 3rd, 7pm
Seminar/Speaker: 3 British airfields
(History and exhibits)/Lyn Gorton

B&B Session 21st

SEPTEMBER 2026

Tuesday 1st 7pm
Seminar/Speaker: Scratch Building/
Dale Mickley

B&B Session 19th

APRIL 2026

Tuesday 7th 7pm
Seminar/Speaker: Submarine Life in
the 1970,s/LCDR Joseph W.Trotter
USN (Ret)

B&B Session 18th

OCTOBER 2026

Tuesday 6th 7pm
Seminar/Speaker:

B&B Session 17th

MAY 2026

Tuesday 5th, 7pm
Seminar/Speaker:

B&B Session 16th

NOVEMBER 2026

Tuesday 3rd 7pm
Seminar/Speaker:

B&B Session 21st

JUNE 2026

Tuesday 2nd 7pm
Seminar/Speaker: Bases For Models/
Scott Reigel

B&B Session 20th

DECEMBER 2026

Tuesday 1st 7pm
Event: **White Elephant**



July Raffle

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



Item A: 1/72 Hasegawa F-16 C Fighting Falcon "Blue Nose"



Item B: 1/48 Dragon He162A-2 Salamander



Item C: 1/35 Tamiya Flakpanzer Gepard



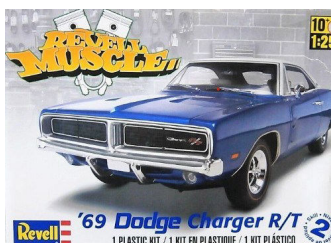
Item D: 1/500 Atlantis USS North Carolina



Item E: 1/25 Revell Foose 2015 Corvette Stingray



Item F: 1/25 Revell '69 Dodge Charger R/T



Item G: New From Hobby Depot: 1/72 Arma Hobby Yakovlev Yak-1B



UPCOMING EVENTS

November 14th—Modelzona

Alan Martel

Build and learn session.

All are invited, but focusing on the NW guys.

11 AM to whenever we raise the white flag.

Second Saturday every month. We have use of the clubhouse, 50x100 foot space, multiple tables, plenty of chairs. Refrigerator available, but we will likely order pizza or something. We are allowed to paint (including airbrushing!) But lacquers are frowned upon.

Address is 11411 N. 91st ave, Casa Del Sol resort.

Peoria, AZ 85345

The gate code for entry is #0908

If anyone needs further details, they can call or text me at 323 216 9406, or my email is also available



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.

2026 Chapter Officers

President.....	Kevin Henthorn.....	kdhpolarbear@yahoo.com
Vice President.....	Scott Reigel.....	http://www.ipms-phoenix.com/
Secretary	Hal Sanguinetti.....	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
Aircraft Colors and Camo US Marine Corps	https://www.theworldwars.net/resources/ file.php?r=camo_usmc#helotps
USAF National Museum Dayton Website	www.nationalmuseum.af.mil

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.



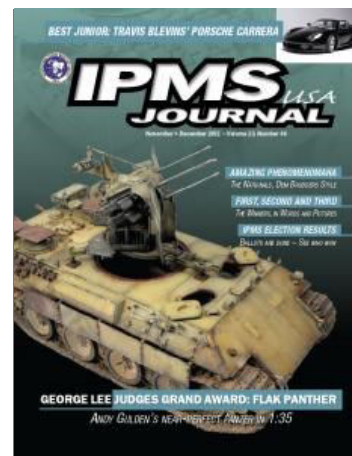
Join the IPMS/USA!

\$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 45235
Omaha
NE 68145-0235



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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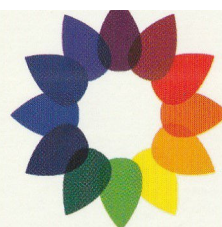
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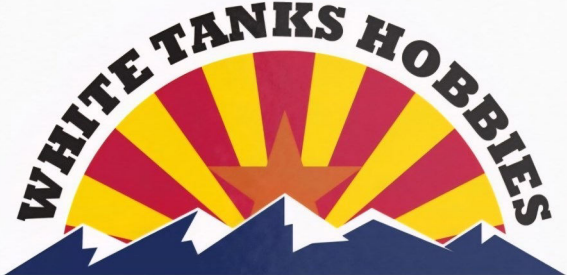
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**DESERT SCALE
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Model Car Championship

Second Saturday in May
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dsc-hq@cox.net
DesertScaleClassic.org



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