



THE CORSAIR

IPMS Phoenix / Craig Hewitt Chapter

Presidents Message

Hello everyone,

I hope that you all had an enjoyable time at the last meeting. We had a good turnout, and an impromptu presentation from Brain Baker. He had a slide presentation of a cruise that he took in the early 1990's from San Diego to Saudi Arabia aboard the USS Peoria, US Navy LST1183. During the trip Brian taught a history class to some sailors for college credit. He had many pictures of the ships used to transfer an entire Marine Brigade overseas to participate in Operation Desert Storm. Brian told the story of an event that occurred shortly after he arrived, and just before his long flight home. He casually described an alert at an air-base involving the launch of anti-aircraft missiles. But that was no ordinary launch. Brian witnessed a Scud attack first-hand, and had watched several Patriot missiles launch and successfully intercept their target(s)!

On other matters, a subcommittee is currently examining the results of Modelzona 2024.5. Our goal, before the end of April, is to decide whether to change the annual date of Modelzona from November to late January/early February. If you have any insight or opinion on a date change, please send me a message.

I would like to reiterate the need for seminars or presentations for this year. Currently, I have only two planned. If you have a presentation or seminar that you would like to give, please let me know.

On a personal note, I am still working on a couple of 1/72. I have finished thirteen skeleton figures for Warhammer from a set of twenty. I have also started a 1/48 Mig-29 two-seater, that I intend to put in Polish markings. I had forgotten how difficult it can be for me to work with resin and photoetch, and to successfully get them to adhere to each other and the injected molded plastic of the basic kit. I am not completely satisfied with the results, but my skills will not improve if I do not do anything I find challenging.

That is all I have for this month. Keep on modeling!

Kevin

kdhenthorn@aol.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

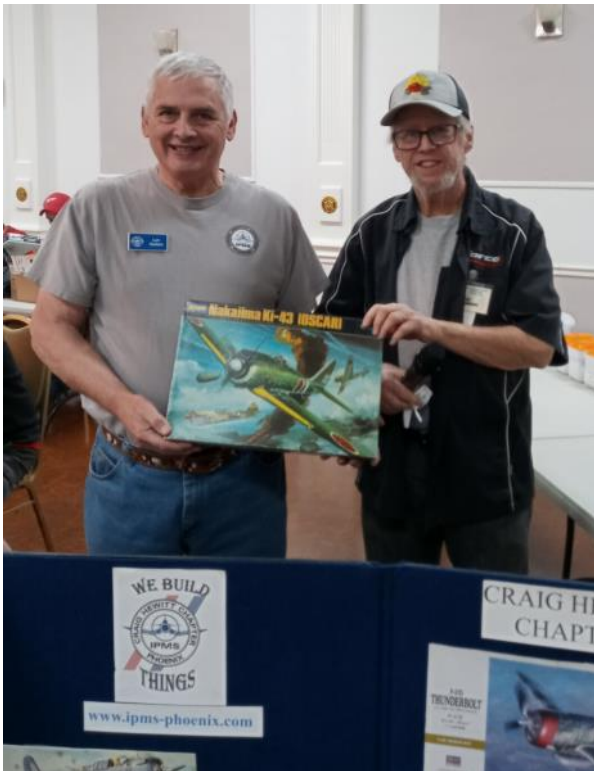
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March Raffle Winners



March Raffle Winners



March Display



March Display



March Competition (WW2 USA Fighters)



March Competition (WW2 USA Fighters)



March Competition Winner



Corsair
Craig Brown

2025 Competition Points Standings

CURRENT POINT STANDINGS RE: Monthly Club Meeting Contest. By Contest Coordinator: Terry Schuler.

Here are the current point standings after the February and March club meeting contest, with the addition of the Modelzona results

included. The results of returning Modelzona back into our club standings has raised our total participants to 27, from 12 a year ago.

Only 10 points separate the top 13 members, and some really fun categories are coming up. The Armor category scheduled for the April club meeting should be a good one.

1. Craig Brown	16 points
2. Arjan Sansor	16 points
3. Mike McFadden	12 points
4. Kwith Pieper	11 points
5. John Kienitz	10 points
6. Scott Reigel	10 points
7. Jim Clark	9 points
8. John Lewis	7 points
9. Chris Robeson	7 points
10. Terry Schuler	7 points
11. Mark Krumrey	6 points
12. Mark Rossmann	6 points
13. Chris Porche	6 points
14. Jim Beeson	4 points
15. Steve Bisel	4 points
16. Mike Mackowski	4 points
17. Mike Pabis	4 points
18. Ryan Pabis	4 points
19. Barton Peck	4 points
20. Dekker Zimmerman	4 points
21. Gary Thomas	3 points
22. Mateusz Wisiewski	2 points
23. Carlos Cisneros	1 point
24. Brian Guggemos	1 point
25. Kevin Henthorn	1 point

Novice Category:

1. Mark Eason	6 points
2. Ryan Guggemos	4 points



“365th FG – Hell Hawks”

Coffee's Pot Final Mission

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.



365th Fighter Bomber Group – Hell Hawks

The 365th Fighter-Bomber Group, otherwise known as the Hell Hawks, was activated May 15, 1943 and assigned to fly P-47 Thunderbolts. Training in Dover, Delaware, they flew their gunnery training missions out of Millville, New Jersey. Departing Richmond Army Air Base in December 4, 1943, sailing on the Queen Elizabeth with 15,000 troops, they arrived at Gossfield, Essex on December 23, 1943.

Combat air training continued for two more months, then on February 22, 1944, the Hell Hawks flew their first combat mission. Over the next one to two months gradually converted from escorting 8th Air Force heavy bombers to their fighter-bomber role that continued to the war's end.



“365th FG – Hell Hawks”

Coffee’s Pot Final Mission

By "Mark L. Rossmann

The group was instrumental in determining the maximum bomb loads for the P-47; Two one-thousand-pound bombs and an external fuel tank on the belly rack, being the first group to fly a dive-bombing mission with that configuration. Bazooka Tube rockets and napalm was another configuration for all P-47 fighter-bomber groups shortly after the D-Day Invasion on June 6, 1944.

The Hell Hawks flew in direct support of General Hodges First Army. Their mission was two-fold; 1) Protect the ground forces from enemy air attack and 2) destroy any and all obstacles on the ground that prevented our forces from advancing. Two times they supported Patton’s Third Army; 1) Shortly after August 1, 1944 and 2) during the last months of the Battle of the Bulge.

Hell Hawks were the first group to move into Germany on March 17, 1945 at Aachen(Y-46) and first to fly a combat mission off a German soil. The remaining eighteen to twenty groups followed nine days to five weeks later.

The Hell Hawks flew combat from February 22, 1944 through May 4, 1945, totaling 14.5 months, flying combat from eleven air fields or air strips, moving more times than any other fighter-bomber group in the 9th Air Force.

Richmond, VA, AAB, 11/4/43–12/18/43
Gossfield, Essex, England, 12/23/43 (P-47’s operational 2/44)
Beaulieu, Hants, England, 3/5/44
Azeville, France (Fontanay-Sur-Mer)- Strip A7, 6/27/44
Balleroy, France- Strip A12, 8/15/44
Bretigny, France (Paris)- Strip A48, 9/3/44
Juvencourt, France (Reims)- Strip A68, 9/11/44
Chievres, Belgium (Mons)- Strip A84, 10/4/44
Metz, Alsace Lorraine, France- Strip Y34, 12/25/44
Florennes/Juzaine, Belgium, 1/20/45
Aachen, Germany, 3/17/45
Fritzlar, Germany, 4/12/45



“365th FG – Hell Hawks” Coffee’s Pot Final Mission

By "Mark L. Rossmann

Lt. Colonel. Robert Lewis Coffey Jr. 10/21/1918 – 4/20/1949

Flying with the 365th Fighter Group, he commanded 388th Fighter Squadron and later became deputy commander of the group. Coffey was unarguably one of the most aggressive pilots in the 365th. When Ray Stecker assumed command of the group, Coffey was tasked with getting him up to speed in combat-readiness in the P-47. He would take him in close and into the hottest areas always returning with battle damage to some degree. Many remarked that they thought Coffey was positioning for Group Commander as they didn't think Stecker would survive long from his training.

Coffey was the group's top air ace with six (6) aerial victories during 97 missions. He was shot down by flak on July 11th, 1944 and evaded capture, with assistance from the French underground. Returning to England, he would not fly combat again in Europe.

The picture of his downed 'Coffee Pot' was taken off a captured German, believed to be a member of the flak crew that shot him down.

Post war he was the military air attaché for the United States Embassy in Santiago, Chile, from October 1945 to April 1948. He resigned his commission as a Lieutenant Colonel to pursue a political candidacy. He was then commissioned a Colonel in the United States Air Force Reserve. He won election to the 81st congress in 1948, Serving from January 1949 till his death.

On April 20, 1949, Coffey was killed in the crash of [Lockheed F-80A-10-LO Shooting Star](#), 44-85438, while on take-off from [Kirtland AFB](#), New Mexico. At 1640 hrs. during a cross-country proficiency flight, he and fellow Hell Hawks pilot Lt. Col. William D. Ritchie had departed Kirtland after refueling for March AFB, California, but due to apparent engine failure on take-off, the fighter never rose above 25 feet, skidded off the end of runway, cartwheeled across an arroyo, and broke apart but did not burn, killing Coffey instantly. He is buried in Arlington National Cemetery. The House of Representatives recessed for one day in his honor.

Opinion: Too many combat veterans were senselessly killed in accidents with early jet fighters: Bong (1945), McConnell (1954), Lt. Col Waymond (1949).



“365th FG – Hell Hawks”

Coffee’s Pot Final Mission

By "Mark L. Rossmann

Model

The Tamiya Bubble Top, represents a D-25 through D-28 versions. It is well designed with the build taking about 2 to 3 weeks. The engine detail is very good, but if the cowling is left off, after market items would enhance it. The flaps are positionable while control surfaces are molded in place, except the rudder. If you want to show off the cockpit area you really don't need aftermarket items, a parachute harness might be an option, the kit does come with a pilot. I painted the white for the D-Day stripes and cut out the black stripes applying them separately. I then masked off around the upper stripes and over sprayed with OD. After fully drying, used tape to pull off the OD to simulate the chipping, as seen on the picture.

Looking at pictures from the resources, this was one of the first D-25's received in late May of 1944. The full D-Day stripes are prevalent in many pictures. An order from top command in early July, was to paint out or remove these upper stripes. Aircraft on continent airfields were easily seen by the Luftwaffe. For these final missions, 'Coffee's Pot' was in this configuration.

Also, the model is configured with one 500lb bomb on the center point, which was a regular load operating from the short field at A-7, where his last mission originated.



“365th FG – Hell Hawks”

Coffee's Pot Final Mission

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: 'Coffee's Pot', P-47D-25-RE, 42-26407 – Lost over Angers France.

Unit: 388th FS/365th FG, 9th Air Force, Azeville(A7), France – July 11, 1944.

Pilot: Lt. Col Robert Coffey.

Model: Tamiya; P-47D Thunderbolt “Bubbletop”, Kit #61090, 1/48th

Decals: SuperScale #48-1074, 388th FS/ 365th FG. No issues with them.

Paint:

Tamiya sprays: AS-6 Olive Drab, TS-17 Gloss Aluminum, TS-29 Semi-Gloss Black.

References:

Decal Sheet – SuperScale

Thunderbolts of the Hell Hawks 365th FG – BarracudaCals - BC48036

Wikipedia

Osprey Aircraft of the Aces #30 – P-47 Thunderbolt Aces of the Ninth and Fifteenth Air Forces.

** This finalizes my 3-part review of P-47 “Final Missions”.

Pt 1: Col. Neel Kearby – Medal of Honor

Pt 2: Lt. Raymond L. Knight – Medal of Honor

Pt 3: Colonel. Robert Lewis Coffey Jr

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

Another good crowd at the March meeting got to see Brian Baker presented with his lifetime achievement award.

Brian was one of the founders of the club and you can still find his name on some of the articles in “Dirty Plastic” in the ‘Where we were’ pages

The club roster has been updated and only those in good standing will be able to take part in anything that the club supports with funds like dinners, competitions and shows. Only members in good standing also have the right to vote on club activities.

We have 94 members in good standing currently on the roster and hopefully some of those that were removed will eventually find their way back

Presentation on “How to Transport Your Models”
By Mike Mackowski April 2025

It’s frequently necessary to transport your models to a contest or exhibit of some sort. To accomplish this without damaging your creation requires a protective box. This is something you will need to make yourself, and this talk will offer some suggestions. These boxes are also useful if you need to store your models or if you are planning to move your residence.

The idea behind a protective enclosure is to support the model on a sturdy part of the body and keep small fragile elements away from the walls of the box and the supporting materials. Antennas, landing gear, gun barrels, etc. need to be “free floating” so there is no chance of them bumping into anything else in the box. I will show some examples of how I do that.



WHERE WE WERE

Dirty Plastic April 1974

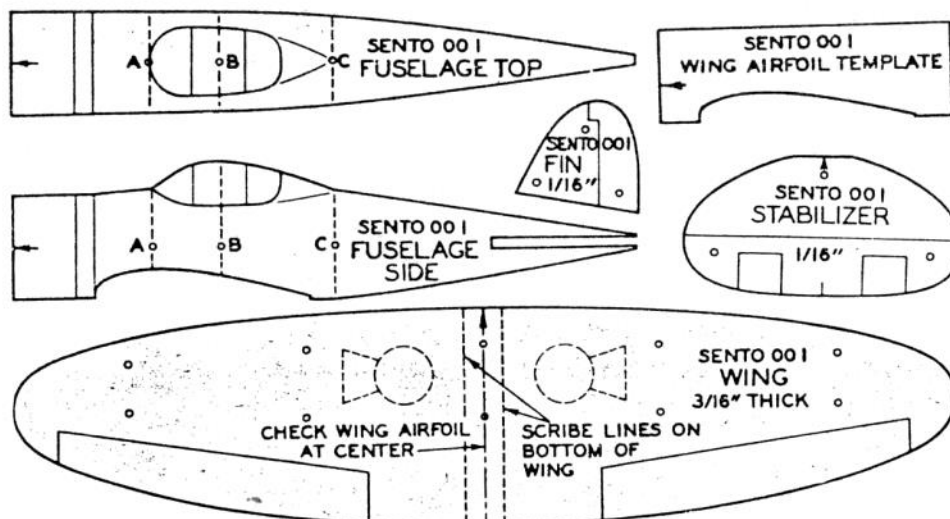
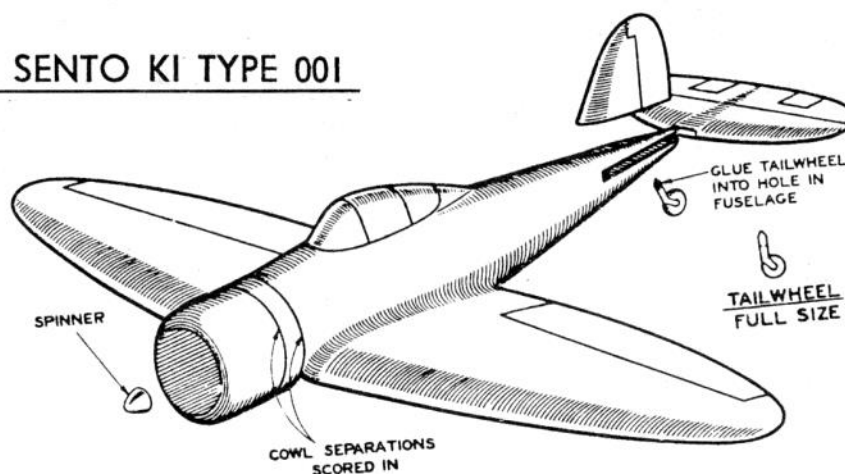
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APRIL 74

A dirty plastic

ARIZONA HISTORICAL MODELERS SOCIETY IPMS/PHOENIX

SENTO KI TYPE 001



A single-seat Japanese Navy fighter. The data on hand have been procured from observations at Hawaii. It has a radial air-cooled engine. Retractable landing gear folds up into wing. Span 37'; length 25' 4"

WHERE WE WERE

Dirty Plastic April 1974

DIRTY PLASTIC ISSUE NO. 34 APRIL, 1974

DIRTY PLASTIC is a publication of the ARIZONA HISTORICAL MODELERS' SOCIETY, IPMS Phoenix. Subscriptions are \$3.00 a year. Membership dues are \$6.00 a year.

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SUPPORTING HOBBY SHOPS

Webster's Hobby Shop, 30 E. Camelback, Phoenix (266-5343)
Val's Hobby Hangar, 4840 N. 59th Ave., Phoenix (934-6174)
Longman's Hobby Craft, 49 E. Broadway, Tempe (967-7241)

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 of the AHMS are:

President: Brian R. Baker, #3, 4430 N. 28th St.,
Phoenix, AZ 85016 (956-1518)
Secretary-Treasurer: Charles K. Krause, Jr.,
2033 N. 11th Ave., Phoenix, AZ
85007 (253-5430)
Circulation Manager: & Art Director: Heinz P. Jacobs
(NOTE: When last seen, Heinz was
retreating from the Northern Front,
heading southward with his armor intact,
albeit somewhat short of fuel)

MEETINGS:

SOCIAL: Tuesday, April 16, 1974, 7:30 pm.
Brian Baker's, #3, 4430 N. 28th St.
Phoenix (956-1518)
BUSINESS: Tuesday, May 7, 1974, 7:30 pm.
Brian Baker's. (Address above)
SOCIAL: Tuesday, May 21, 1974, 7:30 pm.
Longman's Hobby Craft, 49 E. Broadway,
Tempe, AZ (967-7241) (Take Broadway
turnoff from Freeway. Shop is located
on Southeast corner of Broadway and Mill
Avenue, Tempe, in extreme SE corner of
Shopping center.)

THE PRESIDENT'S PAGE

BRIAN R. BAKER

At our last business meeting, a lot was accomplished. After pleading for help, Heinz Jacobs graciously offered to serve as circulation director. What this means is that DP will probably come out a little more on schedule. Thanks, Heinz. (Ed's note: I hope that this does not reduce the number of drawings Heinz has done.)

Another item that was discussed was the addition of photographs to the DIRTY PLASTIC FORMAT. After considerable discussion, the issue was tabled for a while. Apparently the members like the publication as it is.

NEW RELEASES ANNOUNCED BY MATCHBOX

The Matchbox-Lesney series of aircraft kits in 1/72 scale, is expected to expand in the coming months, and a new series of 1/76 scale armor was also announced. The catalog, which showed some photographs of kits, showed some interesting types, and since their prices appear to be most reasonable, the series should sell well.

In the aircraft department:

PK-21 Messerschmitt ME-262A
PK-22 Republic P-47 (Razorback)
PK-23 Hawker Tempest Mk. V
PK-24 Brewster Buffalo
PK-25 Armstrong Whitworth Siskin
PK-26 Henschel HS-126
PK-101 LTV A-7
PK-102 Sepecat Jaguar
PK-103 Beaufighter Mk. 10
PK-104 Curtiss SB2C-1
PK-105 Supermarine Walrus
PK-106 Buccaneer
PK-107 Dornier Sky Servant
PK-108 Lynx Helicopter
PK-109 Junkers JU-188
PK-110 Hawker Siddeley HS-125/600

In the 1/76 scale armor department:

PK-71 Sherman Firefly VC
PK-72 Comet Mk. 1 (British)
PK-73 Panther Aus. f. G
PK-74 Panzer III Aus. f. L.
PK-75 Humber Armoured Car Mk. 11
PK-76 Puma Armored Car
PK-77 Wespe Self-propelled Gun
PK-78 M.16 Half-track (U.S.)
PK-79 M.24 Chaffee Tank
PK-80 Jagdpanther Tank Destroyer

NEW REALE

THIS MONTH'S CENTERFOLDS

HEINZ P. JACOBS

SPITFIRE V, RAF Serial EN830, was captured by German forces in the Fall of 1943, and it arrived at the Echterdingen Airfield, south of Stuttgart, after a transfer flight from Rechlin.

The aircraft is camouflaged to German standards, with Dark Green 71 upper surfaces and Pale Blue 65 undersurfaces. The rudder, and elevator top surfaces were yellow 04. Large, wide-trimmed black crosses were carried as shown, with black code letters CJ - ZY in typical Germanic style. The RAF serial was transferred, for some obscure reason, to the top of the fin, apparently in werke number fashion.

After several flights with the original Rolls Royce Merlin engine, conversion began, matching the Spitfire with the BF-109G standard Daimler-Benz DB605A-1 powerplant, which was then fitted with what appears to be a standard BF-109G cowling and VDM propeller, of 3.0 meter diameter. The standard BF-109G carburetor air intake was also fitted. The cowling was then painted yellow 04.

The DB-605 Spitfire was tested briefly at Rechlin, later returning to Echterdingen to serve as an engine test bed. Its useful career ended on August 14, 1944, when a formation of USAF heavy bombers attacked Echterdingen airfield, destroying the Spitfire, and in addition, numerous other Luftwaffe aircraft.

LOCKHEED P-38F "Lightning" of Sonderkommando Rosarius, as illustrated in Karl Reis's book on Luftwaffe Camouflage and Markings, vol. 4. A color photo, of remarkable quality, of this P-38F is printed in the last section of the book, and it would make a most colorful addition to any model collection. The new Airfix P-38F would do nicely for this conversion.

SPITFIRE CONVERSION

BRIAN R. BAKER

This, like other conversions, is especially intriguing, since it is a relatively simple and straightforward modification which would result in a unique model. Probably the best kit in 1/72 scale would be the new Matchbox Spitfire IX, but with some work, the Airfix kit would suffice. Just cut off the nose ahead of the firewall, and install the nose from a BF-109G, making certain, however, to remove the scoop from underneath the nose.

ANOTHER OLDIE AND NOT SO GOODIE: AOSHIMA's REPPU B.R.B.

The Mitsubishi A7M-1 Reppu was designed by the Mitsubishi team as a replacement for the A6M Zero-Sen series. The design was constantly developed, changed, revised and re-designed to the extent that it was not ready for mass production until too late in the war, and as a result, only one production Reppu was completed before VJ Day.

The AOSHIMA 1/72 scale Reppu is the only kit of this aircraft known to be available in any scale, and this kit, although very old, can best be described as a rather sophisticated and difficult to assemble toy that has remote conversion possibilities for the advanced modeler, provided that he has three large tubes of Green Gruff and an infinite amount of patience, in addition to a Dremel Mini-Jack hammer. The kit is somewhat accurate in outline, and required only a new set of elevators and some reshaping of the rudder. A good three-view can be found in Francillon's Japanese Aircraft of the Pacific War, along with photos of one of the prototypes. Green's Fighters, V. 3, has a three view drawing, but no photograph.

Basic assembly is straightforward, and after removal of all of the stove-bolt rivet heads, and filling in of the inaccurate control surface lines, we are ready to begin. The wings require additional work, as the wheel wells need to be reshaped and relocated. I used card plastic, glued in, and putty for minor changes. I then ground out the shape with a Dremel tool.

The cowling is basically correct as far as it goes, but it has to be hollowed out so that an engine can be installed. The bottom of the cowl has to be added, since the kit does not provide the supercharger housing. Be sure to hinge the back portion, as this was probably always open on the ground.

There is a landing gear provided, but it is poor and should be thrown away—no use putting useless junk in the apares box. I used the gear struts from the Johan Zero-Rufe, which appear to work OK, except that they had to be trimmed to accommodate the larger diameter wheels. The tailwheel and canopy were, of all things, usable after trimming. Can plastic was used for the landing gear doors. I didn't use a prop, since the photos show the prototype with the prop removed, probably as an after-war precaution, as this was typical with surviving postwar Japanese aircraft.

The photos show the aircraft, coded J-DA-3 in a hangar without the propeller installed. The lack of a propeller makes the engine installation look better, since the spinner was fairly large. The aircraft is dark green topides with pale grey undersides. All interiors are bright metallic blue, according to JNAP standard. The plane carries the standard yellow wing leading edge markings, and white tail codes, and the usual insignias.

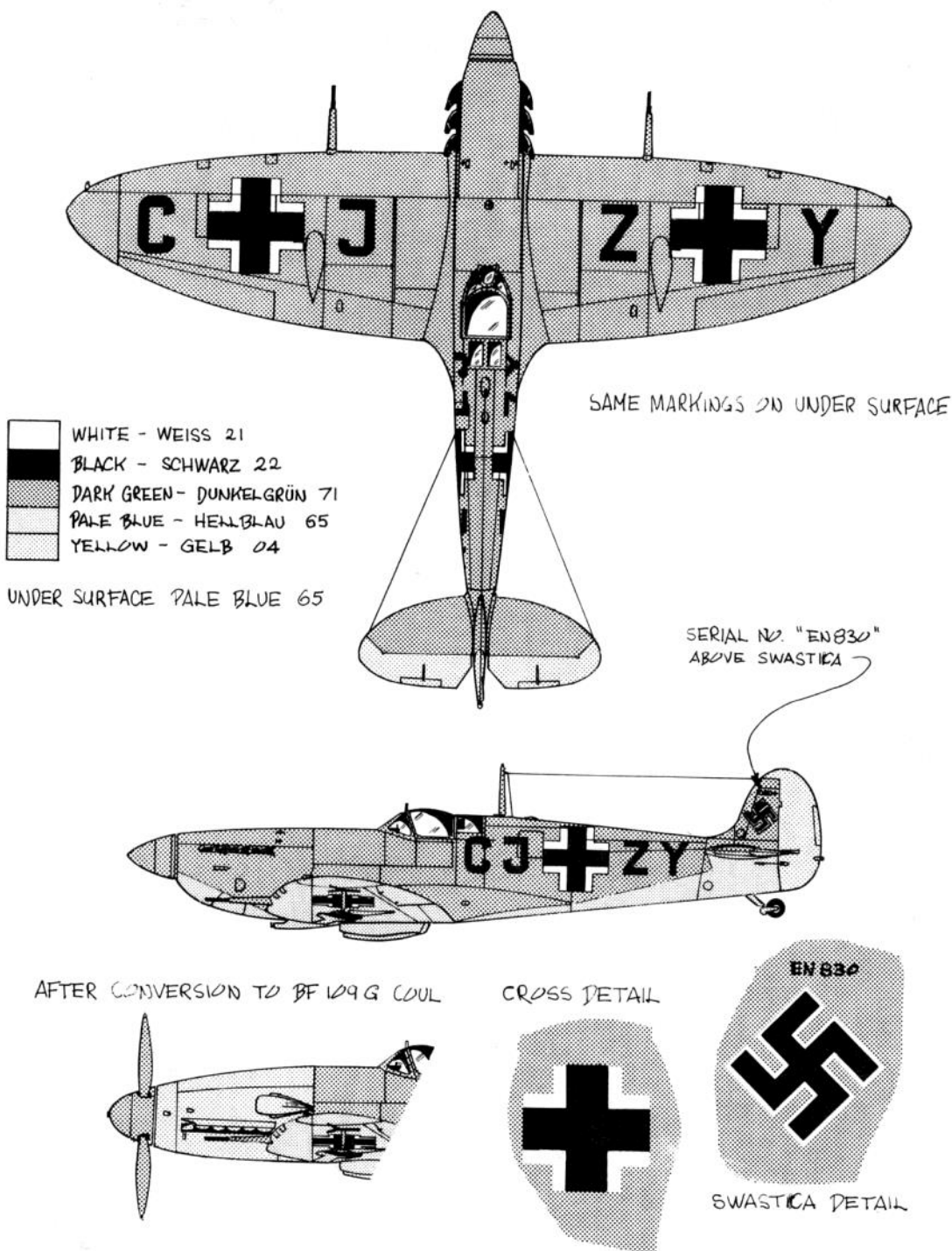
With a lot of patience and some accurate information, the AOSHIMA Reppu can be converted from a toy into a displayable model, which will suffice until Hasegawa comes out with one, probably next month.

WHERE WE WERE

Dirty Plastic April 1974

LUFTWAFFE MADE IN BRITAIN

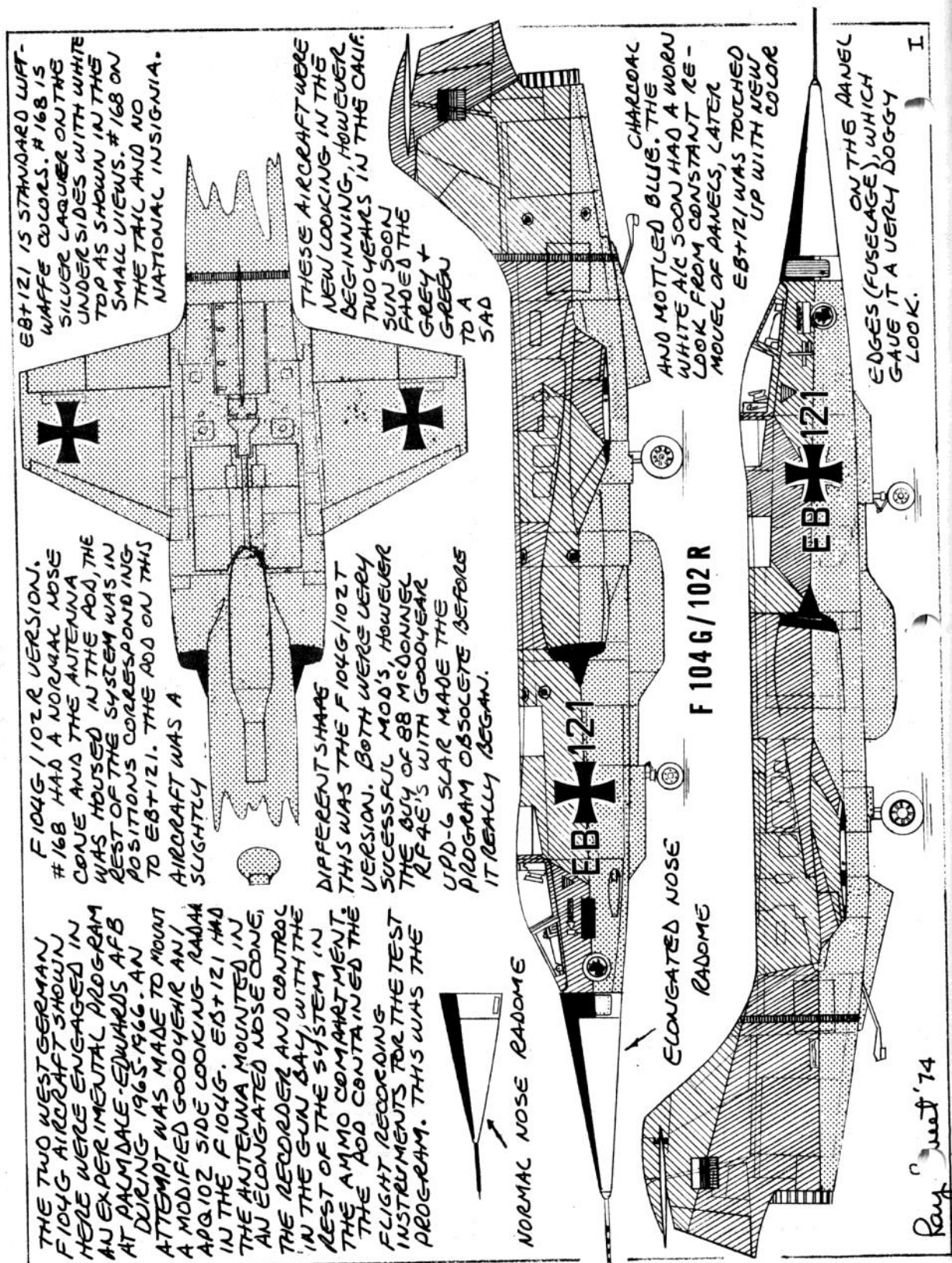
SPITFIRE V, SERIAL EN 830 AT ECHTERDINGEN AIRFIELD



72 IN SCALE • HEINZ F. JACOBS

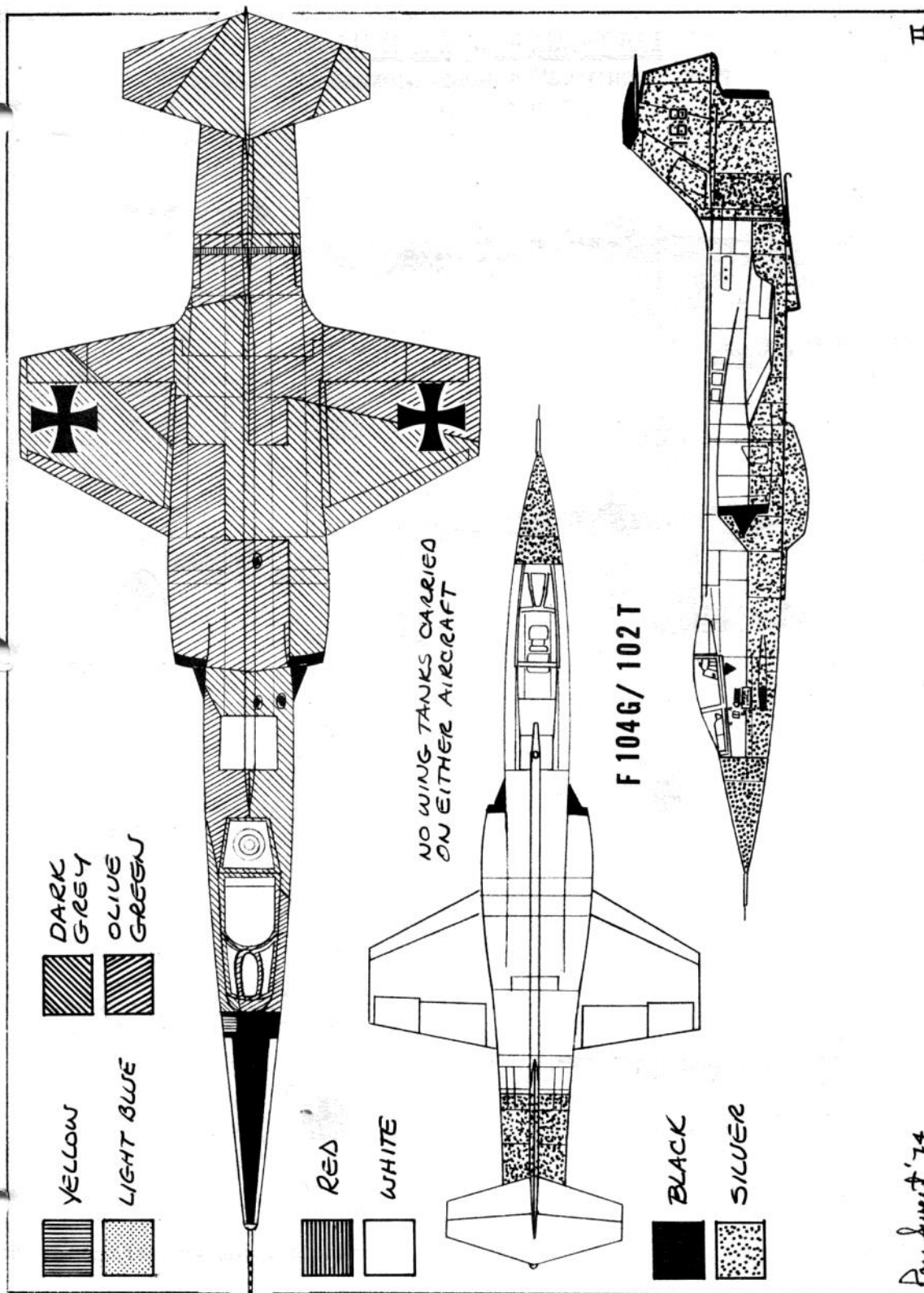
WHERE WE WERE

Dirty Plastic April 1974



WHERE WE WERE

Dirty Plastic April 1974

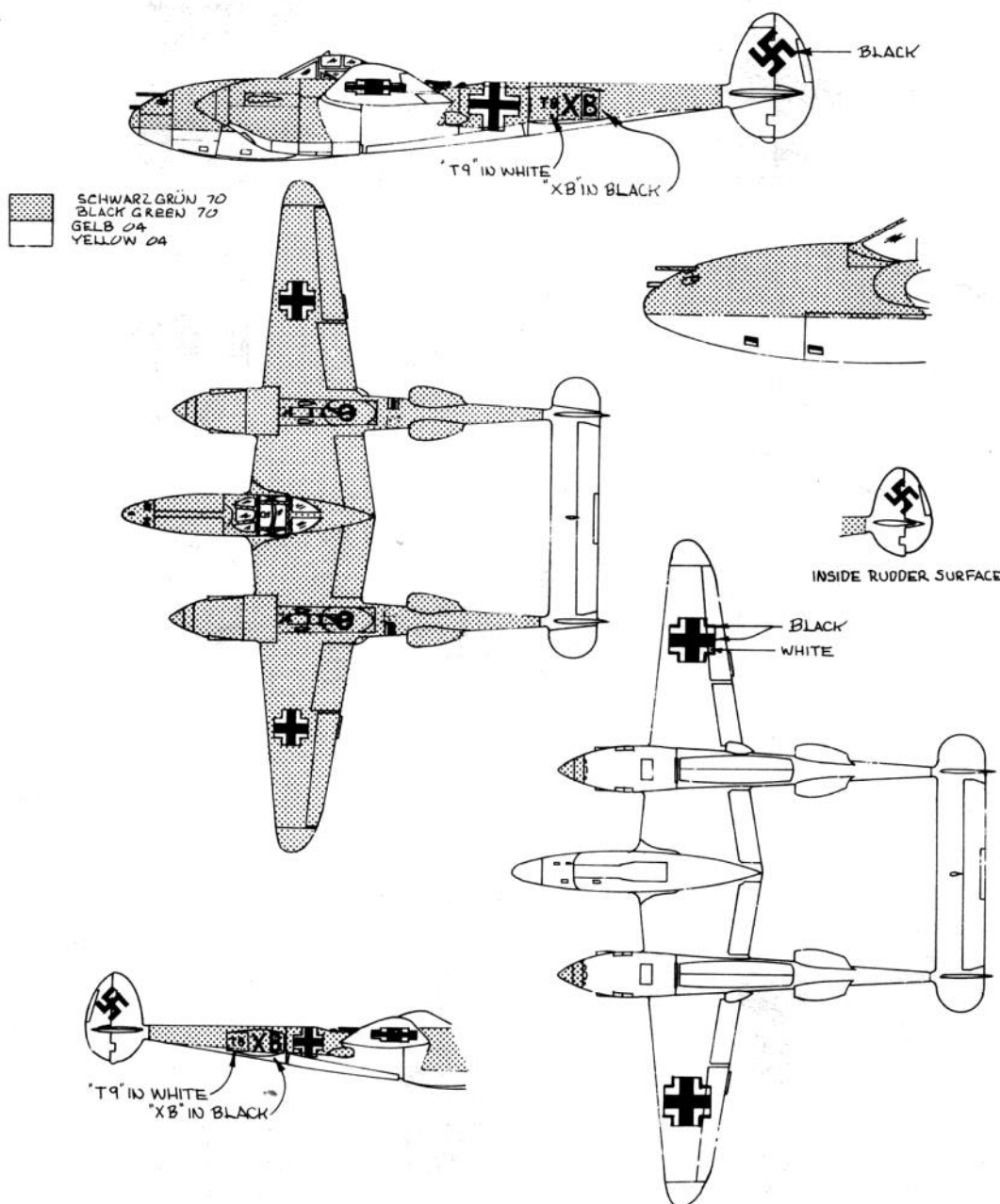


WHERE WE WERE

Dirty Plastic April 1974

LUFTWAFFE MADE IN U.S.A.

P-38F "LIGHTNING" OF SONDERKOMMANDO ROSARIUS
NOT TO SCALE



WHERE WE WERE

Dirty Plastic April 1974

NEW KIT REVIEWS: THE SUTCLIFFE VACCUFORM SENTO KI-001

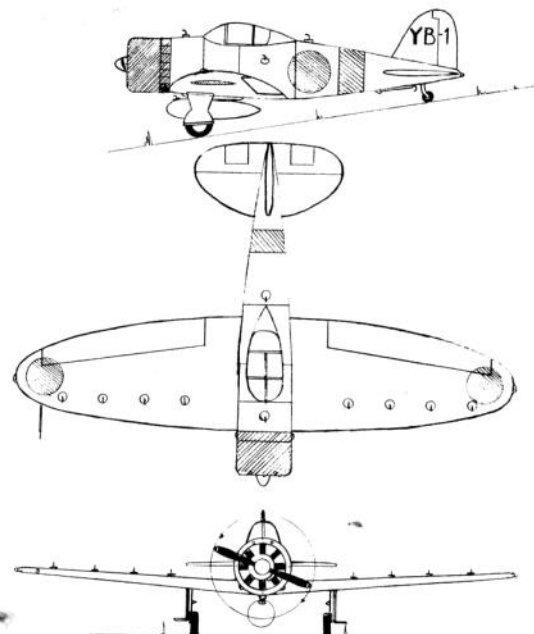
Newly released in this country, the latest Sutcliffe vacuform kit is one which will certainly not be issued by any of the major kit manufacturers for many years to come. It is the nebulous Nagoya-Sento KI-001, called Ben by Allied observers, and information on this aircraft has eluded aircraft researchers for many years. Now, due to our careful research, we have discovered U. S. Navy recognition materials on the aircraft, and we were amazed to find that Sutcliffe has released a vacuform kit on the same aircraft. Now, finally, the Nagoya-Sento KI-001 (Ben) has truly been resurrected from the grave, where it has lain for so long beside the Pocke Wulf FW-198 and service versions of the Heinkel HE-113.

The vacuform kit is basically accurate according to Navy specifications, and a little wood-grain on the engine cowling is not altogether inaccurate, although it is a little unsightly. The kit goes together easily and quickly, and there is little surface detail. In short, it is to be highly recommended, and with a little imagination, can be made into a most realistic model.

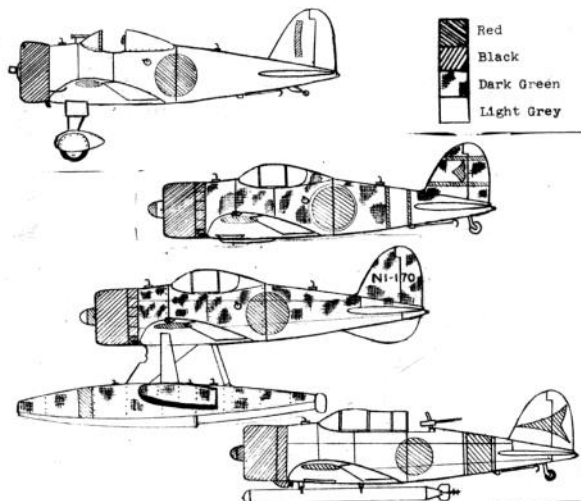
The Nagoya Sento-KI-001 was designed by the aviation department of the Hiroshima Vocational Technical High School during late 1933, when a replacement for the Mitsubishi Type 96 Carrier fighter was urgently required for the fighting then going on in China. The boys, many of them less than sixteen years old, worked night and day on the project, and early in 1941, the first prototype was ready. It was towed by rickshaw to the nearby soccer field (now converted to a baseball park) and made its first flight on February 27, 1941, staying aloft for nearly eight minutes. Although the aircraft performed reasonably well, it was taken to the Nagoya Naval Arsenal, where it was modified by Mitsubishi employees while they were on their Saki breaks.

The resultant aircraft, the Sento KI-001, was accepted by the Navy for limited production, but the production aircraft was substantially different from the prototype. The 500 hp. Kitabuki Radial was replaced by a 700 hp. Mitto (pronounced Neat-o!) radial. The fixed landing gear was made retractable, and the cockpit canopy was added. Several modifications during the service life of the aircraft involved the reduction of fuel tankage, since a total of 1,600 gallons of fuel could be carried in numerous wing and fuselage tanks, giving a phenomenal endurance of nearly 24 hours, this being accomplished on internal tankage alone.

Although out of production by early 1942, the Sento KI-001 finished out the war in various non-combat roles, and a modified version was actually manufactured in small numbers as a bamboo decoy plane, its most successful role.



NAGOYA-SENTO KI-001 (BEN) of Attack Group III, Pearl Harbor Attack Force. This aircraft was flown from the carrier Whereyu on December 7, 1941. The carburetor air intake and one oleo strut from the main landing gear were recovered by U. S. Navy divers in Honolulu's harbor. This data was used to construct the drawing above.



Red
Black
Dark Green
Light Grey

(1) NAGOYA-SENTO KI-001 Prototype. Bright orange overall, dark blue cowl and tail number. (2) NAGOYA-SENTO KI-001 (BEN). Trim tabs and filler caps of this aircraft fished out of "Iron Bottom Sound," Guadalcanal, 1943. Light grey with dark green mottle. (3) NAGOYA-SENTO KI-001 Experimental floatplane converted by NakaJima in 1943. Subsequently surprised over Hokkaido by Navy SOC-4 pilot, who shot it down in flames. Idea abandoned. (4) NAGOYA-SENTO KI-001-KAI modified as Kamakaze aircraft. Seriously overloaded, the only conversion was returned to Nagoya, where it was used as an instructional airframe in a junior high school.

U. S. ARMY EXPERIMENTAL TANK DESIGNS

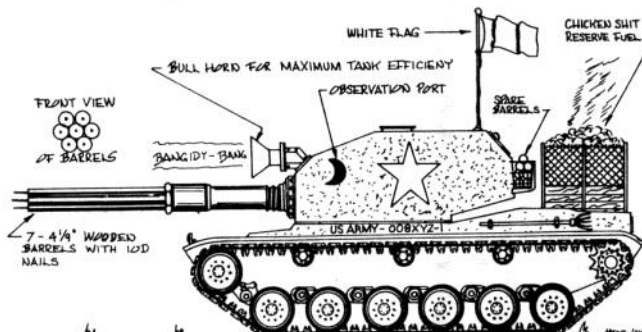
HEINZ F. JACOBS

THE MARK M-08X-01 Heavy Tank "Tankity-Tank"

My parents informed me in their last letter from Germany about a rare American tank which is now being prepared for display at the Sheissshafen Museum in Munich. The reason for this rather late discovery is apparently due to the excellent camouflage characteristics of the tank, which blend well with the "sheissshafen" on which it depended.

In checking with the U. S. Army for further information, I was reluctantly told of the details and disappearance of the tank. It seems that the tank took part in the early stages of the Battle of the Bulge, where it was captured by advancing German forces. Due to its unique fuel system, the tank did not have reverse gears installed, and lack of cabin pressurization and sealing further accentuated this problem. Of further note is the barrel construction, use of a loudspeaker with recorded sound effects, and the standard issue white flag for the "Final Action."

It is unknown what unit was issued this unique vehicle, or who the tank commander was. The Pentagon refuses to comment any more on the subject.



MARK M-08X-01 HEAVY TANK "TANKITY-TANK"
ALSO KNOWN AS THE "JACOB'S REVENGE"

WHERE WE WERE

Dirty Plastic April 1974



IDENTIFICATION

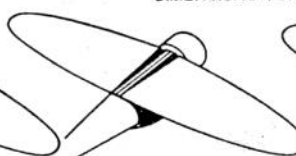
Low-wing monoplane with stubby elliptical wing that curves up on bottom where it joins the fuselage. Pronounced cooling gills behind cowlings. Short round fuselage, with humped-up cabin above wing. Stabilizer-elevator is flat and elliptical.

DO NOT CUT TOO DEEP TOWARD TRAILING EDGE

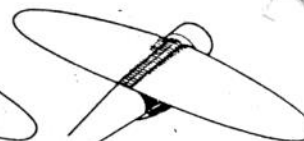


① CUT IN ABOUT 1/16" WITH KNIFE POINT

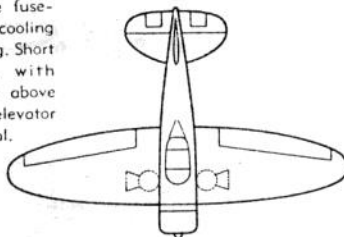
1/16" 3/16" 2-1/2" 1/16"
DIMENSIONS FOR TAPERING WING BLOCK



② MAKE A "V" GROOVE ON EACH SIDE OF SCRIBED LINE



③ "GULL" EFFECT WITH SANDPAPER



BILL OF MATERIALS

Fuselage 7/8" x 1 1/8" x 4 1/4"
Wing 3/16" x 1 5/8" x 6 3/8"
Tail 1/16" x 1" x 3"

MODEL	 SENTO KI-001 JAPANESE NAVY FIGHTER FINAL ASSEMBLY		MODEL
SPAN 6-5/32"	SERIAL NO A-16	DATE 2-16-42	
U.S. NAVY BUREAU OF AERONAUTICS WASH.			

dirty plastic

ARIZONA HISTORICAL MODELERS SOCIETY (PHMS/Phoenix)
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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

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:

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:

B&B Session 20th

APRIL 2025

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

OCTOBER 2025

Tuesday 7th 7pm
Seminar/Speaker:

B&B Session 18th

MAY 2025

Tuesday 6th, 7pm
Seminar/Speaker:

B&B Session 17th

NOVEMBER 2025

Tuesday 4th 7pm
Seminar/Speaker:

B&B Session 15th

JUNE 2025

Tuesday 3rd 7pm
Seminar/Speaker:

B&B Session 21st

DECEMBER 2025

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



April Raffle

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

Item A 1/700 Tamiya USS Hornet



Item B 1/25 Revell 1969 BOSS 302 Mustang



Item C 1/35 Hobby Boss M35 Mittlere Panzerwagen



Item D 1/144 Revell Apollo Saturn V



Item E 1/32 Kinetic F-86 Sabre



Item F 1/43 Ferrari F642 F-1



Item G New from Hobby Depot: 1/72 Eduard P-51D Mustang "ProfiPack"



UPCOMING EVENTS

Desert Scale Classic 12th April (Flyer on last page)
Modelzona 1st November

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.....	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 also gives you access to the online Discussion Forum, where you can exchange ideas and information with other members of IPMS.



CONTENT NEEDED!!!!

The Corsair needs your help! To keep this newsletter filled with all the great content, I need your help with content. Here are some useful items that I can use to put together future issues each month:

- Kit reviews/In-box reviews
- Website links
- Modeling related articles
- Commentary and featured columns
- Neat, strange or otherwise shareable pictures
- Book reviews
- Trip and vacation write-ups

Anything you have can be used. Don't hesitate. Even a few paragraphs are great.



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Second Saturday, Every April
Phoenix, Arizona

dsc-hq@cox.net
DesertScaleClassic.org

Cactus Car Modelers Club Presents



Torco Racing Oils – Hobby Depot – Iceman Collections – Magazine Coverage

21ST ANNUAL

DESERT SCALE CLASSIC

MODEL CAR CHAMPIONSHIP & SWAP MEET

Saturday, April 12, 2025 – 8am to 5pm

GENERAL ADMISSION \$3 - CHILDREN 10 & UNDER FREE

ON-SITE REGISTRATION - 8AM TO NOON

SWAP MEET, RAFFLE, FREE KIDS MAKE IT & TAKE IT - ALL DAY

Location:

**Building B
North Phoenix Baptist Church
5757 North Central Avenue
Phoenix, AZ 85012
➤ NE Corner Central Avenue &
Montebello Avenue**

More Information:



Scan to go to Website

COMPETITION RULES < CATEGORIES

SWAP MEET VENDOR SIGN-UP < ON-LINE REGISTRATION

SEE OUR WEBSITE - WWW.DESERTSCALECLASSIC.ORG

EMAIL - DSC-HQ@COX.NET