



THE CORSAIR

IPMS Phoenix / Craig Hewitt Chapter

Presidents Message

Hello everyone,

The polls are now open to vote for IPMS/USA National officers. We have one of our own on the ballot this year. Mike McFadden is running for Retention Secretary. Voting will close at midnight on September 1st. You can vote online (you would have received an e-mail on how to do this by now), you can vote by snail mail (a paper ballot is in the March/April IPMS Journal), or you can vote at the National Convention in August.

We sold a lot of kits for the Group Build at the May meeting, and you can still get them at the June Meeting. I got mine, but I have not started it yet. I need to finish some of the six models that I am currently working on (or at least put them aside for a few months). Information about the Group Build is in the May Corsair.

I did not have a presentation or seminar at the May meeting, so I would like to, again, reiterate the need for them. If you have a presentation or seminar that you would like to give, please let me know.

I have a rhetorical question for all of you who have ever built a model:

Have you ever gotten so frustrated with kit that for a fleeting moment, you thought of destroying it just so you wouldn't have to deal with it anymore?

I have had that problem with the 1/48 Mig-29 on which I am currently working. I have not destroyed it yet, but I nearly ruined it unintentionally. I will keep working on it because I need to improve my skills, but you will never see it at a contest. Some of the aspects of modelling I perform so rarely that I forget them, let alone improve them. I need to put up a sign in my hobby room entitled something like this:

NEVER DO THIS AGAIN:

And then leave plenty of room below the title to add mistakes and errors I do not want to repeat in the future. I expect that over time, it will be an extensive list.

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

THIS ISSUE

May Raffle Winners.....	2
May Display Pictures.....	4
May Competition Pictures.....	7
May Competition Winners.....	10
Burma Banshees M.Rossman.....	11
Club Contest Themes.....	14
Outside the Box.....	15
Editors Corner.....	16
Aircraft Photography B.Baker.....	17
Club Meeting Calendar.....	31
Raffle Update.....	32
Upcoming Events.....	33
Website References	34

May Raffle Winners



May Raffle Winners



May Display



May Display



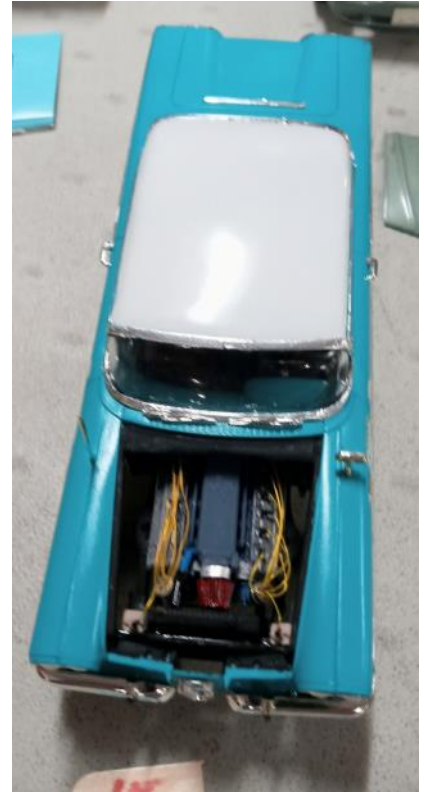
May Display



May Competition (A Day At The Races)



May Competition (A Day At The Races)



May Competition (A Day At The Races)



May Competition Winners



Novice
Bryan Guggemos

Advanced
Jeff Alderman



“Burma Banshee’s” “80th FG P-47 Razorback”

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.

80th FG History

On February 9, 1942, the 80th was activated at Selfridge Field, Michigan, with the 88th, 89th, and 90th Pursuit Squadrons, July of 1942, the name change to Fighter Group was made. By 1943 they were ready for combat after training in the P-47 Thunderbolt and later in the Curtiss P-40.

On May 10 1943, the 80th headed for Karachi India and October 1943 a fourth squadron, the 459th, was formed with P-38Hs and assigned to the Chittagong area near Calcutta.

Then established a base in the Assam Valley just outside of northern Burma. The 80ths early prime mission was to escort and conduct combat air patrols for the cargo airlift to Kunming, China, the forgotten campaign over the ‘Hump’ of the Himalayas. Also

October 1943 began offensive strikes in northern Burma to protect allied engineers building the Ledo Road. Interdiction missions targeted airfields, supply depots, troop concentrations, and bridges especially on the Burma Railway.

Its motto, "Angels on our Wings," was aptly suited for this calling. The distinctive deaths head skull painted on each side of the engine cowlings, sent a message that death and destruction was on the way to the Japanese. A belly mounted air siren was sometimes used, which created the ‘Banshee Wail, thus the nickname of ‘The Burma Banshees’ These markings were a contrast to the shark jaws often seen on Warhawks in U.S. and British service.

Soon missions extended into northern Burma, with offensive strikes to prevent the establishment of enemy bases from which Allied airlift planes might be attacked. Attacks were made from the Myitkyina Airdrome, to reduce Japanese attacks on the Hump cargo planes. It was the only all-weather strip for the defense of Burma from the north.

From February 1944 through May 1944, a Herculean effort was made by the 80th group, to support Merrill's Marauders, Pick's Engineers and Stilwell's composite forces, during their drive down to Myitkyina. Countless dive bombing, (basically flying artillery for the ground forces that had great difficulty negotiating the treacherous Burma jungles with heavy equipment), strafing and napalm attacks were made, many as close as 50 yards from our own troops. A particularly effective deadly weapon, when dropped on troops in the jungle was a land mine, which created terrific concussion.



“Burma Banshee’s” “80th FG P-47 Razorback”

By "Mark L. Rossmann

Conversion

June 1944 conversion from P-40 to P-47 began, and by July, the 89th began operating P-47s from bases in Assam. Attacking Japanese forces in the Bhamo, Loiwing and Lashio areas, which was not accessible using the P-40's. Finally, the 80th was the first USAAF fighter group to be stationed in Burma since the Japanese pushed out the Flying Tigers in 1942, at Tingkaw Sakan in August 1944. It had a 4000-foot gravel runway carved out of a 200-foot-high teak forest with temperatures running well above 100 degrees.

In January 1945, it saw full operations from Myitkyina Burma, giving complete air superiority over northern Burma. The 80th had other daily challenges in the form of dense jungles, temperatures sometimes soared to 140 degrees with humidity near 100 percent. Crews worked in swarms of beetles, flies, and gnats. Sleeping required the use of mosquito netting with disease and fungi claiming more troops than opposing enemy fire.



The war ends

By the spring of 1945, targets were becoming scarce as the war was drawing to a close. When the 80th Fighter Group left Myitkyina, they had launched 18,873 planes on 4,719 missions, destroyed more than 200 bridges, 80 enemy planes in the air or on the ground. It received the Distinguished Unit Citation for heroic defense of a critical Indian oil refinery. Shortly after the end of the war in September, the 80th returned to the United States and was deactivated on November 3, 1945.

Model

This is a Tamiya P-47 Razorback, all are aware of the high quality that this kit encompasses. The build took about 3 weeks. The cowling was not attached so the painting was much easier to accomplish the red, white and blue squadron colors. The only problem can be getting the wheels in the proper position to the axel.

Decal positioning for the head has a drawing on how to align the skull lines from the cowling to the main body.

Aircraft:

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

Aircraft: “00” – ‘Butter Bean II’, P-47D-23-RA, 227454 – Unknown Disposition,

Unit: 80th FG, Tenth AF, Myitkyina Burma, Feb. 1945.

Pilot: Col. Snyder D Grubbs – CO 80th FG, February thru April 1945.

Model: Tamiya; P-47D Thunderbolt “BubbleTop” Kit #90 1/48th

Decals: THUNDER CALS - 48007, Burma Banshees

“Burma Banshee’s” “80th FG P-47 Razorback”

By "Mark L. Rossmann

Paint:

Tamiya sprays: TS-17 Aluminum, TS-15 Blue, TS-27 – Pure White, TS-28 Olive Drab 2,
TS-86 Pure Red, AS-20 Insignia White
Tru-color Spray paint: TCP-4015 Gloss Dark Blue for the wing stripes.
(photos make it look black)

Conclusion:

This is Tamiya. Pay attention to the alignment of the wheels to the axel. Can have flaps down or up, up position seems to be a bit more challenging to fit into the wing. The underwing identification lights need to be carefully cut through the decal for visibility. I do like how Hasegawa provides three different lenses to paint and can be inserted after the decaling is completed. THUNDER CALS are top of the line with detail information. These last ones were done by Cartographs new process. This one contains all you need to build one of the models, will need bar and stars and data from model sheet. All paints went on just fine, the only one is the white where I used and undercoating of AS-20 Insignia White first before using the Pure White, gives a better base to prevent bleed through.

References:

Decal Sheet

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

Armyaircorpmuseum.org site.

Burmabanshees.com

Respectfully,
Mark L. Rossmann

In Memory of Norris Grazer (Passed April 2023)

President and author of McKinstry IPMS Newsletter (Chicago Area), Owner THUNDER CALS / Contributor to P-47 Decals from Super Scale, Aero Master and Monogram Models. I had the honor to know Norris only by e-mail, for almost 2 years, before his passing. He always responded to my inquires about P-47s, provided tips and references. I purchased directly from him all of his P-47 sets, only produced in 1/48th scale, printed by Cartograph. I had the unique distinction of receiving pics of his last Burma Banshee decals when they arrived at his house, in May of 2022. He asked I not share them until they were for sale.

Please see this link for his Memoriam by James Hohenzy:

<https://thundercals.com/in-memoriam-norris-graser/>

Additional pics from his products, one from his Super Scale contribution:

Snafu – THUNDER CALS - 48-006

Cockpit Trouble – THUNDER CALS - 48-004

Coffey's Pot – Super Scale - 48-1074



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

Outside of the Box A Showcase of Imagination

We kicked off our 2025 Group Build Event at the May meeting with an enthusiastic response and 19 club members purchasing kits for the event. Several members purchased multiple models, so I'll be looking forward to seeing what they do with them!

As a reminder (full details were published in the May edition of the Corsair), the club has a variety of 1/72 Hobby Boss "Easy Assembly" aircraft kits which we are using for a group build and contest to showcase the creativity and imagination of our members.

While fairly simple kits "out of the box" they are perhaps a good starting point for a creative adaptation.

Possible ideas include:

- Never-was paint schemes: WWI aces in a WWII plane or Air Demonstration Team that could have been.
- Crashed, captured or abandoned planes
- SciFi cross-over
- Conversion into something entirely different
- Put that spare parts box to use!

The point is to take a kit which may not be very challenging and turn it into something that shows off modeling skills and imagination! We have close to 20 remaining kits which will be available for a \$5.00 donation at the June meeting, for any club members who would like to join the project.

P-51D Mustang IV

F-84E Thunderjet

F6F-5 Hellcat

Spitfire MK Vb

T-6G Texan

F-84G Thunderjet

F4F-4 Wildcat

F6F-3 Hellcat

Timeline and guidelines:

- Kits will be available at the May and June meetings, or beyond so long as supplies last.
- We will ask for a \$5.00 donation per kit to cover contest expenses.
- Multiple kits may be purchased for anyone wanting additional parts to Frankenstein kits together, etc..
- Builds can be displayed at the October meeting, where the scheduled monthly contest theme will be "People's Choice", Any model, Any scale. (Judged and voted on by the present attendees of this monthly meeting).
- In addition to the regular contest, we'll have a separate category and separate award for "Best Outside of the Box" build, as judged by those in attendance.
- The "Outside of the Box" entries will count towards Modeler of the Year points as an additional contest, separate from the scheduled October theme.
- Feel free to add any additional parts, decals, scratch building, modifications etc. The wilder the better!

Some of the remaining kits which will be available at the June meeting:

Bring your additional questions to the next club meeting. Our goal is to be as unrestrictive as possible, encourage participation from a large number of club members and, above all, to have FUN!



June remaining kits



EDITORS CORNER

BY LYN GORTON



Another good turnout with over half of the club membership in attendance. There was no presentation at the May meeting and Kevin once again stressed that he is looking for people who could present something to the club.

There is no “Where We Were” this month as I have a great article from Brian Baker on aircraft photography. You can find this on the next few pages

A few months ago a question was asked about models that were donated to the A.M.M.

A reply was received and can be seen below

Per our conversation last night during the club meeting, I made contact with the president of the Arizona Military Museum over at Papago that closed 2 years ago. I've been informed that the models the club donated back in 2014 are still in the museum and are under lock-and-key. The plan is to re-open the museum after the museum has been new regulations initiated by the Arizona National Guard. Below if the contact information in case anyone in the club would like to follow-up.

Bill Hensell
President
Arizona Military Museum
623-465-1265

AIRCRAFT PHOTOGRAPHY

BRIAN BAKER



WT Larkins, L Smalley, Doug Olson, Brian Baker, Chalmers Johnson, Earl Holmquist. At NAS Oakland, 1956

The 616 Camera Aircraft Photographers

Aviation History Pioneers

Brian R. Baker, QB# 32345, PHX

In the late '20s, following Lindbergh's flight, the aviation industry began to rapidly expand in the United States and throughout the world. Aviation caught the public eye, and nearly everyone had at least some interest in aviation. As we all know, aviation is one of the most expensive avocations, and at the time very few people could actually afford to fly or be personally involved at any level. Many who lacked the finances to directly participate chose a different route: aviation photography. Some, mostly young men, began to hang around airports, taking pictures of the airplanes in use at the time. In 1928, Ben Heinowitz, an enthusiast from Mountainside,

N.J., began to wonder if perhaps other people throughout the country shared the same interest. In the August 1933 issue of *Model Airplane News*, he wrote:

"I started in a small way back in '28 to take pictures of representative type aircraft which I found at the local fields I frequented and did so flying from (mere passenger). After a while, as this hobby became more absorbing, I wondered if there were others through the states engaged in the same hobby. With a bit of scouting around, made contact with those interested in exchanging aircraft photos. Returns were so gratifying, the thought of forming a club came into mind and on airing said thought, to the fellows who I had

Last I

Nickn

Phon

☐ \$

Pleas

☐ F

☐ \

☐ M

Accot

Name

Billing

For
Dat

AIRCRAFT PHOTOGRAPHY

BRIAN BAKER

started swapping shots with, the idea over first rate, which as a result, gave us the nucleus of a club, devoted to the exchanging of aircraft photos. The club was officially organized in May 1930, with members in Washington, California, Colorado, and New Jersey. Since the birth of the club, we have expanded considerably, having accredited member collectors in all parts of the country and abroad."

The organization was officially named the International Amateur Aircraft Photo Exchange, and during the '30s many new members were accepted into the club. Prospective members had to meet the following requirements:

1. A listing of at least 50 negatives of representative type aircraft, from which prints could be made. Foreign members were required to have only 25.
2. Members must have a working knowledge of photography as applied to aviation, taking photos that showed the complete plane and giving the best detail of that particular plane.
3. Members must cooperate in matters related to the club and obey all rules and regulations.
4. Members must have a general knowledge of the representative production type planes and engines, and be able to provide the desired information along with photos of the planes.

There were no dues or officers, but membership was divided into two classes - juniors and seniors. Junior members were "freelance members, corresponding and exchanging at their convenience, while senior members were the 'backbone members,' active in club work right along." The organization expanded and published its business in issues of *Model Airplane News* and *Model Aircraft Engineer* during the '30s. The IAAPE lasted until the late '30s, when an incident involving the publication of a photo of a Navy prototype fighter caused the club to disband.

There seems to be no documentary evidence suggesting that the 616 model camera and film were standardized, but that is apparently what happened. At the same time, railroad photographers, who organized their activities along similar lines, used postcard cameras which shot 122-sized film, but postcard cameras were large and bulky even by 1920s standards, and the (Kodak) 616 camera became standard, mainly because it was the smallest sized film that would produce an adequate sized contact print, making enlarging unnecessary except for special situations. As most aircraft photographers during the Great Depression were operating on a financial shoestring and nearly all did their own developing and printing, the 616 camera seemed ideal for this kind of photography.

The IAAPE developed standards for photography of airplanes that bordered on the artistic. As this developed, photographers who contacted other members for trading frequently expressed their requirements. In a March 1938 letter from Bill Yeager, an established Cleveland, Ohio, aircraft photographer and IAAPE member, to the then neophyte collector William T. Larkins, Yeager stated his standards:

"As to what I can use, can most always use anything in the commercial, racing, and military line. So long as it fills the following restrictions:

*Ailerons, Rudder must be straight
No canvasses over cockpits, motors
No hangars or people around or in background.
Doors closed in ships."*

Therefore, an acceptable photo was one in which the airplane was posed in the open with no people or objects around it, nothing in the background, with all cowlings, canopies, panels, and doors closed, control surfaces in neutral position and, of course, with the sun in the proper position. This was a tall order in those days and must have been very time consuming for the photographer to wait for those conditions. However, since there were relatively few

AIRCRAFT PHOTOGRAPHY

BRIAN BAKER



F8F-2 over SFO. Larkins, about 1948

aircraft available to photograph, most collectors went along with these standards and a vast number of photographs were taken and exchanged. The 616 negative became standard, a type of currency used by airplane photographers for trading.

Preservation of photographs and documentation

At that time, most photographers viewed themselves as collectors rather than the historians they later became. The pictures were art forms, and the objective seemed to be to amass a large collection of 616 negatives and prints of aircraft in pristine conditions and locations. Prints were usually mounted in albums, although some collectors used 3x5-in. card file boxes to keep them in order as new additions were received. Negatives were filed in bank-style coin envelopes, usually about 3x5-in. size, with the identification typed or printed on the envelope. A few collectors printed the type and sometimes the

engine and location on the clear edges of the negatives, using a fountain pen and indelible ink. Information sometimes, but not always, recorded could include manufacturer, model, registration or military serial number, markings, military service, unit or owner/operator; special information such as pilot, in the case of a racing or record-breaking plane, and documentation on where and when the photo was taken. Occasionally the name of the original photographer was also listed, but this was comparatively rare and presents photo credit problems today if this was not done. As negatives often changed hands several times, the name of the original photographer has often been lost, and photos usually get credited to the collection from which the photo was obtained.

Since the specific identification of a particular airplane is important, many photographers made sure that the license, serial number or other markings were visible in the photo, but this was not always the case. Most of us have

AIRCRAFT PHOTOGRAPHY

BRIAN BAKER



Martin China Clipper Larkins

many photos of aircraft where we know the make and model but not the registration or serial number.

Of the approximately 250 collectors believed to have been active in the hobby from the beginning through the '70s, when 616 film went out of production, many did not stay active in the hobby for long, and their collections were eagerly bought up by other collectors who pulled out the material that did not duplicate what they already had, and then traded off or sold the rest to other collectors. This has extensively diffused the material, and a fortunate result of this has been the preservation of material in case of a fire or other disaster causing the loss of a collection. This has happened to several collections, along with the disposal of material after the death of a collector by family members unaware of its historical value.

Security

As the world moved toward war in the late '30s a new problem emerged - security.

Previously, military aircraft could easily be

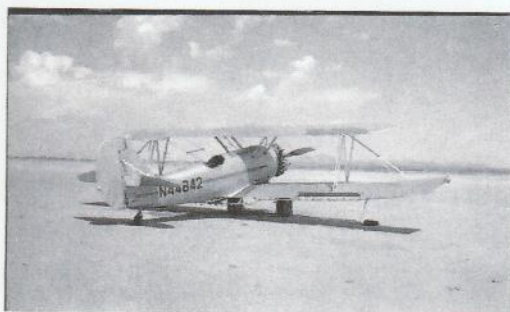
photographed and new prototypes and service models were often photographed by collectors, mainly when these aircraft landed at civilian airfields, which was common in the '30s. Military aircraft were less accessible, and even airport police sought to prevent photos of military aircraft from being taken. Civilian airplanes were still available to photograph, and as aviation expanded in the late '30s there was no shortage of types to photograph. Photographers also took advantage of the numerous air shows and displays, although access to flight line areas when good photo could be taken was sometimes difficult.

World War II

A number of 616 film aircraft photographers were in the military during the war, and their pictures form a priceless record of some of the aircraft used during this period. Although officially cameras and photography were prohibited on military flight lines, servicemen routinely ignored this regulation and made many valuable photos. In addition, color film, notably

AIRCRAFT PHOTOGRAPHY

BRIAN BAKER



Navy N3N3 N44842 Wing Ext R985 CGZ 1965 Baker



P4Y-2 Litchfield Park, 1960. Baker

Kodachrome, made color slides possible, and some photographers - not all 616 collectors - made photos now prized by collectors and publishers alike, as 616 black and white photos lack the information that color photos do. A few photographers, including Bill Larkins, used 616 color film to some extent, but this seems to have been fairly rare as color film was much more expensive than the traditional black and white. To add to the confusion, a few photographers used orthochromatic film which causes distortion in color tones, with blacks and reds appearing similar and yellow appearing very dark. This causes untold confusion among historians today trying to determine the color of an aircraft based on black and white photos.

Some of the more prolific photographers, including Howard Levy, Bill Larkins, Peter Bowers, Art Krieger, Bill Balogh, Merle Olmstead and many others made a priceless record of some of the military aircraft they encountered during the war. Their photos are often credited in publications, and the quality of their work remains unsurpassed. By this time some photographers came to realize that their primary role was as historian rather than collector, and they became less concerned with the artistic setting of an "in the clear" photo, and more concerned with preserving a photo of a plane in its operational environment.

The Postwar Period

After World War II many of the old timers slowed down, while a new generation of aircraft photographers appeared on the scene. Those

of us who began in the '50s still had the expertise and guidance of the experts, and many of us received the opportunity to obtain pre-war negatives still held as spares by older collectors. The 616 camera still reigned supreme, although some collectors were supplementing their work with 35 mm color slides. The large number of war surplus aircraft on American civilian airports in the early postwar period, along with the diversity of airliners and non-scheduled or supplemental air carriers, made aviation photography exciting. There was almost no security at civilian airports, allowing one to wander unchallenged. Military airfields were by and large off limits except during Armed Forces Day open houses, where carefully selected aircraft could be viewed and photographed by the public in less than ideal circumstances. To get decent photographs you had to get on the line early and get your photos before the crowd arrived. Another advantage of that period was the majority of light aircraft on airports were in open tiedowns, not individual hangars as they are today. Visiting the local airport would yield a large number of older and sometimes unusual types, whereas today these valuable airplanes are nearly always locked away in hangars. I recall visiting many airports and photographing such types as Waco biplanes, Travelairs, Stinson Reliants, not to mention the large number of fabric covered lightplanes so common during that time.

Mechanics of the hobby

As aircraft photography developed as an es-

AIRCRAFT PHOTOGRAPHY

BRIAN BAKER



T-33A AZ ANG 1961 Baker

established avocation during the '30s and '40s, certain procedures became standard. We would make the rounds of the local airports on a regular basis, photographing anything we hadn't seen before. Most photographers shot three or sometime five views of an aircraft, unless there was a reason for better coverage. Most of us shot a half-front, side, and half-rear view, while others made three-quarter front, one quarter front, side, one quarter rear and rear views, and occasionally a direct front and rear photo as well. We all shot extra negatives, which used up a lot of film but also allowed us to accumulate a selection of spare negatives for trading. Obviously, with a rarer or more unusual subject, a greater number of spares could be traded.

Trading

Trading is what made the hobby really fun and fascinating. Although a few of us did a considerable amount of traveling, most photographers did most of their work in their local areas. Frequent trips to the local airports would often provide an ample variety of aircraft to photograph, and with a collection of spare negatives accumulated, trading could diversify the collection. Especially prized were contacts in foreign countries or places where much aviation activity occurred. Contact was made through credits stamped on the backs of prints, or sometimes through advertisements in aviation magazines, where a collector would state that he was looking for correspondents in specific places to trade 616 negatives. The respondent

would send a sample of his work, describing the type of photography he did, the types of aircraft he photographed and his overall access to local airports. If conditions were acceptable trading would begin. A batch of 10 to 20 negatives would be sent and the recipient would accept the ones he wanted, returning the rest along with some of his own negatives or those traded from others, in trade. The system worked quite well, and most of us added some interesting and historic photos and negative to our collections in this way. Some collectors traded prints but most preferred negatives. A few collectors sold prints, but to the true collector negatives were the preferred trade item. Some collectors are still involved in trading negatives, often original extra views from their collections in trade for photos the collector especially wants to obtain. In addition, some collectors routinely photographed aircraft outside of their area of interest in order to obtain trading material for aircraft in which they were really interested.

The photographer as historian

In the '50s a number of collectors began recording more specific data with their photos. Many listed the aircraft type, registration or serial number, and the place and date of the photo. At this time, definite aircraft identification was difficult unless the photographer could check the manufacturer's data plate or aircraft registration, which was supposed to be displayed in the cockpit of a civilian airplane but was often invisible from the outside. There were no civil registers available to check an "NC" number for owner and serial number; these weren't available from the FAA until the '60s. Although civil registers of pre-war American civilian aircraft have now been published on such websites as www.aerofiles.com, there was and is a gap in coverage between the end of World War II and the '60s, and even the FAA in Oklahoma City does not have accessible data on most of the aircraft sold as military surplus after World War II. We are better served for military aircraft whose serial number identification listings are readily obtainable from numerous sources. Some collectors recorded the colors of the air-

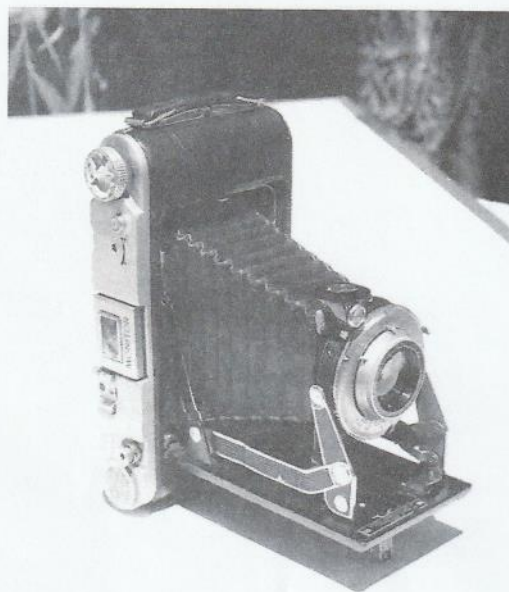
AIRCRAFT PHOTOGRAPHY

BRIAN BAKER

craft, but without federal standards this information was not really very useful, and the use of color film made these records unnecessary. Leo J. Kohn, of Milwaukee was the first collector I encountered who made extensive color notes, and he is the one who got me started recording this information.

A change that showed the shift from collecting to recording history was the decline in the purist approach to in-the-clear photography. Backgrounds were now permissible, and even people and support equipment were allowable, especially if they were associated with the operation of the aircraft, such as flight or ground crews. I recall being asked years ago by one of the major collectors to trade him a negative of a Navy plane taken at NAS Oakland in the late '30s. He wanted to trade a shot of the same type "in the clear," as my negative had in the background a picture of the old hangar on the field. He said that in all of his years photographing aircraft at Oakland he never took a picture showing the hangar in the background, and it had by then been torn down.

Another factor in aircraft photography was a record of the condition of a particular airplane over a period of years. It was not uncommon to photograph an airplane several times during its career, with changes in paint scheme, airline markings or actual configuration. These photos are especially useful to any researcher doing an in-depth study or a particular airplane or aircraft type. Occasionally a photo would be made of an aircraft immediately before it was destroyed in an accident or a storm, and this increased the value of the photo. Though uncommon during the 616 era, modern photographers - especially of military and airline aircraft - make at least one photo of each airplane in the unit so that they have a complete record of the unit or airline during its operations. Often, 616 collectors are approached by serious researchers and historians for information on specific aircraft or units which operated the type, the intent being the publication of a book or magazine article on that particular subject. Often the reward is merely a credit line in the book and hopefully a copy of the book after publication,



Kodak 616 Monitor

but this is better than nothing and sometimes is a welcome addition to an expanding library. Of course, a negative's owner has publication rights, and in many cases the original photographer is impossible to determine. However, there is one aviation periodical that is notorious for acquiring and publishing the work of aviation photographers without granting either credit or compensation.

The 616 Camera

Although there were a number of 616 camera manufacturers over the years, the Kodak Six-16 Monitor seemed to be the favorite of collectors. There was a Six-20 Monitor, but it didn't become standard. The 616 Monitor was perhaps the top of the line for Kodak, and was a folding bellows-type camera that shot an eight-exposure roll of film. The 616 film negative measured $2\frac{3}{4}$ by $4\frac{1}{2}$ inches. In the '50s, Verichrome Panchromatic and Super XX were the common Kodak film types available, although there were other producers, especially in Europe. Super XX was a faster film than Verichrome, but it was also more expensive, so

AIRCRAFT PHOTOGRAPHY

BRIAN BAKER



William T. Larkins, America's premier aircraft photographer

most of us used Verichrome, which sold for 50 cents to a dollar a roll in the '50s. In addition, another film size, 116, also existed. It had the same dimensions but the spool was slightly different. The 616 Monitor featured an Anistigmat lens and a Supermatic shutter with speeds up to

1/400th of a second, and f-stop openings from f.22 down to f.4.5. The lens rotated outwards for focusing. A tripod mount was provided, but focusing was done by estimate only and a light meter was necessary, although most of us shot so much film that we had a standard setting for bright sunlight and another focus setting for small or large airplanes. Sighting could be done using the reflective sight, for which the photographer looked down into the sight glass, or with a direct view folding sight mounted on the top of the camera. There was an automatic film counter on the top of the camera that most of us never used, as we just shot eight frames, or looked at the camera's red glass indicator to check how many exposures remained. A trigger was mounted on the top of the camera, but a part of the trigger mechanism just below the lens could be operated by the middle finger while using the direct sight. This worked better and also reduced camera shake. A delayed action shutter was also mounted on the lens, but I rarely saw this used in aircraft photography. The film rolling handle was on the left side of the top of the camera, but most of us removed it and remounted it inverted, where a better grip



DC-3 XC-CFE SF60 W T Larkins

AIRCRAFT PHOTOGRAPHY

BRIAN BAKER



Bellanca 1930's Unknown

allowed faster rolling, not to mention blackened fingers at the end of a long day's shooting, as the metal on the handle tended to rub off under extensive use.

The camera had some unsolved problems. The slightest jar could knock the camera lens out of alignment and this would not be known until film was developed, sometimes weeks later. Another problem was the bellows, which tended to dry out and develop light leaks over time. My solution was to leave the camera open all the time and cover the bellows with black electrical tape, which made the camera bulkier to handle but it probably still doesn't leak today, 30 years after I stopped using it.

These cameras were bulky, fragile, and awkward to use. No telephotos were available, and eight pictures required frequent reloading. But the 616 camera served us well, and I would suspect that most photos of airplanes taken from the late '20s until at least the late '60s were taken on 616 film. The 616 camera certainly had a premier role in preserving aviation history.

The demise of 616 photography

In the middle 1970s Kodak stopped producing 616 film, long after they had manufactured their last 616 camera, thus effectively ending 616 aircraft photography in the United States. A few collectors hoarded large quantities of the film, but it was used up rather quickly. I bought about 100 rolls in 1975, and had run out of the film during 1976. Some photographers switched to 120/620 film, but it never replaced 616. Most of us switched to 35 mm color slides,

now the most common medium for aircraft film photography, although many other formats are also used. Now we trade 35 mm color slides instead of 616 negatives, but the process is still the same. And now, many of us have gone digital. Welcome to the 21st Century.

The advantages of smaller, more technologically sophisticated cameras were significant.

Modern cameras have automatic metering, computer chips to adjust light and speed settings, auto-wind systems and adaptability for zoom lenses and telephotos as well as built-in flash units. They are more robust, less easily damaged and certainly more useful in air-to-air photography. Modern 35mm cameras are relatively inexpensive, but of course they are definitely on their way out as digital photography takes over the market.

Digital cameras are of course infinitely superior, and the cost of color film, averaging \$20 for the roll of film and processing, is almost completely eliminated by the digital process. One wonders what will come next.

Preservation of the collections

A major problem associated with 616 film aircraft photo collections is their preservation and accessibility to future historians. Some negative collections have been donated to museums, historical societies and university libraries but most institutions do not have the resources to catalog and print the photos, much less make them available to researchers. A few collectors and their heirs have attempted to sell prints by mail or over the Internet, with varying results. Most collections have been sold to other collectors over the years, an old practice but at least one that keeps the material available in some cases. Probably the best place for the collections would be organizations like the Experimental Aviation Association, dedicated to the preservation of aviation history and one which will most likely never go defunct. Another possibility would be a university with an established aviation history department heavily involved in research activity to guarantee access to bona fide aviation historians and writers. Negatives can

AIRCRAFT PHOTOGRAPHY

BRIAN BAKER

be scanned with modern devices, and this will be a plus to future historians who dislike the idea of "wet printing" photos in the old style. Although aircraft photography today is highly sophisticated, the originators of the hobby - or art - that began in the late '20s developed the skills and techniques and set the standards for modern day historical preservation. The old negatives are usually of very high quality, and contact prints can be easily made.

Following is a list of persons believed to have been active 616 photographers from the late '20s until the middle '70s. If anyone can pro-

vide more information on this subject, please contact the author through the publisher. This information was compiled with the help of a number of surviving 616 photographers, including William T. Larkins, Douglas D. Olson, Warren Shipp, Paul Stevens, J.M.G. Gradidge, Col. Ole Griffith (USAF), David W. Menard, Warren Bodie, Ed Coats, Merle Olmstead, Chalmers A. Johnson, and Dave Ostrowski. Several of these have passed on. Some had compiled lists of people whose names were printed on the backs of photo prints or recorded on negative envelopes, while others kept a list of those collectors they traded with.

Photographers believed to have been 616 aircraft photographers and negative traders

Allison, R.H.	Jamestown, N.Y.	Sold photo as Airphotos, 1950s
Anderson, O.K.	Arlington, Tex.	
Andrews, Harold	Washington, D.C.	Active, 1975
Apostolo, Giorgio	Italy	1950s
Armstrong, Bob	Sergeant, USAF	
Arnold, Henry	San Diego, Calif.	1960s
Artof, Henry	Brooklyn, N.Y.	Later, Los Angeles, Calif.
Attwood, Bob	Seattle, Wash.	Pre-war. 1933 IAAPE
Auerbach, Will Dale	Oakland, Calif.	Boeing School of Aeronautics
Bachmann, A.L.	Newark, N.J.	Airline Mechanic, Eastern(?)
Bagoff, David	Brooklyn, N.Y.	Pre-war
Baker, Brian	Michigan, Arizona	Your author. 1951 - 1976.
Balogh, William J.	Detroit, Mich.	WW II pilot, my mentor.
Bamberger, Fred	New York, N.Y.	IAAPE, Pre-war
Banfield, Greg	Sydney, Australia	1960's
Bates, Corbett K.		
Beer, Art C.	Australia	IAAPE, 1930s
Beeukes, L.B.	Baltimore, Md.	Pre-war
Benner, Norman	Philadelphia, Pa.	Pre-war
Bennis, Steve		
Brinati, Vincent	New York, N.Y.	Pre-war.
Berlepsch, Lewis E.	New Haven, Conn.	Known as "Beans"
Berry, Peter	England-Scotland	
Besecker, Roger		
Blanchard, Fred		
Bodie, Warren	Haynesville, N.C.	
Border, Marvin J.	Buffalo, N.Y.	Pre-war
Bowers, Peter M.	Seattle, Wash.	Author, pilot, designer. EAA, AAHS
Branam, Curtiss	Los Angeles, Calif.	Pre-war
Brashear, A. Ray	Los Angeles, Calif.	Pre-war
Brinsley, Harold(?)	Bronx, N.Y.	
Brodsky	Brooklyn, N.Y.	Shot with Hiller

Brown, Ralph I.	Decatur, Ill.	1950s and 1960s.
Budoff, Norman	Brooklyn, N.Y.	Pre-war
Bulban, Erwin	New York, Dallas,	Pre-war
Burgess, Bob	St. Louis, Mo.	1950s and 1960s.
Burke, R.S.		Pre-war
Caler, John W.	California?	Restored Me/Bf-109G?
Canary, Jack	Oak Park, Ill.	
Carter, Anthony	Australia?	Pre-war
Carter, Dustin	California	
Casker, Johnny	New York, N.Y.	Pre-war
Chvala, J.V.	Chicago, IL	IAAPE, Pre-war
Clark, Henry	New York, & N.J.	Pre-war.
Coats, Ed	Tasmania, Raleigh, N.C.,	Flew J-3 on Floats NC1950s & 1960s. Originally English
Cole, Ron	England	
Collins, John	Dallas, Tex.	Pre-war
Cooke, David	New York, N.Y.	
Coombs, Logan	Minneapolis, Minn.	
Cooper, Kipp	Los Angeles, Calif.	Pre-war
D'Appuzo, Nick	New York, N.Y.	Homebuilt Designer
Darby, E.C. "Bunny"	New Zealand	
Davidson, Jesse		
Deigan, Edgar	New York, N.Y.	Collection to Bob Esposito
DeMarchi, Italo	Venice, Italy	1950s
Deschenes, Paul	Later changes to Oakes	1940-1941
Dickey, Fred C.		
Dickson, Robert L.	Oakland, Calif.	Collection to Larkins & Green, 1940
Donato, Bude		
Duncan, L.M.	Asheville, N.C.	Pre-war
Durand, John		
Durrenberger, Justin	Brooklyn, N.Y.	Pre-war IAAPE
Dyson, James	Australia	
Eckert, Howard D.	New York, N.Y.	Pre-war, IAAPE
Ederr, Bern	Baltimore, Md.	Pre-war.
Engelhardt, Dean	St. Louis, Mo.	
Enich, Lee	Los Angeles, Calif.	Pre-war
Esposito, Robert	Somerdale, N.J.	Works for FAA
Feist, William R.	Boston, Mass	Pre-war
Flax, Eli	New York, N.Y.	Pre-war

AIRCRAFT PHOTOGRAPHY

BRIAN BAKER

Franforter, Ian		
Freeman, Fred G.	New York, N.Y.	1940s to 1960s
Fahey, James C.	New York, N.Y.	Author, pre-war & D.C.
Fleming, William N.	New Jersey.	Pre-war
Galloway, Cedric	California	Pre-war
Gann, Harry	Phoenix, Los Angeles	Douglas Aircraft Company.
Geen, Harold	Oakland, Calif.	Collection sold to Olson, 1952
Gelbudas, Anthony	Milwaukee, Wisc.	Pre-war
Goodhead, George	Tulsa, Okla.	Pilot, Pre-war
Goodyear, Joe	New York, N.Y.	Collection (part) sold to O'Dell, 1960
Gradidge, Michael	London, England	1950s & 1960s. Later name change.
Green, Arthur		
Gresham, Deward B.	Alameda, Calif.	1950s
Groffman, Norman	Brooklyn, N.Y.	Pre-war
Haftner, Abbott	Brooklyn, N.Y.	
Hagedorn, Danial		
Hamilton, Charles, V.	Miami, OK	Pre-war
Haney, E.C. "Handy"	Dallas/Ft. Worth	1950s & 1960s.
Hardesty, Bergan		
Hardman, Joe		
Hare, Bob	Los Angeles, Calif.	Pre-war. IAAPE. Had World War I photos.
Hasse, J.M.F.		1931. Pre-war. May be Navy.
Hay, John		
Hawkins, Jim	Harrison, N.Y.	
IAAPE	Brooklyn, N.Y.	Pre-war.
Heinowitz, Ben H.	Mountainside, N.J.	Pre-war. IAAPE, Founder.
Hiller	Brooklyn, N.Y.	Pre-war
Holmquist, Earl	Oakland, Calif. (SFO)	1950s. Aircraft Mechanic
Hosley, Mac		
Huefner, Jack		
Hunt, M.C.	La Grange, Ill.	Pre-war
Illing, Richard J.	Lake Mahopac, N.Y.	Pre-war
Irons, Gordon	Vancouver, B.C.	Pre-war
Jackson, Wally "Tex"	Elizabeth, N.J.	Pre-war
Jacobson, Vernon	Chicago, Ill.	Pre-war
Jameson, Bud	Los Angeles, Calif.	Pre-war
Jansson, Clayton	San Francisco, Calif.	
Joerns, B.	New York, N.Y.	Pre-war
Johnson, Chalmers A.	San Francisco, Calif.	
Johnson, David	Rockhampton, QND	Australian. 1950s & 1960s
Johnson, Gene (R.R.)	Franklin, Pa.	Pre-war. Also Glendale, Calif.
Kasulka, Duane		
Kaczanowicz, John	Mass.	Pre-war. Signed prints "Katzy".
Kauer, Donald F.	New York, N.Y.	Pre-war
Kaufman, H.C. "Clif"	Baltimore, Md.	Pre-war
Kelman, Morton B.	New York, N.Y.	
Kemp, Burton	Chicago, Ill.	1950s.
King, Phillip C.	Long Beach, Calif.	Pre-war
Koch, Charles		Pre-war
Kohn, Gregory C.	Milwaukee, Wisc.	Leo's brother.
Kohn, Leo J.	Milwaukee, Wisc.	Gregory's brother.
Kopitzke, Bob		
Kossack, Charles W.	Chicago, Ill.	Pre-war, IAAPE

Krieger, Adolf "Art"	Chicago, Ill.	World War II B-24 gunner. Later California.
Kuhn, Gary	Minneapolis, Minn.	Shot 620, traded 616. Latin American
Kulick, Harold W.		Pre-war. Died in World War II.
Kuster, Mike	Brooklyn, N.Y.	Pre-war. IAAPE
Larkins, William T.	San Francisco, Calif.	Pre-war. Founder. AAHS, Author.
Larson, Jim		
Lavelle, Don	New York, N.Y.	Pre-war
Leavitt, Robert	Georgia	Shot a few 616's. Some color 616's.
Levy, Howard	Brooklyn, N.Y.	Pre-war. Shot during World War II.
Lippencott, Harvey	Conn.	
Lougheed, Jack	Detroit, Mich.	Pre-war
Lucabaugh, David W.	Annapolis, Md.	
Lundahl, Eric		
MacSorley, Frank	D.C. Area	
Malone, Al	New York, N.Y.	Air Force
Malone, Pete	New York, N.Y.	Pre-war
Maloney, Edward	Chino, Calif.	Founder, Planes of Fame Museum.
Hartin, Harold G.	New York, Miami	Pre-war. Grumman Photographer.
Martin, R.R.		
Mathews, Leslie	England	Pre-war
Mayborn, Mitch	Dallas/Ft. Worth, Tex.	Airline Pilot?
McCallum, LeRoy		
McCash, Don	Palo Alto, Calif.	Pre-war, IAAPE
McCormick, Harold	Detroit, California	USAF. Collection to Krieger?
McClenney, Ferrill		
McCullon, Ed	Dallas, Tex.	Pre-war
McCullon, Ed	Long Beach, Calif.	Pre-war
McLarren, Robert	Los Angeles, Calif.	Pre-war
McNulty, Jack	Toronto, Ont.	Pre-war
McRae, Jack	New York, N.Y.	Pre-war. Aeronautical Engineer
Meehan, Kenneth		
Meese, Edwin	Australia or NZ	
Meese, Edwin	Baltimore, Md.	
Menard, David W.	Lombard, Ill.	USAF. Later at AFM. Writer.
Mesko, Jim		
Meyer, D.		
Millerin, Roy	Elyria, Ohio	Pre-war
Mitchell, John C.	Los Angeles, Calif.	Pre-war
Modlin, C.T. Jr.	Houston, Tex.	
Moore, E.R./R.R. Ned	Ysleta, Tex.	Pre-war
Moore, R.O.		
Morrison, Robert C.	California	
Nawrot, R.I.	California	
Nieto, Joe	Texas	Pre-war
Niffenegger, Fred, Jr.	St. Petersburg, Fla.	Pre-war
Nolen, Harold	Oakland, Calif.	Pre-war
Oakes, Paul*	Salem, Mass.	Pre-war. Was Paul Duschene's
O'Dell, Robert T.	New Jersey	Sold collection to Challenge Publications.
Olmstead Merle	Paradise, Calif.	MSgt, 8th AF World War II. Author
Olson, Douglas D.	San Francisco, Calif.	Luscombe pilot 1950s on.

AIRCRAFT PHOTOGRAPHY

BRIAN BAKER

Ostrowski, David	St. Louis, Mo.	Now in Fairfax, VA. Used Dave Oster.	Staines, G.E. "Ed"	Australia	Pre-war, IAAPE
Palmer, Williams	Los Angeles, Calif.	Pre-war.	Steenek, William	New York, NY	Postwar, Airline mechanic
Parnell, Neville	Sydney, Australia	1960s.	Stevens, R.W. "Bob"	Baltimore, Md.	Pre-war, IAAPE
Patterson, Reid	Charlotte, N.C.	Pre-war	Stevens, Paul D.	Montgomery, Ill.	1950s & 1960s
Paul, Lionel			Stollar, Leonel	Oakland, Calif.	
Pegdan, Al	Pittsburgh, Pa.	Pre-war, IAAPE	Strasser, Emil	Akron, Ohio	Pre-war, IAAPE
Peltz, Steve	London, England	1950s & 1960s	Strnad, Frank	Long Island, N.Y.	
Phillips, Art	Seattle, Wash.	Pre-war	Stuart, Cliff	Toronto, Ont.	Aeroplane Photo Supply
Phillips, Chester W.	Moorehead, Minn.	Pre-war	Stuckey, Robert	Minneapolis, Minn.	Commercial Pilot.
Phillips, Oliver R.	Seattle, Wash.	Pre-war, IAAPE	Sullivan, Jim	East Coast?	
Pinnell, Bill	Brooklyn, N.Y.	Pre-war, IAAPE	Sumney, Kenneth M.	Pittsburgh, Pa.	Pre-war
Pleakis, Dominick	Pre-war		Sutter, Art	Oakland, Calif.	Pre-war
Polk, Irwin	Newark, N.J.	Pre-war, IAAPE	Swanborough, Gord	England	
Price, Arthur			Swisher, William	Los Angeles, Calif.	Pre-war
Rankin, David A.	Malden, Mass.	1950s. Mass. ANG for many years.	Tabio, Ernesto	Havana, Cuba	Pre-war, IAAPE
Ranson, Wilford	Los Angeles, Calif.	Pre-war	Taylor, Robert L.	Ottumwa, Iowa	Founder, AAA. Now Blakesburg, IA?
Reed, Boardman C.	Pasadena, Chico, Cal.	Pre-war	Tenety, James, Jr.	Corona, N.Y.	Pre-war
Reisonger, Homer	Cleveland, Ohio	Pre-war	Thorell, Henry	Bridgeport, Conn.	Pre-war
Rice, E.J.	Detroit, Mich.	Pre-war	Trask, Charles N.	New York, N.Y.	Career Army.
Ronald, A.M.	Minesing, Ont.		Troop, Peter	Toronto, Ont.	Collection sold to Olson, 1956
Russell, Dave	New York, N.Y.	Pre-war, 1934	Ulrich, L. Russell	Washington (D.C.?)	Flew LTA in World War II
Salo, Mauno		Pre-war?	Underwood, John	Los Angeles, Calif.	Author, Historian. May have shot 616.
Sanford, F. Kenneth	Los Angeles, Calif.	Pre-war	Van Sickle, B.	Hamilton, Ont.	Pre-war, IAAPE
Roos, Fred			Walker, P.T.	Ashford, Kent, UK	Pre-war, IAAPE
Sarkis, Pete	New York, N.Y.	Pre-war	Walsh, Don	Oakland, Calif.	
Schuler, Charles	Dallas, Tex.	Pre-war	Weaver, Truman		
Schureman			Whitmer, Arthur L.	Oakland, Calif.	Pre-war, IAAPE
Selikoff, Joe	Brooklyn, N.Y.	Pre-war	Williams, Gordon S.	Seattle, Wash.	Pre-war, IAAPE. Well known photographer.
Shalvoy, C.E.	Los Angeles, Calif.	Pre-war, IAAPE	Williams, Joe	New York, N.Y.	Pre-war
Sharp, Walt/Wallace	Oakland, Calif.	Pre-war, IAAPE	Wilkie, J.S.	Plandome, N.Y.	Pre-war
Sheetz, Charles			Wiltshire, Norman	Australia Sydney or Melbourne	1950's & 1960's.
Shertzer, Frank	Oakland, Calif.	Pre-war	Winkler, Gilbert	Brooklyn, N.Y.	Pre-war
Schmidt, A.U. (AI)	Kansas City, Mo.	Pre-war, IAAPE	Winstead, George	Pre-war	
Scott, Clark	Glendale, Calif.	Pre-war, IAAPE	Wommack, Jim	North Carolina	Pre-war
Seeley, R.C.	Linthicum, Md.	1960s	Wischnowski, Edgar	Washington, D.C.	
Shipp, Warren D.	New York, N.Y.	Pre-war	Yeager, William F.	Cleveland, Ohio	Pre-war, IAAPE
Shyrock, E.L. "Ed"	Wilkinsburg, Pa.	Pre-war, IAAPE	Young, Hugh J.T.	Winnipeg, Manitoba	
Smalley, Lawrence	San Francisco, Calif.	1950s			
Smith, George	Milton Florida	Pre-war			
Sommerich, E.M.	St. Louis, Mo.	Pre-war, Career USAF postwar.			
Soumouille(?)	Paris, France	Postwar, unknown.			
Stainer, Brian	England	Postwar			



Stearman PT-17 Koenig Casa Grande c 1960 Baker

AIRCRAFT PHOTOGRAPHY

BRIAN BAKER



Ford C-8 1930's unknown

About The Author

Brian R. Baker is a retired high school and college history and English instructor, currently living in Sun City, Ariz. He has an M.A. in history, and started photographing airplanes with a 616 camera when he was in junior high school. His collection of 616 negatives totals more than 30,000, not to mention a larger collection of color slides, all of aircraft. He currently shoots only digital pictures. He is also a commercial pilot with instrument and instructor ratings, and did tailwheel conversion training in his classic Luscombe 8A "Silvaire" until his son, now an airline pilot, inherited it. He still instructs for a local flying club. He is interested in contacting anyone with information about the 616 collectors listed in the article, as this project is far from finished at this time.

NOTE: The photographs that will illustrate this article consist of several black and white photos of groups of collectors, a photo of a Kodak Six-16 Monitor camera, and examples of some of the negatives I have in my collection, illustrating the formats required by collectors in the '30s and '40s.

Brian R. Baker
Sun City, Ariz.
Revised: 20 November 2014

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**



June Raffle

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

Item A 1/700 Hobby Boss Type IX B U-Boat



Item B 1/72 MPM XP-59 Black Bullet



Item C 1/48 Italeri M-48 Patton Tank



Item D 1/25 AMT 1967 Chevelle SS396



Item E 1/48 Eduard Bf-110F



Item F 1/35 Bronco M22 "Locust" Airborne Tank



Item G New from Hobby Depot: 1/48 Airfix SEPECAT Jaguar GR.1



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.....	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.



SUPPORT YOUR LOCAL HOBBY SHOP!



RIGHT
STUFF,
RIGHT PRICE

www.thehobbydepot.com

109 E. Southern Ave.
Tempe, AZ 85282



Rhino's
Hobby Tools
& More

f Rhino's Hobby Tools & More

Michael Ronnau
cactus_rhino@cox.net

www.airline-hobby.com

*Your One Stop Source for
Scale Model Airliner Kits, Decals,
Diecasts and Accessories*

HOBBY BENCH

4240 W. Bell Rd.
NE corner
43rd Ave. & Bell

602-995-1755

602-547-1828

WAR BOOKS
AND HOBBIES

KEITH PEIPER, MANAGER

(480) 994-2263

AVALON_WAR_BOOKS@YAHOO.COM

WE BUY COLLECTIONS

space in miniature

Space modeling reference books
by Mike Mackowski.

www.spaceinminiature.com



THE MAD MEATBALL

MIKE CHOLEWA

602-944-4096

"DEALER IN PRE-OWNED PLASTIC"

12629 NORTH 21ST DRIVE PHOENIX, AZ 85029



**ANDY'S HOBBY
HEADQUARTERS**



15224 N. 59th Avenue, Suite 12
Glendale, AZ, 85306
tel. (602) 439-1456



Tru-Color Paint

Model Railroad, Automobile,
and Building Paint

Scott Cohen

Marketing, Finance, Product Development,
Supply Chain, Inventory & QC/QA

Post Office Box 74524
Phoenix, AZ, 85087-4524
tru.colorpaint1@yahoo.com

Sales: (714) 488-9779

Info: (623) 551-2548

www.trucolorpaint.com

SUPPORT YOUR LOCAL HOBBY SHOP!



**DESERT SCALE
CLASSIC**

Model Car Championship

Second Saturday, Every April
Phoenix, Arizona

dsc-hq@cox.net
DesertScaleClassic.org

MODELZONA 2025

El Zaribah Shrine Auditorium

552 North 40th Street - Phoenix, AZ 85008

Saturday, November 1st, 2025

9am - 5pm



SPECIAL AWARDS FOR:

80 Years Ago — Best 1945 Subject

Best F4U Corsair

Raleigh Williams Craftmanship Award

» OPEN TO ALL MODELERS

» OVER 50 CATEGORIES

» ON-SITE CAFE

» VENDOR TABLES

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

For vendor info contact Keith at:

avalon_war_books@yahoo.com

» RAFFLE

» MAKE & TAKE

Scan the QR code for
model registration form



GENERAL ADMISSION - \$5

Kids under 13 - FREE

REGISTRATION FEES -

Adult (first 5 models, additional models \$1 each)

\$5 (with pre-filled registration forms)

\$7 (without pre-filled forms)

Junior (under 17) - \$2 (unlimited models)

Visit our website for more info: www.ipms-phoenix.com

Follow us on Facebook: Craig Hewitt Chapter IPMS Phoenix

