



THE CORSAIR

IPMS Phoenix / Craig Hewitt Chapter

Presidents Message

Hello everyone,

I would first like to remind everyone that because many of our members may be at the 2025 IPMS Nationals, our August meeting on the fifth will not be a formal meeting, but a swap meet. Bring anything that you are willing to trade, sell, or just give away. Our club can always use more items for monthly raffles and Modelzona.

The attendance at the July meeting was good, especially for midsummer, and we had an interesting presentation by Alan Martel. He showed how he organized his hobby room and made it a more efficient space. Over a dozen other members shared photos and talked about their hobby rooms as well.

I would also like to remind everyone about the September seminar and encourage everyone to stick around for it. The "presentation" will be a sort of "Model Therapy" session. The plan is to have a sort of "round table" meeting where anyone can bring up any problem or question that they have been dealing with while modeling, the thought being that there is likely to be at least one person in the group that has the answer, solution, or at least a suggestion.

Again, keep working on your "Outside of the Box" kit(s) for the October Meeting. They will be judged in an additional contest, separate from the monthly meeting contest, with a \$50 prize awarded to the winner.

Terry Schuler is still looking for ideas for monthly contests. Please send any ideas you might have to Lyn, or myself.

My quest continues as well. I am looking for seminars/presentations for next year. Please let me know if you have something you are willing to present at a meeting.

I have done little modeling in the past couple of months myself. The only thing that I have worked on lately is a new Warhammer figure that I received for Fathers' Day. As some proof that our seminars are worthwhile, the July presentation influenced me to reorganize my hobby room. I have started by sorting all my tools, consumables, spare parts, and materials. I have already "found" many items that I had forgotten about.

That's it 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

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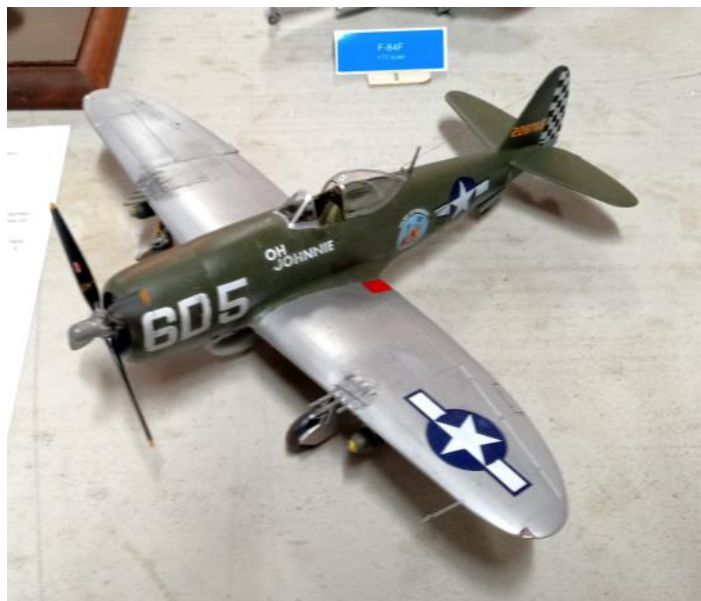
July Raffle Winners



July Raffle Winners



July Display



July Display



July Competition (The British are Coming)



July Competition (The British are Coming)



July Competition (The British are Coming)



July Competition (The British are Coming)



July Competition (The British are Coming)



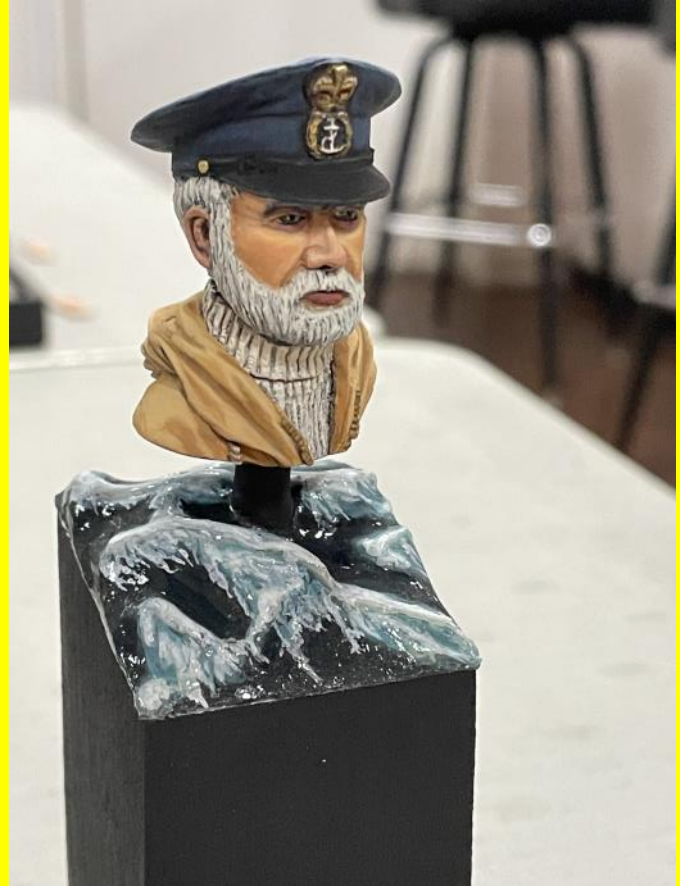
July Competition (The British are Coming)



July Competition (The British are Coming)



July Competition Winner



Chris Robeson
British Naval Captain

Deluxe REDNECK RV Mike McFadden

The RV is my fourth in the series of redneck models. I looked forward to doing this after I saw a redneck RV camper on an old rusted truck on the net. Why not?!



I started out using Roden's 1/35 M43 ambulance as the base vehicle. I like using 1/35 because of the huge amount of aftermarket items out there. The kit is great with a super amount of detailing but I found a lot of parts to be thin and the kit without good solid attachments to put one part into its location (say, something like the wheels). Although I liked many of Roden's details, I decided to go with the old Italeri ambulance as the base vehicle. For connections like the wheels into the frame, it had better attachment points that were solid. Roden was used for its fine detail parts.

What's the first thing a redneck would do?!- something you're not supposed to of course..... so I lengthened the frame by 2-3 centimeters by cutting it mid-section and placing styrene 'beams'. I used styrene strip and detail bolts to give it a solid look. Members of my car club, Cactus modelers, recommended strengthening the rear where the camper would go. So, I decided to make it dualie. I changed the frame and axle to allow this but just could not bend fenders out of styrene using hot water to look right. I finally vacuformed the rear fenders. I chopped the truck right behind the cab and made the rear of the cab have an opening to allow passage of beer back and forth. The vehicle was basically ready to go.



Deluxe REDNECK RV Mike McFadden

I created the camper's base shape with .040 strip styrene. I wanted the camper to go too far back and too far forward over the truck. I wanted to use both wood and Evergreen corrugated sheets to cover the base frame. I made the corrugated panels different lengths and with various edges to heighten the randomness with which they were used. I followed Dave Brown's (the 'weatherman' from Tucson) method of putting down various colors of rust and wear with lacquer thinner to grab the plastic. I then sealed this with three coats of hairspray. I've had mixed results with this method but the majority of the panels came out well. I used many shades of metal and blue to show randomness. Of course, the roof bows.



Deluxe REDNECK RV Mike McFadden

Although it was more than a little extra trouble, I made a wood roof frame so that it could be removed to show off the interior and yet be as squared up as I was able to get it. The horizontal panels were placed with various lengths used, often two panels for one spot. I also wanted to use real wood as part of the camper as I like to use various wood stains (often model RR stains) which look great and realistic. Many, many widths and thicknesses were stained to be ready to go for placement. I couldn't really figure out how to do the front/ top bedroom opening. I thought of placing PE screen but opted for making two wood doors. I left these open so a viewer could see the bed. I also used wood for the front and back panels. I really wanted the RV camper extended WAY too long, so I lengthened the rear of the camper, placing a porch with the back door open. The rear door, camper and porch are mainly of wood. I felt really good that Bob Letterman's wife sent me PE fencing from Bob's personal stash; I placed this on the back of the porch as kind of a tribute to Bob. To further extend the length I wanted to place an outhouse to the rear of the porch, just attached. It was just too heavy to do that. I decided that a redneck would love to have a towed outhouse. I found some aircraft wheels to use, placed these on an axle, then attached the outhouse to the rear of the porch as a towed porta potty. I wanted the steps to vehicle and outhouse to be modern looking so frames were created in L-shaped styrene with PE screen.



Deluxe REDNECK RV Mike McFadden

RN outhouses are fun just because..... Again, I used model RR stains on the wood panels for the sides. I thought it'd be cool to have shingles over the porch and outhouse. I found paper ones used for model RR; I really liked using them as they are a very different color and texture than the rest of the RV. The front actually extended way past the front of the truck so I added supports that come off the front bumper area on each side.



On to the fun parts of the project- adding as many redneck jokes as possible. On the exterior sides I placed a tool frame and tools like you'd see on a tank, a spare wheel from one of the kits, pierced steel planking like that used by the SAS in the desert. I thought it'd be fun to use aftermarket picture frames as frames for the windows and pass through to the cab. Of course, there had to be a gun rack. An item I love that I've used before is 'target deer' with a target on it attached on the side, so huntin' practice could be done at rest stops.

On to signage- I go for almost 'too far' sayings. 'If this RV's rockin', don't come knockin' sorts of signs. Stickers (decals) were taken where ever I found ones I liked- Coke, NASCAR, and a couple of 'Arizona' decals I found in my stash. On the roof and front and back I placed an all-American steer skull, two TV antennas and my signature flamingo.

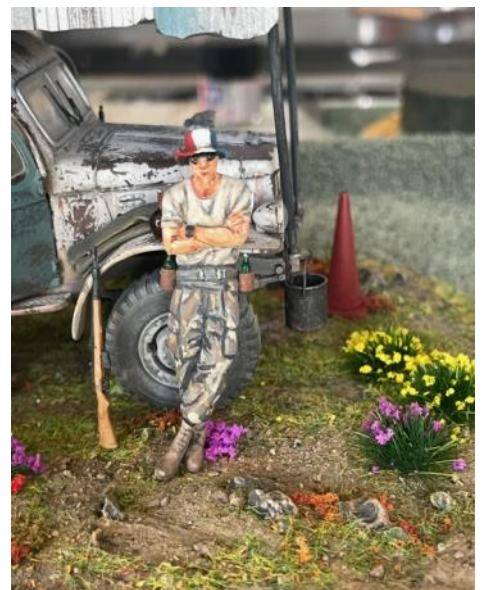
Deluxe REDNECK RV Mike McFadden

The interior was fun—so much redneck potential. I felt that even though the exterior was of all kinds of things laying around and dirty/dusty, the interior should be well kept and furnished. I created the master bed from built up sheets of styrene. The milliput pillows- one blue and one pink- for the redneck and his underage cousin. Blankets of course had to be camo as well as red, white and blue. Dresser drawers and compartments were added from the parts box(s). Mini-art stove, table and chairs, plates, food were used, and of course, beer. The rear ‘fenders’ sat up into the camper floor, so I made sheet styrene covers for them. The ladder to get up to the bedroom was done with stainless steel rod I have left-over from my orthodontic days. Carpet of course should be astroturf- I did the carpet and rear mud flaps using 400 grit sandpaper. The sink I made from scratch- it has 5-gallon bottles over it for water. I figured a redneck would want the latest in flat screen TVs to watch NASCAR and SEC games. I made the TV and a 12-V battery from scratch and placed of photo of a U of A game on the screen. I felt the outhouse should also be a sanctuary and placed a VLS carpet, with a tubular beer holder and TP from styrene tubing. Of course, there has to be Playboy magazines and IPMS journals sitting around.

And there’s gotta be beer, doggies and guns everywhere and so they’re are. If a leg broke off a dog, it’s like-no problem!

The ground work is a place to add atmosphere and was done like I’d do for an armour project. This area allowed me to do additional RN jokes- doggies, a trash barrel, ice coolers and traffic cones. The figure is a resin DEF.Model US army driver at rest. I liked the pose and hat. Of course, a redneck would dress in clothing from an army surplus store. The hat is red, white and blue. I added dual holsters (of brass tubing) to his belt with him having dual beer bottles at the ready instead of pistols.

The project was on and off over several months as I problem solved build dilemmas but overall was fun. You just can’t be in a bad mood doing redneck jokes.



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 turnout for the July meeting with over half of the membership in attendance. Also it was gratifying to see a large entry in the monthly competition which was “The British Are Coming” so anything British was fair game. A lot of Spitfires on show but also some different things. The winner was the British Naval Sea Captain. I am hoping to see more figures in our competitions—being a recent inductee into the art of figure painting.

This month there is no competition or raffle as it is the club's annual Swap Meet. Be advised that if you wish to sell at the meeting you must be a member in good standing.

The presentations slots for the rest of the year are taken care of but Kevin still needs to get some ready for next year. If you have anything that you think would be of interest to other club members then please let Kevin know and he will work out a date with you. Most presentations are on Power point and the club will provide projector and screen. I will be doing the final one this year in November. You can find all the presentations dates and subject on the diary dates page of the Corsair (page 30 this issue)

A Message From Dan Baker

I have secured a donation of an amazing collection of nearly 100 models, both kits and built-ups, of aircraft, a few ships, and a few military ground vehicles. The donor requested the collection be sold with the proceeds to go to the Craig Hewitt Chapter.

Her husband was recently deceased, leaving behind the collection and an extensive tool, material, and supply stash (also available). He was especially focused on laser-cut flying aircraft models; there are many from which to choose.

Hal Sanguinetti helped in gathering and transporting the collection. We will have it at the August meeting for sale; please bring a little extra cash . . . you won't regret it.

WHERE WE WERE

AUGUST 1974

dirty plastic



ARIZONA HISTORICAL MODELERS SOCIETY IPMS/PHOENIX

dirty plastic



ARIZONA HISTORICAL MODELERS SOCIETY IPMS/PHOENIX

dirty plastic

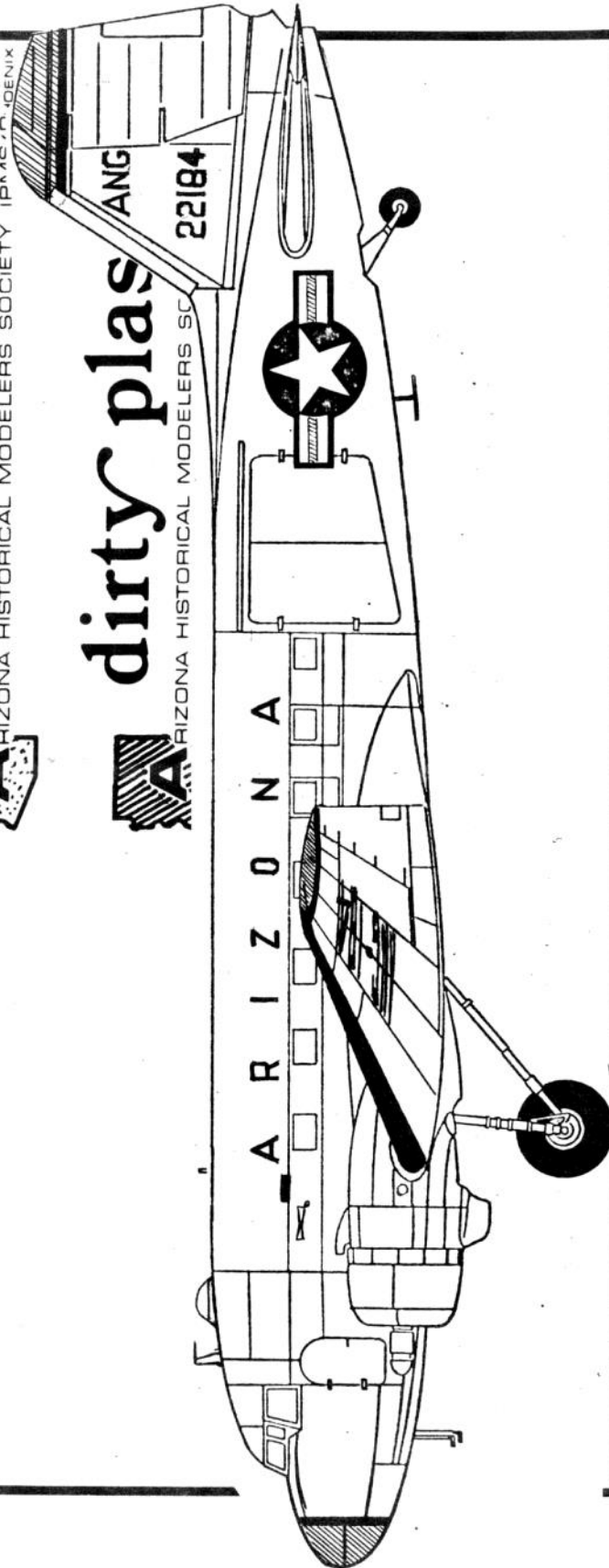


ARIZONA HISTORICAL MODELERS SOCIETY IPMS/PHOENIX

dirty plastic



ARIZONA HISTORICAL MODELERS SOCIETY



WHERE WE WERE

AUGUST 1974

DIRTY PLASTIC ISSUE NO. 38 AUGUST, 1974

DIRTY PLASTIC is a publication of the ARIZONA HISTORICAL MODELERS' SOCIETY, IPMS/PHOENIX. Subscriptions are \$2.50 a year. Membership dues, including a subscription to DIRTY PLASTIC, are \$4.00 a year.

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SUPPORTING HOBBY SHOPS

Longman's Hobby Craft, 49 E. Broadway, Tempe (967-7241)
Webster's Hobby Shop, 30 E. Camelback, Phoenix (266-5343)
Val's Hobby Hangar, 4840 N. 29th Ave, Phoenix (924-6174)

ARIZONA HISTORICAL MODELERS' SOCIETY

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

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

President: Brian R. Baker, #3, 4430 N. 28th Street, Phoenix, AZ, 85016 (956-1518)
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Circulation Manager & Art Director: Heinz F. Jacobs, 14815 N. 24th Drive, Phoenix, AZ 85203 (942-2962)

MEETINGS:

SOCIAL: Thursday, August 20, 1974. 7:30 pm
Pat Fowler's, 509 W. El Camino Drive, Phoenix. (997-0366) Just North of Northern Ave., 1/2 block East of 7th Ave.
BUSINESS: Subsequent meetings will be announced by phone, since several of us will be taking (or teaching) night school, and our schedules are not final at this point in time. Give me a call if you are not notified by Sept. 1. (RBB)

THE PRESIDENT'S PAGE

BRIAN R. BAKER

There is not much in the way of actual news to report this month. No new kits have become available locally, although a few reissues have appeared. The Mania "Sonia" is now in town; the Williams Brothers B-10 is stacked on several shelves; and the L/S Willow has at least been seen. We are still waiting for the rest of the stuff.

Val's Hobby Hangar is now in the process of moving across the street to their new location. Their new facility is much larger, and will provide enough room for his large supply of kits as well as a number of model displays he intends to exhibit. According to Val, the new store should be open about two weeks from today (about August 23-24 weekend), although he will be open in one or the other store during the interim period. So, if the old store is closed, go across the street to the new one, which is in, incidentally, the old Valley National Bank building in the shopping center.

KIT REVIEW: THE WILLIAMS BROTHERS MARTIN B-10 B.R. BAKER

The long awaited Williams Brothers Martin B-10 has finally arrived on the Phoenix scene, and we recently obtained two examples. In 1/72 scale, the kit is most welcome, since the only other rendition of this kit, the old Sutcliffe vacuform model, is inaccurate to the point of absurdity, and not useful even from the spare parts standpoint. Although a certain amount of effort is required on the Williams Brothers B-10, it can be made into a very acceptable model.

The B-10 is basically a good kit, although it has some definite drawbacks. It appears to be accurate in outline, and captures the "spirit" of the aircraft. It is cast in bright yellow and blue plastic, so that a novice could conceivably build the model without paint, using the middle 1930's scheme used by the Army Air Corps. This would have been better if the rudder had been cast separately in yellow, but as some B-10's had blue fins, this is a moot point. The plastic itself seems to be softer than the usual styrene, and must be carefully worked. A certain amount of filler or putty is required, and this is made more difficult since the corrugations on the fuselage decking run right through the seams.

One point which needs some discussion is the set of instructions. For such a large sheet, there is a lot of information that is either missing or at least very unclear. A three view is included, and it helps, but it does not show the exact landing gear position. (The kit does very well here, however, as the struts line up very well.) Also, painting information, although liberally given on the sheet in verbal form, are now duplicated graphically, so supplementary information is mandatory. I would suggest the Swanborough & Bowers reference on U. S. Military Aircraft since 1909.

Now to the real problem areas. The kit that I built had an extraordinary amount of flash, which had to be CAREFULLY trimmed off, due to the softness of the plastic. The propellers were especially difficult, but salvagable. The wheels I found to be useless, even though the rubber ones looked like they had some promise. I just could never remove the moulding ring along the centerlines, even though I cut, scraped, and sanded for twenty minutes. The plastic wheels just did not fit together, so I wound up pulling the spars drawer. The wheels from an Airfix JU-87A were just about right, so my B-10 now has JU-87

wheels. The cowling vary slightly in length, so you have to paint and detail the engines, prime the insides of the cowls, and assemble the whole unit before painting the outsides of the cowls. To add to that, the cowl sections are of different lengths, so line up the fronts and file off the backs to where they are straight. Also, the engines are too large in diameter, and have to be "filed back" to where they fit inside the cowl halves. This takes some doing, but it is possible. The cockpit interior is nice, but should be painted and detailed before the fuselage halves go together. The control wheels, however, are much too long, and in the positions given, a pilot would have to reach up over his head to get at them effectively. Another point is that the landing gear should be installed before the wing halves are joined, although I installed mine afterwards, and had little trouble there.

There are some excellent points to the kit, however, including the especially good decal sheet, which provides markings for B-10's of the 31st, 11th, and 96th Bombardment Squadrons. The decals are up to the usual Micro-Scale quality, and even the tail stripes are usable with a minimum of tripping. The kit detail is basically good, and the outline accurate. For a price of \$4.95, it represents a fair value for the money, and any serious modeler would be well advised to pick up several.

COVER STORY AND CENTERFOLD: THE ARIZONA A.N.G. B.R. BAKER

The Arizona Air National Guard's 197th Fighter Squadron was originally activated during December, 1946, but it was not until the summer of 1947 that it received its first fighter aircraft, P-51D "Mustangs". Prior to that, all flying operations were accomplished using two AT-6 aircraft. The 197th was first based in an old wooden hangar on the southwest corner of Luke Field, but later in 1947, they moved to the north end of the field. Other aircraft were obtained, including 25 P-51D's, two AT-6's, two Douglas A-26 tow target aircraft, a Douglas C-47 and two Stinson-Covair L-5 observation aircraft.

In 1951, the first equipment change occurred. Although promised Lockheed F-80 aircraft during the late forties, the first jet aircraft to be received by the 197th were Republic P-47 "Thunderjets" of an early model, probably B's, C's, or D's, and maybe a combination of these. This occurred during the Korean War, when the unit was incorporated into the USAF for the duration. Other ANG units were also activated, as Marsh Beaubien will readily testify. (He spent some time at Luke AFB with the Michigan ANG unit.) At this time, the ARIZ-ANG was preparing to move to its present facilities at Sky Harbor Airport, where the unit has remained to the present time.

Deactivation came at the end of 1952, after many of the ARIZ ANG pilots had trained on more modern jet fighter types, including F-84's and F-86's, the unit was reissued two seat P-108B conversion trainers. It was these aircraft that were taken to Germany during the Berlin Crisis of 1961, when the 197th was recalled to active duty. The P-104's, and other equipment, were dismantled and flown in C-124's and C-133's, to Ramstein AFB, Germany. For markings buffs, it is believed that the aircraft were repainted in regular USAF markings, but this is not a certainty. By 1962, the unit had returned to Arizona, the crisis being over, and crews were disappointed to hear that the unit was being reconverted to the 161st Air Transport Group, and would be equipped with C-970 transport aircraft. After several years of operation, the designation of the unit was changed to 161st Military Airlift Group in 1966. In 1972, the unit was again altered to assume Air Refueling capability, and received KC-97L's, while retaining several C-970's.

ARIZONA AIR NATIONAL GUARD. THE 197th FIS "MUSTANGS"

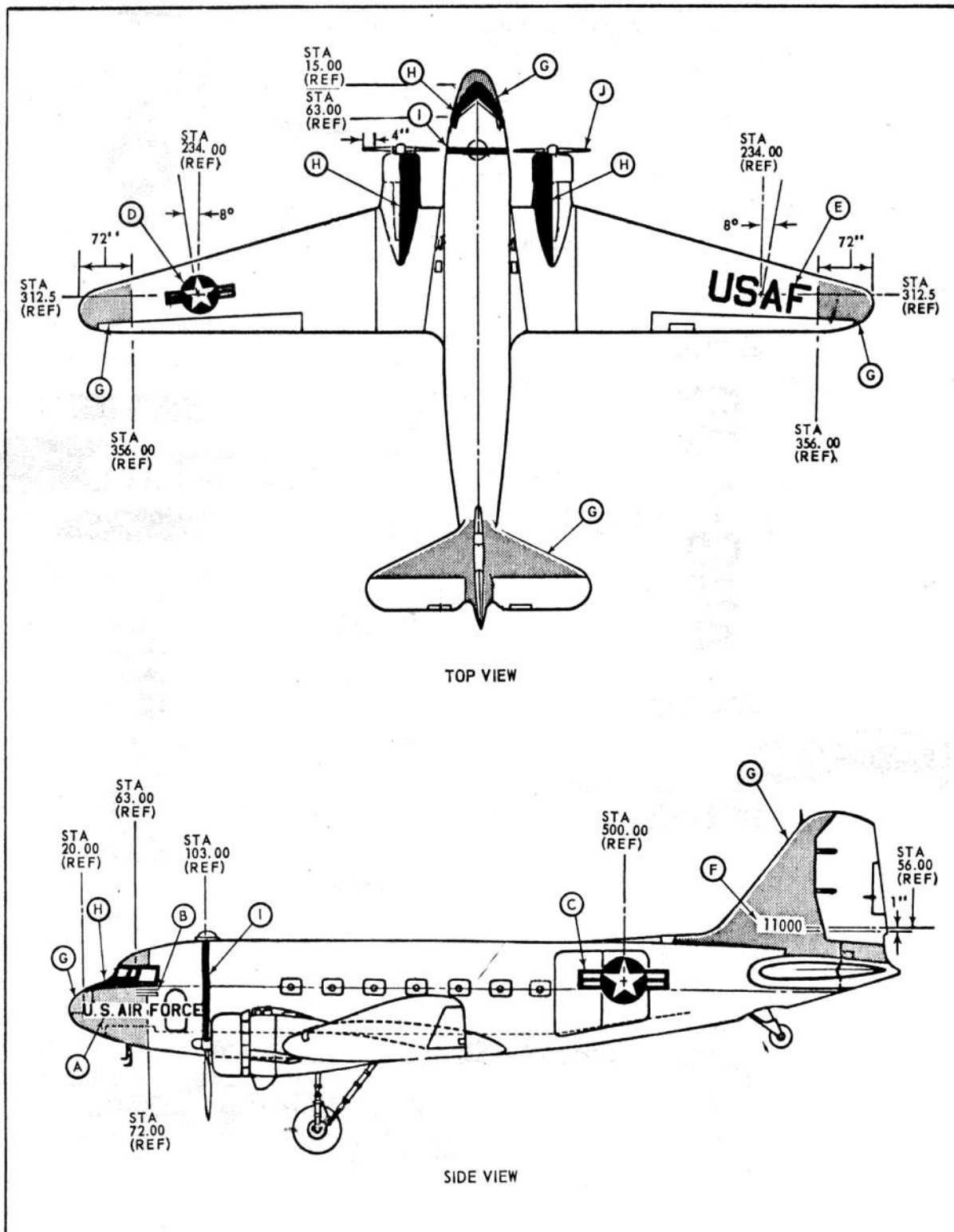
At one of our IPMS social meetings recently, we showed some 16 mm footage taken during the summer encampment of the 197th FIS, Arizona Air National Guard. The particular films were taken during the early fifties, probably 1952 or 1953, and depict the P-51D in Arizona ANG service. Also shown were a number of other aircraft, including a C-124A, several T-6's of various origins, and the venerable C-47A that the 197th operated for so long. The photos were in color, and remarkably well preserved, and showed the P-51D's taxiing by, flying over in formation, and being maintained and armed. The detail was excellent, and the following notes were made from viewing the film several times.

The P-51D was the standard operational fighter-bomber in various ANG units during the early fifties. Nearly all of them were silver overall, with black letters and numbers. Many ANG units, however, decorated their aircraft in very colorful markings, and the ARIZ ANG 197th FIS was certainly no exception in this regard. Although uniformity was not always followed throughout the years of existence of the 197th FIS, the P-51D's were all almost exactly alike in trim and markings. Aside from the usual ARIZ - ANG markings on the fuselage sides, and the ANG-000 on the wing panels in the same position that the "USAF" would have been had the aircraft been assigned to an Air Force unit, the ARIZ-ANG aircraft were trimmed in a bright copper color, generally with narrow black outline striping. Individual differences did occur, but these were mainly in the realm of differences in the finishes of the particular aircraft. Some of the ground crewmen apparently took their task of paint-removal more seriously than others, as some of the P-51D's appear to be highly polished while others have their previous USAF markings and "buzz numbers" quite readable. Other aircraft, having panels replaced from time to time, present a patch-

WHERE WE WERE

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T.O. 1-1-4



C-47/C-117 Aircraft Marking Specification.

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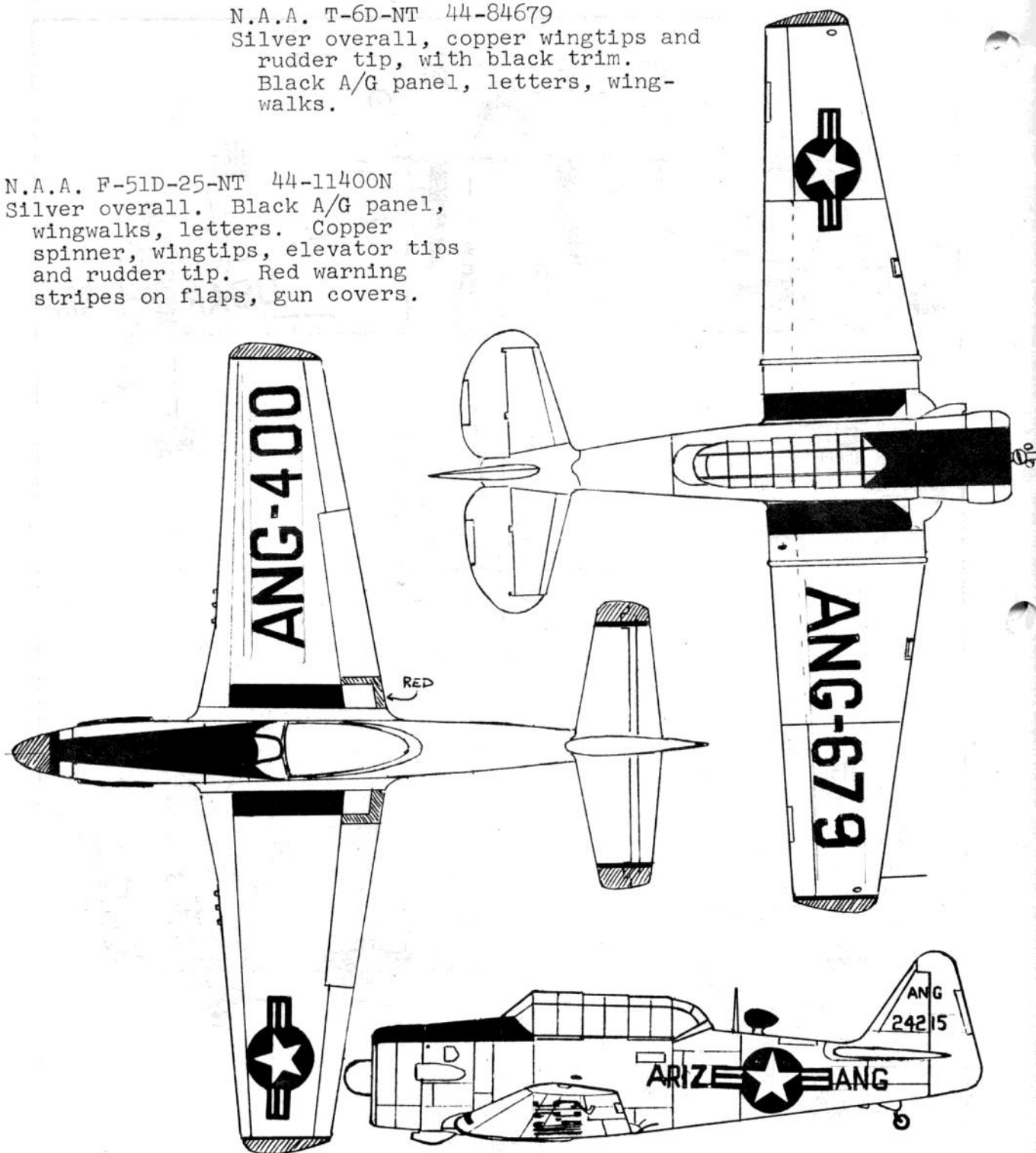
N.A.A. T-6D-NT 44-84679

Silver overall, copper wingtips and rudder tip, with black trim.

Black A/G panel, letters, wingwalks.

N.A.A. F-51D-25-NT 44-11400N

Silver overall. Black A/G panel, wingwalks, letters. Copper spinner, wingtips, elevator tips and rudder tip. Red warning stripes on flaps, gun covers.

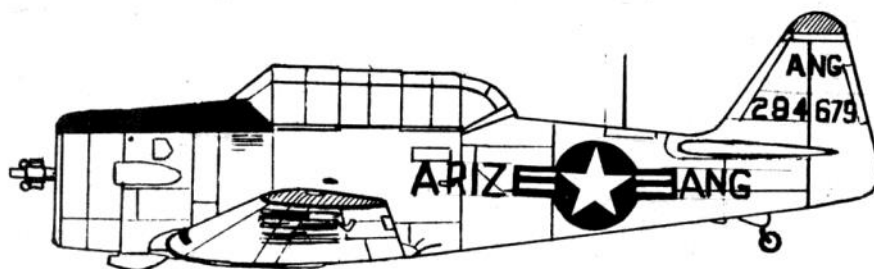


N.A.A. T-6C-NT 42-4315

Glossy Yellow Overall. Black letters, anti-glare panel, D/F loop.

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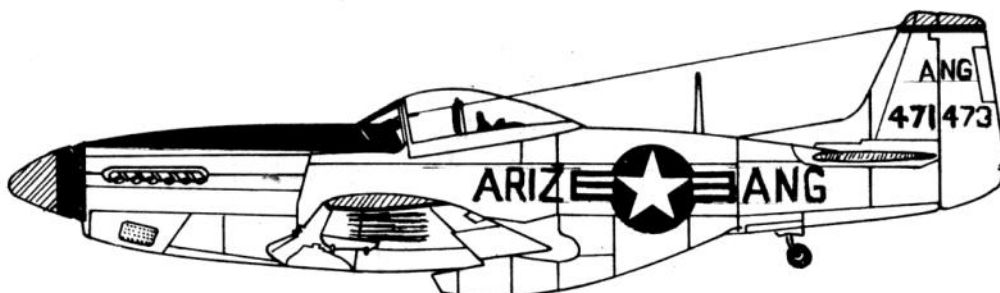
N.A.A. T-6D-NT 42-84679
ARIZ ANG, 197th FIS 1952-53



N.A.A. F-51D-25-NA 44-73089
ARIZ ANG, 197 FIS, 1952-53



N.A.A. F-51D-25-NT 45-11400
ARIZ ANG, 197 FIS, 1952-53



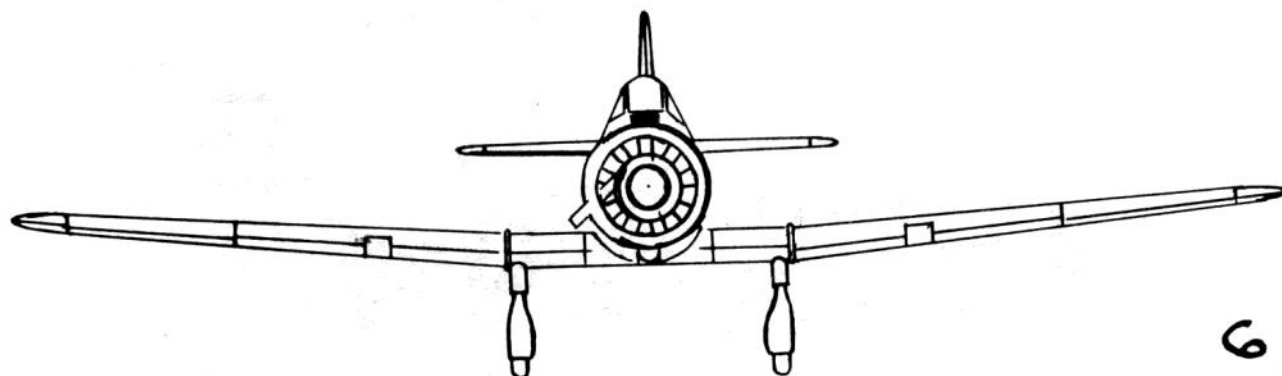
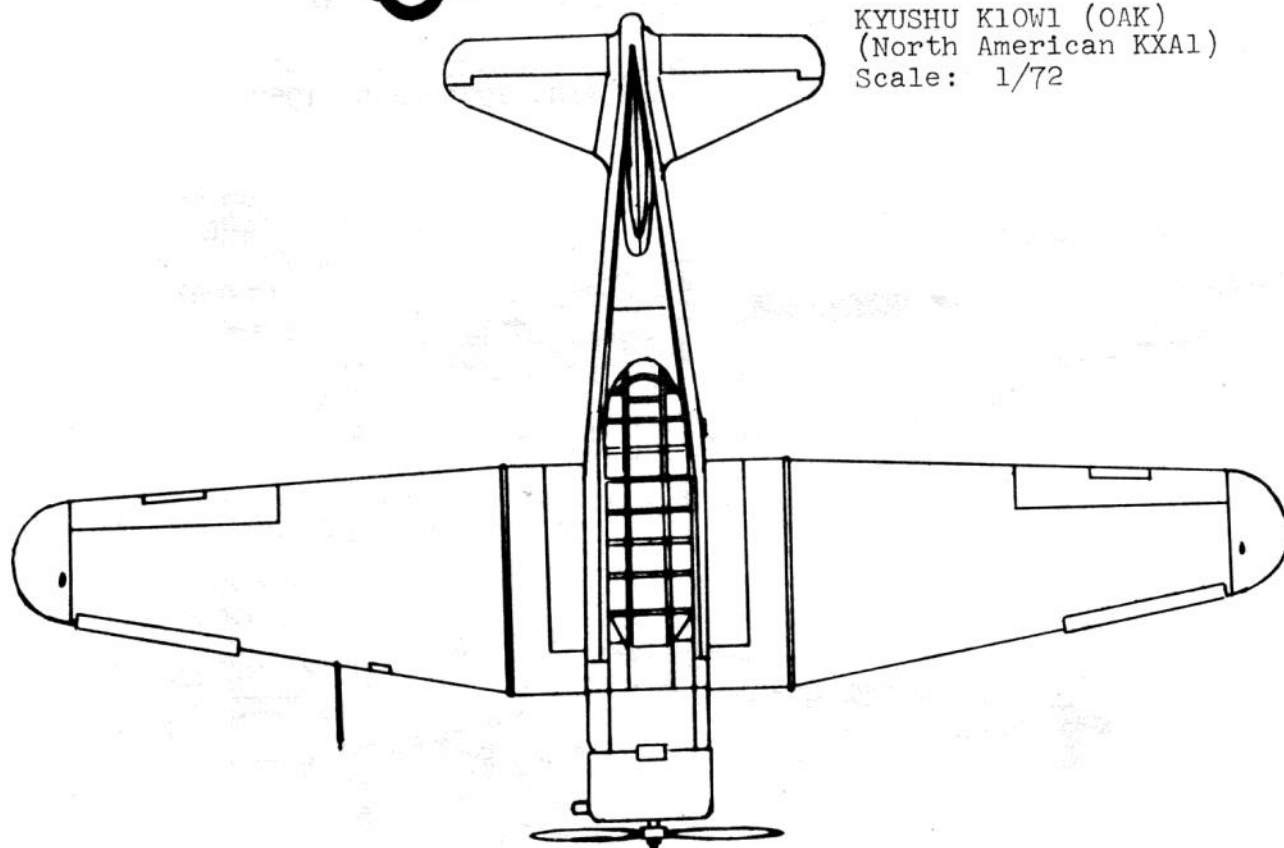
N.A.A. F-51D-25-NA 44-71473
ARIZ ANG, 197 FIS, 1952-53

WHERE WE WERE

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KYUSHU K1091 (OAK)
(North American KXA1)
Scale: 1/72



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WHERE WE WERE

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work appearance, with some panels appearing almost new while others are quite dull and weathered. The unit trim markings, however, were uniform on all aircraft observed. These consisted of copper colored rudder and elevator tips, wingtips, and the spinner. Each copper area was trimmed with a thin black stripe, which appeared quite glossy, in observed cases.

Other variations were in the number of rocket racks installed. Some aircraft had eight--four on each wing, while a few had six, or even four racks. All F-51D's had the bomb and 1/4 fuel tank rack inboard of the rocket racks. Since these were postwar modifications of the F-51D, the wheels were fixed, as shown in the drawings, and not retractable, as the wartime versions were.

Lettering and numeral presentations was segmented, as shown in the example below:

ARIZONA

STANDARD LETTERING STYLE SIDE LETTERS--C-47A

Other details on the F-51D's are worth noting. Propellers were glossy black, with no prop decals visible. Standard yellow tips appeared on all props. Handles and gun covers, as well as fuel tank caps, were glossy red. Insides of hatches were OD or zinc chromate green prime. Ammunition (.50 cal MG) had brass casings, black belt fittings (the bands midway) with copper colored projectiles. This was apparently to distinguish between ARIZ ANG and other ANG unit hits on tow target sleeves during gunnery competitions. Canopy frames were usually silver, except for the front windshield frame, which was dull black.

The following individual F-51D aircraft were observed in the film sequences:

44-72973 F-51D-25-NA Inglewood production.
44-63502 F-51D-20-NA (two racks)
44-73061 F-51D-25-NA
44-73089 F-51D-25-NA
44-72912 F-51D-25-NA
44-72189 F-51D-20-NA (Number only probable)
45-11400 F-51D-25-NT Dallas production.

ARIZONA AIR NATIONAL GUARD, THE 197th FIS "TEXANS"

A total of four different T-6D aircraft were identified, with several others also being observed. All appeared to be T-6D-NT, originally produced as AT-6D-NT. In addition, one later model T-6, serial "24215" was seen. This aircraft was different in that it had the large spinner and radio gear of the later re-manufactured T-6G aircraft. The serial range, however, shows that it was originally an AT-6C-NT, unless my sources are incorrect.

The early-model T-6D-NT aircraft were semi-gloss alclad silver overall, with black a/g panels, letters, and numbers. Copper trim with black edging, similar to the F-51D trim, appeared on the wingtips and rudder only. Prop hubs were silver, and the props were the standard glossy black with yellow tips. The drawing shows the general marking arrangement.

The other T-6, however, was glossy yellow overall, including the spinner. Although marked in typical ARIZ ANG fashion, this aircraft carried no copper and black trim; the only indication that it was an ANG aircraft was the ARIZ ANG on the fuselage sides, and the ANG-215 on both wing panels opposite the insignia. The prop was silver in front, with black in the rear. The markings were black, including the A/G panel, which was matt. This aircraft appeared to be in "mint" condition, while the older T-6D's appeared to be slightly, but only slightly, weathered.

The T-6 aircraft observed were:

42-85863 T-6D-NT
42-44649 T-6D-NT
42-86113 T-6D-NT
42-84679 T-6D-NT (Tentative only)
42-4215 T-6C-NT (Tentative--this is the only T-6 serial that falls in this tail number group.)

ARIZONA AIR NATIONAL GUARD, THE 197th FIS DOUGLAS C-47A

Although this aircraft has been illustrated before, it must be remembered that this plane was attached to the 197th for nearly ten years, and it went through a number of repaints before it was finally retired in the early sixties. This drawing, appearing on the cover, depicts the aircraft about 1952 or 1953, as it appeared in the film sequence.

The aircraft was alclad silver overall, with black and copper trim. Only the nose, rudder top, and wingtips were the traditional copper with black trim. The letters were black, with the "ARIZONA" in a special style illustrated elsewhere. Otherwise, the lettering and numbering is in standard segmented USAF style. Note that the aircraft has black de-icer boots on the wings, but none on the rudder or elevators--a tribute to Arizona's winter weather.

KIT REVIEW: THE L/S TYPE 93 "WILLOW"

B.R. BAKER

Recently available in the Phoenix area, the L/S Willow makes into a neat little kit with a minimum of effort. This is mainly for two reasons: (1) The kit is relatively simple; and (2) the paint job is very uncomplicated. There is a minimum of flash, and the parts go together smoothly, and only the seats need be thrown away and replaced with more suitable ones. We built the float version, which was quite impressive.

The Willow was roughly comparable to the Stearman and N3N biplane trainers, and was used throughout the war by the JNAP for primary training, although it is listed as an intermediate trainer. It is a welcome, and colorful, addition to the growing number of Japanese aircraft that is now becoming available.

AIR NATIONAL GUARD MODEL CONTEST

B. R. BAKER

Mast. Jerry Knau, of the Arizona Air National Guard, has informed me that the ANG unit plans to sponsor a model airplane contest towards the end of October of this year. I assured him that our organization would cooperate to the best of our ability. We need to develop a format, including age and model type categories. This can be discussed at our next meeting.

KIT MODIFICATION: A KYUSHU KIOWI "OAK"

B.R. BAKER

I have wanted to do this aircraft for a long time, and the acquisition of a scrap Hawk T-6G, via the brake fluid paint removal process, gave me the excuse and the opportunity to get started. It was quite a challenge, but I believe that it was well worth the effort.

The only three view I have seen of this aircraft was the one in Francillon's Japanese Aircraft of the Pacific War, so after scaling the drawings up to 1/72 scale, I was ready to start. The three view proved to be remarkably close to that of the standard T-6, or really the BT-9, and the Hawk kit dimensions were very close--so close that major modification was not required.

To begin with, the following parts were used, although several could be substituted with similar units from other kits.

Basic airframe: Hawk AT-6/SNJ
Engine cowlings: Airfix Gloster Gladiator (remove engine)
Engine & Prop: Airfix Ford Tri-Motor
Wheels & Wheel Pants: Monogram Curtiss F11C-2
Wingtips: Hawk AT-6 elevators
Wing Slots: Airfix Storch
Tailwheel: Spares Box, unknown source.
Rudder: Any Type (I used Airfix Storchovik Elevator)
Elevators: Any Type (I used Prog 'erc Elevators)
Landing Gear Struts: Scratched from Card.
Canopy: Vacuumformed from Original Mold.

Now that the list of materials is made, construction can begin. First, assemble the fuselage. If an interior is to be installed, simply insert a section of card plastic in the approximate floor position. Seats and instrument panels can be installed, or they can be added later. The interiors of JNAP aircraft were bright blue, so this can be done prior to fuselage assembly if so desired. Then, remove the rudder, elevator fittings, tailwheel, radio mast and D/F loop, and scoop and engine exhaust stack. The rear fuselage must be reworked to conform to the shape shown in the drawing, while the forward part of the fuselage needs to be narrowed slightly, and tapered towards the engine cowlings, as the KIOWI cowlings are more akin to that of the BT-9 than the AT-6. The puttying that is necessary will obliterate most of the panel lines, which is OK, as it will cover those damnable embossed insignias as well. If you really want to go hog wild, the aft section of the fuselage was fabric covered, so this can be simulated if you really want to go bananas. Oh, yes, also remove the steps on the left side of the fuselage.

Now to the wings. First, cut off the wingtips at the outer edge of the aileron. This line is up neatly, and is very simple. (The ailerons are slightly off, but I'd let that go, as the drawing may be inaccurate, and these aircraft were quite similar in airframe anyway.) Then trim off the inside of the T-6 elevators to get the rounded edge, and cement these to form the rounded wingtips. Then, remove the forward portion of the wing center section. These aircraft had fixed landing gear, and the center section came straight across from the outer edges of the front of the wing. The resulting hole in the fuselage will have to be filled in and shaped later. Then, when the wing is dry, fill in the holes and gouged sections with putty, and build up the bottom center section to where it is smooth. This part takes more time than it would appear. The wingtips can be sanded smooth, and only a little putty is needed here, although the wing insignias will have to be filled in. When finished, glue the wing to the fuselage section, and begin building up the hole where the retractable landing gear fairings were.

The tail section is rather straightforward. Cut the parts to shape and smooth with a file or sandpaper. Score in the hinge lines with a sharp instrument. These can be micro-welded directly to the rear fuselage, even though green putty has been used. It works. Just make certain that they are in the proper positions, and this can be done by using the three view drawing.

The engine is a very simple conversion. Hollow out a Gladiator cowl, removing the engine and smoothing out the inside of the Ford engine and cut off the outside portions of the cylinders so that the whole engine will slide into the Gladiator cowl. If you use the British Airfix kit, the trimming of the engine can be done after the cowl assembly is painted, since the engine is cast in silver-grey plastic. The whole effect is very pleasing. Next, insert the radial engine, and add the two small fairings on the left side of the cowl, and the scoop above the top section. Then, drill a small hole in the side of the cowl, and insert a small piece of rod-shaped plastic (I used part of an Airfix won't be easily broken off. Then, spray the engine and cowl black and set aside to dry. The prop can be added later, as it can be used as without painting. It is silver, with red stripes on the tips.

The landing gear is relatively easy to do. Shave off the struts of the F11C-2 wheel pants. Fill in the holes and sand off the raised detail. Cut the landing gear struts to shape and attach them to the bottom of the wing. Then add the wheel pants. The wheels can be painted at the same time that the bottom of the aircraft is done.

Add a tailwheel from the spares box. The kit tailwheel might do, but I used another. There is a small fairing just above it, so it cannot be left on the aircraft without change. Fashion the fairing and install the tailwheel. The wing slots are also quite simple. Cut off a section of Storch wing slot and glue it to the wing leading edge just inside of the wingtip. These were probably fixed position slots, so cut off the struts, and just use the curved section.

Now the aircraft is ready for painting. Most JNAP training aircraft were originally painted orange overall. As enemy forces began attacking the home islands, the colors changed to dark green topides and orange underneath. Later, light grey was substituted for orange, and their aircraft were camouflaged as combat types. The cowl was probably black, however. I painted mine dark green over orange. Without marking information, I left the aircraft in factory fresh condition. As 175 of these aircraft were built, there must have been some markings variations. Help, anyone?

The canopy needs to be vacuumformed, but this is relatively simple. Just carve out a mold and use the vacuumform. After the frames are painted, the aircraft is ready for flight test. Good luck--and just be assured that there won't be very many other models around just like this one--except mine, perhaps.

WHERE WE WERE

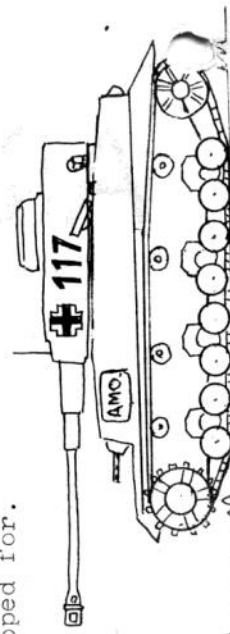
AUGUST 1974

OBSCURE (VERY) GERMAN ARMOR: THE PzKw IVR

Late in 1942, when the Wehrmacht was being compelled to think defensively for the first time, a conference was held in OKW HQ, attended by senior Army officers and Hitler himself. Among problems discussed was that of retreating tactics.

Although Hitler hated to discuss such unpleasanties, he was compelled to admit that the Wehrmacht should acquire special vehicles for retreat-category actions. The standard tanks were sufficient when emplaced in specially dug pits, but the tanks became vulnerable to enemy fire when they had to leave their positions.

Henschel came up with a typically Teutonic solution to the problem. A standard PzKw IV was tested at Sheissshafen and after several configurations were tried, it was decided to reverse the transmission of the tank so that it ran four speeds to the rear and one slow speed forward. The driver's compartment was moved to a position just to the rear right of the main turret, while the ammunition was relocated in the former driver's position. Now the PzKw IVR, for "Retreatenpanzer" was ready for testing. And one unit, the Lederhosen Brigade, was sent to France in July, 1944. Even the high (45 mph) rearward speed of the PzKw IVR was not sufficient to stem the advance of Patton's Third Army, and many of these vehicles were simply overtaken and captured by drivers of the famed "Red Ball Express". The captured German crews were amazed to learn that the trucks were driven by Americans, and not the Japanese reinforcements that the Germans had hoped for.



T.O. 1-1-4

dirty plastic

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

2025 CLUB MEETING CALENDAR

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

JANUARY 2025

Tuesday 7th 7pm
Seminar/Speaker:

B&B Session 18th

JULY 2025

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

FEBRUARY 2025

Tuesday 4th 7pm
Seminar/Speaker:

B&B Session 15th

AUGUST 2025

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

B&B Session 16th

MARCH 2025

Tuesday 4th, 7pm
Seminar/Speaker:

B&B Session 15th

SEPTEMBER 2025

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

APRIL 2025

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

OCTOBER 2025

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

MAY 2025

Tuesday 6th, 7pm
Seminar/Speaker:

B&B Session 17th

NOVEMBER 2025

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

JUNE 2025

Tuesday 3rd 7pm
Seminar/Speaker:

B&B Session 21st

DECEMBER 2025

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



August Raffle

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

No Raffle this month as it is
the annual club swap meet.
Bring cash
Leave with bargains

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

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Vice President.....	Scott Reigel.....	http://www.ipms-phoenix.com/
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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.

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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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