

THE CORSAIR

IPMS Phoenix / Craig Hewitt Chapter

Presidents Message

Hello everyone,

There was a surprisingly good turnout at the May meeting, with a lot of models on display. There were very few entries in the monthly contest, however. Evidently, we have fewer ship modelers now than in the past. Our vice president Scott was not there. That could certainly have contributed to the small number of entries.

Modelzona 2026 is now on the IPMS/USA Event Calendar. We also have a theme for this year: "America's 250th - Best American Subject". This could cover most categories, many subjects, and many eras. Our Head Judge may or may not specify some rules for this special category to limit the number of entries. If you plan to work during Modelzona, or for setting up the day before, please let me know.

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

That's all for now. Keep on modeling!

Kevin

kdhpbear@yahoo.com

Corsair Stop Press Dates 2026

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

IPMS

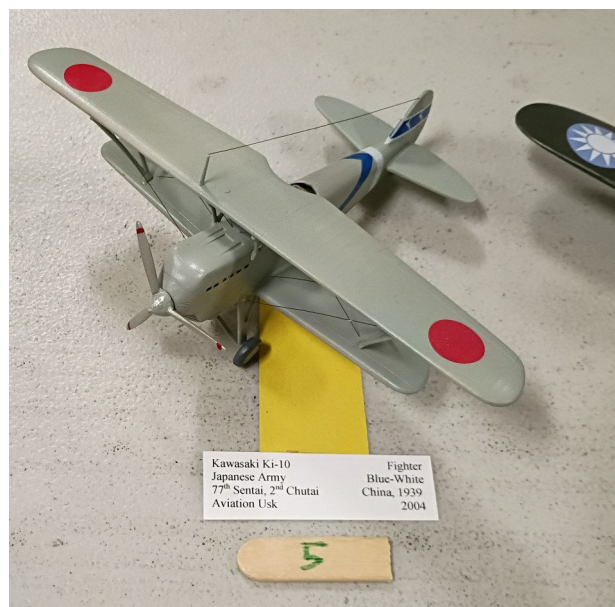
May Display Pictures.....	02
May Competition Pictures.....	05
May Raffle Winners.....	07
Hasegawa Zero A6M5c M.Rossmann...	09
Club Contest Themes 2026.....	13
Editors Corner.....	14
Where We Were.....	15
Club Meeting Calendar.....	26
Raffle Update.....	27
Upcoming Events.....	28
Website References	329

May Display Pictures



Fighter #208
Hawker Fury
Persian Army Air Service
1st Air Regiment, Ghalzh-Morgi, Tehran
c1934
Persia
Matchbox (Rebuild)
6/2011

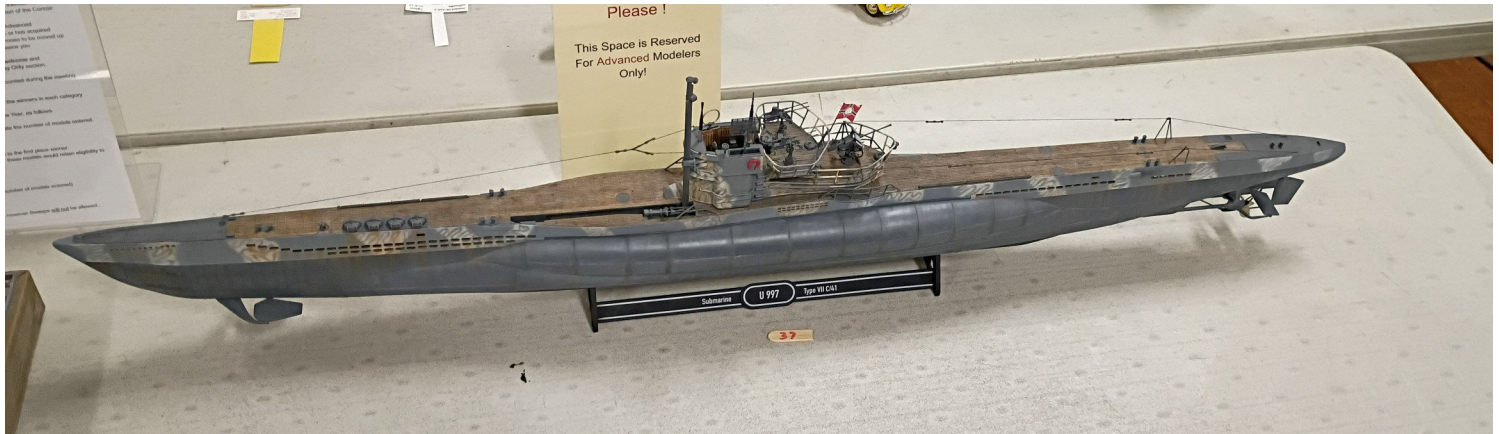
May Display Pictures



May Display Pictures



May Competition Ships and Boats



May Competition Winner



Craig Brown

1/72 scale U Boat Mk V11

May Raffle Winners



May Raffle Winners



“1/48 Hasegawa A6M5c Zero”

Mark Rossmann

History:

Mitsubishi was hard pressed to keep the Zero superior to the newer U.S. aircraft. Needing more firepower and armor protection led the combined companies of Nakajima and Mitsubishi to produce the A6M5 Type 52 series. About 6000 were produced with the series entering combat in August of 1943.

IJNAF needed further upgrades of the '52' series because of the lack of a replacement fighter. The improvements requested were armament, armor protection, additional fuel tank and greater diving speeds. But the IJNAF refused a request for a more powerful engine to counter the increased weight, which was 600lbs more than the earlier 52 series.

The 52c was the last of the A6M5 series, with 93 built by Mitsubishi and an unknown number by Nakajima. Numbers of 52a and 52b models were also modified to the 'c' weapons configuration. The 7.7mm nose guns were less effective as heavier armor was introduced in allied aircraft. The 52c production began in September of 1944 with these changes included:

Removal of both cowling 7.7mm machine guns, replacing with one 13mm machine gun in the right side only (because of weight). This caused the enlargement of the right-hand projectile exit and cowling input tube.

Two 7.7mm machine guns added to each wing, outboard of the existing 20mm cannon.

Armor improvements were done by installing a sheet of armor plate behind the pilot seat with armor glass panes behind the headrest. (Hasegawa provided a nice rendition of this)

Fuel tanks were rearranged to keep the proper center of gravity. Wing tank capacity was reduced; a new 31-gallon mid-fuselage tank was added.

Attachment points, on each wing, for air-to-air rockets to combat the B-29.
(Hasegawa doesn't provide these)

The new Nakajima Sakae 31 engine, with water-menthol injection, could not be installed as it failed its tests, Nakajima Sakae 21 remained.

The new four-point attachment drop tank was used for the 'c' version, (Hasegawa provides this version)

Unsurprisingly, the pilot's assessment indicated the 52c performance deteriorated, losing its superlative handling qualities.



“1/48 Hasegawa A6M5c Zero” Mark Rossmann

Warrant Officer Takeo Tanimizu – 203rd Naval Air Group 303rd FS, Kagoshima AB

The kit provides the decals for Tanimizu's A6M5c, flown in June of 1945. He graduated in March of 1942, however not until November of 1943, at Rabaul, did he engage allied aircraft, claiming two P-38's on his first mission.

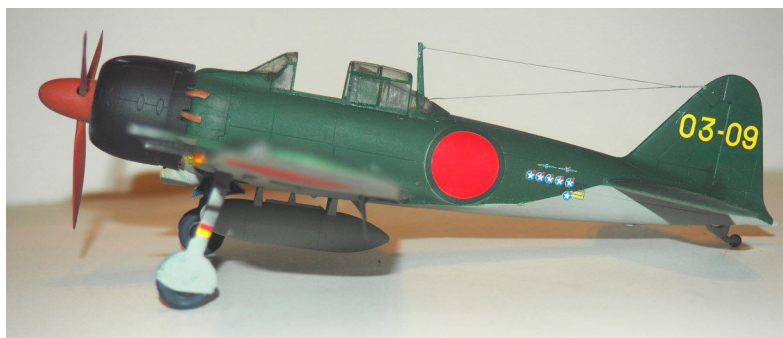
Tanimizu said the Hellcat was the greatest foe of the zero pilots. It could maneuver and roll, whereas the P-38 and Corsair made hit and run passes and weren't very maneuverable. He said it was difficult to set any of them on fire, they would puff smoke, by which you could tell if it was an enemy or Zero. He noted that he saw Corsairs unable to pull out of dives, because of being too heavy, crashing into a land or the sea. He did have compassion as he threw his life ring to downed VMF-321 Capt. Harvey F. Carter, however he was never recovered.

He was transferred to the Tinian AG as an instructor, then onto Formosa in mid-1944. On August 31st, 1944, he engaged 11 425th BS B-24's attacking Takao Harbor. Shooting down Lt. Norman B. Clendenen, causing it to crash with only one survivor. He also damaged Lt. George Pierpoint's B-24, which never returned to base. In 1996, it was found crashed into a mountain peak in mainland China, crew remains were turned over to the U.S. Ambassador in 1997.

On November 3rd, 1944 he and his wingman were jumped by P-51's, while landing over Amoy Harbour, mainland China. He was able to get out at 250ft above the water, with his chute just opening before he hit. He spent a month in a hospital in Formosa. Then ordered back to Japan, he requested a kamikaze assignment but was denied, instead he was ordered to the 203rd AG at Kagoshima Prefecture.

To provide the younger pilots confidence, he started adding kill markings to his plane, one for a recently shot down VBF-83 Corsair. Two head-on silhouettes of B-29's represent one jointly shot down with Ens Tetsuzo Iwamoto, the top JNAF ace claiming 202 planes, and a second was a B-29 probable. The five stars with pierced arrows are for kills, the single star no-arrow one is for a probable. His unique kill markings made it the most celebrated Zero depicted in post war publications. The broken hulk of this plane was photographed in November 1945, at a Nagasaki Hanger.

When the surrender was announced on August 15, he would not accept defeat. For 5 days he searched for enemy aircraft and dropped leaflets to the population urging them to fight on. In the end, he had 1425 flight hours and claimed 32 victories.



“1/48 Hasegawa A6M5c Zero” Mark Rossmann

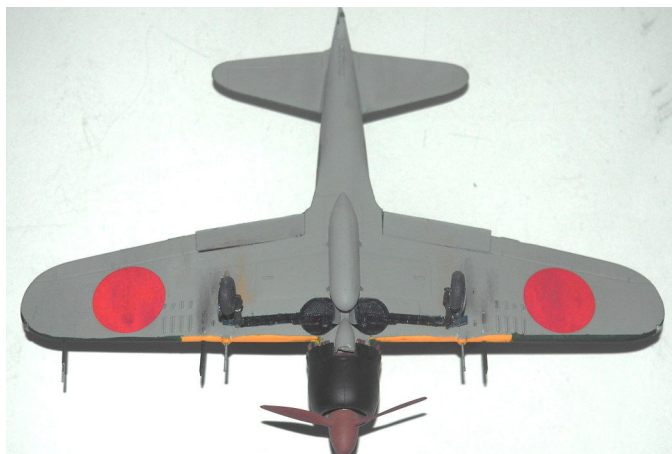
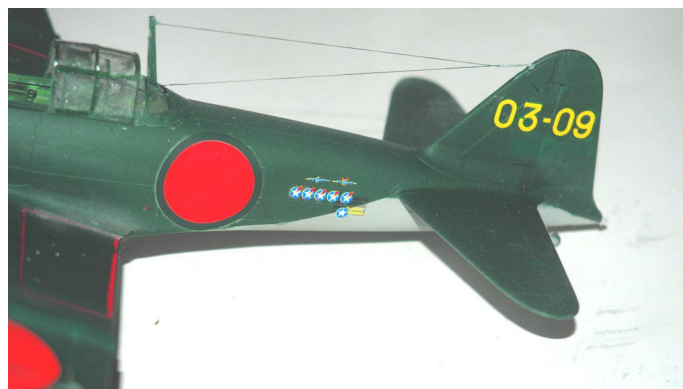
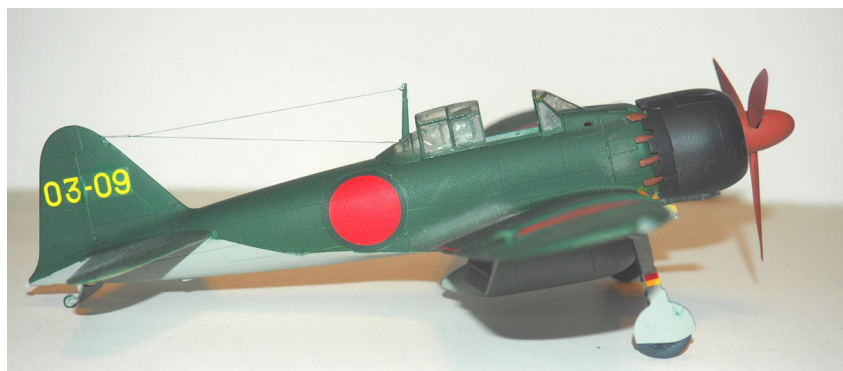
Aircraft:

Aircraft: A6M5c Zero 03-09. Disposition: Scrapped Nagasaki Hanger Nov. 1945

Unit: 203rd Naval Air Group/303rd Fighter Squadron (June 1945)

Pilot: Warrant Officer Takeo Tanimizu – Survived the war, retired to Osaka.

Decals: Zotz A6M5 ‘Gekitsuio’ aircraft #48/034



“1/48 Hasegawa A6M5c Zero” Mark Rossmann

Notes:

This kit does not include the Air-to-Air rockets used against B-29's. (Tamiya kit does).

On many occasions, the white surround was overpainted with green, in the field, not by the factory. Zotz provides the green ring to overlay the white.

Zotz provides markings for four (4) A6M5 Zeroes.

Canopy Masks, Eduard EX245 for 1/48 A6M5c Hasegawa

Paint:

Tamiya AS-2 Light Gray IJN spray

Tamiya AS-21 Dark Green 2 IJN spray

Tamiya TS-29 Semi-gloss black for cowling

Tamiya TS-47 Chrome Yellow spray for the leading wing edges.

Model Color 70486 Mahogany Brown for propeller.

References:

Osprey: Imperial Japanese Navy Aces 1937-45, #23. By Henry Sakaida

Osprey: Duel F6F Hellcat vs. A6M Zero-Sen, #62. By Eduard M. Young

Hasegawa Instructions

Tamiya Instructions

Zotz A6M5 'Gekitsuio' aircraft #48/034 decals.

Respectfully,
Mark L. Rossmann



2026 Club Contest Themes

January: Moving On: Cars and Trucks (Any scale. Automobile, Truck, Race car, Motorcycle)

February: The Braille Scale: 1/72 scale or smaller (Any Airplane, Land Vehicle or Water craft)

March: Large Scale: 1/32 scale or larger (Any Airplane, Land Vehicle or Water Craft)

April: The Vietnam War: (Any Scale, Any Aircraft, Land Vehicle, Water Craft. Including Figures, and Armored Vehicles.)

May: Ships and Boats: (Any Scale Civilian or Military)

June: Figures: (Any Scale: Includes, 3-D printed, Injection mold or Resin)

July: Armor: (Any Scale, Any Armored land vehicle. Tracked or wheel driven)

August: No contest / Club Swap Meet

September: The ETO: (Any 1/48 scale model aircraft, Depicting use in the European Theater of Operation during World War II)

October: Sci-Fi: (Any Scale, Any Figure or Vehicle)

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

December No Competition (Club White Elephant)



EDITORS CORNER

BY LYN GORTON

A respectful turnout again. May is often one of the lightest months as I guess people get early vacations in

I was at the Desert Scale Classic on May 16th and although my main interests are figures and airplanes I enjoyed the Museum exhibits.

Over 150 vintage cars on display most of which you can sit in. I would recommend you check out the museum this summer. It is easy to find just off the I17 at Thunderbird road—just look for the sign for “Martin Motor Museum” next to the McDonalds.

Please be aware that I post the Stop Press dates for the Corsair on the front page a year in advance. I am always appreciative of any articles that you can send to me as that is what makes the Corsair our Club Newsletter. I prefer plain text and any pictures in jpg format. I can not extract or input and PDF format into the Corsair as it is created in Publisher and converted to PDF so it does not allow PDF at any stage.

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**

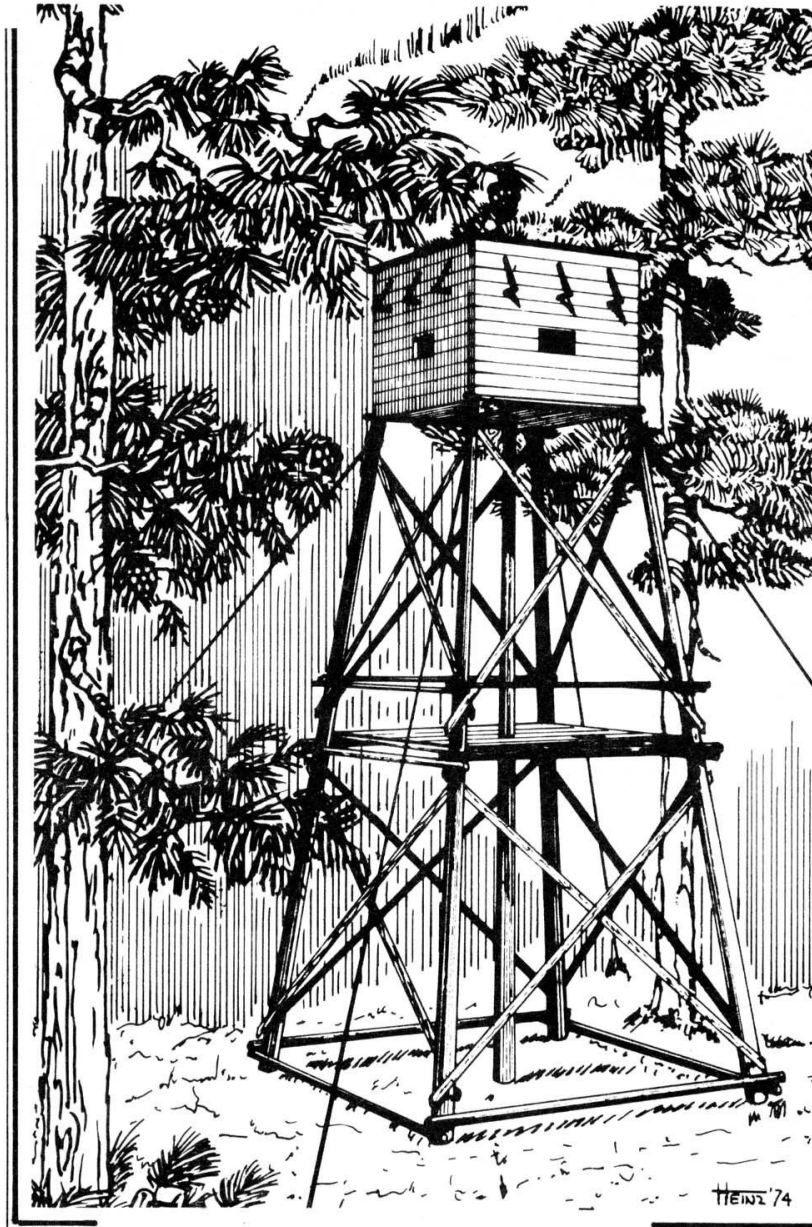
Anything you have can be used. Don't hesitate. Even a few paragraphs are great.

WHERE WE WERE

JUNE 1975

A DIRTY PLASTIC

ARIZONA HISTORICAL MODELERS SOCIETY IPMS/PHOENIX



WHERE WE WERE

JUNE 1975

2

DIRTY PLASTIC

ISSUE No. 44-45-46

SUMMER 1975

DIRTY PLASTIC is the quarterly publication of the Arizona Historical Modelers' Society, IPMS/Phoenix. Subscriptions are \$4.00 per year. Membership in the AHMS, including a year's subscription to DIRTY PLASTIC, is \$6.00 per year.

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

ARIZONA HISTORICAL MODELERS' SOCIETY, IPMS/PHOENIX

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, military vehicles and equipment, and ships. The AHMS is entirely an amateur organization, all members and officers serving without pay, and frequently at their own expense. Publication dates are tentative, and depend upon the time available for compiling information and making the drawing. DIRTY PLASTIC, however, is intended to be a quarterly publication, and should be published in Summer, Fall, Winter and Spring editions.

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

President: Brian R. Baker

Secretary-Treasurer:

Pat Fowler, 509 W. El Camino Drive, Phoenix, AZ 85021. (997-0336)

Circulation Manager & Art Director:

Heinz F. Jacobs, 14815 N. 24th Drive, Phoenix, AZ 85023 (942-2962)

NOTE:

The President and Editor's address is not being published this time, but not because of late publication dates. He is in the process of buying a house (closer to Val's for obvious reasons) and since these things are not final until all the papers are signed, we'll forego publication of the address until next issue. In the meantime:

SEND ALL CORRESPONDANCE OF ANY KIND TO THE SECRETARY-TREASURER, PAT FOWLER, 509 W. EL CAMINO DRIVE, PHOENIX, AZ 85021.

NEW AND IN VIEW

BRIAN R. BAKER

During the period of time that DIRTY PLASTIC has lain fallow, a number of new kits have become available. Most are excellent, and a brief review of these follows.

Matchbox has finally appeared with the Stuka, but it proved to be a disappointment in that it is another D/G model. This is not all bad, however, as Heinz Jacobs and I went over the kit in some detail, and we have concluded that it wouldn't be difficult to backdate the kit into the "B" or "R" versions. It is a rather austere kit, with little external detail and no interior details worth mentioning. The external panel lines are inscribed rather than raised--a good omen.

The best features of the kit include the general accuracy of outline. I have only partially assembled the kit, but it appears to capture the "spirit" of the Stuka. Parts are provided for several different versions. The 3.7 cm. cannons are provided for the JU-87G. Dive brakes and bomb racks are included for the D version. Most important, two outer wing panels of varying length make possible the long and short wing versions, and these parts fit very nicely. All in all, the kit appears to be very useful, and with revision to the engine cowling (replacement, really), modification of the landing gear, and a vacuformed canopy, a pretty good JU-87B could easily be made.

At Las Vegas recently, I saw, but was unable to obtain, the new Hasegawa Focke Wulf FW-190A/G and the FW-190D-9 in 1/72 scale. These appear to be up to the usual standard now expected from that firm, and while not having the detail of the P-51D or Tony, they are excellent kits. I don't know what the prices will be, but whatever they are, they'll probably be worth it. The FW-190D-9 has been needed for many years now, the only other kits being the atrocious old Airfix kit that has been around since the middle 1950's, and the slightly newer, but not-much-better Lindberg kit.

There are numerous other kits that appear on the "Impending Issue" lists. Of interest are the Frog Mirage IIIE or O, the AGM-2-N Rufe, the Lockheed PV-1 Ventura, and the Russian LA-7. Hasegawa has a number of AFV's pending, including the 1/72 scale StuG IIIIG, Sd. Kfz. 251/1, PzKpfw. III, PzKpfw. IIF, Wespe, Marder III, Hetzer, Hummel, Daimler Mk.1 Armored Car, Humber Mk.II Scout Car, Crusader Mk. III and a Churchill Mk.1. They also have a 1/32 scale F-104G/J. The Italian E.S.C.I. firm has a stack of new items, some of which were available at Las Vegas. New ones include an Opel Blitz LKW, Jagdpanzer IV, Sd. Kfz. 11 (?), Pak 40, 35/36 & Flak 38/55, Pz Kpfw. IB, Pz. Kpfw LT 35(t), and M12 155 mm. Gun. Italeri lists a Waco CG-4A and Horsa glider. Matchbox lists some 1/76 scale armor, including an M24, PzKpfw. II, Jagdpanther, T-34, Hanomag 251/1 and some infantry.

BACK ISSUES

For those readers who want to dig up old skeletons from long forgotten closets, and obtain back issues of DIRTY PLASTIC, these can be obtained for 40¢ each (postpaid) from the Secretary-Treasurer Pat Fowler, at the address listed above. There are a few original issues left. The trusty Xerox-copier will be used to duplicate any other issues, which means that you will get the same material, only printed on one side of a page. Copies of issues 11 through 43 only are available.

AN EDITORIAL

BRIAN R. BAKER
(with Chuck Ludwig)

It is obvious to anyone who reads newspapers regularly, or who glues his eyes on Walter the Cronkite every evening, that this nation is in the throes of a severe recession, with industrial output down, unemployment at unprecedented levels, and unusual and surprising to those used to thinking in terms of Keynesian theories, high inflation. The Federal Government has, since the 1930's, jumped bravely into the fray, dispensing money, programs, patronage, graft and corruption, and other goodies as the politics and voting patterns have demanded. The results have been somewhat desirable, especially for those who are in line to benefit directly from these indulgences.

In the recent recession, and resulting stag-flationary situation, one critical area that has been especially hard hit has been the plastic model industry. The causes of this situation are well known and need not be discussed here. We serious modelers, however, know the effect this has on the lives of serious model builders. Models may not be quite as essential to our survival as sex or alcohol, but we are the first to agree that they are necessary for our mental health, and are a lot cheaper than weekly trips to the "shrink."

Another factor that has affected the available model supply has been the traumatic increases in prices that have occurred over the past two years, amounting to 300 percent in some cases. It is obvious that something has to be done, and we believe that our solution to the problem would be welcomed by model manufacturers, hobby shop owners, and the modeling public.

We are of the serious, studied opinion that the Federal Government should institute a Model Stamp Program. Based on a person's income and level of model consumption, Model Stamps should be issued to person who have past records of buying and building models. We have not yet decided whether these stamps should be issued on the basis of the number of kits BOUGHT last year, or the number of kits BUILT during the previous year, but basing our opinion on unmitigated self interest, we incline towards the "kits BOUGHT" category.

This program could be administered through the U.S. Department of the Interior, to encourage more detailed models. A special agency could be established, the MODEL STAMP AGENCY, which would coordinate the activities of the various firms which produce plastic scale models. Standards could be set, requirements issued, and regulations enforced, just like every other red-blooded American business has to endure. Perhaps the agency could also dictate the types of models that will be done in the future, so that each firm could be required to produce those less profitable but most desirable kits that have never come out. (How else will we ever get a good injection-molded BT-13 and Navy N3N-3?) The possibilities are limitless, and with the usual growth of federal agencies once created and funded, maybe the IPMS would eventually have some definite influence over the manufacturers. Perhaps we could even affiliate with the unions. . .

Basically, the program would work like this. The system could be based upon income. Most wives, girlfriends, mistresses, etc., will testify that a really serious modeler spends almost 25 percent of his income on models or model-related equipment and supplies. Thus, any person who can prove to the Feds that he is a serious modeler (the editor hereby offers to rent his model cabinets for a fee which would prove profitable to both parties) would be issued a specified number of model stamps, based on his income and the number of models he had purchased over the past three years or so. Perhaps a system of "Kits Bought Averaging" could be instituted to solve the problem of erratic kit purchasing over the years. In any event, once stamps had been issued to a modeler, he could spend the stamps like money to obtain the kits he wants, providing they are on the Federal Model Stamp Agency's approved list, which would presumably be compiled at least monthly. All model and toy stores could participate in the program if they so desired. In short, everybody--modelers, hobby shop owners, and manufacturers--would be in a position to gain from a program of this type. The economy would be stimulated in True Rooseveltian Fashion. People would build more models instead of driving their cars around, increasing the fuel shortage even more. More kids would stay off the street, thus lowering the crime rate somewhat. Patriotism would be encouraged by limiting the models to those used by the United States and our Allies.*

The system seems to be working in the grocery stores. Why not extend it into the hobby shops. Gerald? Are you listening? How about you, Mike? Hubert? Nelson? Remember that 1976 is an Election Year.

*This is not as restrictive as it first appears. Remember that Russia was our ally in World War Deuce. Also, Germany, Japan, and Italy are currently our allies. Therefore, everyone qualifies.

WHERE WE WERE

JUNE 1975

3

THE TOURIST BUREAU

HEINZ F. JACOBS

During my recent trip to Germany, I had occasion to visit the German Museum in Munich. Among regular attractions were a few World War II displays. There was a V-2 rocket on Meiler stand, which was cut away to reveal the rocket's interior. A Bachem Natter was also present, although in fictitious markings. A Fieseler Fi-156, in civil markings, exhibited a combination wheel-ski landing gear. The ME-262 was shown in fictional markings, while the ME-163 "Komiet", although having fictional markings, had good stenciling details. Their JU-52/3m was cut almost in half, so that visitors could walk through the airplane. (We wonder where the other half went. Ed.) There also was a BF-109 on display, also in fictional markings.

Through my brother, who is in the Wehrmacht, er, Bundeswehr, I got permission to enter the Munsterlager Tank Museum, which had, among others, the following tanks on display:

King Tiger	Hetzer
Panther V (?)	Marder II
Jagdpanther	New West Ger. Rocket Tank
Pz.Kpfw. IV	Kanonenjagdpanzer
Sturmgeschutz	Bergepanzer
M48 (German Markings)	8-rad

The high point on my trip was when I visited a training base near Bremen, Germany, and got a chance to drive the new West German Schnettenpanzer Marder through the maneuvering grounds. I was also allowed to take all the photos I wanted, except for interiors of classified vehicles.

My overall impression of the trip was that there is remarkably little German World War II armor on display in Germany, mainly because most of it that was not melted down was carted off to the U.S., Britain, and other places. Also, there is very little restriction placed on entering German military installations to view and photograph their new armor and aircraft. I would like to have the same liberty in the United States. All in all, I had a very good time. In "the Vaterland" and noticed that there have been some changes since the last time I saw it 11 years ago. One noticeable change is the decline in the use of bicycles and the increased use of cars.

As I am not a souvenir hunter, I spent quite a few hours (and marks) in German bookstores, looking for books on World War II German armor and aircraft. They have a large selection of books and magazines there and I therefore proceeded in packing my suitcases with some of them, up to and exceeding the weight limitations. (I hope TWA isn't reading this.) This will provide more material for Dirty Plastic, and for my private library.

THE TOURIST BUREAU, MK. II

BRIAN R. BAKER

This past summer, one of the reasons for the delay in this issue of D/P was the trip my wife and I made during the last half of June. We mainly photographed armor, artillery and aircraft in museum displays, as well as anything that looked promising. The high point in the trip was getting 36 mpg. in the VW Beetle.

After shooting an old gun, which turned out to be an M98/09 10.5 cm. howitzer (German, WWI) at Miami, Arizona, we drove to Fort Sill, Oklahoma, where the Artillery Museum has a fascinating collection of guns, along with a few AFV's. The outdoor displays were in good condition, and were easy to photograph. The outstanding items included an Italian anti-aircraft gun on a Lancia flatbed truck, an intact and inaccurately painted German V-1 buzz bomb, a Pershing Missile, complete with tracked launcher and transporter, a 280 mm. "atomic cannon" and a German Flak 36 8.8 cm. anti-tank gun.

The next stop was Fort Donelson, Tennessee, where General Ulysses S. Grant earned the nickname "Unconditional Surrender" Grant. The fortifications are difficult to detect, although the military significance of the place is obvious. Some Civil War vintage artillery was displayed, including an 8" howitzer and a James Field Rifle.

We managed to hit Fort Knox on one of their "Open House" displays, on which they run the armor contained in their famous "Living Museum." There is a very good display of U.S. and enemy armor from various periods, along with some artillery. The vehicles included in the "Living Museum" display were an M4A38 Sherman, a Korean War vintage M7B Priest, an M24 Chaffee obtained from the French, an International M5 Halftracked APC, a Willys Jeep, a German Hetzer (Now, this WAS impressive) and last, but not least, the "Real Thing", an original Volkswagen "Kubelwagen." The interior displays of the Patton Museum are also interesting, and include Patton's vehicles and artifacts, mainly his modified Jeep, his van, and his Packard staff car, the one in which he was killed. They also display a number of helicopters, a Sherman M4, a Ford 3 Ton Tank of World War I vintage, and a number of other very interesting military displays. The high point here, obviously, was the drive-by of the running tanks and AFV's. Several fired their main armament, which was even more impressive.

The next stop in "Le Grand Tour" was Wright-Patterson Air Force Base, Dayton, Ohio, ---the site of the Air Force Museum. There, we were most cordially received by Magt. Dave Menard, who, after all these years in the USAF, has finally been stationed in "heaven", the AFM. Dave showed us around, allowing us to get better than average pictures of the exhibits. The Air Force Museum is probably the best displayed aircraft museum I have seen, and there were a few new arrivals I was glad to see. They had the Douglas O-38B on display, along with the Beech UC-43 Staggerwing. It is possible, in some cases, to photograph the entire aircraft, except in the case of the planes like the B-36, B-17 and B-24. The AFM is a must for anyone seriously interested in military aviation in the U.S.

After Dayton, we continued northward, stopping at the Ford Museum in Dearborn, Michigan. Ford's collection is old, making it all the more interesting. Displays and lighting vary widely, from poor to excellent. Some of the more interesting aircraft included the Josephine Ford P-40 trimotor, Byrd's Ford Trimotor (the one Monogram tried to make a kit of some time back, but missed badly), the Ford P-15, the Dayton-Wright XPS-1, a Canadian JN-4, a Standard, a Pitcairn Autogiro, several Stinson Detrolters, and quite a few more. It is a worthwhile visit if you are in the area.

From Detroit, we crossed over into Canada, and after shooting a Lancaster on a pedestal mount in Windsor, we continued towards Niagara Falls. On the way, we saw some interesting cannon displays, and in one town, apparently near a wartime RCAF station, I photographed a nicely restored Harvard Mk.II on display outside a local police station. We continued on, however, and finally got to another of the high spots of the trip, Camp Borden, Ontario.

Camp Borden is the site of the Canadian Army's Armor School, and they have the Worthington Museum located on the post. This is an armor and artillery museum, with most material displayed in the open, usually under trees. Just about all of the equipment is painted a dark olive green, with glossy finish, and the equipment is fairly well preserved, considering the elements in that part of the country. There were a few AFV's I had not seen before, including a rare Pz.Kpfw. IV "Flakpanzer" mounting a 2 cm. cannon. The exact type is the Wirbelwind. They also had two Canadian Ram Mk. I's, one early and one late production model, a Matilda, two M13/40's, a Renault 1918 Model FT light tank---one given to Canada in 1940 from U.S. stocks---, a British Whippet, a Valentine, a fair number of Shermans of various marks, including one with a flail, a Staghound Armored Car (1943 Chevrolet), a Panther A, a Hetzer, several Stuart M5's, and numerous German artillery pieces. It is well worth the drive just to see all of this equipment on display. The number of items approximates that of Fort Knox, but I understand that budget problems prevent adequate preservation of the material, except for the probably (and hopefully) annual coats of glossy olive green paint.

From, Camp Borden, we continued to Ottawa, where, flanked by Carl Vincent, noted Canadian Aviation Historian, we went through the Canadian War Museum and the Aircraft Museum at Rockcliffe. The Canadian War Museum was well situated, and the items on display were excellent. In aircraft, a B.E.2, a Sopwith Camel, parts of a Snipe, a Spitfire (late Mark) and an Auster in postwar markings were all nice to see. They also had a Messerschmitt ME-163B which was very well restored, and one of the Japanese balloon bombs. In armor, an Italian Tankette, a German Pz.Kpfw.I and a Pz.Kpfw. II, along with a Bren carrier and an early British armored truck were the only displays on the inside. There is a late model Sherman displayed outside.

At Rockcliffe, the Canadian National Air Museum occupies three large hangars at the local Canadian Armed Forces Base. Some of the material is not currently restored, but much of it is excellently done, and displayed to the extent that it is photographable. The aircraft are, in effect, in a large hangar, and although the larger types are pretty well crammed in, most are in positions that allow at least one good overall view. There are some aircraft in this collection that are the only one remaining of the type. Others are quite rare, and the collection includes an A.E.G. G-IV German WWI bomber, a Lancaster Mk. X, a Beaufighter (not restored), a Bolingbroke Mk. IV T, a Curtiss Kittyhawk Mk. I, a P-40, a P-51, a P-52, a P-53, a P-54, a P-55, a P-56, a P-57, a P-58, a P-59, a P-60, a P-61, a P-62, a P-63, a P-64, a P-65, a P-66, a P-67, a P-68, a P-69, a P-70, a P-71, a P-72, a P-73, a P-74, a P-75, a P-76, a P-77, a P-78, a P-79, a P-80, a P-81, a P-82, a P-83, a P-84, a P-85, a P-86, a P-87, a P-88, a P-89, a P-90, a P-91, a P-92, a P-93, a P-94, a P-95, a P-96, a P-97, a P-98, a P-99, a P-100, a P-101, a P-102, a P-103, a P-104, a P-105, a P-106, a P-107, a P-108, a P-109, a P-110, a P-111, a P-112, a P-113, a P-114, a P-115, a P-116, a P-117, a P-118, a P-119, a P-120, a P-121, a P-122, a P-123, a P-124, a P-125, a P-126, a P-127, a P-128, a P-129, a P-130, a P-131, a P-132, a P-133, a P-134, a P-135, a P-136, a P-137, a P-138, a P-139, a P-140, a P-141, a P-142, a P-143, a P-144, a P-145, a P-146, a P-147, a P-148, a P-149, a P-150, a P-151, a P-152, a P-153, a P-154, a P-155, a P-156, a P-157, a P-158, a P-159, a P-160, a P-161, a P-162, a P-163, a P-164, a P-165, a P-166, a P-167, a P-168, a P-169, a P-170, a P-171, a P-172, a P-173, a P-174, a P-175, a P-176, a P-177, a P-178, a P-179, a P-180, a P-181, a P-182, a P-183, a P-184, a P-185, a P-186, a P-187, a P-188, a P-189, a P-190, a P-191, a P-192, a P-193, a P-194, a P-195, a P-196, a P-197, a P-198, a P-199, a P-200, a P-201, a P-202, a P-203, a P-204, a P-205, a P-206, a P-207, a P-208, a P-209, a P-210, a P-211, a P-212, a P-213, a P-214, a P-215, a P-216, a P-217, a P-218, a P-219, a P-220, a P-221, a P-222, a P-223, a P-224, a P-225, a P-226, a P-227, a P-228, a P-229, a P-230, a P-231, a P-232, a P-233, a P-234, a P-235, a P-236, a P-237, a P-238, a P-239, a P-240, a P-241, a P-242, a P-243, a P-244, a P-245, a P-246, a P-247, a P-248, a P-249, a P-250, a P-251, a P-252, a P-253, a P-254, a P-255, a P-256, a P-257, a P-258, a P-259, a P-260, a P-261, a P-262, a P-263, a P-264, a P-265, a P-266, a P-267, a P-268, a P-269, a P-270, a P-271, a P-272, a P-273, a P-274, a P-275, a P-276, a P-277, a P-278, a P-279, a P-280, a P-281, a P-282, a P-283, a P-284, a P-285, a P-286, a P-287, a P-288, a P-289, a P-290, a P-291, a P-292, a P-293, a P-294, a P-295, a P-296, a P-297, a P-298, a P-299, a P-300, a P-301, a P-302, a P-303, a P-304, a P-305, a P-306, a P-307, a P-308, a P-309, a P-310, a P-311, a P-312, a P-313, a P-314, a P-315, a P-316, a P-317, a P-318, a P-319, a P-320, a P-321, a P-322, a P-323, a P-324, a P-325, a P-326, a P-327, a P-328, a P-329, a P-330, a P-331, a P-332, a P-333, a P-334, a P-335, a P-336, a P-337, a P-338, a P-339, a P-340, a P-341, a P-342, a P-343, a P-344, a P-345, a P-346, a P-347, a P-348, a P-349, a P-350, a P-351, a P-352, a P-353, a P-354, a P-355, a P-356, a P-357, a P-358, a P-359, a P-360, a P-361, a P-362, a P-363, a P-364, a P-365, a P-366, a P-367, a P-368, a P-369, a P-370, a P-371, a P-372, a P-373, a P-374, a P-375, a P-376, a P-377, a P-378, a P-379, a P-380, a P-381, a P-382, a P-383, a P-384, a P-385, a P-386, a P-387, a P-388, a P-389, a P-390, a P-391, a P-392, a P-393, a P-394, a P-395, a P-396, a P-397, a P-398, a P-399, a P-400, a P-401, a P-402, a P-403, a P-404, a P-405, a P-406, a P-407, a P-408, a P-409, a P-410, a P-411, a P-412, a P-413, a P-414, a P-415, a P-416, a P-417, a P-418, a P-419, a P-420, a P-421, a P-422, a P-423, a P-424, a P-425, a P-426, a P-427, a P-428, a P-429, a P-430, a P-431, a P-432, a P-433, a P-434, a P-435, a P-436, a P-437, a P-438, a P-439, a P-440, a P-441, a P-442, a P-443, a P-444, a P-445, a P-446, a P-447, a P-448, a P-449, a P-450, a P-451, a P-452, a P-453, a P-454, a P-455, a P-456, a P-457, a P-458, a P-459, a P-460, a P-461, a P-462, a P-463, a P-464, a P-465, a P-466, a P-467, a P-468, a P-469, a P-470, a P-471, a P-472, a P-473, a P-474, a P-475, a P-476, a P-477, a P-478, a P-479, a P-480, a P-481, a P-482, a P-483, a P-484, a P-485, a P-486, a P-487, a P-488, a P-489, a P-490, a P-491, a P-492, a P-493, a P-494, a P-495, a P-496, a P-497, a P-498, a P-499, a P-500, a P-501, a P-502, a P-503, a P-504, a P-505, a P-506, a P-507, a P-508, a P-509, a P-510, a P-511, a P-512, a P-513, a P-514, a P-515, a P-516, a P-517, a P-518, a P-519, a P-520, a P-521, a P-522, a P-523, a P-524, a P-525, a P-526, a P-527, a P-528, a P-529, a P-530, a P-531, a P-532, a P-533, a P-534, a P-535, a P-536, a P-537, a P-538, a P-539, a P-540, a P-541, a P-542, a P-543, a P-544, a P-545, a P-546, a P-547, a P-548, a P-549, a P-550, a P-551, a P-552, a P-553, a P-554, a P-555, a P-556, a P-557, a P-558, a P-559, a P-560, a P-561, a P-562, a P-563, a P-564, a P-565, a P-566, a P-567, a P-568, a P-569, a P-570, a P-571, a P-572, a P-573, a P-574, a P-575, a P-576, a P-577, a P-578, a P-579, a P-580, a P-581, a P-582, a P-583, a P-584, a P-585, a P-586, a P-587, a P-588, a P-589, a P-590, a P-591, a P-592, a P-593, a P-594, a P-595, a P-596, a P-597, a P-598, a P-599, a P-600, a P-601, a P-602, a P-603, a P-604, a P-605, a P-606, a P-607, a P-608, a P-609, a P-610, a P-611, a P-612, a P-613, a P-614, a P-615, a P-616, a P-617, a P-618, a P-619, a P-620, a P-621, a P-622, a P-623, a P-624, a P-625, a P-626, a P-627, a P-628, a P-629, a P-630, a P-631, a P-632, a P-633, a P-634, a P-635, a P-636, a P-637, a P-638, a P-639, a P-640, a P-641, a P-642, a P-643, a P-644, a P-645, a P-646, a P-647, a P-648, a P-649, a P-650, a P-651, a P-652, a P-653, a P-654, a P-655, a P-656, a P-657, a P-658, a P-659, a P-660, a P-661, a P-662, a P-663, a P-664, a P-665, a P-666, a P-667, a P-668, a P-669, a P-670, a P-671, a P-672, a P-673, a P-674, a P-675, a P-676, a P-677, a P-678, a P-679, a P-680, a P-681, a P-682, a P-683, a P-684, a P-685, a P-686, a P-687, a P-688, a P-689, a P-690, a P-691, a P-692, a P-693, a P-694, a P-695, a P-696, a P-697, a P-698, a P-699, a P-700, a P-701, a P-702, a P-703, a P-704, a P-705, a P-706, a P-707, a P-708, a P-709, a P-710, a P-711, a P-712, a P-713, a P-714, a P-715, a P-716, a P-717, a P-718, a P-719, a P-720, a P-721, a P-722, a P-723, a P-724, a P-725, a P-726, a P-727, a P-728, a P-729, a P-730, a P-731, a P-732, a P-733, a P-734, a P-735, a P-736, a P-737, a P-738, a P-739, a P-740, a P-741, a P-742, a P-743, a P-744, a P-745, a P-746, a P-747, a P-748, a P-749, a P-750, a P-751, a P-752, a P-753, a P-754, a P-755, a P-756, a P-757, a P-758, a P-759, a P-760, a P-761, a P-762, a P-763, a P-764, a P-765, a P-766, a P-767, a P-768, a P-769, a P-770, a P-771, a P-772, a P-773, a P-774, a P-775, a P-776, a P-777, a P-778, a P-779, a P-780, a P-781, a P-782, a P-783, a P-784, a P-785, a P-786, a P-787, a P-788, a P-789, a P-790, a P-791, a P-792, a P-793, a P-794, a P-795, a P-796, a P-797, a P-798, a P-799, a P-800, a P-801, a P-802, a P-803, a P-804, a P-805, a P-806, a P-807, a P-808, a P-809, a P-810, a P-811, a P-812, a P-813, a P-814, a P-815, a P-816, a P-817, a P-818, a P-819, a P-820, a P-821, a P-822, a P-823, a P-824, a P-825, a P-826, a P-827, a P-828, a P-829, a P-830, a P-831, a P-832, a P-833, a P-834, a P-835, a P-836, a P-837, a P-838, a P-839, a P-840, a P-841, a P-842, a P-843, a P-844, a P-845, a P-846, a P-847, a P-848, a P-849, a P-850, a P-851, a P-852, a P-853, a P-854, a P-855, a P-856, a P-857, a P-858, a P-859, a P-860, a P-861, a P-862, a P-863, a P-864, a P-865, a P-866, a P-867, a P-868, a P-869, a P-870, a P-871, a P-872, a P-873, a P-874, a P-875, a P-876, a P-877, a P-878, a P-879, a P-880, a P-881, a P-882, a P-883, a P-884, a P-885, a P-886, a P-887, a P-888, a P-889, a P-890, a P-891, a P-892, a P-893, a P-894, a P-895, a P-896, a P-897, a P-898, a P-899, a P-900, a P-901, a P-902, a P-903, a P-904, a P-905, a P-906, a P-907, a P-908, a P-909, a P-910, a P-911, a P-912, a P-913, a P-914, a P-915, a P-916, a P-917, a P-918, a P-919, a P-920, a P-921, a P-922, a P-923, a P-924, a P-925, a P-926, a P-927, a P-928, a P-929, a P-930, a P-931, a P-932, a P-933, a P-934, a P-935, a P-936, a P-937, a P-938, a P-939, a P-940, a P-941, a P-942, a P-943, a P-944, a P-945, a P-946, a P-947, a P-948, a P-949, a P-950, a P-951, a P-952, a P-953, a P-954, a P-955, a P-956, a P-957, a P-958, a P-959, a P-960, a P-961, a P-962, a P-963, a P-964, a P-965, a P-966, a P-967, a P-968, a P-969, a P-970, a P-971, a P-972, a P-973, a P-974, a P-975, a P-976, a P-977, a P-978, a P-979, a P-980, a P-981, a P-982, a P-983, a P-984, a P-985, a P-986, a P-987, a P-988, a P-989, a P-990, a P-991, a P-992, a P-993, a P-994, a P-995, a P-996, a P-997, a P-998, a P-999, a P-1000, a P-1001, a P-1002, a P-1003, a P-1004, a P-1005, a P-1006, a P-1007, a P-1008, a P-1009, a P-1010, a P-1011, a P-1012, a P-1013, a P-1014, a P-1015, a P-1016, a P-1017, a P-1018, a P-1019, a P-1020, a P-1021, a P-1022, a P-1023, a P-1024, a P-1025, a P-1026, a P-1027, a P-1028, a P-1029, a P-1030, a P-1031, a P-1032, a P-1033, a P-1034, a P-1035, a P-1036, a P-1037, a P-1038, a P-1039, a P-1040, a P-1041, a P-1042, a P-1043, a P-1044, a P-1045, a P-1046, a P-1047, a P-1048, a P-1049, a P-1050, a P-1051, a P-1052, a P-1053, a P-1054, a P-1055, a P-1056, a P-1057, a P-1058, a P-1059, a P-1060, a P-1061, a P-1062, a P-1063, a P-1064, a P-1065, a P-1066, a P-1067, a P-1068, a P-1069, a P-1070, a P-1071, a P-1072, a P-1073, a P-1074, a P-1075, a P-1076, a P-1077, a P-1078, a P-1079, a P-1080, a P-1081, a P-1082, a P-1083, a P-1084, a P-1085, a P-1086, a P-1087, a P-1088, a P-1089, a P-1090, a P-1091, a P-1092, a P-1093, a P-1094, a P-1095, a P-1096, a P-1097, a P-1098, a P-1099, a P-1100, a P-1101, a P-1102, a P-1103, a P-1104, a P-1105, a P-1106, a P-1107, a P-1108, a P-1109, a P-1110, a P-1111, a P-1112, a P-1113, a P-1114, a P-1115, a P-1116, a P-1117, a P-1118, a P-1119, a P-1120, a P-1121, a P-1122, a P-1123, a P-1124, a P-1125, a P-1126, a P-1127, a P-1128, a P-1129, a P-1130, a P-1131, a P-1132, a P-1133, a P-1134, a P-1135, a P-1136, a P-1137, a P-1138, a P-1139, a P-1140, a P-1141, a P-1142, a P-1143, a P-1144, a P-1145, a P-1146, a P-1147, a P-1148, a P-1149, a P-1150, a P-1151, a P-1152, a P-1153, a P-1154, a P-1155, a P-1156, a P-1157, a P-1158, a P-1159, a P-1160, a P-1161, a P-1162, a P-1163, a P-1164, a P-1165, a P-1166, a P-1167, a P-1168, a P-1169, a P-1170, a P-1171, a P-1172, a P-1173, a P-1174, a P-1175, a P-1176, a P-1177, a P-1178, a P-1179, a P-1180, a P-1181, a P-1182, a P-1183, a P-1184, a P-1185, a P-1186, a P-1187, a P-1188, a P-1189, a P-1190, a P-1191, a P-1192, a P-1193, a P-1194, a P-1195, a P-1196, a P-1197, a P-1198, a P-1199, a P-1200, a P-1201, a P-1202, a P-1203, a P-1204, a P-1205, a P-1206, a P-1207, a P-1208, a P-1209, a P-1210, a P-1211, a P-1212, a P-1213, a P-1214, a P-1215, a P-1216, a P-1217, a P-1218, a P-1219, a P-1220, a P-1221, a P-1222, a P-1223, a P-1224, a P-1225, a P-1226, a P-1227, a P-1228, a P-1229, a P-1230, a P-1231, a P-1232, a P-1233, a P-1234, a P-1235, a P-1236, a P-1237, a P-1238, a P-1239, a P-1240, a P-1241, a P-1242, a P-1243, a P-1244, a P-1245, a P-1246, a P-1247, a P-1248, a P-1249, a P-1250, a P-1251, a P-1252, a P-1253, a P-1254, a P-1255, a P-1256, a P-1257, a P-1258, a P-1259, a P-1260, a P-1261, a P-1262, a P-1263, a P-1264, a P-1265, a P-1266, a P-1267, a P-1268, a P-1269, a P-1270, a P-1271, a P-1272, a P-1273, a P-1274, a P-1275, a P-1276, a P-1277, a P-1278, a P-1279, a P-1280, a P-1281, a P-1282, a P-1283, a P-1284, a P-1285, a P-1286, a P-1287, a P-1288, a P-1289, a P-1290, a P-1291, a P-1292, a P-1293, a P-1294, a P-1295, a P-1296, a P-1297, a P-1298, a P-1299, a P-1300, a P-1301, a P-1302, a P-1303, a P-1304, a P-1305, a P-1306, a P-1307, a P-1308, a P-1309, a P-1310, a P-1311, a P-1312, a P-1313, a P-1314, a P-1315, a P-1316, a P-1317, a P-1318, a P-1319, a P-1320, a P-1321, a P

WHERE WE WERE

5 JUNE 1975

Messerschmitt

B 180	M 17	Sportflugzeug
B 181	U 12 a Flamingo (D-1258)	Schul- u. Sportflugzeug
B 182	M 18 b (D-1133)	Verkehrsflugzeug
B 183	BFW 1, Sperber (D-1315)	Schul- u. Sportflugzeug
B 184	M 20 b	Verkehrsflugzeug
B 185	M 23 b 1 (D-2015)	Sport- u. Reiseflugzeug
B 186	M 29 b (D-2306)	Sport- u. Reiseflugzeug
B 187	M 35 (D-3)	Sport- u. Reiseflugzeug
B 188	Me 109 B-1	Jagdflugzeug
B 189	Me 109 E-1	Jagdflugzeug
B 190	Me 110 G4b/R3	Nachtjäger
B 191	Me 163 B-1	Abfangjäger
B 192	Me 163 V 8 - 163 B-1 (VD + ER)	Abfangjäger
B 193	Me 210 A-1	Zerstörer
B 194	Me 262 A-1	Turbinen-Jäger
B 195	Me 263 V 1	Raketen-Jäger
B 196	Me 264 V 1	Kampfflugzeug
B 197	Me 264 V 1	Kampfflugzeug
B 198	Me 410 A-3	Aufklärer
B 199	Me 410 B-6	Zerstörer

Siebel

B 200	Si 204 D	Übungsflugzeug
-------	----------	----------------

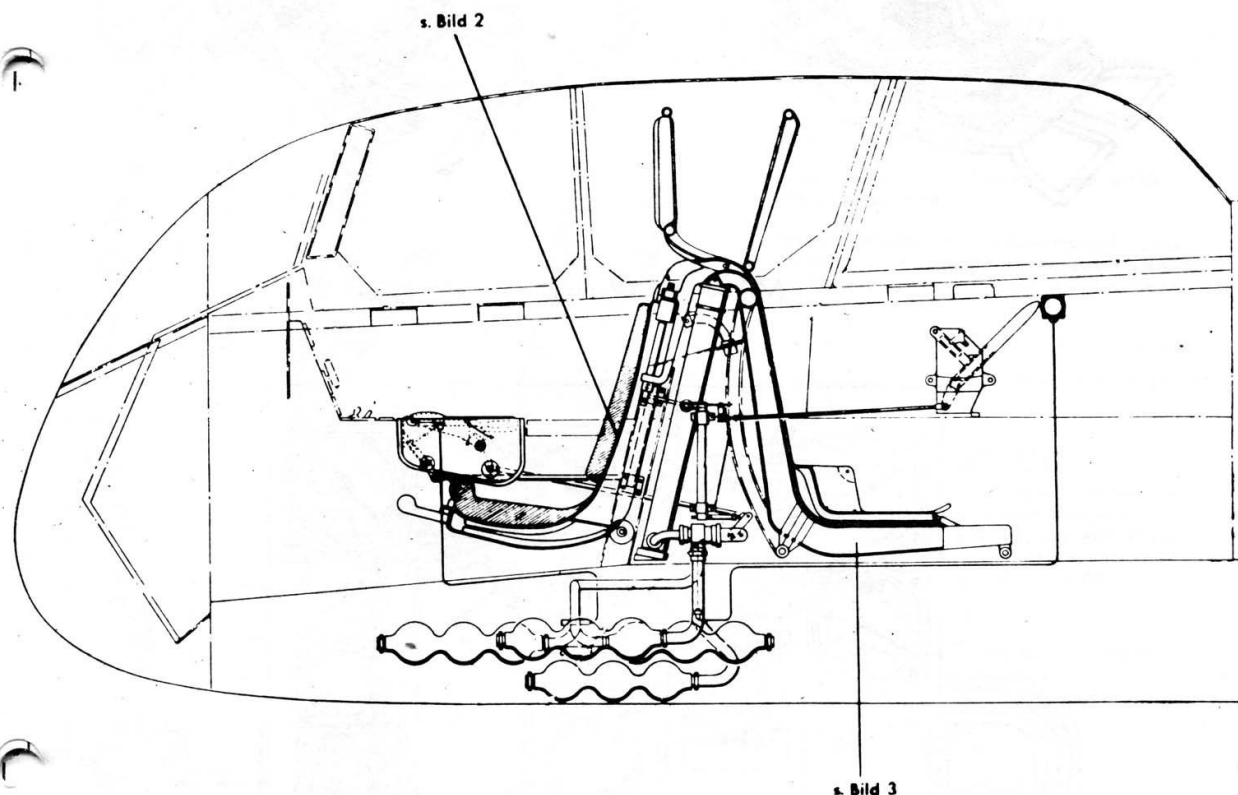
ARIZONA'S LARGEST HOBBY CENTER
ARTIST SUPPLIES ARTS & CRAFTS

VAL'S HOBBY HANGAR

5858 W. CAMELBACK RD.
GLENDALE, ARIZONA 85301
934-6174

PLANES - CARS - SHIPS - MACRAME - ARMOR MUSEUM
PEARLS - STAMPS

HEINKEL He 219 "UHU" COCKPIT



WHERE WE WERE

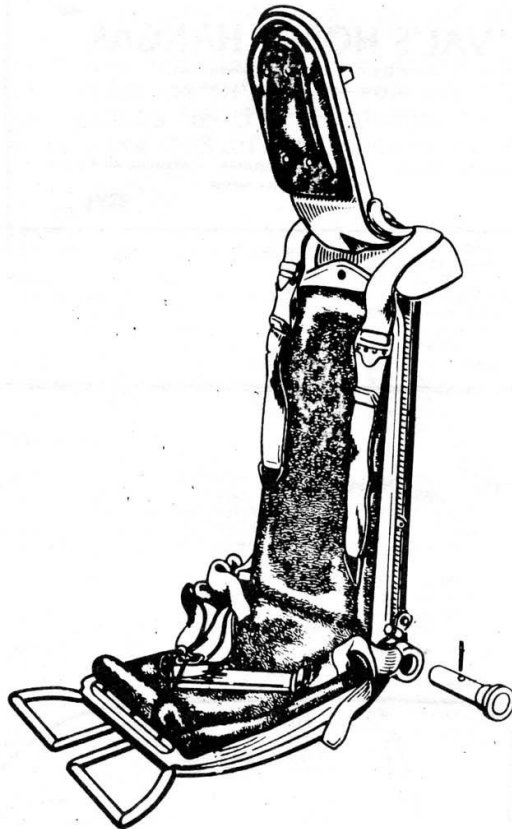
JUNE 1975

6

HEINKEL He 219 "UHU"

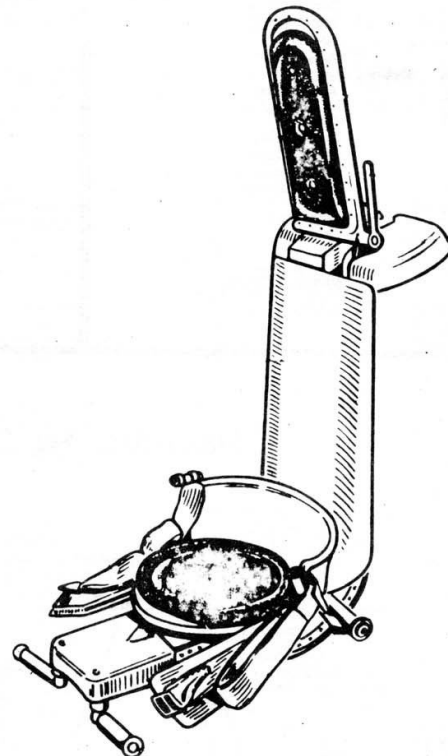
Bild 2

PILOT SEAT

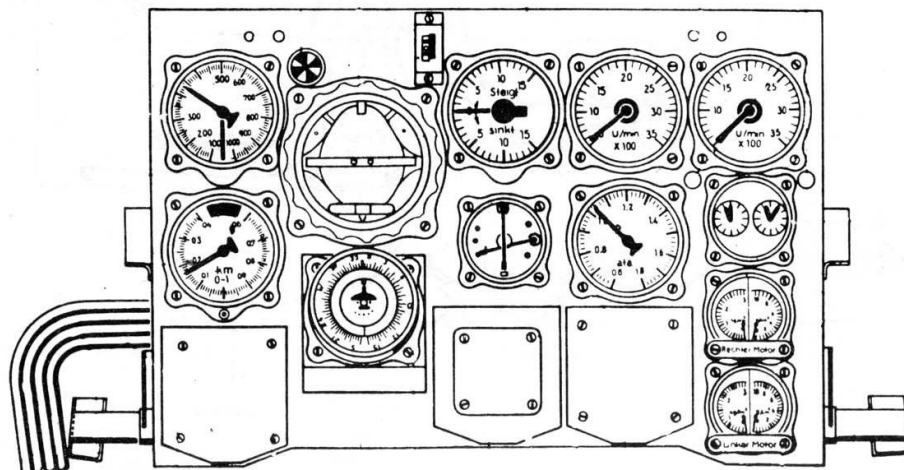


OBSERVER SEAT

Bild 3



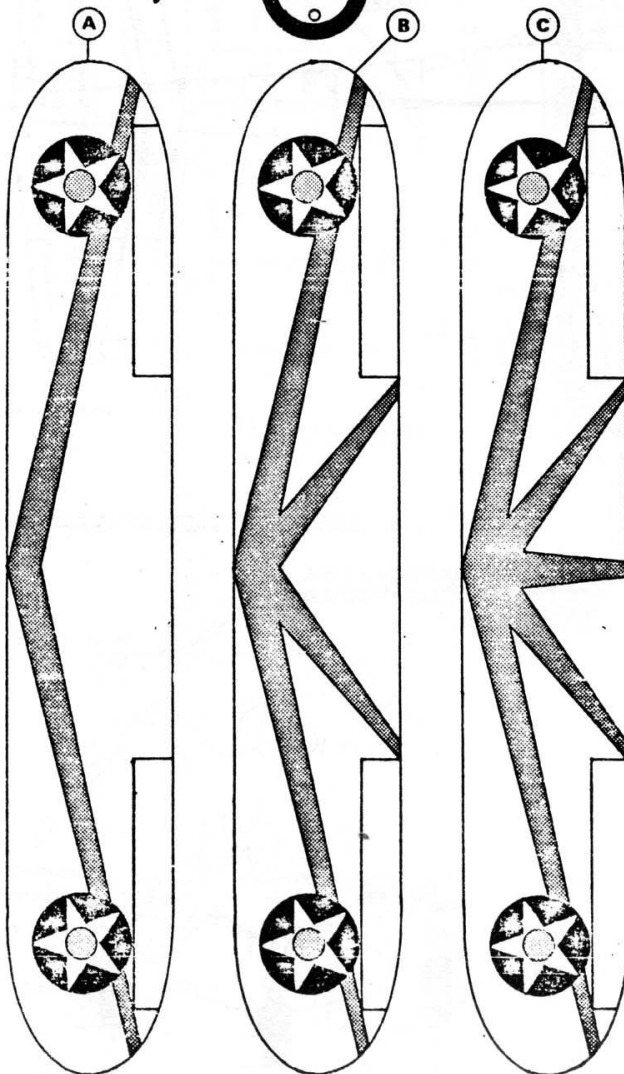
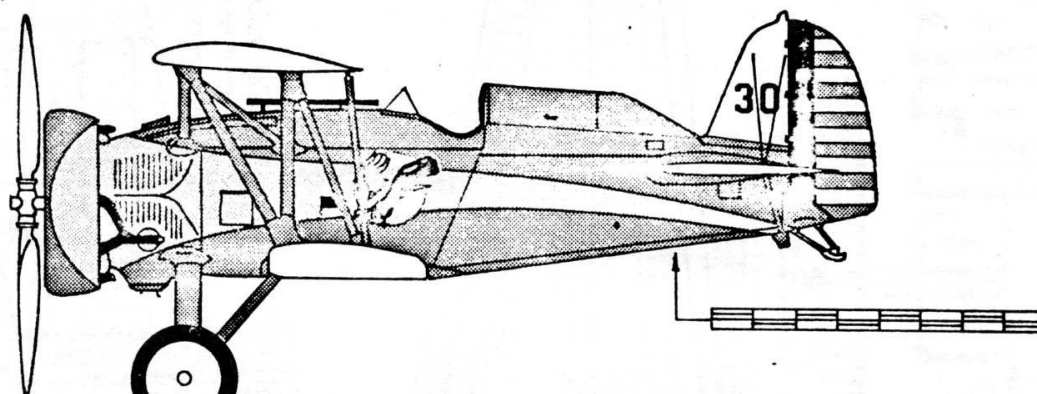
MAIN INSTRUMENT PANEL



WHERE WE WERE

7
JUNE 1975

The 27th, with the 17th and 94th, comprised the 1st Pursuit Group. The 1st was stationed at Selfridge Field, Mich. from 1922 to 1941. During 1933, while the 27th operated P-12E's, the 17th and 94th were using P-6E's and P-16's, respectively.



(A) Squadron member's stripes.

(B) Flight leader's stripes.

(C) Squadron C.O.'s sunburst.

COLOR NOTES

Fuselage, struts and landing gear: Olive drab.

Wings, tail and wheel discs: Army yellow-orange.

Fuselage stripe: Red-orange with black pinstripe.

Wing stripes: From photographs the color appears to be olive drab. Note: stripes are repeated on underside of top wing.

Engine nose case cover: Red-orange.

Cylinders, pushrods and intake pipes: Black.

TAIL NUMBERS

Squadron C.O.'s a/c number is possibly "30," but unconfirmed. Flight leaders are 36, 39 and probably 33. Other one-stripe aircraft are 31, 34, 38, 40, 47 and 49.

Any additional information would be greatly appreciated.

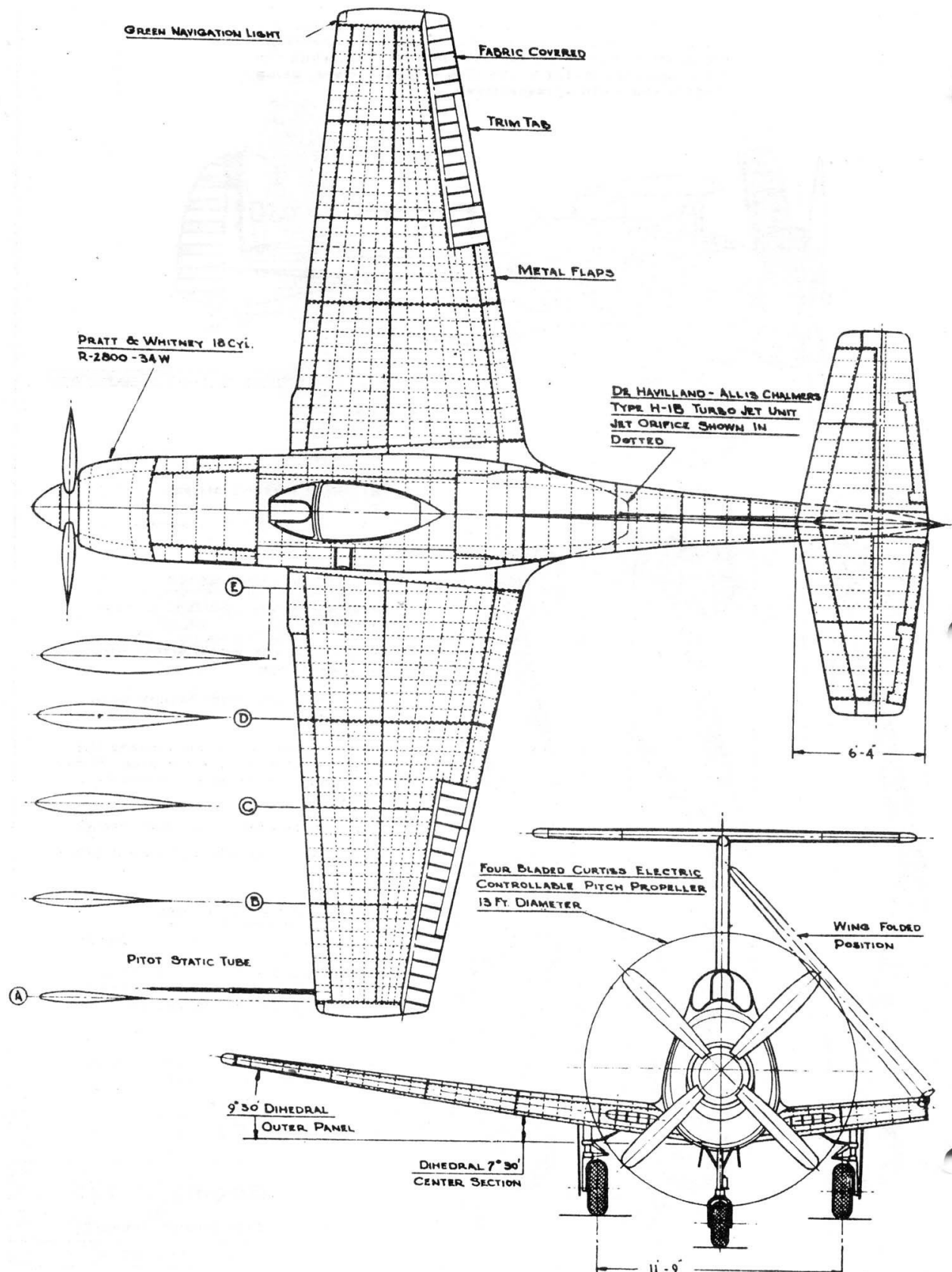
Boeing P-12E

27th Pursuit Squadron

CHARLES HYER

WHERE WE WERE

JUNE 1975



WHERE WE WERE

JUNE 1975

MAPlan-20

CURTISS XF15C-1

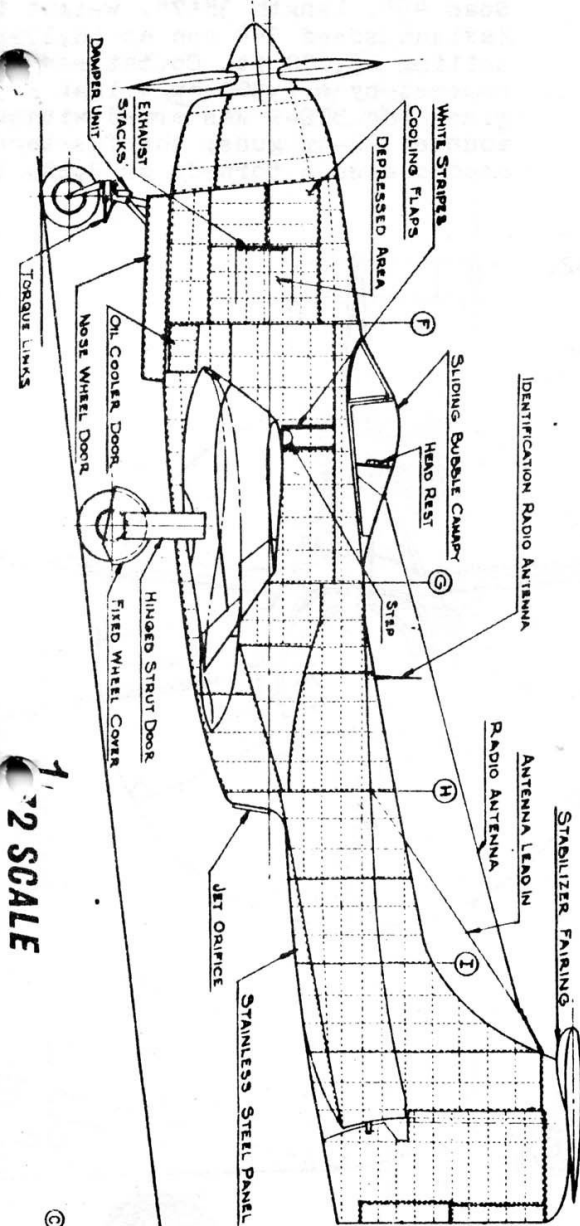
FUSLAGE SECTIONS

The Curtiss XF15C-1 was the last chapter in the long history of that company's relationship with the U. S. Navy. After watching the Navy award a contract for a new fighter to replace the Corsair, Curtiss was disappointed to learn that the Navy had chosen the Grumman F4F Corsair. The XF15C-1 was built for the Navy's "P-15" program, a competition for a new fighter to replace the Corsair. The XF15C-1 was built for the Navy's "P-15" program, a competition for a new fighter to replace the Corsair. The XF15C-1 was built for the Navy's "P-15" program, a competition for a new fighter to replace the Corsair.

Powered by a Pratt & Whitney R-2800-3W piston engine in the nose and a 2,200 hp turbojet engine in the tail, the XF15C-1 was a two-engine fighter. The XF15C-1 was built for the Navy's "P-15" program, a competition for a new fighter to replace the Corsair. The XF15C-1 was built for the Navy's "P-15" program, a competition for a new fighter to replace the Corsair. The XF15C-1 was built for the Navy's "P-15" program, a competition for a new fighter to replace the Corsair.

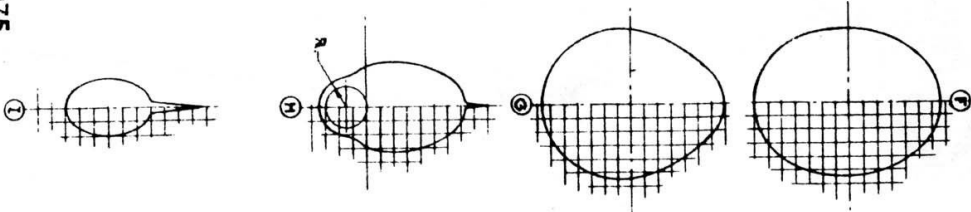
REFERENCES:

AIR FAIRING PICTORIAL, May, 1947 - full color picture.
HOBBS AIRPLANE NEWS, October, 1947 - small 3-view detailed drawing by Leonard Dornbush. To join with The Eagles by Murray Subenstein and Richard M. Goldman, 1974, good black and white photo, specifications and background information.



1/2 SCALE

© Copyright 1975
Miniature Aircraft



WHERE WE WERE

JUNE 1975

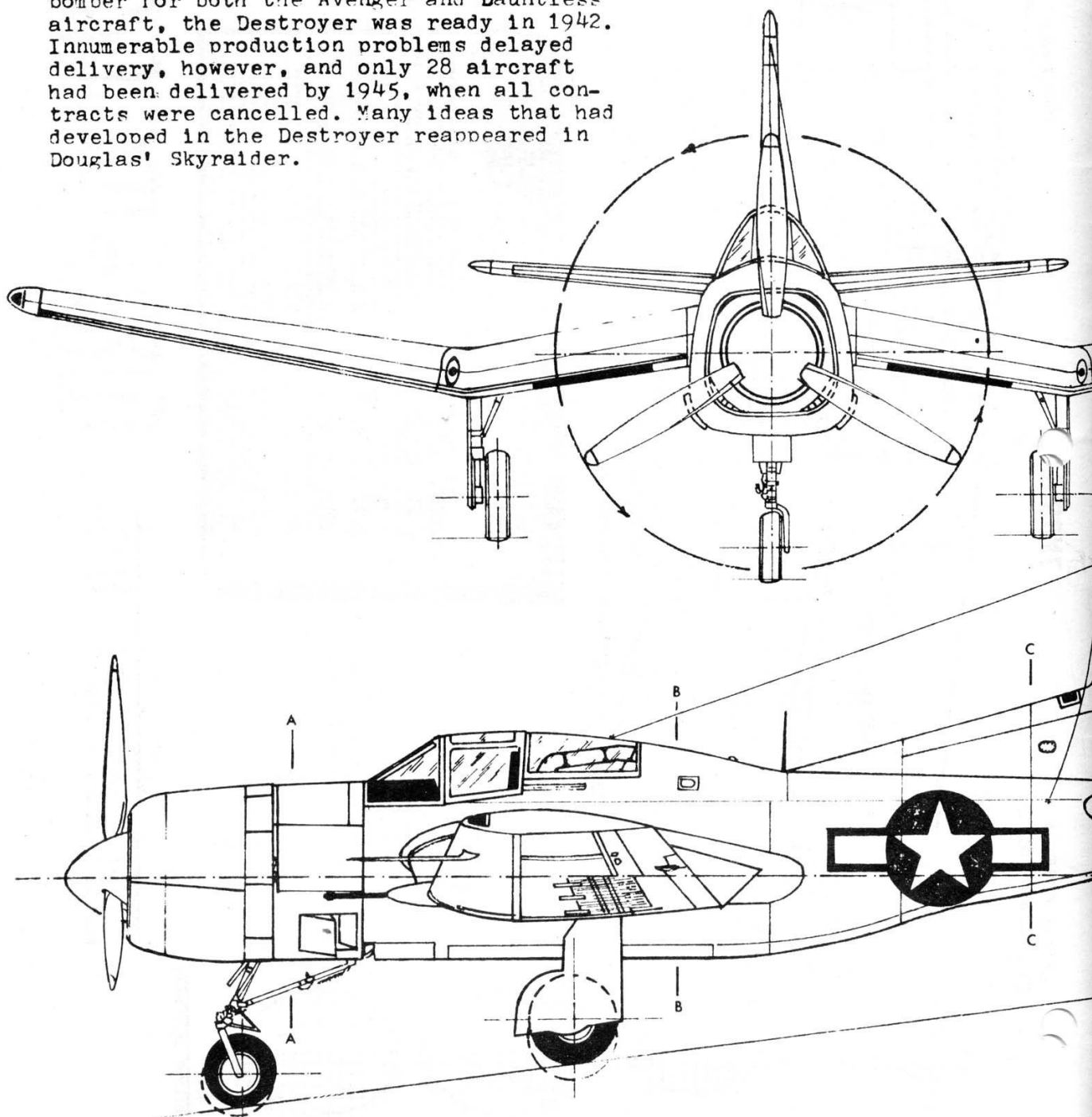
MAPIan-2 I

DOUGLAS BTD-1 DESTROYER

1/48 Scale

Span 45', length 38'7", weight 19,000 lb. Maximum speed 344 mph at 16,100 ft ceiling 23,600 ft. Combat range 1,000 miles. Powered by a 2,300 hp Wright R-3350 engine, the BTD-1 was armed with two mounted 20-mm guns; the fuselage bomb bay accommodated a torpedo or 3,200 lb.

Designed as a replacement dive/torpedo bomber for both the Avenger and Dauntless aircraft, the Destroyer was ready in 1942. Innumerable production problems delayed delivery, however, and only 28 aircraft had been delivered by 1945, when all contracts were cancelled. Many ideas that had developed in the Destroyer reappeared in Douglas' Skyraider.



Membership

For only \$1 a month you get all of this

- . Monthly club newsletter**
- . Discounted club T-shirts**
- . Modelzona**
- . Monthly Raffle Prizes**
- . Monthly contest awards**
- . Annual club Awards party**
- . And more**

Remember you have to be **in good standing, to enter and win competitions, get a copy of the monthly newsletter sent directly to your email, and vote for anything that the club brings to the table.**

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

2026 CLUB MEETING CALENDAR

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

JANUARY 2026

Tuesday 6th 7pm
Seminar/Speaker:

B&B Session 17th

JULY 2026

Tuesday 7th, 7pm
Seminar/Speaker:

B&B Session 18th

FEBRUARY 2026

Tuesday 3rd 7pm
Seminar/Speaker:

B&B Session 21st

AUGUST 2026

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

B&B Session 15th

MARCH 2026

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

B&B Session 21st

SEPTEMBER 2026

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

B&B Session 19th

APRIL 2026

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

B&B Session 18th

OCTOBER 2026

Tuesday 6th 7pm
Seminar/Speaker:

B&B Session 17th

MAY 2026

Tuesday 5th, 7pm
Seminar/Speaker:

B&B Session 16th

NOVEMBER 2026

Tuesday 3rd 7pm
Seminar/Speaker:

B&B Session 21st

JUNE 2026

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

B&B Session 20th

DECEMBER 2026

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



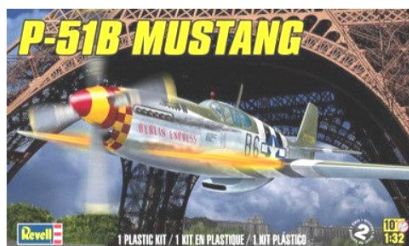
June Raffle

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

Item A: 1/72 Fujimi Nakajima Ki-84 Hayate "Frank"



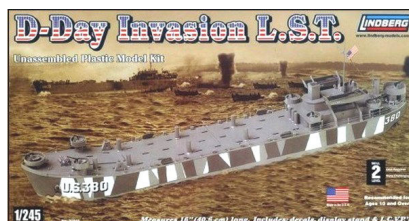
Item B: 1/32 Revell P-51B Mustang



Item C: 1/48 Italeri F-22 Raptor



Item D: 1/245 Lindberg LST



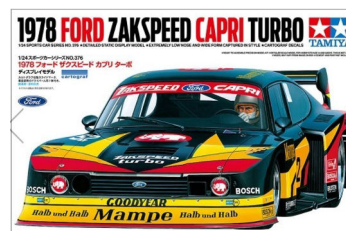
Item E: 1/35 Trumpeter E-50 Standardpanzer



Item F: 1/25 Revell 2014 Mustang GT



Item G: New From Hobby Depot: 1/24 Tamiya Ford Zakspeed CapriTurbo



UPCOMING EVENTS

November 14th—Modelzona

Alan Martel

Build and learn session.

All are invited, but focusing on the NW guys.

11 AM to whenever we raise the white flag.

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

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

Peoria, AZ 85345

The gate code for entry is #0908

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



IPMS Phoenix / Craig Hewitt Chapter

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

American Legion Post #1

364 N. 7th Ave.
Phoenix, AZ 85003

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

2026 Chapter Officers

President.....	Kevin Henthorn.....	kdhpolarbear@yahoo.com
Vice President.....	Scott Reigel.....	http://www.ipms-phoenix.com/
Secretary	Hal Sanguinetti.....	http://www.ipms-phoenix.com/
Treasurer	Bill Dunkle.....	http://www.ipms-phoenix.com/
Member At Large.....	Hal Sanguinetti.....	http://www.ipms-phoenix.com/
Membership Chair.....	Lyn Gorton.....	http://www.ipms-phoenix.com/
Webmaster.....	Michael Ronnau.....	http://www.ipms-phoenix.com/
Newsletter Editor	Lyn Gorton	lyngorton@hotmail.com

Useful Links

Bjorn Jacobsen—Aircraft Dioramas	www.dioramas-and-models.com
Plasmo—good visual instructions on “You Tube”	just search for plasmo
Trumpeter replacement parts	Joanna@trumpeter-china.com
Special Hobby	www.specialhobby.Ev/contact
Tamiya—US	support@Tamiya.com
MRCsupport@modelrectifier.com	
Rivet detail and schematic drawings	www.airwar.ru
Fine Scale modeling techniques	http://paulbudzik.com
“How to “Videos	Youtube.com/Andyshobbyheadquarters
Online magazine for all things avionic	www.wingleadermagazine.co.uk
Sky Harbor Informational site	http://www.visitingphx.com/index.html
Military Colors And Camouflage	http://www.theworldwars.net/resources/
Info on Aircraft Tyres	https://www.jupitor.co.jp/pdf/michelin_aircraft.pdf
Spare parts for Airfix	support.airfix.com/hc/en-gb/articles/360019394159-Spare-Parts
Video tour of USAF Museum in Ohio	https://aerodynamicmedia.com/usaf-museum-storage-video/
New digital magazine	www.phoenixscalepublications.co.uk
Swiss page covering aviation.	
Wide range of military subjects, airshows, color profiles, etc.	WINGS-AVIATION , www.wings-aviation.ch .
WW2 Video reference Site –Lots of Documentary DVD	www.victoryfilms.us
Aircraft Colors and Camo US Marine Corps	https://www.theworldwars.net/resources/file.php?r=camo_usmc#helotps
USAF National Museum Dayton Website	www.nationalmuseum.af.mil

If you have a good reference site let me have a brief description and a web address and we will keep this list as a reference.

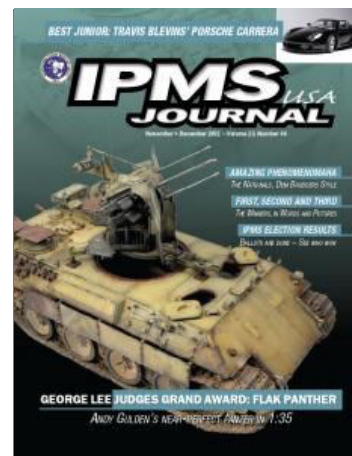
Join the IPMS/USA!

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

IPMS/USA PO Box 45235
Omaha
NE 68145-0235



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



CONTENT NEEDED!!!!

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

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

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

SUPPORT YOUR LOCAL HOBBY SHOP!



RIGHT STUFF,
RIGHT PRICE

www.thehobbydepot.com

109 E. Southern Ave.
Tempe, AZ 85282
(480) 968-1880

WAR BOOKS

AND HOBBIES

KEITH PEIPER, MANAGER

(480) 994-2263

AVALON_WAR_BOOKS@YAHOO.COM

WE BUY COLLECTIONS



**Rhino's
Hobby Tools
& More**

[f](https://www.facebook.com/Rhino's-Hobby-Tools-&-More) Rhino's Hobby Tools & More

Michael Ronnau
cactus_rhino@cox.net

space in miniature

Space modeling reference books
by Mike Mackowski.

www.spaceinminiature.com

www.airline-hobby.com

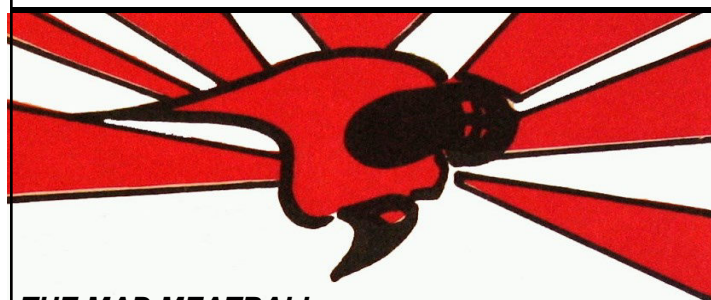
Your One Stop Source for
Scale Model Airliner Kits, Decals,
Diecasts and Accessories

HOBBY BENCH

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

602-995-1755

602-547-1828



THE MAD MEATBALL

MIKE CHOLEWA

602-944-4096

"DEALER IN PRE-OWNED PLASTIC"

12629 NORTH 21ST DRIVE

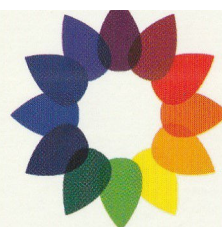
PHOENIX, AZ 85029



**ANDY'S HOBBY
HEADQUARTERS**



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



Scott Cohen

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

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

Tru-Color Paint

Model Railroad, Automobile,
and Building Paint

Sales: (714) 488-9779

Info: (623) 551-2548

www.trucolorpaint.com

SUPPORT YOUR LOCAL HOBBY SHOP!

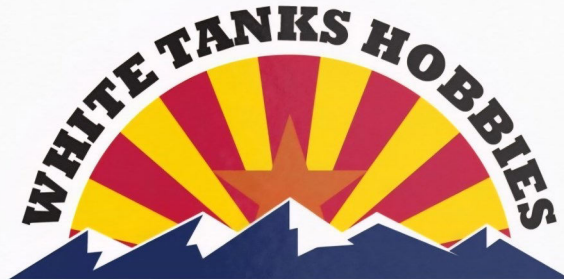


**DESERT SCALE
CLASSIC**

Model Car Championship

Second Saturday, Every April
Phoenix, Arizona

dsc-hq@cox.net
DesertScaleClassic.org



3D Printed Details

www.WhiteTanksHobbies.com

Bitchin
Bases



1/48 and 1/32 Scale Aircraft Display Bases for the Discerning Modeler

Laser engraved acrylic, accurate, detailed, durable, paintable and weatherable

US and Japanese WWII carrier decks, modern US carrier decks, and
modern US and Russian jet parking bases.

By a modeler for all modelers

Contact Scott Germain at LightAndLift@gmail.com
Search "B-Bases" on Facebook