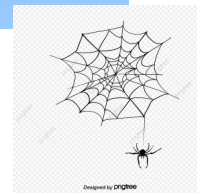


# THE CORSAIR

## *IPMS Phoenix / Craig Hewitt Chapter*



### Presidents Message

Hello everyone,

The September meeting was well attended considering the elevated temperatures for the evening.

Unfortunately, the air conditioning in the meeting room was not working and no one seemed to want to stay around for a "Model Therapy" session.

We will be holding elections for officers at the November meeting, their terms of service being up at the end of this year. The offices include:

President \*

Vice President \*

Secretary \*

Treasurer \*

Membership Administrator

Member at Large

(All officers with an \* must be members of IPMS/USA at the time they assume office.)

We will be accepting nominations from the floor at the October meeting. Each candidate (nominee) must be a member in good standing with dues paid for the current year.

I hope you have finished your "Outside of the Box" kits. These will be judged in a separate contest this month, 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. Please note that my email address is changing. I have included the new one at the end of this message.

My ongoing quest for seminars/presentations for next year continues as well. Please let me know if you have something you are willing to present at a meeting. Perhaps we will try to hold a "Model Therapy" session at a future meeting.

That's all for now. Keep on modeling!

Kevin

[kdhpolarbear@yahoo.com](mailto:kdhpolarbear@yahoo.com)

### Corsair Stop Press Dates 2025

January	27th
February	23rd
March	23rd
April	20th
May	25th
June	22nd
July	27th
August	24th
September	21st
October	26th
November	23rd
December	21st

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## September Raffle Winners





## September Raffle Winners



## September Display





## September Display



# September Competition (The Pacific)





## September Competition (The Pacific)



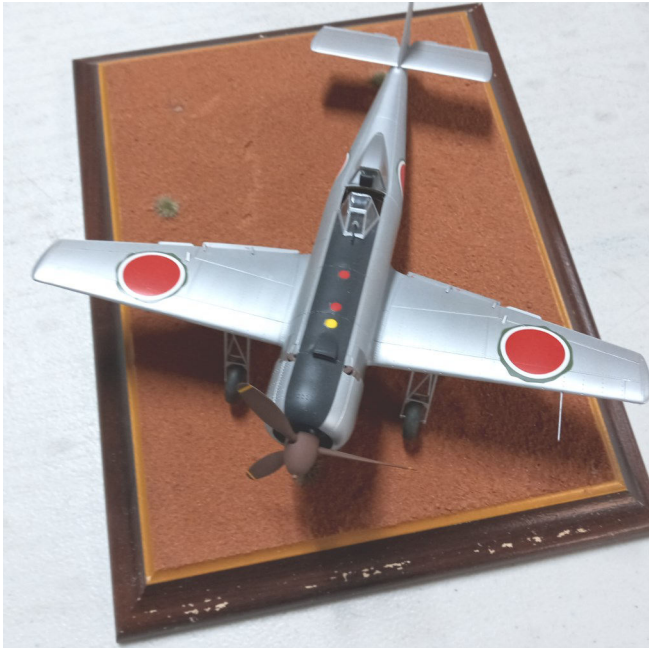


## September Competition (The Pacific)





## September Competition (The Pacific)



## September Competition (The Pacific Winner)





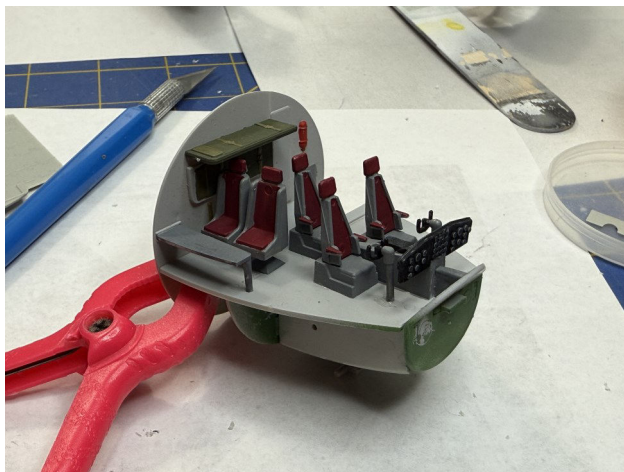
DC-130 Hercules Drone Controller  
1/72 scale Italeri kit  
Started 3/4/25, completed 4/22/25  
By Mike Mackowski

Many of you know I attended the University of Arizona back in the 1970s. During that period, I managed to visit the boneyard at Davis-Monthan AFB and attend some of their open house days. On one of those occasions, I photographed a static display of a DC-130E drone carrier with a couple of Ryan Firebees hanging on the wings. In 1987 I bought the 1/72 scale Italeri kit for \$18 at a hobby shop in St. Louis, where I was living at that time. Nearly forty years later, I finally got around to building it. My plan was to build it simply to add to my personal collection, so I was hoping to keep it pretty much out-of-the-box. Like these things go so often, it didn't turn out that way. I soon found out that the kit's pylons for the drones don't match the version I saw on the ramp in Tucson. The kit has two pylons on each wing. The aircraft I want to model had one drone on each wing plus the large fuel tank at the inboard position. The kit has a drone pylon at the inboard position, and it has a different shape when used in the outboard position. That required some surgery to replace part of the pylon with some sheet styrene, blend it into the existing part, and adjust the attachment pins.



DC-130 Hercules Drone Controller  
1/72 scale Italeri kit  
Started 3/4/25, completed 4/22/25  
By Mike Mackowski

The overall assembly of the kit (fuselage, wings, etc.) went smoothly. I only did a very basic paint job to the interior and did not bother to add seat belts or any details. You won't be able to see much anyway. The parts fit was excellent although the loading doors in the aft lower fuselage were a bit tricky to fit cleanly in the closed position. I jammed as much nose weight as I could fit. The main windscreen fit very nicely in the forward nose area. After some minor scraping and sanding, the main joints needed only a little putty to get a smooth seam.



The wings and engine pods also went together with few issues. There are some sub-assemblies that I painted prior to attaching. These included gear doors, props and spinners, and the fuel tank and pylons. I decided to paint the wings and fuselage separately before joining them. I can touch up the paint after that. Those assemblies are too big and awkward to handle or even fit in my airbrush booth.

After cleaning up the fuselage and wings seams, I got some Tamiya primer sprayed on to confirm it was ready for paint. I had a set of Southeast Asia colors from Ammo by Mig in dropper bottles. These were acrylics and I determined that water was fine for thinning. This paint had been sitting around for a few years without any use and the pigment in the light gray (undersides) settled stubbornly at the bottom of the bottle. Shaking was not sufficient and it needed to be opened up and the pigment stirred up from the bottom of the bottle. After that, it went on fine. I just used a drop of flow improver (no thinning). I got initial coats on the bottom of the fuselage and wings. While that was drying, I used white Stynylrez primer on the wheel hubs and inside of forward gear door.



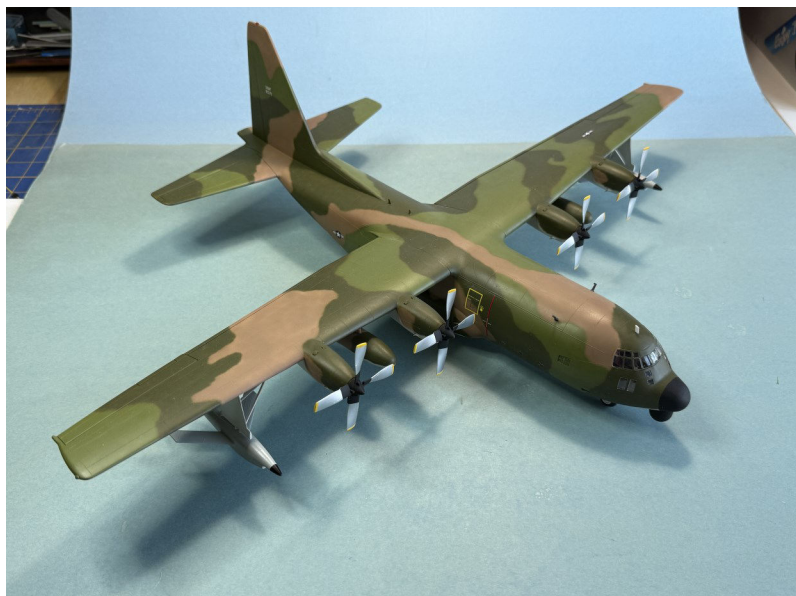


DC-130 Hercules Drone Controller  
1/72 scale Italeri kit  
Started 3/4/25, completed 4/22/25  
By Mike Mackowski

I discovered I did not have the brown color in the Ammo set, so I used Vallejo ModelAir which went on fine. Now it was time to do some masking to get the Southeast Asia pattern, using photos and kit instructions. I used some Loctite blue tack putty to mask the edges adjacent to the brown color. Then I needed two sessions (the airbrush seemed to get clogged up) to get the FS34079 pattern on. This was the MIG AMMO paint, thinned with a drop of water and a couple drops of flow improver. I used an edge template that I cut from cardstock to achieve the wavy the edge of the lower pattern. These edges will no doubt require a bit of touch up to get rid of the occasional overspray. After I got the green shade complete, I removed the blue tack as it can leave a slight residue. There was indeed, a light stain, but sticking the blue putty on it seemed to remove most of it.

I was going to start the FS34079 dark green when I noticed the green I painted previously WAS the FS34079 dark green, not the lighter FS34102. I painted the wrong color in the wrong places. Crap. So I had to paint over all of that. Fortunately, it went much faster since I already had defined the color demarcation lines. I also turned down the airbrush pressure to around 10 psi, which allowed more manageable free-hand edge painting.

With the painting complete, I glued the wings on. Once set, I touched up the joint with a very small amount of Perfect Plastic Putty. The wing joint was excellent, and I only needed to fill the gap a bit. When that was cured, I brushed on the color to cover the putty.



DC-130 Hercules Drone Controller  
1/72 scale Italeri kit  
Started 3/4/25, completed 4/22/25  
By Mike Mackowski

I scrounged around for decals since the kit-provided markings did not match the Davis-Monthan aircraft. Fortunately, there were only a very few markings on the plane. I brushed on some Future in places where the decals would go. I did not want to paint the entire model in a gloss coat for a handful of markings, only to have to recoat it with flat. I had various general sheets of "USAF" markings and white and black numbers. Some were rather old and fell apart when I applied them. But after some decal repair solution and additional fiddling, I applied the tail numbers to my satisfaction. The tiny white "USAF" lettering on the tail needed a bit of watered-down clear Elmers to get a smooth application. Only a few of the kit decals were needed, as this was a very plain aircraft.



The Future was a bit thick in places and stood out after the decals went on, so I brushed on some Micro Flat. I followed that with some airbrushed Micro Flat, thinned with a couple drops of water. Two coats took care of almost all of the glossy areas. I set the airplane aside and started working on the remaining parts.

The propellers were primed with Tamiya white, then I masked the tips and sprayed Vallejo aluminum. After removing the tape, I hand painted two coats of Vallejo chrome Yellow. Then I glued the hubs to the blades. The kit is designed to allow the props to spin if you glue it carefully enough.

In between, I cleaned up the landing gear wells and glued on the wheels. The main gear tires were a snug fit, and they scrape against the edges of the wells, but they seem to fit at the same level. I used a piece of glass to verify all wheels would be touching the ground.





DC-130 Hercules Drone Controller  
1/72 scale Italeri kit  
Started 3/4/25, completed 4/22/25  
By Mike Mackowski

I finally started building the RPVs (remotely piloted vehicles). Those went together well but I had to add small fins to the tail stabilizers. Although I only need two, I built up and painted all four. I primed them with Tamiya white, touched up the joints, and followed up with several coats of Mission Models Aircraft Gray. I thinned it with some Mr. Color Leveling Thinner and a drop of Vallejo flow aid. When I saw some areas that still had seams showing, a light tap with a Q-tip actually took some paint off. This is typical for Mission Models – this paint is very fragile. After several light coats and spot touch-up, the gray paint was complete. Then I sprayed some old Testors Glosscote lacquer to protect the finish and prepare for a couple tail numbers. Two drones had the stabilizer fins added, another will be a paint mule of sorts. I painted the fourth drone a bright orange. The only orange I had was an old Testors square bottle enamel. I had some other options but they all went bad. I thinned this with Mr.Color Thinner and it worked great. (I rarely use enamels anymore but am happy to use up what I have.)



These drones have very few markings. The kit had decals for an orange Navy target drone, so I used those on the colored one. The two on the DC-130E had just a tail number (“M 36”) so I made up “M 34” for the other drone. The one close-up photo I took in 1976 shows a tiny crew chief stencil on the nose but it’s so small I didn’t bother. I started picking out some number decals I had in my stash, but these were so old that when I applied them, they fell apart even with a coat of Micro decal saver. So I just printed some on my laser printer, coated them with the Micro sealer, and they went on fine.

The Testors Glosscote gave the models a satin finish, and not very glossy, even after a second coat. It worked well enough for the gray drones. After wrapping up the decals on the extra gray drone and the orange one, I tried out some Createx Colors UVLS Clear 4050 Gloss thinned (around 50-50) with Createx 4011 Reducer. These were finishes I bought at the 2023 IPMS Nationals and had never used. I bought them since they claimed to be water-based, but they recommended using their own thinner and cleaner. At least I had the thinner, but I used lacquer thinner for cleaning my airbrush for this initial evaluation. The finish came out nice – not super glossy but smooth enough.

DC-130 Hercules Drone Controller  
1/72 scale Italeri kit  
Started 3/4/25, completed 4/22/25  
By Mike Mackowski

Now that the drones were completed, it was time to attach them to the pylons. This revealed a serious problem as they did not fit. The modified pylon interfered with the tail pitot tube. The kit pylon shape was different and did not have this conflict. One would expect that an experienced builder like myself would have checked the fit much earlier in the project, but I only did a very basic amount of research on what the kit represented versus what I saw on the ramp in 1977.

After staring at photos a while, I concluded the reconnaissance drones were later model AQM-34L or -M versions with a longer fuselage. The earlier target versions were about five feet shorter, which is what is in the kit. I fixed the problem by enlarging the notch at the rear of the pylon, giving just enough clearance to allow the drones to fit, and I glued them in place. Close enough.

Allowing the glue to set overnight with the model upside down, I painted and applied the three tiny antennas on the top of the forward fuselage. I replaced the blade antenna with a piece of styrene. Then I scratch built a basic cart so I could display one of the extra drones. I saw several versions of carts, so some Evergreen I-beams, strips, and wheels from the spares box were combined to make a representative cart.

#### Background Information



The Strategic Air Command (SAC) initially 100th Strategic Reconnaissance Wing (100 DMAFB), Arizona. In 1976, the 100th's DC-130s and drone assets were transferred to the 432nd Tactical Drone Group of Tactical Air Command (TAC) at DMAFB. The main motivation to build this model were photos I took of this aircraft at an open house at DM in March of 1976 (below).

operated DC-130s assigned to its SRW) at Davis–Monthan AFB

Reconnaissance drones were much larger and heavier than target drones, meaning the DC-130As could only carry one reconnaissance drone pylon under each wing. When some C-130E aircraft were converted to drone carriers as DC-130Es for USAF, they retained the underwing tanks and the drone pylons were installed outboard of the engines. The DC-130Es also differed from the DC-130As in having a chin radome containing a microwave guidance system in addition to the nose thimble radome which housed tracking radar. Note that this kit had the standard C-130 radome and I did not attempt to replace it with the longer nose. The kit had the chin radome, so that was included on the model.

The Q-2C/BQM-34A Firebee target drone was modified for the reconnaissance mission and designated AQM-34. Sensors included various cameras to satisfy the many different objectives of both low- and high-altitude sorties. This resulted in a longer nose on the drone. The drones in the kit are the original BQM-34 target drones with a short nose. I did not attempt to make that modification, as my approach was “finished is better than perfect.”

#### References:

[https://en.wikipedia.org/wiki/Lockheed\\_DC-130](https://en.wikipedia.org/wiki/Lockheed_DC-130)

<https://robdeb主.home.xs4all.nl/aqm34/dc130.htm>



# Competition info

From Contest Coordinator: Terry Schuler

The contest theme for our October club meeting contest will be "People's Choice". That of course means that you, the attending members will get to enter any category and scale of model. The models will be judged by popular vote. Each member can only Vote (once) for the model they choose as the best, by simply writing the entry number of the model on the official voting ticket to be provided. The voting tickets will consist of a small rectangular piece of paper, to be deposited into the collection jar. Points will still be awarded as usual, using our current contest rules.

We will also be voting on the contest categories for 2026. These categories were selected by some of our club members suggestions, along with some of the more popular categories from last years vote that did not make the cut due to causing duplicate type categories. Each member will be allowed to vote for 10 categories.

The vote total will be used as a guide to establish the category list to be as inclusive as possible to the wide variety of models our club members have on their workbenches.

Suggested categories for 2026:

1. Sci-Fi
2. What ifs / Prototypes
3. Welcome to the Braille Scale. 1/72 scale or smaller.
4. Figures / including 3-D printed
5. People's Choice
6. Early jets 1940's - 1950's. any scale
7. Gundam
8. Egg Layers. Any aircraft specifically designed to drop bombs.
9. Blue Birds. Navy or Recon. any aircraft painted blue.
10. The Luftwaffe
11. Friendly skies. Any Passenger or Private aircraft
12. Modern Warfare
13. World War II, Twin engine aircraft. (Any scale)
14. Whirly Birds (Any Helicopter)
15. The Russians are coming. Anything Russian.
16. VietNam War
17. Moving on, Any Truck, Tractor Trailer, Box Truck, Step Van, Automobile, Race car, Dragster, Race truck.
18. Big guns. (War Ships) Any ship with gun turrets, exposed main guns. i.e. Corvettes to Battle ships.
19. Armor. Tanks or wheeled armored vehicles, any era, country. (any scale)
20. Cruising to gut: Street Rods to the family sedan. Anything seen cruising around on a Saturday night.
21. Large scale models 1/32 scale or larger
22. Ships and boats

## “Outside of the Box” Contest Update

### A Showcase of Imagination

We kicked off our 2025 Group Build Event at the May meeting with an enthusiastic response and between the May and September gatherings we’ve issued over 35 kits for the event! Several members purchased multiple models, so I’ll be looking forward to seeing what they do with them!

The Contest’s exciting conclusion will take place at the October meeting, with judging being conducted through a People’s Choice format to coincide with our theme for the regular monthly contest (please see Terry’s update here in the Corsair for more details).

Judging for both contests will be by secret ballot, with every member in good standing receiving a separate voting slip for each of the contests. Model entries on the table will be numbered, so voting is a simple matter of indicating your “Choice” for the Regular Contest and also for Outside of the Box, then placing your slips into the corresponding ballot boxes.

Results will be tallied up after the break with the winners announced and prizes awarded immediately thereafter.

### People’s Choice Ballot

Entry # \_\_\_\_\_

One white ballot per member.  
Please place your completed ballot in  
the **White** Ballot Box.

### Outside of the Box Ballot

Entry # \_\_\_\_\_

One red ballot per member.  
Please place your completed ballot in  
the **Red** Ballot Box.





# *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)

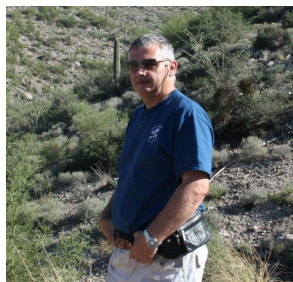
**August: No Contest / Club Swap Meet**

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



Ed Kucharski sent me this picture of a Hawker Hurricane fitted with a bubble canopy. I must confess I did not know of such a configuration. If anyone else can shed some light on this please email it to me and I will put it in the next Corsair

If you were at the club annual swap meet in August you will have seen Dan Baker displaying and selling some of the kits and tools from a donated collection. If you missed out on this opportunity Dan will have a vendor table at Modelzona where he will be selling a host of kits (Including Laser Cut) and tools at ridiculously low prices. I encourage you to check out his table as there will be some good bargains to be had





# WHERE WE WERE

SEPTEMBER/OCTOBER 1974

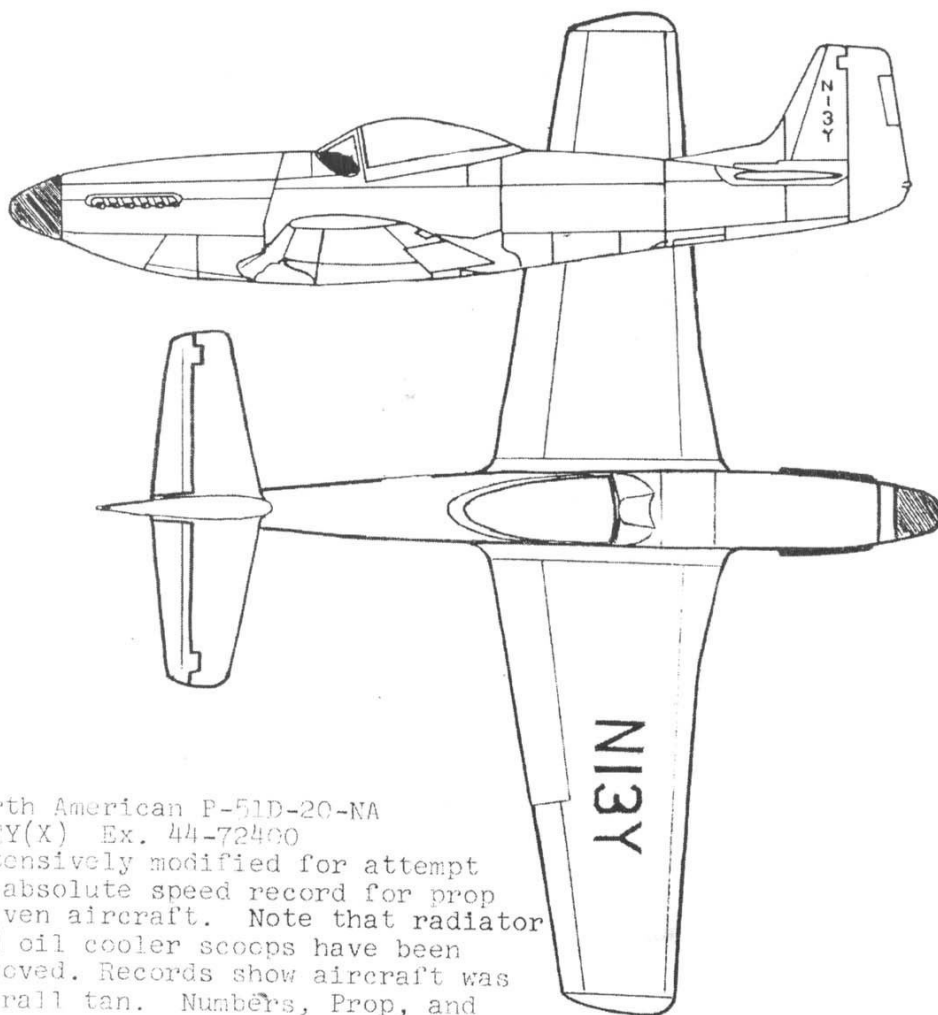


## dirty plastic

ARIZONA HISTORICAL MODELERS SOCIETY IPMS/PHOENIX  
2033 N. 11th Ave. Phoenix, Arizona 85007

No. 39/  
40

SEPT/OCT.  
1974



North American P-51D-20-NA  
N13Y(X) Ex. 44-72400  
Extensively modified for attempt  
at absolute speed record for prop  
driven aircraft. Note that radiator  
and oil cooler scoops have been  
removed. Records show aircraft was  
overall tan. Numbers, Prop, and  
Spinner are glossy black. Photo-  
graphed at Miami Int'l Airport,  
Miami, Florida, on Aug. 9, 1955.

B. Balze 1974

# WHERE WE WERE

## SEPTEMBER/OCTOBER 1974

## DIRTY PLASTIC

ISSUE NO. 39-40 OCTOBER, 1974

DIRTY PLASTIC is a publication of the ARIZONA HISTORICAL MODELERS' SOCIETY, IPMS/PHOENIX. Subscriptions are \$3.50 a year. Membership dues, including a subscription to DIRTY PLASTIC, are \$6.00 a year.

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

## SUPPORTING HOBBY SHOPS

Longman's Hobby Craft, 49 E. Broadway, Tempe (957-7241)  
Webster's Hobby Shop, 30 E. Camelback, Phoenix (266-5343)  
Val's Hobby Hangar, 4840 N. 59th Ave, Phoenix (934-6174)

## ARIZONA HISTORICAL MODELERS' SOCIETY

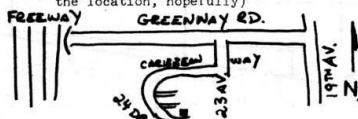
The Arizona Historical Modelers' Society, IPMS/Phoenix, is an organization of modeling enthusiasts dedicated to the improvement of this activity in the Phoenix area, and to the collection and distribution of information concerning models of aircraft, ships and vehicles, and their historical backgrounds. 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, #2, 4426 N. 28th Street, Phoenix, AZ, 85016 (956-1518)  
Secretary-Treasurer: Charles K. Krause, Jr. 2033 N. 11th Ave. Phoenix, AZ 85007 (253-5430)  
Circulation Manager & Art Director: Heinz F. Jacobs, 14815 N. 24th Drive, Phoenix, AZ 85203 (942-2962)

## MEETINGS

SOCIAL: Monday, Oct. 28, 1974. 7:30 pm.  
Heinz Jacobs', 14815 N. 24th Drive, Phoenix, AZ (942-2962) Map below shows the location, hopefully!



BUSINESS: Monday, November 11, 1974 7:30 pm.  
Brian Baker's New Apartment. 4426 N. 28th Street, #2. Phoenix. (956-1518).  
NOTE: This is just across the alley. Enter the same way as before, between the apartments, and look for the yellow sailboat hanging in the patio. It will now be on the south side, the second door from the front. Call if confused.

## THE PRESIDENT'S PAGE

BRIAN R. BAKER

Due to circumstances entirely within our control, we have decided to make this issue a double issue, in order to make up for last month's "Phantom" issue. That's right, it didn't make it to the printers. There are a lot of reasons for this, not the least of which were that your erstwhile editor (1) got married, and (2) moved. As this sort of thing tends to disrupt regular activities such as getting periodicals out on time, and, heaven forbid, getting a model or two assembled to the degree that a review can be written on it, we blew it, and the double issue is done as a sort of sackcloth and ashes act.

Anyhow, things are back on schedule again, and we should continue to be a monthly from now on. Promises, promises . . .

## AIR DISPLAY AT LUKE AFB

B.R.B.

There was a small but well attended air display at Luke AFB on the 20th of October. The whole affair was highly informal, which meant that it was easy to get to the areas where you could photograph the aircraft. The show supposedly started at 9:00 AM, so I, along with Ray Sweet, showed up about 7:00 AM, and we had the whole line to ourselves. Not much new was there, except for a rather offbeat F-111A and a strangely painted T-38A. Aircraft on display are listed below.

O-1E	N5205G	C.A.P. Aircraft
U-6A	N5231G	C.A.P. Aircraft
CH-3	67-14720A.	(LA Codes) A.F. Reserve Unit.
UH-1P	63-13160	(LA Codes) Luke-based.
F-4C-MC	63-7631A	Three a/c of 58 TPTs, Based at Luke. All Camouflaged, bearing (LA) codes.
F-104G	63-13248	Used for training Luftwaffe pilots. Many based here.
TF-104G	63-13249	Two Seater. All silver.
T-37B-CE	63-8454	All-white (new) scheme. From Williams AFB.
T-38A-NO-75	68-8186	All white. Williams base.
T-38A-15-10	(O-80618)	Serial not deciphered. Clean.
F-101B-MC	57-417	ND-ANG's Hooligans.
F-102A	57-800	CALIF ANG.
F-5E	72-01401	Unusual finish. Not definite.
T-38A	71-3188	Camouflaged. Fr = DM-APB.
A-7D	70-1008	Camouflaged.
F-100D	56-3037A	(GA) Codes, camouflaged.
F-105G	63-8321	Camouflaged, Black U/S. Code
F-111A-CF	67-52A(?)	Thunderbirds' New Aircraft.
T-38A	#7	

## MORE AGGIES: THE WILDCAT SPRAYERS

B. R. BAKER

Frequently seen at some of the more obscure airstrips during the late 1950's, the General Motors FM-2 Wildcat fighter was never really popular as an agricultural aircraft, but it did have a number of advantages that made it useful for spraying and aerial application in general. It was a powerful aircraft with relatively light wing loading, especially after the combat equipment and armor had been removed. Also, the aircraft were available at cheap prices, since they had no other commercial potential, except as sport aircraft, and there were too many P-51D's available offering substantially higher performance for about the same cost. So, it was spray or be scrapped, and a number of them did spray.

Wildcat N29B was around the Phoenix area during 1957 and 1958 in at least two configurations. The aircraft had a black fuselage, with white numbers and checkerboard pattern around the engine cowlings. I have one set of photos which states that the aircraft was silver and black, but from examination of photographs, it appears that the wing tanks were silver, while the letters, checkerboards, and control surfaces were white, although it is possible that the rudder, elevators, and ailerons had been recovered, and were left in silver paint. The aircraft would have appeared somewhat weathered, as most of these planes were very grubby after a season of operational flying. Later, I photographed this aircraft at Safford, Arizona (July, 1958), and the aircraft had four tanks, the extra two being mounted in a manner similar to that of N20HA, using the pylon mount. The underwing tanks were also black.

Another Wildcat seen in the valley during this period was N20HA, which, from 1956 on, was always equipped with four tanks. Early photos show the aircraft painted dark blue, with chrome yellow trim and letters. From 1957 to 1958, the aircraft had apparently been repainted, albeit to the same pattern, as notes show it to be black and yellow. The main fuselage and vertical fin were black, and everything else was yellow, except for the registration on the side of the fuselage, which was probably white.

The possibilities for kit conversions to these aircraft are limited, but either the Airfix or Hawk FM-2 would probably be sufficient, since they are both useful kits. The only changes would be in the installation of wing tanks and the applicator gear, and these would be relatively simple. I would suppose that the Airfix P-38 wingtank would be proper for the underwing tank on the FM-2, while the tip tanks are slightly smaller. It is worth a try, anyway. Good luck.

## KIT REVIEW CORNER

B.R. BAKER

## THE MATCHBOX TANKS: Sherman Firefly, Panther G, &amp; Comet. (1/76)

Although Val has recently obtained all three of these kits, I have only built the Firefly, since it has been available the longest. In few words, the kit is excellent, and is very quickly assembled, if a little care is taken. There are good points and bad points. Let's look at the bad first, since this one factor is minimal. The tracks have to be installed on the bogies before the hull top and bottom can be joined. This means that the tank has to be painted, then the tracks and suspension system assembled, and then the bow plate is glued. Since the bow plate is not cracked at that point, a seam results that has to be filled. This needs to be puttied, sanded, and refinished. It is a little awkward, perhaps, but not beyond the scope of the average modeler.

Now, on to the good news. Matchbox has been the first firm manufacturing 1/76 scale armor to produce a workable and satisfactory rubberized track system. This one snapped together without glue, clothespins, vises, staples, or epoxies. It just went together. That's all. Remarkable!

The Panther G (Why couldn't someone have done the earlier D or A versions?) looks like a good kit. The outline looks accurate, and it seems to be straightforward in assembly technique. The tracks also appear to join properly, so we'll give Matchbox credit for another good Panther in 1/76.

The Comet (A34 Mk.1) also looks like it is up to Matchbox standard. Again, the tracks assemble easily, and the detail and casting look excellent. These kits come cast in two colors, and include, for the tiny tots, a cast piece of real estate on which to mount your tank. So, if you want to become a landowner and model builder in one fell swoop, here is your opportunity.

## THE HASEGAWA "DUCE AND A HALF"

In keeping with their 1/72 scale series, Hasegawa has just released a kit of a very popular vehicle, the GMC CCKW-353 military truck. This truck was built in numerous variations, and over 800,000 were built, mainly by General Motors. There are many conversion possibilities.

The kit itself appears to be rather simple and easy to construct, and would lend itself well to airfield dioramas, especially those in 1/72 scale.

## THE HELLER TRIO

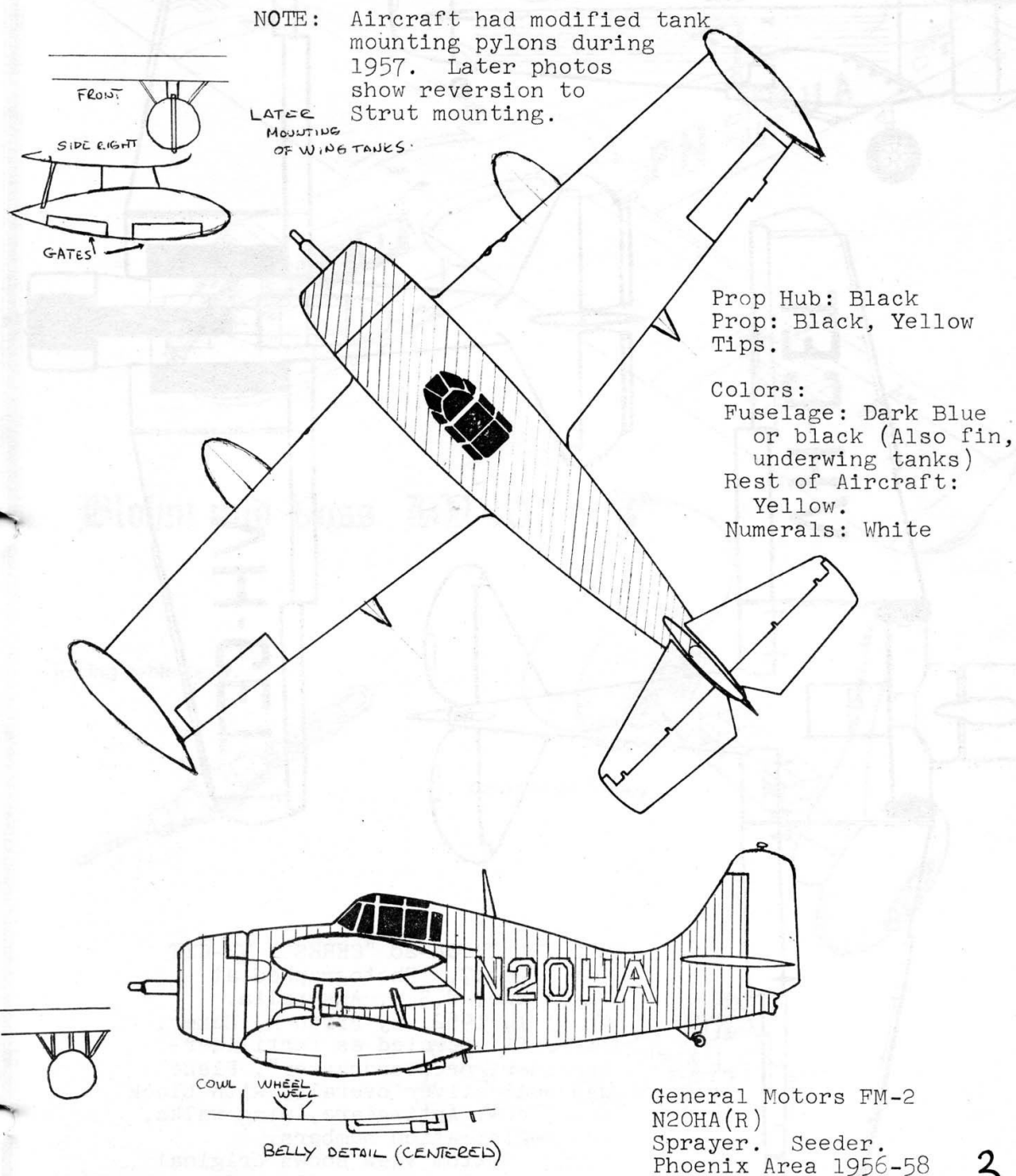
There has been at least one benefit from the French individually in catering to the Arabs, and that has been the number of new kits that has been coming from Heller in recent years.

Recently, three new kits have arrived, and a fourth is available elsewhere. In 1/72 scale, Heller's P-51D appears to be a pretty good kit, although I have not put one together yet. The surface detail is infinitely better than the Matchbox kit, and the kit is designed so that either early or late versions, depending upon fin extension, can be built without butchering up the kit. The fin is left off, to be added if desired. The panel detail is raised rather than recessed, which is to the negative. Hopefully, Heller has produced an accurate and usable P-51D in 1/72 scale. Now we'll just await Hasegawa's.



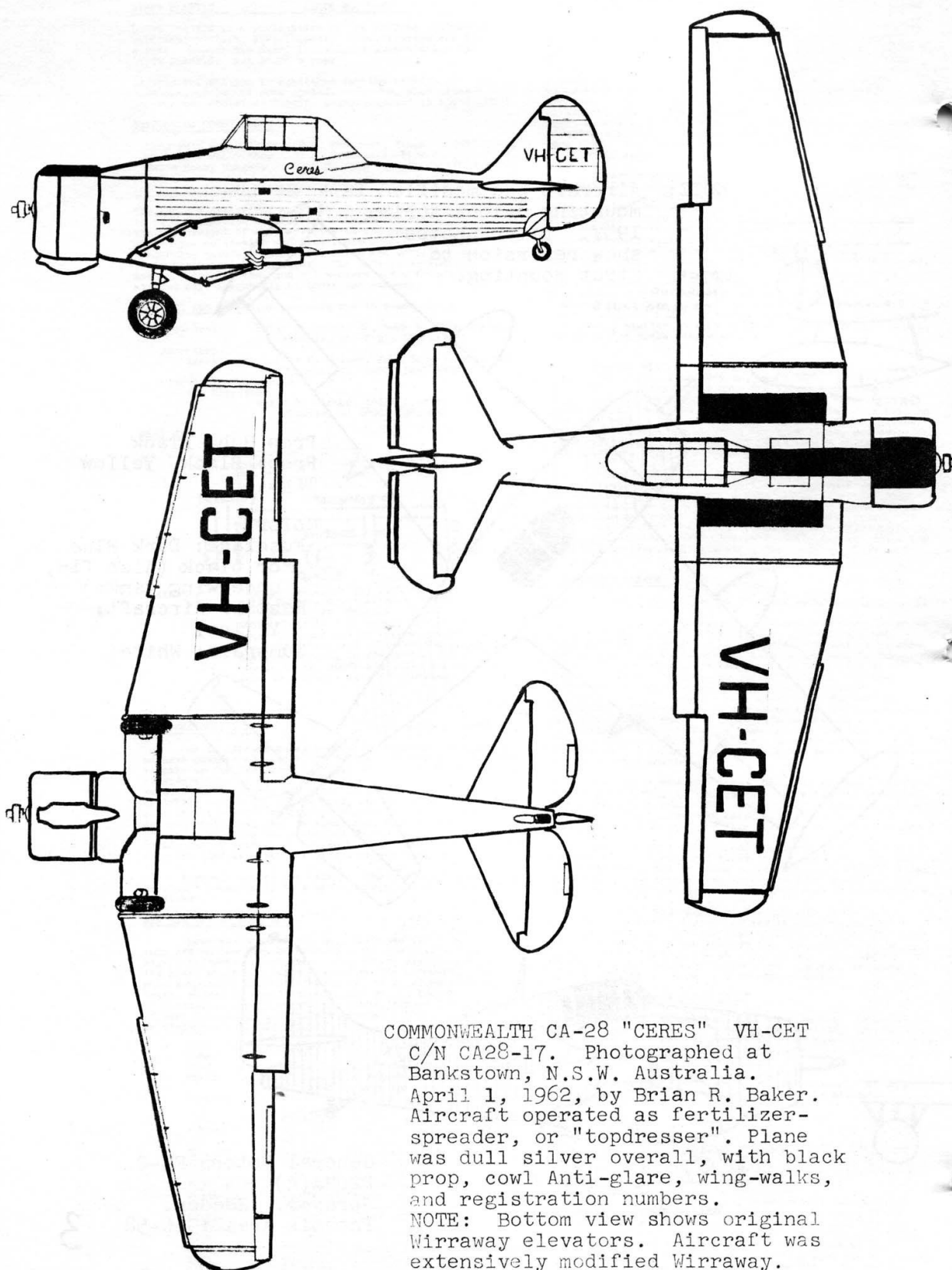
# WHERE WE WERE

SEPTEMBER/OCTOBER 1974



# WHERE WE WERE

SEPTEMBER/OCTOBER 1974

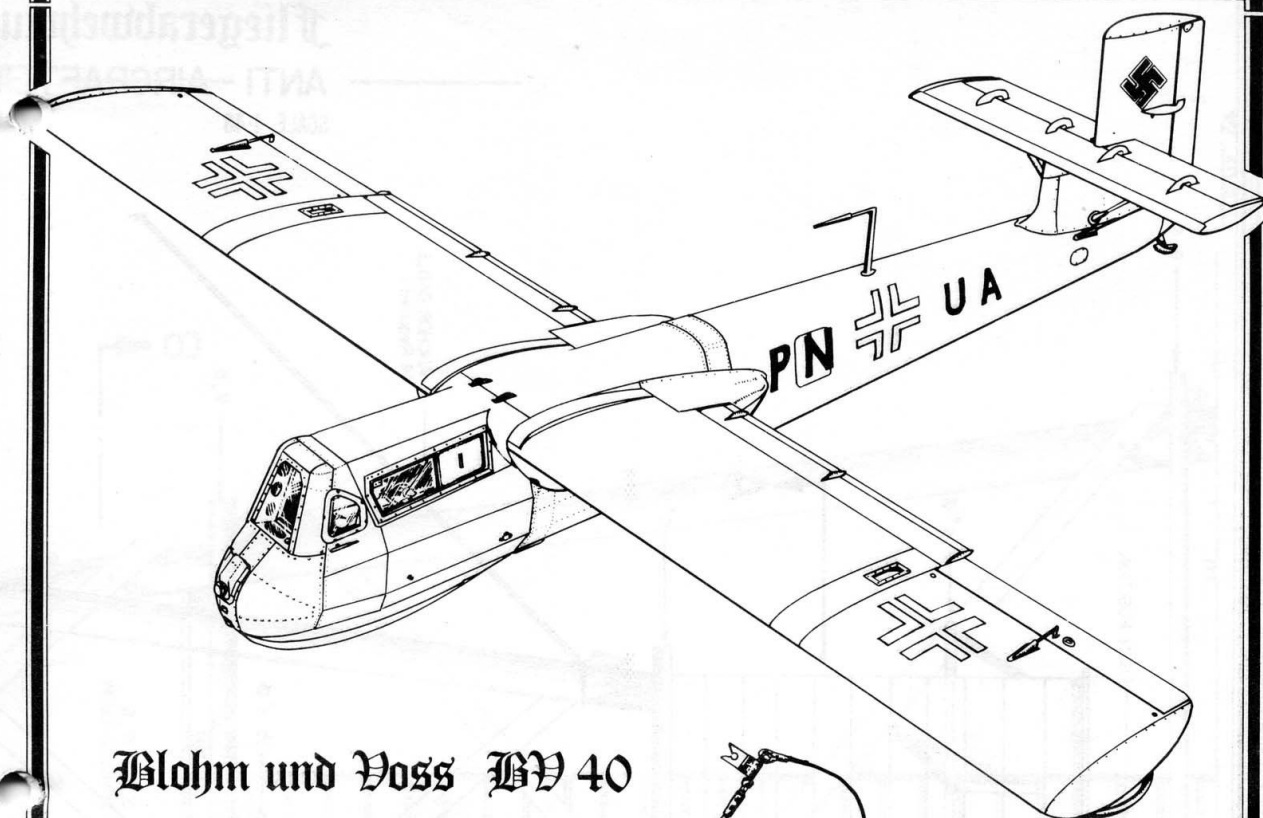


COMMONWEALTH CA-28 "CERES" VH-CET  
C/N CA28-17. Photographed at  
Bankstown, N.S.W. Australia.  
April 1, 1962, by Brian R. Baker.  
Aircraft operated as fertilizer-  
spreader, or "topdresser". Plane  
was dull silver overall, with black  
prop, cowl Anti-glare, wing-walks,  
and registration numbers.  
NOTE: Bottom view shows original  
Wirraway elevators. Aircraft was  
extensively modified Wirraway.



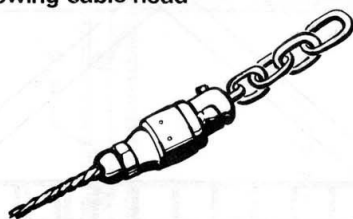
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SEPTEMBER/OCTOBER 1974

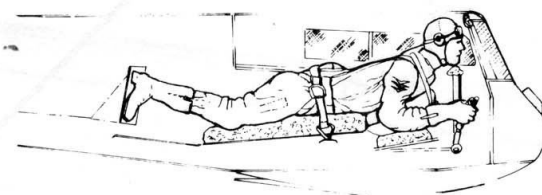
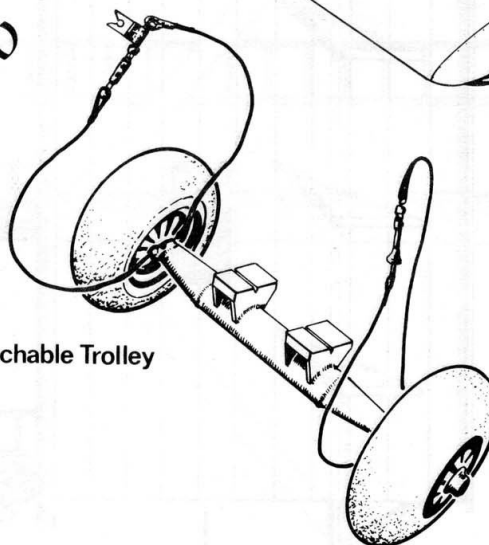


**Blohm und Voss BV 40**

Towing cable head



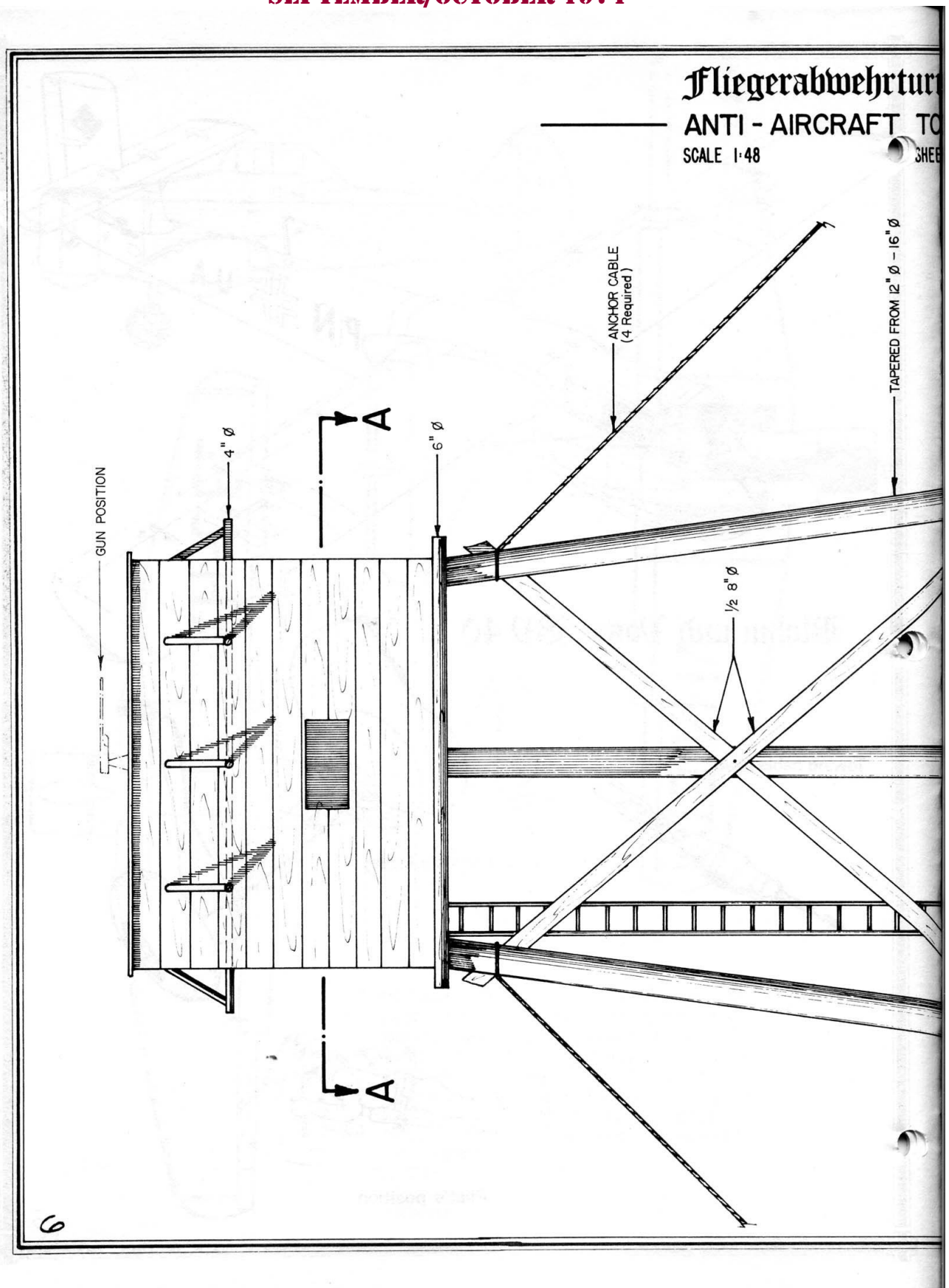
detachable Trolley



Pilot's position

# WHERE WE WERE

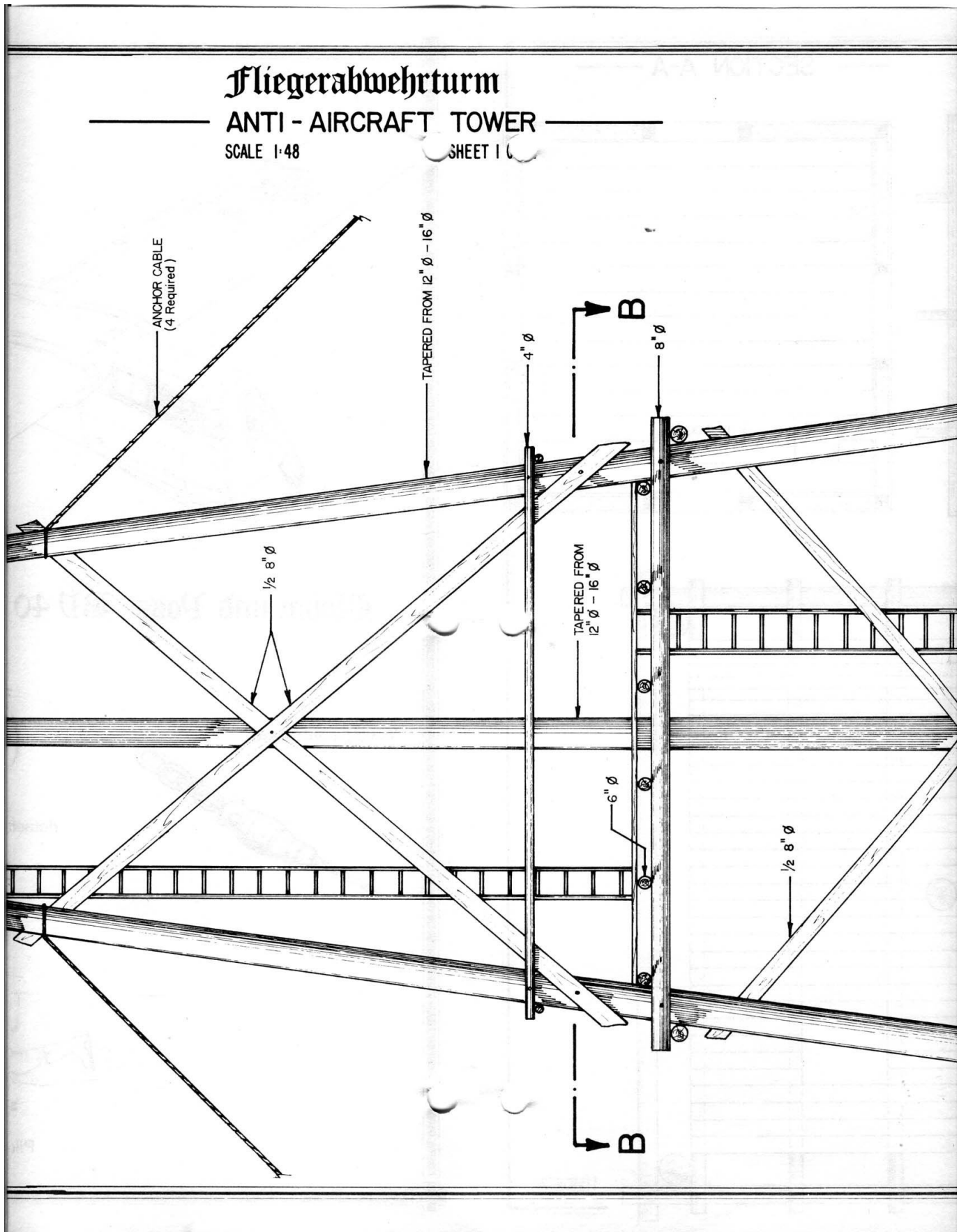
SEPTEMBER/OCTOBER 1974





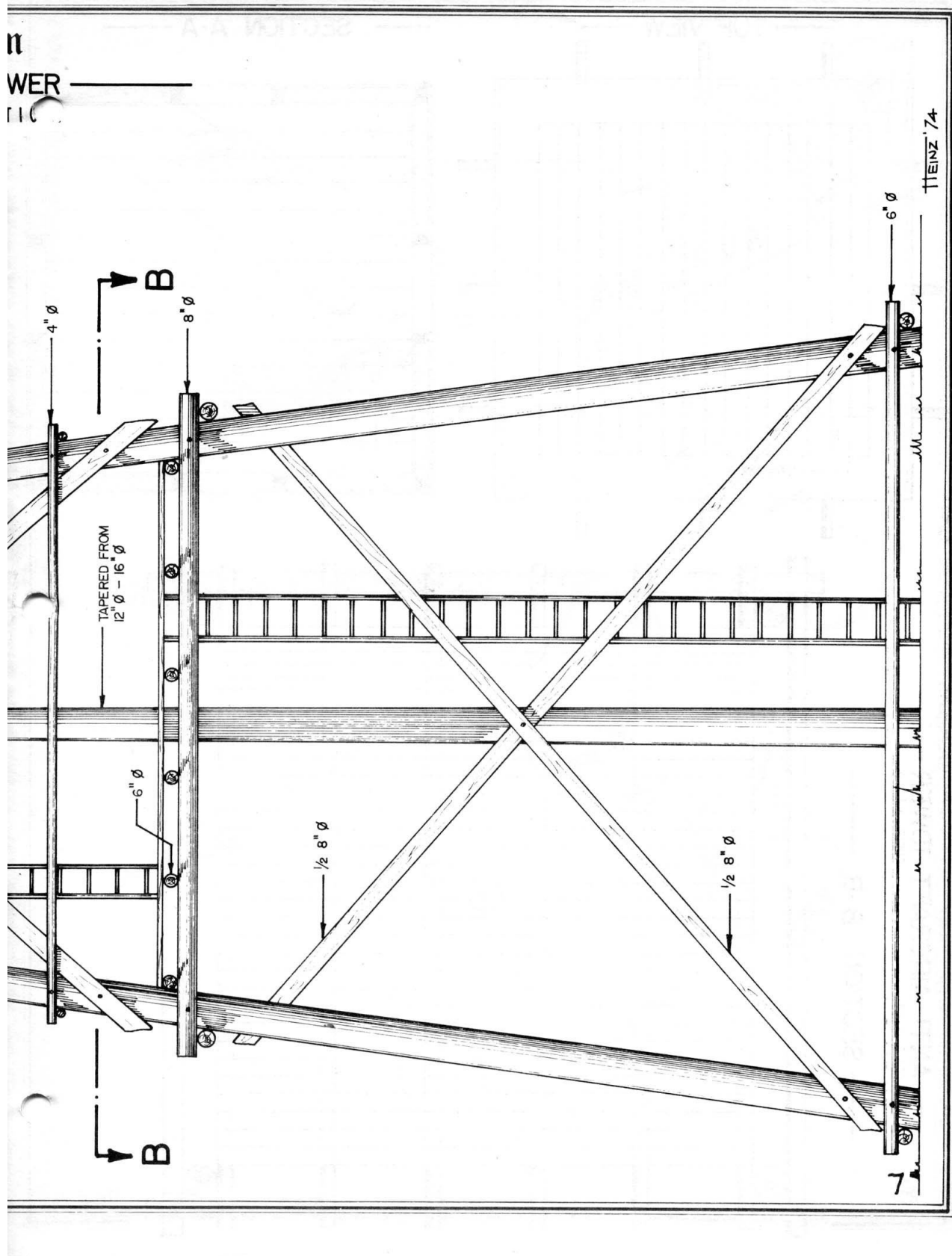
# WHERE WE WERE

SEPTEMBER/OCTOBER 1974



# WHERE WE WERE

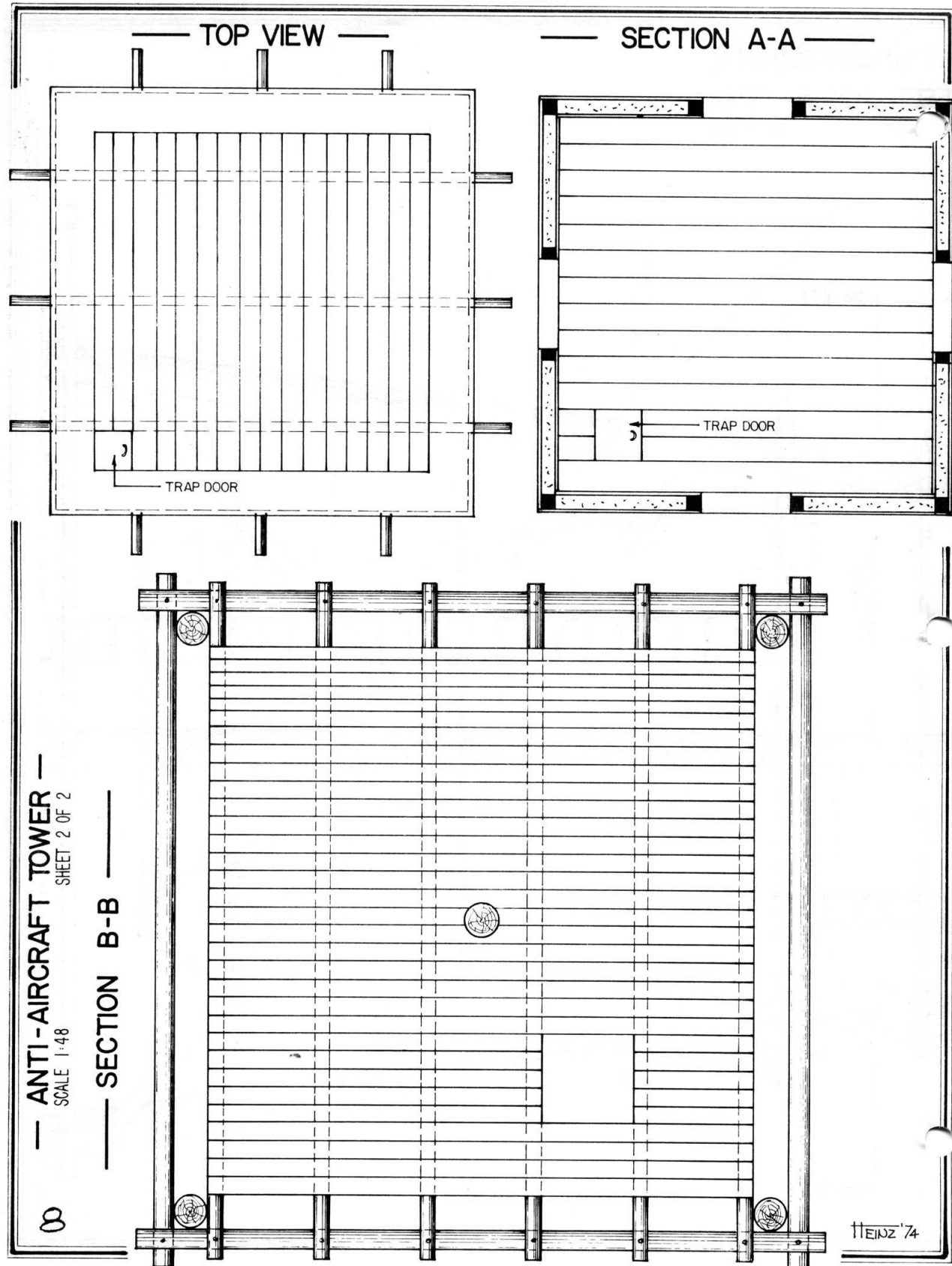
SEPTEMBER/OCTOBER 1974





# WHERE WE WERE

SEPTEMBER/OCTOBER 1974

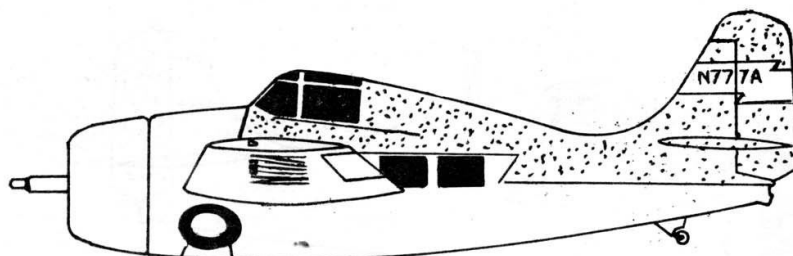
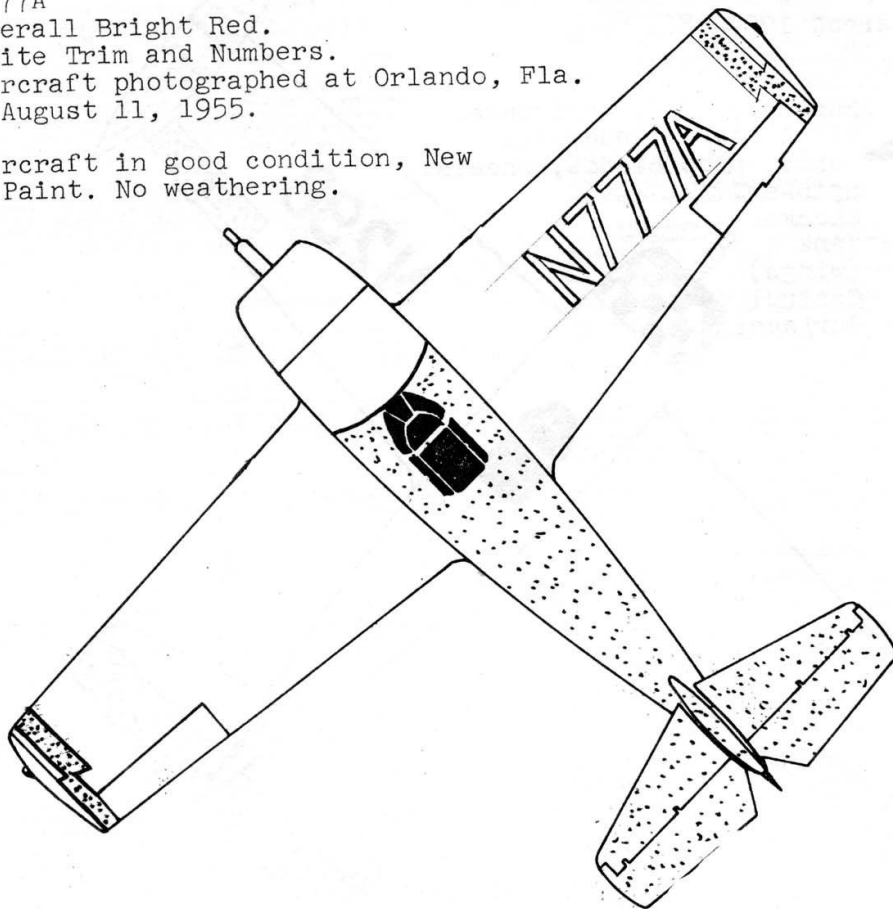


# WHERE WE WERE

SEPTEMBER/OCTOBER 1974

General Motors FM-2(Modified) Note: Four seats behind  
N777A Pilot's Cockpit. (Windows)  
Overall Bright Red.  
White Trim and Numbers.  
Aircraft photographed at Orlando, Fla.  
August 11, 1955.

Aircraft in good condition, New  
Paint. No weathering.





# WHERE WE WERE

SEPTEMBER/OCTOBER 1974

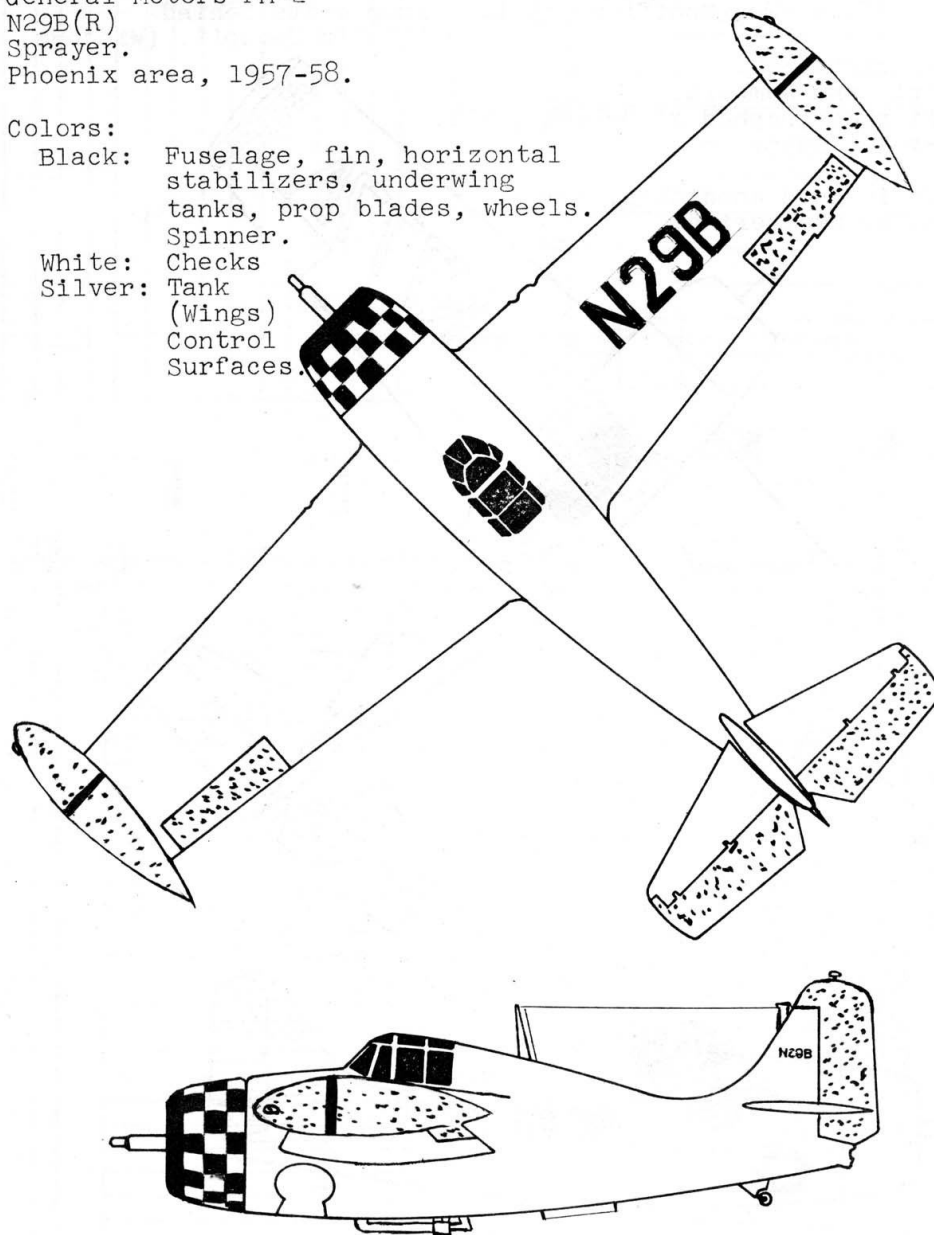
General Motors FM-2  
N29B(R)  
Sprayer.  
Phoenix area, 1957-58.

Colors:

Black: Fuselage, fin, horizontal stabilizers, underwing tanks, prop blades, wheels. Spinner.

White: Checks

Silver: Tank  
(Wings)  
Control  
Surfaces.



# WHERE WE WERE

## SEPTEMBER/OCTOBER 1974

The Heller P-47N Thunderbolt is somewhat of a disappointment, although it looks like the inaccuracies will be remedied without too much trouble. Again, this critique made after close examination of the kit, prior to assembly, so we might be way off. The basic outline, except for the cowlings, appears good, but the cowlings appear to be somewhat inaccurate in outline. I presume that a cowl from a scrapped Revell or Airfix P-47D would solve the problem, but I'll try assembling the kit before I say anything about that. Certainly, modifying the Heller kit has got to be easier than bashing up a Joffa or Hasegawa P-47D, to get a P-47N. By the way, the ANG units used this aircraft, and we'll run some colorful ANG aircraft in future issues of D/P.

The last, and a most welcome addition, is the German Messerschmitt ME-262B-1a/U1 two seat nightfighter. The basic kit, upon examination of the castings, looks very nice, with good detail. The "toasting fork antenna" is somewhat oversize, and should be replaced by fine wire or sprue, but overall, the kit appears to be very impressive. At \$2.00 each, these seem expensive, but that is the price of a good model these days.

I understand from Frank Hunter that Heller's FW-190 is now available. Rumor (Ray Sweet) says that it is excellent. It apparently converts to the A, F, and G versions, with different MG cowlings configurations, bomb racks, and underwing gun pods. Maybe it will be available locally soon.

### MORE B-25 MATERIAL

DICK MARKOWSKI

EDITOR'S NOTE: As a result of the recent article on B-25 developments, reader Dick Markowski came up with some very interesting observations. The following is an excerpt from his letter of June 4, 1974:

"I would say that there were as many modifications during the war as there were after the war; when one looks at your photos, which brings me to your question of visual I.D. of J, K, L, and N models.

My observations are as follows:

1. "J" Models (with glass nose) all seem to have the reinforcement on the windscreen in front of the pilot. (See sketch.)
2. "J" Models (with solid nose) do not.
3. "K" Models are, as you stated in your letter, known by the radome on the nose. Also, they seem to have the same reinforcement in front of the pilot.
4. L and N Models do not have the reinforcement.
5. J's (Glass and Solid Nose) and L's seem to have the original North American designed air scoop above the engine nacelle. (See Sketch)

6. The majority of K's and N's have a square, and higher sitting redesigned air scoop which was only put on postwar Mitchells. (See Sketch)

Well, anyhow, my observations and yours, on the exhaust stacks, I guess, are about as positive as the Chicken-and-Egg question."

### AIRCRAFT PHOTO SLIDE CATALOG AVAILABLE

B. R. BAKER

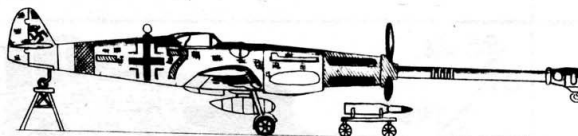
Hugh R. Muir, P.O. Box 5815, Las Vegas, Nevada, 89102, announces that he is still selling color slides. This was the organization that Mick Roth is, or was, associated with. They have a fairly complete line of 35mm color slides, much of the collection being Mick's superb photography.

Hugh sent a copy of the catalog to me gratis, and it is available to anyone who wants to examine or use it. The slides are mainly of modern and museum aircraft, and include both overall views and detail shots. The slides I have seen are excellent. (Ed.)

### ARMOR PHOTO SLIDE CATALOG RELEASE PENDING.

B. R. BAKER

This is actually a classified ad, so beware. I've catalogued the slides I've taken at Aberdeen, Fort Knox, and various other places, and these are now available in color and black and white print form. They are mainly overall views of tanks, armored vehicles, artillery and similar military equipment. There are some photos of Civil War artillery, also. The list, and sample slide and print, is available for \$1.00, from Brian R. Baker, P.O. Box 25211, Phoenix, Arizona, 85002.



OBSCURE GERMAN SECRET WEAPONS: THE SS-109

B. R. BAKER

Faced with increasing numbers of seemingly unstoppable Allied heavy bombers during 1943 and 1944, the Luftwaffe High Command, in December 1943, issued a specification for a "superzerstörer", or superdestroyer aircraft, carrying the heaviest possible armament with the most ferocious striking power, the intent being to produce a combat weapon that could quickly rid the sky of the menace that was threatening German cities and industrial production. Henschel submitted a proposal not unlike their HS-129 equipped with heavier armament, but this was rejected since Henschel could not produce the aircraft in sufficient numbers. On the other hand, Messerschmitt provided their usual answer to most problems of that period, a much modified BF-109, and this was quickly accepted since mass production could be started immediately.

A standard BF-109K-1 was taken from the Augsburg production line and flown to Peenemünde, where modification was undertaken. Based around a lightweight version of the 15cm howitzer, the BF-109 was expected to be somewhat nose-heavy, and this fault was eventually to prove its undoing. The extensive modifications included a specially designed crankshaft to allow the mounting of the cannon along the center thrust line; a chamber located just ahead of the engine for the storage of six long range shells, which were ejected off to the side of the aircraft, hopefully missing the tailplane; and a long barrel, complete with muzzle brake, to increase the velocity of the shell, while flattening its trajectory.

The first flight test of the SS-109K-1, or "Schmorkelschmitt", as it was dubbed by its ground crew, proved to be very short. The aircraft was towed aloft by a Henkel HE-111Z "Zwilling" glider tug, and after climbing to five thousand feet, it was cut loose. The aircraft was then seen to dive away abruptly towards the sea, the pilot fortunately managing to extract himself from the aircraft before it dived into the sea. There is no evidence to indicate that any further tests were conducted on this project.

### THIS MONTH'S CENTERFOLD: GERMAN FLAK TOWER

H. F. JACOBS

The German flak tower was an attempt to provide local target area defense against low flying allied aircraft, and hundreds, if not thousands of these towers were built during the war years. This particular version is illustrated in a German technical manual, although variations based on local conditions must have existed. Armament was usually a heavy machine gun, although it cannot be assumed that heavier cannon were not installed at times. One advantage of the Flak tower over ground-mounted flak emplacements was the fact that a 360 degree field of fire was attained, and a less than zero degree elevation of the gun ensured that low flying targets could be effectively engaged.

The flak tower was built of rough-hewn logs or whatever material was available. The walls, roof, and floor were of rough lumber, with walls usually furred out, and small rocks or sand were pounded between the boards for protection against strafing attacks. The tower was approximately sixty feet high, and was braced by cables. Camouflage was achieved by the use of tree limbs, paint, and other local materials.

### C-47/C-117 AIRCRAFT MARKING SPECIFICATION (SEE FIGURE 3-14)

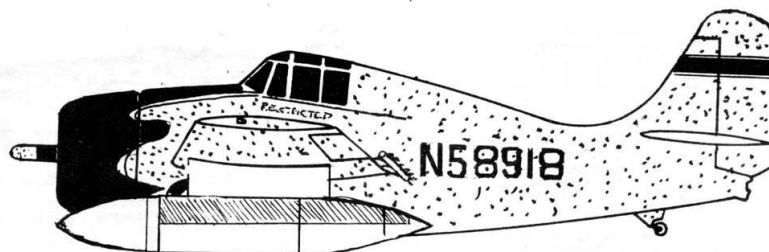
1. MARKING	2. LOCATION	3. SIZE	4. COLOR
A. U.S. Air Force	Both sides of fuselage	Letters 12 inches high	-Code 15044
B. Model Designation, Serial Number and Fuel Requirement	Left side of fuselage only	Letters and numbers 1 inch high	-Code 17038
C. National Star	Both sides of fuselage	50-inch star	Background, Border, -Code 15044, Stars, Bars - Code 17875, Stripes - Code 509.
D. National Star	On under surface of right wing and top surface of left wing	50-inch star	Background, Border, -Code 15044, Stars, Bars - Code 17875, Stripes - Code 509.
E. USAF	On top surface of right wing and under surface of left wing	Letters 50 inches high	-Code 15044
F. Call Numbers	Both sides of vertical stabilizer	12 inches high	-Code 17038
G. Arctic Markings	One inch clearance around all large insignia and lettering		-Code 633
H. Anti-Glare	Top of fuselage in front of cockpit, and inboard nacelles		-Code 37038
I. Propeller Caution Band	On fuselage through same plane of propeller travel	3 inches wide	Band, Arrows; Danger - Code 509, Propeller - Code 17875
J. Propeller tips	On both sides	4 inches from tip	-Code 33538

NOTE: This information accompanies the drawing of the C-47 in last month's Dirty Plastic. We're pretty well coordinated at times. Ed.



# WHERE WE WERE

SEPTEMBER/OCTOBER 1974



MAX. CAP.  
550 GAL.

N

Photographed at Sky Harbor Airport,  
Phoenix, Arizona, on June 10, 1958,  
by Brian R. Baker

General Motors FM-2 (Sprayer)  
N58918(R) Montana Ag. Reg. #386  
Sprayer, two large tanks. (Probably  
from T-33A). Aircraft was bright  
yellow overall, including spinner  
and prop tips. Nose trim, numbers,  
lettering, and tail stripe: glossy  
black. Nose and tail trim outlined  
in thin white strip. Tank probably  
aluminum, with O/D A/G panels in  
various places. Prop & hub: black.

dirty plastic



ARIZONA HISTORICAL MODELERS SOCIETY IPMS/PHOENIX  
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This is the number of your  
LAST ISSUE - - - -



Address Correction Requested

# Membership

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

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- . Modelzona**
- . Monthly Raffle Prizes**
- . Monthly contest awards**
- . Annual club Awards party**
- . And more**

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

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



## 2025 CLUB MEETING CALENDAR

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

### JANUARY 2025

Tuesday 7th 7pm  
Seminar/Speaker:

B&B Session 18th

### JULY 2025

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

B&B Session 19th

### FEBRUARY 2025

Tuesday 4th 7pm  
Seminar/Speaker:

B&B Session 15th

### AUGUST 2025

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

B&B Session 16th

### MARCH 2025

Tuesday 4th, 7pm  
Seminar/Speaker:

B&B Session 15th

### SEPTEMBER 2025

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

B&B Session 20th

### APRIL 2025

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

B&B Session 19th

### 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

B&B Session 15th

### JUNE 2025

Tuesday 3rd 7pm  
Seminar/Speaker:

B&B Session 21st

### DECEMBER 2025

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



## October Raffle

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

**Item A** 1/72 Academy PBY-5 Catalina



**Item B** 1/35 Academy Merkava Mk.II



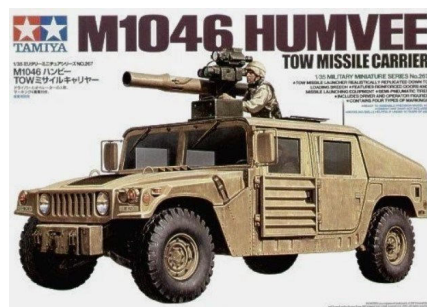
**Item C** 1/25 AMT 1969 Dodge Charger Daytona



**Item D** 1/48 Fujimi Bf-109 K-4



**Item E** 1/35 Tamiya M1046 HUMVEE



**Item F** 1/72 Italaerei Gotha Go-242 Go-244



**Item G** New from Hobby Depot: Surprise! To be announced at the meeting





## 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](http://www.ipms-phoenix.com) for more meeting info.

### **American Legion Post #1**

364 N. 7th Ave.  
Phoenix, AZ 85003

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

### 2025 Chapter Officers

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

## Useful Links

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

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.



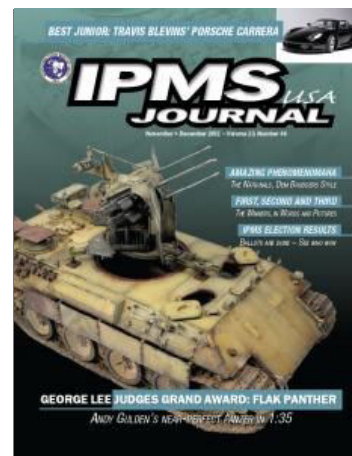
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\$30 annual membership includes a one year subscription to the IPMS Journal. Visit [www.ipmsusa.org](http://www.ipmsusa.org) to download a membership form. Or you can write to:



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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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## space in miniature

Space modeling reference books  
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[www.spaceinminiature.com](http://www.spaceinminiature.com)

[www.airline-hobby.com](http://www.airline-hobby.com)

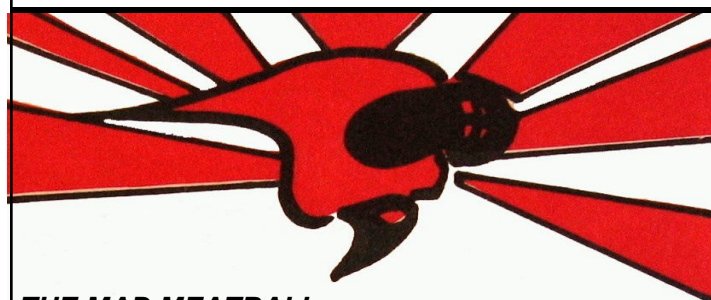
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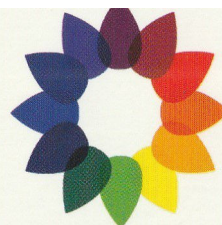
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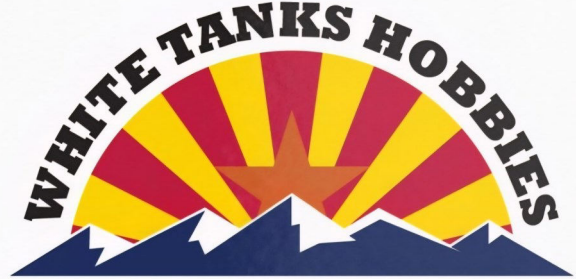


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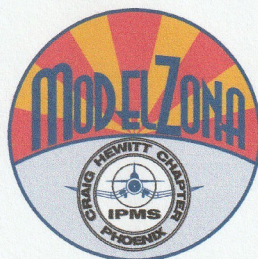
# MODELZONA 2025

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