



THE CORSAIR

IPMS Phoenix / Craig Hewitt Chapter

Presidents Message

Hello everyone,

I've been thinking about a theme for this year's Modelzona. I looked through all my files for data on previous contests and couldn't find any that had any specific theme. I did find that some of our contests had unique Special Awards. Here is a table of what I found in the information that I had:

(My information is limited—(See next page),and by no means complete. If you have any more information, please let me know.)

If we have a theme for this year's Modelzona, we need to decide on one soon. If you have any ideas, please let me know. Stay tuned for more announcements about Modelzona.

I have presentations scheduled during the monthly meetings for April and May. I have nothing after that. There are five 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

kdhpolarbear@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



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Presidents Message

YEAR	DATE	SPECIAL AWARDS
2025	1-Nov-2025	80 Years Ago - Best 1945 Subject
2025	1-Feb-2025	Best Moving/Transport Subject
2024	NONE	
2023	4-Nov-2023	
2022	5-Nov-2022	75 Years - 1947 to 2022 Best United States Air Force Subject
2021	6-Nov-2021	Best Vietnam War Subject
2020	NONE	
2019	2-Nov-2019	Best D-Day Theme Award
2018	3-Nov-2017	
2017	2-Nov-2017	
2016	5-Nov-2016	
2015	7-Nov-2015	Best Golden Age of Aviation Subject (In Memory of Ralph Harrington)
2014	1-Nov-2014	
2013	2-Nov-2013	
2012	3-Nov-2012	
2011	5-Nov-2011	

March Display Pictures



March Competition "Large Scale "any subject 1/32 or Larger



March Competition "Large Scale "any subject 1/32 or Larger



March Competition Winner



Craig Brown
1/32 F-16D Greek AF

March Raffle Winners



March Raffle Winners



Modeling is Personal

Mike Mackowski

My most recent model build was the ancient Hasegawa 1/72nd scale B-47E. I'll you a few reasons why this was a special build for me and then I'll describe the construction process.

Big and Old

Over the last few years, I've been tackling modeling projects that I put off for a long time. The procrastination was due several factors: the size of the model, the complexity of the kit or the paint job, the need for scratch-building, etc. These were projects that were not going to be wrapped up in a few short weeks. They were the kits that I decided to build "later." Well, "later" has arrived. I have finally managed to finish models like a KC-97, an EC-121, a B-58, the XB-70, a mostly scratch-built Salyut 7 space station, and a DC-130 drone controller. The B-47 is the last in that category of big, old kits (with poor parts fit and minimal detail) that I had in my stash. I don't know when I bought it. Probably 35 years ago in St. Louis. I don't have any monsters like that left, which is fine as I have plenty of fighters, X-planes and more than a few space kits still in the stash. Not to mention that my display case is full.

I decided to build the B-47 with the gear up and mounted it on a pair of clear rods. There were three reasons for this. First, raising it up allows me to park it above the other models on that shelf. If it was sitting on its gear, I'd have no place to put it. Second, the build goes faster - theoretically. The landing gear in this kit are very basic and are best hidden. I thought it might speed up the build but adding mounting sockets for the supports added some time, and then filling in the gaps of the poor-fitting gear doors was some additional pain. The third reason may be the best – the B-47 has some sexy lines particularly with the gear up. Positioned above the other models on the shelf it just screams speed and grace.



Modeling is Personal Mike Mackowski

Shadows of the Seventies

This model has some personal meaning for me. Back in my high school (and earlier) days, one of my best friends was a fellow named Greg Graczyk. He deserves a lot of credit for getting me interested in military aircraft, especially early jet prototypes and X-planes. Throughout high school and college, the two of us (sometimes accompanied by my younger brother, Jim) visited many air museums, did recon around Air Force bases (even abandoned ones), and attended more than a few air shows. We both built model airplanes. Eventually he was the 'best man' at my wedding. At some point, I got a couple of his old models when he married and was thinning stuff from his old hobbies. The only one that survived all these years was a Hasegawa B-47E with Wisconsin Air National Guard markings. We were a little goofy that way. Sadly, we lost track of each other and missed out on a couple of decades of potential camaraderie. But around 2021 I found his contact info, and we managed to meet up back in Wisconsin. It was a sweet reunion, but Greg was suffering from a rare incurable disease (relapsing polychondritis) and he passed away in the summer of 2023. His B-47 is one of the few things I have from our time together long ago. So my 2026 B-47 build was a tribute to Greg and our friendship.

Last Gasp in the Desert

The final unique personal aspect of this model is that it may well be the last one I build in Arizona. Some of you may know my family and I are planning to move to Wisconsin. We've lived in Arizona for thirty years and are done with seven months of 100-degree heat. I'll trade that for a couple weeks of single digits. It will be nice to do things outdoors in the summer. Sure, we may be snow bound once in a while, but the winter weather is always changing. The summer (and winter and spring and fall) heat here is constant. We hope to be relocated by the time it really heats up here (it might be too late for that). Stay tuned for updates.

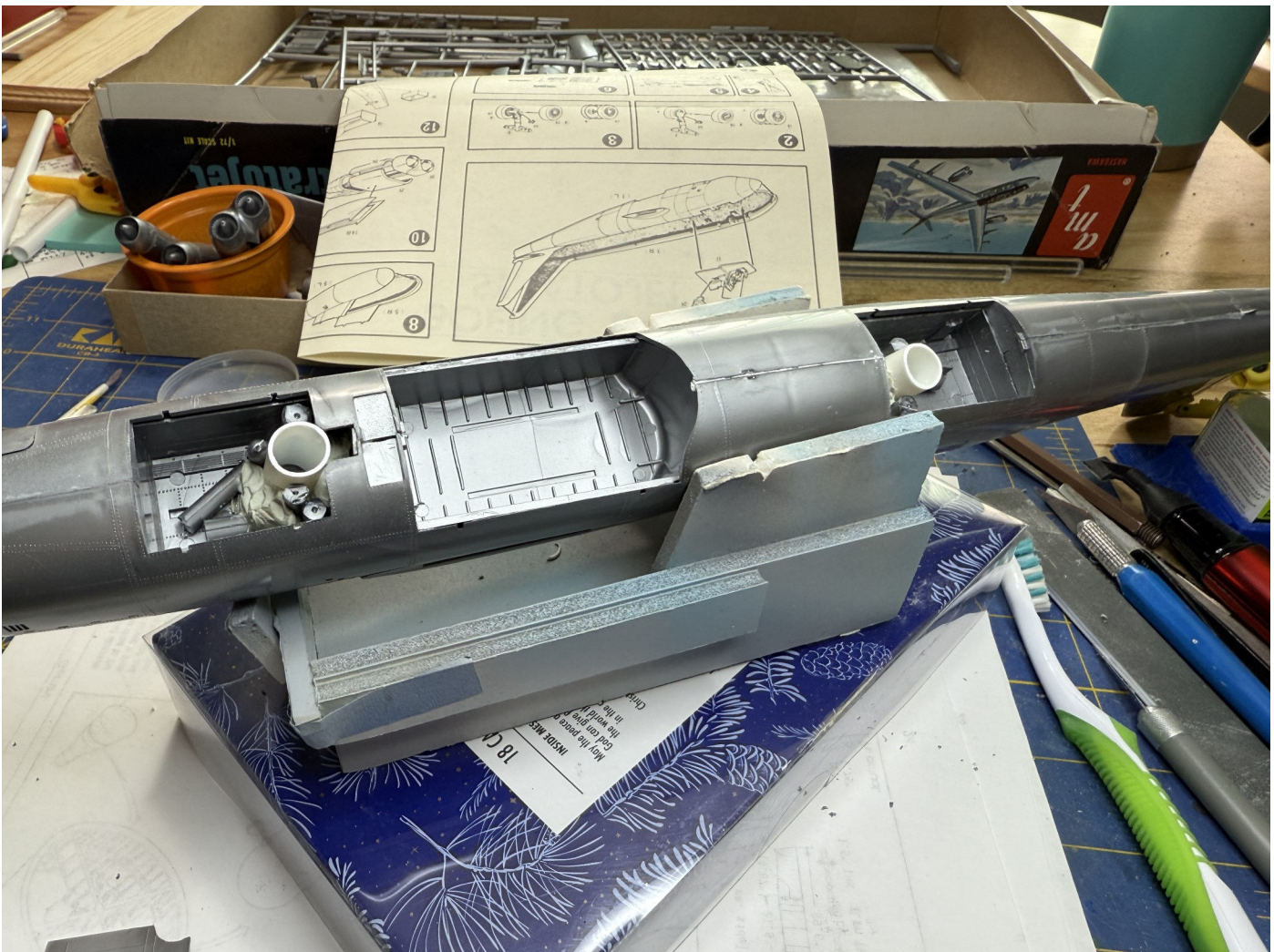


Modeling is Personal Mike Mackowski

Now, on to building the model.

Hasegawa B-47E

The first thing I had to do was to figure how to mount this rather large aircraft model five or six inches above the bottom of its base. That would give plenty of clearance to display other models under its wings. I decided to use a pair of clear lexan rods (actually the rods used to control window blinds) inserted into the belly of the plane. I selected the edges of the bicycle landing gear wells as they had enough internal structure where I could anchor some styrene cylinder sections. The support rods would slip into these cylinders.



Modeling is Personal Mike Mackowski

Meanwhile, I started the standard build process with the cockpit. The kit offers very little here, with no real instrument panel and simple slab seats. The kit decals were slim and had yellowed, so I bought replacements from Warbird. I used the instrument panel markings provided on one of their sheets. The internal “sockets” for the mounting poles were glued to the sides of the wheel wells. Then I added a mix of sprue scraps and Apoxie Sculpt to wrap around a good portion of those round cylinders, filling the gaps between them and the flat walls. This created a solid mount.

Once the internal construction was complete, I glued the fuselage together. Next, I needed to cut round holes in the landing gear doors to match up to the support tubes.

After a lot of trial and error, the bomb bay and landing gear well doors were installed in the closed position. Not surprisingly, the parts fit was awful. There were several small doors for the nose gear, and it was not possible to attach them without large gaps or lop-sided placements. The door for the big holes (like the bomb bay) simply did not fit without gaps. I used strip styrene in a few cases, but mostly it was patched up with 3M Acryl putty and Perfect Plastic Putty for the smaller gaps.

In between rounds of putty and primer on the fuselage, I worked on the engine pods and fuel tanks. The dual engine pods also housed outrigger landing gear with associated doors. These had to be glued shut and then cleaned up with putty. The engine pods were painted three colors. The main color would be the same as the fuselage, Alclad Airframe Aluminum. First came white primer and a coat of Tamiya Gloss white on the underside. I masked around the radome under the nose and painted that with Vallejo ModelColor tan 70.977. That was masked and the edges were painted flat black. The white was masked and the Airframe Aluminum applied. Then this was masked, and Dark Aluminum was used on the exhaust areas. The interiors of the engine exhaust nozzles were hand brushed Vallejo Gunmetal. The under-wing fuel tanks were painted plain Alclad Aluminum.



Modeling is Personal

Mike Mackowski

As a note, none of the photos of operational B-47Es that I found had the same paint job. The extent of the underside white and the tail treatments seemed to be all over the place. I chose to paint the wings and fuselage before joining them. It's a big model and the wing joints looked like they would be pretty clean. The wing parts were split into top and bottom elements and fit together pretty well. I cleaned up the leading edge and used white primer only on the bottom. I decided to minimize the use of primer where I would have large areas of natural metal. But where I was priming for the flat white underbelly and white under the wings, I made no attempt to delineate that. The result was white trailing edges under the wing, a Dark Aluminum center spar on the top surface, and Airframe Aluminum everywhere else.

Back to the center fuselage, once I was happy with the messy process of filling the underbody bay door gaps, I painted the bottom flat white, the bare metal with Airframe Aluminum, and then the center top section Dark Aluminum. I then took a large Post-It paper and tacked it along some of the fuselage panel edges. Then I sprayed a very light coat of plain Alclad Aluminum to accentuate the panel edges. I thought that came out pretty good without a lot of masking.

The main negative is that my concept of not using primer under the bare metal did not always come out as planned. The idea was to avoid the rough surface that a flat primer can create. Usually the bare surface of the model is rather smooth. But this old kit had some areas that were pretty rough, with streaks of sandpaper-like texture. Yet overall, I was satisfied in how it came out.

Finally, I glued the wings on. I used a tiny bit of Perfect Plastic Putty to reduce the visibility of the joint. Then I painted Dark Aluminum onto an extension of those center wing spars towards the middle of the fuselage. Other paint details included a white tip on the vertical tail fin and white extending up and around the very aft end of the fuselage. The dual engine pods went on next. There was a mismatch at the joint at the wing leading edge. I patched it up as best I could with some sanding and a little putty. Since both the engine pylon and wing were already painted, and the paint was a metallic type that shows every flaw in the surface, it was an ugly mess. I think I made three rounds of sanding, shaping, putty and paint before I decided it was good enough.

Modeling is Personal Mike Mackowski

A test run of placing the model on the dual rod base was successful. I even used it during the decaling process, which was the next stage. The Warbird decals went on very nicely with no gloss coat. The wing walk lines were a pain, even after cutting them into smaller segments and working a little at a time. I had one length completely flip over and that's how it wound up. See if you can find it – an upside-down black stripe will be a little glossier. Fortunately, B-47s never had a lot of markings or stenciling, and Warbird provided a lot more than were ever in the original Hasegawa box.

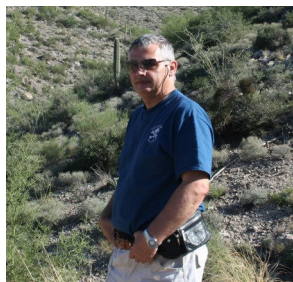
The final touch was applying a light sepia wash on the underside. Most photos show some discoloration at the panel lines and leaving it pure white was just too harsh. That wrapped up the project, which I'm sure my old buddy Greg would be pleased with.



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



Another good turnout for the March meeting with over half the club in attendance. The dues have now been collected and we have 93 members in good standing. Thanks to those of you that stayed for my presentation on some British airfields at the meeting. We have a guest presenter at the April meeting who is going to tell us what life was like in a US Submarine in the '70,s so stay for the extra 20 minutes as I am sure it will be interesting.

Kevin is still looking to fill some spaces for presentations. Anything of interest to the club membership is acceptable and needs to be about 20-30 minutes long. Maybe you have some special tools or techniques that you can share with the membership ?

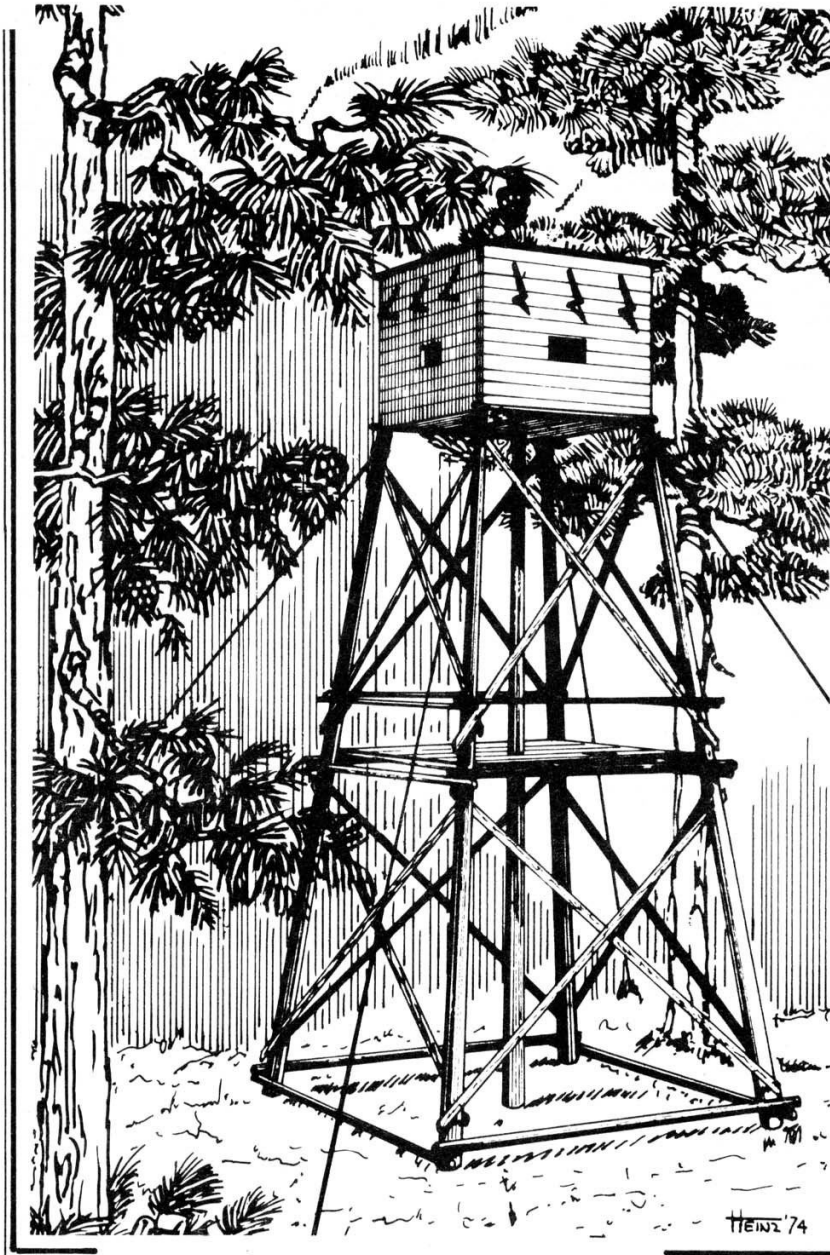
Have a great Easter and start thinking about Modelzona themes as well as presentations.

WHERE WE WERE

APRIL 1975

A DIRTY PLASTIC

ARIZONA HISTORICAL MODELERS SOCIETY IPMS/PHOENIX



WHERE WE WERE

APRIL 1975

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DIRTY PLASTIC ISSUE No. 44-45-46 SUMMER 1975

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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. . .)

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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 CORRESPONDENCE 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 IIIIE or O, the AGM2-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 III G, Sd. Kfz. 251/1, Pz.Kpfw. III, Pz.Kpfw. 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, 35/46 & Flak 381/55, 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, Pz.Kpfw. 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 N3M-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

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APRIL 1975

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 Bachem Natter, in civil markings, exhibited a combination wheel-ski landing gear. The ME-262 was shown in fictitious markings, while the ME-163 "Komet", although having fictitious markings, had good stenciling details. Their JU-52/3m was out 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 fictitious 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
Sturmgeschütz	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 opportunity 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 museums, 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 accurately 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 M4A3E8 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 shows 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 large planes like the B-36, B17 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 Fokker F.VII trimotor. Byrd's Ford Trimotor (the one Monogram tried to make a kit of some time back, but missed badly.) the Ford Fliiver, the Dayton-Wright XP5-L, a Canadian JU-4, a Standard, a Pitcairne Autogiro, several Stinson Detroiters, 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. II'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 M51s, 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 photogaphable. 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 Fairey Battle Mk. II trainer, a Swordfish, a Fokker D VII, a Hurricane, and many, many more. The rarest aircraft is undoubtedly the Junkers J-1 armored ground attack plane from World War I, but the collection of WWI and bush type airplanes do well to represent the history of Canadian aviation. This museum is a MUST!

(to be continued)

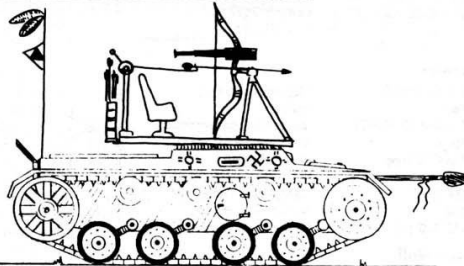
BOOK REVIEW: CANADA'S WINGS, VOL. I THE BLACKBURN SHARK

This is the first in a series that will hopefully be prolific. The subject, the Blackburn Shark in Canadian service, is relatively obscure, but the wealth of information that the author uncovered about the airplane, its development program, and the men who flew the airplanes seems to indicate that the author, Carl Vincent, of Ottawa, possesses considerable skill both as an author and historian. The text seems to be very complete, and is derived from both official sources and from the memories of those who flew the aircraft. Photos, excellently reproduced, are also informative and useful, especially to anyone wanting to convert a Frog Blackburn Shark to the Canadian variant.

A high point in the book, however, is the wealth of information available to the modeler for the first time. The drawings, by George Hopp, are probably the best available on the Shark in the inventory of any armed service. Marking and modification details are very useful, and coupled with the photographs, should make conversion of Frog's kit a relatively simple matter. The book, in paperback, is available from Carl Vincent, Canada's Wings, Box 393, Stittsville, Ontario, Canada. KOA 360 (That's a zip code). The price is \$6.95 (I don't know the conversion factor, but I think U.S. funds are acceptable) and it is well worth it. Get one before they go out of print.

OBSCURE (VERY) ARMORED FIGHTING VEHICLES

B. R. BAKER



"The Means to an End"

The vehicle described above was converted to "Native Configuration" during the recent uprising at Wounded Knee, South Dakota. Using a basic M5C chassis, the main armament was removed and replaced by a turntable-mounted 2 inch bow and arrow (Sioux Version modified to Viet Nam Standard). The sight was captured from an unwary U.N. observer. Main armament consisted of a one inch ramming lance tipped by a Mk. III flint arrowhead illegally unearthed near Shiprock, New Mexico. Fortunately for its crew, the vehicle never had to fire its arrows in anger.

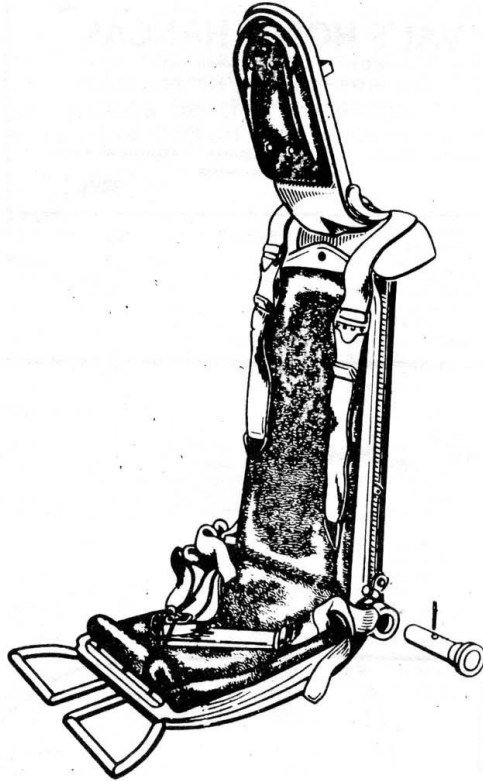
WHERE WE WERE

APRIL 1975

HEINKEL He 219 "UHU"

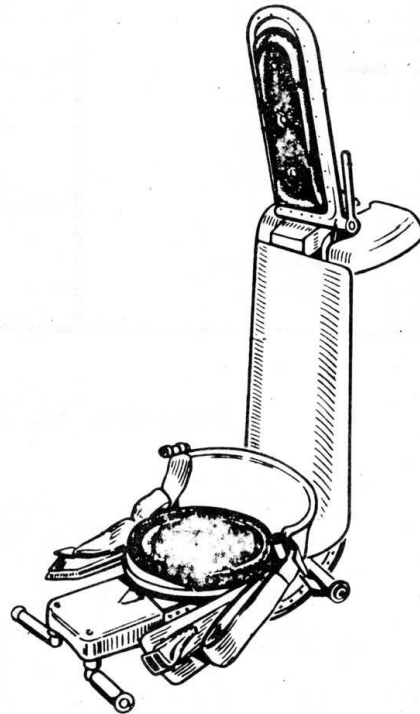
Bild 2

PILOT SEAT

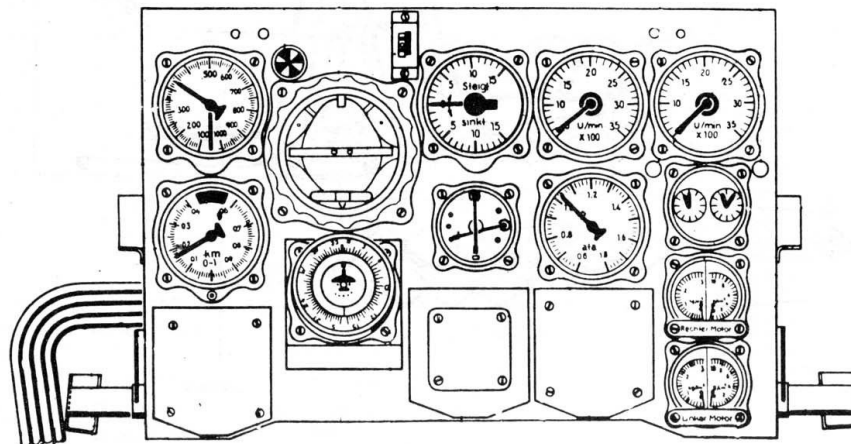


OBSERVER SEAT

Bild 3



MAIN INSTRUMENT PANEL

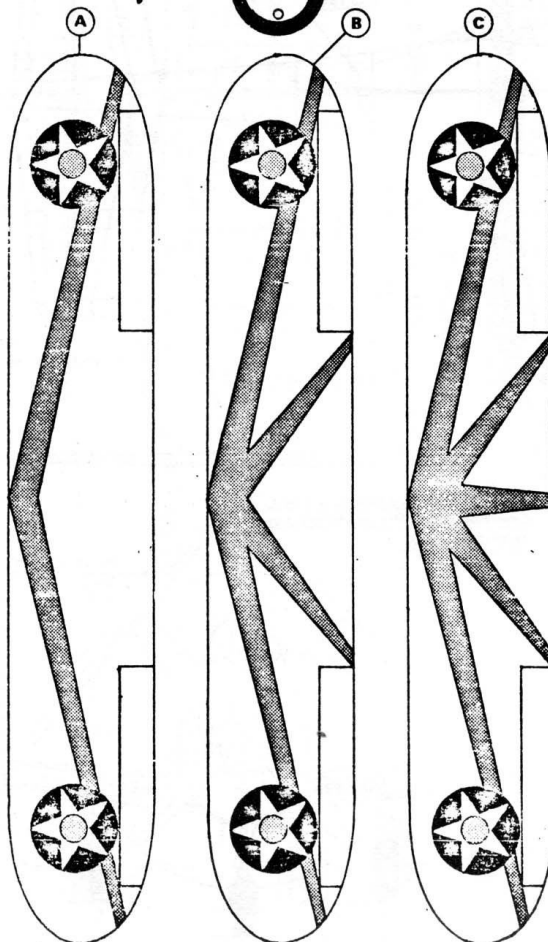
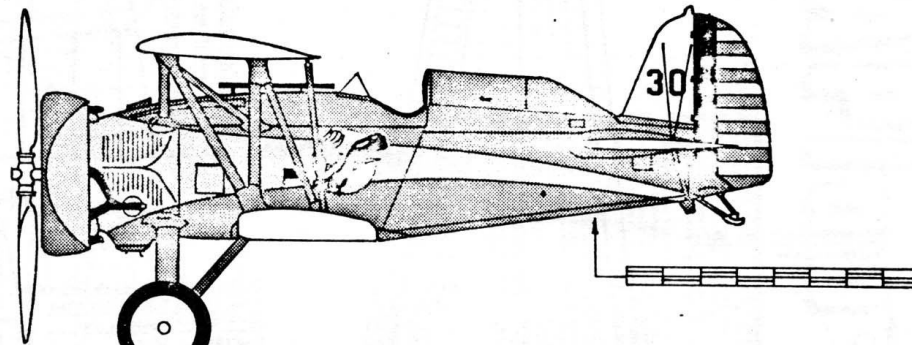


WHERE WE WERE

APRIL 1975

7

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.

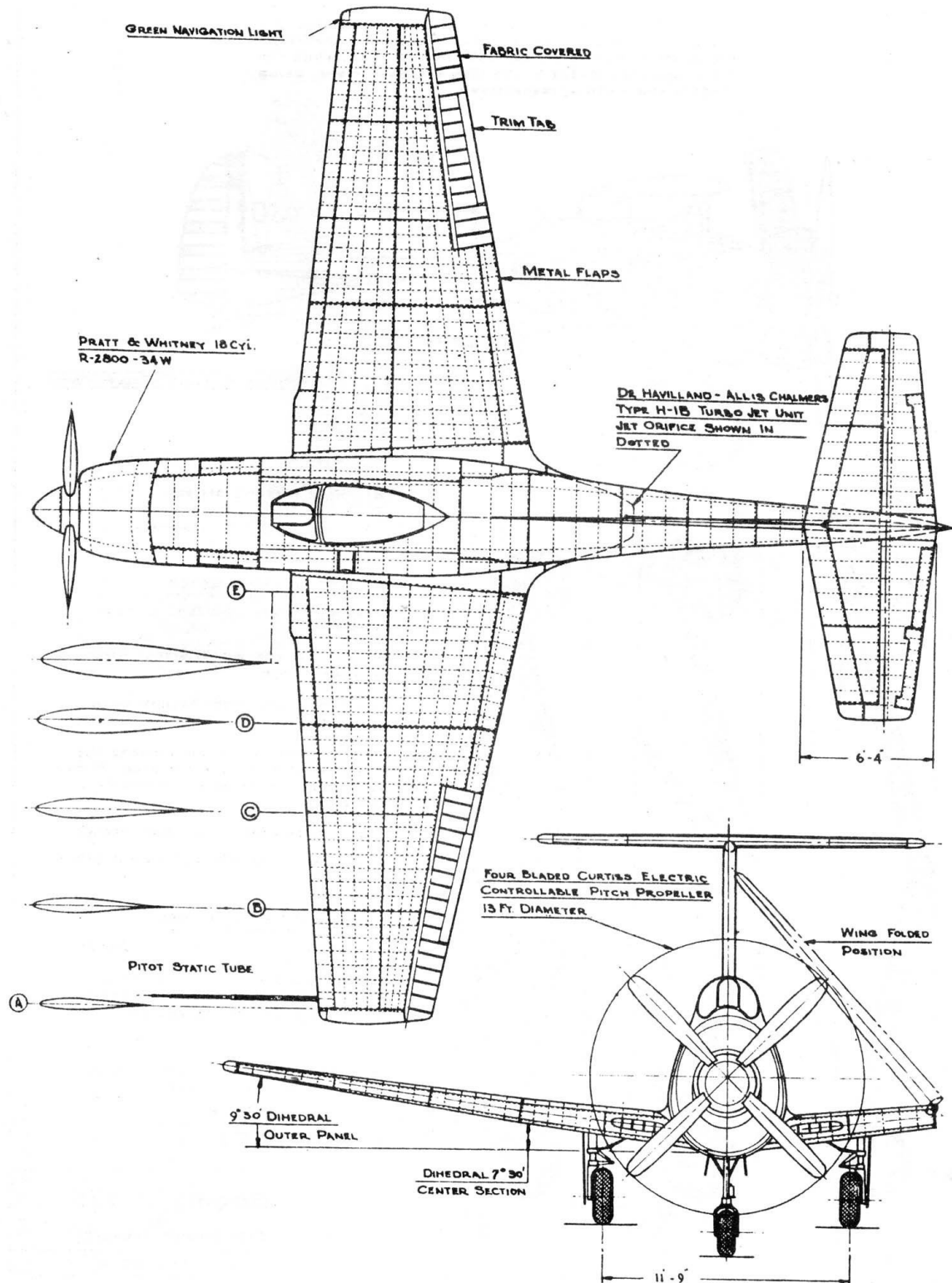
Boeing P-12E

27th Pursuit Squadron

CHARLES HYER

WHERE WE WERE

APRIL 1975



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:

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: Bases For Models/
Scott Reigel

B&B Session 16th

NOVEMBER 2026

Tuesday 3rd 7pm
Seminar/Speaker:

B&B Session 21st

JUNE 2026

Tuesday 2nd 7pm
Seminar/Speaker:

B&B Session 20th

DECEMBER 2026

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

April Raffle

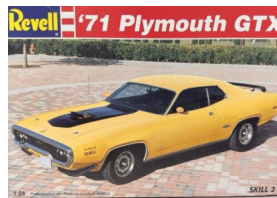
Tickets are \$1 or six for \$5.



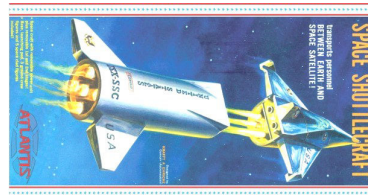
Item A: 1/48 AMP Sikorsky H-19A Chickasaw



Item B: 1/24 Revell '71 Plymouth GTX



Item C: 1/150 Atlantis Convair Space Shuttlecraft



Item D: 1/700 Tamiya USS Hornet



Item E: 1/72 Fujimi E-2C Hawkeye



Item F: 1/35 MiniArt 4x4 Bantam 40 BRC with crew



Item G: New From Hobby Depot: 1/48 Dragon Master Series Bf109 E4



UPCOMING EVENTS

May 16th—Desert Scale Classic (Flyer on last Page)
 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 Gortonlyngorton@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.

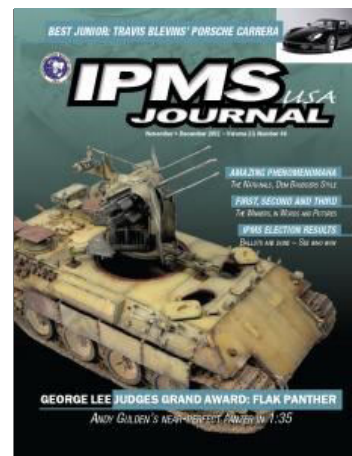
Join the IPMS/USA!

\$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.



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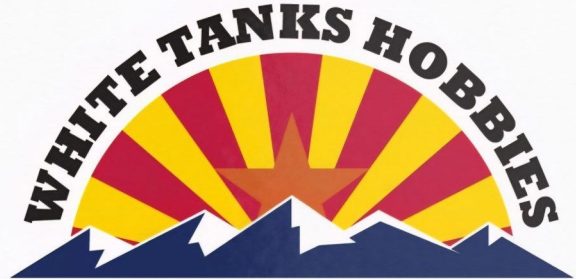


DESERT SCALE CLASSIC

Model Car Championship

Second Saturday, Every April
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dsc-hq@cox.net
DesertScaleClassic.org



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SATURDAY MAY 16, 2026

8.30AM TO 5.00PM



WWW.DESERTSCALECLASSIC.ORG WWW.MARTINAUTOMUSEUM.ORG