

THE CORSAIR

IPMS Phoenix / Craig Hewitt Chapter

Presidents Message

Hello everyone.

I am writing this from the 2024 IPMS National Convention in Madison Wisconsin. It is only the second day of the convention, and the tables are filling up in both of the contest rooms. The single vendor room is quite large, but unfortunately it is too full of items that I would like to bring back home.

The weather here has been terrific. I grew up within an hour's drive of Madison and had forgotten how nice the summer days and nights can be here. Laurie and I attended a free outdoor concert given by the Wisconsin Chamber Orchestra last night after dinner. It was held on the grounds of the Capital Building. Here is an interior photo. A scale model of even a small portion of the inside, or outside of this building could be challenging. It contains a great amount of marble and bronze and would require a lot of skill in weathering.

There is no new and important club information, so I think that I will make this message short and include a couple of pictures from the Nationals. Please remember that if you have ANY questions, offers of help or seminar ideas, you can send me an e-mail anytime. I still need two more seminars for this year.

Kevin

kdhenthorn@aol.com

Corsair Stop Press Dates 2024

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

THIS ISSUE

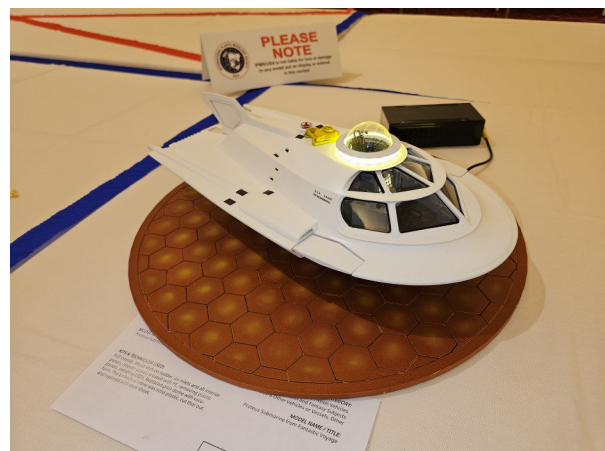
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THE CORSAIR

IPMS Phoenix / Craig Hewitt Chapter

Presidents Message Continued



July Display



July Raffle Winners



July Raffle Winners



Hasegawa 1/32 P47 Lyn Gorton

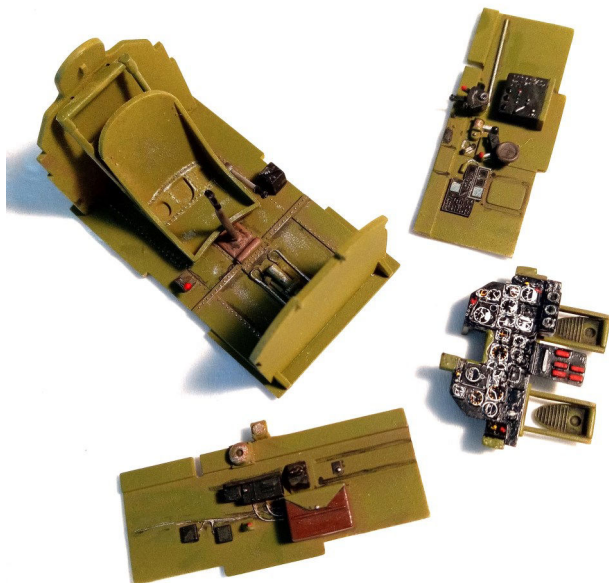


I have had this kit in my stash for a couple of years. I usually work in 1/48 and occasionally 1/72. I have built a few 1/32 and a couple of 1/24 and my experience with all has been good. The advantage of a larger scale is a lot more detail. The disadvantage is where to put them. My other 1/32 kits have been built as wheels up with prop blur propellers and fly nicely from the ceiling. On checking out this kit though I thought it deserved a more fitting place to show off the interior detail, so the display cabinet was rearranged and the P47 should just fit in.

There were two options for the final finish and I chose the one flown by Maj. Glenn T. Eagleston of 353rd Fighter Squadron, 354th Fighter Group, 9AF based in France early 1945. I did this mainly because I had some left over Alclad brushed aluminum paint and black undercoat that I wanted to use up.

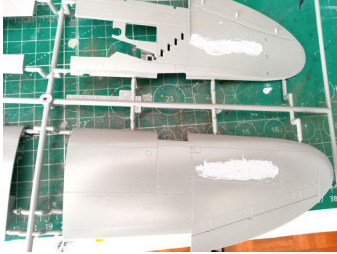
Having decided on the way forward I made a start with (as usual) the cockpit

This came in 4 main pieces (5 if you count the seat). There is a host of detail in both side panels and the instrument panel. I elected to use the decal provided on the panel but I suspect it would work just as well with the raised detail and some dry brushing. The kit does not come with a seat belt but should you wish to use the pilot figure the seat belt is molded to it. I opted not to use the figure (good as it is) because I wanted to show off the cockpit detail. I bought a seat belt from sprue bothers and was not disappointed. The belt is laser etch cardboard and PE metal parts for the buckles etc. A word of warning, it was a very fiddly job and took 3 hours to assemble completely one strap at a time. As you can see from the picture it looks quite the part. I did not even have to add any weathering etc what you see is how it looks when attached to the seat.

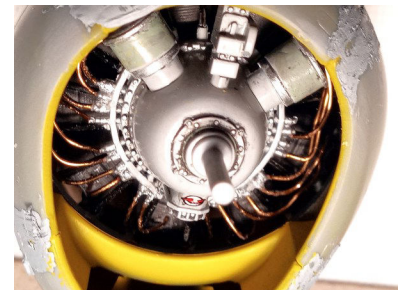
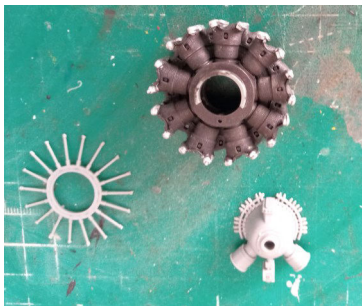


Hasegawa 1/32 P47 Lyn Gorton

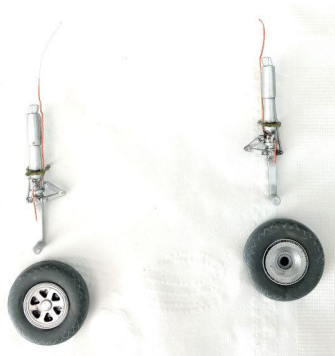
As I said I am going to use Alclad on this project so an extra inspection of the body and wings was essential as Alclad will show up any imperfections. I was a little disappointed to find some ejection marks on the outside of the fuselage and even more disappointed to find a shrinkage line on the wings. For a 2007 kit I thought Hasegawa would have been better. However all was taken care of with filler and sanding



Being a large scale model it gave me a chance of adding stuff to the engine and landing gear. The engine on this was huge and is highly visible from the front so I added ignition lines to the engine. I used artist wire from Hobby Lobby which comes in all sizes and is bendable and will keep its shape. I first painted the three engine components and then added the wire using a dab of superglue to adhere the wires to the proper points. The engine was then placed in the cowling which can be treated as a separate build and can be cemented in place on the fuselage once all the painting is done. It is a basic masking job to paint it yellow and then mask up and paint the black strip around it.



Next up after painting the landing gear I just added some brake lines using the same artist wire. I know the ignition wires and brake pipes would probably been gloss black but I wanted them to stand out a bit more so I left them as copper



Hasegawa 1/32 P47

Lyn Gorton

Next up I decided to dirty up the wheel well as I wanted to paint the wings with alclad and would rather not stick masking over the wing to prevent splashes of chromate.

After applying the usual chromate color I gave the bays a wash of grime.

I use Florry Models washes. They come in a variety of colors and are clay based so you can put them on bare paint without applying a gloss coat to protect the paint. Apply the wash and 15 minutes later just wipe off the excess with a damp cotton bud. I also used a concrete grey on the tire treads



Next came the first coat of Alclad. This is the gloss black undercoat which is great for any metal finish.

After applying the black undercoat I gave the project a close inspection as this is the last chance you will have to correct any imperfections before applying the polished aluminum topcoat



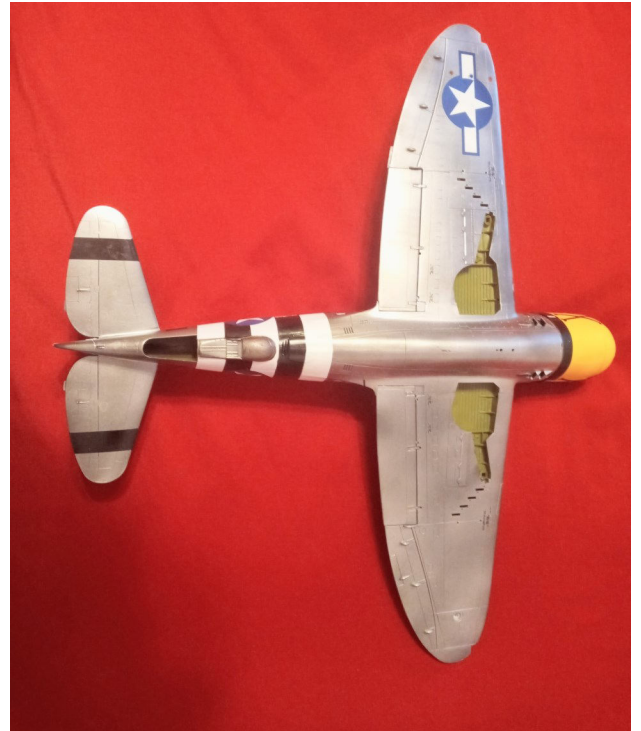
Hasegawa 1/32 P47 Lyn Gorton

After checking that no scratches had appeared the top coat went on. I gave the whole plane a coating of brushed aluminum and then masked it up in places and used flat aluminum and polished aluminum to highlight some panels. Check out pictures of any P47 in bare metal finish and you will find a couple of panels were always different as bits got replaced. It also helps to relieve the monotony of having such a large plane in one color.



Hasegawa 1/32 P47 Lyn Gorton

The decals went on next. There are a lot of decals including the partial invasion stripes around the belly. In retrospect I think the stripes would have been better if they had been painted on , but we live and learn



Hasegawa 1/32 P47 Lyn Gorton

I don't build many 1/32 models due to space constrictions but I did enjoy this build, and the opportunity to practice some of the detailing skills that go along with a larger kit. It is big and only just fits in my display cabinet just above the HK 1/32 Lancaster front end kit which really emphasizes the size of the P47. To me it looks like the front end of the P47 was almost the same size as the Lancaster Front end (excluding the cockpit canopy)



2024 Club Contest Themes

JANUARY: No Contest

FEBRUARY: U.S. Armored vehicle; 1950 to present, any scale, alone or in a diorama.

MARCH: Any NON-U.S. aircraft used in WWII

APRIL: Any U.S. Coast Guard vessel of any year used in inland waters or open ocean.

MAY: Any artillery piece, ground or mounted (BUT NOT TANKS!) used in WWII or Korea from any country.

JUNE: Any NON-U.S. made automobile or truck produced AFTER 1950.

JULY: A Ship that has only primarily sails for movement. Can be an old Pirate ship !

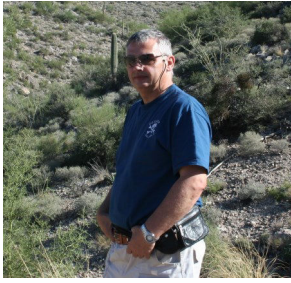
AUGUST: Club Swap meet — NO CONTEST

SEPTEMBER: A totally 3-d printed figure, plane, vehicle or ship alone or as part of a diorama. Can be Sci-Fi or any genre.

OCTOBER: A helicopter from any country or time frame in any scale.

NOVEMBER: A 1/35 OR LARGER scale figure, bust or statue of a “famous” person. Can be a historical, scientist, musician, actor/actress, etc. Male or female that is easily recognizable by most people.

DECEMBER: NO CONTEST, Holiday White Elephant



EDITORS CORNER

BY LYN GORTON



Another good turnout with 50 members in attendance. The July meeting is sometimes a bit low due to many people being out of town but we had plenty in attendance.

We did not have a seminar at the meeting but Kevin brought in some of the War hammer figures to show and they got a lot of interest. I used to take my son to spend his pocket money on war hammer figures when he was at school. He is in his 40's now and is still active on the War hammer scene in the UK

Remember that the **August meeting is the clubs annual swapmeet so there will be no competition or raffle.** If you have kits or modeling material that you want to sell or swap just bring it in and set your table. There is no charge for club members and there are always plenty of bargains to be had

Please note that our November meeting is being moved to November 12th to avoid clashing with Election day on November 5th

WHERE WE WERE

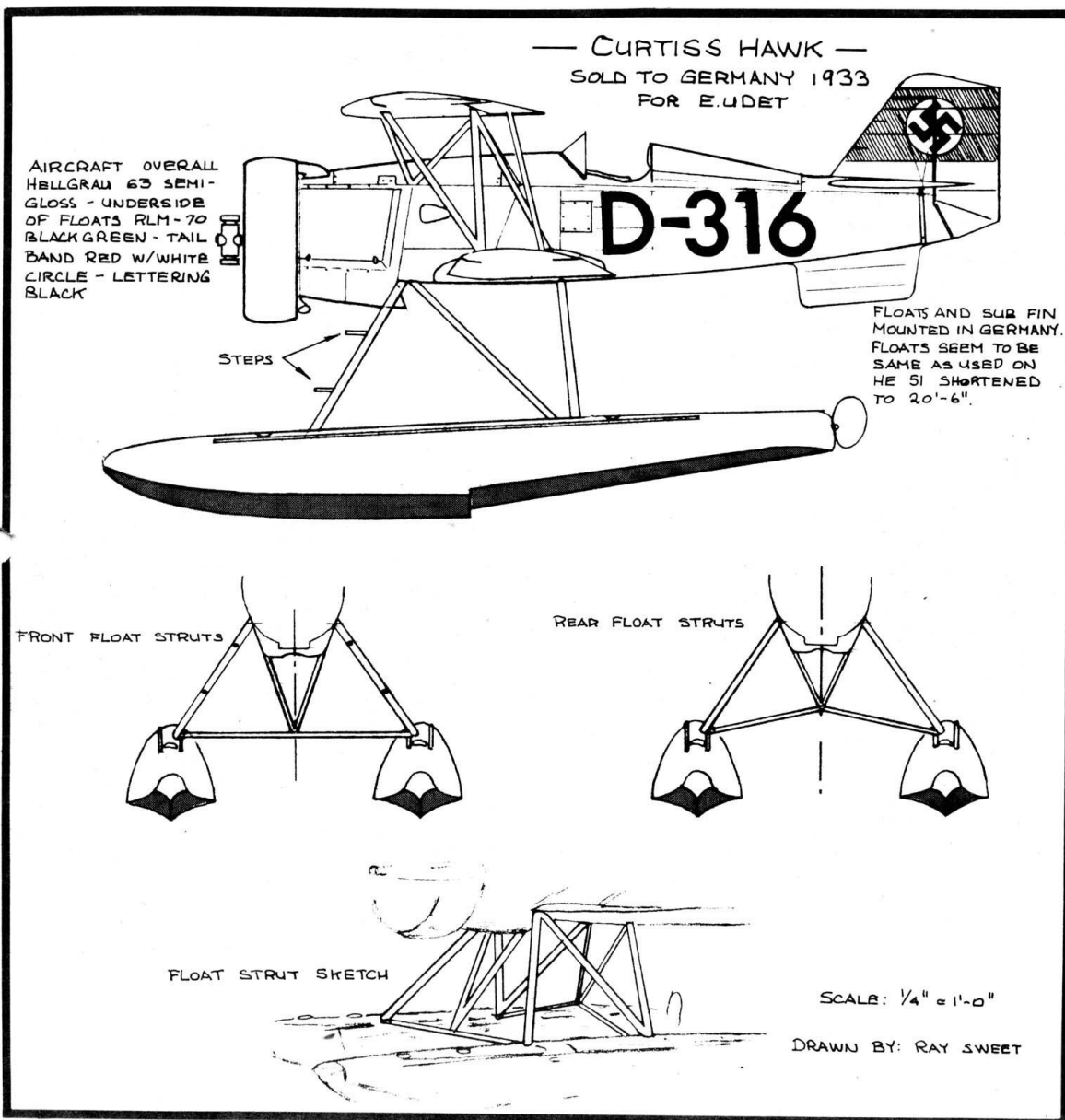
Dirty Plastic July/August 1973

No. 27



dirty plastic

ARIZONA HISTORICAL MODELERS SOCIETY IPMS/PHOENIX

JULY
AUGUST 1973

EDITOR - BRIAN R. BAKER 2033 NORTH 11TH AVENUE PHOENIX, ARIZONA 85007
ART DIRECTOR - HEINZ F. JACOBS

SUBSCRIPTIONS: \$3.00/YR

WHERE WE WERE

Dirty Plastic

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EVENTS:

SOCIAL MEETING Monday - September 17, 1973.
Longman's Hobby Shop, 49 E. Broadway, Tempe. (Corner of Broadway & Mill, on corner diagonal from Tempe High School.)
7:30 pm.

BUSINESS MEETING: Monday - Oct. 1, 1973, at Brian Baker's apartment. #12, 1333 E. Thomas, 7:30 pm. Call 274-3946 for details and grid coordinates.

SUPPORTING HOBBY SHOPS:

Longman's Hobby Craft, 49 E. Broadway, Tempe, Arizona
Val's Hobby Hangar, 4840 N. 59th Ave., Phoenix, Arizona
Webster's Hobby Shop, 30 E. Camelback, Phoenix, Arizona

AN EDITORIAL WHEN SHOULD WE HAVE OUR MEETINGS?

Since both Chuck Krause and I have prior arrangements for Wednesdays, we felt that moving the meetings to another night would be appropriate. The night to select is still open to discussion, however, and it can really be any night that most of us agree to. Although Wednesday is out, unless someone else wants to take over the whole shebang, any other night is OK. A few of the guys have classes on Tuesdays and Thursdays, and many of the wives, girlfriends, et. al., want Fridays and Saturdays free, so we felt that Mondays would be a good bet.

So, democracy will eventually succeed, and we'll have a poll. (No ethnic pun intended.) Give me a call at 274-3346, and I'll keep a tally sheet to get some sort of collective opinion on when the meetings should be held. We'll publish or announce the results somehow. Otherwise, it looks like it will be on Mondays from now on.

NEW AND IN VIEW: BRIAN R. BAKER

After the usual drought, the Matchbox kits are readily available in the shops. Only the Zero is not to be recommended, and this is only because of the Hasegawa product. All ten available issues have been seen in local hobby shops, although individual kits are sometimes hard to find.

I recently built the Matchbox Boeing P-12E, and I can report that it is up to the excellent quality previously stated. It is a late-model P-12E with the tailwheel, which was added to the majority of the P-12's late in their operational careers, but it could be back-dated to the tailskid era with no real difficulty. With Ray Sweet's cooperation, we'll do an article on some Boeing variations in a future issue of D/P.

The P-12E kit, incidentally, lists the second series of kits to be released by Matchbox:

PK-11 Hawker Hurricane	PK-16 Hawker Harrier	
PK-12 Northrop P-5A	PK-17 Messerschmitt BF-109E	
PK-13 N.A.A. P-51D Mustang	PK-18 Grumman Hellcat	
PK-14 P4U Corsair	PK-19 Mikoyan Mig-21	
PK-15 Gnat T. Mk. 1	PK-20 Dassault Mirage 111C	

It will be interesting to see who wins the race with the P-51D. Marsh Bedabian recently obtained a Hasegawa "Pete" which had a P-51D on the side, purporting to show another of the firm's products.

The new ITALAERI Henschel HS-126 is now available. I built one the other day, and can report that it is almost up to expectations. Other than the fact that the wing sets on the struts at a positive angle of incidence when it should sit flat, it appears to be an excellent kit. The detail is good, and it goes together nicely. The wing, at first glance, looks like a complicated job, but it attaches to the fuselage strut assembly with no trouble whatsoever. One word of caution, however. Use a little white glue when applying the decals. The originals have not got enough glue in them, and mine peeled off twenty minutes after they were first applied. The decals are well printed, though, and provide markings for three aircraft, one Spanish Fascist, one German Afrika Korps, and one Greek aircraft. Don't miss out on this one.

There appears, after all the coverage on the AT-6/SNJ, to be a shortage of the Hawk kits, and I have been unable to obtain either T-6's or SNJ's for some time. If anyone has any, or sees any in a store (Markets and drugstores seem to stock them more readily than hobby shops), let me know, as I'd like to get about half a dozen of them. (BB)

Also, several of us have been discussing the problem of rigging 1/72 scale models, but although piano wire appears to be the solution to the problem, they don't make it fine enough so that it doesn't look like gaspipe in between the wings. If anyone has solved the problem, it would be a good subject for a future article. Frank Hunter uses unstranded co-ax wire, but it does not appear to be stiff enough for us clumsy types. Help!

I recently saw the Hasegawa Messerschmitt ME-163B in 1/32 scale, and it is now available locally. For you guys who like to build models from the inside out, it appears to be the thing.

The 1/76 scale Eidal series has continued, with the appearance of four new versions of the Panzer IV, including the Pz Kw IV, the Flakpanzer IV, Wirbelwind, the 3.7 cm. Flak 43 on the St IV Mobelwagen, and the Sturmgeschutz IV. The latest series, not yet in the shops, includes the Krupp Boxer Prime mover in two versions. Also included are a new re-issue of the Volkswagen Kubelwagen, a nice little Schwimmwagen, and an anti-tank gun. These kits have been getting better as the firm gains more experience, and their latest issues make up into nice models at a reasonable price. One only wonders, however, when they'll do something besides German equipment.

I have recently finished several conversions from the basic Monogram Curtiss P-36A Hawk kit in 1/72 scale. For anyone who is interested, I have vacuumformed a cowling for the Wright Cyclone-powered version, so if you'd like to try it, I have extra cowlings. The original prototype Hawk 75 is an especially colorful aircraft, as is the Vichy-French P-36A. Material on these conversions will be published in future issues of D/P.

THIS MONTH'S CENTERFOLD - - THE CURTISS EXPORT HAWKS

The exquisite Monogram Curtiss Hawk kits, the P11C-1 and the P-6E, form the basis for a number of very interesting and colorful conversions. The cover drawing illustrates one of the many Hawks that can be built from the basic P11C-1 kit. Others are included in the center section.

Basically, the Curtiss Hawk Series evolved over a period of years from the middle twenties to the middle thirties, but we'll leave the P-1 and P-6 series until later, and concentrate on the Export Hawks. The Monogram P11C-1 can be used for the radial engine series, with only minor changes, except for the retractable-gear version, which requires a Ben Casey type approach with scalpel and green stuff.

(1) Export Hawk II, D-IRIK, imported into Germany by Ernst Udet. D-IRIK appears to be silver in the photograph I examined, but Ray Sweet maintains that it would have been pale grey. Many German civilian aircraft of the period were silver or alclad and unpainted, while others were pale grey. Take your pick. Photos show markings as shown in the drawings, with the wing markings covering both right and left panels, and D-1 on the upper left panel, and the RIK on the right side, in large letters. All letters are black. Tail stripes are black, white, and red, from top to bottom. On the left side, this was later changed to the red band with black swastika on a white disk. Colored Olympic ring insignia appears ahead of the cockpit on the right side, and some unreadable printing is shown underneath the right horizontal stabilizer. This Hawk can be converted directly from the P11C-1. Just delete the sunshield and lower the rear headrest slightly. The aircraft used low-pressure tires, so these will have to be replaced. Those from the Airfix P-40E worked fine for me. Also, remove the belly tank fittings, and do not install the tank.

(2) Turkish Export Hawk II. This version was taken from photographs made during factory tests. A photo of this plane appears in the November, 1932, issue of Model Airplane News (Rush out and get yours today) and shows a silver biplane with a red rudder. The Turkish markings on the rudder are white. A special, later standard, fared-in belly tank was installed, and the rudder was the standard Army type. Note the tailskid and different tires. The rudder of the P11C-2 is easy to convert for this model. Just add a small piece of plastic scrap and fill it in with putty and smooth it out. The tailskid can be constructed from scrap. Later Turkish Hawks were dark green, and at least one has .30 caliber machine guns mounted in the wheel spats. More on that next time.

(3) Cuban Export Hawk II. This was one of four Hawks flown by the Cubans during the 1930's. The plane is similar structurally to the Turkish Hawk, except for the belly tank, which was not installed. The plane is silver overall, with black numbers on the fuselage sides and wing top. Underwing markings are unknown. National markings, a blue circle with a red triangle inside, with a small white star in the center, appear on four wing positions. Tail stripes are as shown, with blue and white stripes and a red triangle. The star is white. The cowling shows as a lighter color. My guess is yellow.

(4) Columbian Export Hawk II on floats. These Hawks were sold to Columbia equipped with Edo floats which were different from the floats on the German version. The plane appears to be silver overall, and some markings are visible, but no details are sharp enough to be publishable. Anyone who can supply marking information on this type is asked to do so. Float arrangement is interesting, and there appears to be no additional fin area added to compensate for the float side area. Float bottoms appear dark, probably black, or dark grey.

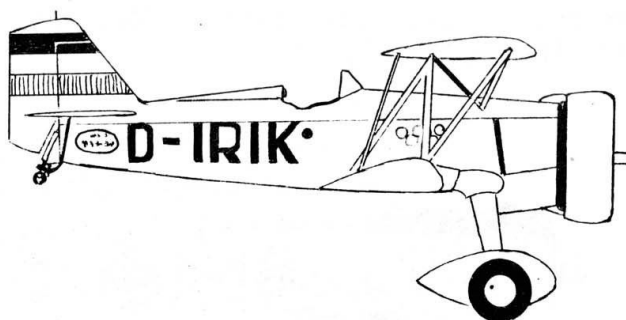
(5) Export Hawk II, for China. This data comes from a fairly good photo. This aircraft appears to be a dark, glossy, olive green overall, with Chinese Nationalist roundels in four wing positions. Tail stripes were probably light blue and white, and the side numeral was white. Note tail skid, rudder, belly tank, and small wheels.

WHERE WE WERE

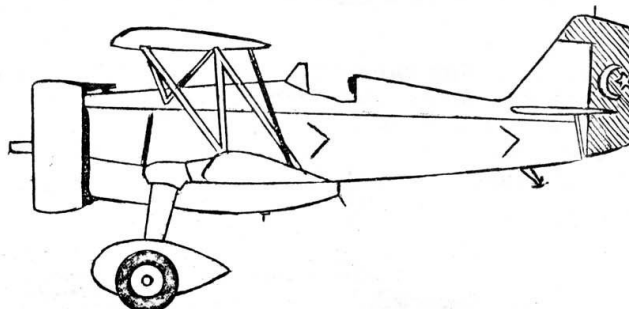
Dirty Plastic

THE CURTISS EXPORT HAWK SERIES

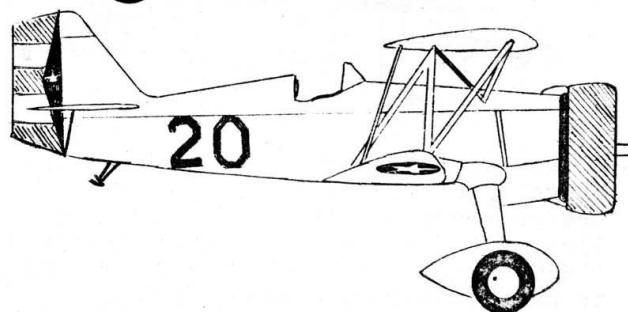
Export Hawk II (Udet's)
(1)



Export Hawk II (Turkey)
(2)

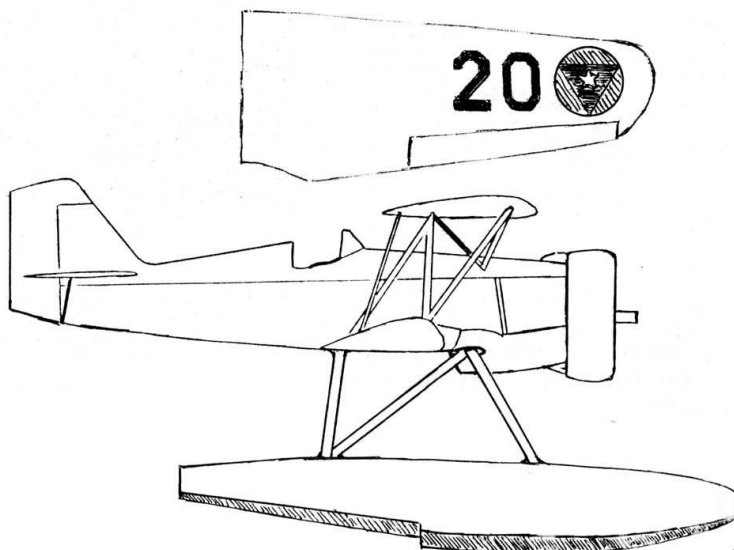
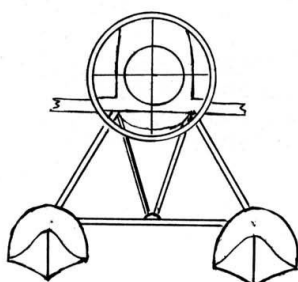


Export Hawk II (Cuba)
(3)



Cuban Hawk. Wing top.

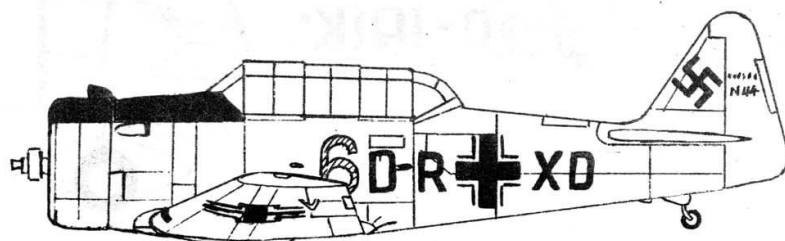
Export Hawk Seaplane
Columbia.
(4)



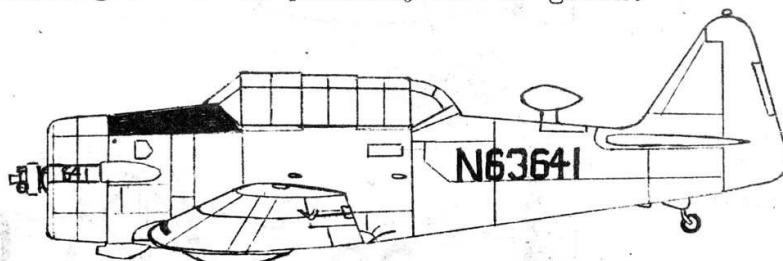
WHERE WE WERE

Dirty Plastic

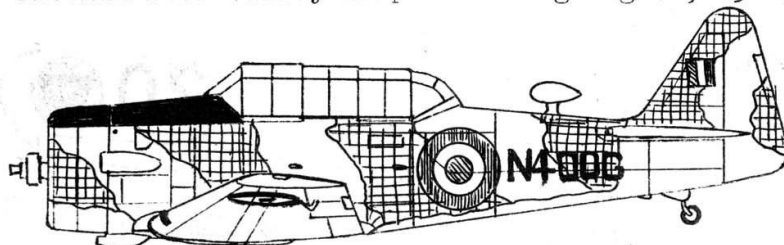
CENTERFOLD FEATURE: MORE T-6'S. (Or, Didn't the Luftwaffe Refuse to Fly Anything?)



North American Harvard, Tail Number N.44. Early type from French contract, taken over by Luftwaffe. Early engine, not R-1340. Note scoop and smaller cowl. Probably yellow overall, with black codes, anti-glare, and wing walks. Note wing-type cross on fuselage. "6" is probably red or green.



North American AT-6, N63641. This may be a very early BC-1. Note bulge under fuselage, a characteristic of the early models. Orange overall, with white wingtips and cowl stripe. Blue (dark) license and numbers. Black anti-glare. Aircraft has P.W. Wasp S1H2G engine, not R-1340, with 3 bladed prop. Engine appears to have longer crankcase, and may be geared down. Photographed at Phoenix Deer Valley Airport during August, 1960.

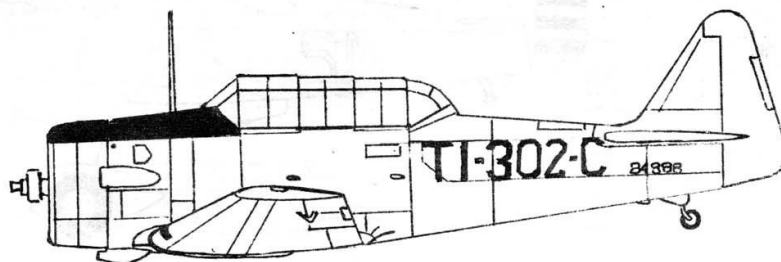


North American T-6G, N400G in pseudo-RAF markings. Brown and green topsides with pale blue undersides. Black anti-glare, white license. Proper roundels above wings, but inaccurate on fuselage, without yellow surround. At a New Jersey Fly-in, 1966.

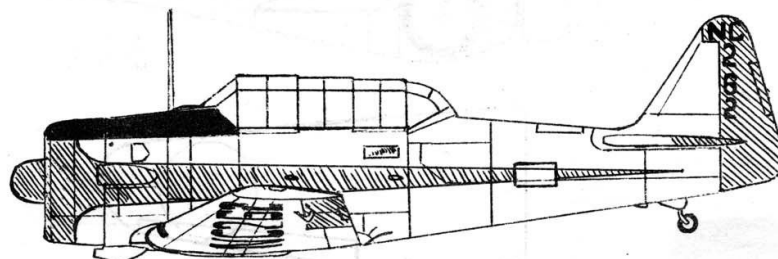
WHERE WE WERE

Dirty Plastic

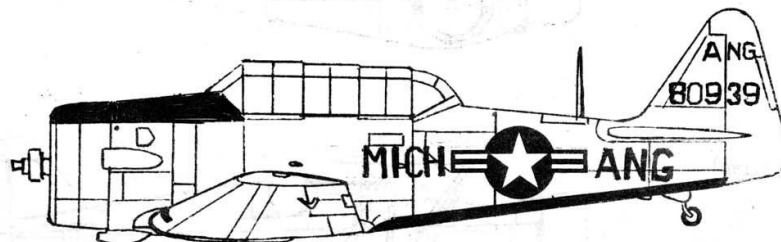
AND STILL MORE T-6'S



North American SNJ-4, BuAer # 84888. Fresh from NAF Litchfield Park, Arizona, May 22, 1959, in Costa Rican registration. The pilot was an ex-Luftwaffe Stuka pilot. Yellow overall, with black registration and serial. Navy markings not visible, except for serial, which was retained.



North American AT-6C, NC262. Standard C.A.A. (That's Civil Aeronautics Administration) paint scheme of late 1940's. "NC" licensing changed to "N" in early fifties. Overall silver with bright orange trim. Orange part cowling, fuselage stripe, rudder, elevators and ailerons. Black anti-glare and license. Black "U.S." appears on upper right and lower left wing panels, with "NC" numbers in standard positions. Orange plaque (unreadable, but probably a CAA commercial) on fuselage sides where rectangle is shown.



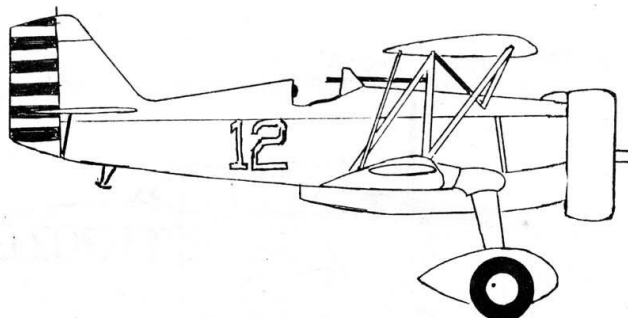
North American T-6D, 44-80939. Operated by Michigan Air National Guard from Romulus, Michigan. (Later, Detroit Metro). Silver overall, appears to be painted rather than alclad. Black markings, anti-glare, and wing walks. Black rear underside of fuselage. At Detroit Wayne Major Airport, about 1953.

WHERE WE WERE

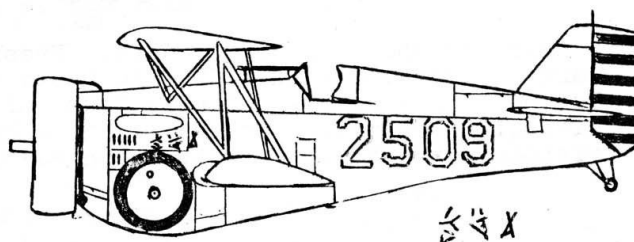
Dirty Plastic

CURTISS HAWK SERIES

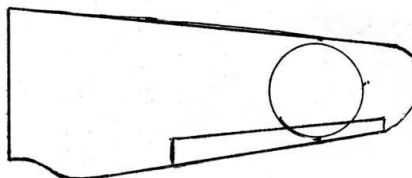
Export Hawk II (China)
(5)



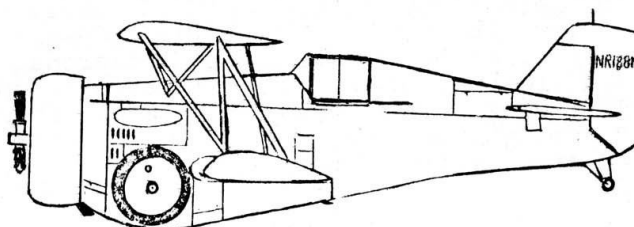
Export Hawk III (China)
(6)



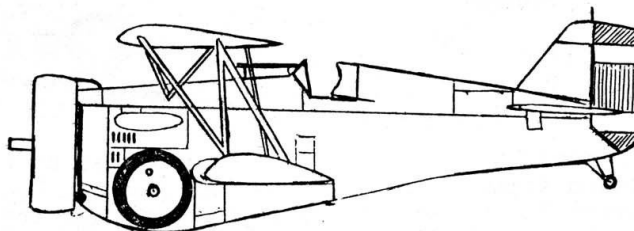
Wing with roundel
position.



Export Hawk IV Prototype.
(7)



Export Hawk III (Siam)
(8)



WHERE WE WERE

Dirty Plastic

(6) Export Hawk III. A later model Hawk, these were similar to the Navy's BP2C-1's except that they had wooden wings and three-bladed metal props. This aircraft was one of several photographed at Lungwa, China, on Oct. 24, 1936. The aircraft in the photo carry no fuselage numbers, while others display the large white figures as illustrated. Wing roundels are large, extending from leading to trailing edges of the upper and lower wing surfaces. Chinese photographs appear white on all aircraft. Some of these aircraft were flown without the sliding partial canopy covers. "2503" was shot down by the Japanese near Shanghai during 1937.

The Export Hawk III, and the BP2C-1 used by the Navy, are very complex conversions. I am working on a vacuform conversion for these, and any suggestions would be appreciated. The belly, landing gear, tail wheel, rudder and rear fuselage section all require extensive changes, and even the cowl and cockpit hatch needs work on some models. More on this one later.

(7) Export Hawk IV, NR188M. This was the prototype for a new, more modern series that was never built. This was flown experimentally in the United States and then sold to Argentina in 1936. It was silver overall, with black registration numbers on the rudder and wings. It had a different cowl, an enclosed cockpit, and other refinements, but the Hawk 75 was already flying by this time, and only one Hawk IV was built.

(8) Export Hawk III for Thailand. Photographed at the factory on Aug. 28, 1935, several of these were exported to Thailand, where one survives in the Bangkok Museum, along with a fixed-gear Hawk 75. It was silver overall, with red, white, and dark blue tail stripes. Wing roundels were probably carried in the standard positions, although these do not show in the photo.

THE SPRUE TREE

C.K. Krause, Jr.

OH HAPPY DAY!! Marsh Beaubien asked me a question that makes writing this month's column a snap.

OK Marsh; even though it was printed in an early D/P (#7) here's an inexpensive color/markings reference library:

U.S.A.F. T.O. 1.1.4; Operation Supplement, Technical Manual

Warner Robins Air Material Area
Robins A.F.B., Georgia 31093
ATTN: WRNSTD

It has about 150 pages it covers all flying equipment in the U.S.A.F. inventory: exterior finishes, insignia, and markings applicable to aircraft and missiles. Although stenciling information is minimal it does include a list of NATO and other symbols. This has been the source of D/P's back covers.

The last price information I had was \$3.00, check to be made payable to the Treasurer of the United States.

U.S. NAVY

MIL-I-6140A (AS) Military Specifications, Insignia, National Aircraft

MIL-6-8779C (AS) Military Specifications, Colors, Interior Aircraft; Requirements For

MIL-6-18263E (NP) Military Specifications, Colors, Exterior, Naval Aircraft; Requirements For

Commanding Officer
U.S. Naval Supply Depot
5801 Tabor Avenue
Philadelphia, PA. 19120

The Naval information is a little more general giving color information by types of function, rather than specific aircraft, with occasional explanatory drawings. This one is free.

U.S. ARMY

TB 746-93-2 Painting & Marking of Army Aircraft

Department of the Army
U.S. Army Ag Publ. Center
1655 Woodson Road
St. Louis, Missouri 63114

This is by far the best of the lot. It's 260 pages, covers not only markings and color schemes of all aircraft in use, but gets down to all stencil markings so near and dear to the hearts of us large scale modellers. Best of all it's free!

So far I've helped you spend a grand total of \$3.24, including postage for a considerable amount of information on contemporary flying machines. Since all color data is tied into Federal Standards I suggest squandering another \$2.95 (+.08¢ stamp) and send for:

FEDERAL COLOR STANDARDS 595.

General Services Administration
Business Service Center
Region 3 Specifications Activity
Building 197, Stop 249
Washington, D.C. 20407

Also request all current revisions

Eventually you will receive pages and pages of 1/2" x 3/4" color chips (358 at last count in gloss, semigloss and lusterless).

Make check payable to General Services Administration.

Patience and perseverance is an additional requirement. These will not be here by return mail, and sometimes you will have to write more than once - it took almost two years of writing and waiting before the Army manual arrived.

If you want to go further, get Floquil's color matching guide, with color chips and formulas. It lists most colors of WWII and Vietnam.

Floquil Products, Inc.
Cobleskill, N.Y. 12043

They also have some smaller chips on Poly S, so ask for those also. I think the price is \$5.95.

Even though I've now given you the information please don't send away for any of it as this has been the basis for many of my Paint Spot articles and back covers. If I can't use this I'm wiped out and will have to quit and go back to making models.

As you can see by the above article I'm still alive, although from the letters I owe many - you may doubt it. Sorry to be so silent but I'm in a situation presently of time being a premium.

REVELL 32nd LUFTWAFFE RF-4E COMMENTS

Larry Davis
IPMS Canton

The new Revell West German RF-4E is out and LO and BEHOLD it's not an RF-4E at all. It's an F-4E "Gunfighter" Phantom. Same old mistakes as on the J but slightly better molding. The Gatling gun nose section is 3 new pieces plus 2 new nose gear doors. It looks basically right and with a lot of work can become a real F-4E Phantom. The decals are really nice for West German, complete stenciling and all. Looks as good as Airfix quality or better.

I bought 2 of the beasts and am completely involved in building them. Looks good so far.

PAINT SPOTS

Charles K. Krause, Jr.

France, WWII

This month we hop the channel, and if I confuse you don't feel bad, as I'm confused. My information on French interiors (aircraft that is) is minimal. For that matter all I know is included.

Although the table filched from an IPMS publication does not list the above Humbrol Interior Blue I remember seeing reference to it in an early Scale Modeller. From black and white photography the instrument panel is a dark color, so lets call it blue. The sidewalls on some are dark (blue) and others light (light green). Until someone comes up with definite data I'd suspect you could get away with some pretty colorful interiors and noone could prove you wrong.

FRANCE WWII

Struts, wells, wheel hubs lt. grey or flat aluminum; doors medium grey.

All interiors including seats, floors lt. green or flt. alum. Dashboard flat black.

PLANES THE ACES DECIDED NOT TO FLY . . .

B. R. BAKER



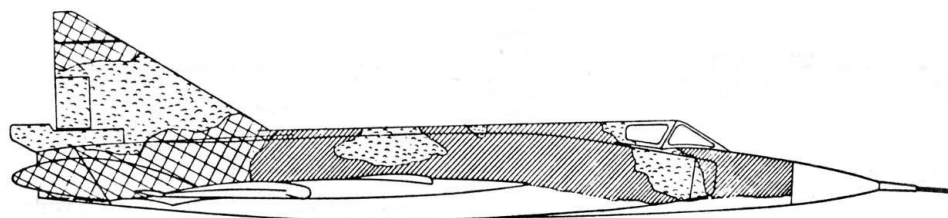
The Gessundheit G3-009V-1 was conceived as a last minute attempt to stem the tide during March, 1945, by General Von Richthofen, who, nostalgically inspired by his more illustrious kinfolks, felt that if a triplane did the trick in 'eighteen, it could again save the bacon in 'forty five.

The G3-009V-1 was built up from a Heinkel HE-162A-1 fuselage fitted to a set of triplane wings. A new tricycle undercart was installed, and the scheduled completion date was April 20, 1945. Events caused the postponing, and later the abandoning of the venture, and thus the "Supertripe" never fired a shot--or even burned a gallon of petrol--in anger or otherwise.

For conversion buffs, use the Frog or Lindberg HE-162A fuselage and a set of wings from the Airfix or Revell Fokker Triplane. Aircraft was red overall, with white bands on which black maltese crosses were superimposed. Be the first kid on your block to build this one!

WHERE WE WERE

Dirty Plastic



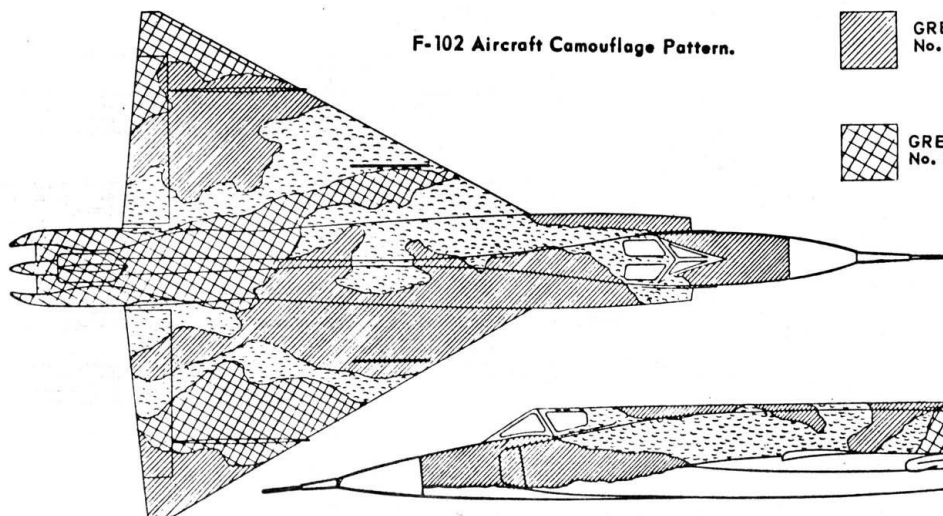
F-102 Aircraft Camouflage Pattern.

GREEN
No. 34079

TAN
No. 30219

GREEN
No. 34102

GRAY
No. 36622



T.O. 1-1-4

Address Correction Requested

dirty plastic

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PRIMA PAISANOS IPMS/Tucson

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This is the number of your
LAST ISSUE - - - -



FIRST CLASS

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

2024 CLUB MEETING CALENDAR

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

JANUARY 2024

Tuesday 2nd 7pm
Seminar/Speaker: Uncommon but
useful tools—Kevin Henthorn

JULY 2024

Tuesday 2nd, 7pm
Seminar/Speaker:

FEBRUARY 2024

Tuesday 6th 7pm
Seminar/Speaker: Resin/Mike
Mackowski

AUGUST 2024

Tuesday 6th 7pm
Event : **Club Swapmeet**

MARCH 2024

Tuesday 5th, 7pm
Seminar/Speaker: Wiring Bi-Planes/
Brian Baker

SEPTEMBER 2024

Tuesday 3rd, 7pm
Seminar/Speaker:

APRIL 2024

Tuesday 2nd 7pm
Seminar/Speaker: 3D Printing/Mike
Pabis

OCTOBER 2024

Tuesday 1st, 7pm
Seminar/Speaker:

MAY 2024

Tuesday 7th, 7pm
Seminar/Speaker:

NOVEMBER 2024

Tuesday 12th 7pm
Seminar/Speaker:

JUNE 2024

Tuesday 4th 7pm
Seminar/Speaker: Resin Casting/Scott
Reigel

DECEMBER 2024

Tuesday 10th 7pm
Event: **White Elephant**



August Raffle

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

No Raffle this month due to club swapmeet
Bring cash go home with bargains

UPCOMING EVENTS

Modelzona 1st February 2025 (Flyer on last page)

Modelzona 1st November 2025

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.

2024 Chapter Officers

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

Useful Links

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

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

Join the IPMS/USA!

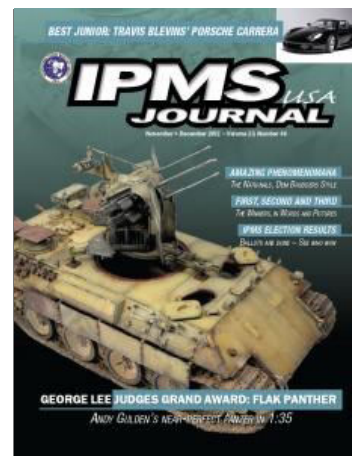
\$30 annual membership includes a one year subscription to the IPMS Journal. Visit www.ipmsusa.org to download a membership form. Or

you can write to:

IPMS/USA PO Box 1411
Riverview,
FL 33568-1411



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



CONTENT NEEDED!!!!

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

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

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



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2 Great Locations!

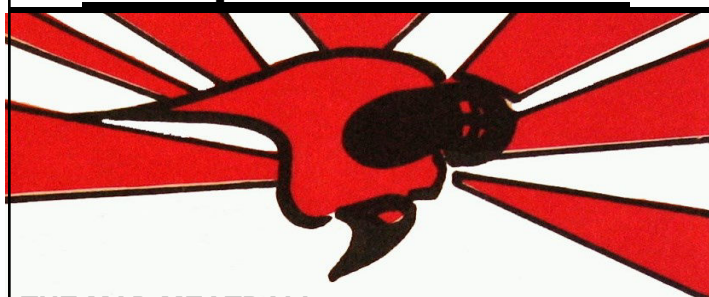
8058 N. 19th Ave.
NW corner
19th Ave. & Northern
602-995-1755

4240 W. Bell Rd.
NE corner
43rd Ave. & Bell
602-547-1828

space in miniature

Space modeling reference books
by Mike Mackowski.

www.spaceinminiature.com



THE MAD MEATBALL

MIKE CHOLEWA

602-944-4096

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12629 NORTH 21ST DRIVE

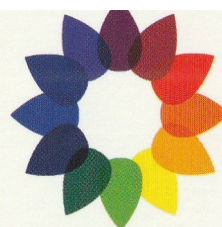
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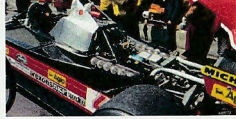
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DESERT SCALE CLASSIC

Model Car Championship

Second Saturday, Every April
Phoenix, Arizona

dsc-hq@cox.net
DesertScaleClassic.org



MODELZONA 2024.5

What happened?
We lost our lease!

OUR NEW LOCATION IS:

El Zaribah Shrine Auditorium
552 North 40th Street - Phoenix, AZ 85008

Saturday, February 1st, 2025
9am - 5pm

OPEN TO ALL MODELERS
OVER 50 CATEGORIES
RAFFLE
MAKE & TAKE

SPECIAL AWARDS FOR:

Best Moving/Transport Subject
Best F4U Corsair
Raleigh Williams Craftmanship Award

VENDOR TABLES (8ft. Vendor tables - \$50 each)
For vendor info contact Keith at: avalon_war_books@yahoo.com

GENERAL ADMISSION - \$5

Kids under 13 - FREE

Model Registration - 9am to Noon

Adult - \$5 which includes your first 5 models
(additional models - \$1 each)

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

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

Follow us on Facebook: [Craig Hewitt Chapter-IPMS Phoenix](https://www.facebook.com/CraigHewittChapterIPMSPhoenix)

