



THE CORSAIR

IPMS Phoenix / Craig Hewitt Chapter

Presidents Message

Hello everyone,

We had a nice turnout at the April Meeting. Mike Makowski gave a presentation on transporting your models by creating custom boxes for them. Mike has been doing this for decades and has learned how to properly support the model, and the need to make some parts removable for transport.

On other matters, the committee has decided to continue with Modelzona on the first Saturday in November of each year (the 1st in 2025 and November 7th in 2026).

Check out this edition of the Corsair for information on an upcoming Group Build for the club. I am already thinking of what I can create for the build/contest.

I would like to reiterate the need for seminars or presentations for this year. Currently, I have only two planned. If you have a presentation or seminar that you would like to give, please let me know.

On a personal note, I am still working on a couple of 1/72 Spitfires, a 1/48 Mig-29 two-seater, a 1/144 scale Folk Wulf Fw190, and a couple of the smaller 1/700 scale ships for a miniature game. I may have to put most of that aside if I work on an aircraft for the Group Build.

That is all I have for this month. Keep on modeling!

Kevin

kdhenthorn@aol.com

Corsair Stop Press Dates 2025

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

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April Raffle Winners



April Raffle Winners



April Display



April Competition (Armor)



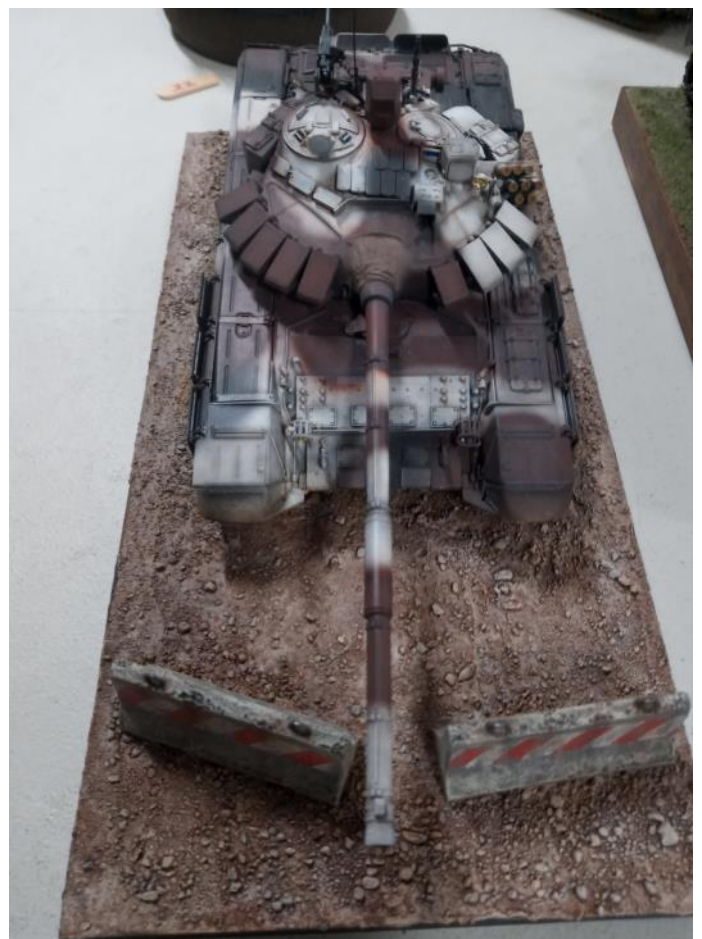
April Competition (Armor)



April Competition (Armor)



April Competition (Armor)



April Competition Winner

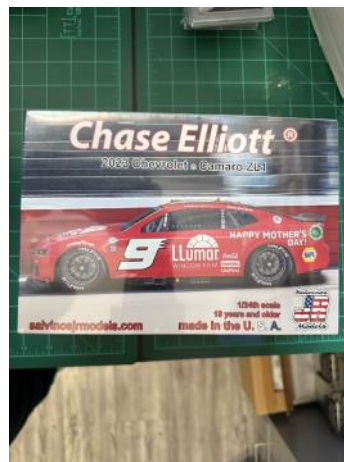


Dekker Zimmerman
T72

My 2025 KIT KOMMITMENT John Carroll

What it do Craig Hewitt members, you all know me I more of collector versus a builder...LOL. Changes are a coming, here are the model kits I plan to complete or start for 2025 including the few stretches and evaluation of shelf Queens or Kings however you choose to refer to them. Hmmm shelf Queens\Kings, sound like another monthly feature article to think about have members share.

Meng BMX Z4 M40i – Started this during the Build and Bull at post. Plan was to have ready for upcoming Desert Scale Classic. Unfortunately, I had to post pone attending due another aspect of personal life the means a great deal.



AMT 2021 Dodge Charger R/T (go figure I own 2 of these) - I this was also of the Desert Scale Classic. Salvinos JR Models Chate Elliot 2023 Chevrolet Camaro ZL1 – This will be for club monthly contest. Takom M9-ACE combat earthmover – Picked this up at 2024.5 Modelzona, accepting Keith Pipers, challenge to complete this model.



My 2025 KIT KOMMITMENT

John Carroll

Tamiya North American P-51B Mustang – I think this my unofficial airplane because of how many I own.



H3 Models Vietnam War US Rifleman (not pictured) – The figure was originally the Verlinden Polish Light Horse Lance Officer Napoleonic, but in that change because of trade with Chris Robenson. I purchased two these 120mm figures from Bill at the San Marcos National for Chris and myself. He crushed his, entered and awarded at 2024.5 Modelzona. He enjoyed the figure wants to do another thus the trade was born.



My 2025 KIT KOMMITMENT

John Carroll

Shelf Queen\Kings or Stretches:

- Tamiya 2009 Yamaha YZR -M
- Revell (level 3) Porsche Panamera Turbo
- Revell (level 3) Porsche 918 Spyder
- 1966 Pontiac GTO and 1967 GT-350 Shelby are head to the dumpster or will keep several pieces as spare parts for the 1 or 2 each not stored in the stash.

I have some will do one for May let us know if you want contribute one of these articles.



“How to Transport Your Models” By Mike Mackowski

It's frequently necessary to transport your models to a contest or exhibit of some sort. To accomplish this without damaging your creation requires a protective box. Different approaches can be used, depending on the size of the model and how far you are traveling. These boxes are also useful if you need to store your models or if you are planning to move your residence. The idea behind a protective enclosure is to support the model in such a way to keep the small fragile elements away from the walls of the box and the supporting materials. Antennas, landing gear, gun barrels, etc. need to be “free floating” so there is no chance of them bumping into anything else in the box. This generally means that you need to anchor the model to the box at a sturdy part of the body of the model. This is pretty straightforward for tanks and cars, as the can just sit on their treads or wheels and then have the sides boxed in with chunks of foam. Aircraft are a bit more of a challenge. I try to anchor an aircraft (or spacecraft) model by the fuselage and lift it so it is not sitting on its landing gear. Your model is likely to get bumped around during transport, and that puts stress on fragile landing gear. My approach is to make a foam cradle that supports an aircraft model in at least a couple of places along the length of the fuselage. (The green foam used in many examples here is upholstery foam purchased at Joanns.)



Fig. 1. Custom foam tray for B-58 and XV-1 models

Figure 1 shows an example of this cradle design for 1/72 scale B-58 model. Note how the B-58 is actually supported on its wings, not the landing gear. Foam blocks at the back of the wings keep it from moving backwards and more foam at the wingtips and in front of the engines keep it from moving forward. Additional foam blocks keep it from moving side to side. This approach ensures that the nose probe, landing gear, nor tail fin can touch the box. Of course, this design is only good for local travel, as the model may come out of the cradle is the box if tipped sideways. If you were shipping this model, or taking it on an airline trip, you could add similar protective foam on the top of the model to keep it from moving vertically. Note that all of the foam blocks are glued (using Alene's Tacky Glue) to a removable cardboard base. You will also note the small cardboard “handles” glued to the base that enables one to remove the model while still in the cradle. Taking the model out of the foam cradle is easier once the cradle is out of the box. On the right side of Figure 1, you will see the small McDonnell Aircraft XV-1 Convertiplane helicopter model. It simply sits on a foam base and is secured via toothpicks stuck in the foam. Since the model has skids rather than fragile landing gear, it does not need a raised cradle. Being a much smaller and lighter model, toothpicks are more than adequate to enable it to survive a car trip to a meeting or show. Additionally, using toothpicks on a foam base is readily reconfigurable for other models. This is more economical than cutting foam into a permanent transport tray, but is only practical for smaller, lighter models. Figure 2 shows another example of this approach.



Fig. 2. A 1/72 scale aircraft (or a few) can be transported using toothpicks to keep them from moving on a foam base.

“How to Transport Your Models” By Mike Mackowski

Many of you know that I specialize in historical space models, so I have built a lot of boxes and transportation cradles for those types of models. Many of these are capsules or rockets with no landing gear. The Gemini shown in Figure 3 used the same basic approach as the foam cradle design. This model was built as a commission and needed to be shipped in the mail. Fortunately, it was small, and using some foamboard with small bits of foam provided a secure yet padded cradle. The model has the hatch glued in an open position, so this was perhaps the most fragile feature and needed to be protected. Note the foam “bumpers” at the front and rear of the model and the padded cradle in the lid of the box to prevent any movement in any direction during shipping.



Fig. 3. Foamboard adds some strength to this cradle for a 1/48 scale Gemini model



Figure 4 shows a large Soyuz model being packed for shipping by mail. On the left you can see the hinged lid to the cradle that prevents the model from any vertical motion. Generally I'll make this inner cradle/box and then pack it inside a larger box to provide a double-walled package that can be mailed with a bit more protection.

Fig. 4. Green upholstery foam works great to cradle models in a custom box

The Gemini lab in Figure 5 had no antennas or open hatches, so a simpler approach was used for taking this model in my carry-on bag on an airliner to the IPMS National Convention. It had a cylindrical shape so was wrapped in bubble-wrap and loose pieces of foam (some recycled from electronics packaging) were crammed around the edges to keep it well away from the walls of the box.

Fig. 5. Using foam and bubble wrap for a Gemini model



“How to Transport Your Models” By Mike Mackowski

Figures 6 and 7 show more examples of how to use corrugated cardboard (or foamboard) and upholstery foam can be used to cradle models in a box.



Fig. 6. Often you can pack several small models in one box



Fig. 7. Packing foam was cut to create cradles supporting this Buran model

Many years ago I built this Skylab model while I was still in college, Figure 8. I knew in advance it would be moved around across the country a few times, so it was designed to have all the fragile elements (solar panels, antennas, Apollo capsule) removable. Figure 9 shows how a shoebox proved to be the right size for making a sectioned box where I used tissues and foam to secure the sections of the model.



Fig. 8. The solar panels can be removed on this 1/96 scale Skylab model to allow safe transport



Fig. 9. Some foam and tissues have kept this Skylab model intact over many moves since I built it in 1974.

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

Outside of the Box A Showcase of Imagination

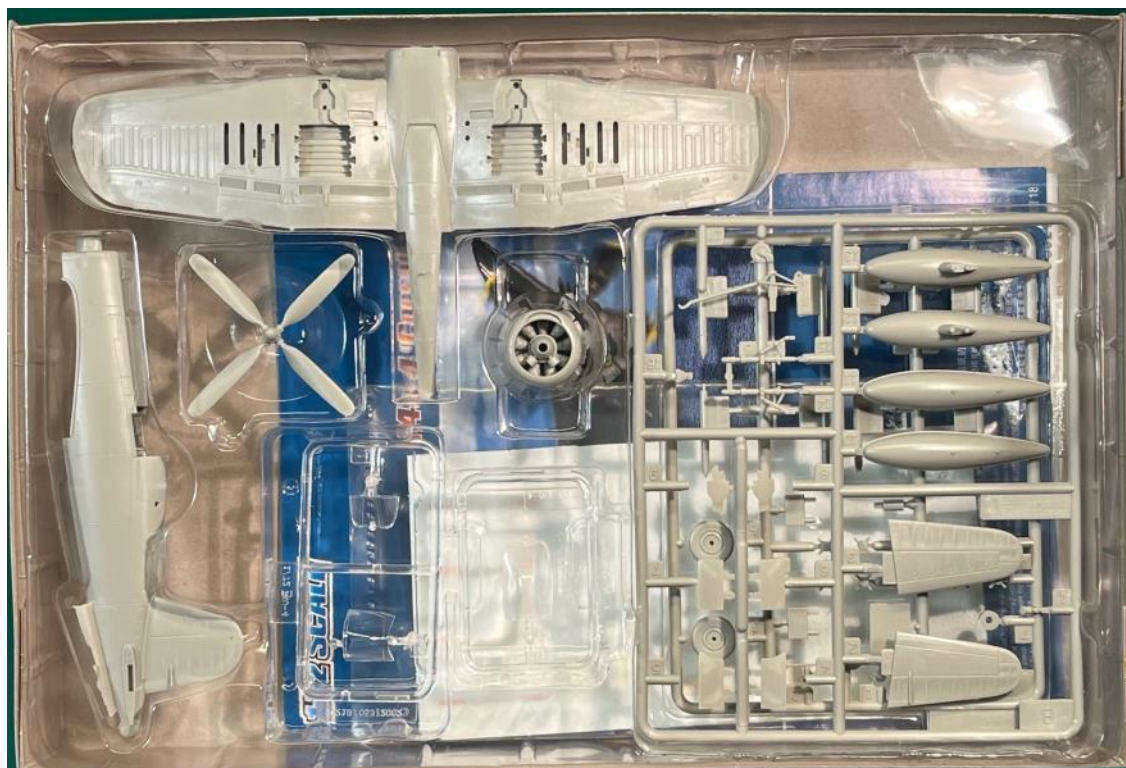
We're pleased to announce the kickoff of a Group Build event for members of the Craig Hewett IPMS Chapter. The club has a large number of 1/72 Hobby Boss "Easy Assembly" aircraft kits available which we would like to utilize for a group build and contest to showcase the creativity and imagination of our members. These Hobby Boss kits, while modern kits with nice surface detail and accurate proportions, are designed to be easy to assemble with a minimum part count and one piece wings and fuselages. Not stunning kits "out of the box", but perhaps a good starting point for a creative adaptation. Start thinking:

- Never-was paint schemes: WWI aces in a WWII plane or Air Demonstration Team that could have been.
- Crashed, captured or abandoned planes
- Air racers or sky pirates
- SciFi cross-over
- Conversion into something entirely different

The point is to take a kit which may not be very challenging and turn it into something that shows off modeling skills and imagination.

The club has over 40 kits available, representing a variety of aircraft. Quantities of some of these are limited, but options include:

P-51D Mustang IV, F4U-4 Corsair, F-84E Thunderjet, F6F-5 Hellcat, Spitfire MK Vb
T-6G Texan, F-84G Thunderjet, Me262A-1a, F-86F-40 Sabre, F4F-4 Wildcat
Bf109G-6 (late), P-47D Thunderbolt, P-40E Kittyhawk, F6F-3 Hellcat



Typical Kit

Outside of the Box A Showcase of Imagination

Timeline and guidelines:

- Kits will be available at the May and June meetings, or beyond so long as supplies last.
- We will ask for a \$5.00 donation per kit to cover contest expenses.
- A second kit may be purchased, quantities permitting, at the end of the May meeting or from June forward for anyone wanting additional parts to Frankenstein kits together, etc..
- Builds can be displayed at the October meeting, where the scheduled monthly contest theme will be "People's Choice", Any model, Any scale. (Judged and voted on by the present attendees of this monthly meeting).

In addition to the regular contest, we'll have a separate category and separate award for "Best Outside of the Box" build, as judged by those in attendance.

- The "Outside of the Box" entries will count towards Modeler of the Year points as an additional contest, separate from the scheduled October theme.
- Feel free to add any additional parts, decals, scratch building, modifications etc.





EDITORS CORNER

BY LYN GORTON



Another very full meeting with over 60 members in attendance at the April meeting, we were given a very good presentation by Mike Mackowski on packing models for shipping and travel.

If you missed it Mike has been good enough to also submit his article on the subject—just check out page 13



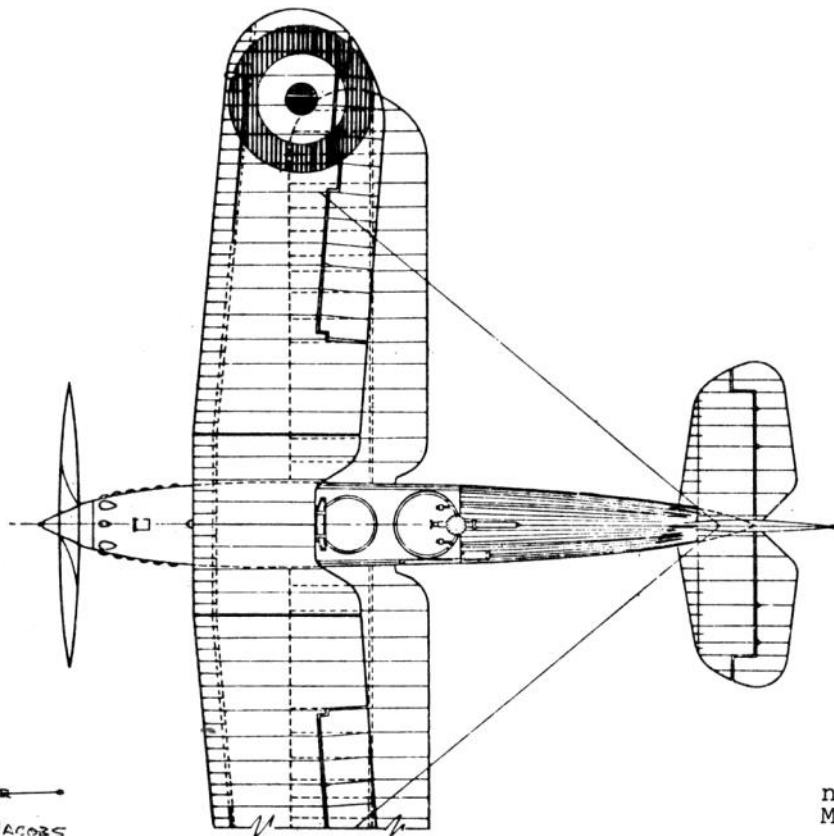
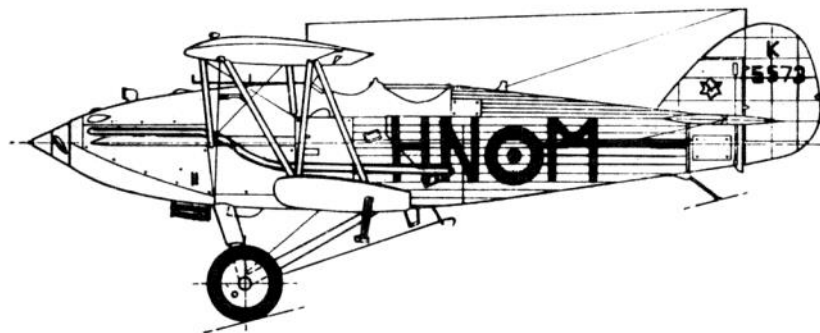
Also in this issue you will find an article by John Carroll challenging all club members in a commitment to build. (See page 10)

Once you have read that check out the article on a new kit challenge where you can buy a kit for \$5 and join a group build for October (See page 17)

WHERE WE WERE

Dirty Plastic May 1974

dirty plastic ARIZONA HISTORICAL MODELERS SOCIETY IPMS/PHOENIX



72 IN SCALE
HEINZ F. JACOBS

number 35
MAY 1974

HAWKER AUDAX (Avro built) K5573 RAF India, circa 1941

CKK

WHERE WE WERE

Dirty Plastic May 1974

DIRTY PLASTIC

ISSUE NO. 35 MAY, 1974

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SUPPORTING HOBBY SHOPS

Longman's Hobby Craft, 49 E. Broadway, Tempe (967-7241)
Webster's Hobby Shop, 30 E. Camelback, Phoenix (266-5343)
Val's Hobby Hangar, 4840 N. 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, #3, 4430 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 85023 (942-2962)

MEETING NOTICES:

NOTE: THIS MONTH'S MEETING AT LONGMAN'S, IN TEMPE, HAS BEEN CHANGED. IT WILL BE HELD AT HEINZ JACOBS' HOUSE.

SOCIAL: Tuesday, May 21, 1974. 7:30 pm.
Heinz Jacobs', 14815 N. 24th Drive, Phoenix.
(942-2962) Map below shows grid coordinates.



BUSINESS: Tuesday, June 4, 1974. 7:30 pm.
Brian Baker's, #3, 4430 N. 28th Street, Phoenix, (956-1518)

SOCIAL: Tuesday, June 18, 1974. 7:30 pm.
Marshall Beaubian's, 1830 E. Alameda Drive, Tempe. (966-2808) Alameda Drive is about a block east of McClintock Drive, just about half a mile south of Broadway, in Tempe.

THE PRESIDENT'S PAGE

BRIAN R. BAKER

I hope that nobody took our Sento K1-001 "Zero" too seriously. If anybody rushes out to buy the kit, I'd suggest that you try a B-10 instead. That one took just a little less imagination and conjecture.

Our last business meeting was a success. We've been drawing as many people at the business meetings as we have at the social meetings. Really, the business meetings have become socials with a few exceptions. Last time, several people (Chuck and Heinz, mainly) got together and went over the mailing lists, pruning off some of the excess. Now, if I can get the list typed, the mail may go through. Charlie Hyer is back, by the way, after some illness. He is now working on some drawings of some of the Fairchild F-27's that Air West is disposing of.

Having a few moments for meditation recently, I came up with a couple of suggestions for some of the hobby entrepreneurs to consider. I would find these two items extremely useful in my modeling, and I'm certain that others would, too. I'd like to see somebody produce accurate, correctly shaped rigging wires in varying sizes for rigging scale models, particularly biplanes. This type of thing could be produced in large quantities at a relatively cheap price, since tooling costs would be minimal, even if polystyrene were used. Another suggestion would be a putty, similar to the Green Stuff that is so popular, only this material should be much thinner, so that it could be applied with a small brush or hypodermic-type applicator. This would be useful in filling small cracks in models without destroying the surface detail. Now, all you can do is mask it off.

WANT ADS:

Frank VanNieuwenhuysse, 1815 W. Libby, Phoenix, AZ, 85023, 942-9583, has the following books for sale:
Harleyford Series, Messerschmitt 109, Focke Wulf FW-190, Spitfire, \$7.00 each. (New retail—about \$12.00 each)
Morgan Series: The Planes the Aces Flew, \$2.00
Profiles. All World War II, up to Number 203. Total of 97 issues. Excellent reference material. The whole set for \$45.00. (These would retail for over \$80.00 new, or higher, if bought in bound sets.)

Heinz Jacobs (Address elsewhere in this issue) has the following for sale:
Japanese Mitsubishi J2M Raiden—German Revell kit in 1/32 scale. \$3.00.

Brian Baker, (Address elsewhere in this issue) is looking for a Lindberg Mitsubishi Betty in 1/72 scale.

KIT REVIEWS: THE MATCHBOX LYSANDER

BRIAN R. BAKER

Although the price range of the Matchbox kits has increased from \$1.00 to \$1.20, the series has become one of the standards in the 1/72 scale kit line. Although there are three acceptable Lysanders available today, the Matchbox rendition of the Lysander is easily as good as the others, if not better overall.

Cast in a rather non-descript two tone brown styrene plastic, the Lysander is somewhat unimpressive in the box. It is not until you get the kit partially assembled that you get some idea of the overall impact of the model. In short, it comes out to be an excellent model, with semi-realistic surface detail that could really be a little more refined, but also including a very detailed interior that requires only a little scratch modifying to bring it up to the general standard. The interior structure of the cockpit is even functional, since the wings are attached through the plexiglass canopy, with the wing butt tabs resting on the cockpit's interior frame. The radial engine is superbly detailed, and the prop appears to be very accurate. The decals are also good.

On the negative side, the fuselage surface detail appears to be a little overdone, although the fabric sections look pretty good when painted. The rear windows, just ahead of the tail, are represented by panel lines only, although on the real airplane, they are unmistakably clear. The painting instructions are entirely incorrect, and I am not sure about the color of the squadron codes as given in the kit. Not much reference material is available on the Lysander, so if you have the Profile, you've about got it all. If anyone can provide a desert scheme, or possibly one used during the Battle of Britain, we would appreciate it.

In summary, this kit is worth building, even if you have the Frog version, or the revised Airfix kit. (NOTE: The early Airfix kit should be avoided. In the old kit, the wings are cast in one section, while in the revision, they are in two sections, top and bottom, for each wing panel.)

EVALUATION FACTORS Outstanding Good Fair Poor Forget it

EVALUATION FACTORS	Outstanding	Good	Fair	Poor	Forget it
1. Outline Accuracy		●			
2. Casting Quality		●			
3. Surface Detail		●			
4. Interior Detail		●			
5. Powerplant Detail	●				
6. Landing Gear		●			
7. Canopy & Glass			●		
8. Decals		●			
9. Assembly Guide		●			
10. Simplicity	●				

KIT REVIEW: THE AIRFIX SUNDERLAND

BRIAN R. BAKER

At one time, the Airfix Short Sunderland Mk. III was marketed in this country by Airfix Corporation of America, located in Philadelphia. It was reasonably priced at \$2.00, but, as the old song goes, "Gone are the days . . ."

The Sunderland lives on, however, and I suspect that it can still be obtained from England, or from one of the mail order houses, for about \$5.00. It is worth buying, mainly because it is the only 1/72 scale offering of this very important flying boat, and because it is basically a pretty good kit despite its age, despite some rather obvious faults.

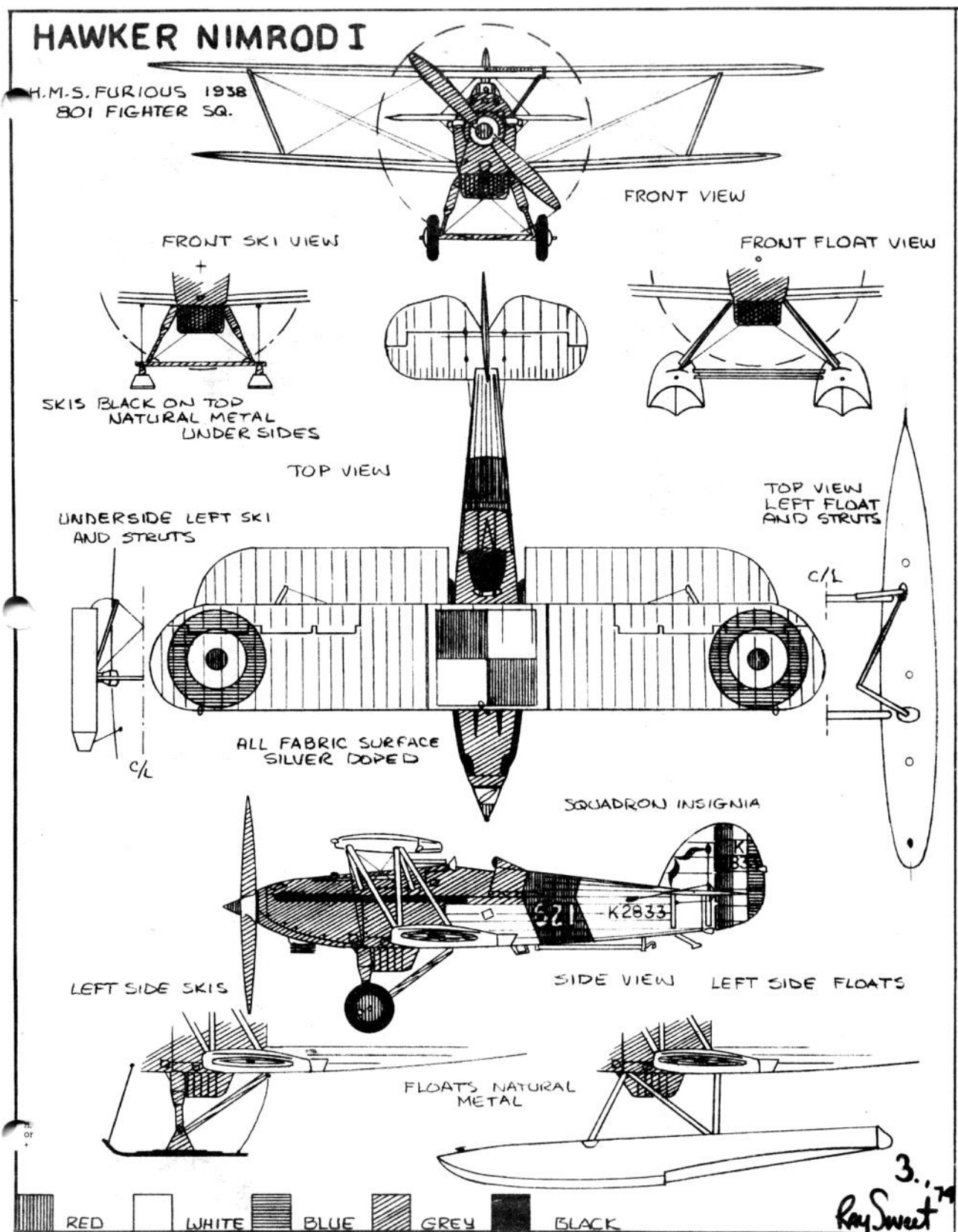
To start with, the Sunderland is a very large and impressive airplane by any standard. Slightly larger in overall dimensions than the B-24 and B-17, it appears to be much bulkier, mainly because of the deep hull. The surface detail is a little heavy, but it adds to the overall effect of the metal construction, even though the aircraft was actually flush riveted. The engines and cowlings are cast in one piece, which sort of precludes any really serious detailing of the radials unless you want to drill them out of the cowls and replace them with others. The Mk. I, II, and III all used Bristol Pegasus radials with the traditional British counter-clockwise rotation, as viewed from the rear of the aircraft. The Mk. V differed from previous models in that it was equipped with Pratt & Whitney R-1830 Twin Wasps, similar to those used on the Douglas C-47. The cowlings would be slightly different on the Mk. V, but since the kit depicted a Mk. III, the cowlings can be used straight from the box. Not so with the propellers, however, as these have to be replaced. I used the props off of two Frog Seafighters, since I intend to build at least two Merlin-powered variants of that aircraft anyway. These are approximately the right diameter and thickness, although I will have to use vacuumformed spinners to be completely correct.

Painting the Sunderland is relatively easy, since it is cast in white plastic, and there is little possibility of converting it to an earlier mark with overall camouflage without major structural modification. (The Mk. I and Mk. II have an earlier hull shape, which would have to be trimmed away. I chickened out on that one.) The majority of the wartime Mk. III Sunderlands were white overall, except for grey and green shadow-shading on the wing, elevator and fuselage tops. Some of the planes had black rubber de-icer boots on the outer wings, rudder, and horizontal stabilizers. Overall, the Sunderland should be "grubbed" up, as these aircraft were usually very weather-beaten in service, and the paint did not remain new for long. Photos show much paint chipping along the fuselage sides, and varying amounts of paint fading as water drained along the fuselage sides. In the case of the Sunderland, the more weathered the aircraft, the more personality it had.

All in all, the Sunderland is to be recommended for anyone wanting a large British flying boat in 1/72 scale.

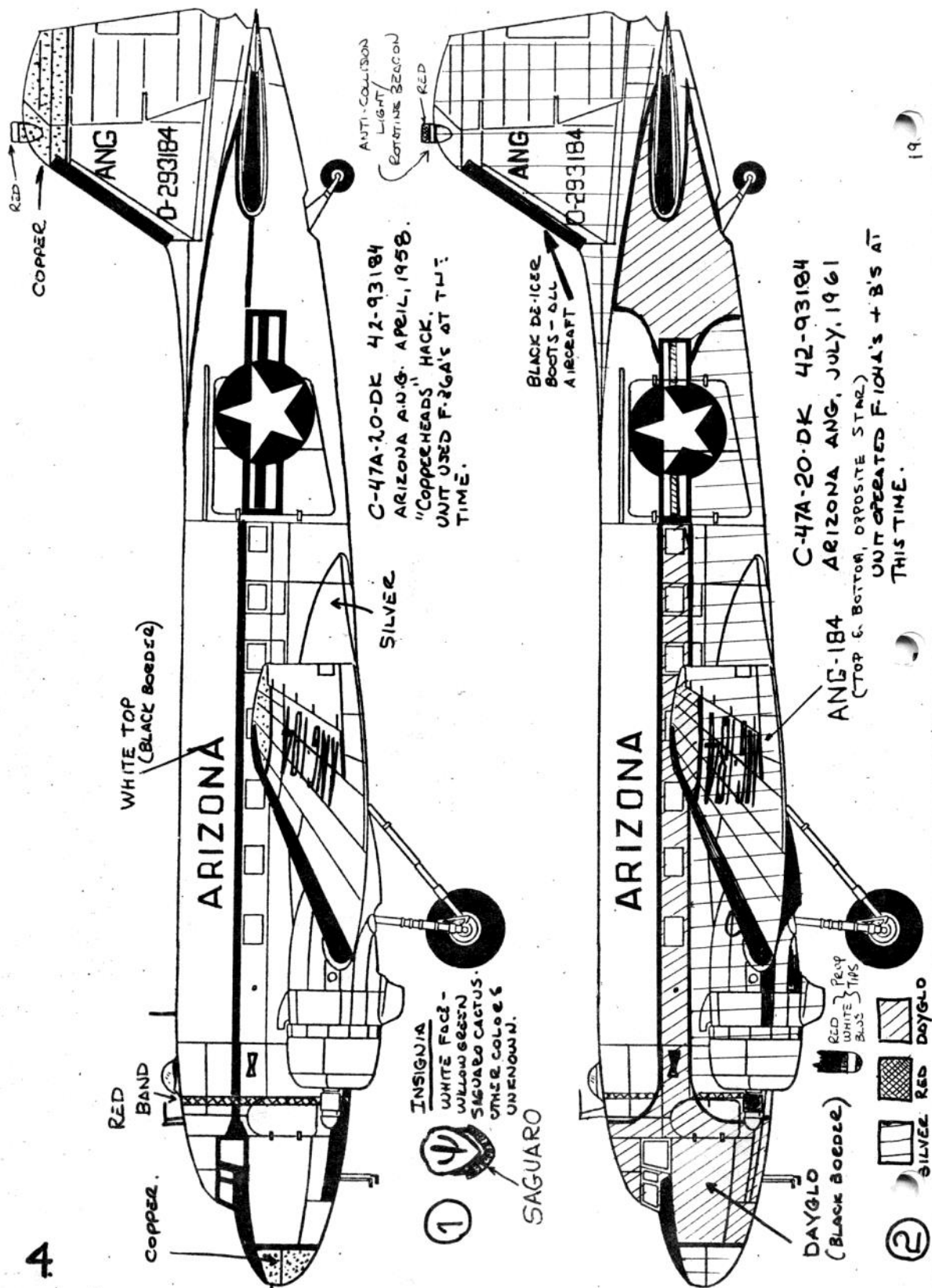
WHERE WE WERE

Dirty Plastic May 1974



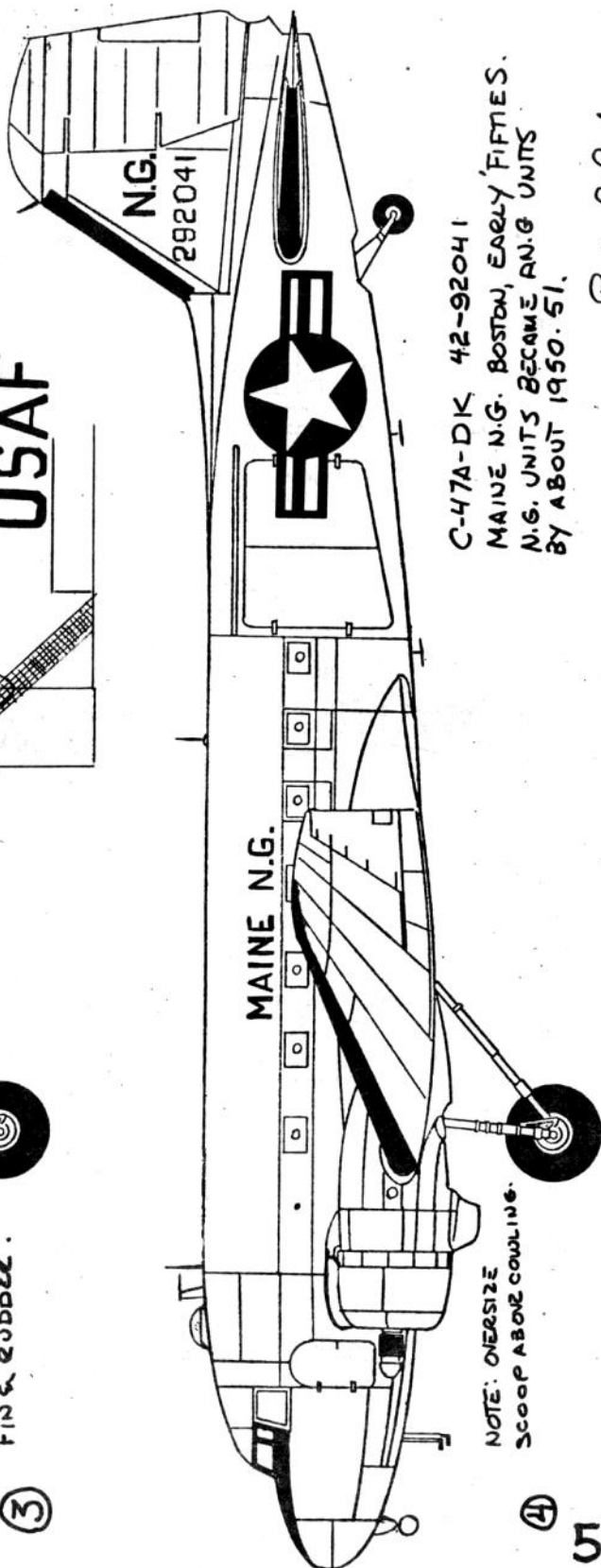
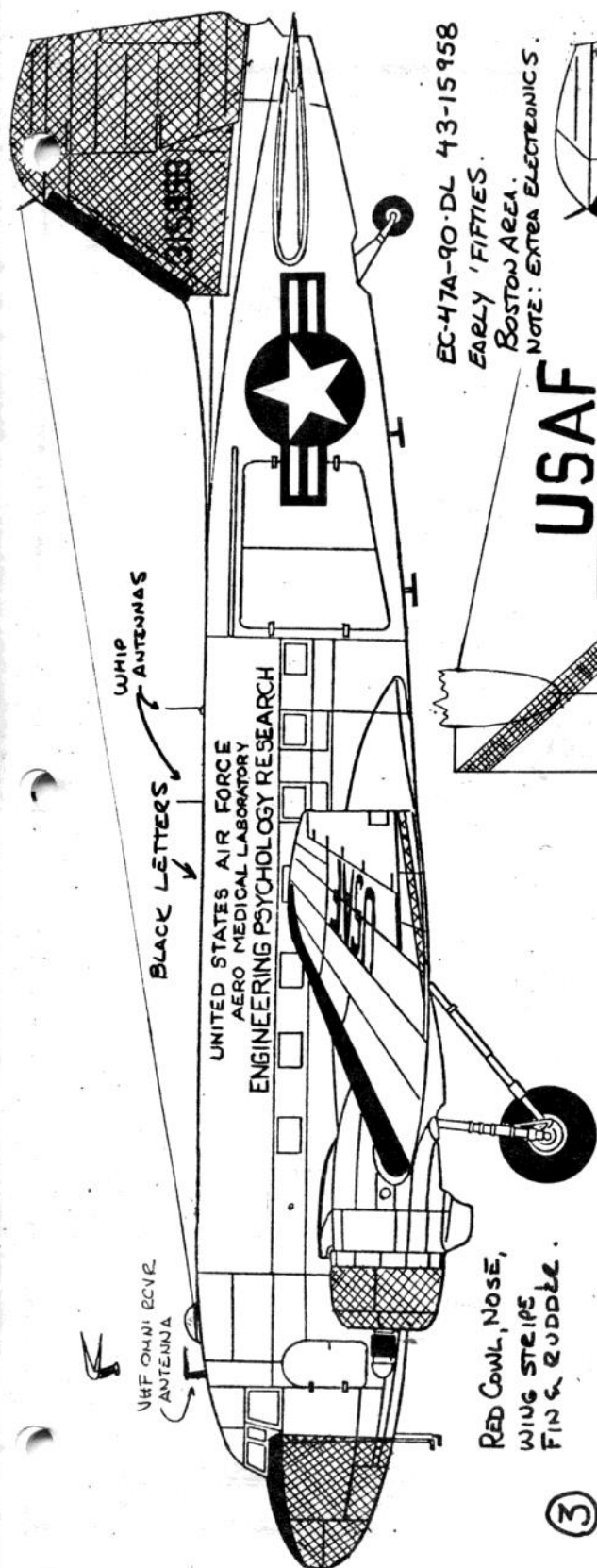
WHERE WE WERE

Dirty Plastic May 1974



WHERE WE WERE

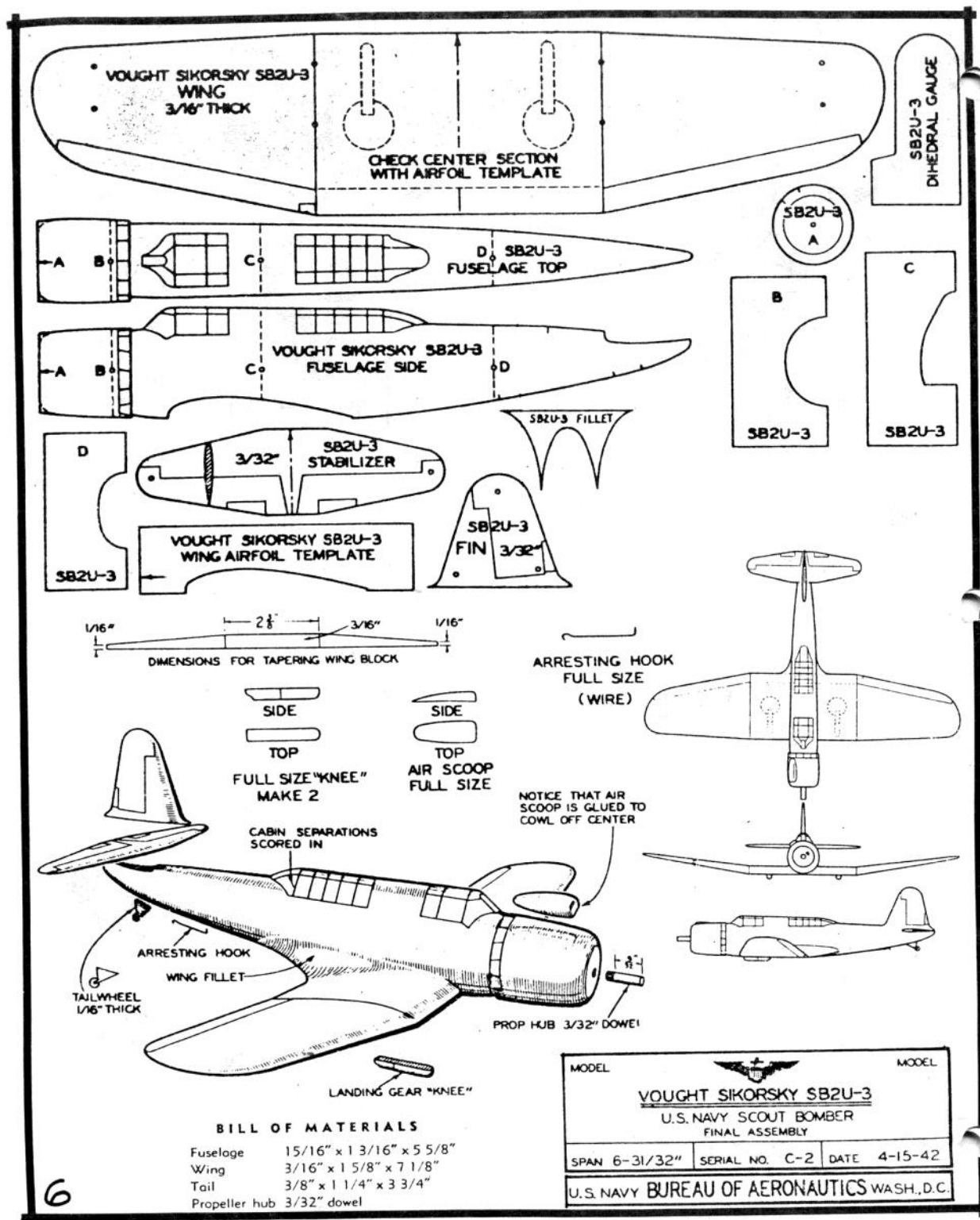
Dirty Plastic May 1974



Brian E. Baker

WHERE WE WERE

Dirty Plastic May 1974



WHERE WE WERE

Dirty Plastic May 1974

THE HAWKER NIMROD MK. I

RAY SWEET

The Matchbox kit of the Hawker Fury is a fairly easy conversion to the Nimrod and the only real problem is in extending the wingspan without spoiling the rib detail or displacing the strut arrangement and attachment pattern. You will need an extra kit, which should be good for several conversions. First, cut the top wings between the 6th and 7th ribs from the center on each side. Square up the ends right to the ribs. This makes the wing short by the space between two ribs on each side. Now, cut from the wing of the extra kit, two sections of four ribs, inside the ailerons, and again, square the ends up to the ribs. Insert these sections, one per side, in the top wing where you removed the single section. This extends the overall wingspan by the space between three ribs, and will keep the struts in proper alignment and position. Do the same thing to the lower wings anywhere between the roots and the struts.

The rest is pretty straightforward. Build a headrest, as per drawing, and an oil cooler under the cowl. You may also want to add an arrestor hook, but this is optional, as they were a sometimes not fitted. This also applies to the long exhaust pipes. All of the Royal Navy Nimrods were silver and grey, as shown in the drawing, but the squadron markings were somewhat colorful. I will attempt to show some of them in detail next month, even though I have never been able to figure out any system to their color schemes.

For example, I have several photos and drawings which show the tail markings per the drawing---in some, the caption reads No. 800 Squadron and in others, it reads No. 801 Squadron. Leahman, in I.P.M.S., says it is No. 800 Squadron; the Harleyford Markings book says No. 801 Squadron---was the only Royal Navy squadron with an insignia at that time. However, they all agree on the aircraft being aboard H.M.S. Furious. This might lead you to believe that it is a ship's insignia.

The general arrangement drawing is taken from a drawing which shows six Nimrods in flight, being led by a lone Hawker Osprey. All have the tail insignia except one. It has no squadron or identification marks of any kind, and has a roundel on the side. It has tail stripes, as do the others except the Osprey and Number 514. There is no explanation for the colorful top wing designs; the caption simply states, "Nimrods of 801 Fighter Squadron, Based on H.M.S. Furious, 1938. The serial number is a guess, as the photo was taken from too great a distance for positive identification."

The drawing shows the skis developed for the Nimrods, but these were used mostly on the Danish aircraft. These are the same as those used on the Norwegian Fury and will have to be scratch built if used. The floats were interchangeable on all Nimrods, and were fitted to several Royal Navy aircraft at several times. The floats from the Supermarine S-6B are the proper shape (almost) but just a bit long. Cut and then shorten them at the step for proper outline. The tail skid remained on when the floats were fitted, but the hook was removed.

There seems to be no pattern to the placement of serial numbers. Number 521 has none under the wing, while others have serials or tactical numbers underwing in typical R.A.F. style. Many have no serial displayed on the fuselage sides, but all show a serial on the tail. The aircraft based on carriers attached to the Home Fleet or the Mediterranean Fleet generally had Squadron bands and tactical numbers as shown in the drawing, but those on Far Eastern Station always have the side roundel with the other markings either fore or aft of it.

Material, data, photos and drawings of the Nimrod can be found in the following publications:

Airfix Magazine, May, 1971.
Model Airplane News, Nov. 1969.
I.P.M.S. Magazine, March, 1967.
Popular Flying, Feb. 1935, May, 1935, April, 1936, July, 1938.
Hawker Aircraft Since 1920 (Putnam).
British Naval Aircraft Since 1912. (Putnam).
Aircraft Camouflage and Markings. (Harleyford)

HAWKER AUDAX, INDIA, C. 1941.

BRIAN R. BAKER

The Hawker Audax was a development of the famous Hawker Hart, and was initially intended for the "Army cooperation" role. The basic differences, aside from the usual serial numbers, was the message pick-up hook located aft of the landing gear, and the long exhaust stacks, which extended past the rear cockpit.

The aircraft shown in Heinz Jacobs' drawing was one which was operated in India about 1941. The information was taken from two black and white photos of a formation of these aircraft in flight. Both photos are fairly close up, so a considerable amount of detail is apparent. The aircraft carries the usual hook, but no rear machine gun was fitted.

The Audax was silver overall, with black serials on the rudder. Underwing serials were probably carried, but these do not show in the photos. The squadron codes, HN-M, were black. A small white six-pointed star appears on the fin, and it has some sort of eagle painted in the center of it, but the colors are unknown. Unusual for an aircraft of this time period, the plane is still equipped with a tailskid, perhaps indicative of the primitive operational conditions on the Indian frontier at that time. It is presumed that the aircraft was operated by either No. 20 or No. 28 Squadrons, both of which operated the Audax in India.

Incidentally, the aircraft shown was a subcontracted version, built by A. V. Roe & Co., about 1936.

OBSCURE (VERY) GERMAN ARMOUR

BRIAN R. BAKER

Although gas warfare was outlawed following the end of World War I, most nations continued its development as a precautionary measure. The German High Command, OKW, however, went one step further, and actually developed a unique weapons system based on semi-lethal gas and an armored, tracked weapons system carrier, and it is a little known historical fact that this vehicle and its chemical warfare agent was actually used in combat.

Herr Horst Von Sheissshafen was a prosperous Bavarian cigar manufacturer in 1933 when the Nazi Party came to power in Germany. Being quick to observe political and economic changes, he quickly surmised that there would soon be shortages in all types of consumer goods, especially those that had to be imported. Since all of Germany's tobacco was imported from potential enemy nations, it was obvious that tobacco would be a precious commodity once war had begun. Therefore, Von Sheissshafen's efficient research laboratories began work on a tobacco substitute during 1935, and by late 1938, had developed a suitable mixture from natural fertilizer by-products and camel manure which, unfortunately, had to be imported from the Middle East. Von Sheissshafen's firm began marketing these "tobacco substitute" cigars under the trade name, "Der Ropo Ersatz" in 1939, and the cigars had become quite popular in Germany during 1940.

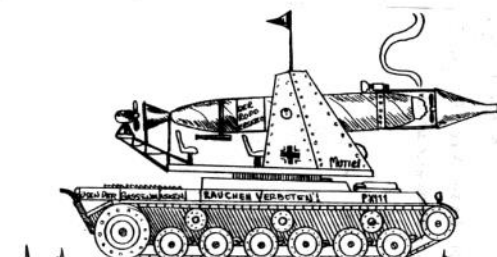
When it became apparent that the war was not going well for Germany, Von Sheissshafen decided to offer his factory to the Wehrmacht for the development of chemical warfare systems. His idea was to use the "Der Ropo Ersatz" formula in chemical warfare, and to this end, he obtained a late production model PzKw XIII tank. The PzKw XIII was originally produced during 1939, but with the introduction of the British Sten gun during the 1940 offensive in France, the tank was declared obsolete, and all subsequent examples were used in secondary roles, such as assault guns, flag-carriers, ammunition lorries, flak tractors and tank retrievers. The PzKw XIII was rebuilt by Von Sheissshafen's research and development, and the result was truly unique in the history of armored warfare.

The PzKw XIII Shd3t3p3m0W, or Sheissgassenstinkumaprayen-smokenoutwagen, consisted of a standard PzKw XIII chassis, complete with driver's compartment and tracks, with a specially built armament system mounted directly above the turret well. The armament, amounted to a 32/1 scale "Der Ropo Ersatz" cigar mounted on an automatically elevating gun mounting system modified from that used on the 8.8 cm. anti-tank gun, and a special fan and nozzle to direct the gas toward enemy positions. Although the unit was greatly affected by wind conditions, with favorable currents, the "Smokenoutwagen", as they were sometimes abbreviated, were effective up to fifty yards providing the spray pump was delivering full capacity. The effects on entrenched enemy troops were sometimes devastating, with choking, gagging, gasping and all of the symptoms of any poorly ventilated American office, nightclub, or IPMS meeting.

The OKW placed great hope in the Sheissgassenstinkumaprayen-smokenoutwagen, and hoped that it would help to turn the tide on the Russian Front. It is even rumored that the real reason Rommel started his drive towards Cairo in 1942 was not because of the proximity of the Suez Canal and Arab Oil, but actually for the immense supplies of camel dung that were urgently required for the production of the "Der Ropo Ersatz". Needless to say, Rommel didn't quite see it, and from then on, no matter how successful in combat, the "Smokenoutwagen" would never be able to operate with adequate supplies of chemical warfare agent.

After a hurried development, the "Smokenoutwagen" was ordered into limited production, a total of fifteen being completed in time for the Kursk Offensive in 1943. Ten of the vehicles actually reached front line units in time for the initial assault, but since there was little Russian defensive action from behind fortified positions, the vehicles proved singularly ineffective, and all ten were lost in a futile attack on a Polish Infantry squad fighting in the open near Kursk.

The remaining five tanks were hurriedly converted into artillery tractors, where, it is presumed, they served effectively until their next combat action.



PzKw XIII Shd3t3p3m0W or "Smokenoutwagen", 1943. B.R. Baker

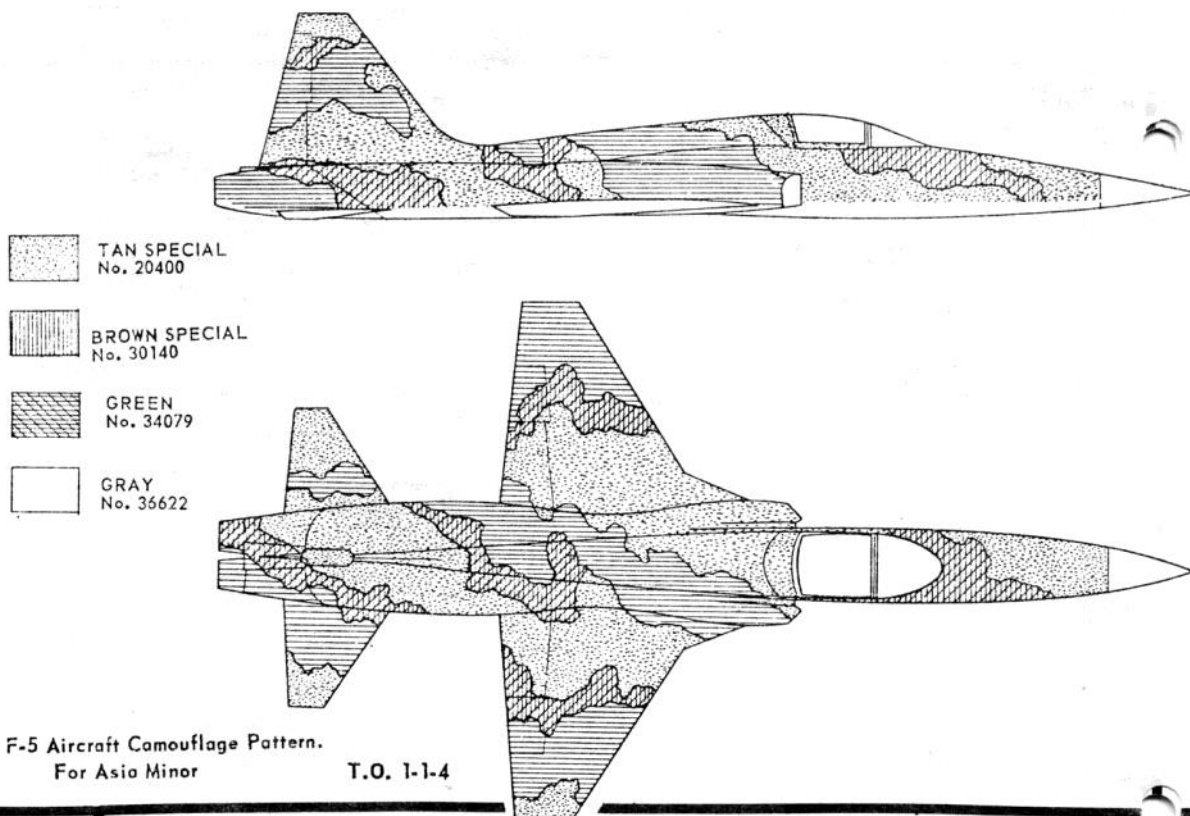
THIS MONTH'S CENTERFOLD

BRIAN R. BAKER

- (1) Douglas C-47A-20-DK, 42-93184, Arizona Air National Guard, Sky Harbor Airport, Phoenix. Photo: April, 1958. Silver overall, Black trip, White top, Copper nose, top of rudder, wingtips. Red prop warning stripes.
- (2) Same aircraft as #1. July 17, 1961. Silver overall, White top, Black trip, Dayglo Fuselage Trim.
- (3) Douglas EC-47A-90-DL, 43-15958, USAF Aero Medical Lab., Engineering Psychology Research. Silver overall, Black lettering. Tail, cowl, & Nose probably bright red. Rudder is somewhat weathered. Note wing stripes, White spinner. Boston area, early 1950's. From photos.
- (4) Douglas C-47A-DK, 42-92041, MAINE NATIONAL GUARD. Silver overall, Black lettering. Boston area, as #3.

WHERE WE WERE

Dirty Plastic May 1974

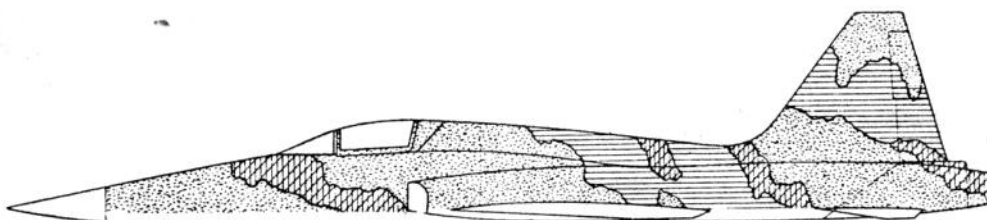


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Remember you have to be **in good standing, to enter and win competitions, get a copy of the monthly newsletter sent directly to your email, and vote for anything that the club brings to the table.**

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:

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:

B&B Session 20th

APRIL 2025

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

OCTOBER 2025

Tuesday 7th 7pm
Seminar/Speaker:

B&B Session 18th

MAY 2025

Tuesday 6th, 7pm
Seminar/Speaker:

B&B Session 17th

NOVEMBER 2025

Tuesday 4th 7pm
Seminar/Speaker:

B&B Session 15th

JUNE 2025

Tuesday 3rd 7pm
Seminar/Speaker:

B&B Session 21st

DECEMBER 2025

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



May Raffle

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

Item A 1/35 Tamiya 88mm Flak Gun



Item B 1/72 Fujimi D4Y4 "Judy"



Item C 1/48 Revell P-61 Black Widow



Item D 1/48 Revell Eurofighter Typhoon



Item E 1/25 AMT 1969 Plymouth GTX



Item F New from Hobby Depot: 1/24 JR Models Kyle Larson 2025 Chevrolet



Item G \$5.00 Special: 1/35 Kitty Hawk "Pave Hawk" HH-60G



UPCOMING EVENTS

Modelzona 1st November

IPMS Phoenix / Craig Hewitt Chapter

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

American Legion Post #1

364 N. 7th Ave.
Phoenix, AZ 85003

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

2025 Chapter Officers

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
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Swiss page covering aviation.	
Wide range of military subjects, airshows, color profiles, etc.	WINGS-AVIATION , www.wings-aviation.ch .
WW2 Video reference Site –Lots of Documentary DVD	www.victoryfilms.us

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

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



CONTENT NEEDED!!!!

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

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

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



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